**Town of Avon**  
**Plan4Health Policy Scan**

**INTRODUCTION AND BACKGROUND**

The Plan4Health project is designed to leverage planners’ roles as collaborators and conveners to improve health outcomes and influence healthy community design in the built environment. Plan4Health is launching in neighborhoods, cities, and counties across the United States, funding work at the intersection of planning and public health. Anchored by American Planning Association (APA) chapters and American Public Health Association (APHA) affiliate members, Plan4Health supports creative partnerships to build sustainable, cross-sector coalitions. Each coalition participating in the Plan4Health grant is committed to increasing access to healthy opportunities through nutrition or physical activity. And, each coalition is dedicated to meeting the needs of residents where they live, work, or play.

The Healthy Communities Coalition (Coalition) of Eagle County was awarded the Plan4Health grant in late 2015. The Coalition is comprised of multidisciplinary professionals and community members committed to fostering health among all residents in Eagle County. Since its inception in 2012, the Coalition has worked together to implement several evidence-based strategies to increase opportunities for healthy eating and active living (HEAL) for all. The Coalition’s Plan4Health project was born out of prioritization of the built environment to affect sustainable and equitable change to support healthy eating and active living. The built environment is defined as settings designed, created, modified and maintained by humans (e.g. roads, schools, neighborhoods, transit systems, etc.). Creating a healthy built environment means communities are designed in a way that enables people to live, learn, work, play, and age in place and allow them to thrive by being in a safe, healthy, environment to reach their full potential.

Eagle River Valley municipalities are already working to assure healthy community design. The Plan4Health grant project has provided the opportunity for the Coalition to conduct a policy scan of municipal master plans for policies that support healthy eating and active living. This project enables the Coalition to understand how healthy community designed has been prioritized in master plan and strategic plan policy language along with other adopted municipal plans, to encourage future policies that support healthy community design efforts, and enables communities to be recognized for their existing efforts.

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**HEALTHY COMMUNITIES COALITION**
**OF EAGLE COUNTY**

**LIVE PLAY EAT FEEL HEALTHY HERE**

**Our Vision**

By 2020, Eagle County will be a community that promotes and fosters a healthy environment for all.

**Our Mission**

The Healthy Communities Coalition facilitates and empowers the community into action for lifelong wellness through healthy eating and active living.
**Approach:**
The Plan4Health Policy Scan is a project of the Healthy Communities Coalition of Eagle County. The area of study includes: Towns of Avon, Eagle, Gypsum, Minturn, Red Cliff, Vail and unincorporated Eagle County. The Healthy Communities Coalition sought the permission and input of each listed municipality for this Policy Scan project. This Policy Scan covers topics of relevance to the Plan4Health project including: Healthy Food Access, Active Transportation and Public Transit, Community Design and Land Use, which were defined and vetted by the Healthy Communities Coalition. The Plan4Health policy scan will also highlight: initiatives, programs, resolutions, community engagement, and major accomplishments.

The Policy Scan includes a review of all recent or currently utilized:
- Comprehensive Plans
- Community and Subarea Plans
- Transportation/Trails/Transit Plans
- Parks and Recreation Plans
- Strategic Plans

Other relevant community-based planning documents have also been included (see Table 1 below). Secondly, interviews were conducted with key staff within each jurisdiction to collect information on a sample of relevant programs and initiatives as well as information regarding policies that may be in process, but have not yet been approved.

**Policy Documents Reviewed**

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**Scan Notes:**
The Town of Avon is currently updating their Trails Master Plan. The Community Survey Results from September, 2015 is located at the link below. http://www.avon.org/DocumentCenter/View/14239
Healthy Food Access Policies:
The information contained in this section is the exact policy language from each planning document listed below. Listing this policy language is intended to remind the jurisdictions of healthy eating and food access policies currently in place. Healthy food access can be defined as the availability and access to fresh, healthy, or locally sourced food. Avon has a strong agricultural tradition and was historically a lettuce farm. Avon also has a tradition of both hunting and fishing creating opportunities for locally sourced, fresh food. Commentary around particular policies may be found below listed in italics. Policies oriented towards aging populations are listed with a double asterisk (**).

No Healthy Food Access policies were found for the Town of Avon.

The Town of Avon has a City Market grocery store, Walmart, and some local food producers such as Eaton Valley Ranch. Open Plan recommends that the Town of Avon consider adopting food access policy language in future plans.
Active and Public Transportation Policies:

The information contained in this section is the exact policy language from each planning document listed below. Listing this policy language is intended to remind the jurisdictions of active and public transportation policies currently in place. Active and public transportation can be defined as walking, biking or other physically active means of travelling and mobility. Public transportation is also included as a factor in active living as it often begins and ends with a walking or biking trip. The policy language below reflects active and public transportation policies in Avon through themes of: Prioritizing a high quality multi-modal transportation and trails system while creating additional or better transportation and trail connections. Additional themes include: Updating the Avon Trails Plan to provide a comprehensive prioritized soft and hard trails plan. Design and maintain the Town’s streets and walkways as safe, inviting, and pedestrian/bicycle friendly public spaces. Promote effective transit and access with Beaver Creek Village that may include a direct lift transit connection, mass transit, trails, and pedestrian connections. A critical theme that emerged in the scan is to: Reduce dependency on the automobile;

- Reduce the number of daily trips by a single-occupancy vehicle and preserve the capacity of the existing roadways;
- Support the creation of highly connected transportation system with the Town in order to provide choices for drivers, bicyclists, and pedestrians;
- Promote walking and bicycling, and connect neighborhoods to each other and to local destinations such as employment, schools, parks and shopping centers;
- Reduce vehicle miles of travel and travel times; improving air quality; and reducing emergency response times.

The Town of Avon has done significant work in the past in both active transportation and public transportation policy. Commentary around particular policies may be found below listed in italics. Policies oriented towards aging populations are listed with a double asterisk (**).
Active and Public Transportation Policies (continued):


How to Get to Livability (p.17)
Prioritize Active Transportation
Prioritize development of trails, bike/pedestrian links, and streets that are multi-modal, providing residents of all ages and abilities, and all economic levels with safe, reliable, comfortable and economical transportation choices.

Promote Safety
Design streets where people walking, parking, shopping, bicycling, working and driving can cross paths safely, reducing serious injuries, decreasing crime, and ensuring accessibility for all. Streets in the town core should not be designed or posted over 20-25 mph.


Strategies - Tier 1 Priorities (p.4)
Invest in multi-modal improvements prioritizing walkability and bicycle use on streets, with transit, parking and wayfinding.

This is a great example of transit supportive active transportation policy language.

Strategies - Tier 2 Priority (p.4)
Map railroad right-of-way and Town easements to evaluate transportation options. Work with local merchants on a bike sharing program. Conduct a survey in the Wildridge development to assess interest in transit ridership, including but not limited to days and hours of operation.

Strategies - Tier 1 Priorities (p.6)
Update the Avon Trails Plan to provide a comprehensive, prioritized soft and hard trail plan, including trail connectivity; pursue grant funding.

Strategies - Tier 1 Priorities (p.7)
Maintain Town infrastructure, including all buildings, roads, parks, preserves and trails; appropriating deferred maintenance funds as required, and seeking long term debt approval, when appropriate.

Beaver Creek Boulevard Reconstruction - Analysis Summary

Summary - Value Matrix - Design Enhancements (p.24-25)
Introduce wider sidewalks, introduce frequent pedestrian crossings (every 200'), narrow traffic lanes, provide appropriate pedestrian and vehicular night lighting, provide on-street bike lanes, provide buffered bike lanes, provide a two way cycle track, provide bike racks at destinations, provide new pedestrian signage, [increase] sidewalk integrity.
Active and Public Transportation Policies (continued):

Town of Avon Comprehensive Plan - 2006

Avon’s Vision - B. What We Value (p.5)
An exceptional transportation and transit network. Avon will support a multi-modal transportation network that provides convenient, efficient, clean links throughout the town, to ski area base facilities, and the entire Eagle Valley region.

B. Opportunities and Constraints - Opportunities
• Development of a transit connection directly connecting Avon’s Town Center District with Beaver Creek Village;
• Development of a lift connection directly connecting Avon’s Town Center District with Beaver Creek Landing;
• Opportunity to connect Avon’s Town Center District to the Eagle River;
• Opportunities to increase recreational and mobility options to and from Avon with the regional trail through Avon along the Eagle River;
• Utilization of Nottingham Park as a strong anchor/destination to the future “Main Street”;
• Opportunity for trail connection from Buffalo Ridge to the Village at Avon;
• Potential to use the railroad right-of-way for transit service or trails.

IV. Goals and Policies
A. Regional Coordination (p.38)
• Policy A.1.5: Work with Eagle County, adjacent municipalities, and other agencies to coordinate efforts to address regional issues related to such topics as the railroad corridor, I-70, Highway 6, affordable housing, trails, and the Eagle River.

