

MARRIOTT RESIDENCE INN

CREATION OF A NEW SPECIAL DEVELOPMENT DISTRICT APARTMENTS + HOTEL



To allow for the construction of a limited service
lodge and rental apartments

Submitted to the Town of Vail:
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II. Introduction

The applicant, The Harp Group, represented by Mauriello Planning Group, is requesting the establishment of a new Special Development District, to allow for a Marriott Residence Inn and rental housing project, located at 1783 N. Frontage Road West / Lots 9-12, Buffehr Creek Subdivision.

This submittal has been revised and updated following input from the community, town staff, the Planning and Environmental Commission, and the Design Review Board. Changes include a significant reduction in height, changes to the vehicular access and circulation, clarification of the deed restriction, modifications to the landscape plan and retaining walls, and other modifications.

The Town of Vail has approved a Marriott Residence Inn at the site in various forms in the past. The most recent approval consisted of 176 limited service lodge units and 2 employee housing units. This approval has since lapsed because the applicant was encouraged to bring forward a significant employee housing project. The applicant had intended to submit for building permit in March of this year. In 2016, the Town of Vail Housing Authority members approached the current owners of the property, looking for opportunities for employee housing to be incorporated into the project. As a result of these



discussions and meetings with the Town of Vail staff, the current project was conceived, combining the Marriott Residence Inn and a substantial employee apartment project. As currently proposed, the project consists of 170 limited service lodge units and 113 rental units. Of the 113 rental units, 107 units will be deed-restricted as Type 3 Employee Housing Units. The remaining 6 units will be still be rental units and are NOT available for sale and they will not be condominiumized. The project is served by 360 parking spaces in an underground parking structure. A hotel shuttle program will also be provided to improve guest and resident access to the Town Core and Beaver Creek Resort.

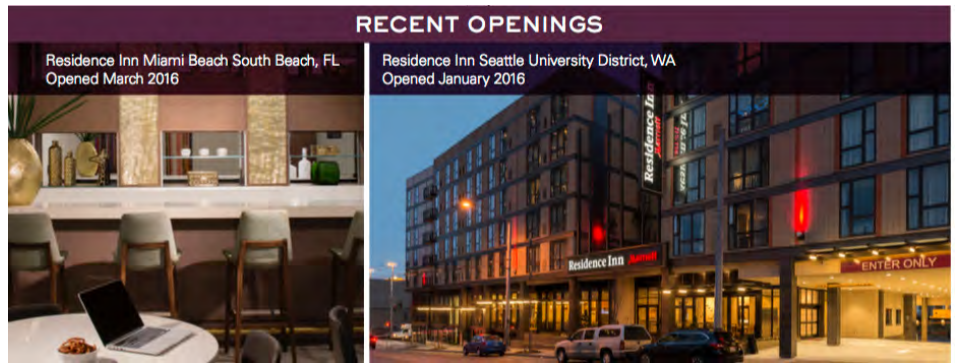
The project is generally a five story building, with the rental units on the eastern end of the property, and the limited service lodge units (LSLU) on the western portion of the property, with a flag of the Marriott Residence Inn. A smaller portion of the building is 6 stories placed against the hillside and away from the primary views of neighbors.

The Marriott Residence Inn consists of 170 LSLU. A LSLU is generally a hotel room with kitchen facilities, or more specifically, it is defined by Chapter 12-2 of the Vail Town Code as follows:

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.

The hotel rooms range from 495 sq. ft. to 641 sq. ft., for a total of approximately 91,000 sq. ft. of LSLU on-site. The Marriott Residence Inn will include a fitness center, hot tub, and pool thus providing recreational amenities onsite. There is also a breakfast room and a small meeting room/



overflow breakfast room. The business model for this type of units does not include a full-service restaurant. Marriott Residence Inn is known for the extended stay lodging category, which recognizes the need and are designed for longer stays with separate living, working, and sleeping areas, making it appealing for family leisure travelers as well as business travelers. There are over 700 locations and over 85,000 rooms of Marriott Residence Inns worldwide. They average an occupancy rate of 79.7% and are one of the more affordable upscale offerings of the Marriott portfolio.

The project also includes 113 rental apartment units, with 107 units deed restricted as Type 3 EHUs, generally occupying the eastern half of the building. The developer was approached by the Vail Local Housing Authority members and members of town staff with the idea of encouraging private developers to work with both the Town of Vail and the Vail Local Housing Authority to construct employee housing on sites that may be appropriate for additional development. At the time of being approached The Harp Group was in the process of submitting building permit plans to the Town to construct the approved Marriott Residence Inn. The developer recognized the opportunity and the previously approved plans were modified to maximize the potential for rental employee housing. The 113 rental units (with 107 deed restricted units) will be the third largest employee housing development in the Town of Vail, behind only Middle Creek and Timber Ridge. The units are a mix of one-bedroom and two-bedroom units, ranging in size from 602 sq. ft. to 1,173 sq. ft., with a total of approximately 95,000 sq. ft. of rental units. The units include a full kitchen, dining area, living room, and washer/dryer, and each bedroom has its own bathroom. Amenities include a fitness room, theater, lounge area, outdoor courtyard, and great room for use of the residents, separate from the facilities offered to hotel guests.

