

# LIONSHEAD REDEVELOPMENT MASTER PLAN

Adopted December 15, 1998

Updated December 22, 2011



*Lionshead lacks the charm, character, appeal and vibrancy expected of a world class resort. It lacks a sense of arrival and a sense of place. Pedestrian flow through the mall can be confusing and disconnected. The architecture lacks a unique identity or reference to Vail's historical antecedents and its alpine environment. Many of the buildings are physically aging and functionally under-utilized, resulting in negative impacts to property values, private profits and public revenues. Potential hospitality, retail and recreational uses, and community amenities are unmet or unrealized. **It would be short-sighted to ignore these conditions and do nothing.** The opportunity exists for the public and private sectors to act collaboratively to renew and revitalize this important component of our community.*

*Vail Town Council, November 4, 1996*

## Acknowledgments

The Lionshead Redevelopment Master Plan is the cumulative result of over two years of concerted effort on the part of many individuals without whose commitment to improving Lionshead and their contribution of time and energy this project could not have happened.

### **Vail Town Council**

Rob Ford, Mayor  
Ludwig Kurtz, Mayor Pro-Tem  
Bob Armour  
Sybill Navas  
Michael Arnett  
Kevin Foley  
Michael Jewett  
Paul Johnston

### **Town of Vail Staff**

Bob McLaurin, Town Manager  
Russell Forrest, Current Director of  
Community Development  
Dominic Mauriello, Project Planner  
Suzanne Silverthorn, Community  
Information Officer  
Greg Hall, Town of Vail Engineer  
Susan Connelly, Former Director of  
Community Development  
Michael Mollica, Former Assistant Director  
of Community Development

### **Design Review Board**

Brent Alm  
Bill Pierce  
Clark Brittain  
Hans Woldrich

### **Planning and Environmental Commission**

Galen Aasland  
Brian Doyon  
John Schofield  
Diane Golden  
Greg Moffet  
Ann Bishop  
Tom Weber  
Greg Amsden  
Henry Pratt  
Gene Uselton

### **Consultants**

**Design Workshop Inc.** Vail, CO  
Lead design consultant  
Ethan Moore  
David Kenyon  
Sherry Dorward

**Felsburg Holt & Ullevig** Denver, CO  
Transportation analysis  
Chris Fasching

**Zehren and Associates, Inc.** Avon, CO  
Architectural design guidelines  
Jack Zehren  
Dave Kaselak

**Stan Bernstein and Associates Inc.**  
Denver, Colorado  
Economic revenue analysis  
Stan Bernstein

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## Revisions Page

1. Resolution No. 8, Series of 2003
  - a. Building Height Provisions (see pages 8-18 to 8-21).
2. Resolution No. 18, Series of 2004
  - a. Architectural Design Guidelines (see pages 8-2 to 8-6).
3. Resolution No. 15, Series of 2005
  - a. Detailed Plan Recommendations (see Chapter 5.19)
4. Resolution No. 23, Series of 2005
  - a. Detailed Plan Recommendations (see Chapter 5.19)
5. Resolution No. 4, Series of 2006
  - a. Policy Objectives (see page 2-3)
  - b. Master Plan Recommendations (see Chapter 4.13)
  - c. Detailed Plan Recommendations (see Chapters 5.13 and 5.15)
6. Resolution No. 17, Series of 2006
  - a. Detailed Plan Recommendations (See Chapters 5.11 and 5.12)
7. Resolution No. 3, Series of 2007
  - a. Development Standards (see Chapter 7)
8. Resolution No. 4, Series of 2007
  - a. Master Plan Recommendations and Detailed Plan Recommendations (see Section 4.1.5, Chapters 4.5, 4.6, 4.8, 4.9, 5.9, 5.17, 5.18, 5.20)
9. Resolution No. 9, Series of 2008 (see Sections 1.3.5, 1.3.6, 3.9.4, 4.5.2.1, 4.6.6, 4.9.4.3, 5.8.3, 5.9)
10. Resolution No. 26, Series of 2008
  - a. Glen Lyon Office Building (see Sections 2.6, 4.1.5, 4.5, 4.9, 5.17)
11. Resolution No. 5, Series of 2010
  - a. Solar Panel Regulations (see Section 8.4.2.7)
12. Resolution No. 13, Series of 2010
  - a. Recommendations- Overall Study Area (see Sections 4.1, 4.5, 4.6, 4.7, 4.8, 4.9)
  - b. Detailed Plan Recommendations (see Sections 5.3, 5.5, 5.6, 5.9, 5.10)
13. Resolution No. 6, Series of 2011
  - a. Recommendations- Overall Study Area (see Sections 4.4.3, 4.6.2)
  - b. Detailed Plan Recommendations (see Section 5.17, 5.20)

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## CHAPTER 1: EXECUTIVE SUMMARY

This chapter outlines the general structure of the Lionshead Redevelopment Master Plan and summarizes the broad goals, objectives, and recommendations contained in the document. It is intended as a general policy guide; a thorough review of the entire document is encouraged for anyone considering development or redevelopment of properties in Lionshead.

### 1.1 Structure of the Master Plan Document

The analysis and recommendations in this document are contained in nine chapters organized in the general headings described below.

- *Chapter 2: Introduction:* The opening chapter summarizes the purpose, policy objectives, design principles, and methodology for the two-year process that has culminated with this plan document.
- *Chapter 3: Existing Conditions Assessment:* This chapter identifies and describes the existing conditions, problems, and issues that are addressed in the master plan. Reflecting the *purpose and intent* of the master plan, this information provides the rationale for the improvements that are recommended in the plan.
- *Chapter 4: Master Plan Recommendations for the Overall Study Area:* This chapter discusses recommendations that apply to the study area as a whole, as well as several site-specific recommendations that deal with *issues* of concern in the entire study area.
- *Chapter 5: Detailed Plan Recommendations:* This chapter addresses individual parcels or significant clusters of parcels within the Lionshead study area, providing both general and specific planning and design recommendations for each area.
- *Chapter 6: Site Design Guidelines:* This chapter addresses the Lionshead pedestrian environment and proposes a hierarchy of six specific pedestrian areas:
  1. Primary Pedestrian Mall
  2. Secondary Pedestrian Mall
  3. Primary Pedestrian Walk
  4. Secondary Pedestrian Walk
  5. Vehicular Pedestrian Retail Street
  6. Pedestrian Path

Specific planning and design recommendations are proposed for each of these sub-environments.

- *Chapter 7: Development Standards*  
This chapter contains recommended development standards to set parameters for development and redevelopment, including gross residential floor area (GRFA), building heights, density, setbacks, landscape areas, and site coverage, and proposes a new definition of a unit - the “lodge unit.”

- *Chapter 8: Architectural Design Guidelines*  
This chapter outlines new guidelines specific to Lionshead that are intended to encourage a higher quality of architecture in new development as well as renovation projects. The guidelines address issues of character, building height and massing, roofs, doors and windows, detailing and materials, and the relationships between buildings and the adjacent pedestrian environment.
- *Chapter 9: Implementation*  
This chapter addresses timing, phasing, project priorities, financing mechanisms, order of magnitude costs, and implementation strategies to achieve the public improvements recommended by the master plan.

