Blueprint SILVERTHORNE

12,777'

8,730'

2014 Comprehensive Plan Update

SILVERTHORNE COLORADO

Introductory Remarks

May 2014

As the Town of Silverthorne looks to the future, 2014 signals a year of growth and change on many levels. Development in mountain communities like Silverthorne has once again gained traction, but in a more measured, strategic, and sustainable manner than in previous decades. There is a renewed focus on creating great places that people will continue to visit, where those who are lucky enough will choose to live, and that children will desire to come back to. While the economic downturn caused many challenges and hardships, the silver lining was that it allowed communities like Silverthorne to re-examine the path of growth that they were on and adjust their course to truly gain the future that they aspire to. The 2014 Silverthorne Comprehensive Plan Update embodies that spirit through bold ideas for the town.

Many of these ideas are not new, but have been voiced by the community for many years; in particular, the desire to establish a vibrant downtown in Silverthorne. Through community surveys in 2007 and 2011, the Downtown Assessment in 2011, and most recently the revised Urban Renewal Plan in 2013, residents and community leaders have widely supported the idea of creating a commercial destination in Silverthorne that is walkable, compact, includes mixed uses, and fosters a variety of businesses. This update reaffirmed that vision, and elaborated on it to recognize the importance of the Blue River and civic spaces in future redevelopment scenarios. The Pavilion, the Recreation Center, Town Hall and the Library, existing businesses, and the Blue River Trail are all community assets that provide the framework for establishing that vision.

The 2014 Comprehensive Plan Update is one of the many tools that the Town now has in place to encourage investment in the community's future and make strides towards downtown redevelopment. It will work in concert with the Town Code and development regulations to ensure that future projects uphold the principles of urban design in mountain communities. Tools such as the Urban Renewal Authority will bolster this plan by facilitating funding strategies to get projects in the downtown area built. Through illustrative graphics, detailed maps, and clear and concise goals and policies, this plan articulates the Town's vision to inspire future investments from both the public and private sectors.

This update would not have been possible without the strong community participation that occurred at every event, forum, and activity. Today's community truly cares about setting the course for a great future tomorrow, and their efforts in this plan update are recognized. Read on to see what the future holds for Silverthorne.

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"Communities are about people, and in that sense, Silverthorne is one of the greatest."

-Mayor Bruce Butler

1. Introduction

The Silverthorne Comprehensive Plan is a guidebook for the future. This community has evolved continuously over the last century and a half—from prospective placer mine, to workers' camp, to commercial center and year-round residence for permanent and second homeowners alike. Silverthorne's development pattern reflects this evolution and today, the town is positioned to re-imagine how the built environment can enhance quality of life, celebrate natural resources, and support economic sustainability. ***This 2014 Comprehensive Plan Update is the blueprint to achieving those goals through the next course of evolution in Silverthorne.***

Purpose of a Comprehensive Plan

The idea behind planning is at its essence, a simple one. It is the idea that people living in a community can guide decision making relative to growth and development. This idea often takes the form of a comprehensive plan where the community, through its local government, makes an effort to:

- Protect the health, safety, and general welfare of the citizens in the community,
- Improve the physical, social, and economic environment of the community, and
- Understand and make decisions on proposed short-term, individual actions that are based upon the long-range impacts of those actions.

A comprehensive plan is only one of the tools used to guide decision making. It is an advisory framework; no codes or ordinances are found in a comprehensive plan. Still, it is a valuable management tool that reflects the goals and objectives of the entire community, not just individuals or interested groups. It is a strong foundation upon which decisions are based.

In addition to guiding land use decisions, a comprehensive plan serves as a guide for ongoing and future public investment. Through wise land use planning, a town is able to judiciously use its fiscal resources to provide the efficient and affordable services that businesses and residents need. A comprehensive plan also helps focus a town's resources on specific strategies to achieve community goals.

More specifically, the 2014 Silverthorne Comprehensive Plan:

- Provides a framework that supports informed and consistent decision making by Town elected officials, appointed officials, and staff,
- Outlines a series of long range goals and policies concerning: land use, transportation, community design, and annexation of lands within three miles of the Town limits,
- Guides public investment and the provision of services, and
- Establishes policies to balance the rights of the individual with the interests of the community at large.

As a guiding policy document, the Silverthorne Comprehensive Plan provides direction for land use regulations, namely the **Development Code** and **Design District Standards**. Those regulatory standards must be updated periodically to accurately reflect the Community Vision, Goals, and Policies set forth in this plan.

Need for the Update

Since the last update in 2008, there have been immense shifts in the global economy, which have trickled down to localities like Silverthorne in many ways. Being a recreation and tourism-driven community, growth and development slowed considerably, and investment in improvements to existing buildings, infrastructure, and redevelopment nearly came to a halt. Some exceptions included a handful of residential projects and some significant commercial projects (e.g., Lowe's, Murdoch's).

Meanwhile, as the economic collapse of 2008–2012 ran its course, the Town seized the opportunity to take a step back and evaluate what was working and what was not in order to meet its Community Vision. There has long been a desire to create a vibrant downtown area, which complements Silverthorne's regional commercial businesses and elevates the everyday experience for locals and visitors. Through plans such as Downtown Colorado Inc.'s Downtown Assessment, the Summit County Walkability Report, and most recently, the Urban Renewal Plan, the Town made significant strides towards understanding the strengths and weaknesses of Silverthorne, and positioning itself to capitalize on opportunities that meet the community vision (see Chapter 2 for a summary of previous plans).

The timing of laying groundwork through those efforts has been ideal as 2014 has signaled a change in tourism-driven mountain communities across Colorado and the west for development. Projects that were put on hold are beginning to come back, especially those with a renewed focus on long-term economic sustainability and quality of life.

The 2014 Update is especially focused on commercial land, as it presents one of Silverthorne's greatest opportunities to realize its long-held goals for creating identity, sense of place, and economic vibrancy on a variety of levels. It is essential that new commercial development is well-defined by ***place, purpose, and mountain community character***. What occurs where matters, and the vision and policies set forth in the 2014 Update outline that principle more clearly than ever before.

Planning Process

The 2014 Update included extensive public involvement, including direct outreach (stakeholder interviews, planning chats at the Recreation Center, a local church, and a coffee shop), engaging public meetings (an open house and a workshop), and new technology (MindMixer™ online tool). The process also included input from Town leadership and decision-makers.

Specifically, the planning process included:

- Public Open House (March 3)
- Public Workshop (March 31)
- Planning Chats (4 total)
  1. *Red Buffalo Coffee (March 5)*
  2. *Recreation Center (March 6)*
  3. *St. Mary's Catholic Church, Spanish Mass (March 9)*
  4. *Recreation Center (March 11)*
- Stakeholder Interviews (18 total)
- MindMixer – "Engage Silverthorne" online forum
- Economic Development Advisory Committee
- Town Council Work Sessions and Planning Commission Meetings

Themes Heard from the Community

Throughout the planning process, there were certain themes that emerged that reflect today's community vision.

- *"More restaurants and local businesses"*
- *"Engage the Blue River"*
- *"Create a destination"*
- *"We need identity and sense of place"*
- *"A place children will come back to"*
- *"Modern mountain town with highway orientation"*
- *"We need density and mixed uses to support a downtown"*

- *"Consider what the market will support"*
- *"Arts, culture and recreation elevate commercial places"*
- *"Don't turn our backs on large-scale commercial"*
- *"Signage and gateway features need to invite people in"*
- *"Incorporate new with the old, where possible"*
- *"Connectivity throughout downtown is key to its success"*
- *"We need places for live music, events, festivals"*
- *"Emphasize families, places for children and adults to enjoy"*
- *"More stay-and-play opportunities in Silverthorne"*

A complete summary of public outreach can be found in Appendix B.

How to Use this Document

This plan is first and foremost a tool for decision-makers and property owners to use in making choices about public investment and land development in the future. Various graphics are meant to inspire, and Goals and Policies specifically articulate how to achieve the Community Vision. As it is an advisory policy document, this plan will inform subsequent revisions to the Town Code to ensure consistency between the two.

Each chapter serves a specific purpose. Chapter 2 provides a more in-depth glimpse of what has brought Silverthorne to this point in time, especially related to the topics of Land Use, Transportation, Community Design, Growth and Economic Development. Chapter 3 reaffirms the Community Vision. Chapter 4 presents the Goals and Policies, including the Community Blueprint – the Future Land Use Map, and the Downtown Blueprint (a conceptual plan specifically for the Town Core). Chapter 5 is focused on Implementation, presenting actions and priorities for the years ahead.

"What I love about Silverthorne most is that Silverthorne seems to have done a great job in planning the town and neighborhoods, in preserving the views, the river corridor, natural surroundings, etc. Silverthorne is a very aesthetically pleasing place to call home!"

2. Silverthorne Today

Relevant Planning

The Town has undergone several important planning efforts in the last few years as a response to the changing economy and new community goals. These include the Urban Renewal Plan (2013), Community Surveys (2007, 2011), and the Downtown Assessment (2011). Each of these help support this Comprehensive Plan Update.

Urban Renewal Plan

In 2013, the Town embarked on the revision of the Silverthorne Urban Renewal Plan. The Revised Plan "focuses on the need to utilize tools available through the Urban Renewal Law to assist in the creation of a compact, mixed use, pedestrian-oriented commercial district. The Revised Area includes all or portions of the Town Core District, the Town Core Periphery District, and the Gateway District as identified in the 2008 Silverthorne Comprehensive Plan, the Town Code, and the District Design Standards. The goal is to encourage intense redevelopment that will include a diverse mix of ground floor retail, commercial, restaurant, and entertainment uses with office and residential uses above the ground floors. The result will be a pedestrian-oriented destination that will serve as a focal point for the community.

Use of urban renewal powers will allow the Town to achieve this vision and to provide private enterprise resources that are critical to the attainment of the vision of the community."

The Urban Renewal Plan is a powerful tool for the Town to use in conjunction with the 2014 Comprehensive Plan to kick-start investment in Silverthorne's downtown, particularly because it will make available Tax Increment Financing (TIF) funds for projects within the Town Core. *For more information on the mechanics of that process, see page 7, "Focus On: The Urban Renewal Plan."*

Community Surveys

The Town conducted community surveys in 2007 and 2011 in order to gather information to help in setting priorities on specific topics and general policy issues. In 2007, 56% of respondents were full-time residents; in 2011, that increased to 62%. In both surveys, when asked why people lived in or bought property in Silverthorne, recreational amenities, access to winter recreation, scenery/surroundings, proximity to Denver/Front Range, and summer climate topped the lists.

In 2011, the "Three Most Important Issues Facing the Town in the Next 5 Years" were:

1. Economic development efforts
2. Development of a downtown core
3. Growth management

The same question in 2007 resulted in:

1. Growth management
2. Forest/pine beetle management
3. Development of a downtown core

As the pine beetle epidemic wanes and restoration efforts on the White River National Forest have begun to take hold, it is evident that the community is now more focused on Silverthorne's economic sustainability, growth and development of the downtown core.

Silverthorne Downtown Assessment

In 2011, the Town of Silverthorne applied for, and received, assistance from the Downtown Colorado, Inc. (DCI) technical assistance program. DCI is a clearinghouse for information, assistance, and services through collaborative program development with public and private entities supporting commercial district revitalization initiatives in Colorado. The program is partially supported by the State Historical Fund and the USDA Rural Development. A variety of stakeholders participated in the two-day charrette from the Town, local agencies and organizations, and the greater community.

DCI enlisted specialists focused on landscape architecture, signage and way finding, economic development, financing mechanisms, marketing and promotions, infill redevelopment, and more. The team met with numerous stakeholders and groups working in Silverthorne to identify the priorities. The community made it clear that community development and creating a sense of place was a primary goal.

The Downtown Assessment included a detailed inventory of what Silverthorne is, and offered insight on its potential future direction. It recognized the Town's role as a place to "get things done" and its assets such as the Pavilion, the Recreation Center, the Blue River Trail, and many local trades and businesses. With retail stores such as Lowe's, Murdoch's, and Target, it is a commercial hub for Summit County and the region. It also identified shortcomings that are challenging the development of a true downtown, such as its lack of "sense of community" or "welcome" features.

The Downtown Assessment leads directly into the 2014 Comprehensive Plan Update because it presented many recommendations that have been further vetted with the community through this effort. One such idea is to focus "Main Street" development on 4th Street with the catalyst location being the southwest corner of 4th and SH 9. The report states:

- "New development on this corner will identify the location and be a starting point for redevelopment throughout the commercial core."

Many other recommendations resonate today, and were reflected in the Comprehensive Plan Update's public process. Some of the most relevant include:

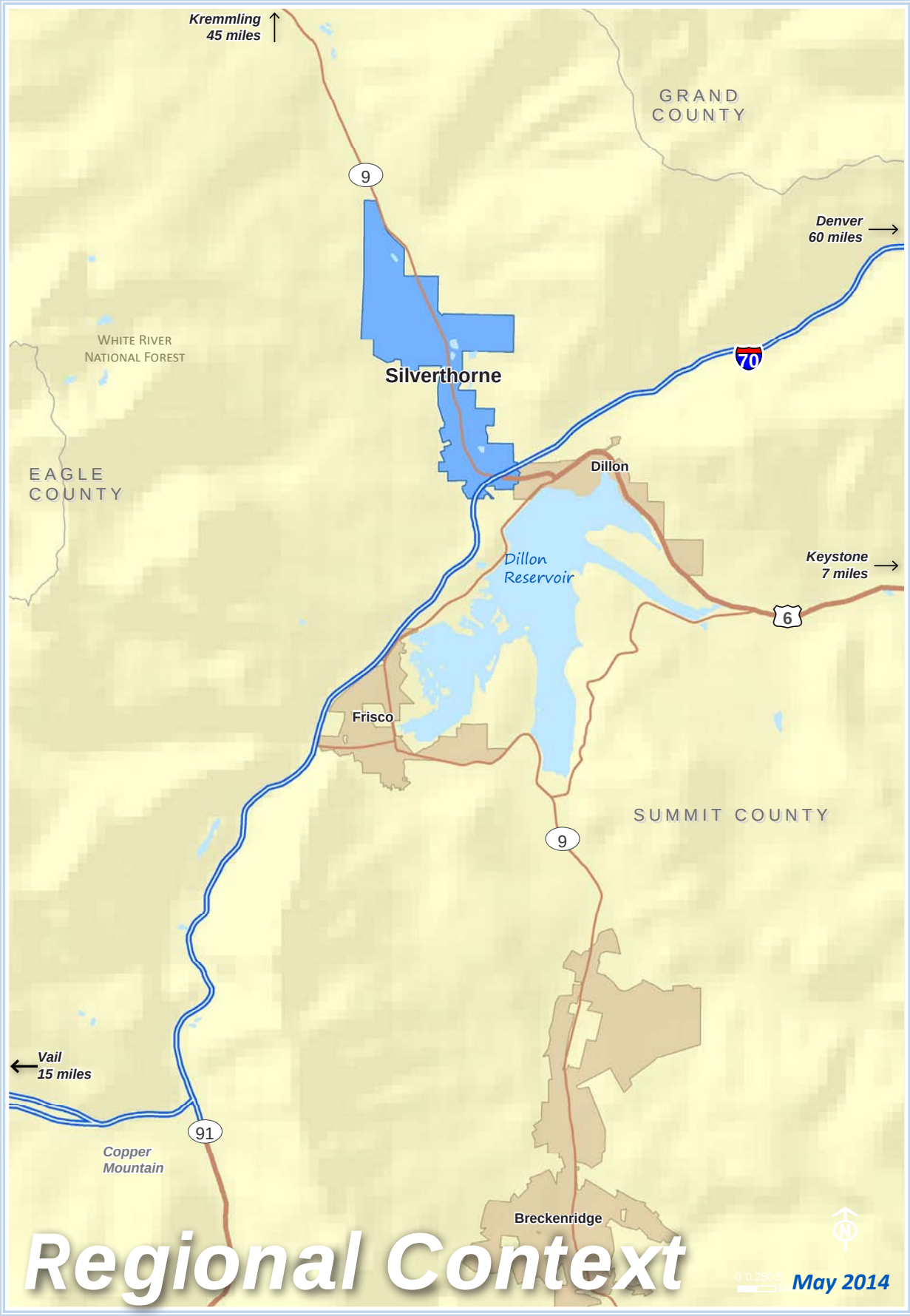
- "Support from both the Town and private sector needs to be established to mobilize the necessary resources to identify and promote events and potential development opportunities."
- "Special district mechanisms could be any one or a combination of any of those listed below, see appendices for more detail. [Such as] utilize Silverthorne's Existing Urban Renewal Authority."
- "Add teeth to the code. If the codes you have direct you to approve development a certain way, make sure this is in line with the visionary documents you have in place. Plans and codes that are at odds with each other will cause confusion and distrust within the development community and with citizens."

Conditions and Opportunities

Every few years, the Town updates their Community Profile, which includes statistics on demographics, growth and development trends, employment trends, inventories of public facilities such as parks, recreation and trails, and more.

The Community Profile was last updated in 2012 and provides the most current and accurate information to inform decision making within this Comprehensive Plan. The information found in the 2012 Community Profile, provides both a snapshot of current conditions, and helps the community infer how present trends will influence the community's future opportunities. Public input and data collected during the update process also helped to inform this discussion.

As the town reaches build out, infill and redevelopment of commercial properties will not only shape Silverthorne's economic sustainability, but also its character and quality of life. New neighborhoods and recreation amenities will also further evolve who lives in and spends time in Silverthorne. The following sections provide background and insight on how the Comprehensive Plan policies address current needs and position the town for desirable growth and progression.


Kremmling
45 miles
GRAND
COUNTY
9
Denver
60 miles
WHITE RIVER
NATIONAL FOREST
70
Silverthorne
EAGLE
COUNTY
Dillon
Dillon
Reservoir
Keystone
7 miles
6
Frisco
SUMMIT COUNTY
9
Vail
15 miles
91
Copper
Mountain
Breckenridge
Regional Context
May 2014

Land Use

According to the 2011 Community Survey, the largest number of respondents said that "Scenery" and "Recreational Amenities" were their top reasons for why they live in Silverthorne. The town is surrounded on two sides by National Forest and Wilderness Areas. Within town, the Blue River is a Gold Medal Trout Stream; the Recreation Center provides year-round aquatics and fitness; the Raven at Three Peaks is an 18-hole golf course that features a Nordic Center in the wintertime; Rainbow Park is home to one of Summit County's largest community parks, with a skate park, playground and tot lot, tennis courts, volleyball, and soccer; and the Blue River Trail and other trails allow people to bike, hike, walk or ski throughout the year.

Commercial land plays a critical role in the economic sustainability of Silverthorne, and thus, has had a strong influence over its land use policy and pattern. The Town does not have a property tax, so relies heavily on sales tax revenue. The Outlets at Silverthorne account for approximately 11% of total sales tax revenue, followed by consumer retail (24%), food/liquor (16%), building retail (10%), automotive (7%), services (5%) and lodging (3%).

Silverthorne plays an important role in providing year-round housing options for Summit County's permanent population, which is partially due to the number and variety of options that are available. Residential neighborhoods include apartments and multi-family units, condominiums and duplexes, townhomes, traditional single family homes, and large vacation home properties.

There are approximately 1,967 housing units presently built in Silverthorne. The largest neighborhoods include:

Single-Family Neighborhoods	Built Units
Three Peaks	220
Willowbrook	153
Eagles Nest	182
Ptarmigan Trail Estates	94
Multi-Family Neighborhoods	**Built Units**
Eagles Nest	166
Willowbrook Meadows	131
Sierra Madre I & II	125
The Ponds	84

Silverthorne's existing land use pattern has a clear distinction between residential neighborhoods and commercial development. Generally speaking, neighborhoods are situated in the northern and eastern portions of the community, and commercial development is located in the central and southern portions of town, centered on State Highway 9 (SH 9), US 6 and the Interstate 70 (I-70) interchange.

For residential neighborhoods in the coming decade, the build-out of Three Peaks, Angler Mountain Ranch, and South Maryland Creek Ranch will likely increase the number of homes in Silverthorne, some of which would serve as year-round and some of which would be vacation properties. Smith Ranch, a proposed workforce housing development, will contribute significantly to the availability of year-round attainable housing and would be the largest project of its kind in Silverthorne.

In community surveys (2007 and 2011) and public processes, residents of Silverthorne have indicated that the development of a "downtown" would greatly add to its quality of life and community character. Unfortunately, this has not been realized for several reasons. The economic downturn of the mid-2000s nearly halted all development, especially in tourism-driven communities like Summit County. Then, while several highly visible and economically-significant projects have occurred (e.g., Lowe's, Murdoch's), smaller, individual projects within town have continued a typical strip-commercial, auto-oriented (drive-to) pattern —the Town Code has not had adequate provisions specific to the Town Core to encourage and enforce the type of development that would create a vibrant downtown (high density, mixed use, compact, etc.). Lastly, the downtown area lacks the "bones" that are essential to a compact, walkable urban form. *See page 11, "What Makes a Great Downtown?"*

Transportation

Silverthorne is considered by many to be the gateway to Summit County and much of western Colorado, due to its location as the first exit west of the Eisenhower Tunnel along I-70, at the crossroads of SH 9 and US 6.

Where Does Great Downtown Development Start? *by Mark Kane, Community Planner*

When a community is trying to create a new "core," one of the biggest challenges it faces is knowing where to start. Luckily for Silverthorne, this 2014 Comprehensive Plan Update, as well as all of the prior efforts on defining the elements of its downtown, help answer that question. You start with a ***vision***.

What comes next is even harder—a new downtown needs ***momentum***; something tangible which helps establish the vision and points the way forward. Whether it's a new hotel, a commercial or mixed use building, or a performing arts center, identifying a real opportunity is essential. While ultimately the private sector will play a pivotal role in helping realize the Community Vision, it often needs a kick-start through public investment. The public sector can help establish infrastructure that supports commercial and residential forms, can enable or create shared parking, and can enhance the pedestrian experience to make downtown a great place to spend time, work and live. The first step is to target investment that is aligned with the goals and policies of this Plan.

Many of the greatest examples of downtowns in western mountain communities are places that were established as mining or ranching towns—Telluride, Crested Butte, Steamboat Springs. New development could never replicate those places, but it can emulate them through density, building heights and form, streetscape amenities and parking design. Public investment in infrastructural improvements will set the stage by creating the framework for downtown development to take shape.

The community must be active in driving the vision forward and continuing to support key investment choices. Establishing a great downtown in Silverthorne will involve a series of intricate and interwoven steps and will happen over time. Staying true to the vision set forth in this plan will ensure that key choices are aligned and moving in the same direction over the course of that evolution.

Travel To and Through Silverthorne *by Molly Veldkamp, AICP, Transportation Planner*

Within Silverthorne are some very important roadways that carry traffic to and through Silverthorne. In particular, State Highway 9 (SH 9) provides access to the heart of Silverthorne, but also carries people to Steamboat Springs and Routt County. Anyone who has experienced weekend traffic delays on SH 9 in the vicinity of I-70 knows how important it is to maintain an effective through connection.

However, while corridors like this provide passage through the Town to other destinations, they also provide access to homes and regional destinations for the residents of Summit County. Finding the balance between travel through a community and travel to and within a community for all travel modes can be difficult, particularly in a community like Silverthorne that has City, County, and State agency interest at play.

Continued coordination will be key to successfully balancing SH 9's role as a regional roadway, as well as a local corridor. The future development along SH 9, particularly near 4th Street, is expected to change quite drastically. To fully support the proposed development of a true downtown core, the area roadway network needs to change as well. Sidewalks need to be provided on both sides of streets in the town core. On-street parking can provide separation between traveling vehicles and pedestrians and provides front door parking access for anticipated retail establishments. Shared parking lots and enhanced pedestrian connections can create a "park once, then walk" environment for Silverthorne.

