

Dotsero Area Community Plan



September 19, 2012

This page intentionally blank

Dotsero Area Community Plan

Table of Contents

	<u>Page</u>
Chapter 1 - <u>The Planning Process</u>	1
Chapter 2 - <u>Area Description</u>	7
Chapter 3 - <u>A Brief History of the Dotsero Area</u>	17
Chapter 4 - <u>Goals, Policies and Recommended Strategies</u>	23
I. Administration	
II. Natural Resources and Environmental Quality	
III. Design, Appearance and Character	
III. Land Use	
IV. Public Infrastructure and Services	
Chapter 5 - <u>Future Land Use Map (FLUM)</u>	41
Introduction, Map and Designation Descriptions	
Chapter 6 - <u>Minor Modifications, Exceptions and Updates to the Plan</u>	51
Appendix A Community meetings, agendas, survey results and public input	

Acknowledgements

Eagle County Planning Commission

Patricia Hammon, Chair
Greg Moffet, Co-Chair
Bill Heicher, Commissioner
Craig Snowdon, Commissioner
Jill Hunsaker Ryan, Commissioner
Pedro Campos, Commissioner
Richard Cunningham, Commissioner
Vern Brock, Commissioner
Tim Carpenter, Commissioner

Board of County Commissioners

Peter Runyon, Chair, *District 1*
Jon Stavney, Commissioner, *District 2*
Sara Fisher, Commissioner, *District 3*

Eagle County Staff

Cliff Simonton, *Senior Planner*
Bob Narracci, *Planning Manager*
Scott Fleming, *GIS Specialist*
Karen Sepp, *Administrative Technician*

Town of Gypsum

Jeff Schroll, *Town Manager*
Lana Gallegos, *Senior Planner*

Special thanks to Dominic and Allison of the **Mauriello Planning Group** for their help in facilitation of community meetings, analysis of public input and document editing, and to all who participated in the Dotsero master planning process.

Dotsero Area Community Plan

Chapter 1 - The Master Planning Process



Fall colors surround residential units on the western edge of the Two Rivers Planned Unit Development

Sub-Area Master Planning

For the purpose of sub-area planning, Eagle County has been divided into eleven (11) separate geographic areas. These areas are illustrated in the “Reference Map of Eagle County” found in Section 1 of the 2006 Eagle County Comprehensive Plan. Dotsero is one such area.

Sub-area master plans are intended to provide more detailed analysis of physical attributes, issues, opportunities and constraints than that provided by the more generalized Comprehensive Plan. Public opinion and input, especially from local residents, business owners and management agencies, is a critical component of the sub-area master planning effort. Sub-area plans are reviewed, approved and adopted by the Eagle County Planning Commission, and they become chapters in the larger Eagle County Comprehensive Plan.

This is the fifth sub-area plan to be created for unincorporated Eagle County, and is the inaugural plan for the Dotsero Area. Sub-area plans also exist for Edwards, Wolcott, Eagle, and the Mid-Valley El Jebel area.

The Planning Process for Dotsero

The Dotsero Area Plan is a community based plan, and its formation was guided by the participation of residents, business owners, service providers, land and natural resource management agencies, and local government officials and planners. The effort began with a

pre-planning charrette that was conducted in October of 2006. This was a professionally facilitated work session that tasked a select group of planners and local representatives to look at qualities and issues in the Dotsero area, and to come up with some preliminary vision and goals statements. A summary of that planning workshop was published in November of 2006.



A number of community meetings were held during the planning process

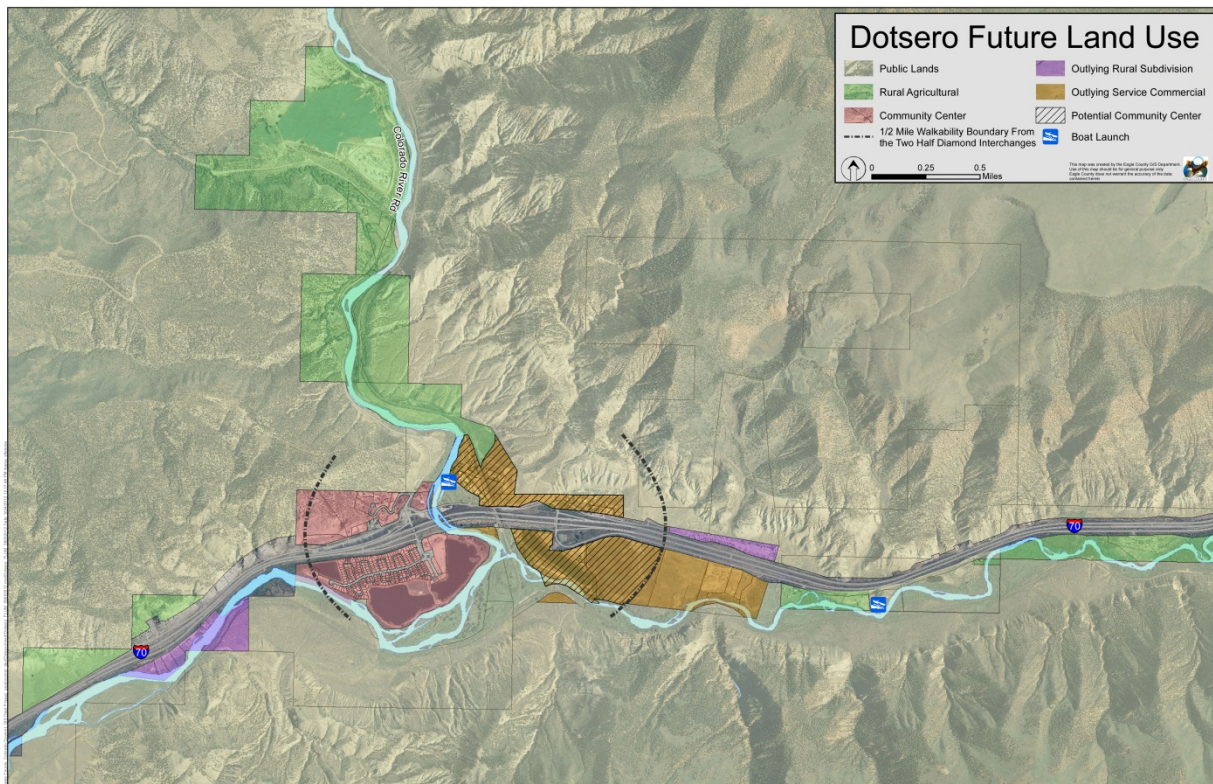
Work to develop an official sub-area plan for Dotsero began at the staff level in the fall of 2008, and in June of 2009 the first community meeting was held. The planning process, background information and maps were presented. A summary of the 2006 Preplanning Workshop was presented, and participants were asked to help develop and prioritize qualities and issues for the Dotsero area, and to offer ideas for a vision statement. A survey was then made available to participants and stakeholders to further gather public opinion. A summary and analysis of the survey results is attached to this document within Appendix A.

A second community meeting was held in October of 2009 to review and discuss the survey results. Based on information from the first meeting and the outcomes of the survey, several vision statement alternatives were presented. A preliminary discussion of a future land use map was also facilitated. Staff then set about to assemble a draft plan. A vision was finalized (see following page) and goals, policies and strategies were developed in response to input received and in accordance with the County's Comprehensive Plan. These were reviewed by the Planning Commission in a series of public work sessions, and also by officials at the Town of Gypsum. Numerous suggestions were made and incorporated into the draft document.

A preliminary Future Land Use Map (FLUM) was then assembled to reflect community input and the goals and policies of the draft plan. This map and the future land use designation descriptions were also reviewed in detail by the Planning Commission in public work sessions. The draft plan and future land use map were distributed to the Dotsero Community and were made available to the general public in June of 2011. On October 27, 2011, a third community meeting was held to present the document and maps, and to receive input from the community.

The Vision for the future of the Dotsero area includes the following:

- 1) A built environment that establishes the importance of Dotsero as an entrance community to Eagle County and the upper Colorado River, incorporating:
 - a. Attractive site designs, architecture and landscaping.
 - b. A development pattern compatible with the surrounding landscape that encourages energy, transit and infrastructure efficiency.
 - c. A character of development that embraces the area's history and western heritage.
 - d. Improvements that cultivate a positive image and identity for the Dotsero community.
- 2) An appropriately sized and designed community center with space for public gathering that offers basic goods (groceries, gasoline, information, lodging) to local residents, interstate travelers and outdoor recreationalists.
- 3) A mix of residential units that serve local needs.
- 4) An appropriate mix of low-impact activities and businesses located along the I-70 frontage road.
- 5) A focus on outdoor recreational activities that utilize the outstanding natural resources of the area. Recreational opportunities include but are not limited to rafting, kayaking, fishing, hiking, camping, biking, sightseeing, and motorized backcountry travel.
- 6) Expansive public lands and quality riparian corridors, view sheds, wildlife habitats and other natural areas that are appropriately utilized, protected and/or managed.
- 7) A coordinated and fully integrated multimodal access and way-finding network.
- 8) Development that is economically sustainable and independent of government subsidy, where the tax and fee revenue generated pays for local infrastructure and public services.



The Future Plan Use Map for Dotsero. Please see larger copy in Chapter 5.

Comments from the final community meeting were recorded and presented to the Planning Commission in a series of final public work session meetings. The plan was then sent out to forty two (42) referral contacts and agencies for a period of 30 days. Adoption hearings began on June 6, 2012, and all comments received during the referral period were presented and discussed. A number of refinements were made by the Planning Commission as a result of comment received. The document was officially adopted on September 19, 2012, and became effective on October 3, 2012.

User Guide

The Dotsero Area Community Plan is a chapter within the 2006 Eagle County Comprehensive Plan, and is consistent with the intents and purposes of that overarching document. Master Plans in Eagle County should be viewed as guiding documents, as they are not regulatory. For land use proposals that require application for approval, however, Eagle County Land Use Regulations provide a finding of “consistency with the Comprehensive Plan”, of which this plan is a chapter. Therefore, its goals, policies and future land use map designations are important and relevant. Other master Plan documents that should be considered include the Eagle River Watershed Plan, the Eagle Valley Trails Plan, Eagle County Housing Guidelines and the Eagle County Open Space Plan.

The Plan is organized by chapters, and provides a discussion of the planning process, a description of the area, a brief history, a chapter of goals, policies and recommended strategies

and a section devoted to the Future Land Use Map. Goals presented by the Plan are arranged by topic, and each goal is supported by a collection of related policies. Topics include administration, natural resources, land use, design and appearance, and infrastructure. Each policy is followed by a list of recommended strategies (action items). The strategies provided are not intended to be comprehensive or all-inclusive, but instead provide a reasonable sampling of actions that could be undertaken to implement the policies and/or achieve various objectives related to the goal. Responsibility for the implementation of strategies is intended to be shared between a variety of stakeholders including county officials, service providers, land management agencies, property owners and development applicants.

The document is also intended to be dynamic, accommodating new ideas and evolving situations. The chapter titled “Minor Modifications, Exceptions and Updates to the Plan” provides a process through which new approaches to land use can be considered.

The *Future Land Use Map* (FLUM) in Chapter 5 provides guidelines for future land use. Different land use designations are depicted by different colors on a map, and each designation is provided a detailed description of intent, character and land uses. It is important to note that the FLUM is not a zoning map. Each FLUM designation might accommodate a number of different zone districts.

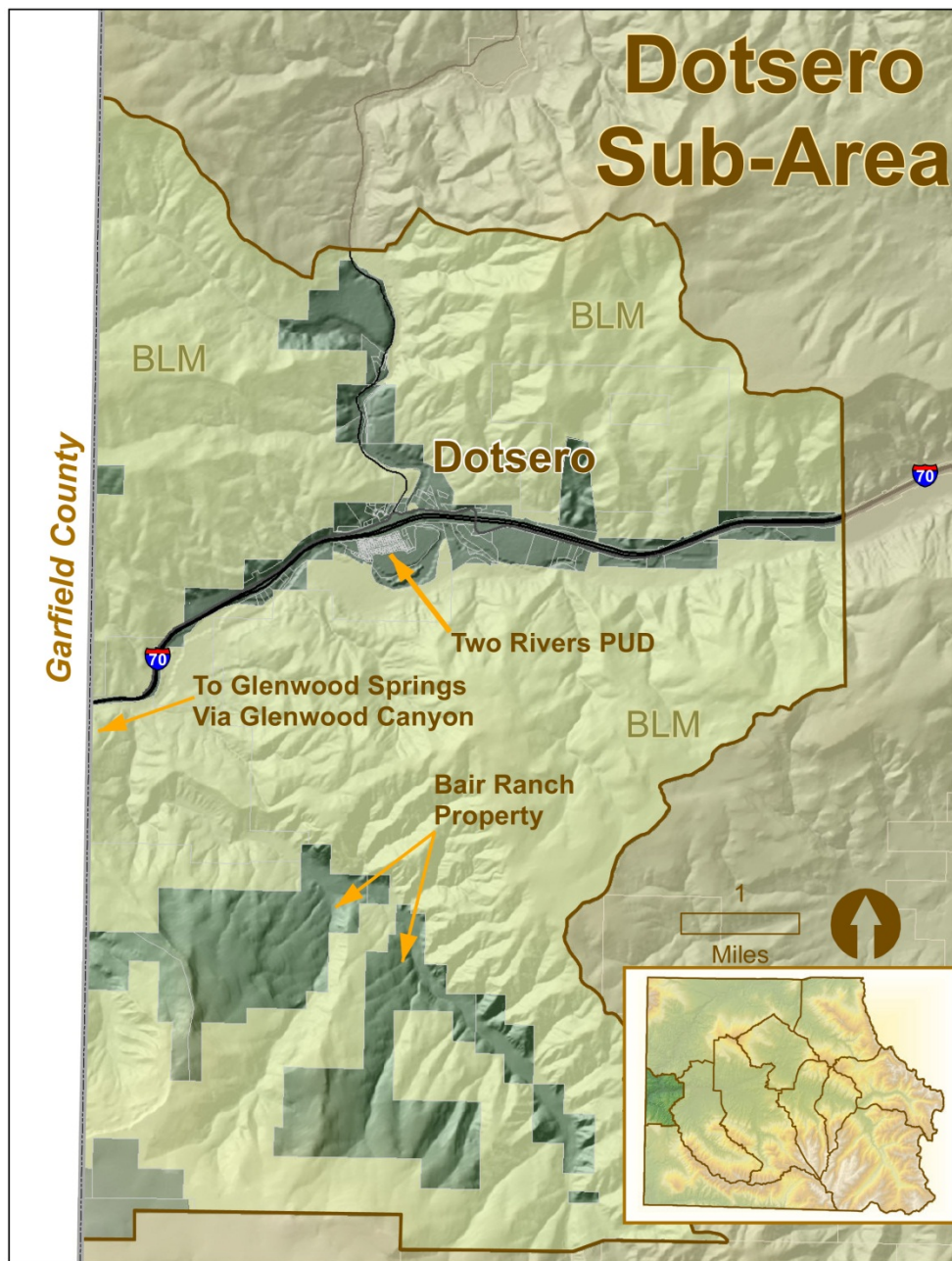
Appendix A contains information regarding public meetings, public input and survey results. The document does not include specific resource maps or charts or discussions of demographic or economic trends, as these are subject to variation and change. That is not to say that demographic pressures and economic needs should not be considered; they should, and the reader should include these considerations in plans for land use in the Dotsero area. Current zoning maps, demographic and census information and Colorado Division of Wildlife maps are available on the Eagle County web site. Floodplain mapping is available from the office of the County Engineer, and the Vail Valley Economic Council should be contacted with questions about current economic trends.