## 1.2 Master Plan Framework

The Lionshead Master Plan is based on a set of fundamental design objectives that relate to the entire study area:

- *The Pedestrian Environment*  
The defining characteristic of Lionshead is its pedestrian environment, and the emphasis of the master plan is to improve its quality as a generator of activity. Pedestrian connections are intended to be the underlying framework of the physical plan. Two primary pedestrian corridors are proposed to provide for a cohesive, consistent, well-defined pedestrian and retail environment serving both the destination guest and the local community. The first of these two corridors is an east-west connection between the west end of Dobson Ice Arena and the western edge of Lionshead. The second is a north-south connection between the gondola ski yard and the north day lot.
- *Connections to the Natural Environment*  
The master plan recommends ways to enhance and strengthen the physical and visual connections to the natural environment of Gore Creek and Vail Mountain.
- *Vehicular Circulation*  
The master plan anticipates a network of streets and driveways that provides efficient access to public and private destinations but minimizes the negative impact of vehicles on the pedestrian environment and residential areas.
- *Transit*  
The master plan considers that an efficient and flexible public transit system serving the *entire* Lionshead study area, including potential new development in the west end of the district, is essential to its future success.
- *Service and Delivery*  
The master plan describes a consolidated, efficient service and delivery system that reduces interference with pedestrian areas, emergency vehicle routes, and traffic in general. The proposed facilities satisfy the current and projected service and delivery needs of the Lionshead study area.

- *Parking*  
The master plan provides for adequate public parking in Lionshead and the community as a whole but acknowledges that parking private vehicles is only one part of the overall Lionshead public access strategy.

### **1.3 Recommended Actions**

The following list summarizes the recommended actions, both public and private, that are contained in the master plan. Please refer to individual chapters for more detail on specific topics and individual properties.

#### **1.3.1 Development/ Redevelopment**

- Encourage, facilitate, and provide incentives for the redevelopment and renovation of existing structures in Lionshead.
- Create a Vail Civic Center comprised of the Dobson Ice Arena, the Vail Public Library, and new development on the existing charter bus lot.
- Develop the south face of the Lionshead parking structure with ground floor retail/commercial space and locals/ seasonal housing above.
- Develop the Town of Vail infill parcel at the east portal to the Lionshead pedestrian and retail mall; make it an active entry landmark.
- Encourage first floor retail expansions in the retail core improving the spatial proportions of public spaces by extending into the pedestrian street.
- Encourage, facilitate and provide incentives for the creation of a five-star resort hotel in the Lionshead core.
- Encourage, facilitate, and provide incentives for the creation of seasonal housing in the western end of Lionshead.

#### **1.3.2 Pedestrian Circulation**

- Implement the Vail Streetscape Masterplan for the Vail Village-Lionshead connection along West Meadow Drive.
- Redevelop the existing east Lionshead pedestrian portal.
- Develop, with public-private cooperation, two continuous pedestrian axes (north-south and east-west) through Lionshead. Create new walkways and plazas and replace deteriorated pavements.
- Install a snowmelt system in the Lionshead pedestrian mall.
- Require pedestrian walks and paths along all streets.
- Connect the Gore Creek recreation path below the Gondola lift line.
- Provide for pedestrian and bicycle traffic along the South Frontage Road.
- Encourage, facilitate, and provide incentives for the creation of one or more new west Lionshead pedestrian portals through redevelopment of Concert Hall Plaza, the Montaneros Condominiums, and the Vail Associates core site.
- Create a new north Lionshead pedestrian portal in conjunction with development of a public transportation facility on the north day lot.
- Replace the existing skier bridge.
- Implement a comprehensive directional signage program.

### **1.3.3 Connections with the Natural Environment**

- Create a passive recreation trail system on the south side of Gore Creek.
- Establish public view corridors to preserve the visual connections to Lionshead’s natural environment.
- Encourage, facilitate, and provide incentives for the creation of green landscape corridors penetrating into the Lionshead environment.
- Enhance the western end of the Gore Creek recreation path through landscape and environmental remediation.

### **1.3.4 Vehicular Circulation**

- Restrict the vehicular traffic on East Lionshead Circle to Town of Vail “in-town” transit, emergency vehicles, and adjacent local property owners.
- Provide all necessary improvements to the South Frontage Road including widening, acceleration/deceleration lanes, landscaped medians, and other appropriate measures to facilitate and clarify traffic flows.
- Realign the South Frontage Road at the western end of Lionshead.
- Realign the West Lionshead Circle and Lionshead Place intersection.
- Encourage, facilitate, and provides incentives for the removal of snowcats and winter mountain service vehicles from Forest Road.
- Create a central skier drop-off point on the north day lot.
- Implement a comprehensive directional signage program for vehicles.

### **1.3.5 Transit**

- Create dispersed transportation centers in Lionshead to accommodate local and regional transit, local shuttles, skier drop off, and charter buses. Locations for these facilities may include the North Day Lot, the Lionshead Parking Structure, and West Lionshead (aka EverVail).
- Remove the existing Concert Hall Plaza bus drop-off.
- Relocate the existing Lionshead Place regional bus stop to the north day lot, Lionshead Parking Structure, or West Lionshead area..
- Improve the now difficult left turn from East Lionshead Circle onto the South Frontage Road.
- Connect the future development in west Lionshead to the Town of Vail in-town transit route.
- Investigate alternative clean transit technologies.
- Investigate potential intermodal connections to future non-vehicular regional transit systems.

### **1.3.6 Parking**

- Add at least one more deck to the Lionshead parking structure.
- Conduct studies to establish the user profile of people accessing Lionshead from the parking structure; use this to determine the *desired* user profile and true parking demand.
- Investigate the possibility of a secondary parking structure in the western end of Lionshead.

## CHAPTER 2: INTRODUCTION

### 2.1 Purpose of the Master Plan

This master plan was initiated by the Town of Vail to encourage redevelopment and new development initiatives within the Lionshead study area. Both public and private interests have recognized that Lionshead today lacks the economic vitality of Vail Village, its neighboring commercial district, and fails to offer a world-class resort experience. Lionshead's economic potential has been inhibited by a number of recurrent themes: lack of growth in accommodation units ("hot beds"), poor retail quality, the apparent deterioration of existing buildings, an uninteresting and disconnected pedestrian environment, mediocre architectural character, and the absence of incentives for redevelopment.

Redevelopment is critical for Vail and Lionshead if the community is to remain a competitive four-season resort. Other resorts are spending millions of dollars to upgrade their facilities in order to attract more visitors year-round. Growth in the number of skiers annually has slowed to one to two percent, intensifying competition for market share. Skiers are spending less time skiing and more time shopping, dining out, and enjoying other off-mountain activities. As a result, the demand for quality retail shopping and a greater diversity of experiences has dramatically increased. All of these are sorely in need of improvement in Lionshead. Vail, and specifically Lionshead, will fall behind if the community fails to upgrade the quality of its facilities and correct the existing flaws in its primary commercial nodes.

This master plan, developed over a period of two years and with extensive involvement by the community, is a comprehensive guide for property owners proposing to undertake development or redevelopment of their properties and the municipal officials responsible for planning public improvements. The plan outlines the Town's objectives and goals for the enhancement of Lionshead and proposes recommendations, incentives, and requirements for redevelopment and new development of public and private properties. It also recommends specific public improvement projects that are strategically important to the future success of Lionshead. The master plan is intended to provide direction over the next 15 to 20 years.

### 2.2 Definition of a Master Plan

In the development of the Lionshead Master Plan, the following definition has been used as the basis for this work:

*A master plan is a guide, a flexible framework for future action. It articulates a community's fundamental land use policies, principles, and goals in a broad and general way. It plans for the future physical development or redevelopment of an area of the community, including its functional and circulation systems and its public facilities.*

*The land use policies in a master plan are generally implemented through zoning ordinances. Existing zoning and land use codes may be modified and new provisions enacted in order to conform to the master plan and carry out the plan's objectives.*

*A master plan does not convey approval for particular development proposals or concepts, nor can it be implemented in a short time frame. After adoption of the Lionshead Master Plan, every development proposal will have to go through the applicable development review and approval process, with its attendant public notices and public hearings. A proposal's*

*adherence to the policies contained in the adopted master plan will be one of the factors analyzed by staff, the Planning and Environmental Commission (PEC), the Design Review Board (DRB), and the Town Council (as applicable) in determining whether to approve or disapprove the specific proposal.*

## **2.3 Policy Objectives**

The Town Council adopted six policy objectives on November 4, 1996 to outline the important issues to be addressed in the master plan and to provide a policy framework for the master planning process.

