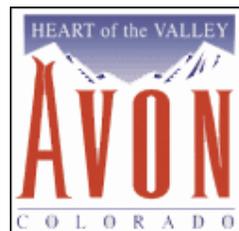


Town of Avon Comprehensive Plan



February 2006

(Revised March 2008)



DESIGNWORKSHOP

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I. Avon's Vision

A. What We Want To Be

Avon is unique due to its dual role as a year-round community serving the needs and interests of those that live and work within the community full-time and as a resort community that hosts both short and long-term visitors. The juxtaposition between these two functions has often made planning and decision-making for the Avon community and its leaders challenging. During this planning process it became apparent, however, that much of what the community expressed in terms of values, beliefs, and desires for Avon's future could in fact provide a synchronized direction for many of the unique issues and concerns associated with each of Avon's two identities. Put in terms of a vision for what we want our Town to be:

"...To provide a high quality of life, today and in the future, for a diversity of people and interests; and to promote their ability to live, work, visit, and recreate in the community."

B. What We Value

From the understanding that Avon's dual role as a community for year-round residents and as a destination resort community could and should be mutually supportive, a set of Core Values were identified that provide an overarching direction for the Comprehensive Plan and its implementation.

Reflective of the natural environment. Avon will continue to enhance its strong connections to its spectacular scenery, magnificent natural surroundings, and ample outdoor recreational opportunities.

Distinctive Built Form. Avon will develop with a hierarchy of built forms that reflects the importance of the Town Center as the center of the community. High Quality design and finishes are found throughout the community.

Sense of place and character. Avon will be a fully developed community made up of smaller residential neighborhoods and a thriving Town Center that collectively provide a unique sense of place and charm that is not only enjoyed by those that live and work here year-around, but that is enviously enjoyed by those that come to visit.

Thriving center of activity and entertainment: Avon will provide the Eagle Valley with unique shopping, dining, entertainment and recreational opportunities.

Avon's Vision

A vibrant economy: Avon will maintain a strong and sustainable year-round economy through our own efforts and through private/public partnerships.

Diversity. Avon recognizes that our community is the sum of its parts and that a healthy and vibrant community must welcome and encompass people with a wide range of backgrounds, interests, vocations, family status, and economic means. Avon will provide a total environment that is supportive of and attainable by a diverse community.

Connectedness to culture and heritage. Avon will provide exceptional art, architecture and cultural events and facilities, and promote its ranching, agricultural, and railroading heritage.

An exceptional transportation and transit network. Avon will support a multi-modal transportation network that provides convenient, efficient, clean links throughout the town, to ski area base facilities, and the entire Eagle Valley region.

Cooperative partnership with organizations throughout the Eagle Valley: Avon will be good neighbors to Beaver Creek, Eagle County, surrounding communities, and public lands in order to achieve mutual enhancements and the success of all.

C. How We Will Achieve Our Vision

From our Vision and its underlying values, the Comprehensive Plan develops several tools to achieve them:

Goals and Policies: Having defined the Vision for Avon and the supporting Subarea Strategic Roles, tools are needed to shape the character of the subareas to their intended outcome. These same tools are also needed to guide decision making with respect to individual development projects and governance issues. We have these tools in our Goals and Policies:

- *Goals:* These are statements of intent by the Town Government that when implemented will support the achievement of the Vision. They are in fact our strategies to achieve our Vision.
- *Policies:* Under each Goal, we have established a series of Policies. These tactical actions are necessary to implement and achieve the strategic objectives of our Goals and consequentially our Vision.

Town District Strategic Roles: In order for the Vision to be achieved each geographic region or subarea of the Town must have a defined contribution or role within the total town. These subareas have been specified and a specific

Avon's Vision

strategic role, character, and identity has been assigned to each so that the area may appropriately support our becoming the town that we envision.

II. Introduction

A. Purpose of the Plan

The Town's challenge is to shape the community's future by putting into place goals and implementation policies that will encourage the types of growth envisioned in this plan. This Comprehensive Plan provides the foundation and framework for such policies and actions by articulating an effective vision in words, maps and diagrams.

Six principal project goals guided the development of this Comprehensive Plan:

- Conduct a planning process that generates citizen and developer involvement and finds consensus.
- Create an Action Plan that articulates clear goals and policies and that will direct and prioritize the Town's future Capital Improvement Programs and future development.
- Develop a Future Land Use Plan and Community Framework Plan based on Avon's existing conditions and that identifies Avon's most desirable future land use mix and configuration.
- Develop an economic report in conjunction with a buildout analysis to identify economic constraints and opportunities facing Avon in order to better understand how land use and development decisions affect the local economy and the provision of public services.
- Develop a Fiscal Impact Analysis Model to evaluate impacts from development activity on Avon's public services costs and public revenues in order to understand the inherent trade-offs of potential land use and development scenarios.
- Update other key plan elements.

B. Avon's History and Context

The Town of Avon is located in the stunning Rocky Mountains of Colorado along the scenic Eagle River. The town serves as a gateway to the world-class Beaver Creek Resort and is eight miles west of world-famous Vail. It is a home rule municipality in Eagle County, with the county seat located 20 miles to the west in the Town of Eagle.

The early Eagle River Valley, including the area that was to become Avon, was first inhabited by the Utes. These great Native American horsemen spent winters in the mild climate to the west and returned to, in their language, "the shining

Introduction

mountains”, each summer to hunt mule deer, elk and the great buffalo.

The earliest Anglo-Americans visiting the area were probably hearty Mountain Men trapping beaver to supply fur for city folks' fashionable top hats. In 1845 a dashing adventurer, John Charles Fremont, led his California-bound expedition down the Eagle River through present day Avon and caught what they called a “buffalo fish,” probably a mountain white fish or a very old cutthroat trout, at a riverside camp called “William's Fishery”. The famous Hayden Survey party came to the Eagle Valley in 1873 noting impressive geology near present day Minturn and Squaw Creek, near present day Cordillera.

Settlers arrived in the early 1880's, including George A. Townsend who "took up a homestead" of 160 acres, the legal limit, and built a house at the confluence of the Eagle River and Beaver Creek. Mr. Townsend is said to have fancied the name Avondale for the area. At some point, Avon became its official name. Early pioneers, including Townsend, grew hay and raised cattle to feed hungry miners in nearby Red Cliff.

Metcalf and Oscar Traer rode together to Central City to witness each other's paperwork “proving up” their respective claims under the federal Homestead Act. Homesteaders also worked together to dig essential irrigation ditches, sometimes using dynamite and a horse-drawn scoop called a fresno, some of which still supply irrigating water to Avon today. As early as July 4, 1891, the Eagle County Times reported “Eagle County is a good place to visit, a better place to settle in, and the best place in the state for capital-seeking investment.”

In the 1920's head lettuce was the crop of choice in Avon and neighboring Beaver Creek and Bachelor Gulch. Box cars stood at the Avon Depot, loaded with ice from the Minturn ice house (the ice had been cut the preceding winter at Pando up near Tennessee Pass) and readied for freshly cut lettuce heads delivered in crates by farmers and their ranch hands including wives. These refrigerated railcars shipped Avon crops as far as the east coast providing fresh lettuce weeks after the nation's standard lettuce harvest was gone. Through the years Avon land produced cattle, hay, potatoes, peas, oats and, starting in the 1940's, sheep. By this time most of Avon's homesteading families were long gone but descendents of William Nottingham had stayed on and owned and operated nearly all of the land called Avon.

By 1972 Vail had become one of the top destination ski resorts in the country and pressure mounted “down valley” in Avon for ranch land to be developed. One branch of the Nottingham family sold its controlling interest in the land to

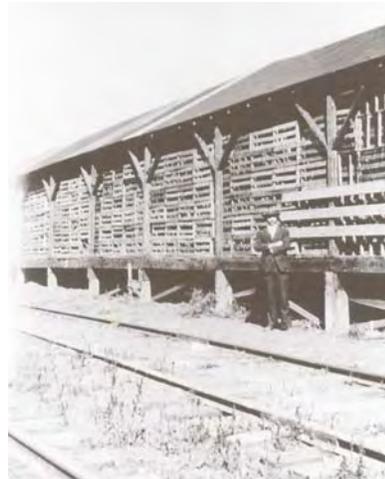
Introduction

Benchmark Companies and the Town of Avon was incorporated on February 24, 1978. The new town was comprised of the land in present day central and western Avon including the area that soon became Nottingham Park. After ten years, in 1988, Avon had a permanent population of 1,500 people. Another branch of the Nottinghams sold its land to companies owned by developer Magnus Lindholm, the area encompassing present day eastern Avon and the northern hillside. Residents continued to move to Avon and, in 1998, Avon was home to over 3,000 residents. As of 2003, Avon's population had doubled to 6,727 people living in 2,317 households.

Bibliography

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Simonton, Don and June. *Living on the Mountain. A History and Field Guide of Bachelor Gulch.* Vail Associates Real Estate Group, Inc., Avon, Colorado. Copyright 1996.



Top left: Early Avon residents.

Above: Lettuce storage sheds.

Left: Avon in the 1950s.

III. Land Use and Community Framework

A. Existing Land Use Patterns

Avon's existing pattern of land uses has remained essentially unchanged since the adoption of its first comprehensive plan in 1996 with the notable exception of the annexation and initial development of the Village at Avon PUD on 1,790 acres of land east and north of the Town's previous boundaries.

The pattern of existing development in Avon has been shaped by land use regulations, natural physical characteristics of the valley, and man-made facilities and features that have been constructed over time. Significant natural features that have influenced land use patterns include the steep valley walls, relatively flat terrain upon the valley floor, the Eagle River, and smaller tributaries and drainages such as Metcalf Creek, Buck Creek, and Swift Gulch. Man-made features that have had an impact upon development and land use patterns within the Town are the railroad, US Highway 6, Interstate 70 (I-70), the local street pattern, and Nottingham Lake. Ownership of lands by the US Forest Service and the remaining land ownership patterns has also had an influence upon the arrangement of the various land uses within the Town.

Land development patterns and land use designations were initially formalized in 1974, when Benchmark Corporation received approval from Eagle County for the creation of the Benchmark at Beaver Creek Planned Unit Development (P.U.D.) comprising much of the area that is now the Town of Avon. Through the platting of the 513-acre Benchmark at Beaver Creek Subdivision, Blocks 1-3, each lot or development parcel was assigned a land use designation specifying the permitted uses upon each lot, and also assigned a designated number of development rights. Each development right assigned represented the ability to construct one dwelling unit. At the time that Avon was incorporated, the development rights system remained intact and a zoning ordinance was adopted. This system has since been amended over the years; however, some of the original development rights were adopted as part of the last major Zoning Code revision in 1990.

The primary focus of urban development within Avon has been in the Town Center District adjacent to Avon Road. This important roadway is the major north-south connection between I-70 and US Highway 6, and serves as the main



Land Use and Community Framework

Existing Land Use Patterns

access to Beaver Creek Resort. East of Avon Road, the land has been developed mainly as a one to two-story shopping center area, and is primarily oriented toward serving consumer need for both local residents and visitors traveling by automobile. A limited amount of office use also exists within this area, as well as a moderate number of residential units within vertically mixed-use buildings. The recent development of the Chapel Square mixed-use project and the associated redevelopment of the former Wal-Mart shopping center have provided a starting point for redevelopment of this area. A number of older developments provide opportunity for redevelopment due to their age and their underutilization of the land on which they are located.

The area just west of Avon Road has developed into the most intensely developed area of the Town Center District. The initial developers of Avon intended the Town Center District to become the centerpiece of the town. Avon Center, The Seasons, and Mountain Vista reflect this intent by their higher density character, including a vertical mix of uses with retail and commercial uses on the ground level and a combination of residential, office, and lodging uses on upper floors. The buildings in this area currently orient themselves along the Town's pedestrian mall, but the Town has initiated efforts to convert this pedestrian mall into a new 'Main Street' that can accommodate primarily pedestrians and secondarily automobiles.

Located east of Avon's existing East Town Center District is the Village at Avon Planned Unit Development. Annexed into the Town of Avon in 1998, the Village at Avon covers an area of approximately 1,790 acres extending from the existing Town Center District on the west, the railroad right-of-way on the south, the I-70 bridge over the Eagle River near the Eagle-Vail commercial area to the east, and the valley's northern hillside north of I-70. The PUD established entitlements to develop 2,400 dwelling units (500 of which are to be constructed as affordable housing) and 650,000 square feet of commercial development. The approved PUD development plan and associated PUD Guide provide the Village at Avon developers a broad amount of latitude in terms of the design, placement, and types of uses that can be developed. In general terms, however, the PUD development plan identifies mixed use urban village development with a system of open spaces/parks and civic/cultural/entertainment uses along the valley floor, a regional commercial area immediately south of the new I-70 interchange, and residential on the lower and upper saddles of the valley's northern hillside.

West of the Town Center District is Nottingham Lake and its associated parkland and surrounding residential

Land Use and Community Framework

Existing Land Use Patterns

development. This area, along with the western portion of Avon between U.S. Highway 6 and the railroad, has been the focus of relatively intense multi-family development. Avon's elementary school and the district water and wastewater treatment plants are also located in this area.

A node of commercial activity within Avon is located on the north side of the I-70/Avon Road interchange. The land uses in this area include convenience stores, auto repair shops and a restaurant. These uses service the local population as well as highway travelers. Residential uses are also situated along the north side of I-70, and take advantage of the buildable areas adjacent to Nottingham Road.

The Town's only light industrial land uses occur along the western end of Nottingham Road and along Metcalf Road north of I-70. Uses in this area consist of a mixture of wholesale commercial, warehousing, office, and commercial service facilities. The area is already developed, with only a few remaining vacant parcels.

Located on the north side of Avon are the Wildwood, Wildridge, and Mountain Star residential subdivisions. These areas have been designed to take advantage of southern views and solar exposure. Wildwood is a mixture of duplex and multi-family residential units, including affordable and deed restricted projects. Wildridge has developed into a mixture of single-family, duplex, and multi-family residential units. Mountain Star consists of high-end single-family residents on large lots.

Eaglebend and Nottingham Station are residential areas located along the Eagle River, on the east side of Avon Road between the railroad and the river. These areas include a mixture of multi-family, duplex, and single-family housing units.

TOWN OF AVON COMPREHENSIVE PLAN



- Mixed Use
- Civic/public
- Regional commercial
- Neighborhood commercial
- Light industrial commercial
- Open space
- Park
- Residential - high density
- Residential - medium density
- Residential - low density
- Town of Avon boundary
- Corporate boundary
- Parcel
- Water



Note: Road alignments are approximate.

Existing/Approved Land Uses

Land Use and Community Framework Opportunities and Constraints

B. Opportunities and Constraints

An inventory of existing and potential geographic and physical elements influencing Avon and its future planning efforts was conducted. The results of this investigation were compiled in a map of the Opportunities and Constraints. The following are some of the key elements depicted on the Opportunity and Constraints map:

Opportunities:

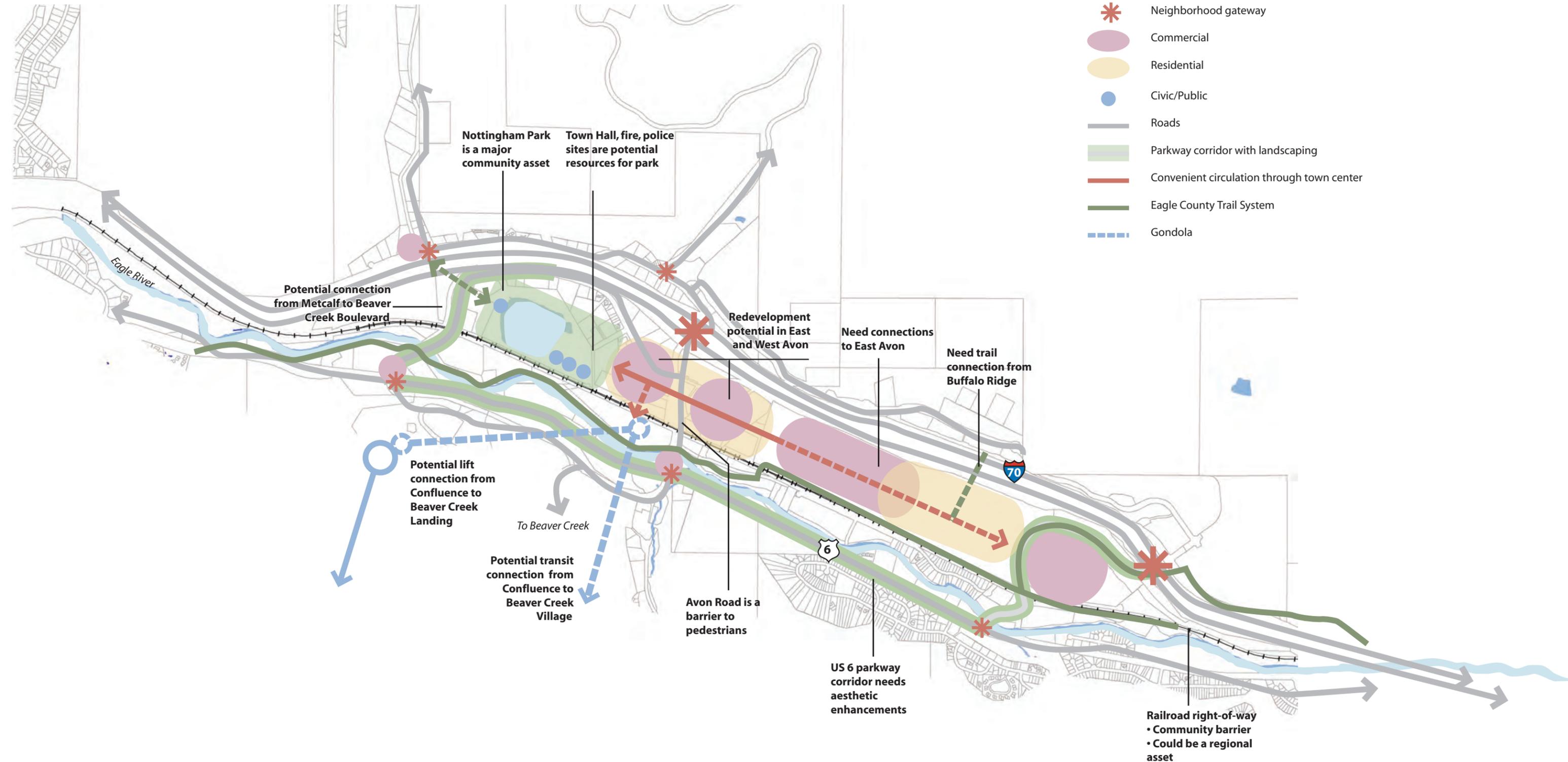
- Redevelopment of older buildings and the re-organization of parcel boundaries and the associated street pattern to create more organized and effective urban framework in the Town Center District;
- Development of a transit connection directly connecting Avon's Town Center District with Beaver Creek Village;
- Development of a lift connection directly connecting Avon's Town Center District with Beaver Creek Landing;
- Opportunity to connect Avon's Town Center District to the Eagle River;
- Opportunities to increase recreational and mobility options to and from Avon with the regional trail through Avon along the Eagle River;
- Utilization of Nottingham Park as a strong anchor/destination to the future "Main Street";
- Enhancement of existing civic and recreational amenities near Nottingham Park to strengthen this area as Avon's civic and cultural center;
- Opportunity for trail connection from Buffalo Ridge to the Village at Avon; and
- Potential to use the railroad right-of-way for transit service or trails.

