



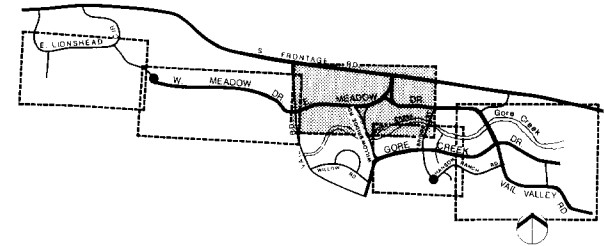




EAST MEADOW DRIVE - VAIL ROAD TO WILLOW BRIDGE ROAD

Existing Conditions

East Meadow Drive has been divided into two sub-areas as the east half and the west half have very different characters. The following section covers the western half of East Meadow Drive, from Vail Road to Willow Bridge Road and Vail Road from East Meadow Drive to the South Frontage Road.



CHARACTER

Although the west half of East Meadow Drive is somewhat isolated from the Village Core, the restricted vehicular traffic and the closeness of buildings to the street give this area an ambiance similar to the Village Core. This character will be reinforced as building infills occur on the south side of the street. As in many areas in Vail, pedestrians enjoy walking in the street. The primary differences between this section of East Meadow Drive and the Village Core are the presence of bus traffic and the lack of enclosure on the south side of the street.

The streetscape character in this sub-area is further enhanced by the presence of two pedestrian plazas located at the Vail Village Inn (VVI) on the north side of the street. The combination of angled building alignments, stone walls, decorative paving, mature landscaping and gentle changes in grade make these plazas attractive focal points for pedestrians using East Meadow Drive.

Vail Road's character is changing from a street without pedestrian amenities and landscaping to one that has more pedestrian character. With the new Vail Gateway project and the Town's plans for landscaped medians and sidewalks along Vail Road, this transformation should be completed in the near future.

CIRCULATION

Vehicular

This portion of East Meadow Drive is restricted to Town buses by control gates. Even with the control gates, it is not unusual to see a lost visitor waiting in their car for the gate arm to be raised. There are two bus stops in this area (Figure 9) but the heavy pedestrian traffic reduces bus efficiency.

The existing buildings and plazas were constructed very close to or actually in the public right-of-way in this area, (Figure 9). Because of this alignment, and the presence of several large evergreen trees immediately adjacent to the roadway, there are areas where the public right-of-way may not be wide enough to accommodate the anticipated streetscape improvements. It would be best to formally change the right-of-way to correspond with the actual street alignment. If this is not possible, easements may be required for improvements on private property.

Vail Road carries large volumes of traffic and is anticipated to do so in the future. Because of the heavy traffic, pedestrians and vehicles should be separated.

Pedestrian

On East Meadow Drive, pedestrians share the street with buses (and occasional service or emergency vehicles). Pedestrian volume is generally heavy in this area and often slows buses. Because this section of East Meadow Drive has a character that is similar to the Village Core, it is desirable to maintain this shared use of the roadway. Defining zones for the two uses is desirable.

Pedestrians now are forced to walk in the roadway along Vail Road, which is incompatible with the heavy vehicular traffic found there. The sidewalks presently being installed will alleviate this problem.

PAVING/DRAINAGE

The existing paving, within the area bounded by the control gates, is primarily concrete with tinted concrete bands at regular intervals. The concrete is cracked and settling in spots and should be replaced. From the eastern control gate to Crossroads, the roadway is asphalt. Vail Road is also paved with asphalt.

The western VVI plaza is concrete with brick panels, and the eastern plaza is brick on sand. The paving treatments in these areas will not conflict with future streetscape improvements in the right-of-way.

There are storm drainage problems in the area that necessitate improvements to the underground existing storm drain system. As in East Lionshead Circle, the surface flows for this area will be from north to south. Some type of curb or barrier will be required along the south side of the street to intercept and direct these flows and its location and character will need to respond to the design proposed for this area by the Master Plan. As it is likely that this sub-area will be paved with a decorative paving material, a standard concrete curb and inlet system is inappropriate. Of the major utilities, only water service is proposed to be upgraded in the near future.