Denver International Airport is roughly 100 miles, or a two-hour drive, from Silverthorne. There are five ski areas within a half-hour drive from the town—Breckenridge Ski Resort, Copper Mountain Resort, Keystone Resort, Arapahoe Basin and Loveland Ski Area. Vail Resort and Beaver Creek Resort are less than an hour away. Several companies currently provide shuttle service between DIA and Summit County. Additionally, Colorado Department of Transportation (CDOT) is planning for a bus route that would provide connection between Glenwood Springs and Denver Union Station—traveling from Glenwood Springs to Denver in the morning and Denver to Glenwood Springs in the evening, with a local stop in Frisco.

Within Silverthorne, SH 9 (north side of I-70)/US 6 (south side of I-70) is the primary travel corridor. CDOT reports that the annual average daily traffic (AADT) on SH 9 just north of Rainbow Drive is 23,000 vehicles (for comparison, Highway 40 through downtown Steamboat Springs also has an AADT of 23,000); just south of that location, approaching the I-70 interchange, the AADT is 31,000. Near the intersection of 4th Street, the SH 9 AADT volumes drop off to approximately 15,000. Traffic consists of local residents and trucks, as well as tourism and commercial vehicles traveling north to the communities of Kremmling (Grand County) and Steamboat Springs (Routt County). Within the Town limits, SH 9 serves the existing traffic well and has a relatively low crash rate compared to other similar roadways in the state.

Because of its location in CDOT's network, it is imperative that SH 9 continue to serve the needs of vehicles as a primary travel corridor for the region. The community does not envision SH 9 becoming a "the" main street, but rather in support of one running east-west on 4th Street. To do this, improvements must be made to promote a more inviting experience through the heart of the community for all travel modes.

Parking is abundant throughout Silverthorne and is indicative of the drive-to nature of existing commercial development. The majority of the existing pedestrian infrastructure found along both SH 9 and US 6 would generally be described as uninviting based on the current land use and lack of convenient and comfortable crossings and connections. This is not only due to the roadways proximity to which the pedestrian facilities are located and the perceived speed at which cars and trucks travel on these roads, but also due to the lower density, spacious development pattern and lack of pedestrian amenities. Most parking today is on-site, versus on-street or in large parking "reservoirs" (lots or garages), and despite recent changes in the Town Code lowering parking requirements, few businesses have implemented the standards.

Summit Stage provides transit service in and around Silverthorne with four transit routes, which all make connections at the Silverthorne Transfer Station located at the corner of Adams and 4th Street. Summit Stage is currently undergoing a planning study to evaluate changes and modifications to the transit system. One of the options being considered in Silverthorne is relocating the Transfer Station closer to I-70. This would be conducive to the redevelopment ideas and options proposed in this plan.

In addition to serving the Town of Silverthorne, the existing transportation network provides access to the myriad of neighborhoods surrounding the town that reside in the County. These connections are key to providing access to and from these communities. It will be important to continue to maintain and enhance these connections for all modes of travel.

Community Design

Silverthorne's small town, mountain community character is what draws many to live here. Especially in residential neighborhoods, views and the integration of the natural surroundings creates an aesthetic quality indicative of mountain living.

Silverthorne has also made sure that many of these qualities are reflected in commercial development. Large retail stores like Target and Lowe's have made specific changes to "standard building designs" through architectural detail and the choice of materials, that reflect mountain character.

The Town has made a number of streetscape improvements to SH 9, at Rainbow Drive and northbound, including welcome signage and a landscaped median with colorful flags. As it functions today, this design is identifiable and beautifies the corridor.

Community design will become paramount in the development of Silverthorne's downtown and beyond. Through this planning process, residents and decision-makers expressed their palate for moderate heights (with appropriate modifications for view preservation), the use of enduring (not trendy) materials and forms, mixed uses, and streetscape improvements such as sidewalks, landscaping, lighting, seating, and signage. It is evident that community members would like future development to reflect Silverthorne's connection to its natural environment and mountain town heritage, but is also supportive of new design ideas that would create a downtown.

The Blue River emerged as a central theme of the Comprehensive Planning process; specifically, how to sensitively integrate it into the built environment. More crossings, more public access to green space along its banks (with careful consideration of high run-off periods), and more development that looks out onto its scenic beauty were all seen as opportunities for the future.

Growth

Silverthorne today has approximately 3,993 people and is home to roughly 15% of Summit County's permanent (year-round) population. Between 2000 and 2010, the town grew at a rate of approximately 1.8% annually, a sharp (but perhaps more sustainable) turn from the rapid growth in the 1990s (>8% annual growth rate). In the future, the Colorado Department of Local Affairs' State Demographer estimates that Silverthorne's population could grow to approximately 5,050 by the year 2025.

Beginning in 2003, there was an increase in commercial valuations due to the construction of a Target retail store on Blue River Parkway, followed by the remodeling of the Silverthorne Outlet Stores in 2005. This growth in commercial activity was paralleled by growth in residential development continuing at a strong pace through 2008. Development activity in all sectors slowed significantly in 2008 and 2009 due to the national economic recession. In 2011, some commercial growth recurred with the construction of Lowe's and AutoZone retail stores. 2013 saw the most growth in residential building.

Building Permits 2003–2013

Year	Permits	Total Valuation	Residential Valuation	Commercial Valuation
2003	82	$14.9	$12.6	$2.3
2005	102	27.8	26.2	1.6
2007	132	25.6	20.3	5.3
2009	86	9.7	7.2	2.5
2011	59	11.1	6.8	4.3
2013	47	29.4	28.3	1.0

Silverthorne has a growing Hispanic population. The US Census reported that in 2000 there were 751 Hispanics or Latinos (of any race), accounting for 23.5% of Silverthorne's population; in 2010, there were 1,071 Hispanics or Latinos (of any race), accounting for 27.6% of Silverthorne's population.

The age and demographic profile of residents also shifted over the last decade, indicating that the population is becoming older and more stable. More people are retiring in Summit County, and Silverthorne is becoming less transient with more quality jobs and affordable housing opportunities.

The development of Silverthorne's Town Core, including mixed use commercial and residential uses, will influence who chooses Silverthorne as a place to live and a place to visit. The National Association of Realtors' 2013 Community Preference Survey indicated strong interest in walkable, mixed use neighborhoods across the country and in a variety of age groups. Access to shops and restaurants, jobs, and public transportation are all increasingly important factors when purchasing a home for today's buyers. "The higher preference among those under age 40 for walkable communities, revitalizing cities, and alternative transportation tells us the high importance these community traits will have with the consumers of tomorrow." Evidence also suggests that more and more aging baby-boomers are seeking to be in walkable, convenient neighborhoods.

In Summit County, the strong demand for housing products within close proximity to a downtown core is evident in Breckenridge and Frisco. There may always be home buyers that are seeking a mountain cabin or spacious property, but mountain community downtowns are sought-after and desirable for people that live there year-round, are visiting on vacation, or who are investing in a vacation home. This product is currently unavailable in Silverthorne, and the Town Core is the town's strongest opportunity to meet that demand.

Burlington, VT

Eagle Ranch, CO

Boulder, CO

What Makes a Great Downtown: Taking Back the Street for Public Realm

by Mary Hart, Urban Designer/Landscape Architect

There are a handful of basic principles that support the creation of streets where people want to be and cause communities to flourish. The street should be considered as civic space for all users, not only favoring cars, but also providing integrated transportation options for buses, pedestrians, and cyclists. The following characteristics make great streets and lead to vibrant downtowns:

Variety of Use: Mixed uses that include a balanced and vibrant array of compatible uses. Retail, restaurant, office and civic uses are supported by a diverse residential base.

Interesting: A place where people want to get out of their car and explore. Buildings have transparent first floor store fronts generally reserved for retail and restaurant uses on primary corridors. Storefronts address the street and sidewalk, so that pedestrians closely interface with windows, signage, and each other. Buildings should be simple compositions of facades creating succession and rhythm, using materials that are pleasing to the senses.

Shaped: Human scale of the "outdoor room" created by the street and a solid wall of buildings that enclose it on both sides. Overhead elements such as street trees, lighting, and awnings create "ceiling" enclosure.

Safe: Calm the traffic and protect the pedestrian from cars. Lower speeds are the result of narrowest possible lane widths, small corner radii, and on-street parking that acts as a buffer to traffic and helps pedestrians feel comfortable.

Walkable: Short, well-connected blocks, curbs, and sidewalks with street trees, tasteful signage or landmarks for wayfinding, lighting, seating, awnings, and arcades for comfort.

Social: Community destinations such as parks, plazas, shopping and entertainment knitted into civic space that encourage social encounters.

Focus On: The Urban Renewal Plan *by Anne Ricker, Economist*

The Town's intent in establishing an urban renewal district was to encourage private investment and reinvestment in targeted areas while strengthening the tax base of the entire community. The Silverthorne Urban Renewal Authority, in partnership with Town Council, recognized several extraordinary challenges associated with advancing financially feasible projects in these locations and identified urban renewal as an important tool to overcome barriers and capitalize on opportunities. Whereas urban renewal can only succeed through the collaborative efforts of the public and private sectors, and its statutory purpose is to cure blight and advance Town-supported goals through sound community development practices, it will be an essential resource used to implement the goals and policies of this Comprehensive Plan Update.

Goals of the Silverthorne Urban Renewal Authority include: curing conditions of blight as defined in the law; promoting projects which provide a public benefit; being proactive rather than reactive in soliciting private investment and reinvestment; fostering the creation of quality places; promoting best practices in design and development; and encouraging a greater diversity of products that meet the needs of residents and visitors to the community.

The Authority's and Council's mission is to encourage private investment and reinvestment where desired development would not or has not occurred, to: foster partnerships…enhance, preserve, and restore community assets…protect and improve the quality-of-life…stabilize the tax base…compel quality urban planning and design…ensure fiscal prudence…and promote cultural sensitivity.

Economic Development

The Town of Silverthorne defines economic development as a program for the support of local businesses, attraction of new ones, and improvement of the local business environment through:

- Proactive promotion of the Town's assets and opportunities.
- Strategic and balanced use of its land and natural resources.
- Greater understanding of local, regional and national markets and industry trends.
- Realistic understanding of the financial feasibility of potential projects.
- Provision of incentives and other municipal resources to overcome economic gaps.
- Quality development of both business and residential sectors of the community.

Sales tax collections provide for as much as 70% of the revenue necessary to fund Town operations and complete capital improvements. To ensure the stability of its commercial land base, while growing and diversifying other Town revenues, and collectively sustaining the area's quality of life, in 2003 the Silverthorne Town Council established the goal of developing an economic development strategy. Efforts completed in furtherance of this goal include preparation of a "downtown" design document; designation of an urban renewal area; numerous successful commercial recruitment initiatives; the commission of various economic and market studies; and, appointment of numerous professionals to an economic development task force.

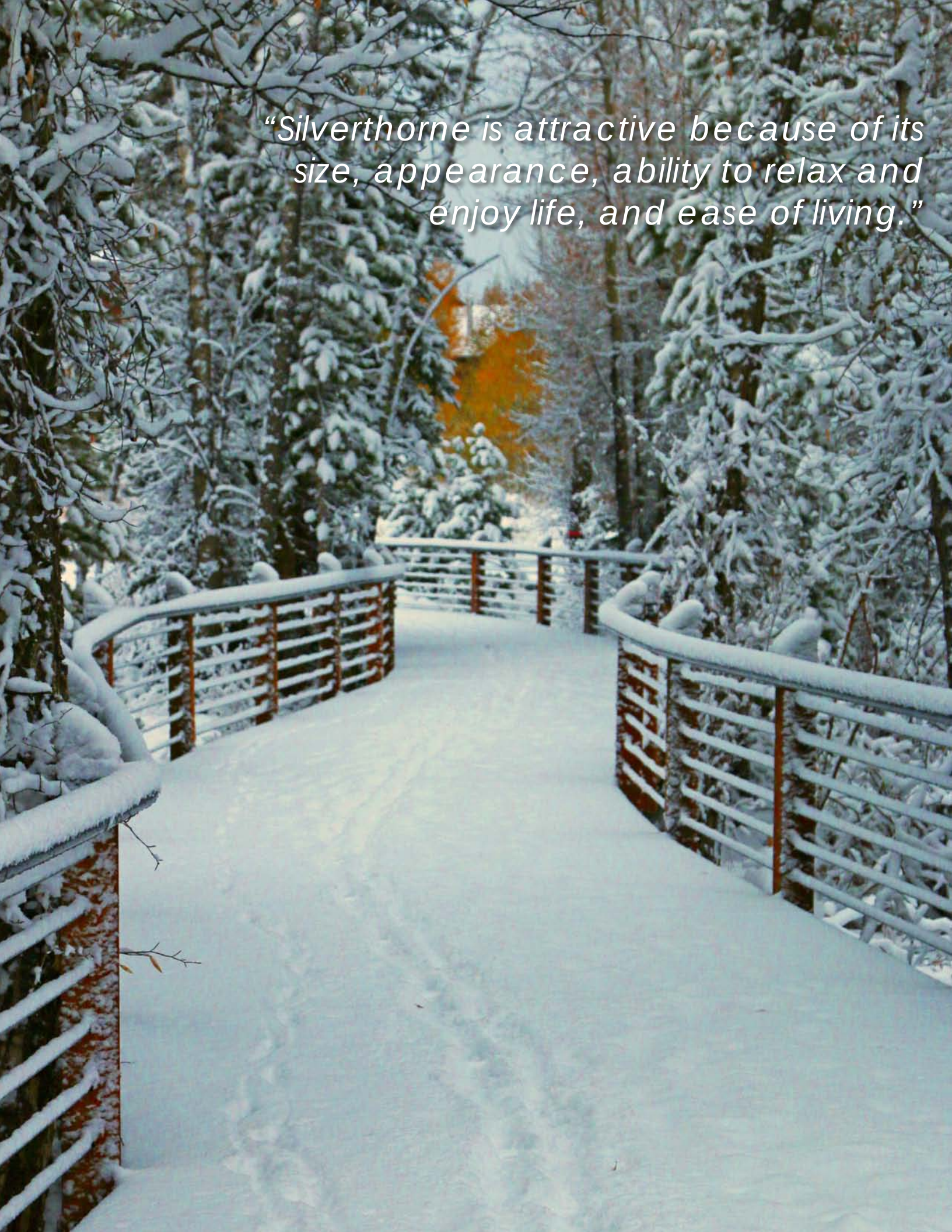
In addition to Town Council, economic development is guided by the Economic Development Advisory Committee (EDAC), a community-based advisory group whose focus is to enhance and improve the business climate and economy in the Town of Silverthorne. Major projects in the last several years include the establishment of Lowe's in 2012 and Murdoch's in 2014. These projects have region-wide appeal and strongly bolster the local sales tax revenue.

Silverthorne has a number of business incentive programs that were adopted in 2012 under the umbrella of the Economic Development Incentive Policy. The policy's over-arching goal is to partner with the business community to foster a diverse, stable, and sustainable economy. Incentives include the Business Improvement Grant Program, the Enhanced Sales Tax Incentive Program (ESTIP), the "We Are Silverthorne" marketing campaign that highlights local businesses, and the Silverthorne Energy Smart Program.

Large commercial projects will continue to play an important role in the economic development of Silverthorne, as they provide a solid foundation upon which to support smaller-scale and locally-owned businesses. National brands will continue to anchor retail developments, and allow smaller and locally-owned and operated businessess to respond to the demand for more diversity in stores and restaurants.

The Urban Renewal Authority will be instrumental in how and where certain types of businesses will establish. As discussed previously, it will be a powerful tool for the Town to use to make public investment using TIF funds in infrastructure and improvements within the Urban Renewal Area.

Recreation is integral to Silverthorne residents' way of life, and also presents an opportunity for economic development in the future. There is an opportunity to build upon amenities such as the Recreation Center and Blue River Trail to reinforce Silverthorne as a year-round destination for recreation and enjoyment of the outdoors, drawing more and more people to the community. There may be potential for primary revenue generated from new facilities (user fees), as well as secondary revenue generated from encouraging people to stay longer in the community once they are here for a particular activity (money spent at local businesses). The Town is currently undergoing an update to their Parks, Open Space and Trails Master Plan, which will explore those opportunities.



"Silverthorne is attractive because of its size, appearance, ability to relax and enjoy life, and ease of living."

3. Community Vision

Originally written in 2001 and revised with each Comprehensive Plan Update, the following statements describe Silverthorne's community values as they relate to overall vision, land use, transportation, design, growth and economic development. The statements form the foundation for the goals, policies, and actions in the proceeding chapters.

Overall Vision

"Silverthorne, a vibrant mountain community of residences and businesses in the Lower Blue River Valley, is dedicated to protecting its spectacular natural resources, enhancing its sense of place, and creating a diverse, stable and sustainable economy."

Land Use

A cohesive community of diverse residential neighborhoods, commercial and employment centers that include a walkable downtown, and recreational resources that serve local and regional needs, set within a beautiful and scenic mountain landscape.

Transportation

An efficient multi-modal transportation system that serves the mobility needs of residents and visitors, providing safe, convenient connections between key destinations within a well-connected network of highways, roads, sidewalks, paths and trails.

Design

A scenic town whose built environment blends authentic mountain character with contemporary, quality design. Attractive gateways and corridors, distinct residential, commercial and industrial districts, and integration of the natural environment promote its sense of place and small town identity.

Growth

A cohesive pattern of development that reflects responsive and responsible growth, and is supported by adequate infrastructure and efficient intergovernmental services, to accommodate current and future residents and promote healthy economic expansion.

Economic Development

Further establish Silverthorne as a regional economic and commercial hub with services for tourists and locals alike, through a series of commercial centers and including a vibrant, walkable downtown. Silverthorne will continue to become a diverse, well-rounded, self-sufficient, exciting community that capitalizes on its strategic location and year-round opportunities within its beautiful mountain surroundings.

"I would like to see a main street in Silverthorne. It would bring tourism business and a better sense of community."

4. Goals and Policies

If the Community Vision expressed in Chapter 3 is the "idea," then the goals and policies presented in this Chapter establish the blueprint. Defining goals is critical to success in realizing the Community Vision; they establish the over-arching theme or point the direction. ***Goals*** provide structure to the vision and can be used to measure progress towards achieving it.

But broad goals aren't enough—policies are needed that support them. ***Policies*** are more specific and explore many dimensions of community development (land use, design, etc.). Policies help clarify objectives in realizing goals and help decision-makers determine if a specific project or policy "makes sense" relative to the Community Vision. Policies help to stay "on-theme" and on direction relative to the Community Vision.

Beyond the narrative description of these goals and policies, this Comprehensive Plan Update also provides visual representatives of future land uses within Silverthorne, consistent with the Community Vision. Four different graphic components are provided which help reinforce the goals and policy statements.

The Community Blueprint is the future land use map for Silverthorne and illustrates the overall composition of general land use classes throughout the current Town boundary.

The Downtown Blueprint is a more detailed illustration of the land use classes that could comprise a vibrant, well-connected and cohesive downtown area.

The Core Concept Study Plan further depicts a possible development scenario that would be supported by the Comprehensive Plan's Goals and Policies, and what would "fit" within the existing street network and land area.

Illustrative Renderings for various places and elements of a downtown area offer loose interpretations of what they might look like in the future.

The following Goals and Policies, and supporting graphics, are organized by the following Plan Elements:

- Land Use
- Community Design
- Transportation
- Growth
- Economic Development

GOAL LU 1: LAND USE PATTERN

Establish a pattern of future land uses that promotes health, safety, and well-being for all members of the community; makes the most efficient use of land, community facilities, and services; promotes economic vibrancy; and protects and integrates natural resources.

Policies:

LU 1.1
Encourage a logical pattern of development, in which the highest density and intensity is found in the Town Core and Gateway commercial districts; radiating outward to Periphery, Business Park, and Destination Commercial districts; eventually to lower density residential development on the northern and eastern edges of Town.

LU 1.2
Locate commercial development within the defined commercial areas of town, as identified in the Town of Silverthorne Future Land Use Map ("Community Blueprint"). Locate residential development within designated residential areas, and ensure that they transition from higher to lower density as the distance from the commercial core increases.

LU 1.3
Promote compatibility of land uses throughout Silverthorne's built environment to establish a logical, cohesive development pattern.

LU 1.4
Encourage infill development and redevelopment prior to the establishment of new commercial areas in Silverthorne.

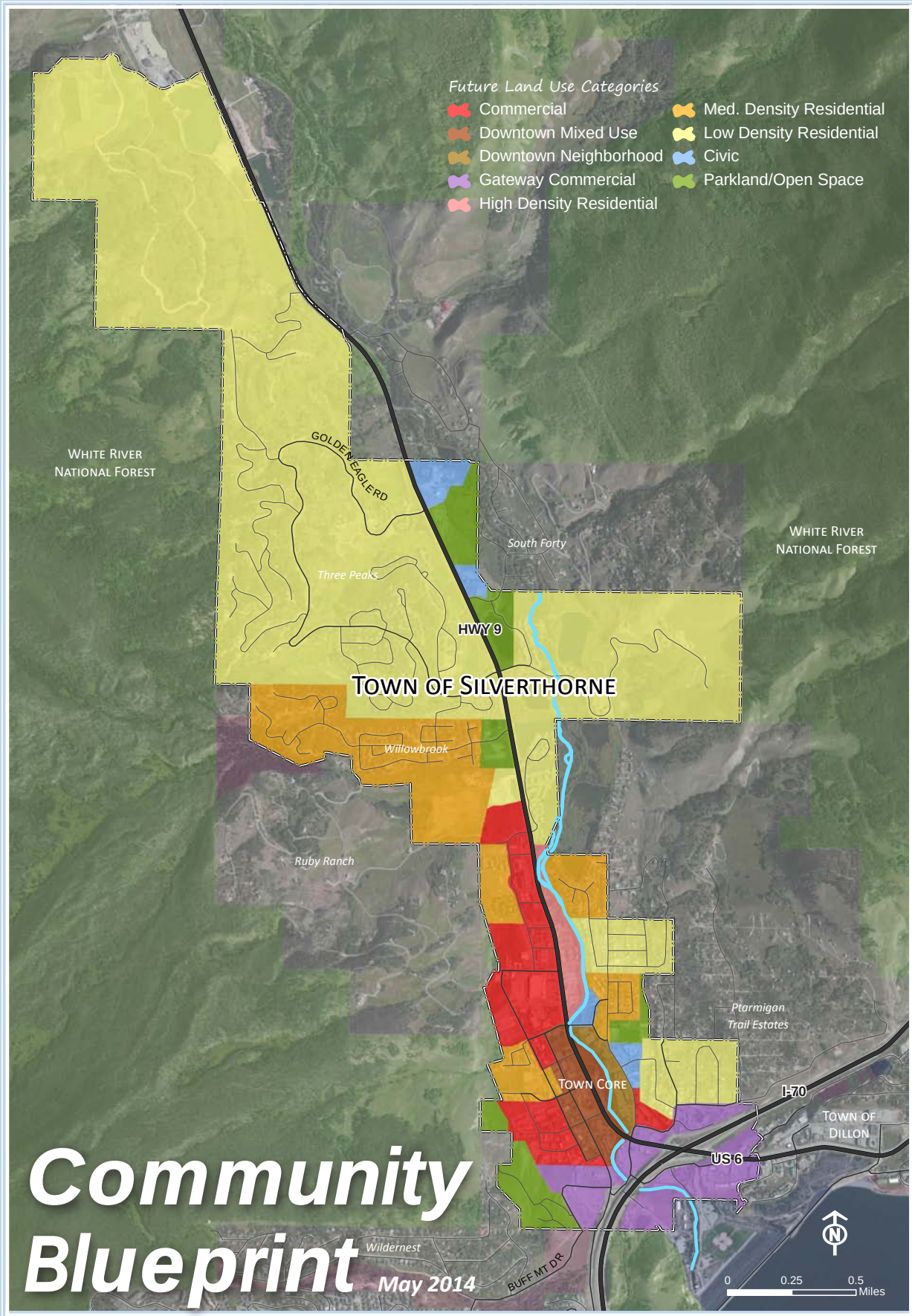
LU 1.5
Integrate and establish public lands including parks, open space and trails, throughout Silverthorne to provide access to the outdoors for all residents, as well as to provide buffers and greenspace for environmental protection and hazard mitigation.