Constraints:

- Avon Road is perceived as a barrier for pedestrians attempting to walk between the East and West Town Center Districts.
- Avon's East Town Center District is fragmented and lacks strong auto and pedestrian connections.
- The railroad right-of-way creates a linear barrier separating Avon's Town Center District from other certain residential and commercial area and the Eagle River.

TOWN OF AVON COMPREHENSIVE PLAN

-  Community gateway
-  Neighborhood gateway
-  Commercial
-  Residential
-  Civic/Public
-  Roads
-  Parkway corridor with landscaping
-  Convenient circulation through town center
-  Eagle County Trail System
-  Gondola



Opportunities and Constraints



C. Future Land Use Plan

The Future Land Use Plan establishes preferred development patterns by designating land use categories for specific geographical locations. It should be understood that the land use designations depicted on the land use map do not supersede the Town's zoning districts and regulations. While the Town's zoning districts and their associated regulations establish each parcel's property rights in terms of allowable uses and conditions of development, the Future Land Use Plan and its land use designations are illustrative only and associated to general geographic areas and are therefore not suitable for parcel specific decision making.

The Future Land Use Plan was developed by:

- Integrating the ideas and concerns of local residents and property owners expressed at Stakeholder Interviews, Steering Committee meetings, Public Open Houses, Town Council hearings, and Planning and Zoning Commission hearings;
- Analyzing existing land use conditions, opportunities, and constraints related to physical, social, economic, and political issues and concerns;
- Understanding market conditions related to the future residential, commercial, office and industrial uses;
- Creating a balanced, more sustainable inventory of land uses that provides landowners and developers greater flexibility to meet changing market demands;
- Increasing the supply of residential/accommodation and commercial uses within Avon's Town Center District to provide a critical mass and diversity of uses, services and amenities that create both day and night activities within an inviting and energized urban environment;
- Defining an overall community form that peaks in terms of density and building height in the Town Center District surrounded by lower density and scale development; and
- Creating a unified and cohesive physical framework and community image between the Village at Avon and remaining portions of town.

The following definitions are intended to describe the intent of each land use designation depicted on the Future Land Use Plan. They should be considered in coordination with this Comprehensive Plan's overall vision and its individual Goals and Policies.

- **Civic/Public** – Public areas are intended to contain uses related to community services, such as fire stations,

Land Use and Community Framework

Future Land Use Plan

schools, community centers, hospitals, municipal centers, recreation centers, police stations, and municipal maintenance yards. Each proposed public use should be evaluated separately in terms of its land area and topographical constraints, as well as its compatibility with adjacent uses.

- **Open Space** – Areas identified as open space are to be protected from development, so that the natural character and environment of the landscape is preserved. Open space may also be used as a buffer between conflicting land uses and activities, as an edge to the community, to preserve views, as a mechanism to preserve a valued natural resource, or to protect the public from a hazardous situation. Floodplains, with their associated riparian habitat and wildlife, steep slopes, ridges, and other lands with unique physical properties are also good candidates for open space designation.
- **Parkland** – Parks are intended to provide for the passive and active recreation needs of the community or region. Where possible, they should be located and designed to take advantage of natural features and amenities.
- **Residential Low Density** – Areas designated for residential low density are intended to provide sites for single-family, duplex, and multi-family dwellings at a density no greater than 7.5 dwelling units per acre.
- **Residential Medium Density** – Areas designated for residential medium density are intended to provide sites for multi-family dwellings at a density no less than 7.5 and no greater than 15 dwelling units per acre.
- **Residential High Density** – Areas designated for residential density are intended to provide sites for multi-family dwellings no less than 15 and no greater than 20 dwelling units per acre.
- **Mixed Use**– The intent of the mixed-use designation is to create an area providing commercial retail and service uses with a supporting mix of office, residential, lodging, and entertainment uses in an urbanized, pedestrian-oriented environment. A high proportion of lodging and other residential uses should be achieved in order to create the needed critical mass of population and activity to energize the Town Center District. Building should be vertically mixed, with retail, restaurants, and other commercial services located on the lower levels in order to encourage a high level of interest and pedestrian

Land Use and Community Framework

Future Land Use Plan

activity. Building design, siting, and orientation, as well as shared parking facilities and public gathering spaces create an environment that is appealing and inviting for pedestrians and vehicles.

- **Regional Commercial** – The regional commercial areas are intended to serve both local and regional shoppers with a wide variety of commercial uses, including discount retailers, offices, supermarkets, and other similar uses.
- **Neighborhood Commercial** – These areas are intended to provide neighborhood-focused retail and service uses (such as markets, childcare, restaurants, and cafes) that are conveniently located near and connected with surrounding residential neighborhoods.
- **Light Industrial Commercial and Employment** – Light industrial commercial and employment areas comprise a variety of businesses, including warehouses, research and development firms, repair shops, wholesale distributors, and light manufacturing. These areas may include supporting office, commercial, and accessory residential uses where appropriate.

The Eagle County Future Land Use Map is included as a reference. Continued low and medium density land uses surrounded by open space and recreation lands are planned for the area around Singletree and Arrowhead that abuts the Town’s boundary. Although Eagle/Vail is largely built out, it is identified in the Future Land Use Map as “Community Center” – an existing residential, commercial, or mixed-use activity center. Residential densities range from three to twelve dwelling units per acre, but development clusters are encouraged.

TOWN OF AVON COMPREHENSIVE PLAN



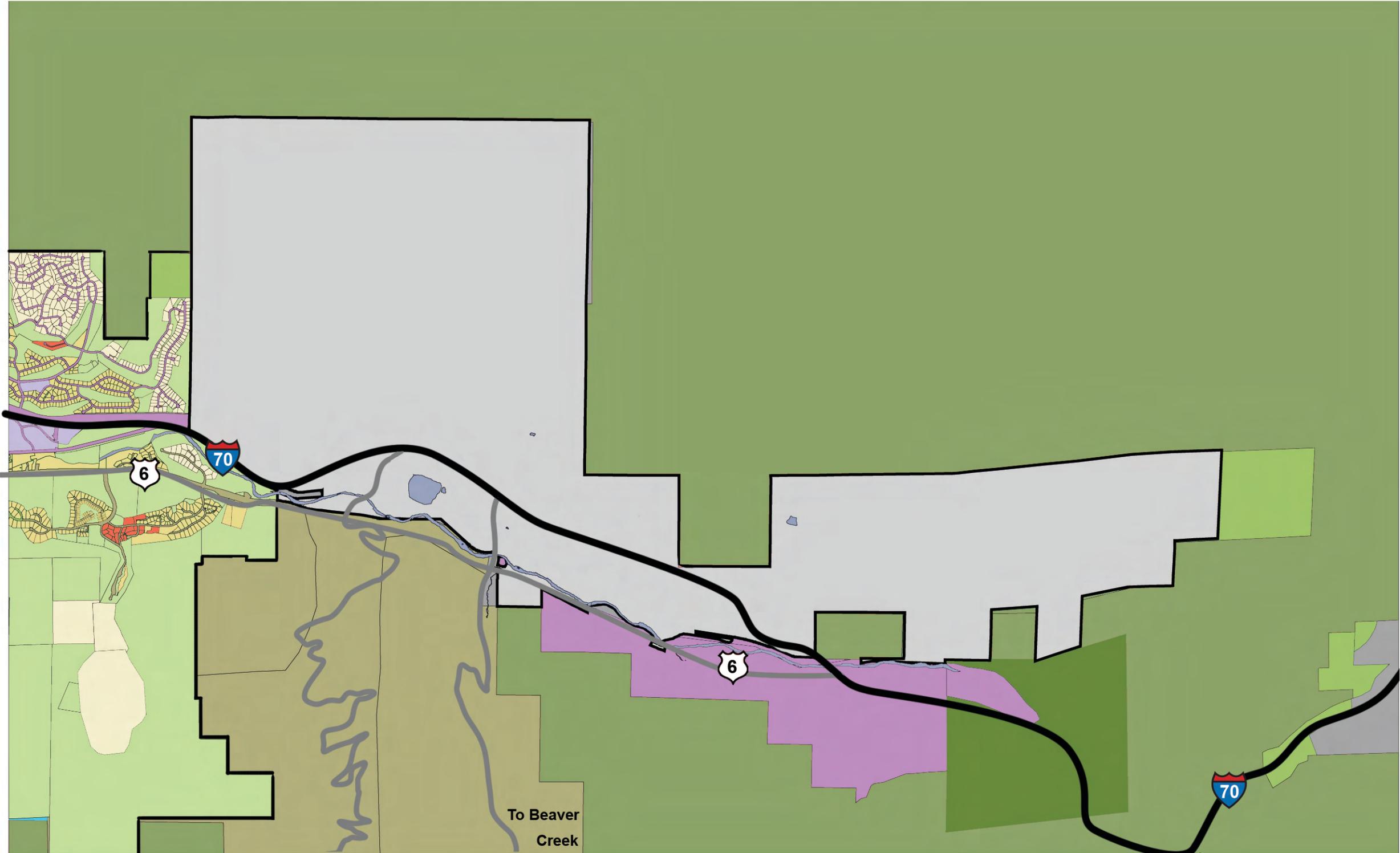
- Civic/Public
- Regional commercial
- Mixed use
- Neighborhood commercial
- Light industrial commercial
- Open space
- Park
- Residential - high density
- Residential - medium density
- Residential - low density
- Town of Avon boundary
- Parcel
- Water



Note: Road alignments are approximate.



TOWN OF AVON COMPREHENSIVE PLAN



Eagle County Future Land Use

- Community Center
- Resort
- Rural
- State of Colorado
- Town Boundary
- National Forest
- Town of Avon
- Water

Edwards Future Land Use

- Residential High Density
- Residential Medium Density
- Residential Low Density
- Mixed Use
- Recreation, Golf Course, Open Space
- Public Services and Facilities



Land Use and Community Framework
Community Framework Plan

D. Community Framework Plan and Built Form Diagram

This Community Framework Plan and Built Form Diagram shall be used in conjunction with the Future Land Use Plan to illustrate key community design policies contained in this Comprehensive Plan to achieve the desired community character. Neither are intended to be a land use plan.

A major focus of the Community Framework Plan is to define relationships between designated land uses to create a meaningful and logical structure for future development. The application of the Community Framework Plan is fourfold:

1. The Community Framework Plan illustrates the larger-scale relationships between the Town Center Districts and other key areas within Avon;
2. The Community Framework Plan provides illustration of the land use goals and policies;
3. The Community Framework Plan provides a starting point for development submittals by illustrating how specific land use designations can be refined using the Comprehensive Plan's goals and policies; and
4. The Community Framework Plan provides an overall vision for Avon's community design structure. The plan serves as a guide and checkpoint to ensure that individual development plans are coordinated to create a functional, desirable overall land use pattern.

In order for Avon to realize its vision and its associated community goals and objectives, the key challenge facing Avon is to enhance its Town Center Districts. This Community Framework Plan identifies the East and West Town Center Districts as being comprised of the mixed-use nodes on the east and west sides of Avon Road. The Town Center Districts are intended to be Avon's focal point for social, business, and cultural activities. Specifically, the Town Center Districts are anticipated to provide mixed-use development of the highest intensity within the community supported by an exceptional pedestrian-oriented environment including comfortable spaces, exceptional views, and intimate gathering places. The Town Center Districts will provide a range of retail, business, lodging, civic, cultural, and residential uses. The Town Center Districts will also serve as Avon's major transit destination. In addition to the emphasis this plan places on achieving the potentials within the Town Center Districts, it is also essential to understand how other key areas within the community should relate to the Town Center District. The following districts represent key areas within Avon with significant ties and associations



Land Use and Community Framework

Community Framework Plan

to the Town Center District.

- The Village at Avon Village West District
- The Village at Avon East District
- The Nottingham Park District
- The Nottingham Road Commercial District

Each of these districts and their relationship to the Town Center District are described in detail in Section IV.

The Built Form Diagram is provided to illustrate the desired form of the community in a three dimensional method. The diagram is not to scale, but instead shows the relationship of one district to the next in regards to form. As developments are reviewed, the diagrams shall provide another source of guidance to support the land use regulations and design guidelines.

Implementation policies for undeveloped vacant lands and the connections of future development to existing neighborhoods will provide both the Town and potential developers with clear expectations regarding the Town's vision for future development.

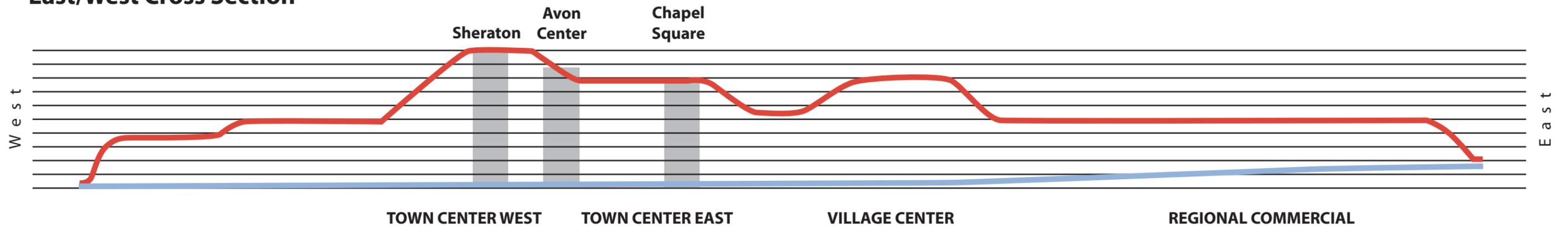
- Identify needed pedestrian and automobile connections to link all parts of the community and to develop a more functional and walkable community.
- Identify a general re-orientation for selective redevelopment of key parcels within the Town Center District to simplify its circulation system and increase opportunities for viable mixed-use development.
- Identify important heritage and cultural resources worthy of preservation and/or enhancements.
- Identify important community gateways and corridors. Then, identify ways to promote their enhancement.
- Identify a basic framework that works in conjunction with specific district planning principles identified in the plan.