Continue to work with the NWCCOG Regional Transit Coalition to plan, advocate and implement an expanded regional transit network, advocate for new regional transit routes and service..

B. Built Form (p.39)
• Policy B.1.5: Require that development within the Town Center Districts is readily accessible to and otherwise integrated with existing retail areas and transit service routes for both pedestrians and vehicles.

C. Land Uses (p.43-45)
• Policy C.1.8: Require proposed development near the railroad corridor, particularly in the Town Center Districts, to anticipate future transit and incorporate this potential into building and site design.
• Policy C.2.3: Require pedestrian, bike, and automobile connections, where appropriate, between proposed and existing residential neighborhoods. The use of multiple access points, traffic calming devices, and/or street design standards will be employed to minimize cut through traffic.
• Policy C.4.3: Encourage neighborhood retail and service activities in locations that are convenient to residential neighborhoods. Require such development to provide pedestrian connections to adjacent development and to existing and proposed trail systems.

This is a great example of land use policy language focused on connections to trails.
• Policy C.5.3: Require adequate infrastructure improvements including sidewalks, utilities, and controlled access from collector roads.

D. Community Character (p. 45-46)
• Policy D.2.1: Beautify the town with street trees, sidewalks, landscaping and public art.
• Policy D.2.2: Design and maintain the Town's streets and walkways as safe, inviting, and pedestrian/bicycle friendly public spaces.

E. Economic Development (p.48)
• Policy E.3.1: Promote effective transit and access with Beaver Creek Village that may include a direct lift transit connection, mass transit, trails, and pedestrian connections.
• Policy E.3.8: Ensure that the tourism and recreational attractions, shopping and dining areas, parks, transit stops, trails, and bicycle routes are coordinated within an integrated wayfinding signage program oriented towards both pedestrian and vehicular traffic.
Active and Public Transportation Policies:
Town of Avon Comprehensive Plan - 2006 (continued)

F. Housing (p.52-55)
**Policy F.2.5: Require attainable housing to be within close proximity to existing services and development, serviced by transit (including bike and pedestrian paths), and close to schools/child care.

To strengthen this policy language simply replace the word “attainable” with the word “affordable”.

G. Transportation (p.55-59)
• Goal G.1: Create an integrated transit system that minimizes dependence on automobile travel within the Town by making it easier and more inviting to use transit, walk, ride bicycles, and utilize other non-motorized vehicles.
• Policy G.1.1: Connect pedestrian, bicycle, and vehicular circulation systems with regional transit (including the accompanying necessities such as bicycle racks).
• Policy G.1.2: Devise a public transit service plan that would replace the current one-way loop system with a two-way system that utilizes new road links. Compare annual service hours and productivity (passengers per vehicle-hour) estimates of the two alternative service plans.
• Policy G.1.3: Require that commercial, public, and other uses that generate significant traffic are served by transit and linked by pedestrian and bicycle paths to minimize their dependence on automobile travel.
• Policy G.1.4: Ensure that commercial areas, in particular the Town Center Districts, are designed to minimize in-town automobile travel by making it easier for people arriving by car to park, and walk to multiple stores and businesses.

This is a great example of land use policy language focused on parking reduction and walkability.
• Policy G.1.5: Identify and participate in cost effective transit partnerships with local resorts and other governmental entities to include transit connections, buses, and other transportation services and facilities.
• Policy G.1.6: Prioritize pedestrians, bicycles, and transit over private vehicles when designing streets in the districts within the valley, and ensure that appropriate pedestrian access is available outside the valley.
• Policy G.1.7: Ensure that streets effectively accommodate transit, pedestrian, bicycle and other modes of transportation.
• Policy G.1.8: Retrofit existing streets to provide safe and inviting pedestrian sidewalks, shoulders, and crosswalks.
• Policy G.1.9: Ensure that adopted roadway and intersection standards have adequate provisions within the public right of way to fully incorporate both auto and nonauto modes.
• Policy G.1.10: Track annual traffic counts, in particular the prevailing ease of north-south travel through Avon to identify vehicular and pedestrian capacity needs.
• Policy G.1.11: Provide a bicycle and/or pedestrian connection across or under I-70 between Metcalf Road and Beaver Creek Boulevard.
• Policy G.1.12: Require development and redevelopment proposals within the Town of Avon’s transit service area to provide appropriate transit amenities such as passenger shelters, waiting areas, pedestrian access, and lighting.
• Policy G.1.13: Develop a toolkit of traffic calming measures that would be appropriate to achieve the desired balance between vehicular, pedestrian and bike travel capabilities.
• Policy G.1.14: Enhance air quality by implementing an alternative fuel program for the Town’s transit and fleet vehicles.
• Policy G.1.15: Preserve a corridor for an appropriate transit mode as a way to link the Village at Avon to the Town Center Districts.
• Policy G.1.16: Develop a comprehensive town pedestrian circulation plan and require all development proposals to include it graphically on their plans. Development proposals should specifically address ways the development is contributing to the concepts with the pedestrian plan.
• Policy G.1.18: Support a transit system that maximizes ridership by providing frequent service even if higher subsidy levels are required.
• Goal G.2: Ensure that the railroad right of way corridor becomes an integral part to the Town’s mobility system and no longer creates a barrier to circulation throughout the town.
Active and Public Transportation Policies:

Town of Avon Comprehensive Plan - 2006 (continued)

- Policy G.2.1: Ensure the preservation of the railroad right-of-way, in its entirety, through and adjacent to Avon, if it is abandoned.

  The NWCCOG Regional Transit Coalition is a powerful way to present a unified front and work together with the railroad to advocate for preservation of railroad right-of-way.

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

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

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

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

  - Policy G.3.1: Investigate transportation technology options that could accommodate transit passengers as well as skier and boarder use to directly link the Town Center Districts with Beaver Creek Village and Beaver Creek Resort.
  
  - Policy G.3.2: Work cooperatively with the Beaver Creek Resort Company and other appropriate entities to reach an equitable arrangement for funding and operating the transit connection.
  
  - Policy G.3.3: Develop a strong pedestrian connection between the transit connection, parking, and the transit center.
  
- Policy G.5.2: Ensure parking facilities are easily accessible by pedestrian connections and have minimal visual impacts.

I. Parks, Recreation, Trails and Open Space (p.62-63)

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

  - Policy I.1.2: Continue to evaluate and acquire parcels or easements for open space, trails, and recreation.
  
  - Policy I.1.3: Integrate the town's recreational trail system with the regional trail systems (ECO Trails, U.S. Forest Service, and BLM).
  
  - Policy I.1.4: Require new annexations and developments to include or otherwise contribute to land for trails, open space, and recreation purposes.
  
  - Policy I.1.5: Coordinate with Eagle County and other government and nonprofit agencies in planning, protecting, and managing public open space, and in providing access and linkage opportunities.
  
  - Policy I.1.7 Develop a riverfront park that connects the Eagle River to the Town Center Districts and Nottingham Park.

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

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

J. Public Services, Facilities, Utilities and Government (p.63-65)

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

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

Active and Public Transportation
**Policies:**

**H.A. Nottingham Park Master Plan (2008)**

*Updated Strategic Objectives for the Park (p.7)*

Improve the passive open spaces in the park: A majority of the park area is open space that is used only for passive recreation (walking, biking, picnicking). The plan recommends introducing areas of native landscaping to serve as buffers between passive park uses and adjacent residential areas and to reduce the amount of water consumed for irrigation of sod. The plan also recommends additional soft walking paths and more seating areas distributed throughout the park and strategically oriented toward scenic views.

**East Town Center District Plan (2008)**

*Land Use - Planning Principles (p.15)*

Entice people to cross Avon Road by creating an attractive visual and physical connection, drawing people from one side to the other. Also, work with surrounding landowners to enhance crossings across Avon Road, connecting Main Street in The West Town Center District to Main Street in The East Town Center District. At grade, below grade, or above-grade crossings are all encouraged.

*Pedestrian Circulation - Planning Principles (p.29)*

4. Ensure that pedestrians have safe and convenient access throughout The East Town Center District.
   • Create a strong pedestrian connection across Avon Road and connect Main Street in the West and East Town Center Districts. Above or below grade pedestrian crossing should be considered to separate vehicles and pedestrians.
   • Realign East Beaver Creek Boulevard and allow for redevelopment on the south side of the street. Christie Lodge desires to move lodging closer to the core of The East Town Center District. Realigning East Beaver Creek Boulevard would improve pedestrian circulation.
   • Enhance and maintain strong pedestrian connections between The East Town Center District and the Eagle River. Create strong pedestrian connections between regional trails and the retail core.
   • Provide pedestrian accessibility to adjacent uses with paseos, gates, pedestrian walkways, crossings, etc. Provide porous pedestrian access throughout The District to allow for direct routes.
   • Provide comfortable and safe spaces (e.g., nature strips, amenity zones, and on-street parking areas) that adequately separate automobiles and pedestrians.
   • Encourage the creation of a safe and exploratory environment with strong pedestrian connections to secondary pedestrian corridors.
   • Provide a consistent level of visual cues for pedestrian routes through the use of materials, signs, landscaping, etc.

