

VAIL TOWN COUNCIL REGULAR MEETING

Evening Agenda



Town Council Chambers

6:00 PM, February 21, 2017

Notes:

Times of items are approximate, subject to change, and cannot be relied upon to determine what time Council will consider an item.

Public comment will be taken on each agenda item.

Citizen participation offers an opportunity for citizens to express opinions or ask questions regarding town services, policies or other matters of community concern, and any items that are not on the agenda. Please attempt to keep comments to three minutes; time limits established are to provide efficiency in the conduct of the meeting and to allow equal opportunity for everyone wishing to speak.

1. Citizen Participation

2. Appointments for Boards and Commissions

- 2.1. Appointment for Vail Local Housing Authority 5 min.

Presenter(s): Dave Chapin, Mayor

Action Requested of Council: Action requires a motion to appoint one applicant to the Vail Local Housing Authority to finish a term ending May 31, 2017.

A recent resignation leaves one position vacant on the Vail Local Housing Authority. Interviews will be conducted during the afternoon meeting on Feb 21, 2017. The five members serve as the Board of Directors for the business of the VLHA which includes strategic and long term planning and management of the town's housing program.

3. Consent Agenda

- 3.1. Contract with R.A. Nelson for Pre-Construction Services 5 min.

4. Town Manager Report

- 4.1. Vail's Community Meeting on March 14, 2017 at Donovan Pavilion (5 pm until 7 pm)

5. Public Hearings

- 5.1. Ordinance No. 35, Series of 2016, Second Reading, An Ordinance establishing Special Development District No. 41 (Marriott Residence Inn), pursuant to Section 12-9(A), Special Development Districts, Vail Town Code, to allow for the development of a limited service lodge and deed restricted employee housing units and a conditional use permit for public or commercial parking facilities or structures, located at 1783 North Frontage 90 min.

Road West/Lots 9-12, Buffehr Creek Resubdivision, and setting forth details in regard thereto. (PEC16-0030)

Presenter(s): George Ruther, Director of Community Development and Matt Panfil, Town Planner

Action Requested of Council: The Vail Town Council shall approve, approve with modifications, or deny Ordinance No. 35, Series of 2016, upon second reading.

Background: The purpose of the proposed Special Development District (SDD), is to facilitate the redevelopment of the former Roost Lodge site with a 170 unit Marriott Residence Inn limited service lodge (LSLU), 96 Type III deed-restricted employee housing units (EHUs), six (6) non deed-restricted rental dwelling units, and a commercial parking facility, located at 1783 North Frontage Road West.

Staff Recommendation: The Town of Vail Planning and Environmental Commission recommends that the Vail Town Council approves, with conditions, Ordinance No. 35, Series of 2016 on second reading.

6. Adjournment

6.1. Adjournment at 7:40 p.m.

Meeting agendas and materials can be accessed prior to meeting day on the Town of Vail website www.vailgov.com. All town council meetings will be streamed live by High Five Access Media and available for public viewing as the meeting is happening. The meeting videos are also posted to High Five Access Media website the week following meeting day, www.highfivemedia.org.

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VAIL TOWN COUNCIL AGENDA MEMO

ITEM/TOPIC: Appointment for Vail Local Housing Authority

PRESENTER(S): Dave Chapin, Mayor

ACTION REQUESTED OF COUNCIL: Action requires a motion to appoint one applicant to the Vail Local Housing Authority to finish a term ending May 31, 2017.

BACKGROUND: A recent resignation leaves one position vacant on the Vail Local Housing Authority. Interviews will be conducted during the afternoon meeting on Feb 21, 2017. The five members serve as the Board of Directors for the business of the VLHA which includes strategic and long term planning and management of the town's housing program.

ATTACHMENTS:

Description

Memo VLHA Appointment



Memorandum

To: Mayor and Town Council

From: Patty McKenny, Town Clerk

Date: February 21, 2017

Subject: Interviews and appointment to Vail Local Housing Authority (VLHA)

I. SUMMARY

Town Council will have an opportunity to interview and appoint candidates to the Vail Local Housing Authority during the February 21 afternoon and evening meeting. There is one vacancy on the board due to a resignation; the appointment will serve until May 31, 2017. The role of Authority members is to act as Board of Directors for the business of the Vail Local Housing Authority. The duties may include budget approval, policy recommendations, advocacy, staff oversight, strategic and long-term planning, and making recommendations for development and acquisition parameters. Technical experience in one of the following areas is desirable: financing large projects and developments, construction management, planning, design, and legal agreements.

II. BACKGROUND

There are five members serving on the VLHA with appointments of five years, as follows:

Name	Term expires
James Wilkins	2019
Steve Lindstrom	2020
Mary McDougall	2021
Scott Ashburn	resigned; May 2017
Molly Murphy	2018

There are eleven eligible candidates as shown by the table below. The eligibility criteria includes the following, 1) must be a full time resident of the Town of Vail, or 2) must be a full time resident of Eagle County and employed with a business that is registered with the Town of Vail.

	Vail Local Housing Authority			
	Name	CRITERIA: 1) FT Resident of Vail	OR 2) FT resident of Eagle County	AND 2.a) work for a business holding a TOV business license
1	Chas Bernhardt	NA	X	X
2	Matt Dyroff	X	NA	NA
3	Patricia Foxwell	X	NA	NA
4	Eugene (Gene) Grace	X	NA	NA
5	William (Bill) Hale	NA	X	X
6	Allison (Ali) Katz	NA	X	X
7	Jerome (Buck) Meader	X	NA	NA
8	Francisco Meza	NA	NA	X
9	Kent Petersmeyer	NA	X	X
10	John Polikandriotis	NA	X	X
11	Karen (Braden) Reid	NA	X	X

Community Development Director, George Ruther, provided some proposed interview questions below:

1. The VLHA advises the Town and staff on matters of both affordable housing policy and implementation strategies. What particular experience do you have with formulating housing policy and implementation strategies?
2. Why are you uniquely qualified to serve on the Vail Local Housing Authority?
3. If you were to be appointed the VLHA, what are one or two specific areas of focus that you would recommend the VLHA spend its time in the coming months?
4. The Town of Vail has many volunteer opportunities for citizens to serve on a board or commission. What is it about the work of VLHA that interests you in serving? How do you think your involvement will make a difference?
5. What is one “out of the box” idea you would recommend the VLHA and the Town pursue in its efforts to address issues of affordable housing in our community?
6. It is often said “your systems are set up to get the results you get”. What is it about the current system of providing affordable housing in our community that you would change to get a different result?

ATTACHMENTS

- Applicant Letters of interest and resumes



VAIL TOWN COUNCIL AGENDA MEMO

ITEM/TOPIC: Contract with R.A. Nelson for Pre-Construction Services

ACTION REQUESTED OF COUNCIL: Motion to enter into a contract with RA Nelson for preconstruction services as was presented and discussed at the evening meeting on February 7th in a form approved by the Town Attorney.



VAIL TOWN COUNCIL AGENDA MEMO

ITEM/TOPIC: Vail's Community Meeting on March 14, 2017 at Donovan Pavilion (5 pm until 7 pm)

VAIL TOWN COUNCIL AGENDA MEMO

ITEM/TOPIC: Ordinance No. 35, Series of 2016, Second Reading, An Ordinance establishing Special Development District No. 41 (Marriott Residence Inn), pursuant to Section 12-9(A), Special Development Districts, Vail Town Code, to allow for the development of a limited service lodge and deed restricted employee housing units and a conditional use permit for public or commercial parking facilities or structures, located at 1783 North Frontage Road West/Lots 9-12, Buffehr Creek Resubdivision, and setting forth details in regard thereto. (PEC16-0030)

PRESENTER(S): George Ruther, Director of Community Development and Matt Panfil, Town Planner

ACTION REQUESTED OF COUNCIL: The Vail Town Council shall approve, approve with modifications, or deny Ordinance No. 35, Series of 2016, upon second reading.

BACKGROUND: The purpose of the proposed Special Development District (SDD), is to facilitate the redevelopment of the former Roost Lodge site with a 170 unit Marriott Residence Inn limited service lodge (LSLU), 96 Type III deed-restricted employee housing units (EHUs), six (6) non deed-restricted rental dwelling units, and a commercial parking facility, located at 1783 North Frontage Road West.

STAFF RECOMMENDATION: The Town of Vail Planning and Environmental Commission recommends that the Vail Town Council approves, with conditions, Ordinance No. 35, Series of 2016 on second reading.

ATTACHMENTS:

Description

Staff Memorandum

Attachment A - Rezoning Map

Attachment B - Ordinance No. 35, Series of 2016, SDD No. 41, Marriott Residence Inn

Attachment C - PEC Memo w/ Attachments

Attachment D - Nov 28, 2016 PEC Results

Attachment E - Summary of Changes from MPG - Jan 12, 2017

Attachment F - Plan Set (1 of 2) - Jan 31, 2017

Attachment F - Plan Set (2 of 2) - Jan 31, 2017

Attachment G - Transportation Impact Study - Feb 2, 2017

Attachment I - Rendering of View from Hillside Condo, Unit 3



Memorandum

TO: Vail Town Council

FROM: Community Development Department

DATE: February 21, 2017

SUBJECT: Second reading of Ordinance No. 35, Series of 2016, an ordinance establishing Special Development District No. 41 (Marriott Residence Inn), pursuant to Section 12-9(A), Special Development Districts, Vail Town Code, to allow for the development of a limited service lodge and deed restricted employee housing units and a conditional use permit for public or commercial parking facilities or structures, located at 1783 North Frontage Road West/Lots 9-12, Buffehr Creek Resubdivision, and setting forth details in regard thereto. (PEC16-0030)

Applicant: Vail Hotel Owner ESHV, LLC, represented by Mauriello Planning Group

Planner: Matt Panfil

I. SUMMARY

The applicant, Vail Hotel Owner ESHV, LLC, represented by Mauriello Planning Group, is requesting a second reading of Ordinance No. 35, Series of 2016, an ordinance establishing Special Development District No. 41, Marriott Residence Inn, and setting forth details in regard thereto. The purpose of the proposed Special Development District (SDD) is to facilitate the redevelopment of the former Roost Lodge site with a 170 unit Marriott Residence Inn limited service lodge (LSLU), 96 Type III deed-restricted employee housing units (EHUs), six (6) non-deed restricted dwelling units, and a conditional use permit for a parking facility, located at 1783 North Frontage Road West.

II. BACKGROUND

On November 28, 2016, the Town of Vail Planning and Environmental Commission (PEC) held a public hearing on the request to establish SDD No. 41, pursuant to the requirement of Section 12-9(A), Vail Town Code. At the conclusion of the public hearing, the PEC voted 5-2 (Pratt and Rediker opposed) to forward a recommendation that the Vail Town Council **approves, with conditions**, Ordinance No. 35, Series of 2016.

The public hearing for the first reading of Ordinance No. 35, Series of 2016, was opened by the Town Council on December 20, 2016 and subsequently continued to January 3, 2017 and January 17, 2017. At the January 3, 2017 meeting, the Town Council requested revisions to ensure compliance with the nine (9) review criteria. In response, the applicant responded with preliminary plans at the January 17, 2017 Town Council meeting. Changes to the plans included:

- Reduction in building height by 3'-4";
- Reduction in the total number of employee housing units (EHUs) from 107 to 96 and subsequent reduction in parking requirement from 320 to 299 parking spaces;
- Agreement to reimburse the Town of Vail if the Town builds a left turn lane on North Frontage Road to the east access within five (5) years of project approval;
- Provision of directional signage at the driveway entrances to the site;
- Agreement to limit dogs to ten (10) limited service lodge units (LSLUs) and limit dogs to 50% of the rental apartments with a limit of one (1) dog per unit; and

At the January 17, 2017 meeting, the Town Council voted 5-2 (Mason and Foley opposed) to approve, with conditions, Ordinance No. 35, Series of 2016, on first reading.

III. ZONING / SDD NO. 41 ANALYSIS AND PLAN COMPARISON

Address: 1783 North Frontage Road West
 Legal Description: Buffehr Creek Resubdivision Lots 9-12
 Existing Zoning: Public Accommodation-2 (PA-2)
 Existing Land Use Designation: Medium Density Residential
 Mapped Geological Hazards: Steep Slope > 40% (Man-Made)

Bold Text – Identified Deviation			
Underlying Standard	Allowed / Required	Previous Plans (December 2016)	Proposed (February 2017)
Site Area	Min. 10,000 sq. ft.	86,684.4 sq. ft. (1.99 acres)	86,684.4 sq. ft. (1.99 acres)
Setbacks ^{1, 2}	Front – 20' Side – 20' Rear – 20'	Front – 0' Side (East) – 0' Side (West) – 0' Rear – 0'	Front – 0' Side (East) – 0' Side (West) – 20' Rear – 0'
Height	Flat or Mansard Roof – 45' Sloping Roof – 48' Arch. Projection – 60'	Sloping Roof – 59.7' (Max.)	Sloping Roof – 58.3' ³ Arch. Projection – 59.4'
Density	25 DUs/ per acre of buildable site area	170 LSLUs 107 EHUs	170 LSLUs 96 EHUs

		6 DUs (3 DUs / Acre)	6 DUs (3 DUs / Acre)
GRFA ⁴	Max. 129,896 sq. ft.	101,248 sq. ft.	109,848 sq. ft.
Site Coverage ⁵	Max. 65% of total site area (56,288 sq. ft.)	95% (81,834 sq. ft.)	91% (79,042 sq. ft.)
Landscaping ⁶	Min. 30% of total site area (25,979 sq. ft.)	31% (26,726 sq. ft.)	36% (30,729 sq. ft.)
Parking & Loading	299 parking spaces required	338 single spaces 14 tandem spaces + 8 ADA spaces 360 total spaces	326 single spaces + 8 ADA spaces 334 total spaces
Loading Berth Height	Min. 14'	10'	10'
Retaining Wall Height	Max. 6'	20'-8"	20-8"

1. In the PA-2 Zone District, setbacks may be established at the discretion of the PEC and/or the DRB subject to specific criteria outlined in Section 12-7J-6, Vail Town Code.
2. The above grade setbacks are all at least 20 feet; the setbacks for the below grade parking facility are zero feet (0') on the front, rear, and east side.
3. The 58.3' height of Point N on Sheet R7 – Grade Elevation Plan is due to the measurement from final grade, which in this case is lower than existing grade due to the descent of the drive aisle to the below grade parking facility.
4. The LSLUs account for 97,248 square feet of GRFA and the six (6) multi-family dwelling units will account for no more than 12,600 square feet of GRFA for a maximum total of 109,848 square feet. The EHUs account for 95,120 square feet, but they do not count towards GRFA or density per Vail Town Code.
5. At grade, the site coverage is 55%; the site coverage including the below grade parking facility is 91%.
6. At grade, the percent of the site landscaped is 20% (17,302 sq. ft.), the percent landscaped including the roof open space is 36% (30,729 sq. ft.).

IV. DESIGN CRITERIA

Before acting on an SDD application, the Planning and Environmental Commission and Town Council shall consider the following factors with respect to the proposed SDD:

1. **Compatibility: Design compatibility and sensitivity to the immediate environment, neighborhood and adjacent properties relative to architectural design, scale, bulk, building height, buffer zones, identity, character, visual integrity and orientation.**

Each series of revisions to the development plan have brought the proposal more in line with the character of the neighborhood and Vail in general. The mass, scale, and bulk of the building is larger than that of the surrounding structures; however, the proposed architectural treatments such as a variety of roof forms and increased horizontal and vertical articulation serve to visually break up the mass, bulk, and scale of the building. The proposed building material and color palettes are consistent with the identity and character of Vail as a mountain community. As a result, the structure appears as an assemblage of buildings, often seen throughout the Town.

The subject property is located in the PA-2 zone district, which allows for a maximum 48 foot building height, but it is surrounded by residential zone districts where 33 feet is the maximum building height. Therefore, based upon the underlying zoning of the subject property, there is expected to be a difference in building height between the subject property and surrounding area. Many of the Town's taller buildings are located along the frontage roads as they buffer surrounding areas from the noise and aesthetics of the I-70 corridor.

During the review process, the building height was lowered and the floor to floor dimension was reduced in order to minimize the requested deviation from the maximum building height of 48 feet. Other design considerations regarding the bulk, mass, and scale of the building include:

- The entry to the garage was lowered by ten feet (10') and is now located below grade;
- The height of the tower at the east end of the building was reduced to 54 feet. Per Section 14-10-4-F, such architectural projections are permitted to extend above the height limit of the underlying zone district by not more than 25% nor more than 15 feet. Based on this formula, 60 feet is the maximum height for architectural features within the PA-2 zone district;
- An increase in depth of architectural relief of the building façade from two feet (2') to between six feet (6') to ten feet (10');
- The use of four (4) building material and color palettes to break up the visual mass, scale, and bulk of the structure and create a rhythm of different building façades; and
- The addition of a shed roof porte-cochere.

The use of building material and color palettes addresses staff concerns with bulk, mass, and scale. Rather than one (1) relatively monolithic façade, the structure has been broken up into multiple façades, all of which are balanced to be unique individually, but complementary as a whole. The rhythm of façade changes is maintained on all sides of the structure. As a result, the proposed building materials and color palettes are characteristic of Vail's mountain resort character.

The rectilinear shape of the existing platted lots is conducive to a predominantly east-west building orientation. The shape of the subject property also leaves little room for a buffer zone between the structure and adjacent properties. Therefore staff encouraged the use of high quality landscape materials suitable to the environment and root space available.

On-site there is minimal existing mature vegetation, no stream course, and no unique natural features such as rock outcroppings or similar natural features that will interfere with the proposed development.

Staff finds the proposal meets this criterion.

2. Relationship: Uses, activity and density which provide a compatible, efficient and workable relationship with surrounding uses and activity.

The PA-2 zone district is specifically intended to provide sites for lodges, LSLUs, and deed restricted residential dwelling units outside of the periphery of the Vail Village and Lionshead commercial core areas. The proposed LSLUs, EHUs, DUs, and commercial parking facility are either permitted by right or conditional uses within the underlying PA-2 zone district. Per Town Code, up to 150 square feet of GRFA may be permitted for each 100 square feet of buildable site area, though final determination of allowable GRFA shall be made by the PEC. The total density (DUs / Acre) allowed by the underlying PA-2 zone district is not to exceed 25 dwelling units per acre of buildable site area, although LSLUs and EHUs do not count toward density within the PA-2 zone district. This is due to the fact that the PA-2 zone district is specifically intended to accommodate higher densities that contribute to a critical mass where a population is able to access transit and services and incent the development of LSLUs, which are a form of public accommodations, and deed restricted EHUs, which are a form of residential dwellings only available for occupancy by persons whom, among other obligations, identify Vail as their primary and permanent place of residency.

This site is situated to take advantage of commercial services located in the nearby West Vail commercial area, offering a variety of services from groceries to restaurants and dry cleaning that are typically used by residents. There is a strong relationship between the establishment of the uses located in the Commercial Core 3 (CC3) zone of the West Vail area and the original intent of the subject site being zoned PA-2 so that the commercial services could be easily accessed. The site also offers immediate access to the North Frontage Road bicycle and pedestrian trail and the nearby transit stop to allow residents and guests the opportunity to move about Vail without the use of a private vehicle. This is a public benefit by alleviating traffic congestion and reducing negative environmental impacts such as noise and air pollution.

The new I-70 underpass is less than one (1) mile away from the proposed project and, upon completion in 2017, will facilitate direct bicycle and pedestrian access to Lionshead and Vail Village, which is another benefit of allowing additional density at this location. As the site is immediately adjacent to the I-70 corridor, the site is also ideally located as a place to transition residential density from higher density to lower as you move further from the I-70 corridor. Higher density projects are typically located adjacent to higher-volume roadways to help provide a visual and noise buffer for lower density properties located further from those roadways.

The proposed project is residential in nature, similar to surrounding uses. The residential properties adjacent to the site range from low density single family homes and duplexes in the Grand Traverse SDD north of the subject property to as much as 29 dwelling units per acre in the Buffehr Creek Condos adjacent to the west side of the subject property.

The location of the access points on North Frontage Road West keeps traffic from this project off of Meadow Ridge Road, and thus will ensure that the surrounding residential uses on Meadow Ridge Road will be less impacted by traffic.

Staff finds that the proposal meets this criterion.

3. Parking and Loading: Compliance with parking and loading requirements as outlined in chapter 10 of this title.

The parking dimensions and number of parking spaces proposed comply with Vail Town Code. Parking provides a critical function in Vail and opportunities to increase the number of parking spaces available should be regarded favorably. The 33 parking spaces in excess of Vail Town Code requirements may be made available to the general public for a fee or may be leased in aggregate to a single entity; however a parking club is not listed as a permitted or conditional use in the underlying PA-2 zone district and would therefore not be allowed. As proposed in the applicant's narrative, the parking spaces will be leased on a monthly or annual basis. The excess parking provides a public benefit by absorbing additional parking demand in the proposed facility that could otherwise impact parking availability in town parking facilities.

While the height of the loading berths within the garage facility does not meet code, there is an opportunity for loading within the area of the drive aisle that is 26 feet wide, thereby meeting the intent of the code.

Staff finds the proposal meets this criterion.

4. Comprehensive Plan: Conformity with applicable elements of the Vail comprehensive plan, town policies and urban design plans.

Staff has reviewed the Vail Comprehensive Plan and found the following documents and associated goals, objectives, statements applicable to this proposal:

Vail Land Use Plan (in part)

- 1.1 *Vail should continue to grow in a controlled environment, maintaining a balance between residential, commercial and recreational uses to serve both the visitor and the permanent resident.*

- 1.3 *The quality of development should be maintained and upgraded whenever possible.*
- 1.12 *Vail should accommodate most of the additional growth in existing developed areas (infill areas).*
- 3.1 *The hotel bed base should be preserved and used more efficiently.*
- 3.3 *Hotels are important to the continued success of the Town of Vail, therefore conversion to condominiums should be discouraged.*
- 3.4 *Commercial growth should be concentrated in existing commercial areas to accommodate both local and visitor needs.*
- 5.1 *Additional residential growth should continue to occur primarily in existing, platted areas and as appropriate in new areas where high hazards do not exist.*
- 5.3 *Affordable employee housing should be made available through private efforts, assisted by limited incentives, provided by the Town of Vail, with appropriate restrictions.*
- 5.4 *Residential growth should keep pace with the market place demands for a full range of housing types.*
- 5.5 *The existing employee housing base should be preserved and upgraded. Additional employee housing needs should be accommodated at varied sites throughout the community.*

Vail 20/20 Strategic Action Plan (in part)

Land Use and Development:

Goal #4: *Provide for enough deed-restricted housing for at least 30 percent of the workforce through policies, regulations and public initiated development.*

Housing:

Goal: *The Town of Vail recognizes the need for housing as infrastructure that promotes community, reduces transit needs and keeps more employees living in the town, and will provide for enough deed-restricted housing for at least 30 percent of the workforce through policies, regulations and publicly initiated development.*

Actions / Strategies:

- *Research parking requirements for employee housing and consider reducing requirements for employee housing developments.*
- *Expand the number of employee beds in the Town of Vail.*
 - *Consider increasing incentives in performance zoning for property owners who build EHUs.*

Vail Economic Development Strategic Plan (in part)

Policies:

Goal #4: Provide support for a quality workforce delivering world-class service to positively impact Vail's economy.

Objective 4.1: Work with the business community, Eagle County and other municipalities to address future workforce housing needs.

Objective 4.3: Work with the business community and Eagle County to address parking and transportation issues for workers and guests.

Chapter VII. Evaluation and Analysis, Weaknesses:

Inefficient Facilities: Older lodging accommodations

Vail Housing 2027 (in part)

Mission:

We create, provide, and retain high quality, affordable, and diverse housing opportunities for Vail residents to support a sustainable year round economy and build a vibrant, inclusive and resilient community. We do this through acquiring deed restrictions on homes so that our residents have a place to live in Vail.

Policy Statement:

We acknowledge that the acquisition of deed restrictions on homes for Vail residents is critical to maintaining community. Therefore, we ensure an adequate supply and availability of homes for residents and recognize housing as infrastructure in the Town of Vail; a community support system not unlike roads, bridges, water and sewer systems, fire, police, and other services of the municipal government.

Ten Year Goal:

The Town of Vail will acquire 1,000 additional resident housing unit deed restrictions by the year 2027. These new deed restrictions will be acquired for both existing homes as well as for homes that are newly constructed by both the Town of Vail and private sector developers.

LSLUs provide an important product in Vail's lodging industry by offering short term accommodations in the mid-price range that is more attainable to the middle class demographic. There are limited locations within Vail where this accommodation type may be located and the subject site was specifically zoned PA-2 to accommodate this type of use. Close proximity to the services available in West Vail was a key consideration of the zoning of this site since it allows easy access to those businesses by residents and guests.

Per the Vail Town Code, Limited Service Lodge Units (LSLUs) are defined as:

Any room or group of rooms with "kitchen facilities", as defined herein, in a limited service lodge which are designed for temporary occupancy by visitors, guests, individuals, or families on a short term rental basis, and accessible from common corridors, walks, or balconies without passing through another accommodation unit, limited service lodge unit, fractional fee club unit or dwelling unit. A limited service lodge unit is not intended for permanent residency and shall not be subdivided into an individual condominium unit, pursuant to title 13, "Subdivision Regulations", of this code.

As such, LSLUs differ from other accommodation units (AUs) in that they provide kitchen facilities within individual units for the use of guests. LSLUs are an important component to the overall mix of lodging options within the Town of Vail and assist in positioning Vail competitively with other resort communities. The construction of LSLUs, due to their existing scarcity but vital importance, is a community benefit.

The proposed development of EHUs realizes several community goals, especially the Vail Housing 2027 Ten Year Goal of acquiring 1,000 additional deed restrictions. It is important to note that the requirements of inclusionary zoning and commercial linkage alone are not sufficient to close the gap in the employee housing deficit in Vail. Inclusionary zoning and commercial linkage are regulatory tools that can only be used to help keep up with the current deficit. Opportunities to catch up with the deficit must be pursued if the Town is to make progress towards addressing the availability of housing for Vail residents.

The proposal to add 96 Type III deed-restricted EHUs will make a significant contribution toward the goal of providing housing for residents in the town. This project directly addresses Goal 5.3 in the Vail Land Use Plan, "affordable

employee housing should be made available through private efforts, assisted by limited incentives, provided by the Town of Vail, with appropriate restrictions.”

The significance of providing resident housing is critical to reduce the number of employees driving to and parking in town as well as adding to the fabric of the resort community and adding to the critical mass that helps support the business community. By doing so, numerous policies of the Vail Economic Development Strategic Plan are realized, such as Goal Number 4, “Provide support for a quality workforce delivering world-class service to positively impact Vail’s economy.”

The proposal specifically advances Goals 1.1, 1.3, 1.12, 3.3, 5.4, and 5.5 in the Vail Land Use Plan in that they speak to the importance of maintaining a balance between residential, commercial, and recreational uses, upgrading of the quality of development within the Town, the importance of infill redevelopment, and meeting the variety of visitor and employee lodging and housing demands. The applicant has mitigated potential negative impacts of additional residential growth by locating the proposal in an existing, platted area as encouraged by Goal 5.1 in the Vail Land Use Plan. Not only is the proposed residential growth located in an existing platted area, but the additional residential growth is in close proximity to commercial services and pedestrian and public transportation.

The proposal also speaks to the Vail 20/20 Strategic Action Plan, which recognizes the need for resident housing as infrastructure that promotes community, reduces transit needs, and keeps more people living year-round in the town.

The proposal is representative of a rare infill development opportunity in Vail that will accommodate two critical uses, LSLUs and EHUs, which are in high demand and would otherwise be relegated to a location outside the town boundary. The infill site provides a public benefit by allowing these high demand uses in a location within Vail that would minimize car-dependency and contribute economically to businesses in the West Vail commercial area.

Staff finds that the proposal meets this criterion.

5. Natural and/or Geologic Hazard: Identification and mitigation of natural and/or geologic hazards that affect the property on which the special development district is proposed.

The northeast portion of the site is located in a steep slope zone. The applicant has provided a subsurface conditions report, geotechnical report, and bedrock evaluation letter for review by the Public Works Department. The steep slope area is a man-made feature of the site which is not naturally occurring and is not considered undisturbed land surface as referenced in Section 12-21-12, Vail Town Code. According to the geotechnical report, the slope is approximately 54% in grade from the north end of the site ending abruptly where The Roost

Lodge was located. It is likely that this area was previously disturbed by activities including construction of I-70 and The Roost Lodge site. The remainder of the site is generally flat and devoid of impediments to development.

Staff finds that the proposal meets this criterion.

6. Design Features: Site plan, building design and location and open space provisions designed to produce a functional development responsive and sensitive to natural features, vegetation and overall aesthetic quality of the community.

The revisions to the architectural design contribute positively to the overall aesthetic quality of the community. While open space is minimal, the applicant is proposing creative solutions such as the green roof amenity to address this issue. The applicant has provided a high quality design in regards to the site plan and building appearance, via the appearance of an assemblage of high-quality buildings similar to other development in the Town Villages, and has attempted to balance elements such as open space and landscaping with other important community goals that would help improve the overall quality of the community.

The LEED certification of the structure is a public benefit in that it raises the bar for future construction in the Town and by design is more water and energy efficient, which is better for the environment. LEED certification also encourages increased density and presents methods to mitigate impacts through walkability, location, access to public transit, shopping, and schools as well as construction practices to reduce urban heat island effects and stress on public infrastructure and resources. These tools improve efficiency and allow for development to manage resource consumption, thus allowing a community to best leverage available resources for development while adding less, or reducing, strain on existing public infrastructure.

Staff finds the proposal meets this criterion.

7. Traffic: A circulation system designed for both vehicles and pedestrians addressing on and off site traffic circulation.

A circulation system has been designed to address the on-site and off-site transportation needs of both pedestrians and vehicles. Staff finds that the western access point separates vehicles using the garage from those vehicles associated with hotel check-in, EHU pick-up/drop-off, and other assorted deliveries. The expansion of the drive aisle to 26 feet in width near the hotel entrance ensures vehicles can circulate along the drive aisle without being blocked by guests checking into the hotel. The sidewalk connections and crosswalks mitigate vehicle-pedestrian conflicts.

For improved vehicular circulation, the applicant could provide EHU garage access via Meadow Ridge Road, but is providing access via the North Frontage Road to minimize the negative impact to the existing residents living in the homes on Meadow Ridge Road.

The Traffic Impact Study anticipates a maximum of 185 Saturday peak hour trips, 152 morning peak hour trips, and 162 evening peak hour trips, including all modes of travel. The Traffic Impact Study also anticipates an even 50/50 split between trips traveling from the east and west on the North Frontage Road under short-term conditions. The proposed traffic circulation design accommodates the multi-modal needs identified in the Traffic Impact Study.

The Vail Transportation Master Plan Update (2009) recommends connecting the existing north recreation trail with a grade separated path, which the applicant is proposing. The applicant is also proposing to maintain the existing shared bike lane / road shoulders along the North Frontage Road that were recommended by the Vail Transportation Master Plan Update. The addition of a left turn lane at the intersection of North Frontage Road West and Buffehr Creek Road is also recommended by the Vail Transportation Master Plan Update, but the applicant is not required to complete this feature as part of their proposal.

Staff finds the proposal meets this criterion.

8. Landscaping: Functional and aesthetic landscaping and open space in order to optimize and preserve natural features, recreation, views and function.

The proposed 17% at grade landscaping for SDD No. 41, Marriott Residence Inn, falls short of the minimum 30% landscape area requirement for the underlying PA-2 zone district. However, through the creative use of a green roof, the overall on-site landscaping is 36%. The final landscape design requires Design Review Board approval for the location, sizes, quantities, and type of plan materials to be provided. The applicant has provided creative landscaping solutions by landscaping the retaining wall terraces and planting trees along the North Frontage Road. As indicated in Item 6 above, the applicant has proposed a creative solution to the limited amount of on-site open space area by providing a green roof area with amenities available to both hotel guests and EHU residents. The Design Review Board is encouraged to consider the size, scale, and massing of the building when determining the appropriateness of the proposed landscape plan. For instance, minimum coniferous tree sizes of six feet (6') may not be appropriate for the proposed building or its location. Larger, more established landscape materials may be necessary to ensure compliance with the above described criteria.

Staff finds the proposal meets this criterion.

9. Workable Plan: Phasing plan or subdivision plan that will maintain a workable, functional and efficient relationship throughout the development of the special development district.

The proposal is intended to be constructed in one phase. Staging for any construction related activity will be reviewed by staff to ensure impacts to public rights-of-way and adjacent properties are minimized. It is anticipated that the use of the North Frontage Road West right-of-way will be necessary. This right-of-way is controlled by the Colorado Department of Transportation (CDOT) and will require all appropriate review and permits from CDOT prior to the start of construction.

Staff finds the proposal meets this criterion.

V. ACTION REQUESTED OF THE VAIL TOWN COUNCIL

The Town Council shall approve, approve with modifications, deny the application, or continue the second reading of Ordinance No. 35, Series of 2016, to a later date. Should the Town Council choose to **approve, with conditions**, Ordinance No. 35, Series of 2016, upon second reading, the Town Council should consider the following **motion**:

“The Vail Town Council approves, on second reading, Ordinance No. 35, Series of 2016, an ordinance establishing Special Development District No. 41, Marriott Residence Inn, pursuant to Section 12-9(A), Special Development Districts, Vail Town Code, to allow for the development of a 170 unit limited service lodge, 96 Type III deed-restricted employee housing units, and six (6) non-deed restricted dwelling units, located at 1783 North Frontage Road West/Lots 9-12, Buffehr Creek Resubdivision, and setting forth details in regard thereto.”

Should the Vail Town Council choose to **approve, with conditions**, Ordinance No. 35, Series of 2016, on second reading, the Town Council should consider the following **conditions**:

“The 17 conditions established in Ordinance No. 35, Series of 2016, Section 4. Conditions of Approval.”

Should the Vail Town Council choose to **approve, with conditions** Ordinance No. 35, Series of 2016, on second reading, the Town Council should consider the following **findings**:

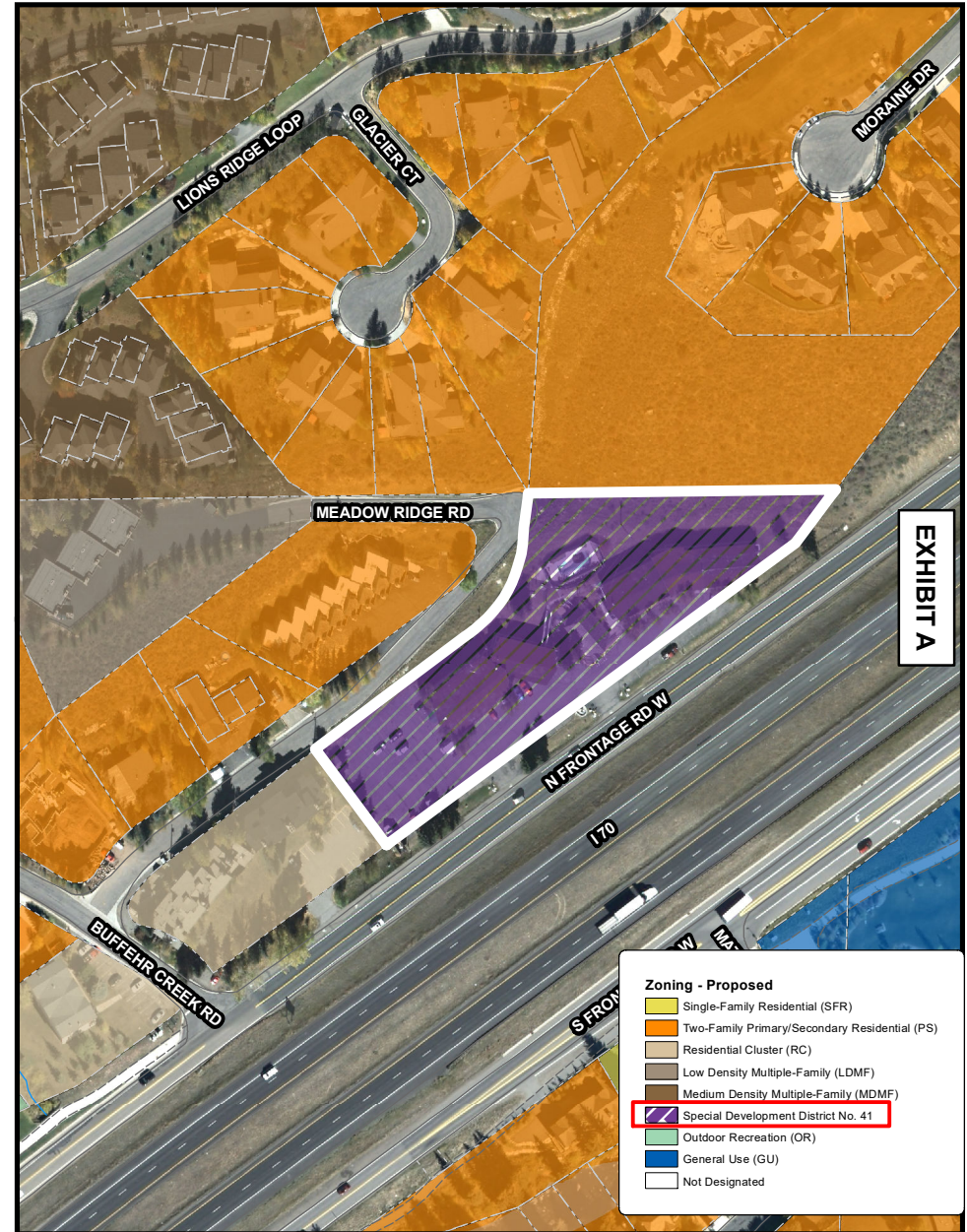
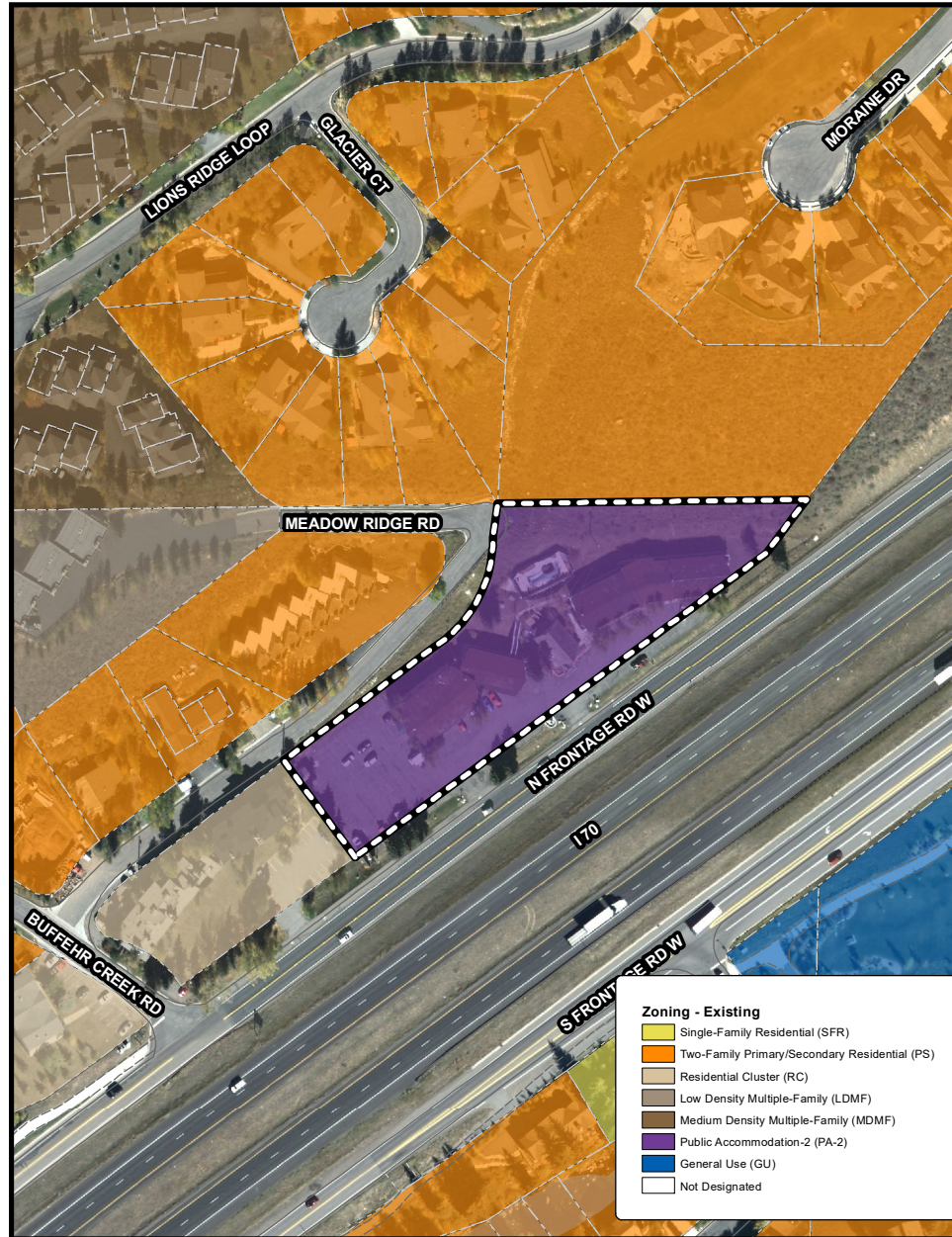
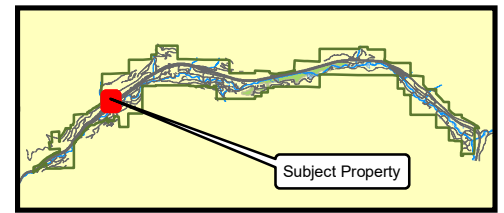
1. *“The SDD complies with the standards listed in Section IV of this memorandum, or the applicant has demonstrated that one or more of the standards is not applicable;*

2. *The SDD is consistent with the adopted goals, objectives and policies outlined in the Vail comprehensive plan and compatible with the development objectives of the town;*
3. *The SDD is compatible with and suitable to adjacent uses and appropriate for the surrounding areas; and*
4. *The SDD promotes the health, safety, morals, and general welfare of the town and promotes the coordinated and harmonious development of the town in a manner that conserves and enhances its natural environment and its established character as a resort and residential community of the highest quality.”*

VI. ATTACHMENTS

- A. Rezoning Map
- B. Ordinance No. 35, Series of 2016, SDD No. 41, Marriott Residence Inn
- C. PEC Memorandum, with attachments, dated November 28, 2016
- D. Record of approved PEC meeting minutes, dated November 28, 2016
- E. Letter from Mauriello Planning Group, dated January 12, 2017
- F. Development Plan Set, dated January 31, 2017
- G. Transportation Impact Study, prepared by McDowell Engineering LLC, dated February 2, 2017
- H. Public Comments received as of February 15, 2017
- I. Rendering of View from Hillside Condo, Unit 3, undated, received February 14, 2017

Establishment of Special Development District No. 41 Marriott Residence Inn Lots 9-12, Buffehr Creek Resubdivision 1783 North Frontage Road West



0 125 250 Feet

This map was created by the Town of Vail GIS Team. Use of this map should be for general purposes only. The Town of Vail does not warrant the accuracy of the information contained herein, (where shown, parcel line work is approximate)

**ORDINANCE NO. 35
SERIES OF 2016**

**AN ORDINANCE ESTABLISHING SPECIAL DEVELOPMENT DISTRICT
NO. 41, MARRIOTT RESIDENCE INN, PURSUANT TO ARTICLE A,
SPECIAL DEVELOPMENT (SDD) DISTRICT, CHAPTER 9, TITLE 12,
ZONING REGULATIONS, VAIL TOWN CODE, AND SETTING FORTH
DETAILS IN REGARD THERETO**

WHEREAS, Title 12, Zoning Regulations, Chapter 9, Article A, Special Development (SDD) District, Vail Town Code outlines the procedure for establishing special development districts; and

WHEREAS, Vail Hotel Owner ESHV, LLC (the "Developer"), represented by Mauriello Planning Group, has submitted an application to the Town of Vail Community Development Department to establish Special Development District No. 41, Marriott Residence Inn, for the development of a limited service lodge, deed restricted employee housing units, and a conditional use permit for public parking facilities (the "Application"); and

WHEREAS, on November 28, 2016 the Planning and Environmental Commission of the Town of Vail held a public hearing on the Application, in accordance with the provisions of the Vail Town Code; and

WHEREAS, upon due consideration, the Planning and Environmental Commission of the Town of Vail found that the Application complies with the design criteria prescribed in Chapter 9, Title 12, Zoning Regulations, Vail Town Code, and furthers the development objectives of the Town of Vail; and

WHEREAS, the Planning and Environmental Commission of the Town of Vail, on November 28, 2016 forwarded its recommendation of approval, with conditions, by a vote of 5-2-0 of the Application to the Vail Town Council; and

WHEREAS, the Vail Town Council finds that the Application complies with the nine design criteria prescribed in Title 12, Zoning Regulations, Vail Town Code; and that the Developer has demonstrated that any adverse effects of the requested deviations from the development standards of the underlying zoning are outweighed by the public benefits provided; and

WHEREAS, the approval of Special Development District No. 41, Marriott Residence Inn, and the development standards in regard thereto shall not establish precedent or entitlements elsewhere within the Town of Vail; and

WHEREAS, all notices required by the Vail Town Code have been posted and sent to the appropriate parties; and

WHEREAS, the Vail Town Council considers it in the interest of the public health, safety, and welfare to adopt Ordinance No. 35, Series of 2016, and establish a new special development district in the Town of Vail.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF VAIL, COLORADO, THAT:

Section 1. District Established

Special Development District No. 41, Marriott Residence Inn, is established for development on four (4) parcels of land, legally described as Lots 9, 10, 11, and 12, Buffehr Creek Resubdivision, which comprises a total of approximately 86,684.4 square feet (1.99 acres). Said parcels may be referred to as "SDD No. 41". Special Development District No. 41 shall be reflected as such on the Official Zoning Map of the Town of Vail. The underlying zoning for Special Development District No. 41, Marriott Residence Inn, shall be Public Accommodation-2 (PA-2) District.

Section 2. Approved Development Plan

An approved development plan is the principal document in guiding the development, uses and activities of a special development district. The following plan sheets prepared by Wright Heerema Architects, entitled "Proposed Residential Development", dated January 31, 2017 and stamped approved February 21, 2017, shall constitute the Approved Development Plan for Special Development District No. 41, Marriott Residence Inn:

Sheet #:	Title:
Untitled	Cover Sheet
A010	Proposed Site Plan
A011	Proposed Site Plan W/ Contours
A100	Floor Plan – Lower Level 2
A101	Floor Plan – Lower Level 1
A102	Floor Plan – Hotel 1 st Floor / Apartments mezzanine
A103	Floor Plan – Hotel 2 nd Floor / Apartments 1 st Floor
A104	Floor Plan – Hotel 3 rd Floor / Apartments 2 nd Floor
A105	Floor Plan – Hotel 4 th Floor / Apartments 3 rd Floor
A106	Floor Plan – Hotel 5 th Floor / Apartments 4 th Floor
A107	Floor Plan – Hotel Roof Deck / Apartments 5 th Floor
A108	Floor Plan – Hotel Roof Deck / Apartments 6 th Floor
A109	Floor Plan – Roof Plan
A110	Enlarged Unit Plans – Hotel
A111	Enlarged Unit Plans – Apartments
A200	Elevations – Partial North and East
A201	Elevations – Partial North and East

Sheet #:	Title:
A202	Elevations – Partial North, Partial South, and West
A301	Sections – Building Section North-South
AR-1	Rendering – Proposed Design
AR-2	Rendering – Proposed Design
AR-3	Rendering – Proposed Design
AR-3s	Rendering – Proposed Design – Section
AR-4	Rendering – Proposed Design
AR-5	Rendering – Proposed Design
L1.1	Landscape Plan
L1.2	Plant Legend Notes/Details
M1	Exterior Materials
M2	Exterior Materials
M3	Exterior Materials – South Elevation
M4	Exterior Materials – South Elevation – A/B
M5	Exterior Materials – South Elevation – C/D
M6	Exterior Materials – South Elevation – A
M7	Exterior Materials – South Elevation – C
M8	Exterior Materials – Perspective – A/B/C/D/A
Untitled	Historic Grade Diagram – 48' – Blue Tent
R1	Historic Grade Diagram
R2	Historic Grade Diagram
R7	Grade Elevation Plan
R8	Shade – Sun Study – Winter Solstice – December 22
R9	Shade – Sun Study – Spring/Vernal Equinox – March 20
R10	Area Plan – Site Plan
R10	Area Plan – Roof Plan
R12	Detailed Area Plans
R13	Lighting Plan
S1	Structural Details
L1.1	Landscape Plan by macDesign
L1.2	Landscape Plan by macDesign
C01.1	Cover Sheet
C01.2	Cover Sheet
C03.1	Grading Plan – West
C03.2	Grading Plan
C03.3	Grading Plan – East
C04.1	Driveway Profiles
C05.1	Storm Sewer Plan
C06.1	Utility Plan
C07.1	Overall Frontage Road Improvements
C08.1	Construction Details
C08.2	Construction Details
C08.3	Utility Details
C08.4	Shallow Details

Sheet #: **Title:**
Topographic Survey Sheets 1-4, prepared by Peak Land Consultants,
Inc., dated 6/1/2016

The Vail Town Council finds that the Approved Development Plan complies with each of the requirements set forth in Sections 12-9A-5 and 12-9A-6 of the Vail Town Code.

Section 3. Development Standards

The following development standards are hereby approved by the Vail Town Council. These standards are incorporated in the Approved Development Plan to protect the integrity of the development of Special Development District No. 41, Marriott Residence Inn.

- A. Permitted, Conditional, and Accessory Uses: The permitted, conditional, and accessory uses shall be those uses, as indicated on the Approved Development Plan
- B. Lot Area: The minimum lot area shall be 86,684.4 square feet (1.99 acres).
- C. Setbacks: The minimum setbacks shall be as indicated on the Approved Development Plan.
- D. Height: The maximum allowable building height shall be as indicated on the Approved Development Plan.
- E. Density Control: The maximum allowable gross residential floor area (GRFA) shall be as indicated on the Approved Development Plan, and the maximum allowable unit count shall be: 170 limited service lodge units (LSLUs); 96 deed-restricted (Type III per Code) employee housing units (EHUs); and six (6) non-deed restricted dwelling units but which shall not be individually sold or otherwise sold separately from the limited service lodge, as indicated on the Approved Development Plan. The six (6) non-deed restricted dwelling units may be rented at the discretion of the owner.
- F. Site Coverage: The maximum allowable site coverage shall be as indicated on the Approved Development Plan.
- G. Landscaping and Site Development: The landscaping plan and site development shall be as indicated on the Approved Development Plan.
- H. Parking and Loading: Off-street parking and loading shall be provided in accordance with Title 12, Chapter 10 of the Vail Town Code. At

least seventy-five percent (75%) of the required parking shall be located within the main building or buildings and hidden from public view. No at grade or above grade surface parking or loading shall be located in any required front setback area except as shown on the Approved Development Plan. The minimum number of loading berths shall be as indicated on the Approved Development Plan.

Section 4. Conditions of Approval

The approval of Special Development District No. 41, Marriott Residence Inn is expressly contingent upon satisfaction of each the following conditions:

1. The Developer shall obtain approval of the Design Review Board of an associated design review application;
2. The Developer shall obtain Leadership in Energy and Environmental Design (LEED) certification for the building within one (1) year of issuance of the first Certificate of Occupancy. Failure to obtain LEED certification will necessitate a return to the Planning and Environmental Commission and the Town Council for an evaluation of a suitable, replacement public benefit to offset the loss of the public benefit from the failure to obtain the LEED certification;
3. The occupants of the six (6) non-deed restricted dwelling units shall have the right to use the services and facilities of the lodge under the same rules and regulations as the lodge guests;
4. Should the Colorado Department of Transportation (CDOT) not approve the proposed landscaping in the North Frontage Road right-of-way, the Developer shall submit a revised landscape plan, for review and approval, prior to submitting any building permit application;
5. Prior to submitting any building permit application, the Developer shall submit a revised plan that clearly illustrates signage and striping of the fire staging area;
6. Prior to submitting any building permit application, the Developer shall submit revised plans that illustrate the continuation of the sidewalk to the intersection with Buffehr Creek Road in accordance with the recommendations of the 2009 Vail Transportation Master Plan;
7. Prior to submitting any building permit application, the Developer shall obtain approval from CDOT related to all proposed work within the CDOT right-of way;

8. Prior to submitting any building permit application, the Developer shall provide roadway and snow storage easements for the portion of Meadow Ridge Road that encroaches onto SDD No. 41 in a format acceptable to the Town's Attorney;
9. The Developer shall record deed restrictions against at least fourteen (14) of the dwelling units prior to obtaining any Certificate of Occupancy for the lodge;
10. Prior to the submitting any building application, the Town of Vail and the Developer shall enter into a Development Agreement to document provisions related to off-site public improvements, easements, employee housing deed restrictions, timing and payment of fees, property tax abatement for deed-restricted units, and similar provisions;
11. The Developer shall provide for dog-walk areas on the green roof as more particularly described in the Development Agreement;
12. The Developer shall provide private shuttle van service for use by lodge guests and tenants of the property to retail core areas of the Town, as more particularly described in the Development Agreement;
13. The Developer shall provide for access to the hotel fitness and pool areas within the building, subject to a membership fee, for those owning property located on Meadow Ridge Road or within the Grand Traverse subdivision subject to rules and regulations adopted by the operator, as more particularly described in the Development Agreement;
14. The lodge shall limit the total number of limited service lodge units allowing dogs to 10 units. A maximum of 50% of the total 102 dwellings (96 deed restricted employee housing units and 6 non deed restricted dwelling units) may allow dogs, and only one dog shall be allowed in those units allowing a dog;
15. A second left turn lane shall be funded by the applicant as a reimbursement to the Town, if CDOT access code requires the improvement and the Town of Vail installs the left turn lane within eight (8) years of the approval of this ordinance. The funding by the applicant shall occur within one (1) year of the second turn lane being installed;
16. The Developer shall record deed restrictions against ninety-six (96) dwelling units in SDD No. 41, prior to the issuance of any certificate of occupancy; and

17. Prior to the issuance of a certificate of occupancy, the Developer shall coordinate all Art in Public Places (AIPP) contributions with the Town of Vail Public Works Department AIPP Coordinator.

Section 5. Timing.

The Developer shall commence initial construction of the Marriott Residence Inn improvements within three (3) years from the time of its final approval at second reading of the ordinance establishing Special Development District No. 41, Marriott Residence Inn, and continue diligently toward the completion of the project. If the developer does not begin and diligently work toward the completion of the special development district or any stage of the special development district within the time limits imposed, the approval of the Approved Development Plan shall be void. The Planning and Environmental Commission and Town Council shall review the new proposed approved development plan upon submittal of an application following the procedures outlined in Section 12-9A-4, Vail Town Code.

Section 6. Public Health, Safety and Welfare.

The Vail Town Council hereby finds, determines and declares that this ordinance is necessary and proper for the health, safety and welfare of the Town of Vail and the inhabitants thereof. The Council's finding, determination, and declaration are based upon the review of the criteria prescribed by the Vail Town Code and the evidence and testimony presented in consideration of this ordinance.

INTRODUCED, READ ON FIRST READING, APPROVED, AND ORDERED PUBLISHED ONCE IN FULL ON FIRST READING this 17th day of January, 2017 and a public hearing for second reading of this Ordinance set for the 21st day of February, 2017, at 6:00 PM in the Council Chambers of the Vail Municipal Building, Vail, Colorado.

Dave Chapin, Mayor

ATTEST:

Patty McKenny, Town Clerk

READ AND APPROVED ON SECOND READING AND ORDERED PUBLISHED this 21st day of February, 2017.