TOWN OF AVON BUILT FORM DIAGRAM

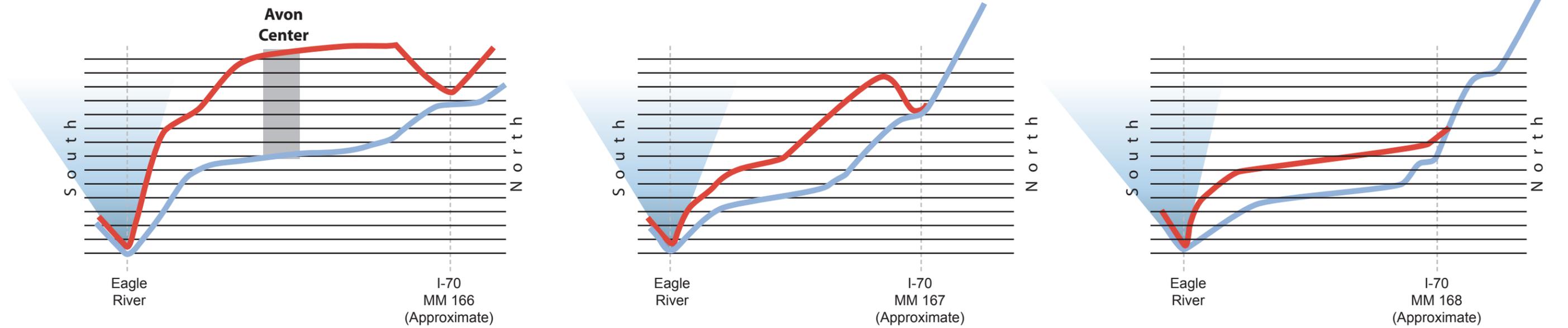


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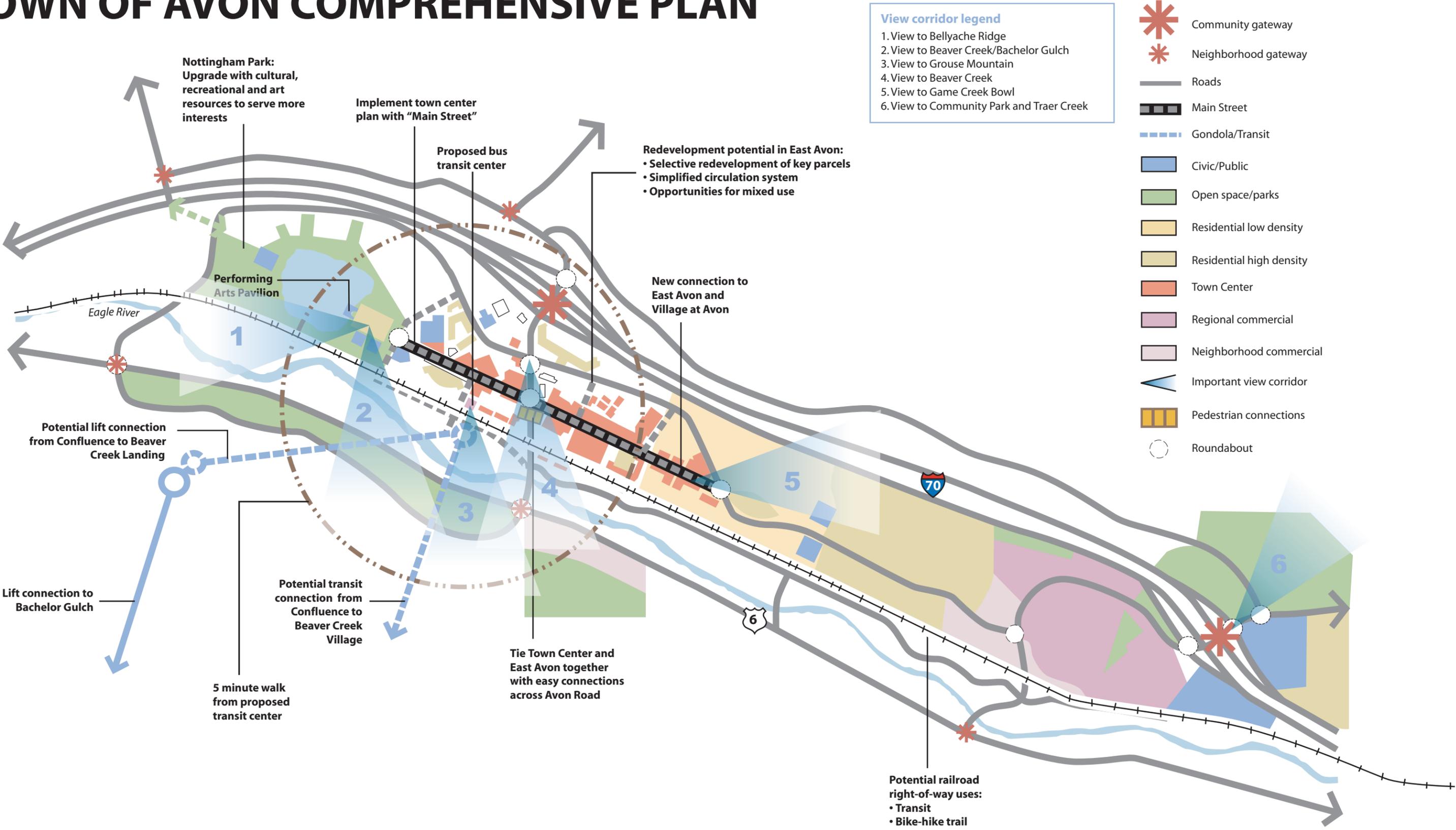
East/West Cross Section



North/South Cross Sections



TOWN OF AVON COMPREHENSIVE PLAN



- View corridor legend**
1. View to Bellyache Ridge
 2. View to Beaver Creek/Bachelor Gulch
 3. View to Grouse Mountain
 4. View to Beaver Creek
 5. View to Game Creek Bowl
 6. View to Community Park and Traer Creek

- Community gateway
- Neighborhood gateway
- Roads
- Main Street
- Gondola/Transit
- Civic/Public
- Open space/parks
- Residential low density
- Residential high density
- Town Center
- Regional commercial
- Neighborhood commercial
- Important view corridor
- Pedestrian connections
- Roundabout

Nottingham Park:
Upgrade with cultural, recreational and art resources to serve more interests

Implement town center plan with "Main Street"

Proposed bus transit center

Redevelopment potential in East Avon:

- Selective redevelopment of key parcels
- Simplified circulation system
- Opportunities for mixed use

New connection to East Avon and Village at Avon

Performing Arts Pavilion

Eagle River

Potential lift connection from Confluence to Beaver Creek Landing

Lift connection to Bachelor Gulch

Potential transit connection from Confluence to Beaver Creek Village

5 minute walk from proposed transit center

Tie Town Center and East Avon together with easy connections across Avon Road

Potential railroad right-of-way uses:

- Transit
- Bike-hike trail



IV. Goals and Policies

A number of overarching goals and policies provide direction in the following topic areas community-wide:

- Regional Coordination
- Built Form
- Land Uses
- Community Character
- Economic Development
- Housing
- Transportation
- Environment
- Parks, Recreation, Trails and Open Space
- Public Services, Facilities, Utilities and Government

Each topic area contains one or more goals and several specific policy objectives. Certain goals and policies are more specific and timely than others; however, all goals and policies contribute to the vision of the plan and its implementation.

Finally, certain policies interrelate to several topic areas (such as policies that are relevant to both *Land Use* and *Economic Development*). Where this redundancy occurs, the policy will cross-reference other goals or policies accordingly.

Goals and Policies

A. Regional Coordination

Goal A.1: Collaborate with Eagle County, adjacent municipalities, and other agencies to implement this plan and to ensure Avon's needs and goals are being met.

Policy A.1.1: Work with Eagle County, adjacent municipalities, and other agencies on cooperative planning efforts, including joint planning agreements to govern review and action on development applications within the Town's 3-mile planning area (from the town boundary).

Policy A.1.2: Refer development submittals (as deemed necessary by staff) to Eagle County, adjacent municipalities, and other agencies to ensure that regional issues are identified and considered as part of the public process.

Policy A.1.3: Review development submittals from Eagle County, adjacent municipalities, and other agencies to ensure that the town's issues are identified and considered as part of the public process.

Policy A.1.4: Participate in agreements with Eagle County, adjacent municipalities, and other agencies regarding funding of facilities and revenue sharing.

Policy A.1.5: Work with Eagle County, adjacent municipalities, and other agencies to coordinate efforts to address regional issues related to such topics as the railroad corridor, I-70, Highway 6, affordable housing, trails, and the Eagle River.

B. Built Form

Goal B.1: Promote a compact community form.

- Policy B.1.1:** Require that development throughout the community fit the overall Built Form according to the Built Form Diagrams in this plan.
- Policy B.1.2:** Amend the zoning code to include Floor Area Ratio limitations, which help to minimize standardization of heights and break up building bulk.
- Policy B.1.3:** Ensure development protects the enjoyment of outdoor spaces by maximizing sun exposure and protecting views.
- Policy B.1.4:** Require that development throughout the community meet the density guidelines as indicated on the Future Land Use Map.
- Policy B.1.5:** Require that development within the Town Center Districts is readily accessible to and otherwise integrated with existing retail areas and transit service routes for both pedestrians and vehicles.
- Policy B.1.6:** Require that development within the Town Center Districts includes vertically mixed uses.
- Policy B.1.7:** Require that development within the Town Center Districts maintain a strong street edge, however all floors above the third shall be setback and articulated.
- Policy B.1.8:** Locate uses that generate traffic to areas near transit facilities or shared parking facilities to



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minimize automobile travel and “re-parking” within the same area.

Policy B.1.9: Encourage redevelopment and revitalization of currently outdated, rundown, or otherwise neglected areas.

Goal B.2: Provide a distinct physical and visual separation between Avon and its surrounding communities that preserves the natural beauty of the surrounding mountains and the Eagle River valley.

Policy B.2.1: Inventory, analyze and prioritize lands adjacent to the developed portions of the Town, particularly developable open space, steep slopes, drainage corridors, ridgelines, river frontage and other environmentally sensitive areas, for possible acquisition and/or preservation as open space or other public purposes in order to maintain Avon’s visual identity.

Policy B.2.2: Maintain the Eagle River as a valued resource in accordance with the Eagle River Watershed Plan.

Policy B.2.3: Encourage cluster style development in areas of less density to promote creative and efficient site design that avoids impacts on environmental resources and augments open space.

Policy B.2.4: Work with landowners to identify opportunities for conservation easements or other permanent open space protection tools.

Policy B.2.5: Work with public landowners to secure appropriate access to public lands.

Goal B.3: Ensure that annexations provide an overall benefit to the community and are in conformance with this plan’s goals and policies.

Policy B.3.1: Require that all annexed lands be master planned in conformance with the Future Land Use Plan and all existing design standards. It must clearly show physical, visual, and functional connections to existing development and Town facilities.

Policy B.3.2: Participate in planning efforts related to lands outside the Town’s corporate limits that may affect the community by maintaining open communications with Eagle County, adjacent municipalities, and other governmental and quasi-governmental agencies.

Policy B.3.3: Coordinate land use policies and regulations with Eagle County, adjacent municipalities and other quasi-governmental agencies to make development more consistent across political boundaries.

Policy B.3.4: Ensure that all annexation agreements, subdivision improvement agreements and other subsequent commitments between the Town and an annexee clearly identifies the intent and/or purpose of the future development to assure that the identified intent or purpose will be achieved and the Town’s goals and policies are being met.

C. Land Uses

Goal C.1: Provide a balance of land uses that offers a range of housing options, diverse



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commercial and employment opportunities, inviting guest accommodations, and high quality civic and recreational facilities, working in concert to strengthen Avon's identity as both a year-round residential community and as a commercial, tourism and economic center.

Policy C.1.1: Ensure that proposed development and redevelopment projects conform to the Future Land Use Plan's designations and are a scale and intensity appropriate for the planning district in which they are located.

Policy C.1.2: Ensure each development contributes to a healthy jobs/housing balance in the Town and surrounding area.

Policy C.1.3: Focus lodging and guest accommodation in the Town Center Districts to take advantage of the proximity to retail, commercial and other community services.

Policy C.1.4: Develop detailed District Master Plans for each District. Once written, immediate action should be taken to provide clear and simple zoning that would allow the type of development approved in the District Master Plan.

Policy C.1.5: Where no District Master Plan has been prepared, flexible zoning such as Planned Unit Development should be considered as an alternative to straight zoning if it would allow a more effective development pattern. However, such flexible zoning will only be allowed where it provides a benefit to the community, is consistent with this comprehensive plan, and is compatible with

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surrounding development. Variations from standard zoning may be permitted only as needed to achieve a clearly demonstrated community benefit.

Policy C.1.6: Include sufficient land for public uses such as schools, recreation, community facilities (such as childcare), and government services near the people who use them.

Policy C.1.7: Encourage development applicants to meet with adjacent residents, businesses, and property owners prior to and during design, planning, and application phases. This will allow applicants to identify concerns and propose strategies for addressing them.

Policy C.1.8: Require proposed development near the railroad corridor, particularly in the Town Center Districts, to anticipate future transit and incorporate this potential into building and site design.

Goal C.2: Ensure that Avon continues to develop as a community of safe, interactive, and cohesive neighborhoods that contribute to the Town's overall character and image.

Policy C.2.1: Promote a wide range of residential uses including single family, duplex, multifamily, and vertically integrated residential units (housing on the upper floors of mixed-use commercial buildings) throughout the town.

Policy C.2.2: Require new residential development to provide a variety of housing densities, styles, and types based upon the findings of a housing needs assessment study.

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Policy C.2.3: Require pedestrian, bike, and automobile connections, where appropriate, between proposed and existing residential neighborhoods. The use of multiple access points, traffic calming devices, and/or street design standards will be employed to minimize cut through traffic.

Goal C.3: Use mixed-use development to create a more balanced, sustainable system of land uses.

Policy C.3.1: Require vertical and/or horizontal mixed-use development to occur in those areas identified in the Future Land Use Plan for mixed-use to enhance the Town's ability to respond to changing market conditions.

Policy C.3.2: Provide opportunities for short-term office and service uses in ground floor retail space when market demand is low, but retain permanent designation as retail.

Goal C.4: Encourage sustainable commercial development that enhances Avon's overall economic health, contributes to the community's image and character, and provides residents and visitors with increased choices and services.

Policy C.4.1: Develop a detailed District Master Plan for the East Town Center District identifying parcel configurations and new automobile and pedestrian circulation alignments to increase the district's viability.

Policy C.4.2: Require future commercial businesses, when appropriate, to cluster buildings and to provide publicly accessible amenities.

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Policy C.4.3: Encourage neighborhood retail and service activities in locations that are convenient to residential neighborhoods. Require such development to provide pedestrian connections to adjacent development and to existing and proposed trail systems.

Policy C.4.4: Encourage commercial developments to utilize innovative and environmentally friendly planning and construction techniques.

Goal C.5: Encourage redevelopment of existing light industrial and manufacturing uses that conform to existing plans and design standards.

Policy C.5.1: Require that service commercial and light industrial uses, including warehousing and light manufacturing include effective vehicular access and circulation separate from public roads or right of ways. Encourage effective screening from adjacent uses and public ways.

Policy C.5.2: Permit accessory residential uses in association with light industrial commercial development when compatible.

Policy C.5.3: Require adequate infrastructure improvements including sidewalks, utilities, and controlled access from collector roads.

D. Community Character

Goal D.1: Ensure that development and redevelopment is compatible with existing and planned adjacent development and contributes to Avon's community image and character.

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Policy D.1.1: Encourage creative, forward-thinking development consistent with adopted plans.

Policy D.1.2: Ensure that development and redevelopment responds appropriately to adjacent development.

Policy D.1.3: Restrict large surface parking areas that directly abut local streets. If a large surface parking area is located next to a local street, use berms, plant materials of varying height, or other materials to buffer and screen these parking areas.

Policy D.1.4: Create a unified and cohesive physical framework and community image by ensuring compatible building orientation, scale, massing, siting, street alignments, streetscape furnishings, signage, lighting, etc.

Policy D.1.5: Update and enhance the Avon land use regulations so that development is subject to a thorough, rigorous set of development criteria.

Goal D.2: Create community gateways and streetscapes that reflect and strengthen Avon's unique community character and image.

Policy D.2.1: Beautify the town with street trees, sidewalks, landscaping and public art.

Policy D.2.2: Design and maintain the Town's streets and walkways as safe, inviting, and pedestrian/bicycle friendly public spaces.

Policy D.2.3: Improve the streetscape along U.S. Highway 6 to strengthen Avon's overall community image and to stimulate future

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development and redevelopment by providing a more attractive and cohesive street edge.

Policy D.2.4: Coordinate with the Colorado Department of Transportation to lessen visual and noise impacts for development adjacent to I-70 while preserving important views of Avon from I-70.

Policy D.2.5: Develop community gateways along Avon's major roadway corridors that respond to and strengthen Avon's community identity. Gateways will delineate the Town's boundaries using landscape, signage, and/or right-of-way treatments that are applied consistently to create a unified community image.

Policy D.2.6: Strengthen Avon's community edge to distinguish it from neighboring communities through the continued preservation of open space.

Goal D.3: Develop new and continue to enhance existing cultural and heritage facilities, events, and programs that strengthen Avon's community character and image.

Policy D.3.1: Support cultural activities oriented to families and year-round residents such as theater, concerts in the park, school activities, etc.

Policy D.3.2: Encourage through partial funding or other means, local festivals and special events.

Policy D.3.3: Encourage development of civic and recreational amenities that benefit existing neighborhoods.

Policy D.3.4: Develop a place for cultural events such as an open-air pavilion, amphitheater, or plaza.

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Policy D.3.5: Develop a plan for appropriate community-wide art installations.

Policy D.3.6: Maintain existing elements that contribute or reflect the heritage of the community and include forms and materials that reflect this heritage in new designs.

E. Economic Development

Goal E.1: Ensure that there is a positive environment for small businesses.

Policy E.1.1: Conduct a retail analysis to identify specific opportunities to increase retail expenditures within Avon, to reduce sales tax migration to other nearby communities, and to support a year-round retail mix.

Policy E.1.2: Permit home occupations and live/work opportunities where there is minimal negative impact to the neighborhood to reduce traffic/commuting impacts in the community and provide affordable options for local entrepreneurs.

Policy E.1.3: Encourage small business incubators to support local entrepreneurs.

Goal E.2: Ensure the ability to fund and implement the necessary development and redevelopment by encouraging strategic use of town funds to leverage high quality private sector investment.

Policy E.2.1: Pursue economic development benefiting the Town of Avon by using local, county, state, or federal resources that are available including incentive programs and selection criteria. Community funds should be applied to different projects

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based upon level of projected public investment versus revenue returns to the Town.

Policy E.2.2: Use the Capital Improvement Plan to fund key public facilities that will catalyze private sector projects.

Policy E.2.3: Encourage private investment in Avon through such tools and strategies as Tax Increment Financing for specific development proposals, General Improvement District Bonds, expedited review processes, public/private financing mechanisms, applying for development and redevelopment grants, and participation (cost and revenue) in delivering infrastructure and services as advantageous to the Town and its economic development efforts.

Policy E.2.4: Encourage businesses that offer higher quality jobs for local residents within the region to relocate to Avon by promoting its available commercial land and buildings as well as its existing infrastructure and its accessible location.

Policy E.2.5: Address public economic and demographic information requests, as well as coordinate business attraction, retention, and reinvestment efforts between Town departments. Utilize local data and resources such as the Vail Valley Economic Council and Eagle County Profile wherever possible.

Policy E.2.6: Continually review business taxation practices in an effort to maintain Avon's competitive position in the region, while

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maintaining a healthy fiscal structure.

Policy E.2.7: Investigate the potential costs and benefits of establishing a vacancy assessment fee to discourage long-term commercial/retail vacancies.

Goal E.3: Increase the number of visitors to Avon by enhancing our attractiveness as a destination resort community.

Policy E.3.1: Promote effective transit and access with Beaver Creek Village that may include a direct lift transit connection, mass transit, trails, and pedestrian connections.

Policy E.3.2: Strengthen the tourism potential within Avon by working collaboratively with organizations throughout the community to capitalize upon Avon's unique recreational and cultural assets and heritage (i.e. coordinated marketing efforts).

Policy E.3.3: Institute minimum density requirements in the Town Center Districts to achieve the needed critical mass of retail, residential, and accommodation units.

Policy E.3.4: Actively support marketing partnerships to promote Avon as a tourist destination.

Policy E.3.5: Strengthen existing and develop additional cultural and recreational attractions oriented toward both local residents and visitors.