The project is served by an underground parking structure with 360 parking spaces. The project maximizes use of the site, with the two levels of underground parking occurring beyond the setbacks. This allows the project to have 14 tandem parking spaces and 346 single-loaded parking spaces. This meets the parking requirements of Chapter 10-12. The parking structure is served by two elevator towers, one serving the hotel uses, and the other serving the apartments. In the earlier submittal, the applicant was seeking a reduced parking requirement (one space for a one bedroom and two spaces for a two bedroom) but based on concerns of the PEC the applicant is now proposing parking that complies with codified standards. Excess parking will be available to public or area employers for lease, similar to the Town's program of selling seasonal passes for parking such as that in front of Safeway and the West Vail Mall. There are 40 excess spaces available for this leasing program.

The design of the project was inspired by the existing architecture of Vail, the predominant picturesque nature of Vail, and its immediate environment. The design of the building is predominantly five stories in height, with a smaller area of six stories, and nestled into the sloping landscape of the neighborhood so that from the South Frontage Road it appears to be stepping downhill. The roof has been designed as a green roof to fit into the landscape and provide visual relief for those looking down on the roof. The design of the facade has been broken down both horizontally and vertically stepping up and down as well as in and out with roof forms developed to give the impression that the building is not one structure but a series of smaller scaled building forms that have grown and been built more organically. The height of the building is broken down with steps in roof design, balconies, materials, along with shifts in the elevation as it ascends. This creates an identity and visual character that is not an imposing straight facade but a rich woven tapestry of movement along the facade.

The proposed project has two site access points. The western access point is a full movement access, with two out-bound lanes and one in-bound lane. The access and drive are similar to the previously approved design. The structure is shared between both uses with the separation of parking for each use occurring within the structure. The eastern access is in-bound only and is used to access the front doors for both uses. Generally, the employee housing units will not use the eastern access, as they will access the parking structure via the western access. Arriving guests of the hotel can check in, valet their cars or self park without returning onto the Frontage Road. This allows the primary circulation for the uses to occur on-site.

The site design provides for all required turn lanes, a transit stop, the continuation of the 10 ft. bike path which is now separated from the road when possible, then separated by a landscape area before the internal 20 ft. drive aisle occurs. There is additional landscape area between the drive aisle and the building. The project maintains the previously approved sidewalk connection from Meadow Ridge Road through the property along the western property line allowing for easy transit access to those in the neighborhood. There is an internal courtyard with outdoor planting area within the apartment building. Because the site is steep along the north and western property lines, there is a significant retaining wall needed. These walls, though taller than the 6 ft. allowed by the Town, are similar to those that were constructed at the new Lion's Ridge project. The retaining walls are screened from the view of the public by the apartment building itself, those only visually impacting the sites residents.

III. Zoning

The project is proposed as a Special Development District (SDD), with the existing underlying zoning of Public Accommodation - 2 (PA-2). The PA-2 zone district purpose statement states (12-7J-1):

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.

The PA-2 zone district allows for the following permitted and conditional uses:

12-7J-2: PERMITTED USES:

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

Employee housing units, as further regulated by chapter 13 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.

Lodges, 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:

The following conditional uses shall be permitted in the PA-2 district, subject to issuance of a conditional use permit in accordance with the provisions of chapter 16 of this title:

Bed and breakfasts, as further regulated by section 12-14-18 of this title.

Fractional fee club units, as further regulated by subsection 12-16-7A8 of this title.

Lodges, including accessory eating, drinking, or retail establishments located within the principal use and occupying between ten percent (10%) and fifteen percent (15%) of the total gross residential floor area of the buildings, grounds and facilities.

Public or commercial parking facilities or structures.

Public transportation terminals.

Public utility and public service uses.

Religious institutions.

Theaters and convention facilities.

SDDs allow for flexibility from the underlying zoning. The purpose of the SDD is provided as follows (12-9A-1):

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.

Uses within an SDD are determined by the Planning and Environmental Commission and Town Council as part of the review of the development plan, but are limited to those listed as permitted, conditional and accessory uses of the underlying zone district. The uses included in the proposal include a limited service lodge and employee housing units.

The following section provides a general overview of the development plan by providing a zoning analysis and summary of the project. Development standards that deviate from the underlying zoning have been high-lighted in yellow. For reference, a comparison of the previous approvals on the property have been provided.

IV. Development Standards

Address/Legal Description: 1783 North Frontage Road / Lots 9-12, Buffehr Creek Sub
 Existing Zoning: PA-2
 Proposed Zoning: SDD with underlying zoning of PA-2
 Land Use Designation: Medium Density Residential

Table I: Analysis of Proposed Development Plan

Standard	Allowed/Required	Proposed
Lot Area	10,000 sq. ft. min	86,597 sq. ft. / 1.98 acres
Density LSLU EHU	49 DU unlimited unlimited	0 DU 170 LSLU 113 EHU
GRFA LSLU DU EHU (EHUs do not count as GRFA)	129,896 sq. ft.	95,198 sq. ft. 91,198 sq. ft. 4,000 sq. ft. (95,784 sq. ft.)
Building Height	45 ft. for flat / 48 ft. for sloping	58.4 ft. max
Site Coverage	56,288 sq. ft. (65%)	81,834 sq. ft. (94.5%) - underground 47,974 sq. ft. (55.4%) - above grade
Landscape Area Softscape Hardscape	25,979 sq. ft. (30%) min of 20,783 sq. ft. max of 5,196 sq. ft. / up to 20% of softscape	26,726 sq. ft. 24,510 sq. ft. 2,216 sq. ft.
Setbacks* North West East South	0 ft. - 20 ft. 0 ft. - 20 ft. 0 ft. - 20 ft. 0 ft. - 20 ft.	0 ft. (underground) 20 ft. 0 ft. (underground) 0 ft. (underground) Above grade 20 ft. setbacks maintained
Loading	2 berths	2 berths
Employee Housing	Housing for 13.72 employees+350 sq. ft. inclusionary requirement	107 EHUs
Retaining Walls	6 ft. max height	24 ft. (at road easement)