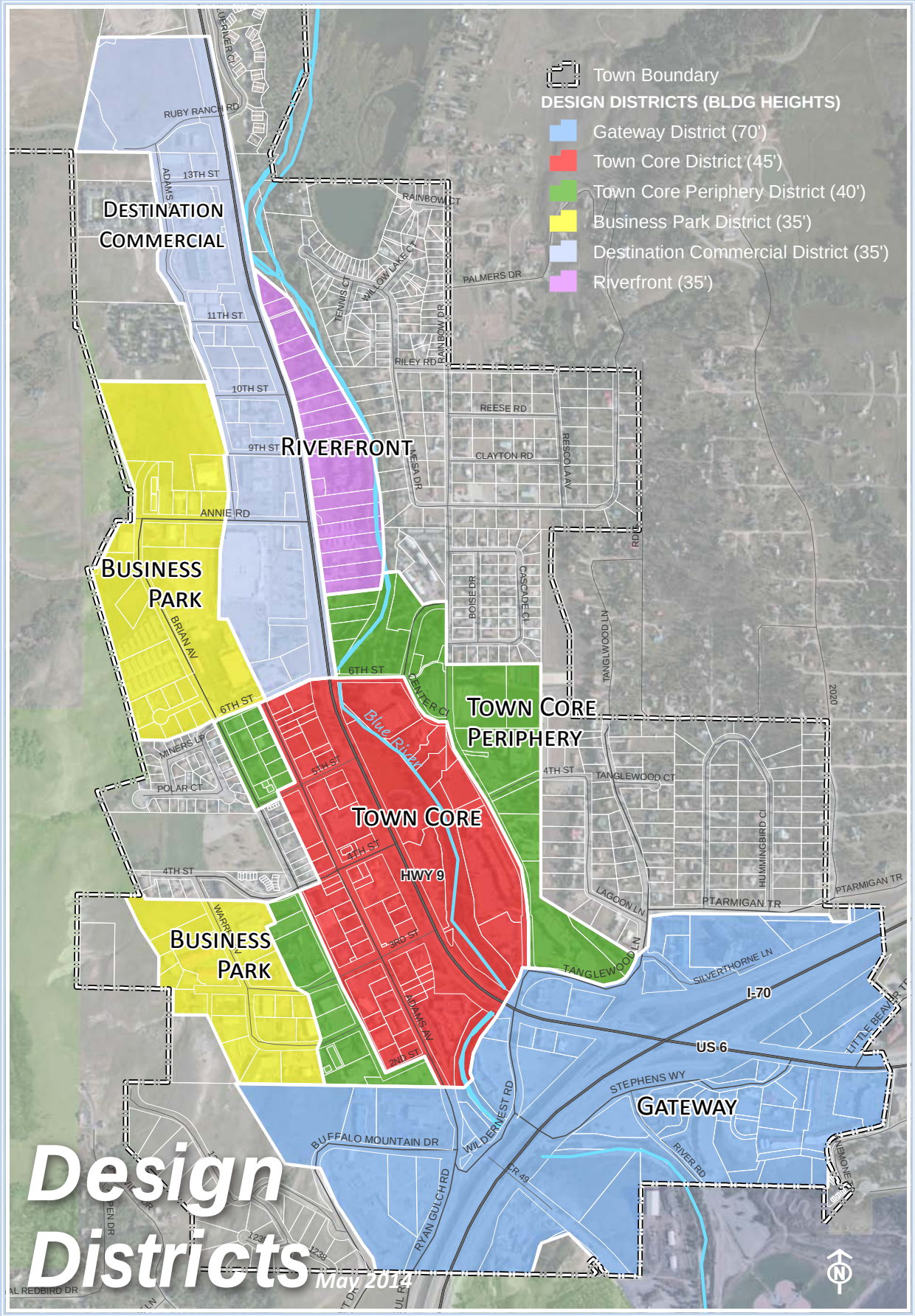
LU 1.6
Ensure that all development is well-integrated with multi-modal transportation options and provides for safe connections between destinations (e.g., neighborhoods and commercial centers) for all users.

LU 1.7
Ensure that new development balances its costs and benefits to the Town, and that new annexations share appropriately in the costs of connecting all utility, park, drainage, pedestrian and road systems.

LU 1.8
Utilize incentives to encourage infill and redevelopment within Town limits that particularly demonstrates its ability to create economic vibrancy, reinforce Silverthorne's identity, and promote sustainability.

LU 1.9
Utilize sound land use planning principles when considering re-zonings and density increases in order to manage growth, ensure compatibility with surrounding developments, contain the urban form, protect environmental resources, and account for fiscal impacts.


Future Land Use Categories
Commercial
Downtown Mixed Use
Downtown Neighborhood
Gateway Commercial
High Density Residential
Med. Density Residential
Low Density Residential
Civic
Parkland/Open Space
White River National Forest
Golden Eagle Rd
South Forty
White River National Forest
Three Peaks
HWY 9
Town of Silverthorne
Willowbrook
Ruby Ranch
Ptarmigan Trail Estates
Town Core
I-70
Town of Dillon
US 6
Wildernest
Buff Mt Dr
0
0.25
0.5
Miles
Community Blueprint
May 2014


Town Boundary
DESIGN DISTRICTS (BLDG HEIGHTS)
Gateway District (70')
Town Core District (45')
Town Core Periphery District (40')
Business Park District (35')
Destination Commercial District (35')
Riverfront (35')
Destination Commercial
Riverfront
Business Park
Town Core Periphery
Town Core
Business Park
Gateway
Blue River
HWY 9
I-70
US 6
RUBY RANCH RD
13TH ST
ADAMS
11TH ST
10TH ST
9TH ST
ANNIE RD
BRIAN AV
6TH ST
MINERS LP
POLAR CT
4TH ST
3RD ST
2ND ST
ADAMS AV
RAINBOW CT
PALMERS DR
WILLOW LAKE CT
TENNIS CT
RAINBOW DR
RILEY RD
REESE RD
CLAYTON RD
MESA DR
RESCO LA AV
BOISE DR
CASCADE CI
TANGLEWOOD LN
TANGLEWOOD CT
HUMMINGBIRD CI
PTARMIGAN TR
LAGOON LN
SILVERTHORNE LN
STEPHENS WY
BUFFALO MOUNTAIN DR
WILDERNEST RD
RIVER RD
RYAN GULCH RD
LITTLE BEAVER TR
Design Districts
May 2014

GOAL LU 2: COMMERCIAL CENTERS

Establish a hierarchy of commercial activity in Silverthorne, focused on the Town Core and Gateway Districts to reinforce Silverthorne's economic sustainability and add to the year-round experience for residents and visitors.

Policies:

Gateway District

The Gateway District encompasses the intersection of Interstate 70, State Highway 9, and US Highway 6 and includes a variety of traveler-oriented land uses such as lodging, restaurants, and gas stations, designed in a way that promotes an appealing identity and inviting entry-point for Silverthorne.

LU 2 G.1

In the Gateway District, encourage highway traveler and visitor-oriented land uses, including, but not limited to, guest service facilities, restaurants, lodging, and convenience retail.

LU 2 G.2

In the Gateway District, the image of the Silverthorne "front door" should be enhanced through iconic buildings, appealing architecture, and appropriate signage.

LU 2 G.3

Consider increased building heights and densities for appropriate uses within the Gateway District that establish a critical mass of amenities and services, and that draw people off of the Interstate into Silverthorne.

LU 2 G.4

Ensure that private development enhances and complements civic gateway improvements through appropriate building placement, scale, and massing, and engaging landscaping.

LU 2 G.5

Discourage the development of long-term residential units within the Gateway District, in favor of short-term accommodations.

Town Core District

The Town Core is centered around creating a "crossroads" at State Highway 9 and 4th Street, with emphasis to invite the Blue River into the heart of the community. The Town Core encompasses a variety of compact, amenitized, mixed use development that creates a walkable, urban-style setting typical of traditional downtown development. In addition, there are a number of thriving community destinations within walking distance to this location (the Civic Triangle—Town Hall and the Library, Recreation Center and Rainbow Park, the Pavilion—the Outlets, and Target).

LU 2 TC.1

In the Town Core District, prioritize development that promotes pedestrian activity and provides a critical mass of diversified land uses, including a variety of retail shops, offices, hotels, entertainment, restaurants and outdoor cafes, transportation hubs, and other compatible uses that are harmonious with a walkable, urban-style, downtown experience.

LU 2 TC.2

Support building heights, form, and character conducive to a downtown environment. These architectural characteristics would generally include two- to four-story building heights, minimal or no building setbacks, enduring materials and attractive building facades. *See Community Design policies.*

LU 2 TC.3

Create a safe and appealing pedestrian environment throughout the Town Core District by providing short blocks, sidewalks, street trees, street lighting, seating, curb and gutter, on-street parking, informative signage, and traffic calming measures to slow vehicular speeds on State Highway 9. See also Community Design and Transportation Policies.

LU 2 TC.4

Promote outdoor places for people to gather, including green spaces, outdoor plazas, pedestrian streets, children's play areas, and outdoor seating to infuse energy and activity throughout the Town Core. It is a priority to create spaces with views and access to the Blue River.

LU 2 TC.5

Shift emphasis from moving traffic on State Highway 9 to adopting the street as civic space. Create a strong hierarchy of linked streets through and around the Core that support various forms of transit and mitigate impacts to traffic. *See also Transportation Policies.*

LU 2 TC.6

Encourage parking solutions that support commercial development in a downtown environment, such as consolidated parking reservoirs (lots or garages) and on-street parking throughout. The development of alleys for service needs and access should be considered. Town parking codes and fees should be carefully reviewed to facilitate redevelopment in the Core.

LU 2 TC.7

Encourage high density residential and accommodations development in the properties east of the Blue River, within the Town Core District, including but not limited to hotels, condominiums/apartments, and townhomes, which support a critical mass of people continually present within a walkable distance to restaurants, retail shops, offices, and entertainment areas.

LU 2 TC.8

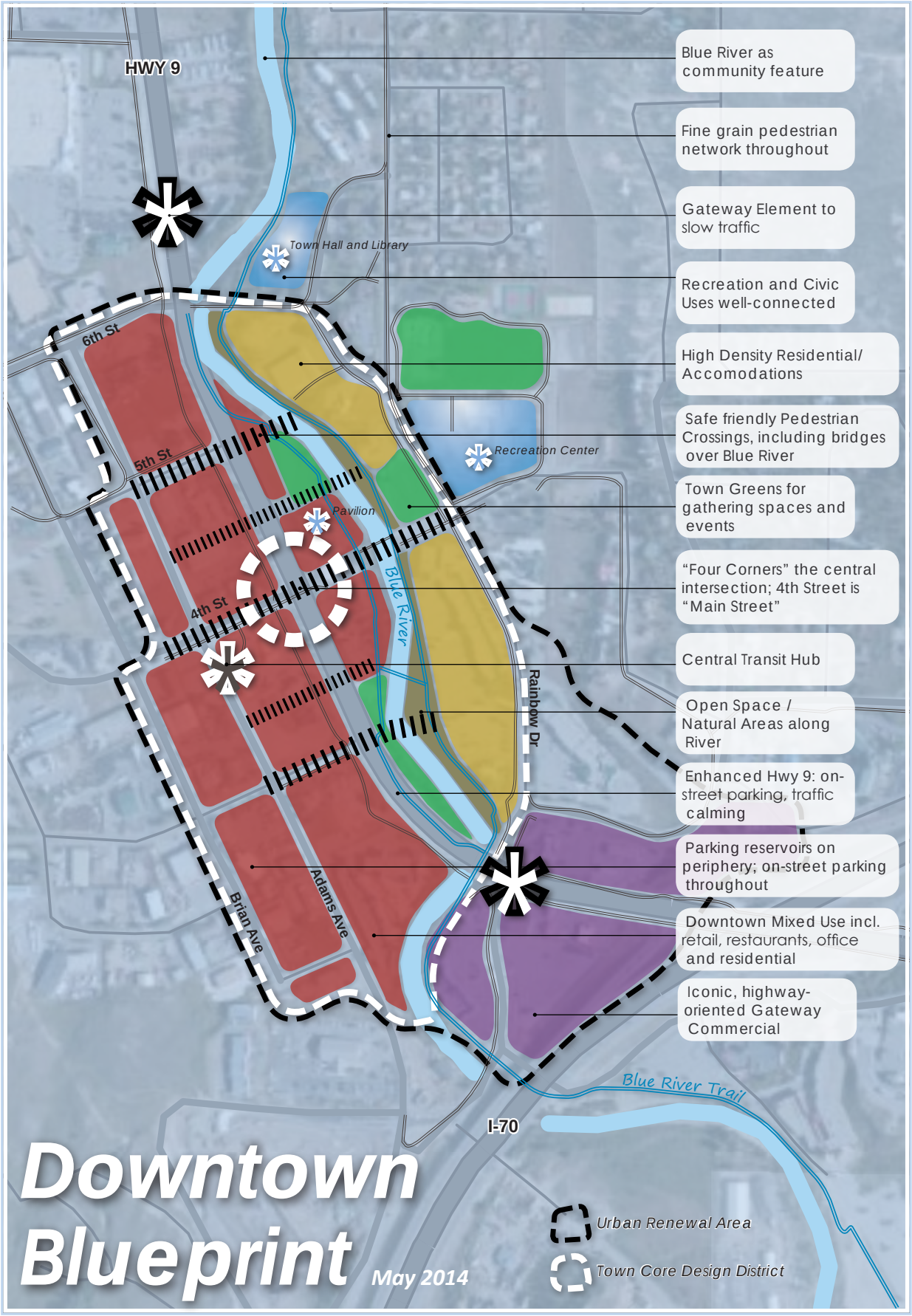
Prohibit uses within the Town Core District that diminish the quality of a downtown experience, such as auto-oriented or large-scale retail stores that prefer suburban development form. Anchors such as national brand restaurants, or smaller scale chain stores, may be appropriate to bolster recognizability and broad appeal, provided they meet Town Core Design Standards.

LU 2 TC.9

Encourage the establishment of flexible outdoor space within the Town Core District, which may serve a variety of uses depending on the needs of downtown (e.g., festival/market/parking areas).

LU 2 TC.10

Emphasize overall pedestrian connectivity and experience throughout the Town Core, through the integration of sidewalks, connections, and design elements such as seating, landscaping, and lighting. See also Community Design and Transportation Policies.


Blue River as community feature
Fine grain pedestrian network throughout
Gateway Element to slow traffic
Recreation and Civic Uses well-connected
High Density Residential/ Accomodations
Safe friendly Pedestrian Crossings, including bridges over Blue River
Town Greens for gathering spaces and events
"Four Corners" the central intersection; 4th Street is "Main Street"
Central Transit Hub
Open Space / Natural Areas along River
Enhanced Hwy 9: on-street parking, traffic calming
Parking reservoirs on periphery; on-street parking throughout
Downtown Mixed Use incl. retail, restaurants, office and residential
Iconic, highway-oriented Gateway Commercial
HWY 9
Town Hall and Library
Recreation Center
Pavilion
6th St
5th St
4th St
Blue River
Rainbow Dr
Adams Ave
Brian Ave
Blue River Trail
I-70
Urban Renewal Area
Town Core Design District
Downtown Blueprint
May 2014

Town Core Periphery District

The Town Core Periphery District encompasses land that is adjacent to the Town Core, in order to support Silverthorne's downtown, and to create a transition into surrounding residential or lower-intensity commercial areas of Silverthorne.

LU 2 TCP.1

Encourage land uses that support and complement Silverthorne's downtown, such as pedestrian-oriented and vehicle-served retail, civic, and professional office land uses.

LU 2 TCP.2

Promote a built form in the Town Core Periphery District that is slightly lower in height and intensity than the Town Core District, to establish a transition of land uses radiating from the Town Core and the Blue River.

LU 2 TCP.3

Preserve and enhance the "Civic Triangle" in Silverthorne, which includes Town Hall, the Silverthorne Library, the U.S. Forest Service, the Recreation Center, and Pavilion, through connectivity and complementary uses. Connect various destinations within and throughout the Town Core and the Town Core Periphery Districts through multi-modal trails and transit.

LU 2 TCP.4

Emphasize the compatibility and cohesiveness of land uses within the Town Core Periphery, as the transition area between downtown (Town Core) and other land use classes that surround it.

LU 2 TCP.5

Ensure that development promotes a safe, continuous pedestrian network that minimizes conflict with automobiles, offers a convenient option for pedestrian movement within and between developments, and maintains access to the Blue River.

Destination Commercial District

The Destination Commercial District reinforces Silverthorne's strong economic foundation of regional commercial businesses, such as auto dealerships, grocery stores, home improvement stores, and larger general merchandise stores. As these businesses are largely auto-served destinations, the District encompasses areas of Silverthorne outside of the Town Core and transitioning towards residential areas.

LU 2 DC.1

Support regional and neighborhood retail uses that serve drive-to customers (e.g., auto dealerships, grocery stores, and larger general merchandise stores).

LU 2 DC.2

Encourage quality design and siting of buildings within the Destination Commercial District, so that they complement (not detract from) Silverthorne's mountain community character.

LU 2 DC.3

Protect suitable space for service commercial development from encroachment by incompatible land uses.

LU 2 DC.4

Discourage the establishment of new long term residential uses within the Destination Commercial District.

Business Park District

The Business Park District encourages the cohesive and attractive redevelopment of light industrial and heavy commercial areas in Silverthorne, generally located west of the Town Core District, where such uses are presently occurring and interwoven with other commercial businesses.

LU 2 BP.1

Encourage the development of commercial uses intended to serve a regional clientele, including but not limited to contractor trades, wholesalers, light manufacturing, artisan shops, warehousing and distribution, and auto repair.

LU 2 BP.2

Ensure that new development is well-integrated with existing commercial, service, and business uses, and that adverse visual, noise, odor, and/or traffic impacts are mitigated.

LU 2 BP.3

Encourage the Business Park District to continue to establish itself as an organized and compact business neighborhood, with distinct boundaries and edges.

LU 2 BP.4

Encourage “cottage industry” and business incubators within the Business Park District.

LU 2 BP.5

Protect suitable space for regional commercial and light manufacturing enterprises that might typically locate in the Business Park District.

LU 2 BP.6

Discourage new residential development within the Business Park District.

GOAL LU 3: NEIGHBORHOODS

Encourage a diverse portfolio of high-quality housing options in Silverthorne, to meet the evolving needs of the community and to maintain livability for current and future residents.

Policies:

LU 3.1

Focus highest density residential development within and radiating outward from Silverthorne's Town Core, transitioning to medium and lower density neighborhoods to the north and east, eventually promoting a buffer of the lowest density, largest lot residential areas abutting the private agricultural and public lands that surround the town.

LU 3.2

Promote enduring design, quality materials, and durable building techniques across all housing types, to preserve Silverthorne's community character and quality of life for all residents.

LU 3.3

Connect Silverthorne's neighborhoods to commercial districts to the greatest extent possible through multi-modal transportation options and concurrent with the Parks, Open Space and Trails Master Plan.

LU 3.4

Foster diversity and flexibility in housing types.

LU 3.5

Increase the availability of local resident housing by supporting opportunities, programs, and proposals that plan for and provide attainable housing.

LU 3.6

Explore home ownership opportunities and programs that target a variety of income levels, and that serve to meet the expected future demand for workforce housing. Maintain the inventory of rental properties that currently provide affordable housing to local residents.

LU 3.7

Participate in County and local jurisdictional efforts to locate and develop adequate facilities for seniors, including active adult housing, assisted living facilities, and elderly care facilities and programs.

LU 3.8

Avoid heavy through traffic, conflicting land uses, and other encroachments in low-density residential neighborhoods.

Riverfront District

The Riverfront District provides a transition from the commercial areas to the south and the residential areas to the north. The Riverfront District is envisioned as a high-density residential district with distinct character and strong relationship to the Blue River.

LU RF 1

Encourage high density residential development in the Riverfront District that is complementary to its river-oriented location, is well-connected to adjacent commercial and civic uses, maintains public connection to the riverfront, and adds a unique dimension to housing options in Silverthorne.

LU 3 RF 2

Encourage the combination of 100-foot wide lots for cohesive development within the Riverfront District. Town-owned lots in this area may be utilized to offset on-site parking requirements.

LU 3 RF 3

Support site designs that are human-scaled and pedestrian oriented, and that offer a convenient option for pedestrian movement within and between developments.

LU 3 RF 4

Ensure that development along the Blue River is varied in height and mass so as to frame and preserve views both to the river and to the surrounding mountain vistas.

GOAL LU 4: PARKS, OPEN SPACES AND TRAILS

Recognize that recreation, parks, open space and trails are the underpinning for Silverthorne's quality of life by encouraging the provision of such resources in all future development.

Policies:

LU 4.1:

Ensure that all future development projects meet the standards and guidelines for the establishment of new parks and open space set forth in the Silverthorne Parks, Open Space and Trails Master Plan, to adequately serve the needs of the community and promote a healthy, recreation-based lifestyle.

LU 4.2:

Promote connectivity throughout Silverthorne, for the purpose of mobility and recreation, through a variety of pedestrian and multi-purpose trails and paths in conformance with the Silverthorne Parks, Open Space and Trails Master Plan.

LU 4.3:

Celebrate the Blue River as a community asset through enhanced recreational access, integration of river views, and context-sensitive design, where appropriate and environmentally feasible.

LU 4.4

Encourage the dedication of privately-owned river property to the Town for public access.

GOAL LU 5: NATURAL RESOURCES

Ensure that future development minimizes its impact on natural resources, integrates natural features and views where possible and appropriate, and reduces environmental hazards for the Silverthorne community.

Policies:

Sites and Vegetation

LU 5.1

Discourage development within, or adjacent to, areas identified as potential hazardous areas. Developments proposed for any areas considered to pose a hazard shall submit engineering investigations of the site and mitigate potential negative impacts.

LU 5.2

Discourage the disturbance of slopes greater than 30% during development, and require engineering investigations of steep sites during project review. Development on slopes in excess of 15% shall maintain the maximum vegetative cover possible to protect soils, prevent land slippage, and retain wildlife habitat and open space resources.

LU 5.3

Encourage the paving of existing gravel roadways, driveways and parking lots to decrease pollution from erosion and dust.

LU 5.4

Encourage new developments to leave existing vegetation intact, to the greatest extent possible, to preserve water quality, prevent erosion, and protect the visual appeal of mature natural settings.

LU 5.5

Avoid the spread of noxious weeds by supporting Town and County-wide weed elimination programs, and by actively enforcing Code provisions on noxious weed control.

LU 5.6

Preserve and protect areas of significance to the community. These include, but are not limited to, wetlands, steep slopes, 100-year floodplain, significant landforms, significant vegetation, and view corridors.

Water Quality, Wildlife Habitat and the Blue River

LU 5.7
Preserve and restore riparian corridors and in-channel vegetation to the maximum extent possible to protect water quality and wildlife habitat within Silverthorne.

LU 5.8
Maintain the designation of the Blue River as a Gold Medal fishing stream, for the benefit of Silverthorne's ecosystems and as a recreational resource.

LU 5.9
Require new and existing developments to provide adequate measures to control, manage, and minimize adverse effects on the water resources and water quality of the region. These include items such as water related treatment and management basins and/or plans for stormwater and water quality management.

LU 5.10
Work with the appropriate state and federal agencies to preserve and improve fish and wildlife habitat and to ensure that new developments minimize any adverse impacts on wildlife habitat breeding areas, and migration routes in and adjacent to Silverthorne.

LU 5.11
Ensure that development adjacent to the Blue River is accomplished in a manner that enhances the river corridor, protects water quality, and maintains pedestrian access and use.