Vail Road will require an entirely new storm drain system that will also need to intercept flows from outside of the Streetscape Master Plan study area. Preliminary designs for Vail Road indicate that all streetscape improvements will be adjacent to the roadway and therefore, not tied to any subsurface improvement schedule.

SITE AMENITIES

Private artwork is located in several of the plazas.

There are four wood-slat benches, one rustic wood bench at the bus stop and planter walls in the eastern-most plaza that are at seating height.

There are several Town-owned, wooden barrel trash receptacles located at the bus stops and at entry points to the VVI plazas.

No bike racks were noted in this sub-area.

LANDSCAPING

A notable feature in this area is the lush landscape treatment of the berm along the Sonnenalp/Talisman parking lot, adjacent to the south side of the street. The berm is heavily landscaped and contains several large spruce, boulders, and flower beds. As future development occurs along the south side of the street, the major trees and screening should be maintained where possible.

There is also significant landscaping along the north side of the street, primarily in several large, Town-maintained planters. Stone planters in the VVI Plazas and around the outdoor dining decks are planted with annuals in the summer months.

This portion of East Meadow Drive has one of the richest landscape treatments in the Village.

With the recent improvements to the Alpine Standard and the Vail Gateway Building, the landscape character of Vail Road has improved. There is still a need for additional landscaping to soften the parking lots and drop-off areas along this street.

UTILITIES

Lighting

The predominate light fixture used in the area is a contemporary style, 12' tall, "cube" fixture with orange glass. This light fixture does not provide adequate light levels for the area and it would be positive to replace the "cube" lights with the "Village" light to achieve adequate lighting levels. This is mostly due to the orange glass that filters the light source. Lighting levels could also be improved by adding fixtures on the south side of the street.

Lighting on Vail Road is adequate at the intersection of the South Frontage Road. Moving south, the lighting levels decrease, especially on the west side of the street, and near the intersection with East Meadow Drive.

PUBLIC COMMENT

Comments received included:

- It was believed that much of the Sonnenalp/Talisman's existing surface parking may remain, even with Sonnenalp redevelopment, therefore the major pedestrian corridor should be located along the north side of the street.

- The somewhat straight, south-side of the street should be given more variation with seating areas set off from the street.
- It may not be necessary to repave the entire area in "high quality" materials. Asphalt may be appropriate for some areas, like the bus lane.
- Most felt that the orange "cube light" fixtures along the Vail Village Inn project were inappropriate.
- The landscape berm along the south side of Meadow Drive should be preserved and enhanced.
- The proposed streetscape improvements should accent the existing pedestrian plazas.