*Variations to setbacks are permitted in the PA-2 zone district

Table 2: Analysis of Previous Approvals for Site

Standard	Allowed/ Required	2006 Approval	2012 Approval	2013 Proposal
Lot Area	10,000 sq. ft. min	86,597 sq. ft.	86,597 sq. ft.	86,597 sq. ft.
Density	49 DU	28 du	0 du	0 du
Limited Service Lodge Units (LSLU)	Unlimited	101 LSLU	152 LSLU	176 LSLU
GRFA	129,896 sq. ft.	75,842 sq. ft.	75,031 sq. ft.	82,485 sq. ft.
Building Height	48 ft.	48 ft.	48 ft.	48 ft.
Site Coverage	56,288 sq. ft. (65%)	44,376 sq. ft. (51%)	44,376 sq. ft. (51%)	44,376 sq. ft. (51%)
Landscape Area	25,979 sq. ft. (30%)	38,698 sq. ft. (44%)	38,698 sq. ft. (44%)	38,698 sq. ft. (44%)
Setbacks*				
North	0 ft. - 20 ft.	20 ft.	20 ft. (above-grade)	20 ft. (above-grade)
West	0 ft. - 20 ft.	15 ft.	20 ft. (above-grade)	20 ft. (above-grade)
East	0 ft. - 20 ft.	20 ft.	20 ft. (above-grade)	20 ft. (above-grade)
South	0 ft. - 20 ft.	20 ft.	20 ft. (above-grade)	20 ft. (above-grade)
Parking	128 spaces	169 spaces	165 spaces	165 spaces
Loading	1 berth	1 berth	1 berth	1 berth
Employee Housing	Housing for 14.56 employees	3 Type III EHU	1 Type IV CL 2- bedroom unit = 2.25 employees 1 Type IV CL dorm unit = 4 employees Housing for 4.95 additional employees off-site	2 Type IV CL dorm units = 8 employees. Housing for 6.56 additional employees off-site

V. Employee Housing Plan

Section 12-23-8: Administration, of the Vail Town Code requires the submittal of an Employee Housing Plan for all projects subject to development review. This application is unique in that a significant portion of the project is employee housing. However, for the purposes of meeting the requirement of an Employee Housing Plan, it is provided below:

A. *Calculation Method: The calculation of employee generation, including credits if applicable, and the mitigation method by which the applicant proposes to meet the requirements of this chapter;*

Applicant Analysis: The existing Roost Lodge consists of 72 accommodation units and 1 dwelling unit. The proposed Marriott Residence Inn includes 170 limited service lodge units, for a total of 98 net new limited service lodge units (accommodation units and limited service lodge units are treated the same for employee generation rates). There are 6 free-market rental dwelling units proposed (not for-sale condos), which have an inclusionary zoning requirement.

Table 3a: Commercial Linkage Calculation

Use	Calculation	Total Employees Generated
98 net new limited service lodge units	0.7 employees per new unit	68.6
	Mitigation Rate	20%
Total Commercial Linkage Requirement		13.72

Table 3b: Inclusionary Zoning Calculation

Use	Credit for Existing DU	Calculation	Total EHU Sq. Ft. Required
6 dwelling units at 4,000 sq. ft.	500 sq. ft.	3,500 * 10%	350*

*equates to approximately 1 employee

Therefore, the proposed project will need to provide employee housing for 14.72 employees. The entire requirement will be met on-site. The applicant is proposing a total of 107 employee housing units, far in excess of requirements.