Policy E.3.6: Develop a joint visitor center with Beaver Creek on the east day parking lot or other suitable location to increase the effectiveness of providing

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information about the Avon community, its businesses, and the various special activities and events occurring within the community.

Policy E.3.7: Encourage increased use of the Town’s website to promote local tourist attractions. Monitor and maintain the website to provide both current and general information about the Avon community, its businesses, and the various special activities and events occurring within the community. Provide links to reservation centers.

Policy E.3.8: Ensure that the tourism and recreational attractions, shopping and dining areas, parks, transit stops, trails, and bicycle routes are coordinated within an integrated wayfinding signage program oriented towards both pedestrian and vehicular traffic.

Policy E.3.9: Identify and honor cultural and heritage sites with elements such as museums, interpretive parks, markers, memorials, fountains, sculptures, statues, signage, banners, informational kiosks, public art, and/or flags.

Policy E.3.10: Encourage and facilitate the creation of new tourist attractions relating to interesting, niche retail and/or manufacturing operations.

Policy E.3.11: Coordinate advertising of local festivals and events with window displays and special promotions by area businesses.

Policy E.3.12: Seek marketing opportunities for local businesses such as restaurants and lodging to

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capitalize on an overall community image rather than a single venue or event.

Policy E.3.13: Encourage collaborative approaches between the various community stakeholders, such as but not limited to the Eagle County, Vail Valley Chamber and Tourism Bureau, Beaver Creek Resort Company, Vail Resorts, Eagle County School District, Town of Avon Parks and Recreation Department, and Eagle County Library District to enhance Avon’s overall guest potential.

Policy E.3.14: Achieve greater use of existing natural assets and facilities in the community with an expanded schedule of events to strengthen the Town’s year-round guest potential and to provide an amenity for local residents.

F. Housing

Goal F.1: Achieve a diverse range of quality housing options to serve diverse segments of the population.

Policy F.1.1: Establish policies and programs, as further detailed under Goal F.2., which will address housing needs identified in a periodic housing needs assessment. The Area Median Income (AMI) ranges, as periodically updated by Eagle County, shall be used to establish the affordability of a housing unit when evaluating the mitigation rate required of any development associated with a rezoning application or Planned Unit Development (PUD), or any combination thereof.

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Policy F.1.2: Encourage private development that provides a diversity of housing types, sizes, architectural styles, and prices ranges appropriate for local working families.

Goal F.2: Provide an attainable housing program that incorporates both rental and ownership opportunities, affordable for local working families, that are attractive, safe, and integrated amongst the community.

Policy F.2.1: Require that development, annexations, and major redevelopment includes or otherwise provides for attainable housing.

Policy F.2.2: Calculate the impact generated by varying types of land use and development, specifically, commercial and residential linkage calculations. The most recent data available, as periodically updated by Eagle County and the State will be used in this regard. Alternative methods of providing attainable housing, including but not limited to: payment-in-lieu; land dedications; and public-private partnerships, may also be considered.

Policy F.2.3: Ensure that attainable housing mitigation is applied at the most appropriate rate and is derived with full consideration of all other public benefits, as contemplated by the public benefits criteria referenced in Section 17.28.085 (AMC), provided by any proposal found to be subject to the rezoning and PUD criteria.

Policy F.2.4: Require that attainable housing be integrated within large developments and the Town as a

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whole, rather than separated from the rest of the community, including such units proposed with other developments, and done so in a positive manner.

Policy F.2.5: Require attainable housing to be within close proximity to existing services and development, serviced by transit (including bike and pedestrian paths), and close to schools/child care.

Policy F.2.6: Require minimum, “live-able” dwelling unit size and quality standards for all attainable housing provided as part of any development or redevelopment agreements to achieve a diverse range of housing types. Such standards shall be proposed at the time a rezoning application is brought before the Planning and Zoning Commission for a formal recommendation to Council.

Policy F.2.7: Adhere to the principle of “no net loss” of attainable housing.

Policy F.2.8: Deed restrictions, including, but not limited to: Residency and employment qualifications, price appreciation caps, capital improvement, ownership & rental restrictions shall be determined and implemented at the time a redevelopment application is reviewed, on a project-by-project basis, based on factors such as location, topography, and land use type(s).

Goal F.3: Participate in countywide housing policies and procedures.

Policy F.3.1: Participate in countywide down-payment assistance program.

Policy F.3.2: Collaborate on joint housing studies and strategies to avoid jurisdictional shopping.

G. Transportation

Goal G.1: Create an integrated transit system that minimizes dependence on automobile travel within the Town by making it easier and more inviting to use transit, walk, ride bicycles, and utilize other non-motorized vehicles.

Policy G.1.1: Connect pedestrian, bicycle, and vehicular circulation systems with regional transit (including the accompanying necessities such as bicycle racks).

Policy G.1.2: Devise a public transit service plan that would replace the current one-way loop system with a two-way system that utilizes new road links. Compare annual service hours and productivity (passengers per vehicle-hour) estimates of the two alternative service plans.

Policy G.1.3: Require that commercial, public, and other uses that generate significant traffic are served by transit and linked by pedestrian and bicycle paths to minimize their dependence on automobile travel.

Policy G.1.4: Ensure that commercial areas, in particular the Town Center Districts, are designed to minimize in-town automobile travel by making it easier for people arriving by car to park, and walk to multiple stores and businesses.

Policy G.1.5: Identify and participate in cost-effective transit partnerships



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with local resorts and other governmental entities to include transit connections, buses, and other transportation services and facilities.

Policy G.1.6: Prioritize pedestrians, bicycles, and transit over private vehicles when designing streets in the districts within the valley, and ensure that appropriate pedestrian access is available outside the valley.

Policy G.1.7: Ensure that streets effectively accommodate transit, pedestrian, bicycle and other modes of transportation.

Policy G.1.8: Retrofit existing streets to provide safe and inviting pedestrian sidewalks, shoulders, and crosswalks.

Policy G.1.9: Ensure that adopted roadway and intersection standards have adequate provisions within the public right of way to fully incorporate both auto and non-auto modes.

Policy G.1.10: Track annual traffic counts, in particular the prevailing ease of north-south travel through Avon to identify vehicular and pedestrian capacity needs.

Policy G.1.11: Provide a bicycle and/or pedestrian connection across or under I-70 between Metcalf Road and Beaver Creek Boulevard.

Policy G.1.12: Require development and redevelopment proposals within the Town of Avon's transit service area to provide appropriate transit amenities such as passenger shelters, waiting areas, pedestrian access, and lighting.

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- Policy G.1.13:** Develop a toolkit of traffic calming measures that would be appropriate to achieve the desired balance between vehicular, pedestrian and bike travel capabilities.
- Policy G.1.14:** Enhance air quality by implementing an alternative fuel program for the Town's transit and fleet vehicles.
- Policy G.1.15:** Preserve a corridor for an appropriate transit mode as a way to link the Village at Avon to the Town Center Districts.
- Policy G.1.16:** Develop a comprehensive town pedestrian circulation plan and require all development proposals to include it graphically on their plans. Development proposals should specifically address ways the development is contributing to the concepts with the pedestrian plan.
- Policy G.1.17:** Acquire alternative funding sources for operations and capital improvements to the transportation system: federal/state grants, public/private cost sharing opportunities, etc.
- Policy G.1.18:** Support a transit system that maximizes ridership by providing frequent service even if higher subsidy levels are required.

Goal G.2: Ensure that the railroad right of way corridor becomes an integral part to the Town's mobility system and no longer creates a barrier to circulation throughout the town.

- Policy G.2.1:** Ensure the preservation of the railroad right-of-way, in its

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entirety, through and adjacent to Avon, if it is abandoned.

Policy G.2.2: Provide safe and cost-effective, at-grade pedestrian/bicycle crossings through the railroad right-of-way, particularly between residential neighborhoods and employment centers, shopping centers, and schools.

Policy G.2.3: Provide safe and cost-effective, at-grade crossings through the railroad right-of-way, particularly between the Town Center Districts and the Confluence site.

Policy G.2.4: Advocate for a regional reuse of the railroad right of way corridor that fully investigates the possibility of developing a regional light rail transit system or trail system.

Goal G.3: Facilitate the development of a transit connection linking the Town of Avon with Beaver Creek Village and Beaver Creek Resort.

Policy G.3.1: Investigate transportation technology options that could accommodate transit passengers as well as skier and boarder use to directly link the Town Center Districts with Beaver Creek Village and Beaver Creek Resort.

Policy G.3.2: Work cooperatively with the Beaver Creek Resort Company and other appropriate entities to reach an equitable arrangement for funding and operating the transit connection.

Policy G.3.3: Develop a strong pedestrian connection between the transit connection, parking, and the transit center.

Goal G.4: Provide a safe and efficient vehicular transportation system.

Policy G.4.1: Develop alternative roads to more effectively disperse and relieve traffic congestion in community centers and on major roads.

Policy G.4.2: Require multiple access points for development to disperse traffic and allow for safe evacuation if necessary.

Goal G.5: Encourage a “park once/shop many” environment.

Policy G.5.1: Initiate a parking needs assessment and management study for the Town Center Districts. Consider revising Town Code and parking standards as a way to create incentive for redevelopment.

Policy G.5.2: Ensure parking facilities are easily accessible by pedestrian connections and have minimal visual impacts.

Policy G.5.3: Investigate the feasibility of joint development of structured parking facilities in the Town Center Districts to support private and public uses.

Policy G.5.4: Require that all development or redevelopment in the Town Center Districts incorporate structured parking or contribute to a pay-in lieu program to develop joint private/public parking structures. Separate underground parking structures should share access and connect to adjacent underground parking structures.

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H. Environment

Goal H.1: Protect Avon's unique natural setting and its open spaces.

Policy H.1.1: Protect and capitalize on the Eagle River corridor as an important recreational amenity and riparian habitat by implementing the Eagle River Watershed Plan.

Policy H.1.2: Acquire or otherwise permanently protect important/significant open space.

Policy H.1.3: Require development and redevelopment to accommodate wildlife habitat, including deer and elk migration routes, or otherwise mitigate loss of habitat.

Policy H.1.4: Require appropriate revegetation for all development that requires grading and excavating.

Goal H.2: Protect the health, safety, and welfare of the citizens through avoiding or adequately mitigating environmental hazards

Policy H.2.1: Avoid development in environmental hazard areas such as floodplains, steep slopes, areas with geologic hazards, wildfire hazard areas, and areas with erosive soils.

Policy H.2.2: Require development and redevelopment to minimize degradation of sensitive natural areas by restricting development on steep hillsides.

Goal H.3: Protect the health, safety, and welfare of the citizens by eliminating, reducing, or preventing air, water, light, and noise pollution.

Policy H.3.1: Reducing the number of air

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pollution sources to the greatest extent possible, by limiting the number of fireplace installations, reducing demand for automobile trips, and reducing pollution from existing sources through the use of alternative fuels, scrubbers, and other technologies.

Policy H.3.2: Require appropriate control of fugitive dust from disturbed sites in adherence to Avon’s Building Code as determined by the Building Department.

Policy H.3.3: Protect water quality and quantity by following the Eagle River Watershed Plan’s recommendations.

Policy H.3.4: Ensure outdoor lighting does not create undesirable light pollution and complies with the “Dark Sky Ordinance”. Revisit the ordinance as needed to ensure it is achieving the desired goals.

Policy H.3.5: Develop an educational campaign on noise pollution to inform residents, employees, second homeowners, and visitors of Avon’s goals regarding noise.

Goal H.4: Conserve environmental resources to ensure their most efficient use.

Policy H.4.1: Develop an energy and environmental resource plan to identify areas of potential conservation and best management practices for town operations.

Policy H.4.2: Support regional and local efforts for recycling and maintain support of regional recycling facilities.

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Policy H.4.3: Require use of innovative and environmentally friendly appliances and building techniques including water conservation approaches for new and existing development.

Policy H.4.4: Conserve water through public education, supply management, and demand management techniques, requiring residential, commercial, and municipal landscaping to be compliant with the water conservation design guidelines.

I. Parks, Recreation, Trails and Open Space

Goal I.1: Provide an exceptional system of parks, trails, and recreational programs to serve the year-round leisure needs of area residents and visitors.

Policy I.1.1: Require new residential and resort developments to incorporate recreational amenities that are accessible to the public.

Policy I.1.2: Continue to evaluate and acquire parcels or easements for open space, trails, and recreation.

Policy I.1.3: Integrate the town's recreational trail system with the regional trail systems (ECO Trails, U.S. Forest Service, and BLM).

Policy I.1.4: Require new annexations and developments to include or otherwise contribute to land for trails, open space, and recreation purposes.

Policy I.1.5: Coordinate with Eagle County

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and other government and non-profit agencies in planning, protecting, and managing public open space, and in providing access and linkage opportunities.

Policy I.1.6: Conduct a master plan study of Nottingham Park so that potential program enhancements can be identified to better activate and enhance the park as Avon's primary recreational and cultural center.

Policy I.1.7 Develop a river front park that connects the Eagle River to the Town Center Districts and Nottingham Park.

Goal I.2: Coordinate and collaborate with surrounding jurisdictions and agencies to develop seamless recreational opportunities.

Policy I.2.1: Participate in travel management planning by the U.S. Forest Service to ensure that the adequate development and long-term maintenance of trails and trailheads are meeting the town's needs.

Policy I.2.2: Collaborate with other recreation providers such as Western Eagle County Metropolitan Recreation District and private homeowners associations to discuss joint use of facilities and coordinated event planning.

Policy I.2.3: Prevent U.S. Forest Service and BLM land swaps within the 3-mile planning area.

J. Public Services, Facilities, Utilities and Government

Goal J.1: Utilize this comprehensive plan in all town dealings including capital planning, operation/maintenance of facilities, and

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programming of events.

Policy J.1.1: Consistently adhere to established policies and regulations.

Policy J.1.2: Analyze town spending to assure that the priorities of this comprehensive plan are being considered for implementation.

Goal J.2: Ensure cost effective provision and development of public facilities and services.

Policy J.2.1: Coordinate with quasi-jurisdictional agencies regarding service expansions and other development that could affect the achievement of the district goals and objectives.

Policy J.2.2: Locate schools, parks, and other civic facilities, along trails, sidewalks, and transit facilities.

Policy J.2.3: Ensure that annexations and new subdivisions include or otherwise provide for community services and facilities (i.e. schools, transit, fire, affordable housing, etc.) based on the increased demand created by those developments.

Policy J.2.4: Analyze the net costs of various types of growth and development including long-term service provisions and secondary impacts.

Policy J.2.5: Develop neighborhood and community-based childcare facilities and include youth in the programming of community or public facilities.

Goal J.3.1: Encourage the broad participation of citizens in planning efforts and decision-making.

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- Policy J.3.1:** Strive for increased transparency in government.
- Policy J.3.2:** Build awareness of upcoming events, planning processes, and decisions.
- Policy J.3.3:** Use multiple means of communicating with the public including radio, newspapers, mailings, internet, email, churches, community centers, etc.

K. Implementation Matrix

A key function of the Town of Avon Comprehensive Plan is to identify the priorities for the implementation of its vision and goals. Many of the policies are ongoing actions that should be considered regularly when decision-making (reviewing development applications, developing capital improvement plans, etc.). They are each a priority and can be used as a checklist for decision-makers. Nevertheless, several of the policies indicate “next steps” to the plan. These policies represent both short-term and long-term projects. The following list includes those tangible next steps and should be reviewed on a yearly basis prior to the development of the next year’s budget. All other policies not listed within the matrix are viewed as having ongoing characteristics that are applicable on a sustained or continual basis.



**Goals and Policies
Implementation Matrix**

PROJECT	ASSOCIATED POLICIES
West Town Center Implementation	West Town Center District
Update Land Use Regulations	D.1.5, B.1.2, B.3.3
Pedestrian Connection and Circulation Plan	G.2.2, G.2.3, G.3.3
East Town Center Plan	East Town Center District C.4.1
Signage, Wayfinding, and Streetscapes	E.3.8, D.2.3, G.1.8
Community Gateways	D.2.5
Retail Analysis	E.1.1
Parking and Vehicular Connection and Circulation	G.1.4, G.5.1
Park/Open Space Plan and Nottingham Park District Plan	Nottingham Park District I.1.6, B.2.1, B.2.5
Housing Needs Assessment	F.1.1, F.2.4
Three-Mile Plan	A.1.1
Energy and Environmental Resources Plan	H.4.1
Railroad Right of Way Preservation	G.2
Riverfront Park	I.1.7
Master Plans for Each District	C.1.4
Venue for Cultural Events	D.3.4
Cost of Growth Analysis	J.2.4
Public Art Plan	D.3.5
U.S Highway 6 Streetscape	D.2.3
Buffers from I-70	D.2.4
Joint Visitor Center with Beaver Creek	E.3.6
Transit from Village at Avon to Town Center Districts	G.1.14
Alternative Road Development	G.4.1
Educational Campaign Regarding Noise	H.3.5



V. District Planning Principles

A. Districts Priority Classifications

While the Goals and Policies of this plan generally apply to all areas of the Town, the system of district designations provides specific planning and urban design recommendations to distinct areas within the Town. The district descriptions and principles are a result of input from the community, intent of the landowners, and the existing development rights.

As part of the comprehensive planning effort, the Steering Committee assessed the appropriateness of the previous district boundaries and made adjustments as necessary to ensure that each district still comprised a cohesive geographic entity. Then the committee conducted an evaluation of the districts to ensure that the planning guidance and implementation recommendations of the previous plan were still current and appropriate.

The next step was to assign to each district one of three relative priority designations – *High Priority, Medium Priority, or Static/Low Priority* – based on the level of issues and/or changes confronting a particular district. The priority levels were assigned with the recognition that the Town must prioritize where and how it expends its resources to most effectively realize the community vision within this plan.

As a result, the Steering Committee produced a map identifying the newly established districts and classifying each district by its priority level. The final step involved re-evaluating each district with emphasis on the high and medium priority areas in terms of the appropriateness of the district's role and specific Planning Principles in accordance with the plan's Vision, Future Land Use Plan, Community Framework Plan, and Goals and Policies.