*Pedestrian Circulation - Planning Principles (p.33)*

6. Maintain a dispersed circulation pattern through The District.
   • Design pedestrian oriented and retail accessible streetscapes on Main Street and along the roads that front the plaza.

7. Create quiet, residential scale development.
   • Design residential streets at a scale that reflects a pedestrian priority

*District Character - Planning Principles (p.44-45)*

13. Encourage a high level of site planning and design to maximize public and semi-public pedestrian spaces.
   • Include paths to accommodate children, adults, bicycles, skateboards, shopping carts, walkers, pets, furniture moving, etc.
   • Provide appropriate lighting to ensure that paths are safe at night and still compliant with the Avon lighting requirements to minimize “over-lighting”.


Maximize solar exposure by limiting building heights on the south side of streets and plaza spaces to a level that allows sun to reach the northern sidewalk during the winter solstice. *Excellent policy language that aids active transportation during the winter months.*
Policies:
Town of Avon Comprehensive Transportation Plan (2009)
Chapter 4. Summary and Recommendations (p.4-1 to 4-3)
Bicycle/Pedestrian Facilities
- Continue to partner with ECO Trails on regional trail planning and construction in Avon.
- Construct sidewalk along Beaver Creek Boulevard (East and West) to provide pedestrian continuity.
- Construct sidewalk along the north side of US 6 between Post Boulevard and West Beaver Creek Boulevard.
- Provide a trail connection from West Beaver Creek Boulevard to the southwest corner of Nottingham Park.
- Construct improvements to the existing trail along Nottingham Road, including sidewalks, crosswalks, streetscape and lighting improvements, transit stops, and connections through the guardrail section.
- Construct bike lanes on Metcalf Road from Nottingham Road to Old Trail Road in Wildridge. -Construct a pedestrian bridge over I-70 from the Buffalo Ridge apartments to the Village at Avon.
- Provide a trail connection from the Nottingham Road bike path to Buck Creek Road/trail connector.
- Install sidewalk along the north side of Chapel Place at the east side of Chapel Square. -Construct a grade separated crossing under US 6 on the east side of the Avon Road roundabout (at Beaver Creek) and construct a pedestrian bridge over the Eagle River in this vicinity.
- Construct a grade separated pedestrian crossing of I-70 near Metcalf Road.
- Construct a grade separated crossing of Avon Road between the East and West Town Centers (at the Main Street alignment).
- Construct a pedestrian crossing of the UPRR from Eagle Bend Drive to the Village at Avon. -Construct new trails and provide trail enhancements as defined in the recently adopted Town of Avon Recreational Trails Master Plan.

Transit
- Implement the Near Term Transit Plan, including additional services and route enhancements. -Develop Long Term plans and implement increased service, routing, and fleet improvements.

Development Code
Mobility and Connectivity section of the town land use code: (In title 7 of the Development Code)
Reduce dependency on the automobile;
- Reduce the number of daily trips by a single-occupancy vehicle and preserve the capacity of the existing roadways; Critical policy language for the future of Avon's multi-modal transportation system.
- Support the creation of highly connected transportation system with the Town in order to provide choices for drivers, bicyclists, and pedestrians;
- Promote walking and bicycling, and connect neighborhoods to each other and to local destinations such as employment, schools, parks and shopping centers;
- Reduce vehicle miles of travel and travel times; improving air quality; and reducing emergency response times.
Design and Land Use Policies:

The information contained in this section is the exact policy language from each planning document listed below. Listing this policy language is intended to remind the jurisdictions of community design and land use policies currently in place. Community design and land use can be defined as urban design and land use policies that support healthy eating and active living through a focus on creating interconnected walkable neighborhoods, affordable housing, parks, open space, community gathering spaces, and accessibility for people of all ages. The policy language below reflects community design and land use policies in Avon through themes of:

- Street Connectivity and Placemaking. Avon prohibits cul-de-sacs, and supports internal street connectivity for new development.
- Distinctive Built Form. Avon will develop with a hierarchy of built forms that reflects the importance of the Town Center as the center of the community.
- Locate uses that generate traffic to areas near transit facilities or shared parking facilities to minimize automobile travel and “re-parking” within the same area.
- Maintain the Eagle River as a valued resource in accordance with the Eagle River Watershed Plan.
- Provide opportunities for short-term office and service uses in ground floor retail space when market demand is low, but retain permanent designation as retail.

A critical theme that emerged in the scan is to provide an attainable housing program that incorporates both rental and ownership opportunities, affordable for local working families, that are attractive, safe, and integrated amongst the community. Avon will likely need to expand on the theme of accommodating aging populations for community design policies in the future. Commentary around particular policies may be found below listed in italics. Policies oriented towards aging populations are listed with a double asterisk (**).


How to Get to Livability (p.16)
Invest from the town center (core) out. Continue working from the town core out into surrounding neighborhoods. Implement early wins in the town center, such as West Beaver Creek Boulevard and wayfinding tools that enhance connections to the riverfront. Set in motion those actions that will achieve early wins. Most of them can be achieved with no other resource than paint and signage. Others enable youth, adults and seniors to make their own commitment, get their hands dirty, and engage in helping to make their community, their town even better. Launch infill and connectivity projects to create the most community benefit. Attract the best developers and show bankers the successes of the new model of walkability and livability. Meanwhile, any incentives that induce inappropriate growth must be identified and revised. New policies and practices that incentivize density need to be adopted, such as an urban design guide, street connectivity index for permitting developers, and removing parking minimums. In addition, new street design policies and practices are needed, including adopting a Complete Streets or “Living Streets” policy, making narrower—ten foot—vehicle lanes the default, and adopting and adapting a street design guide. Living Streets are complete streets that are designed to incorporate economic, environmental and social considerations.

How to Get to Livability (p.17)
Design for Health: Invest in Great Streets, They Mean Business; and Embrace Streets as Civic Places Design, operate and manage streetscapes and public spaces as ecosystems or living streets. From previous pavements to street trees that provide shade and are critical to the health of cities, promoting active living by lessening the exposure to sun, air and noise pollution and water and soil contamination. Streets are an economic asset as much as they are a functional element. Invest in transportation improvements, including operational improvements that support the economic health and competitiveness of the town's businesses, and general welfare of its residents. People-friendly streets generate higher revenues for businesses and higher values for homeowners. Streets should be regarded as important spaces for civic and social engagement by being designed to promote health, economic vitality and well-being while reflecting the town's unique character, and maintaining movement and accessibility.

Overarching Opportunities (p.24)
Address Street Connectivity and Placemaking. Avon prohibits cul-de-sacs, and supports internal street connectivity for new development. To further support walkable development and infill, Avon should look at passing a maximum block length policy (between 300 to 600 feet) and a link to node strategy for future developments to ensure short block lengths and intersection density, e.g. a minimum number of intersections per acre.

Overarching Opportunities (p.25)
Design for Livability: Transform ‘Strip’ to Mixed-Use Village; Incentivize Density
Establish maximum allowable setbacks for homes and commercial buildings in places of emphasis. Encourage placement of buildings and homes so that they create natural surveillance and maximize opportunities for people to meet or say hello. This practice is especially important near schools and parks, and within civic, retail and commercial districts. Incentivize and set new policies to support the highest density within the town core. Create many destinations near the highest-density development. The combination of higher density housing in the core, or along select sections of Highway 6 near the base of the ski resort as an example, will yield the highest number of walking trips. The Town should look at lightening parking requirements, and eventually implementing paid parking, which in turn incentivizes more walking, biking and transit use. Prioritize intersections, street target speeds and routes up to three miles in all quadrants for the greatest return on investment.

Although the language listed above is not policy it offers a detailed guide for the Town of Avon to tilt future development and capital projects toward the promotion of public health.

Strategies - Tier 2 Priorities (p.6)
Provide needed improvements to Whitewater Park, its parking and access.

Beaver Creek Boulevard Reconstruction - Analysis Summary
Summary - Value Matrix - Design Enhancements (p.24)
Add public outdoor seating, provide bulb out intersections, provide street trees, increase planting areas, provide rain gardens, provide floral planter displays, incorporate public art displays along the corridor, use of permeable paving, introduce native species diversity.
Community Design and Land Use Policies:

Town of Avon Comprehensive Plan - 2006

Avon’s Vision - B. What We Value (p.5)
Distinctive Built Form. Avon will develop with a hierarchy of built forms that reflects the importance of the Town Center as the center of the community. High Quality design and finishes are found throughout the community.