Dave Chapin, Mayor

ATTEST:

Patty McKenny, Town Clerk



Memorandum

TO: Planning and Environmental Commission

FROM: Community Development Department

DATE: November 28, 2016

SUBJECT: A request for a recommendation to the Vail Town Council of an application to establish Special Development District No. 41 (Marriott Residence Inn), pursuant to Section 12-9(A), Special Development Districts, Vail Town Code, to allow for the development of a limited service lodge and deed restricted employee housing units and a conditional use permit for public or commercial parking facilities or structures, located at 1783 North Frontage Road West/Lots 9-12, Buffehr Creek Resubdivision, and setting forth details in regard thereto. (PEC16-0030)

Applicant: Vail Hotel Owner ESHV, LLC, represented by Mauriello Planning Group

Planner: Matt Panfil

I. SUMMARY

The applicant, Vail Hotel Owner ESHV, LLC, represented by Mauriello Planning Group, is requesting a recommendation to the Vail Town Council to establish Special Development District No. 41, pursuant to Section 12-9(A), Special Development Districts, Vail Town Code, to allow for the development of a 170 unit limited service lodge (LSLU) Marriott Residence Inn, 107 Type III deed-restricted employee housing units (EHUs), six (6) unrestricted rental dwelling units, and a conditional use permit for a public commercial parking facility at 1783 North Frontage Road West.

This item was first heard by the Planning and Environmental Commission (PEC) on September 12, 2016. In order to allow the applicant time to respond to questions and comments from the Commissioners and public the item was continued to the October 10, 2016 meeting.

At the October 10, 2016 meeting, the PEC and members of the public provided additional comments on the proposal. The comments were generally related to the following topics:

- Neighborhood Compatibility in regards to Building Height, Bulk, and Mass

- Parking Management
- Drive Aisle Usage and Conflicts
- Pedestrian Connectivity
- Employee Housing Deed Restriction Language
- Location of Mechanical Equipment and Venting
- Traffic on North Frontage Road

The applicant is requesting a final recommendation from the PEC to the Town Council at this meeting. The PEC may recommend the Town Council approve, approve with modifications, or deny the applicant's request.

Per Section 12-9A-1, Vail Town Code, the purpose of an SDD is:

To encourage flexibility and creativity in the development of land in order to promote its most appropriate use; to facilitate the adequate and economical provision of streets and utilities; to preserve the natural and scenic features of open space areas; and to further the overall goals of the community as stated in the Vail comprehensive plan.

The PEC shall review the proposed application and plans, and evaluate the merits of the proposed Special Development District (SDD) based on the criteria in Section VIII of this memo, the impact of the proposal, and the public benefits in regards to furthering overall goals of the community.

Based upon staff's review of the revised plans and the criteria outlined in Section VIII and Section IX of this memorandum and the evidence and testimony presented, the Community Development Department recommends the PEC forward a recommendation of **approval, with conditions**, of this application subject to the findings in Section X of this memorandum. Staff also recommends the PEC **approve, with one condition**, the request for a conditional use permit to allow for a commercial parking facility.

II. DESCRIPTION OF REQUEST

The applicant, Vail Hotel Owner ESHV, LLC, represented by Mauriello Planning Group, is proposing the following as part of this SDD:

- 170 limited service lodge units (LSLUs) within the west side of the structure;
- 107 Type III deed-restricted employee housing units (EHUs) within the east side of the structure;
- Six (6) unrestricted rental dwelling units within the east side of the structure; and
- A two-story, below grade, 360 space parking facility, of which there are 40 surplus parking spaces available for public use.

A vicinity map (Attachment A), revised project narrative (Attachment B), transportation impact study (Attachment C), revised plan set dated November 28, 2016 (Attachment D), summary of changes to the previous plans (Attachment E), all public comments received prior to November 23, 2016 (Attachment F), an appendix of related planning documents (Attachment G), a draft Conditional Use Permit (Attachment H), and information about Lion's Ridge parking (Attachment I) are attached for review.

III. BACKGROUND

The site is the former location of The Roost Lodge, which was built in the early 1970s. The Roost Lodge featured 72 hotel rooms, one (1) dwelling unit, and a paved surface parking lot. All structures associated with The Roost Lodge were demolished in 2015.

Dating back to 2006, several different redevelopment scenarios have been proposed or approved for this location. Using the table provided by the applicant on page nine (9) of the project narrative, the different redevelopment scenarios are summarized as follows:

PA-2 Standard	2006 Approval	2012 Approval	2013 Proposal	2016 Proposal
Density	49 DUs	28 DUs	0 DUs	6 DUs
LSLUs	101	152	176	170
GRFA	75,842 sq. ft.	75,031 sq. ft.	82,485 sq. ft.	89,466*
Building Height	48'	48'	48'	59.5'
Site Coverage	51%	51%	51%	95%**
Landscape	44%	44%	44%	31%
Setbacks				
Front	20'	20'	20'	0'***
Side (East)	15'	20'	20'	0'
Side (West)	20'	20'	20'	0'
Rear	20'	20'	20'	0'
Parking	128 spaces	169 spaces	165 spaces	360 spaces
Loading	1 berth	1 berth	1 berth	3 berths
EHUs	3 Type III	1 Type IV 2BR, 1 Type IV Dorm, and off-site housing for 4.95 employees	2 Type IV Dorm, and off-site housing for 6.56 employees	107 Type III

* The LSLUs account for 84,466 square feet of GRFA and the six (6) multi-family dwelling units will account for no more than 4,000 square feet of GRFA for a maximum total of 89,466 square feet. The applicant has not yet identified the specific six (6) multi-family dwelling units, but once identified they will not exceed a combined GRFA of 4,000 square feet. The EHUs account for 94,410 square feet, but they do not count towards GRFA or density per Vail Town Code.

** The site coverage is 55%; the site coverage including the below grade parking facility is 95%.

*** The above grade setbacks are all at least 20 feet; the setbacks for the below grade parking facility are zero feet (0').

IV. APPLICABLE PLANNING DOCUMENTS

For applicable planning documents please refer to Attachment G. In regards to this memorandum, specific references to sections of Vail Town Code have been made when necessary.

V. SURROUNDING LAND USES AND ZONING

<u>Existing Land Use</u>	<u>Zoning District</u>
North: Medium Density Residential	Two-Family Primary/Secondary Res. & SDD No. 22, Grand Traverse
East: Interstate-70	General Use
South: Interstate-70 / Med. Dens. Res.	General Use, Res. Cluster, & Two-Family Primary / Secondary Res.
West: Medium Density Residential	Res. Cluster & Two-Family Primary / Secondary Res.

VI. ZONING ANALYSIS / SDD NO. 41, MARRIOTT RESIDENCE INN

Address:	1783 N Frontage Road W
Legal Description:	Buffehr Creek Resubdivision Lots 9-12
Existing Zoning:	Public Accommodation-2 (PA-2)
Existing Land Use Designation:	Medium Density Residential
Mapped Geological Hazards:	Steep Slope > 40%

Underlying Standard	Allowed / Required	Proposed
Site Area	Min. 10,000 sq. ft.	86,597 sq. ft. (1.98 acres)
Setbacks	Front – 20' Side – 20' Rear – 20'	Front – 0' Side – 0' Rear – 0'
Height	Flat or Mansard Roof – 45' Sloping Roof – 48'	Sloping Roof – 59.7' (Max.)
Density	25 DUs/ per acre of buildable site area, but LSLUs and EHUs are not counted towards density.	170 LSLUs 107 EHUs 6 Unrestricted DUs
GRFA**	Max. 129,896 sq. ft.	89,466 sq. ft.
Site Coverage	Max. 65% of total site area (56,288 sq. ft.)	95%*** (81,834 sq. ft.)
Landscaping	Min. 30% of total site area (25,979 sq. ft.)	31% (26,726 sq. ft.)
Parking & Loading	Min. 320 parking spaces	338 single spaces 14 tandem spaces <u>+ 8 ADA spaces</u> 360 total spaces

- * *The above grade setbacks are all at least 20 feet; the setbacks for the below grade parking facility are zero feet (0').*
- ** *The LSLUs account for 84,466 square feet of GRFA and the six (6) multi-family dwelling units will account for no more than 4,000 square feet of GRFA for a maximum total of 89,466 square feet. The applicant has not yet identified the specific six (6) multi-family dwelling units, but once identified they will not exceed a combined GRFA of 4,000 square feet. The EHUs account for 94,410 square feet, but they do not count towards GRFA or density per Vail Town Code.*
- *** *The site coverage is 55%; the site coverage including the below grade parking facility is 95%.*

Deviations from the Underlying PA-2 Zoning District:

1. Setbacks:

Section 12-7J-6, Vail Town Code, requires minimum front, side, and rear setbacks of 20 feet within the PA-2 zone district. Above grade the proposal meets these criteria; however, the below grade parking results in zero foot (0') front, side, and rear setbacks. Section 12-7J-6, Vail Town Code, allows the PEC to approve variations to the setback standards subject to applicant demonstrating the proposed setbacks will result in creative design solutions or other public benefits that could not otherwise be achieved by conformance with the prescribed standards.

There are no changes to the proposed setbacks since the October 10, 2016 PEC meeting. The proposed setbacks are zero feet (0'). Therefore, due to the below grade parking facility, the proposed deviation for the front, side, and rear setbacks is 20 feet.

2. Building Height:

Section 12-7J-7, Vail Town Code, establishes a maximum height of 48 feet for buildings with sloping roofs located within the PA-2 zoning district.

The applicant has reduced the building height from the previously submitted maximum building height of 72 feet to a maximum building height of 59.5 feet. Therefore, the proposed deviation is 11.5 feet.

3. Site Coverage:

Section 12-7J-9, Vail Town Code, allows a maximum of 65% site coverage. At the request of staff, the applicant recalculated the site coverage which resulted in an increase from 87% to 95% due to the below grade parking facility having zero foot (0') setbacks. Therefore, the proposed deviation is 30%. The above grade site coverage is 55%.

4. Loading and Deliveries:

Section 12-10-9-B, Vail Town Code, requires that enclosed and/or covered loading berths be a minimum of 14 feet high. The proposed height of the two (2) loading berths within the garage facility is ten feet (10'), including the slope of the driveway. Therefore, the proposed deviation is four feet (4').

Section 12-10-9-(B) allows the PEC to grant variations to the minimum loading berth dimension when they are deemed necessary to prevent negative impact on to the public right of way.

5. Retaining Walls:

Section 14-6-7, Vail Town Code, states that retaining walls shall not exceed an exposed face height of six feet (6'). There are multiple sections of the proposed retaining walls that exceed six feet (6') and range up to approximately 20' 8" in height. Therefore, the proposed maximum deviation is approximately 14' 8".

Section 14-6-7, Vail Town Code, requires retaining walls to be located a minimum of two feet (2') from adjacent private property boundaries. As proposed, there is only eight inches (8") between the proposed retaining wall and the property line. Therefore, the proposed deviation is 1' 4".

VII. DISCUSSION ITEMS

Due to its complexity, the request has been broken down into categories. Where a category is associated with an identified deviation, additional discussion regarding the merits of the deviation is provided:

1. Building Height, Bulk, Mass, and Architectural Design:

Significant changes have been made to the building height and the architectural design. The building was lowered and the floor to floor dimension was reduced in order to minimize the requested deviation from the maximum building height of 48 feet, the maximum building height allowed by the underlying Public Accommodation-2 (PA-2) zoning district. Specific changes include:

- The entry to the garage was lowered by ten feet (10') and is now located below grade;
- The height of the tower at the east end of the building was reduced by 13' 9" to a height of 59.7'. Per Section 14-10-4-F, such architectural projections are permitted to extend above the height limit of the underlying zone district by not more than 25% nor more than 15 feet. Based on this formula, 60 feet is the maximum height for architectural features within the PA-2 zone district.
- The height of the tower at the west end of the building was reduced by approximately 13' 6";
- An increase in depth of architectural relief from two feet (2') to between six feet (6') to ten feet (10');

- The use of four (4) building material and color palettes to break up the visual mass, scale, and bulk of the structure and create a rhythm of different building façades;
- The addition of a shed roof porte-cochere; and
- The applicant intends to pursue Leadership in Energy and Environmental Design (LEED) certification for the structure.

Staff commends the applicant for their revisions, especially in attempting to address concerns regarding building height and the scale, mass, and bulk of the structure. Sheets R1a and R1b depict that the great majority of living area is below the 48 foot maximum allowed by the underlying PA-2 zone district. The tallest parts of the structure are architectural projections that do not have habitable floor area (GRFA).

The use of building material and color palettes significantly addresses staff concerns with bulk, mass, and scale. Rather than one (1) relatively monolithic façade, the structure has been broken up into multiple facades, all of which are balanced to be unique individually, but complementary as a whole. The rhythm of façade changes is maintained on all sides of the structure. As a result, the proposed building materials and color palettes are more characteristic of Vail's mountain resort character than previous proposals.

Building Height Deviation:

Based on the plan revisions that place a majority of habitable area below 48 feet in height, as seen through Sheets A401 through A409, Sections along the North Frontage Road, and Sheets R1a through R8b, Historic Grade Diagrams, staff supports the requested building height deviation.

2. Setbacks:

In order to maximize the availability of parking, the below grade parking facility extends to the property lines.

Setback Deviation:

Staff supports the requested zero foot (0') setbacks as the encroachments are located below grade, but the portion of the building above grade respects the 20 foot minimum setbacks.

3. Site Coverage:

The definition of site coverage includes any building area constructed at, below, or above grade. As the below grade parking facility extends to the property lines, as discussed in Item 2 – Setbacks above, the proposed site coverage is 95%.

Site Coverage Deviation:

Staff supports the requested site coverage. The additional site coverage is driven largely by the additional below grade parking. The Vail 20/20 Strategic Action Plan identifies the need for additional parking options. Creative parking solutions are encouraged within the Town and the below grade facility meets this goal.

4. **Employee Housing Units:**

Of the 113 rental dwelling units, 107 are proposed as deed-restricted Type III EHUs, as defined in Section 12-13-4, Vail Town Code. A Type III EHU deed-restriction requires the unit be rented to residents working at least thirty (30) hours per week in Eagle County. The remaining six (6) units, which are intended to be unrestricted rental dwelling units, are considered multiple-family dwellings, which are permitted in the PA-2 zoning district, provided that LSLUs, accommodation units, and/or fractional fee units are equal to or greater than 70% of the total GRFA on the site and the dwelling units are operated under a single management and provided with customary lodge services and facilities.

In order to fulfill all of the above criteria to allow multi-family dwelling units as part of the proposal, the six (6) proposed dwelling units will require deed language, or another regulatory tool, to the effect that said units, although located within the EHU section of the structure, will have the right to use the services and facilities with the limited service lodge.

5. **Parking & Loading:**

The parking spaces, shuttle parking, and loading berths are as follows:

- 338 single-loaded standard parking spaces;
- Eight (8) Americans with Disabilities Act (ADA) accessible parking spaces;
- 14 tandem parking spaces;
- Four (4) shuttle parking spaces;
- A dedicated hotel loading area; and
- A dedicated EHU loading area.

Updated parking plans (Sheets LL-1 and LL-2) depict significant changes, including a reconfiguration of the parking facility from one-way angled parking to two-way ninety degree (90°) parking. Most notably, the change allowed for a decrease in proposed tandem parking spaces and an overall increase in the number of parking spaces. The table below depicts the specific changes associated with the updated parking plans:

	October 4, 2016 Plans	November 28, 2016 Plans
Lower Level		
Single	98	172
Tandem	82	14
Upper Level		
Single	83	152
Tandem	34	0
Ramp		
Single	24	22
ADA Accessible		
Single	8	8
Total	329	360

The application of the 7.5% credit for multiple use parking facilities established in Section 12-10-12, Vail Town Code, would result in a reduction of parking demand from 360 parking spaces to 320 parking spaces. If the reduction is allowed, there would be forty (40) surplus parking spaces available for lease by the general public. A conditional use permit is required for “public or commercial parking facilities or structures.” The criteria for a conditional use permit are discussed in Section IX of this memo.

While staff has previously expressed concerns that the proposal is not a true multiple use project as LSLUs and EHUs do not have different peak parking periods, Section 12-10-12, Vail Town Code, does not regulate the use of the credit by shared or unshared peak parking hours. LSLUs and EHUs are listed as separate and distinct uses in Section 12-7J-2, Permitted Uses, Vail Town Code and as such qualify for the 7.5% credit.

The number of parking spaces between hotel guests, EHU residents, multiple-family dwelling units, and the general public is as follows:

	LSLU	EHU / Multi-Family DU	Parking Club
Lower Level			
Single	0	154	18
Tandem	0	14	0
Upper Level			
Single	110	42	0
Tandem	0	0	0
Ramp			
Single	0	0	22
Tandem	0	0	0
Totals	110	210	40

* There are four (4) ADA accessible parking spaces closest to the LSLU elevator and four (4) ADA parking spaces closest to the EHU elevator.

As proposed, with the 7.5% reduction, the updated parking demand is as follows:

	Minimum Required by Code	Nov. 28, 2016 Plans
<i>LSLU</i>	0.7 spaces per unit (9 space deduction) = 110	110
<i>EHU</i>	2.0 spaces per unit (16 space deduction) = 198	210
<i>DUs</i>	2.0 spaces per unit (0 space deduction) = 12	Identified w/ EHUs
<i>Total</i>	320	360

Loading Berth Clearance Deviation:

Staff supports the requested deviation to the minimum 14 foot loading berth height based on the availability of a temporary loading area in the drive aisle with a sufficient width of 26 feet that allows for a delivery truck greater than ten feet (10') in height without impeding other vehicles.

6. Access & Vehicular Circulation:

The revised site plan depicts several changes to site access and vehicular circulation. These changes include a second full access driveway just west of the hotel entry. This access point provides a separation between vehicles entering or exiting the garage at the west end of the drive aisle and vehicles using the eastern portion of the drive aisle for temporary loading, resident pick-up/drop-off, and guest check-in.

At the hotel entrance, the drive aisle has been widened from 20 feet to 26 feet to allow for temporary parking and loading during guest check-in.

In compliance with the Fire Department's fire staging requirement, Sheet A010 – Proposed Site Plan depicts a 20' x 40' dedicated fire staging area at the east end of the drive aisle. The Fire Department will require direct access from the fire staging area to the building's fire command center.

7. Retaining Walls:

The retaining walls located behind the building have been revised to allow for wider planting areas for trees and shrubs. In order to ensure that no easements would be required from adjacent properties for the construction of the retaining walls, staff requested, and received, stamped preliminary engineering plans for the retaining walls.

Retaining Wall Height Deviation:

Staff supports the requested deviation to the maximum six foot (6') retaining wall height as there are several projects in the surrounding area with similar topographical conditions that required retaining walls in excess of six feet (6') in height.

Retaining Wall Location Deviation:

As the applicant has not indicated any hardship that would prevent the retaining walls from being constructed the minimum two feet (2') from adjacent property lines, staff does not support the requested deviation.

8. Landscaping:

Along the property frontage, the proposed landscaping includes shade trees between the sidewalk and front drive aisle and foundation plantings between the drive aisle and structure. Toward the rear of the building, the landscape plan transitions to native vegetation and grasses as the slope connects to Meadow Ridge Road. Trees and other plantings are depicted in the terraced areas of the retaining walls.

The applicant is working with the Colorado Department of Transportation (CDOT) to secure permits for planting the proposed trees in the North Frontage Road right-of-way. The applicant has indicated that it will be possible to plant the trees in the right-of-way and avoid the existing sewer line.

Sheet L1.1 was updated to identify the existing trees that the applicant will try to preserve. However, the applicant has indicated preservation may not be possible. It shall be presumed that the trees will be removed. All other existing trees will be removed.

Per the request of staff and the PEC, Sheet L1.1 and L1.2 now include a full plant schedule, including the specific species of evergreen and shade trees proposed.

Also per the request of staff, Sheet L1.1 depicts the incorporation of Saskatoon serviceberry, tall western sage, and Shubert chokecherry into this area of the site.

Gregg Barrie, Senior Landscape Architect with the Town of Vail, is generally receptive of the proposed landscape plan. Mr. Barrie's comments include:

1. Due to the site's elevation exceeding 7,500 feet, consider replacing the White Spruce with Blue Spruce and finding a suitable replacement for the Red Barron Crabapple; and
2. Lanceleaf Cottonwoods require more than six feet (6') of planting area width and may eventually lead to buckling of the sidewalk. A BioBarrier system along the north edge of the sidewalk may help protect the sidewalk from the root system.

Also, the applicant has attempted to address the provision of additional landscaping and open space through the green roof, though it does not meet the

definition of landscaping or open space. The outdoor space and plantings on the roof provide guests and residents an opportunity for fresh air and recreation.

9. Pedestrian & Transit:

At the request of Public Works, Sheet A010 – Proposed Site Plan shows that the sidewalk has been adjusted to provide opportunities for snow storage from Town plowing operations. Sheet A010 – Proposed Site Plan also depicts sidewalk connections from the main sidewalk to crosswalks at the building's two (2) entrances.

Due to the addition of the second access point, the bus stop has been relocated from the center of the site to the west end of the site. Similar to the previously approved project for the site, the applicant proposes a bus stop enclosure that will be designed to meet any public art requirement. A shuttle system for guests and residents is also proposed that will help alleviate demand on the bus system.

10. Mechanical Equipment:

In response to PEC and neighbor concerns, the garage venting has been relocated from the west side of the building to the north side of the building (below the elevation of the existing roadway) and the southeast corner of the building. There is no HVAC equipment proposed on the roof. Laundry and other mechanical equipment have been relocated to the lowest level of the structure.

11. Lot Configuration:

The applicant will plat the property as a single parcel. No condominium plat is proposed. Several easements will be vacated and several utility easements will need to be relocated. All easements will be vacated or established on the plat or by separate legal instrument.

12. Rooftop:

The applicant is proposing a change from a simple green roof to an amenity complete with seating areas, swimming pool, and hot tubs for hotel guests and a grade-separated rooftop area for EHU residents with seating areas and hot tubs.

13. Sun-Shade Analysis:

The applicant has provided an updated sun-shade analysis, Sheets R5 and R6, which depict the shadow caused by the building on an hourly basis on the winter solstice and the spring and fall equinoxes. The sun-shade analysis indicates some shadow on Meadow Ridge Road until 1:00 PM on the winter solstice and until 11:00 AM on the spring equinox.

14. Exterior Lighting:

The applicant has provided a lighting plan featuring dark sky compliant bollards. There are no other outdoor light fixtures proposed on the site.

15. Signage:

There is no specific signage included with this application. Signage, including signage for the parking facility, will be reviewed under a separate permit subsequent to approval of zoning and design review of the structure.

16. Water Service:

While approval from the Eagle River Water and Sanitation District (ERWSD) is not specifically required by the SDD application, the ERWSD has informed staff of their concern of the increased density on their ability to adequately service the site. Given the existing water and sewer service lines and infrastructure, the ERWSD encourages the applicant to submit plans sufficient to allow a water rights and capacity analysis.

VIII. SPECIAL DEVELOPMENT DISTRICT DESIGN CRITERIA

Before acting on an SDD application, the Planning and Environmental Commission and Town Council shall consider the following factors with respect to the proposed SDD:

1. Compatibility: Design compatibility and sensitivity to the immediate environment, neighborhood and adjacent properties relative to architectural design, scale, bulk, building height, buffer zones, identity, character, visual integrity and orientation.

Each series of revisions have brought the proposal more in line with the character of the neighborhood and Vail in general. The mass, scale, and bulk of the structure is larger than that of the surrounding structures; however, the newly proposed architectural treatments such as a variety of roof forms and increased horizontal and vertical articulation serve to visually break up the mass, bulk, and scale of the building. The proposed building material and color palettes are consistent with the identity and character of Vail as a mountain community. As a result, the structure now appears as an assemblage of buildings, often seen throughout the Town. Staff finds that the changes to the building elevations and materials are a significant improvement from the previous plan.

The subject property is located on a development site in the PA-2 zone district, which allows for a maximum 48 foot building height, but it is surrounded by residential zone districts where 33 feet is the maximum building height. Therefore, based upon the zoning of the subject property, there is to be a difference in building height between the subject property and surrounding area. Many of the Town's taller buildings are located along the frontage road as they buffer surrounding area from the noise and aesthetics of the highway. Though the proposed building height is greater than those in the surrounding area, the applicant has demonstrated that the majority of habitable area is consistent with the underlying zone district.

The shape of the subject property leaves little room for a buffer zone between the structure and adjacent properties. Therefore staff encourages the use of high quality landscape materials suitable to the environment and root space available.

Staff finds the proposal meets this criterion.

2. Relationship: Uses, activity and density which provide a compatible, efficient and workable relationship with surrounding uses and activity.

The PA-2 zone district is intended to provide sites for lodges, LSLUs, and residential accommodations outside of the periphery of the Vail Village and Lionshead commercial core areas. The proposed LSLUs, EHUs, and commercial parking facility are either permitted by right or conditional uses within the underlying PA-2 zone district. Per Town Code, up to 150 square feet of GRFA may be permitted for each 100 square feet of buildable site area, though final determination of allowable GRFA shall be made by the PEC. The total density allowed by the underlying PA-2 zone district is not to exceed 25 dwelling units per acre of buildable site area, although LSLUs and EHUs do not count toward density within the PA-2 zone district. This is due to the fact that the PA-2 zone district is specifically intended to accommodate higher densities that contribute to a critical mass where a population is able to access transit and services.

This site is situated to take advantage of commercial services located in the nearby West Vail Mall commercial area, offering a variety of services from groceries to restaurants and drying cleaning that are typically used by residents. There is a strong relationship between the establishment of the uses located in the Commercial Core 3 (CC3) zone of the West Vail area and the original intent of the subject site being zoned PA-2 so that the commercial services could be easily accessed. The site also offers immediate access to the North Frontage Road bicycle and pedestrian trail to allow residents and guests the opportunity to move about Vail without a vehicle, which is a public benefit. The new I-70 underpass is less than a mile away from the proposed project and, upon completion in 2017, will facilitate direct bicycle and pedestrian access to Lionshead and Vail Villages, which is another benefit of allowing additional density at this location. As the site is immediately adjacent to the I-70 corridor, the site is also ideally located as a place to transition residential density from higher density to lower as you move further from the I-70 corridor. Higher density projects are typically located adjacent to higher-volume roadways to help provide a visual and noise buffer for lower density properties located further from those roadways.

The proposed project is primarily residential in nature, similar to surrounding uses which are also residential. The residential properties adjacent to the site range from low density single family homes and duplexes in the Grand Traverse SDD north of the subject property to as much as 29 dwelling units per acre in the

Buffehr Creek Condos adjacent to the west side of the subject property. As a result of the proposed residential use, there should be less land use conflict from what could otherwise be impacted by traffic, noise and light that would result from more intense uses.

Staff finds that the proposal meets this criterion.

3. Parking and Loading: Compliance with parking and loading requirements as outlined in chapter 10 of this title.

The parking dimensions and number of parking spaces provided comply with Vail Town Code. Parking provides a critical function in Vail and opportunities to increase the number of parking spaces available should be regarded favorably. As the applicant is proposing parking in excess of the minimum requirements, public parking with direct access to transit will be made available, taking some pressure off the frontage road parking, which is a public benefit.

While the height of the loading berths within the garage facility does not meet code, there is an opportunity for temporary loading within the area of the drive aisle that is 26 feet wide, thereby meeting the intent of the code.

Staff finds the proposal meets this criterion.

4. Comprehensive Plan: Conformity with applicable elements of the Vail comprehensive plan, town policies and urban design plans.

Staff has reviewed the Vail Comprehensive Plan and found the following documents and associated goals, objectives, statements applicable to this proposal:

Vail Land Use Plan (in part)

- 1.1 Vail should continue to grow in a controlled environment, maintaining a balance between residential, commercial and recreational uses to serve both the visitor and the permanent resident.*
- 1.3 The quality of development should be maintained and upgraded whenever possible.*
- 1.12 Vail should accommodate most of the additional growth in existing developed areas (infill areas).*
- 3.1 The hotel bed base should be preserved and used more efficiently.*
- 3.3 Hotels are important to the continued success of the Town of Vail, therefore conversion to condominiums should be discouraged.*

- 3.4 *Commercial growth should be concentrated in existing commercial areas to accommodate both local and visitor needs.*
- 5.1 *Additional residential growth should continue to occur primarily in existing, platted areas and as appropriate in new areas where high hazards do not exist.*
- 5.3 *Affordable employee housing should be made available through private efforts, assisted by limited incentives, provided by the Town of Vail, with appropriate restrictions.*
- 5.4 *Residential growth should keep pace with the market place demands for a full range of housing types.*
- 5.5 *The existing employee housing base should be preserved and upgraded. Additional employee housing needs should be accommodated at varied sites throughout the community.*

Vail 20/20 Strategic Action Plan (in part)

Land Use and Development:

Goal #4: *Provide for enough deed-restricted housing for at least 30 percent of the workforce through policies, regulations and public initiated development.*

Housing:

Goal: *The Town of Vail recognizes the need for housing as infrastructure that promotes community, reduces transit needs and keeps more employees living in the town, and will provide for enough deed-restricted housing for at least 30 percent of the workforce through policies, regulations and publicly initiated development.*

Actions / Strategies:

- *Research parking requirements for employee housing and consider reducing requirements for employee housing developments.*
- *Expand the number of employee beds in the Town of Vail.*
 - *Consider increasing incentives in performance zoning for property owners who build EHUs.*

Vail Economic Development Strategic Plan (in part)

Policies:

Goal #4: Provide support for a quality workforce delivering world-class service to positively impact Vail's economy.

Objective 4.1: Work with the business community, Eagle County and other municipalities to address future workforce housing needs.

Objective 4.3: Work with the business community and Eagle County to address parking and transportation issues for workers and guests.

Chapter VII. Evaluation and Analysis, Weaknesses:

Inefficient Facilities: Older lodging accommodations

Vail Housing 2027 (in part)

Mission:

We create, provide, and retain high quality, affordable, and diverse housing opportunities for Vail residents to support a sustainable year round economy and build a vibrant, inclusive and resilient community. We do this through acquiring deed restrictions on homes so that our residents have a place to live in Vail.

Policy Statement:

We acknowledge that the acquisition of deed restrictions on homes for Vail residents is critical to maintaining community. Therefore, we ensure an adequate supply and availability of homes for residents and recognize housing as infrastructure in the Town of Vail; a community support system not unlike roads, bridges, water and sewer systems, fire, police, and other services of the municipal government.

Ten Year Goal:

The Town of Vail will acquire 1,000 additional resident housing unit deed restrictions by the year 2027. These new deed restrictions will be acquired for both existing homes as well as for homes that are newly constructed by both the Town of Vail and private sector developers.

LSLUs provide an important link in Vail's lodging industry by offering short term accommodations in the mid-price range that is more attainable to the middle

class demographic. There are limited locations within Vail where this accommodation type may be located and the subject site was specifically zoned PA-2 to accommodate this type of use. Close proximity to the services available in West Vail was a key consideration of the zoning of this site since it allows easy access to those businesses by residents and guests.

The proposed development of EHUs realizes several community goals, especially the Vail Housing 2027 Ten Year Goal of acquiring 1,000 deed restrictions. It is important to note that the requirements of inclusionary zoning and commercial linkage are not enough to close the gap in the employee housing deficit in Vail. The proposal to add 107 Type III deed-restricted EHUs will make a significant contribution toward the goals of providing workforce housing in the town. The significance of providing local workforce housing is critical to reduce the number of employees driving to and parking in town as well as adding to the fabric of the resort community and adding to the critical mass that helps support the West Vail business community. By doing so, numerous policies of the Vail Economic Development Strategic Plan are realized, such as Goal Number 4, "Provide support for a quality workforce delivering world-class service to positively impact Vail's economy."

The proposal specifically addresses Goals 1.1, 1.12, 3.3, 5.4, and 5.5 in the Vail Land Use Plan in that they speak to the importance of infill redevelopment and meeting visitor and employee lodging and housing demands.

The proposal also speaks to the Vail 20/20 Strategic Action Plan's statement that the Town recognizes the need for housing as infrastructure that promotes community, reduces transit needs and keeps more employees living in the town.

The proposal is representative of a rare infill-development opportunity in Vail that will accommodate two critical uses in high demand that would otherwise be relegated to a location outside the town boundary. The infill site provides a public benefit by allowing these high demand uses in a location within Vail that would minimize car-dependency and contribute economically to businesses in the West Vail commercial district.

Staff finds that the proposal meets this criterion.

5. Natural and/or Geologic Hazard: Identification and mitigation of natural and/or geologic hazards that affect the property on which the special development district is proposed.

The northeast portion of the site is located in a steep slope zone. The applicant has provided a subsurface conditions report, geotechnical report, and bedrock evaluation letter for review by the Public Works Department.

Staff finds that the proposal meets this criterion.

6. Design Features: Site plan, building design and location and open space provisions designed to produce a functional development responsive and sensitive to natural features, vegetation and overall aesthetic quality of the community.

The revisions to the architectural design contribute positively to the overall aesthetic quality of the community. While open space is minimal, the applicant has attempted to provide creative solutions such as the green roof amenity to help address this issue. The applicant has provided a high quality design in regards to the site plan and building appearance and has attempted to balance elements such as open space and landscaping with other important community goals that would help improve the overall quality of the community.

LEED certification also helps mitigate some of the impact on the natural features and landscaping on site. Also, LEED certification of such a structure is a public benefit in that it raises the bar for future construction in the Town.

Staff finds the proposal meets this criterion.

7. Traffic: A circulation system designed for both vehicles and pedestrians addressing on and off site traffic circulation.

Staff finds that the addition of a second access point will help separate vehicles using the garage from those vehicles associated with hotel check-in, EHU pick-up/drop-off, and other assorted deliveries. The expansion of the drive aisle to 26 feet in width near the hotel entrance will help ensure vehicles can circulate along the drive aisle without being blocked by guests checking into the hotel. The sidewalk connections and crosswalks will help mitigate vehicle-pedestrian conflicts.

For improved vehicular circulation, the applicant could provide EHU access via Meadow Ridge Road, but is providing access via the North Frontage Road to minimize the impact to the residences on Meadow Ridge Road.

The Traffic Impact Study anticipates a maximum of 238 Saturday peak hour trips, 178 morning peak hour trips, and 207 evening peak hour trips, including all modes of travel. The Traffic Impact study also anticipates an even 50/50 split between trips traveling from the east and west on the North Frontage Road under short-term conditions.

Staff finds the proposal meets this criterion.

8. Landscaping: Functional and aesthetic landscaping and open space in order to optimize and preserve natural features, recreation, views and function.

The applicant has attempted to provide creative landscaping solutions by landscaping the retaining wall terraces and planting trees along North Frontage Road. As indicated in Item 6, the applicant has attempted to provide a creative solution to the lack of open space by providing a green roof area with amenities available to both hotel guests and EHU residents.

Staff finds the proposal meets this criterion.

9. Workable Plan: Phasing plan or subdivision plan that will maintain a workable, functional and efficient relationship throughout the development of the special development district.

The proposal is intended to be constructed in one phase. Staging for any construction related activity will be reviewed by staff to ensure impacts to public rights-of-way and adjacent properties are minimized. It is anticipated that the use of the North Frontage Road West right-of-way will be necessary. This right-of-way is controlled by the Colorado Department of Transportation (CDOT) and will require all appropriate review and permits from CDOT prior to the start of construction.

Staff finds the proposal meets this criterion.

IX. CRITERIA FOR A CONDITIONAL USE PERMIT

A conditional use permit is requested for a commercial parking facility in this zone district. The following criteria are specific to the commercial parking facility:

1. Relationship and impact of the use on development objectives of the town.

The Vail Land Use Plan identifies the need for parking and access that should be accommodated through creative solutions and a stated goal that surface parking should be reduced and provided underground where possible. The Vail Land Use Plan also expresses a goal that parking be improved and adequate parking should be provided to accommodate day skier growth. The addition of the commercial parking facility will reduce some of the demand for parking within the town parking structures or along the North Frontage Road.

Staff finds the proposal meets this criterion.

2. Effect of the use on light and air, distribution of population, transportation facilities, utilities, schools, parks and recreation facilities, and other public facilities and public facilities needs.

As the commercial parking facility will be located below grade there should be minimal, if any, impact on light and air. The parking spaces will remove some demand from the town's parking facilities and may lessen the traffic on streets that serve and the demand for parking at parks and recreation facilities due to their frequent use as overflow skier parking. The proposal will have no impact on the distribution of population, utilities, schools and other public facilities and public facilities needs. The proximity to a bus stop will also lessen the demand for parking in the Town's garages and remove more vehicles from congested roads.

Staff finds the proposal meets this criterion.

3. Effect upon traffic, with particular reference to congestion, automotive and pedestrian safety and convenience, traffic flow and control, access, maneuverability, and removal of snow from the streets and parking areas.

The proposed commercial parking facility will result in increased traffic along the North Frontage Road, but the applicant has submitted a Transportation Impact Study that demonstrates the impact from the commercial parking facility portion of the project will be minimal. The Traffic Impact Study was completed when the applicant anticipated 100 surplus parking spaces. While the specific number of trips generated is no longer valid, the overall percent of total trips generated by the surplus parking spaces accounted for 21% of Saturday peak hour trips, 20% of morning peak hour trips, and 23% of evening peak hour trips.

As the commercial parking facility is located below grade, the proposed facility will not impact the removal of snow from the streets and parking area.

Staff finds the proposal meets this criterion.

4. Effect upon the character of the area in which the proposed use is to be located, including the scale and bulk of the proposed use in relation to surrounding uses.

As the proposed commercial parking facility will be incorporated into the new structure and located below grade the scale and bulk of the facility will have no impact on the character of the area or its surrounding uses.

Staff finds the proposal meets this criterion.

5. Such other factors and criteria as the commission deems applicable to the proposed use.
6. The environmental impact report concerning the proposed use, if an environmental impact report is required by chapter 12 of this title.

An environmental impact report was not required for the proposed commercial parking facility.

X. STAFF RECOMMENDATION

SDDs are an opportunity to allow flexibility in design to a property owner while advancing the goals and objectives of the Town comprehensive plan. Balancing the impact of the development on the surrounding area with benefits to the broader community through the achievement of said goals and objectives is an extremely difficult task. Based on the most recent revisions, staff finds that the proposal has successfully balanced these oftentimes competing interests and that the public benefit outweighs the deviations.

Based upon the review of the criteria outlined in Section VIII and Section IX of this memorandum and the evidence and testimony presented, the Community Development Department recommends the Planning and Environmental Commission forwards a recommendation of **approval, with conditions**, to the Town Council for the applicant's request to establish Special Development District No. 41, Marriott Residence Inn and associated conditional use permit for a commercial parking facility.

A separate motion is required for the request to establish the SDD and to grant a conditional use permit for a commercial parking facility.

Motion for Approval – Special Development District:

Should the Planning and Environmental Commission choose to forward a recommendation of **approval, with conditions**, to the Vail Town Council for the establishment of Special Development District No. 41, Marriott Residence Inn, the Community Development Department recommends the Commission passes the following **motion**:

"The Planning and Environmental Commission forwards the Vail Town Council a recommendation of approval for an application to establish Special Development District No. 41, Marriott Residence Inn, pursuant to Section 12-9(A), Vail Town Code, to allow for the development of a limited service lodge and deed restricted employee housing units, located at 1783 North Frontage Road West/Lots 9-12, Buffehr Creek Resubdivision, and setting forth details in regard thereto."

Should the Planning and Environmental Commission choose to forward a recommendation of **approval, with conditions**, to the Vail Town Council for the

establishment of Special Development District No. 41, Marriott Residence Inn, the Community Development Department recommends the following **conditions**:

1. *Approval of Special Development District No. 41, Marriott Residence Inn, is contingent upon the applicant obtaining Town of Vail approval of an associated design review application;*
2. *The applicant shall obtain Leadership in Energy and Environmental Design (LEED) certification for the structure within one (1) year of issuance of the first Certificate of Occupancy. Failure to obtain the certification within the identified time-frame will necessitate a return to the Planning and Environmental Commission and/or Town Council for an evaluation of a suitable, replacement public benefit;*
3. *Prior to submitting any building permit application, the applicant shall identify the six (6) unrestricted, rental dwelling units and provide documentation that the units shall have the right-of-use to the lodge's service and facilities under the same rules and regulations as the lodge guests.;*
4. *Prior to submitting any building permit application, the applicant shall submit revised plans relocating the proposed retaining walls at least two feet (2') from adjacent property lines;*
5. *Should the Colorado Department of Transportation (CDOT) not approve the proposed landscaping in the North Frontage Road right-of-way, the applicant shall submit a revised landscape plan, for review and approval, prior to submitting any building permit application, subject to Design Review;*
6. *Prior to submitting any building permit application, the applicant shall submit revised plans that clearly illustrate signage and striping of the fire staging area;*
7. *Prior to submitting any building permit application, the applicant shall submit revised plans that illustrate the continuation of the proposed sidewalk to the intersection with Buffehr Creek Road;*
8. *Prior to submitting any building permit application, the applicant shall submit approval from CDOT related to all proposed work within the CDOT right-of way;*
9. *The applicant shall mitigate system wide pedestrian and traffic impacts through the payment of a Transportation Impact Fee that shall not be offset by the project level improvements. This payment shall be made prior to requesting any Certificate of Occupancy for the project. The fee shall be determined through the ongoing update and codification to the Impact Fee as approved by the Town Council. In the event that the updated fee is not*

adopted by the Town Council prior to July 1, 2017, the applicant shall provide a payment, prior to requesting any Certificate of Occupancy, based upon net new PM Peak Hour vehicle trips generated by the development. The amount per trip shall be assessed at the established rate as of July 1, 2017; and

- 10. Prior to submitting any building permit application, the applicant shall provide roadway and snow storage easements for the portion of Meadow Ridge Road that encroaches onto the subject property in a format acceptable to the Town's Attorney.*

Should the Planning and Environmental Commission choose to forward a recommendation of **approval, with conditions**, to the Vail Town Council for the establishment of Special Development District No. 41, Marriott Residence Inn, the Community Development Department recommends the Commission makes the following **findings**:

"Based upon the review of the criteria outlined in Section VIII of the Staff memorandum to the Planning and Environmental Commission dated November 28, 2016, and the evidence and testimony presented, the Planning and Environmental Commission finds:

- 1. The SDD complies with the standards listed in Section VIII of this memorandum, or the applicant has demonstrated that one or more of the standards is not applicable;*
- 2. The SDD is consistent with the adopted goals, objectives and policies outlined in the Vail comprehensive plan and compatible with the development objectives of the town;*
- 3. The SDD is compatible with and suitable to adjacent uses and appropriate for the surrounding areas; and*
- 4. The SDD promotes the health, safety, morals, and general welfare of the town and promotes the coordinated and harmonious development of the town in a manner that conserves and enhances its natural environment and its established character as a resort and residential community of the highest quality.*

Motion for Approval – Commercial Parking Facility Conditional Use Permit

Should the Planning and Environmental Commission choose to **approve, with one condition**, the request for a conditional use permit for a commercial parking facility, the Community Development Department recommends the Commission passes the following **motion**:

“The Planning and Environmental approves this request for a conditional use permit, pursuant to Section 12-7J-3, Conditional Uses, Vail Town Code, to allow for a commercial parking facility, located at 1783 North Frontage Road West/Lots 9-12, Buffehr Creek Resubdivision, and setting forth details in regard thereto.”

Should the Planning and Environmental Commission choose to **approve, with one condition**, the request for a conditional use permit for a commercial parking facility, the Community Development Department recommends the Commission recommends the following **condition**:

1. *“The conditional use permit for a commercial parking facility shall lapse and become void if a building permit is not obtained and diligently pursued toward completion or the approved use has not commenced within two (2) years from the date of approval. Any conditional use which is discontinued for a period of two (2) years, regardless of any intent to resume operation, shall not be resumed thereafter; any future use of the site or structures thereon shall conform to the provisions of Title 12, Vail Town Code.”*

Should the Planning and Environmental Commission choose to **approve, with one condition**, the request for a conditional use permit for a commercial parking facility, the Community Development Department recommends the Commission makes the following **findings**:

“Based upon the review of the criteria outlined in Section IX of the Staff memorandum to the Planning and Environmental Commission dated November 28, 2016, and the evidence and testimony presented, the Planning and Environmental Commission finds:

1. *The proposed location of the use is in accordance with the purposes of this title and the purposes of the Public Accommodation-2 (PA-2) zone district;*
2. *The proposed location of the use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, and welfare, or materially injurious to the properties or improvements in the vicinity; and*
3. *The proposed use complies with each of the applicable provisions of this title.”*

XI. ATTACHMENTS

- A. Vicinity Map
- B. Project Narrative, dated November 2, 2016

- C. Transportation Impact Study, prepared by McDowell Engineering LLC and dated August 5, 2016
- D. Plan Set, dated November 28, 2016
- E. Summary of Changes to Previously Submitted Plans, dated November 2, 2016
- F. Public Comments received by November 23, 2016
- G. Relevant Planning Documents
- H. Draft Conditional Use Permit
- I. Information about Lion's Ridge parking



November 2, 2016

Planning and Environmental Commission

% Matt Panfil , AICP
Town Planner
Town of Vail
Community Development Department

Re: Marriott Residence Inn and Employee Apartments

Dear Matt and PEC Members:

This letter is intended to provide you with a summary of the changes we have made to the plan based on comments we received from staff, heard from the PEC and the public at the hearing held on October 10, input we received at the open house we held on October 17 with the neighbors and public, and comments we received from CDOT staff regarding our access. A revised submittal document has been provided reflecting the changes.

We requested this application be tabled from the October 24 PEC hearing date and rescheduled to the November 14 hearing date in order to afford our team more time to appropriately address comments and revise the plans.

We believe that the revised plans address all of the comments we heard in a meaningful and significant manner and hope that you will agree. We did this without losing any apartments or hotel rooms.

Building Height, Mass, and Architecture

You will note some dramatic changes to the proposal. The building was lowered and the floor to floor dimension was reduced in order to significantly reduce the height of the building much closer to 48' in height. The garage level was lowered 10' to assist in the reduction of building height. The tower on the west west of the building was also lowered resulting in a reduction in height of 13' - 9" on the west end of the building. The reduction in overall building height on the west side of the building is equal to approximately one story of the building. The building was essentially pushed down into the ground. Some of the areas that

exceed 48' in height tend to be architectural elements which in many cases code allows to exceed building height up to 15'.

The bulk and mass and the facade of the building have been broken up significantly with 6', 8' and 10' changes in the facade. The roof forms have been revised to also lessens the scale of the building. Additionally, a more formal porte cochere has been provided at the hotel entrance to enhance the architecture of the building and improve the arrival experience. We believe these efforts have addressed the comments we received from the PEC and the public in a genuine and significant way.

Vehicular Access and Fire Staging

You will also notice changes to the vehicular access to the site as well as the front driveway and entrance to the garage. These changes are the result of three considerations: the need to provide the Vail Fire Department with a dedicated fire staging area (20' x 40'), the lowering of the building height which lowered the elevation of the garage floor level, and based on comments provided to us by CDOT and the neighbors regarding the location of the western access to the property. The west access has been relocated to the east and a new ramp is provided to the below grade parking and loading facility.

Fire staging will now occur on the far east end of the driveway with direct access to a fire command center for the building. With this dedicated staging area, the remainder of the driveway is no longer designated as a fire lane.

Parking and Loading

The parking garage has been modified as to provide 360 parking spaces, 14 of which are tandem spaces (7 spaces used by 14 cars). One of the concerns of the PEC was how the tandem parking would operate. We have addressed this concern by eliminating the bulk of the tandem parking. The 14 spaces are designated as apartment spaces.

While the applicant believes that the apartment parking will be over parked using the Town's codified formula for parking requirements, the applicant is proposing parking in strict compliance with Town Code including the non-discretionary multiple use credit of 7.5%.

As a result of using the Town's parking formula and credit the parking will be utilized as follows:

- Apartments - 210 spaces (for 113 units)
- Hotel - 110 spaces (for 170 hotel rooms)
- Leased Parking/Surplus - 40 spaces

Level one of the parking garage will have a clear height of 10' minimum as will the entrance with consideration for the slope of the driveway. Provided are four shuttle bus parking spaces as well as two generous loading spaces: one for the hotel and one for the apartments. There will remain a loading space for larger delivery trucks in the front

driveway. This project will have very limited need for day to day loading and delivery given the limited food and beverage services or lack of retail uses provided onsite.

Apartment Deed Restrictions

The proposed deed restriction for workforce housing has been modified to simplify the process and enforcement. Originally, the applicant was proposing to mirror the deed restriction for the Lion's Ridge project. However, that restriction only provides that 70% of the units be deed restricted and allows the operator to dip below the 70% limit under certain circumstances. The Lion's Ridge deed restriction does not translate well to this project. Instead, the applicant is now proposing that 107 of the 113 units be deed restricted as a Type 3 EHU using the Town's standard deed restriction without modifications. That leaves only 6 apartments that will be unrestricted yet they will still be limited as rental units (i.e., not condominium units for sale). The 107 units to be restricted will be indicated in a final plan at building permit. This puts the percentage of deed restricted units at 95% of the apartments available. The applicant believes this approach to be the cleanest approach and allows 6 units to be leased to non-locals or those working less than 30 hours a week should the need arise. None of these deed restricted units are being "banked" to sell to other developers. A type 3 deed restriction has been provided by staff.

Venting and Mechanical

The venting and mechanical facilities have been modified based upon PEC and neighbor concerns. The garage venting previously located on the west side of the building has been relocated. That venting is now located on the north side (well below the elevation of the roadway) and the south side of the building at the far east end of the building. The HVAC mechanical equipment and laundry has been relocated to the lowest level of the garage and there is no HVAC equipment proposed for the roof of the structure.

Landscape Plan and Retaining Walls

The retaining walls located behind the building have been revised to provide larger planting zones for trees and shrubs. The landscape plan has been updated to provide specific plant species and the detail desired by staff and the PEC. It should be noted that modifications to the landscape plan could occur during formal DRB process after the SDD approval occurs.

CDOT allows trees to be planted in the right-of-way subject to approval of a special use permit (staff approval). This is not uncommon along the frontage roads as evidenced by the existing trees located in the right-of-way on the subject property. A similar approval was given by CDOT for the West Day Lot parking lot in Lionshead. There is an existing sewer line in this area that can easily be avoided with the planting of trees.

Stamped preliminary engineering designs for the retaining walls and shoring have been included in the submittal.

Platting and Easements

The applicant intends to plat the property as a single parcel of land. There is no condominium map proposed. There are several easements that will be vacated and several utilities that will be relocated. We don't expect any issues with utility providers in this regard and they are aware of our plans. All easements will be vacated or established on the plat or by separate legal instrument.

The project is located within the area served ERWSD. The District has a process that requires payment of connection fees and payments for water rights that will occur prior to a building permit being issued for the project, no different than all other redevelopment projects within the Town.

Exterior Lighting

An exterior lighting plan has been provided. All light fixtures are proposed to be dark sky compliant bollards and there is no proposed light fixtures on the exterior building facades.

Public Art

As was the case with the previous project, the applicant proposes a bus stop enclosure that will be designed to meet any public art requirement.

Site Coverage

The site coverage calculation has been verified by the applicant. The below grade site coverage (parking structure) is 94.5% and the above grade site coverage is 55.4%.

Sun Shade Analysis

A revised sun shade analysis has been provided showing the shadow caused by this building on an hourly basis throughout the day on the winter solstice and the spring/fall equinoxes. The analysis shows very little impact to neighboring properties or Meadow Ridge Road throughout the course of the day. By 1:00 pm during the winter solstice, the most extreme day of the year for shadows, there is no shadows on Meadow Ridge Road. During the equinoxes, by 11:00 am there is little to no shadow on Meadow Ridge Road.

Sidewalks

The sidewalk along the North Frontage Road has been adjusted to provided opportunities for snow storage from community plowing. All of the internal sidewalks and the driveway on the subject property will be heated. Crosswalks and sidewalk connectors have been provided as suggested by staff.

Vail Local Housing Authority Endorsement

The Vail Local Housing Authority formally voted to endorsed the project (see endorsement letter). The Authority made the following findings in its motion:

- The proposed project meets the strategic goals of the adopted housing plan; and
- It furthers the policy objectives of the Deed Restriction Purchase Program; and

- The development of this project will add at least 107 employee housing rental units to the inventory of EHUs in the Town of Vail.

We hope that you will recognize the substantial efforts taken to address the comments of the PEC and the neighbors. We are hopeful for a recommendation of approval to the Town Council. If the PEC has some element it wishes to disagree with (we hope there are none) we suggest that be handled with a condition of the approval.

Sincerely,

A handwritten signature in dark ink, appearing to read "D. Mauriello", with a stylized, cursive script.

Dominic F. Mauriello, AICP
Principal

ATTACHMENT G – APPLICABLE PLANNING DOCUMENTS

Staff finds that the following provisions of the Vail Town Code are relevant to the review of this proposal:

Title 11 – Sign Regulations, Vail Town Code

Chapter 8 – Sign Programs (in part)

11-8-2: CRITERIA:

Sign programs shall be required for all new or demolished/rebuilt multi-family residential projects and for new or demolished/rebuilt commercial projects.

Title 12 – Zoning Regulations, Vail Town Code

Chapter 1 – Title, Purpose, and Applicability (in part)

12-1-2: PURPOSE:

- A. General: These regulations are enacted for the purpose of promoting the health, safety, morals, and general welfare of the town, and to promote the coordinated and harmonious development of the town in a manner that will conserve and enhance its natural environment and its established character as a resort and residential community of high quality.*
- B. Specific: These regulations are intended to achieve the following more specific purposes:*
 - 1. To provide for adequate light, air, sanitation, drainage, and public facilities.*
 - 2. To secure safety from fire, panic, flood, avalanche, accumulation of snow, and other dangerous conditions.*
 - 3. To promote safe and efficient pedestrian and vehicular traffic circulation and to lessen congestion in the streets.*
 - 4. To promote adequate and appropriately located off street parking and loading facilities.*
 - 5. To conserve and maintain established community qualities and economic values.*

6. *To encourage a harmonious, convenient, workable relationship among land uses, consistent with municipal development objectives.*
7. *To prevent excessive population densities and overcrowding of the land with structures.*
8. *To safeguard and enhance the appearance of the town.*
9. *To conserve and protect wildlife, streams, woods, hillsides, and other desirable natural features.*
10. *To assure adequate open space, recreation opportunities, and other amenities and facilities conducive to desired living quarters.*
11. *To otherwise provide for the growth of an orderly and viable community.*

Chapter 2, Definitions (in part)

EMPLOYEE HOUSING UNIT (EHU):

A dwelling unit which shall not be leased or rented for any period less than thirty (30) consecutive days, and shall be occupied by at least one person who is an employee. For the purposes of this definition "employee" shall mean a person who works an average of thirty (30) hours per week or more on a year round basis in Eagle County, Colorado.

LODGE UNIT, LIMITED SERVICE:

Any room or group of rooms with "kitchen facilities", as defined herein, in a limited service lodge which are designed for temporary occupancy by visitors, guests, individuals, or families on a short term rental basis, and accessible from common corridors, walks, or balconies without passing through another accommodation unit, limited service lodge unit, fractional fee club unit or dwelling unit. A limited service lodge unit is not intended for permanent residency and shall not be subdivided into an individual condominium unit, pursuant to title 13, "Subdivision Regulations", of this code.

RESIDENTIAL DEVELOPMENT:

A development that includes at least one dwelling unit, including single-family dwellings, two-family dwellings, multiple-family dwellings, fractional fee club units, lodge dwellings units, attached accommodation units, and timeshare units.

Chapter 7, Commercial and Business Districts, Article J. Public Accommodation-2 (PA-2) District (in part)

12-7J-1: PURPOSE

The public accommodation-2 district is intended to provide sites for lodges, limited service lodges, and residential accommodations on a short term basis, for visitors and guests, together with such public and semipublic facilities and commercial/retail and related visitor oriented uses as may be appropriately located within the same zone district and compatible with adjacent land uses. This district is intended to provide for lodging sites located outside the periphery of the town's Vail Village and Lionshead commercial core areas. The public accommodation-2 district is intended to ensure adequate light, air, open space, and other amenities commensurate with lodge uses, and to maintain the desirable resort qualities of the zone district by establishing appropriate site development standards. Additional nonresidential uses are allowed as conditional uses which enhance the nature of Vail as a vacation community, and where permitted uses are intended to function compatibly with the high density lodging character of the zone district.