This page intentionally blank

Dotsero Area Community Plan

Chapter 2 - Area Description

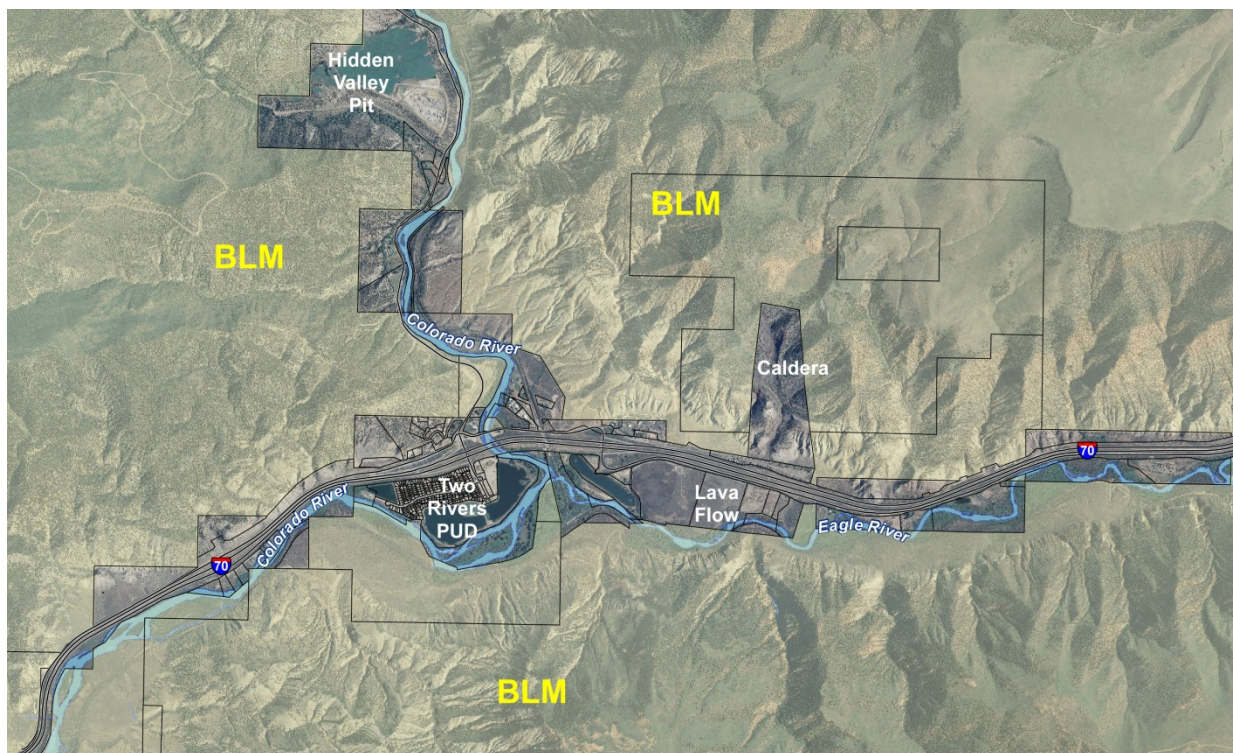
The Dotsero Planning Area encompasses 45.5 square miles (29,120 acres) at the east entrance to Glenwood Canyon on the western edge of Eagle County. A developed “community center” is centrally located within the planning area on I-70 at the confluence of the Colorado and Eagle Rivers. Private properties in Dotsero are generally limited to narrow bands that



The Dotsero Area Community Plan encompasses 29,000 acres on Eagle County's border with Garfield County. Much of the land is under federal Ownership (BLM)

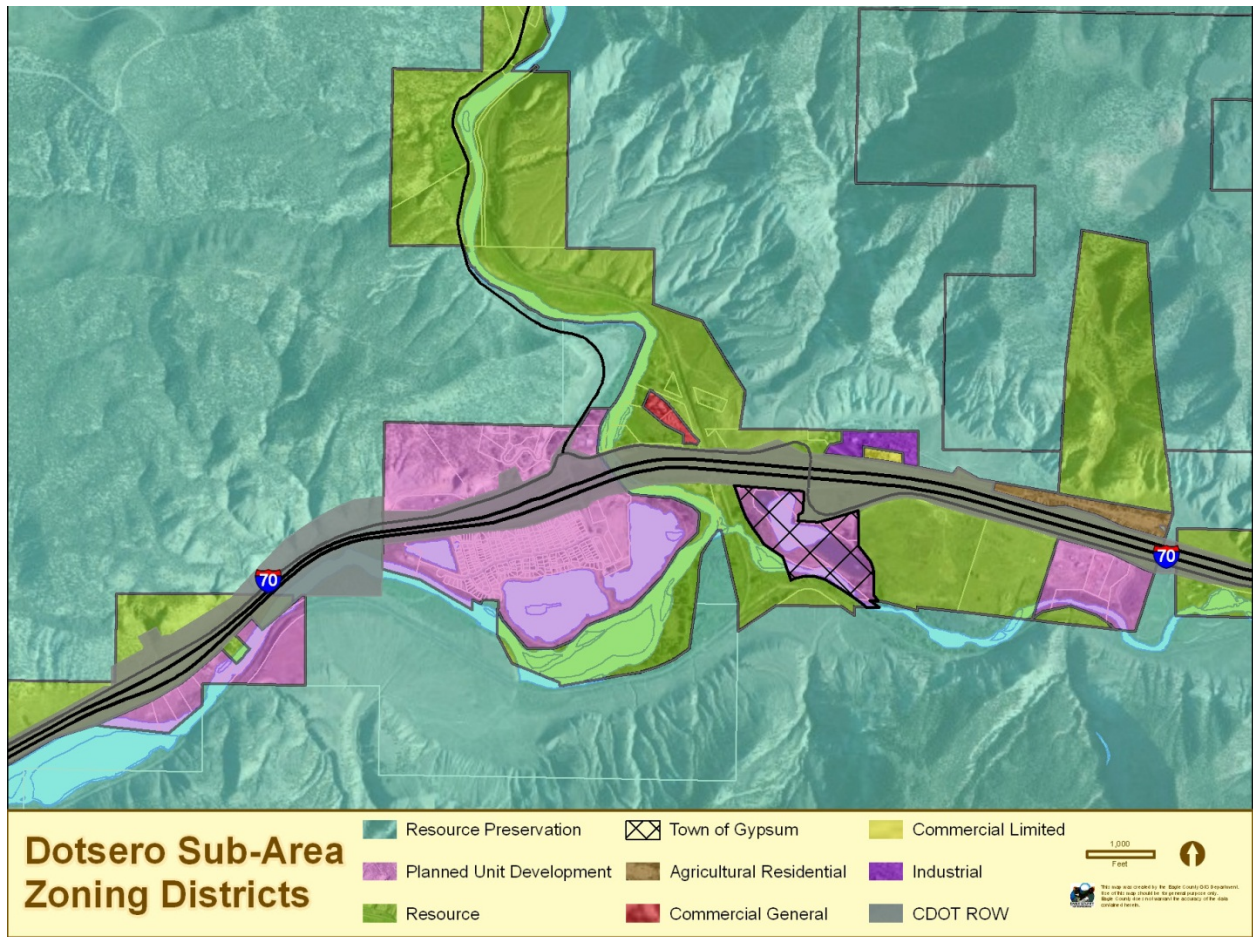
parallel the interstate, which bisects the valley floor running east and west. There are also agricultural properties located along the Colorado River to the north, and west of and along Cottonwood Creek to the south.

Access is via a split diamond I-70 interchange, with a westbound off-ramp and eastbound onramp located approximately 0.7 miles east of the eastbound off-ramp and westbound onramp location. A frontage road also parallels the interstate, connecting Dotsero to the Gypsum interchange six miles to the east and to the Glenwood Canyon recreation trail parking area three miles to the west. A number of driveways access private properties from this frontage road.



Private lands in Dotsero are located in close proximity to roads and rivers. The I-70 travel corridor is a dominant feature, with lands administered by the Colorado Department of Transportation. Public lands that surround travel corridors and private parcels are managed by the Bureau of Land Management (BLM).

Many developments in Dotsero are older, reflecting a pre-regulatory environment, while others are more recently approved. Current zoning provides a mixture of residential, commercial and industrial uses scattered on either side of the I-70 corridor. A cinder block plant has operated on the north side of I-70 for decades, as has a specialty wood working shop, a landscaping business and a mobile home park. A mini storage facility has recently been added to this mix. To the west is a recently constructed fire and emergency services training facility, and CDOT has provided a large parking area for short term truck parking within a wide section of their right of way. The County does not have regulatory oversight on CDOT properties.



Current zoning provides a mix of opportunities for land use in the Dotsero Area. Eagle County Land Use Regulations should be consulted for additional information.



A cinderblock company has operated for many years near the east interchange in Dotsero.



Stevens Nursery is located at the entrance to the Colorado River Road

South of I-70, the Two Rivers Planned Unit Development was approved in 1998 for 440 residential units and 20,000 square feet of commercial retail space. At the writing of this plan, approximately 100 residences have been constructed, but no commercial space. Siloam Springs is a five (5) lot residential PUD on the river west of Two Rivers, and a mix of construction and light manufacturing uses are located on the lava flow area to the east. Lands to the east are separated from Two Rivers water and wastewater services by the Colorado River and the Union Pacific railroad tracks. A private ski lake operates south of and adjacent to the eastern I-70 interchange. The ski lake property was recently annexed by the Town of Gypsum, and has been approved for a small retail store/gas station, and a limited number of residential units.



When completed, the Two Rivers Planned Unit Development (PUD) will provide 440 dwelling units, a community center building, fishing lakes and 20,000 square feet of commercial space.

Dotsero is the first developed area that travelers on I-70 experience as they enter Eagle County from the west. The Colorado River and associated riparian areas provide a foreground to the sage covered flats and somewhat barren hillsides that dominate this part of Eagle County. The natural landscape provides unique colors and contrasts, and is beautiful in many regards.

The Dotsero I-70 interchange is the southern terminus of the Colorado River Road, which runs north along the Colorado River and provides access to ranches, public lands and many popular recreational destinations. The Colorado River Corridor is one of the rural gems of Eagle County, and the preservation of its recreational attributes, agricultural lands and open range characteristics is an important goal of this plan.



Downstream from Dotsero, this is the view from I-70 looking east along the Colorado River. The entrance to Glenwood Canyon is behind the photographer.



A view from the Colorado River Road. The river corridor above Dotsero provides outstanding scenery and access to rafting, biking, hiking, snowmobiling, camping and fishing. It is also Eagle County's gateway to the Flat Tops Wilderness area.

This plan also hopes to incentivize improvements to certain features of the built environment in Dotsero that do not presently portray the reputation of Eagle County as a well-planned mountain community. To those entering Eagle County from the west, the metal-clad waste water treatment building for Two Rivers is prominently positioned next to I-70, and is backed by rows of two story manufactured housing units. Duplicity of form, color and façade is common in these and other phases of this affordable housing community. Building forms and finishes along with the design and treatment of related site amenities will strongly influence the future image of the community.

Further along I-70, industrial and light manufacturing sites are accompanied by storage and work areas that are highly visible from public areas. Slopes on developed sites have not been revegetated and vehicles, trailers and discarded materials are scattered across the landscape. Overall, the character and image of Dotsero is negatively affected by the condition of many developed properties.



Industrial sites, trailer parks and poorly screened outdoor storage areas impact the visual quality and character of Dotsero.

Other than the Bureau of Land Management, the largest single land owner in the Dotsero planning area is the Colorado Department of Transportation. Interstate traffic and related activities will also remain a significant influence.

The Dotsero area, with its large rivers, expansive views, easy access and numerous recreational attributes has great potential for change. Development of a commercial core has not yet begun in Two Rivers , but concepts are being considered. Some properties outside of the PUD have yet to be developed, and others could be redeveloped. While the potential for growth exists, there are constraints that will limit certain types of development and growth. The expansion of existing community infrastructure (water and sewer service), for example, is possible but may be costly given distances between properties and the presence of natural and manmade barriers.



Dotsero is home to one of the youngest volcanic eruptions in the continental United States. Approximately 4000 years ago, lava spilled from a crater located east of the confluence of the Eagle and Colorado rivers and north of present day I-70. The picture at left is a view of a large cinder deposit on the edge of the crater that can be seen today from the interstate. Cinders from the crater have been mined over the years for use in road maintenance operations and to produce cinder blocks at a local cinder block company.

Lava from the volcano covered the valley floor, pushing the Eagle River to the south. The shallow canyon that resulted at the edge of the lava flow is shown below.





This photo indicates the extent of the lava field on the valley floor east of Two Rivers. The Colorado River is shown on the left flowing south (under the interstate bridge), and the Eagle River is shown entering the Colorado on the right after flowing past the lava field. Once an impenetrable expanse of jumbled lava rocks, the lava flow was bulldozed flat in the 1970's.

New ownership of the Two Rivers PUD provides an opportunity for positive changes regarding commercial services and architectural standards in that development. The increasing popularity of river sports and the continued popularity of destinations on the Flat Tops should be a focus for future land uses and activities in the area. This Plan provides goals, policies and strategies designed to foster reasonable growth, provide adequate services and infrastructure, encourage an appropriate scale, mix and pattern of land uses, and insure the preservation of recreational resources and sensitive natural environments.



Stick frame construction, stucco finishes and tile roofs provide a different character of development when compared to the manufactured housing installed in other parts of the Two Rivers PUD.

Finally, it is important to note that Dotsero is within the three mile planning boundary of the Town of Gypsum. In the spring of 2012, Gypsum officials accepted a request by the owner of the Sweetwater Ranch PUD (where the ski lake is) and annexed that property into the Town. This plan is premised upon collaboration with Gypsum in the determination of future land uses, improvements and services in the area.



Floating the river and hiking the Ute Trail are popular activities in present day Dotsero. The attraction of the area as a unique recreational destination is expected to grow in coming years.

This page intentionally blank

Dotsero Area Community Plan

Chapter 3 ~ Early History of the Dotsero Area

by Rev. Don Simonton

Photos courtesy of the Eagle County Historical Society and the Eagle Valley Library District.