TOWN OF AVON COMPREHENSIVE PLAN

High Priority Districts

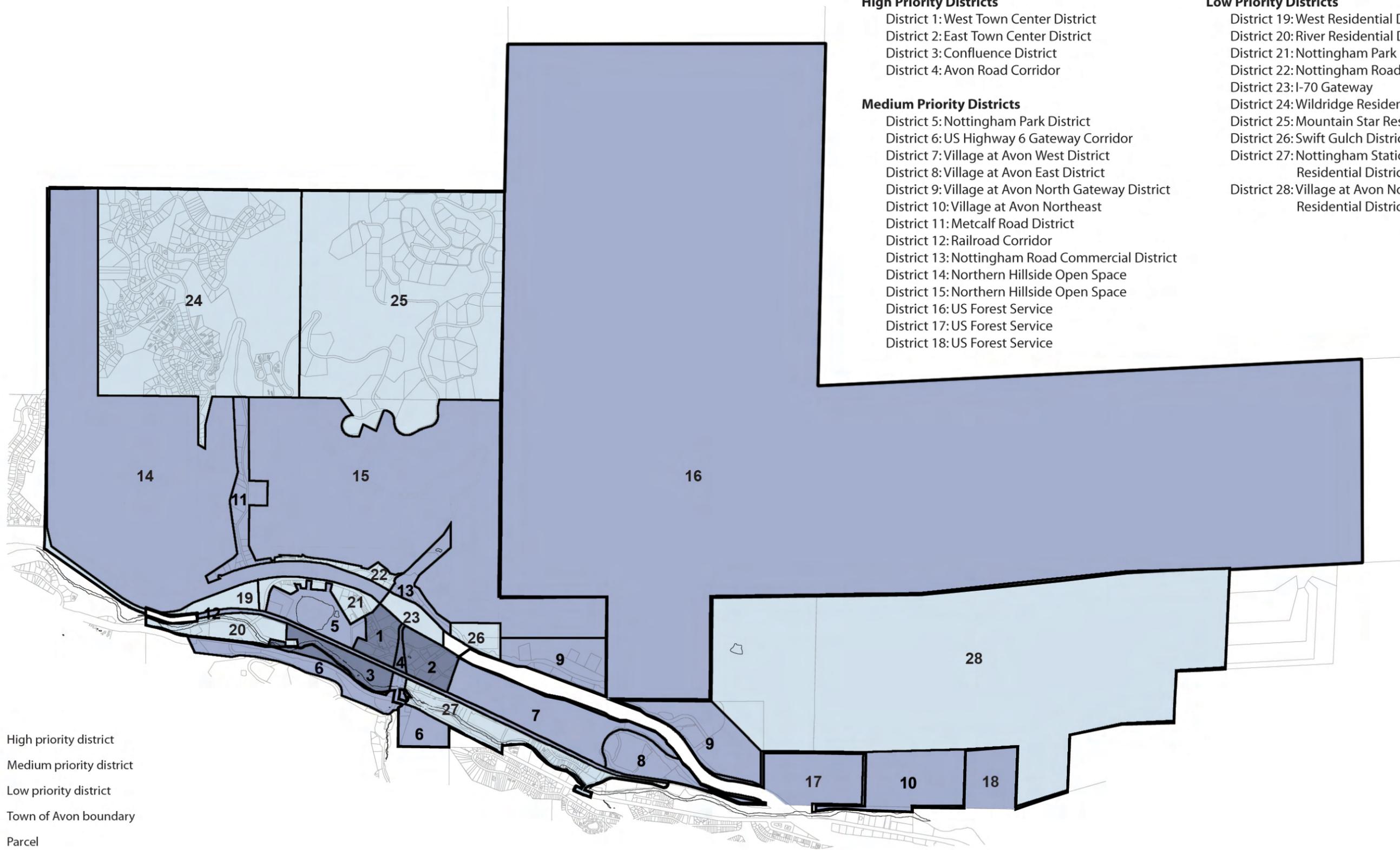
- District 1: West Town Center District
- District 2: East Town Center District
- District 3: Confluence District
- District 4: Avon Road Corridor

Medium Priority Districts

- District 5: Nottingham Park District
- District 6: US Highway 6 Gateway Corridor
- District 7: Village at Avon West District
- District 8: Village at Avon East District
- District 9: Village at Avon North Gateway District
- District 10: Village at Avon Northeast
- District 11: Metcalf Road District
- District 12: Railroad Corridor
- District 13: Nottingham Road Commercial District
- District 14: Northern Hillside Open Space
- District 15: Northern Hillside Open Space
- District 16: US Forest Service
- District 17: US Forest Service
- District 18: US Forest Service

Low Priority Districts

- District 19: West Residential District
- District 20: River Residential District
- District 21: Nottingham Park Residential District
- District 22: Nottingham Road District
- District 23: I-70 Gateway
- District 24: Wildridge Residential District
- District 25: Mountain Star Residential District
- District 26: Swift Gulch District
- District 27: Nottingham Station/Eaglebend Residential District
- District 28: Village at Avon Northern Residential District



- High priority district
- Medium priority district
- Low priority district
- Town of Avon boundary
- Parcel



District Priorities

Town District Planning Principles

High Priority Districts

B. High Priority Districts

The following districts are high priority for the Town:



District 1: West Town Center District

The role of the West Town Center District is to serve as the heart of the community. Social, cultural, intellectual, political, and recreational gatherings occur in this district. In addition, the district acts as the common ground between the full-time residents, part-time residents, and destination guests through diverse retail and entertainment opportunities.

The West Town Center District will be an intensely developed mixed use, pedestrian-oriented area that serves as the primary focus for residential and lodging development within the overall Town Center.

Currently, this district provides a diversity of land uses in vertically mixed-use buildings. Uses include retail, office, residential, government services, civic facilities, and parks loosely grouped around a 50-foot pedestrian mall right-of-way.

The heart of the
community.

Town District Planning Principles

High Priority Districts

Planning Principles:

- Create a new “Main Street” in the existing pedestrian mall right-of-way.
- Realign West Benchmark Road to improve circulation in the area and enhance the development feasibility of vacant parcels.
- Link pedestrian, bicycle, and automobile circulation to and through Avon’s Town Center, Nottingham Park, the Confluence site, and the Eagle River.
- Develop a multi-modal transit center.
- Develop a parking structure associated with the expansion of Avon’s Recreation Center.
- Develop a mix of uses that provides a strong residential and lodging bed base supported by community and guest commercial uses.
- Create inviting storefronts with retail, restaurant, and entertainment uses on ground levels and offices, lodging, and residential uses above.
- Establish public plazas and other gathering spaces for community interaction and social events.
- Provide entertainment opportunities for residents and guests to enliven the area and promoted and extended retail hours.
- Use signage, streetscape design, landscaping, points of interest, and other wayfinding elements to help orient visitors to important destinations within the district and the larger Town Center.
- Use architectural detailing on ground level/first floor to enhance the pedestrian environment that includes a human scale, display windows, appropriate lighting, and other pedestrian amenities.
- Site buildings of various sizes along the street edge to maximize sun exposure, protect views, and break up building bulk.
- Develop a new transit center and private/public structured parking facilities that provide easy access to and through the district.

Town District Planning Principles High Priority Districts



District 2: East Town Center District

The East Town Center District is a key revitalization prospect for the community. Significant redevelopment opportunities exist in the district, and must be considered comprehensively with concern for the needs and desires of the community. This district also abuts the Village at Avon and its associated future development. Strong pedestrian and street connections should be established so that these districts create a consistent and cohesive community core.

The size of the parcels provides an opportunity for a variety of redevelopment opportunities. The challenge will be to overcome the confusing street patterns, indirect pedestrian walkways, diminished sight corridors, and to entice people out of their car to experience the entire Town Center.

A mix of uses, including major retail establishments, smaller retail shops, personal services, offices, and supporting residential/lodging uses will be essential for the district.

A key
revitalization
prospect.

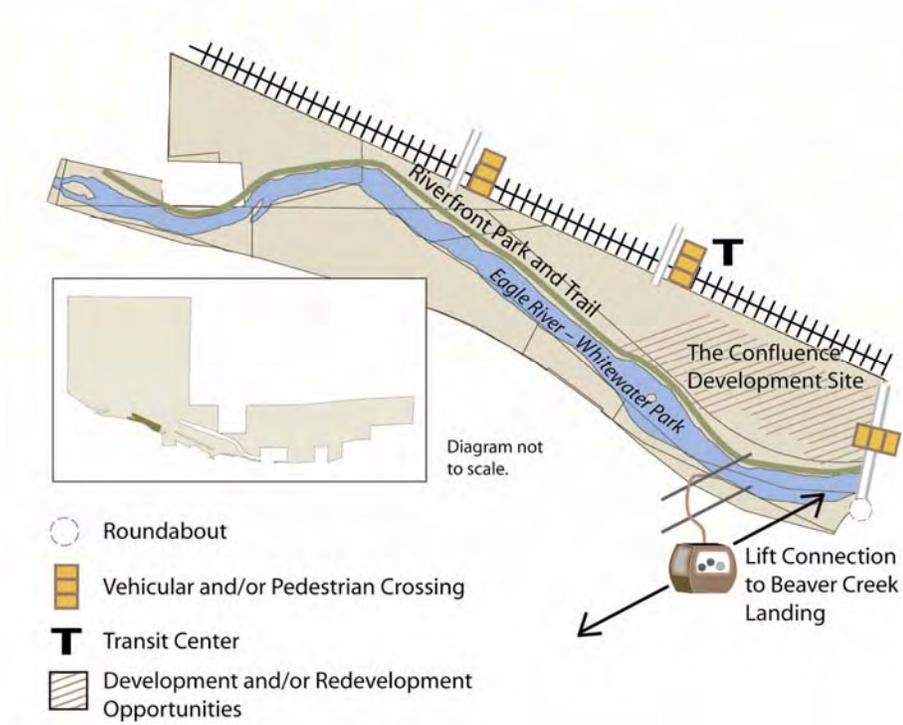
Town District Planning Principles

High Priority Districts

Planning Principles:

- Develop a mix of commercial uses with supporting residential/lodging development.
- Implement a street pattern that functionally extends “Main Street” across Avon Road.
- Plan for public plazas and other community gathering places.
- Develop structured parking facilities to make parking less obtrusive to the pedestrian.
- Accommodate anchor retailers without large expanses of parking to ensure these uses are integrated into a unifying framework.
- Create a cohesive physical framework and community image (compatible building orientation, scale, massing, siting, street alignments, streetscape furnishings, signage, lighting, etc.) between the Town Center Districts and the Village at Avon.
- Use architectural detailing on ground level/first floor to enhance the pedestrian environment that includes a human scale, display windows, appropriate lighting, and other pedestrian amenities.
- Site buildings of varying sizes along the street to maximize sun exposure, protect views, and break up building bulk.
- Ensure convenient pedestrian and auto access to the entire Town Center.

Town District Planning Principles High Priority Districts



District 3: Confluence District

The Confluence District is the essential community connector. Not only a place where a river and creek converge, the Confluence District represents one where roads, the railroad, regional trail, and future lift connection brings the community together and vitalizes the Town Center. The intent of the district is to facilitate an extension of the Town Center with a significant residential/ lodging component, limited supporting commercial and services uses, and direct transit connection access to Beaver Creek Village and create a connection with the Eagle River.

The district is comprised largely of undeveloped land, with the exception of the wastewater treatment facility and employee housing. The district has direct access to the railroad right-of-way, the Eagle River, and Avon Road. The planning and development of this district must incorporate these three key assets.

The
essential
community
connector.

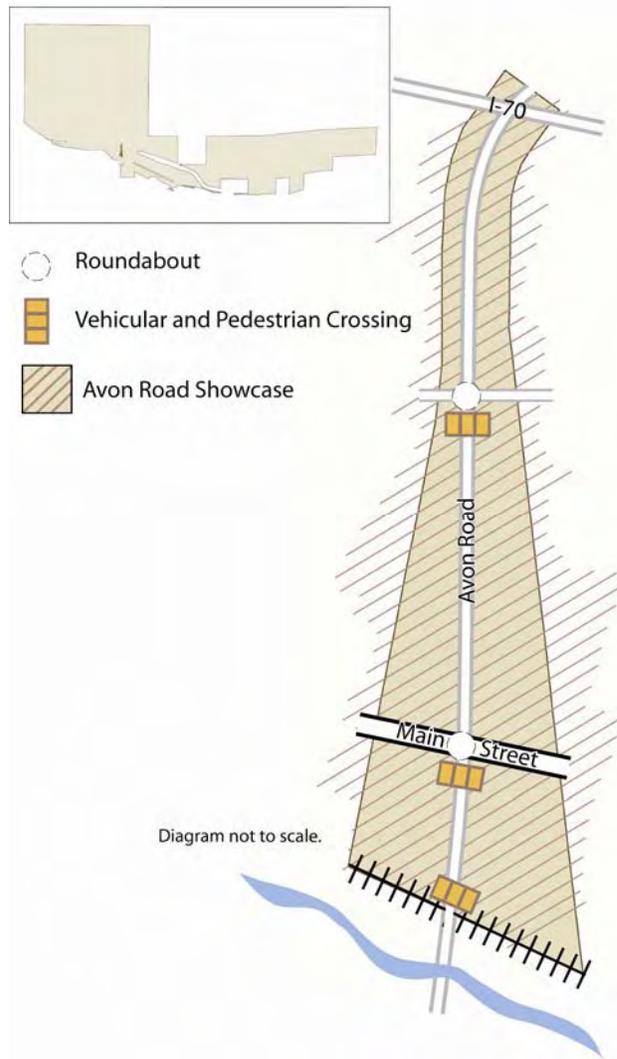
Town District Planning Principles

High Priority Districts

Planning Principles:

- Recognize the Confluence District as the most valuable property in Town limits and should be developed at its most optimal level.
- Develop a mix of uses consisting of bed-base development and supporting commercial development.
- Create a vibrant mix of uses and creative use of recreation and open space to allow a unique river experience.
- Develop a lift connection linking the Confluence to Beaver Creek Landing.
- Design architecture to be significant from all sides (no front or back), maximize solar exposure, protect views, and break up building bulk.
- Parking areas, trash containers, and loading or service areas should be screened and/or buffered from the river corridor, Benchmark Road and from U.S. Highway 6 to minimize impacts on the river corridor.
- Create a seamless vehicular and pedestrian connection to the Town Center.
- Preserve and enhance public access to the existing linear park along the riverbank. Connections from this path to both the Town Center and Nottingham Park must be created in an ecologically sensitive manner as a key natural amenity.
- Encourage preservation of trees in wetland areas. Encourage development efforts to minimize the loss of trees and impact to the riparian area while still achieving the urban design goals of this section.
- Use signage, streetscape design, building forms, landscaping, points of interest, and other wayfinding elements to help orient visitors to important destinations within the district and the Town Center area.
- Provide for transit facilities between the Town Center and the Confluence in anticipation of a passenger train on the railroad ROW.
- Plan for public plazas and other gathering spaces for community interaction, social interaction, and special events.
- Develop a whitewater park to broaden the spectrum of recreational opportunities in Town.

Town District Planning Principles High Priority Districts



District 4: Avon Road Corridor

The Avon Road District's role as a showcase for the best of Avon is derived from the part it plays in the experience of the community. Being the major connection between I-70 and Beaver Creek Resort, Avon Road is the first (and occasionally only) area many people see in the community. It is important that this generally vehicular experience is significant enough to pique the interest of the vehicle's occupants by getting them out of their cars and into the Town Center. The artwork and immaculate landscaping helps this cause, but the surrounding architecture and streetscaping must also be affecting.

Avon Road is the most traveled road in Avon, providing direct access to Avon's Town Center, I-70, U.S. Highway 6, and the Beaver Creek and Bachelor Gulch base areas. In 1997, the Town completed a major improvement of Avon Road that replaced all five signalized intersections with roundabouts and

A showcase
for the best
of Avon.

Town District Planning Principles

High Priority Districts

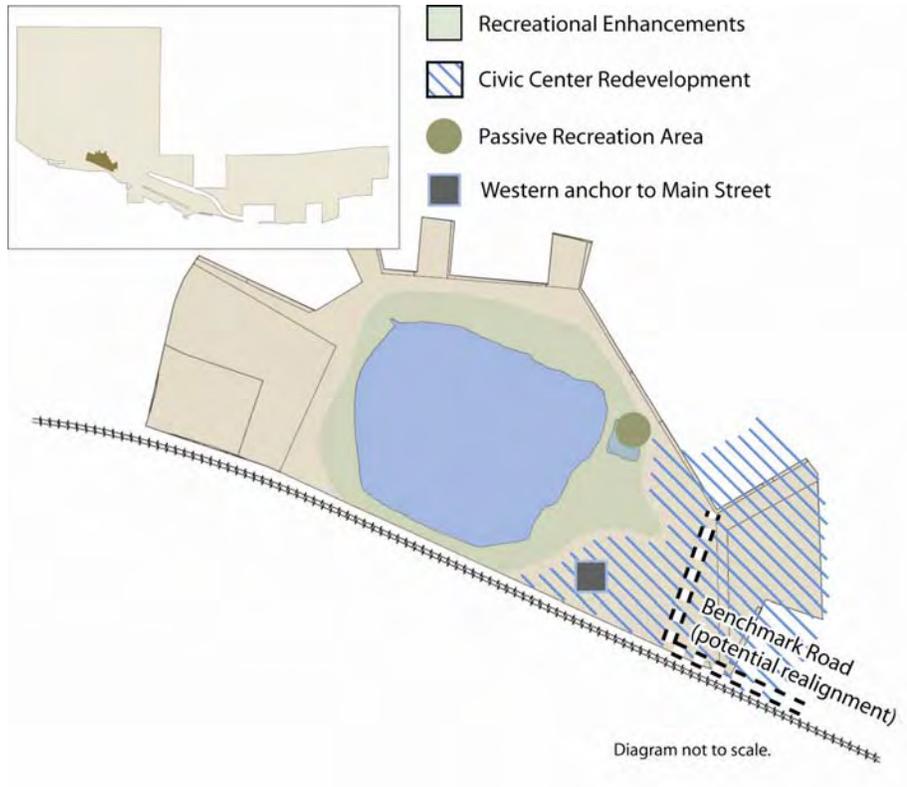
significant streetscape enhancements. Though these improvements are widely recognized for reducing congestion, two significant challenges remain. First, the ease and speed at which vehicles traveling through Avon's Town Center area between the I-70 interchange and the entrance to Beaver Creek is such that travelers are not enticed to venture into the Town Center's major mixed-use districts. The second issue is that Avon Road is a barrier for pedestrians attempting to walk between East and West Town Center Districts.

