



PLANNING AND ENVIRONMENTAL COMMISSION

March 25, 2019, 1:00 PM

Town Council Chambers

75 S. Frontage Road - Vail, Colorado, 81657

1. Call to Order

1.1. Attendance

Present: Karen Perez, Brian Stockmar, Ludwig Kurz, Pam Hopkins, John-Ryan Lockman, Brian Gillette and Rollie Kjesbo

Absent: None

2. Main Agenda

- 2.1. A request for review of a final plat, pursuant to Title 13 Chapter 4, Minor Subdivisions, Vail Town Code, to allow for a subdivision to reconfigure the property line between two (2) parcels located at 1022 Eagles Nest Circle / Lot 3, Block 6, Vail Village Filing 7, and 1012 Eagles Nest Circle / Lot 2, Block 6, Vail Village Filing 7, and setting forth details in regard thereto. (PEC19-0005) 10 min.

Applicant: 1022 Eagles Nest LLC, represented by Solaris Redevelopment Co.

Planner: Ashley Clark

Planner Clark introduced the project to the commission. The subdivision plat was distributed to other Town of Vail departments for review. Proposal is to modify lot line. Clark showed the existing and proposed lot lines. New lot lines will facilitate the new driveway proposed.

Stockmar – Does frontage of Lot 3 meet minimum frontage requirements?

Clark – Yes.

Public Comments – None

Mike Suman, owner Representative – Access to the lots is from both east and west. New lot lines will help us to space out the driveways better. Current driveways almost cross each other; this design will give us more buffer to the neighbors.

Lockman – Meets all criteria for approval. Agree with staff recommendation

Hopkins – Agree

Perez – Concur

Gillette – Concur

Kjesbo – Agree

Stockmar – I also concur

Ludwig Kurz moved to approve. Karen Perez seconded the motion and it passed (7-0).

3. Approval of Minutes

3.1. March 11, 2019 PEC Results

John-Ryan Lockman moved to approve. Ludwig Kurz seconded the motion and it passed (7-0).

4. Informational Update

4.1. An introduction to the Public Works Master Plan Update 45 min.

Applicant: Greg Hall

Planner: Chris Neubecker

Planner Neubecker introduced the project to the commission. No formal action will be required by the Commission today.

Greg Hall reviewed the 1994 Master Plan recommendations. He then reviewed how the town has changed in the past 25 years and how that has informed the current drafted Public Works Master Plan. He discussed utility grade solar and stated that they have identified areas where solar would be possible and are currently undergoing preliminary feasibility assessments.

Mr. Hall stated that because every site specific project gets reviewed, that is when more detailed studies can be provided. He reviewed an overview of the old Master Plan that included a yard area, covered and uncovered storage. Mr. Hall noted that the question was posed whether or not there would be opportunity to increase building height at this site.

Mr. Hall described how the Civic Area Plan may inform the Public Works Master Plan. There was a desire to expand housing that meets Town of Vail employee needs as well as expanding housing to others. He stated that there are concerns regarding site access and site circulation.

Mr. Hall stated that they would need almost 20-30 acres of solar panels to offset "our" natural gas usage (Town of Vail usage). Approximately 25% could be located in town, and we have identified approximately 7 acres as a target location. There is an old homestead road, not an irrigation ditch, above the Public Works site and we have tried to keep all planned development south of that road in order to reduce visual impacts and preserve the hillside. The Town property does extend up the hill, however the site does get steep.

Ms. Hopkins inquired about the elevations of the site, and the road relative to the Public Works buildings.

Mr. Hall estimated the shoring wall, or the back wall of storage, or yard was about 20 feet high, about halfway up the slope, so approximately 40 feet of elevation difference.

Mr. Hall indicated on the map the areas of disturbance on the site and stated the site is also in a rock fall hazard area. Mr. Hall stated that storage

is appropriate in this area; however, occupied buildings are not.

The commission discussed the potential for a site visit. Mr. Stockmar stated that he would find a site visit helpful to observe conditions. He further noted that there is concern in town over protection of the Bighorn sheep territory.

Mr. Hall stated that Buzzard Park housing was built between the two creeks and expanded out; however, there is a portion that is in a critical winter range.

Mr. Stockmar stated that the Bighorn sheep territory is of serious concern. He stated that any development of the site should not impede migration patterns.

Mr. Hall stated that in four weeks they will be able to have more answers regarding the underpass and impact, but noted that there are some concerns from CDOT in terms of access.

Mr. Hall stated that some flexibility in the final plan would be important and would need to work with Town Council on how to phase the proposal.