Early Bridge over the Grand (Colorado) River at Dotsero.

The earliest recorded history of the site of Dotsero references its existence on a trail that came down the north side of today's Eagle River and crossed the Grand River (today's Colorado) just above the confluence of the two rivers. Glenwood Canyon was impassible at the time, and it was necessary for westbound travelers to cross up over the Flattops on a route that led to the White River valley to the north.

In 1868, a treaty created a reservation for the Ute Indians in western Colorado which encompassed lands in the Dotsero area. In defiance of the treaty, two prospectors from Leadville entered the area in 1878 in search of riches. They found some lead-silver carbonates on the Flattops above the junction of the Grand and Eagle rivers, but left the area hastily because of the danger of Indian reaction. They were not gone long, however, and other prospectors joined them in 1879. Mining began in earnest that year on the Flattops, again in violation of the treaty. To protect themselves from the Indians (or perhaps from the Federal Government) the miners built a block house near the mine claims and named it "Fort Defiance".

Late in 1879, the Indian threat in the west was eliminated by the outcome of the Meeker Massacre, which resulted in all of the northern Ute bands being moved to a reservation in northeastern Utah. This opened northwestern Colorado and the area around Dotsero to prospecting and development.

The river confluence area at Dotsero became increasingly visited in the early 1880s as eager miners gathered to prospect the carbonates located on the Flat Tops above. In the spring of 1883 the snow was so deep that the number of miners waiting to access the mines grew to more than a thousand. James Riland was a prospector waiting below for the snow to melt. In a letter dated May 31, 1883 he wrote "The bridge over the Grand is not yet completed, and the road up the mountains is not yet commenced... We paid to have our supplies brought in, five cents a pound from Red Cliff to Dotsero, and from there to snowline for six or seven cents a pound." Riland's letter is the earliest known reference to the name "Dotsero".



A pack train at the Carbonate town site on the Flat Tops.

When the snow finally melted, the prospectors swarmed up the slopes to the Flattops and established a town, Carbonate. One hundred and sixty acres were platted as the town's center, and fifteen log homes, a store and a post office were built. Garfield County had recently been organized, and Carbonate City was named as the new county seat. By the end of that summer, however, it was clear that the ore quality was not good, and that Carbonate would likely not be a successful venture, especially given its remote location. The title of county seat was transferred to Glenwood Springs, and the newly constructed main street was essentially a ghost town before winter set in. The location of Carbonate is still shown on backcountry maps, just

south and a little west of Heart Lake, where remnants of the buildings and excavations can be found.

As a result of all this activity, Dotsero quickly became a community. The presence of hungry and thirsty prospectors at the jumping off point for trails into the Flattops required the presence of food-producers and saloon-keepers. John (Jack) Stewart and wife Belle arrived from Leadville in 1882 and established a ranch on the west side of the Grand. That ranch still holds the oldest water right on the Grand (Colorado) River. John also operated the first saloon. Relatives of his family, the Yosts, arrived in 1890 and homesteaded the east side of the river. Members of the Yost family ranched, ran the local store and operated a gas station in Dotsero until 1945.

Ellen O'Neil had a restaurant, and G.W. Ramine ran a general store. A post office existed briefly in Dotsero in 1883, but soon all mail for the area was delivered to Gypsum. James Dilts, who homesteaded the Deep Creek Ranch upstream on the Colorado, served as Justice of the Peace and school superintendent. In 1884 when the first bridge over the Grand was washed away by spring floods, he and another local, William Case, built a new one.



Soon after its establishment, the community faltered. The carbonate boom was short lived and prospecting activity had all but disappeared around Dotsero by the end of 1884. When the railroad came down the Eagle in 1887, it was routed on the south side of the river and by-passed the community. By 1888 Dotsero's population had dropped from 150 (in 1885) to less than 50 residents. Nevertheless, a few of the ranchers and merchants hung on.

One of the more interesting characters that stayed on during the lean years that followed was an ostentatious gentleman identified as Diamond Jack Alterie. His real name was Leland Verain, and he was a veteran of the gang wars in Chicago. Strangely enough, he had developed a love for horses and the West, and rode in Denver rodeos. He bought a place on the Sweetwater, just north of Dotsero in 1927. In spite of some suspicious guests and some questionable escapades in Denver and Glenwood Springs, he was liked by his neighbors in Dotsero. He lost his Sweetwater Ranch to foreclosure in 1932, and was forced to leave the state soon thereafter to avoid a prison sentence. He returned to Chicago, where he prospered briefly before being gunned down by the mob in July of 1935.

Meanwhile, the Denver and Rio Grande Railroad, taking advantage of a tunnel built to divert water from the Western Slope to the Eastern Slope (today's Moffat Tunnel), constructed a

connection down the Colorado River between the northern Moffat Route and the more southern mainline (the Royal Gorge) route. The tracks joined at Dotsero, and the cutoff eliminated 173 miles of travel and a difficult crossing of the Continental Divide at Tennessee Pass. The northern end of this connection near Bond was named Orestod (note the reverse spelling of this name). The Dotsero Cutoff, as the route became known, was completed in 1934.



Students and their teacher at the Colorado River School in Dotsero, 1930's.

Some industries and businesses have more recently developed in the Dotsero area. In 1946 Lee Gotschall, looking for diamonds in the cinder-filled crater of the volcano just east of town (he found a few, low-grade gems), developed a successful cinder block business that utilized material mined from the volcano caldera. The brick plant still operates today. Interstate 70 was completed through Dotsero in 1980. Soon thereafter, the lava flow that covered the valley floor was graded over, and has since provided space for a variety of light manufacturing, processing, construction and storage operations. Bill Stephens has run a successful nursery for many years just north of the Dotsero I-70 interchange. His business utilizes the premier Colorado River water right of Jack Stewart. The Stephens family was also instrumental in securing approvals for the new mixed use residential community of Two Rivers Village, which is located mostly south of the interstate corridor and west of the Colorado/Eagle River confluence.

The question that continues to create intrigue about Dotsero is the true origin of its name. Some literature suggests that it might be the name of an Indian princess, or that it is derived from a Ute word that means “something new” (the volcano?). One problem with these explanations is the lack of a pronounced “d” in the Ute language.

The most popular theories focus on early surveys that were made through the area, and the fact that the beginning point of a survey is often referred to as .0+00 (dot zero). Wikipedia suggests that the Hayden surveys used Dotsero as a starting point. However, Frederick Hayden’s original survey of 1873 never reached the confluence of the Eagle and Grand Rivers. Hayden’s Atlas of 1881 indicates railroad routes down both the Grand (Colorado) and the Eagle Rivers, but both routes stopped before reaching the confluence of the two rivers. It does not appear that either of these would have used Dotsero as a starting point, but later surveys and triangulation work by Hayden parties may have included the confluence area.

Another possible source for the name might relate to early toll roads, a number of which passed through Dotsero enroute to the Flattops during the years of Carbonate mining excitement. The surveys for these toll roads may have used the same starting point nomenclature as the railroads. The first toll road survey to identify Dotsero by name was the *Glenwood Springs, Carbonate and Eagle River Toll Road* in 1885. But we know that Dotsero was a named location on the river two years before the construction of this road began (reference the letter from James Riland in 1883, at which time “the road had not yet commenced”).

Pending new information, the best guess today is that the name of Dotsero is derived from the surveying process used by the earliest map-makers who traversed Colorado, and that it was assigned to the location prior to the building of roads or railroad lines through the area.

SOURCES:

William Bright: Colorado Place Names

Marshall Sprague: Colorado

Beebe and Clegg: Mainline of the Rockies

Knight and Hammock: Early Days on the Eagle

Shirley Welch: The Eagle River Valley

Muriel Sibell Wolle: Stampede to Timberline

Bartlett: Great Surveys of the American West

George Crofutt: Grofutt’s Grip-Sack Guide of Colorado

Annual Report: F.V. Hayden 1874

Hayden Atlas: 1881

Wikipedia 2009

USGS trail map notes, Leadville Quad

Interviews

Old Roaring Fork, a Publication for Historic Colorado

Valley Journal 1/17/99

Map by Darrell Stewart

Assorted notes from Eagle County Planning Dept.

This page intentionally blank

Dotsero Area Community Plan

Chapter 4 - Goals, Policies and Strategies

I. Administration

Considerations:

- a. The incorporation of a new Town of Dotsero is unlikely given the limited land area and the already developed status of many properties. Existing owners will have little incentive to incorporate.*
- b. Notwithstanding annexation or incorporation, land use in an unincorporated Dotsero will be governed by the Board of County Commissioners. The needs of all Eagle County residents and businesses will be considered in addition to local community needs.*
- c. Unincorporated communities can create quasi-governmental “administrative boards” made up of representatives from homeowner associations, business associations and service providers that can provide local oversight and guidance for local decisions.*
- d. Overlay tax districts can be created in unincorporated areas to provide a revenue source for local infrastructure, service and maintenance needs.*
- e. Many Dotsero properties are within three (3) miles of the Town of Gypsum. The Town could annex individual properties or groups of properties within the area. In the event of annexation, town zoning would be applied and the town would control land use on these properties.*
- f. The annexation of properties into the Town of Gypsum could impact efforts to address broader community infrastructure and service needs, and could complicate service and infrastructure maintenance responsibilities in the area.*
- g. The annexation of properties into the Town of Gypsum, and the involvement of the Town of Gypsum as a service provider in the Dotsero area, could result in improved infrastructure and service opportunities.*
- h. The quality of natural resources and the health, safety and welfare of the residents of Dotsero will be best served if land use on private properties within the Dotsero Area Planning Boundary is administered by a single responsible party or commission.*
- i. An Intergovernmental Agreement (IGA) could be created that would address land use review and governance relationships between the Town of Gypsum and Eagle County.*

Goal A1: Development in Dotsero is well planned and coordinated, adhering to the purposes and intents of relevant master planning documents.

Policy A1a: Assure development is consistent with relevant master plans, resource management plans and other adopted or officially sanctioned guiding documents.

Recommended strategies:

- 1) Utilize development review checklists to analyze development proposals and ensure conformance with all relevant master planning documents.
- 2) Update guiding and regulatory documents as necessary to reflect changes in land use patterns, economic trends, community values and/or other relevant factors.

Policy A1b: Discourage land use decisions that work against a comprehensive and coordinated approach to planning and development approvals.

Recommended strategies:

- 1) Encourage intergovernmental agreements between Eagle County, the Town of Gypsum and affected land management and service agencies regarding development in western Eagle County.
- 2) In the event of annexation by the Town of Gypsum, encourage the assemblage of large blocks of properties that can be better and more efficiently served by the Town.
- 3) In the event that groups of properties are annexed and served by the Town of Gypsum, encourage adjacent properties to seek annexation to the Town as part of any new development proposal.

Goal A2: *Decisions regarding land use, public services and infrastructure are community-based and consider the needs and values of Dotsero residents and business owners as a priority.*

Policy A2a: Public input and interagency collaboration is actively solicited in the planning and land use decision making process.

Recommended strategies:

- 1) Provide ample notice and posting of planning and land use application activities.
- 2) Provide community meetings and public workshops for complex or potentially contentious land use proposals.
- 3) Utilize contact lists to distribute updates of planning activities and proposals.
- 4) Periodically conduct and/or update community opinion surveys.
- 5) Solicit input from service districts, county departments, state agencies and other interest groups and business organizations regarding land use proposals.
- 6) Solicit input from nearby towns and community centers that might be affected by activities in the Dotsero area.

Policy A2b: The evaluation and analysis of land use proposals utilizes the most current information and planning tools.

Recommended strategies:

- 1) Utilize GIS data and mapping to identify pertinent spatial relationships and resource qualities for all development proposals.
- 2) Incorporate relevant data from current studies and reports related to housing, jobs, economic and business trends, natural resources, transportation, etc. in the evaluation of all development proposals.

- 3) Require development applicants to provide a realistic portrayal of anticipated benefits and impacts as a part of any land use proposal.
- 4) Utilize land use planning checklists, energy efficiency checklists and community generated design guidelines to evaluate land use proposals and improvements.

Goal A3: Development in Dotsero is self-sufficient, providing funds and facilities for necessary services, infrastructure and maintenance.

Policy A3a: Encourage the financing of public improvements, facilities and services in a manner that minimizes subsidy by sources outside the Dotsero area.

Recommended strategies:

- 1) Encourage the formation of a quasi-governmental entity/authority that would provide local land use guidance and financing.
- 2) Absent incorporation, utilize established special service districts to finance and manage infrastructure and service improvements.

II. Natural Resources and Environmental Quality

Considerations:

- a. *Dotsero has an arid climate that supports a limited variety of native plants.*
- b. *The hillsides surrounding the Dotsero area, while stark in appearance, provide backdrops to unique views.*
- c. *The views provided by undeveloped “community buffer” lands between Glenwood Canyon and Dotsero and between Dotsero and the Town of Gypsum contribute positively to the character of Eagle County’s western border.*
- d. *Certain land uses in the Dotsero area diminish the quality of public viewsheds, and detract from the character and identity of the area.*
- e. *The I-70 corridor impacts local views and is a source of noise, dust and vehicular exhaust pollution.*
- f. *Public lands surrounding Dotsero are managed by the Bureau of Land Management.*
- g. *Rivers flowing through the area provide significant visual and ecological benefits. Due to the dry climate, riparian zones exist in thin bands along rivers and around lakes.*
- h. *Vegetation on steeper slopes is sparse, and soils are generally erosive. Runoff from snowmelt and periodic rainstorms in the area deliver sediment to the Eagle and Colorado Rivers which can impact water quality for extended periods of time.*
- i. *The Colorado River Corridor is a regional treasure, a place where the management of natural resources and the preservation of environmental quality is extremely important.*
- j. *Dotsero’s status as a portal to the Colorado River and the Flat Tops recreation areas can contribute positively to the local economy and the community’s identity and sense of place.*

- k. *The volcano caldera and the associated lava flow have been significantly impacted by historic land use. Portions of these geologic features remain undisturbed, however, and could be preserved, providing a unique tourist destination.*
- l. *Cinders from the volcano caldera have provided raw materials that support local businesses and highway maintenance operations.*
- m. *Rock and gravel will be mined, processed and exported from the Hidden Valley Gravel Pit located at the mouth of Deep Creek until at least 2030, per current approvals. Mine operations will increase truck traffic on Colorado River Road, and may impact air quality and visual quality in the Colorado River corridor.*
- n. *Wildlife is abundant in the Dotsero area but does not pose a constraint on the valley floor. Adequate setbacks from streams and rivers should be enforced to protect sensitive riparian habitats and provide wildlife movement corridors.*
- o. *Emissions from commercial and light industrial uses, windblown dust, and emissions from I-70 traffic and the intermittent idling engines of parked interstate trucks pose the greatest risks to air quality along the I-70 corridor.*

Goal NR1: *The quality and type of natural resources in the Dotsero area enhances local lifestyles, provides outstanding recreational opportunities, provides opportunity for the use of alternative energy sources, and contributes to the success of local businesses.*

Policy NR1a: Ensure appropriate strategies are employed to protect air quality.