Noise and Light Pollution

LU 5.12
Strive to minimize the impacts of noise and lighting of mixed use and commercial development to the surrounding area through project design criteria and mitigation measures. *See Community Design Policies*.

Sustainable Design

LU 5.13
Encourage energy efficiency, sustainable building design, and low-impact construction practices to reduce the effects of new development on natural resources, where appropriate and feasible.

Scenic Preservation

LU 5.14
Maintain the visual integrity of Silverthorne's landscape by identifying distinctive scenic or topographic features, such as ridgelines or unique vegetation, and either avoiding them or using innovative design techniques to integrate them cohesively into new development.

Wildfire Prevention and Mitigation

LU 5.15
Work cooperatively with appropriate agencies on wildfire prevention and mitigation policies and programs, and explore efforts aimed at reducing wildfire risk within the Town boundaries.

Air Quality

LU 5.16
Maintain air quality standards for non-point source air pollution, including solid fuel burning devices, to minimize negative impacts to air quality.

COMMUNITY DESIGN ELEMENT

GOAL CD 1: GATEWAYS

Establish community gateways at the east and west Interstate 70 off-ramps, and the north and south entrances along State Highway 9 and US Highway 6, to create a sense of arrival, slow traffic, and promote a unique identity for Silverthorne.

Policies:

CD 1.1

Gateways should typically include prominent landscaping, iconic design elements, informative signage, and (where appropriate) safe pedestrian linkages.

CD 1.2

Utilize lighting, public art, distinctive landscaping, signage and architectural elements to delineate Silverthorne's gateways, reinforce the Town's identity and brand, and promote events and the Town Core.

CD 1.3

Promote a series of gateways that vary in scale and form, are cohesive in design, and relate to their locations and context. The gateway design for State Highway 9 on the north side of Town should be far more subdued, albeit recognizable and appealing, than the gateway design at the south side, adjacent to Interstate 70, where a large and prominent feature is suitable.

GOAL CD 2: TOWN CORE DESIGN

Within the Town Core District, encourage the establishment of a vibrant, walkable downtown in Silverthorne through appropriate design measures, building orientation and form, streetscape improvements, and parking provisions.

Policies:

CD 2.1

Establish a compact, urban form within the Town Core District, radiating outward from State Highway 9 and 4th Street as its center. Design elements include:

- Zero to minimal setbacks between the sidewalk and storefronts for the creation of an enclosed street.
- Include buildings that are scaled to support enclosure of the street as civic space. Promote building design that is unique in character, addresses the street with a full ground-level first story, and provides upper levels that firmly confine the outdoor space.
- Encourage narrow building facades that create a repetition of vertical form, and that set up a pleasing rhythm as part of the streetscape, with a distinct bottom, middle and top, and architectural detail and ornament that relate to human scale.
- Emphasize on-street parking to the greatest extent feasible, and shared parking areas behind buildings, to support commercial redevelopment.
- Support designs that contribute to the public experience by providing attractive signs, awnings, arcades and sidewalks.
- Installation of public streetscape elements such as sidewalks, trees, and street furnishings to enhance the pedestrian experience.

CD 2.2
Promote gathering and entertainment areas within Silverthorne's downtown, through landscape design, signage, ample outdoor seating and pedestrian linkages.

CD 2.3
Feature the Blue River as a design element in Silverthorne's downtown, by allowing certain developments to look outward onto the river, and integrating recreational access and seating areas along the river, where possible and appropriate.

CD 2.4
Ensure that State Highway 9 is not a barrier to downtown development. This could include a variety of traffic calming measures, including:

- The use of gateways
- Establishment of on-street parking
- Buildings and street trees visually constraining the street
- The narrowest possible traffic lanes
- Small corner radii

Additionally, this should include improving the pedestrian and bicycling experience through:

- Safer and more frequent crossings
- Bike lanes and amenities
- Adding interest through streetscape enhancements

GOAL CD 3: COMMUNITY CHARACTER

Promote quality design and architectural character in commercial areas throughout Silverthorne, to enhance its mountain town appeal and identity.

Policies:

CD 3.1
Encourage a variety of architectural elements that avoid featureless design and uninterrupted repetition of building materials and colors. Articulate front facades to reduce the impersonal appearance of large commercial sites and provide visual interest.

CD 3.2
Encourage the use of natural and long-lasting materials and colors that are enduring and complementary to Silverthorne's natural setting and existing development.

CD 3.3
Building mass, form, length, and proportions shall be designed to provide variety of visual interest, maintaining a human scale that is appropriate to surroundings.

CD 3.4
Avoid large massive single structures with long continuous wall planes. The mass or proportions of a structure shall be reduced by stepping building heights and wall planes, varying eave lines and by providing offsets in building elevations.

CD 3.5
Encourage public facilities to have architectural elements in common, so that they are easily identifiable by the public, including the use of natural materials such as timber and stone; post and beam design elements; consistency of roof materials and pitches; and similar building heights and massing.

CD 3.6
Encourage roof forms that utilize contemporary mountain architectural elements such as gables, dormers, and shed configurations, contribute to the overall image of quality and permanence, and screen rooftop equipment.

CD 3.7
Encourage the consolidation of site elements such as parking, snow stacking, trash enclosures, and detention ponds when feasible, and consider a cooperative approach to the location of these elements on adjoining properties.

CD 3.8
Utilize appropriate screening to mitigate the visual and acoustic impacts of commercial uses, and integrate such screening into each project's site design. Items to be screened include loading areas, trash and recycling areas, mechanical equipment, and equipment and vehicle storage.

CD 3.9
Ensure that lighting is provided at levels that are sufficient for safety, but that protect Silverthorne's night skies and mountain setting, and do not create unnecessary impacts on neighboring properties.

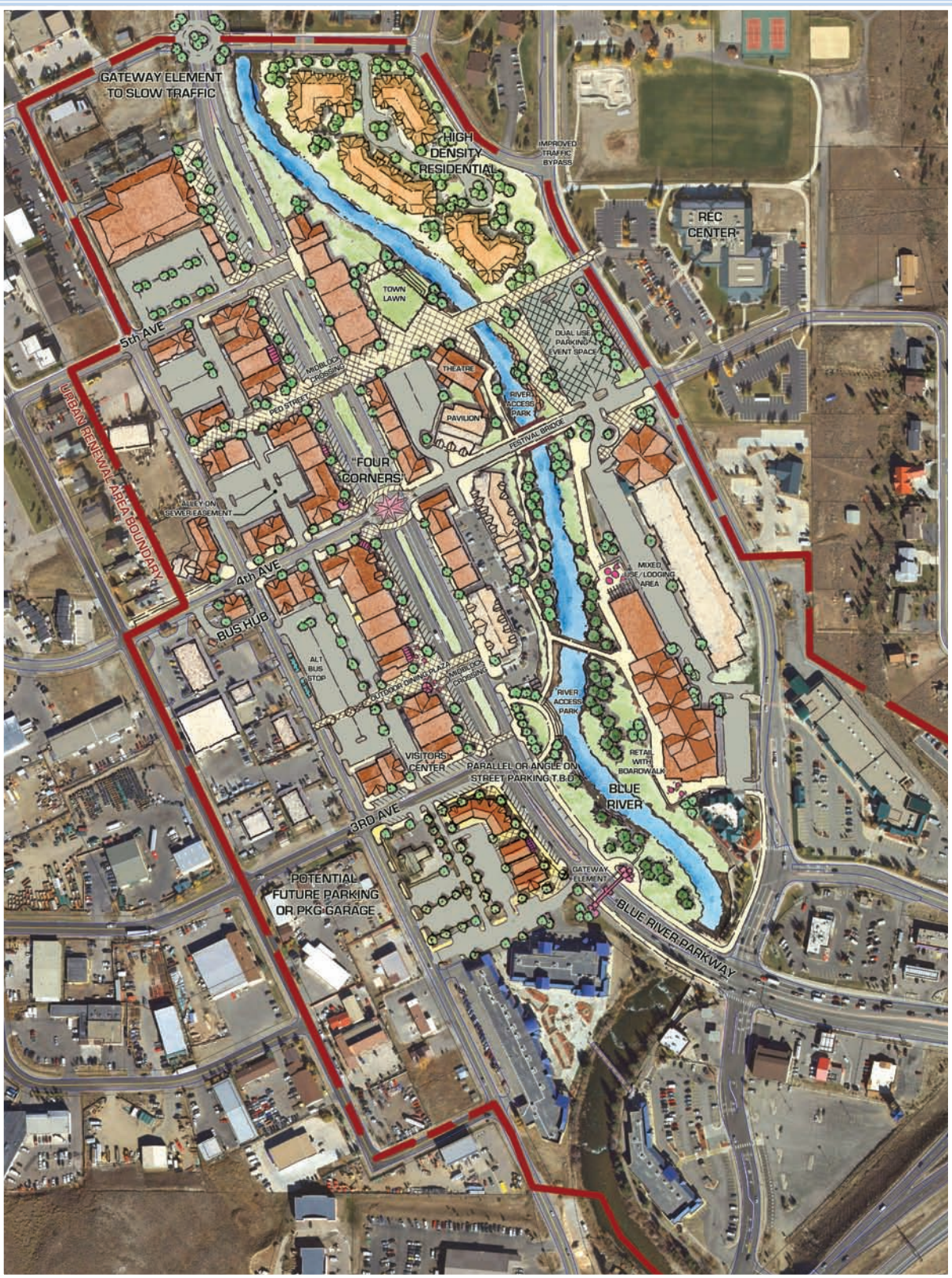
CD 3.10
Communicate the identity and amenities of Silverthorne through cohesive, recognizable, and informative signage, lighting, and wayfinding features.

CD 3.11
Ensure that signage on all land use classes is cohesive, promotes the community character of Silverthorne, and does not obstruct scenic views. Signage should be effective in its purpose of identifying a business, establishment, park, neighborhood or other unique place, but should also be appropriate to its surrounding context.

CD 3.12
In addition to these guiding policies, development within the Town's commercial districts (Gateway District, Town Core District, Town Core Periphery District, Destination Commercial District and Business Park District) and residential district (Riverfront District) shall conform to the specific set of District Design Standards for each.

CD 3.13
Maintain view corridors to mountain vistas and the Blue River from public areas, such as parks, Town Hall, the Pavilion, the Recreation Center, and riverfront establishments.

CD 3.14
Ensure that new development takes views into consideration in site plan and architectural design, with projects designed to enhance and frame views, not block prominent mountain vistas or the Blue River.



Core Concept Study

Core Concept Study

Purpose

The purpose of the Core Concept Study, found on the opposing page, was to test a potential development scenario that promotes the design characteristics of a vibrant, cohesive and well-connected downtown area. Though it does not represent actual projects, it may be used as a template for future developments.

Assumptions

To test development programs within the Town Core, which would support the principles of urban design and promote mountain community character, some key assumptions included:

North Block (between 4th and 5th):

- 50,000 square feet of retail/office each story
- 125 on-site parking spaces shown, which would park one to two stories at 1.5 spaces/1000 square feet, depending on the specific use

South Block (between 4th and 3rd):

- 40,000 square feet of retail/office each story
- 150 on-site parking spaces shown, which would park two to three stories at 1.5 spaces/1000 square feet, depending on the specific use

High Density Residential (north side of 4th, east of Blue River):

- Three-story buildings of approximately 40,000 to 50,000 square feet each
- Under-building parking

High Density Residential (south side of 4th, east of Blue River):

- Three-story hotel/lodging complex with 75 to 90 units
- Under-building parking

Illustrative Vision Renderings

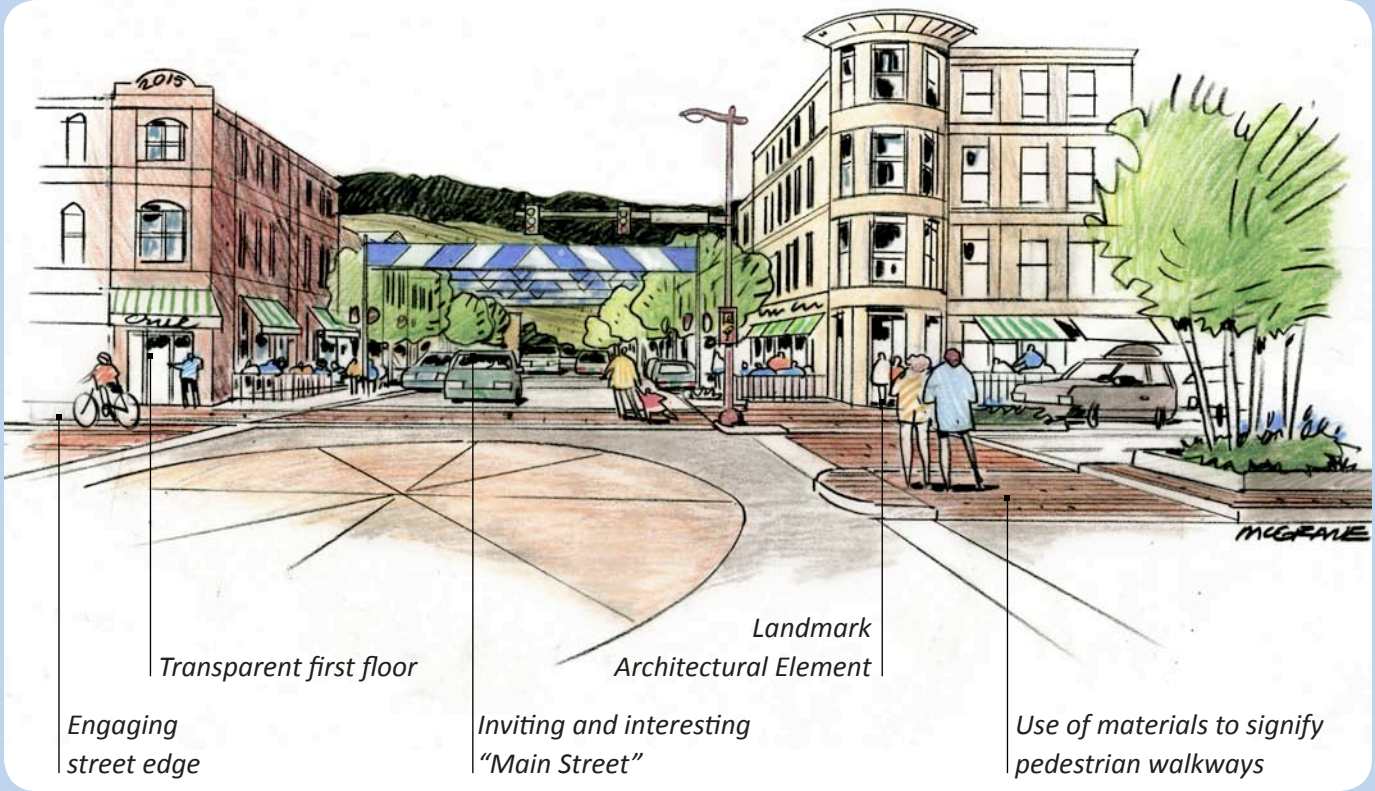
Purpose

Public input indicated that the community is strongly interested in promoting Silverthorne's mountain community character. Thus, the purpose of the renderings on the following pages is to illustrate the Community Vision in terms of how building height, mass and scale, configuration, and character would look at key opportunity areas. The renderings provide a visual context that is difficult to convey through policies and maps.

The drawings are largely based on community input concerning architectural details, materials, building heights, and form. While they do include a great deal of creative freedom, they are drawn with accurate dimensions and realistic proportions from actual viewpoints in Silverthorne.

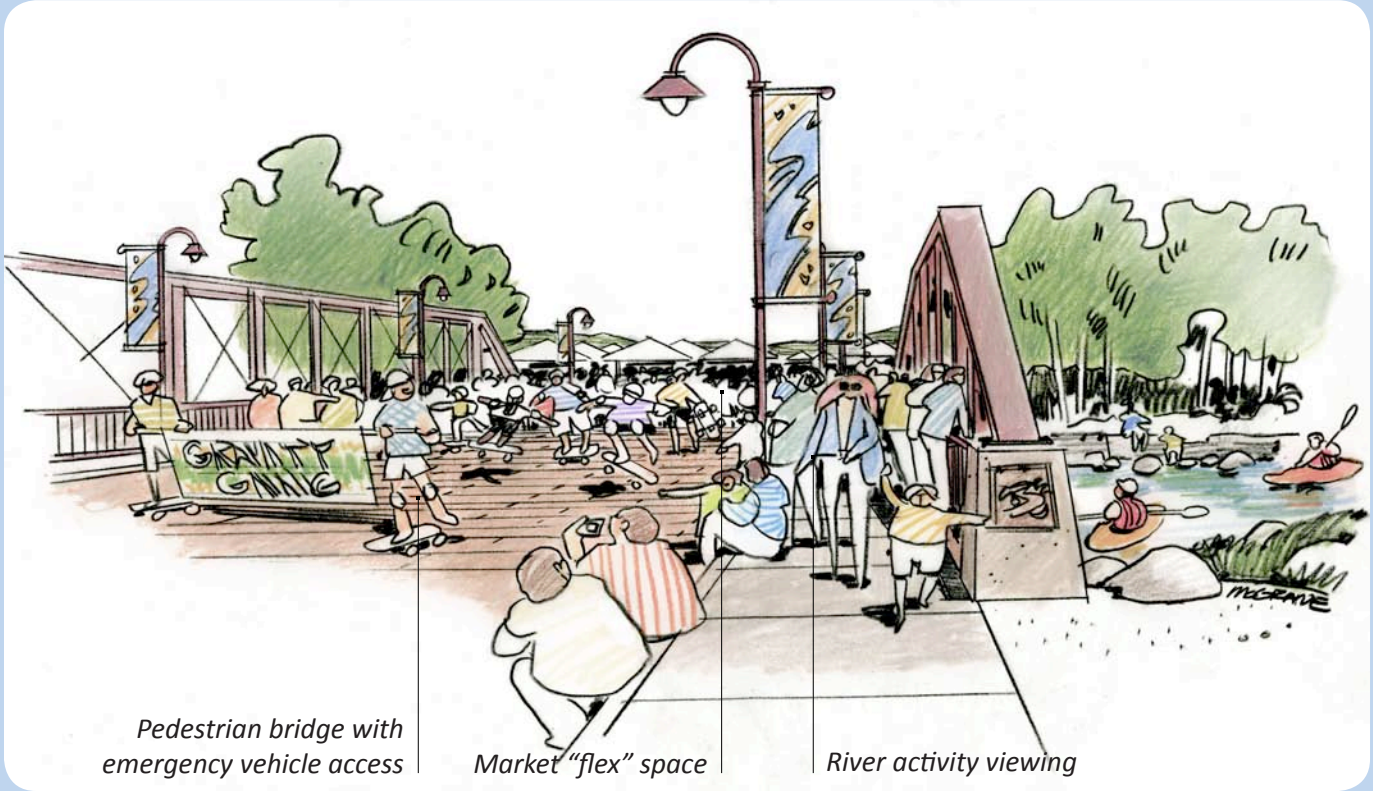
The illustrative renderings convey the spirit of the Community Vision for future development; they are not meant to depict actual development projects, though they are meant to inspire them.

4 Corners: 4th Street and State Highway 9



Restaurant Row: Mid-block between 3rd & 4th west side of State Highway 9

Festival Bridge: 4th Street continuing over the Blue River



Riverfront Hotel: The Outlets' Green Village

Entertainment District: Birdseye view looking south from State Highway 9 at current Pavilion area

TRANSPORTATION ELEMENT

GOAL T 1: CONNECTIVITY and ACCESS

Provide for safe and convenient movement of people within Silverthorne and the surrounding areas.

Policies:

T 1.1
Continue to improve the transportation system to accommodate current and future travel patterns.

T 1.2
Design future transportation networks to contribute to an efficient, well-connected circulation system that provides a logical continuation of the existing street and pathway system. Alignments should consider existing property lines, natural features, and land utilization.

T 1.3
Enhance local neighborhood connectivity through improved connections to the north-south road network and between neighborhoods.

T 1.4
Allow alleyways in all commercial districts to improve delivery, service, and parking capabilities.

T 1.5
Limit vehicular access to State Highway 9, with major traffic generators using secondary access points rather than direct highway access whenever possible.

T 1.6
Continue to develop parallel north-south alternatives to State Highway 9. Consider an improved alignment of the Rainbow Drive, Center Circle and 6th Street connection; an extension of Adams Avenue to Smith Ranch Road and further north to Willowbrook Road; and a 4th Street connection across the river with a multi-modal bridge that can be closed off for festivities.

T 1.7
Provide gateway features to highlight the entrance to the Town Core, as well as signage and wayfinding that will help travelers to clearly identify travel corridors and the location of attractions in the Town Core.

T 1.8
As new development occurs, improvements to both the adjacent multi-modal transportation network, as well as a proportional share of downstream improvements shall be determined and assessed to projects in an equitable manner. Cumulative impacts to the overall multi-modal transportation systems must be considered and reviewed during all development reviews. Improvements that primarily benefit a single project shall be paid for by the project. Improvements that benefit several projects or the public as a whole shall be paid for by all benefited parties in an equitable manner.

T 1.9
Ensure that private streets that must be accessed by the public and/or that provide the only access to a property are adequately maintained for vehicular and pedestrian safety.

GOAL T 2: ACTIVE TRANSPORTATION

Develop a bicycle and pedestrian system that encourages active transportation amongst the major activity centers such as schools, shopping areas, parks, recreational center, and work places.

Policies:

T 2.1
Create a safe, continuous pedestrian network that minimizes conflict with automobile movement, provides a convenient option for pedestrian movement within and between developments, and is in accordance with the Parks, Open Space, and Trails Master Plan.

T 2.2
Ensure that new developments provide internal pedestrian circulation systems and pedestrian linkages to the surrounding neighborhoods, the Blue River Trail, and adjacent sidewalks and trails.

T 2.3
Incorporate design elements and maintenance policies that allow for year-round usage of bicycle and pedestrian ways, in accordance with the Parks, Open Space, and Trails Master Plan.

T 2.4
Continue to develop the Blue River Trail in accordance with the Blue River Trail Master Plan, and explore a variety of funding mechanisms.

T 2.5
Provide sidewalks adjacent to all street edges within the commercial districts. Separate sidewalks from the street by a landscape median where it is feasible.

T 2.6
Encourage development to provide bicycle parking facilities, and improve bicycle parking at bus stops and areas of public activity.

T 2.7
Enhance wayfinding signage for active transportation by providing information about destinations and travel times by different modes.

T 2.8
Improve the public streetscape with curb, gutter, sidewalk, and landscaping to promote sidewalk activity, where it is feasible.

T 2.9
Provide safe and comfortable pedestrian crossings of State Highway 9 and the Blue River in multiple locations in the Town Core District.

T 2.10
Continue to develop a connected network of sidewalks in Silverthorne, on both sides of the street in the Town Core. Where it is not feasible to install sidewalks on both sides of the street, a sidewalk should be provided on one side and should consider topography, adjacent land use, sun exposure, and prevailing wind/snow patterns prior to choosing which side is most appropriate.

T 2.11
Work with appropriate agencies to preserve and improve existing soft surface trails adjacent to Silverthorne, and develop new trails that are in harmony with existing natural features, limitations, and wildlife habitat, and in accordance with the Parks, Open Space, and Trails Master Plan.

T 2.12
Ensure that all development is well integrated with multi-modal transportation options and provides for safe connections between destinations (e.g., neighborhoods and commercial centers).

GOAL T 3: TRANSIT

Support and help formulate a public transportation system that meets the transportation needs of the community for in-town, county-wide, and regional service.

Policies:

T 3.1
Work with public and private carriers to improve the transit system between Denver and Silverthorne.

T 3.2
Improve the image of the transit system by working with Summit Stage to improve the quality and design of the bus stops within Silverthorne.

T 3.3
Locate bus stops near public parking, work force centers, and residential neighborhoods.

T 3.4
Work with the Summit Stage on the improvement of their transit network to ensure that the routes and stops within Silverthorne are convenient and efficient. Consider the relocation and/or addition of new bus stops as development occurs and new routes become more optimal.