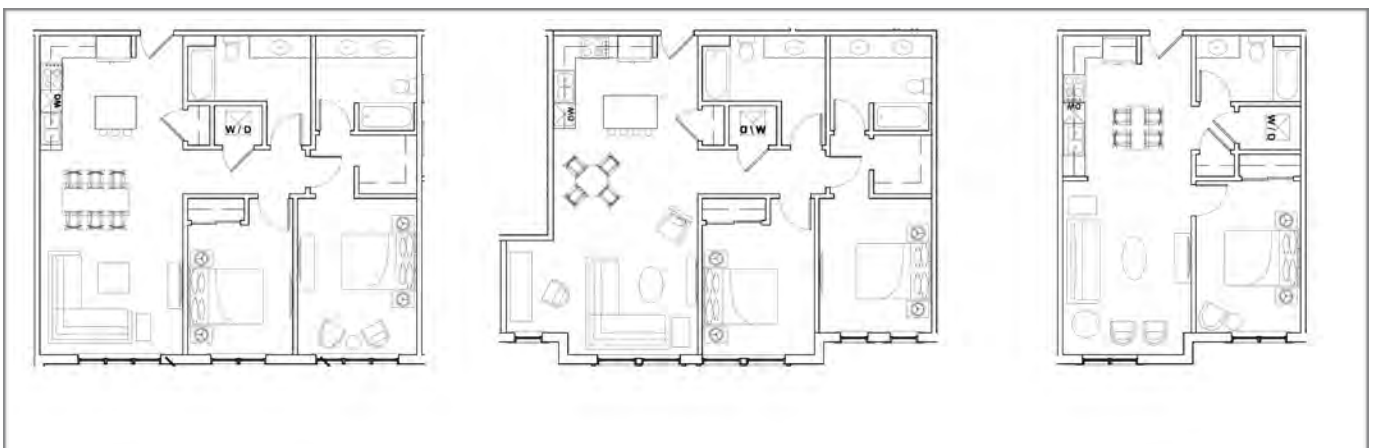
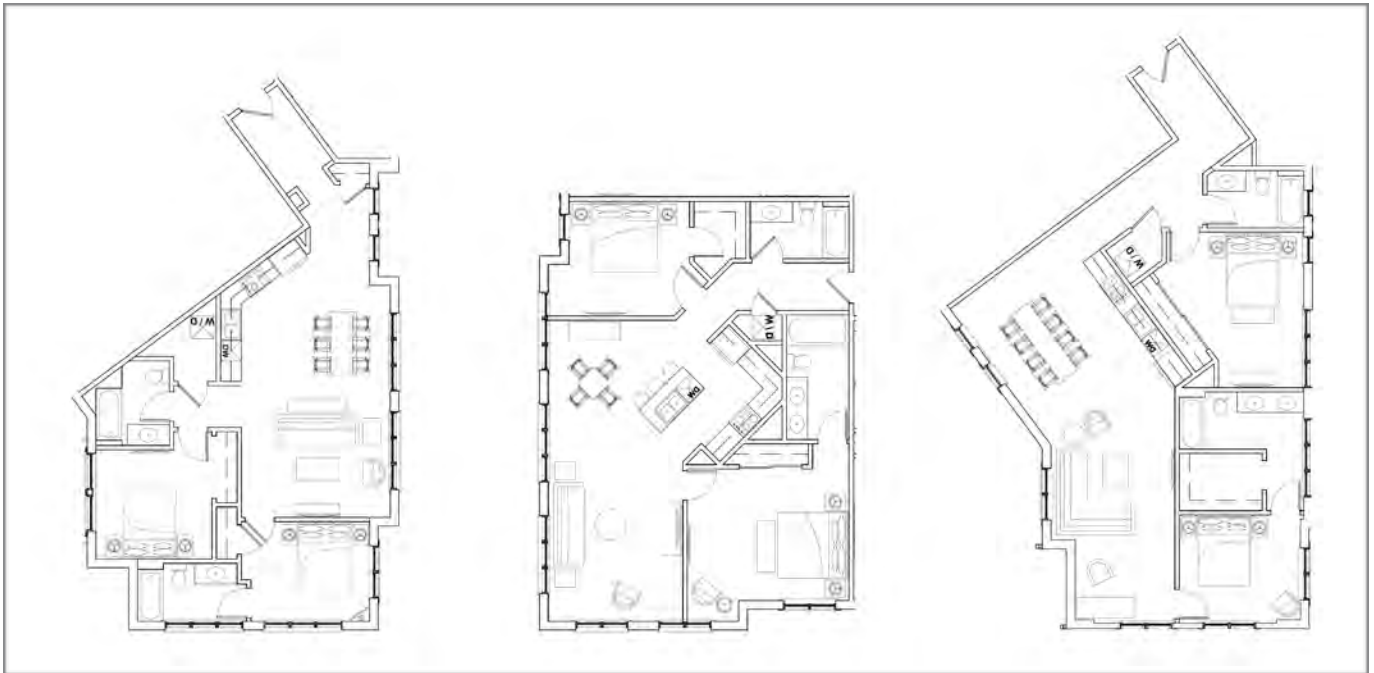
Table 4: Employees Housed

Use	Size (Typ)	Number	Formula from Table 23-2	Number of Employees Housed
One-bedroom Units	600 sq. ft.	67	1.75 employees per unit	117.25
Two-bedroom Units	950 sq. ft.	40	2.25 employees per unit	90
Total Employees Housed				207.25
Requirement of Project				14.72

Use	Size (Typ)	Number	Formula from Table 23-2	Number of Employees Housed
Excess of Requirements				192.53

B. *Plans: A dimensioned site plan and architectural floor plan that demonstrates compliance with section 12-23-3, "Size And Building Requirements", of this chapter;*

Applicant Analysis: A dimensioned site plan and architectural floor plan has been provided with this submittal. The employee housing units are provided as follows:



C. *Lot Size: The average lot size of the proposed EHUs and the average lot size of other dwelling units in the commercial development or redevelopment, if any;*

Applicant Analysis: This is not applicable to this application.

D. *Schedules: A time line for the provision of any off site EHUs;*

Applicant Analysis: This is not applicable to this application.

E. *Off Site Units: A proposal for the provision of any off site EHUs shall include a brief statement explaining the basis of the proposal;*

Applicant Analysis: This is no applicable to this application.

F. *Off Site Conveyance Request: A request for an off site conveyance shall include a brief statement explaining the basis for the request;*

Applicant Analysis: This is not applicable to this application.

G. *Fees In Lieu: A proposal to pay fees in lieu shall include a brief statement explaining the basis of the proposal; and*

Applicant Analysis: This is not applicable to this application.

H. *Written Narrative: A written narrative explaining how the employee housing plan meets the purposes of this chapter and complies with the town's comprehensive plan.*

Applicant Analysis: Section 12-23-1: Purpose and Applicability, of the Vail Town Code provides the purpose of the Commercial Linkage Requirements:

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.

