



January 12, 2017

Vail Town Council
75 South Frontage Road
Vail, Colorado 81657

c/o Matt Panfil, AICP
Town Planner

Re: Marriott Residence Inn and Employee Apartments – Changes to Plans since January 3

Dear Town Council:

This letter, in addition to the clarifications provided to you in my December 31, 2016 letter, is intended as an update on the changes we are proposing to the project based on the concerns we heard expressed by the Town Council on January 3, 2017. We believe that the changes now proposed address many of the critical issues we heard expressed.

We understand that there are no perfect development projects that have been proposed or built in Vail. We also understand that decisions regarding development projects can be emotional and vulnerable to a great deal of subjectivity and personal opinion. Even in the application of objective criteria, this emotional dimension can come into play.

The applicant has responded to critical issues expressed, just as he has throughout the entire course of this process, whether from PEC, DRB, Council, or neighbors/citizens. We believe that if you look at what is proposed, what zoning allows, and the shape of the development parcel in an objective way you can clearly see how the benefits of this project outweigh the relatively minor deviations from the zoning regulations. The changes to the plans and project we have proposed should make the decision to approve this project a justifiable one.

We are requesting that the Town Council approve the Marriott Residence Inn and Workforce Housing project on first reading. At second reading, February 21, all conditions and changes would be documented in the ordinance and with revised plans.

Below is a list of revisions and changes to our proposal:

1. **Building Height Lowered.** The plans have been revised by lowering the overall building another 3'-4" (aka 40"). This was done by pushing the entire building into the Earth another foot and also by changing the construction methodology such that the floor to floor depth was reduced by another 2'-4" (aka 28"). This change brought the west half of the building almost completely under 48'. There are a few roof forms and a portion of the green roof that project above the 48'. In order for the west half of the building to be under the 48' (except for allowed architectural projections such as stair towers, elevator towers, and related spaces), the mass and floor area of 5 employee housing units had to be removed from the middle/rear of the building and the front (south elevation) of the building. The removal of these 5 employee housing units caused the other 6 employee housing units on the upper level adjacent to the hillside to the east to be eliminated as separate units. This was due to life safety exiting requirements for those spaces. The floor area of those 6 employee units were added to 6 units on the floor below allowing for two story units with internal circulation. The result are 6, 4-bedroom units. See the diagrams attached showing the height, location of remove mass, revised elevation, and comparison the to previously approved hotel (2013).

2. **Reduction in Building Mass.** As explained above, 5 employee housing units were removed from the upper level of the building in order to be under the 48' height limitation. This change removed bulk and mass from the project in addition to the lowering of the building.

3. **Reduction in Employee Units.** As explained above, with the removal of the 5 employee housing units from the building and the conversion of the remaining 6 units to two-story units, there is a loss of unit count of 11 total units. The 6 two-story units are now proposed as the unrestricted rental units (no local occupancy requirement) with a total floor area of 12,600 sq. ft. or 2,100 sq. ft. each. This change is also necessary to make the financial pro-forma still work after the reduction of the 5 employee housing units and associated rents. The total proposed unit count of deed restricted units is 96, which is still a considerable public benefit to the community. The total rental apartment count is 102.

4. **Reduction in Parking Requirement and Increase in Public Parking.** As represented on January 3, the parking space count within the two below grade parking levels was reduced to 331 spaces due to providing a below ground parking structure setback of 20' to the west property line or approximately 40' between building foundations of the proposed structure to that of the neighbors. With the loss of 11 employee housing units, along with the multiple use credit afforded by the Town Code, the revised parking requirement for the project is 302 parking spaces. Thus there is a surplus of 29 parking spaces that can be leased and made available publicly.

5. **Left Turn Lane.** A Traffic Report was prepared for the project by Kari Schroeder, PE of McDowell Engineering. The report was developed with the input and review of CDOT and the Town of Vail. CDOT has certain standards and traffic thresholds that determine when left turn lanes and right turn deceleration and acceleration lanes are required. This is based upon the proposed traffic characteristics and volumes of the project and traffic volumes on the adjacent

roadways. The report looks at current conditions and conditions 20 years into the future. Based on the volume of traffic generated by the project and traffic volumes projected on the North Frontage Road, there is no need or warrant for a left turn lane into the eastern access to the property in the next 20 years. There is however the need for a left turn lane for the western access and one is being provided. While the casual observer may like the idea of a turn lane, it is really a waste of resources and adding more pavement to an already overly paved roadway.