12-7J-2: PERMITTED USES:

The following uses shall be permitted in the PA-2 district:

Employee housing units, as further regulated by chapter 12 of this title. Limited service lodge, including accessory eating, drinking, or retail establishments located within the principal use and not occupying more than ten percent (10%) of the total gross residential floor area of the main structure or structures on the site; additional accessory dining areas may be located on an outdoor deck, porch, or terrace.

12-7J-3: CONDITIONAL USES:

Public or commercial parking facilities or structures.

12-7J-6: SETBACKS:

In the PA-2 district, the minimum front setback shall be twenty feet (20'), the minimum side setback shall be twenty feet (20'), and the minimum rear setback shall be twenty feet (20'). At the discretion of the planning and environmental commission and/or the design review board, variations to the setback standards outlined above may be approved during the review of exterior alterations or modifications (section 12-7J-12 of this article) subject to the applicant demonstrating compliance with the following criteria:

- A. Proposed building setbacks provide necessary separation between buildings and riparian areas, geologically sensitive areas and other environmentally sensitive areas.*

- B. The proposed building setbacks will provide adequate availability of light, air and open space.*
- C. Proposed building setbacks will provide a compatible relationship with buildings and uses on adjacent properties.*
- D. Proposed building setbacks will result in creative design solutions or other public benefits that could not otherwise be achieved by conformance with prescribed setback standards.*

12-7J-7: HEIGHT:

For a flat or mansard roof, the height of buildings shall not exceed forty five feet (45'). For a sloping roof, the height of buildings shall not exceed forty eight feet (48').

12-7J-9: SITE COVERAGE:

Site coverage shall not exceed sixty five percent (65%) of the total site area. Final determination of allowable site coverage shall be made by the planning and environmental commission and/or the design review board in accordance with section 12-7J-12 of this article. Specifically, in determining allowable site coverage the planning and environmental commission and/or the design review board shall make a finding that proposed site coverage is in conformance with applicable elements of the Vail comprehensive plan.

12-7J-11: PARKING AND LOADING:

Off street parking and loading shall be provided in accordance with chapter 10 of this title. At least seventy five percent (75%) of the required parking shall be located within the main building or buildings and hidden from public view. No at grade or above grade surface parking or loading area shall be located in any required front setback area. Below grade underground structured parking and short term guest loading and drop off shall be permitted in the required front setback subject to the approval of the planning and environmental commission and/or the design review board.

12-7J-14: MITIGATION OF DEVELOPMENT IMPACTS:

Property owners/developers shall also be responsible for mitigating direct impacts of their development on public infrastructure and in all cases mitigation shall bear a reasonable relation to the development impacts. Impacts may be determined based on reports prepared by qualified consultants. The extent of mitigation and public amenity improvements shall be balanced with the goals of redevelopment and will be determined by the

planning and environmental commission in review of development projects and conditional use permits. Substantial off site impacts may include, but are not limited to, the following: deed restricted employee housing, roadway improvements, pedestrian walkway improvements, streetscape improvements, stream tract/bank restoration, loading/delivery, public art improvements, and similar improvements. The intent of this section is to only require mitigation for large scale redevelopment / development projects which produce substantial off site impacts.

Chapter 9 – Special and Miscellaneous Districts (in part)

12-9A-1: PURPOSE AND APPLICABILITY:

- A. Purpose: The purpose of the special development district is to encourage flexibility and creativity in the development of land in order to promote its most appropriate use; to improve the design character and quality of the new development with the town; to facilitate the adequate and economical provision of streets and utilities; to preserve the natural and scenic features of open space areas; and to further the overall goals of the community as stated in the Vail comprehensive plan. An approved development plan for a special development district, in conjunction with the property's underlying zone district, shall establish the requirements for guiding development and uses of property included in the special development district.*

12-9A-4: DEVELOPMENT REVIEW PROCEDURES:

- A. Approval Of Plan Required: Prior to site preparation, building construction, or other improvements to land within a special development district, there shall be an approved development plan for said district. The approved development plan shall establish requirements regulating development, uses and activity within a special development district.*
- B. Preapplication Conference: Prior to submittal of a formal application for a special development district, the applicant shall hold a preapplication conference with the department of community development. The purpose of this meeting shall be to discuss the goals of the proposed special development district, the relationship of the proposal to applicable elements of the town's comprehensive plan, and the review procedure that will be followed for the application.*
- C. PEC Conducts Initial Review: The initial review of a proposed special development district shall be held by the planning and environmental commission at a regularly scheduled meeting. Prior to this meeting, and at the discretion of the administrator, a work session may be held*

with the applicant, staff and the planning and environmental commission to discuss special development district. A report of the department of community development staff's findings and recommendations shall be made at the initial formal hearing before the planning and environmental commission. Within twenty (20) days of the closing of a public hearing on a proposed amendment, the planning and environmental commission shall act on the petition or proposal. The commission may recommend approval of the petition or proposal as initiated, may recommend approval with such modifications as it deems necessary to accomplish the purposes of this title, or may recommend denial of the petition or rejection of the proposal. The commission shall transmit its recommendation, together with a report on the public hearing and its deliberations and findings, to the town council.

- D. Town Council Review: A report of the planning and environmental commission stating its findings and recommendations, and the staff report shall then be transmitted to the town council. Upon receipt of the report and recommendation of the planning and environmental commission, the town council shall set a date for hearing within the following thirty (30) days. Within twenty (20) days of the closing of a public hearing on a proposed SDD, the town council shall act on the petition or proposal. The town council shall consider but shall not be bound by the recommendation of the planning and environmental commission. The town council may cause an ordinance to be introduced to create or amend a special development district, either in accordance with the recommendation of the planning and environmental commission or in modified form, or the council may deny the petition. If the council elects to proceed with an ordinance adopting an SDD, the ordinance shall be considered as prescribed by the Vail town charter.*

12-9A-6: DEVELOPMENT PLAN:

An approved development plan is the principal document in guiding the development, uses and activities of special development districts. A development plan shall be approved by ordinance by the town council in conjunction with the review and approval of any special development district. The development plan shall be comprised of materials submitted in accordance with section 12-9A-5 of this article. The development plan shall contain all relevant material and information necessary to establish the parameters with which the special development district shall develop. The development plan may consist of, but not be limited to, the approved site plan, floor plans, building sections and elevations, vicinity plan, parking plan, preliminary open space/landscape plan, densities and permitted, conditional and accessory uses.

12-9A-9: DEVELOPMENT STANDARDS:

Development standards including lot area, site dimensions, setbacks, height, density control, site coverage, landscaping and parking shall be determined by the town council as part of the approved development plan with consideration of the recommendations of the planning and environmental commission. Before the town council approves development standards that deviate from the underlying zone district, it should be determined that such deviation provides benefits to the town that outweigh the adverse effects of such deviation. This determination is to be made based on evaluation of the proposed special development district's compliance with the design criteria outlined in section 12-9A-8 of this article.

12-9A-11: RECREATION AMENITIES TAX:

A recreation amenities tax shall be assessed on all special development districts in accordance with title 2, chapter 5 of this code at a rate to be determined by the town council. This rate shall be based on the rate of the underlying zone district or the rate which most closely resembles the density plan for the zone district, whichever is greater.

Chapter 10 – Off Street Parking and Loading (in part)

12-10-1: PURPOSE:

In order to alleviate progressively or to prevent traffic congestion and shortage of on street parking areas, off street parking and loading facilities shall be provided incidental to new structures, enlargements of existing structures or a conversion to a new use which requires additional parking under this chapter. The number of parking spaces and loading berths prescribed in this chapter shall be in proportion to the need for such facilities created by the particular type of use. Off street parking and loading areas are to be designed, maintained and operated in a manner that will ensure their usefulness, protect the public safety, and, where appropriate, insulate surrounding land uses from their impact. In certain districts, all or a portion of the parking spaces prescribed by this chapter are required to be within the main building in order to avoid or to minimize the adverse visual impact of large concentrations or exposed parking and of separate garage or carport structures.

12-10-2: APPLICABILITY:

Off street parking and loading space shall be provided for any new building, for any addition or enlargement of an existing building or for any conversion of uses which requires additional parking under this chapter.

12-10-9: LOADING STANDARDS:

Standards for off street loading shall be as follows:

- A. Location: All off street loading berths shall be located on the same lot as the use served, but not in the required front setback. Off street loading berths shall be provided in addition to required off street parking and shall not be located within accessways.*
- B. Size: Each required loading berth shall be not less than twelve feet (12') wide, thirty five feet (35') long, and if enclosed and/or covered, fourteen feet (14') high. Adequate turning and maneuvering space shall be provided within the lot lines. At the planning and environmental commission's discretion, variations to the minimum loading berth dimension standards outlined above may be approved or required, subject to the planning and environmental commission finding that such variation is necessary to prevent negative impacts to the public right of way.*

12-10-10: PARKING REQUIREMENTS SCHEDULES:

Off street parking requirements shall be determined in accordance with the following schedules:

- B. Schedule B applies to all properties outside Vail's "commercial core areas" (as defined in the town of Vail core area parking maps I and II, incorporated by reference and available for inspection in the office of the town clerk):*

<i>Limited service lodge unit</i>	<i>0.7 spaces per limited service lodge unit</i>
<i>Multiple-family dwellings</i>	<i>If a dwelling unit's gross residential floor area is more than 500 square feet, but less than 2,000 square feet: 2 spaces</i>

12-10-12: CREDIT FOR MULTIPLE USE PARKING FACILITIES:

Where a single parking facility serves more than one use, the total parking requirement for all uses may be reduced in accordance with the following schedule:

<i>301-400 spaces</i>	<i>7.5 percent</i>
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Chapter 13 – Employee Housing (in part)

12-13-1: *PURPOSE:*

The town's economy is largely tourist based and the health of this economy is premised on exemplary service for Vail's guests. Vail's ability to provide such service is dependent upon a strong, high quality and consistently available work force. To achieve such a work force, the community must work to provide quality living and working conditions. Availability and affordability of housing plays a critical role in creating quality living and working conditions for the community's work force. The town recognizes a permanent, year round population plays an important role in sustaining a healthy, viable community. Further, the town recognizes its role in conjunction with the private sector in ensuring housing is available.

12-13-3: *GENERAL REQUIREMENTS:*

A. Deed Restriction, Occupancy Limitations, And Reporting Requirements - Types I, II, III, And V:

- 1. No EHU shall be subdivided or divided into any form of timeshare, interval ownerships, or fractional fee.*
- 2. For EHUs which are required to be leased, they shall only be leased to and occupied by tenants who are full time employees who work in Eagle County. An EHU shall not be leased for a period less than thirty (30) consecutive days. An EHU shall be continuously rented and shall not remain vacant for a period to exceed three (3) consecutive months.*
- 3. Thirty (30) days prior to the transfer of a deed for an EHU, the prospective purchaser shall submit an application to the administrator documenting that the prospective purchaser meets the criteria set forth herein and shall include an affidavit affirming that he/she meets these criteria.*
- 4. No later than February 1 of each year, the owner of an EHU shall submit a sworn affidavit on a form provided by the town to the community development department containing the following information:*
 - a. Evidence to establish that the EHU has been occupied throughout the year by an employee;*
 - b. The rental rate;*
 - c. The employer; and*

- d. *Evidence to demonstrate that at least one tenant residing in the EHU is an employee.*
5. *The deed restriction setting forth the provisions of this subsection A shall be provided by the town. Said deed restriction shall run with the land and shall not be amended or terminated without the written approval of the Vail town council. Said restriction shall be recorded by the town at the Eagle County clerk and recorder's office prior to the issuance of a certificate of occupancy.*

B. Development Standards:

1. *No structure containing an EHU shall exceed the maximum GRFA permitted in this title except as specifically provided herein.*
2. *All trash facilities shall be enclosed.*
3. *All surface parking shall comply with chapter 11 of this title.*
4. *Each EHU shall have its own entrance. There shall be no interior access from any EHU to any dwelling unit it may be attached to.*
5. *An EHU may be located in, or attached to, an existing garage (existing on or before April 18, 2000, and whether located in a required setback or not), provided that no existing parking required by this code is reduced or eliminated. A type I EHU of five hundred (500) square feet or less of GRFA may be considered for physical separation from the primary unit, if it is constructed in conjunction with a two (2) car garage and is otherwise compatible with the surrounding properties, does not have an adverse impact on vegetation, and does not dominate the street. The design review board shall review such requests for separation.*
6. *All EHUs must contain a kitchen or kitchenette and a bathroom.*
7. *Occupancy of an EHU shall be limited to the maximum of two (2) persons per bedroom.*

Chapter 23 – Commercial Linkage (in part)

12-23-1: PURPOSE AND APPLICABILITY:

- A. *The purpose of this chapter is to ensure that new commercial development and redevelopment in the town provide for a reasonable amount of employee housing to mitigate the impact on employee housing caused by such commercial development and redevelopment.*
- B. *Except as provided in section 12-23-5 of this chapter, this chapter shall apply to all new commercial development and redevelopment located within the following zone districts:*

3. *Public Accommodation 2 (PA-2)*

12-23-2: *EMPLOYEE GENERATION AND MITIGATION RATES:*

- A. *The employee generation rates found in table 23-1, "Employee Generation Rates By Type Of Commercial Use", of this section, shall be applied to each type of use in a commercial development. For any use not listed, the administrator shall determine the applicable employee generation rate by consulting the town's current nexus study.*

TABLE 23-1 EMPLOYEE GENERATION RATES BY TYPE OF COMMERCIAL USE

<u>Type of Use</u>	<u>Employee Generation Rate</u>
Accommodation unit / limited service lodge unit	0.7 employee per net new units

- C. *Each commercial development or redevelopment shall mitigate its impact on employee housing by providing EHUs for twenty percent (20%) of the employees generated, pursuant to table 23-1 of this section, or the nexus study, in accordance with the requirements of this chapter.*

12-23-3: *SIZE AND BUILDING REQUIREMENTS:*

- A. *Table 23-2, "Size of Employee Housing Units", of this section, establishes the minimum size of EHUs and the number of employees that can be housed in each. All EHUs shall meet or exceed the minimum size requirements.*

TABLE 23-2 SIZE OF EMPLOYEE HOUSING UNITS

<u>Type of Unit</u>	<u>Minimum Size (GRFA)</u>	<u># of Employees Housed</u>
1 bedroom	613	1.75
2 bedroom	788	2.25

- D. *Parking shall be provided in accordance with chapter 10 of this title.*

1. *Exception For On Site Units: At the discretion of the applicable governing body, variations to the parking standards outlined in chapter 10 of this title may be approved during the review of an employee housing plan subject to a parking management plan. The parking management plan may be approved by the applicable governing body and may provide for a reduction in the parking requirements for on site units based on a demonstrated need for fewer parking spaces than chapter 10 of this title would require. For example, a demonstrated need for a reduction in the required parking could include:*
 - a. *Proximity or availability of alternative modes of transportation including, but not limited to, public transit or shuttle services.*
 - b. *A limitation placed in the deed restrictions limiting the number of cars for each unit.*
 - c. *A demonstrated permanent program including, but not limited to, rideshare programs, car share programs, shuttle service, or staggered work shifts.*

12-23-9: OCCUPANCY AND DEED RESTRICTIONS:

- A. *No EHU shall be subdivided or divided into any form of timeshare unit or fractional fee club unit.*
- B. *EHUs shall not be leased for a period less than thirty (30) consecutive days.*
- C. *An EHU may be sold or transferred as a separate unit on the site.*
- D. *An EHU shall be continuously occupied by an employee and shall not remain vacant for a period in excess of three (3) consecutive months unless, despite reasonable and documented efforts to occupy the EHU, efforts are unsuccessful.*
- E. *No later than February 1 of each year, the owner of an EHU shall submit a sworn affidavit on a form provided by the town to the town of Vail community development department containing the following information:*
 1. *Evidence to establish that the EHU has been occupied throughout the year by an employee;*

2. *The rental rate (unless owner occupied);*
3. *The employee's employer; and*
4. *Evidence to demonstrate that at least one person residing in the EHU is an employee.*

Chapter 25 – Public Art (in part)

12-25-1: PURPOSE:

The purpose of this chapter is to establish guidelines, procedures and standards for the integration of public art into development projects in the town. The enhancement of public places by integrating the creative work of artists improves the pedestrian experience and promotes vibrancy, creativity and livelihood in the community. The presence of and access to public art enlivens the public areas of buildings and their grounds and makes them more welcoming. It creates a deeper interaction with the places where we live, work, and visit. Public art illuminates the diversity and history of a community, and points to its aspirations for the future. A wealth of art and culture in the public realm will foster the economic development of the community.

12-25-2: APPLICABILITY:

This chapter shall apply to projects that have a public art component in the approved development plan, as part of a special development district or an exterior alteration or modification in the public accommodation (PA), public accommodation-2 (PA-2), Lionshead mixed use 1 (LMU-1), Lionshead mixed use 2 (LMU-2) and ski base/recreation 2 (SBR2) districts.

Title 14 – Development Standards, Vail Town Code

Chapter 3 – Residential and Commercial Access, Driveway and Parking Standards (in part)

14-3-2: OTHER REQUIREMENTS:

- A. *Vehicular Maneuverability: Parking required for each dwelling unit must be independently accessible (i.e., required parking for 1 unit cannot block access for parking for another unit on site).*

Chapter 10 – Design Review Standards (in part)

14-10-4: ARCHITECTURAL PROJECTIONS, DECKS, BALCONIES, STEPS, BAY WINDOWS, ETC.:

1. *Towers, spires, cupolas, chimneys, flagpoles, and similar architectural features not usable as habitable floor area may extend above the height limit a distance of not more than twenty five percent (25%) of the height limit nor more than fifteen feet (15').*



Memorandum

TO: Planning and Environmental Commission

FROM: Community Development Department

DATE: November 14, 2016

SUBJECT: Lion's Ridge Parking Information

In response to the request for information regarding parking at the Lion's Ridge development, staff has identified the following:

Unit Type	Number of Units	Parking Ratio per Unit	Parking Spaces Required
One Bedroom	29	1	29
Two Bedroom	84	1.47	123
Total	113	---	153



PLANNING AND ENVIRONMENTAL COMMISSION
November 28, 2016, 1:00 PM
Vail Town Council Chambers
75 S. Frontage Road - Vail, Colorado, 81657

1. Call to Order

Members Present: Brian Gillette, Kirk Hansen, Ludwig Kurz, Henry Pratt, John Rediker, John Ryan Lockman and Brian Stockmar

Absent: None

2. Site Visits - 30 min.

1. Marriott Residence Inn - 1783 North Frontage Road West

3. A request for recommendation to the Vail Town Council of an application to establish Special Development District No. 41 (Marriott Residence Inn), pursuant to Section 12-9(A), Special Development Districts, Vail Town Code, to allow for the development of a limited service lodge and deed restricted employee housing units and a conditional use permit for public or commercial parking facilities or structures, located at 1783 North Frontage Road West/Lot 9, Buffehr Creek Resubdivision, and setting forth details in regard thereto. (PEC16-0030).

Applicant: Vail Hotel Owner ESHV, LLC, represented by Mauriello Planning Group

Planner: Matt Panfil

Chairman Rediker opened the item.

Matt Panfil, Planner, introduced the project. Matt ran through a list of terms that are used both in the staff report and staff's presentation. He discussed the objective of Special Development Districts and how they are reviewed. Matt added emphasis that at times there may be competing public interests.

Panfil summarized the application, including its components and the relationship of these components to the town code. He presented the changes to the plans that have occurred over the three meetings and plan sets.

Commissioner Hansen asked about the color coding shown for parking.

Commissioner Gillette asked about the parking requirement and allowable deductions for multi-use facilities.

Panfil provided answers to these two questions. Matt stated that staff has concerns about the multi-use parking credit but the code does not provide further clarification

regarding the parking reduction.

Commissioner Stockmar asked about parking requirements and the possibility that the demand will be lower.

Panfil discussed the possibility of more spaces being available for public parking if future demand from the residential uses does not meet the spaces provided. He closed out his presentation with a discussion of the proposed deviations from the underlying zone district.

Chairman Rediker requested that staff discuss the proposed conditions of approval.

Panfil provided the Commission with the proposed conditions of approval.

Chairman Rediker opened up for Commissioner's question.

Chairman Rediker asked about the acceptability of the conditions to the applicant and a greater explanation of the LEED condition.

Chairman Rediker asked about the location of the retaining walls and the need to move them 2' from the property line.

Commissioner Hansen asked about the needed easement for Meadow Ridge Road.

Commissioner Hansen asked about the shading of the road and if a plan for this was needed.

Panfil provided greater details on what was being requested and indicated that no mitigation for the shading is proposed.

Commissioner Kurz asked for clarification related to building height and how the building height was able to be reduced by more than 12 feet without removing any floors to the building.

Panfil discussed the changes in the building height.

Chairman Rediker asked about the height allowances over the limit.

Panfil discussed architectural projections and their allowance.

Commissioner Lockman asked about site coverage and how it is calculated.

Commissioner Lockman also asked about the availability of water service.

Panfil discussed these items and how the water service comment was meant as an advisory alert to the applicant.

Commissioner Lockman asked about the applicability of an Environmental Impact Report for this project.

Panfil stated that it had been discussed but had not been requested for previous projects.

Commissioner Hansen expressed concern with the traffic flow on the frontage road.

Commissioner Kurz asked if any of the technical aspects will result in a return to either the PEC or Town Council.

Panfil stated that with the exception of CDOT technical issues, other items have been addressed or are conditioned to do so.

Applicant presentation.

Dominic Mauriello made a PowerPoint presentation on behalf of the applicant.

Chairman Rediker asked the Commission if they have questions for the applicant.

Chairman Rediker asked about the step between the apartment units and the lodging units.

Mauriello responded that it is partially due to a change in grade and also in response to comments received that height is more acceptable along the eastern end.

Panfil and Mauriello reviewed some building sections that help to illustrate the proposed height.

Chairman Rediker asked for clarification regarding the landscape plan at the rear of the building (north side).

Mauriello responded that it was principally evergreen trees with some aspens.

Chairman Rediker asked if there was sufficient sunlight for the landscaping proposed.

Mauriello responded that the plan has been prepared by a landscape architect and reviewed by the Town's landscape architect.

Public Comment

Randy Guerriero – Stated that the third plan is an improvement. Expressed concern with the evergreens along the north side. He asked about improvements to the frontage road such as deceleration or turn lanes. He asked a question about the deed restrictions. He expressed concern with snow storage.

Ted Steers – Supportive of the proposed underground component. Rooftop landscaping will require attention for detail. He expressed concern that Marriott would co-opt all of the employee housing units for its own employee use. He is also concerned with the size of the building and wondered why it is not broken into two or three buildings.

Molly Murphy – Vail Valley Medical Center (VVMC) fully supports the project. No public money subsidy is being requested. In her experience, the rent would be ok. The lodge units help serve a demand that is not being met. VVMC currently send people to Hawthorne Suites in Eagle.

Chris Burns – He believes the revised plan is much better. He is concerned with possible effects on the sanitary sewer system, the removal of existing old growth trees, the proposed zero setback construction and the effects of the zero setback construction on existing buildings. He is also concerned with the rooftop proposal and potential noise affecting nearby properties. He expressed concern with the level of public amenities, and that a bus shelter is not public art. He concluded by stating that the project is just too big for the neighborhood and 150 units per acre is inconsistent with the area.

Steve Lindstrom – Vail Local Housing Authority (VLHA) supports the project. Vail is landlocked and does not have room to sprawl in order to grow. Vail has to look inward at what we have to solve our problems. Density is the solution, not the problem. The 1970's and 80's way of solving problems will not work. Lion's Ridge is a missed opportunity. This project is a project that works towards a solution. There is not a better site or a better project. We need private sector help to solve our housing problems.

Jason Cowles – Eagle River Water and Sanitation District (ERWSD) is working with the applicant and looking at capacity issues. No answers at this time but the existing water and sewer infrastructure will need to be upsized and loop up to Buffehr Creek Road.

Mike Brumbaugh – He is strongly in favor of this. Project addresses three important issues in community: housing, lodging and parking. He is unable to expand business opportunities because of employee housing issues. Vail Valley Partnership is also supportive of the proposal. This project is part of the solution.

Jill Klosterman, Eagle County Housing – Addressed the county needs assessment and how the need is growing. She spoke to the limited supply of land and how this may be part of the solution.

Mary McDougall, VLHA – She supports the project as a board member and as a citizen. The project is a great compromise between staff and developer.

Lori Johnson – Spoke to change in Vail, and Vail will continue to change. People who are opposed are concerned about views. The Town needs to look at the sustainability and growth of the community. Families with children are moving down valley. If we don't figure out these community issues we won't have a community. We need to think about solutions.

Greg Bemis – Stated that it is a massive, very tall building; twice the size of Vail Run. Employee housing may be supportive but what about the effects on the character of West Vail. Zoning is there for a reason. There are a lot of places to put this type of housing that will have fewer effects on the character of the area. As a resident of West Vail, this may not be what we are looking for. Asked where is the West Vail plan? Asked the PEC to consider the massiveness of this building. Questioned the project's sense of scale.

Commissioner Comments

Commissioner Stockmar – Stated that this is a challenging decision. This is a proposal that solves a lot of problems, but it is not perfect. He is concerned about the loss of mid-level lodging in town. There are downsides but there are upsides to solving our needs. We need to use the land we have well. Overall, with the conditions and constraints placed, he is supportive.

Commissioner Gillette – Stated his support. This is a massive building but the architectural treatment breaking it into different façades helps. He feels that this project is on the right track. He is concerned the project will run into budget constraints, and there is an expectation that the level of architectural detail will not be compromised. He is concerned that some of the conditions placed may affect the architectural details.

Commissioner Pratt – Supports the overall project, but feels that this proposal is 13 pounds in a 10 pound bag and is just too much for the site.

Commissioner Kurz – Supports the project. Our needs speak to our previous successes and our future success is dependent upon employees. He feels the project meets the criteria for SDD approval, but recognizes that this is 12 pounds in the 10 pound bag. He is not concerned with height. He feels the technical aspects will be taken care of and the building will be a positive mark on the neighborhood. The benefits outweigh the negatives.

Commissioner Hansen – Supports the project. It is time for larger steps. He has never seen a presentation that so well covered all the bases. This is a private sector project with significant public benefits.

Commissioner Lockman – Concurs with the quality of the presentation by staff and the applicant, and thankful for the public comment. In thinking about competing interests he feels the benefits outweigh the possible negatives. He still struggles with the proposed density of use and he still questions why an EIS was not required.

Chairman Rediker – Asked about the impact on groundwater drainage with the proposed lot line to lot line development.

Mauriello – Prior to building permit application, a groundwater study will be necessary.

Chairman Rediker – Asked if the applicant will be required to install drainage.

Tom Kassmel, Town Engineer – A drainage study will be required and an analysis will be needed. Water flows to the southwest corner of site. A de-watering system will be needed.

Chairman Rediker – Echoed Commissioner Pratt's comments. This was a well prepared application and presentation. He is thankful for the public comment. This is a very difficult decision if not the hardest decision with his time on the PEC. He is supportive of the hot beds and the affordable housing, which are big pluses for the project. He stated that unfortunately he does not feel the criteria are met, specifically concerning compatibility, relationship and design features. The lack of a master plan needs to be looked at.

Commissioner Gillette – This project meets one-tenth of the Town's housing goal. If the frontage road location does not work, the housing plan will not work.

Closed commissioner comments.

Special Development District Motion

Action: Approve with Conditions on page 23-24 of packet, and Findings on page 24

Conditions:

- 1. Approval of Special Development District No. 41, Marriott Residence Inn, is contingent upon the applicant obtaining Town of Vail approval of an associated design review application;**
- 2. The applicant shall obtain Leadership in Energy and Environmental Design (LEED) certification for the structure within one (1) year of issuance of the first Certificate of Occupancy. Failure to obtain the certification within the identified time-frame will necessitate a return to the Planning and Environmental Commission and/or Town Council for an evaluation of a suitable, replacement public benefit;**
- 3. Prior to submitting any building permit application, the applicant shall identify the six (6) unrestricted, rental dwelling units and provide documentation that the units shall have the right-of-use to the lodge's service and facilities under the same rules and regulations as the lodge guests.;**
- 4. Prior to submitting any building permit application, the applicant shall submit revised plans relocating the proposed retaining walls at least two feet (2') from adjacent property lines;**
- 5. Should the Colorado Department of Transportation (CDOT) not approve the proposed landscaping in the North Frontage Road right-of-way, the applicant shall submit a revised landscape plan, for review and approval, prior to submitting any building permit application, subject to Design Review;**
- 6. Prior to submitting any building permit application, the applicant shall submit revised plans that clearly illustrate signage and striping of the fire staging area;**
- 7. Prior to submitting any building permit application, the applicant shall submit revised plans that illustrate the continuation of the proposed sidewalk to the intersection with Buffehr Creek Road;**
- 8. Prior to submitting any building permit application, the applicant shall submit approval from CDOT related to all proposed work within the CDOT right-of way;**
- 9. The applicant shall mitigate system wide pedestrian and traffic impacts through the payment of a Transportation Impact Fee that shall not be offset by the project level improvements. This payment shall be made prior to requesting any Certificate of Occupancy for the project. The fee shall be determined through the ongoing update and codification to the Impact Fee as approved by the Town Council. In the event that the updated fee is not adopted by the Town Council prior to July 1, 2017, the applicant shall provide a payment, prior to requesting any Certificate of Occupancy, based upon net new PM Peak Hour vehicle trips generated by the development. The amount per trip shall be assessed at the established rate as of July 1, 2017; and**

10. *Prior to submitting any building permit application, the applicant shall provide roadway and snow storage easements for the portion of Meadow Ridge Road that encroaches onto the subject property in a format acceptable to the Town's Attorney.*

Findings:

Based upon the review of the criteria outlined in Section VIII of the Staff memorandum to the Planning and Environmental Commission dated November 28, 2016, and the evidence and testimony presented, the Planning and Environmental Commission finds:

- 1. The SDD complies with the standards listed in Section VIII of this memorandum, or the applicant has demonstrated that one or more of the standards is not applicable;*
- 2. The SDD is consistent with the adopted goals, objectives and policies outlined in the Vail comprehensive plan and compatible with the development objectives of the town;*
- 3. The SDD is compatible with and suitable to adjacent uses and appropriate for the surrounding areas; and*
- 4. The SDD promotes the health, safety, morals, and general welfare of the town and promotes the coordinated and harmonious development of the town in a manner that conserves and enhances its natural environment and its established character as a resort and residential community of the highest quality.*

**Motion: Stockmar
and Rediker opposed)**

Second: Hansen

Vote: 5-2-0 (Pratt

Conditional Use Permit Motion

Action: Approve with Condition as listed on page 25 of packet

**Motion: Stockmar
(Rediker opposed)**

Second: Kurz

Vote: 6-1-0

Condition

- 1. The conditional use permit for a commercial parking facility shall lapse and become void if a building permit is not obtained and diligently pursued toward completion or the approved use has not commenced within two (2) years from the date of approval. Any conditional use which is discontinued for a period of two (2) years, regardless of any intent to resume operation, shall not be resumed thereafter; any future use of the site or structures thereon shall conform to the provisions of Title 12, Vail Town Code.*

Findings

Based upon the review of the criteria outlined in Section IX of the Staff memorandum to the Planning and Environmental Commission dated November 28, 2016, and the evidence and testimony presented, the Planning and Environmental Commission finds:

- 1. The proposed location of the use is in accordance with the purposes of this title and the purposes of the Public Accommodation-2 (PA-2) zone district;***
- 2. The proposed location of the use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, and welfare, or materially injurious to the properties or improvements in the vicinity; and***
- 3. The proposed use complies with each of the applicable provisions of this title.***
4. A report to the Planning and Environmental Commission of an administrative action approving a request for a minor amendment to Special Development District No. 6 (Vail Village Inn), pursuant to section 12-9A-10, Amendment Procedures, Vail Town Code, to allow for the construction of an approximately sixty (60) square foot addition (glass display case) located at 100 East Meadow Drive, Units 7A, 8, 21 and 22 (Vail Village Plaza Condos)/Lot O, Block 5D, Vail Village Filing 1, and setting forth details in regard thereto. (PEC16-0035)
Applicant: AJW Properties II, LLC, represented by Current Architects
Planner: Matt Panfil

Matt Panfil stated that the applicant is proposing to build a glass display case underneath a building overhang at the southeast corner of the structure that will help bring attention to the structure from pedestrians on Meadow Drive. The glass display case counts as commercial floor area and therefore requires a minor amendment to the Special Development District (SDD).

Commissioner Gillette asked about the purpose of the display case.

Michael Current of Current Architects, representing the applicant, stated that the display case is part of other improvements that will help connect the structure to the plaza area and bring attention to an unidentified future business.

There were no other questions or comments from the Commissioners.

Action: None
5. A request for a variance from Section 14-6-7, Vail Town Code, pursuant to Section 14-1-5, Variances, Vail Town Code, and in accordance with Section 12-17, Variances, Vail Town Code, to allow for retaining walls with an exposed face height greater than three feet (3') in the front setback, located at 1255 Westhaven Circle/Lot 45, Glen Lyon Subdivision and setting forth details in regard thereto. (PEC16-0036)

Table to December 12, 2016

Applicant: Westhaven LLC and Jamie Lipnick, represented by KH Webb Architects
Planner: Matt Panfil

Action: Table to December 12, 2016

Motion: Hansen **Second:** Kurz **Vote:** 7-0-0

6. A request for final review of a Development Plan, pursuant to Section 12-6I-11, Vail Town Code, to allow for the future development of Employee Housing Units on the Chamonix parcel located at 2310 Chamonix Road, Parcel B, Resubdivision of Tract D, Vail Das Schone Filing 1, and setting forth details in regard thereto. (PEC150019)

Table to December 12, 2016

Applicant: Town of Vail
Planner: Jonathan Spence

Action: Table to December 12, 2016

Motion: Hansen **Second:** Kurz **Vote:** 7-0-0

7. Approval of Minutes
November 14, 2016 PEC Meeting Results

Action: Approve

Motion: Kurz **Second:** Stockmar **Vote:** 7-0-0

8. Informational Update
Environmental Sustainability- Storm Water Education
To be heard at a later date.

9. Adjournment

Action: Adjourn

Motion: Stockmar **Second:** Kurz **Vote:** 6-0-0

The applications and information about the proposals are available for public inspection during regular office hours at the Town of Vail Community Development Department, 75 South Frontage Road. The public is invited to attend the project orientation and the site visits that precede the public hearing in the Town of Vail Community Development Department. Times and order of items are approximate, subject to change, and cannot be relied upon to determine at what time the Planning and Environmental Commission will consider an item. Please call (970) 479-2138 for additional information. Sign language interpretation is available upon request with 48-hour notification. Please call (970) 479-2356, Telecommunication Device for the Deaf (TDD), for information.

Community Development Department



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,

A handwritten signature in black ink, appearing to read "D. Mauriello", written in a cursive style.

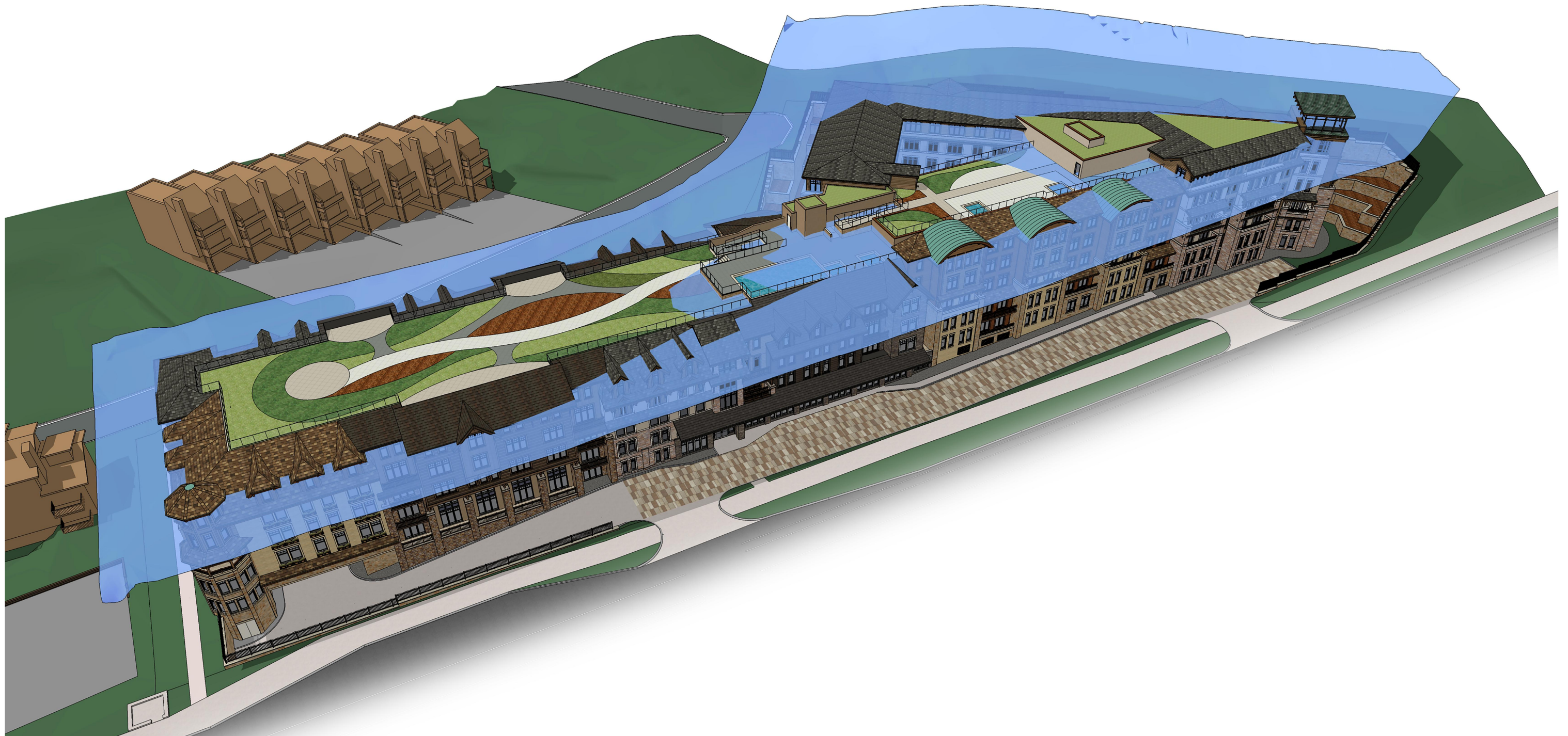
Dominic F. Mauriello, AICP
Principal



REF-03 - Existing Design / New Design

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APARTMENTS AND ATTACHED PARKING STRUCTURE
Vail, Colorado

January 17, 2017

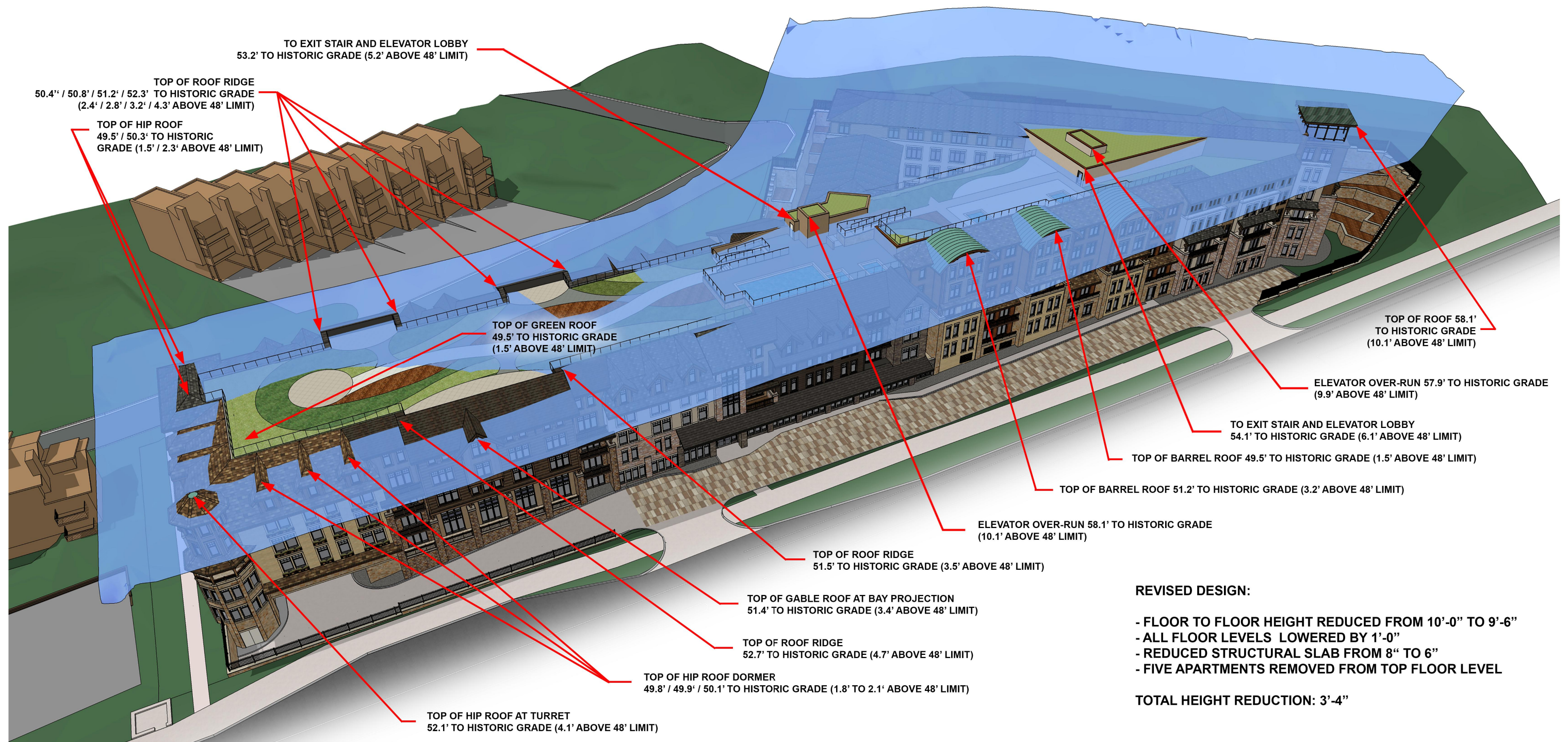


January 3rd- 48 Ft. Height Plane Diagram

January 17, 2017

PROPOSED RESIDENTIAL DEVELOPMENT
APARTMENTS AND ATTACHED PARKING STRUCTURE

Vail, Colorado
February 21, 2017 - Page 93 of 210



Revised January 17th - 48 Ft. Height Plane Diagram

January 17, 2017

PROPOSED RESIDENTIAL DEVELOPMENT

Vail, Colorado

January 31, 2017

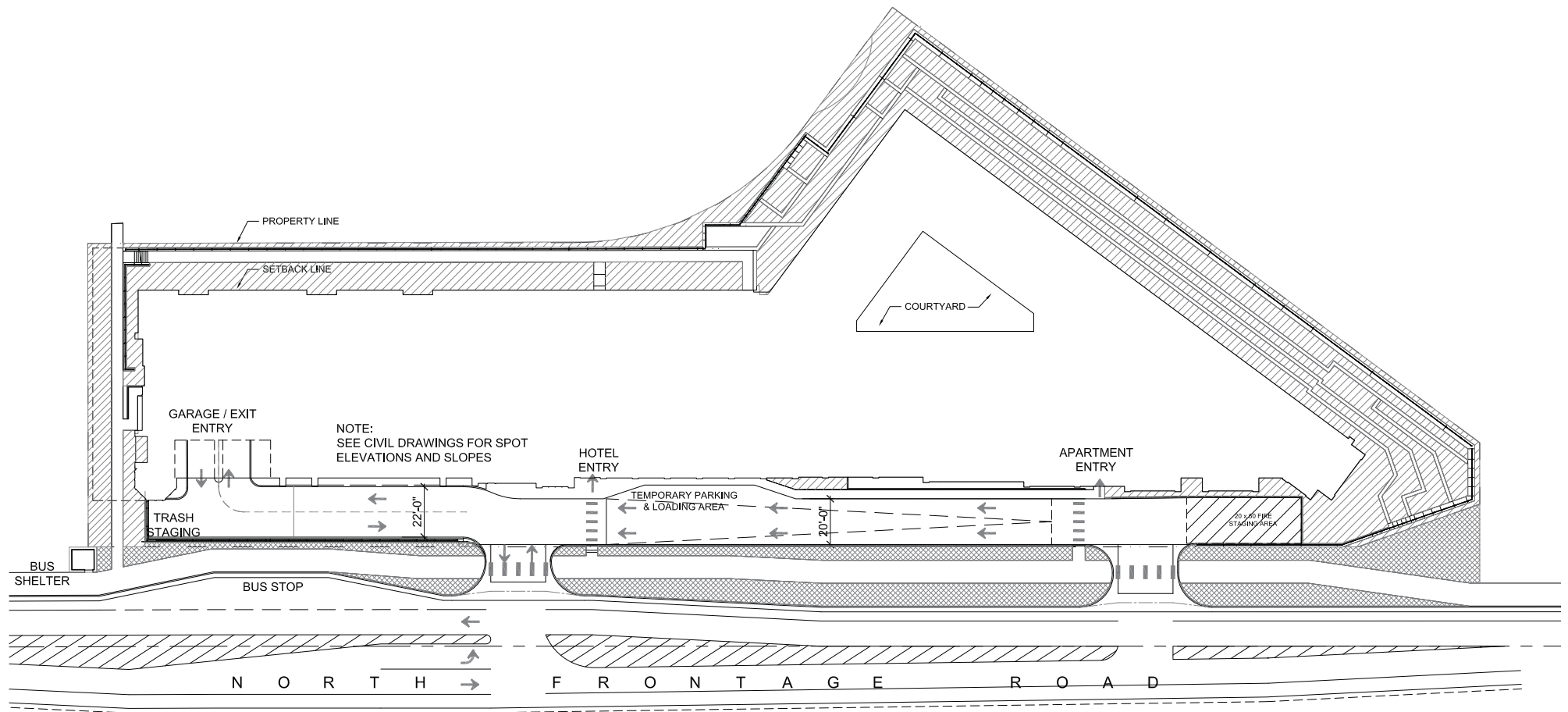
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the harp group
A Crescendo Company





1 SITE PLAN

Scale: 1" = 20'

A010 - Proposed Site Plan

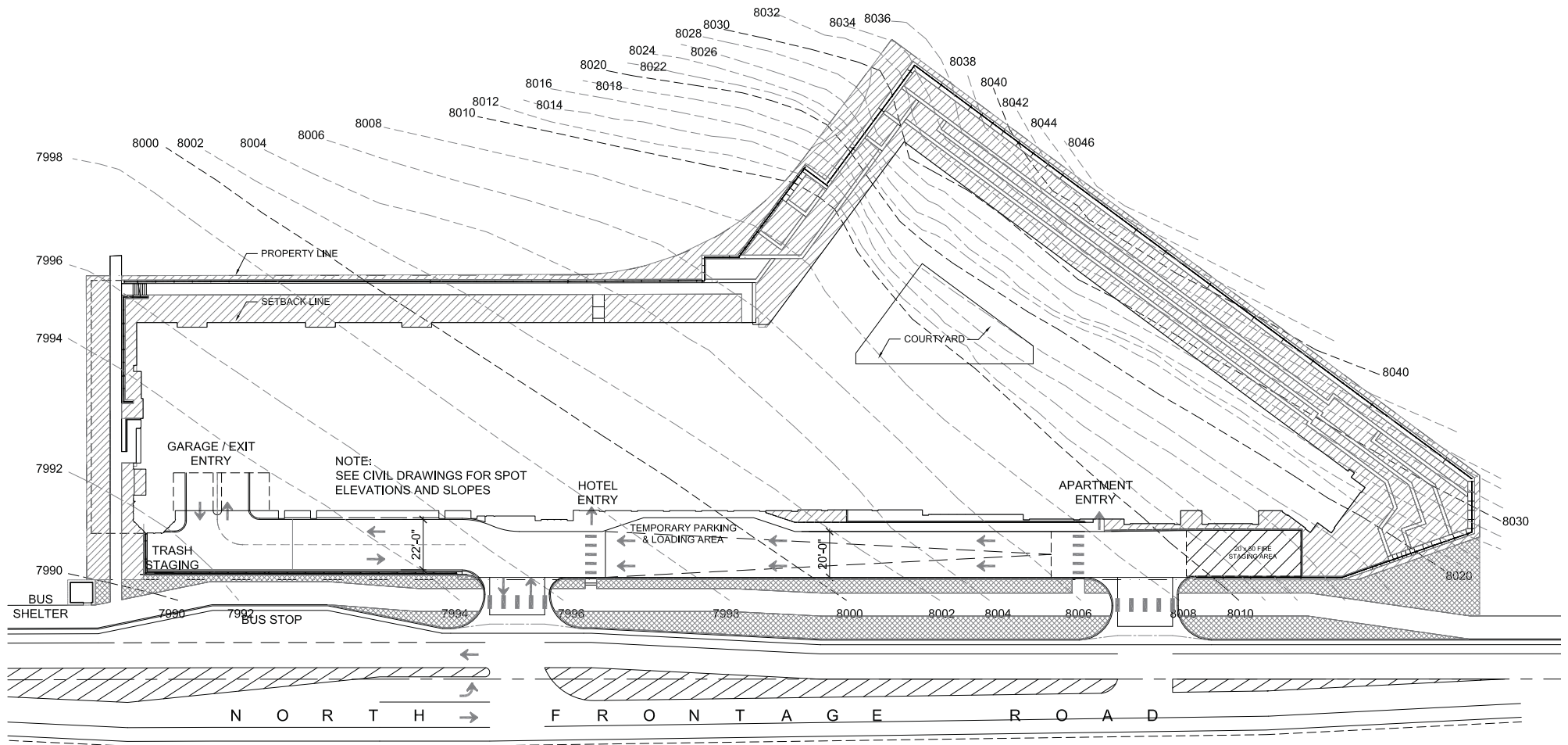
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1 SITE PLAN

Scale: 1" = 20'

A011 - Proposed Site Plan W/Contours

January 31, 2017



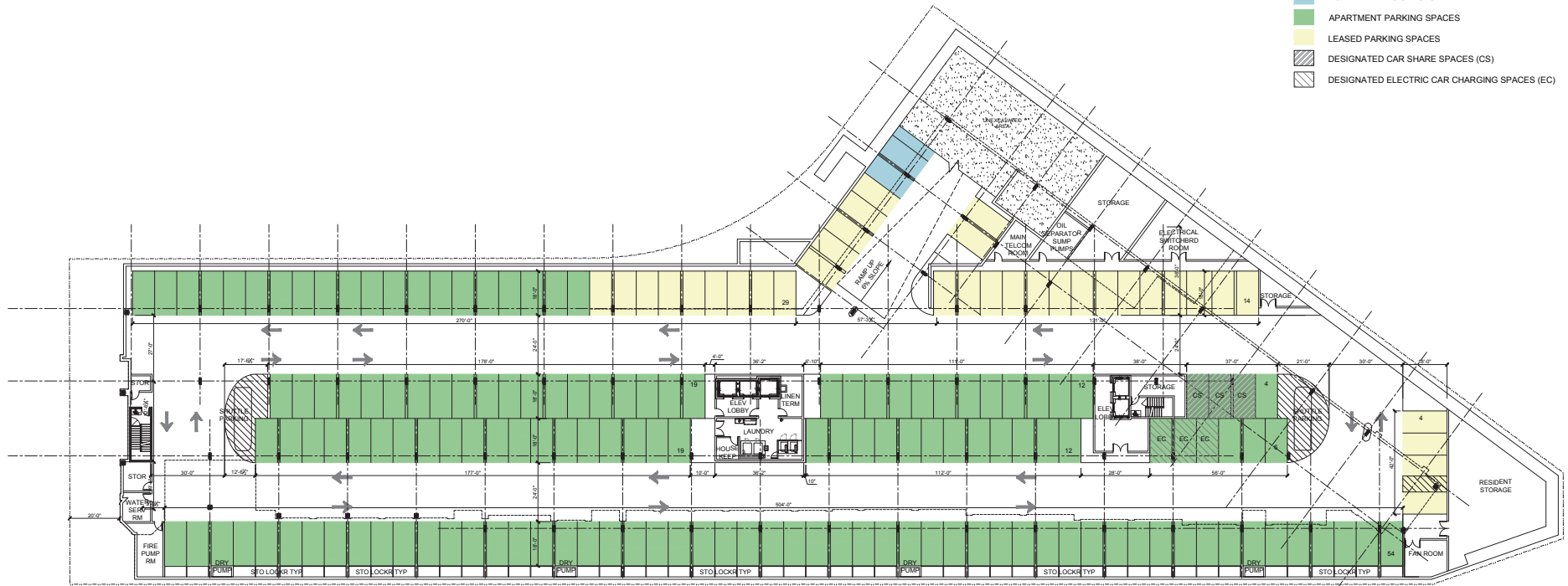
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LOWER LEVEL 01 PARKING SPACES	140
LOWER LEVEL RAMP PARKING SPACES	21
LOWER LEVEL 02 PARKING SPACES	173
TOTAL PARKING SPACES	334

HOTEL PARKING SPACES	111
APARTMENT PARKING SPACES	190
LEASED PARKING SPACES	33
DESIGNATED CAR SHARE SPACES (CS)	6
DESIGNATED ELECTRIC CAR CHARGING SPACES (EC)	6



1 LL-2 GARAGE FLOOR PLAN
 GROSS AREA: 77,467 SF
 Scale: 1" = 20'-0"

A100 - Floor Plan - Lower Level 2






January 31, 2017

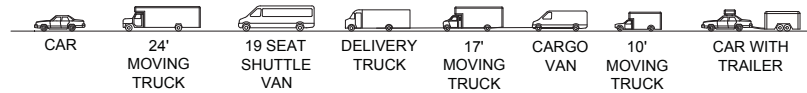
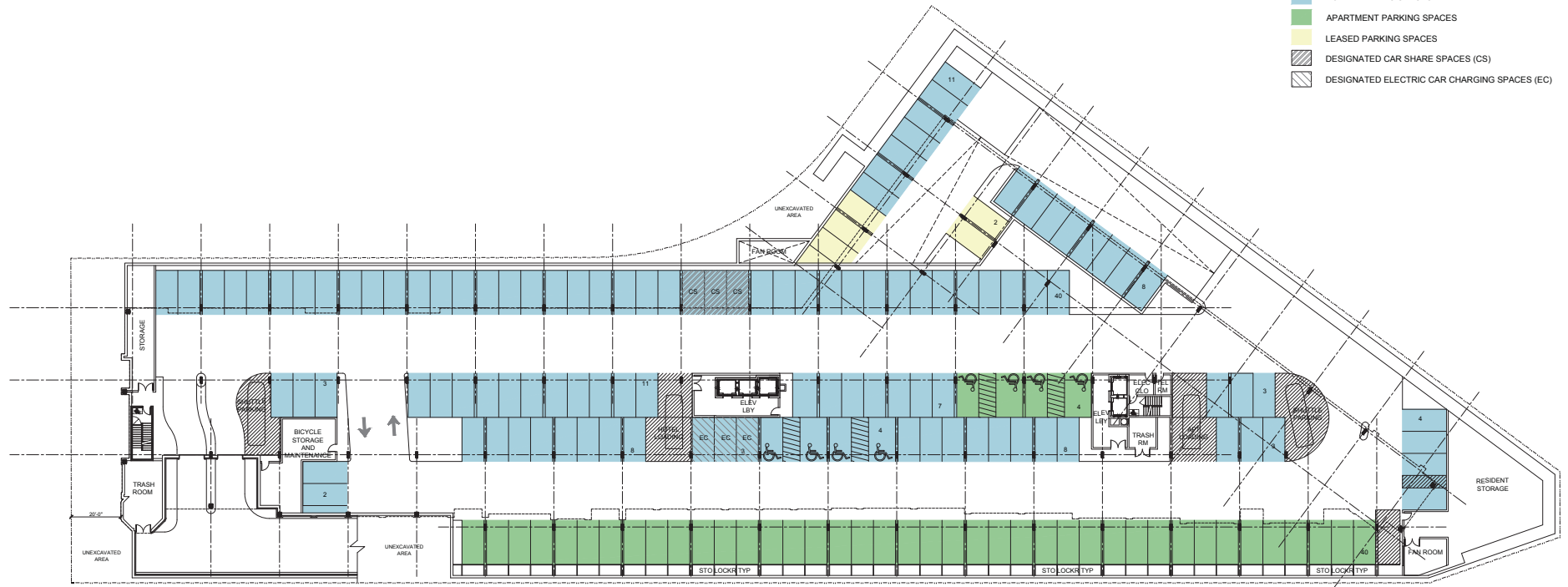
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LOWER LEVEL 01 PARKING SPACES	140
LOWER LEVEL RAMP PARKING SPACES	21
LOWER LEVEL 02 PARKING SPACES	173
TOTAL PARKING SPACES	334