T 3.5
Work with Summit Stage to relocate the multi-modal transit hub to facilitate redevelopment at its current location. Potential new locations could include across Adams from its current location or further south on Adams near 3rd Street.

T 3.6
Work cooperatively with CDOT and other agencies on the configuration of the 205 Interchange, and on the potential for a future multi-modal transit center site near the I-70 corridor.

GOAL T 4: PARKING

Provide private and public parking that meets the needs of the town.

Policies:

T 4.1
Encourage parking solutions that support commercial development in a downtown environment, such as consolidated parking reservoirs that facilitates a "park once, then walk" environment.

T 4.2
Allow for efficient solutions for parking as commercial development occurs, including shared parking and other parking management strategies, to reduce land area needed to meet parking standards, create a more dense urban form, and to promote alternative forms of transportation.

T 4.3
Update street design guidelines to allow for on-street parking within the Town Core.

T 4.4
Work with the Summit Stage to provide adequate parking in conjunction with transfer sites and multi-modal transit centers.

GOAL T 5: COORDINATION

Build relationships with appropriate agencies to ensure a shared vision and appropriate implementation.

Policies:

T 5.1
Work with CDOT to create mutually-beneficial capacity improvements along State Highway 9, US Highway 6, and Interstate 70 in order to alleviate congestion and maintain adequate levels of service.

T 5.2
Coordinate with CDOT to develop an updated vision for State Highway 9 that could include intersection improvements for pedestrian safety and comfort, traffic calming, on-street parking, and accommodations for bicyclists.

T 5.3
Remain an active participant in efforts by CDOT to address the Interstate 70 transportation issues through participation in the Interstate 70 Corridor Coalition and similar groups as well as continuing efforts to influence CDOT on improvements chosen on the corridor.

T 5.4
Continue coordination with Summit Stage though participation on the Transit Board as well as participation in the current and future planning processes.

GOAL G 1: RELATION TO STATE STATUTES and THREE-MILE PLAN

Annex lands in accordance with Colorado Revised Statutes.

Policies:

G 1.1
Ensure that all annexations are in conformance with the provisions of Section 31-12 of the Colorado Revised Statutes. In particular, ensure that a community of interest exists between the Town of Silverthorne and any area proposed for annexation, with clear support by existing and/or potential residents.

G 1.2
Review and update the Three-Mile Area Plan regularly, and incorporate any municipal and Three-Mile Area boundary adjustment deemed necessary.

GOAL G 2: FISCALLY RESPONSIBLE ANNEXATIONS

Annex lands in a fiscally responsible manner.

Policies:

G 2.1
Require that a fiscal impact report is completed and submitted concurrent with a petition for annexation. Fiscal impacts associated with an annexation should be adequately offset by: a) increased tax base within the annexation area; b) increased tax base elsewhere within the Town of Silverthorne; and/or c) an overall economic benefit to the Town of Silverthorne.

G 2.2
Maintain Town capability to provide adequate levels of service. Municipal infrastructure shall be available for extension to the area proposed for annexation.

G 2.3
Require that direct costs of services and infrastructure associated with an annexation are borne by the petitioner.

G 2.4
Ensure that all improvements associated with an annexation are constructed in accordance with standards set by the Town of Silverthorne or other appropriate public entity, and with performance surety in place.

G 2.5
Lands needed for public purposes (e.g., parks, trails, schools, fire stations, etc.) shall be dedicated to the Town of Silverthorne or other appropriate public entity.

GOAL G 3: COMPLIANCE WITH TOWN STANDARDS

Develop annexed lands in compliance with the Comprehensive Plan, the Town Code, and other adopted Town Plans.

Policies:

G 3.1
Ensure that the existing and/or proposed land use(s), and all development associated with an annexation, are in conformance with the goals and policies of the Silverthorne Comprehensive Plan.

G 3.2
Certify that all development associated with an annexation complies with the Town of Silverthorne zoning, subdivision, and other land use codes.

G 3.3
Utilize sound land use planning principles when considering annexations, for the purposes of managing growth, ensuring compatibility between urban and rural development patterns, containing urban form, and protecting environmental resources.

G 3.4
Encourage the protection of agricultural lands on the edges of the community, in accordance with the Three-Mile Area Plan.

G 3.5
Encourage the location of low-density residential development outside of the urban service area.

ECONOMIC DEVELOPMENT ELEMENT

GOAL E 1: TOWN CORE

Build upon the success of amenities adjacent to the Blue River to cultivate a vibrant and easily identifiable Town Core.

Policies:

E 1.1
Promote the Town Core as a destination and attraction for residents and visitors, through development and infrastructure that complements existing assets such as the Blue River, and connections to the Civic Triangle (the Pavilion, Town Hall and Library, and the Recreation Center).

E 1.2
Encourage a mix of commercial and residential uses supported by pedestrian-friendly improvements and connections to other activity areas on available sites within the Town Core District.

E 1.3
Promote development along the Blue River that protects key features, provides pedestrian elements, and encourages investment in the Town Core District.

E 1.4
Establish a system of visual cues that directs visitors to the Town Core District, and clearly creates a sense of arrival.

GOAL E 2: BUSINESS COMMUNITY

Maintain positive relationships with the business community and actively pursue opportunities to improve the local economy.

Policies:

E 2.1
Conduct all activities related to economic development in a manner that creates a supportive infrastructure for the business community, and enhances Silverthorne's reputation as a great place to operate and/or start a business.

E 2.2
Maintain clear and well-defined Town Code and Design District standards that foster quality development, and that provide an equitable and efficient review process.

E 2.3
Maintain a development approval process that is well-organized and streamlined, and that considers the impact of review timelines on private investment decisions.

E 2.4
Grow a business resource network with local, state, and national economic development and business organizations to gain an understanding of the efforts of other communities with similar economies, while promoting business development in Silverthorne.

E 2.5
Encourage participation amongst business community representatives in Town activities, seminars, and other networking and volunteer opportunities.

E 2.6
Identify and evaluate the applicability of various incentive programs, based on the needs and intentions of new and existing businesses.

E 2.7
Continue to support businesses through incentive programs and policies that promote visual and aesthetic property improvements including, but not limited to, facade enhancements, public and private art, landscaping, and pedestrian connections.

GOAL E 3: REVENUE STREAMS

Evaluate all sources of revenue and strategies for economic stabilization in an effort to diversify the Town's revenue streams and remain regionally and locally-competitive.

Policies:

E 3.1
Periodically review the effectiveness of current revenue streams, as well as the feasibility of additional ones, including property taxes, which could further economic stabilization.

E 3.2
Encourage lodging and restaurant development, in appropriate locations, to support revenue diversification and further the Community Vision.

E 3.3
Consider "lighthouse" destination development opportunities that could provide defining features to Silverthorne's landscape, character, and reputation.

GOAL E 4: COMMUNICATION

Complement existing economic development strategies with marketing materials that communicate a consistent message and explain Silverthorne's unique market position within the region.

Policies:

E 4.1
Prepare consistent marketing and communication materials, which are relevant for a range of audiences, and which promote the area's assets and offerings.

E 4.2
Solicit the interest of targeted businesses that could complement the existing mix of uses, and that could add economic and community value to the Town.

GOAL E 5: COOPERATION

Continue cooperative efforts with adjoining communities and other public agencies to advance Silverthorne's economic development infrastructure.

Policies:

E 5.1
Define opportunities for joint marketing with a range of public and private sector entities and prepare shared materials, agreeing on specific data sources, assumptions, and methodologies.

E 5.2
Identify opportunities to cooperate or consolidate public facilities and the provision of services in an effort to achieve desired efficiencies and use fiscal resources more prudently.

E 5.3
Continue to coordinate evaluation of the area's housing inventory with other municipal, county, region-serving and state entities and organizations. Support and promote the delivery of a wide range of housing product types, understanding this as an essential component of a healthy local and regional business economy.

E 5.4
Continue to communicate with the Colorado Department of Transportation on any issues related to the Interstate 70 corridor that might affect the economic health of the local business community.

E 5.5
Remain informed of the programs and academic performance of the Silverthorne Elementary School, the Summit School District, and Colorado Mountain College, and highlight their achievements in the Town's business recruitment marketing materials.

E 5.6
Work cooperatively with local providers to secure and maintain the availability of up-to-date technology and communications services for Silverthorne businesses.

GOAL E 6: INFRASTRUCTURE

Continue to provide quality infrastructure, demonstrating the Town's commitment to the businesses that rely on roadways, water systems, and other Town infrastructure.

Policies:

E 6.1

Continue to strategically upgrade public infrastructure systems as needed, and encourage private infrastructure providers, such as those in the technology, communications, and energy sectors, to do the same.

GOAL E 7: GROWTH

Balance land use decisions with goals for growth among commercial and residential uses, understanding their fiscal impact, contribution to Town revenues, and furtherance of stated goals including development of "downtown" improvements.

Policies:

E 7.1

Quantify the economic impact of non-retail businesses within the Town boundaries, and evaluate how they contribute to Silverthorne's unique identity and quality-of-life.

E 7.2

Evaluate the potential for a business "incubator" in Silverthorne to foster the formation and growth of small businesses.

E 7.3

Encourage local entrepreneurship through partnerships with local and regional education and training institutions.

E 7.4

Recruit businesses that provide multiple sources of revenue, serve as a community asset, cause limited if any environmental impacts, and grow jobs for Silverthorne residents.

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"Need to shake off small town blues and create more excitement and vibrancy. With creative thinking, you can do it!"

5. Implementation

Introduction

The 2014 Silverthorne Comprehensive Plan Update was written with an emphasis on implementation. The following questions were at the forefront of nearly all public interactions and meetings with Town Council, Planning Commission, and EDAC:

- *How do projects get built?*
- *How does the Town prioritize projects?*
- *How can the Town kick-start the development of downtown?*
- *Do decision-makers have adequate tools to encourage and enforce the types of development that is desirable, sustainable, and has long-lasting benefits for the community?*

The process of implementation is not perfectly sequential and there is no absolute recipe for success. Especially in the case of downtown redevelopment, implementation will involve a well-orchestrated and complex series of actions that involve both the Town and various partners from public agencies (e.g. CDOT) and private investors. Because this process will evolve over time, the Comprehensive Plan's role is critical, as the unwavering guidebook for decision-makers and the public committed to realizing the long-term Community Vision.

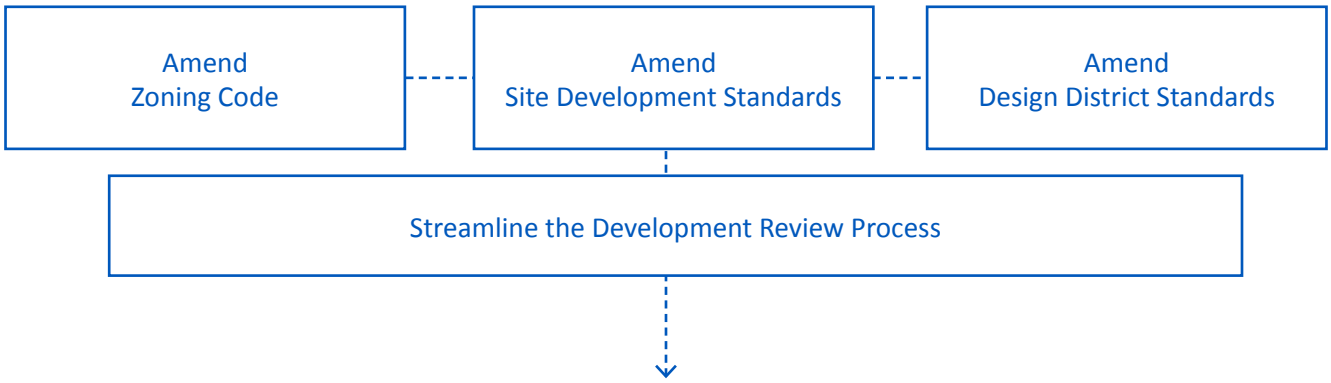
High-level actions to begin the process of implemention of the 2014 Comprehensive Plan Update are found on the proceeding pages. Though there is no perfect sequence of overall implementation, actions found in the first category must occur in the immediate future in order for the second to take shape.

1. ***Fine-Tune the Regulatory Framework***. The Town must first ensure that all regulatory tools are aligned towards achieving the same ends, especially in promoting a downtown commercial area. Inconsistencies and gaps must be amended, and where appropriate, new regulations put into place where current ones fall short of supporting the goals and policies of the Comprehensive Plan. These actions are short-term or immediate in nature.

2. ***Take the Lead of Future Investment.*** The second category is longer-term or ongoing, and outlines proactive steps that the Town can take to position Silverthorne towards desirable growth and redevelopment.

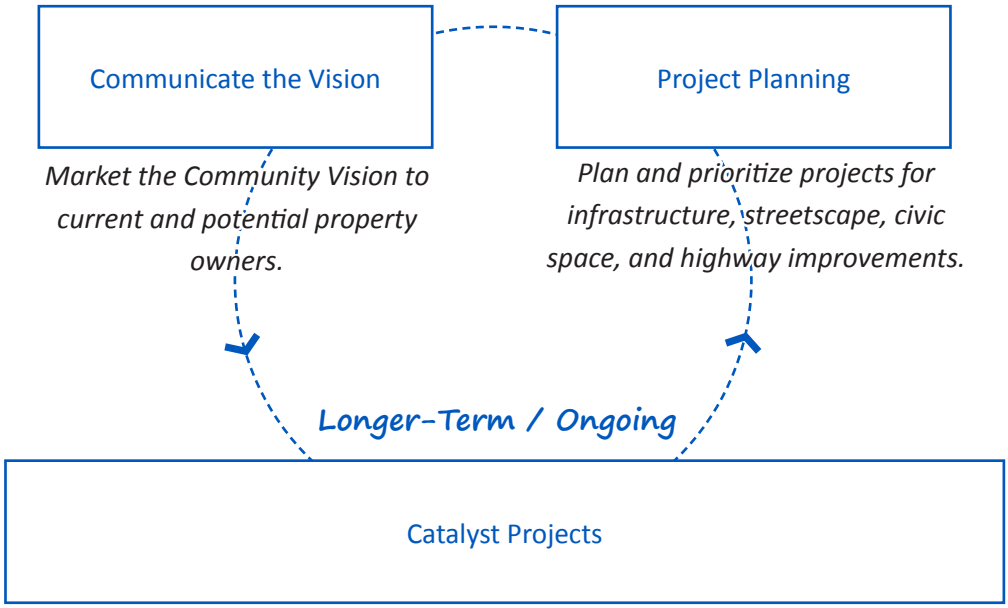
FINE-TUNE THE REGULATORY FRAMEWORK

Immediate or Short-Term



TAKE THE LEAD ON FUTURE INVESTMENT

Ongoing



Design, Fund and Initiate Public Investments

Establish the foundation through the public realm, such as highway (traffic calming), parking (on-street, reservoirs), streetscape, etc. Create an environment where downtown development can thrive.

Incentivize Private Development/Redevelopment Projects

Through the use of funds such as TIF, ESTIP, other funding mechanisms

1) Fine-Tune the Regulatory Framework

Fine-tuning the regulatory framework will be the essential first step that the Town must initiate in order to enforce and promote the type of development in Silverthorne that meets the Community Vision, particularly in commercial areas and downtown. As recognized throughout the 2014 Comprehensive Plan Update, there are gaps and deficiencies in the current Land Use Regulations in promoting an urban form for downtown that is walkable, compact and includes a mix of uses. Updating the Zoning Code to reflect the future land use classes depicted on the Community Blueprint, as well as the Site Development Standards and Design District Standards to include smaller set-backs, more efficient parking requirements, and other more appropriate landscaping requirements, will ultimately foster great commercial development within the Town Core.

Related to this, another important short-term action is to consider streamlining the Town's development review process, particularly to encourage and even incentivize projects that make great strides towards achieving the Community Vision. That process should be seen as a way to facilitate quality, desirable development instead of a barrier.

As community leaders and decision-makers come and go, it is important that incremental choices are kept in perspective to the big picture (i.e., the Community Vision). That is the value of the Comprehensive Plan in functioning as a guidebook for long-term decisionmaking and growth; to stay the course and keep the end goal in mind.

2) Take the Lead on Future Investment

The second phase of implementation, which includes both short- and long-term actions is aimed at the Town's role in initiating or positioning Silverthorne for future projects, especially downtown. The creation of a new downtown will require both public and private investment.

Within the short-term, it will be critical for the Town to first ***Communicate the Vision*** of this Comprehensive Plan to property owners and potential investors. The 2014 Comprehensive Plan Update represents a marked shift in the direction for commercial development and downtown development form in Silverthorne; conveying this message to private entities will ensure that future developers understand the ultimate direction and share in a cohesive vision for the larger area.

The ***Project Planning*** phase will establish more site-specific objectives for transportation corridors and areas within the Town Core. This may include a corridor master plan for SH 9, working with CDOT to analyze and test feasibility for traffic calming measures and on-street parking solutions, within the over-arching guidance of the Comprehensive Plan. Such efforts would include the costs and phasing of projects, and ultimately lead to construction-level design for infrastructural improvements.

Building upon Project Planning, the Town must make decisions regarding public investment in key infrastructural projects —***Catalyst Projects***—to establish the "bones" for future development, such as: curb, gutter, and sidewalks; streetscape enhancements, gateway features and signage; and improvements to SH 9, such as on-street parking, pedestrian crossings, and street trees. The scale of public investment projects should be substantial enough to establish a solid design foundation and limit the ability for specific individual developments to derail the desired design outcomes. Over the long-term, improvements to establish civic spaces, such as plazas bridges, river parks, public art, and additional parking reservoirs, will further enliven and be the catalyst for investment in Silverthorne's new downtown.

Ultimately, with these initial steps in place, private investment in Silverthorne's downtown will step in and follow the lead that the Town has taken in establishing an urban downtown form consistent with traditional mountain community character. The Town may play a significant role in incentivizing key projects through the use of TIF funds, ESTIP, or other funding mechanisms. The Town can also be proactive about identifying new opportunities for funding.

Appendix A: Three-Mile Plan

INTRODUCTION

The Three-Mile Area Element provides direction concerning land use issues and infrastructure needs should a parcel of land petition to be annexed into the Town of Silverthorne. This element serves as an update to the current Three-Mile Annexation Plan adopted on April 1, 1992 as revised and readopted on December 12, 2001.

The Three-Mile Area Element of this plan addresses the statutory requirements found in the Colorado Revised Statutes (C.R.S.) 31-12-105(1)(e), as follows:

"…no annexation may take place that would have the effect of extending a municipal boundary more than three miles in any direction from any point of such municipal boundary in any one year. Within said three-mile area, the contiguity required…may be achieved by annexing a platted street or alley, a public or private right-of way, a public or private transportation right-of-way or area, or a lake, reservoir, stream, or other natural or artificial waterway. Prior to the completion of any annexation within the three-mile area, the municipality shall have in place a plan for that area, that generally describes the proposed location, character, and extent of streets, subways, bridges, waterways, waterfronts, parkways, playgrounds, squares, parks, aviation fields, other public ways, grounds, open spaces, public utilities, and terminals for water, light, sanitation, transportation, and power to be provided by the municipality and the proposed land uses for the area. Such plan shall be updated at least once annually. Such three-mile limit may be exceeded if such limit would have the effect of dividing a parcel of property held in identical ownership if at least fifty percent of the property is within the three-mile limit. In such event, the entire property held in identical ownership may be annexed in any one year without regard to such mileage limitation. Such three-mile limit may also be exceeded for the annexation of an enterprise zone."

Philosophy and Methodology

The Town needs to ensure that annexation opportunities are identified through careful consideration of the current and future issues and needs of the community. The Town has expressed a desire to annex in an orderly manner that balances business with housing and transportation, and housing and transportation with safety, recreation, and open space. Any annexations should be based on opportunities and needs identified by the Town and should be a benefit to the Town.

The Town intends to work with the communities adjacent to its boundaries (e.g., Dillon, Frisco, and Summit County,) to ensure that there is a smooth transition of land uses from urban to rural in the areas around Silverthorne.

This element was developed with input from the series of public open house meetings held in Silverthorne and at Town Council/Planning Commission work sessions. The base criteria used to determine which lands near Silverthorne might be desirable for annexation included:

- Areas which broaden the housing types in the Town.
- Areas that have enough buildable land so that all desired uses can be accommodated.
- Areas close to Town that are urban in nature and can be served by utilities with little or no negative physical or economic impact to the community.

- Areas that help strengthen the economy of the community.
- Areas that promote infill development.
- Areas that share a community of interest with the Town.

Description/Analysis of Properties within the Three-Mile Planning Area

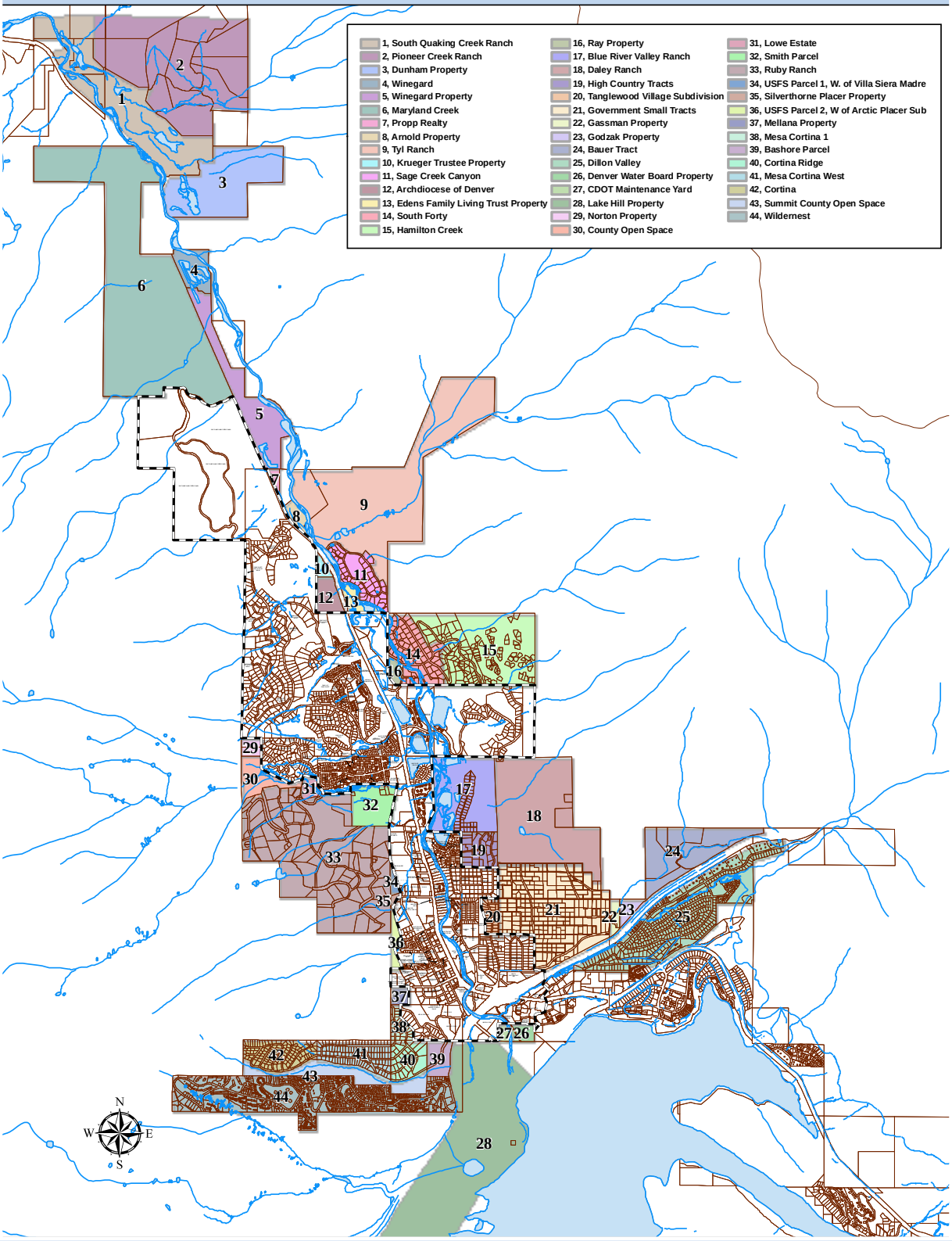
The location and extent of physical features, such as streams (waterways), lakes (waterfronts), open spaces (forested and agricultural), public ways (streets, bridges, aviation fields, etc.) within the Three-Mile Area are described on the Three-Mile Area Plan map found in this chapter. In addition, the character of these and other Three-Mile Area components (parks, playgrounds, squares, grounds, public utilities, terminals, etc.) are described and classified into the following five categories:

- Land Use
- Transportation
- Utility Provisions
- Community Services
- Open Space, Parks, Recreation

Three-Mile Area Properties

The following 44 parcels and/or land area descriptions are included within the Town's Three-Mile Area Plan and, for the most part, are eligible for annexation under the provisions of Colorado Revised Statutes. Inclusion within the Three-Mile Area Plan does not pre-suppose nor guarantee annexation.