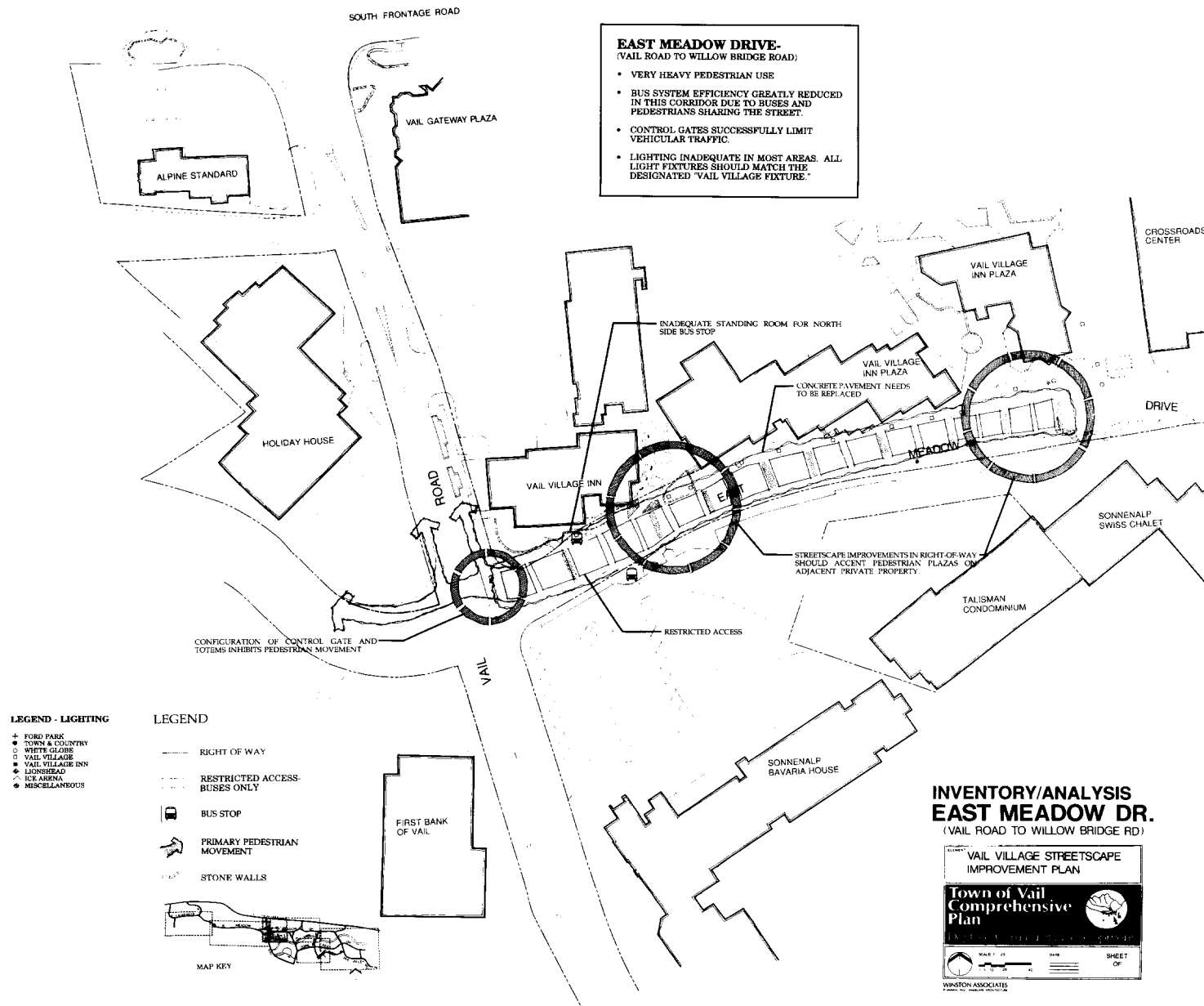


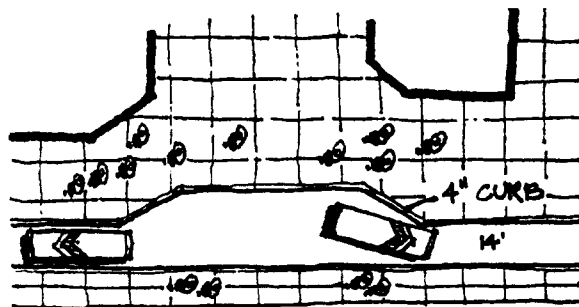
Figure 9

Streetscape Improvement Plan

East Meadow Drive - Vail Road to Willow Bridge Road

This west half of East Meadow Drive is significant because it is a heavily used pedestrian area that must also accommodate bus traffic. Accommodating and defining these two uses was the primary challenge presented by this sub-area. Other factors included enhancing the shopping experience on the north side of the street and planning for future development on the south side. All future developments proposed for this area should create interesting breaks in the linear character of the street and improve the pedestrian connection to West Meadow Drive and along Vail Road. Developments should not shade the street, nor should they "overwhelm" the street and the pedestrian areas with excessive mass and bulk.