	HOTEL PARKING SPACES	111
	APARTMENT PARKING SPACES	190
	LEASED PARKING SPACES	33
	DESIGNATED CAR SHARE SPACES (CS)	6
	DESIGNATED ELECTRIC CAR CHARGING SPACES (EC)	6




1 LL-1 GARAGE FLOOR PLAN
 GROSS AREA: 77,467 SF
 Scale: 1" = 20'-0"

A101 - Floor Plan - Lower Level 1

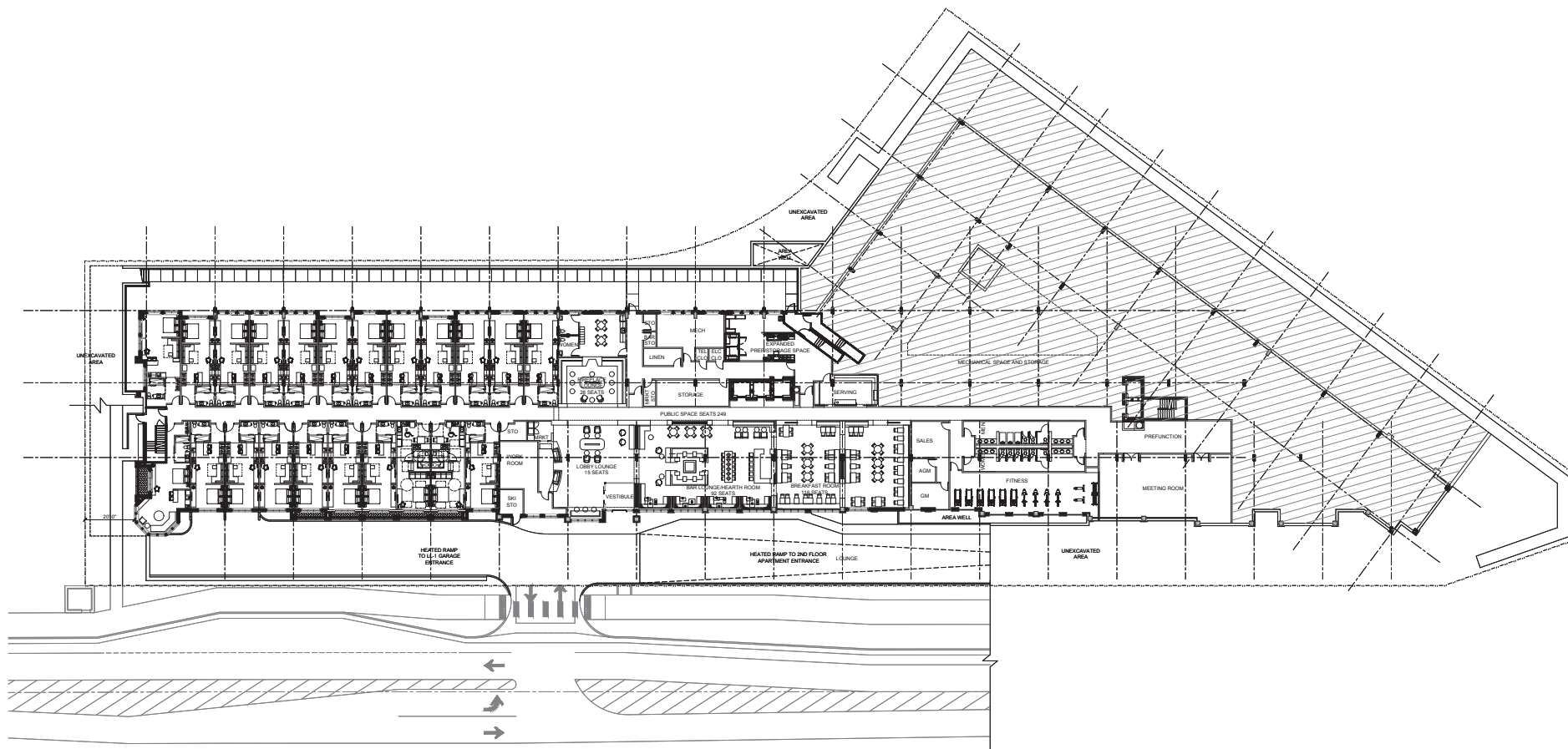
January 31, 2017

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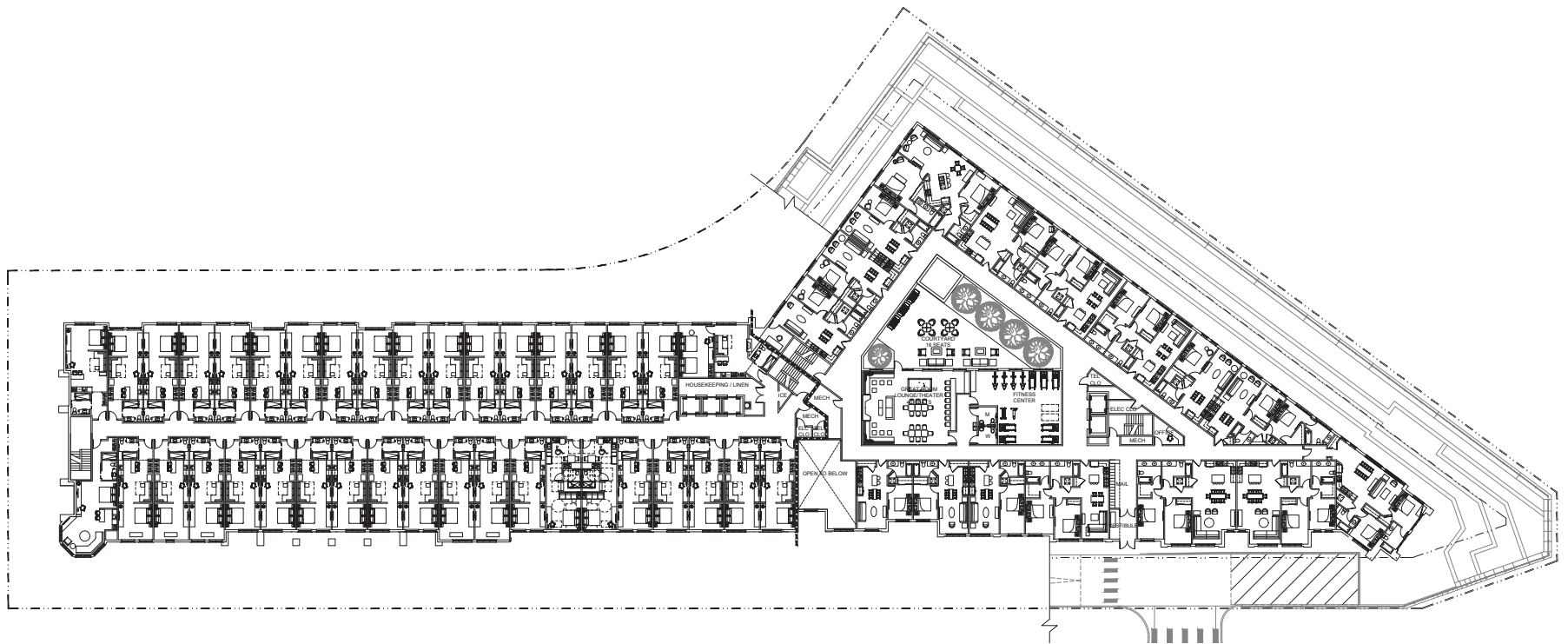
Hotel - 1st Floor


Apartments - Mech/Storage


A102 - Floor Plan

PROPOSED RESIDENTIAL DEVELOPMENT
APARTMENTS AND ATTACHED PARKING STRUCTURE
Vail, Colorado

January 31, 2017



Hotel - 2nd Floor 

Apartments - 1st Floor 

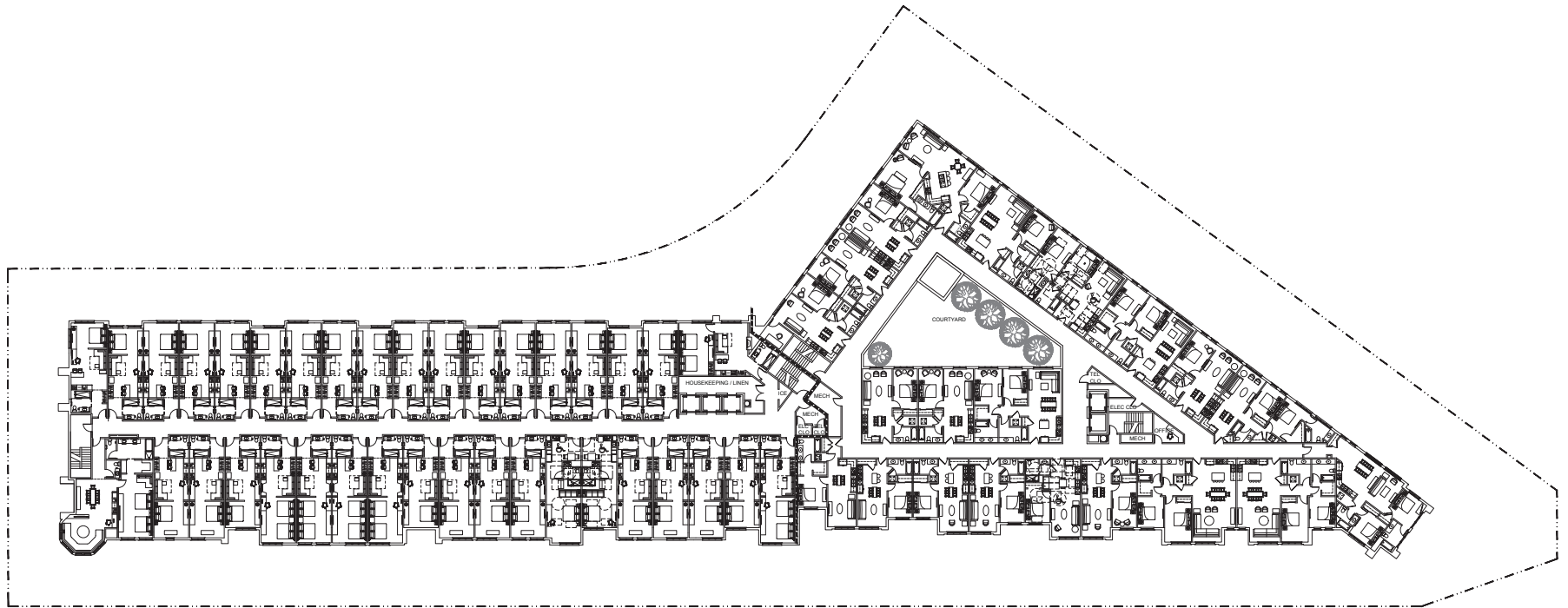
A103 - Floor Plan

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Hotel - 3rd Floor 

Apartments - 2nd Floor 

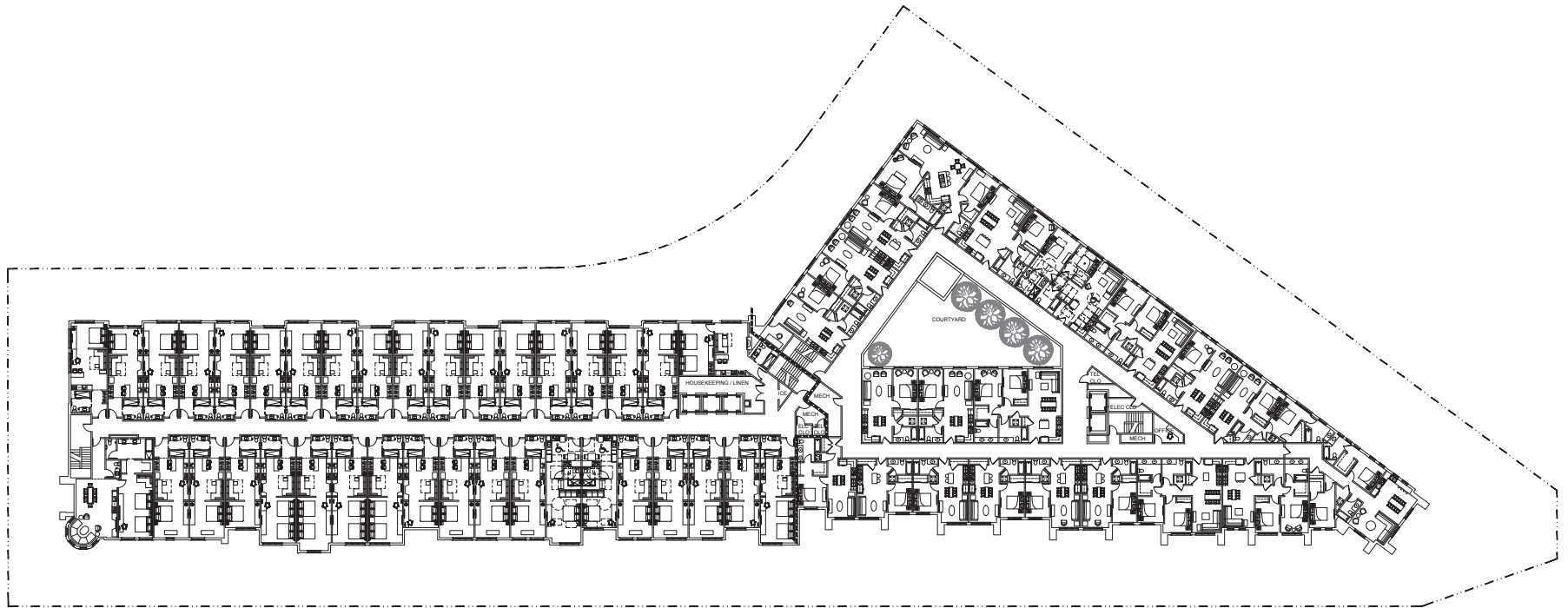
A104 - Floor Plan


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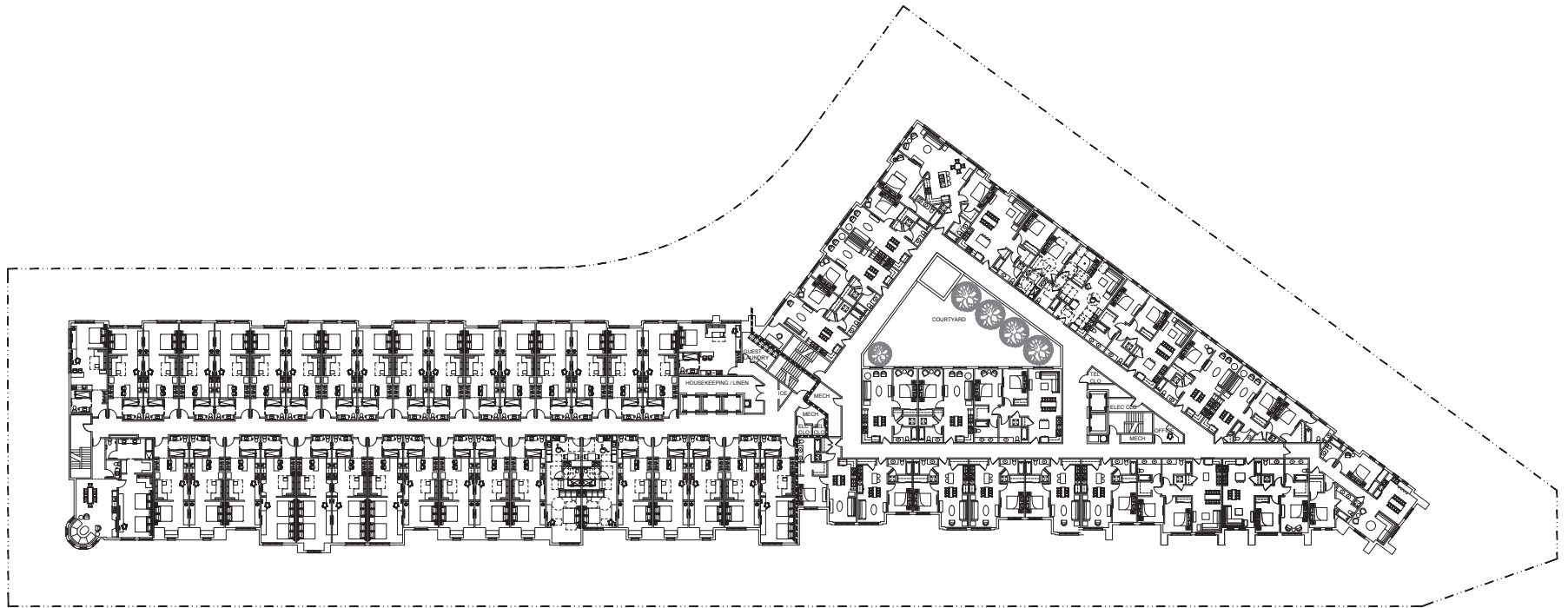


Hotel - 4th Floor 

Apartments - 3rd Floor 

A105 - Floor Plan

January 31, 2017



Hotel - 5th Floor 

Apartments - 4th Floor 

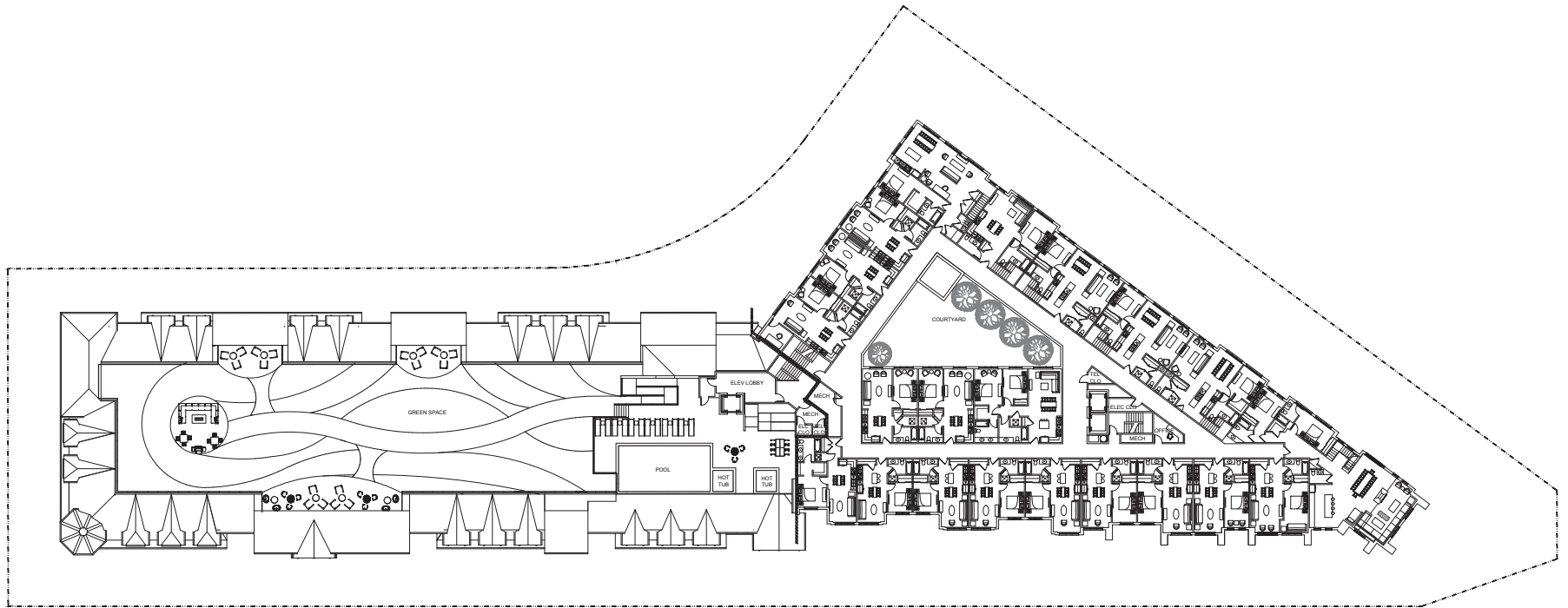
A106 - Floor Plan

January 31, 2017

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APARTMENTS AND ATTACHED PARKING STRUCTURE
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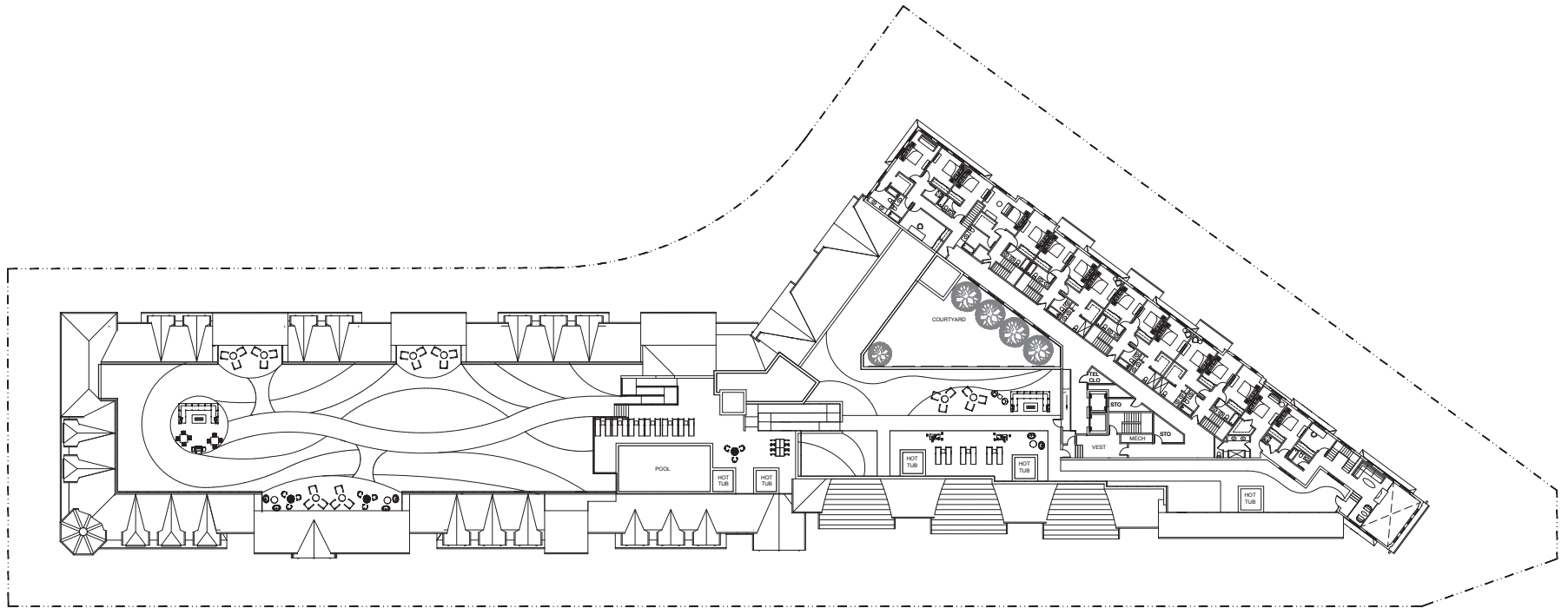


Hotel - Roof Deck 

Apartments - 5th Floor 

A107 - Floor Plan

January 31, 2017



Hotel - Roof Deck



Apartments - 6th Floor



A108 - Floor Plan

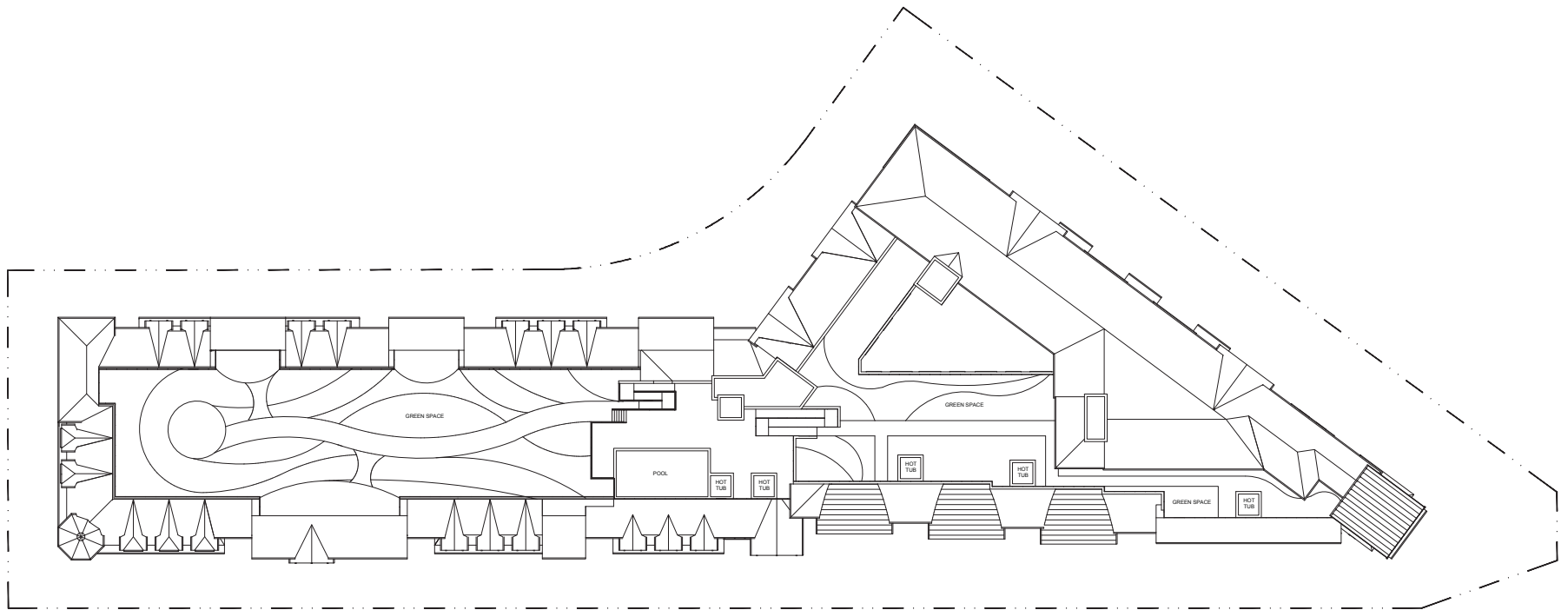
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ROOF PLAN

Scale: 1" = 20'-0"

A109 - Roof Plan

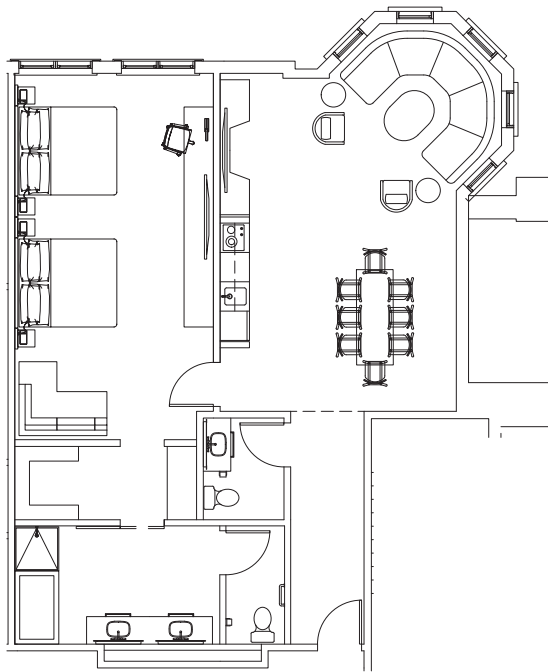
January 31, 2017



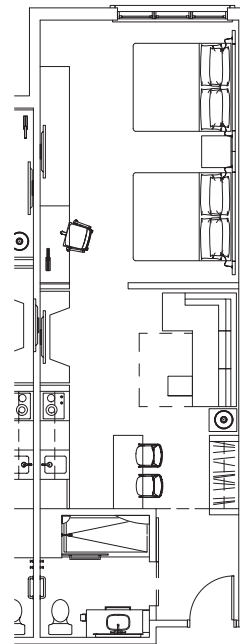
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APARTMENTS AND ATTACHED PARKING STRUCTURE
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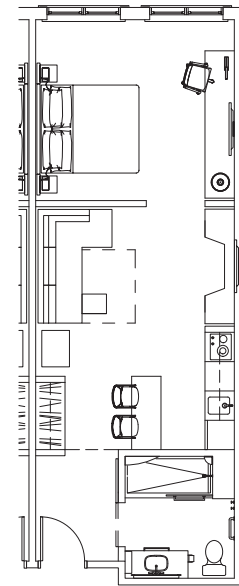
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3 DOUBLE KING STUDIO SUITE HOTEL ROOM TYP.
1139 SF
Scale: 1/4" = 1'-0"



2 DOUBLE KING STUDIO HOTEL ROOM TYP.
563 SF
Scale: 1/4" = 1'-0"



1 KING STUDIO HOTEL ROOM TYP.
508 SF
Scale: 1/4" = 1'-0"

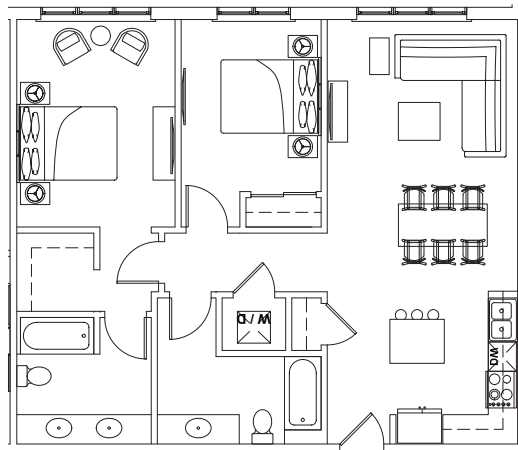
A110 - Enlarged Unit Plans - Hotel

January 31, 2017

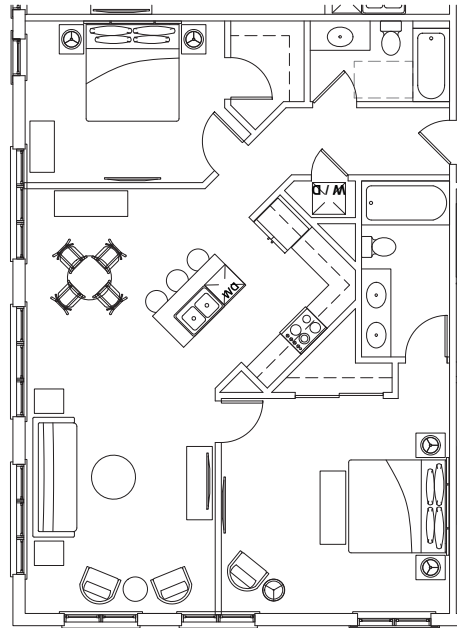
PROPOSED RESIDENTIAL DEVELOPMENT
APARTMENTS AND ATTACHED PARKING STRUCTURE
Vail, Colorado

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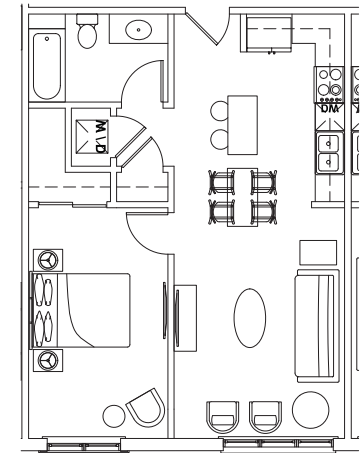
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3 2 BEDROOM CORNER APARTMENT TYP.
988 SF
Scale: 1/4" = 1'-0"



2 2 BEDROOM APARTMENT TYP.
1136 SF
Scale: 1/4" = 1'-0"



1 1 BEDROOM APARTMENT TYPE A TYP.
623 SF
Scale: 1/4" = 1'-0"

A111 - Enlarged Unit Plans - Apartments

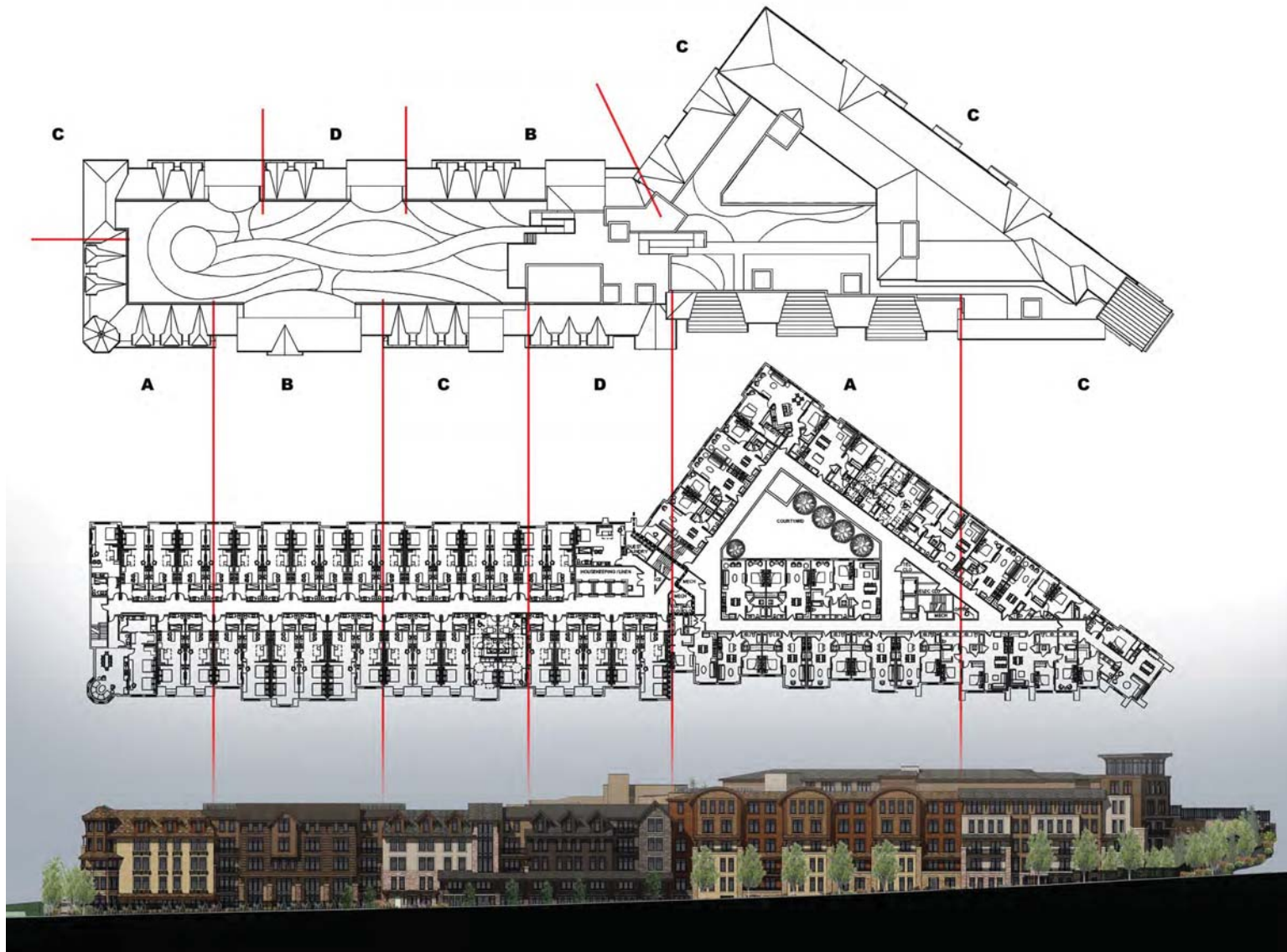
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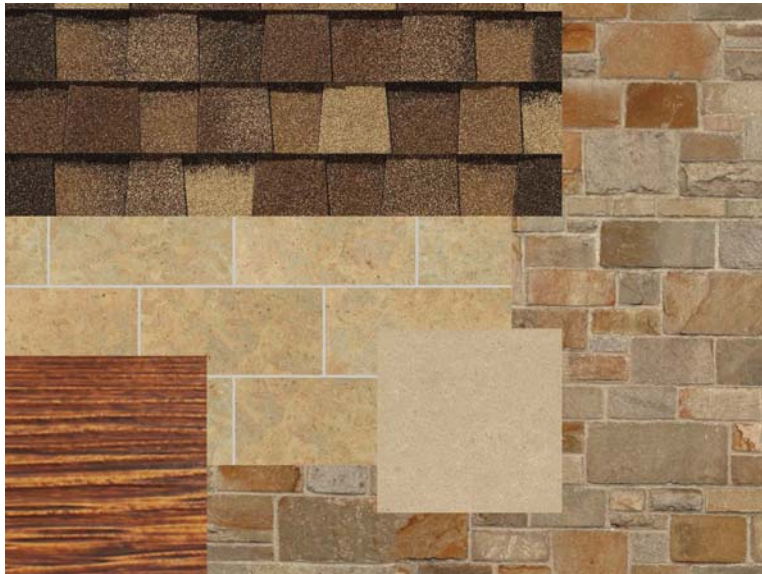
M1 - Exterior Materials

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A



B



C



D

M2 - Exterior Materials

January 31, 2017



South Elevation

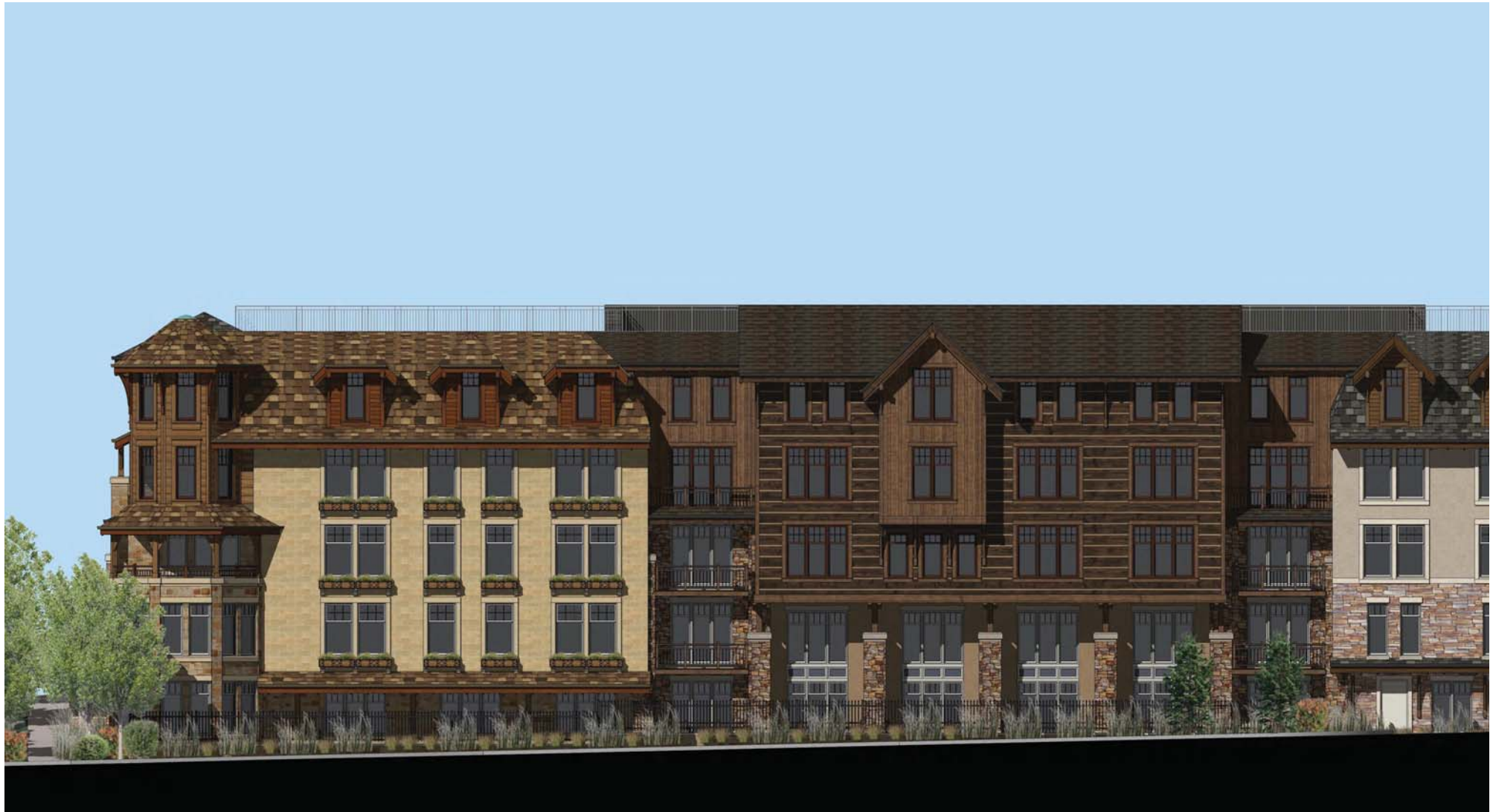
M3 - Exterior Materials

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APARTMENTS AND ATTACHED PARKING STRUCTURE
Vail, Colorado

January 31, 2017

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South Elevation - A / B

M4 - Exterior Materials

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South Elevation - C / D

M5 - Exterior Materials

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South Elevation - A



South Elevation - C

M7 - Exterior Materials

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Perspective - A / B / C / D / A

M8 - Exterior Materials

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Vail, Colorado

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Proposed Design

AR-1 Rendering

January 31, 2017



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Vail, Colorado

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Proposed Design

AR-2 Rendering

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Proposed Design

AR-3 Rendering

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Proposed Design - Section

AR-3s Rendering

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Vail, Colorado

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Proposed Design

AR-4 Rendering

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Proposed Design

AR-5 Rendering

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Proposed Design

AR-6 Rendering

January 31, 2017

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Vail, Colorado

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ARI-01Rendering - Apartment Kitchen / Living Room

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ARI-02 Rendering - Apartment Kitchen / Living Room

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Vail, Colorado

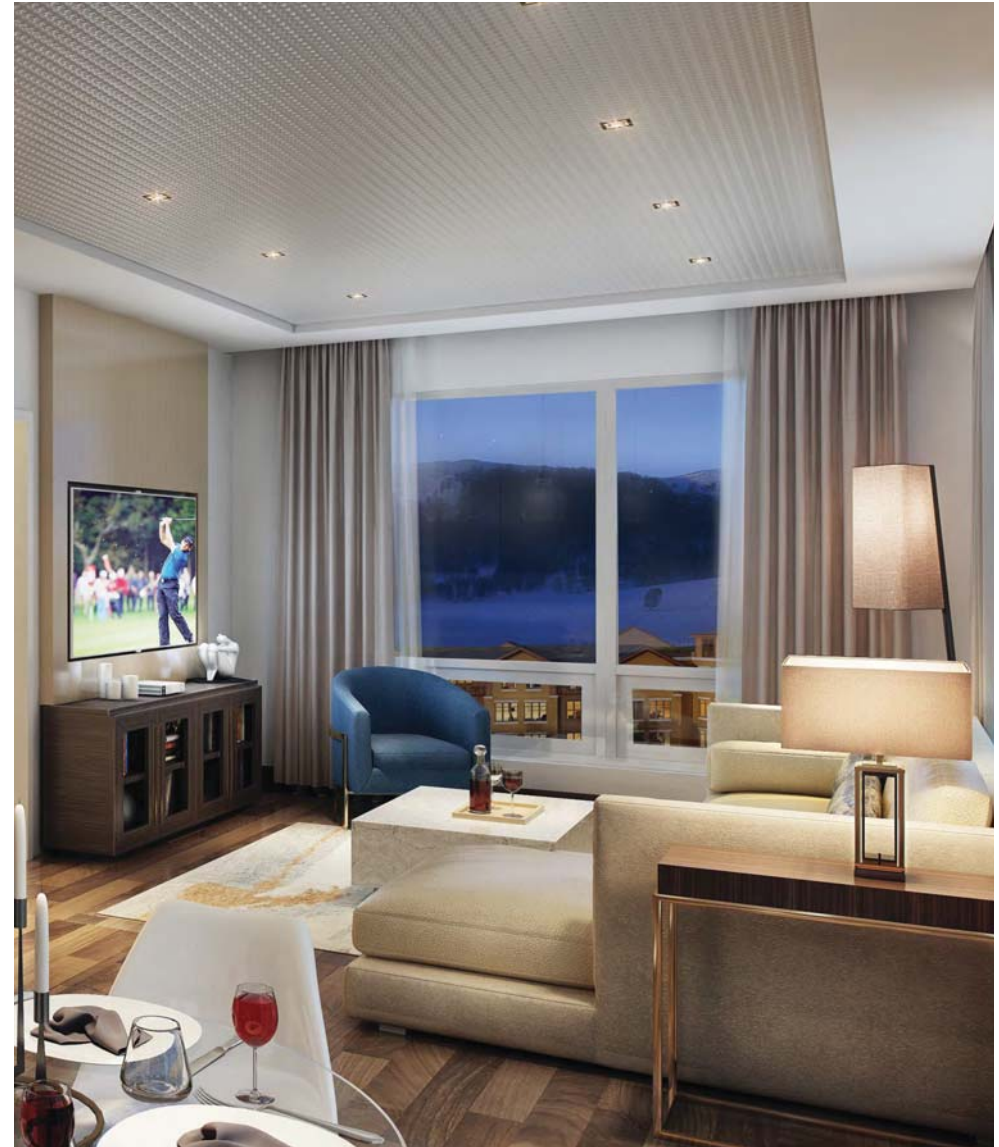
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ARI-03 Rendering - Apartment Kitchen / Living Room

January 31, 2017



ARI-04 Rendering - Apartment Kitchen / Living Room

January 31, 2017



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APARTMENTS AND ATTACHED PARKING STRUCTURE
Vail, Colorado

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ARI-05 Rendering - Apartment Bedroom

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ARI-06 Rendering - Apartment Bedroom

January 31, 2017



PROPOSED RESIDENTIAL DEVELOPMENT
APARTMENTS AND ATTACHED PARKING STRUCTURE
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2 PARTIAL NORTH ELEVATION
Scale: 1/16"=1'-0"



3 EAST ELEVATION
Scale: 1/16"=1'-0"



A200 - Elevations

January 31, 2017



2 PARTIAL NORTH ELEVATION
Scale: 1/16"=1'-0"

HOTEL ROOF DECK POOL T.O.S. EL. +8045.67	HOTEL ROOF DECK POOL T.O.S. EL. +8045.67
HOTEL ROOF DECK T.O.S. EL. +8042.67	HOTEL ROOF DECK T.O.S. EL. +8042.67
HOTEL 5TH FLOOR T.O.S. EL. +8030.67	HOTEL 5TH FLOOR T.O.S. EL. +8030.67
HOTEL 4TH FLOOR T.O.S. EL. +8021.00	HOTEL 4TH FLOOR T.O.S. EL. +8021.00
HOTEL 3RD FLOOR T.O.S. EL. +8011.33	HOTEL 3RD FLOOR T.O.S. EL. +8011.33
HOTEL 2ND FLOOR T.O.S. EL. +8001.67	HOTEL 2ND FLOOR T.O.S. EL. +8001.67
HOTEL 1ST FLOOR T.O.S. EL. +7992.00	HOTEL 1ST FLOOR T.O.S. EL. +7992.00
ENTRY LEVEL GARAGE T.O.S. EL. +7978.00	ENTRY LEVEL GARAGE T.O.S. EL. +7978.00
LOWER LEVEL GARAGE T.O.S. EL. +7967.00	LOWER LEVEL GARAGE T.O.S. EL. +7967.00



3 EAST ELEVATION
Scale: 1/16"=1'-0"



A201 - Elevations

January 31, 2017



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APARTMENTS AND ATTACHED PARKING STRUCTURE
Vail, Colorado

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ALSO - ELEVATIONS

January 31, 2017



1 BUILDING SECTION NORTH-SOUTH
Scale: 1/8"=1'-0"

A301 - Sections

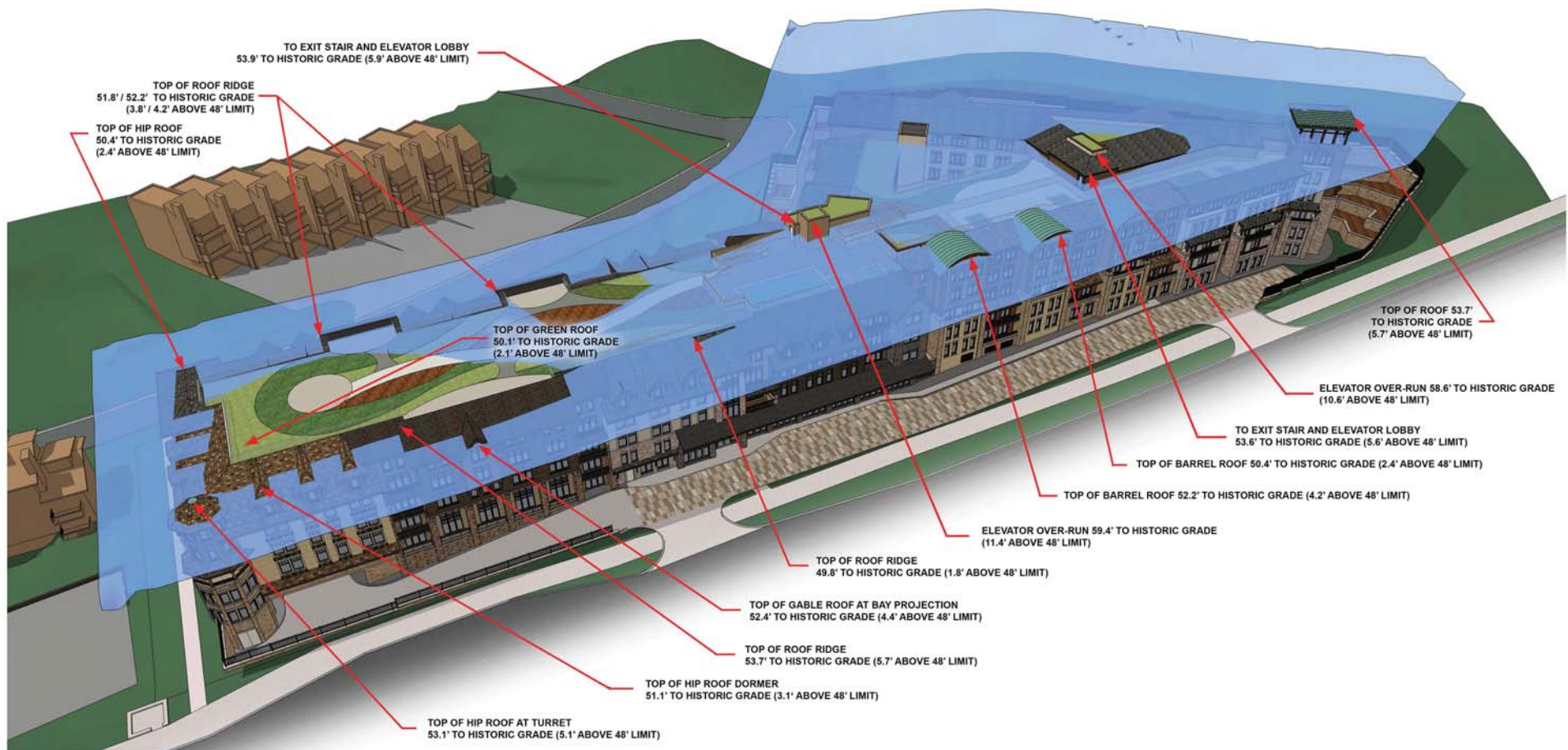
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PROPOSED RESIDENTIAL DEVELOPMENT APARTMENTS AND ATTACHED PARKING STRUCTURE Vail, Colorado

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Historic Grade Diagram - 48'

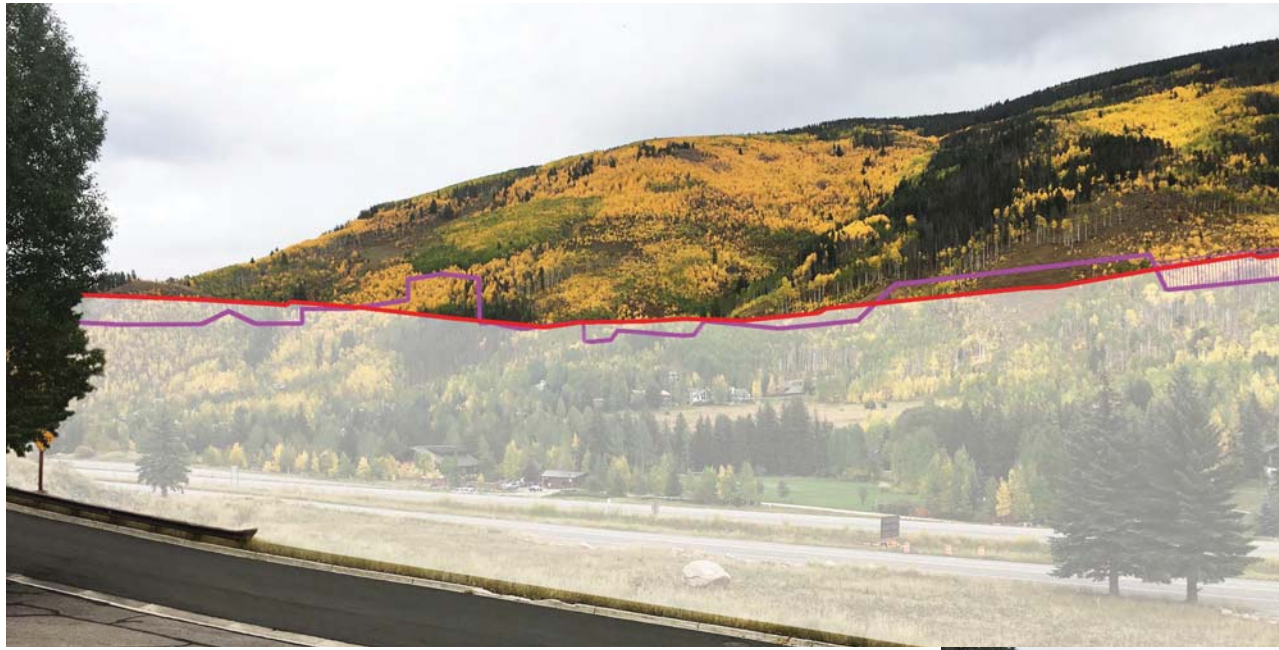
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APARTMENTS AND ATTACHED PARKING STRUCTURE
Vail, Colorado