THREE MILE PLAN



AREA 1: SOUTH QUAKING CREEK RANCH

Description

The property is located northwest of the Dunham property (Area 3) and west of the Pioneer Creek Ranch property (Area 2).

Land Uses

The site is approximately 545.2 acres and is presently zoned A-1 (Agriculture) by Summit County. If annexed, this parcel should be zoned to reflect the existing land use.

Transportation

The primary road system utilized to service this area would be Pioneer Creek Road. No additional roads would be required, except for local streets that would be associated with any future development of the parcel.

Utility Provisions

No municipal sewer or water facilities are provided to this site. Sewer and water facilities would need to be extended to the site from the south or constructed on site to operate independently of existing Town facilities.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 2: PIONEER CREEK RANCH

Description

The property is located north of the Dunham property (Area 3) and east of the South Quaking Creek Ranch property (Area 1).

Land Uses

The site is approximately 365.2 acres and is presently zoned A-1 (Agriculture) by Summit County. If annexed, this parcel should be zoned to reflect the existing land use.

Transportation

The primary road system utilized to service this area would be Pioneer Creek Road. No additional roads would be required, except for local streets that would be associated with any future development of the parcel.

Utility Provisions

No municipal sewer or water facilities are provided to this site. Sewer and water facilities would need to be extended to the site from the south or constructed on site to operate independently of existing Town facilities.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 3: DUNHAM PROPERTY

(AKA: North Winegard, Tract 1, Young Ranch)

Description

The property is located along State Highway 9 (SH 9) east of the northern portion of the Maryland Creek Ranch (Area 6).

Land Uses

The site is approximately 182.2 acres and is presently zoned A-1 (Agriculture) by Summit County. If annexed, this parcel should be zoned to reflect the existing land use.

Transportation

The primary road system utilized to service this area would be SH 9 and Pioneer Creek Road. No additional roads would be required, except for local streets that would be associated with any future development of the parcel.

Utility Provisions

No municipal sewer or water facilities are provided to this site. Sewer and water facilities would need to be extended to the site from the south or constructed on site to operate independently of existing Town facilities.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 4: WINEGARD REALTY COMPANY PROPERTY

(AKA: Lower Winegard, Tract 1, Young Ranch)

Description

The property is located along State Highway 9 (SH 9) east of the Maryland Creek Ranch (Area 6).

Land Uses

The site is approximately 37.1 acres and is presently zoned A-1 (Agriculture) by Summit County. If annexed, this parcel should be zoned to reflect the existing land use.

Transportation

The primary road system utilized to service this area would be SH 9, which lies adjacent to the parcel. No additional roads would be required, except for local streets that would be associated with any future development of the parcel.

Utility Provisions

No municipal sewer or water facilities are provided to this site. Sewer and water facilities would need to be extended to the site from the south or constructed on site to operate independently of existing Town facilities.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 5: WINEGARD REALTY COMPANY PROPERTY

(AKA: Young Ranch)

Description

The property is located along SH 9 east of South Maryland Creek Ranch.

Land Uses

The site is approximately 138.4 acres and is presently zoned A-1 (Agriculture) by Summit County. If annexed, this parcel should be zoned to reflect the existing land use.

Transportation

The primary road system utilized to service this area would be SH 9, which lies adjacent to the parcel. No additional roads would be required, except for local streets that would be associated with any future development of the parcel.

Utility Provisions

No municipal sewer or water facilities are provided to this site. Sewer and water facilities would need to be extended to the site from the south or constructed on site to operate independently of existing Town facilities.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 6: MARYLAND CREEK RANCH

Description

The Maryland Creek Ranch is located north of South Maryland Creek Ranch Subdivision and west of SH 9.

Land Uses

The parcel is approximately 656 acres and is presently zoned A-1 (Agriculture) by Summit County. Currently, a portion of the site is used for gravel extraction. If annexed this parcel should be zoned PUD. A PUD would allow for flexibility in the development plans to permit clustered units to avoid steep slopes and ridgelines and to maintain valuable vegetation and reduce visual impacts. Development should be sensitive to its visual and wildlife impacts. If annexed, applicant shall utilize sensitive site design techniques including but not limited to the following:

- Preservation of rural ranch and open character.
- Preservation of views of Gore Range from SH 9.
- Low density, rural residential.
- Cluster development in areas not visible from SH 9.
- Avoidance of ridgeline and steep slope development
- Expansion and enhancement of the gateway to Silverthorne and the Lower Blue River Valley.
- Enhancement of Parks, Open Space, and Trails in accordance with the Town's Park, Trails and Open Space Master Plan.
- Preservation of existing vegetation.
- Sensitivity to wildlife impacts.

Transportation

The primary road system utilized to service this area would be SH 9, which lies adjacent to the parcel. No additional roads would be required, except for local streets that would be associated with any future development of the parcel.

Utility Provisions

No municipal sewer or water facilities are provided to this site. Sewer and water facilities would need to be extended to the site from the south or constructed on site to operate independently of existing town facilities.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 7: PROPP REALTY

(AKA: Government L 6)

Description

The property is located at the southern tip of the Young property (Area 5), east of SH 9.

Land Uses

The site is approximately 5.2 acres and is presently zoned RU (Rural Residential) by Summit County. If annexed, this parcel should be zoned to reflect the existing land use.

Transportation

The primary road system utilized to service this area would be SH 9, which lies adjacent to the parcel. No additional roads would be required, except for local streets that would be associated with any future development of the parcel.

Utility Provisions

No municipal sewer or water facilities are provided to this site. Sewer and water facilities would need to be extended to the site from the south or constructed on site to operate independently of existing Town facilities.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 8: ARNOLD PROPERTY

Description

The property is located between the Tyl Ranch and Eagles Nest, east of SH 9.

Land Uses

The site is approximately 14.0 acres and is presently zoned A-1 (Agriculture) by Summit County. If annexed, this parcel should be zoned to reflect the existing land use.

Transportation

The primary road system utilized to service this area would be SH 9, which lies adjacent to the parcel. Local streets that would be associated with any future development of the parcel would be necessary. Neighborhood to neighborhood road connections to adjacent subdivisions would be encouraged. These would provide alternate points of access, so that sole reliance on SH 9 is not required.

Utility Provisions

No municipal sewer or water facilities are provided to this site. Sewer and water facilities would need to be extended to the site from the west or constructed on site to operate independently of existing town facilities.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 9: TYL RANCH

(AKA: Murphys Meadow LLLP-407.7 acres and Fernalld Trust, Kylee McVaney-35.9 acres)

Description

The TYL Ranch is located east of SH 9, north of Sage Creek (Area 11) and east of the northern portion of the Eagles Nest/Three Peaks development.

Land Uses

The site is approximately 443.6 acres and is presently zoned A-1 (Agriculture) by Summit County. If annexed, this parcel should be zoned to reflect the existing land use.

Transportation

The primary road system utilized to service this area would be SH 9, which lies adjacent to the parcel. No additional roads would be required, except for local streets that would be associated with any future development of the parcel.

Utility Provisions

No municipal sewer or water facilities are provided to this site. Sewer and water facilities would need to be extended to the site from the south or constructed on site to operate independently of existing Town facilities.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 10: KRUEGER TRUSTEE PROPERTY

Description

The property is located west of SH 9 and north of the Archdiocese of Denver Property (Area 12), with the Eagles Nest/Three Peaks development to the west.

Land Uses

The site is approximately 8.2 acres and is presently zoned NR-2 (Natural Resources) by Summit County. If annexed, this parcel should be zoned to reflect the existing land use.

Transportation

The primary road system utilized to service this area would be SH 9, which lies adjacent to the parcel. No additional roads would be required, except for local streets that would be associated with any future development of the parcel.

Utility Provisions

No municipal sewer or water facilities are provided to this site. Sewer and water facilities would need to be extended to the site from the north or constructed on site to operate independently of existing Town facilities.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 11: SAGE CREEK CANYON SUBDIVISION

Description

The property is located on the east side of SH 9, south of Tyl Ranch (Area 9).

Land Uses

The site is approximately 65.7 acres and is presently zoned R-1 (Single-family residential) by Summit County. This subdivision should be zoned PUD to reflect the existing land use, if annexed into the Town.

Transportation

The primary road system utilized to service this area would be SH 9, which lies adjacent to the parcel. No additional roads would be required, except for local streets that would be associated with any future development of the parcel.

Utility Provisions

This site has its own public domestic water system. If annexed, the Town would require a water system upgrade and a sewer collection system connected to the Blue River Treatment Plant.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 12: ARCHDIOCESE OF DENVER PROPERTY

(AKA: Hammer Parcel, Tract A, Blue Star 101 Placer)

Description

The Archdiocese of Denver property is bounded by the Eagles Nest/Three Peaks development to the south and west, the Krueger Trustee property (Area 10) to the north, and SH 9 to the east. The property slopes steeply upward from the west side of SH 9, and continues at a moderate slope until it ties into the Eagles Nest/Three Peaks development.

Land Use

The property is approximately 27.4 acres and is presently zoned A-1 (Agriculture) by Summit County. This parcel should be zoned either Agricultural or Open Space to reflect the existing land use, if annexed into the Town.

Transportation

The primary road system utilized to service this area would be SH 9, which lies adjacent to the parcel. No additional roads would be required, except for local streets that would be associated with any future development of the parcel.

Utility Provisions

No municipal sewer or water facilities are provided to this site. Sewer and water facilities would need to be extended to the site.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Acquisition of this area by the Town and subsequent development for open space and other recreational purposes would be beneficial to the community and should be explored. Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 13: EDENS FAMILY LIVING TRUST PROPERTY

(AKA: Blue Star Placer, Track B, Blue Star 101 Placer)

Description

The Blue Star Placer parcel lies immediately north of the JSA sewage treatment plant and is bordered by the Blue River on the east and SH 9 on the west. This parcel lies approximately 15 feet below the level of SH 9.

Land Uses

The site is approximately 20.4 acres and is presently zoned PUD by Summit County. The Blue Star Placer parcel consists of a mixture of land uses:

- A storage area near the entry;
- A single family home adjacent to the Blue River;
- A mixture of large trees; and,
- Several small ponds and willows

If annexed, this parcel should be zoned to reflect the existing land use.

Transportation

The primary road system utilized to service this area would be SH 9, which lies adjacent to the parcel. No additional roads would be required, except for local streets that would be associated with any future development of the parcel.

Utility Provisions

No municipal sewer or water facilities are provided to this site. Sewer and water facilities would need to be extended to the site from the south.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 14: SOUTH FORTY SUBDIVISION

Description

The property is located between the Hamilton Creek Subdivision (Area 15) and the Dave Ray Property (Area 16).

Land Uses

The site is approximately 93.8 acres and is presently zoned R-1 (Single-family Residential) by Summit County. This subdivision should be zoned rural residential, to reflect the existing land use, if annexed in to the Town.

Transportation

The area is presently served primarily by Hamilton Creek Road (County Road 1900) and Summit Drive (County Road 1902) however, these roads would need upgrading.

Utility Provisions

No municipal sewer or water facilities are provided to this site. Sewer and water facilities would need to be extended to the site from the south and/or west.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 15: HAMILTON CREEK SUBDIVISION

Description

The property is located east of the South Forty Subdivision property (Area 14), and bounded by the White River National Forest to the north and east.

Land Uses

The site is approximately 225.6 acres and is presently zoned PUD by Summit County. If annexed this subdivision should be zoned PUD to reflect the existing land use.

Transportation

The area is presently served by Hamilton Creek Road (County Road 1900) and Summit Drive (County Road 1902). A neighborhood to neighborhood connection to Angler Mountain Ranch should be made, if one has not yet been implemented.

Utility Provisions

The property is presently served by the Hamilton Creek Metro District water system and individual septic systems. If annexed, the Town would require the subdivision to connect to municipal water and sewer lines.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 16: RAY PROPERTY

Description

The Ray property is located on the east side of SH 9, west of the South Forty Subdivision (Area 14) and north of Hamilton Creek Road.

Land Uses

The site is approximately 9.9 acres and is presently zoned R-1 (Single-family Residential) by Summit County. This area is characterized by single family homes on one acre lots, providing long term, resident housing. This property should be zoned PUD, to reflect the existing land use, if annexed into the Town.

Transportation

The area is presently served by Hamilton Creek Road (County Road 1900) and Summit Drive (County Road 1902) to the east.

Utility Provisions

No municipal sewer or water facilities are currently provided to this site. Sewer and water facilities would need to be extended to the site from the south or west.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 17: BLUE RIVER VALLEY RANCH LAKES ESTATES SUBDIVISION

Description

Blue River Valley Ranch Lakes Estates Subdivision is an existing subdivision located at the north end of Rainbow Drive, and west of the Daley Ranch (Area 18).

Land Use

The site is approximately 150.0 acres and is presently zoned R-P (Residential with Plan) by Summit County. The subdivision is characterized by single-family homes located on both sides of Rainbow Drive and Brooks Avenue, and by a series of small lakes located between Rainbow Drive and the Blue River to the west. The Town has no desire to change the existing land use. If annexed the subdivision should be zoned PUD recognizing the district standards within its existing Residential Planned overlay.

Transportation

Vehicular access is provided by Rainbow Drive, which is unpaved within the subdivision. No additional vehicular access is required to serve the subdivision however; Rainbow Road should be extended to the north. The extension of Rainbow Drive north to Bald Eagle Road should be evaluated as a possible future extension of the transportation system.

Utility Provisions

This site has its own public domestic water system. If annexed, the Town would require a water system upgrade and a sewer collection system connected to the Blue River Treatment Plant.

Community Services

The subdivision lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the subdivision if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

The existing subdivision provides a great deal of open space for the community. The Town would not anticipate any major changes in the existing open space, but would like to open up the area adjacent to the Blue River for additional public access and possible Blue River bicycle path extension. Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 18: DALEY RANCH

Description

The Daley Ranch located south of the Clark Ranch and Oxbow properties, north of the Ptarmigan Mountain neighborhood and has an eastern boundary with U.S. Forest Service property.

Land Use

The site is approximately 291.2 acres and is presently zoned A-1 (Agriculture) by Summit County. The character of the Daley Ranch property varies from gently sloping meadowlands to steep slopes. Vegetation can range from grassy meadows to sagebrush hillside to aspen and pine forest. The Daley Ranch property is highly visible from Town at the valley bottom. The suggested land use of this area is for low density, single-family residential units. If annexed this property should be zoned PUD. A PUD would allow for flexibility in the development plans to permit clustered units to avoid steep slopes and ridgelines and to maintain valuable vegetation. Further, development should be sensitive to its visual impacts to surrounding developed areas and avoid ridge crest development entirely.

Transportation

County Road 2020 and County Road 2019 presently provide vehicular access to the Daley Ranch parcel. A looped access would be desirable. Neighborhood to neighborhood connections shall be made. Two probable access points to consider would be Blue River Parkway via Bald Eagle Road and County Road 2020.

Utility Provisions

This area is not presently served by municipal water and sewer service. The Town anticipates difficulties in providing water service due to elevation of existing water facilities. Based on the content of the White River National Forest Land and Resource Management Plan of 1984, the Town and or future developers may find it difficult to obtain permits to operate a water tank facility on adjacent Forest Service property. Any future water facility needs to be placed on private property. Depending on the tank location there may be a limited ability to provide sufficient elevation for a water facility to service the entire property. The Daley Ranch area also includes a number of potential sites for an electric substation. Successful siting of an electric substation is critical in meeting the present and future electric supply needs of the Town.

Community Services

This property lies entirely within the Summit County School District and Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection, presently provided by the Summit County Sheriff's Office, would then come under the Silverthorne Police Department purview.

Open Space, Parks, Recreation

If annexation were anticipated, the Town would more than likely request the typical requirement of 10% land dedication. The purpose of the land dedication would be to provide suitable and acceptable sites for public purposes other than streets, drainage and utility easements. Additional planning would also be necessary to analyze other recreational opportunities such as expansion of trail connections with adjacent public lands and preservation of important open space corridors currently used by wildlife. Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 19: HIGH COUNTRY TRACTS SUBDIVISION

Description

The High Country Tracts Subdivision is an existing subdivision located on the east side of Rainbow Drive, south of Blue River Valley Ranch Lakes Estates. This area is characterized by single-family homes on one-half acre lots, providing long-term, resident housing.

Land Use

The site is approximately 40.2 acres and is presently zoned R-1 (Single-family Residential) by Summit County. If annexed, the subdivision should be zoned to reflect the existing land use.

Transportation

The subdivision is presently served by Rainbow Drive to the west of the subdivision, and by County Road 2016 which bisects the subdivision. Rainbow Drive provides the primary access to the site. No additional roads or transportation components are required.

Utility Provisions

Approximately half of the lots are served by Town water. The other half are on wells, but could be served by an extension of the Town system. The entire subdivision is on septic systems. Sewer is available adjacent to the site in Palmer's Drive and Rainbow Drive and could be extended into the subdivision.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

No opportunities exist for any public open space, park, or recreational facility within this existing subdivision, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 20: TANGLEWOOD VILLAGE SUBDIVISION

Description

The Tanglewood Village subdivision is located west of the Government Small Tracts (Area 21).

Land Uses

The site is approximately 16.4 acres and is presently zoned R-1 (Single-family Residential) by Summit County. This property should be zoned PUD to reflect the existing land use, if annexed into the Town.

Transportation

Tanglewood Lane provides vehicular access to the Tanglewood Village Subdivision. No additional vehicular access would be necessary to serve this subdivision. With annexation, substantial upgrades would be needed, including paving, rights-of-way enlargement and drainage improvements to bring the roads up to the Town standards.

Utility Provisions

This site has its own public domestic water system. If annexed, the Town would require a water system upgrade and a sewer collection system connected to the Blue River Treatment Plant.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 21: GOVERNMENT SMALL TRACTS (PTARMIGAN)

Description

The Government Small Tracts area consists of the area located east of Tanglewood Village Subdivision, (Area 20), generally southeast of the Blue River Mesa Subdivision. These subdivisions are characterized by single-family homes. In general the topography of the area is steep sloping hillside with an existing road network, which in most cases, will not meet the Town road standards without substantial modifications.

Land Uses

The site is approximately 286.3 acres and is presently zoned R-1 (Single-family Residential) by Summit County. If annexed this property should be zoned PUD, reflect the existing land use.

Transportation

Tanglewood Lane provides unpaved vehicular access to the Lower Ptarmigan West subdivision. If annexed a connection to Blue River Mesa Subdivision should be considered. Vehicular access to the Lower Ptarmigan South subdivision is provided by Ptarmigan Trail and County Road 2020. No additional vehicular access would be necessary to serve this subdivision. All roads within both subdivisions are unpaved. Many roads are steep and exceed Town grade standards. With annexation, substantial upgrades would be needed, including paving, rights-of-way enlargement and drainage improvements to bring the roads up to the Town standards.

Utility Provisions

This area is presently served by well and septic systems. The Town anticipates difficulties in providing water service due to the elevation of the existing development compared to existing water facilities. No municipal sewer or water facilities are provided to this site. Sewer and water facilities would need to be extended to the site from the south and west.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 22: GASSMAN PROPERTY

Description

The property is bounded by I-70 to the south, Government Small Tracts (Area 21) to the west, the Godzak parcel (Area 15) to the east, and the White River National Forest to the north.

Land Uses

The site is approximately 10.5 acres and is presently zoned PUD by Summit County. If annexed, this parcel should be zoned to reflect the existing land use.

Transportation

Access to the Gassman property is provided by Ptarmigan Trail. With annexation, substantial upgrades would be needed, including paving, rights-of-way enlargement and drainage improvements to bring the roads up to the Town standards.

Utility Provisions

No utilities are currently provided. The Town anticipates difficulties in providing water service due to the location of the site relative to existing water facilities. Sewer and water facilities would need to be extended to the site.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 23: GODZAK PROPERTY

Description

The property is bounded by I-70 to the south, the Gassman parcel (Area 22) to the west, the Bauer Tract (Area 24) to the east, and the White River National Forest to the north.

Land Uses

The site is approximately 12.3 acres and is presently zoned A-1 (Agriculture) by Summit County. If annexed, this parcel should be zoned to reflect the existing land use.

Transportation

No access is currently available to the Godzak property. Easements and/or rights of way would be necessary to provide access from Ptarmigan Trail to the site.

Utility Provisions

No utilities are currently provided. The Town anticipates difficulties in providing water service due to the location of the site relative to existing facilities. Sewer and water facilities would need to be extended to the site.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 24: BAUER TRACT

Description

The Bauer Tract is north of Dillon Valley (Area 25), bounded by I-70 to the south and the White River National Forest to the east and to the north.

Land Uses

The site is approximately 129.7 acres and is presently zoned A-1 (Agriculture) by Summit County. If annexed, this parcel should be zoned to reflect the existing land use.

Transportation

The property is accessible via Ptarmigan Ranch Road using the I-70 underpass. A neighborhood to neighborhood connection would need to be constructed and easements and/or rights of way may be necessary to provide access from Ptarmigan Trail to the site.

Utility Provisions

No utilities are currently provided. The Town anticipates difficulties in providing water and sewer service due to the location of the site relative to existing facilities. Sewer and water facilities would need to be extended to the site. The closest water and sewer facilities are within the Dillon Valley Metro District (Area 25).

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation:

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 25: DILLON VALLEY

Description

The residential area known as Dillon Valley is located east of Silverthorne on the south side of I-70.

Land Uses

The area is approximately 286.7 acres and is presently zoned R-6 (Single-family/Duplex Residential) with Plan, R-2 (Single-family Residential), PUD and A-1 (Agriculture) by Summit County. Dillon Valley consists of an existing residential community. If annexed, this site should be zoned as residential, not to exceed six dwelling units per acre.

Transportation

Dillon Valley is accessed through the Town of Dillon, within an existing road network.

Utility Provisions

Dillon Valley is served by all necessary utility services. The sewer system is already connected to the Blue River Treatment Plant, an existing emergency interconnect has been constructed connecting Silverthorne's water distribution system and the existing Dillon Valley water system.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department. Dillon Valley is represented by a homeowners association.

Open Space, Parks, Recreation:

Acquisition of this area by the Town and subsequent development for open space and other recreational purposes would be beneficial to the community and should be explored. Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 26: DENVER WATER BOARD PROPERTY

Description

This property contains Blue River Park, a County park located at the base of the Dillon Dam. The CDOT Yard is located to the west and the first phase of the Outlets at Silverthorne Factory Stores is to the north. The park includes four softball fields located on the east side of the Blue River and the Rodeo grounds on the west side of the Blue River. The land is owned by the Denver Water Board.

Land Uses

The site is approximately 200 acres and is presently zoned A-1 (Agriculture) by Summit County. The area is isolated from other land use districts because of several physical barriers, including:

- The first phase of the Outlets at Silverthorne factory stores;
- The Blue River;
- The hillsides surrounding the area on the east; and,
- The Dillon Dam.