### **2.3.1 Renewal and Redevelopment**

Lionshead can and should be renewed and redeveloped to become a warmer, more vibrant environment for guests and residents. Lionshead needs an appealing and coherent identity, a sense of place, a personality, a purpose, and an improved aesthetic character.

### **2.3.2 Vitality and Amenities**

We must seize the opportunity to enhance guest experience and community interaction through expanded and additional activities and amenities such as performing arts venues, conference facilities, ice rinks, streetscape, parks and other recreational improvements.

### **2.3.3 Stronger Economic Base Through Increased Live Beds**

In order to enhance the vitality and viability of Vail, renewal and redevelopment in Lionshead must promote improved occupancy rates and the creation of additional bed base (“live beds” or “warm beds”) through new lodging products. Live beds and warm beds are best described as residential or lodging rooms or units that are designed for occupancy by visitors, guests, individuals, or families on a short term rental basis. In order to improve occupancy rates and create additional bed base in Lionshead, applications for new development and redevelopment projects which include a residential component shall provide live beds in the form of accommodation units, fractional fee club units, lodge dwelling units, timeshare units, attached accommodation units (i.e, lock-off units), or dwelling units which are included in a voluntary rental management program and available for short term rental. Further, it is the expressed goal of this Plan that in addition to creating additional bed base through new lodging products, there shall be no net loss of existing live beds within the Lionshead Redevelopment Master Plan study area.

### **2.3.4 Improved Access and Circulation**

The flow of pedestrian, vehicular, bicycle and mass transit traffic must be improved within and through Lionshead.

### **2.3.5 Improved Infrastructure**

The infrastructure of Lionshead (streets, walkways, transportation systems, parking, utilities, loading and delivery systems, snow removal and storage capacity) and its public and private services must be upgraded to support redevelopment and revitalization efforts and to meet the service expectations of our guests and residents.

### **2.3.6 Creative Financing for Enhanced Private Profits and Public Revenues**

Financially creative and fiscally realistic strategies must be identified so that adequate capital may be raised from all possible sources to fund desired private and public improvements.

## **2.4 Ground Rules for the Master Planning Process**

On November 4, 1996, the Town Council adopted the following ground rules for the master planning process in order to clarify the initial parameters and rules under which the master plan would be developed.

1. The master plan to be developed for all public and private lands in Lionshead will serve as the policy framework for all future decision-making on specific development and redevelopment proposals in Lionshead. The master plan will be based on the Lionshead Policy Objectives adopted by the Town Council to reflect the community's interests.
2. The Town of Vail will work collaboratively with Vail Resorts, Inc. on the master plan for Lionshead and will involve all other interested citizens, business owners and property owners in the master planning process. The master plan ultimately recommended may or may not reflect development approaches currently being explored by VRI.
3. Proprietary information of any private property owner or developer will remain private and confidential unless it becomes part of a public record.
4. There will be no net loss to the Vail community of either locals' housing or parking spaces (public and private) now existing in Lionshead.
5. Collaborative public/private redevelopment and financing ventures, including urban renewal authorities and downtown development authorities, will be considered.
6. The intent of redevelopment includes minimizing short-term construction-related impacts of redevelopment on existing businesses and residents and increased cooperation between the public and private sectors.

The Town Council will have final decision-making authority on the Lionshead Master Plan, adoption of implementing actions, use of public lands, public improvements, and public financing mechanisms. The Town Council or its authorized boards (PEC and DRB) will make final decisions on subsequent site-specific development proposals consistent with the master plan.

## 2.5 Urban Design Principles

On November 4, 1996, the Town Council adopted the following set of urban design principles to guide the development of the master plan:

1. Connect Lionshead physically and visually to the mountain landscape.
2. Make people physically and emotionally comfortable in Lionshead.
3. Provide a sense of arrival to demarcate the Lionshead district.
4. Create landmarks and turning points to guide people through the area and make it memorable.
5. Provide gates and portals to help define the sequence of public spaces and places.
6. Define appropriate land uses adjacent to outdoor spaces.

## 2.6 Master Plan Study Area

The boundaries of the Lionshead Master Plan study area (see Map A) were established by the Town Council at the outset of the master planning process. They are defined by the following features:

On the north by I-70

On the east by Middle Creek (west of the Vail Valley Medical Center)

On the south by the Town of Vail boundary (south of Forest Road, not including single-family lots)

On the west where Tract K intersects the South Frontage Road, to the west of the Glen Lyon Office Building site.

## 2.7 Methodology

The master planning process was based on a model for intensive citizen input and community collaboration intended to maximize public participation and allow the community to provide direction on all plan elements. Exhaustive efforts were made to involve local citizens, property owners, local businesses, and second homeowners. A web page, extensive direct mailings, and the notification of local homeowners' associations and managers were all utilized to solicit public input and inform the public about the process and progress of the master planning effort. Meetings and workshops were held on weekends and holidays in order to achieve maximum second homeowner and guest involvement in the process.

The planning process consisted of five stages, each with a public input component. A one-year timeframe was initially anticipated, but the process was later extended for an additional year.

### **Stage One - *Define Opportunities and Constraints***

This step commenced with two public walking/bus tours through Lionshead to look at existing constraints and opportunities with interested community members. After the tours two public forums were held, participants were asked to review the list of opportunities and constraints assembled from the tours. This step also included a "Best and Worst of Lionshead" contest to invite further public comment. During this stage, the master planning team assembled base data about the physical environment of Lionshead.

### **Stage Two – Brainstorm “Wish List”**

The goal in stage two was to gather from the community as many ideas as possible about preferred land use policies, changes needed in the physical environment, desired improvements, new public facilities, and other areas of concern. In several public workshops and hearings, participants were asked to review the wish list of ideas and indicate their preferences by “dot-voting.” Input was also obtained via survey response forms and on the Internet. A total of 173 individual wish list items were submitted, categorized and documented. (See appendix F.)

### **Stage Three - Analyze Alternatives and Select Preferred Alternatives**

This stage concentrated on the review and evaluation of alternatives developed from public input and the selection of preferred concepts for traffic circulation, land uses, building bulk and mass, pedestrian corridors, and loading and delivery systems. Also in this stage, several public workshops and hearings were held to focus specifically on the identification of public view corridors in Lionshead. A Saturday work session with local architects and planning professionals was held to brainstorm design ideas on public facilities and transportation systems, improved access to the Gore Creek corridor, housing opportunities, and the network of public spaces and resort amenities. The drawings that were done in this charrette were displayed for community review in several open houses. Finally, a market feasibility study was conducted to analyze the existing constraints and future potential of the retail market in Lionshead.

### **Stage Four - Develop and Adopt the Master Plan and Architectural Design Guidelines**

In this stage of the master planning process, the project team refined and expanded the ideas and principles identified in stage three and consolidated them into the final master plan document. This stage involved ongoing community review in public Town Council meetings.

### **Stage Five - Adopt Required Code Modifications**

This stage will occur subsequent to the adoption of this master plan document.

## **2.8 Adoption and Amendment of the Master Plan**

The Lionshead Master Plan was adopted by resolution No. 14, Series of 1998, on December 15<sup>th</sup>, 1998, by the Vail Town Council following a recommendation to approve by the Planning and Environmental Commission. Future amendments to this master plan must be approved by resolution or motion by the Town Council following a formal recommendation by the Planning and Environmental Commission. Implementation activities and ordinances will be approved in accordance with the Town of Vail Municipal Code.