Avon’s Vision - B. What We Value (p.5)
Sense of place and character. Avon will be a fully developed community made up of smaller residential neighborhoods and a thriving Town Center that collectively provide a unique sense of place and charm that is not only enjoyed by those that live and work here year-around, but that is enviously enjoyed by those that come to visit.

B. Built Form (p.39)
• Policy B.1.3: Ensure development protects the enjoyment of outdoor spaces by maximizing sun exposure and protecting views.
  The idea of maximizing sun exposure also helps to keep sidewalks and trails clear in the winter.
• Policy B.1.5: Require that development within the Town Center Districts is readily accessible to and otherwise integrated with existing retail areas and transit service routes for both pedestrians and vehicles.
• Policy B.1.6: Require that development within the Town Center Districts includes vertically mixed uses.
• Policy B.1.8: Locate uses that generate traffic to areas near transit facilities or shared parking facilities to minimize automobile travel and “re-parking” within the same area.

  This is a great example of transit supportive land use policy language focused on parking reduction.

• Policy B.1.9: Encourage redevelopment and revitalization of currently outdated, rundown, or otherwise neglected areas.
• Goal B.2: Provide a distinct physical and visual separation between Avon and its surrounding communities that preserves the natural beauty of the surrounding mountains and the Eagle River valley.
• Policy B.2.2: Maintain the Eagle River as a valued resource in accordance with the Eagle River Watershed Plan.
• Policy B.2.3: Encourage cluster style development in areas of less density to promote creative and efficient site design that avoids impacts on environmental resources and augments open space.
• Policy B.2.4: Work with landowners to identify opportunities for conservation easements or other permanent open space protection tools.
• Policy B.2.5: Work with public landowners to secure appropriate access to public lands.

C. Land Uses (p.43-44)
**Policy C.2.1: Promote a wide range of residential uses including single family, duplex, multifamily, and vertically integrated residential units (housing on the upper floors of mixed-use commercial buildings) throughout the town.
**Policy C.2.2: Require new residential development to provide a variety of housing densities, styles, and types based upon the findings of a housing needs assessment study.
• Goal C.3: Use mixed-use development to create a more balanced, sustainable system of land uses.
  Policy C.3.1: Require vertical and/or horizontal mixed-use development to occur in those areas identified in the Future Land Use Plan for mixed-use to enhance the Town’s ability to respond to changing market conditions.
• Policy C.3.2: Provide opportunities for short-term office and service uses in ground floor retail space when market demand is low, but retain permanent designation as retail.

  This is an important policy, as it seeks to preserve ground floor activation even in poor economic conditions.

• Policy C.4.1: Develop a detailed District Master Plan for the East Town Center District identifying parcel configurations and new automobile and pedestrian circulation alignments to increase the district’s viability.
Community Design and Land Use Policies:

Town of Avon Comprehensive Plan - 2006 (Continued)

D. Community Character (p.45-46)

• Policy D.1.4: Create a unified and cohesive physical framework and community image by ensuring compatible building orientation, scale, massing, siting, street alignments, streetscape furnishings, signage, lighting, etc.
• Goal D.2: Create community gateways and streetscapes that reflect and strengthen Avon's unique community character and image.
• Policy D.2.1: Beautify the town with street trees, sidewalks, landscaping and public art.
• Policy D.2.2: Design and maintain the Town's streets and walkways as safe, inviting, and pedestrian/bicycle friendly public spaces.
• Policy D.2.3: Improve the streetscape along U.S. Highway 6 to strengthen Avon's overall community image and to stimulate future development and redevelopment by providing a more attractive and cohesive street edge.
• Policy D.2.5: Develop community gateways along Avon's major roadway corridors that respond to and strengthen Avon's community identity. Gateways will delineate the Town's boundaries using landscape, signage, and/or right-of-way treatments that are applied consistently to create a unified community image.

This community gateway policy language could be accompanied by wayfinding signage policy, which also helps to strengthen Avon's community identity.

• Goal D.3: Develop new and continue to enhance existing cultural and heritage facilities, events, and programs that strengthen Avon's community character and image.
• Policy D.3.3: Encourage development of civic and recreational amenities that benefit existing neighborhoods.
• Policy D.3.4: Develop a place for cultural events such as an open-air pavilion, amphitheater, or plaza.
• Policy D.3.5: Develop a plan for appropriate community-wide art installations.

E. Economic Development (p.48)

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

This policy language is focused on retaining more Avon residents to stay in Avon during the day by working from home or setting up a home based business. Not only does retaining residents during the day reduce traffic, it increases the vibrancy of the town and sense of community during the day avoiding the bedroom community feel.
Community Design and Land Use Policies:
Town of Avon Comprehensive Plan - 2006 (Continue)

F. Housing (p.52-55)
**Goal F.1: Achieve a diverse range of quality housing options to serve diverse segments of the population.**
**Policy F.1.1: Establish policies and programs, as further detailed under Goal F.2., which will address housing needs identified in a periodic housing needs assessment. The Area Median Income (AMI) ranges, as periodically updated by Eagle County, shall be used to establish the affordability of a housing unit when evaluating the mitigation rate required of any development associated with a rezoning application or Planned Unit Development (PUD), or any combination thereof.**
**Policy F.1.2: Encourage private development that provides a diversity of housing types, sizes, architectural styles, and prices ranges appropriate for local working families.**
**Goal F.2: Provide an attainable housing program that incorporates both rental and ownership opportunities, affordable for local working families, that are attractive, safe, and integrated amongst the community.**

The “attainable” designation is confusing and needs a definition, consider simply calling this an affordable housing program. An opportunity exists here for a policy language focus area on affordable housing for aging populations.

**Policy F.2.1: Require that development, annexations, and major redevelopment includes or otherwise provides for attainable housing.**
**Policy F.2.2: Calculate the impact generated by varying types of land use and development, specifically, commercial and residential linkage calculations. The most recent data available, as periodically updated by Eagle County and the State will be used in this regard. Alternative methods of providing attainable housing, including but not limited to: payment-in-lieu; land dedications; and public-private partnerships, may also be considered.**
**Policy F.2.3: Ensure that attainable housing mitigation is applied at the most appropriate rate and is derived with full consideration of all other public benefits, as contemplated by the public benefits criteria referenced in Section 17.28.085 (AMC), provided by any proposal found to be subject to the rezoning and PUD criteria.**
**Policy F.2.4: Require that attainable housing be integrated within large developments and the Town as a whole, rather than separated from the rest of the community, including such units proposed with other developments, and done so in a positive manner.**
**Policy F.2.5: Require attainable housing to be within close proximity to existing services and development, serviced by transit (including bike and pedestrian paths), and close to schools/child care.**
**Policy F.2.6: Require minimum, “live-able” dwelling unit size and quality standards for all attainable housing provided as part of any development or redevelopment agreements to achieve a diverse range of housing types. Such standards shall be proposed at the time a rezoning application is brought before the Planning and Zoning Commission for a formal recommendation to Council.**

Consider removing minimum dwelling unit size limits, at a certain size point Avon could achieve affordability.

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

H. Environment (p.60)
Policy H.1.1: Protect and capitalize on the Eagle River corridor as an important recreational amenity and riparian habitat by implementing the Eagle River Watershed Plan.
Policy H.1.2: Acquire or otherwise permanently protect important/ significant open space.
Community Design and Land Use Policies:

H.A. Nottingham Park Master Plan (2008)

Updated Strategic Objectives for the Park (p.7)

Enhance and preserve the openness of the park: Preserve key views. Program only limited additional structures as needed to support park functions and events. New structures should be planned in clusters, confined to areas where there are already structures and where they will not interrupt important scenic views from the park.

Celebrate the lake as the centerpiece of the park: Enhance the lakeshore to make it more accessible, interactive, safe, aesthetically pleasing and natural in appearance. Consider adding a fishing pier, as well as smaller fishing platforms and shoreside seating strategically placed around the lake.

Create more prominent gateways into the park: Celebrate the major entry points into the park by making them more visible from adjacent streets and giving them distinct character and identity. Provide a clear way finding system with maps and directional signage at entry points and at key crossroads within the park.

Treat the park as a focal point for community activity and congregation: Improve the infrastructure needed to support both large special events and smaller social gatherings. Celebrate the new Main Street by extending it into the park as a visual and pedestrian axis terminating in a view of Nottingham Lake. If and when the town hall is relocated to Main Street, as proposed in the West Avon Town Center Investment Plan, consider the site of the current municipal complex as a future public redevelopment site with a strong role in supporting park functions. At a smaller scale, increase the spaces for group gatherings beyond the limited number that exists today. Replace aging play equipment for tots and older children in locations that are functionally related to seating and family gathering spaces.