The mitigation rates were established by the Town of Vail Employee Housing Nexus study. These rates are based on a survey of various properties in mountain communities.

The Town Vail Land Use Plan offers the following goals with regard to employee housing:

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.

5.5 The existing employee housing base should be preserved and upgraded. Additional employee housing needs should be accommodated at varied sites throughout the community.

In 2008, the Town of Vail established the Employee Housing Strategic Plan, which brought together all of the Town's goals on employee housing into a single plan. It provides the following:

In 2006, through the Vail 20/20 Focus on the Future process the community established a housing goal. It is as follows:

“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 enough deed-restricted housing for at least 30 percent of the workforce through policies, regulations and publicly initiated development.”

Based upon the community’s work, the Vail Town Council has confirmed the Town of Vail recognizes deed restricted employee housing as basic infrastructure. This type of housing allows employees to live within the town, promoting community, and improving the quality of our local workforce, thereby supporting the local economy, and reducing regional transit needs. The Employee Housing Strategic Plan (EHSP) seeks to meet the expectations established by the community and confirmed by the Town Council and provide enough deed-restricted housing for at least 30 percent of the community’s workforce to live in the Town of Vail through a variety of policies, regulations and publicly initiated development projects.

The Employee Housing Strategic Plan then outlines the various objectives and policies for implementing the plan. It provides a list of Town Initiatives, one of which is specifically applicable to this project:

Incentive Zoning and Density Bonuses

The Town will consider workforce housing objectives in all review processes that permit discretion. This means that the Town will work actively with developers as a part of the Housing District, Special Development District review processes and requested changes in zoning to not only meet the requirements of existing code, but to look for opportunities to go beyond code requirements to encourage additional workforce housing to be created. As a part of these review processes the Town will work actively with developers to create incentives to develop housing that exceeds the minimal requirements contained in the code. Additional density may be granted in selected locations through the appropriate review processes, and fee waivers and subsidies may be considered. The Incentives Zoning and Density Bonuses help Vail to “catch up” with existing deficiencies and add to the overall percent of employees living within the Town of Vail.

As indicated in this submittal, the proposal complies with and furthers the purposes and goals of the Town’s employee housing requirements and master plans. The project provides housing for 206 employees beyond the requirements.

VI. Criteria for Review

Section 12-9A-8: DESIGN CRITERIA AND NECESSARY FINDINGS, Vail Town Code, then provides the criteria for review of the establishment of a Special Development District. These criteria have been provided below, along with an analysis of how this proposal complies with these criteria:

- 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.*

Applicant Response: The design of the project was inspired by the existing architecture of Vail and the predominant picturesque nature of Vail and its immediate environment. The design of the building is predominantly five stories in height, with smaller areas of six stories, and nestled into the sloping landscape of the neighborhood so that from the Frontage Road it appears to be stepping downhill. The roof has been designed as a green roof to fit into the landscape. The building is nestled into the site and serves to block significant traffic noise and the view of the frontage road and I-70. Because of its lower elevation and separation from adjacent condominium units, the views to the mountain are not blocked. With the changes to the plans, the height of the project has been reduced dramatically, as indicated in the following height diagram:

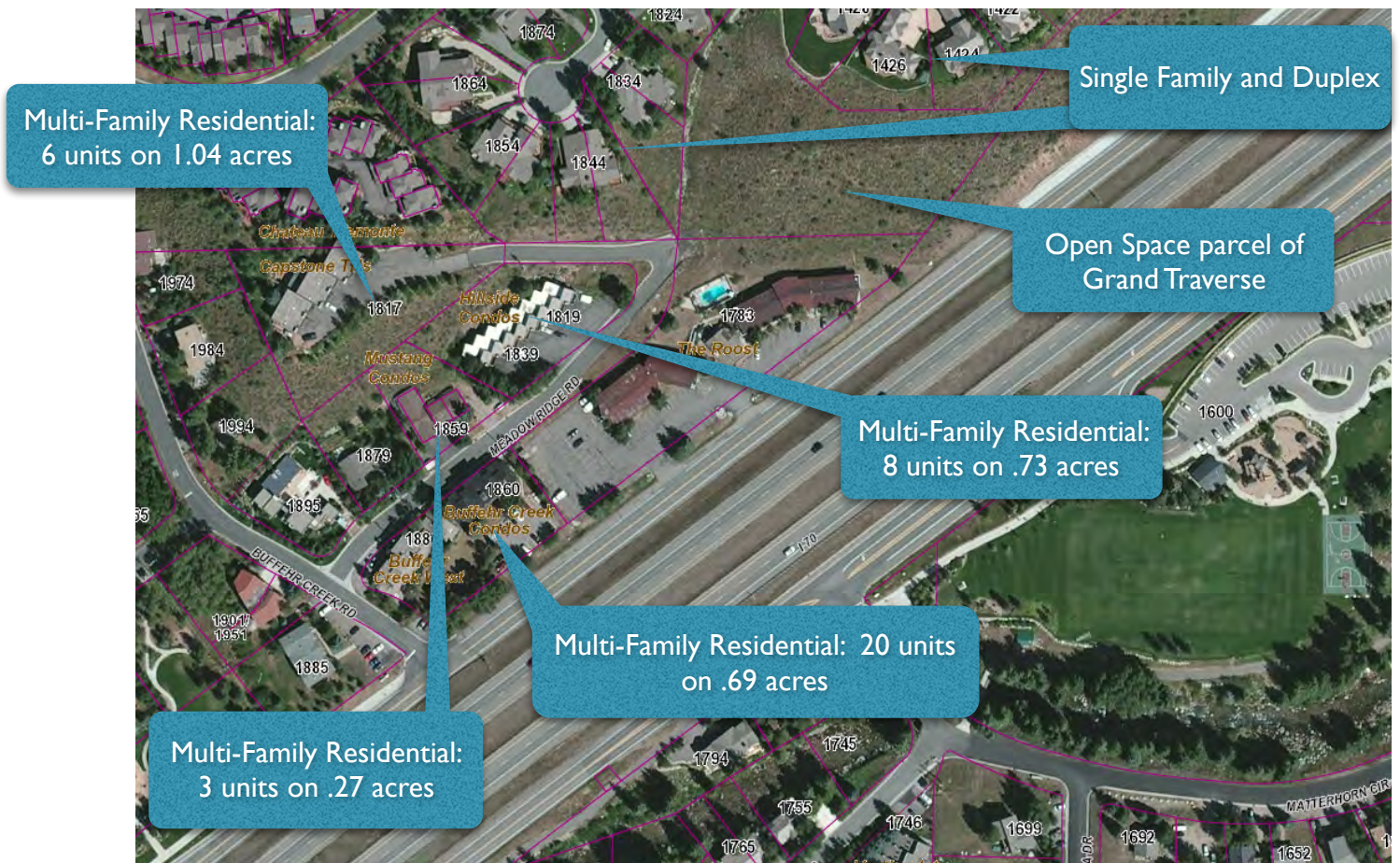


The design of the facade has been broken down both horizontally and vertically stepping up and down as well as in and out with roof forms developed to give the impression that the building is not one structure but a series of smaller scaled buildings that have grown and built more organically. The height of the building is broken down with steps in roof design, balconies, materials, along with shifts in the elevation as it ascends. This creates an identity and visual character that is not an imposing straight facade but a rich woven tapestry of movement along the facade.

The entry to the employee housing units is more restrained but easy to access from the same entry drive, though it is likely that residents will access their units from the garage.

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

Applicant Response: The site is surrounded by residential uses to the east, west and north, and I-70 right-of-way to the south. Buffehr Creek Condominiums are located directly to the west. Hillside Condominiums and Mustang Condominiums are located directly to the north. The Grand Traverse neighborhood is located to the east, with Tract A (Open Space Parcel) directly adjacent to the property. Across I-70 is Donovan Park, along with a single-family and duplex home.



The character of the neighborhood should be viewed in the context of what is currently present on and around the subject site. The Roost Lodge has been in existence since the early 1970s and proven to be compatible with adjacent land uses. Considering the various multi-family buildings in the immediate vicinity of the previous Roost Lodge property, to the west and north, a structure which accommodates multiple-family and limited service lodge units is in keeping with the existing surrounding uses. The size of the proposed building is in direct proportion with the size of the development site, which encompasses approximately two acres. Considering the physical state of the previous Roost Lodge, the proposal will have a significant, positive effect on the character of the neighborhood because it will be a new, state of the art (metal and concrete structural system) aesthetically pleasing structure placed on a well landscaped site.

3. *Parking And Loading: Compliance with parking and loading requirements as outlined in [chapter 10](#) of this title.*

Applicant Response: The Marriott Residence Inn complies with the parking requirements of Chapter 12-10. The parking analysis is provided in the tables below:

Table 5: Parking as Required by Chapter 12-10

Use	Requirement	Formula	Parking Required
Limited Service Lodge Units	.7 spaces per unit	.7 spaces * 170 units =	119
Dwelling Units	If a dwelling unit's gross residential floor area is more than 500 square feet, but less than 2,000 square feet: 2 spaces	2 spaces * 113 units =	226
Total Requirement			345
With Multiple Use Parking Reduction		301-400 spaces is 7.5%	319.125
Total Parking Proposed			360
	Tandem Spaces		14
	Single Spaces		346
In excess of requirements			40.875

The applicant is proposing the excess spaces be available to the public, local employers, and tenants for either annual or monthly parking passes. Users of the parking can then utilize the hotel shuttle or the Town's transit system to access other areas of town. The applicant is proposing that a maximum of 40 spaces be available to the public for this use. Because the operator will have control over this use, if parking is ever problematic for either the hotel or the apartments, they can adjust this number to meet the demand. The applicant reserves the right to apply for right to lease additional parking spaces should the applicant be able to show there is a greater surplus of parking spaces available.

Loading for the project will primarily occur in the 20 ft. access in front of the building. There is adequate room for two loading areas. Because the hotel does not have a full service restaurant, there is a limited need for loading facilities. This is consistent with the three previous approvals for the hotel project.

Table 6: Loading Analysis

Use	Loading Requirement	Loading Requirement
LSLUs	1 loading berth for uses up to 75,000 square feet total floor area, plus 1 additional berth for each 25,000 square feet total floor area in excess of 75,000 square feet	2
DUs	1 loading berth for uses up to 100,000 square feet gross residential floor area, plus 1 additional berth for each 50,000 square feet gross residential floor area in excess of 100,000 square feet	1
Total		3
Credit for Multiple Use		Reduction from 3 to 2 berth
Total Requirement		2

As proposed, the project complies with the Loading Requirements outlined in Chapter 12-10. There is a requirement that loading and delivery not occur within the front setback. However, due to the limited need for loading and delivery for the project, the applicant is requesting a deviation from this requirement. Due to the linear nature of the site and the large turning radii needed for large vehicles, it is least impactful to the site to utilize the 20 ft. wide driveway for this use.