## **CHAPTER 3: EXISTING CONDITIONS ASSESSMENT AND PROBLEM IDENTIFICATION**

### **3.1 Introduction**

The initial task in the Lionshead master planning process was to conduct a thorough assessment of existing physical and regulatory conditions in the study area. The goal of this assessment was to identify the problems, opportunities, and constraints that the master plan recommendations must recognize and address.

### **3.2 Existing Land Uses**

A wide variety of land uses exist within the Lionshead study area:

#### **3.2.1 Residential**

Residential properties in Lionshead can be divided into two categories corresponding to location and density. To the south of Gore Creek is Forest Road, a low-density single-family and duplex neighborhood. To the north of Gore Creek is a mix of multi-family condominium products, with densities ranging from 16 to 60 units per acre. Within this area of Lionshead there are approximately 735 condominium units ranging in size from studios to four bedrooms, with the majority being two-bedroom units.

Of these units, approximately 50% to 60% are included in short-term rental pools (“warm beds”). In addition, there are approximately 56 non deed-restricted employee housing units (approximately 110 beds), most of which are in the Sunbird Lodge owned by Vail Associates. Existing residential and lodging properties are shown on Map K.

#### **3.2.2 Retail/ Commercial**

Retail/ commercial space totaling approximately 133,000 square feet currently exists within the Lionshead study area (by comparison, the Vail Village core has approximately 244,000 square feet of retail/commercial space). Although considered a resort shopping area, the Lionshead retail core (see Map N) averages lease rates and sales per square foot that are less than corresponding space in Vail Village. This is at least partially attributable to visual and functional problems plaguing the area’s retail spaces. For a detailed analysis of existing retail conditions in Lionshead, refer to the Vail Retail Market Study in appendix C. Existing retail and commercial space in Lionshead is shown on Map J.

#### **3.2.3 Lodging**

There is a sizeable bed base in the Lionshead study area but only a small portion of these are accommodation units (“hot beds”). The true lodging base in Lionshead today consists of about 440 units, the majority of which are in the Marriott. All of the accommodation units are located west of the Lionshead retail core (west of West Lionshead Circle and the Lionshead Place cul-de-sac), and together they represent about 35% of the total Lionshead bed base, excluding the private residences south of Gore Creek. Existing residential and lodging properties are shown on Map K.

### **3.2.4 Conference/ Meeting Facilities**

The Lionshead study area contains several public and private conference facilities (see Map L), with the majority of space in private ownership. Aside from Dobson ice arena, which is not suitable for smaller conferences and meetings, the only publicly available conference room in Lionshead is in the Vail Public Library, a small and heavily utilized facility. In general, there is a growing need for additional conference space in Lionshead, especially as the local economy seeks to diversify and provide a wider range of destination resort activities in addition to skiing.

### **3.2.5 Light Industrial**

Currently, the western end of Lionshead is home to several operations that could be classified as light industrial. These include the Vail sanitation plant, the Vail Associates service yard, and the Amoco service station.

#### **3.2.5.1 Sanitation Plant**

The Vail sanitation plant is currently operating near capacity. It is anticipated that future Lionshead redevelopment/ development, as well as continuing development in Vail, will necessitate plant expansion. According to the Eagle River Water and Sanitation District, the most likely direction of plant expansion would be to the west into the old town shops property. A less likely but potentially viable alternative would be to expand the plant to the east into the plant's existing parking lot.

#### **3.2.5.2 Amoco Service Station**

This existing service station (see figure 3-1) is located on the western perimeter of the Lionshead study area east of Red Sandstone Creek. While there are no serious functional issues with the service station today, visual and access issues may become important as the western end of Lionshead develops.

#### **3.2.5.3 Vail Associates Service Yard**

The Vail Associates service yard, bordered by the South Frontage Road on the east and south and Red Sandstone Creek on the west, currently contains a wide variety of mountain operation functions such as snowcat service and fueling, warehouse storage, and maintenance shops. While the service yard is critical to Vail Associates' mountain operations there is a strong interest on the part of the Town of Vail to see the majority of these facilities relocated on-mountain. According to Vail Associates it may be possible to relocate many of the facilities, but the snow cat service and fueling operations must remain at or near its current location. Specific issues regarding the service yard include:



*Figure 3-1- East bound view of gas station at west study area boundary*



*Figure 3-2- Tennis courts south of Gore creek*

*a. Visual*

Like its neighboring Amoco service station, the service yard is at the western front door to Lionshead. Much of the yard is screened by an existing berm, but the facility is inconsistent with the existing land uses in Lionshead and the desired visual character of a destination resort. As redevelopment occurs in west Lionshead it will become increasingly important to address these visual concerns.

*b. Access*

The snow cat fueling and maintenance operations are a significant component of the service yard functions. Snow cats and snowmobiles must cross the South Frontage Road to access the mountain, frequently conflicting with traffic on the frontage road.

*c. Forest Road Mountain Access*

Snow cats from the service yard currently access the mountain via Forest Road to the Born Free ski run. Though a pre-existing condition, the presence of the snow cats on Forest Road has long been a consistent complaint of the Forest Road property owners. It is clear that the removal of snow cats from Forest Road is desirable but there is no existing secondary route to the mountain and the alternatives for creating a new access way, while possible, are problematic. (See section 4.6.4.1.)

**3.2.6 Recreation and Open Space**

The Gore Creek open space corridor roughly bisects the Lionshead study area. Portions of this corridor, which widens significantly at the eastern end of the study area, are owned by the Town of Vail and by Vail Associates (see Map B). The existing tennis courts at the eastern end of Forest Road, while part of the agricultural and open space zone district, are unattractive (see figure 3-2) and visually inconsistent with the rest of the Gore Creek corridor. The Gore Creek corridor is described in greater detail in section 3.7.2.

**3.3 Existing Zoning**

The Lionshead study area is currently comprised of 11 zoning districts (see Map C). For detailed information on these zone districts, consult the existing Town of Vail zoning code. If any discrepancies exist between the zoning map included in this document and the official Town of Vail zoning map, the official Town of Vail zoning map takes precedence. Zones represented in Lionshead include:

- Primary/ Secondary Residential
- High Density Multi-Family
- Medium Density Multi-Family
- Commercial Core 2
- Arterial Business
- General Use
- Special Development District (the Marriott)
- Agricultural and Open Space
- Natural Area Preservation
- Outdoor Recreation
- Parking

An analysis of the existing properties in Lionshead shows that many of the multi-family structures are in violation of existing zoning standards, particularly regarding GRFA, density, and building height. This is largely due to the fact that many zoning provisions currently in effect were established *subsequent* to the construction of much of the Lionshead core area. *As a result, current zoning is largely irrelevant to the existing condition or the desired redevelopment character of Lionshead.* A primary function of the master plan is to develop a policy framework to guide zoning revisions so that the goals of the master plan can be implemented in accordance with the Town of Vail's regulatory structure.

### **3.4 Regulatory Issues**

#### **3.4.1 Building Height**

Map M of this document shows the peak roof height of all the structures in the Lionshead study area, excluding the residential area south of Gore Creek. These building heights were taken from a ground level survey that established the peak elevations of each building relative to the ground elevation. Because the grade changes across the face of many buildings in Lionshead, the *average* elevation around the base of the structure was used to calculate the building height. (Note: This building height information was acquired for the purposes of this master plan and does not supercede any prior existing legal building height determination recorded by the Town of Vail.) Except for the residential area south of Gore Creek, the allowable building height for most of Lionshead today is 45' for a flat-roofed structure and 48' for a pitched roof structure. (Height limits in the MDMF zone district are 35' and 38' respectively.)

