



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
<i>Lower Level</i>		
Single	98	172
Tandem	82	14
<i>Upper Level</i>		
Single	83	152
Tandem	34	0
<i>Ramp</i>		
Single	24	22
<i>ADA Accessible</i>		
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
<i>Lower Level</i>			
Single	0	154	18
Tandem	0	14	0
<i>Upper Level</i>			
Single	110	42	0
Tandem	0	0	0
<i>Ramp</i>			
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,



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
<i>Total</i>	113	---	153