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**Memorandum**

To: Planning Department

From: Public Works Department

Date: 1-22-19

Subject: (PEC18-0041) LMU-1 Density

The Town of Vail Public Works Department has reviewed the application to amend Section 12-7H-12, Density, Vail Town Code, to remove the dwelling units per acre maximum while maintaining the existing dimensional standards including GRFA and building height in the Lionshead Mixed Use-1 zone district. We offer the following comments.

The application to remove the dwelling units per acre maximum could increase the number of dwelling units built in LMU-1 which could in turn have an impact on both pedestrian and vehicular traffic generated by future developments. That being said, the current LMU-1 zone district has no maximums on unit density for Accommodation Units, Fractional Fee Units, and Employee Housing Units, so it is difficult to make a black and white assumption on how many total traffic generating units may ultimately be proposed in the LMU-1 zone district.

In 2009, the Town of Vail adopted the Vail Transportation Master Plan (VTMP) that made traffic projections regarding the LMU-1 zone district and its surrounding area and how development might impact the transportation system. The increased traffic projections were accommodated with the recommended improvements shown in the VTMP. These assumptions included the following additional net new development;

- 110 Dwelling Units
- 50 Fractional Fee Type Units
- 20 Accommodation Units
- 50,000 SF Retail

*This list excludes those developments that have already occurred since that time (i.e Arrabelle, Ritz, Landmark, Lion, etc...)*

The above future net new development was estimated to generate ~170 net new peak hour PM vehicular trips, of which ~105 vehicular trips were from unit development.

Also in proximity to LMU-1 is the General Use zone district of the Lionshead Parking Structure (LHPS). At the time of the VTMP adoption the LHPS was projected to undergo a major redevelopment including;

- 125 Dwelling Units
- 240 Hotel Units
- 70,000 SF Retail
- 20,000 SF Performing Art Center

This equated to approximately ~260 net new peak hour PM trips with ~145 coming from unit development.

Both LMU-1 and the LHPS projected development trips are accounted for in the town's transportation master plan along with mitigating recommended improvements.

Therefore, as long as future development does not exceed the above projected net new trip generation in the Lionshead area then the transportation network will not be negatively impacted in relation to the currently adopted transportation master plan.

To provide a general understanding of potential impacts, a sensitivity analysis should be looked at;

- If as a result of this amendment, all aging developments are able to redevelop and maximize the available number of net new dwelling units, 502 (per MPG analysis) then it is likely that the net new additional traffic trips would be projected at ~203; 98 more trips than anticipated by the current VTMP.
- However, if not all developments are able to maximize the number of net new dwelling units, and only 50% are actually developed (251 units), then the net new traffic trips would be projected at ~102; approximately the same number as accounted for in the VTMP.
- If only Treetops redevelops and adds 32 net new dwelling units, they would potentially generate 13 new PM peak hour trips of the 105 accounted for in the VTMP for units (12%).
- If the LHPS does not redevelop or only develops at a fraction of the original proposal, then it is likely that there would be no significant impact due to the amendment.

If there is a significant impact to traffic operations it will most likely occur at the East Lionshead Circle and the West Lionshead Circle intersections. Therefore it may be beneficial to complete a sensitivity analysis on those intersections prior to approving this amendment.