Planning Principles:

- Integrate Avon Road into the Town Center development by incorporating wayfinding, pedestrian planning, and other streetscape enhancements to ensure that Avon Road provides a sense of arrival to the Town Center.
- Site buildings of various sizes along the street edge to maximize sun exposure, protect views, and break up building bulk.
- Reconfigure key parcels and/or redevelop older, underutilized buildings adjacent to Avon Road to fulfill the purpose of the district as a showcase and to make them compatible with existing and future development in the West Town Center District.
- Use signage, streetscape design, landscaping, points of interest, and other wayfinding elements to help orient visitors and lead them toward important destinations within the district and the Town Center.
- Create stronger pedestrian connections across Avon Road to fully integrate the Town Center and link the East and West Town Center Districts.
- Limit building heights fronting Avon Road to existing heights to avoid a canyon effect and to preserve Beaver Creek views.
- Continue and expand the use of Avon Road (and surrounding Town Center Districts) as a gallery for sculptural art.

C. Medium Priority Districts

The following Districts are deemed to present a medium priority for the Town.



District 5: Nottingham Park District

The Nottingham Park District is Avon's cultural, civic, and recreational hub. Included in this district are Harry A. Nottingham Park, the municipal office complex, fire department, library, elementary school, and the Town's recreation center. The district functions as the center for community activities, such as the Town's Fourth of July celebration and various athletic tournaments. Good pedestrian circulation between the municipal center, the park, the Town Center, and adjacent residential uses exist, but will need to be enhanced to respond to key future developments in the West Town Center District and the Confluence District. Views and access into and from the Nottingham Park are key components to Avon's image and identity.

Cultural, civic,
and recreational
hub.

Town District Planning Principles

Medium Priority Districts

Planning Principles:

- Strengthen this area as a cultural and recreational center by including amenities such as a performing arts pavilion, maintaining flexible space for temporary concession facilities, and providing a western anchor to the future “Main Street”.
- Create private, comfortable spaces along Buck Creek for passive activities as an alternative to the play fields and other active spaces available within the rest of Nottingham Park.
- Use signage, streetscape design, landscaping, points of interest, artwork, and other wayfinding elements to help orient visitors to the district’s various functions, the cultural and civic activity center, and toward important destinations within the Town Center area.
- Realign Benchmark Road perpendicular with the future “Main Street” per the Avon Town Center Plan and enhance the pedestrian connections between the municipal center and the park.
- Preserve view corridors to Beaver Creek and the new “Main Street” in the West Town Center District.

Town District Planning Principles Medium Priority Districts



District 6: U.S. Highway 6 Gateway Corridor

The U.S. Highway 6 Gateway Corridor is the main entrance to the community and identifies Avon's image. The area is characterized by: (1) the flat areas presently used for ski area parking, and high visibility from U.S. Highway 6; (2) the primary access to Beaver Creek; and (3) the Folsom/White property (The Gates Development) located on the south side of U.S. Highway 6.

The undeveloped parcels currently serving as parking areas and other accessory uses for the Beaver Creek ski area present an important influence on development within the Town. Although these parcels are outside of Avon's municipal boundaries, the Town should be consulted on any proposed development on these parcels.

This intersection of U.S. Highway 6 and Avon Road is a major gateway to the Town. As part of the Town's roundabout improvement project, this intersection was converted to a full roundabout with attractive landscaping and monumentation identifying both the Town and Beaver Creek. This corridor area also includes the Nottingham Station commercial area at the intersection of Hurd Lane and Avon Road. A pedestrian link is needed to connect this commercial area to the East Town Center District and the Confluence District.

The Folsom/White property is intended to provide residential/lodging uses with supporting commercial and service uses at a scale appropriate to buildable area. The area is somewhat isolated from other development within Avon due to

The southern
community
gateway.

Town District Planning Principles

Medium Priority Districts

its location on the south side of U.S. Highway 6. The area is characterized by steep terrain, with limited buildable areas directly adjacent to U.S. Highway 6.

Planning Principles:

- Enhance the U.S. Highway 6 right-of-way as a landscaped boulevard/parkway to provide a sense of arrival and departure for those traveling to and from Avon and to strengthen Avon's overall community image and identity.
- Limit development of south side of U.S. Highway 6 to guest service facilities near the Village Road intersection and to neighborhood supporting commercial near the Prater Lane intersection.
- Strengthen the association between the Town and Beaver Creek through compatible streetscape elements, efficient access, and cooperative visitor information center.
- Encourage screening of ski area parking areas and other accessory uses.
- Create strong pedestrian connections to the Confluence and the East Town Center Districts.
- Site buildings of various sizes (but smaller than those found in the West Town Center District) to maximize sun exposure, protect views, break up building bulk, and prevent a canyon effect on Highway 6.
- Minimize cut areas and preserve areas of steep slopes. Buildings should be built into the hillside and stepped up with rising topography to reduce their dominance above U.S. Highway 6.
- Address access and parking at Nottingham Station.
- Ensure that vehicular access points align with existing roads and create clean intersections.
- Consider buildable area when determining an appropriate scale and density for development.
- Encourage shared access when appropriate.
- Enhance river access to the future whitewater park.

Town District Planning Principles Medium Priority Districts



District 7: Village at Avon West District

The Village at Avon Village West District is a pedestrian-oriented mixed-use extension of the Town Center Districts with commercial, residential, lodging, educational, and cultural/recreational uses including an ice-skating/events center. The site is characterized by good visibility from I-70, gentle topography, and proximity to the East Town Center District. In order to create a unified and cohesive framework and community image, building and site development elements as well as public design elements such as street alignments, streetscape furnishings, signage, and lighting must be coordinated between the Village at Avon developer and the Town.

A pedestrian-oriented urban village.

Town District Planning Principles

Medium Priority Districts

Planning Principles:

- Create strong auto, bicycle, and pedestrian connections to the East Town Center District via both East Beaver Creek Boulevard and Chapel Place.
- Create a unified and cohesive physical framework and community image (compatible building orientation, scale, massing, street alignments, streetscape furnishings, signage, lighting, etc.) between the Village at Avon West District and the East Town Center District.
- Site buildings of various sizes (but smaller than those found in the West Town Center District) to maximize sun exposure, protect views, and break up building bulk.
- Avoid large single-use buildings set back from the street edge that are surrounded by expanses of parking.
- Create inviting storefronts, public plazas, green spaces, water features, streetscapes, sidewalks, and other gathering spaces for public interaction.
- Provide architecturally interesting detailing on ground level/first floor with elements such as canopies, overhangs, and sloped roofs.
- Provide well-lit, pleasant pedestrian access from underground parking structures to the public street, paths and buildings.
- Encourage retail and restaurant uses on ground levels with offices, lodging, and residential above.
- Utilize joint private/public structured parking facilities.
- Buffer schools from commercial uses by surrounding them with residential development or open space.
- Encourage the design of Beaver Creek Boulevard to include a planted median.

Town District Planning Principles Medium Priority Districts



District 8: Village at Avon East District

The Village at Avon East District is the region's commercial center. It is intended to provide the Village at Avon West District with supporting commercial development and regional commercial uses associated with the I-70 and Post Boulevard interchange. The site is characterized by gently sloping topography along the valley floor with steeper slopes rising up to I-70.

The region's
commercial
center.

Planning Principles:

- Create a unified and cohesive physical framework and community image (compatible building orientation, scale, massing, street alignments, streetscape furnishings, signage, lighting, etc.) between the Village at Avon West District and the rest of the Town.
- Site buildings of various sizes (but smaller than those found in the West Town Center District) to maximize sun exposure, protect views, and break up building bulk.
- Create a strong overall pedestrian-orientation with tree lined streets and walking paths.
- Screen large regional commercial uses from I-70 with trees and berms.

Town District Planning Principles Medium Priority Districts



High-quality
residential
neighborhood.

District 9: Village at Avon North Gateway District

The Village at Avon North Gateway District is primarily a high-quality residential neighborhood. It is intended to provide for residential development and a large community park. The northern frontage road through this district will provide an important east-west connector on the north side of I-70 linking Post Boulevard and Avon Road and connecting Buffalo Ridge to the rest of the Town. The district is highly visible from I-70 and thus presents a strong influence on Avon's identity.

Additionally, the area will serve as the gateway to the Village at Avon Northern Residential District. While Buffalo Ridge residential area is relatively isolated from other community commercial and service areas, efforts must be made to integrate it into the vitality of the Town. The elevated topography on either side of I-70 offers the possibility to construct a pedestrian overpass that would directly link this area with the Village at Avon East and West Districts and thereby the rest of the town. The school use currently approved for the district may be more appropriate elsewhere in the Village at Avon Planned Unit Develop. This will be evaluated as amendment proposal are brought forward for review.

Town District Planning Principles

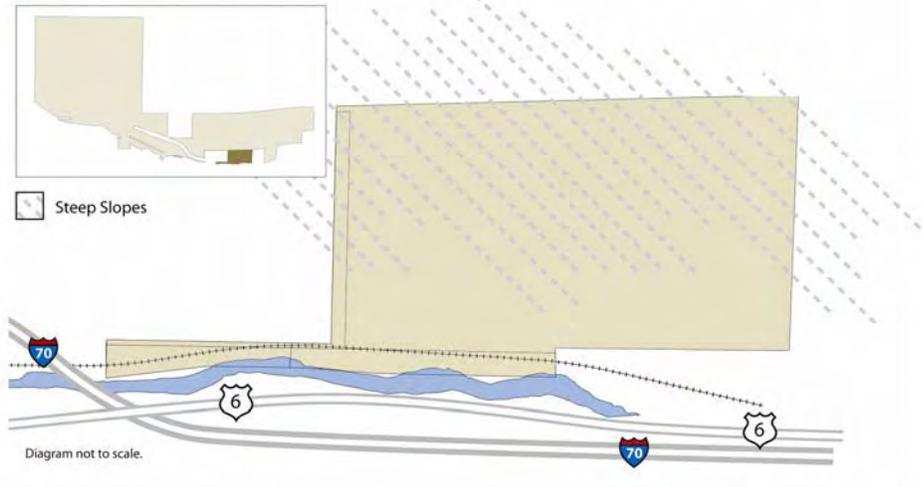
Medium Priority Districts

Planning Principles:

- Site buildings to maximize sun exposure, protect views, and break up building bulk.
- Protect view corridors, ridgelines, U.S. Forest Service lands, and steep slopes from development.
- Encourage quality architecture to provide a positive gateway experience to the community.
- Provide east-west pedestrian and bicycle routes.
- Encourage additional informal landscaping of properties to soften the visual impact of the structures.
- Ensure that any neighborhood commercial uses are truly intended to service the neighborhood.
- Create connections through the park and residential uses to the USFS lands surrounding the district.

Town District Planning Principles

Medium Priority Districts



District 10: Village at Avon Northeast

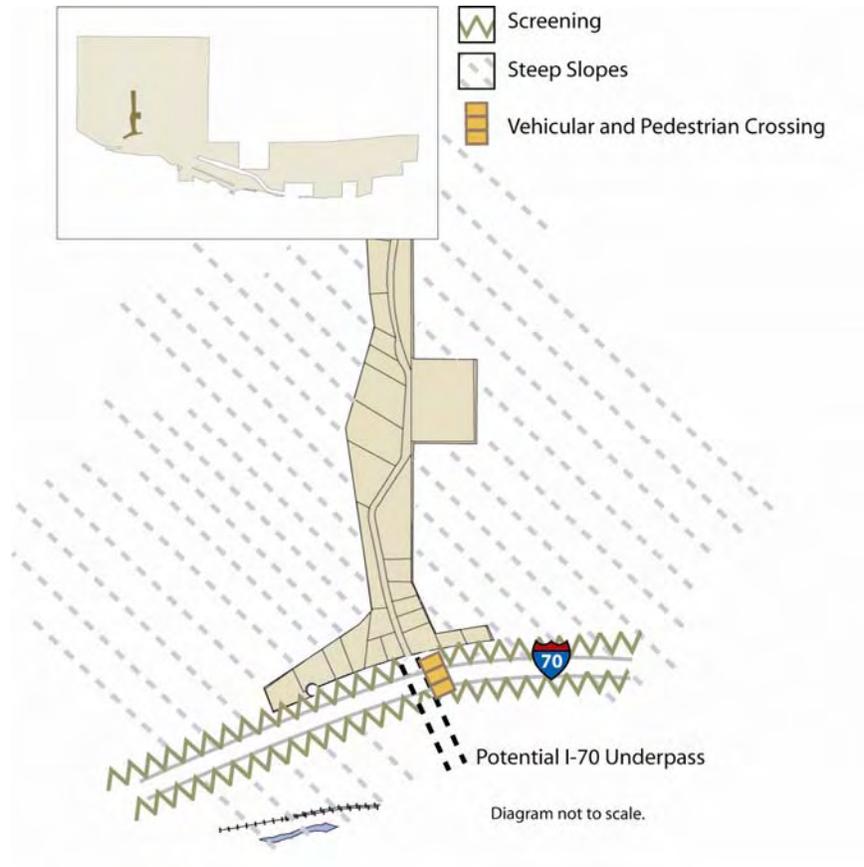
The Village at Avon Northeast is the Town's eastern gateway as it is highly visible from the I-70 corridor. It is currently zoned for regionally oriented commercial, residential, and service-oriented uses and activities, however, the ultimate vision of the site is to protect it as open space. The area is relatively flat located at the base of steeply sloping hillsides. There is limited access to the site; therefore, it is important to consider moving entitlements to a more appropriate location within the Village at Avon Planned Unit Development.

Planning Principles:

- Explore ways of preserving all or part of the site for open space or park.
- Consider view of the site from I-70 when developing, and ensure that the site represents a suitable gateway to the Town.
- Identify and preserve significant cultural/heritage resources present on site and important views.
- Maximize orientation to the river to provide connections and a potential riverfront park.
- Allow access to site from U.S. Highway 6 only instead of a frontage road.

The Town's
eastern gateway.

Town District Planning Principles Medium Priority Districts



District 11: Metcalf Road District

The Metcalf Road District is the Town's only industrial center. It provides light industrial and commercial service uses as well as accessory residential development. During any redevelopment effort, long-term issues such as parking and access should be addressed. Existing light industrial uses on Nottingham and Metcalf Roads are intensely developed, with large buildings on small sites; generally with insufficient landscaping; inadequate access; and unscreened parking, storage, and trash containers.

The area's high visibility from I-70 makes it important to the Town's image. Concerns over traffic safety issues as well as the area's generally poor aesthetic characteristics are perceived as negatively affecting the image of the Wildridge and Wildwood residential developments located nearby.

Yet, it is also recognized that these businesses provide an important component to Avon's overall economic health. Opportunities should be encouraged to develop live/work developments that allow for light manufacture/industrial uses that do not possess significant conflicts with other surrounding land uses.

The town's
industrial center.

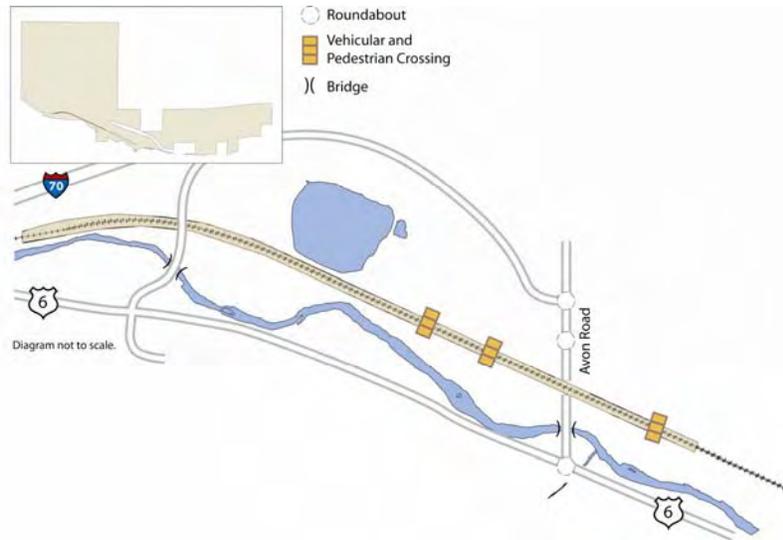
Town District Planning Principles

Medium Priority Districts

Planning Principles:

- Accommodate limited/accessory residential development that supports primary industrial/employment land uses.
- Develop a pedestrian connection linking West Beaver Creek Boulevard to Nottingham Road.
- Coordinate with CDOT to introduce trees on uphill slopes in the I-70 right-of-way and along Metcalf Road to partially screen buildings and other accessory uses.
- Require development that minimizes significant re-grading, and provides for proper on-site parking and access.
- Require development and encourage existing development to add architectural or landscape screening of storage areas, HVAC equipment, loading docks, and trash containers.
- Site buildings to maximize sun exposure, protect views, and break up building bulk.
- In the event of a major redevelopment of this area, add traffic lanes on Metcalf Road to accommodate truck traffic.

Town District Planning Principles Medium Priority Districts



District 12: Railroad Corridor

The railroad corridor runs the length of Avon along the Eagle River and represents the Town's greatest transit opportunity. Currently the railroad is not being used for rail traffic leaving the corridor effectively vacant. Regional transportation agencies/coalitions have made efforts to acquire the right-of-way in whole or in part in order to develop a regional transit and/or trails system. The I-70 Programmatic Environmental Impact Statement and the Intermountain Connection Capital Investment Plan both indicate the corridor has merit as a mass transit and trail corridor. The right-of-way corridor represents an important opportunity for Avon and its preservation and enhancement is recommended.