Recommended strategies:

- 1) Encourage development that utilizes clean, efficient and/or renewable energy.
- 2) Given the likelihood of periodic air inversions, discourage businesses/activities that emit visible smoke and/or airborne particulates.
- 3) Given the likelihood of periodic air inversions, encourage local covenants that restrict open burning.
- 4) Work with and strongly encourage CDOT to develop and implement strategies to reduce impacts to air quality from parked interstate trucks.
- 5) Implement “new technology” stoves and fireplace retrofit programs where applicable.
- 6) Require the paving of access roads and parking lots as necessary to reduce dust. Require dust suppression treatments on unpaved roads and parking lots.
- 7) Ensure that disturbed sites are revegetated, and require maintenance of revegetated areas until such time that a self-sustaining ground cover has been established.

Policy NR1b: Ensure elements of the natural landscape that contribute to the visual quality of the Dotsero Area are protected and/or enhanced.

Recommended strategies:

- 1) Utilize appropriate strategies to preserve air quality.
- 2) Develop a viewshed protection and enhancement plan. Inventory significant views and identify natural features (slopes, ridgelines, outcrops, drainages, vegetation) that should be protected.

- 3) Preserve the visual quality of the Colorado River and the Eagle River and associated riparian areas upstream and downstream from Dotsero.
- 4) Support open space acquisitions and the clustering of land uses within public viewsheds.
- 5) Assess the effectiveness of Eagle County's Slope and Ridgeline Development Regulations and modify as necessary to protect/enhance local viewsheds.
- 6) Co-locate wireless telecommunication services on appropriately camouflaged multi-purpose towers. Allow new towers only where it has been demonstrated that the use of existing towers or structures is not feasible.
- 7) Promote designs and layouts that minimize the need for cut and fill sections on roads, driveways and building sites.
- 8) Support efforts to clean up and appropriately showcase the Dotsero Volcano Caldera and Lava Flow.

Policy NR1c: Ensure the quality of riparian corridors and wetlands is protected and/or enhanced.

Recommended strategies:

- 1) Assess the effectiveness of and otherwise enforce established and/or adequate setbacks from streams, rivers and natural drainage ways. Modify requirements as determined necessary to protect wetlands and riparian areas.
- 2) Promote the preservation or restoration of native riparian vegetation along the Eagle River, the Colorado River and around the Two Rivers Lakes.
- 3) Emphasize effective storm water treatment and trash management on sites adjacent to riparian corridors and wetlands.
- 4) Assure alignments for roads, trails and driveways minimize impacts to riparian areas and wetlands.
- 5) Limit public parking areas adjacent to the Eagle and Colorado Rivers to locations where impacts from public access can be minimized. Work with public land management agencies to otherwise identify, maintain and appropriately manage public access points to streams and rivers.
- 6) Require the effective management of noxious weeds (tamarisk, Russian olive, thistle, etc.) that deteriorate the quality and/or function of riparian environments.

Policy NR1d: Protect and enhance surface and groundwater quality.

Recommended strategies:

- 1) Assure compliance with the purposes and intents of the Eagle River Watershed Plan.
- 2) In outlying areas, encourage the installation and management of onsite wastewater treatment systems (OWTS) that treat effluent to an appropriate standard.
- 3) Encourage the consolidation of water service providers, and assure maintenance of all water delivery and wastewater treatment systems by qualified management entities.
- 4) Develop and implement strategies to identify and protect groundwater resources from contamination.
- 5) Promote the use of pervious pavement surfaces within developed areas.

- 6) Promptly revegetate disturbed areas, and require maintenance of revegetated areas until such time that a self-sustaining ground cover has been established.
- 7) Collect and adequately treat storm water runoff from construction sites and developed sites, incorporating both passive and active best management strategies.
- 8) Support efforts to secure adequate flows on the Eagle and Colorado Rivers for the maintenance and/or enhancement of aquatic ecosystems.

Policy NR1e: Promote water conservation in the Dotsero area.

Recommended strategies:

- 1) Apply current codes for water efficient fixtures in all buildings.
- 2) Limit the extent of landscaped areas that require irrigation in new development.
- 3) Promote the use of non-potable water for outdoor irrigation.
- 4) Encourage the use of drought tolerant landscape species and water efficient irrigation methods in all landscaped areas.
- 5) Implement a tiered billing system for residential and commercial water users on domestic systems to encourage water conservation.
- 6) Support efforts to improve irrigation efficiency on agricultural properties.

Policy NR1f: Ensure that the quality of critical wildlife habitat and wildlife movement corridors is protected.

Recommended strategies:

- 1) Utilize current Colorado Parks and Wildlife (CPW) data, maps and input to identify and protect critical wildlife habitats and movement corridors.
- 2) Determine and enforce provisions for pet control, seasonal closures, wildlife resistant landscaping, wildlife sensitive site designs and other measures to minimize impacts to wild animals.
- 3) Remove unnecessary fencing as opportunity allows. Where new fencing is necessary, require wildlife-friendly fencing per CPW standards.
- 4) Support efforts of involved land management agencies working to enhance habitat and or manage wildlife populations in the area.
- 5) Support the adoption of travel, access and recreation management plans that protect critical habitats and movement corridors.

Policy NR1g: Preclude development in natural hazard areas and preserve the quality of public lands and other sensitive lands.

Recommended strategies:

- 1) Refer all development proposals to the Colorado Geologic Survey for analysis.
- 2) Preclude development in areas of geologic hazard, including but not limited to floodplains, steep slopes, drainages, debris flow areas, alluvial fans, rock fall zones and areas of unstable soils.
- 3) Preclude development on one property that creates or exacerbates hazards on other properties.

- 4) Avoid impacts to lands supporting unique, rare or endangered plant communities or unique geologic formations.
- 5) Maintain the present configuration of public land ownership, unless the public benefits realized through a land trade or land exchange significantly outweigh any negative impacts.

Policy NR1h: Promote energy efficiency and the use of alternative energy systems.
(see also Policy D2a under Design, Appearance and Character)

Recommended strategies:

- 1) Utilize current technologies and approaches to energy efficiency in the design and construction of new buildings.
- 2) Consider the practicality of larger scale alternative energy production systems, including but not limited to geothermal, solar, wind, biomass and micro-hydro applications.
- 3) Incorporate public transit and multimodal connectivity features and facilities in developed areas.

III. Design, Appearance and Character

Considerations:

- a. *Dotsero is the first developed area that travelers see as they enter Eagle County from the west on I-70. It is also the portal to those portions of the Colorado River Corridor and the Flat Tops Wilderness Area that are located in Eagle County.*
- b. *Most developed areas in Dotsero are highly visible to travelers on I-70.*
- c. *Most developed areas in Dotsero will be subject to noise from the interstate corridor.*
- d. *Dotsero has a long development history, with many structures and businesses that predate County Land Use Regulations. A number of grand-fathered nonconforming land uses exist, and a number of these uses require significant areas of outdoor storage. The condition of older structures and storage yards diminish the visual quality of the area.*
- e. *Due to the condition of many properties, and a history of institutional and/or industrial uses in the area, Dotsero lacks a cohesive community image/identity.*
- f. *Most residential development is comprised of mobile home parks or manufactured housing units.*
- g. *Opportunities exist for improved site designs and/or the screening of residential areas from public view. Locally implemented design guidelines could enhance the appearance of developed sites.*
- h. *The design and appearance of the commercial and retail portion of the Two Rivers PUD will have a significant impact on the appearance and character of the Dotsero area.*
- i. *The volcano caldera and the volcano lava flow area have not been well cared for or appropriately showcased. With some effort, undisturbed portions of these geologic features could be preserved, providing a tourist destination unique in the State of Colorado.*

- j. *The new truck parking areas constructed and/or proposed by CDOT will be highly visible and very difficult to screen.*
- k. *It is appropriate to encourage designs, materials and construction methods that maximize energy efficiency and the utilization of active and passive alternative energy systems in the Dotsero area.*
- l. *Strategically positioned and managed open space areas can enhance appearance, character and visual quality.*

Goal D1: *The importance of Dotsero as a community and recreation destination in Eagle County is reflected in the design, appearance, character and quality of developed areas.*

Policy D1a: **Encourage design standards that consider natural attributes, community values, existing and anticipated land uses, regional influences, and the expectations of Eagle County residents and visitors.**

Recommended strategies:

- 1) Work with residents and community leaders to identify elements in the built and natural environment that can be utilized to influence local design objectives and development outcomes.
- 2) Enforce regulatory codes intended to provide attractive building sites and structures.
- 3) Assure site and building designs that fit the physical setting and desired character of the Dotsero area.
- 4) Encourage locally administered design guidelines that address, at a minimum:
 - Exterior materials and colors
 - Building scale, form, and features
 - Prominent architectural elements
 - Landscaping and buffers
- 5) Consider viewsheds relative to travelers on I-70 and the Colorado River Road, and work to ensure the preservation of quality views.
- 6) Anticipate the need for sound attenuation berms, buffers, landscaping and related improvements.

Policy D1b: **Support land uses, improvements and community activities that enhance the appearance, identity and character of the area.**

Recommended strategies:

- 1) Promote land uses that complement the location, accessibility, available services, natural amenities, I-70 influences and recreational attractions of the Dotsero area.
- 2) Encourage specialty businesses that would enhance the identity and character of the Dotsero community, such as:
 - Businesses that provide unique or customized building products.
 - Businesses that serve recreational uses and activities.
 - Businesses that serve ranching and equestrian uses.

- 3) Ensure residential uses are designed and positioned to enhance community identity, social function and character.
- 4) Support community events that foster social interaction and enhance community character and identity.

Policy D1c: Preserve cultural amenities and showcase the unique history of the area.

Recommended strategies:

- 1) Identify, preserve and appropriately showcase historic structures and sites, as well as unique geologic features.
- 2) Incorporate historic events, structures and names into the design and naming of new public amenities and features.
- 3) Support open space acquisitions that preserve historic sites and the quality of local views and natural features.

Policy D1d: Correct existing developed conditions that detract from the perception of a well-planned and conscientiously developed place.

Recommended strategies:

- 1) Work with Dotsero residents and community representatives to inventory the condition of developed properties, identify desired improvements or enhancements, and implement appropriate strategies.
- 2) Phase out non-conforming uses through the development review and approval process.
- 3) Require the clean-up and visual enhancement of sites as a condition of any new development or re-development approval.
- 4) Encourage/provide incentives for additional landscaping and/or design modifications to previously developed sites to minimize visual impacts.
- 5) Encourage fencing or other site improvements that reduce the visual impacts of parking lots and outdoor storage areas.
- 6) Work to improve the appearance of the Two Rivers Wastewater Treatment Plant.
- 7) Work with CDOT to mitigate and/or minimize negative impacts to community character and identity from the interstate truck parking areas.

Policy D1e: Consolidate similar uses, and assure efficient and functional relationships between buildings, roads, parking lots, sidewalks, parks, trails and other public spaces.

Recommended strategies:

- 1) Promote a compact transit and multi-modal access oriented development footprint. Position all residential and retail uses within a ½ mile walkability circle, centered on each of the two I-70 half diamond interchanges.
- 2) Group retail uses to the greatest degree possible to promote pedestrian access and one-stop shopping.
- 3) Promote shared parking between public, commercial and retail facilities as practical.

- 4) Create appropriately sized and amenitized public parks for residential neighborhoods local businesses and I-70 commuters. Consider the benefits of a centrally located community park and sports field.
- 5) Include provisions for access, setbacks, parking, delivery systems, pedestrian amenities, connectivity, safety, and public signage in locally created and implemented design guidelines.
- 6) Discourage leap-frog development, and provide appropriate transitions of decreasing density and/or intensity from developed areas to surrounding rural areas.

Goal D2: Development in Dotsero incorporates appropriate technologies and methodologies related to energy and transit efficiency.

Policy D2a: Promote the use of alternative energy, and assure energy efficient design and construction in the Dotsero area. (See also Policy NR1h under Natural Resources and Environmental Quality)

Recommended strategies:

- 1) Encourage site and building designs that maximize passive solar energy gains in the winter and solar shading in the summer.
- 2) Adhere to current energy efficient building standards, and support the inclusion of alternative energy production systems into building and roof designs.
- 3) Encourage and showcase applications of energy efficient design and alternative energy production.
- 4) Utilize the County's Sustainable Community Index or similar tools in the evaluation of all development proposals.
- 5) Explore the feasibility of larger scale alternative energy projects, including but not limited to solar, geothermal, biomass and wind applications, consistent with the purposes and intents of this sub-area master plan.

Policy D2b: Assure safe and efficient access, and create/maintain multi-modal transit options in the Dotsero area

Recommended strategies:

- 1) Provide adequate and safe vehicular access to all developed areas.
- 2) Promote amenities in the built environment such as paved paths, parks, sidewalks, benches, bike racks, signs, landscaping, etc., that encourage walking and biking as alternatives to the use of personal automobiles.
- 3) Promote the appropriate routing and timely construction of the ECO Regional Trail through the area. Assure internal connections to the regional trail from all developed sites.
- 4) Anticipate the need for multimodal access to public transportation from all developed areas. Provide bus stops, trails, park and rides and other public transit facilities in designs for commercial and residential areas.
- 5) Work collaboratively to develop and implement a comprehensive public signage and wayfinding system.

- 6) Support efforts to connect regional transit systems between Eagle and Garfield Counties.

IV Land use

Considerations:

- a. *All lands in the Dotsero planning area are zoned and many land uses are subject to review under Eagle County Land Use Regulations.*
- b. *The amount of land where new development could occur in Dotsero is relatively limited.*
- c. *Existing developed areas could be considered for redevelopment.*
- d. *Transportation corridors (I-70, the frontage roads and the train corridor) will continue to be dominant land use elements in the area.*
- e. *Most Dotsero properties have immediate access to a paved road, and a short travel route to I-70.*
- f. *Most lands available for development are highly visible to travelers on I-70, and are themselves subject to noise, dust, exhaust, and view shed impacts from the interstate corridor.*
- g. *Few undeveloped properties have agricultural water rights that could be converted to support new development.*
- h. *Domestic water and wastewater service infrastructure is currently limited to the Two Rivers development, with sewer service available to only those properties located south of I-70.*
- i. *At the writing of this plan, there is no commercial/retail core area in Dotsero, although the Two Rivers PUD includes an area where commercial development is anticipated.*
- j. *Even with I-70, the travel time from Dotsero to the county's resort communities where there are more jobs than resident workers is 35 to 45 minutes in good travel conditions. Job markets in Garfield County to the west are similarly distant. As a result, Dotsero is not the best location for workforce housing projects.*
- k. *Dotsero has a significant history of land development and land use disturbances, many of which predate County Land Use Regulations. The area is perceived by many as a location where land uses "pushed" from upper valley communities have found an affordable home.*
- l. *The Colorado River corridor upstream from Dotsero supports some of the largest and highest quality agricultural properties left in Eagle County.*
- m. *The Colorado River corridor and Flat Tops area are increasingly popular destinations for sightseeing and recreation. Many who float the Colorado River take out at Dotsero.*
- n. *The trailhead for the popular Ute Trail is located a short distance north from the interstate on Colorado River Road, which in turn is a favorite destination for road cyclists. Cyclists are similarly drawn to the recreational trail parking area at the entrance to Glenwood Canyon.*
- o. *The railroad travels through Dotsero, but there is no off-track facility where a train could stop for the purpose of loading and unloading.*
- p. *Dotsero currently provides a location to temporarily park interstate trucks when travel over Vail Pass or through Glenwood Canyon is compromised. Improvements by CDOT*

on CDOT properties could result in hundreds of semitrailer trucks parked for short periods of time when passes close.