Updated Strategic Objectives for the Park (p.7)(Continued)

Improve the passive open spaces in the park: A majority of the park area is open space that is used only for passive recreation (walking, biking, picnicking). The plan recommends introducing areas of native landscaping to serve as buffers between passive park uses and adjacent residential areas and to reduce the amount of water consumed for irrigation of sod. The plan also recommends additional soft walking paths and more seating areas distributed throughout the park and strategically oriented toward scenic views.

Enhance the opportunities to appreciate spectacular views: Within the park – and particularly on the north shore of the lake – are a number of vantage points that offer prime views across the lake toward Beaver Creek. These exceptional views are integral to the perceived character of the town and need to be preserved and celebrated. The plan recommends as a high priority the sensitive location of new seating areas wherever dramatic views can enhance the experience of being in the park.

East Town Center District Plan (2008)

Sustainable Design - Planning Principles (p.13)

1. Utilize green-building practices. Strongly encourage all new buildings to be LEED (Leadership in Energy and Environmental Design) certified with an emphasis on:
   • alternative energy
   • energy efficiency
   • stormwater management
   • water efficiency
   • renewable, recycled, and/or local materials
**Community Design and Land Use Policies:**

**East Town Center District Plan (2008)(Continued)**

2. Create environmentally superior development. Promote LEED Neighborhood Development standards with an emphasis on:
   - reduced automobile dependency
   - compact development
   - diversity of uses
   - diversity of housing
   - housing and jobs proximity
   - reduced parking footprint
   - walkable streets
   - access to surrounding vicinity
   - access to public and active spaces
   - solar orientation
   - infrastructure energy efficiency
   - recycled content in infrastructure
   - wastewater management
   - waste management

**Land Use - Planning Principles (p.14)**

3. Provide a mix of uses, including commercial, residential and lodging. Encourage land uses that create an extension of transit-oriented development of The West Town Center District. Much of The East Town Center District is within a five-minute walk of the new transit center and gondola.

**Community Engagement Policies:**

The information contained in this section is the exact policy language from each planning document listed below. Listing this policy language is intended to remind the jurisdictions of community engagement policies currently in place. Community Engagement can be defined as policies that support two-way communication between local government agencies and citizens. The two-way process of community engagement allows for multiple avenues for a local agency to inform citizens of meetings, news, upcoming decisions, plans, and processes while allowing for multiple avenues for citizens to give feedback or to feel and see that they are part of the plan or process. The policy language below reflects community engagement policies in Avon through themes of: community surveys, and encouragement of dialogue between the town staff, residents, visitors, the younger generation and the Hispanic population. Commentary around particular policies may be found below listed in italics. Policies oriented towards aging populations are listed with a double asterisk (**).

**Town of Avon 2016 - 2017 Strategic Plan (2015)**

**Strategies - Tier 2 Priority (p.4)**

- Conduct a survey in the Wildridge development to assess interest in transit ridership, including but not limited to days and hours of operation.

**Strategies - Tier 1 Priorities (p.6)**

- Develop and fund an effective marketing plan for civic engagement, Avon’s events, revenue-generating programs, vacation amenities (including lake, beach, and trails), and promoting Avon as a place to play, work and live. The plan will evaluate the use of social media, website and print media. Reaching all segments of the population is paramount, including but not limited to residents, visitors, the younger generation and Hispanic population.

**Town of Avon Comprehensive Plan - 2006**

**J. Public Services, Facilities, Utilities and Government (p.63-65)**

- Goal J.3.1: Encourage the broad participation of citizens in planning efforts and decisionmaking.
- Policy J.3.2: Build awareness of upcoming events, planning processes, and decisions.
- Policy J.3.3: Use multiple means of communicating with the public including radio, newspapers, mailings, internet, email, churches, community centers, etc.
**Initiatives, Programs and Resolutions:**

The Town of Avon recently completed a Walkability Plan and is implementing the Beaver Creek Boulevard Reconstruction as well.

- The Town of Avon has a rec center that provides structured activities for kids.
- The Avon Capital Improvements Projects plan includes a $1.2M bike lane that accesses Wild Ridge, which is a steep narrow windy road.
- Avon has a Salvation Army for Healthy Food access for underserved populations.
- The Eagle Valley Regional Trail is to be completed this year.
- The Town of Avon passed a resolution to support the Plan 4 Heath grant, this is big for the town and shows emphasis on these focus areas.

**Creating a Vision Toward a More Prosperous Future Through Healthier Build Environments (2015)**

**Key Findings & Recommendations - Short Term Recommendations (p.11)**

Enhance Wayfinding. Avon is focused on enhancing quality of life, focusing on designing and planning choices that support downtown walkability for people enjoying the town’s many natural, cultural and commercial amenities. The town still desires an increased awareness of how accessible key destinations -- i.e. the river, park, library, grocery store, and restaurants - are by foot. Strengthening wayfinding is a short-term opportunity to encourage more people to walk when exploring the town’s quarter-mile pedestrian mall, for example. Good wayfinding systems make people feel welcome and comfortable, reinforce the destination's essence, or core offering, and communicates to people what kind of experience they should expect when they visit. It is very important that the signage is based on an area's authentic offerings—the factors that truly make it a special place. Wayfinding should also point to where people are ("you are here" dot) and direct people to a destination based on how many minutes it will take to walk there. For a speedy, affordable alternative wayfinding system (while a more permanent system is being planned) implement a Walk [Your City] pilot program (learn more at walkyourcity.org).

Remove Yellow Centerline. All streets in the town core should be designed for a target speed of 20 to 25 mph. On streets where traffic volumes are under 6,000 vehicles a day consider removing the yellow centerline, if it exists. Paint bold edge stripes (eight to 10 inches) leaving a driving space of 18 feet. Keep the centerline marking at intersections, hill crests, and curves. Centerline removal preserves the life of the road and provides cues to the motorist to give more room to a person walking, bicycling, parking or unparking. For example, Hurd Lane and Lake Street may be good candidates for this treatment.

Transform West Beaver Creek Boulevard. The Town has its sights (and funding) on further right-sizing West Beaver Creek Boulevard from Avon Road to Lake Street. This is a near-term opportunity to model Complete Streets (living streets) that are more people- and business-friendly through the addition of new street tools, including: narrowing travel lanes to 10-feet, maximizing on-street parking with head-out angled parking; creating well marked and protected crossings; adding gateway and placemaking treatments, such as a domed mini-circle; and emphasizing bike infrastructure. An option is to create two one-way protected bike lanes (cycle tracks). Enhancing the street to prioritize and place the focus on people walking, biking and using transit will add value to surrounding land, priming the land for future redevelopment. As a next step, two conceptual design options were created to help the Town move from vision, into design, and then into implementation. The conceptual designs, also known as photo-visions start on page 21.
**Initiatives, programs and resolutions:**

**Creating a Vision Toward a More Prosperous Future Through Healthier Build Environments (2015) (continued)**

**Key Findings & Recommendations - Short Term Recommendations (p.12)**

Enhance Street Crossings. Trail crossings and other street crossing areas, such as the crossing at Avon Elementary School, along West Beaver Creek would benefit from raised tables. Raised crossings are not only used in midblock locations, they are used at intersections. Crossings are designed to restrict all through speeds to 15-20 mph. Raised crossings at intersections can be used in snow country. The grade change is generally 1:16 to 1:20 when snow and ice are involved, but 1:12 in non-snow country. Color is often used. Features such as bollards, paver stones, colorized concrete or colorized asphalt are often specified. Raised crossings at intersections are used widely in snow cities such as Boulder, CO and Cambridge, MA. Raised table crossings paired with a crossing island also improves yielding behavior. Crossing islands should be another tool incorporated into future designs. Crossing islands are used on all categories of streets, and they have their highest return on investment when they create more courteous yielding behaviors by motorists. Well designed crossing islands achieve yielding rates above 80-percent. In addition, set the default minimum crosswalk width for 10 feet, and as appropriate increase this width for significant crossings. This makes crossing more visible and improves operations. A “Piano Keys” design can be used to reduce the volume of paint. Insetting markings can also help with year round maintenance.

Enhance Connections to Eagle River Trail. Identify and prioritize additional connections from the town center to the Eagle River Trail. One immediate opportunity is creating a connection from Lake Street to better connect Nottingham Park to the River.

Complete the Pedestrian Mall. Work with the adjacent property owners along Lake Street to fully close the off-street parking behind the Recreation Center, greening the space and carrying the pedestrian mall to meet the park.

Add More Bicycle Parking. Identify areas that need more bicycle parking, place racks in locations that have natural security (i.e. in front of buildings, near storefronts with windows).