PRELIMINARY CONCEPTS

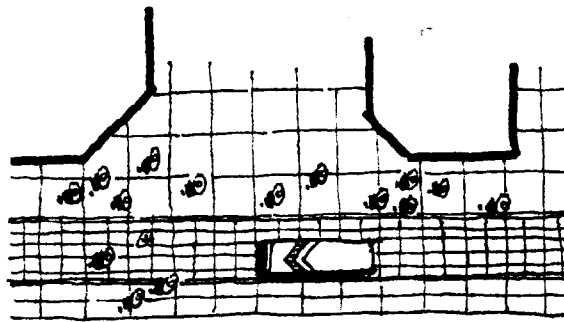


CONCEPT A

The conflicts between pedestrians and buses sharing the same roadway is not new to Vail. Until recently, however, the two uses have shared this section of East Meadow Drive without major conflicts. Serious problems are developing as the bus system reaches capacity and Vail's pedestrian usage increases. It was determined early on in the streetscape design process that the Master Plan needed to address this conflict as one of the sub-area's main goals.

The early concepts examined ways to define lanes for buses and pedestrians without detracting from the pedestrian-orientated character of the area. Three basic concepts were developed in response to this goal. One of the concepts has evolved into the final plan, and the two that were not explored further focused on the following approaches:

- *Concept A* Utilize low, 4" high, curbs to define the bus travel lane. Because the present roadway is not centered within the right-of-way, it was determined that there is not adequate room for two parallel bus lanes. Therefore, this concept used turn-outs at key points to allow buses to pass each other.



CONCEPT B

PREFERRED STREETSCAPE PLAN

The Concept

Concept A was rejected for two reasons: 1) It was felt that curbs, even low ones, degraded the pedestrian experience; and 2) Turn-outs would decrease the efficiency of the buses in this area.

- *Concept B* Keep the roadway at one elevation with no curbs to separate uses. Define the bus lane with asphalt paving and the pedestrian areas with concrete unit pavers. When east and west-bound buses needed to pass they would share the pedestrian area for a short distance. By providing lanes for each use, pedestrians would have a clear understanding of where they belonged as buses moved through the corridor.

While it was felt that the basic concept for this second scheme was workable, there was wide agreement that asphalt was not an appropriate material for this sub-area and that a more durable and aesthetically pleasing paving material was needed for the bus lane.

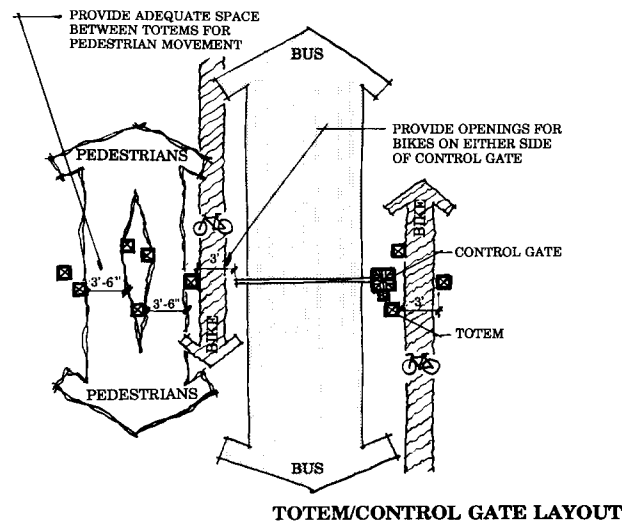
Design Concept: The preferred Streetscape Improvement Plan for East Meadow Drive -- Vail Road to Willow Bridge Road -- maintains the existing pedestrian-oriented character (Figure 10). It is felt that it is critical to maintain the opportunity for pedestrians to walk in the street. The proposed changes separate pedestrian and bus traffic by defining travel lanes with distinctive paving patterns and colors, rather than with a raised curb. Key areas are highlighted with special paving treatments and adjacent pedestrian plazas are incorporated into the Plan.