Chris Juergens, with Victor Mark Donaldson Architects, reviewed the Vail Public Works Master Plan. He stated that the project goals included Streets and Parks expansion, solar panels, access, snow storage expansion and site utility upgrades. He noted these are the first round of priorities on the project.

Mr. Juergens showed a site plan to discuss the existing site circulation. He then discussed the various hazards in the area, noting that there is a high rock fall area, debris flow, which has been mitigated with two berms. Debris flow ditches would need to be designed if expansion in the hillside is proposed.

Mr. Hall noted that there is a concern regarding the landside area, and that digging into the slope is not an option, since there is not an opportunity to mitigate from landslide.

Mr. Juergens reviewed a seasonal habitat map of Bighorn sheep and located the area within the Public Works Master Plan.

Mr. Juergens then reviewed existing traffic patterns at the site and noted that the buses typically go in through the front of the building and go out the back side and can circulate all the way around the building. He noted that all the Streets division access is across the front of the building. He noted that maintaining flexibility is important to make sure that options in the future will not be impacted. He noted the snow dump area is in the area indicated with white arrows, while there is some deviation.

Mr. Juergens then reviewed the existing zoning, which is zoned General Use, which makes up the majority of the site. There is a small portion of the Town property that is not zoned, and noted that at this point there are no intentions to do anything in that area.

Mr. Stockmar inquired about snow storage site.

Mr. Hall replied that this is the only Town snow storage dump site. He

further noted that they are almost at the record for snow being stored on that site, depending on how this spring weather plays out. He noted that the impact of this is the loss of parking spaces. He noted there are constraints regarding to snow storage in Vail and they are looking for other sites.

Mr. Hall stated another options is to haul snow down valley which becomes expensive.

Mr. Juergens then reviewed the interdepartmental process that informed the Master Plan. Mr. Stockmar stated that there is a lot of information provided.

Mr. Juergens noted that the traffic engineering will be considered, and that at some point additional work will trigger need for improvements to the I-70 underpass. Mr. Juergens noted that the traffic engineer stated that access will need to modified if employee housing at this site exceeds the initial number of units. He noted that the goal is to keep the plan flexible for the future.

Mr. Hall noted that the housing was maximized and part of the review by the PEC is to review intensity. The PEC in the future could review individual projects and appropriate conditions could be imposed. He noted that they are trying to note all the concerns regarding specific development, should development be proposed in the future.

Mr. Juergens then reviewed the 1994 Master Plan and relied on a site plan to review conditions.

Mr. Juergens noted the 1994 Master Plan also included employee housing. While the new Master Plan includes employee housing, it also considers new needs such as solar energy. He noted the elements from the 1994 Master Plan that had been implemented.

Mr. Juergens reviewed the amount of space needed to accommodate the vehicles and relied on slide 3.3 *Streets Vehicle & Equipment Chart*.

Mr. Juergens reviewed the solar opportunities on the site. He noted that the sloped site presents some challenges and impact the cost of installation. He also noted that the existing roofs would need to be reinforced to accommodate solar panels. He noted that in the future solar panels may be considered in conjunction with roof replacements.

Mr. Juergens noted the areas that are disturbed and partially disturbed in terms of where solar panels would be the most appropriate.

There was a discussion regarding Holy Cross Energy and the opportunity to collaborate on producing solar energy. Mr. Hall noted that the feasibility of the solar panels has not been completed. Mr. Stockmar noted that technology in solar panel energy has been improving and it will be good to watch where it goes.

Mr. Stockmar clarified that he is not currently in support in one way or another, however.

Mr. Lockman made a distinction between being cost effective and emissions offset, as well as resiliency. He noted that solar panels within Vail would allow for some resiliency should power be cut off.

Mr. Hall noted the bus fleet is going 100% electric through a grant for one bus and looking to replace another six buses in 2020. Mr. Hall noted that with that electric bus fleet the solar panel energy may be relied upon should power be lost. Mr. Hall discussed the analysis and number crunching they are working through to understand which solution would make the most sense.

Mr. Juergens then reviewed the flexibility embedded within the Master Plan. He noted that they reviewed a few scenarios and presented them. Scenario A that most closely resembles the 1994 plan is to add onto the back of the existing building. He noted that the age of the structure and spacing of the grid, and that Martin & Martin Engineering would agree that the building is nearing the end of its life.

Mr. Juergens then described a second option which would demolish the existing building and developing out the current site. He noted this would accommodate vehicles. It would require a retaining wall at the rear to create space for storage.