January 31, 2017



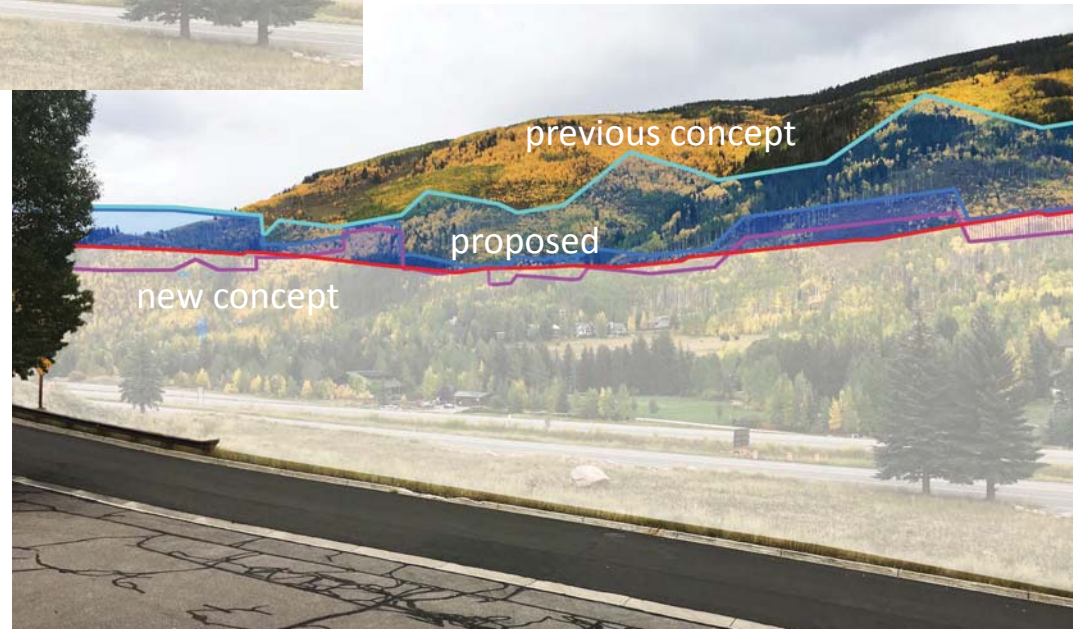
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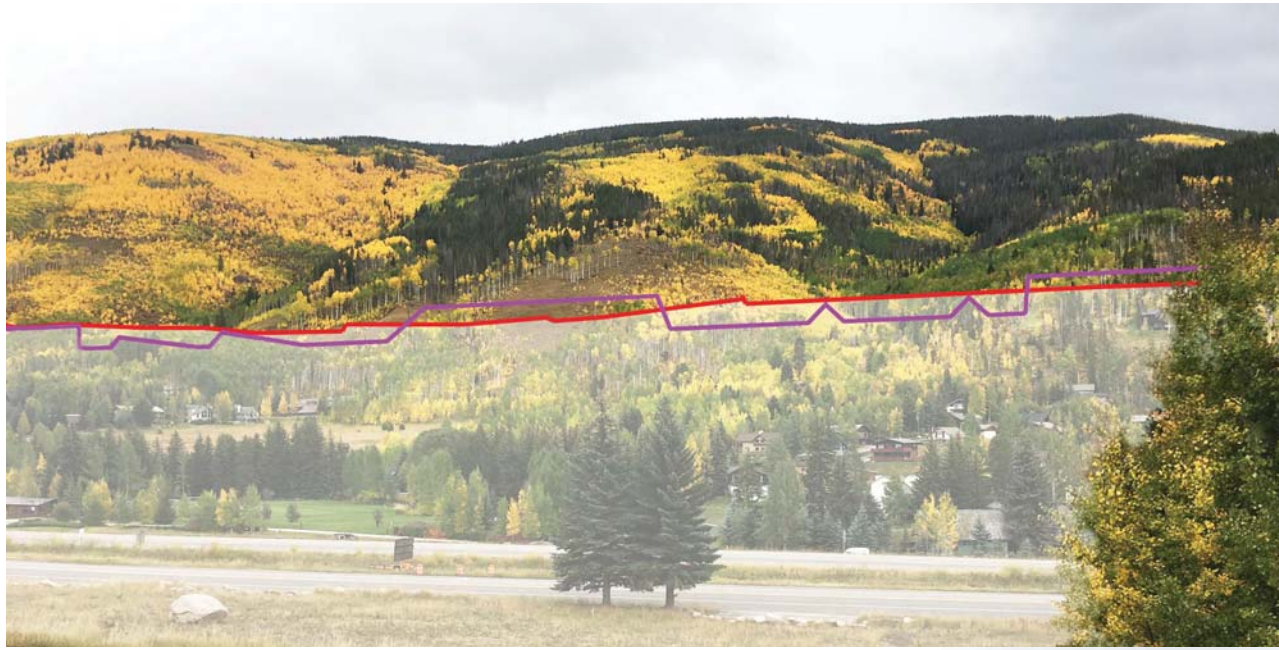
Previous Concept

New Concept

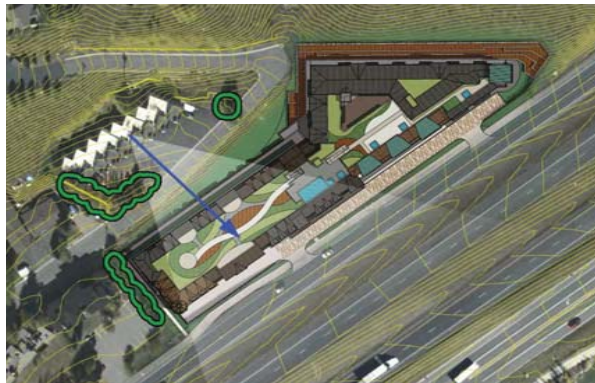


R1 - Historic Grade Diagram

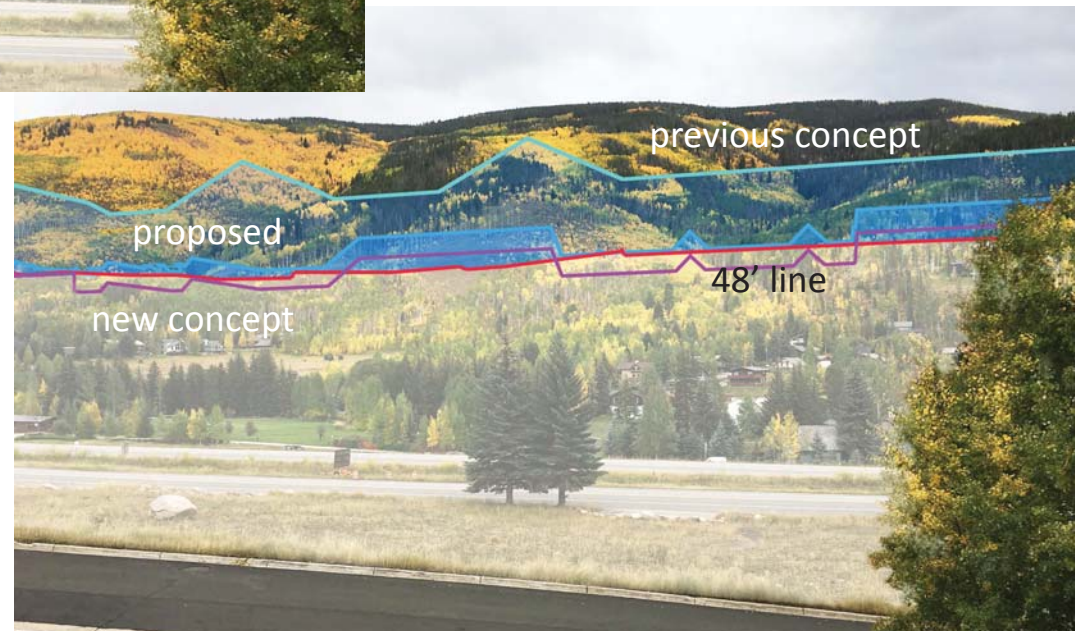
January 31, 2017



New Concept



Previous Concept



R2 - Historic Grade Diagram

January 31, 2017



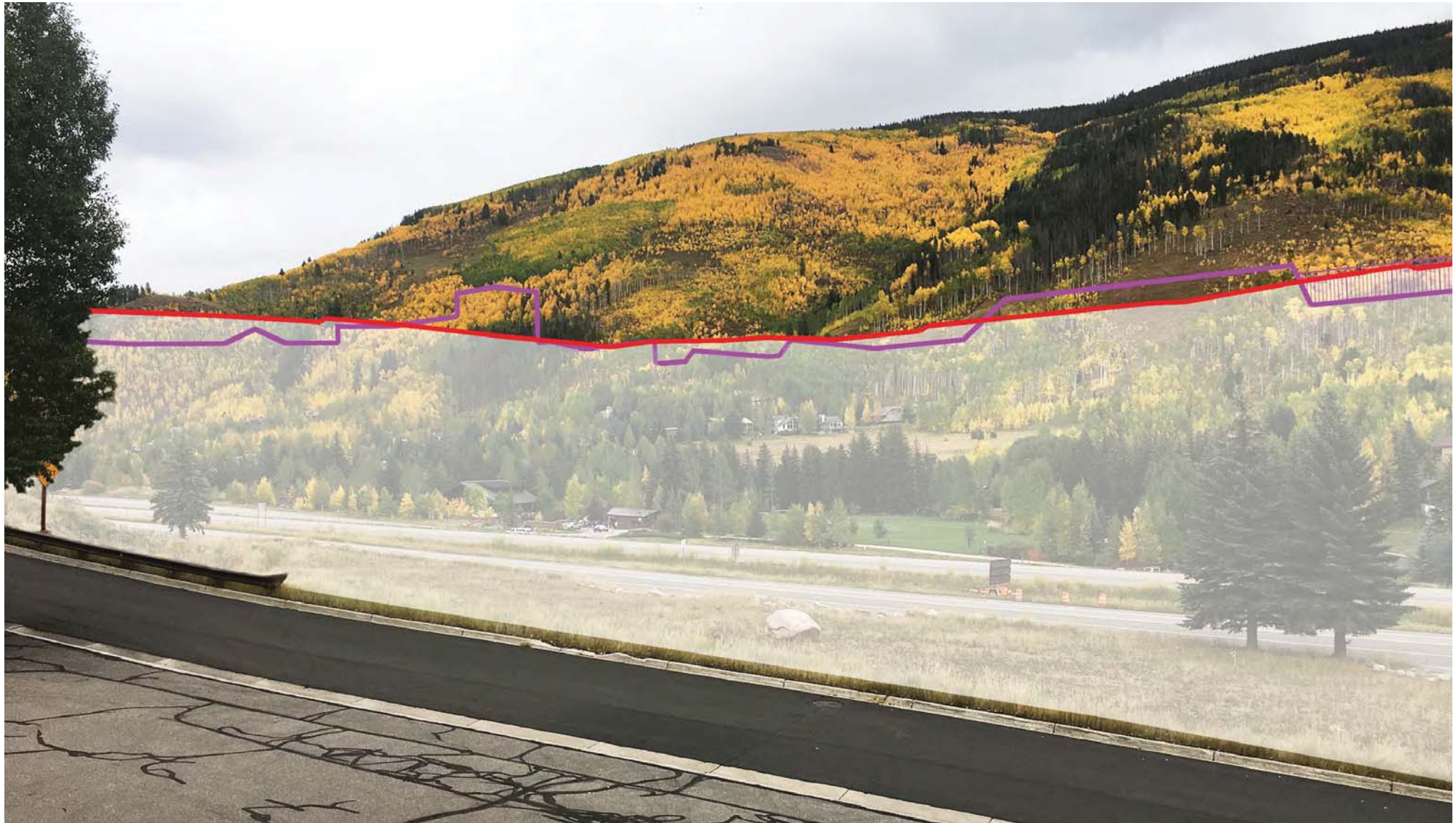
R3 - Condo View Looking East

January 31, 2017

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R4 - Condo View Looking East

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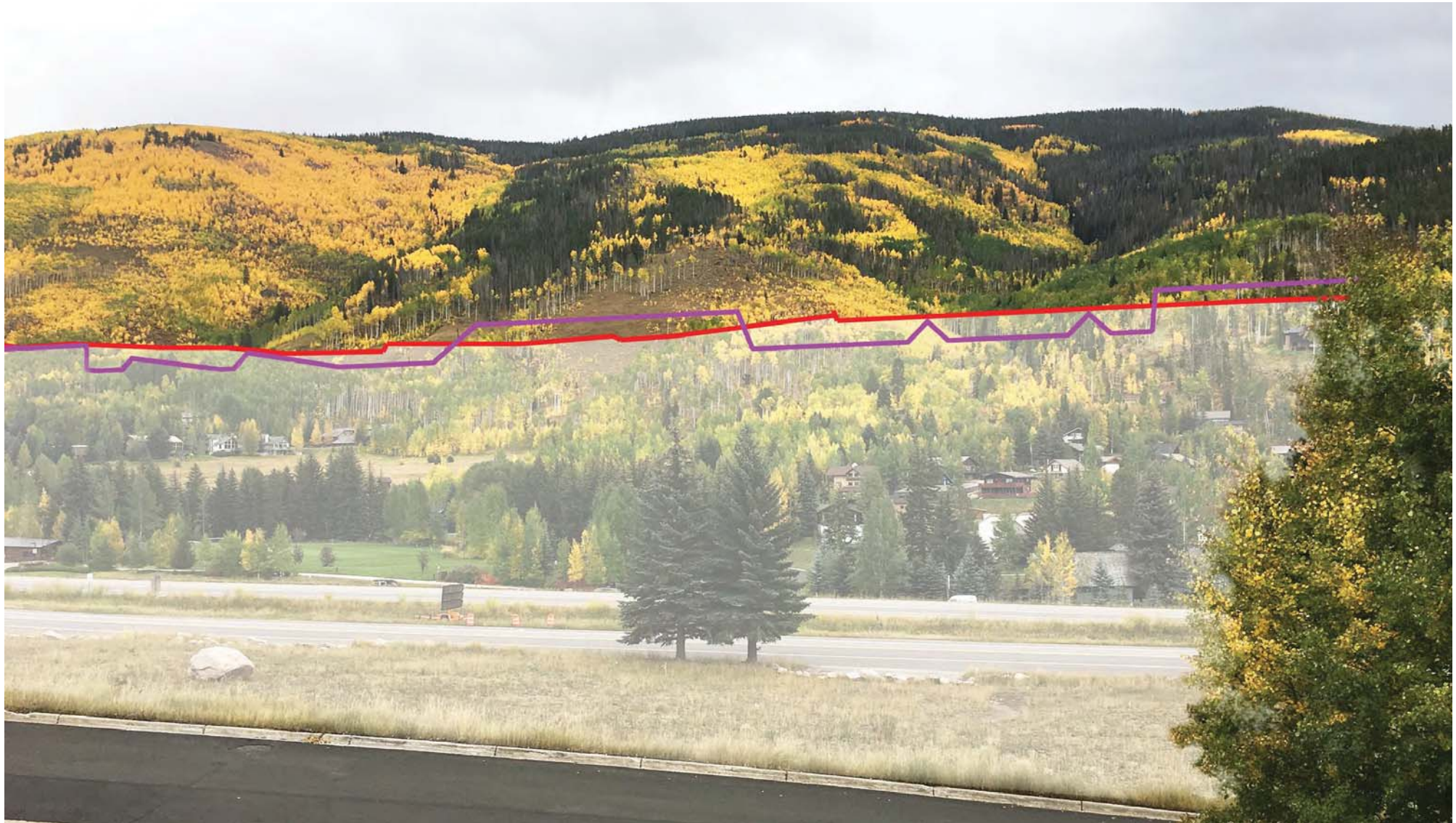
R5 - Condo View Looking Southeast

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R6 - Condo View Looking Southeast

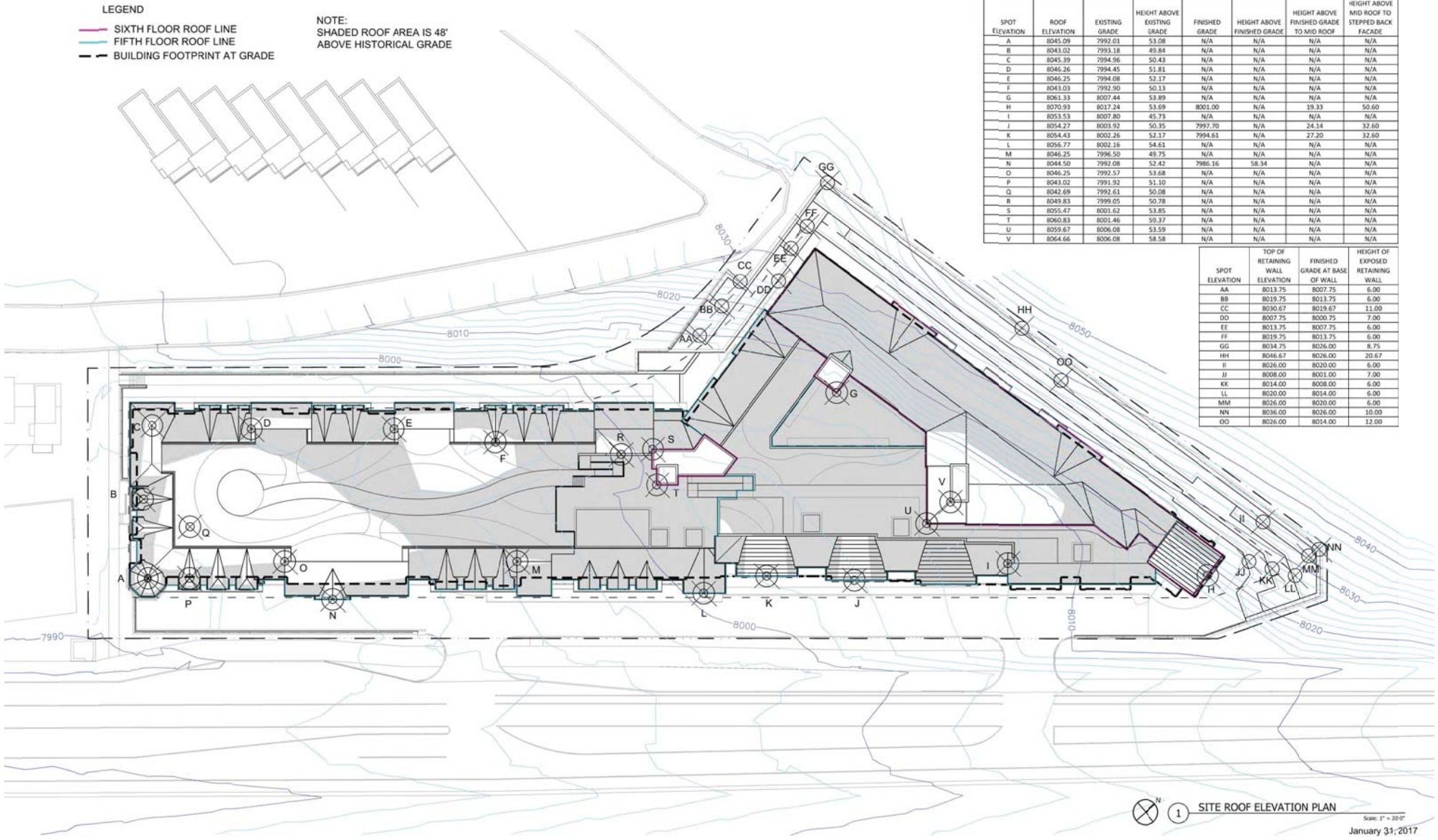
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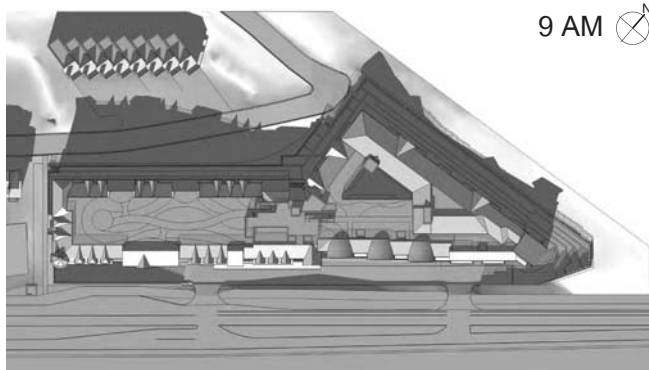
R7 - Grade Elevation Plan

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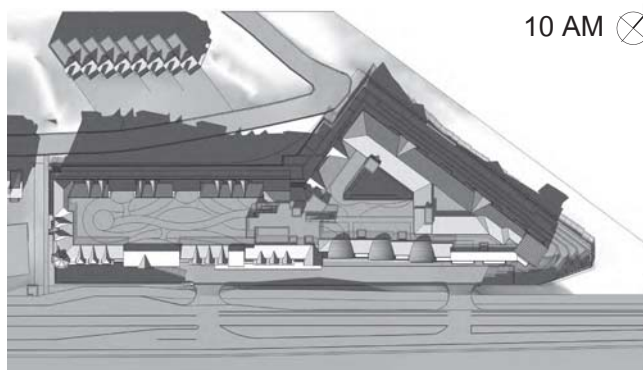
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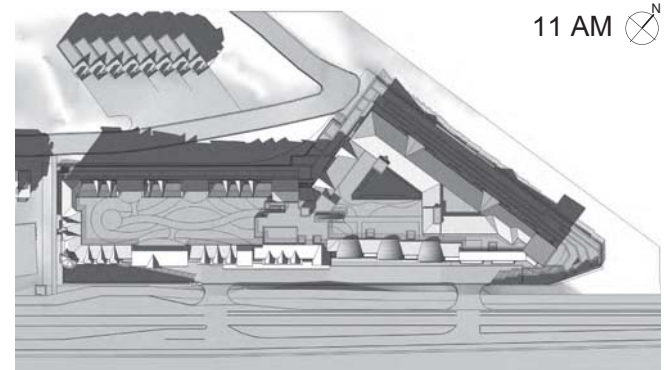
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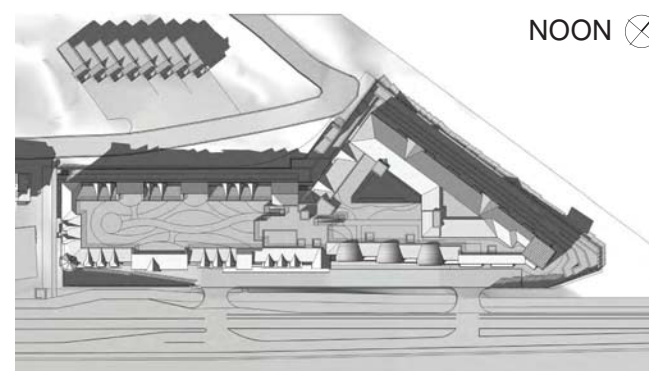
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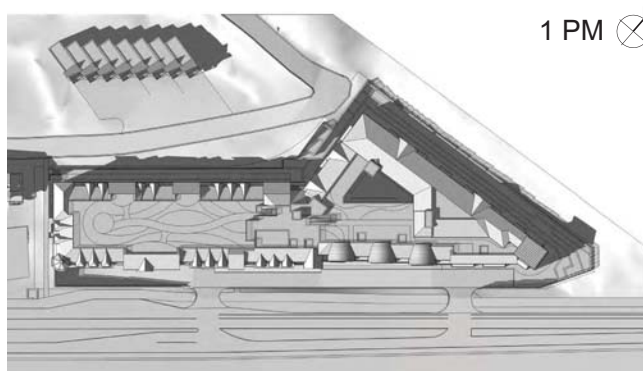
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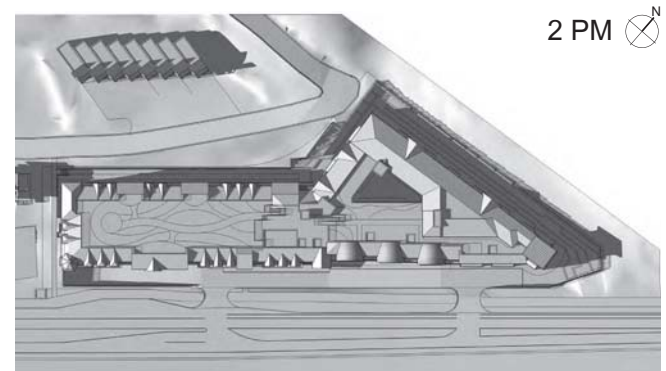
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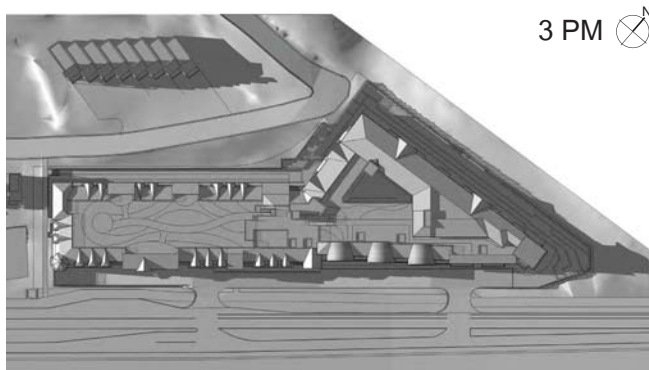
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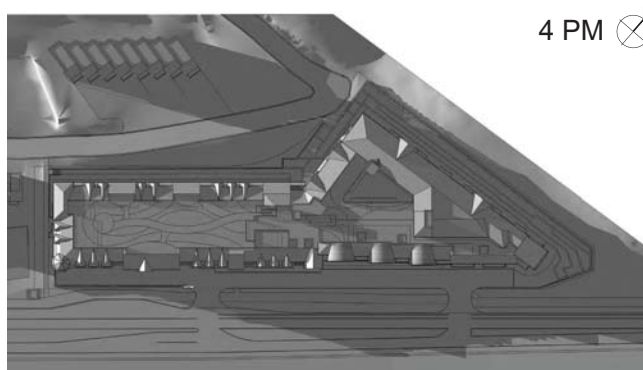
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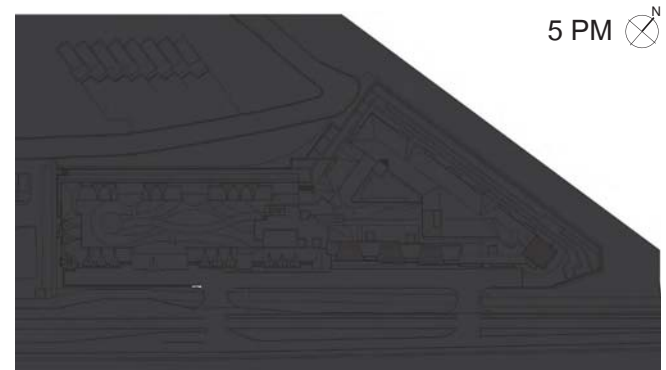
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3 PM



4 PM



5 PM

R8 - Shade - Sun Study - Winter Solstice - DECEMBER 22

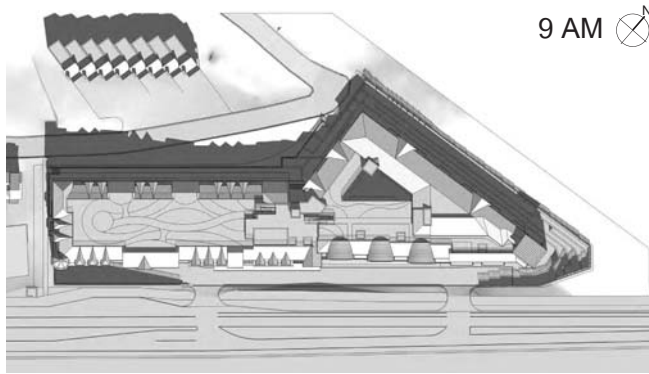
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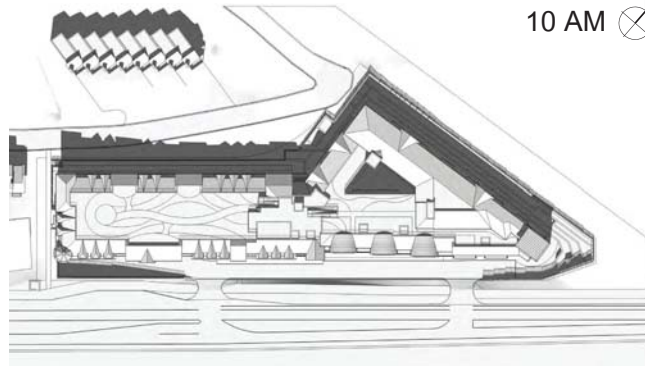
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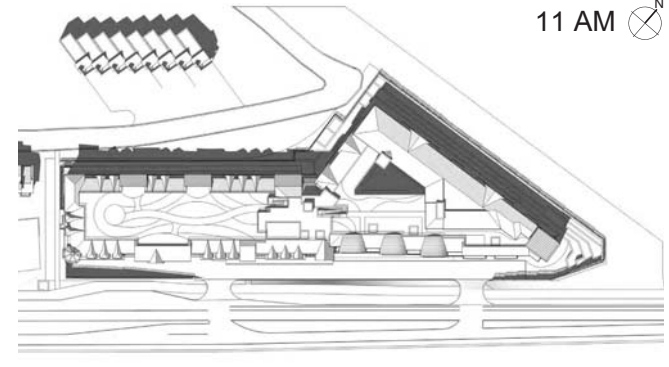
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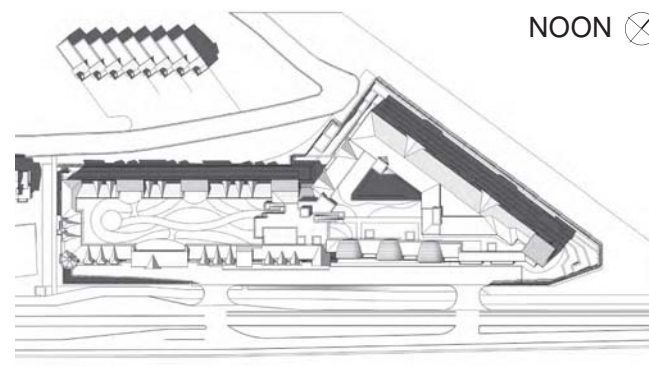
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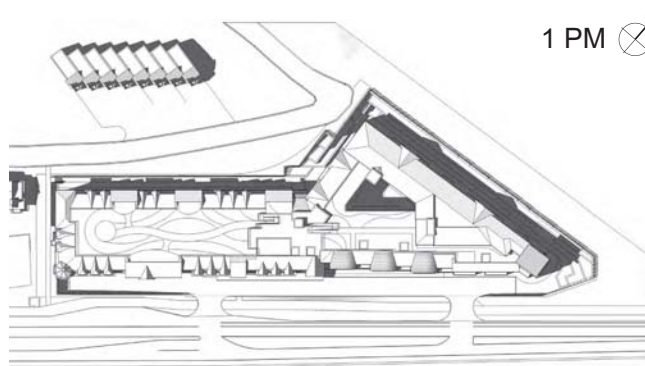
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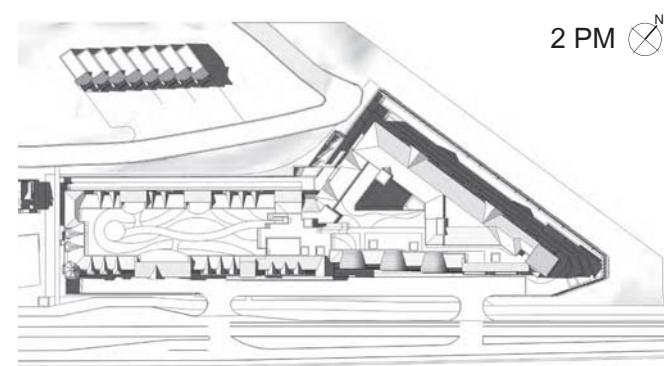
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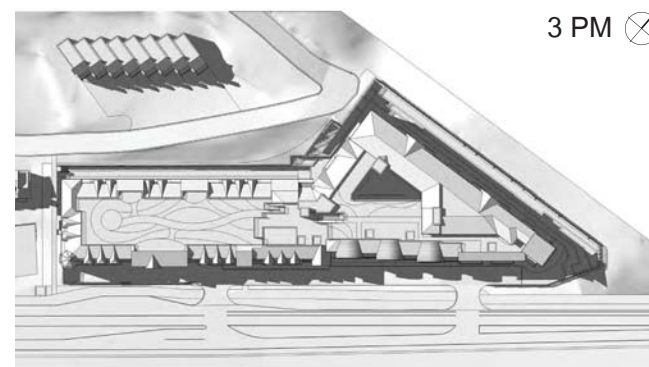
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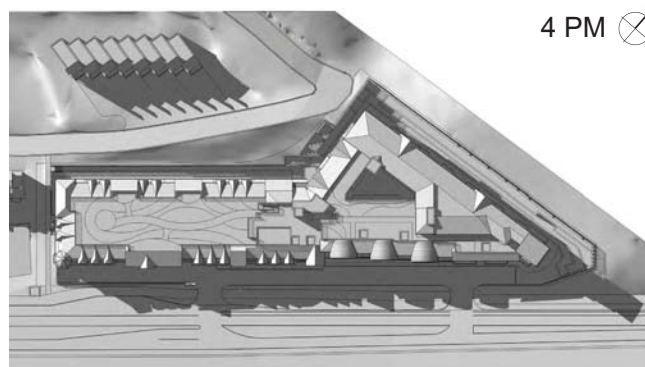
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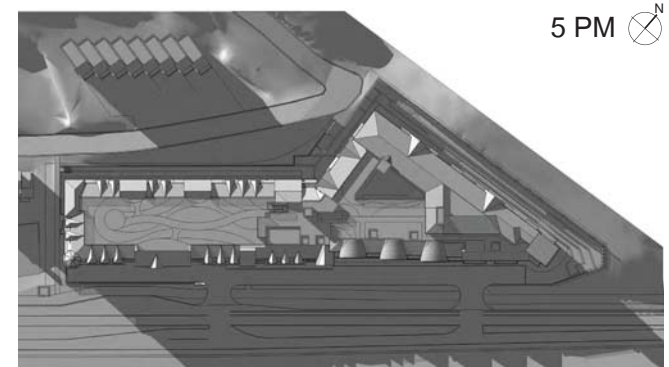
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R9 - Shade - Sun Study - Spring/Vernal Equinox - MARCH 20

January 31, 2017



PROPOSED RESIDENTIAL DEVELOPMENT
APARTMENTS AND ATTACHED PARKING STRUCTURE
Vail, Colorado

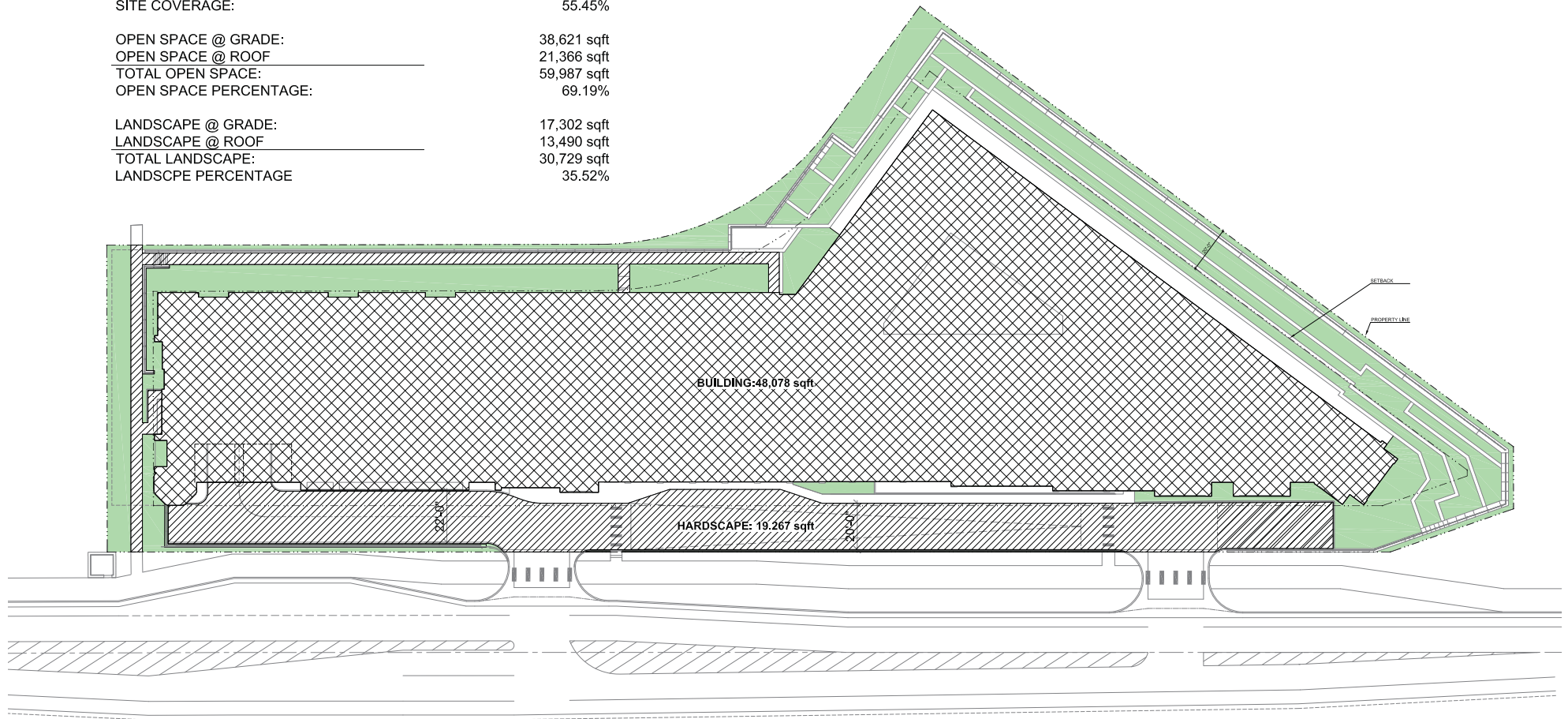
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SITE AREA: 86,699 sqft
 BLDG FOOTPRINT: 48,078 sqft
 SITE COVERAGE: 55.45%

OPEN SPACE @ GRADE: 38,621 sqft
 OPEN SPACE @ ROOF: 21,366 sqft
 TOTAL OPEN SPACE: 59,987 sqft
 OPEN SPACE PERCENTAGE: 69.19%

LANDSCAPE @ GRADE: 17,302 sqft
 LANDSCAPE @ ROOF: 13,490 sqft
 TOTAL LANDSCAPE: 30,729 sqft
 LANDSCAPE PERCENTAGE: 35.52%



1 1ST FLOOR PLAN

Scaled 1" = 20'-0"

R10 - Area Plan - Site Plan

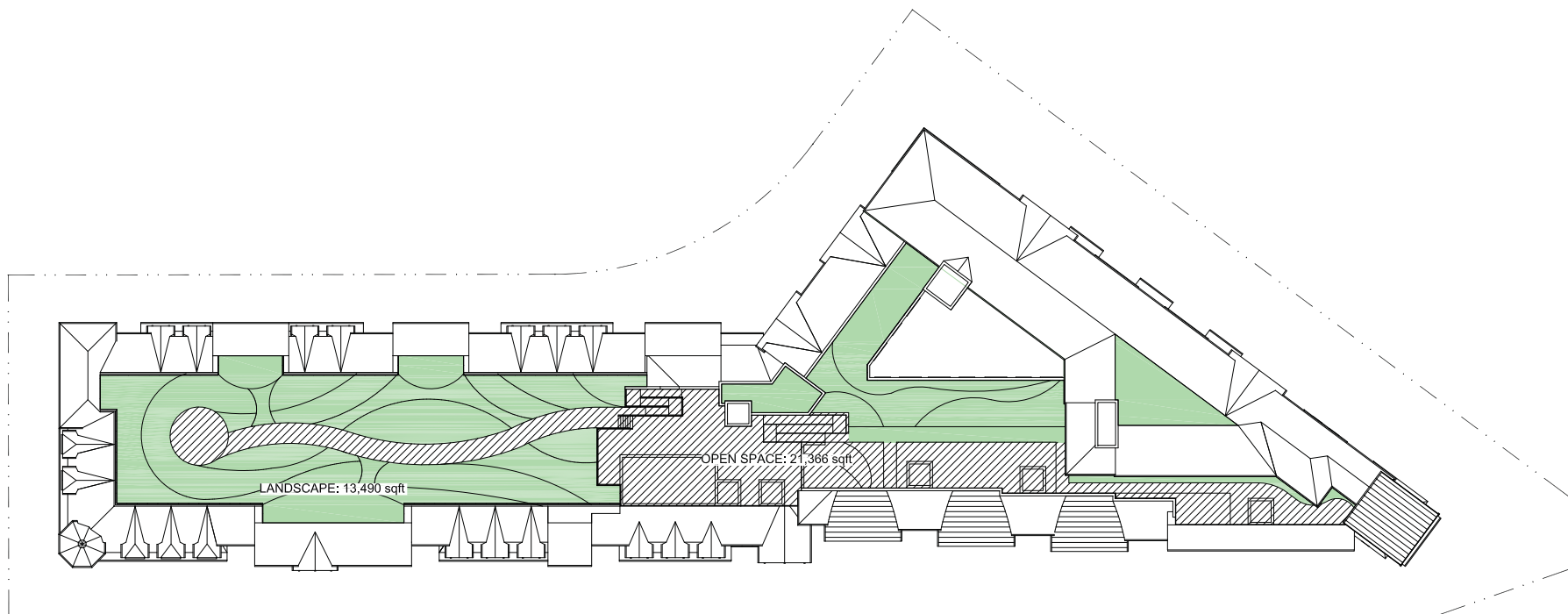
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1 ROOF PLAN

Scale: 1" = 20'-0"

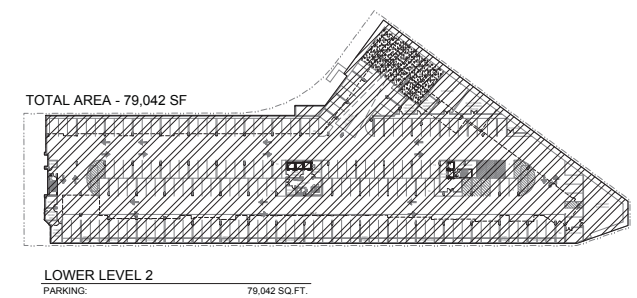
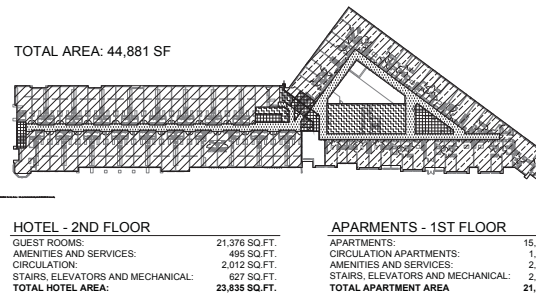
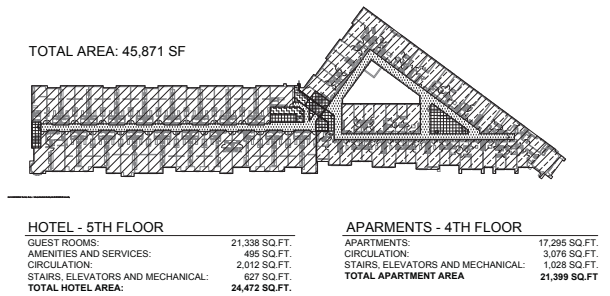
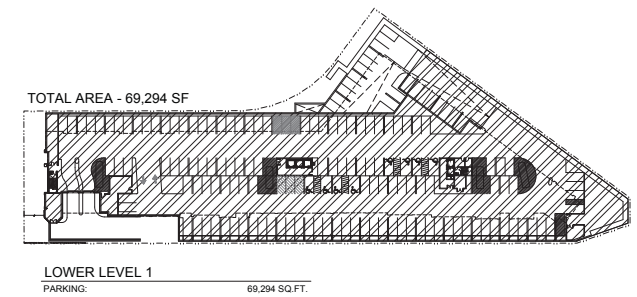
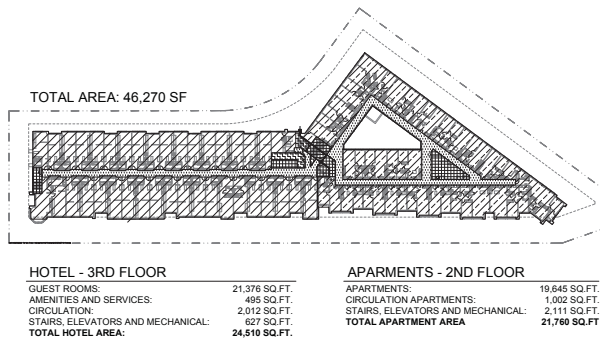
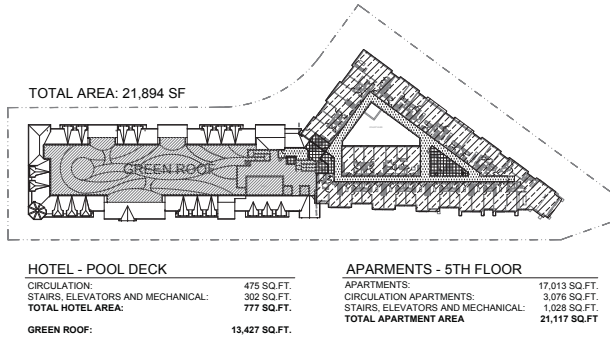
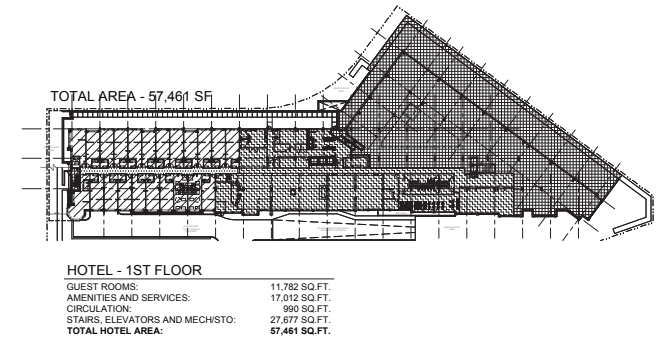
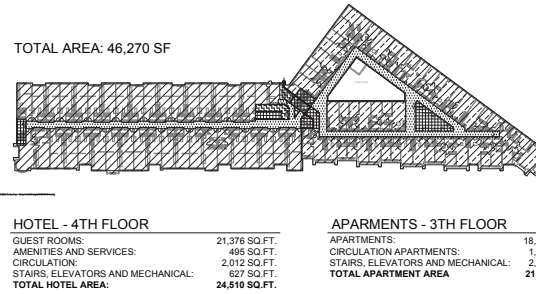
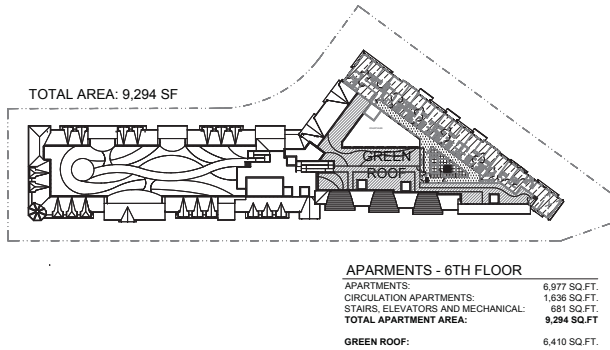
R11 - Area Plan - Roof Plan

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R12 - Detailed Area Plans

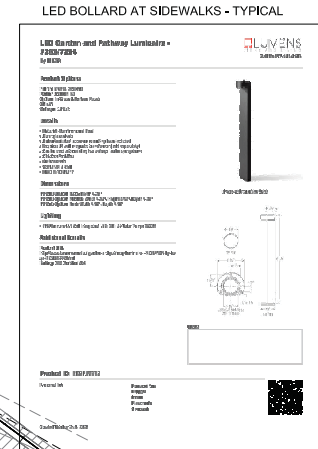
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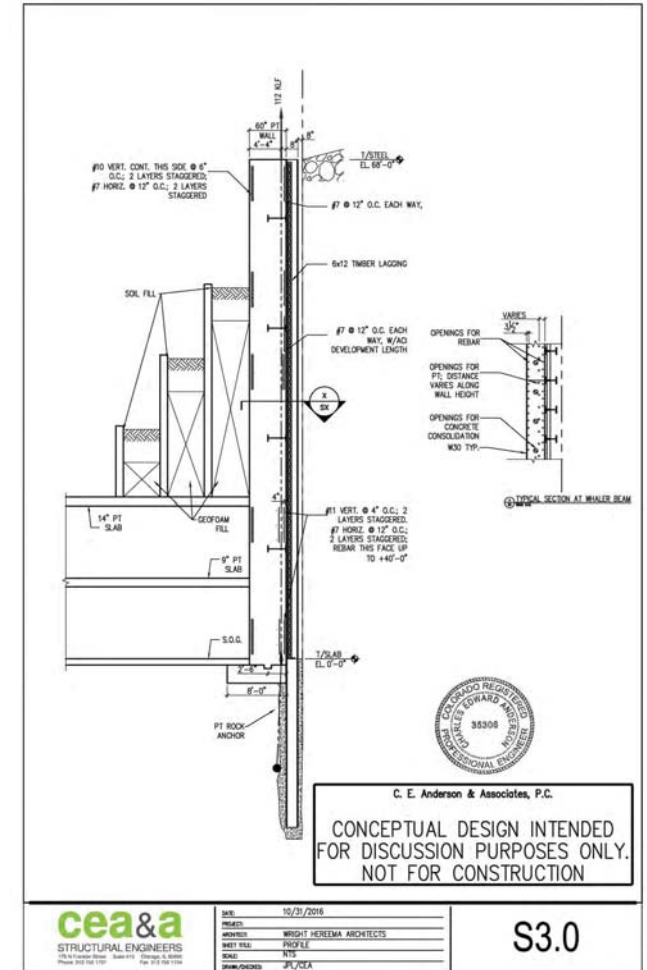
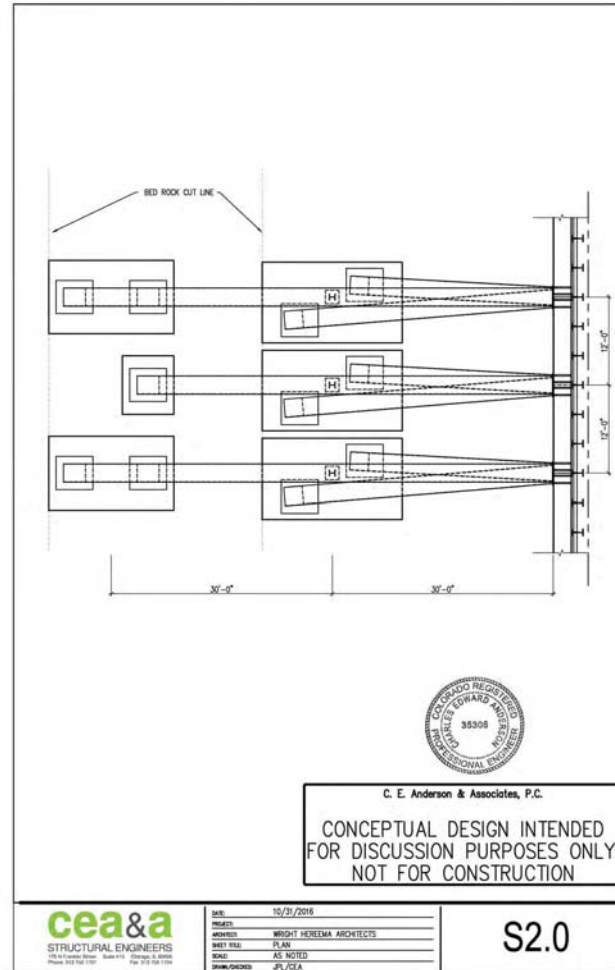
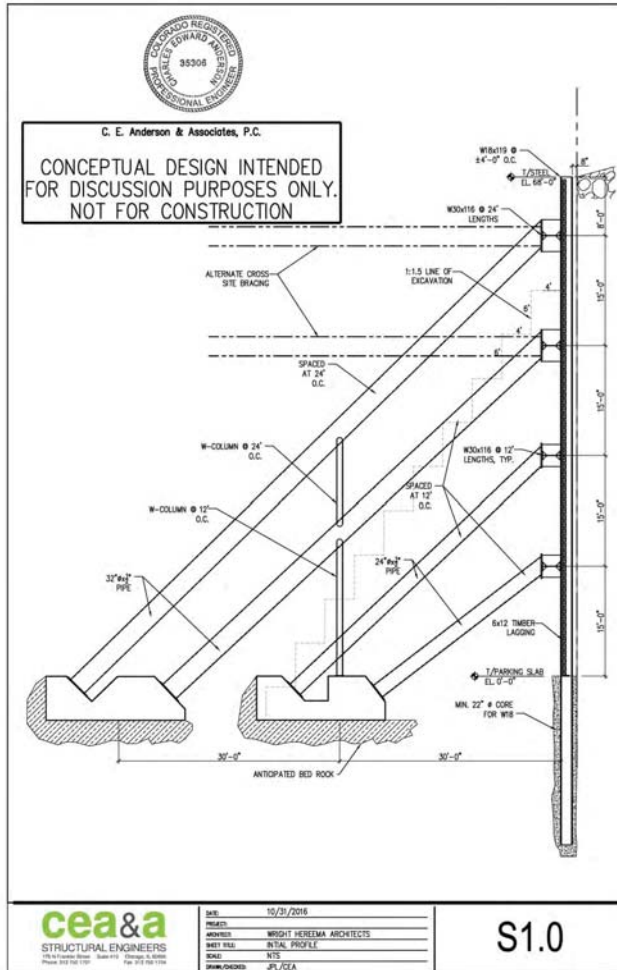
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Scale: 1" = 20'-0"



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S1 - Structural Details

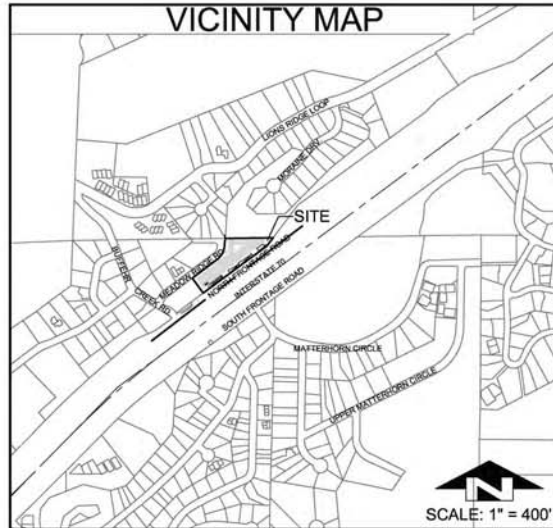
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- Obtain a Public Utility permit from the Town of Vail Department of Public Works, (970-479-2158). Obtain all required building permits through the Town of Vail Department of Community Development, 75 S. Frontage Road, Vail, CO, 81657.
2. All contractors shall be licensed to perform work within the Town of Vail. Obtain and pay for contractor's license at the Town of Vail Department of Community Development, 75 S. Frontage Road, Vail, CO, 81657.
3. The contractor shall obtain all necessary standards, specifications, permits, bonds, etc. from all applicable agencies prior to commencement of construction.
4. The public and the Town of Vail will have the right occupy the public Right-of-Way and adjacent facilities during the entire period of construction. Perform site work operations to minimize conflicts and to facilitate use of the premises and conduct of normal operations.
5. All materials, workmanship, and construction of public improvements shall meet or exceed the standards and specifications set forth in the Town of Vail Code, Development Standards Handbook, Construction Details and applicable state and federal regulations. Where there is a conflict between these plans and the specifications, or applicable standards, the more restrictive standard shall apply. All work shall be approved by the Town of Vail.
6. All references to any published standards shall refer to the latest revision of said standard, unless specifically stated otherwise.
7. The engineer who has prepared these plans, by execution and/or seal hereof, does hereby affirm responsibility to the Town of Vail, as beneficiary of said engineer's work, for any errors and omissions contained in these plans, and approval of these plans by the Town of Vail Engineer shall not relieve the engineer who has prepared these plans of all responsibility. Further, to the extent permitted by law, the engineer hereby agrees to hold harmless and indemnify the Town of Vail, and its officers and employees, from and against all liabilities and damages which may arise from any negligent errors and omissions contained in these plans.
8. All sanitary sewer, storm sewer, and water line construction, as well as power and other "dry" utility installations, shall conform to the local utility entities standards and specifications current at the date of approval of the plans by the Town of Vail.
9. The type, size, location and number of all known underground utilities are approximate when shown on the drawings. It shall be the responsibility of the contractor to verify the existence and location of all underground utilities along the route of the work before commencing new construction. The contractor shall be responsible for unknown underground utilities.
10. These drawings represent only the approximate location of utilities and are included only for the convenience of the contractor. Contractor shall be responsible for locating all utilities, pipes and structures. Contact utility reification center of Colorado (800-922-1887) to locate underground facilities. Contractor Town of Vail for additional locates (970) 479-2158. Contact Eagle River Water and Sanitation District for additional locates (970) 479-7480 ext. 114. Utility locates to be performed at least 72 hours prior to any construction activity. Contractor shall ensure that work performed in the proximity to utilities shall be according to the requirements of the regulations of these agencies. The contractor shall notify the owner's representative of any existing utilities which may interfere with the proposed work prior to construction. The contractor shall repair all existing utilities to remain which are damaged during construction at no additional cost to the owner.
11. The contractor shall coordinate and cooperate with the Town of Vail, and all utility companies involved, ensuring that the work is accomplished in a timely fashion and with a minimum disruption of service. The contractor shall be responsible for contacting, in advance, all parties affected by any disruption of any utility service as well as the utility companies.
12. A State Construction Dewatering Water Discharge Permit is required if dewatering is required in order to facilitate construction or if any water is discharged into a storm sewer channel, irrigation ditch or any waters of the United States.
13. The contractor shall submit for approval and comply with all terms and conditions of the Colorado Permit for Storm Water Discharge (BMP) and Colorado Department of Health, Water Quality Control Division, at 650 South Main Street, Suite 100, Fort Collins, Colorado 80521. The Colorado Department of Health, Water Quality Control Division, the Storm Water Management Plan, and the Erosion Control Plan. Alpine Engineering will prepare the Storm Water Management Plan (SWMP) and Erosion Control Plan.
14. Contractor shall provide and maintain approved erosion and sediment control "best management practices" (BMP) for the project duration. Contractor shall inspect BMP's weekly and after every precipitation event. Contractor shall document inspection and make reports available upon request. Accumulated sediment and debris shall be removed from a trap or sump at least weekly and before construction is completed, or at any time that the BMP functionality is adversely impacted. All necessary maintenance and repair shall be completed within 48 hours of identification, unless otherwise agreed upon.
15. The Town of Vail shall not be responsible for the maintenance of storm drainage facilities located on private property. Maintenance of on site drainage facilities shall be the responsibility of the private owners.
16. The Town of Vail shall not be responsible for any damage or injuries sustained as a result of the construction of this project as a result of groundwater seepage, whether resulting from groundwater flooding, structural damage or other damage.
17. The contractor shall be responsible for insuring that no mud or debris shall be tracked onto the existing public street system. Mud and debris must be removed within 24 hours by an appropriate mechanical method (i.e. machine storm sweep, light duty front-end loader, etc.) or by sweeping by the Town of Vail Construction inspector.
18. The contractor shall notify the Town of Vail Construction Inspector (970-479-2196) 72 hours prior to the start of any construction. If work is suspended for any period of time after initial start-up, the contractor shall notify the Town of Vail of reason for suspension and estimated time of suspension. Contractor shall notify the Town of Vail 72 hours prior to initiate work after suspension.
19. The contractor shall notify the Town of Vail Environmental Health Inspector (970-479-2333) at least 7 working days prior to the start of any earth disturbing activity, or construction or any and all public improvements.
20. The Owner shall be responsible for obtaining and submitting the Town of Vail Construction Inspector materials lists in accordance with the applicable standards and specifications for all work within the Public-Right-of-Way. If the final soils/development design report does not correspond with the results of the final geotechnical report, the Owner shall be responsible for a re-design of the subject development section. All final submittal design reports shall be prepared by a licensed Professional Engineer. The final report shall be submitted to the Town of Vail Construction Inspector prior to placement of base and subgrade.
21. Prior to placement of H.B.T. or concrete within the public Right of Way a mechanical "proof roll" will be required. The entire subgrade and/or base material shall be rolled with a heavily loaded vehicle having minimum single axle weight of not less than 16,000 lbs. Any subgrade/base section exhibiting excessive pumping or deformation as determined by the construction inspector shall be reworked, replaced or modified to form a non-yielding surface. The Town of Vail Construction Inspector shall be notified 24 hours prior to a "proof roll".
22. The contractor shall furnish electronic and hard copy reproduction As-Built record drawings showing horizontal and vertical locations and elevations of constructed improvements including all utilities, and drainage appurtenances prior to acceptance of the project.
23. The contractor shall video camera (TV) all installed public storm sewer pipe prior to final paving and/or other final surface treatments are completed. A copy of the video taping shall be filed to the Town of Vail for review and record keeping.
24. The contractor shall be responsible for all aspects of safety-including, but not limited to, excavating, trenching, hovering, traffic control, and security. Refer to OSHA Publication Z226: Excavating and Trenching.
25. The contractor shall submit and have approved a Construction Traffic Control Plan, in accordance with the MUTCD (Manual of Uniform Traffic Control Devices), to the Town of Vail Construction Inspector, prior to any construction activities within, or affecting, the Right-of-Way. The contractor shall be responsible for providing any and all traffic control devices as may be required by the construction activities.
26. The contractor shall submit to the Town of Vail Construction Inspector and gain approval for a construction staging plan, schedule and phasing plan prior to the start of construction.
27. Construction sites and staging areas must be fenced and maintained in a secure condition at all times. Keep fencing and surrounding areas clean of trash and debris. Any construction materials or mud dropped into manholes, pipes, or tracked into existing roadways shall be removed immediately by contractor. Contractor shall repair any excavations or other damage caused by construction activities. The contractor shall be responsible for obtaining all necessary permits for construction activities and to be in compliance with all applicable costs to owner. The contractor shall remove all sediment, mud, and construction debris that may accumulate in the low lines, private property, and public rights of ways of the town as a result of this construction project. Removal shall be completed within 48 hours. Return all construction staging sites to their original condition upon completion of the construction project.
28. Dimensions for layout and construction are not to be scaled from any drawing. If pertinent dimensions are not shown, contact the Designer for clarification, and annotate the dimensions on the As-Built record drawings.
29. The contractor shall have, onsite at all times, one (1) signed copy of the approved plans, one (1) copy of the appropriate standards and specifications, and a copy of any permits and extension agreements needed for the job.
30. If, during the construction process, conditions are encountered which could indicate a situation that is not identified in the plans or specifications, the contractor shall contact the Owner, the Designer and the Town of Vail Construction Inspector immediately.
31. The Designer shall provide, in this location on the plan, the location and description of the nearest survey benchmarks for the project as well as the basis of bearings. The information shall be as follows:
Project Benchmarks: HARDY CONTROL POINT SPRADLEY, ELEV. 8287.82
Basis of Bearings: THE LINE CONNECTING THE MOUNTAINS FOUND AT THE CENTER'S CORNER AND THE WEST'S CORNER OF SECTION 2, T5S, R18W OF THE 6TH PM BEND NEB/22701.
Project Benchmarks and Basis of Bearings provided by Peter Lind Consultants.
32. Locals, protect, and maintain bench marks, monuments, control points and project engineering reference points. Reestablish disturbed or destroyed items at Contractor's expense.
33. The contractor shall be responsible for replacement of any existing materials that are damaged during construction within the limits of construction or in the vicinity of the limits of construction as set additional to the limits of construction.
34. When an existing asphalt street shall be cut, the street must be replaced to a condition equal to or better than its original condition. Paving shall be done in accordance with the Town of Vail Asphalt Repair Standards and/or CDOT requirements. The seams of the asphalt patches shall be infrared unless otherwise instructed by the Town of Vail Engineer.