- q. There are presently no services available to support interstate trucks that park on CDOT property in Dotsero*
- r. If commercial services become available, Dotsero could become popular as a stop-over for truckers at all times of the year.*
- s. The occasional parking of trucks on CDOT property in Dotsero has a negative impact on the residential neighborhoods in the Two Rivers PUD.*
- t. The Two Rivers community has clearly indicated that a traditional truck stop facility would not be compatible with residential uses in the area. However, a “travel center” facility, if properly designed and operated, could be an appropriate amenity for the Dotsero area.*
- u. Properly managed open space areas can support wildlife habitat as well as recreational land uses.*

Goal LU1: *The Dotsero Community accommodates a mix of land uses and activities appropriate to the physical, social, economic and environmental attributes of the area.*

Policy LU1a: **Land uses should serve residents, commuters, visitors and recreational users in the Dotsero planning area as a priority.**

Recommended strategies:

- 1) Promote civic, service and commercial uses that serve Dotsero residents.
- 2) Promote services, facilities and activities that support ranching and agricultural uses in the area.
- 3) Promote recreational services, facilities, activities and management programs designed to preserve or enhance the quality of rafting, fishing, camping, hunting, sightseeing, biking, snowmobiling and other activities associated with streams, rivers, roads, trails, campgrounds and public lands accessed through the Dotsero area.
- 4) Consider the benefits of additional boat ramps, properly designed and strategically positioned on both the Colorado River and the Eagle River.
- 5) Employ ADA accessibility standards to enhance access to recreational sites wherever practical and appropriate.
- 6) Provide appropriately amenitized parks and playgrounds for both local residents and I-70 commuters.
- 7) Preserve the configuration of public lands, unless the public benefits realized through a land trade or land exchange significantly outweigh any negative impacts.
- 8) Maintain the Ute Trail trailhead, and support efforts where appropriate to create access points to public lands south of the Eagle River and east of the Colorado River.
- 9) Support other recreational uses consistent with the purposes and intents of this master plan and appropriate to the terrain, geology, visibility, and environmental sensitivity of the area.
- 10) Consider the benefits of new live-work housing arrangements, but otherwise limit workforce housing to that which has already been approved in the area.

- 11) In the event that additional housing is found to be appropriate, promote a mix of housing types and price points.
- 12) Support efforts to secure adequate flows in the Eagle and Colorado Rivers for the maintenance of agricultural uses, recreational activities and ecological sustainability.
- 13) Support open space acquisitions that preserve lands of conservation value.

Policy LU1b: Consider less traditional business ventures based on demonstrated need and/or contribution to the character of the community and the diversity of the regional economy.

Recommended strategies:

- 1) Seek input from local municipalities, service districts and land management entities on any development proposal.
- 2) Implement an intergovernmental agreement between Eagle County and the Town of Gypsum to foster a coordinated approach to business development in the area.
- 3) Appropriately capitalize on the proximity of lands in Dotsero to the economic potential of I-70 traffic.
- 4) Consider the benefits of appropriately scaled and designed lodging facilities as a way of supporting retail uses in the area.
- 5) Consider the benefits of locating large-scale alternative energy facilities in the Dotsero area.
- 6) Promote specialty businesses and light industrial uses of a nature, scale and design appropriate to the area, such as but not limited to:
 - Recreational clothing/equipment manufacturing
 - Retail sales of rafting, kayaking, fishing, biking and hunting equipment
 - Services that support recreation, ranching, agriculture and equestrian uses
 - Commercial activities related to snowmobiling, ATV's, and off-road travel.

Goal LU2: Development in Dotsero is socially, environmentally and economically sustainable.

Policy LU2a: Ensure land use proposals address a demonstrated community need.

Recommended strategies:

- 1) Require land use applicants to demonstrate that development proposals address an existing demand and/or provide a service or amenity that is not currently met in the area.
- 2) Utilize current market studies and economic trend analysis to determine the feasibility of land use proposals.
- 3) Ensure maintenance of public and private infrastructure by locally administered and financed management entities.

Policy LU2b: Ensure land use proposals are appropriately positioned on the landscape, provide adequate public amenities and address concerns for long-term energy and transit efficiency.

Recommended strategies:

- 1) Guide the type, intensity and location of development considering I-70 impacts, geologic constraints, infrastructure limitations, aesthetic benchmarks and overall community benefit and function.
- 2) Include provision for adequate public parks, transit stops, pedestrian routes, gathering areas and indoor meeting spaces in the development review process.
- 3) Consider the need for sound attenuation berms or landscaping buffers between transit corridors and residential or recreational land uses.
- 4) Anticipate the need for multimodal access to all destinations and integrate transit oriented development strategies as practicable.
- 5) Utilize the County's Sustainable Community Index or other similar tools in the evaluation of development proposals.
- 6) Promote adherence to the County's Efficient Building Codes (ECO-Build), incorporating energy efficient strategies, methodologies and materials in the design and construction of new buildings.

V Public Infrastructure and Services

Considerations:

- a. *The availability of adequate and efficient public services in the Dotsero area is compromised by a small resident population, a lack of municipal oversight and funding, the remote location of the area and natural and man-made barriers and conditions.*
- b. *Vehicular access is generally available to all private properties, and roads in the area are in good condition. Efficient movement and connectivity is compromised, however, by natural and man-made barriers.*
- c. *CDOT owns, maintains and has jurisdictional control over the interstate and frontage road right-of-way.*
- d. *Eagle County maintains the Colorado River Road.*
- e. *Cotton Lane is a private drive that is not maintained by Eagle County.*
- f. *Roads in the Two Rivers development and the road internal to the eastern mobile home park are privately maintained.*
- g. *CDOT owns the right-of-way on the road that accesses the volcano caldera, and owns most of the road that accesses the eastern mobile home park.*
- h. *The only directional and informational signs in the area are those provided by CDOT along local roads, and by Two Rivers within the development boundary.*
- i. *Amenities for pedestrian access have been/will be provided within the Two Rivers development.*
- j. *No pedestrian amenities currently exist outside the Two Rivers PUD boundary. Efficient pedestrian connectivity in Dotsero is compromised by distance and natural and man-made barriers.*
- k. *The Eagle Valley Regional Trail will be constructed adjacent to the frontage road through the area.*
- l. *Groundwater quality in the area is poor. Few undeveloped properties have agricultural water rights that could be converted to support new development.*

- m. *The Two Rivers Metropolitan District provides domestic water and wastewater service to lands within the PUD boundary. The ability of this system to access and accommodate development outside the PUD boundary has not been fully determined, but would be affected by distance and natural and manmade barriers.*
- n. *Businesses and/or operations that are not serviced by domestic systems are limited to a maximum daily wastewater production of 2,000 gallons, unless a state permit is obtained. Significant development on lands outside the Two Rivers PUD would require connection to the Two Rivers PUD system, or a separate state approved “package” plant.*
- o. *The eastern mobile home park has its own self-contained domestic water delivery and wastewater treatment system.*
- p. *The School District anticipates bussing children from Dotsero to schools in Gypsum.*
- q. *The Gypsum Fire Department provides fire protection services to the area. Station 13 has been built adjacent to the north truck parking area and is currently being staffed.*
- r. *Western Eagle County Ambulance District provides ambulance services. The nearest station is in Gypsum, with a response time of 17 minutes.*
- s. *At the writing of this plan there are no medical facilities in Dotsero.*
- t. *Law enforcement services are provided by the Colorado State Patrol and the Eagle County Sheriff.*
- u. *Public transit access to some properties is difficult given the interstate, interchange and frontage road configurations.*
- v. *At the writing of this plan ECO Transit does not provide bus service to the Dotsero area. Future bus service will likely depend on public transit connectivity with Garfield County to the west. A park-and-ride should be considered if public transit service becomes available.*
- w. *Fiber optic and other telecommunications amenities are or could be made available.*
- x. *Natural gas lines are available in the Dotsero area.*

Goal IS1: *Adequate and sustainable public services, infrastructure and service delivery systems are provided to all developed areas in Dotsero.*

Policy IS1a: **Provide safe and adequate roads, driveways, sidewalks and trails in the Dotsero area.**

Recommended strategies:

- 1) Adhere to county road, sidewalk, trail and driveway standards. Preclude development of a nature or in a location that cannot be accessed by roads and/or driveways that conform to Eagle County standards.
- 2) Develop and implement a vehicular access management plan for the I-70 Frontage Roads through the Dotsero area.
- 3) Develop and implement a comprehensive pedestrian and bike access plan for the Dotsero area.
- 4) Enforce currently adopted Eagle County level-of-service (LOS) standards.
- 5) Promote efficient multi-modal travel connectivity between Dotsero and other parts of Eagle County and Garfield County. Support the construction of a park-and-ride in the event that public transit serves the area.

Policy IS1b: Ensure all developed properties in Dotsero are served with reliable, high quality drinking water and wastewater treatment systems.

Recommended strategies:

- 1) Preclude development of a nature or in a location that cannot be adequately served with reliable water and waste water treatment systems.
- 2) Refer all development proposals to affected water providers, agencies and interest groups.
- 3) Promote the management of domestic water delivery and wastewater treatment systems by qualified service providers.
- 4) Support efforts to improve the quality, reliability and management of existing water delivery and wastewater treatment systems.

Policy IS1c: Ensure all developed areas in Dotsero are provided adequate law enforcement, fire protection and life safety services.

Recommended strategies:

- 1) Require the availability of adequate emergency and life safety services for all developed areas. Consider the benefits of and anticipate the need for a local medical service facility.
- 2) Preclude development of a nature or in a location that cannot be adequately served by fire and life safety services.
- 3) Promote development and site designs that enhance service by law enforcement, fire and life safety personnel and equipment.
- 4) Work with the local fire agency having authority to require the installation of adequate water delivery systems for fire suppression.
- 5) Refer all development applications to the local police, fire and life safety authorities having jurisdiction. Incorporate reasonable and/or practicable referral recommendations into development plans.

Policy IS1d: Ensure all developed areas in Dotsero are provided adequate and efficient power and telecommunication services.

Recommended strategies:

- 1) Refer all development applications to local energy and telecommunications companies. Incorporate relevant referral recommendations into development plans.
- 2) Locate and design wireless telecommunication towers to ensure adequate coverage and encourage the co-location of similar services.

Policy IS1e: Ensure adequate provision for schools, public parks, community centers, libraries, government offices, and other civic facilities and amenities in the Dotsero area, as determined appropriate and/or necessary.

Recommended strategies:

- 1) Foster collaboration between local officials and service providers to plan for new or expanded public facilities and amenities.
- 2) Set aside space through the development approval process for schools, parks, trails, meeting areas and other civic facilities and amenities as determined appropriate and necessary.

Policy IS1f: Promote local control, administration and funding of public services and infrastructure in the Dotsero area.

Recommended strategies:

- 1) Encourage the formation of special service districts to fund, install and manage public infrastructure systems.
- 2) Encourage the formation of homeowner associations and neighborhood covenants to provide local oversight and control.
- 3) Promote management efficiency and the consolidation of service districts wherever possible.
- 4) Promote local funding schemes that minimize outside subsidies necessary to support law, life support and transit services in the Dotsero area.

Policy IS1g: Ensure necessary public services and infrastructure are provided concurrent to or in advance of development.

Recommended strategies:

- 1) Advise service providers of anticipated needs well in advance of development.
- 2) Require detailed construction phasing plans that ensure public improvements will be installed in advance of or concurrent to development.

This page intentionally blank

Dotsero Area Community Plan

Chapter 5 - Future Land Use Map

What is a Future Land Use Map?

Future Land Use Maps (FLUM's) indicate types of land use, desired development outcomes and a desired character that has been determined to be appropriate through the master planning process on various properties for the foreseeable future. The land use designations on these maps balance sound planning principles with the values of local residents and business owners as determined through surveys, community meetings and other opportunities for public input. The 2012 Dotsero Area Community Plan FLUM was developed by:

- Analyzing existing land use conditions, opportunities and constraints;
- Analyzing social, economic and political conditions and relationships
- Identifying lands that should be protected in order to preserve the history, heritage, character, natural resources and/or the environmental integrity of the area;
- Identifying areas where infrastructure and/or connectivity improvements should be made;
- Identifying lands relative to their capacity for higher intensities or different types of use ; and
- Incorporating the issues, values and desires expressed through public surveys, at public meetings and at regularly scheduled and duly noticed Planning Commission hearings.

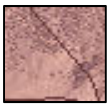
Each FLUM designation has an attendant description that provides:

- A list of general development and/or conservation intentions
- A list of desired character traits
- Location criteria, and
- A list of appropriate land uses

It is important to note that while FLUMs displays colors on a map indicating different "Land Use Designations", they are not regulatory and they do not replace or supersede County Zoning and/or decisions that might be made by elected officials consistent with County Land Use Regulation standards and processes. In and of themselves, FLUMs do not "allow" or "prohibit" types or intensities of land use, and they should not be used to assess or anticipate the value of property.

Future Land Use Map Designation Descriptions

Summary List



COMMUNITY CENTER CC Applied to lands where domestic community services and infrastructure are available, and where a higher density mix of residential, retail, and commercial services is anticipated.



OUTLYING SERVICE COMMERCIAL OSC Applied to properties along the I-70 corridor where centralized water and wastewater services are not available. Other development constraints may also exist. Service businesses and low impact industrial or manufacturing uses may be determined appropriate in these areas.



POTENTIAL FUTURE COMMUNITY CENTER OVERLAY Applied to lands with an Outlying Service Commercial Designation within a ½ mile walking distance from the Eastern Half Diamond I-70 Intersection which, if provided with domestic water and wastewater services, would convert to a Community Center Designation.



OUTLYING RURAL SUBDIVISION ORS Applied to existing residential subdivisions that are visually and functionally detached from the Dotsero Community Center in settings generally more rural in character.










RURAL AGRICULTURAL RA Applied to lands in rural areas where open space, ranching, equestrian and agricultural uses exist and/or are desirable.