#### **3.4.2 Gross Residential Floor Area (GRFA)**

GRFA is a provision in the existing Town of Vail land use code that regulates the allowable residential floor area relative to the overall developable site area. In theory, the intent of GRFA is to limit the mass and bulk of a building, resulting in a more dynamic, less boxy architectural form. However, it is possible for a building to meet the GRFA limitations without accomplishing desired goals for building massing and quality architecture. *GRFA appears to have had little positive impact on the quality of structures in Lionshead.*

#### **3.4.3 Density**

The existing Town of Vail zoning code limits density to 25 dwelling units (DU) per acre in the Commercial Core 2 zone district. Existing densities in Lionshead residential condominium projects range from 16 DU/ acre to as many as 55-60 DU/acre.

### **3.5 Fire Safety**

As Lionshead redevelops, it is critical that fire and emergency access be considered in the planning process. The existing fire safety system in Lionshead suffers from two serious deficiencies: the difficulty of access and the lack of sprinkler fire protection systems in many buildings.

### 3.5.1 Emergency Vehicle Access

One of the more appealing attributes of the Lionshead core area today is its pedestrian environment. However, this same feature presents a challenge to emergency vehicle access. *There are numerous locations in Lionshead today where fire protection is significantly compromised.* Although there is an existing emergency vehicle access route through the Lionshead pedestrian core (see map G), this route may be inadequate in winter when snow reduces accessibility. In some locations (such as the south side of the Landmark tower), ground level retail extensions make the vertical mass of the building inaccessible. As redevelopment occurs it is essential that existing structures and new development work with the fire department to insure that these access issues are corrected.

### 3.5.2 Sprinkler Fire Protection

The single most effective means of providing fire protection to taller buildings in a restricted pedestrian environment is the installation of fire sprinkler systems. Fire sprinkler protection is required by fire and building codes in large multi-family structures today but many of the older structures in Lionshead predate these regulations and are still unsprinklered. Fire sprinkler systems lessen the need for immediate fire vehicle response times, thus reducing the impact that fire access has on the planning of the pedestrian environment. *Adding sprinkler protection to existing Lionshead buildings is a top priority.* The buildings in the Lionshead study area *without* sprinkler fire protection are as follows:

- Lionshead Center (The parking garage, Garfinkel's restaurant, and Ski School areas are sprinklered.)
- Lodge at Lionshead, phases 1, 2, and 3 (The parking garage is sprinklered.)
- Tree Tops Condos
- Tree Tops retail plaza (The parking garage is sprinklered.)
- Vantage Point Condos (The parking garage is sprinklered.)
- Vail 21 Condos
- Lifthouse Lodge
- Westwind Condos
- Landmark Tower (The retail component is sprinklered.)
- Landmark Townhomes
- Sunbird Lodge (The parking garage is sprinklered.)
- Old Gondola Building (Kaltenberg Brewery and Trails End restaurant are sprinklered.)
- Lion Square Lodge North
- Lion Square Lodge phases 1-3 (partially sprinklered)
- Antlers Condos (Below-grade elements are sprinklered.)
- Vail Spa (The parking garage is sprinklered.)
- Enzian Condos
- Lionshead Inn (scheduled to be sprinklered by 1999)
- Concert Hall Plaza (Only the lower level is sprinklered.)
- Montaneros (The parking garage is sprinklered.)
- Lionshead Arcade
- Lions Pride Building
- VailGlo Lodge
- Vail International
- Lionshead parking structure (This is of particular concern on the north side of the structure, where the streetside access is below grade, hidden by a berm and landscaping.)

## **3.6 Utilities**

A prerequisite for new development or additional density in Lionshead is the ability of the utility companies to provide service to support the incremental growth of the district. Discussions with the utility companies raised no significant concerns about the state of their existing systems or their ability to expand or upgrade their facilities. Research has indicated that the only significant utility constraint is the current capacity of the Vail sanitation plant.

### **3.6.1 General Capacity Data**

The capacity of various utilities to serve future development and redevelopment in the Lionshead study area is outlined below. (For a complete study of existing infrastructure in Lionshead and the Town of Vail as a whole, please refer to the Town of Vail carrying capacity analysis.)

#### **3.6.1.1 Gas - Public Service of Colorado**

The Town of Vail carrying capacity analysis indicates that there is adequate natural gas supply to accommodate future development.

#### **3.6.1.2 Electric - Holy Cross Electric Association**

The Town of Vail carrying capacity analysis indicates that there is adequate electrical supply to meet the demands of future development.

#### **3.6.1.3 Water and Sewer - Eagle River Water and Sanitation District**

According to ERWSD, the Vail wastewater treatment facility was serving approximately 5,374 single-family equivalents (SFEs) as of December 1996, and was operating at over 90% of the plant's design capacity. It is anticipated that the future build-out of Lionshead (see the Lionshead development model in appendix D) would trigger a plant expansion of some magnitude. Future plant expansion scenarios and the potential associated costs are discussed in the Town of Vail carrying capacity analysis. Increased demand for water in Lionshead could result in decreased stream flows between the golf course and the wastewater treatment plant. This can be mitigated by a pump-back system to bring water up to the golf course.

#### **3.6.1.4 Telephone - US West**

US West anticipates no problems in providing expanded telephone service to the Lionshead study area.

#### **3.6.1.5 Cable TV - TCI**

It is a policy of TCI of the Rockies, the local cable television service provider, not to provide letters as to their ability to serve projected future development. However, no significant hurdles are anticipated in providing expanded cable television service to the Lionshead study area.



*Figure 3-3a- Wetland area south of Gore creek*



*Figure 3-3b- Footbridge across Gore creek to wetland area*



*Figure 3-4- Gore creek recreation path east of ski yard*



*Figure 3-5- Gore creek recreation path west of ski yard*

### **3.7 Environment**

Three broadly defined environmental zones, described below, are represented in the Lionshead study area (see Map F). These environmental character zones are a representation of the physical and visual attributes of the study area and do not represent any land use designation or recommendation.

#### **3.7.1 Resort Zone**

The resort zone is the highly developed and urbanized area on the north side of Gore Creek. While there are pockets of green space within this area it is characterized primarily by paved streets (both vehicular and pedestrian), sidewalks, plazas, and buildings. There are no undisturbed soils or original vegetative stands in this area.

#### **3.7.2 Open Space Zone**

The primary component in the open space zone is Gore Creek and the natural area that flanks it (see figure 3-3). This vitally important open space corridor is characterized by thick riparian vegetation along the creek embankments, low-lying wetlands to the south of the creek, and the grassy slopes of the lower ski trails. The eastern end of Gore Creek (see figure 3-4) supports large evergreen trees, but the western stretches of the creek (see figure 3-5) are largely devoid of tree cover and in need of rehabilitation.

The secondary components of the open space zone are the Middle Creek and Red Sandstone Creek corridors that run north from Gore Creek, forming the east and west boundaries of the study area (see figures 3-6 and 3-7). The 100-year flood plain of these creeks is shown in Map D. Both Middle Creek and Red Sandstone Creek have been significantly impacted by adjacent development but retain some high quality vegetation.

#### **3.7.3 Low-Density Residential Zone**

The third environmental zone is the residential area flanking the south side of the Gore Creek open space corridor. While this area is by no means a pristine natural environment it has been less affected by development, both visually and environmentally, than the higher density resort core north of Gore Creek. This zone of lower density primary and secondary residences at the lower forest edge is characterized by stands of mature lodgepole pine.