The basic circulation concept for this sub-area is to establish a 30' to 40' wide paved area for buses and pedestrians. Due to right-of-way constraints, some areas will be as narrow as 25' wide. The 14' wide bus lane would be on the south side of the paved area to allow for a major pedestrian zone on the north side of the street. A minor pedestrian zone would be provided on the south side of the street (Figure 11). The primary intent of this concept is to provide the pedestrian with a "safe" zone they can easily reach when bus traffic is moving through. This system has been used effectively in transit malls in other cities and increases both safety and bus efficiency, although in the winter, when the surface is snow covered, the problem will still exist.

Concrete unit pavers would be the primary paving material in the right-of-way. The bus lane will use a different style, color and pattern than pedestrian zones. The two zones will be separated by "soldier courses" of light colored unit paver bands or by a concrete edger. The end result will achieve pedestrian areas that flow from buildings on the north to those on the south side of the corridor, while also delineating the bus lane. Thus, the ability of pedestrians to "walk in the street" is maintained.

Six to eight-foot wide sidewalks are proposed along either side of Vail Road. Portions of the sidewalks have already been completed at the Vail Gateway Building and the Alpine Standard. All new walkways will be constructed with concrete unit pavers.

Special Features



There are a number of features shown on the graphic for the Vail Road to Willow Bridge Road portion of West Meadow Drive. Most of these suggestions originated during the review of the Plan by the public and with Town boards and staff.

- The westbound Vail Village Inn bus stop has been moved further to the east to allow for more waiting room.
- The area around bus stops is highlighted by special paving treatments. The east and westbound bus stops are generally opposite each other, but there is room (20') for emergency vehicles to pass even with both buses parked at the bus stops.
- In response to comments that East Meadow Drive is too linear, the Plan proposes expanding the pedestrian zones north into the Vail Village Inn plazas and south to the Sonnenalp Swiss Chalet's main entry.
- Similar limitations in the selection of paving materials for adjacent private properties exist here as in the Village Core. The recommended materials and color ranges are discussed in detail in the Guidelines for Paving, Public Art, Site Furnishings, and Lighting section of this report.
- The control gate and totems at the intersection of Vail Road and East Meadow Drive should be reconfigured to better accommodate east/west

pedestrian and bicycle flow. If necessary, the bike lanes between the totems could be signed or striped as "bike lanes."

- The control gate on the east end of Meadow Drive should be moved to the east approximately 60-80 feet to prevent vehicular traffic from pulling into the east Vail Village Inn plaza.

Landscaping and Site Amenities

The landscaping in this area is already very strong with a number of mature evergreen trees. The berm along the south side of the street is one of the richest landscapes in the Village and should remain so. Should the Sonnenalp redevelop, it will be important to maintain a strong landscape buffer, especially along parking areas to maintain the present character of the area.

There is a good balance between paving and landscaping on the north side of the street, hence no major landscaping is proposed for this area.

There are low walls, benches and outdoor dining areas along the north side of the street, therefore, only benches are recommended at the bus stops. The railroad tie retaining walls at the eastbound bus stop (south side of East Meadow Drive) should be replaced by boulder walls and landscaping should be added to improve the appearance of this stop. Seasonal benches, trash receptacles and bike racks could be located as conditions dictate. The eastern Vail Village Inn plaza has a need for more seating.

Landscaped medians are proposed for Vail Road. In addition to softening the corridor, it is hoped that these medians will make Vail Road appear to be less of a thoroughfare and discourage unnecessary vehicular traffic from turning on to it.