The presence of the railroad tracks through Town creates a substantial north-south barrier through much of Avon. The Town has been successful in securing rights to construct at-grade crossings for West Beaver Creek Boulevard and two access points into the Confluence. Recent approvals seem to indicate an increased willingness on the part of the Union Pacific to allow such crossings. The rail corridor should be visually integrated into the Town. It should be considered a transportation corridor that is an integral component of Avon's overall structure and character.

The Town's
greatest transit
opportunity.

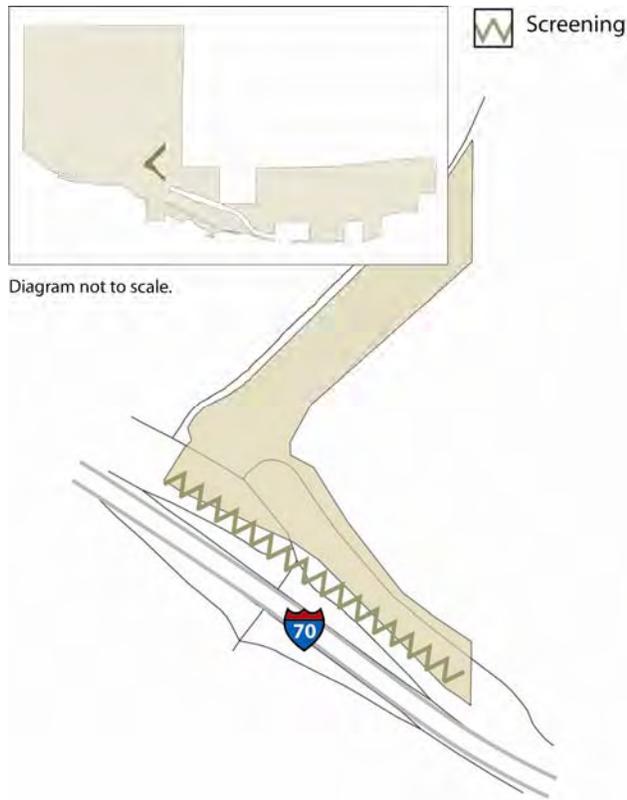
Town District Planning Principles

Medium Priority Districts

Planning Principles:

- Ensure that the railroad right-of-way is preserved for future transit, trail or other transportation related endeavors.
- Erase the railroad as a barrier to circulation in the community.
- Develop additional at-grade and above grade crossing to better connect the Confluence District and the Nottingham Station commercial area to the Town Center's mixed-use lodging and commercial areas. Ensure that essential crossings are permanent even if at-grade crossing rights are terminated in the future.
- Work with Union Pacific to maintain railroad corridor, including mowing and weed mitigation.
- Purchase or lease the railroad right-of-way when available.

Town District Planning Principles Medium Priority Districts



District 13: Nottingham Road Commercial District

This area's proximity to the I-70/Avon Road Interchange establishes its importance to the Town's identity. Development and redevelopment that occurs here should reflect the standards in the Town Center, but should not compete with the Town Center in terms of size of buildings or intensity of development.

A secondary
commercial
district.

Planning Principles:

- Limit access points on Nottingham Road to simplify traffic movements.
- Require landscape setbacks and internal landscaping of parking lots.
- Screen all equipment and storage areas from view.
- Limit building heights to that which is compatible with the existing surrounding development.
- Development intensity and activity should diminish when traveling north on Buck Creek Road.

The Town's key open space.

Town District Planning Principles

Medium Priority Districts

Districts 14 and 15: Northern Hillside Open Space

The Northern Hillside Open Space areas are comprised of the steep slopes of the valley wall north of I-70. The Metcalf Road District splits the district in half. These areas are protected from development with some limited informal recreational uses allowed. No further recommendations are made herein.

Planning Principles:

- Support and cooperate in efforts to bury power lines.

District 16, 17, and 18: U.S. Forest Service Parcels

Three parcels owned by the U.S. Forest Service are the Town's key open space. Although outside the Town boundary, these parcels are important to maintaining the desired character of Avon and to directing development to be consistent to the overall land use plan. The parcels meet U.S. Forest Service criteria for exchange to eliminate irregular boundaries or awkward configurations. Loss of any of these parcels to private ownership and development would eliminate valuable visual and physical buffers between and among developed areas of Town and would deprive our citizens of prized open space and natural habitats.

Planning Principles:

- Maintain these districts as open space with continuing U.S. Forest Service ownership by collaborating with the agency to improve, utilize, and maintain them as low-impact publicly accessible regions.
- Use these partnerships to establish the public's values and desires with the U.S. Forest Service so that land swaps are unlikely to occur without approval from the Town.
- Vigorously oppose any and all other possible disposition or degradation of the parcels by the U.S. Forest Service.
- Pursue Town acquisition of these parcels for dedicated open space by working with the local and national land conservation organizations.

D. Low Priority Districts

District 19: West Residential District

The West Residential District is the western gateway to Town. Presently, the west residential district consists of the Aspens Mobile Home Park. In recent years, improvements to landscape treatments, fences, and general clean up have resulted in the area presenting itself as a vital, local's neighborhood.

The area has the potential to be redeveloped over time as a higher density, master-planned, economically diverse residential area to include primarily attainable local housing. This could be considered in the long-term future of Avon when residential developments in the area reach capacity, and alternative solutions for housing are being sought. Those solutions should include pocket parks and enhanced pedestrian connectivity.

Planning Principles:

- Coordinate with CDOT to introduce low landforms and plantings (trees and shrubs) along the southern I-70 right-of-way to buffer the mobile home park from the interstate and light industrial uses across the interstate. In addition, the view from I-70 to the mobile home park will be screened while preserving views to the Town Center.
- Encourage continued improvements to the visual quality of the area.
- Limit building heights to a level subordinate to the Town Center and preserve views to the Town Center through the strategic placement of open space or the further limitation of building heights.
- Encourage the construction of pocket parks and sidewalks to service the residential development in the area.

District 20: River Residential District

The River Residential District is a major local's residential area. Much of the river residential district has been developed, but future residential development that will occur along the river beyond the boundaries shown on the Urban Design Plan should be developed in accordance with the recommendations for this District. The major design influences are U.S. Highway 6, the riparian environment along the Eagle River, and public access to the river.

Town District Planning Principles

Low Priority Districts

Planning Principles:

- Encourage redevelopment to take into consideration the objectives of the Eagle River Watershed Management Plan including river setbacks and best practices for development in proximity to the river.
- Provide a public access easement, where appropriate, within building setback areas in development adjacent to the Eagle River for public enjoyment of the river and construction of a public recreational trail.
- Provide public parking and signage at strategically located trailheads.
- Encourage the further connection and enhancement of the ECO Trail.
- Orient buildings to capitalize upon the Eagle River as an amenity. Parking areas, trash containers, and other uses that could potentially disrupt the quality of the river environment should be located away from the river and designed to have the least impact on the river corridor.
- Limit building height to a scale that is subordinate to the Town Center and compatible with the river environment.
- Use sensitive site planning, architectural detailing, articulation, and appropriate setbacks, color, and scale of structure to preserve the character of the river and its associated natural habitat.
- Plant indigenous trees and shrubs to screen existing large residential buildings along U.S. Highway 6 and provide landforms and landscaping between residences and U.S. Highway 6.
- Enhance the pedestrian experience by adding sidewalks along all roads on the valley floor.

District 21: Nottingham Park Residential District

Nottingham Park is bordered to the west, north, and northeast by existing high quality residential development. Provisions for pedestrians and bicyclists along West Beaver Creek Boulevard and adequate screening of parking and trash areas would help enhance the character of the area.

Planning Principles:

- Encourage existing development and require redevelopment to screen parking and trash areas with landscaping material.
- Site buildings of varying sizes along the street to maximize sun exposure, protect views, be compatible with existing surrounding development, and break up building bulk.

District 22: Nottingham Road District

This district is characterized by limited developable area due to steep slopes to the north, frontage on Nottingham Road, which is classified as a commercial collector road, and high exposure to I-70. Existing residential development is typically multi-family buildings.

Planning Principles:

- Encourage additional informal landscaping to soften the visual impact of large existing structures.
- Reseed exposed slopes with native grasses and wild flowers.
- Require development to provide a landscape buffer adjacent to Nottingham Road and I-70.
- Encourage high quality redevelopment consistent with the land use regulations.
- Provide direct access to existing trails and link existing pedestrian infrastructure.
- Improve signage for trailheads.

District 23: I-70 Gateway

The interchange on I-70 at Avon Road is the main gateway to the Town. As such, this should reflect the character and quality of the community and create a sense of arrival. Currently, a lighted gateway sign is placed along the west bound off ramp to Avon.

Town District Planning Principles

Low Priority Districts

However, the gateway approach needs to be redesigned to enhance the overall image of the community including but not limited to lighting, road and right of way materials, enhanced view corridors, and signage.

The emphasis should be on the creation of a positive entry experience that extends the character of the Town Center to Avon's front door.

Planning Principles:

- Enhance the intersections at the on/off ramps on Avon Road to include streetscape improvements and special landscape features.
- Maintain the cottonwood trees that contribute to the gateway experience.
- Improve the I-70 interchange for pedestrians and bikers.

District 24: Wildridge Residential District

This area consists of a residential subdivision containing varying densities, located on the sunny, south-facing slopes north of the main valley floor. The character for the developed landscape should reflect the area's dry climate and typically steep terrain with low water-requiring plant materials and natural landscaping. Due to the limited amount of existing trees and shrubs and the open character of the property, special care should be taken to ensure that all structures are compatible with one another and in harmony with the natural surroundings.

Planning Principles:

- Redesign the intersection of Metcalf and Nottingham Roads, and implement the other recommendations for District 4 to enhance the entry to Wildridge and provide more direct access from the Town Center to Wildridge.
- Construct bicycle lanes along Metcalf and Wildridge Roads.
- Promote a trail system through open space areas in Wildridge to provide alternatives to the roadways for pedestrian circulation and greater connection to the surrounding open space.
- Preserve and enhance the existing open space trails and explore the possibility of developing additional parcels into pocket parks.

Town District Planning Principles

Low Priority Districts

- Acquire and maintain as public open space the U.S. Forest Service-owned parcel adjacent to Wildridge that includes Beaver Creek Point.
- Add an alternative or second access route to Wildridge (perhaps forest service road during the spring and summer).
- Identify and delineate all open space parcels and public trails.
- Site buildings of varying sizes along the street to maximize sun exposure, protect views, be compatible with existing surrounding development, and break up building bulk.

District 25: Mountain Star Residential District

This area is a planned unit development established in 1992, of large-lot, single-family homes, located east of Wildridge on the south-facing slopes north of the main valley floor. This covenant-controlled, gated community has its own design review committee.

Planning Principles:

- Prohibit significant alteration of natural environment and minimize stress on wildlife and loss of habitat.
- Consider the development of a trailhead to access the surrounding public lands.

District 26: Swift Gulch District

The Town of Avon's Public Works and Transportation Departments are located in the Swift Gulch District. In response to the area's high visibility from I-70, efforts have been made to screen the existing buildings and facilities and ensure that they blend into the surrounding environment.

Planning Principles:

- Encourage building at a scale that minimizes visibility from I-70.
- Screen accessory uses with landforms and landscaping.
- Encourage sidewalks and pedestrian connections.

Town District Planning Principles

Low Priority Districts

District 27: Nottingham Station/Eaglebend District

The Nottingham Station/Eaglebend District contains single-family and multi-family residential development. The area is mostly developed, with a few remaining individual residential lots still undeveloped. Design issues for development in this area are to address visibility from U.S. Highway 6, the protection and enhancement of the riparian environment along the Eagle River, and appropriate public access along the river.

Planning Principles:

- Examine the potential to develop pedestrian and bicycle connections between Stonebridge Drive and the Village at Avon Residential and Commercial Districts.
- Encourage development to take into consideration the objectives of the Eagle River Watershed Management Plan including river setbacks and best practices for development in proximity to the river.
- Provide a public access easement, where appropriate, within building setback areas in development adjacent to the Eagle River for public enjoyment of the river and construction of a public recreational trail.
- Building should be oriented to capitalize upon the Eagle River as an amenity. Parking areas, trash containers, and other uses that could potentially disrupt the quality of the river environment should be located away from the river and designed to have the least impact on the river corridor. Set buildings back from the river to preserve its natural character, and step building facades back away from the river to avoid creating a 'canyon effect'.
- Limit building height to a scale that is subordinate to the Town Center and compatible with the existing development and river environment. Buildings should be designed to step down in height as they near the river and in response to the natural topography.
- Encourage landforms, landscaping and sidewalks between residences and U.S. Highway 6.

District 28: Village at Avon Northern Residential District

This area is part of the Village at Avon P.U.D. of quality, large-lot, single-family homes and some multi-family residential development located on the south-facing slopes north of the main valley floor. This residential area is covenant-controlled, gated community with its own design review committee. This residential area has several provisions for public services and access ways that should be maintained. Further public access arrangements would be beneficial, including the preservation/acquisition of public space located adjacent to this area.

Planning Principles:

- Encourage further public access arrangements including the preservation/ acquisition of public space located adjacent to this area.
- Encourage sidewalks and pedestrian connections.
- Prevent significant alteration of natural landscape as well as ridgeline and steep slope development. This area should be highly sensitive to visual impacts of improvements, wildlife, and lighting.

Appendix A

The Planning Process

The Planning Process

The planning process undertaken for the Comprehensive Plan began in the winter of 2004 at which time Town staff and the consultant team outlined a detailed planning process to:

- Identify community issues and contextual information;
- Develop a community vision and an economic analysis;
- Develop a Future Land Use Plan and Community Framework Plan;
- Develop goals and implementation policies to support the Future Land Use Plan and to address key community issues; and
- Develop a strategic implementation plan and community indicators analysis.

The first step of the planning process involved the collection of information to understand the issues facing the town and to identify those unique opportunities and constraints that would influence each issue. Various maps and overlays were generated during this initial phase including an Opportunity and Constraints map identifying specific elements influencing Avon and its future planning efforts. A series of community interviews were conducted during this phase to elicit from representative members of the community their perspective regarding the issues and concerns affecting Avon's future.

During the second phase, an economic and market analysis along with a study of Avon current and potential future levels of development and redevelopment were conducted. Efforts to refine Avon's vision statement were also initiated during this phase by developing thematic descriptive characteristics of Avon's role as a full-service community and a destination resort.

The planning process' third phase entailed the development of two alternative future land use plans and a draft Community Framework Plan. The process began by examining the Town's existing district designations to assess the appropriateness their existing boundaries and to assign to each district one of three relative priority designations - *High Priority, Medium Priority, or Static/Low Priority*. Focusing on the High and Medium Priority districts, a Full-Service Community and a Visitor Based alternative land use plan was developed. Supporting each alternative land plan were a set of planning principles for each district in support of each plan's general vision and intent. After review and comment by Town staff and Comprehensive Plan's Steering Committee, a preferred Future Land Use Plan was created that synthesized the alternative land use plans' most desirable elements and their associated planning principles. A Community Framework Plan was also developed to supplement the preferred Land Use Plan. Phase three of the planning process concluded with Public Open Houses #1 at which members of the public were given the opportunity to review the planning process's products to date and provide feedback and comment.

During the fourth phase of the planning process goals and implementation policies were drafted in support of both the Future Land Use Plan and the Community Framework Plan and to address Avon's needs and desires.

A series of document review sessions were conducted with members of the Steering Committee, the public, the Planning Commission and Town Council, and Town staff, and were followed by official public hearings before the Planning and Zoning Commission and Town Council. The 2005 Town of Avon Comprehensive Plan was formally adopted by Ordinance No. -____ on ____

Appendix B

Plan Organization

Plan Organization

The Comprehensive Plan contains five sections:

- Section I: Avon's Vision
- Section II: Introduction
- Section III: Land Use and Community Framework
- Section IV: Goals and Policies
- Section V: District Planning Principles

The five sections together create the vision and direction of the Comprehensive Plan. No one part should take precedent over the other, but instead be used collectively to describe the vision of the Town.

Appendix C

Legislative Authority

Legislative Authority

The Comprehensive Plan is a public document and official statement of land use and other related policies adopted by the Planning and Zoning Commission and approved by the Town Council. State law authorizes the Town to adopt a comprehensive or master plan pursuant to Section 31-23-206 of the Colorado Revised Statutes as amended:

“It shall be the function and duty of the Commission to make and adopt a master plan for the physical development of the municipality, including any areas outside of its boundaries subject to the approval of the governmental body having jurisdiction thereof, ...which in the Commission’s judgment bear relation to the planning of such municipality. ...Such plan, with the accompanying maps, plans, charts and descriptive matter, shall ...show the Commission’s recommendations for the development of said municipality...”

Although the Planning and Zoning Commission is expressly authorized by state law to prepare and adopt the final Comprehensive Plan, the Town Council also possesses the legislative power to establish land use planning policies for the Town. Section 31-23-208 of the Colorado Revised Statutes recognizes the legislative authority of the municipality’s governing body by expressly requiring that the Planning Zoning Commission’s adopted Comprehensive Plan be subject to approval of the Town Council. The Comprehensive Plan is not fully effective until the Town Council approves the plan.

Appendix D

Relationship to Other Plans and Documents

Relationship to Other Plans and Documents

The Comprehensive Plan is the official statement of the Town's vision. Though the goals and implementation policies contained within the Comprehensive Plan cover a broad range of subject matter, it does not provide the specific level of detail required or desired for all topics, issues, or geographic areas within Avon. The Comprehensive Plan is therefore intended to be used in conjunction with several other plans and documents, both regulatory and functional, as discussed below.

It is further intended that these documents work in a cohesive and supportive fashion. In the instance of conflict between any of these plans and/or documents and the Comprehensive Plan and its associated Future Land Use Plan, the provisions of the Comprehensive Plan shall prevail. The notable exceptions to this statement occur in the case of conflict between the Town's regulatory documents, i.e. the Town's Municipal Code and Zone District Map, as the stipulations and requirements of these Town regulatory documents carry the force of law, and where as the Comprehensive Plan and its Future Land Use Plan as adopted are only advisory.