### **3.8 Transportation and Circulation**

During President's Day weekend in 1997 the transportation planning firm of Felsburg, Holt, and Ullevig conducted an in-depth inventory and analysis of the existing transportation patterns in the Lionshead study area. Their report is contained in appendix A. The following is an overview of the existing transportation and circulation systems in Lionshead:

#### **3.8.1 Vehicular**

The vehicular access system in Lionshead is comprised of one primary route (the I-70 South Frontage Road) and four secondary routes (East Lionshead Circle, West Lionshead Circle, Lionshead Place, and Forest Road).



*Figure 3-6- Middle creek*



*Figure 3-7a- Red Sandstone creek north of Frontage Road*



*Figure 3-7b- Red Sandstone creek south of Frontage Foad*



*Figure 3-8- East bound view of South Frontage Road*

### **3.8.1.1 I-70 South Frontage Road**

The I-70 South Frontage Road (see figure 3-8) borders the northern edge of the study area and provides vehicular access for all of Lionshead. General issues associated with the frontage road are described below:

#### *a. Bicycles and Pedestrians*

There are no continuous bicycle paths or lanes along the South Frontage Road nor are there adequate shoulders that bicyclists or pedestrians could use instead. The need for a bicycle lane was documented in the 1991 Vail Transportation Master Plan and the 1988 recreation trails masterplan. The pedestrian core of Lionshead is an obstacle to bike traffic through Lionshead to Vail Village, forcing bikes to take the frontage road instead and causing dangerous conflicts between cyclists and motorists.

#### *b. Turning Movements*

There is one eastbound and no westbound turning lanes from the frontage road into Lionshead, which results in traffic backup during peak travel periods. Westbound vehicles often veer onto the gravel shoulder to pass cars waiting to make a left turn. As Lionshead redevelops and expands its bed base, this problem will intensify.

#### *c. Directional Signage*

Visitors to Lionshead often complain of difficulty finding their destination. Bewildered motorists slow down at each intersection because there is no signage directing them to their lodgings. The cumulative effects are traffic congestion and irritated guests.

#### *d. Overflow Parking.*

Each winter during peak ski weekends the westbound shoulder of the frontage road becomes a default overflow parking area, stretching westward from the turn across from the Evergreen Lodge to the entry of the Vail Associates service yard. This situation creates a dangerous conflict between through-traffic and pedestrians, as there are no delineated crossings and no sidewalk on the south side of the frontage road. Safe crossings are made even more difficult by winter road conditions and traffic congestion and because pedestrians are often wearing ski boots and carrying skis.

### **3.8.1.2 East Lionshead Circle**

East Lionshead Circle (see figure 3-9) serves four primary purposes: a) providing access to eight lodging facilities; b) serving as the transit route for private shuttles and the public bus system; c) accommodating loading and delivery functions; and d) providing a place for private skier drop-off.



*Figure 3-9- East Lionshead Circle*

*a. Lodging Access*

East Lionshead Circle accesses four lodge properties west of the main bus drop-off/ pedestrian crossing and four others to the east of the bus stop. Vehicular traffic to the four properties to the east poses a significant conflict with the large volume of pedestrian traffic crossing from the western end of the parking structure into the Lionshead core. The southern edge of East Lionshead Circle is fragmented by four separate curb cuts accessing the Lodge at Lionshead.

*b. Transit*

Transit traffic on East Lionshead Circle consists of Town of Vail buses as well as local and regional shuttle bus traffic. Town buses have difficulty making a left turn from East Lionshead Circle to the westbound lane of the South Frontage Road because of the street gradient and the volume of traffic that competes with the bus for breaks in the frontage road traffic. This backup occasionally causes two westbound buses to stack at the intersection simultaneously and makes it difficult for buses to finish their circuits on schedule.

The volume of shuttle van traffic on East Lionshead Circle is greater than it needs to be. In order for westbound shuttles to reach their queuing area in front of the Subway sandwich shop at the western end of the parking structure, they must drive the entire length of the road, turn around across from Dobson ice arena, and drive back to the queuing area. This movement requires the shuttles to conflict with the west pedestrian crossing twice each trip.

The most significant issue with the transit system along East Lionshead Circle is the drop-off area located at the western end of the public parking structure. This drop-off area, home to buses, shuttle vans, delivery trucks, and personal vehicles, is poorly organized. As the main pedestrian portal into Lionshead, it is one of the least functional and most congested elements in the study area. *The primary problem with the drop-off area is the lack of any clear and safe pedestrian crossing from the parking structure into the Lionshead pedestrian mall.* Pedestrians often walk through the bus lanes and across the small planter islands. Delivery vans obscure sight lines when pedestrians step into the traffic lane of East Lionshead Circle.

*c. Loading and Delivery*

Delivery vehicles need to access all of the residential and retail properties on East Lionshead Circle, but the vast majority travel only to one of two locations. The first is the alley behind Vail 21, Lionshead Pride, and the Lifthouse Lodge. Service vehicles here conflict with a designated fire lane and significantly downgrade the pedestrian and vehicular arrival experience to these buildings. The other concentration of service vehicles occurs at the East Lionshead bus drop-off. Vehicles parking here cause major conflicts at the pedestrian crossing from the parking structure and detract from the visual image of the primary pedestrian entry into Lionshead. Because these two areas together cannot adequately accommodate peak delivery volumes, service vehicles will occasionally stage outside the areas, further exacerbating traffic congestion.

*d. Pedestrian Traffic*

The pedestrian systems along East Lionshead Circle are marginal in quality and, in some cases (such as the connection between the public parking structure and the Lionshead mall), hardly functional at all. The section of the street from the eastern drop-off area to Dobson arena has a sidewalk but lacks pedestrian crossings to the residential properties. It also lacks a dedicated pedestrian connection to the walkway east of Dobson that continues into Vail Village. The lack of a sidewalk on the south side of the street forces pedestrians to cross East Lionshead Circle twice or, more commonly, to walk in the street.

*e. Skier Drop-Off*

During the ski season the drop-off area at the western end of the parking structure is often used by private motorists as a skier drop-off area although there are no designated skier drop-off locations. Automobiles pose a major conflict with delivery vehicles and further compromise the safety of pedestrians crossing from the parking structure. Although it is convenient, skier drop-off at this location is dangerous and should be eliminated or redesigned.

### 3.8.1.3 West Lionshead Circle

West Lionshead Circle (see figure 3-10) functions primarily as the access route to Lionshead Place, several lodging facilities, and the Vail Associates core site. In addition the road carries a significant amount of service and delivery traffic and serves as a transit route for the Town of Vail bus and the Eagle County regional bus.

#### *a. Transit*

There are two Town of Vail transit stops on West Lionshead Circle, the first located in front of the Marriott and the other at Concert Hall Plaza. According to the traffic study (see appendix A), only eight percent of the total traffic entering Lionshead – and only two percent of passengers on the Town of Vail bus - used the Concert Hall Plaza stop. The Town of Vail Public Works Department has recommended that the transit stop at Concert Hall Plaza be discontinued.

#### *b. Service and Delivery*

Two service and delivery areas are accessed from West Lionshead Circle, one at the Concert Hall bus-stop and the other in the alley between Concert Hall Plaza and the Landmark Townhomes. The delivery vehicle staging behind the Landmark Townhomes is ad-hoc and illegal, as this is a designated emergency vehicle access lane. Both areas occasionally back up and cause trucks to stage temporarily on West Lionshead Circle.



*Figure 3-10- Intersection of West Lionshead Circle and Lionshead Place*

*c. Pedestrian Traffic*

Concert Hall Plaza is intended to be the western portal into the Lionshead mall, but the pedestrian paths along West Lionshead Circle are fragmented and the point of entry is unclear. A partial sidewalk runs along the south side of the street in front of the Marriott but it is not continuous. The gradient is difficult in places, and pavements are often icy in winter. There is no pedestrian crosswalk at the intersection of West Lionshead Circle and Lionshead Place. Dark and compromised by stairways, the passage through Concert Hall Plaza is seriously deficient as a pedestrian and retail environment. Very few pedestrians from west Lionshead ever make the connection through Concert Hall Plaza to the mall.