We reviewed the concession that was afforded the developer of the Lion's Ridge project. There was also a request made on that project for a left turn lane. The concession approved by the Town was that the developer did not have to provide the turn lane but that if the Town decided it was needed, then the developer would reimburse the the Town for the cost of adding the turn lane. This developer would like the same opportunity. We propose that if the Town builds a left turn lane to the east access within 5 years of the approval, then the developer will pay for the costs of the improvement. If the turn lane is not developed within the five years, then the developer is off the hook.

6. **Arrival Confusion.** There was a concern expressed about the traffic circulation of the site and that it might be confusing to hotel guests. We believe that we have a solution to this issue. First of all, the confusion, if there was any, would likely only occur for a person arriving to the property for the first time and arriving from the west. The first access encountered for persons arriving from the east, puts the guest on the service drive to the front door and eventually the parking garage so there is likely no confusion.

The applicant plans to have the main, larger, entrance sign to the hotel located at the east access. For the first time guest this will be a prominent indication of the primary entrance to the hotel.



At the west access will be directional signage focused on the Frontage Road with a arrow pointing to the east for Hotel Entrance.



If that doesn't work and the guest still pulls into the west entrance, there will be a directional sign directly in front of the guest at the top of the parking ramp stating "Hotel Check-In Parking in Garage," with an arrow directing guests into the garage. At the bottom of the ramp there will be another sign that says "Hotel Check-In." Within the garage there will be two parking spaces labelled Hotel Check-In Parking and signage directing the guest to the elevator. This is really no different than if you pulled into a parking lot at a hotel and parked, instead of going to the porte cochere, and walked in to check-in.

Also with the signage located at the west access and top of the ramp to the parking garage would be text for “Hotel Self Parking and Tenant Parking.” At the west access would be tasteful signs and pavement markings indicating the flow of traffic on the driveway across the front of the building and Do Not Enter or Wrong Way signs to prevent guests from traveling in the wrong direction.

The applicant believes this will be easily understood. Guests and tenants, after they have arrived once at the property will also fully understand the operation.

7. **Dog restrictions.** There was some concern expressed about the number of dogs that might be allowed on the property and that there may be too many for the site. The applicant is proposing to limit dog rooms at the hotel to 10 rooms. Additionally, only 50% of the apartments would allow dogs and those that do would be limited to one dog. We believe that this addresses the concern over the number of dogs that might be present on the property.

8. **Tree Buffer for Grand Traverse.** The Grand Traverse HOA and the immediate Grand Traverse homeowner have requested an adequate tree buffer be planted on the HOA open space parcel to help screen views of the project. The applicant will fund and/or plant 12 - 20 Blue Spruce trees (or other variety desired by the HOA) subject to the HOA approval of specific locations prior to CO of the project.

With the proposed changes, the deviations from the Town Code are very limited. Above ground, the deviations are simply the retaining wall height hidden behind building and the minor height protrusions (90% of the building is under 48’) explained above (see height graphic).

The retaining wall height deviation allows for the majority of the workforce housing units to be built (i.e., you can’t have subterranean units without windows).

The other deviation is the amount of site coverage, now reduced with the 20’ setback on the west side of the property. Additional site coverage below ground has been encouraged throughout the community as it affords huge benefits without negative impacts. Examples of additional site coverage granted for below grade parking include the plaza at Solaris, the landscape area at the Sonnenalp, all of the streets and plazas around the Arrabelle, and the courtyard at the Antlers, to name just a few. Below grade setbacks for the parking garage, while listed as a deviation, could be accomplished under the provisions of the PA-2 zone district without the need for an SDD.