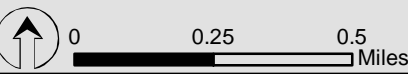


PUBLIC LANDS PL Applied to all lands owned and administered by Federal, State or County Government agencies.

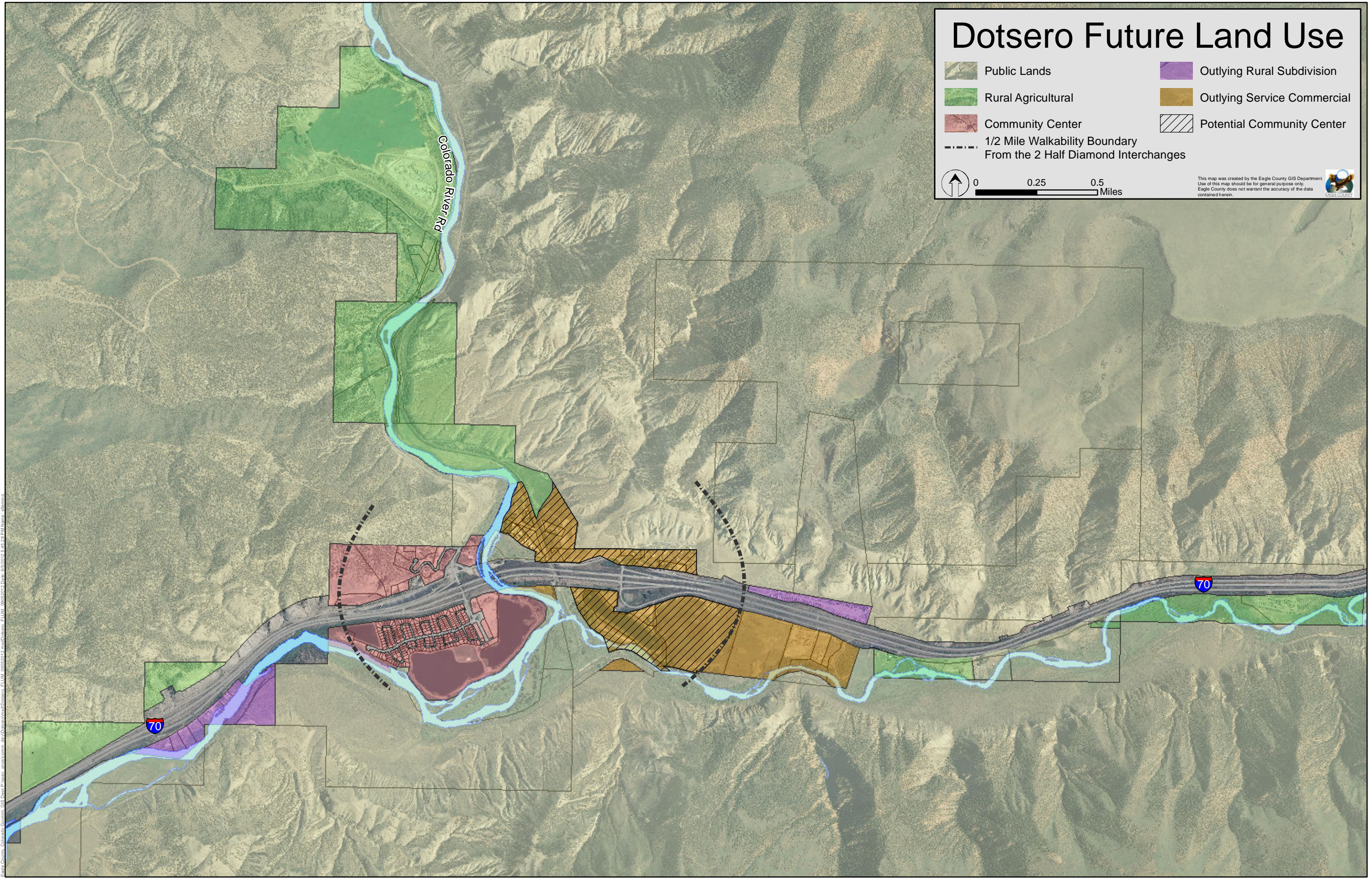
Note designation guidelines on following pages

Dotsero Future Land Use

- | | |
|---|---|
|  Public Lands |  Outlying Rural Subdivision |
|  Rural Agricultural |  Outlying Service Commercial |
|  Community Center |  Potential Community Center |
|  1/2 Mile Walkability Boundary
From the 2 Half Diamond Interchanges | |



This map was created by the Eagle County GIS Department.
Use of this map should be for general purpose only.
Eagle County does not warrant the accuracy of the data
contained herein.



Eagle County, Colorado. Comm. GIS Data. Public. arc10comm. au/DotseroFutureLandUse. 00052012. Date. 05/20/12. 2:45:28 PM. Name. ellmoria

COMMUNITY CENTER CC

Intent	<ul style="list-style-type: none">A. Promote the build-out of an affordable residential community with appropriate amenities and services.B. Support commercial uses that serve local residents, recreationalist, and commuters on Interstate 70 and the Colorado River Road.C. Provide space for civic facilities, offices, public gathering, public events and the display of public art.D. Provide appropriate recreational amenities, including playgrounds, riverside parks and boat ramps.E. Preserve and/or appropriately manage natural resources, including riparian areas, wildlife habitats, significant or unique vegetative communities and other sensitive lands.F. Avoid uses or structures that would be incompatible with the setting and/or adjacent uses.G. Accommodate Eagle County regional trail and spur trail alignments.
Desired Character	<ul style="list-style-type: none">A. A compact residential neighborhood comprised of single family, duplex and townhome structures arranged in a relatively dense pattern on the valley floor, with some larger homes located on the hill north of the western I- 70 interchange.B. Well designed and functional commercial/retail centers that showcase a design theme appropriate to the Dotsero setting.C. Landscaping throughout that enhances the appearance of buildings and that provides sound attenuation and screening of delivery and storage areas.D. Paved roads with curb, gutter and sidewalks. Vehicle speeds are low.E. A walkable community, with streets, sidewalks, shop fronts, courtyards, pocket parks, street furniture, signs, landscaping and nighttime lighting that encourages pedestrian movement and activities.F. Lighting schemes and fixtures designed to assure safety while protecting the dark night sky.
Location Criteria	<ul style="list-style-type: none">A. Located at the western and potentially at the eastern I-70 Dotsero Interchanges
Land Uses	<ul style="list-style-type: none">A. ResidentialB. Parks and paths that support active and passive recreationC. Commercial/service/retail /lodgingD. Civic/community servicesE. Community events, public art

OUTLYING SERVICE COMMERCIAL OSC

Intent	<ul style="list-style-type: none">A. Provide opportunities for sustainable, low-impact commercial, industrial and light manufacturing uses.B. Provide opportunities for businesses that would support or enhance the reputation of Dotsero as a recreational destination and portal to the Colorado River corridor.C. Preserve and/or appropriately manage natural resources, including riparian areas, wildlife habitats, significant or unique vegetative communities, unique geologic features, and other sensitive lands.D. Discourage housing other than that associated with on-site employment.E. Support higher intensities of land use in closer proximity to the Two Rivers development, with decreasing intensity on lands further away.F. Provide opportunities for appropriately designed large-scale alternative energy facilitiesG. Accommodate Eagle County regional trail and spur trail alignments.
Desired Character	<ul style="list-style-type: none">A. A collection of land uses and open space areas that have been strategically positioned and designed to balance the functional requirements of the site with the need to protect sensitive riparian lands and public viewsheds.B. Appropriately showcased and managed geologic features, trailheads, river access points and other recreational destinations.C. Light fixtures that are positioned and designed to assure safety and protect the dark night sky.
Location Criteria	<ul style="list-style-type: none">A. Private lands bordering I-70 outside the Two Rivers PUD, excluding the East Dotsero Mobile Home Park and the Siloam Springs PUD.
Land Uses	<ul style="list-style-type: none">A. CommercialB. Light industrial and/or manufacturingC. Residential (limited to local workforce housing)D. Parks, pathways, open space and recreational facilities

OUTLYING RURAL SUBDIVISION ORS

Intent	<ul style="list-style-type: none">A. Maintain or decrease existing densities and intensities of use.B. Provide/improve trails, parks, playgrounds and other residential neighborhood amenities.C. Eliminate zoning violations, non-conforming structures, encroachments and non-conforming land uses.D. Improve pedestrian and bike connectivity options.E. Preserve and/or appropriately manage natural resources, including riparian areas, wildlife habitats, significant or unique vegetative communities and other sensitive lands.
Desired Character	<ul style="list-style-type: none">A. Developed areas that enhance Eagle County's image as a quality place to live and work.B. Paved or gravel roads with slow vehicle speeds.C. Healthy, well maintained landscaping.D. Lighting for security and safety, shielded to protect the dark night sky.
Location Criteria	<ul style="list-style-type: none">A. Located on the north side of I-70 one half mile east of the eastern Dotsero I-70 Interchange (the Dotsero Mobile Home Park), and on the south side of I-70 approximately 1 mile west of the western Dotsero I-70 interchange (the Siloam Springs PUD).
Land Uses	<ul style="list-style-type: none">A. ResidentialB. Parks and paths that support active and passive recreationC. Open space

RURAL AGRICULTURAL RA

Intent	<ul style="list-style-type: none">A. Maintain densities and intensities of use appropriate to a rural setting.B. Preserve ranching and agricultural land uses and features.C. Preserve elements of local history and historic land use.D. Preserve and/or appropriately manage natural resources, including riparian areas, wildlife habitats, significant or unique vegetative communities and other sensitive lands.E. Promote public access to streams and rivers, where practical and appropriate.F. Avoid negative impacts from utility installations and resource extraction operations.
Character	<ul style="list-style-type: none">A. A landscape recalling historic western slope agricultural uses, with low density residential development, irrigated fields, fenced pastures and open range.B. Buildings, homes and outdoor storage areas that are generally clustered in ranch headquarter settings.C. High quality views enhanced by river-bottom environments, canyon walls and distant vistas.D. Primary roads are paved, driveways are commonly unpaved, traffic volume is low.E. There is a dark night sky.
Location Criteria	<ul style="list-style-type: none">A. Private lands located upstream from the Dotsero community center along the Colorado River and Eagle River.
Land Uses	<ul style="list-style-type: none">A. ResidentialB. AgriculturalC. Open spaceD. Access points to public lands and rivers

PUBLIC LANDS PL

Intent	<ul style="list-style-type: none">A. Manage lands and travel routes for the purpose of providing dispersed recreation. Provide public access points where needed and appropriate.B. Preserve and/or appropriately manage natural resources, including riparian areas, wildlife habitats, significant or unique vegetative communities and other sensitive lands.C. Support the harvesting of natural resources where necessary to control disease or insect infestations, or to reduce wildfire hazards.D. Protect archeological, geological, and cultural artifacts; elements of Eagle County's history and heritage.E. Weigh the benefits of grazing permit allocations against the potential for negative impacts to natural resources and environmental quality.F. Avoid negative impacts from utility installations and resource extraction operations.
Character	<ul style="list-style-type: none">A. Open, undeveloped rangelands, drainages, ridges and hillsides.B. Well-managed public trail-heads, recreational sites, boat rampsC. Rustic signs, fences and other structures.D. Well preserved and appropriately showcased natural features and remnants of local history.
Location Criteria	<ul style="list-style-type: none">E. Public lands generally border areas of private ownership in the Dotsero area. Mostly higher terrain, this designation includes the Dotsero Caldera, which is owned by the Colorado Department of Transportation.
Land Uses	<ul style="list-style-type: none">A. Dispersed recreation (backcountry camping, fishing, hiking, hunting, etc.)B. Motorized recreation where permittedC. Trailheads, trails and associated parking areasD. Developed campgrounds, boat rampsE. Land management activities/programsF. Grazing under lease agreementsG. Resource extraction where grandfathered and/or permitted

This page intentionally blank

Dotsero Area Community Plan

Chapter 6 – Minor Modifications, Exceptions and Updates to the Plan

This area community plan is intended to be a living document that should be reviewed periodically by the County and affected stakeholders to assure the continued appropriateness and applicability of goals, policies, recommended strategies and Future Land Use Maps.

Minor Modifications and Exceptions

Minor Modifications or the addition of new information may be necessary over time. Minor modifications are defined as adjustments to the document which are determined to be appropriate, and which do not require extensive analysis or community involvement. Minor Modifications typically take the form of small technical corrections or adjustments to text or to maps, or the inclusion of new data sets or new supplemental studies of the area. This would include modifications to the FLUM in the event that any of the properties within the planning area are annexed to the Town of Gypsum. Proposals for minor modifications may be submitted by County officials, public agencies, interest groups, private property owners or business owners. Proposals for minor modifications will be evaluated by county staff, and will be considered by the Eagle County Planning Commission at a regularly scheduled and noticed public hearing.

In the event that an application for land use is submitted that is not consistent with the Dotsero Area Community Plan's FLUM or stated purpose and intents, the Planning Commission may still determine the proposal worthy of review as an **Exception to the Plan**. The granting of an Exception by the Planning Commission is analogous to a finding that the proposal provides public benefit, and is substantially in conformance with the intents and purposes of the Plan.

A determination as to whether an "exception" might or might not be necessary shall be made by county staff during pre-application meetings for a proposed zone change, subdivision, or special use permit. In the event that the applicant does not agree with staff's determination, they may appeal the decision to the Planning Commission, in which case the determination shall be made by the Planning Commission at a regularly scheduled public hearing prior to the submittal of an application by the property owner.

A request for an Exception to the Plan should be submitted with the application for land use. The request should include a description of how the proposal does not conform to the Dotsero Area Community Plan, and rationale supporting approval of the exception. Approval by the Planning Commission of a request for an exception shall include consideration of the following criteria:

1. The need for an exception is the result of a unique or extraordinary situation or opportunity that was not anticipated or fully vetted when the Plan was adopted, and
2. The location and design of related improvements have been made to conform to the goals, policies and strategies of the Plan to the greatest degree possible, and
3. The proposal is clearly in the public interest, and addresses a viable public need, and
4. The proposal is of a nature that negative impacts to natural resources, traffic, visual quality, infrastructure, recreational amenities or public services are minimal and/or are clearly outweighed by the public benefits of the proposal.

The Eagle County Planning Commission will include the rationale for its approval or denial of a request for an Exception to the Plan in its overall recommendation to the Board of County Commissioners.

Plan Updates

This Area Community Plan is intended to reflect community conditions, values and desires for a 10 to 15 year period. It should be updated at a minimum of every 15 years, or as necessary to reflect new conditions, new community attitudes and/or new opportunities. Changes to the document at the **Plan Update** level shall require the implementation of a full public master planning process as outlined in Chapter 1 under the heading “The Planning Process”.