**3.8.1.4 Lionshead Place**

Lionshead Place, a cul-de-sac spur off West Lionshead Circle, is short but heavily utilized. As the vehicular access point to the Vail Associates core site, Lionshead Place functions as lodging access, service and delivery access, a transit stop, skier drop-off, and a heavily used pedestrian corridor. It is also an important portal to the Gore Creek open space corridor.

*a. Lodging Access*

Lionshead Place provides access to the Marriott, Montaneros, Antlers, Lion Square Lodge, and the Vail Associates core site. Although the road adequately handles current traffic loads its visual appearance is inconsistent with that of the front door to a high quality lodging neighborhood. Motorists going to the Lion Square Lodge must pass through the VA service lot to get to the lodge's entry and parking.

*b. Transit*

The Lionshead Place cul-de-sac is the drop-off location for the Eagle County regional transit service. Shuttle vans and skier drop-off traffic also stop in the cul-de-sac. Problems with this location for the regional bus stop include the lack of proximity to connecting Town of Vail transit, the distance buses must travel from the main arterial road and the additional traffic on a cul-de-sac that is already heavily used.

*c. Service and Delivery*

The majority of truck traffic on Lionshead Place is going to the Vail Associates core site. The core site has an internal service yard but the high volume of deliveries means that trucks often have to stage along the access road or outside the Vail Associates property. This creates conflicts with the lodging traffic and with pedestrians walking along Lionshead Place to the ski yard.

*d. Pedestrian Access*

Lionshead Place is the second most heavily utilized but worst functioning and least inviting pedestrian corridor in Lionshead. The high volume of pedestrian traffic is generated by the west Lionshead lodging properties (the Marriott, Vail Spa, and the Enzian). Seeking

the shortest route to the ski yard, skiers staying in these properties bypass the out-of-the-way Concert Hall Plaza and take Lionshead Place instead, even though there is no continuous pedestrian walkway on either side of the street. In the absence of sidewalks and crosswalks, pedestrians tend to cross the street anywhere, creating a very dangerous conflict with private vehicles, delivery vehicles, and the regional transit bus. Past the cul-de-sac, pedestrians must walk along the core site access road (where there is no separation between pedestrians and vehicles) and into the ski yard by way of a narrow, icy pathway along the north end of Lion Square Lodge (see figure 3-11). An additional circulation problem is the lack of a pedestrian connection between the main Lion Square Lodge building (phases 1-3) and the Lion Square Lodge north building. These buildings are on opposite sides of Lionshead Place, and there is no delineated pedestrian crossing between them.

*e. Skier Drop-Off*

Lionshead Place handles a significant volume of private skier drop-offs. This traffic adds one more layer of conflict to the traffic generated by transit, lodging, service and delivery, and pedestrians.

**3.8.1.5 Forest Road**

Forest Road functions separately from vehicular circulation systems that serve the resort core. Connected to Beaver Dam and Rockledge Roads in summer, West Forest Road becomes a dead end street in the winter when the middle section is covered by the Born Free ski run. While West Forest Road is primarily a residential street it handles a small amount of local skier drop-off traffic and also functions as the mountain access route for snow cats in the winter.



*Figure 3-11- Existing pedestrian corridor to ski yard on north end of Lionsquare Lodge*

### **3.8.2 Dedicated Pedestrian and Bicycle Networks**

Apart from the pedestrian walkways on vehicular streets, there are two primary pedestrian environments in Lionshead: the Lionshead pedestrian core and the Gore Creek recreation path.

#### **3.8.2.1 Lionshead Pedestrian Core**

The Lionshead core is a pedestrian oriented, mixed-use mall built in 1972. Today, the pedestrian environment suffers from a poor hierarchy of public spaces, fragmented connections, and a lack of memorable architectural landmarks. It is often difficult for people not familiar with the area to navigate through the mall and find their destination. In addition, some of the physical elements in the core (such as the pavement, handrails, site furniture, and planters) are in a general state of disrepair inconsistent with the desired image of a high quality destination resort.

There are three primary and two secondary points of entry for pedestrian traffic into the Lionshead core area. The primary entry points are the east Lionshead bus drop-off, the Concert Hall Plaza bus drop-off, and Lionshead Place. The secondary entry points are the Gore Creek recreation path and the I-70 pedestrian bridge. According to the transportation study (see appendix A), these secondary portals bring less than 1% and 4% respectively of the pedestrian traffic into Lionshead.

#### **3.8.2.2 Gore Creek Recreation Path**

The Gore Creek recreation path is one of Lionshead's most appreciated recreational amenities. With the growth in popularity of mountain biking, however, there is a growing conflict between pedestrian and bicycle traffic conflict on the heavily utilized path. Another recurring complaint is that the two sections of the path east and west of the ski yard do not connect with one another.

##### *a. East of the Ski Yard*

This section of trail is beautifully wooded and close to the water level of Gore Creek. There are several picnic areas, but they seem to be in disrepair and infrequently utilized (see figure 3-12). Fences around adjacent residential properties border the north side of the trail.

##### *b. West of the Ski Yard*

This portion of the trail lacks trees and is set at quite a distance above the creek (see figure 3-5). There is a dangerous blind curve where the trail passes by the Antlers swimming pool deck (see figure 3-13). From this point west, the trail is rather barren and in need of revegetation.



*Figure 3-12- Existing picnic area on Gore Creek recreation path*



*Figure 3-13- Pedestrian path and pool deck conflict area behind Antlers condominiums*

### **3.8.3 Transit**

The only portion of the in-town shuttle route where buses must bypass the pedestrian environment and return to the South Frontage Road is in the core area between the East Lionshead transit stop and Concert Hall Plaza. This interruption in the dedicated shuttle circuit forces buses to make several left turns to get on and off the frontage road, frequently causing delays in the transit schedule. To resolve the problem, the planning team explored the concept of punching an internal transit route through the pedestrian core or reserving a corridor for future transit needs. Both of these ideas met with extreme resistance from residents and business owners alike. Although there may be no physical solution to this problem, the issue of how to connect the east half of Lionshead to the west half must be considered a priority in all future transportation and transit planning for the Town of Vail.

### **3.8.4 Service and Delivery**

A detailed discussion of the existing service and delivery system is contained in appendix A. For a discussion of how existing service and delivery areas affect the streets where they occur, see the individual street descriptions above.

## **3.9 Parking**

The ground rules of the Lionshead master plan state that future redevelopment will not cause a net loss of parking. An assessment of existing parking conditions is discussed in this section. For additional parking information on a town-wide basis, please refer to the Town of Vail carrying capacity analysis and the Master Transportation Study. Existing public and private parking facilities in Lionshead are shown on Map I.

### **3.9.1 Parking Generation**

Parking demand and generation in a mixed-use resort environment is difficult to quantify. It is somewhat easier to analyze when broken out into its three components: parking generated by the lodging bed base, parking generated by retail/ commercial activity, and parking generated by the ski mountain and other destination activities and events. However, the ski mountain, the retail shops, and the lodging facilities do not represent discrete and separate populations, so the calculation of public parking demand is complicated by the high degree of overlapping between these different parking generators. To understand the relationship between future improvements in Lionshead and the *public* parking demand they will generate, one must first understand how visitors will arrive and what they will be doing during their stay in Vail. Only then can the *incremental increase* in public parking demand be estimated.