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

Applicant Response: According to the Official Land Use Plan for the Town of Vail, the development site has a land use designation of Medium Density Residential. Pursuant to the Vail Land Use Plan:

The Medium Density Residential land use designation includes sites for housing which would typically be designed as attached units with common walls. Densities in this category would range from 3 to 14 dwelling units per buildable acre. Additional types of uses in this category would include private recreation facilities, private parking facilities and institutional/public uses such as churches, fire stations, and parks and open space facilities.

The project also complies with the relevant elements of the Vail Comprehensive Plan including the following policies:

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 use 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.

The project is consistent with the Town's stated goal of increasing hotel beds and the provision of employee housing within the Town.

The Town of Vail Community Survey of 2016 noted that when asked to list the top two priorities, the most frequently mentioned actions were:

- *Focus on housing for middle income and service worker households in vital support roles*
- *Economic vitality*
- *Budget and capital management*
- *Actions to protect and enhance Gore Creek*
- *Environmental sustainability*

Respondents identified housing as their top priority among all of the community issues and also allocated the most funding towards it in a monetary exercise designed to determine top financial priorities. Housing emerged prominently from the open-ended comments as well; many respondents are concerned about the issue and feel it needs to be addressed by the Town.

The 2016 Community Survey also states the following with regard to employee housing:

Affordable and adequate housing for employees in the Town of Vail was one of the top issues that came up repeatedly throughout the survey results. Respondents identified housing as their top priority among all of the community issues and also allocated the most funding towards it in a monetary exercise designed to determine top financial priorities (discussed below). Housing emerged prominently from the open-ended comments as well; many respondents are concerned about the issue and feel it needs to be addressed by the Town.

Techniques to expand workforce housing opportunities were examined thoroughly this year in a new series of questions. Respondents are highly supportive of various techniques to address the

housing problems present in Vail. On a scale from 1 to 4 where 1 is “not at all supportive” and 4 is “very supportive,” respondents rated four proposed techniques to expand workforce housing. Increasing the requirement for contributing to workforce housing among developers (77 percent gave ratings of 3 or 4), permitting required housing to be built down-valley (75 percent), requiring a contribution to workforce housing for residential development (68 percent), and permitting increased density in limited locations or circumstances (57 percent) all received larger shares of supportive respondents than unsupportive respondents.

Respondents prioritized employee housing and parking, as further explained by the 2016 Community Survey:

Financial Prioritization. A new question this year had respondents prioritize five improvements for the Vail community relative to one another by allocating \$100 across the various categories to best reflect their priorities. Housing emerged at the top of the list, with respondents allocating the most on average towards expanded housing opportunities for middle income and service worker households (\$27). Parking improvements to add capacity at peak times, actions to protect and enhance Gore Creek (each \$20), and transportation improvements (\$18) followed closely. The creation of a sizable enclosed space to support cultural and community activities and events was the lowest priority, with an average allocation of \$11. The dominance of housing, parking, and the environment in this financial exercise is consistent with top priorities noted throughout the survey.

The 2007 Vail 20/20 Strategic Action Plan was adopted with the goal to create a clear vision for Vail. It provides the following vision statement:

We are the “Premier Mountain Resort Community” by providing high quality of life and experiences for both residents and visitors. This is achieved through environmental stewardship, world-class recreational, cultural and educational opportunities, a strong year-round economy, diversity of housing, and superior infrastructure. The town actively seeks input and cooperation from the community and its neighbors to ensure fulfillment of its vision.

It specifically provides goals and action strategies specific to employee housing, with the following:

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.

- *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.*

As indicated in the above analysis, the Town of Vail has continually identified increasing the hotel bed base, the provision of employee housing, and additional parking as top priorities in the Town. These are reoccurring themes throughout various master planning documents, Town surveys, and strategic plans. It is a unique project that can bring all three to the table. As a result, the proposed project complies with the comprehensive plans and Town policies.

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.*

Applicant Response: The proposed amendment has no effect on the above criterion. There are no natural or geologic hazards that affect the property. Soils and geotechnical reports have been included with the submittal.

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.*

Applicant Response: The site design provides for all required turn lanes, a transit stop, the continuation of the 10 ft. bike path, then a landscape area before the internal 20 ft. drive aisle. There is additional landscape area between the drive aisle and the building. The project maintains the previously approved sidewalk connection from Meadow Ridge Road through the property along the western property line. There is an internal courtyard with outdoor planting area. Because the site is steep along the north and western property lines, there is significant retaining walls needed. This has been sensitively designed area between each wall to allow for landscaping. These walls, though taller than the 6 ft. allowed by the Town, are similar to those that were constructed at the new Lion's Ridge project. The walls are not largely visible to the general public being hidden by the apartment building itself.

The building has been broken down both horizontally and vertically stepping up and down as well as in and out with roof forms developed to give the impression that the building is not one structure but a series of smaller buildings constructed over time. The building steps down with the natural grade, creating movement of the roof forms along with the slope. The project has been designed to create a functional development, that is responsive to the site, and is sensitive to the natural features of the site.