**Key Findings & Recommendations - Short Term Recommendations (p.13)**

Identify Opportunities for Protected Bike Lanes or Cycle Tracks. More and more cities Top Left and Right: Raised table crossing with crossing island in Aspen, CO; raised table crossing at a trail crossing in Boulder, CO. Below: a neighborhood-scale raised table crossing (left) and crossing island (right), which is colorized through use of different materials, to a motorist their travel lane reads 8-feet, in Golden, CO. 13 across the U.S. are turning to integrating protected bike lanes as another tool to support people biking on their roadways. A protected bike lane is an opportunity for the length of Beaver Creek Boulevard, starting with the West Beaver Creek Boulevard section between Lake Street and Avon Road. A protected bike lane or cycle track is a bike-only separated facility that runs alongside a street and is physically separated from people in vehicles and distinct from the sidewalk. Unlike bike lanes, cycle tracks are typically separated from automobile traffic by a physical barrier, such as parked cars, bollards, a landscaped buffer or a curb. Cycle tracks may be one-way or two-way, at street level or raised to sidewalk level. If a raised cycle-track at sidewalk level, a curb or median typically separates them from traffic, while different pavement color and textures separates the cycle track from the sidewalk and points of conflict, such as driveways or street crossings. The separation of people biking from people driving with a protected bike lane helps make riding a bike more comfortable part of daily life for everyone. Protected bike lanes help eliminate perceived risk and fear of collisions of people biking; reduce the risk of dooring collisions; and add a level of predictability making streets safer for everyone. See more on protected bike design from National Association of City Transportation Officials (NACTO) at NACTO.org.

Implement Bike Share or a Bicycle Library. More and more cities and towns are creating public-private relationships in order to develop a bike share or bicycle library system. This may be an opportunity for the Town of Avon to partner with Beaver Creek Resort and/or bicycle shops to help make biking more accessible.
Initiatives, programs and resolutions:

Key Findings & Recommendations - Mid- to Long-Term Recommendations (p.13)

Right-Size Avon Road. Conduct a charrette-driven design project to study and build Avon Boulevard into a key main street signature street for Avon. A likely new form will emerge that may include converting four of the five current roundabouts into single lane roundabouts from their current 2-3 lane sizes. This calls for setting up an upper level (maximum) carrying capacity operation. Why take this action? In off-peak hours a smoother vehicle flow will result from a people-friendly design. During near peak and on peak season demand, a bypass sign operation should go into effect. Each of two locations (Beaver Creek and I-70 SR 6) will have attractive, informative signs that predict the travel times of the Avon Road route or the other (more efficient route to The City of Fort Collins, CO and partners are working to build from the success of the Fort Collins Bike Library, taking it to the next level by implementing a city-wide bike share system. A one way protected bike lane (cycle track) in Missoula, MT; to add higher visibility to the bike lane conflict areas (i.e. driveways and intersections) are colorized green. 14 the ski resort) along SR 6. SR 6 should be designed for an appropriate target speed of 30 mph; slow, but steady. For the upcoming West Beaver Creek Boulevard project, eliminate non-essential lanes at the roundabout at Avon Road (i.e. there is no need for three lanes entering the roundabout from West Beaver Creek and one of the right only I-70 turn lanes can be eliminated immediately, as well). The full rebuild of Avon Road should focus on changes that make crossing simpler, safer and more attractive to pedestrians and bicyclists. In general, a two-way single-lane roadway only requires a single lane of entry. Traffic engineering analysis should determine exceptions, but today many of the approach legs are over-built for capacity, thus creating a divide.

Key Findings & Recommendations - Mid- to Long-Term Recommendations (p.14)

Address Complex Intersections. In addition to fixing the roundabouts at Avon Road, consider the placement of domed mini-roundabouts at the intersection of East Beaver Creek Boulevard and Beaver Creek Place, as well as East Benchmark Road and Beaver Creek Place. A domed mini-roundabout maintains speeds to 15 20 mph 24 hours a day, while fitting into tighter existing conditions and still accommodates large semi trucks. With the potential hotel development along West Beaver Creek Boulevard this is a treatment option that can be considered for this new intersection (see photo-vision).

Increase On-Street Parking. Opportunities exist for increasing on-street parking, for example ‘head-out angled’ parking or head-in angled parking can be indented along Lake Street, adjacent to Nottingham Park. Head-out angled parking is the safest form of on-street parking, while maximizing parking space. It offers multiple benefits, including creating a sight line between the people driving and other road users, such as people biking, when un-parking. For people driving with young children, seniors or others who need extra help, the open doors direct passengers to the safety of the sidewalk, not into traffic. Getting into a head-out angled parking spot is simple—a person driving signals their intention, slows, pulls past the spot and then backs into it, which is equivalent to making only the first maneuver of parallel parking.

Create a Parking Management Plan. “The cost of all parking spaces in the U.S. exceeds the value of all cars and may even exceed the value of all roads,” says UCLA urban planning researcher Donald Shoup. The lost opportunity cost can be high as well. The Town of Avon should consider shifting the cost of parking from the general public to the users, especially if a parking garage is to be built. The ideal parking garages are mixed use garages that provide ground-level retail; then two or three stories of parking, with condos or apartments on the top floor. Such designs can provide an immediate supply, and then permit reductions over time. As the need for parking declines some or many of the parking spaces can be converted into offices or living units. As the town works towards transforming from strip-style to town, mixed-use village a parking management plan is needed to identify on-street parking opportunities, change parking code, and a plan to manage parking (i.e. paid parking). Eliminate off-street parking requirements for most housing. Allow the marketplace to determine how many parking spaces are needed. Reduce maximum allowed parking.
**Initiatives, programs and resolutions:**

*Creating a Vision Toward a More Prosperous Future Through Healthier Build Environments (2015)* (Continued)

**Key Findings & Recommendations - Mid- to Long-Term Recommendations (p.15)**

Honor and Turn Towards the River. Enhance the connection to the river, and activate the trail by creating new landings and ways for people to further engage with the river. In 1998, the City of Golden, CO created a unique water park along Clear Creek for canoeing and kayaking, along with places for kids to dip their toes in or platforms for families to fish from.

Buildings should Front the Street, Trails and Pedestrian Mall. Buildings and homes should “front” the street instead of being set back far from the street—to create a pedestrian-scale landscape and to put “eyes on the street” so that people feel watched over. Establish maximum allowable setbacks for mixed-use and commercial buildings in places of emphasis. Encourage placement of buildings and homes so that they create natural surveillance and maximize opportunities for people to meet or say hello. This practice is especially important near schools and parks, and within civic, retail, and commercial districts. Look for opportunities to support a developer in implementing linear buildings.

Address the Vacant Railroad Tracks. The old railroad line has been a point of conversation for many years within Avon and among other neighboring communities. The Town should not lose sight of potential near- and long-term opportunities, such as creating additional street connections, or placemaking features such as a “high-line” style park.

Address Bus Pullouts. Eliminate bus pullouts where dwell times are normally one minute or less.

**Major Healthy Eating and Active Living Accomplishments:**

*Healthy Food Access - Accomplishments*
- The Town of Avon has a community garden.
- Wal-mart, City Market exist
- Eaton Valley Ranch grows beef, eggs, etc.
- A private Farmers Market exists in Avon, the town makes it easy just a staff review for permitting.
- Salvation Army has a community garden located on private property. Occasional problems with squirrels who eat the produce.

*Active Transportation and Public Transit - Accomplishments*
- Avon is implementing a wayfinding plan as part of the Beaver Creek Boulevard Reconstruction
- A free transit system exists in Avon, the Avon Transit department. Currently looking at using smaller busses.
- Avon Transit is focused on better coordination with EcoTransit
- Avon has a large bus barn that also houses 3 or 4 EcoTransit busses. Town staff came up with a standardized bus shelter so all bus stops are consistent across Avon.
- Avon has had a good response with flashing crosswalks near schools.
- 12 miles of multi-use trails have been constructed over the last few years. This year Avon is finishing the Eagle Valley Trail, part of the regional trail system.

**Town of Avon 2016 - 2017 Strategic Plan (2015)**

*Recent Successes (p.4)*
Major Healthy Eating and Active Living Accomplishments:


Recent Successes (p. 6)
West Avon Multi-use Trails Constructed & Maintained

Community Design and Land Use - Accomplishments
- The development code and master plans call for Mixed Use and Open Space.
- 600 units of affordable rental housing are available in Avon includes 60-70 deed restricted units. A trailer park exists and is affordable. Westlake Village is lower income housing as well. Avon is looking at purchasing more property through a public-private partnership for more affordable housing, this is called for in the Town of Avon 2016 - 2017 Strategic Plan.
- Eagle County Housing runs a housing store that is a one stop shop for any and all housing.
- The Main Street Mall and Town Center Zone District are planned for Mixed Use, properties border Beaver Creek Boulevard.
- The Eagle Valley Land Exchange is a large Open space area.
- A gondola to Beaver Creek now exists, Avon built a large stage and concert venue, Nottingham Park is seen as the heart of the town. Nottingham Lake now has a sand beach where people love to go.