It should be the obligation and priority of the Town; however, to resolve such conflicts between its Municipal Code, the Zone District Map, and the Comprehensive Plan as such conflicts are identified in a reasonably timely fashion by the amendment of the Municipal Code, Zoning Code, or of the Comprehensive Plan.

Regulatory Documents

While the Comprehensive Plan provides the framework for making land use and other community related decisions, the Town's regulatory documents provide specific criteria and requirements governing land use and development within Avon. These regulations, therefore, provide the most direct means for implementing the vision, goals, and policies expressed within the Comprehensive Plan. The following provides a more detailed description of the Town's regulations controlling land use and development.

Zoning Code of the Town – The Town's Zoning Code is perhaps the most important implementation tool for the Comprehensive Plan. The Zoning Code controls the allowable uses of land within Avon as well as the physical standards controlling a development's size, shape, and form.

The Zoning Code should correspond to the goals and policies of the Comprehensive Plan to ensure that incremental development decisions reflect the community's vision. Privately owned, vacant land located within the Town will develop and redevelop over many years with different owners, developers, investors, urban designers, and architects. The Comprehensive Plan provides a framework for making responsible zoning decisions that reflect the desires of the community and encourage continuity and compatibility between neighborhoods. All land use applications should be reviewed for conformance not only with specific zoning requirements, but also for consistency with the direction and guidance provided by the Comprehensive Plan. The Zoning Code should be revised based upon the recommendations contained in this document.

Subdivision Regulations – The Town's Subdivision Regulations establish the process and requirements for creating building lots, and construction of public improvements such as water and sewer lines, roads, and landscaping. Through the subdivision process, roads and circulation patterns are established, park and school sites are reserved, floodplains and other hazardous areas are set aside, and public improvements are constructed.

Similar to zoning, the Subdivision Regulations implement the Comprehensive Plan by establishing the requirements for improvements, land dedications, and engineering. Subdivision proposals should be reviewed for consistency with Comprehensive Plan policies and zoning requirements. Incremental subdivision decisions need to be consistent with the Comprehensive Plan so that, for example, major road rights-of-way or open spaces are reserved and connect one subdivision to the next. The provision of trails connecting neighborhoods, proper street alignments and grades, and proper drainage are examples of design issues addressed during the subdivision process.

Functional Plans

The Comprehensive Plan is intended to serve as the principle planning document addressing the Town's goals and policies related to land use and other key community issues. A number of other "functional plans" and documents have been or may be adopted by the Town to address specific topics or government functions. It is the Town's intention that the Comprehensive Plan provides guidance in both updating current plans and formulating concurrent and future functional plans. As these plans are adopted, they will provide a detailed framework for future land use and growth management decisions. The following lists those functional plans currently used by the Town.

- Avon Town Center Plan
- Avon Town Center Implementation Plan
- Recreation Master Plan
- Congestion Relief for Avon Road Study
- The Housing Strategy Plan
- Town Residential, Commercial, and Industrial Design Review Guidelines
- Transportation Master Plan
- Eagle Valley Regional Trails Plan

Appendix E

Amendment Procedure

Amendment Procedure

The Comprehensive Plan is a policy document used to guide current and future land use decisions. To function as an effective decision making document, the plan must be dynamic and flexible enough to respond to changes in economic forces, legislative action, infrastructure and development technologies, and public attitudes. Therefore, an amendment procedure is necessary to keep the plan current.

The following types of comprehensive plan amendments are envisioned:

1. **Comprehensive Plan Update.** This amendment consists of an overall review and update conducted periodically. This update should be a thorough analysis of the entire plan, including an evaluation of goals and objectives, updates of forecasts and land-related elements, and the reaffirmation of policies. The Town's Planning and Zoning Commission and Town staff are primarily responsible for undertaking such an update, with input from other Town departments, the Town Council, and the public.
2. **Specific Amendment.** This second type of comprehensive plan amendment contemplated would not encompass the entire plan, but would rather be a more specific goal/policy, land use, or map amendment. An example of this type of amendment might be an instance where the Town desires to amend an area's proposed land use designation as a result of improved base data (such as new subsidence information or floodplain information). It is possible that a land use proposal could be introduced that conflicts with the Future Land Use Plan, but which, in fact, may be complementary to the Comprehensive Plan's other pertinent goals and policies. To ensure conformance with the plan, an amendment would be necessary. Specific amendments may be proposed by either the Town or by the private sector (i.e. a registered voter of the Town, property owner, or a property owner's authorized representative). Applications for a specific plan amendment may be made at any time with the Community Development Department.

Any amendment proposed for the Comprehensive Plan shall follow the Town's public notice and public hearing procedures as prescribed in the Town Municipal Code.

Amendment Criteria: The following criteria shall be used by the Planning and Zoning Commission and the Town Council when considering a Comprehensive Plan amendment proposal. The proposed amendment shall:

1. Include a justification for the proposed change;
2. Be in conformance with the Plan's overall vision and its supporting goals and policies;
3. Be compatible with existing and planned surrounding land uses; and
4. Not result in excessive detrimental impacts to Avon's existing or planned infrastructure systems.

Appendix F

Market Conditions

Appendix G

Fiscal Analysis of the Land Use Plan

Fiscal Analysis of Existing Entitlements

**Table G-1
New Population and Employment
Avon Comprehensive Plan Fiscal Analysis
Existing Entitlements Scenario**

Population and Employment Impact	Factors			Year-Round Equivalent Population and Employment
Residential Impact				
	<u>#</u>	<u>Persons/Unit</u>	<u>Ann. Occup.</u>	
Year-Round Dwelling Units	619	2.8	100%	1,721
Second Homes	206	3.0	23%	143
Condotel Units	<u>649</u>	2.0	45%	<u>584</u>
Totals	1,474			2,448
Hotel Units	475	1.5	45%	321
Employment Impact				
	<u>Empl./ 1,000 Sq. Ft.</u>	<u>Square Feet</u>		
Retail	3	47,300		142
General Commercial	3	72,000		<u>216</u>
Total New Employees				358
Live in Avon				179
Live Outside Avon ¹				179
New Persons Served²				
Population				2,448
Employees (50%)				<u>89</u>
Total New Persons Served				2,537

¹ Assumed 50% of employees will live outside of Avon.

² Persons served is defined as population plus 50 percent of employees living outside Avon.

Source: Town of Avon, Geowest, RNL Design, Economic & Planning Systems

**Table G-2
Property Tax Estimate
Avon Comprehensive Plan Fiscal Analysis
Existing Entitlements Scenario**

Land Use	Market Value	Asses. Rate	Units or Sq. Ft	Assessed Value
Residential Assessed Value				
	<u>\$/Unit</u>			
Year-Round Dwelling Units	\$500,000	7.96%	619	\$24,632,220
Second Homes	\$500,000	7.96%	206	8,210,740
Condotel Units	\$350,000	7.96%	649	18,075,568
Hotel Bedrooms	\$200,000	29%	475	<u>27,550,000</u>
Total				\$78,468,528
Commercial Assessed Value				
	<u>\$/SF</u>			
Retail	\$145	29%	47,300	\$1,988,965
General Commercial	\$145	29%	72,000	<u>\$3,027,600</u>
Total				\$5,016,565
Total Assessed Value				\$83,485,093
General Fund Mill Rate ¹				<u>8.956</u>
Property Tax Total (Annual)				\$747,692

¹ Assumes 2003 mill levy rate.

Source: Town; Economic & Planning Systems

Table G-3
Estimated Real Estate Transfer Tax (RETA) Revenues
Avon Comprehensive Plan Fiscal Analysis
Existing Entitlements Scenario

Land Use ¹	Value	Tax per Unit	Units or Sq. Ft.	Buildout (One time)	Annual Resales ²
Residential Market Value					
Year Round Dwelling Units	\$500,000	\$10,000	619	\$6,189,000	\$123,780
Second Homes	\$500,000	\$10,000	206	2,063,000	41,260
Condotel Units	\$350,000	\$7,000	649	4,541,600	90,832
Total Residential			1,474	\$12,793,600	\$255,872
Commercial	\$145	\$2.90/SF	119,300	\$345,970	---
Total RETA from Buildout, all Property Annual, Assuming 15-year Buildout					\$13,139,570 \$875,971

¹ Does not include hotel developments or commercial leasing activity.

² Assumes that 20% of units turn over each year. Amount reflects potential revenue after buildout.

Source: Economic & Planning Systems

**Table G-4
 Building Permit Fee Estimate
 Avon Comprehensive Plan Fiscal Analysis
 Existing Entitlements Scenario**

Item	Factor	Value	Units or Sq. Ft.	Buildout
Market Value				
Year-Round Dwelling Units		\$500,000	619	\$309,450,000
Second Homes		\$500,000	206	103,150,000
Condotel Units		\$350,000	649	227,080,000
Commercial Sq. Ft.		\$145	119,300	<u>17,298,500</u>
Total Market Value				\$656,978,500
Construction Value				
		<u>Improvement Value</u>		
Year-Round Dwelling Units	80%	\$400,000	619	\$247,560,000
Second Homes	80%	\$400,000	206	82,520,000
Condotel Units	80%	\$280,000	649	181,664,000
Commercial Buildings ¹	\$100/SF	\$1,988,333	6	<u>11,930,000</u>
Total Construction Value				\$523,674,000
Building Permit Fee				
Year-Round Dwelling Units		\$2,955	619	1,828,850
Second Homes		\$2,955	206	609,617
Condotel Units		\$2,040	649	1,323,552
Commercial Buildings ¹		\$10,173	6	<u>61,037</u>
Total²				\$3,823,055
Annual Fees assuming 15-year buildout				\$254,870

¹ Assumes that commercial development occurs as six 20,000 sq. ft. buildings with construction

value of \$100/sq. ft.

² Does not include hotel developments.

Source: Town, Economic & Planning Systems

**Table G-5
Retail Sales and Accommodations Tax
Estimates
Avon Comprehensive Plan Fiscal Analysis
Existing Entitlements Scenario**

Description	Amount
Retail Sales Tax	
Sales per Sq. Ft.	\$250/SF
Sq. Ft. of New Retail Development	47,300
Tax Rate	<u>4%</u>
Estimated Ann. Revenue	\$473,000
Accommodations Tax	
2003 ADR	\$257/Night
New Hotel Units	475
New Condotel Units	649
Ann. Occ. Rate	45%
Tax Rate	<u>2%</u>
Estimated Ann. Revenue	\$948,763

¹ Assumes 45 percent annual occupancy.

Source: Vail Valley Chamber & Tourism Bureau,
Town, Economic & Planning Systems.

Fiscal Analysis of Optimal Scenario: Core Redevelopment and Existing Entitlements

**Table G-6
New Population and Employment
Avon Comprehensive Plan Fiscal Analysis
Optimistic Scenario**

Population and Employment Impact	Factors			Year-Round Equivalent Population and Employment
Population Impact				
New Dwelling Units	<u>#</u>	<u>Persons/Unit</u>	<u>Ann. Occup.</u>	
Year-Round Dwelling Units	619	2.8	100%	1,721
Second Homes	206	3.0	23%	143
Condotel Units	<u>869</u>	2.0	45%	<u>782</u>
Totals	1,694			2,646
Hotel Bedrooms	475	1.5	45%	321
Employment Impact				
	<u>Empl. / 1,000</u>	<u>Sq. Ft.</u>	<u>Square Feet</u>	
Retail	3	102,300		307
General Commercial	3	102,000		<u>306</u>
Total New Employees				613
Live in Avon				306
Live Outside Avon ¹				306
New Persons Served²				
Population				2,646
Employees (50%)				<u>153</u>
Total New Persons Served				2,799

¹ Assumed 50% of employees will live outside of Avon.

² Persons served is defined as population plus 50 percent of employees living outside Avon.

Source: Town of Avon, Geowest, RNL Design, Economic & Planning Systems

**Table G-7
Property Tax Estimate
Avon Comprehensive Plan Fiscal Analysis
Optimistic Scenario**

Land Use	Market Value	Asses. Rate	Units or Sq. Ft	Assessed Value
Residential Assessed Value				
	<u>\$/Unit</u>			
Year-Round Dwelling Units	\$500,000	7.96%	619	\$24,632,220
Second Homes	\$500,000	7.96%	206	8,210,740
Condotel Units	\$350,000	7.96%	869	24,204,768
Hotel Bedrooms	\$200,000	29%	475	<u>27,550,000</u>
Total				\$84,597,728
Commercial Assessed Value				
	<u>\$/SF</u>			
Retail	\$145	29%	102,300	\$4,301,715
General Commercial	\$145	29%	102,000	<u>\$4,289,100</u>
Total				\$8,590,815
Total Assessed Value				\$93,188,543
General Fund Mill Rate ¹				8.956
Property Tax Total (Annual)				\$834,597

¹ Assumes 2003 mill levy rate.

Source: Town of Avon; Economic & Planning Systems

Table G-8
Estimated Real Estate Transfer Tax (RETA) Revenues
Avon Comprehensive Plan Fiscal Analysis
Optimistic Scenario

Land Use¹	Value	Tax per Unit	Units or Sq. Ft.	Buildout (One time)	Annual Resales²
Residential Market Value					
Year Round Dwelling Units	\$500,000	\$10,000	619	\$6,189,000	\$123,780
Second Homes	\$500,000	\$10,000	206	2,063,000	41,260
Condotel Units	\$350,000	\$7,000	<u>869</u>	<u>6,081,600</u>	<u>121,632</u>
Total Residential			1,694	\$14,333,600	\$286,672
Commercial	\$145	\$2.90/SF	204,300	\$592,470	---
Total RETA from Buildout, all Property Annual, Assuming 15-year Buildout					\$14,926,070 \$995,071

¹ Does not include hotel developments or commercial leasing activity.

² Assumes that 20% of units turn over each year. Amount reflects potential revenue after buildout.

Source: Economic & Planning Systems

**Table G-9
 Building Permit Fee Estimate
 Avon Comprehensive Plan Fiscal Analysis
 Optimistic Scenario**

Item	Factor	Value	Units or Sq. Ft.	Buildout
Market Value				
Year-Round Dwelling Units		\$500,000	619	\$309,450,000
Second Homes		\$500,000	206	103,150,000
Condotel Units		\$350,000	869	304,080,000
Commercial Sq. Ft.		\$145	204,300	<u>29,623,500</u>
Total Market Value				\$746,303,500
Construction Value				
	<u>Improvement Value</u>			
Year-Round Dwelling Units	80%	\$400,000	619	\$247,560,000
Second Homes	80%	\$400,000	206	82,520,000
Condotel Units	80%	\$280,000	869	243,264,000
Commercial Buildings ¹	\$100/SF	\$5,000,000	4.1	<u>20,430,000</u>
Total Construction Value				\$593,774,000
Building Permit Fee				
Year-Round Dwelling Units		\$2,955	619	1,828,850
Second Homes		\$2,955	206	609,617
Condotel Units		\$2,040	869	1,772,352
Commercial Buildings ¹		\$22,370	4.1	<u>91,404</u>
Total²				\$4,302,222
Annual Fees assuming 15-year buildout				\$286,815

¹ Assumes that commercial development occurs as 50,000 sq. ft. buildings with construction value of \$100/sq. ft.

² Does not include hotel developments.

Source: Town of Avon, Economic & Planning Systems

Table G-10
Retail Sales and Accomodations Tax Estimates
Avon Comprehensive Plan Fiscal Analysis
Optimistic Scenario

Description	Amount
Retail Sales Tax	
Sales per Sq. Ft.	\$250/SF
Sq. Ft. of New Retail Development	102,300
Tax Rate	<u>4%</u>
Estimated Ann. Revenue	\$1,023,000
Accomodations Tax	
2003 ADR	\$257/Night
New Hotel Units	475
New Condotel Units	869
Ann. Occ. Rate	45%
Tax Rate	<u>2%</u>
Estimated Ann. Revenue	\$1,134,496

¹ Assumes 45 percent annual occupancy.
Source: Vail Valley Chamber & Tourism Bureau,
Town of Avon, Economic & Planning Systems.

Appendix H

Glossary of Terms

Glossary of Terms

For the purposes of this Comprehensive Plan, the following terminology applies:

Buildout: The calculation of building potential based on a set of assumed densities (i.e. zoning or comprehensive plan)

Built From: The physical shape and mass of the structures aggregated as a collective community-wide form.

Community Character: The image of a community or area as defined by such factors as its built environment, natural features and open space elements, type of housing, architectural style, infrastructure, and the type and quality of public facilities and services.

Community Framework Plan: Graphic representation of the principles that led to the designation of various future land uses throughout the community. The Community Framework Plan defines relationships between designated land uses to create a meaningful and logical structure for future development.

Comprehensive Plans: Comprehensive Plan is a plan for development that recognizes the physical, economic, social, political, aesthetic, and related factors of the community.

District Plans: Functional plans that detail actions needed to fulfill the vision of the district.

Districts: A distinct area of the Town that merits its own set of planning principles. Districts were called “Sub Areas” in the 1996 Comprehensive Plan.

Fiscal Analysis: Analysis of financial matters such as the handling of public revenues and taxation. Fiscal analysis often includes a comparative analysis of more than one buildout scenarios.

Future Land Use Plan: Graphic representation of the desired future land uses for each area of the town.

Goal: An end towards which effort is directed and provides the community with a direction. A goal is a desired ideal and a value to be sought.

Market Conditions: Factors affecting the local economy at a particular point in time.

Planning Principles: Concepts that direct the growth and development of districts.

Policy: A course of action that provides a broad framework for guiding governmental action and decision-making. Implementation policies are established by the community; in this case, residents, local business and property owners, the Comprehensive Plan’s Steering Committee, the Planning and Zoning Commission and Town Council. From these policies, the Town will develop and/or update regulations necessary to implement the vision of the community as reflected by the goals and implementation policies contained in this plan.

Zoning: The division of a jurisdiction into zoning districts within which permissible uses are prescribed and restrictions on building height, bulk, layout, parking and other requirements are defined. Zoning is a legally enforceable method of implementing Comprehensive Plans.