Mr. Juergens then reviewed the third option. This option provides more flexibility and requires building a stand alone building and demolishing the existing building. He noted this would allow an individual grid to be designed to meet the site needs. To create the space for the Streets division, a retaining wall would be needed at the rear of the lot. He noted that this option would allow the ability to create parking, cold storage, and potentially solar over the existing Streets building. He noted the Streets building is approximately 18' floor to floor. This would also allow the relocation of the Administration functions which would free up space for housing on the east side of the property.

Mr. Juergens reviewed the fourth option, which is similar to the third, with the exception to design the roof to be built upon. He noted this would impact the cost of construction, though it would allow future expansion.

Mr. Gillette clarified that it would be a facility, and then housing above.

There was a discussion over a noxious interface between the comingling of Facilities division and housing.

Mr. Juergens then reviewed an aerial map where future housing site is identified on the east end of the site. He then reviewed the options they considered for housing. One option is new housing along the I-70 berm. He noted they are scalable and could be phased out. He described housing as "four packs of six" and noted the housing would face north with parking underneath.

Mr. Juergens noted an additional option which would create a park, which impacts the number of units that could be added.

Mr. Juergens stated a third alternative is to leave Buzzard Park in its place, remove the Administrative building and at a future date could add 80 units. This would allow approximately 120 units on the site for housing.

There was a discussion over whether a prefabricated trailer would be able to clear under the existing overpass. Mr. Juergens stated that he believed it was possible. He noted that both options would be considered to see what

makes sense.

Mr. Stockmar asked if CDOT has participated in any discussions regarding the existing underpass.

Mr. Hall stated that the bridge has three spans which are probably 20-23 feet which creates the shallow depth. Mr. Hall stated if the plan for expansion were moved, traffic would need to be redirected and you would need to consider the cost of development. Mr. Hall noted that bridges do have an expected life; this bridge is not deteriorating as fast as some other bridges. It may be a question of when the bridge needs to be replaced and working with CDOT as a partner.

Mr. Juergens then discussed a version of Option C, creating a separate building, allowing a second level to be constructed above, and the relocation of the Administrative building, to improve site circulation and storage area. He noted the current bus facility can accommodate 40 buses, and the Town currently has 32. Mr. Hall noted that expansion of the buses could happen if transportation preferences change over time to favor public transportation.

Mr. Juergens reviewed the phases for rolling out the Master Plan that have been contemplated for Option C.

Upon inquiry from Mr. Gillette, Mr. Hall described what materials are delivered through the Public Works site.

Mr. Hall reviewed the respective sizes of the Town buildings to put into context the size of the site of the Public Works Master Plan.

Mr. Juergens pointed out the access drive below allows Streets to function independently.

There was a discussion over the phasing of housing units on the site. Mr. Juergens noted that this strategy would allow for flexibility and scalability on the site.

Upon inquiry from Mr. Gillette, Mr. Juergens stated that approximately 24 units could be built without needing to address the existing access. Mr. Hall noted that it has not been determined whether or not the existing left turn lane on S. Frontage Road would be impacted.

Upon inquiry from Mr. Gillette, Mr. Hall noted that the Town is already at the maximum requirement for traffic, while CDOT allows for a 20% increase before mitigation is required.

Mr. Stockmar inquired if there is sufficient utility capacity for housing expansion. Mr. Hall stated the mains may be in place but the sewer lift station may need to be upgraded. He noted that water is adequately serviced and they are exploring natural gas. Mr. Hall noted that sewage is probably the constraint on the site.

Mr. King, Town of Vail Facilities, stated the long-term goal would be to replace the entire fleet. He noted they are working with Holy Cross to update the power lines feeding to the site, including upgrades to conduits and transformers. We are looking at electrification of much more than busses over time.

Mr. Hall stated that whether or not a new building is constructed, these upgrades would be needed, especially with the electric bus fleet planned. He noted they are considering the full electrification of the fleet.

Ms. Hopkins inquired if this was a 30-40 year project.

Mr. Hall noted that with the housing phasing it's easily a 30 year project, especially when considering the financial reality. He noted this plan is trying to plan land rather than necessarily build buildings for the long future of Vail. Just considering the cost to build this out could be well over \$100 million.

Mr. Stockmar noted that the Master Plan could take a lot of directions depending on feasibility and cost.

Mr. Hall noted currently it is about identifying the areas for the future needs. He noted as this is a work session, but in four weeks they could give more information. Mr. Hall noted that there has been some initial review on wildlife. Currently pets are not allowed on the site which would probably continue. Buzzard Park does not currently face the hillside. People hang out on the south, sunny side of the development.

Mr. Hall stated that the Public Works site is essentially a 24-hour site and reviewed the shifts the various departments for buses, plowing, etc. At times we have staff sleep on site, then head back out to their shift.