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

Applicant Response: The proposed project has two site access points: western access and eastern access. The western access point is a full movement access, with two out-bound lanes and one in-bound lane. The structure is shared between both uses (hotel and employee housing units) with the separation of parking for each use occurring within the structure. The eastern access is in-bound only, and is used to access the front doors for both uses. Generally, the employee housing units will not use the eastern access, as they will access the parking structure via the western access. Arriving guests of the hotel can check in, valet their cars or self park without returning onto the Frontage Road. This allows the primary circulation for the uses to occur on-site.

A Traffic Study, prepared by McDowell Engineering has been included with this submittal. Using the information provided by the Traffic Study, Alpine Engineering provided the civil plans showing the necessary improvements to the North Frontage Road.

The circulation system has been design to the Town's specifications and addresses all modes of transportation.

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

Applicant Response: The site is generally flat along, with the steeper slopes along the north and east property lines. Because it was a previous development site, there is not significant vegetation on the site following the demolition of the Roost Lodge. The current design maximizes the site, with the underground parking structure abutting the property lines. The structure was designed to allow adequate depth and soil for plantings to occur along the building. This creates a design opportunity for the landscape architect, MacDesign.

The landscape has been designed to compliment the structure, creating a building that sits within the landscape. Shade trees are shown between the bike path and the access drive, creating a natural landscape buffer between these uses. Shrubs and ornamental grasses are shown adjacent to the building, creating the more formal landscape along the entries to the building. The following photos show the general concept for the landscaping adjacent to the building:



The sidewalk shown from the rear of the building and connecting to the sidewalk connection from Meadow Ridge Road is landscaped with native species and continues some of the more formal landscape from the front entries. The landscape transitions to more native vegetation

and grasses as the slope connects to Meadow Ridge Road. Where the property is adjacent to the Grand Traverse open space, the retaining walls are softened with plantings, creating a visually pleasing view for the residents, as these walls are largely invisible to the general public.

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.*

Applicant Response: The proposed amendment has no effect on the above criterion. The project will be constructed in one phase. Construction is estimated to take 18 months to complete.

VII. Adjacent Addresses

BUFFER CREEK CONDOMINIUM
ASSOCIATION, INC.
1860 MEADOW RIDGE ROAD UNIT 8,
VAIL, CO 81658

TONKIN, ADAM D. & ALYSON L.
1920 S GILPIN ST
DENVER, CO 80210-3308

BUFFER CREEK WEST CONDO ASSOC
MARKA W. MOSER
BOX 902
VAIL, CO 81658

FARQUHAR, JERRY L. & DEBORAH R.
1879 MEADOW RIDGE RD
VAIL, CO 81657-4948

SEOANE, JENNIFER
3650 UTICA ST UNIT 8
DENVER, CO 80212-1560

GUERRIERO, RANDALL
1859 MEADOW RIDGE RD UNIT C
VAIL, CO 81657-3905

MERRIMAN, DANNY, JANE & ADAM
1859 MEADOW RIDGE RD A
VAIL, CO 81657-3905

ERB, WENDY ELAINE
1819 MEADOW RIDGE RD G
VAIL, CO 81657-3903

GUNION, JOHN & MARGARET M.A.
4999 MAIN GORE DR S UNIT A
VAIL, CO 81657-5777

Buffer Creek Condo Association Inc.
3162 S. Gaylord St
Englewood, CO 80113

PICKING, HOWARD M., III & ADELLE
100 LONGVIEW LN
JOHNSTOWN, PA 15905

CARNEY, JOHN M.
2001 CROCKER RD STE 420
WESTLAKE, OH 44145-6967

MEADOWRIDGE A LLC
1434 SARRIA AVE
MIAMI, FL 33146-1053

KARP, KAREN L.
PO BOX 2174
VAIL, CO 81658

GRAND TRAVERSE AT VAIL ASSOCIATION
KAREN NULLE & ASSOCIATES
P.O. BOX 839,
EDWARDS, CO 81632

GRAND TRAVERSE AT VAIL ASSOCIATION
MOUUNTAIN STREAM MANAGEMENT
PO BOX 2636
VAIL, CO 81658

HAGERMAN, PHILIP R. & JOCELYN K.
601 S SAGINAW ST STE 500
FLINT, MI 48502-1513

CDOT
4201 E. ARKANSAS AVENUE
DENVER, CO 80222

MAURIELLO PLANNING GROUP, LLC
POST OFFICE BOX 4777
EAGLE, CO 81631

CAPSTONE TOWNHOUSE ASSOCIATION
VISTAR REAL ESTATE
635 N FRONTAGE RD STE 3,
VAIL, CO 81657

GRAND TRAVERSE AT VAIL
ASSOCIATION
1412A MORaine DR
VAIL, CO 81657-4981

BEMIS, GREGORY
PO BOX 3438
VAIL, CO 81658

LAVIN, LOUISE MILLER
2166 RIDGEWOOD RD
AKRON, OH 44313

K. DAVID FITE TRUST - ETAL
17 MOCKINGBIRD LN
ENGLEWOOD, CO 80113-4813

WILLARD, SCOTT E. - REAP, MARILYN
17 WHITE OAK LN
WESTON, CT 06883-1527

TOWN OF VAIL
75 S FRONTAGE RD W
VAIL, CO 81657-5096

HELMUT REISS TRUST
1401 LAVENDER LN
LAGUNA BEACH, CA 92651

TURNIPSEED, JASON & COLETTE
455 DETROIT ST
DENVER , CO 80206-4311