35. Upon completion of construction, the site shall be cleaned and restored to a condition equal to, or better than, that which existed before construction, or to the grades and condition as required by these plans.
36. Standard Handicap ramps shall be constructed at all curb returns as identified on these plans. The construction of these handicap ramps shall be in accordance to ADA current standards.
37. After acceptance by the Town of Vail, public improvements designed in these plans shall be guaranteed to be free from material and workmanship defects for a minimum period of one year from the date of acceptance.
38. The Contractor shall be solely and completely responsible for the conditions at and adjacent to the job site, including safety of persons and property during performance of the work. The contractor shall provide lights, barriers, flags, or other devices necessary to provide for public safety, pedestrian and vehicular access as needed. This requirement shall apply continuously and not be limited to nighttime hours.
39. The Contractor shall not willfully proceed with construction as designed when it is obvious that previously uncorrected obstructions and/or grade exist that may not have been known during design. Such conditions shall be immediately brought to the attention of the owner's representative for direction. The contractor shall assume full responsibility for all necessary revisions and repairs due to failure to give such notification and/or to adjust work to the new conditions.
40. At the end of each working day, the Contractor shall be responsible for connecting the existing storm drainage pipes to the newly installed storm drainage system. At the end of each working day when the construction limits are maintained by the Contractor for the entire duration of the construction project, the contractor shall be responsible to maintain access within the construction site and offsite drainage to directly adjacent properties.
41. Contractor shall be responsible for maintaining the operation of the existing Town street lights within the project limits. The contractor may temporarily relocate street lighting to the Town of Vail when existing street lights are removed.
42. Contractor shall be responsible for maintaining the operation of existing Town irrigation lines within the project limits unless otherwise approved by the Town of Vail.
43. It is the responsibility of the contractor to protect and preserve all trees, bushes, shrubs and cover in a manner acceptable to the owner. All areas of Town of Vail Right-of-Way disturbed during construction shall be well graded to drain, covered with a minimum of 4-inches of top soil, fertilized, mulched and re-seeded according to the Town of Vail's standard specifications.
44. Contractor shall maintain access to the department highways and connections shall be maintained throughout construction unless

CIVIL COVER SHEET AND NOTES	C01.1 - C01.2
TOPOGRAPHIC SURVEY	SHEETS 1 - 4
PROPOSED GRADING PLAN	C03.1 - C03.3
PROPOSED DRIVE PROFILES	C04.1
PROPOSED STORM SEWER PLAN	C05.1
PROPOSED UTILITY PLAN	C06.1
PROPOSED FRONTAGE ROAD LAYOUT	C07.1
CONSTRUCTION DETAILS	C08.1 - C08.4

ARCHITECT (WRIGHT HEEREMA)	RICHARD FAWELL	(312) 356-7066
LANDSCAPE ARCHITECT (MACDESIGN)	JAMIE MCCLUSKIE	(970) 513-9345
CIVIL ENGINEER (ALPINE ENGINEERING)	MATT WADEY	(970) 926-3373
TRAFFIC ENGINEER (MCDOWELL ENGINEERING)	KARI MCDOWELL SCHROEDER	(970) 366-9602
TOWN OF VAIL	TOM KASSMEL	(970) 479-2235

1. The Contractor shall conform to Town of Vail (TGV) rules, regulations and stipulations while accessing the site or working on the site.
2. The Contractor is aware that conflicts with existing utility services may exist, including shallow utilities, culverts, sub-drains, roof drains, irrigation lines and water sewer lines, electric service lines, etc. Prior to beginning any construction, the Contractor shall contact all appropriate utility companies for the locations, and Contractor shall then locate all utilities (including depths). Alpine Engineering, Inc. assumes no responsibility for utility locations. Any conflicts with the project and construction activities of the Engineer as to minor line or grade changes can be made to eliminate any conflicts with these existing utilities. All existing utilities shall be protected from damage by the Contractor. Utilities that are damaged by the contractor that were properly marked/located shall be repaired by the contractor at no expense to the owner or engineer.
3. All work shall conform to the Technical Specifications.
4. Contractor shall obtain at his expense all permits and inspections which are necessary to perform the proposed work.
5. Observations of the project in progress and on-site visits are not to be construed as a guarantee or warranty by the Engineer of the Contractor's contractual responsibilities.
6. Safety is the responsibility of the Contractor. The Engineer is not responsible for safety in, on, or about the project site, nor for compliance by the appropriate party with any regulations relating thereto.
7. The contractor shall take all appropriate precautions to significantly reduce any potential pollution caused by its activities, including vehicle fueling, storage of fertilizers or chemicals, etc. The contractor shall have identified procedures for handling potential pollutants and have identified spill prevention and response procedures prior to any activities at the project site.
8. If any groundwater is encountered, the contractor shall contact Alpine Engineering, Inc. and the Project Geotechnical Engineer immediately.
9. The contractor shall maintain existing drainage channels, culverts and appurtenances during construction as necessary to protect roads and property.
10. Contractor shall minimize construction disturbance to the satisfaction of the owner.
11. Contractor to dispose of spoil material off site.
12. The Contractor shall protect and preserve all trees, bushes, shrubs and ground cover, not designated for removal, in a manner acceptable to the Owner. Contractor is to repair and/or replace any landscaping damaged as a result of construction to a condition equal to or better than existing.
13. Existing survey information was provided to AEI by others.
14. Off-site roads shall be kept clean to the satisfaction of the owner and TOV.
15. The Contractor shall provide all lights, signs, barricades, flags, or other devices necessary to provide for public safety in accordance with the current Manual on Uniform Traffic Control Devices.
16. The Contractor is responsible to install and maintain sediment control measures to insure that sediment laden water does not leave the site. Certain sediment control measures have been shown these plans. These measures may not be all that is necessary to provide adequate sediment and erosion control. Contractor shall provide ongoing inspection and maintenance of all sediment control features.
17. All inlet frames/gates, manhole and vault lids, valve box covers and inlet boxes shall be set to match the adjacent finished grades and slopes.
18. Any water valve box or sewer manhole adjustments shall conform to Eagle River Water and Sanitation District standards and specifications. All materials and workmanship shall be subject to inspection by the districts and their representatives. The District reserves the right to accept or reject any such materials and workmanship that do not conform to district standards or specifications.
19. The Contractor shall repair and/or replace any existing underdrains, culverts or existing utilities disturbed by construction, and that are intended to remain, to the satisfaction of the Engineer and the respective utility company of the damaged utility.

January 27, 2017
NOT FOR CONSTRUCTION



COVER SHEET



PROPOSED HOTEL - RESIDENTIAL DEVELOPMENT

DESIGNED	GOA	NO.	DATE	REVISIONS
		1	08/12/18	SDO
DRAWN	GOA	2	10/31/18	SDO
CHECKED	MOU	3	01/27/17	SDO
JOB NO.	84327			
DATE	08/12/2018			



TRENCH AND CONDUIT

1. The Developer or Contractor will notify Holy Cross Energy before conduit and vault installation begins to schedule a pre-construction meeting with the project inspector.
2. Changes in power facility construction from those shown on the project plans will not be made without advance approval from the Holy Cross Energy inspector.
3. Holy Cross Energy material shall not be moved from the project to which it was assigned without the advance approval of the inspector and the completion of necessary paperwork. Holy Cross Energy material shall not be installed for any use other than that for which it was intended.
4. All roads will be built to subgrade and all drainage will be constructed to grade before any vaults or conduits are installed.
5. All trench will be excavated deep enough to ensure that the top of installed power facilities will be 48" below final grade. Special care must be taken to insure that the top of conduits will be 48" below the bottom of drainage ditches and/or other low areas.
6. Trench will be as straight as possible between vaults and shall have a smooth bottom from line to high spots. Six inches of 1/2" road base will be placed the entire length of the trench and well compacted prior to conduit installation. When placed in the trench, the conduit shall be in continuous contact with the compacted road base with no hollow weight allowed. Twelve inches of 1/2" road base, as measured from the top of the conduit, will be placed on the conduit and well compacted prior to returning any native backfill to the trench. Any material that will not be placed on the conduit must be taken to avoid causing damage during backfill and compaction; conduits bound to be unstable at the time of power cable installation will be repaired by the inspector or contractor before power can be made available.
7. Power facilities to be placed parallel to deeper utilities will have a horizontal separation from the deeper utility greater than the depth of such utility below final grade plus four feet (see attached drawing). When crossing a deeper utility is unavoidable, the crossing will be made as close to perpendicular as possible.
8. Power line conduits will be installed with a minimum separation of 12" from all other new or existing underground utility lines. Wherever possible, this separation will be horizontal. The power line separation from plastic gas lines will be greater than this minimum wherever practicable. Power line conduits will be located deeper in the trench than the facilities of all other utilities.
9. Backfill and compaction above the road base layer will be as required by the governmental entity or other party having jurisdiction.
10. Conduit bend ends will not be allowed in the vaults. Holy Cross Energy will supply factory couplers, 90°, 45° and 21/2" elbows as needed for any job. Non-factory bends and heated bends will not be used. No less than two 90° elbows will be allowed in a conduit run of 500 feet. The conduit shall not rest against between facility bands. Allowed bands must be further apart than 9" from a vault. Factory elbows supplied must be used; if they cannot be cut to make a lesser bend, Bells will not be cut off conduit elbows to use as couplers. Holy Cross Energy elbows and pipes will be used only for the power facility installation.
11. The conduit will not be backfilled without the Holy Cross Energy Inspector sealing all joints unless the inspector gives prior permission. All joints shall be completely sealed to the line and the end of the conduit. In areas where the conduit will be installed in areas where the trench cannot be excavated completely straight. Close to the joint shall be allowed to completely dry prior to any stress being applied to the conduit on either side of the joint. Trench backfilled without the inspector viewing each joint or giving prior permission to power the conduit will not be shown to the inspector or the contractor will put a camera video of each conduit in the span which was previously inspected by the joint sealing and conduit condition. The camera verification will be witnessed by the Holy Cross Energy Inspector.
12. Individual conduits shall enter each vault at a consistent location. There is to be no crisscrossing of conduits in the trench.
13. Both ends of a conduit shall be securely plugged at the time of installation with Holy Cross Energy supplied material. Conduit ending outside a vault shall be marked with a 4" x 4" post of other approved method.
14. Red trench marking tape will be supplied by Holy Cross Energy and shall be installed 12" to 24" above the conduit during backfill.
15. At completion of the job, the inspector will do a final inspection. If the job does not meet with Holy Cross Energy's specifications or the approval of inspector, service will not be provided until specifications are met.

1. Vaults shall be installed as follows:
 - a. Splice vaults shall be installed with the manhole lid grade being slightly above final grade of the surrounding area, except when the vault is in a roadway, the manhole lid grade shall match the grade of the finished roadway surface.
 - b. Splice vaults located in roads or other sloped areas will be installed so that the concrete base and lid sits at the slope of the surrounding area. Vaults placed in roads will not be located in areas normally traversed by vehicle wheels. The inspector must approve all vaults installed at a slope.
 - c. Transformer vaults and switchgear vaults will be installed with the bottom of the lid at final grade. The lid will be level.
 - d. Where transformers and switchgear vaults are set into knollings or sloped cuts, the downhill side of the vault will be graded according to C above. The slope behind the vault will be set back sufficiently to prohibit soil or rocks from sliding onto the vault. If the slope cannot be laid back far enough, a retaining wall must be constructed behind the vault at the direction of the inspector.
2. All vault pads will be placed on the vaults at the time of vault installation to protect the public and wildlife, unless otherwise instructed by the inspector. The holes through transformer and switchgear pads will be covered at the time of vault installation with concrete pieces supplied by Holy Cross Energy, unless otherwise instructed by the inspector.
3. Large vault pieces shall be joined with a fair size expansion joint by Holy Cross Energy, with the exception of the vault lid, at the direction of the inspector.
4. Holes knocked in vault cover installation shall be as small as possible and shall be grouted closed on the outside of the vault prior to backfill.
5. Conduct shall enter vaults perpendicular to the vault wall, at least 2" from any adjacent walls and at least 2" above the vault base. There shall be a minimum separation of 1" between conduits. See vault drawings.
6. Conduct will extend 4" into the vault (measured from the inside wall of the vault) after backfilling is complete.
7. Ground rods will be placed underground cable installation shall be set in the trench with the conduits. The end of the rod shall extend approximately 1" into the vault through a 40# steel plate. The rod shall have a 40# steel plate and localized equipment will be set in the trench with the conduits. The bend end of the rod must be far enough from the vault wall to allow stripping the grounding conductor onto the rod. The rod must be at least 2" from the conduit at the entrance into the vault. See vault drawings.
8. After the vault has been set, pipes extended in and around the ground rod is in place, vaults shall be swept out removing all dirt or rocks. Cleanup shall be completed to the satisfaction of the inspector prior to cable installation being scheduled.
9. Pedestals for other utilities shall not be located closer than 10' to be vault on sides where transformers or switchgear will have access doors. Pedestals shall not be located closer than 10' to the vault on sides where the pad-mounted equipment will have access doors.

3. CONDUIT:

- A. All conduits are to be equipped with minimum 12" polypropylene pull line.
- B. All conduit bends are to be steel sweeps or no less than PVS Schedule-40 fully annular. Long radius sweeps are to be used in main trench sections. Standard radius sweeps may be used at clearance locations.
- C. All conduit runs are designed on the basis that each separate run will have no more than two (2) 90° bends without the insertion of an appropriately sized pull box.
- D. All conduits will be PVS Schedule-40 or better unless specified otherwise. If steel or iron pipe is used between the building and the property line, the pipe must be kept free from contact with any reinforcing steel or other conductors within the building foundation wall.
- E. Conduit(s) will be furnished and installed by contractor for the exclusive use of Guest Communications.
- F. Conduit(s) placed in the same trench with power supply conduits/mini-runs must be separated by a minimum of 12" of compacted soil or 3" of sturdy annular and have minimum depth of cover of not less than 24" on private property and 36" of cover at the property line.
- G. Labels, watermarks, pins, free conduit or plumbing fittings shall not be deemed acceptable for use by Guest Communications.
- H. Conduit(s) terminating at a utility pole must be attached to the pole and extend to a minimum height of 12' AFG.

A. All splice vaults and manhole vaults are to be equipped with ladders and cable racking materials, as may be appropriate for specified size and intended usage.

1. Any items that deviate from these specifications must be cleared with the Qwest Communications Engineer prior to the change being made in the field by the Premises Owner/Developer.

2. Construction work on telephone supporting structure must be completed and inspected 30 days prior to the date that permanent telephone service will be required. Should Premises Owner/Developer fail to meet this time frame, Qwest Communications shall not be obligated to meet the tentative in-service date and shall be allowed the full 30-day period within which to schedule and complete all of its work that may be associated with this project, commencing at the point in time that the Premises Owner/Developer has met the requisite structural inspection.

3. FOR INITIAL/FINAL INSPECTION CALL SAM TOOLEY AT LEAST 48-HOURS IN ADVANCE

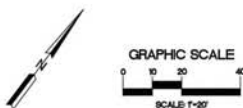
1. Water construction shall conform to Eagle River Water & Sanitation District's standards and specifications.
2. All materials and workmanship shall be subject to inspection by the District and/or its representatives. The District reserves the right to accept or reject any materials and workmanship that do not conform to district standards or specifications.
3. ERWSO and Eagle Engineering will be notified by the Contractor at least 48 hours prior to any water line construction for a pre-construction meeting.
4. Completion of all trenches must be attained and completion tests results submitted to Eagle Engineering prior to acceptance. All pipe shall be constructed with pipe bedding as shown in the water plans and details. If trench conditions vary or flood or water is encountered, Eagle Engineering will be notified prior to proceeding with construction.
5. The Contractor shall at all times keep a separate full set of contract drawings marked up to fully indicate as-built conditions. All drawings shall be provided to Eagle Engineering upon completion of the work. The Contractor is to provide at least one full set of physical documents to all physical locations, i.e., pipe shops, valves and manholes.
6. Water mains shall be constructed with ductile iron pipe, AWWA C151, AWWA C111, class 52 pressure rating 360 psi. All water mains, fire hydrant lines and water service lines shall have a minimum cover of 7' unless noted otherwise.
7. All water mains shall be hydrostatically tested in accordance with ERWSO standards. Chiming testing shall be done in accordance with ERWSO standards.
8. Provide thrust blocks and megafulls on all waterline bends and fittings per ERWSO specifications.
9. Angles of water line bends are shown only as a guideline; all bends have not been identified or dimensioned, and additional bends may be required during construction.
10. Install 10 gauge insulated copper tracer wire along the water main, and cad-weld per current ERWSO requirements.
11. Verify all existing pipe invert elevations prior to construction.
12. As part of these plans, several adjacent properties will be disconnected from the existing water and sewer mains and reconnected to the new mains proposed herein. Prior to beginning any construction, Contractor shall provide to the Engineer, a written notification that outlines the methods and procedures to be used that will maintain water, sewer and fire protection services to these adjacent properties.
13. Any service tap fees that may be required as part of these proposed utility installations are to be paid prior to making the connection to the main.
14. No fire hydrant extensions are allowed by ERWSO on new installations.
15. The center line of the fire hydrant discharge must be a min. of 36" above finished grade. Coordinate all fire hydrant locations in the field with Mike Vaughn (707 FO) prior to installation of any hydrant. A detailed fitting shall be installed between disassembly

- A. All sanitary sewer construction shall conform to Eagle River Water and Sanitation District's standards and specifications. All sewer lines and service lines proposed herein shall conform to ASTM D2241 "Standard Specifications for PVC, pressure rated pipe and fittings" and shall be constructed with 12" diameter and 4" manholes above lines.
- A. All materials and workmanship shall be subject to inspection by the district and/or their representatives. The district reserves the right to accept or reject any such materials and workmanship that do not conform to district standards or specifications.
- C. The district and its engineer are to be notified by the Contractor at least 48 hours prior to any utility construction.
- D. The Contractor shall at all times keep a separate full set of contract drawings marked up to fully indicate all soil conditions. Said drawings shall be provided to Apogee Engineering upon completion of the work. Contractor is to provide at least two sets of physical monuments to all fittings, valves and manholes.
- B. The contractor shall verify existing pipe or manhole invert at all points prior to construction, including:
 6. Manhole rims shall be set at an elevation relative to the pavement in accordance with District and Town of Vail requirements. Precast adjusting rings shall be used to adjust rim elevations to first grade. The maximum acceptable vertical adjustment is 12 inches. All manhole invert elevations shall be CDNVD.
 7. The Contractor shall take care to properly align all manhole inverts and trenches to promote smooth flow through the manhole. Inverts of lines intersecting at 90 degrees and at highly divergent or steep slopes are especially critical. Manhole inverts shall be constructed with a smooth flow bottom and trenches shall be finished with a light brown non-erodible fabric. All concrete for manhole inverts shall be made with Type I cement and shall be finished to a 28-day compressive strength of 3000 psi.
 8. All pipe shall be constructed with pipe bedding as shown in the sanitary sewer plans and details. If trench conditions vary or if rock is encountered, Apogee Engineering will advise the contractor to modify the bedding.

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7999	PROPOSED 1' CONTOUR
8000	PROPOSED 5' CONTOUR
7994	EXISTING 2' CONTOUR
8020	EXISTING 10' CONTOUR
4.1	PROPOSED SLOPE OR GRADE
5.0%	PROPOSED SPOT ELEVATION
+ 99.55	PROPOSED EOA
	PROPOSED EDGE OF GRAVEL SHOULDER
	EXISTING EOA
	PROPOSED CENTERLINE OR FLOWLINE
8	DOT BARRIER LINE

1. CONTACT AG PRIOR TO INSTALLATION OF TREES, SHRUBS, IRRIGATION OR OTHER LANDSCAPE FEATURES TO REVIEW GRADING PLANS.
2. AN UPDATED GEOTECHNICAL REPORT ADDRESSING THE CURRENTLY PROPOSED BUILDING AND SITE SHOULD BE OBTAINED.
3. PER GEOTECHNICAL REPORT (K00420EN 2008, JOB NO 05-12-12), A MINIMUM SLOPE OF 10% IN ANY DRAINAGE DIRECTION SHALL BE MAINTAINED. DRAINAGE AREAS FOR THE FIRST 10' FOR DRAINAGE PURPOSES, HARDCAPE SHOULD DRAIN AWAY AT A MINIMUM OF 2% WITHIN 10 FEET TO THE STREET.
4. ALL SINKHOLE TO BE 2% MINIMUM.
5. THE EXISTING PLANS SHOW THE BOTTOM OF THE EXPOSED WALL, NOT TOP OF FOOTER OR FOUNDATION. WALL MAY NEED TO BE EXTENDED FURTHER BELOW FINISHED GRADE TO MEET PROPOSED MINIMUM SLOPE.
6. COMPACTION OF BACKFILL SHALL FOLLOW THE GEOTECHNICAL RECOMMENDATIONS.
7. CERTIFY FIRMATION AND/OR PERMITS PRIOR TO ANY GRADING OUTSIDE OF THE PROPERTY.



C03.1 GRADING PLAN - WEST

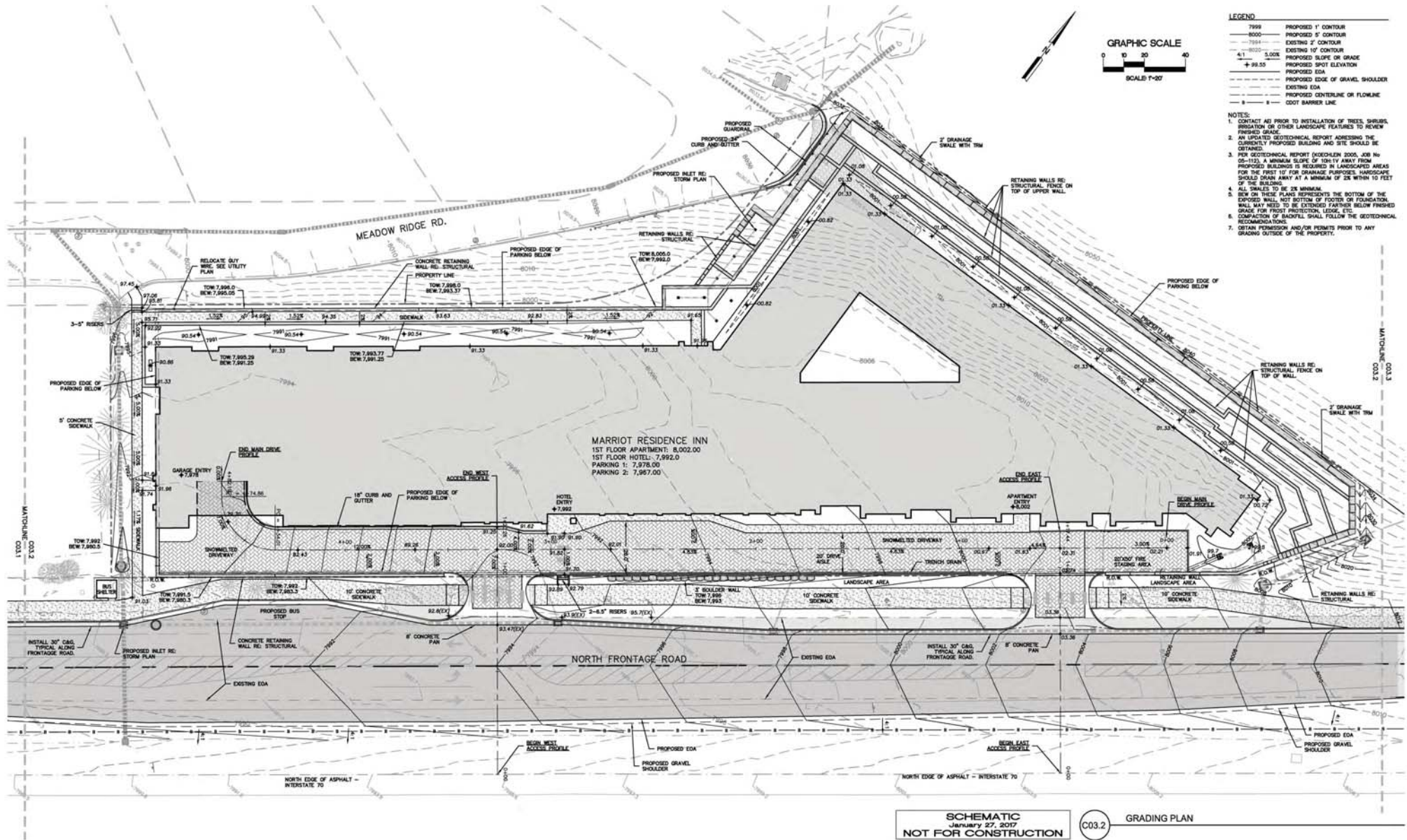


PROPOSED HOTEL - RESIDENTIAL DEVELOPMENT
VAIL, COLORADO

DESIGNED	GOA	NO.	DATE	REVISIONS
		1	08/12/18	500
DRAWN	GOA	2	10/31/18	500
CHECKED	MCW	3	01/27/17	500
JOB NO.	84327			
DATE	08/12/2018			



WRIGHT HEEREMA ARCHITECTS
140 S. Dearborn St., Suite 300
Chicago, Illinois 60603
312.913.1000 Fax 312.917



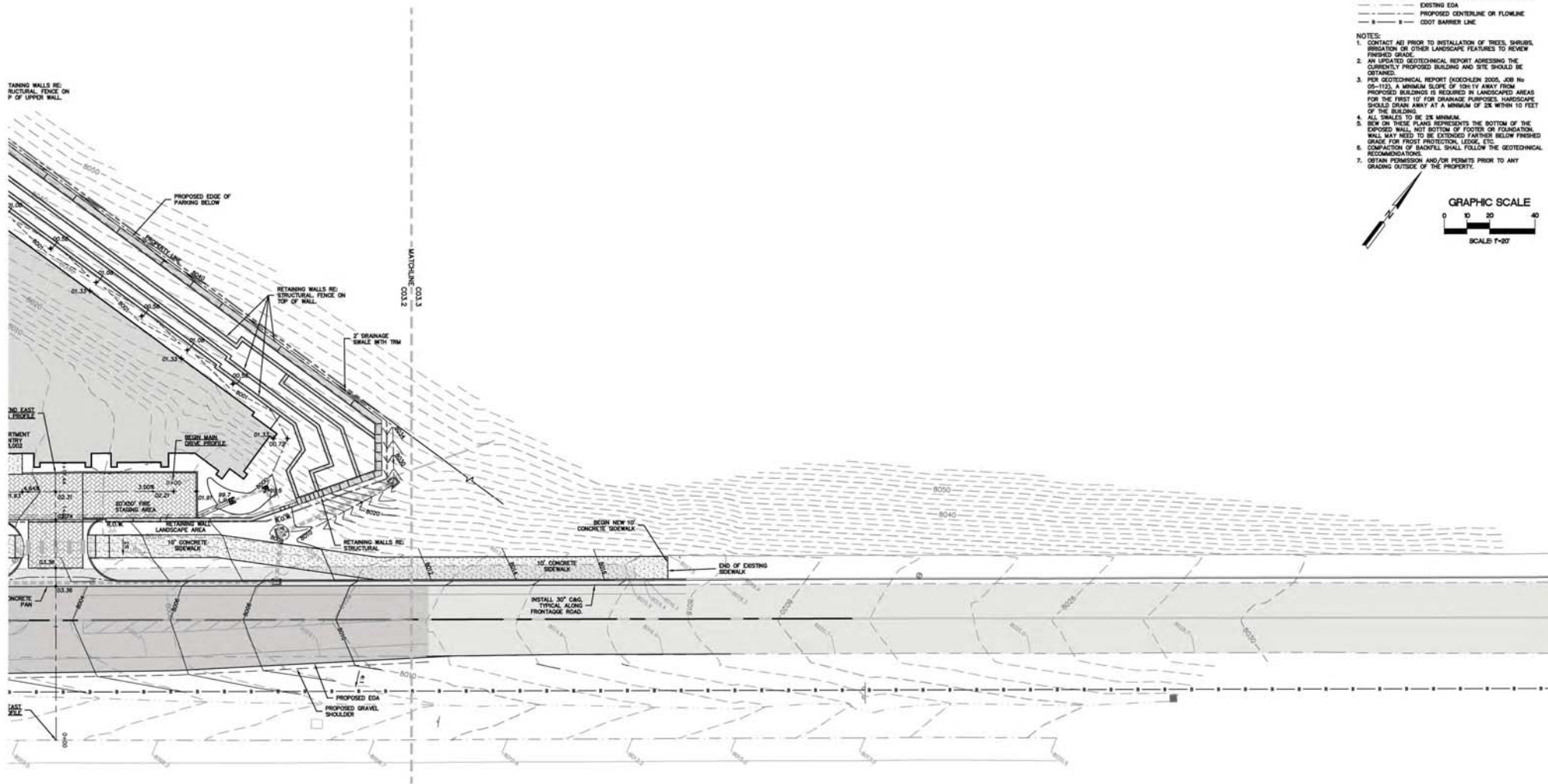
PROPOSED HOTEL - RESIDENTIAL DEVELOPMENT VAIL, COLORADO

DESIGNED	NO.	DATE	REVISIONS	BY
GOA	1	08/13/16	SD	
GOA	2	10/20/16	SD	
GOA	3	01/27/17	SD	
CHECKED	MCW			
JOB NO.	04321			
DATE	08/13/2016			

ALPINE WRIGHT HEEREMA ARCHITECTS
ENGINEERING INC.
1425 South 19th Street
Chicago, Illinois 60603
312.613.1010 Fax 312.613.1917



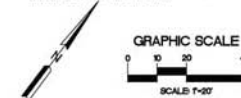
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LEGEND

7999	PROPOSED 1' CONTOUR
8000	PROPOSED 5' CONTOUR
7994	EXISTING 2' CONTOUR
8000	EXISTING 10' CONTOUR
4:1	PROPOSED SLOPE OR GRADE
5.00%	PROPOSED SLOPE OR GRADE
+89.55	PROPOSED SPOT ELEVATION
---	PROPOSED EOA
---	PROPOSED EDGE OF GRAVEL SHOULDER
---	EXISTING EOA
---	PROPOSED CENTERLINE OR FLOWLINE
---	DOT BARRIER LINE

- NOTES:**
1. CONTACT AG PRIOR TO INSTALLATION OF TREES, SHRUBS, IRIGATION OR OTHER LANDSCAPE FEATURES TO REVIEW FINISHED GRADE.
 2. AN UPDATED GEOTECHNICAL REPORT ADDRESSING THE CURRENTLY PROPOSED BUILDING AND SITE SHOULD BE OBTAINED.
 3. PER GEOTECHNICAL REPORT (WOODHEAD 2005, JOB NO. 05-112), A MINIMUM SLOPE OF 10% IS AWAY FROM PROPOSED BUILDINGS IS REQUIRED IN LANDSCAPED AREAS FOR THE FIRST 10' FOR DRAINAGE PURPOSES. LANDSCAPE SHOULD DRAIN AWAY AT A MINIMUM OF 2% WITHIN 10 FEET OF THE BUILDING.
 4. ALL SLOPES TO BE 2% MINIMUM.
 5. NEW ON THESE PLANS REPRESENTS THE BOTTOM OF THE EXPOSED WALL, NOT BOTTOM OF FOOTER OR FOUNDATION. WALL MAY NEED TO BE EXTENDED FURTHER BELOW FINISHED GRADE FOR FROST PROTECTION, LEDGE, ETC.
 6. COMPACTION OF BACKFILL SHALL FOLLOW THE GEOTECHNICAL RECOMMENDATIONS.
 7. OBTAIN PERMISSION AND/OR PERMITS PRIOR TO ANY GRADING OUTSIDE OF THE PROPERTY.



SCHEMATIC
January 27, 2017
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C03.3 GRADING PLAN - EAST



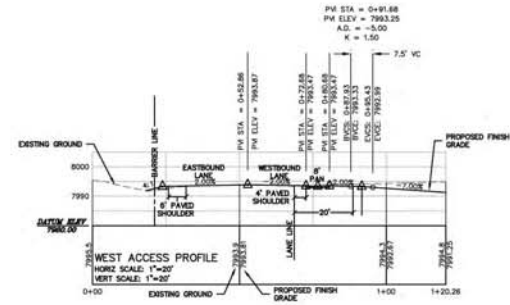
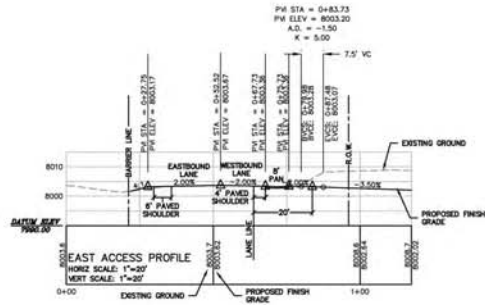
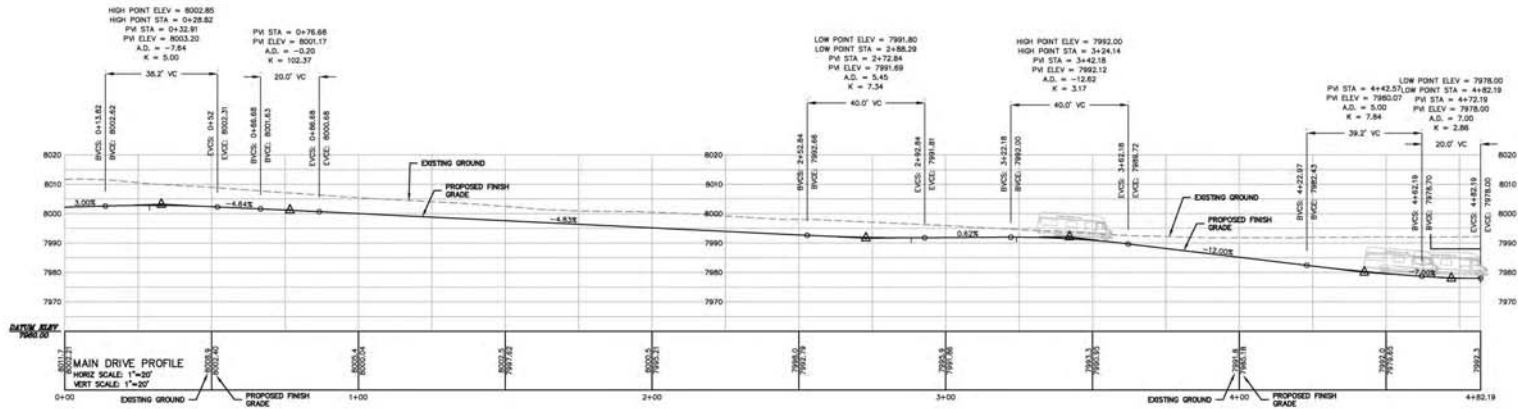
PROPOSED HOTEL - RESIDENTIAL DEVELOPMENT
VAIL, COLORADO

DESIGNED	NO.	DATE	REVISIONS	BY
GDH	1	08/13/16	SD	
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MCW	3	01/27/17	SD	
JOB NO.	84321			
DATE	08/12/2018			



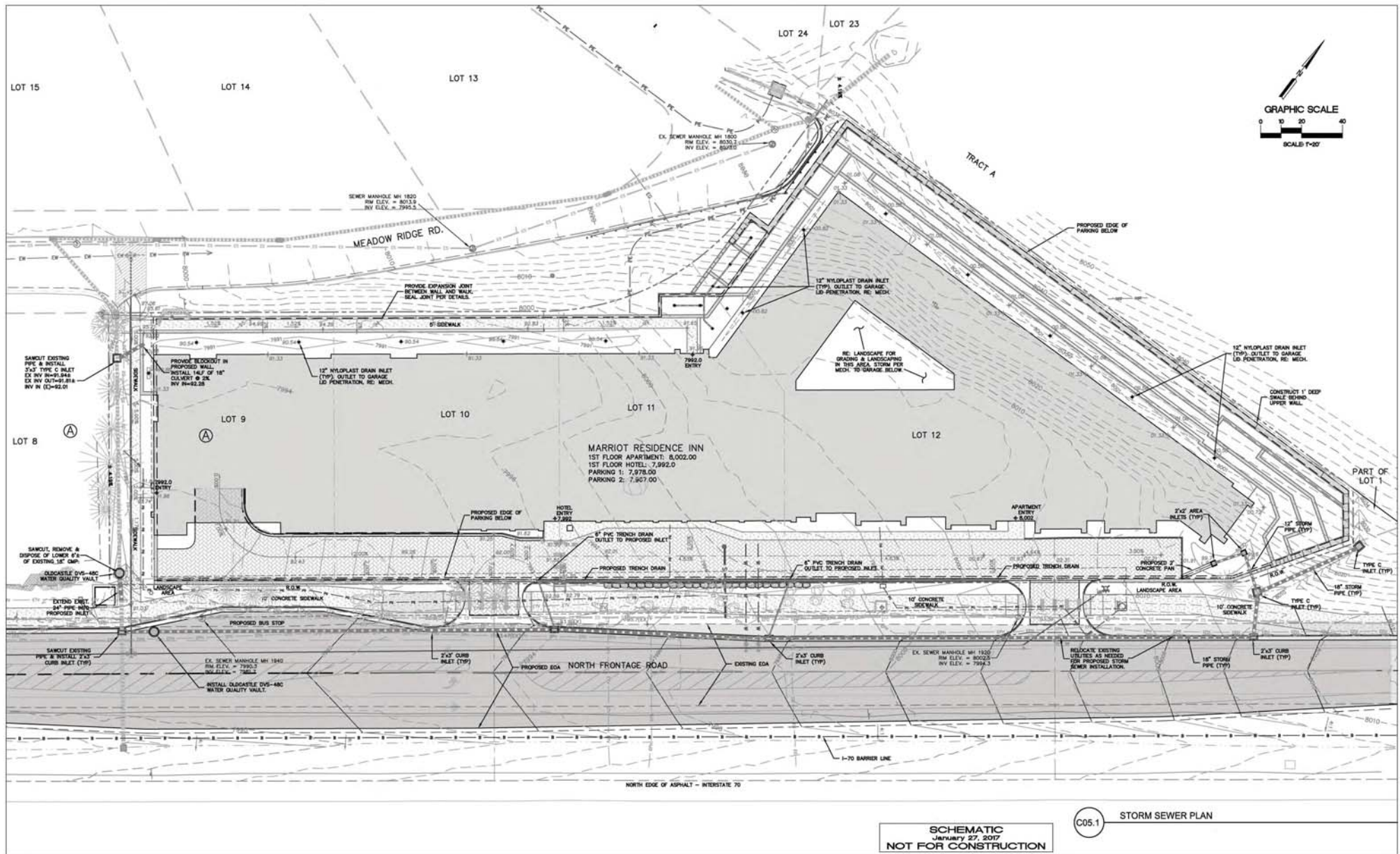
1425 South 10th Street
Chicago, Illinois 60605
312.812.1010 Fax 312.812.1011

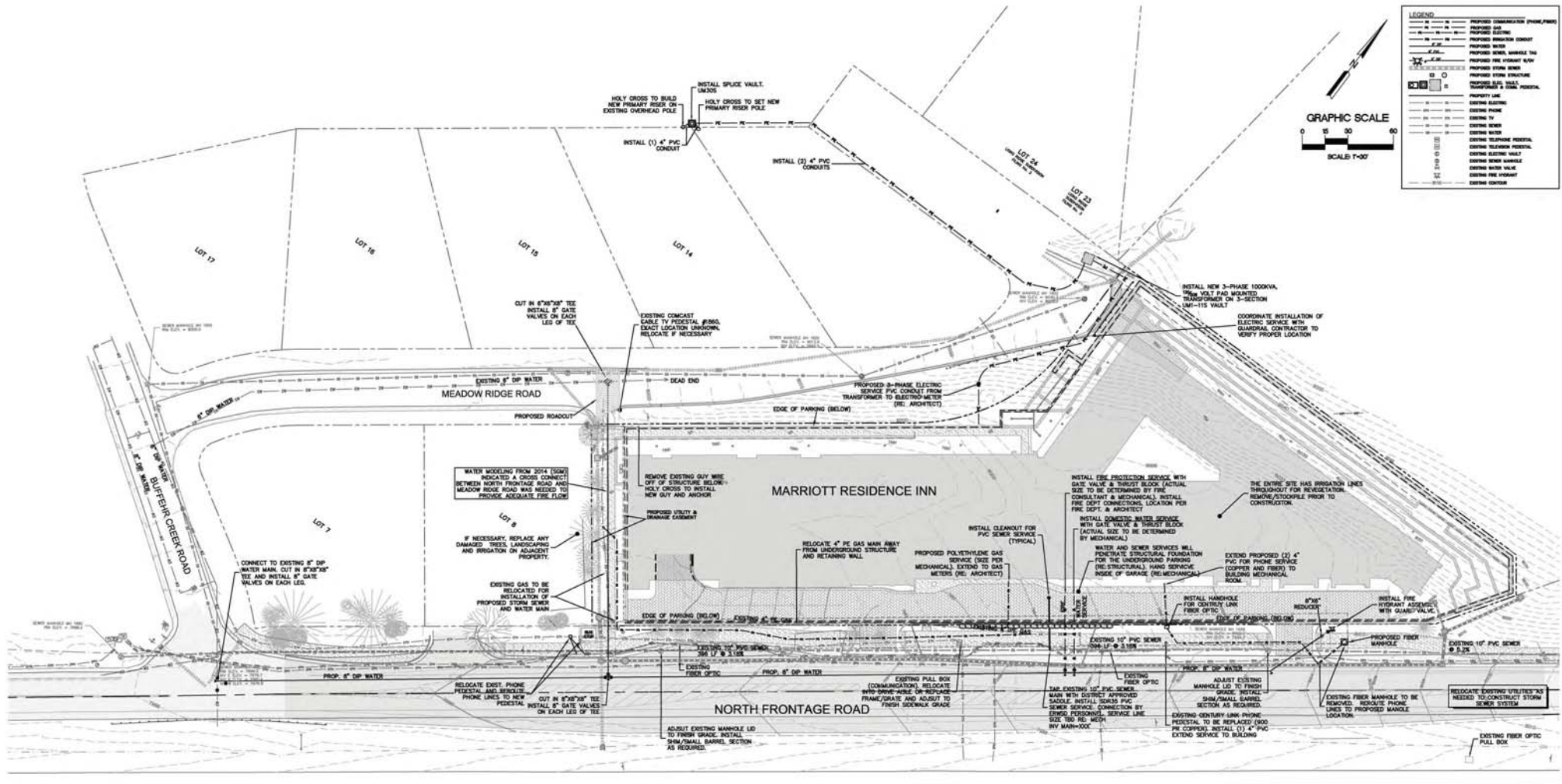
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SCHEMATIC
 January 27, 2017
 NOT FOR CONSTRUCTION

C04.1 DRIVEWAY PROFILES





SCHEMATIC
JANUARY 27, 2017
NOT FOR CONSTRUCTION

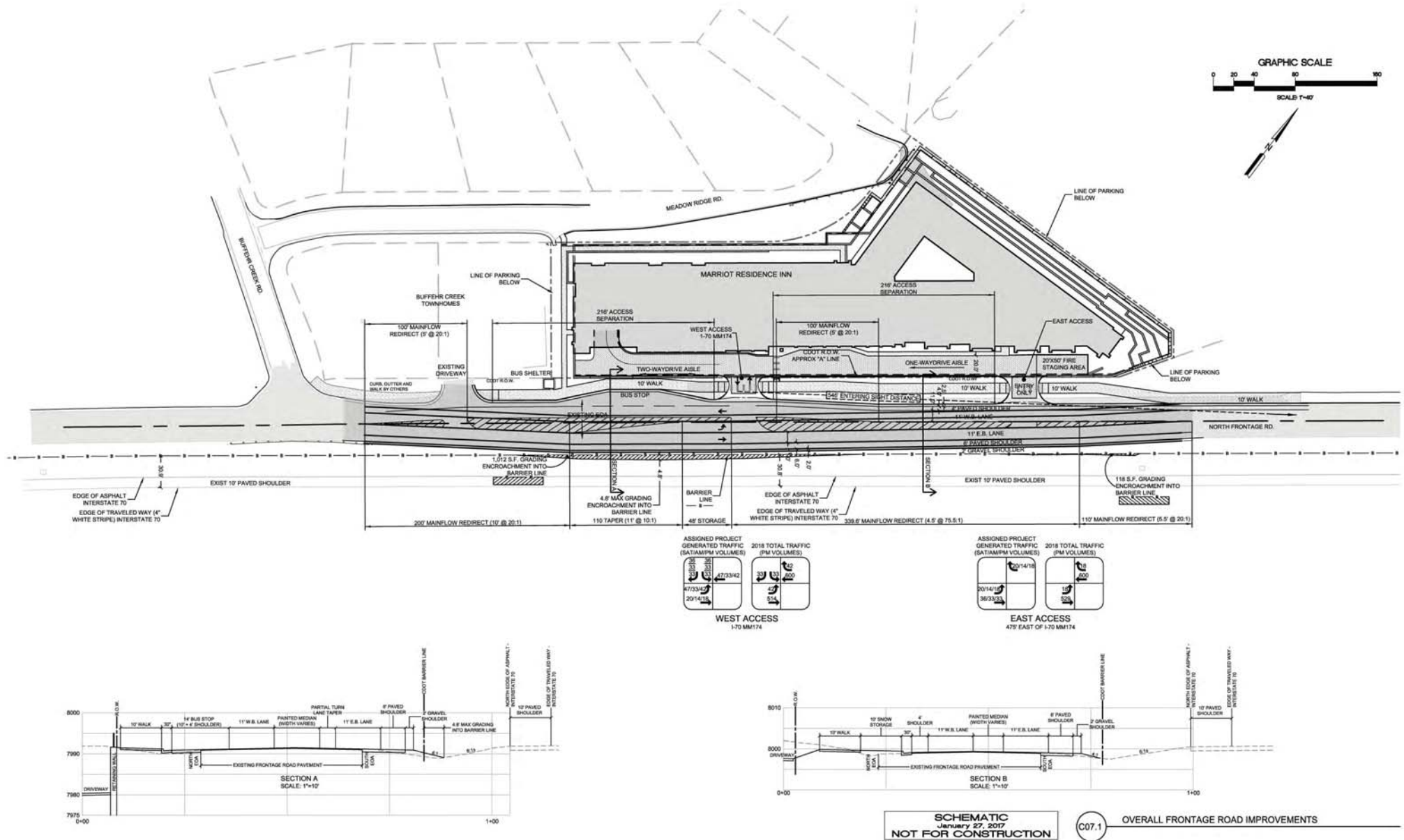
C06.1 UTILITY PLAN

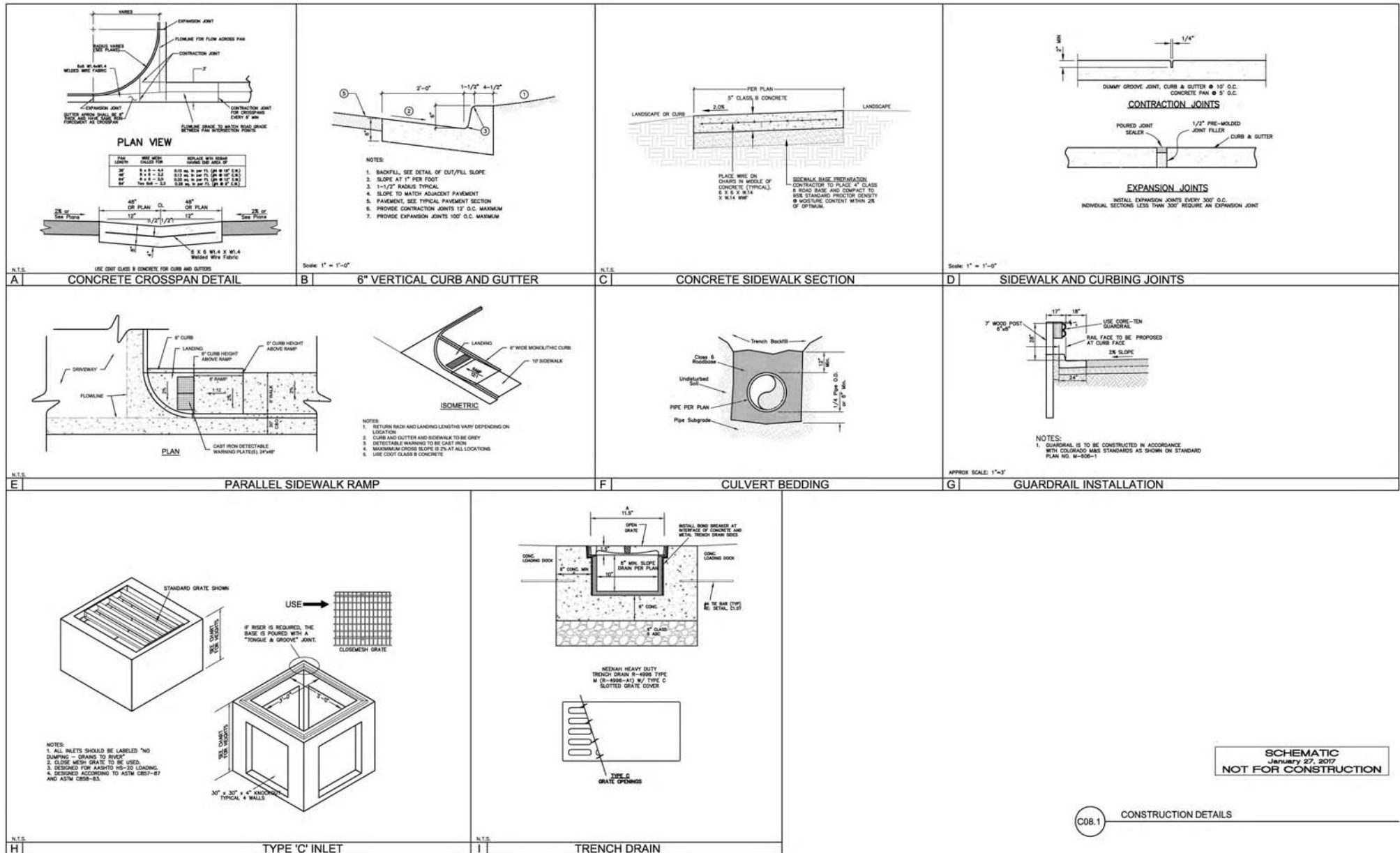


PROPOSED HOTEL - RESIDENTIAL DEVELOPMENT
VAIL, COLORADO

DESIGNED	MCW	NO.	DATE	REVISIONS	BY
DRAWN	MCW	1	08/13/16	SSO	
CHECKED	MCW	2	10/20/16	SSO	
		3	01/27/17	SSO	
JOB NO.	84321				
DATE	08/12/2018				