Dotsero Area Community Plan

Appendix A - Community Meetings and Public Input

PUBLIC MEETING # 1

Qualities, Issues and Ideas for the future

Date: June 25, 2009
Location: Town of Gypsum Town hall
Time: 5:30 PM until 7:30 PM

Meeting Purpose/Products:

- Review the planning process/schedule for completion of the Dotsero Plan
- Present information and maps developed by Eagle County
- Summarize outcome of Pre-planning Workshop conducted in 2006
- Develop and prioritize qualities and issues for the Dotsero area
- Evaluate options for the development of a Dotsero vision statement
- Create primary contact group for dissemination of Dotsero information
- Next Steps, continued public involvement

Planning Topic Areas for Discussion

- Location and Natural Resources
- Local and Regional Needs
- Public Infrastructure and Services
- Land use, Residential, Commercial opportunities
- Recreation and tourism
- Culture, History and Community Character

Agenda

5:30 PM	Welcome Introductions, Meeting Purpose/Desired Outcomes
5:45 PM	Staff Presentation Review Planning Process / Schedule Summarize Information and Maps Summarize 2006 Pre-planning Workshop Findings
6:15 PM	Qualities, Issues and opportunities discussion

Define Qualities, Issues and opportunities for the Dotsero Area. *Organize the discussion around the planning topic areas. Provide related questionnaire.*

- | | |
|---------|--|
| 7:00 PM | Next Steps
Discuss next steps in the planning process and how the public can remain informed and involved. |
| 7:10 PM | Dot Preference Exercise
Use adhesive dots to indicate preference for Vision alternatives in the Dotsero area |
| 7:30 PM | Adjourn |

PUBLIC MEETING # 2
Continued Discussion, Vision and Land Use

Date: October 1, 2009
Location: Town of Gypsum Town Hall
Time: 5:30 PM to 7:30 PM

Meeting Purpose/Products:

- Review Information from Community Meeting # 1
- Present additional information and maps
- Review results from community survey
- Review Dotsero Vision statement alternatives
- Conduct Future Land Use Map exercise
- Identify next steps

Agenda

- | | |
|---------|--|
| 5:30 PM | Welcome
Introductions
Meeting Purpose/Desired Outcomes |
| 5:40 PM | Staff Presentation
Review information from previous meeting
Provide follow-up on truck parking, other questions
Review Community Survey outcomes |

Provide new information, field new questions
Present Dotsero Vision alternatives

- 6:15 PM **Land Use Issues/Ideas Exercise**
Work with large maps to record ideas, desires, limitations and/or other issues for future land uses in the area.
- 7:20 PM **Wrap up and Next Steps**
Discuss next steps in the planning process.
- 7:30 PM **Adjourn THANK YOU!**

Community Survey Results Analysis

Question # 1 had to do with names and contact information of the respondents. That information is confidential.

Question # 2 What are Dotsero's best attributes? We looked at what people selected and in what order, but also, and importantly, the number of responses for each.

If the attributes are ranked by the number of hits they received overall, the following list results:

21 respondents	The river environments and activities
19 respondents	Proximity to both Garfield and Eagle County amenities
17 respondents	Proximity to Glenwood Canyon
16 respondents	The scenery
16 respondents	Access to public lands/trails
14 respondents	Proximity to upper Colorado River/Flattops
14 respondents	Affordability
11 respondents	Two Rivers residential community
10 respondents	I-70 access
10 respondents	The volcano
7 respondents	Light industrial uses
7 respondents	The climate

Looking at the number of times an attribute was selected as the top choice generates the following:

7	The river environments and activities
4	Light industrial uses
4	Proximity to upper Colorado River/Flattops
3	Access to trails/public lands
3	Two Rivers residential community
2	Proximity to both Garfield and Eagle County amenities
1	The scenery
1	I-70 access
1	Affordability
1	The Volcano

Expanding the above, the attributes are listed below according to the number of times they that received a 1st, 2nd, or 3rd ranking:

16	The river environments and activities
8	Proximity to both Garfield and Eagle County amenities
8	Proximity to upper Colorado River/Flattops
7	Affordability
6	Two Rivers residential community
6	The scenery
6	I-70 access
6	Access to trails/public lands
6	Light industrial uses
6	Proximity to Glenwood Canyon
3	The climate

The fourth choice for this question had some big numbers. If we include that, ranking the list by the number of hits in the 1st, 2nd, 3rd, or 4th choice, the following occurs:

17	The river environments and activities
13	Proximity to both Garfield and Eagle County amenities
12	Access to trails/public lands
11	Proximity to upper Colorado River/Flattops
8	The scenery
8	Affordability
8	Proximity to Glenwood Canyon
7	Two Rivers residential community
7	I-70 access
7	Light industrial uses
7	The Volcano
3	The climate

The above provides an analysis that looks at the overall number of hits, with an emphasis towards those that were selected as the most favorite. Assigning points to the number of hits each attribute received provides the following final tally:

61	The river environments and activities (21, 7, 16, 17)
42	Proximity to both Garfield and Eagle County amenities (19, 2, 8, 13)
37	Access to public lands/trails (16, 3, 6, 12) and Proximity to upper Colorado River/Flattops (14, 4, 8, 11)
31	Proximity to Glenwood Canyon (17, __, 6, 8) and The scenery (16, 1, 6, 8)
30	Affordability (14, 1, 7, 8)
27	Two rivers residential community (11, 3, 6, 7)
24	I-70 access (10, 1, 6, 7) and Light industrial uses (7, 4, 6, 7)
18	The Volcano (10, 1, __, 7)
13	The climate (7, __, 3, 3)

Other attributes listed by respondents include **proximity to Deep Creek, open space, accessible workforce, the trailer park, the ski lake and other lakes**, and the **possibility of a future train station**.

Staff comment: Intuitively, this seems a good representation for the attributes of the area. Dotsero's best features are associated with its physical location, especially its proximity to river environments, recreational opportunities and attractions in both counties. Its affordability and the residential community provided by Two Rivers are also important attributes. The historic use of the area as a location for light industry made the list, although it was lower down in preference. This is consistent with the answers provided to question # 5, below.

Question # 3 What types of services should be promoted in Dotsero?

The choices were:

- No additional services
- Basic services like grocery, auto service, laundry, restaurants
- The basics plus space for retail shops and offices
- All of the above only more, creating a regional shopping and business destination

Most respondents (51.9 %) answered that basic services like grocery, auto service, etc. would be preferred. It is interesting that the next highest response (25.9%) was for no additional services – a “keep it the same” desire. The more intensive development choices both received 11% of the vote.

Staff comment: A desire for basic services is understandable. Stores do not open, or at least do not survive long, however, in areas that lack the population of locals and visitors to support them. In Dotsero, this “critical population” will need to come from a combination of local residents, local workers, travelers and truckers from I-70, recreational visitors to the area, and folks living up the Colorado River Road. Should it be assumed that the Two Rivers development, once it is fully built out, will provide the necessary patronage to support a convenience store/gas station? Providing opportunities for additional residential development in the area might seem an obvious solution, but there is limited land area, infrastructure challenges, and potential compatibility issues. The minimum residential population to support a store will likely trigger the need for a school. Where should that be located? Discussions moving forward will need to address these issues.

Question # 4 What should a master plan for Dotsero address?

The choices were

- Defining areas most suitable for various land uses
- Identifying underutilized sites that should see more development
- Defining areas that are environmentally sensitive with guidelines to protect
- Creating design guidelines
- Providing economic data

Most responders chose “defining areas most suitable for various land uses” and “defining areas that are environmentally sensitive with guidelines to protect” (tied for first). “Creating design guidelines” was next, with “identifying underutilized sites” and “providing economic data” tied for last.

As for no votes, “identifying underutilized sites” got the most, with “creating design guidelines” in second. Responders were most unsure about the “providing economic data” choice.

Staff comment: This is consistent with what the County would propose be included in a community plan for the Dotsero area. The value of a detailed economic analysis as a part of a master plan is questionable, as it represents a snap shot in time regarding a topic that changes frequently. At this time, a study of this nature is not being considered.

Question # 5 What is important for Dotsero's future?

The choices were

- Recreation
- Light industrial uses
- Residential neighborhoods
- Retail activities
- A truck stop
- Tourism
- Continued agriculture and ranching up the Colorado

“Recreation” got the most votes for very important, with “continued agricultural uses upstream on the Colorado” in second, and “residential opportunities” in third.

“Tourism”, “retail activities” and a “truck stop” got tops in the somewhat important, “light industrial” was the top in the not very important column (followed by the truck stop, tourism and retail activities)

Staff comment: This is consistent with outcomes from other questions. It is good to know that people place value on the agricultural uses upstream on the Colorado, and their future influence on a Dotsero Community. It would appear that while the value of light industrial use in the area is acknowledged, there not a lot of desire to expand these kinds of uses. At this time staff believes that some areas of Dotsero might be well suited for additional light industrial, small scale manufacturing type businesses, as long as they were low impact and compatible with the area's setting and natural resources. There are a number of factors involved, and this will need to be discussed in greater detail moving forward.

Question # 6 What are the greatest limitations to new development in Dotsero?

Again, we looked at what people selected and in what order, but also at the total number of responses for each. Ranking the limitation by:

The number of “hits” received overall:

- | | |
|----|-------------------------------|
| 24 | Lack of infrastructure |
| 23 | Isolated location |
| 20 | Eagle County regulations |
| 18 | I-70 impacts (noise, traffic) |
| 18 | Existing character |
| 17 | Visibility |
| 15 | Lack of water |

The number of respondents selecting the limitation as the top choice:

- | | |
|----|-------------------------------|
| 12 | Lack of infrastructure |
| 3 | Isolated location |
| 3 | I-70 impacts (noise, traffic) |
| 3 | Eagle County regulations |
| 2 | Lack of water |
| 2 | Existing character |
| 2 | Visibility |

The number of respondents selecting the limitation as one of top two choices

- | | |
|----|------------------------|
| 15 | Lack of infrastructure |
| 10 | Isolated location |

- 7 Eagle County regulations
- 6 I-70 impacts (noise, traffic)
- 6 Lack of water
- 5 Existing character
- 5 Visibility

The number of respondents selecting the limitation as one of top three choices

- 21 Lack of infrastructure
- 13 Isolated location
- 13 Eagle County regulations
- 10 I-70 impacts (noise, traffic)
- 8 Existing character
- 8 Lack of water
- 8 Visibility

Combining the above, and converting the rankings to points, the following tally is reached:

- 72 Lack of infrastructure** (24, 12, 15, 21)
- 49 Isolated location** (23, 3, 10, 13)
- 43 Eagle County regulations** (20, 3, 7, 13)
- 37 I-70 impacts (noise, traffic)** (18, 3, 6, 10)
- 33 Existing character** (18, 2, 5, 8)
- 32 Visibility** (17, 2, 5, 8)
- 31 Lack of water** (15, 2, 6, 8)

Staff comment: Again, no surprises here. Lack of infrastructure and isolation from other developed areas go together as an issue, and are deservedly the single greatest concern. The installation of additional infrastructure (water and sewer lines, in particular) would be costly, requiring a level of development on targeted properties that might not be desirable (or even feasible). We know there is sensitivity to the county's historic hesitancy to approve new land uses in the area, and also the perception that county processes are onerous. To the degree that this plan provides clearer guidance and accommodation of reasonable property enhancements, its adoption should help in this regard. Interstate 70 does negatively impact many properties in Dotsero, but not all. Encouraging the correction of some of the less desirable "character elements" of present-day Dotsero will certainly be a focus of the new plan. The high visibility of most properties should be addressed, and any new development should be required to demonstrate adequate water.

Question # 7 Please indicate whether you like, dislike or are not sure regarding the following:

Additional residential development 14 said yes, 6 said no, 7 were not sure

Comments/rationale: on the positive side

- Affordable housing options are needed
- The community needs more people to look alive

Comments/rationale: on the downside

- Needs to be of better quality/ more attractive than existing
- More would be ok but only in the event that basic services could be provided
- It would be better to try to improve what is already there
- More growth in the area is not needed

Staff comment: It is good that additional residential development would be acceptable to the respondents. Without it, the chances of basic services being offered would be slim. Related questions would be – where should it be located (infrastructure issues will need to be resolved), and how to “up” the quality without impacting the affordability.

RV Parks 7 said yes, 18 said no, 2 were not sure

Comments/rationale: on the positive side

- Would add tourism business to area
- No new, but ok to expand existing

Comments/rationale: on the downside

- We already have one
- We don't need the traffic
- We don't need transitory people
- May not be compatible with industrial uses

Staff comment: People don't seem to like RV parks. Suggesting a new one be allowed in the area might meet with public resistance. The expansion of the one existing park is suggested as a possibility, although it is noted that River Dance is far enough away so as not to be associated with Dotsero development.

Small village with retail shops 17 said yes, 8 said no, 2 were not sure

Comments/rationale: on the positive side

- Community needs a center, needs activity
- Should provide basic services
- Keep it small, no strip mall
- Highway traffic would help support it

Comments/rationale: on the downside

- Dotsero does not need it
- There are not enough people to support it
- Would it be affordable?
- It would compete with Eagle and Gypsum retailers
- May not be compatible with industrial uses

Staff comment: This would seem a good goal for Dotsero, although again its success it would depend on a population for support that is not yet present, and that may be a long time in coming. No reason to not plan for the eventuality, however. The Two Rivers PUD already provides sites for commercial and retail development. Should additional space be allocated?

More construction/warehousing-type businesses 2 said yes, 24 said no, 1 was not sure

Comments/rationale: on the positive side

- OK, but clean up the appearance
- Only if not visible from I-70

Comments/rationale: on the down side

- Keep existing, but no new
- Not attractive, hard to make it look good
- The Airport (Gypsum) is a better location
- Residential and recreation uses would be preferred
- Not needed

Staff comment: While owners of industrial sites understandably support the use, feelings against light industrial businesses in Dotsero are apparent. These sites are associated with the unattractiveness of the area, and its branding as a “neglected dumping ground”. Industrial uses are generally not compatible with residential neighborhoods. A number of respondents pointed out that these kinds of uses would be better located in industrial parks south of the airport. It is noted that industrial uses can be made to look good, that they provide employment, generate low traffic volumes and in most cases are low consumers of water. As mentioned earlier, Staff is of the opinion that Dotsero might be well suited for additional light industrial and small scale manufacturing type businesses, as long as they were low impact and compatible with the area’s natural resources. More discussion on this is needed.

Additional amenities for recreational users 22 said yes, 2 said no, 3 were not sure

Comments/rationale: on the positive side

- Should be tied to basic services for locals
- Keep it small scale
- Recreational potential is currently underutilized
- Tie it to a highway rest area, maybe a campground
- Focus on summer activities

Comments/rationale: on the downside

- May not be compatible with industrial uses
- Additional amenities are not needed

Staff comment: There is strong support for more recreational activity/visitation in the Dotsero area.