The area directly below the dam should be used for public recreational and cultural activities. If annexed, this parcel should be zoned Recreational/Open Space to reflect the existing land use.

Transportation

The parcel is divided by the Blue River. Vehicular access on the east side of the Blue River is provided from through the first phase of the Outlets at Silverthorne Factory Stores on River Road. The west side of the property is accessed via Adams Avenue. To improve emergency access, a connection should be provided across the Blue River. This could be in conjunction with a bicycle or pedestrian bridge, or could be limited to emergency vehicles only. Future development should also provide the opportunity for the area to be served by public transit systems and new developments should consider designated bus stops.

Utility Provisions

The eight and twelve inch water mains that exist adjacent to this area could be used to service the property. Sewer service could be provided through the Town of Silverthorne facilities presently serving the first phase of the Outlets at Silverthorne Factory Stores. All other utilities are available to the area. The ball fields are irrigated with a water system that pumps directly from the Blue River.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 27: COLORADO DEPARTMENT OF TRANSPORTATION MAINTENANCE YARD

Description

This parcel is located at the base of the Dillon Dam, with the Ballfields (Area 26) to the east, the first phase of the Outlets at Silverthorne factory stores to the north and the Moorlag Subdivision to the west. The Blue River runs along the eastern boundary of the parcel.

Land Uses

The land is approximately 5 acres and is currently zoned A-1 (Agriculture) by Summit County. Current uses include CDOT's vehicle maintenance shops and yard and the Summit County fairgrounds. In the future, the property could be redeveloped to include commercial uses. If annexed, this parcel should be zoned commercial.

Transportation

South Adams Avenue provides the primary vehicular access to this area, but would need to be improved to handle additional traffic. The intersection of Adams Avenue and Wildernest Drive needs upgrades and improvements. To improve emergency access, a secondary access should be provided across the Blue River. Future development should also provide the opportunity for the area to be served by public transit systems and new developments should consider designated bus stops.

Utility Provisions

Both sewer and water service are available on an adjacent lot and could be extended to this property.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 28: LAKE HILL PROPERTY

(AKA: Dam Road Property)

Description

This area is located between the Dillon Dam and the Town of Frisco generally south west of Silverthorne, and is bounded by I-70 to the north and Dillon Dam Road to the south. The U.S. Forest Service presently owns the entire area.

Land Use

The Lake Hill property is approximately 460 acres and is presently zoned NR–2 (Natural Resources) by Summit County. This area is relatively wooded and includes an old reservoir and a prominent hill with antennas. Some existing features of this area are the Old Dillon Reservoir and the Old Dillon Reservoir Trail Head (maintained by the Forest Service). This property has been identified as a potential area for sale by the Forest Service. If annexed, this parcel should be zoned appropriately for either potential use as a multi-modal transit stop with affordable housing and transit oriented development opportunities or remain as open space to provide community separation.

Transportation

County Road 7, The Dam Road, presently accesses the area. No major transportation improvements are required to serve the area. Mountain bike and pedestrian systems currently exist in the form of a soft surface trail and primitive foot trails. If annexed, appropriate roadway and multi-modal traffic connections should be implemented.

Utility Provisions

No utilities are currently provided. Sewer and water facilities could be provided and would be very similar to facilities already in place within the Town.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 29: THE STOCK PONDS PROPERTY

Description

The Stock Ponds Property is a parcel of land lying north of the County Open Space property (Area 30), west of Willow Creek Highlands Subdivision, and east of White River National Forest. It consists of two separately owned lots of approximately 5.7 acres each.

Land Use

The total site is approximately 11.3 acres and is presently zoned R-P (Residential with Plan) by Summit County. The land use is single family detached residential. If annexed this parcel should be zoned PUD, to reflect the existing land use.

Transportation

Limited access is provided from Eagles Nest Golf Course Filing No. 1, utilizing a private driveway off of Two Cabins Road. A public access trail originating from Willow Creek Highlands Filing No. 7 provides pedestrian access to the property.

Utility Provisions

The Norton Property is connected to the Town water and sewer systems.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Other than the normal open space facilities anticipated with all developments, no specific open space, park or recreational needs have been identified within this particular area. Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 30: COUNTY OPEN SPACE

Description

The property is located between Ruby Ranch (Area 33) and the Norton Property (Area 29), and is bounded by the White River National Forest to the west.

Land Uses

The site is approximately 37.0 acres and is presently zoned OS (Open Space) by Summit County. If annexed this parcel should be zoned Open Space.

Transportation

Two trails currently access the site. No vehicular access exists or is anticipated.

Utility Provisions

No utilities are currently provided. Water and sewer could be extended from Willow Creek Highlands to the east of this parcel.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 31: LOWE ESTATE

Description

The Lowe Estate is located north of Ruby Ranch subdivision (Area 33), east of the County Open Space (Area 30), southeast of Willow Creek Highlands, and west of Willowbrook Meadows Subdivision, Filing 5.

Land Use

The site is approximately 11.6 acres and is presently zoned A-1 (Agriculture) by Summit County. In order to preserve the mountain character of the community, the suggested use is to remain agricultural in nature. If annexed, this parcel should be zoned to reflect the existing land use.

Transportation

There are two accesses to the Lowe Estate; one access is from the Ruby Ranch Subdivision, a second access is from Willow Creek Highlands Subdivision off Willowbrook Road.

Utility Provisions

Sewer and water facilities could be provided through the extension of existing lines adjacent to the site.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Other than the normal open space facilities anticipated with all developments, no specific open space, park or recreational needs have been identified within this particular area. Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan. There is the potential for historic preservation of the existing facilities.

AREA 32: SMITH PARCEL

Description

The area known as the Smith Parcel is a large meadow lying immediately south of the Willowbrook Meadows subdivision. The property slopes upward at a moderate rate to its boundary with the Ruby Ranch development (Area 33). Highly desirable view corridors exist throughout this area. The eastern portion of the Smith Parcel, approximately 19.2 acres, is incorporated into the Town and is zoned commercial PUD.

Land Use

The property is presently zoned A-1 (Agriculture) by Summit County. Existing uses include:

- The Smith's home and horse barn;
- A road that is the primary access to the Ruby Ranch development (Area 33).

The proposed land use for this area is for moderate density, single family and/or possible multi-family residences, perhaps with a daycare facility and neighborhood commercial uses. If annexed the property should be zoned either residential, not to exceed six units per acre, or PUD.

Transportation

Primary access is provided from SH 9 immediately east of the site. The extension of Adams Avenue between the Willowbrook Meadows Subdivision to the north and the remainder of Silverthorne to the south is a critical element of the Town's transportation system and should be extended through the site. The existing access to the Ruby Ranch development (Area 33) also runs through the property and would need to be tied into any local road systems provided to the site. Neighborhood to neighborhood road connections to adjacent subdivisions would be required.

Utility Provisions

Sewer and water facilities would be provided through the extension of lines that exist adjacent to the site. Sewer lines are located in the SH 9 right-of-way east of the site and to the north within the Willowbrook Meadows Subdivision. Water lines are also located to the east, north, and south

of the site, and can easily be extended to and connected through, the site.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 33: RUBY RANCH

Description

Ruby Ranch is located west of SH 9, east of National Forest Service land, and south of the Willow Creek Highlands and Willowbrook subdivisions.

Land Use

The site is approximately 585 acres and is presently zoned R-P (Residential with Plan) and SU-1 (Special Use) by Summit County. Ruby Ranch is an existing low-density, single-family development. The western portion of Ruby Ranch is primarily tree covered, and the front, eastern portion is primarily steep-slopes that have been designated as common open space area. In order to preserve the mountain character of the community, the land use should remain rural residential in nature. These subdivisions should be zoned PUD, to reflect the existing land use, if annexed into the Town.

Transportation

Primary access is provided from SH 9 on Ruby Ranch Road. A secondary access exists at the intersection of Ruby Ranch Road and Adams Avenue.

Utility Provisions

Ruby Ranch is presently served by septic tanks and has its own public water system. This site has its own public domestic water system with a connection to the Town water system. If annexed, the Town would require a water system upgrade and a sewer collection system connected to the Blue River Treatment Plant.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Other than the normal open space facilities anticipated with all developments, no specific open space, park or recreational needs have been identified within this particular area. Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 34: USFS PARCEL 1, WEST OF VILLA SIERRA MADRE

Description

This USFS parcel is located west of Adams Avenue, bordered by Villa Sierra Madre Subdivision, Lot 1, Hickey Subdivision and the intersection of Annie Road and Brian Avenue right-of-way to the east, the Ruby Ranch Parcel (Area 33) to the west and the Silverthorne Placer Property (Area 35) to the south.

Land Uses

The site is approximately 5.8 acres and is presently zoned NR-2 (Natural Resources) by Summit County. This parcel is un-developable and currently slated to be included in a land trade. If annexed this parcel should be zoned Open Space.

Transportation

No vehicular access is currently provided, or anticipated.

Utility Provisions

No utilities are currently provided. The Town anticipates difficulties in providing water service due to the location of the site relative to existing water facilities since wetlands would have to be crossed.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 35: SILVERTHORN PLACER PROPERTY

Description

The Silverthorn Placer Property, also referred to as Neville/Hammer, is located at the west end of Annie Road, just west of the Brian Avenue right-of-way.

Land Uses

The site is approximately 2.4 acres and is presently zoned A-1 (Agriculture) by Summit County. If annexed this parcel should be zoned Open Space.

Transportation

The area is presently served by Annie Road.

Utility Provisions

The Silverthorn Placer property presently has no public facilities. Water and sewer lines would be provided through the extension of lines that lie adjacent to the site. Water and sewer lines are located in Annie Road and could be easily extended.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriffs Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

No opportunities exist for any public open space, park, or recreational facility within this area.

AREA 36: USFS PARCEL 2, WEST OF ARCTIC PLACER SUBDIVISION

Description

This USFS parcel is located west of Brian Avenue, bordered by C & B Storage, Brian Avenue Business Center, Arctic Placer Subdivision and the Summit School District Property to the east, the Ruby Ranch Parcel (Area 33) to the northwest and the Silverthorne Heights Subdivision to the south.

Land Uses

The site is approximately 14.7 acres and is presently zoned NR-2 (Natural Resources) by Summit County. This parcel is un-developable and currently slated to be included in a land trade. If annexed this parcel should be zoned Open Space.

Transportation

No vehicular access is currently provided, or anticipated.

Utility Provisions

No utilities are currently provided. If annexed into Town, water and sewer service could extend from Arctic Placer and 4th Street.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 37: MELLANA PROPERTY

Description

The property is located north of Mesa Cortina I (Area 38).

Land Uses

The site is approximately 10.0 acres and is presently zoned A-1 (Agriculture) by Summit County. If annexed this parcel should be zoned Open Space.

Transportation

No vehicular access is currently provided, or anticipated.

Utility Provisions

No utilities are currently provided. The Town anticipates difficulties in providing water and sewer service due to the location and elevation of the site relative to existing facilities. Sewer and water facilities would need to be extended to the site. The closest water and sewer facilities are within Mesa Cortina I (Area 39).

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 38: MESA CORTINA I SUBDIVISION

Description

Mesa Cortina I is a low-density residential subdivision located southwest of Silverthorne between Wildernest (Area 44) and the existing Town limits.

Land Use

The site is approximately 17.7 acres and is zoned R-2 (Single-family Residential) by Summit County. The subdivisions consist of primarily large lot, single-family homes lying within a combination of forests and meadows. If annexed Mesa Cortina I should be zoned R-2 Residential to reflect the existing land use.

Transportation

Vehicular access to Mesa Cortina I is somewhat limited with the primary access coming from Buffalo Mountain Road. A secondary access is provided through the Wildernest subdivision that accesses Mesa Cortina I at two locations. Buffalo Mountain Road is double chip seal and has numerous structural problems including a potential slide area near the Town boundary. All other roads within the subdivision are gravel and in need of upgrading, including paving and drainage improvements to bring them up to Town standards.

Utility Provisions

Mesa Cortina I is served by all necessary utility services. The sewer system is already connected to the Blue River Treatment Plant. If annexed, the Town would require a water and sewer system upgrade.

Community Services

The subdivision is within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

A number of open space areas and trails exist and need to be retained. Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 39: BASHORE PARCEL

Description

The privately owned parcel is located west of I-70 and east of Cortina Ridge (Area 40).

Land Use

The site is approximately 28 acres and is presently zoned A-1 (Agriculture) by Summit County. If annexed this parcel should be zoned Open Space.

Transportation

Buffalo Mountain Road bisects the Bashore Parcel which is also served by Wildernest Road. No major transportation improvements are required to serve the area. A realignment potential for lower Buffalo Mountain Drive has been discussed due to ongoing road stability issues and maintenance and repair costs. Buffalo Mountain Road is double chip seal and has numerous structural problems including a potential slide area near the existing Town boundary. Mountain bike and pedestrian systems in the form of a soft surface trail are recommended.

Utility Provisions

No municipal sewer or water facilities are currently provided to this site.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 40: CORTINA RIDGE SUBDIVISION

Description

The property is located between Mesa Cortina West Subdivision (Area 41) and the Bashore Parcel (Area 39).

Land Uses

The site is approximately 42.0 acres and is presently zoned PUD by Summit County. If annexed this subdivision should be zoned PUD to reflect existing land use.

Transportation

Vehicular access to Cortina Ridge is somewhat limited with the primary access coming from Buffalo Mountain Road in Mesa Cortina West. A realignment potential for lower Buffalo Mountain Drive has been discussed due to ongoing road stability issues and maintenance and repair costs. Buffalo Mountain Road is double chip seal and has numerous structural problems including a potential slide area near the existing Town boundary. All roads within the subdivision are gravel and in need of upgrading, including paving and drainage improvements to bring them up to Town standards.

Utility Provisions

The site is served by all necessary utility services. The sewer system is already connected to the Blue River Treatment Plant. If annexed, the Town would require a water and sewer system upgrade.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 41: MESA CORTINA WEST SUBDIVISION

Description

Mesa Cortina West is a low-density residential subdivision located southwest of Silverthorne between Wildernest (Area 44) and the existing Town limits.

Land Use

The site is approximately 62.8 acres and is zoned R-2 (Single-family Residential) by Summit County. The Mesa Cortina West Subdivision consists of primarily large lot, single-family homes lying within a combination of forests and meadows. If annexed Mesa Cortina West should be zoned R-2 Residential to reflect existing land use.

Transportation

Vehicular access to Mesa Cortina West is somewhat limited with the primary access coming from Buffalo Mountain Road. A secondary access is provided through the Wildernest subdivision that accesses Mesa Cortina West at two locations. Buffalo Mountain Road is double chip seal and has numerous structural problems including a potential slide area near the existing Town boundary. All other roads within the subdivision are gravel and in need of upgrading, including paving and drainage improvements to bring them up to Town standards.

Utility Provisions

The site is served by all necessary utility services. The sewer system is already connected to the Blue River Treatment Plant. If annexed, the Town would require a water and sewer system upgrade.

Community Services

The subdivision is within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

A number of open space areas and trails exist and need to be retained. Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 42: CORTINA SUBDIVISION

Description

Cortina is a low-density residential subdivision located southwest of Silverthorne between Wildernest (Area 44) and the existing Town limits.

Land Use

The site is approximately 57.3 acres and is zoned R-3 (Single-family Residential) and PUD by Summit County. The subdivision consists of primarily large lot, single-family homes lying within a combination of forests and meadows. If annexed Cortina should be zoned PUD to reflect existing land use.

Transportation

Vehicular access to Cortina is somewhat limited with the primary access coming from Buffalo Mountain Road. A secondary access is provided through the Wildernest subdivision that accesses Cortina at two locations. A realignment potential for lower Buffalo Mountain Drive has been discussed due to ongoing road stability issues and maintenance and repair costs. Buffalo Mountain Road double chip seal and has numerous structural problems including a potential slide area near the existing Town boundary. All other roads within the subdivision are gravel and in need of upgrading, including paving and drainage improvements to bring them up to Town standards.

Utility Provisions

The site is served by all necessary utility services. The sewer system is already connected to the Blue River Treatment Plant. If annexed, the Town would require a water and sewer system upgrade.

Community Services

The subdivision is within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

A number of open space areas and trails exist and need to be retained. Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 43: SUMMIT COUNTY OPEN SPACE

Description

The Summit County Open Space tract is located between Wildernest (Area 44) and Cortina and Mesa Cortina West (Area 41).

Land Uses

The site is approximately 75.1 acres and is presently zoned OS (Open Space) by Summit County. If annexed this parcel should be zoned Open Space.

Transportation

No vehicular access is currently provided, or anticipated.

Utility Provisions

No utilities are currently provided. The Town anticipates difficulties in providing water service due to the location of the site relative to existing water facilities.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

AREA 44: WILDERNEST

Description

The Wildernest area is located west of I-70 and south of Cortina Ridge (Area 40), Cortina (Area 42) and Mesa Cortina West (Area 41).

Land Use

Wildernest is approximately 295.8 acres and is currently zoned R-6 (Single-family/Duplex Residential), R-25 (High Density), PUD and Commercial by Summit County. Existing land use ranges from single-family units to multi-family and limited commercial developments. Because Wildernest is an existing residential subdivision, the Town does not anticipate changing uses. If annexed, the proposed zoning could be R-2 Residential to R-15 Residential as appropriate for the residential uses, C-1 Light Commercial for the commercial uses, or PUD.

Transportation

Wildernest Road is the primary vehicular access. Secondary access is provided at locations through the Cortina and Mesa Cortina West subdivisions. All roads within the subdivision are paved.

Utility Provisions

The site is served by all necessary utility services. The sewer system is already connected to the Blue River Treatment Plant. If annexed, the Town would require a water and sewer system upgrade.

Community Services

The property lies within the Summit School District and the Lake Dillon Fire Protection District. These governmental agencies would continue to serve the property, if annexed. Police protection would change from the Summit County Sheriff's Office to the Silverthorne Police Department.

Open Space, Parks, Recreation

A number of open space areas and trails exist and should be retained. Future planning should be done for this area to include recreation, open space, and trails, in accordance with the Town of Silverthorne Parks, Open Space, and Trails Master Plan.

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Appendix B: Community Engagement

OUTREACH SUMMARY

- Public Open House (March 3)
- Public Workshop (March 31)
- Planning Chats (4 total)
  - *Red Buffalo Coffee (March 5)*
  - *Recreation Center (March 6)*
  - *St. Mary's Catholic Church, Spanish Mass (March 9)*
  - *Recreation Center (March 11)*
- Stakeholder Interviews (approximately 17 total)
- Economic Development Advisory Committee
- MindMixer – "Engage Silverthorne" Outreach

EVENT RE-CAPS

Public Open House (March 3)

Enthusiastic Turn-Out

The Public Open House, the first of two public meetings for the Comprehensive Plan Update, was held at Silverthorne Pavilion from 4 to 7 p.m. on March 3, 2014. Approximately 100 people attended over the course of the evening (91 people signed in, and a handful of people either didn't care to sign in or were with a companion that did sign in, so chose not to). It was an informal event, with plenty of staff and consultants to speak individually with people about their observations and goals for the town, particularly related to commercial areas. Dinner was served, which also allowed people to sit and mingle, in addition to talk about the Comprehensive Plan Update.

Many people were familiar with at least portions of the planning efforts that have taken place in recent years, in particular the Urban Renewal Plan, likely because it was the most recent. They also were generally familiar with the community's goals to establish a downtown, become more walkable, and promote the redevelopment of the commercial districts. Most people were very supportive of these ideas, although some raised concerns about how feasible they were. The most overwhelming suggestions that the team heard at the open house was the need for more restaurants and places to go out, in Silverthorne.

Today's Vision

In addition to background information boards, there were several exercises that community members participated in. The first was a station directed at the Town Vision. People reviewed the current Vision Statements and offered their input on how to improve it for today's outlook. While many of the comments were more specific than the Vision Statements are written, they spoke to:

- The need for diverse, high quality housing
- The need to encourage redevelopment, especially currently blighted properties

- The desire to incorporate existing businesses and historic or nostalgic properties into future plans
- The appreciation for open space and view corridors
- The desire to promote and invest in public art
- The desire to promote walkability

"Alive/Vibrant Feel/Energy"

The second exercise was a visual preference exercise, to explore the community's perspectives on architectural styles, patterns, densities, etc. They were also asked to provide input on "What elements make a great downtown?" People wrote their ideas on sticky notes and placed them next to pictures, or wrote directly on the board, to address the question itself. On the topic of creating a great downtown, people focused on the experience that they'd like to see, such as "a consistent feel," "more walkable," "live music," "walk by river with access to shops and restaurants," "a square as a focal point gathering spot," "interesting unique shops, a beautiful setting along the river," "accessible by foot/bike," and "incorporate small town feel."

On the visual preferences photos, the most positive feedback was centered around examples of more classic, mountain town/downtown architecture (e.g., Telluride, Burlington, Durango, Glenwood Springs, and Park City), and places that are new, but incorporate similar styles with brick facades, two to four stories, etc. (e.g., Eagle, Steamboat Springs, Boulder). Very contemporary architecture was generally frowned upon, particularly when there was a very modern feature (black glass angular building), or use of materials (concrete, glass, etc.). Strip malls that were placed in the exercise as a way to test existing conditions, were met with the most amount of negative comments. Large buildings were also met with concern, generally leaning towards "too urban," though this exercise was specifically oriented towards downtown development and did not include other areas where those might be more appropriate.

The Big Picture

The last activity that people participated in was drawing their ideas on an 8' by 10' floor aerial map of Silverthorne. People placed colored dots on the map to indicate where they live (blue), work (yellow), see problems with transportation or land use (red), and where they would like to see investments made (green). Many people wrote in local landmarks to get oriented with the map, as well as opportunities for the future. The map generated discussions around key areas of town, namely the Town Core District and its future. It will be used at the second meeting to continue those conversations, as well as introduce potential policy solutions for the future.

Public Workshop (March 31, 2014)

Great Turn-Out, Again!

The Public Workshop, the second and final public meeting for the Comprehensive Plan Update, was held at Silverthorne Pavilion from 5 to 7 p.m. on March 31, 2014. Approximately 85 people attended the Workshop with 75 people signing in, and several more people who participated that chose not to sign-in. The Workshop was a more structured than the Public Open House held earlier in the month, with an agenda that required participants to be at the meeting for the entire length of the event. Town staff members and consultants were available to speak individually with people about their thoughts and goals before the start of the meeting and after the end of the structured segment of the Workshop. Dinner was served, which also allowed people to sit and mingle, and talk about the Comprehensive Plan Update.

Kick-Off Presentation

A Kick-Off Presentation started off the Workshop as those in attendance enjoyed dinner and provided an overview of the "Blueprint Silverthorne" planning process. The presentation covered the purpose and goals for the Comprehensive Plan Update, the public process to this point, an overview of what the community brought up at the Open House and other public outreach events, and the opportunities and "Givens"—or existing strengths—for Silverthorne, as identified by the consulting team.

As community members arrived at the Public Workshop they were given nametags, which included a number printed at the bottom, to group people by stations. The format of the Workshop was loosely referred to as "speed planning," in which people rotated through five stations, facilitated by

members of the planning team, to hear potential concepts and then discuss their attributes. The five stations were: Gateways, Neighborhoods, Connections, Built Environment, and Gathering Spaces. Each group spent ten minutes before rotating to the next.

The following is a summation of many of the ideas that were heard at each station.