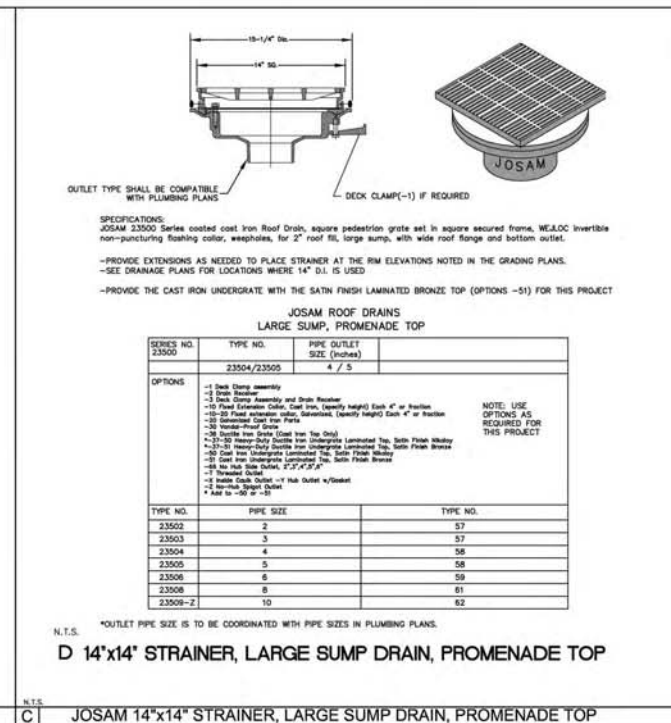
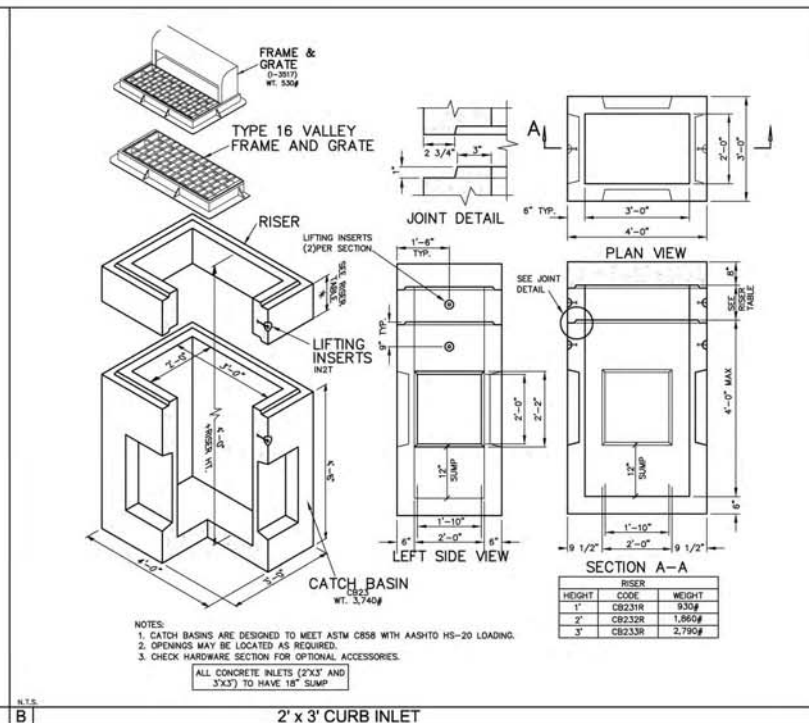
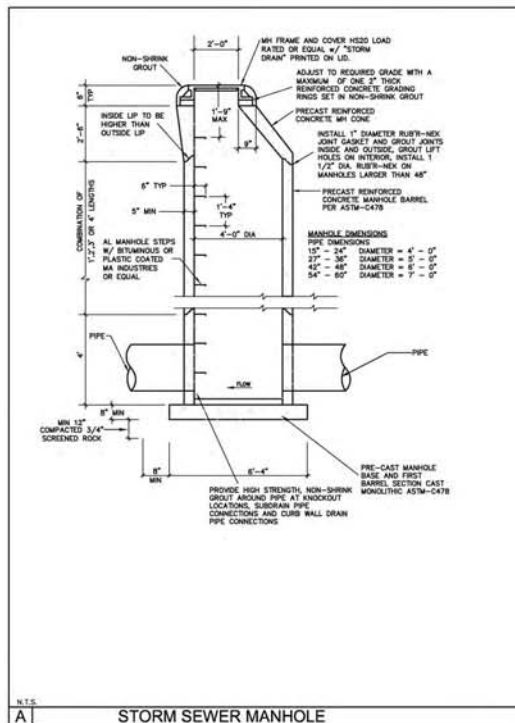
ALPINE WRIGHT HEEREMA ARCHITECTS
1410 S. Douglas St. Suite 200
Chicago, Illinois 60603
312.912.1010 Fax 312.912.1017
www.alpinewrightheerema.com





SCHEMATIC
NOT FOR CONSTRUCTION

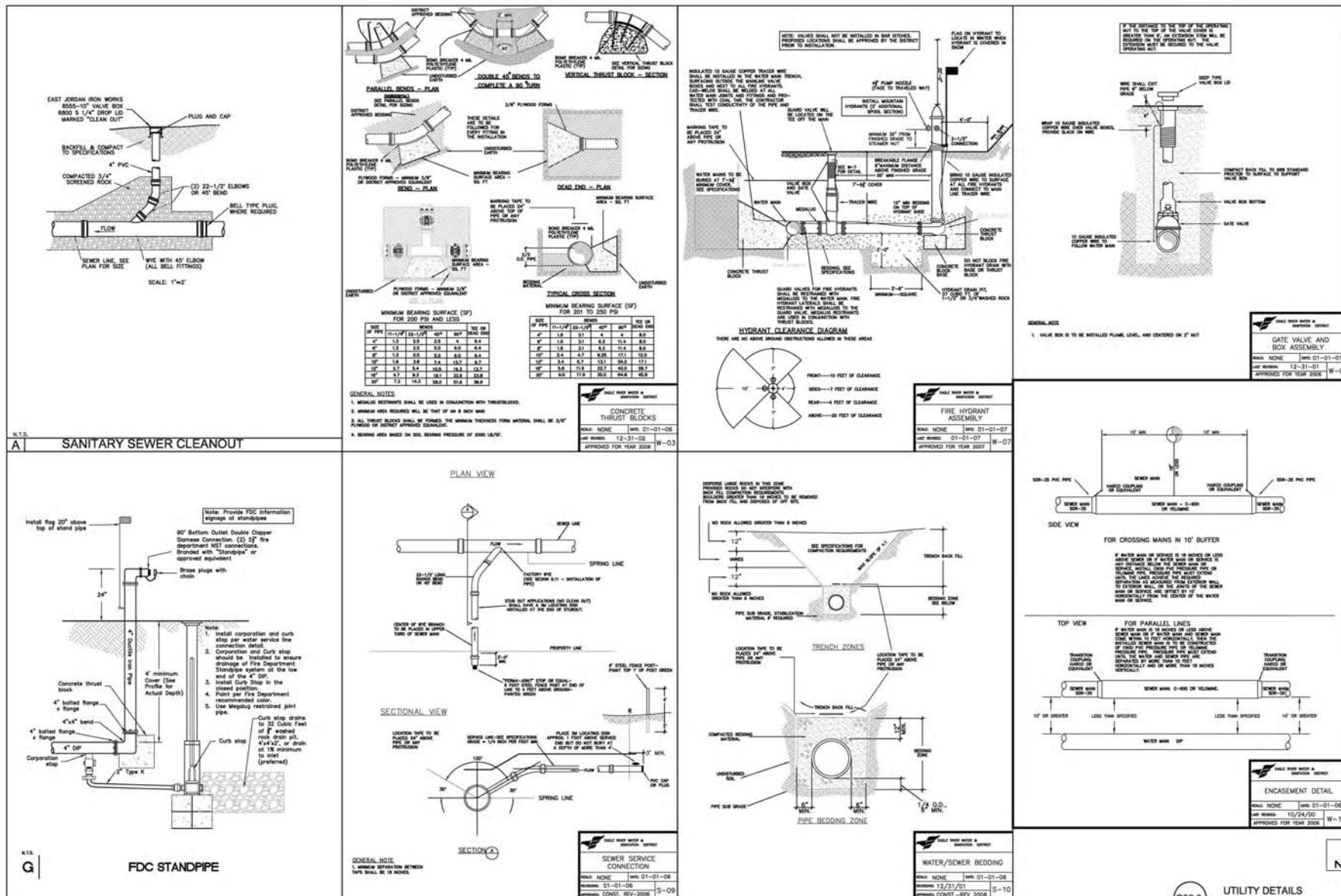
C08.1 CONSTRUCTION DETAILS

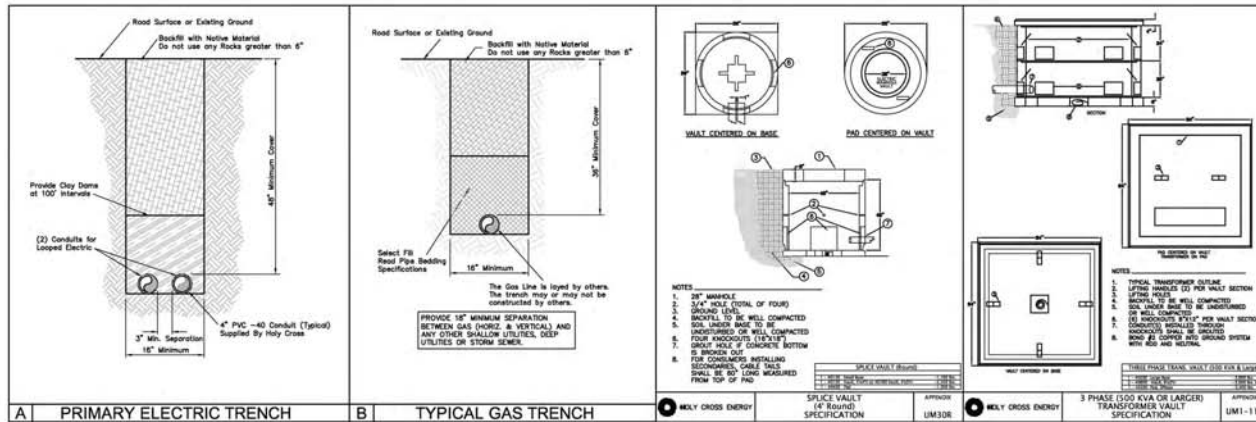


N.T.S. A STORM SEWER MANHOLE B 2' x 3' CURB INLET C JOSAM 14"x14" STRAINER, LARGE SUMP DRAIN, PROMENADE TOP

SCHEMATIC
NOT FOR CONSTRUCTION

C08.2 CONSTRUCTION DETAILS



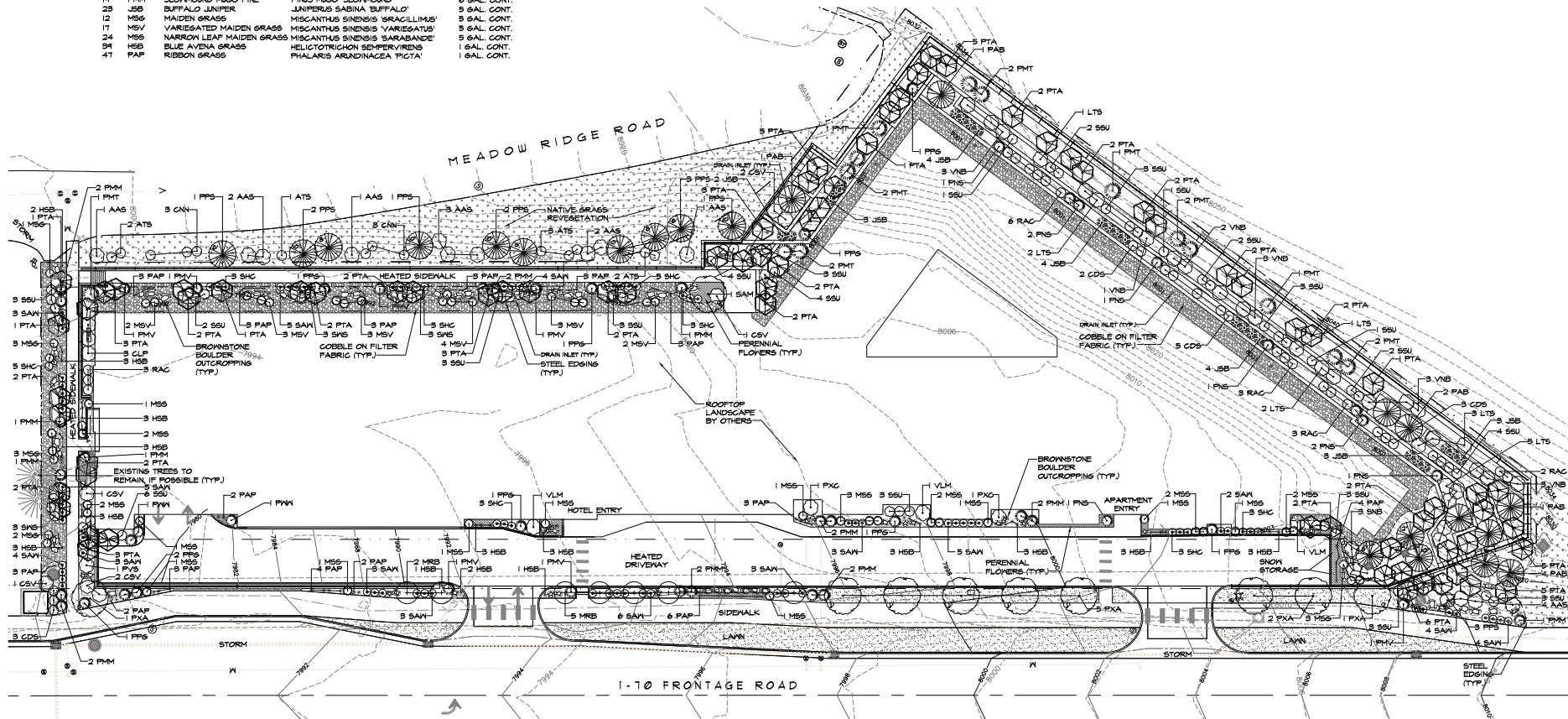


SCHEMATIC
NOT FOR CONSTRUCTION

C08.4 SHALLOW DETAILS

PLANT SCHEDULE

QTY.	SYMBOL	COMMON NAME	BOTANIC NAME	SIZE	NOTES
EVERGREEN TREES					
4	PAB	BRISTLECONE PINE	PINUS ARISTATA	8' B&B	
14	PMT	TANNENBAUM MUGO PINE	PRINUS MUGO 'TANNENBAUM'	6' B&B	
4	PNS	COMPACT WHITE SPRUCE	PICEA GLAUCA 'NORTH STAR'	6' B&B	
3	PVM	KEEPING WHITE SPRUCE	PICEA GLAUCA 'PENDULA'	6' B&B	
15	PPS	COLORADO SPRUCE	PICEA PUNGENS	8'-12' B&B	
DECIDUOUS TREES					
75	PTA	QUAKING ASPEN	POPULUS TREMULOIDES	2'-3' CALIPER	1/2 MULTI-STEM
7	MRS	RED BARRON CRABAPPLE	MALUS RED BARRON	2' CALIPER	MATCHED SET
1	PVS	SHUBERT CHOKECHERRY	PRUNUS VIRGINIANA 'SHUBERT'	6' CLUMP B&B	
4	PXA	LANELEAF COTTONWOOD	POPULUS X ALZUMINATA	3' CALIPER	MATCHED SET
1	SAH	CARDINAL ROYAL HTL. ASH	SORBUS AUCUPARIA 'CARDINAL ROYAL'	25' CALIPER	
SHRUBS/ORNAMENTAL GRASSES/GROUND COVER					
14	AAS	SASKATOON SERVICEBERRY	AMELANCHIER ALNIFOLIA	5 GAL. CONT.	
8	ATS	TALL WESTERN SAGE	ARTEMISIA TRIDENTATA	5 GAL. CONT.	
15	CDS	SPREADING COTONEASTER	COTONEASTER DIVARICATUS	5 GAL. CONT.	
3	CLP	PEKING COTONEASTER	COTONEASTER LUCIDUS	5 GAL. CONT.	
6	CNN	TALL BLUE RABBITBRUSH	ERICACERIA NAUSEOSA NAUSEOSA	5 GAL. CONT.	
7	CSV	VARIEGATED DOGWOOD	CORNUS ALBA 'ARGENTOMARGINATA'	5 GAL. CONT.	
17	RAC	YELLOW FLOWERING CURRANT	RIBES AUREUM	5 GAL. CONT.	
14	LTS	ARNOLD'S RED HONEYSUCKLE	LONICERA TATARICA 'ARNOLD'S RED'	5 GAL. CONT.	
54	SSU	URAL FALSE SPIREA	SORBARIA SORBIFOLIA	5 GAL. CONT.	
2	PPG	PURPLE LEAF PLUM	PRUNUS X CISTENA	5 GAL. CONT.	
57	SAN	SILVER CREEPING WILLOW	SALIX ARENARIA	5 GAL. CONT.	
3	SAB	BLACK BEAUTY ELDER	SAMBUCUS NIGRA 'BLACK BEAUTY'	5 GAL. CONT.	
30	SHC	HANGOCK CORALBERRY	SYMPHORICARPOS X CHEN. 'HANGOCK'	5 GAL. CONT.	
4	SNS	WHITE SNOWBERRY	SYMPHORICARPOS ALBUS	5 GAL. CONT.	
3	VLM	MOHICAN MAYTARINS TREE	VIBURNUM LANTANA 'MOHICAN'	5 GAL. CONT.	
15	VNB	NANNYBERRY VIBURNUM	VIBURNUM LENTAGO	5 GAL. CONT.	
10	PPG	DWARF GLOBE BLUE SPRUCE	PICEA PUNGENS 'GLOBOSA'	6 GAL. CONT.	
7	PMV	MESA VERDE SPRUCE	PICEA PUNGENS 'MESA VERDE'	6 GAL. CONT.	
14	PMH	SLOWMOUND MUGO PINE	PRINUS MUGO 'SLOWMOUND'	6 GAL. CONT.	
23	JSB	BUFFALO JUNIPER	JUNIPERUS SABINA 'BUFFALO'	5 GAL. CONT.	
12	MSG	MAIDEN GRASS	MISCANTHUS SINENSIS 'GRACILLIMUS'	5 GAL. CONT.	
17	MSV	VARIEGATED MAIDEN GRASS	MISCANTHUS SINENSIS 'VARIEGATUS'	5 GAL. CONT.	
24	HSS	VARIATION LEAF MAIDEN GRASS	MISCANTHUS SINENSIS 'SARABANDI'	5 GAL. CONT.	
34	HSB	BLUE AVEYIA GRASS	HELIOTRICHON SEPTERVIRENS	1 GAL. CONT.	
47	PAP	RIBBON GRASS	PHALARIS ARUNDINACEA 'PICTA'	1 GAL. CONT.	



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LANDSCAPE
ARCHITECTURE
SITE PLANNING
P.O. BOX 4446, AVON, CO 81620
970.313.3345

MARIOTT RESIDENCE INN
AND APARTMENTS
VAIL, CO

ISSUE:
8/8/2016 PRELIM. LANDSCAPE PLAN
1/2/2016 TDV SUBMITTAL
1/4/2016 TDV SUBMITTAL REVISED

Scale 1" = 20'-0" North

LANDSCAPE
PLAN

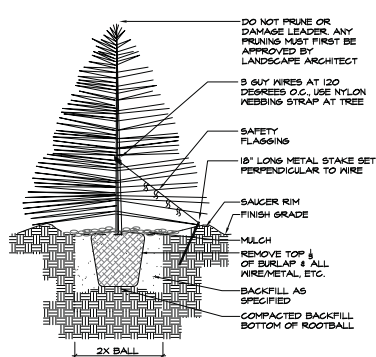
L.I.I

PLANT SCHEDULE

QTY.	SYMBOL	COMMON NAME	BOTANIC NAME	SIZE	NOTES
EVERGREEN TREES					
4	PAB	BRAHMALEAF PINE	PIRUS ARISTATA	8' B&B	
14	PHI	TANENBARK MUGO PINE	PIRUS MUGO 'TANENBARK'	6' B&B	
4	PNS	COMPACT WHITE SPRUCE	PICEA ALBA 'NORTH STAR'	6' B&B	
3	PVA	KEEPING WHITE SPRUCE	PICEA ALBA 'PENDULA'	6' B&B	
13	PPS	COLORADO SPRUCE	PICEA PENSILVANA	8'-12' B&B	
DECIDUOUS TREES					
75	PTA	QUAKING ASPEN	POPULUS TREMULOIDES	2'-3' CALIPER	1/2 MULTI-STEM
7	MRB	RED BARRON CRABAPPLE	MAIUS RED BARRON	2' CALIPER	MATCHED SET
1	PVS	SHUBERT CHOKECHERRY	PRUNUS VIRGINIANA 'SHUBERT'	6' CLUMP B&B	
4	PLA	LANCERLEAF COTTONWOOD	POPULUS X AGUMINATA	3' CALIPER	MATCHED SET
1	SAH	CARDINAL ROYAL HTN. ASH	SORBUS AUCUPARIA 'CARDINAL ROYAL'	2.5' CALIPER	
SHRUBS/ORNAMENTAL GRASSES/GROUNDCOVER					
14	AAS	SASKATOON SERVICEBERRY	AMELANCHIER ALNIFOLIA	5 GAL. CONT.	
8	ATS	TALL WESTERN SAGE	ARTEMISIA TRIDENTATA	5 GAL. CONT.	
13	GPS	SPREADING COTONEASTER	COTONEASTER DIVARICATUS	5 GAL. CONT.	
3	GLP	PEKING COTONEASTER	COTONEASTER LUCIDUS	5 GAL. CONT.	
6	CNN	TALL BLUE RABBITBRUSH	ERICACERIA NAUSEOSA NAUSEOSA	5 GAL. CONT.	
7	CBV	VAREGATED DOGWOOD	CORNUS ALBA 'ARSIDENTOMARGINATA'	5 GAL. CONT.	
17	RAC	YELLOW FLOWERING CURRANT	RIBES AUREUM	3 GAL. CONT.	
14	LTS	ARNOLD'S RED HONEYSUCKLE	LONGICERA TATARICA 'ARNOLD'S RED'	5 GAL. CONT.	
54	SSU	URAL FALSE SPIREA	SORBARIA SORBIIFOLIA	5 GAL. CONT.	
2	PPG	PURPLE LEAF PLUM	PRUNUS X CISTINA	5 GAL. CONT.	
57	SAH	SILVER CREEPING WILLOW	SALIX ARENARIA	5 GAL. CONT.	
3	SNB	BLACK BEAUTY ELDER	SAMBUCUS NIGRA 'BLACK BEAUTY'	5 GAL. CONT.	
30	SHC	HANGCOK CORALLIBERRY	SYMPHORICARPOS X CHEN 'HANGCOK'	5 GAL. CONT.	
4	SNB	WHITE SNOBERRY	SYMPHORICARPOS ALBUS	5 GAL. CONT.	
3	VLM	MOHICAN MAYTARINS TREE	VIORNIUM LANTANA 'MOHICAN'	5 GAL. CONT.	
15	VNB	NANVIBERRY VIBURNUM	VIORNIUM LANTANA	5 GAL. CONT.	
10	PPB	DWARF GLOBE BLUE SPRUCE	PICEA PENSILVANA 'GLOBOSA'	6 GAL. CONT.	
7	PMV	MESA VERDE SPRUCE	PICEA PENSILVANA 'MESA VERDE'	6 GAL. CONT.	
18	PMH	SLOWMOUND MUGO PINE	PIRUS MUGO 'SLOWMOUND'	6 GAL. CONT.	
23	JB	BUFFALO JUNIFER	JUNIPERUS SABINA 'BUFFALO'	5 GAL. CONT.	
12	MSG	MAIDEN GRASS	MISCANTHUS SINENSIS 'GRACILLIMUS'	5 GAL. CONT.	
17	MSV	VAREGATED MAIDEN GRASS	MISCANTHUS SINENSIS 'VAREGATUS'	5 GAL. CONT.	
24	HSS	NARROW LEAF MAIDEN GRASS	MISCANTHUS SINENSIS 'SARABANDI'	5 GAL. CONT.	
34	HSD	BLUE AVENA GRASS	HELYCTOTRICHON BEVERLYENSIS	1 GAL. CONT.	
47	PAP	RIBBON GRASS	PHALARIS ARUNDINACEA 'PICTA'	1 GAL. CONT.	

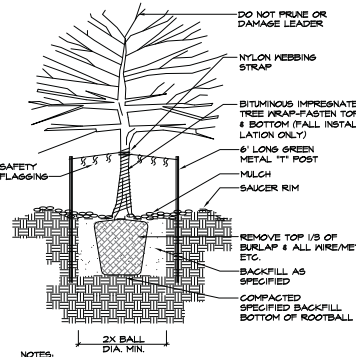
GENERAL NOTES

- LANDSCAPE CONTRACTOR SHALL SUBMIT A WRITTEN DOCUMENT REGARDING ITS POLICY ON PLANT GUARANTEE AND REPLACEMENT TO THE OWNER. EACH GUARANTEE SHALL CONFORM TO THE MINIMUM STANDARD OF REPLACING ALL MATERIAL INCLUDING LABOR, DIE TO SICKNESS, DEATH OR UNSATISFACTORY CONDITION OF A PLANT FOR A PERIOD OF ONE YEAR FOLLOWING ACCEPTANCE BY OWNER.
- ACCEPTANCE OF PROJECT OVERSIGHT SHALL BE THE START OF A 1 YEAR WARRANTY ON ALL MATERIALS AND LABOR, AND THE START OF A 60 DAY MAINTENANCE PERIOD. DURING THE 60 DAY MAINTENANCE PERIOD, THE CONTRACTOR IS RESPONSIBLE FOR ALL PROJECT MAINTENANCE RELATED TO NEWLY INSTALLED ITEMS, INCLUDING WATERING, PRUNING, WEEDING, MOING, GULFING, MULCHING, REPLACEMENT OF UNHEALTHY OR DEAD PLANTS, RESETTLING PLANTS TO PROPER GRADES OR UPRIGHT POSITION, RESTORATION OF PLANTING SAUCERS, AND ALL OTHER CARE NEEDED FOR PROPER MAINTENANCE OF PROJECT.
- CONTRACTOR TO HAVE UTILITIES LOCATED AND STAKED AT LEAST 48 HOURS PRIOR TO BEGINNING CONSTRUCTION.
- FURNISH AND INSTALL PLANT MATERIAL AS NOTED. ALL PLANT MATERIAL SHALL BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. SHOULD A DISCREPANCY IN QUANTITIES OCCUR, PLANT QUANTITIES ON PLAN SHALL TAKE PRECEDENCE OVER THOSE IN THE PLANT SCHEDULE.
- LANDSCAPE ARCHITECT SHALL APPROVE PLANTING BED LAYOUT AND PLANTING LOCATIONS PRIOR TO INSTALLATION OF PLANT MATERIAL.
- PLANTING BEDS SHALL BE MULCHED 1/8" (DEPTH) SHREDDED CEDAR MULCH. PLANTING BEDS SHALL BE MULCHED 1/4" 2"-3" (DEPTH) SHREDDED CEDAR MULCH. PERENNIAL FLOWER AREAS TO BE MULCHED 1/4" (DEPTH) SOIL. NEW TREES IN LAWN AREAS SHALL BE MULCHED WITH 3" (DEPTH) SHREDDED CEDAR MULCH, IN 3' DIA. CIRCLE.
- COBBLE MULCH AREAS, WHERE SHOWN ON PLAN, SHALL BE 4"-6" CLEAN, UNBROKEN RIVER ROCK. COBBLE ON NEED BARRIER FABRIC. COBBLE SHALL BE PLACED ON NEED BARRIER FABRIC SO THAT NO FABRIC IS EXPOSED TO VIEW. SMALLER RIVER ROCK MAY BE USED IN VOIDS BETWEEN COBBLES TO CONCEAL, NEED BARRIER FABRIC.
- LANDSCAPE CONTRACTOR SHALL AMEND PLANTING BED AREAS 4 CU. YARDS "EKO-COMPOST" PER 1000 S.F. COMPOST SHALL BE ROTO-TILLED INTO SOIL TO A DEPTH OF 6".
- PLANTING BACKFILL MIX SHALL CONSIST OF 80% NATIVE TOPSOIL, AND 20% EKO-COMPOST.
- PREPARATION OF NATIVE GRASS AREA SHALL INCLUDE THE FOLLOWING:
 - LOOSEN SOIL TO A MINIMUM OF 2" DEPTH. REMOVE STONES OVER 2" IN DIA. AND STICKS, ROOTS, AND RUBBISH.
 - GRADE AREAS TO A SMOOTH EVEN SURFACE WITH A LOOSE, MODERATELY COARSE TEXTURE.
 - REMOVE RIDGES AND FILL DEPRESSIONS.
 - A PRE-EMERGENT HERBICIDE (DACTHAL) SHALL BE APPLIED TO ALL AREAS THAT WILL BE SEEDING. APPLICATION RATES AND TIMING OF SEEDING RELATIVE TO APPLICATION OF HERBICIDE SHALL BE PER MANUFACTURER'S SPEC.
- ONE APPLICATION OF A DI-AMMONIUM PHOSPHATE FERTILIZER, 10-40-0 AT THE RATE OF 8 LBS. PER 1000 S.F. SHALL BE BROADCAST PRIOR TO SEEDING.
- ALL DISTURBED AREAS TO BE HYDROSEEDING/MULCHED WITH PAMMEE BUTTES SEED INC. "DRY" NATIVE MOUNTAIN MIX" OR EQUIVALENT SEED MIX SOON WITH THE FOLLOWING MIX (OR APPROVED EQUAL) AT A RATE OF 2 LBS PER 1000 S.F.
 - 10% MOUNTAIN BROOKGRASS
 - 10% SLENDER WHEATGRASS
 - 10% STREAMBANK WHEATGRASS
 - 10% ROCKY MOUNTAIN FESCUE
 - 10% PRANISE UNDERGRASS
 - 10% THICKSPIKE WHEATGRASS
 - 10% SEARLESS BLUEGRASS WHEATGRASS
 - 10% BOTTLEBRUSH SQUIRRELTAIL
 - 10% SANDBERG BLUEGRASS
- ALL SEEDING AREAS WITH A 3:1 SLOPE OR GREATER SHALL BE INSTALLED WITH AN EROSION CONTROL BLANKET. EROSION CONTROL BLANKET SHALL BE "5-1 EXCEL ALL NATURAL" EROSION CONTROL BLANKET, AS MANUFACTURED BY WESTERN EXCEL/SIOR (WWW.WESTERNEXCELSIOR.COM). INSTALLATION OF EROSION CONTROL BLANKET SHALL BE PER MANUFACTURER'S SPECIFICATION.
- IRRIGATION SHALL BE PROVIDED BY AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM. ALL LAWN AND PERENNIAL AREAS TO BE IRRIGATED VIA POP-UP SPRAY HEADS. LAYOUT OF SPRAY HEADS IN LAWN AREAS MUST PROVIDE 100% HEAD TO HEAD COVERAGE. ALL TREES AND SHRUBS IN PLANTING BEDS SHALL BE DRIP IRRIGATED. PLANTING BEDS, PERENNIAL FLOWER AREAS, AND LAWN AREAS MUST BE ZONED SEPARATELY. A TEMPORARY ABOVE GROUND IRRIGATION SYSTEM MAY BE INSTALLED IN NATIVE GRASS AREAS.
- LANDSCAPE EDGING, WHERE SHOWN ON PLAN, SHALL BE PRO-STEEL, 4" WITH ROLLED EDGE.
- SEE PLAN FOR SPECIFIC LOCATIONS OF 8", 10" AND 12" COLORADO SPRUCE TREES.
- PLANTING OF PERENNIAL FLOWER AREAS, WHERE SHOWN ON PLAN, SHALL BE DETERMINED BY LANDSCAPE ARCHITECT AND LANDSCAPE CONTRACTOR. SPECIFIC PLANT PALETTE AND QUANTITIES TBD.
- BOLDERS SHALL BE BROWNSTONE BOLDERS RANGING IN SIZE FROM 2'-6" LENGTH X 2'-6" WIDTH X 1'-3" HEIGHT. ALL BOLDERS TO BE APPROVED BY LANDSCAPE ARCHITECT. LANDSCAPE ARCHITECT SHALL SUPERVISE ALL BOLDER PLACEMENT.



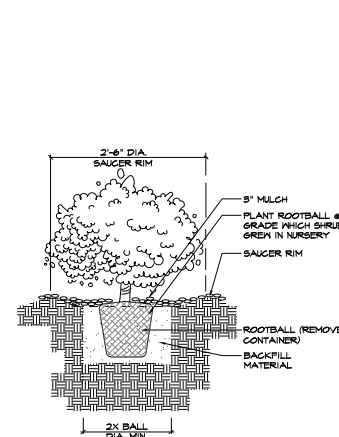
- NOTES:
- EVERGREEN TREES TO BE PLANTED 3' ABOVE FINISH GRADE.
 - WATER THOROUGHLY AT THE TIME OF PLANTING. DO NOT FERTILIZE.
 - SAUCER RIM ON DOWNHILL SIDE ONLY WHEN PLANTS ARE PLANTED ON SLOPES, BUT COMPLETELY SURROUND PLANT WHEN ON LEVEL GROUND.

1 EVERGREEN TREE PLANTING
1:1.2 NOT TO SCALE



- NOTES:
- DECIDUOUS TREES TO BE PLANTED AT OR SLIGHTLY ABOVE FINISH GRADE.
 - WATER THOROUGHLY AT THE TIME OF PLANTING. DO NOT FERTILIZE AT THE TIME OF PLANTING.
 - SAUCER RIM ON DOWNHILL SIDE ONLY WHEN PLANTS ARE PLANTED ON SLOPES, BUT COMPLETELY SURROUND PLANT WHEN ON LEVEL GROUND.

2 DECIDUOUS TREE PLANTING
1:1.2 NOT TO SCALE



3 SHRUB TREE PLANTING
1:1.2 NOT TO SCALE

Transportation Impact Study
for
Vail Marriott Residence Inn Redevelopment



August 5, 2016
Revised September 30, 2016
Revised December 5, 2016
Revised January 24, 2017
Revised February 2, 2017

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Project Number: M1234

Statement of Engineering Qualifications

Kari J. McDowell Schroeder, PE, PTOE is a Transportation and Traffic Engineer for McDowell Engineering, LLC. Ms. McDowell Schroeder has over nineteen years of extensive traffic and transportation engineering experience. She has completed numerous transportation studies and roadway design projects throughout the State of Colorado. Ms. McDowell Schroeder is a licensed Professional Engineer in the State of Colorado and has her certification as a Professional Traffic Operations Engineer from the Institute of Transportation Engineers.

Transportation Impact Study for Vail Marriott Residence Inn Redevelopment

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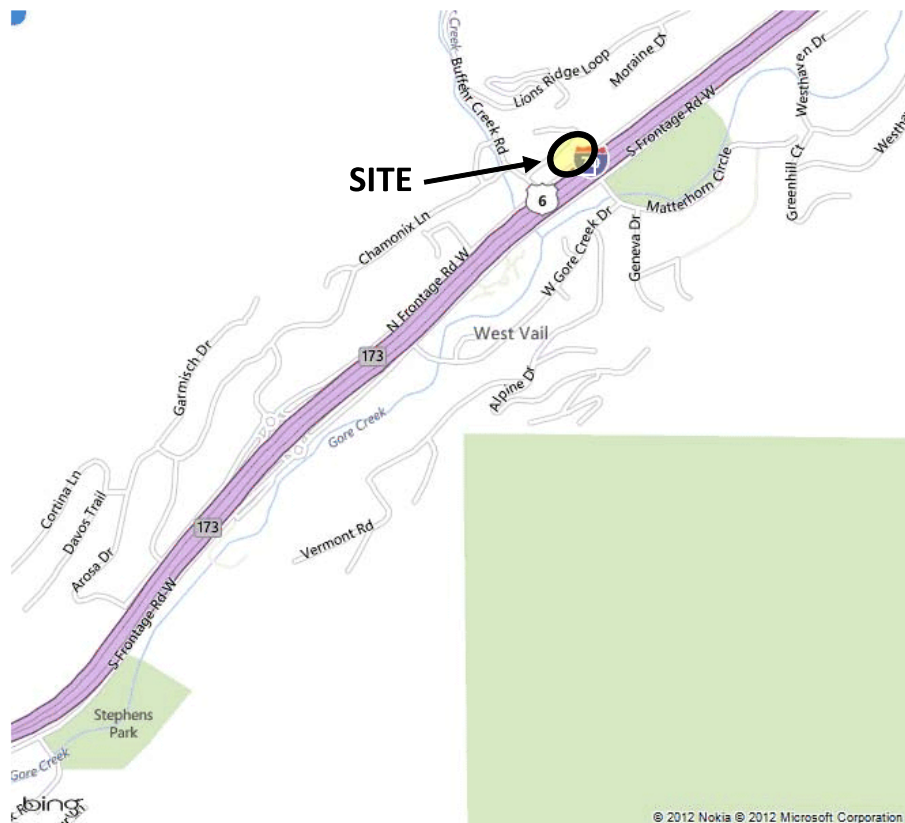
1.0 Project Description

The Vail Marriott Residence Inn, a proposed 1.9-acre redevelopment, is located near the intersection of the Interstate 70 North Frontage Road and Buffehr Creek Road within the Town of Vail. The proposed project will replace the former Roost Lodge that was located on the property.

The southern boundary of the property abuts the Frontage Road and starts approximately 250 feet north east of the Buffehr Creek Road intersection with the Frontage Road. The property is also bordered on the north by Meadow Ridge Road, but is does not and is not anticipated to take access from it due to the grade differential. The location of this property in relation to the surrounding area can be seen in **Figure 1**.

This site was previously approved for redevelopment.

Figure 1: Area Map



The proposed redevelopment is expected to include a Marriott Residence Inn, it's associated support facilities and deed restricted, local employee, long-term rental units.

Specifically, the Vail Marriott Residence Inn project is currently anticipated to consist of:

- 170 Hotel Rooms
- Lobby, Library, Lounge and Associated Guest Facilities
- 96 Type 3 Deed Restricted Rental Employee Housing Units
- 6 Free Market Rental Units
- 33 Leased Parking spaces

A concept plan of the proposed development can be seen in **Figure 2**.

The site was formerly occupied by the Roost Lodge, which included a 72-room hotel and 1 employee housing unit. The Roost Lodge was demolished in 2014 and the site is now vacant.

The Vail Marriott Residence Inn redevelopment has an assumed build out completion year of 2018. Analysis has been performed for existing conditions, background and total conditions for short-term Year 2018 as well as for the long-range planning Year 2040.

1.1 Previous Traffic Analysis

This site has been previously proposed for redevelopment that was not constructed. In 2013, The Vail Marriott Residence Inn was planned to include 176 Hotel Suite Rooms and 2 Employee Housing Units. This development was studied in McDowell Engineering's *Transportation Impact Study for Marriott Residence Inn Redevelopment* dated May 21, 2013. This study was previously approved by CDOT and the Town of Vail.

2.0 Existing Conditions

2.1 Description of Existing Transportation System

Interstate 70 North Frontage Road:

The I-70 North Frontage Road provides the primary local connection along the north side of Interstate 70 between the West Vail and Vail Village Interchanges. In the vicinity of the project site, this two-lane facility is classified as Access Category F-R, Frontage Road by the Colorado Department of Transportation (CDOT) and has a posted speed limit of 35 mph. There are no existing auxiliary turn lanes at the two accesses to the property.



CDOT and the Town of Vail completed an Access Management Plan Map for this roadway as part of their *Vail Transportation Master Plan Update* in 2009.

Buffehr Creek Road: Buffehr Creek Road is a local two-lane roadway providing access to Chamonix Lane and residential development north of the development property. Buffehr Creek Intersects the North Frontage Road 250 feet to the southwest of the development property. The posted speed limit on this roadway is 25 mph.

Meadow Ridge Road: Meadow Ridge Road is a short, cul-de-sac roadway that forms the northwest boundary of the proposed redevelopment. The subject property does not take access from Meadow Ridge Road, nor is it expected to do so in the future due to the grade differential between the property and the road.

Pedestrian, Transit and Bicycle Facilities:

The sole existing bicycle/ pedestrian facility in the vicinity of the Vail Marriott Residence Inn redevelopment is the North Recreation Path, which connects the Vail Village and West Vail Interchanges along the north side of the North Frontage Road. The path is contiguous across the frontage of the site and consists of a widened asphalt shoulder. A concrete path with curb and gutter exists to the east of the project site and west of Buffehr Creek Road.



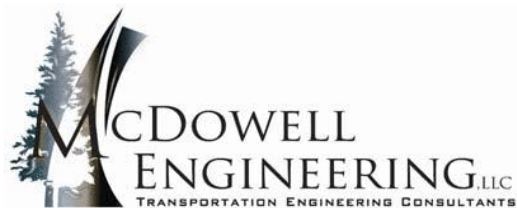
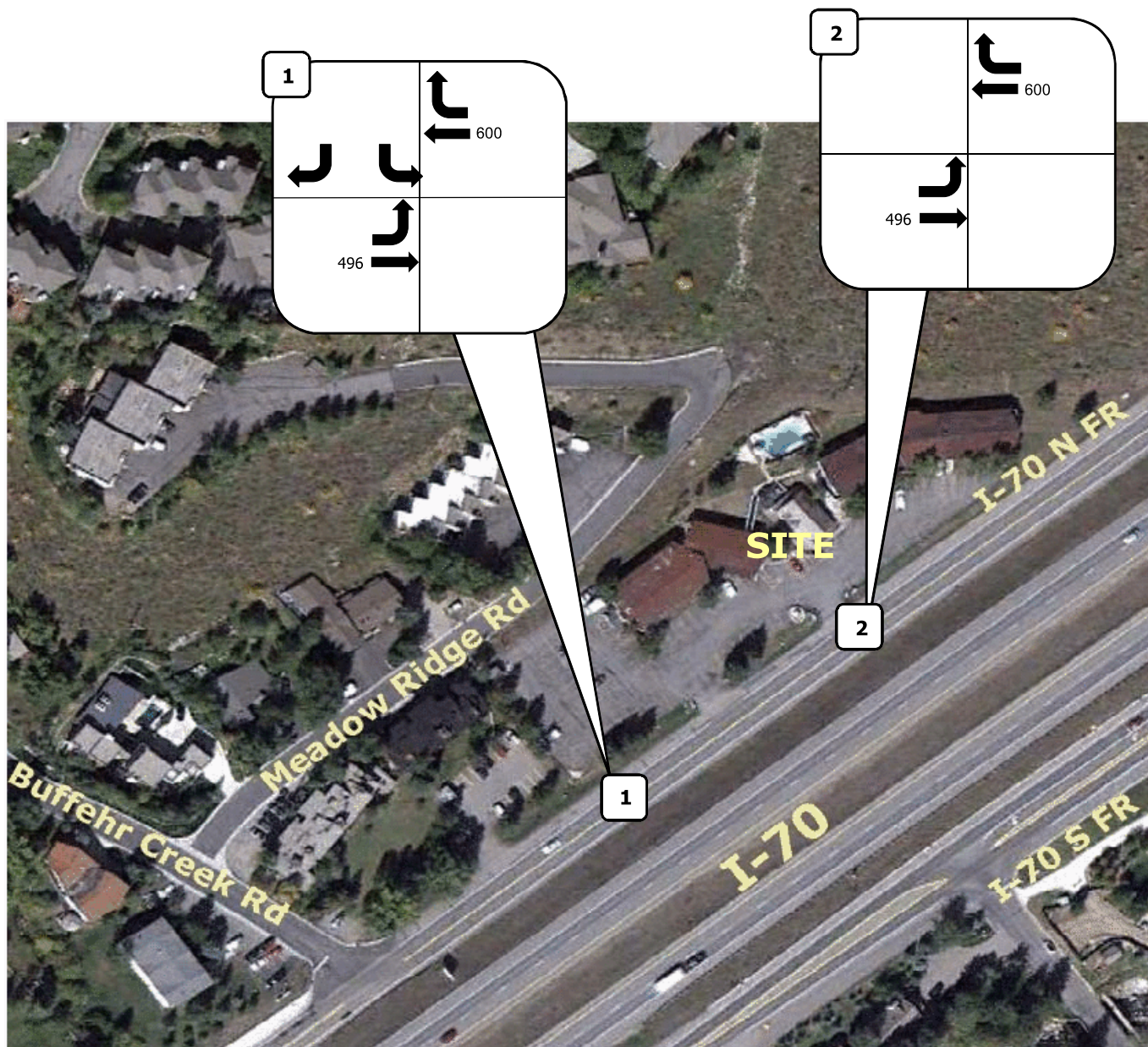
Both the Red and Green West Vail bus routes travel along the North Frontage Road adjacent to the redevelopment site. There is a bus stop for the westbound routes at the southwest corner of the property.



Year 2018 Background Traffic Volumes: Year 2018 traffic conditions are based on 2013 traffic counts provided by the Town taken at the intersection of the North Frontage Road and Buffehr Creek Road. These 2013 counts were compared to the from *Year 2025 Peak Hour Projections* of the *Vail Transportation Master Plan Update, 2009* at the intersection of the North Frontage Road with Buffehr Creek Road (Intersection Number 22). Refer to the **Appendix** for this data and correspondence with CDOT and the Town of Vail.

The assumed Year 2018 Background Volumes were derived from a linear interpolation between Years 2013 and 2025 as the starting and finishing years, respectively. Per Town staff, there are no other development projects that should impact these volumes. Background evening volume projections for Year 2018 can be seen in **Figure 3**.

Figure 3: Year 2018 Background Traffic



Project Number: M1234
Prepared by: BBG



LEGEND :

PM Volumes = XX

Turning Movements



Marriott Residence Inn Redevelopment
Vail, Colorado

February 2, 2017

3.0 Future Traffic Projections

3.1 Capital Improvement Projects

Per the *Vail Transportation Master Plan Update, 2009 (Master Plan Update)*, the North Frontage Road is anticipated to remain a two-lane facility through the long-term planning horizon. However, the Master Plan Update anticipates the construction of an eastbound left turn deceleration lane to Buffehr Creek Road prior to Year 2040.

The Town of Vail and CDOT have begun construction on the Simba Run Underpass of I-70 as anticipated by the *Master Plan Update*. The project is anticipated to be completed by December 2017. This underpass, is located to the west of the Lionshead Village and will provide an additional connection between the parts of Vail north of I-70 and those south of the interstate. Per the *Master Plan Update*, the likely result of this underpass on project-generated traffic would be to increase the portion of traffic headed to or from the east on the North Frontage Road.

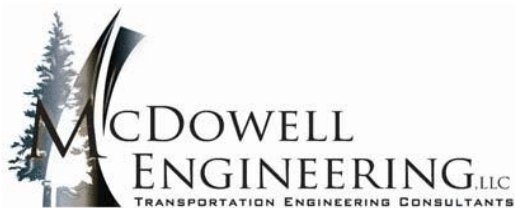
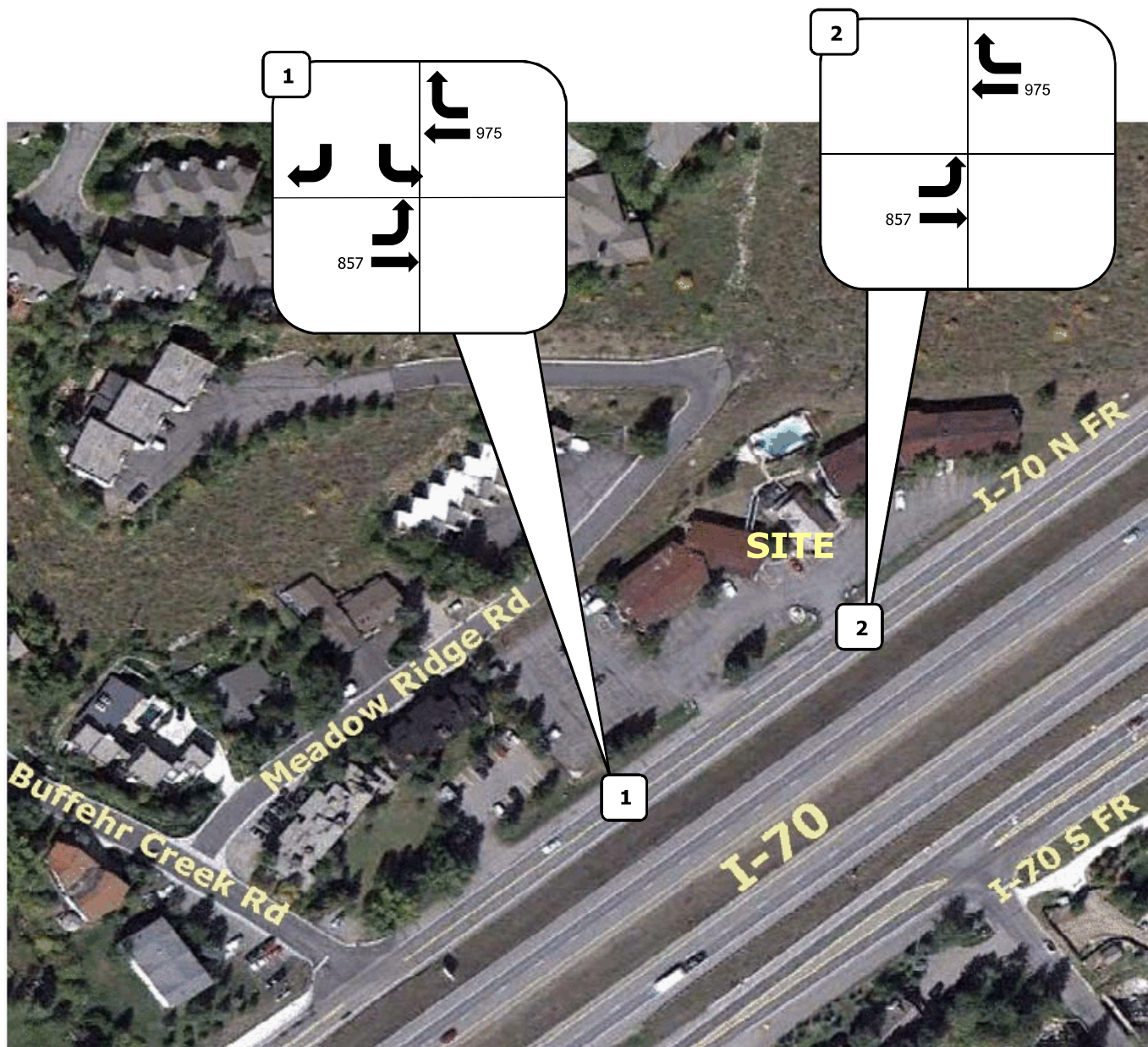
3.2 Background Traffic Growth

Long-term background growth along the North Frontage Road is based on the Year 2025 volume projections provided in the *Master Plan Update*. Correspondence with Town staff regarding the anticipated growth rates can be found in the **Appendix**. Per Town staff,

...these projections represent a build out scenario study with 2025 selected as full build out. This was done during the boom in Vail and a lot of large developments were on the table going thru the process. Many of those have been stopped or delayed. We suggest using the 2025 data with a modest growth rate of 0.5% from 2025 to 2035.

This methodology was used for Year 2040 conditions. The resulting projected Year 2040 background traffic volumes with the addition of the Simba Run underpass volumes can be seen in **Figure 4**.

Figure 4: Year 2040 Background Traffic



Project Number: M1234
Prepared by: BBG



LEGEND :

PM Volumes = XX

Turning Movements



Marriott Residence Inn Redevelopment
Vail, Colorado

February 2, 2017

4.0 Project Traffic

4.1 Trip Generation

The proposed Marriott Residence Inn is anticipated to consist of:

- 170 Hotel Rooms (all with kitchens)
 - Lobby, Library, Lounge and Associated Guest Facilities
- 96 Type 3 Deed Restricted Rental Employee Housing Units
- 6 Free Market Rental Units
- 33 Space Parking Club (leased parking spaces)

A trip generation analysis was prepared based on ITE's *Trip Generation Manual* data for the following land uses:

- #310, Hotel
- #223, Mid-Rise Apartment

The Parking Club use does not fit into an established trip generation land use within the ITE *Trip Generation Manual*

The proposed additional parking spaces are anticipated to generate additional vehicle trips to and from the parking structure. ITE publishes national parking rates and trip generation rates for specific land uses. These rates were used to compare the number of parking spaces to the associated number of additional vehicle trips. Per their 2010 *Parking Generation Manual, 4th Edition*⁷; a hotel requires 1.54 parking spaces per hotel room. Working backwards from the 85th percentile parking rate, the additional 100 parking spaces would adequately serve 65 hotel rooms. ITE's anticipated trip generation rates (per ITE's 2012 *Trip Generation Manual, 9th Edition*) for 65 rooms is 0.52 trips per room in the morning peak hour, 0.40 trips per room in the evening peak hour, and 0.47 trips per room during the Saturday peak hour.

Because it is anticipated that these leased parking spaces would primarily be used for skier parking the Inbound / Outbound distribution from Land Use #466, Snow Ski Area was used for trip distribution.

The hotel land use also accounts for ancillary land uses such as the lobby, library and lounge for guests.

Based on the *Trip Generation Manual* and the assumptions made, this site would be expected to generate a total of 185 Saturday peak hour trips, 152 morning peak hour trips, and 162 evening peak hour trips, including all modes of travel. Refer to **Table 1** for trip generation calculations and further breakdown of these trips.

4.2 Trip Distribution

The distribution of project-generated vehicular traffic on adjacent roadways is influenced by several factors including the following:

- The location of the site relative to other commercial facilities and the roadway network.
- The configuration of the existing and proposed adjacent roadway network
- Relative location of neighboring population centers

Based upon the above factors and the current completion date of December 2017 for the Simba Run underpass, it is assumed that approximately fifty percent (50%) of site generated traffic will travel to or from the east on the North Frontage Road and fifty percent (50%) will travel to or from the west on the North Frontage Road under short term conditions.

The anticipated directional distribution of project-generated traffic is depicted in **Figure 5**. Distribution is not anticipated to change from Year 2020 to Year 2040.

4.3 Site Circulation

The *Transportation Master Plan* and *Access Management Plan Map* provide guidance for the access points to the subject property. These documents specify that the easternmost access will be ingress only and the westernmost access will be egress only.

As designed, the site is anticipated to operate most effectively with the easternmost access as ingress only and the westernmost access as a full movement. Because the site will include hotel as well as long-term rental housing it is believed that site access would operate most efficiently with this configuration. The easternmost access would be used for hotel check-in, shuttles, and deliveries. The westernmost access would be the primary access for the apartments, parking garage, and hotel guests after check-in. The Town of Vail has indicated that they would support this change from the *Access Management Plan* if the access points operate adequately as proposed. It is understood that CDOT would need to also support this change and that the *Access Management Plan* would need to be updated to reflect the change.