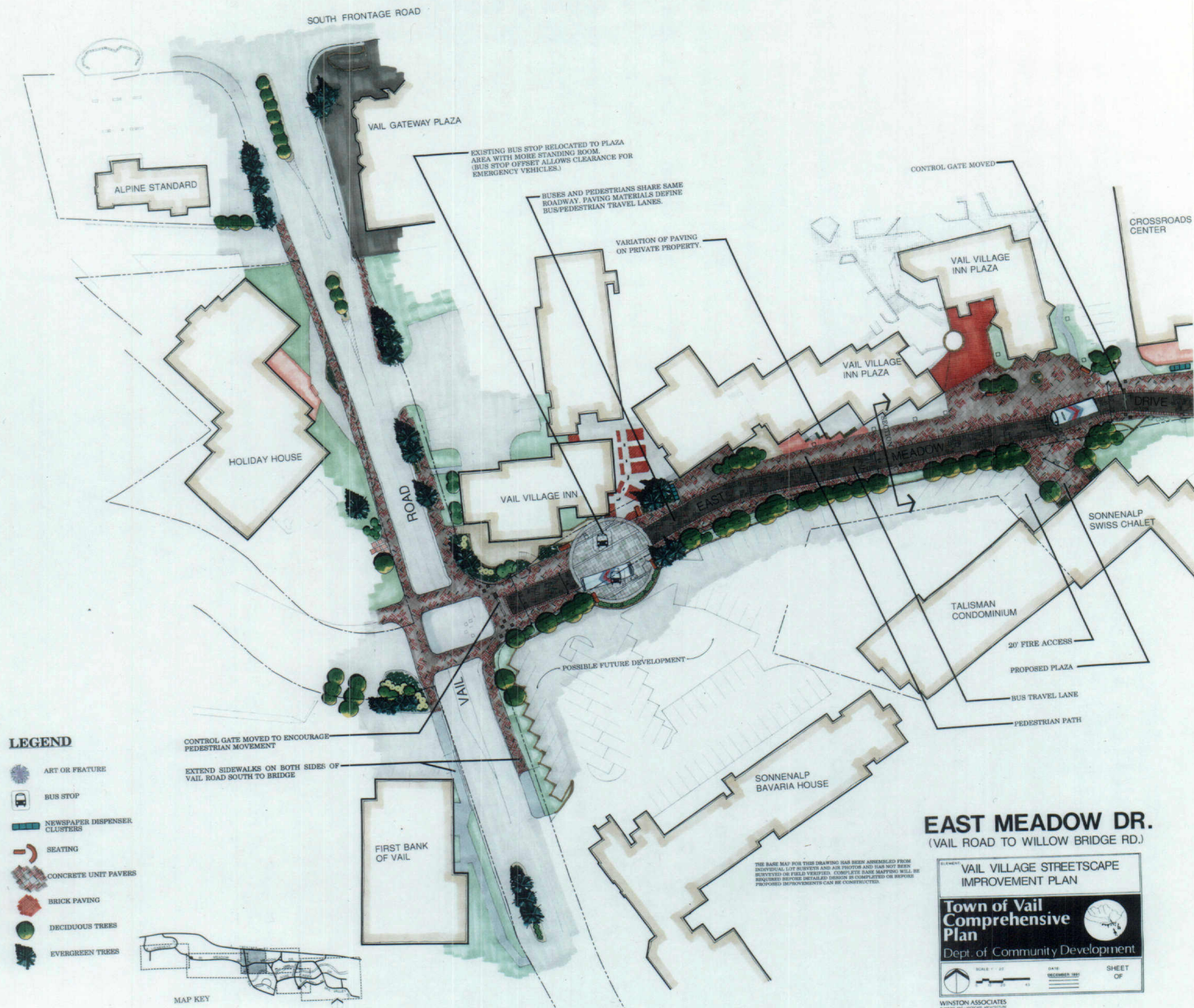


Figure 10

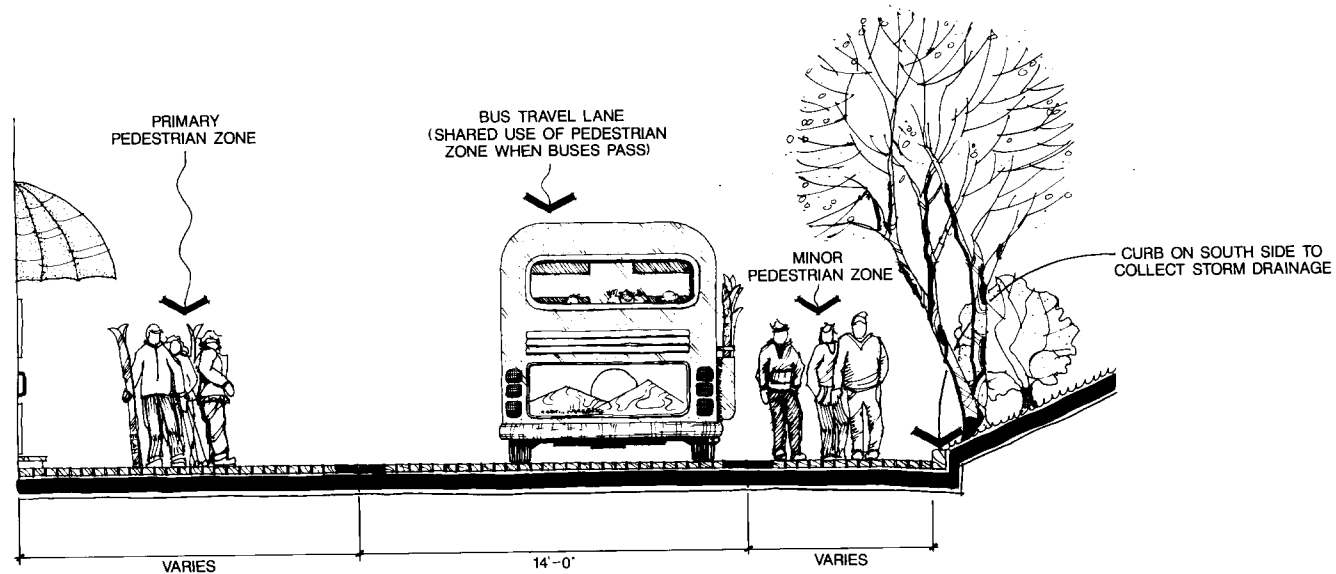


Figure 11

Winston llc

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Preliminary Review Memorandum

Date: February 26, 2018

To: Jonathan Spence

From: Jeff Winston

Project: **100 E. Meadow Drive #15**, DRB submittal drawings dated Feb14, 2018 and entitled "La Taberna Iberica Restaurant" by Steven James Riden Architect

This proposal is composed of small additions to the north and south ground floors of the existing building. For the most part, our observations are confined to the **south** and **west elevations**. The north elevation improvements appear to be minor, are consistent with the existing building materials and character, and actually reduce the building footprint.

In general, it is our opinion that the south and west elevation proposals are not consistent with the relevant town plans and guidelines, and modifications are needed to make it a positive improvement to the Village.

VAIL VILLAGE MASTER PLAN AND SUB-AREA CONCEPTS

Master Plan

The only relevant applicable Goal of the VVMP is **Goal #1**:

*ENCOURAGE HIGH QUALITY REDEVELOPMENT WHILE PRESERVING UNIQUE
ARCHITECTURAL SCALE OF THE VILLAGE IN ORDER TO SUSTAIN ITS SENSE OF
COMMUNITY AND IDENTITY*

It is our opinion that the proposed improvements, though relatively small, are not consistent with the scale, character, and identity of the Village. They could however, be modified to be /more consistent with the existing character of the building and the Village, and could become consistent with Goal #1.

Sub-area Concepts

The are of the proposed improvement partially addressed in Sub-area Concept #12:

Separate pedestrian walk by reducing E. Meadow Drive to single bus lane. Upgrade by paving, benches, moveable planter, lighting. Bus passing/waiting at either end adjacent to bus shelters.

Even though this is largely a pedestrian street, buses also pass frequently enough to require pedestrian refuge outside of the busway. The proposed improvement appropriates for the restaurant almost the entire pedestrian zone, leaving no refuge for pedestrians when buses are passing.

As a side note, the building to the east was apparently allowed an expansion similar to what is proposed here, but with the difference the the planters in the TOV ROW still allowed some room for pedestrian passage outside of the travel lane.