So what is before you on January 17 is a trade-off of retaining wall height, minor roof penetrations, and below grade site coverage in exchange for the opportunity to add 102 rental apartments, 96 of which are deed restricted forever. We’ve demonstrated in our attachments and will demonstrate at the hearing, that the length of the facade and the bulk and mass of what is proposed is very similar to the stand alone hotel project previously approved by both the PEC and the Town Council in 2013. There is no design guideline or code provision in this zone

district that prevents the bulk and mass as proposed. As you have seen from the revised graphics of the proposed building, the proposed building is very tastefully designed with significant relief provided within the building facades.

The hotel market has improved in the last year since we started this process. A stand-alone hotel project on this property is much more appealing financially now than what is currently proposed. **We want to be part of the housing crisis solution so we created this plan. If housing is not the need and we are unable to obtain approval as currently proposed, the applicant will just submit a very similar sized hotel building** which complies 100% with the PA-2 zone district development standards as a Use By Right (20' setbacks, above and below grade, 48' building height, compliant retaining walls, minimum employee housing requirement to satisfy the hotel needs, and parking in accordance with code). Hotels and employee housing are the only uses permitted by right on the property and the bulk and mass of a hotel will be virtually the same. This result would be a significant loss to addressing workforce housing crisis in Vail and send a clear message to the development community. Please don't let this happen.

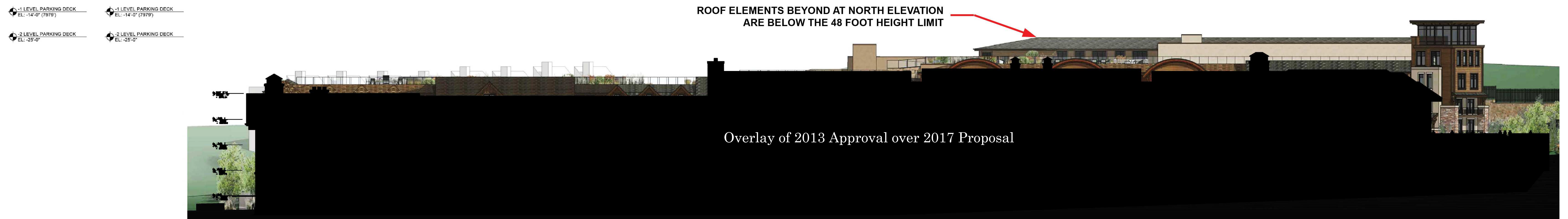
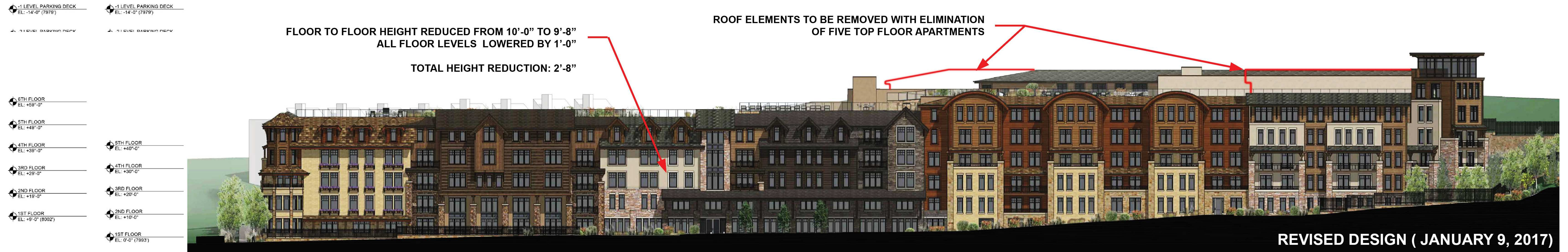
We look forward to a positive and productive hearing on the project on January 17.

The graphics attached compare the 2013 approved hotel plans with the new revised January 17 plans for the project. The graphics also show where the massing changes were made. Also included is the previous and proposed building height diagram showing how the height was reduced.