Question # 8 The impacts of truck parking in Dotsero would be:

Mostly positive 25.9% (7 respondents)

Mostly negative 48.1% (13 respondents)

Not sure 25.9% (7 respondents)

Comments/rationale: on the positive side

- They need a place to park when it snows
- Could be very positive for Dotsero, businesses, revenue
- Might be ok, but services are needed

Comments/rationale: on the downside

- Looks bad, hard to screen, make attractive
- Noise is bad
- Air pollution is bad
- Intersection is poorly designed for truck use
- First impression of county (to east bound travelers) should not be a truck stop
- Adds to “dumping ground reputation”, the branding of the area
- Few businesses would actually benefit from a lot of truck parking

Staff comment: Truck parking is not desired, but understood. It could have some positive impacts on the economy, at present it is woefully lacking in restroom/truck stop facilities. CDOT has agreed to attend the next community meeting to field questions about truck parking in Dotsero

Question # 9 Public Service adequacy

	<u>adequate</u>	<u>not adequate</u>	<u>not sure</u>
Bus/transit services	11	10	6

Close to a draw, with 22% not sure. We believe that bus service to Dotsero has been reduced (eliminated?) since the survey as a result of shrinking budgets.

5

Even, with 18% not sure. Certainly influenced by the proposal to build a fire station/ ambulance facility in the near future.

7

Pretty close, more think that road maintenance is ok, with 26% not sure. For its part the County does a pretty good job maintaining roads in rural areas.

5

Staff comment: Most feel that other public services are not being adequately met, probably focusing on the lack of water and waste water service, perhaps the lack of a school.

Question #10 Should Dotsero be annexed into Gypsum?

14 indicated yes it should, 11 indicated no it shouldn't, 3 were not sure.

Those in favor cited:

- The County has other issues, and should not have to micro-manage community development in Dotsero
- Dotsero does (will) not have the (administrative) infrastructure to plan and finance its own future
- Gypsum runs a good show, might offer better opportunities for development, for management
- Dotsero and Gypsum should grow together to become one town
- Dotsero should provide for its own needs. If it can't incorporate then it should be annexed
- The Town of Gypsum's design standards could be applied
- Some Gypsum services (fire) are already provided to the area
- Gypsum could provide the infrastructure, and would be better at assuring attractive development
- Sales tax generated in Dotsero would help Gypsum

Those opposed or questioning the benefit noted:

- Good idea only if full town services, especially domestic water and fire hydrants would be provided
- Do not see how Gypsum would be able to offer town services to an area so far away
- Don't need more government interference (from the Town)
- The undeveloped buffer between Gypsum and Dotsero should be preserved
- Dotsero should be allowed to grow with its own identity, its own style
- Good idea only if there is a good development plan in place
- Existing industrial uses would not benefit from being annexed to the town
- The County would do a better job of protecting the rivers and wetlands

Staff comment: It would be appropriate for the Dotsero Area Community Plan to list the pros and cons of annexation, certainly including many of the above points. Annexation requires a request by a property owner and is at the discretion of the targeted municipal government. It is hoped that the guiding policies and land use ideas developed by this planning process will be used as Dotsero develops, regardless of jurisdictional control.

**Dotsero Area Community Plan
FINAL DRAFT REVIEW
Community Meeting and Public Input Session**

Date: October 27, 2011
Location: Two Rivers Community Center
Time: 5:30 PM until 7:30 PM
Facilitation by: Eagle County Staff and Mauriello Planning Group

Agenda

5:30 PM	Welcome Introductions, purpose and expectations
5:45 PM	The Planning Process Where we have been, where we are, next steps
6:00 PM	Review of the Proposed Community Plan Goals, Policies and Strategies, Future Land Use Map
6:30 PM	Public Input Session Facilitated by Mauriello Planning Group. All comments welcome.
7:30 PM	Adjourn

Dotsero Final Community Meeting Notes From October 27, 2011

Recorded and assembled by Mauriello Planning Group
Responses added by Eagle County Staff

Top issues discussed:

- CDOT truck parking and associated impacts
- Rafting pull-outs and put-ins

Questions/Comments by Topic

Trucks

1. What kind of studies have been done about the truck parking? There are issues with air quality due to idling trucks and exhaust fumes. What about the proximity to homes and kids - it's a safety issue. [The safety issue is that of random truck drivers hanging out in a residential neighborhood - "we don't know who these people are."]
2. Is there a goal or a plan to consolidate the I-70 entrance/exit ramps at Dotsero? Truckers get lost and many end up using the Two Rivers neighborhood to turn around in. Trucks have gotten stuck, blocked people's homes.
3. Are there enough people out there who want the truck parking moved that they could work together to get it relocated?
4. Is Dotsero going to become one giant truck stop? No one else wants the trucks. Why do there need to be two areas [including the proposed second truck area proposed at the east bound on-ramp] so close together?
5. Are there more ways to capitalize on the trucks and truckers being in Dotsero? Could bring money to Dotsero if there were services available. It would be better to serve them than the current situation of no services.
6. Too many negative issues with truck parking- air quality, safety of children, trash, sanitary issues [lack of sanitary facilities to serve stranded truckers].
7. What can be done to address the truck issues now?
8. Related to Policy D1E - Dotsero does not need or want another truck stop - pollution, safety to families, appearance, no facilities for truckers as of now. (post it comment)
9. Related to Policy D1E - Could county swap land with CDOT to eliminate another truck stop? Strongly disagree with another truck stop in Dotsero.
10. Related to Policy D1E - stops are not attractive and does not mess with plans of keeping Dotsero "wilderness" friendly. (post it comment)
11. FLUM - move the truck parking. (post it comment)
12. FLUM - Do not need another truck stop. (post it comment)

Eagle County Staff Response: The issue of truck parking impacts is well known, and the heart-felt grievances voiced at the community meeting will be presented to both the Planning Commission and the Board of County Commissioners. The topic of truck parking is currently addressed in the draft Plan in item O in Natural Resources considerations, Item N in Design, Appearance and Character considerations, items O, P, and Q in Land Use Considerations, and in recommended strategies NR1a4), D1b2), D1d6),and LU1b4). These may be strengthened, or others added to the Plan as the Planning Commission determines appropriate.

Some follow-up points/responses from staff's perspective:

- *There were no studies that we are aware of conducted by CDOT in advance of the decision to create a truck parking area in Dotsero. The County does not have land use authority on CDOT owned properties, and is not able to require modifications or amenities. CDOT did present their plans for truck parking to the County as a courtesy and as part of their public review process. Concerns were voiced by the county during that review for impacts to air quality, visual quality, noise, and the need for sanitary facilities. We're not sure if the safety issue was anticipated at the time. CDOT politely acknowledged those comments and moved forward with their plans for truck parking.*
- *There is no plan to consolidate the I-70 interchange although it remains a distant possibility. The split interchange is one of the reasons cited by "truck stop companies" as to why Dotsero is not a good place for a truck stop. Those same companies also indicated that Colorado in general is not a good place for a full scale truck stop due to gasoline prices.*
- *We do not anticipate Dotsero becoming a truck stop. The parking of large numbers of trucks will likely be limited to those times when weather shuts down the passes. However, the Two Rivers commercial area could be designed and configured to provide services to truckers as well as all interstate travelers. This will be a decision by the developer that may require an amendment to the PUD, which means it would be a topic discussed by the Planning Commission and the BoCC in public hearings. Staff would agree that it would be better to serve the truckers than to provide no services – give them a target to keep them out of nearby residential neighborhoods. But if services become available, more truckers may decide to park in Dotsero at all times of the year.*
- *The county has attempted to find other areas where trucks could be parked. CDOT does not own lands elsewhere that would accommodate this use, and the county does not own lands that would work that could be "swapped". Private property owners near interstate interchanges are not interested in providing room for trucks to park.*
- *The County will look into providing contact information so that concerned citizens can contact the right person or office at CDOT with their complaints.*

Recreation/Rafting

13. What's been decided about the raft pull-out?
14. Any consideration for a pull-out at Two Rivers so that rafters could take advantage of proposed commercial uses, gas station [make this a commercial enterprise and capitalize on rafters being in the area]
15. How much public parking will be available to access pull-outs?
16. County should have looked at a location for the rafting pull out that would help Dotsero - at the confluence of the Eagle and Colorado Rivers adjacent to the proposed commercial uses. Right now the County is only concerned with the put-in.

17. The rafting companies bring in huge buses of people - there needs to be a place to serve them for the pull-out.
18. There needs to be an emphasis on recreation and the river - more public access for fishing, camping, summer activities. Example of the state park in Gunnison.
19. The volcano is completely ignored. Should be looked at as recreation/geologic interest opportunity.
20. FLUM - Boat pull out here (at Two Rivers commercial area) to generate business to Dotsero. Shops, restaurant, parking. (post it comment)

Eagle County Staff Response: Rafting and recreation are currently addressed in item M of the Land Use considerations, and in related strategies LU1a3) and LU1a4). The Volcano is covered in item K in the Natural Resources considerations, item M in Design Appearance and Character considerations, and strategies NR1b9) and D1c1)

Some follow-up points/responses from staff's perspective:

- *The county purchased Rudi Neumayer's property to replace the take out area that will be lost when CDOT replaces the frontage road bridge north of the interstate. The property will be designed with ample parking (two to three times as much parking as the original site provided), and will also include some walking trails, benches and picnic tables. Boat ramp facilities for the lower Colorado will be needed as soon as the fall of 2012, when CDOT begins bridge replacement construction activities. It is not anticipated that any retail or commercial buildings or uses will be constructed within the Two Rivers PUD at that time.*
- *The boat ramp on the county's property north of the interstate is not intended to compete with other boat ramps that might be constructed in the area. The developer of commercial facilities at Two Rivers may decide to include a boat ramp in conjunction with commercial development at that location. As long as it is allowed by the PUD Guide and the necessary permits are obtained for construction, there is no reason to believe that the County would have any issues with a project of that nature, especially given the potential for enhanced user experiences and commercial profitability. Adequate room for a turnaround and for parking would be necessary. We agree that a raft take out in proximity to commercial uses that could serve many private and commercial boaters on the river would help sustain future business interests in the Two Rivers development, and we will be sure that the Plan adequately addresses and accommodates this potential.*
- *It would be nice if the Colorado River front and lakes owned by Two Rivers could become a public park available to everyone. That decision is up to the owners of the property. We will be sure that the Plan adequately addresses and accommodates this potential.*
- *The Volcano is a currently underutilized amenity. It is owned by CDOT. The Plan will speak to the potential for this becoming a better known interest and attraction, in the event that CDOT or some future owner decides to make it available.*

Services/Infrastructure/Roads

21. What kind of traffic impacts will there be to Two Rivers when the bridge is replaced?

22. Is there going to be a road dedicated for the raft pull out that affects Cotton Lane? Who will be responsible for maintenance of the road. Maintenance of Cotton Lane is an issue.
23. How adequate is the water and sewer for the proposed build-out?
24. How much will the County be participating? The county needs to serve Dotsero like it does other neighborhoods - need to look at lighting, trees, sidewalks, bike paths, etc.
25. Cotton Lane needs to be maintained by the County.
26. What are the improvement plans for the Colorado River Road? The truck traffic at Hidden Valley pit is only going to increase. Need to address safety issues and improvements for Colorado River Rd. Example: center lines for traffic control, widening, etc.
27. Related to Goal A3 - Dotsero is not self-sufficient and needs help. (post it comment)
28. Related to Policy Is1 - bike paths = safer communities. (post it comment)

Eagle County Staff Response:

- *There will be no traffic impacts to Two Rivers when the Frontage Road bridge is replaced. The existing bridge will be open to traffic until the new bridge is operational. The project may be able to provide a new roundabout at the intersection the I-70 Frontage Road and Colorado River Road, which would be nice.*
- *Changes to the frontage road alignment will require a new entrance to Cotton Lane. We believe it will be placed further west from the existing, and that it will be integrated with an access point to the new raft take-out area. This has not yet been designed, as details of the new bridge and approach ramps have not yet been finalized.*
- *We believe that water and sewer systems are adequate for the build out of the Two Rivers project as it is currently designed.*
- *It is uncertain what the County's direct involvement will be in future public amenities in Dotsero. Improvements within the Two Rivers project will continue to be the responsibility of that community. Any new development should be required to provide adequate public amenities on and perhaps adjacent to private properties. The regional bike trail will be constructed by the County adjacent to the I-70 Frontage Road as funds and priorities in the ECO-Trails account allow. A special taxing district could be created to secure funds for general improvements within the planning area.*
- *It is the County's position that Cotton Lane is a private drive to be maintained by the owners of the properties it accesses.*
- *There are no plans at present for improvements to Colorado River Road. During the review of future phases of the Hidden Valley Pit, it may be determined that improvements are necessary, which might include widening and center lines. Perhaps a cost sharing arrangement would be necessary.*

Land Uses/Zoning

29. What is in store for the future of the Hidden Valley pit?
30. What is the threat to and/or potential to the industrial uses? Some are looking to expand, but hard to buy land as no one is carving off 35 acres. Log works employs 40 people and would love to expand. Central location for them to western Colorado, Aspen, Wyoming, etc.

31. The language in the master plan about Two Rivers looking like Army barracks is offensive. Need to focus on improving Two Rivers and dealing with abandoned cars and trash. Look at the safety issues. Need additional code enforcement.
32. Will there be changes to the zoning already in place as a result of the master plan?
33. Related to Vision #1 - Need for an emergency clinic. (post it comment)
34. Related to Vision #4 - Key is low impact. Not big gas stations or fast food restaurants. This is an entrance into Vail Valley, keep it beautiful. (post it comment)

Eagle County Staff Response:

- *The Hidden Valley Pit will remain operational until at least 2030 (and likely much longer than that).*
- *Adoption of the plan will not directly threaten any existing uses in the area. The “Outlying Service Commercial” designation accommodates low impact industrial uses like the “Log Works” along the frontage road to the east of Two Rivers. Whether existing uses would be able to expand might involve a master plan discussion regarding site design and impacts to resources or character, but would be more an issue of conformance to zoning and land use regulations, as a new special use permit or zone change might be required. By their nature, master plans do not pre-approve any specific land use or land use intensity.*
- *Staff will inform the Planning Commission that the use of the term “army barracks” in the Plan’s introduction to describe the structures located on the western end of Two Rivers was found offensive to some.*
- *Code enforcement in Eagle County is complaint driven, which means that there is no action taken unless a phone call is received. The County is only able to take action when a violation of zoning has taken place, and zoning regulations do not cover all “quality” issues. Often, Home Owner Association covenants are more restrictive and more effective than County zoning regulations in keeping neighborhoods looking good. The Two Rivers Community is encouraged to form a home owner association. This would also provide a stronger platform from which to speak regarding issues with the truck parking.*
- *There will no changes to zoning in the area as a direct result of the master plan being adopted. However, consultation with the master plan could influence future decisions regarding proposals for a zone change on any given property.*
- *The need for an emergency clinic is duly noted and will be added to the Plan as strategy IS1c5).*