VAIL VILLAGE URBAN DESIGN GUIDE PLAN

Urban Design Concepts

In general, we are of the opinion that the proposed changes to the building do not change, and continue to be consistent with the following Urban Design Concepts:

Street Enclosure, Building Height, View Corridors, Sun-Shade

Areas of concern are related to the following Urban Design Concepts:

Pedestrianization

From the Guide Plan:

A major objective for Vail Village is to encourage pedestrian circulation through an interconnected network of safe, pleasant pedestrian ways...

Since vehicular traffic cannot be removed from certain streets (bus routes, delivery access) a totally car-free pedestrian system is not achievable throughout the entire Village. Therefore several levels of pedestrianization are proposed:

This portion of East Meadow Drive is a Type 2 pedestrian street, where vehicles (buses primarily) share the street with pedestrians. This requires pedestrian refuges along the vehicle way. As mentioned above, by virtue of the proposed planter walls, the proposal usurps the entire ROW for permanent private use.

Streetscape Framework

Per the UDGP:

- ...two general types of improvements adjacent to the walkways are considered:
 1. Open space & landscaping - berms, grass, flowers and tree planting as a soft, colorful framework linkage along pedestrian routes; and plazas and park green spaces as open nodes and focal points along those routes.
 2. Infill commercial storefronts expansion of existing buildings, or new infill development to create new commercial activity generators to give street life and visual interest, as attractions at key locations along pedestrian routes.

It is not intended to enclose all Village streets with buildings, as in the Core Area... Rather, it is desired to have a variety of open and enclosed spaces both built and

landscaped, which create a strong framework for pedestrian walks as well as visual interest and activity.

This proposal removes a small landscaped area, which is valuable in its ability to support tall trees that provide visual interest and soften the edge of the street. This might be acceptable if it replaced the trees with interesting building storefronts, or even sidewalk dining, but in fact it cuts off the public space with planter walls and converts the public space into private.

Design Considerations

The relevant Design Considerations are:

Walls

On the east elevation, the wall extension (to enclose the building additions), and the removal of the lone existing window (on the ground floor), end up leaving an undesirable long blank wall facing the pedestrian walkway.

Admittedly, replacing the existing stucco with stone facing adds some richness and interest, but it seems to be done more as a facia, without any structural hints (columns, larger stones at base, lintels) and so appears arbitrary and decorative rather than an integral part of the building foundation.

Decks and Patios

In general, dining decks and patios are desirable along pedestrian ways, and in other circumstances the design of this one might be considered largely consistent with the guidelines. However, because this proposal encroaches entirely into the pedestrian zone, blocks it off with planters and walls, and removes relatively mature trees in doing so, the Town should not support it.

Balcony railings

The severe glass patio walls and the stark steel support posts are inconsistent with the old-world character desired to be maintained in the village. This is not to say the glass should not be used, but perhaps used in a way that pays homage to the tradition of the Village.

Awnings

As light (fabric, steel ribs) add-on structures, the awnings can be considered as a "modern" adaptation and we consider them to be whimsical and a nice diversion from the rigidity of the building itself. They should however be operable so they can be retracted from extending over the ROW when not in use.

By way of **constructive suggestions:**

1. *Not enclosing the dining patio with walls* and planters, but rather (if possible) preserve the existing aspens in tree grates or slightly raised planters, and then use temporary devices to cordon off the patio area when used for dining.
2. If for some reason the patio walls are allowed, they could be *softened* by:
 1. eliminating the sheer glass panels (purpose)
 2. replacing or fronting the sheer glass panels with decorative metal pickets (see treatment used for 100 E. Meadow Drive).;
 3. using smaller glass panels in decorative metal frame
 4. using decorative support columns
3. Ground floor wall of east elevation:
 1. Puncture the wall with windows to break up the uniformity
 2. Add structural elements, such as expressed corner columns
 3. Leave a shallow recess where the former window was located
 4. Etc.