Gateways

The Gateways station focused on the gateway areas of Silverthorne and how they can be improved to present Silverthorne's identity and attract visitors. In addition to the gateway areas of Silverthorne, discussion involved the types of features that could serve as a gateway to the Town and Town Core area. Ideas included:

- Getting people to slow down and enjoy Silverthorne
- Ensure that people know they are "in the mountains"' from the gateway
- Consider an 'Iconic' landmark to attract visitors and give Silverthorne an identity
- Improve the arrival experience off of I-70 to make it less confusing
- Integrate with Outlet Malls to make a gateway
- Use a gateway to connect the commercial areas of Silverthorne
- Use the gateway to communicate "what's happening" to those who stop
- Consider a gateway feature on SH 9
- Define what is unique about Silverthorne and market that: Buffalo, Blue River, fishing, year-round, sunshine, Gore Range, "banana belt," bicycle friendly
- Consider a public welcome center to capture passers-by and welcome them to Silverthorne
- Balance the needs of the community with tourism
- Consider the potential for I-70 Rail and need for a gateway
- Differentiate the gateway area from the core; use architecture as a gateway
- Include the south side of I-70 in the gateway
- Consider banners/archway and use landscaping/signage to help with way finding
- Identify Silverthorne as the gateway to Summit County, mountains, wilderness

Neighborhoods

At the Neighborhoods station, community members discussed roles of different neighborhoods in creating a vibrant community. Participants focused on housing, public space, and the local environment. Some of the key ideas shared included:

- Consider a boardwalk/pathway along the river
- Public access to river via commercial establishments along river
- Make sure there is open environment along the river and buildings don't create a wall
- Mixed use and restrict ownership type to ensure critical mass of residents in Town Core
- Consider mixed use along the river
- Four stories may be too high, but three stories with great architecture is good
- Accommodate housing for locals; there is a need for permanent resident housing for singles, low income, seniors, etc., but keep building sizes appropriate
- Preserve the river corridor, natural environment, and views
- Ensure that dense housing offers storage and parking

Connections

The connections station of the "speed planning" session promoted a lot of interesting dialogue and highlighted some of the transportation concerns and interests of the community members in attendance. Overall, the community was supportive of the concepts presented. They are very

interested in making SH 9 easier to cross as a bicyclist or pedestrian, so thought the only way to do so was with grade separated crossings. They are also very supportive of an additional connection across the river at 4th Street, though some engineering feasibility was raised. Residents are very interested in having accessible parking that allows for park once and then walk in the town core. Concerns were raised about I-70 traffic impacts on the community, particularly during snow events that shut down or significantly delay travel back to Denver. Participants are supportive of transit in the community and would like to see continued service, some even mentioned the idea of a small circulator route to help facilitate "park once" for those who may not be comfortable walking longer distances. Key ideas included:

- Balance slowing traffic to facilitate pedestrian crossing of SH 9 with mobility needs of the corridor
- Enhance pedestrian accommodation on SH 9 with detached sidewalks on both sides
- 4th Street full multi-modal connection is great, make sure to reuse the current 4th Street pedestrian bridge
- Work to remedy bicycle/pedestrian conflicts on the trail – concern about bicyclist speed
- Separate sideways from streets so that snow removed from the street can be stored, rather than end up on the sidewalk
- Provide sidewalks all the way to Smith Ranch
- Ensure adequate parking, people are interested in free parking and park and ride configuration
- Provide on-street parking
- Important to consider semi-truck parking and I-70 closure parking
- It may be important to consider bike facilities on SH 9 as there are some very nice road bike rides either way out of Silverthorne.
- SH 9 N to UTE Pass and Back, SH 9 south to Keystone and up to Montezuma
- Enhance the bike path and wayfinding to the shopping center
- Develop an emergency plan for the Town, with particular attention paid to I-70 emergency events and closures
- Crossing SH 9 is important
- Mid-block crossings with Rapid Rectangular Flashing Beacons
- Better wayfinding and pedestrian infrastructure connecting to transit
- There was some concern over adding new signals; also concern about some of the signal timing, particularly at 6th.
- Some interest in under/overpass crossing of SH 9; this was not strongly encouraged as grade separated crossings are only effective in limited situations.
- Expand the river trail; focus on vitality along the river
- Introduce some kind of bike rental/share program

Non-transportation comments:

- Senior Housing – Smith Ranch Continuum of Care

Built Environment

At the Built Environment station, discussion was focused on how the design, architecture, and infrastructure of Silverthorne—especially the Town Core—can improve the community and meet the needs of local residents and tourists. Ideas included:

- Use lighting and signage to slow down traffic through Silverthorne; could be a landmark or iconic architecture
- Three-story buildings are most preferred, with some people ok with four stories or just two stories
- Higher buildings could have step-back
- Consider that tall buildings can block views and allow snow/ice to buildup in shadows

- Consider a bypass to get traffic around Town Core
- Look at potential for building a parking structure for overflow parking needs
- Extend sidewalks outside of Town Core, too and keep open space between buildings to allow access to river

Gathering Spaces

The Gathering Spaces station focused on the community need for event space and places for gathering outside. Community members raised concerns, shared ideas, and commented on some to the ideas proposed by the consultant team. Ideas included:

- The Town Core is a small area and the plan should look beyond that to include other areas
- Look at on-street parking, have free parking, parking garage, and make the Summit Stage transfer station a gathering place
- Consider the needs of semis and emergency vehicles in addition to pedestrian and bike access
- Attract bike riders and have them stop along their rides
- Capitalize on views, especially to the west, and consider rooftop patios and picnic areas
- Make space for live music, cultural events, performing areas, and key spots to access the river
- Connect Silverthorne with what we have already, including ball fields to south; "after a game, families can go for pizza, beverages"
- Ideas: Plazas, community gardens, Segway stations
- Partner with library/CMC to expand students in community
- Festival bridge should have visibility from both sides, have no cars; may be too wide and create a dark place on the river
- Consider a greenspace/buffer from I-70

Final Presentations

To conclude the workshop, each facilitator gave brief presentations (five minutes) of the range of ideas that they heard, which were summarized above. The meeting ended at 7 p.m.; community members were encouraged to keep informed of the process through MindMixer and the Town website, and to expect a Draft document in early May before Planning Commission.

Planning Chats

Coffee Talks

There were four planning chats, with distinctly different input at the three locations. The Red Buffalo chat had about 7 to 8 participants, several of whom came specifically for the chat. They sat down to share a cup of coffee and their broad ideas about the future of the community. The desire for more restaurants resounded once again. One gentleman came specifically to offer his input on the Riverfront Mixed Use zoning district; that it needs to be refocused solely on high density residential, and not include a commercial use. Other people that dropped by shared their general support for more locally-owned/oriented commercial that improved the character and small-town feel of Silverthorne, and recognizing the important role as a regional commercial hub.

Grab 'N Go

The planning chats at the Recreation Center were quick conversations with people either arriving for or leaving from their workout, and their input reflected that. Most people grabbed a flyer to take information home with them, see the schedule, and get the website information for Engage Silverthorne. In total, over the course of two sessions, we spoke with approximately two-dozen individuals, including many children. Those that did take a few minutes to chat with us, shared their ideas for opportunities such as a family-friendly hotel complex, more venues for "nice" restaurants (though not fine-dining), riverfront dining. The recreation-oriented mindset of many people showed through in their comments as well, such as an outdoor climbing wall—perhaps as the centerpiece to a public plaza, more entertainment such as comedy shows and concerts, an

archery ranch, an outdoor hockey rink, and more sidewalks and pedestrian-oriented developments. Children had great ideas too, such as a place for a hot air balloon festival, a park with a train or a fire truck, an indoor play gym (bouncy house, trampolines, etc.). Specifically regarding commercial, we heard a variety of perspectives, most leaning towards the desire for a "family friendly," "inviting," "charming" and "walkable" commercial district.

New Voices

The planning chat that was held at St. Mary's Catholic Church, following Spanish Mass, was also a success, in that it reached a portion of the Silverthorne community that ordinarily would not come out to a public meeting or formal event. It consisted of quick conversations, as families were leaving Mass, but many people took flyers and asked about what we were doing. More children took part in the kids' activities (coloring pages and design-your-own hard hat) than at any of the other events, which was likely because there were treats (donuts and cookies) and enough kids to make it feel fun and relaxed. Individuals who spoke with a member of the planning team shared desires for more indoor play areas, more year-round restaurants and jobs, and the need for more apartments. They recognized Silverthorne as an important place for the working class, and that businesses and amenities that the town has now serve them well. Some people believe that that aspect of Silverthorne should be emphasized, instead of focusing on the needs of tourists. People were very enthusiastic about the recreation amenities that the Town currently provides, and would like to see even more year-round places for families to enjoy in the future.

Stakeholder Interviews

One Goal, Many Ways to Achieve It

The SE Group Team conducted approximately 17 stakeholder interviews, mostly in person, and a handful over the phone (some of these will be ongoing, as we learn of more people to meet with). Interviewees ranged from Town Councilors to local business owners and members of the EDAC and/or Planning Commission. Generally, stakeholders—as one person stated it—"are in favor of the concept, but now need to figure out how to make something happen." That is, they all agreed that there is an opportunity to bolster the Town's economic vitality, identity and long-term sustainability through the right strategic investments and land use opportunities.

Business owners had a wide spectrum of perspectives of what those opportunities were. Some were completely on-board with a downtown concept, while others would like Silverthorne to recognize what it is today and continue to be very good at that (a regional commercial hub). Similarly, while most stakeholders agreed that the town is in dire need of restaurants, there was a great deal of variety in what people thought was most appropriate: Outback's and familiar chains to appeal to overnight travelers and Outlet customers; an anchor brew pub; places along the river to capitalize on views and connections to nature. The common thread was that a restaurant of any kind first needs a desirable place to locate, and the Town Core and the Gateway are opportunity areas.

Hotel accommodations were another opportunity that were widely commented on, with several suggested locations including along the river, the Gateway, and in the heart of a future downtown. Each of these options were lend themselves to different product types and characters, so could be explored for development concepts.

Another frequently mentioned idea was that in order to make a downtown work, Silverthorne needs a destination that can't be found anywhere else in Summit County. This might be a unique entertainment venue (theatre), a recreational amenity (outdoor climbing wall as the centerpiece to a public plaza), or downtown shops and restaurants with national brand recognition. The Blue River was widely supported as a feature of Silverthorne that is unlike any other in the County and that where possible, it should be celebrated and integrated into future development.

Stakeholder input varied greatly based on individuals' experiences. Those that had been involved with commercial development either in Silverthorne, or elsewhere, offered their ideas on how the Town can encourage private investment in commercial properties (partnerships, clear expectations and approval processes), as well as challenges that are associated with today's economic climate (funding

requirements for mixed use projects). Most agreed that there is a great need to enhance Silverthorne at a very basic level to get rid of blighted properties and capture more economic activity from locals and visitors.

A sampling of specific comments:

- We need to create a draw, a sense of place
- Need to incorporate demographic profile in the future, when meeting with potential investors
- Don't let opportunities slip away because of lengthy development processes
- We need to shift the momentum in Summit County back towards Silverthorne, create opportunities for investors
- Need to be realistic about what the market will support
- Recreation is a differentiator that sets Silverthorne apart
- Re-invent Silverthorne as a modern mountain town, with a highway-oriented context
- Make this place somewhere that kids will come back to
- Opportunities today are all critical to Silverthorne's long-term future; don't place individually-owned residential property in the downtown, as it limits the building's ability to adapt and evolve to changing conditions (single-owner building with apartments ok)
- Need the guidance to influence quality design, but also the flexibility to adapt if an anchor steps forward (e.g., Rock Bottom Brewery); one anchor will influence the design of the entire corridor
- Need design that is enduring, not a moment in time
- Policy must support unique and local businesses
- We need an iconic gateway coming from the north
- We lack a high quality employer (medical, professional, research/academic)
- Establish a small business liaison to encourage locating in the town
- An arts district would draw people in
- Public buy-in is the missing piece of the puzzle currently; thus the importance of the Comprehensive Plan
- Connectivity is lacking (incongruent sidewalks), which prevents people from exploring
- Incorporate the Mint and ODI into future development
- Silverthorne needs an event venue; ideas ranged from hotel/conference center, river-oriented festival space, fairgrounds, community theatre
- Big box is okay- don't turn our back on what supports our community, there is still room to serve this market
- Need high density to support a commercial downtown
- Main Street on HWY 9 is reaching
- Signage is critical; people need to know that there is activity beyond the outlets; this could be banners over-arching the highway to announce events, as well as more basic navigational signage
- Emphasize the bike path and moving people about on feet and bikes
- Town needs a family-oriented "base camp" hotel property to "stay and play" here, not just shop and leave
- Anchors are vital within downtown and throughout all commercial to draw people there
- Up to 85% of the Outlet's 4.5 M customers are visitors
- The URA strategy is important to convey to the public, so that they understand why large anchors and a downtown are mutually beneficial
- Silverthorne does not need more parking lots
- Housing opportunities need to be carefully evaluated in respect to how they would support commercial
- Need to maintain the mountain character of Silverthorne
- Small conferences would be a great opportunity, with the right hotel facility
- The Comprehensive Plan needs to be a document that lives beyond Town Council terms; a long-term guide

MindMixer: Engage Silverthorne

The Town of Silverthorne launched the online public engagement tool MindMixer™ in early 2014 to gather public input on a variety of topics, including many that pertained to the 2014 Comprehensive Plan Update. Representative comments pertaining to the Update included:

More of home town feel: *"*Silverthorne has done a great job of attracting the retail operations (outlet mall, Lowes, and Murdocks). Would like to see that continue (maybe our own Costco?) but would like to balance that with more newer and more mainstreet style developments with restaurants and entertainment venues of our own (Dillon has the ampitheater and the free concents)."

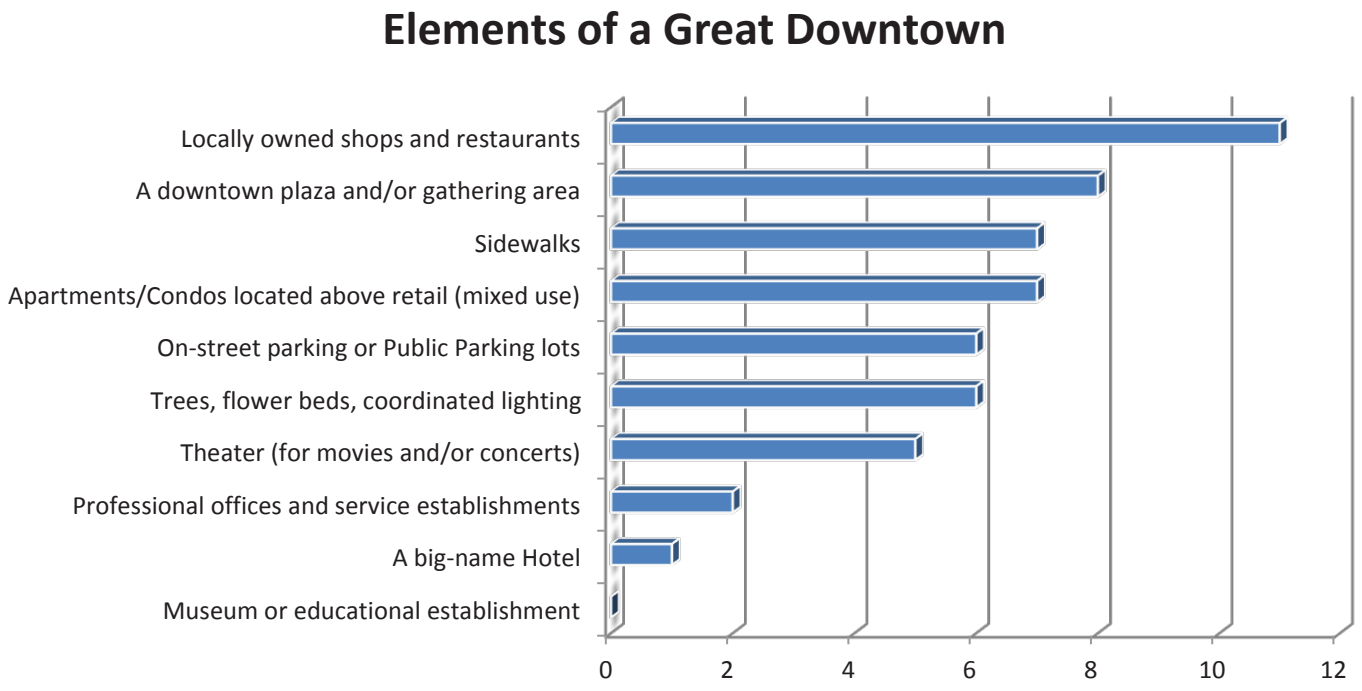
Make Hwy 9 more attractive: *"*Silverthorne has a great location, great shopping, and is the gateway to summit county. If HWY 9 is developed in a way that encourages foot traffic, through mixed use development, more restaurants (non-chain), etc. It will be the place to be in Summit."

Continued development of town center near 6th and highway 9: "Silverthorne need a town hub similar to Main Street in frisco. Also some of the shabby buildings along highway 9 could be spruced up or removed."

Local nightlife/attractions/transportation: "My biggest beef with Silverthorne is the lack of a "scene" for people to want to check out and/or linger in. I enjoy the free shows at Dillon Amphitheater, the bars and restaurants in Frisco and Breck."

We need a core central pedestrian friendly zone: *"*To make Silverthorne have more of a "town" feeling, rather than simply being a home for strip malls, and big box stores, we need to create a pedestrian friendly area that has bars, restaurants, & shopping."

We are working to revitalize Silverthorne's Downtown. What elements do you think are key to success of this effort?



Stakeholder Meetings

Colorado Department of Transportation

Over the course of Blueprint Silverthorne, the project team facilitated a variety of conversations with stakeholders. Fehr & Peers spoke with CDOT representatives in February and April. Initial conversations included information about concurrent CDOT projects:

- I-70 Interchange – A recently completed study recommended changing the I-70/SH 9/US 6 interchange from the existing diamond configuration to a diverging diamond interchange to help with existing and future congestion with minimal interchange footprint expansion. This improvement is probably at least 10 years from going to construction.
- Rainbow Drive Upgrade – CDOT is planning improvements at Rainbow Drive and SH 9 to allow for improved signal timing that will reduce delay. This improvement should be completed by the summer/early fall of 2014. A roundabout was evaluated in this location but was not a feasible option.
- I-70 Westbound on-ramp improvements – CDOT has proposed widening on-ramp to help mitigate backups. This can happen sooner than the full interchange improvement.

Early ideas from the plan update were discussed as well.

- Parking on SH 9 – CDOT is open to discussing parking along SH 9. Some caveats were discussed.
  - » Parallel parking only, diagonal parking is not allowed within the State Highway Access Code.
  - » Snow removal from a parking lane would be the responsibility of the Town. CDOT would plow into the parking lanes and the Town would remove from there.
  - » CDOT expressed some concern about roadway capacity impacts.
- Road diet of SH 9 – A road diet (five lane to three lane conversion) was not highly desirable.
- Narrower lanes on SH 9 – Lane diets (tightening lane widths to 11 feet) may be considered. However, roadway capacity impacts would need to be considered.

In general, CDOT feels that SH 9 functions very well currently. They feel that there are nice amenities along the corridor, such as landscaped medians and meandering sidewalks. They were cautious of trying to create a main street on SH 9 and were much more supportive of main street being on another roadway such as 4th Street, similar to what is found in Frisco. They were supportive of the idea of extending 4th street across the river and felt that could potentially relieve some of the congestion at Rainbow Drive/SH 9 as well as the interchange as a whole (though the emphasis of the Comprehensive Plan is maintaining this as a pedestrian bridge, with emergency vehicle access).

Materials from the community meeting held on March 31, 2014 were also provided to CDOT for their review and comment. In general, they are supportive of the ideas presented. Parallel on-street parking on SH 9 can be provided, though not at the expense of a travel lane; diagonal parking will not be considered. CDOT would prefer to see pedestrian crossing take place at the signalized intersections. Controlled mid-block pedestrian crossings are envisioned in select locations along SH 9 when new land uses develop that dictate an increased pedestrian/bicyclist demand for crossing SH 9. Continued dialogue will be needed to understand CDOT's concerns as well as to provide additional information about mid-block crossings and their potential safety benefits over some traditional signalized intersections. Currently, the signal at 4th Street is adequate for facilitating pedestrian crossings. Enhancements such as median nose extensions to provide refuge, stamped or colored pavement and crossings, leading pedestrian interval (LPI) timing, and narrowed curb radii could make the 4th Street crossing could be considered to increase the comfort of pedestrians crossing the street.

CDOT indicated that they would prefer the focus of enhancement to take place on local streets in Silverthorne with minor modifications to SH 9 as new development occurs.

Summit Stage

Fehr & Peers spoke with a Summit Stage representative in April. The Summit Stage provides transit for Summit County and runs four routes that serve Silverthorne. The Transit Transfer Station is currently located on the corner of Adams and 4th.

Summit Stage began a planning process last fall that raised concern about the currently location of the Silverthorne Transfer Station. They would like to see the transfer center closer to the interchange. One of the potential locations discussed for relocation was 3rd and Adams. There is currently a storage yard for public works that could potentially relocate when the Fire Department relocates. This location would allow Summit Stage closer proximity to I-70 and would take idling buses away from proposed development on 4th Street. At this point, this is just an idea and would require much more research and conversation before action would be taken.

The proposed CDOT service was also discussed during the conversation. This service will begin as a single round trip leaving Glenwood Springs in the morning and a return trip from Denver in the evening. The service will stop in Summit County and tie into the Summit Stage service.

Bruce encouraged the Town to continue to stay involved with Summit Stage through the Transit Board.

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Appendix C:Resolution

TOWN COUNCIL RESOLUTION 2014-10

TOWN OF SILVERTHORNE, COLORADO
PLANNING COMMISSION

RESOLUTION NO. 2014-1

A RESOLUTION AMENDING AND UPDATING THE TOWN OF SILVERTHORNE COMPREHENSIVE PLAN.

WHEREAS, the Town of Silverthorne, Colorado, acting through its Planning Commission is empowered pursuant to Section 31-23-201, *et seq.*, C.R.S., to make and adopt a Comprehensive Plan, and

WHEREAS, the Silverthorne Comprehensive Plan has been prepared for the incorporated area of the Town, and

WHEREAS, the Silverthorne Comprehensive Plan complies with the requirements of Section 31-23-201, *et seq.,* C.R.S., and

WHEREAS, the Planning Commission conducted public meetings and a public hearing on amendments and updates to the Comprehensive Plan on April 15, 2014, May 6, 2014, and May 20, 2014, and

WHEREAS, the Planning Commission believes it in the best interest of the Town that the amendments and updates be adopted,

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE TOWN OF SILVERTHORNE, COLORADO:

1. The amendments and updates to the Silverthorne Comprehensive Plan be hereby adopted.

2. The amendments as adopted hereby, expressly includes maps and other matter, intended by the Planning Commission to form a portion of the whole of the Silverthorne Comprehensive Plan, all of which materials are contained within the plan document itself, and which materials are hereby declared to be part of the Plan.

3. A copy of this Resolution shall be attached to each copy of the Silverthorne Comprehensive Plan and shall serve as an attestation that each such copy is a true and correct copy of the Plan as adopted.

4. That an attested copy of the Silverthorne Comprehensive Plan shall be and hereby is certified to the Town of Silverthorne Town Council and to the Summit County Board of Commissioners pursuant to § 31-23-208, C.R.S.

MOVED, SECONDED AND ADOPTED ON THE 20th DAY OF MAY, 2014, BY A MAJORITY VOTE OF THE ENTIRE MEMBERSHIP OF THE COMMISSION.

By:_____
Robert Kieber, Chair

ATTEST:

By:_____
Melody Hillis, Secretary to the Commission

RECEIVED, APPROVED AND ADOPTED PURSUANT TO § 31-23-208, C.R.S.

TOWN COUNCIL
TOWN OF SILVERTHORNE, COLORADO

By:_____
Bruce Butler, Mayor

ATTEST:

By:_____
Michele Miller, Town Clerk

Date: 5/30/14

RECEIVED, APPROVED AND ADOPTED PURSUANT TO § 31-23-208, C.R.S.

SUMMIT COUNTY
BOARD OF COMMISSIONERS

By:_____
Chair

ATTEST:

By:_____

Date:_____