Community Engagement - Accomplishments
- Avon holds public meetings for any planning effort, Avon places variable message boards on the roads advertising public meetings to a good result. Working with law enforcement to get the word out about upcoming meetings has also been successful for Avon.
Future Opportunities

Future opportunities based on best practices and evidence-based strategies for healthy eating and active living.

Healthy Food Access:
- Expansion of healthy food access policy language in future planning efforts. Some examples include: Including food access and health goals into comprehensive plans or subarea plans. Including food access goals such as proximity to food retail in development checklists or HIA’s. Monitoring the balance of healthy to less healthy stores. Conduct a community food assessment (CFA) or food system assessment (FSA).
- Food retail options could be increased by: expediting the permitting process for grocery development in priority areas, identification of potential sites for new grocery, offer density bonuses for new grocery retail, allow for mobile produce markets/carts, reduce parking requirements for grocery retail.
- The Town of Avon is strategically positioned as a potential hub of fresh local food from both the western slope and the San Luis Valley. Avon can attract and possibly incentivize farmers and food producers in both of these regions to participate in local farmers markets, and/or make their local food available in Avon grocery stores.
- An opportunity exists for Avon to incorporate healthy food into special events where possible.

Active Transportation and Public Transit:
- Slowing automobile traffic and accommodation bicyclists could be implemented by narrowing travel lanes slightly in Avon through hardscaping. By carrying out the Beaver Creek Boulevard Reconstruction project, Avon can take back space once dominated by cars and create multimodal streets and public spaces that function as places for people as well.
- A bike library can be lower cost to implement and operate than a full scale bike sharing system. Avon can reach out to other municipalities such as Golden and Ft. Collins both of which now have bike libraries. http://www.cityofgolden.net/play/recreation-attractions/bicycling-in-golden/golden-bike-library/
- Take into consideration the advent of electric bikes and the trend towards increased use of e-bikes on multi-use non-motorized paths. Perhaps the most progressive policies on e-bikes have been adopted by the City of Boulder.

E-Bike rules in the City of Boulder:
- E-bikes are allowed on the trail system;
- Must comply with the 15 mph speed limit on multi-use paths;
- Keep right, pass left;
- Give an audible alert before passing; and
- Bike lights are required and reflective clothing is advised for nighttime use.

More information on e-bikes can be found here: https://bouldercolorado.gov/goboulder/electric-assisted-bikes-policy-review

- Holding discussions with the railroad about a rail corridor preservation while teaming with partners such as: Eagle County, Eagle, Edwards, Minturn, Vail and other stakeholders can be an effective way to present a unified front in discussions with the Union Pacific. By utilizing a coalition based approach it is possible to leverage a better position to retain and preserve this important corridor, possibly for eventual regional passenger service.
- An opportunity exists to use Cable Propelled Transit (CPT) to replace heavily used bus routes. Installing a CPT (Gondola) to serve the same destinations offers a grade separated alternative, if properly designed and located can mitigate some of the issues involved with busses at a cost much less than a Light Rail or Streetcar system. An Avon CPT can easily connect with other existing Beaver Creek Gondola systems.
- Expansion of the wayfinding signage system to guide trail users both regionally and locally. This signage system could point users from local trails to hiking trails and the ECO Trails system and vice versa. Consider a consistent theme for this signage on a regional basis, possibly include universal symbology as part of this theme. Consider a wayfinding kiosk that utilizes English and Spanish languages.
- Utilization of modern at-grade roadway/railroad crossing treatments not only make the connection attractive but make it as safe as possible. Examples include: Pedestrian activated signals, pedestrian refuges, and enhanced night time lighting at crossings.
FUTURE OPPORTUNITIES

FUTURE OPPORTUNITIES BASED ON BEST PRACTICES AND EVIDENCE-BASED STRATEGIES FOR HEALTHY EATING AND ACTIVE LIVING. (CONTINUED)

Community Design and Land Use:
• Inclusion of benches, and other places to sit such as low walls and flat rocks into Avon beautification efforts can help enhance the sense of community, orient these sitting areas to maximize scenic views or southern exposure.
• Removing dwelling unit minimum size limits can help Avon achieve affordability and increase housing diversity. Consider allowing micro-units and tiny houses if built to code.
• Policies focused on aging populations can be beneficial for the entire community, as policies benefitting aging populations tend to also benefit the disabled, low-income, children, and traditionally overlooked populations. Policy language could be adopted that encourages not only diverse housing options for the elderly, but universal community design guidelines and considerations for the aging populations. Urban design features such as ramps, handrails, handicapped parking spaces, upgraded traffic signals, pedestrian refuge islands, and signalized crosswalks with pedestrian push buttons are a few examples.
• Identification of additional spaces for more community gardens in Avon can continue to increase Healthy Food Access. Opportunities exist to activate these spaces as community garden plots become occupied.

Community Engagement:
• Come up with an easy to remember URL for citizens to review and provide comment on planning efforts documents.
• When conducting public outreach during planning processes consider going out to the public rather than making the public come to meetings or open houses which can suffer from low attendance. This could mean setting up information tables with staff at grocery stores, schools, parks, bars/breweries and other community gathering areas.
• Engage and develop a relationship with local Neighborhood Navigators. The InteGreat! Neighborhood Navigators are community-identified leaders who are empowering their neighborhoods with the support of InteGreat!’s multi-sector network. Neighborhood Navigators will help local government build relationships with diverse communities, helping to foster increased cultural competency among staff and increasing civic knowledge among community members. Long-term, the investment of time and/or financial resources in local leaders from diverse parts of the community will enable local government to more easily and effectively engage and work with all residents. *Note: Neighborhood Navigators do not yet exist in all jurisdictions.

Thank You!
This project was made possible by the contribution of time, effort, ideas, and resources of many individuals and organizations: thank you!
• The participation of the seven municipalities (Towns of Avon, Eagle, Gypsum, Minturn, Red Cliff, Vail and Eagle County) of the Eagle River Valley were central to this project. A special thank you for taking the time to meet with the Healthy Communities Coalition, Public Health and Planning staff, and the hired subcontractor to help us understand your community’s priorities and challenges.
• The Healthy Communities Coalition Built Environment work group provided the initial vision for this project and continued providing ongoing support throughout the policy scan’s implementation.
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• Open Plan Consultants, LLC was the subcontractor hired to conduct the policy scan whose previous experience with policy scans and expertise in healthy eating and active living were critical.

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APPENDIX - PLAN 4 HEALTH POLICY SCAN
RESOURCES AND TOOLS

HEALTHY FOOD ACCESS RESOURCES:
- Colorado Fresh Food Financing Fund
- Colorado Housing and Finance Authority
- The Colorado Fresh Food Financing Fund (CO4F) improves access to healthy food in underserved Colorado communities by financing grocery stores and other forms of healthy food retail. More information about this program can be found in the link below:
  https://www.chfainfo.com/CO4F/
- Community Food Assessment (CFA): Introduction
- WhyHunger
  The Why Hunger Website provides insight on Community Food Assessments, and when a CFA can be useful.
  http://whyhunger.org/connect/item/1-community-food-assessment-introduction
- Should we conduct a community food assessment in our city?
- Cultivate Your Food Economy - Food Systems Assessments (FSA)
- Tufts University
  Tufts University provides some useful information about Food Systems Assessments including explanations of the different types of FSA, and case studies of Food Systems Assessments.
  https://sites.tufts.edu/foodeconomyfinalreport/practical-visionaries-history/theoretical-framework/
  food-systems-assessment/

ACTIVE AND PUBLIC TRANSPORTATION RESOURCES:
- Bicycle Library
- City of Golden, Colorado
  The City of Golden hosts a bike share program, where visitors, residents, local employees and students can “check-out” a bike for a limited time period for local use in Golden. Resources for the Bicycle Library can be found below.
  http://www.cityofgolden.net/play/recreation-attractions/bicycling-in-golden/golden-bike-library/
- Cable Propelled Transit Primer
- Creative Urban Projects
  Cable Propelled Transit (CPT) is a way to create a grade separated transit route possibly replacing heavily used bus routes. An especially useful tool for communities that are within proximity of an existing gondola system that could be expanded for transit purposes. Creative Urban Projects hosts a website with resources relating to CPT.
- CDOT Transportation Alternatives Program (TAP)
- Colorado Department of Transportation
  The CDOT Transportation Alternatives Program provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
APPENDIX - PLAN 4 HEALTH POLICY SCAN
RESOURCES AND TOOLS

• Complete Streets: Guide to Answering the Costs Question
• Smart Growth America
• Answering the question of “What are the costs of building complete streets?” can be a difficult one. The Guide to Answering the Costs Question aims to help jurisdictions answer some of the challenging questions associated with building complete streets. 