Sincerely,



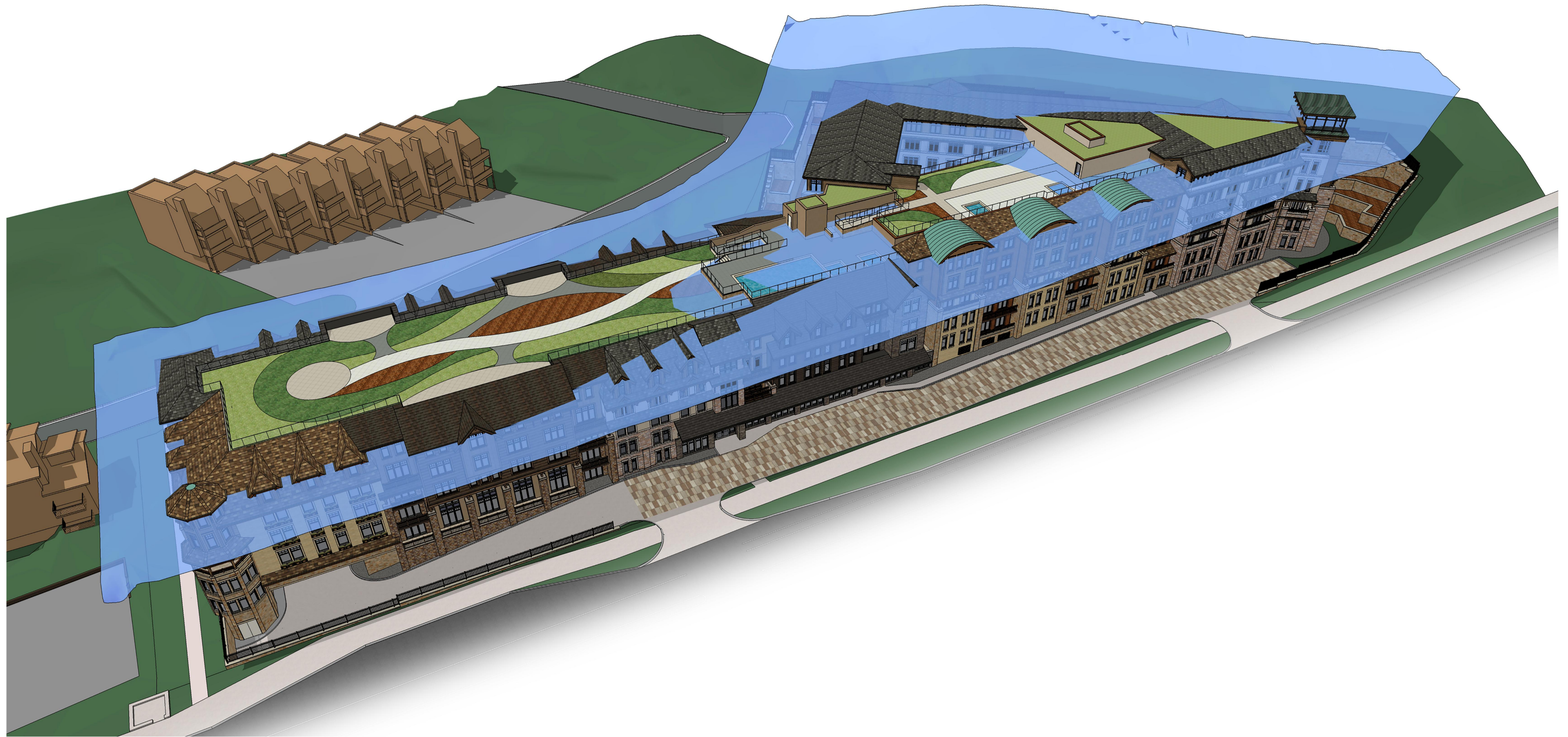
Dominic F. Mauriello, AICP
Principal



REF-03 - Existing Design / New Design

PROPOSED RESIDENTIAL DEVELOPMENT
 APARTMENTS AND ATTACHED PARKING STRUCTURE
 Vail, Colorado

January 17, 2017



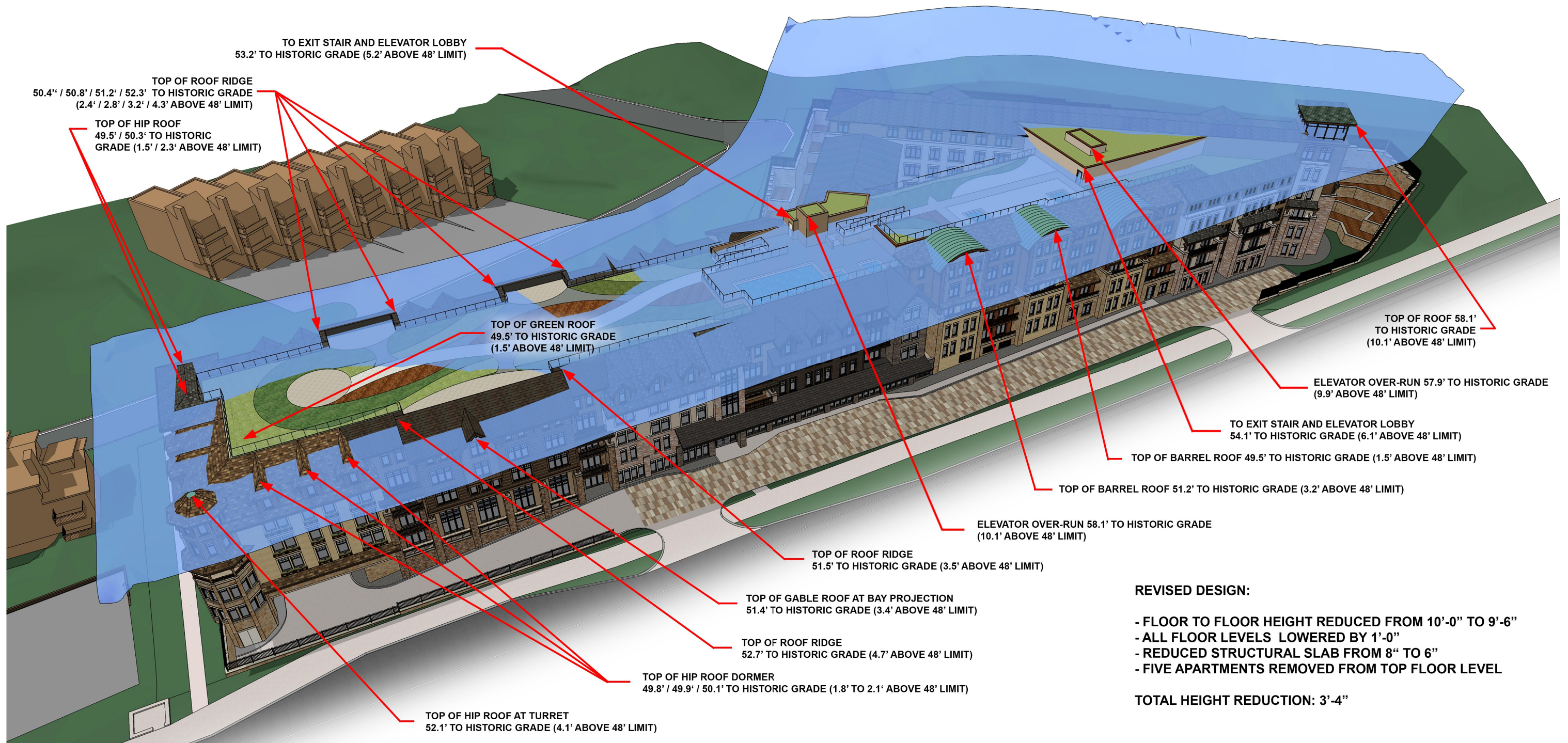
January 3rd- 48 Ft. Height Plane Diagram

January 17, 2017

PROPOSED RESIDENTIAL DEVELOPMENT
APARTMENTS AND ATTACHED PARKING STRUCTURE
Vail, Colorado

WRIGHT HEEREMA | ARCHITECTS

140 S. Dearborn St. Suite 200
Chicago, Illinois 60603
312.913.1010 Fax 913.1917
www.wrightheeremearchitects.com



Revised January 17th - 48 Ft. Height Plane Diagram

January 17, 2017

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