Mr. Gillette inquired if the staff had seen Bighorn sheep on site. Mr. Hall noted that sheep have been observed this year and last year above the landside area, east of the housing. Mr. Hall relied on an aerial map titled *Seasonal Habitat- Bighorn Sheep* to describe the site and where sheep have been spotted. He noted a rock outcropping where the sheep will go.

Mr. Stockmar asked if the prescribed burn would be in this vicinity, and Mr. Hall indicated that was out of the area, above the Kastos Ranch area. Habitat improvements, however, could be implanted here.

Upon inquiry from Ms. Hopkins, Mr. Hall stated if solar grade was proposed as a project, being in a critical habitat, a wildlife biologist would need to review the proposal and make a determination of impact.

Mr. Hall noted that as the Master Plan is drafted, what the PEC would like to review should be included.

There was a discussion over the lifespan of bridges. Mr. Hall noted the existing bridge does not have structural deficiency.

Mr. Hall asked what additional information the PEC would like to have at the next meeting to discuss the Master Plan.

There was a discussion over onsite fuel storage. Mr. Gillette inquired whether there was way to increase snow storage capacity in the existing snow dump area. Mr. Hall noted that going up with the snow storage requires a slope down as well. He then reviewed the constraints of the existing grade and options to increase volume. He noted that a concern is an existing overhead power line. Dumping snow under the line poses a safety concern.

There was a discussion regarding existing electrical transformers that are underground and above ground, as well as how the snow is moved.

Mr. Hall described an existing overflow drain that accommodates melted snow. He stated the water is percolated underground before going back into ground water. Mr. Stockmar noted that a large concern in the town is the impact to water quality, especially as it relates to Gore Creek.

Mr. Hall stated that in the past the snow was dumped straight into or stored near the creek. Mr. Hall stated the snow dump area is maintained by clearing out the debris every few years and taken to the landfill.

Mr. Kurz stated that this was a comprehensive introduction to the project and noted his appreciation. He stated he had one recommendation. The underpass should get a tremendous amount of attention and stated that it is inadequate at the moment, and if activity is to be increased it is critical.

Mr. Kurz stated he read all the interviews and was wondering who is in charge of looking at the needs versus the wants? Mr. Hall stated that comes through the prioritization with Council, noting from a Master Plan standpoint they have addressed both needs and wants. He however noted that implementation will come down to prioritizing needs over wants.

Mr. Kjesbo inquired how much more equipment the Town has today compared to in the 1990's when the 1994 Master Plan was drafted.

Mr. Hall described the increase in equipment, both in real number as well as size.

Mr. Kjesbo concurred with Mr. Kurz regarding the underpass and noted his apprehension traveling under the pass. He noted a concern regarding the addition of employee housing coupled with the increase in Streets equipment further jeopardizing the underpass conditions. He noted an entire separate building makes more sense for the long term.

Mr. Gillette noted a question of what the land is worth is important to consider. He noted there is no sense spending money to build something in Vail when conceivably land could be bought and developed cheaper in outside communities.

Upon inquiry from Ms. Perez, Mr. Hall noted a traffic study that was reviewed which looks at trip generation. He noted that when the housing is for Town of Vail employees, trip generation is lower than industry standards, since many residents will also work on-site. Mr. Hall noted that once the housing units are open to the broader community, there are implications for an increase in trip generation.

Ms. Perez stated that the long-term expansion should consider the needs and impacts related to necessary upgrades and mitigation efforts.

There was a discussion regarding additional housing units and the need to address the underpass as a safety concern.

Mr. Stockmar also shared a concern regarding the underpass. He noted there may be solutions that do not require a new underpass, but which can achieve safer conditions.

There was a discussion over the various community needs and speculation of what the future of Vail will need. Mr. Hall noted the importance of flexibility in plans and the separate phase a project will undergo for implementation, however, the Master Plan serves as a guiding document with criteria for review to guide future projects.

Mr. Stockmar concluded by stating the underpass and the Bighorn Sheep are of real concerns. The additional parking would be helpful. Mr. Stockmar noted the existing parking alternatives in town and whether or not employees could be encouraged to utilize these options, in order to accommodate for more snow storage.

Mr. Stockmar stated that the presentation was very informative and he appreciated the depth of information provided.

Mr. Hall stated the Master Plan will be before the PEC again in four weeks where they can provide additional information.

Mr. Stockmar asked if anyone would like to provide public comments.

Public Comment - No one present wished to speak.

Mr. Stockmar closed the meeting.

5. Adjournment

Ludwig Kurz moved to adjourn. Rollie Kjesbo seconded the motion and it passed (7-0).

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. Please call 711 for sign language interpretation 48 hour prior to meeting time.
Community Development Department