• Creating Equitable, Healthy, and Sustainable Communities: Strategies for Advancing Smart Growth, Environmental Justice, and Equitable Development
• United States Environmental Protection Agency
• Communities across the country are integrating smart growth, environmental justice, and equitable development approaches to design and build healthy, sustainable, and inclusive neighborhoods. This guide explores the strategies, partnerships and funding mechanisms needed to do so through case studies. 
  https://www.epa.gov/smartgrowth/creating-equitable-healthy-and-sustainable-communities

• Electric Bicycle (E-bike resources)
• City of Boulder, Colorado
• The City of Boulder permits Electric Assisted Bicycles on certain multi-use paths within their city limits. Resources found regarding this E-bike policy can be found below. 
  https://bouldercolorado.gov/goboulder/electric-assisted-bikes-policy-review

• National Association of City Transportation Officials
• Creators of three user friendly and instructive guides: The Urban Street Design Guide (2013), Urban Bikeway Design Guide (2014), and Transit Street Design Guide (2016). The NACTO guidebooks are highly illustrated and provide detailed descriptions of roadway redesigns, bicycle design treatments, and urban design principles. 
  http://nacto.org/

• New Mobility West
• An initiative of community builders focused on helping western communities create great transportation systems. New Mobility West’s website has a clearinghouse of tools and resources related to downtown street design. 
  http://newmobilitywest.org/

• Parking Code Guidance: Case Studies and Model Provisions
• MTC Smart Growth Technical Assistance: Parking Reform Campaign
• The Parking Code Guidance document provides guidance on how to regulate and manage parking in a way that supports development in urban infill areas, priority development areas, while encouraging balanced multimodal access, and reducing vehicle traffic. 

• Smart Growth America
• National Complete Streets Coalition
• The National Complete Streets Coalition has a clearinghouse of free resources on a variety of topics related to street design. 
  https://smartgrowthamerica.org/program/national-complete-streets-coalition/

• Transportation and Health Tool
• U.S. Department of Transportation
• The Transportation and Health Tool was developed by the U.S. Department of Transportation and the Centers for Disease Control and Prevention to provide easy access to data that practitioners can use to examine the health impacts of transportation systems. 
  https://www.transportation.gov/transportation-health-tool
Appendix - Plan 4 Health Policy Scan Resources and Tools

- Bike State 38
- A bicycling resource website that includes links to route and trail maps, chat rooms, and bicycle resources for any type of bike rider.
  http://bikestate38.com/

- Active Living Research
- Robert Wood Johnson Foundation
- A searchable library of active living research filled with the latest peer-reviewed papers, reports and publications for information you need to help inform policies that support more active, healthy communities for children and families.
  http://activelivingresearch.org/promoting-active-living-rural-communities

Community Design and Land Use Resources:

- Green Stormwater Infrastructure Toolkit
- Georgetown Climate Center
- This new set of strategies seeks to manage stormwater, reduce urban heat island effects, improve air quality, and promote economic development and other sustainability goals. Green infrastructure can provide an attractive alternative to traditional concrete (or “gray”) infrastructure by making paved and hard surfaces vegetated or permeable.

- Housing Strategy Policies
- The Town of Basalt Master Plan
- The Town of Basalt has enacted progressive policy language around affordable housing. The policy language below had had a stagnating effect on new development in Basalt, and jurisdictions should keep this in mind when adopting similar policy language.
  http://www.basalt.net/DocumentCenter/Home/View/99

1. The Town of Basalt will not lose ground on the existing level of affordable housing available in and around Basalt. This means: All new residential developments will include and integrate affordable housing into their projects, or if integration is impractical, provide affordable housing in, or near, Basalt; methods will be developed to maintain the existing affordability of housing in Basalt; non-residential projects will mitigate for impacts they create for housing; and existing affordable housing will not be lost through displacement or demolitions.

2. Affordable housing will be disbursed throughout the community and integrated into the existing community fabric.

3. The Town will pursue affordable housing through the annexation agreement process and will utilize the housing policies in the Goals and Objectives section of this master plan update, particularly Objective 4.5.5, to guide affordable housing aspects of the annexation process.

4. The Town encourages community participation in solving and benefiting from solutions to the affordable housing concern. The Town will develop a program that looks more at the total benefits to a neighborhood and to the community and relies not only on numerical standards and limitations.

5. The Town will emphasize programs that will result in the creation of affordable housing units through the construction of new attainable units or by existing units being permanently restricted for affordable housing (either through deed restrictions or other methods).

6. Affordable housing will be transit-friendly, integrate with intermodal transportation, and perpetuate the Town’s history of pedestrian walkability and transit use.
7. The Town will consider the total costs for all housing, including life cycle costs such as painting, building materials and energy costs (e.g. including heating the housing unit). The Town will work toward a zero energy footprint for all housing.

8. The Town's housing program should acknowledge regional issues and encourage coordination among jurisdictions including affordable housing standards and requirements. The Town will seek out partnerships with other entities supporting affordable housing and develop reciprocal agreements. The Town will discourage jurisdictional shopping for development approvals.

9. The Town will support creative housing solutions including projects that honor sweat equity by those benefiting from the housing subsidy.

10. The Town considers affordable housing an important aspect of the community, as important as trails, parks, open space, libraries, etc. Therefore, developers should not expect housing rents or prices to reflect the developer's costs. Affordable housing must be considered a cost of doing business in Basalt and rents and prices must reflect wages and salaries in Basalt.

- Plan4Health Tools and Resources
- American Planning Association
- The Plan4Health Resources page contains links to: The Peer Learning Network (PLN), Topic and Organization based resource libraries, and Plan4Health Toolkits on: Food Systems, Active Living, and Health in all Planning Policies.
  http://plan4health.us/tools-and-resources/

- Planning and Zoning for the Built Environment
- American Planning Association
- This Essential Info Packet (EIP) offers planners a collection of resources to help them better understand the connections between health and the built environment and integrate community health considerations into their planning and zoning work. The EIP is an annotated resource list that allows users to click through to the various websites, APA resources, and non-APA documents collected for this packet.
  https://www.planning.org/pas/infopackets/eip38/

- Shared Parking Toolkit
- Metropolitan Area Planning Council
- Shared parking means that a parking facility serves multiple destinations. Shared parking is usually an intrinsic part of downtown settings where there is public parking because the same parking facility serves many different destinations within walking distance. However, shared parking spaces can also be used in mountain or resort style communities where space is at a premium. The link below highlights a useful shared parking toolkit.
  http://www.mapc.org/resources/parking-toolkit/strategies-topic/shared-parking

- Smart Growth Self-Assessment for Rural Communities (2015)
- US Environmental Protection Agency
- The Smart Growth Self-Assessment for Rural Communities is a compilation of strategies, organized by 11 common “goal areas,” that villages, towns, and small cities can use to evaluate their existing policies to create healthy, environmentally resilient, and economically robust places. Organized in an easy to use checklist the link to this document is shown below:
**Appendix - Plan 4 Health Policy Scan Resources and Tools**

- Urban Growth Management Strategies (2008)
- The Rocky Mountain Land Use Institute, Peter Pollock, FAICP

- Where We Live
- AARP
- The AARP's Where We Live: Communities for All Ages compendium highlights more than 100 initiatives that mayors nationwide have launched to improve their communities, respond to pressing issues, and build partnerships. [http://www.aarp.org/livable-communities/tool-kits-resources/info-2016/where-we-live-communities-for-all-ages.html](http://www.aarp.org/livable-communities/tool-kits-resources/info-2016/where-we-live-communities-for-all-ages.html)

**Additional Resources:**

- ChangeLab Solutions
- ChangeLab Solutions resources and trainings help communities reduce health disparities and create more livable communities. [http://www.changelabsolutions.org/healthy-planning](http://www.changelabsolutions.org/healthy-planning)

- Building Healthy Places Toolkit
- Urban Land Institute
- The Building Healthy Places Toolkit outlines opportunities to enhance health through changes in approaches to buildings and projects. Developers, owners, property managers, designers, investors, and others involved in real estate decision making can use these strategies and tactics to create places that contribute to healthier people and communities and to enhance and preserve value. [http://bhptoolkit.uli.org/#about](http://bhptoolkit.uli.org/#about)

- Community Action Model
- Active Living By Design
- The Community Action Model highlights the importance of a community's context, defines six essential practices that undergird success, and focuses the action approach to 3Ps: Partner, Prepare, and Progress. It also describes some expected impacts. The Active Living By Design website allows for search by topic such as “Land use and zoning” and “Farmers markets”. [http://activelivingbydesign.org/resources/](http://activelivingbydesign.org/resources/)