Per Section 4.4(1) of the *State Highway Access Code, 2002*, (*Access Code*) the minimum distance between access points should be at a minimum equal to the design sight distance along the highway. Given a 35-mph posted speed limit on the North Frontage Road, the access points should be a minimum of 250 feet apart.

Access to the adjacent parcel is approximately 216-feet west of the proposed westernmost access to the site. The Access Management Plan anticipates that the adjacent access to the North Frontage Road would be closed when this parcel is redeveloped in the future and access would be from Meadow Ridge Road. A CDOT Design Waiver will be required for the Access Spacing.

Figure 5: Directional Distribution of Project Generated Traffic



Project Number: M1234
 Prepared by: BBG
 Date: 8/5/2016
 Vail Marriott Residence Inn
 Vail, Colorado



4.4 Trip Mode Split and Assignment

Given the available bicycle/pedestrian routes and adjacent transit stop for the local bus system, it can be assumed that a portion of site generated trips will be made by modes other than passenger car. The limited parking in Vail also encourages people to use alternative modes of transportation. An assumed multimodal reduction of ten percent (10%) would result in the reduction of the volume automobile trips by 17 trips during the Saturday peak hour, 13 trips during the weekday morning peak hour and 15 trips during the weekday evening peak hour. The multi-modal reduction was not applied to the trips generated by the parking club.

After applying the multi-modal trip reduction, the site would be expected to generate a total of 168 Saturday peak hour trips, 139 morning peak hour trips, and 147 evening peak hour trips, including all modes of travel. Refer to **Table 1** for trip generation calculations and further breakdown of these trips.

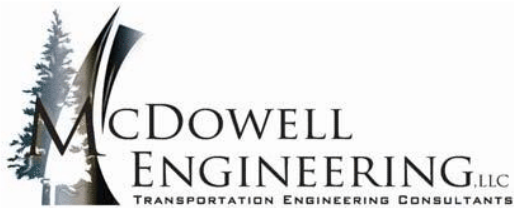
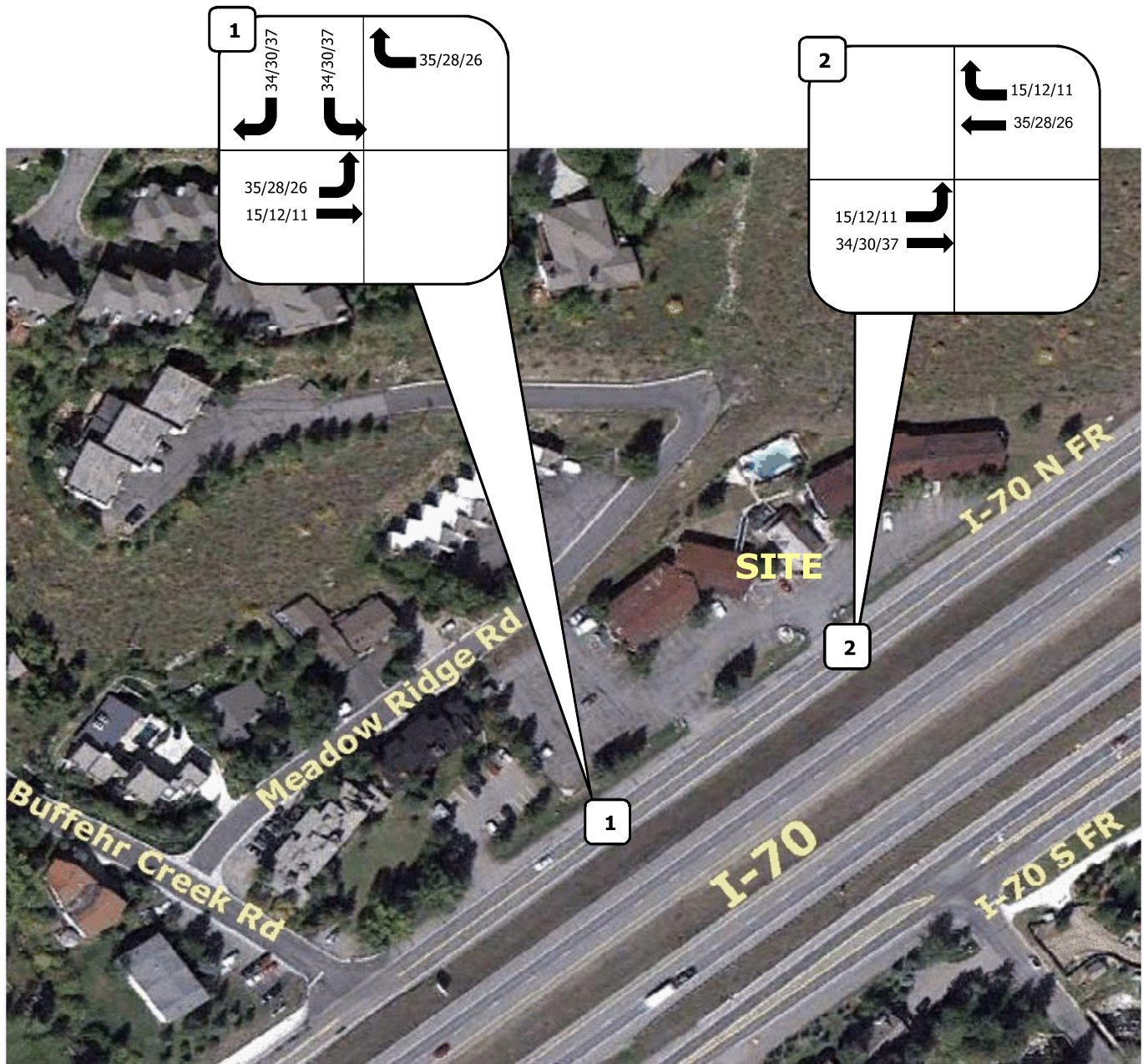
Following the removal of non-vehicular trips from the project generated traffic, the anticipated volume of vehicular trips at each site access can be calculated. The anticipated assignment of trips on the roadway system is determined by applying the external trip generation expected for this site and its corresponding mode split to the estimated trip distribution. The resulting projections of site generated traffic with the Simba Run underpass can be seen in **Figure 6**.

The Year 2018 total traffic anticipated at each intersection in question is the sum of the estimated Year 2018 background traffic (**Figure 3**) traffic with **Figure 6**, and can be seen in **Figure 7**.

Similarly, Year 2040 total traffic is the sum of Year 2018 background traffic (**Figure 3**) traffic with **Figure 4**, and can be seen in **Figure 8**.

As only evening peak hour data was available from the *Master Plan Update*, all volumes in **Figures 7 and 8** only represent the evening peak hour.

Figure 6: Assigned Project Generated Traffic



Project Number: M1234
Prepared by: BBG



LEGEND :

SAT/AM/PM Volumes = XX/XX/XX

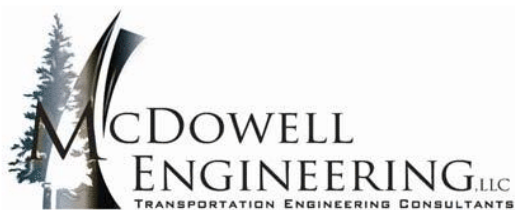
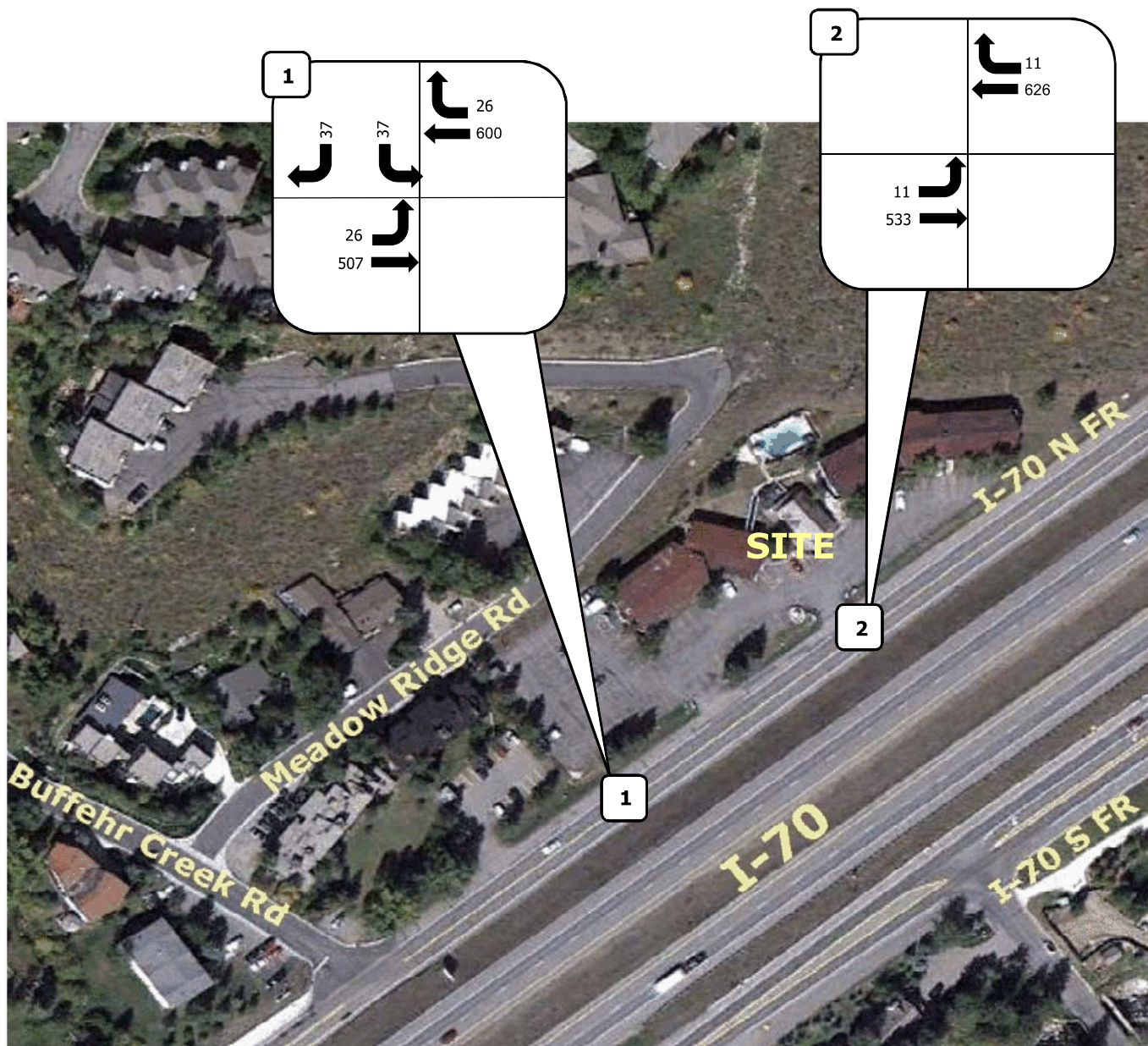
Turning Movements



Marriott Residence Inn Redevelopment
Vail, Colorado

February 2, 2017

Figure 7: Year 2018 Total Traffic



Project Number: M1234
Prepared by: BBG



LEGEND :

PM Volumes = XX

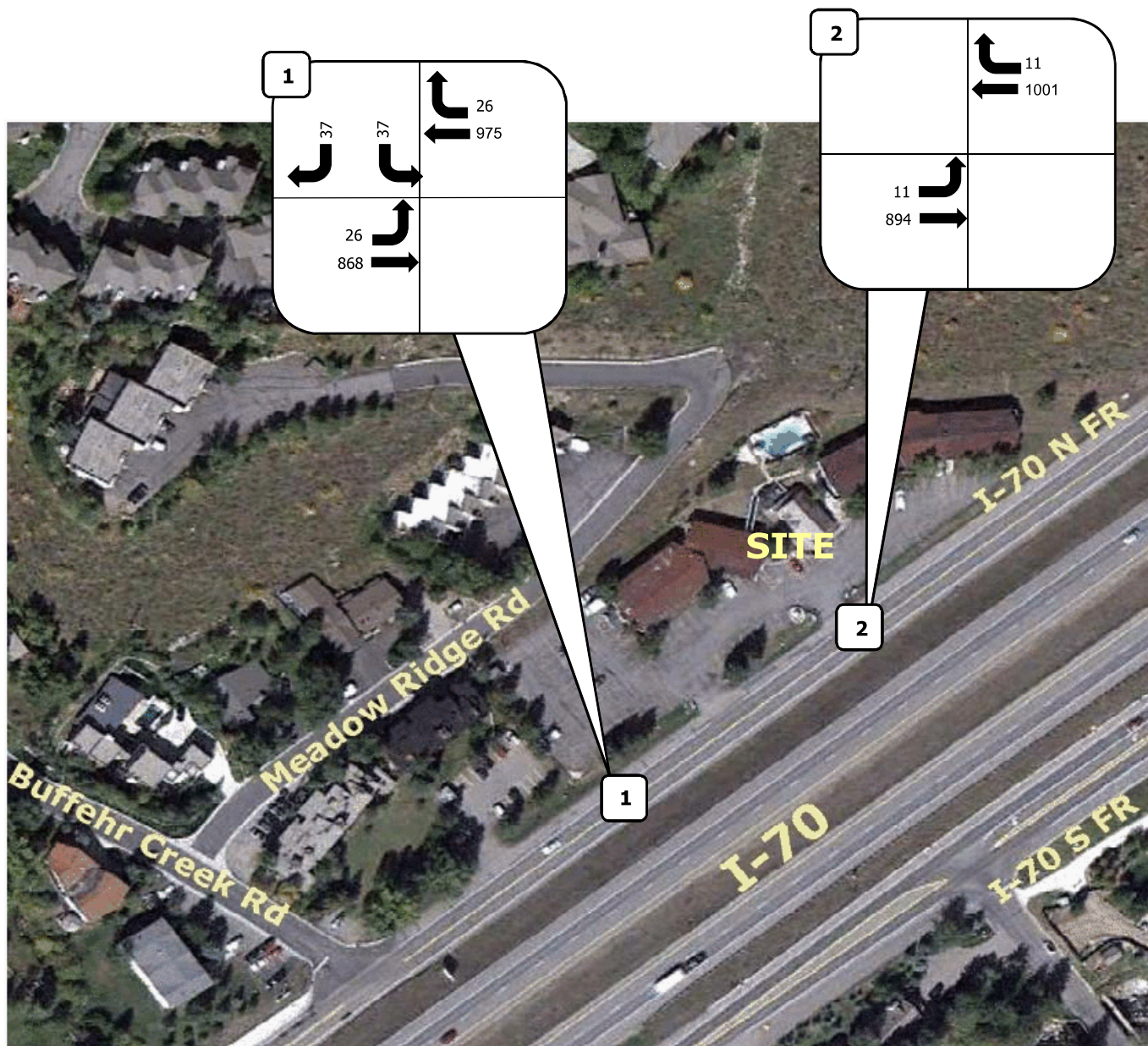
Turning Movements



Marriott Residence Inn Redevelopment
Vail, Colorado

February 2, 2017

Figure 8: Year 2040 Total Traffic



Project Number: M1234
Prepared by: BBG



LEGEND :

PM Volumes = XX

Turning Movements



Marriott Residence Inn Redevelopment
Vail, Colorado

February 2, 2017

5.0 Transportation Impact Analysis

5.1 Site Access Auxiliary Turn Lanes

As the North Frontage Road is a State Highway facility of Access Category F-R, Frontage Road (Speed Limit 35 mph), the need for auxiliary turn lanes to and from the site should be addressed. Per Section 3.13(4)(c-d) of the *State Highway Access Code, 2002 (Access Code)*, as the North Frontage road has a posted speed less than 45 mph, acceleration lanes are generally not required and were not assessed further.

At the proposed eastern and western site accesses, there is the potential for two auxiliary deceleration lanes, the eastbound left and westbound right movements. Neither lane currently exists at either access location.

Right Turn Deceleration:

A westbound right turn deceleration lane is required on a facility of this type when the anticipated peak hour volumes exceed 50vph. Anticipated right turn volumes entering the eastern and western site accesses range from 11-15vph and 26-35vph respectively. The volume range is given because the traffic volume is expected to vary over the morning, evening and Saturday peak hour traffic.

The AM, PM and Saturday peak hour volumes do not meet CDOT's threshold at either location. Based on these volumes no westbound right turn lane should be required at either site access.

Left Turn Deceleration:

An eastbound left turn deceleration lane would be required if peak hour volumes expected to use this movement exceed 25vph. Anticipated left turn volumes entering the eastern and western site accesses range from 11-15vph and 26-35vph respectively. Peak hour volumes for the AM, PM, and Saturday are projected to exceed the CDOT threshold and at the eastbound left ingress movement at the western site access. A deceleration lane will be required at this location. Refer to **Table 2**, Auxiliary Turn Lane Requirements for a breakdown of expected conditions.

Table 2: Auxiliary Turn Lane Requirements:

Turning Movement	Maximum Peak Hour Turning Volume (from Figure 6)	Lane Required?	Turn Lane Length
<i>Eastern Site Access</i>			
Westbound Right	15 vph	No <50vph turning	N/A
Eastbound Left	15 vph	No >25vph turning	N/A
<i>Western Site Access</i>			
Westbound Right	35 vph	No <50vph turning	N/A
Eastbound Left	35 vph	Yes >25vph turning	42' Storage, 10:1 Taper

The *Access Code* also details the required auxiliary turn lane lengths. Per Section 4, the auxiliary eastbound left lane should consist of a 10:1 taper and 42 feet of storage, for a total distance of 162 feet.

5.2 Level of Service Analysis

An HCM 2010 site access analysis was performed for both short term Year 2018 and long term Year 2040 conditions. This analysis assumes that the single deceleration lane explored as part of Section 5.1 will be constructed. The western full-movement access was anticipated to have both left and right turn lanes. **Table 4** summarizes the total level of service (LOS) and delays.

Table 4: Total Traffic Level of Service

	Intersection Control	Movement	PM Level of Service (Seconds of Delay)	
			2018	2040
West Site Access and N Frontage Road (Full Movement)	No Control	EBL	A (9)	B (11)
		EBT	A (0)	A (0)
	No Control	WBR/T	A (0)	A (0)
	SB Stop	SB	C (23)	F (91)
		<i>SBL</i>	<i>D (32)</i>	<i>F (161)</i>
		<i>SBR</i>	<i>B (14)</i>	<i>C (21)</i>
East Site Access and (Ingress Only)	No Control	EBL/T	A (0)	A (1)
	No Control	WBR/T	A (0)	A (0)

As can be seen in **Table 4**, the eastern site access is anticipated to operate satisfactorily following the completion of the redevelopment through the long-term planning horizon.

The western site access is anticipated to operate at an acceptable LOS through the Year 2018. By Year 2040 evening peak hour traffic volumes will deteriorate to unacceptable levels of service for the southbound left turn movement due to high volumes on the North Frontage Road. This condition will occur for all accesses along the Frontage Road with or without the Vail Marriott Residence Inn project. Delays at stop control side street accesses with arterials is normal and expected in peak hours.

However, even under these conditions, the ninety-five percentile queues at the access are anticipated to remain less than three vehicles in length.

5.3 Entering Sight Distance

As the redeveloped site is expected to be a commercial facility with minimal multi-unit truck trips, Per Table 4-3 of the *Access Code*, the appropriate design vehicle for entering sight distance is a single-unit truck. Per Table 4-2 of the *Access Code*, the entering sight distance at the western access should be greater than 455 feet. From the existing western access there appears to be in excess of 500 feet to the west of the access and in excess of 700 feet east of the access. Entering sight distance exceeds *Access Code* requirements.



Eastbound sight distance at the western site (egress) access



Westbound sight distance at the western site (egress) access

5.4 Access Permitting

Given that estimated traffic volumes at the site are expected to increase in excess of twenty percent over the existing volumes and the existing accesses will be reconstructed, revised State Highway Access Permits will be required for the two site accesses.

5.5 Access Spacing

The proposed access spacing between the western site access and the adjacent property access is approximately 216-feet. The Access Management Plan Map anticipates that the adjacent access will be closed and the property will gain access from Meadow Ridge Road at the time of redevelopment.

The proposed access spacing between the eastern and western site access is also 216-feet.

This spacing balances a number of site constraints, including a fire staging area on the east end, while maximizing the remaining spacing between accesses.

Per the Access Code, A minimum distance of 250 feet between access points is required by the Access Code along the Frontage Road. A CDOT design waiver will be required for access spacing.

5.6 Multimodal Pedestrian and Bicycle Facilities

The applicant shall incorporate multimodal facilities in the site design as the project progresses in the Town's review and entitlement process. These plans shall be coordinated for connectivity with the North Frontage Road bicycle and pedestrian route, as well as the transit system.

6.0 Recommendations and Conclusions

The Marriott Residence Inn redevelopment anticipates replacing the existing Roost Lodge, adjacent to the Interstate 70 North Frontage Road in Vail, with a 170-room hotel; 96 Type 3 deed restricted rental employee housing units, 6 free market rental units, and 33 leased parking spaces.

As part of this effort, it is expected that the two existing site accesses will be reconstructed and reconfigured.

The *Transportation Master Plan* and *Access Management Plan Map* provide guidance for the access points to the subject property. These documents specify that the easternmost access will be ingress only and the westernmost access will be egress only.

As designed, the site is anticipated to operate most effectively with the easternmost access as ingress only and the westernmost access as a full movement. Because the site will include hotel as well as long-term rental housing it is believed that site access would operate most efficiently with this configuration. The easternmost access would be used for hotel check-in, shuttles, and deliveries. The westernmost access would be the primary access for the apartments, parking garage, and hotel guests after check-in. The Town of Vail has indicated that they would support this change from the *Access Management Plan* if the access points operate adequately as proposed. It is understood that CDOT would need to also support this change and that the *Access Management Plan* would need to be updated to reflect the change.

The anticipated volumes turning left into the site are projected to exceed the requirements set forth by the *Access Code* for the construction of an eastbound left turn deceleration lane at the eastern site access. This lane should have 42 feet of storage space and a 120 foot, 10:1 transition taper.

The expected increase in vehicular demand upon the two site accesses as well as the proposed change in access design will necessitate the need for revised State Highway Access Permits at both site accesses.

The proposed access spacing between the western site access and the adjacent property access is approximately 216-feet. The *Access Management Plan Map* anticipates that the adjacent access will be closed and the property will gain access from Meadow Ridge Road at the time of redevelopment.

The proposed access spacing between the eastern and western site access is also 216-feet.

Per the *Access Code*, A minimum distance of 250 feet between access points is required by the Access Code along the Frontage Road. A CDOT design waiver will be required for access spacing.

Pedestrian/bicycle connectivity via the North Recreation Path, as well as transit access, should be maintained or enhanced in conformance with Town of Vail criteria.

7.0 Appendix

Reference Documents

1. *8th Edition Trip Generation Manual*. Institute of Transportation Engineers, 2008.
2. *Trip Generation Handbook, An ITE Recommended Practice*. Institute of Transportation Engineers, 2001.
3. *Manual of Uniform Traffic Control Devices*. US Department of Transportation Federal Highway Administration, 2009.
4. *Highway Capacity Manual*. Transportation Research Board, 2010.
5. *Vail Transportation Master Plan Update and Access Management Map*. Felsburg Holt & Ullevig and Town of Vail, 2009
6. *State of Colorado State Highway Access Code*. CDOT, Rev. 2002
7. *4th Edition Parking Generation Manual*. Institute of Transportation Engineers, 2010.

Included Documents

1. TIS Assumptions - Correspondence with Town of Vail and CDOT
2. Vail Transportation Master Plan Update Volume Projections
3. HCM 2010 Level of Service Calculations
 - i. West Site Access
 - ii. East Site Access



Ben Gerdes <ben@mcdowelleng.com>

Vail Marriott

Tom Kassmel <TKassmel@vailgov.com>
To: Ben Gerdes <ben@mcdowelleng.com>
Cc: Kari McDowell Schroeder <kari@mcdowelleng.com>

Tue, Jul 26, 2016 at 9:08 AM

Tom Kassmel

Town Engineer

Public Works Department



970.479.2235

vailgov.com

twitter.com/vailgov



From: Ben Gerdes [mailto:ben@mcdowelleng.com]
Sent: Thursday, July 21, 2016 1:59 PM
To: Tom Kassmel
Cc: Kari McDowell Schroeder
Subject: Vail Marriott

Tom,

I am working on updating the traffic study for the Vail Marriott project and had a few questions for you:

1. The previous study assumed that the directional distribution with the Simba Run underpass would be 50% west / 50% east. Does this distribution still seem reasonable or should it be adjusted? **This seems to be a reasonable distribution**
2. A 10% multi-modal reduction was applied previously. The project as now proposed would include a significant amount of long-term rental housing that will be deed restricted to local employees. Do you think 10% still applies or could the reduction be increased slightly to account for the employee housing? **We would recommend maintaining the 10% reduction. We have only used a larger reduction in the Vail and Lionshead Village areas that are on the High Frequency In Town Route.**
3. A 0.5% growth rate was used to project the 2025 Master Plan traffic volumes to 2035 volumes. Should the 0.5%

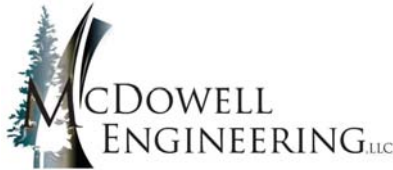
be used to project 2025 Master Plan volumes to 2040? Yes, though we are in the process of updating our VTMP. The numbers we will be using come from the I-70 Underpass Traffic Study. See attached.

4. Do you have updated traffic counts for this location? We previously used 2013 counts provided. The 2012/13 counts are the latest we have.

Thanks, Ben

Ben Gerdes, PE

Traffic / Transportation Engineer



Eagle • Broomfield • Grand Junction

Phone: 970.366.9502

email: ben@mcdowelleng.com

www.mcdowelleng.com



13-164 Traffic Report FINAL Stamped 08.11.15.pdf
1696K

Kari McDowell Schroeder

From: Tom Kassmel
Sent: Thursday, October 11, 2012 2:45 PM
To: 'Kari McDowell Schroeder'; Babler, Alisa
Subject: RE: Roost Lodge redevelopment in Vail (Traffic Methodology)

Thanks, that works for the Town.

From: Kari McDowell Schroeder [mailto:kari@mcdowelleng.com]
Sent: Thursday, October 11, 2012 2:10 PM
To: Tom Kassmel; Babler, Alisa
Subject: RE: Roost Lodge redevelopment in Vail (Traffic Methodology)

Tom,

Alisa is out of the office until the 16th. Therefore, we went ahead and included two alternatives in the traffic report – with and without the Simba Run underpass. Hopefully this satisfies both CDOT and the Town's requests.

Thanks!

Kari

From: Tom Kassmel [mailto:TKassmel@vailgov.com]
Sent: Friday, October 05, 2012 1:15 PM
To: 'Babler, Alisa'; Kari McDowell Schroeder (kari@mcdowelleng.com)
Subject: RE: Roost Lodge redevelopment in Vail (Traffic Methodology)

It may seem counterintuitive, but the more conservative approach would be to use the numbers with Simba Run. Simba Run actually pushes more traffic to this particular section of Frontage Rd.

2025 Peak Hr PM with Simba at the Roost: 905 (WB) 795 (EB)

2025 Peak Hr PM no Simba: 555 (WB) 630 (EB)

The Town would agree with the conservative approach and ask for volumes with Simba Run. Sorry to keep batting this back and forth, I just now looked at the numbers.

From: Babler, Alisa [mailto:Alisa.Babler@DOT.STATE.CO.US]
Sent: Friday, October 05, 2012 11:17 AM
To: Tom Kassmel
Subject: RE: Roost Lodge redevelopment in Vail (Traffic Methodology)

I'd say we stick to not assuming Simba Run is funded for the study. It's the more conservative approach.

Otherwise, I don't have any other comments.

Alisa Babler
Permit Unit Engineer

Please note, effective October 8, 2012, I will have a new email address:
alisa.babler@state.co.us

CDOT, Region 3 Traffic & Safety Section
970-683-6287
970-683-6290 (fax)
Alisa.babler@dot.state.co.us

From: Tom Kassmel [<mailto:TKassmel@vailgov.com>]
Sent: Thursday, October 04, 2012 10:47 AM
To: Babler, Alisa
Subject: FW: Roost Lodge redevelopment in Vail (Traffic Methodology)

From: Tom Kassmel
Sent: Thursday, October 04, 2012 10:44 AM
To: 'Babler, Alisa'; Kari McDowell Schroeder; alisa.babler@state.co.us
Cc: Blender, Emmalee
Subject: RE: Roost Lodge redevelopment in Vail (Traffic Methodology)

Few comments below in red.

From: Babler, Alisa [<mailto:Alisa.Babler@DOT.STATE.CO.US>]
Sent: Thursday, October 04, 2012 8:30 AM
To: Kari McDowell Schroeder; alisa.babler@state.co.us
Cc: Tom Kassmel; Blender, Emmalee
Subject: RE: Roost Lodge redevelopment in Vail (Traffic Methodology)

Kari,

I'm good with this approach. I would not include Simba Run in the study. I don't think it is funded, in which case it shouldn't be included in the study.

Thanks
Alisa

Alisa Babler
Permit Unit Engineer

Please note, effective October 8, 2012, I will have a new email address:
alisa.babler@state.co.us

CDOT, Region 3 Traffic & Safety Section
970-683-6287
970-683-6290 (fax)
Alisa.babler@dot.state.co.us

From: Kari McDowell Schroeder [<mailto:kari@mcdowelleng.com>]
Sent: Wednesday, October 03, 2012 1:26 PM
To: alisa.babler@state.co.us; Babler, Alisa
Cc: Tom Kassmel
Subject: Roost Lodge redevelopment in Vail (Traffic Methodology)

Alisa,

The Roost Lodge is looking to redevelop in Vail. The site currently has a 72-room hotel with one employee housing unit. The site is to remain generally the same, but be remodeled to an Marriott Residence Inn with 152 all-suite hotel rooms and four on-site employee housing apartments. This yields almost 1,000 vpd and 80+/- vph. These volumes will require a CDOT Level 2 Traffic Study on the I-70 Frontage Road. I do not have a proposed site plan to share with you yet.

The site was previously studied in 2006 by Fox Higgins. Per conversations with Dan Roussin, I believe that an access permit was issued. The project was not constructed.

I am proposing the following methodology for this analysis:

Traffic counts and projections:

- Vail's 2009 Access Management Plan (AMP) and Transportation Master Plan (TMP) have traffic volumes for the frontage road and projections to Year 2025. I would like to use these volumes for the study, as the project-generated traffic is going to determine the need for auxiliary lane improvements, not the through traffic on the frontage road.
- The Town of Vail is going to be obtaining new traffic counts in January 2013. We would propose to do a quick comparison of the frontage road traffic volumes at that time to determine if there have been major impacts to the transportation system.
- The traffic growth rate for the frontage road is not available on CDOT's website. I would propose that we use the growth rate from the TMP and apply it forward to Year 2035. **The growth rate from 2009 to 2025 is very high since the study was developed as a build out scenario study with 2025 selected as full build out. This was done during the boom in Vail and a lot of large developments were on the table going thru the process. Many of those have been stopped or delayed. We suggest using the 2025 data with a modest growth rate of 0.5% from 2025 to 2035. Once we have updated traffic numbers over this winter we can re assess the projection as needed.**

Background infrastructure improvements and future development:

- The Town of Vail has identified the Simba Run underpass as a future \$20 Million infrastructure project. Their 2011 CIP classifies this project as a low priority. I would like to know if we should include this connection under I-70 in our long term analysis. Tom – Do you have input on this issue? **Simba Run is moving forward (slowly), CDOT and the Town are about to release a joint RFP for a PEL within the next couple months for completion next year.**
- There are no know developments that are going to impact the Roost Lodge site.

Trip generation:

- We are proposing to use ITE Land Use Code #311 – All Suites Hotel for the weekday/am/pm analysis. This land use does not have Saturday data. Therefore, we are proposing to use #310 – Hotel for the weekend analysis. In addition, the four employee units would be analyzed as #220 – Apartments. **Can you confirm what Hotel and EHU rates were used in the approved Fox Higgins study, we should be consistent with those.**

Trip distribution:

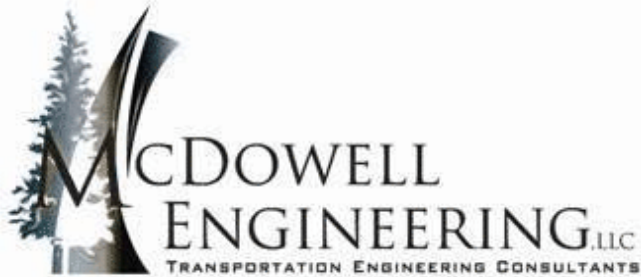
- The previous study identified approximately 60% of traffic from the west and 40% of traffic from the east. We would propose to use the same trip distribution for our analysis.
- The AMP identifies that the site's eastern access is a one-way in and the western access is a one-way out. See attached.
- We are anticipating that the site traffic will trigger the need for an eastbound left deceleration lane at the eastern site access.

Please confirm that this approach looks acceptable. I would appreciate any feedback before we start the analysis.

Thanks!

Kari

Kari J. McDowell Schroeder, PE, PTOE
Transportation / Traffic Engineer



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 Please consider the environment before printing this email.

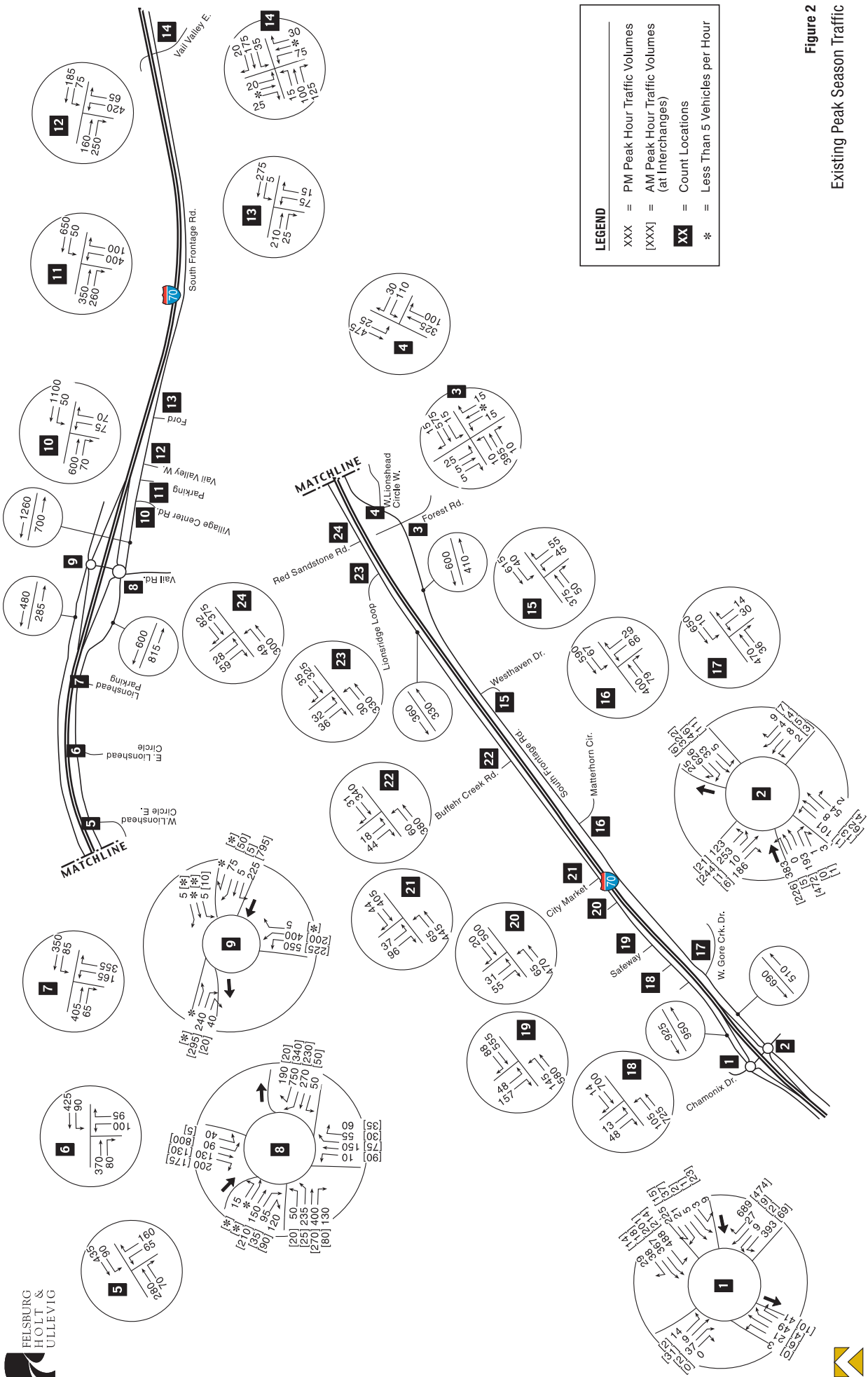
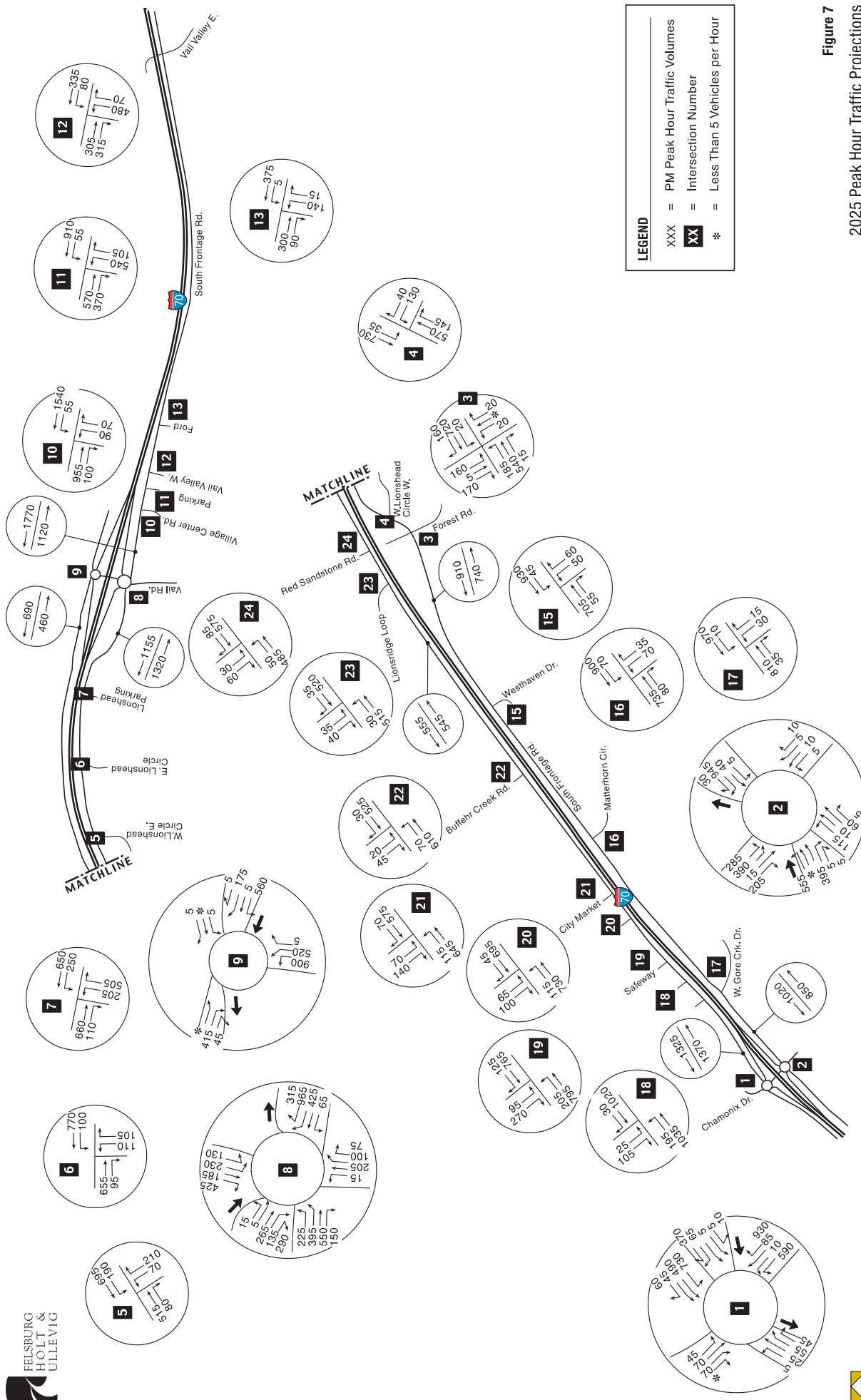


Figure 2
Existing Peak Season Traffic



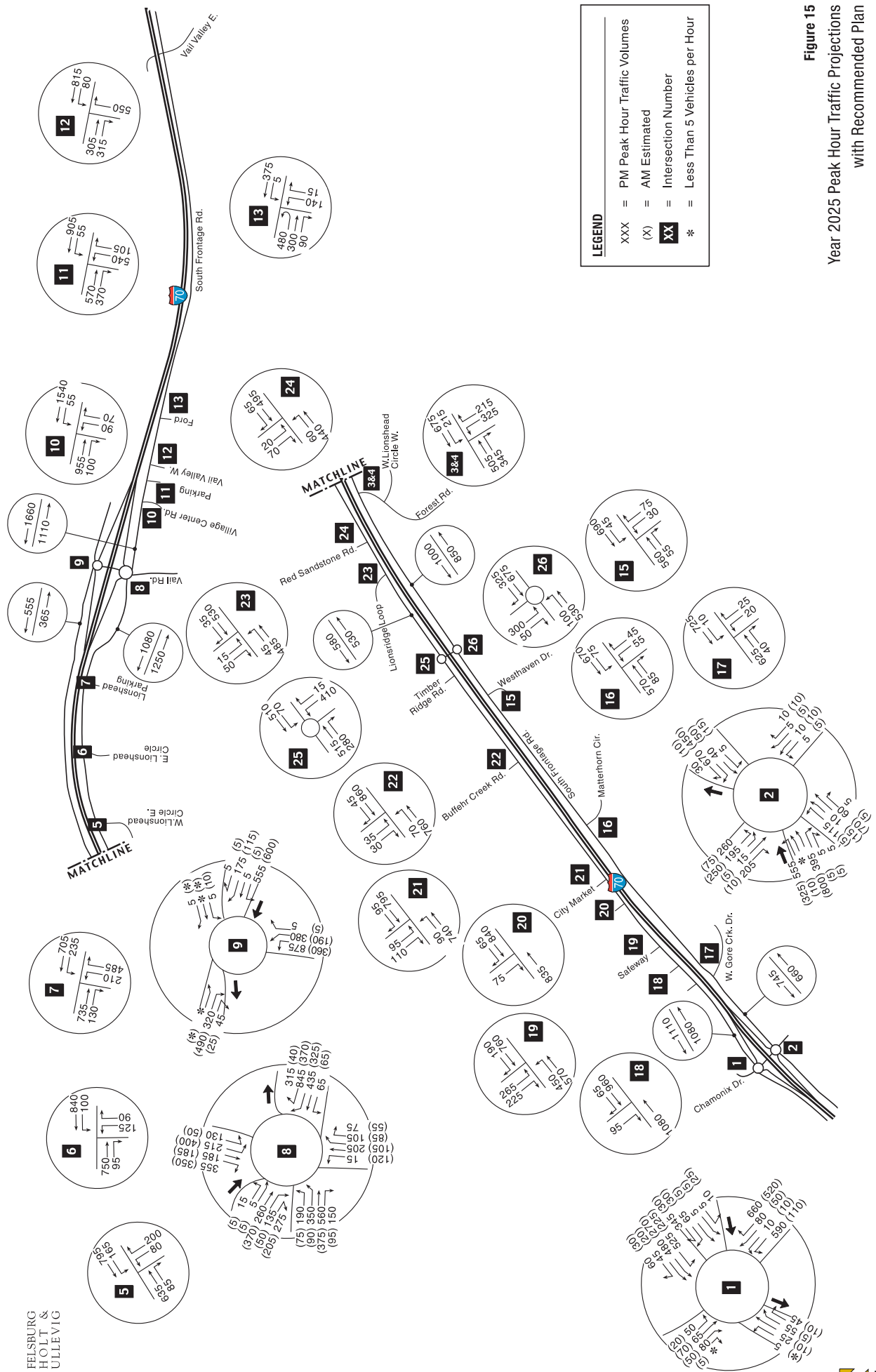
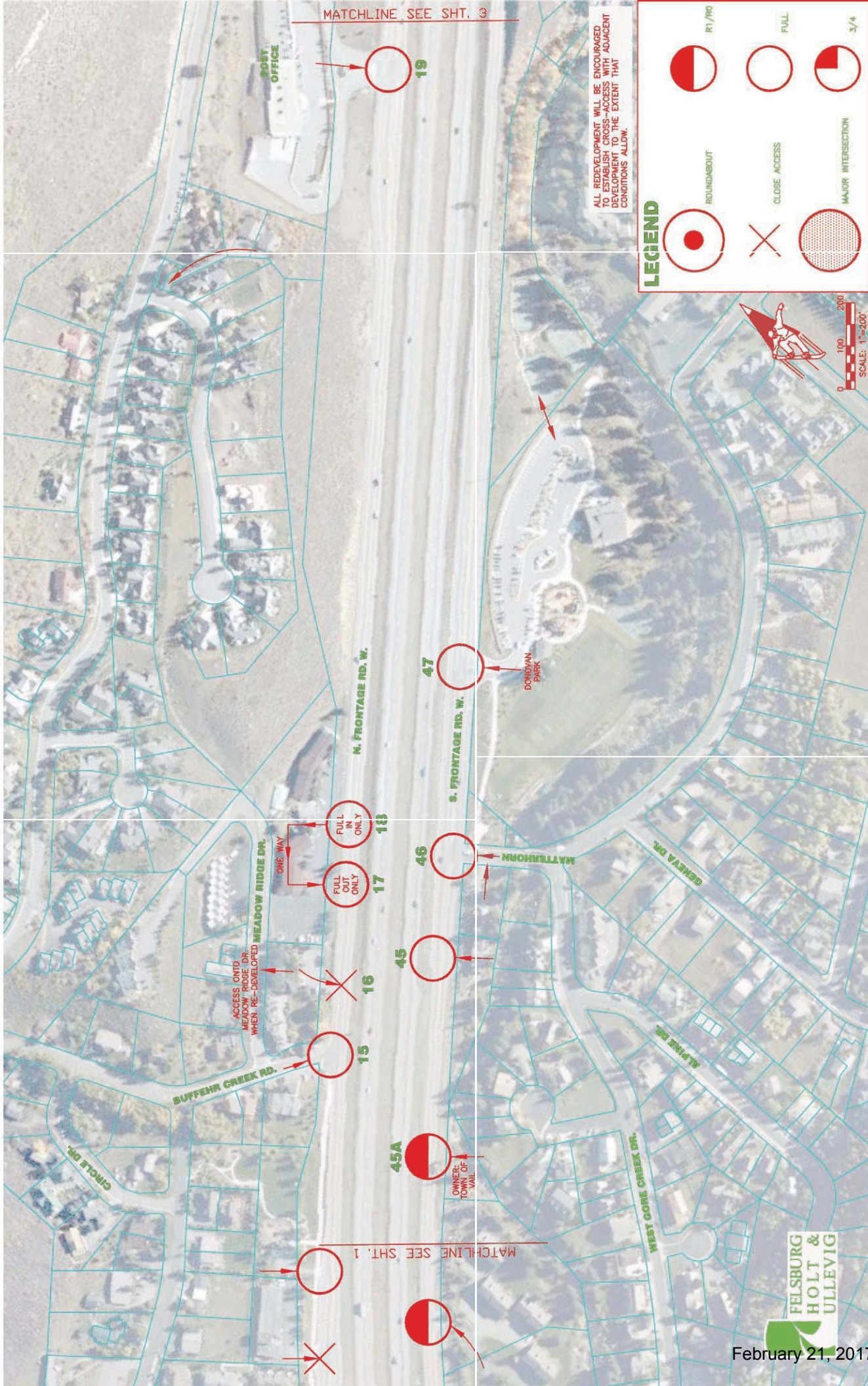


Figure 15
Year 2025 Peak Hour Traffic Projections
with Recommended Plan



ALL REDEVELOPMENT WILL BE ENCOURAGED TO ESTABLISH CROSS-ACCESS WITH ADJACENT DEVELOPMENT TO THE EXTENT THAT CONDITIONS ALLOW.

FELSBURG
HOLT &
ULLEVIG

2018 Total PM.syn

Intersection

Intersection Delay, s/veh 0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	0	0	11	507	626	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	12	551	680	12

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1261	686	692
Stage 1	686	-	-
Stage 2	575	-	-
Follow-up Headway	3.518	3.318	2.218
Pot Capacity-1 Maneuver	188	447	903
Stage 1	500	-	-
Stage 2	563	-	-
Time blocked-Platoon, %			
Mov Capacity-1 Maneuver	184	447	903
Mov Capacity-2 Maneuver	184	-	-
Stage 1	500	-	-
Stage 2	552	-	-

Approach	SE	NE	SW
HCM Control Delay, s	0	0	0

Minor Lane / Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	903	-	0	-	-
HCM Lane V/C Ratio	0.013	-	+	-	-
HCM Control Delay (s)	9.04	0	0	-	-
HCM Lane LOS	A	A	A		
HCM 95th %tile Q(veh)	0.04	-	+	-	-

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

2018 Total PM.syn

Intersection

Intersection Delay, s/veh 1.5

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	37	37	26	507	626	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	47	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	40	28	551	680	28

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1303	695 709	0 - 0
Stage 1	695	- -	- -
Stage 2	608	- -	- -
Follow-up Headway	3.518	3.318 2.218	- -
Pot Capacity-1 Maneuver	177	442 890	- -
Stage 1	495	- -	- -
Stage 2	543	- -	- -
Time blocked-Platoon, %			- -
Mov Capacity-1 Maneuver	171	442 890	- -
Mov Capacity-2 Maneuver	171	- -	- -
Stage 1	495	- -	- -
Stage 2	526	- -	- -

Approach	SE	NE	SW
HCM Control Delay, s	23	0	0

Minor Lane / Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	890	-	171	442	-	-
HCM Lane V/C Ratio	0.032	-	0.235	0.091	-	-
HCM Control Delay (s)	9.178	-	32.4	14	-	-
HCM Lane LOS	A		D	B		
HCM 95th %tile Q(veh)	0.098	-	0.876	0.299	-	-

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM 2010 TWSC
2040 Total PM.syn

Intersection

Intersection Delay, s/veh 0

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	0	0	11	894	1001	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	12	972	1088	12

Major/Minor	Minor2	Major1			Major2	
Conflicting Flow All	2090	1094	1100	0	-	0
Stage 1	1094	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	58	260	635	-	-	-
Stage 1	321	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	56	260	635	-	-	-
Mov Capacity-2 Maneuver	56	-	-	-	-	-
Stage 1	321	-	-	-	-	-
Stage 2	342	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	0	0	0

Minor Lane / Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	635	-	0	-	-
HCM Lane V/C Ratio	0.019	-	+	-	-
HCM Control Delay (s)	10.778	0	0	-	-
HCM Lane LOS	B	A	A		
HCM 95th %tile Q(veh)	0.058	-	+	-	-

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM 2010 TWSC
2040 Total PM.syn

Intersection

Intersection Delay, s/veh 3.6

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	37	37	26	868	975	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	47	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	40	28	943	1060	28

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2074	1074	1088
Stage 1	1074	-	-
Stage 2	1000	-	-
Follow-up Headway	3.518	3.318	2.218
Pot Capacity-1 Maneuver	59	267	641
Stage 1	328	-	-
Stage 2	356	-	-
Time blocked-Platoon, %			
Mov Capacity-1 Maneuver	56	267	641
Mov Capacity-2 Maneuver	56	-	-
Stage 1	328	-	-
Stage 2	340	-	-

Approach	SE	NE	SW
HCM Control Delay, s	92	0	0

Minor Lane / Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	641	-	56	267	-	-
HCM Lane V/C Ratio	0.044	-	0.718	0.151	-	-
HCM Control Delay (s)	10.875	-	163.3	20.9	-	-
HCM Lane LOS	B		F	C		
HCM 95th %tile Q(veh)	0.138	-	3.02	0.522	-	-

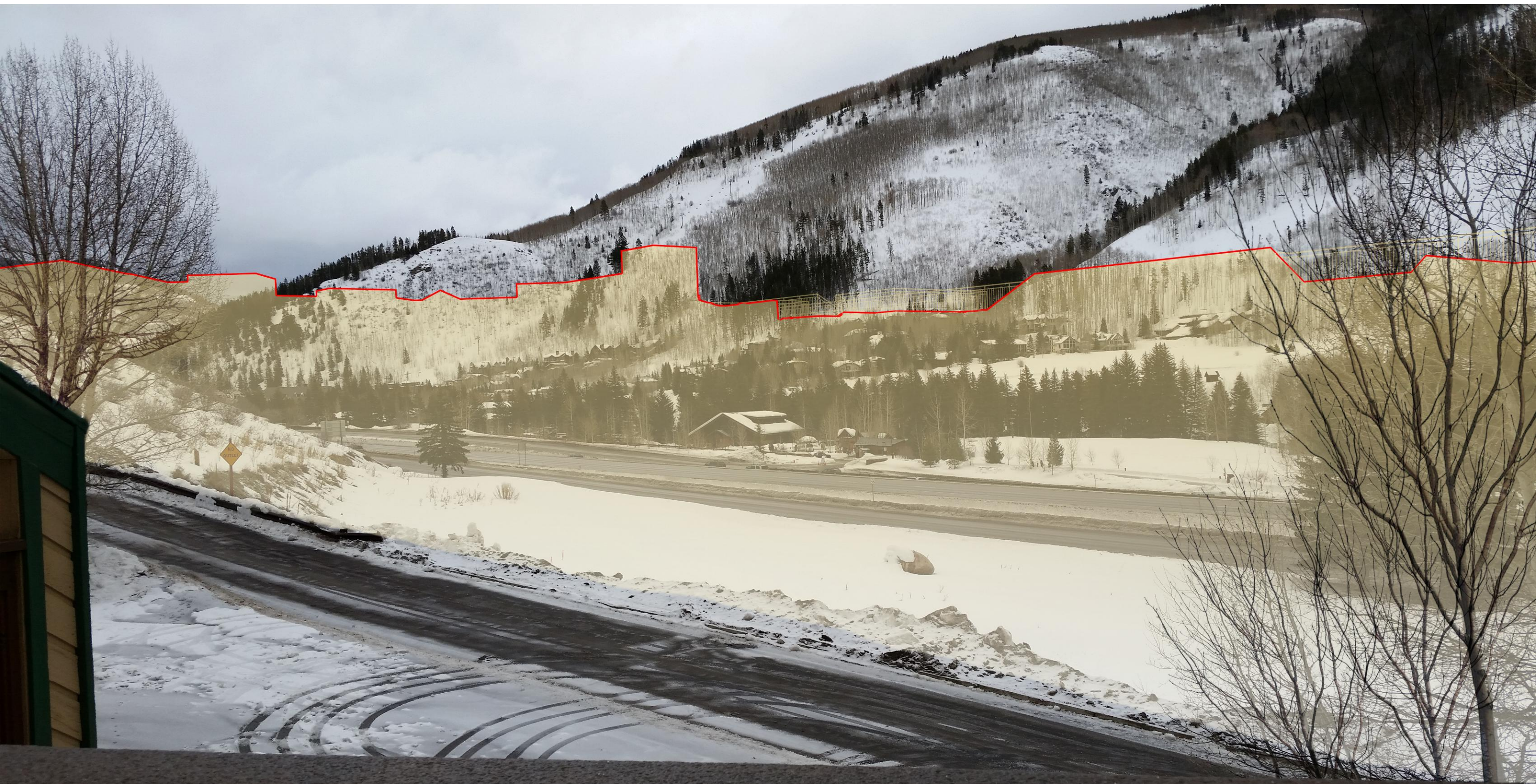
Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined











VAIL TOWN COUNCIL AGENDA MEMO

ITEM/TOPIC: Adjournment at 7:40 p.m.