#### **3.9.1.1 Parking Demand Generated by Lodging**

All private residential and lodging properties in Lionshead provide their own parking, either in surface or structured facilities. None, whether existing or planned, is expected to increase the demand for public parking facilities. To the contrary, lodgings within easy access of the ski mountain and the resort core may actually *reduce* the demand for public parking facilities.



*Figure 3-14- Charter bus lot*



*Figure 3-15- North Day Lot*

### **3.9.1.2 Parking Demand Generated by Retail/ Commercial Space**

The retail base in Lionshead, with a few exceptions, utilizes the Town of Vail public parking facilities. Through the Town's parking pay-in-lieu system, retail businesses pay a one-time assessment on a square footage basis for the parking demand they generate. The pay-in-lieu formula does not fully adjust for the probability that the parking for many retail customers is already accommodated in their lodgings.

### **3.9.1.3 Day Skier and Special Event Parking**

During the ski season, day skiers are the largest users of the Lionshead public parking structure. While it is generally assumed that skiing, not retail, is the primary destination for the majority of wintertime users of the parking structure, no survey data confirms this.

### **3.9.2 Existing Public Parking**

The Lionshead public parking structure has a capacity of approximately 1,200 cars. In addition, a charter bus parking area is located at the eastern end of the Lionshead parking structure (see figure 3-14).

### **3.9.3 Existing Parking Shortfall**

According to the Town of Vail Master Transportation Study, the Lionshead parking structure is filled to capacity approximately 20 to 30 times during the winter, or roughly 20 percent of the ski season. During these times of capacity usage (Christmas, President's Day, Martin Luther King holiday), overflow parking occurs on the north side of the South Frontage Road.

### **3.9.4 Vail Associates Employee Parking**

Vail Associates currently utilizes two large surface parking lots within the study area for its employee parking needs. The North Day Lot (see figure 3-15), with a capacity of approximately 105 cars, is located behind the Landmark tower and is the site proposed for a transportation facility, employee housing, and other uses contemplated under the zoning on the property (LMU-1 ). The west day lot, located just west of the Marriott parking structure, has an approximate capacity of 160 cars and represents a significant development opportunity. Parking displaced by redevelopment of these sites must be replaced within the Lionshead study area to satisfy the ground rule requiring no net loss of parking. The displaced parking will be provided in West Lionshead within a parking structure as part of the EverVail project.

## **3.10 Visual Assessment**

The poor visual quality of the built environment and the lack of visual connection with the natural environment are among the biggest concerns in Lionshead. With as many skiers accessing the mountain through Lionshead as through Vail Village, it is extremely important that the visual quality of Lionshead reflect the premier winter resort image desired by the Town of Vail.

### **3.10.1 Architecture**

Architectural issues in Lionshead generally fall into two broad categories: form (massing, height, rooflines) and materials (surface treatments, detailing, visual interest). Many Lionshead buildings are dated, in disrepair, unattractive, and not in compliance with current codes. The visual quality of some subsidiary structures, such as the existing skier bridge, is equally inconsistent with the desired image of a portal as important as Lionshead (see figure 3-16).

#### **3.10.1.1 Form**

Most of the buildings in Lionshead have flat roofs and walls that extend from ground to parapet with little or no horizontal movement in the building façade (see figure 3-17). Many have unbroken rooflines the entire length of the building and architectural forms more reminiscent of warehouses than alpine lodges. The frequent use of vertically exposed pre-cast concrete elements reinforces the perception of many structures as over scaled and monolithic.

#### **3.10.1.2 Detail and Ornamentation**

Another visual problem with the architecture in Lionshead is the lack of detail and the prevalence of large, unbroken building faces composed of the same material (see figure 3-18). There are too few visually interesting and differentiated retail storefronts, and the retail experience is generally uninviting. The overuse of exposed structural concrete, concrete block, and T-111 siding is visually monotonous and yields an overall appearance incompatible with that of a thriving world class alpine resort.

### **3.10.2 Vehicular Streetscape**

Visual quality is as important to vehicular streets as it is in Lionshead's pedestrian core. Many streets are characterized by deterioration of concrete curbs, gutters, and sidewalks, the lack of consistent landscaping treatment, and the poor quality of adjacent retaining walls and site furniture (see figure 3-19). There is no unifying design or streetscape image tying Lionshead together.

### **3.10.3 Pedestrian Streets and Retail Mall**

In several areas of the pedestrian core, the lack of connection between the retail storefronts and the pedestrian street is a significant problem (see figure 3-20). Caused primarily by grade changes, intrusive planting beds, and the excessive dimensions of public spaces, these separations have the cumulative effect of reducing the viability and success of the retail environment. In the existing Lionshead mall there is a need for more unified design concepts, materials, and paving patterns in pedestrian areas. There is also an urgent need for maintenance and repair, especially of paving, walls, site furniture, and the spaces connecting buildings to the pedestrian environment (see figure 3-21).

### 3.11 Economic Conditions

The third Lionshead policy objective adopted by the Vail Town Council states a desire for a “stronger economic base through increased live beds.” This policy objective recognizes that a large percentage of the Town of Vail’s operating budget comes from sales tax revenue. Tax revenue is derived from retail and commercial sales and, in a resort environment, the primary source of retail revenue is the destination visitor. Following is a comparative analysis of sales tax revenues in the Vail Village and in Lionshead over the previous nine years. For a more detailed analysis of the retail business environment in Vail and Lionshead, refer to the Vail Retail Market Study, contained in appendix C.

|      | Vail Village            |                               |                | Lionshead               |                               |                | TOV Total               |                               |
|------|-------------------------|-------------------------------|----------------|-------------------------|-------------------------------|----------------|-------------------------|-------------------------------|
|      | Total Sales Tax Revenue | % Increase Over Previous Year | % of TOV Total | Total Sales Tax Revenue | % Increase Over Previous Year | % of TOV Total | Total Sales Tax Revenue | % Increase Over Previous Year |
| 1989 | \$ 5,230,492            |                               | 50.73%         | \$ 2,139,147            |                               | 20.75%         | \$ 10,309,504           |                               |
| 1990 | \$ 5,341,017            | 2.11%                         | 49.62%         | \$ 2,245,264            | 4.96%                         | 20.86%         | \$ 10,763,785           | 4.41%                         |
| 1991 | \$ 5,666,065            | 6.09%                         | 50.24%         | \$ 2,212,358            | -1.47%                        | 19.62%         | \$ 11,277,754           | 4.77%                         |
| 1992 | \$ 5,883,647            | 3.84%                         | 50.67%         | \$ 2,288,127            | 3.42%                         | 19.71%         | \$ 11,611,042           | 2.96%                         |
| 1993 | \$ 6,405,762            | 8.87%                         | 51.68%         | \$ 2,330,782            | 1.86%                         | 18.80%         | \$ 12,394,681           | 6.75%                         |
| 1994 | \$ 6,730,570            | 5.07%                         | 51.78%         | \$ 2,442,419            | 4.79%                         | 18.79%         | \$ 12,999,271           | 4.88%                         |
| 1995 | \$ 6,645,666            | -1.26%                        | 48.41%         | \$ 2,462,561            | 0.82%                         | 17.94%         | \$ 13,728,046           | 5.61%                         |
| 1996 | \$ 6,887,967            | 3.65%                         | 50.18%         | \$ 2,715,875            | 10.29%                        | 19.79%         | \$ 13,725,182           | -0.02%                        |
| 1997 | \$ 7,192,189            | 4.42%                         | 48.92%         | \$ 2,979,245            | 9.70%                         | 20.27%         | \$ 14,701,020           | 7.11%                         |



*Figure 3-16- Existing skier bridge*



*Figure 3-17- Large, monolithic building forms*



*Figure 3-18- Existing building forms in retail core*



*Figure 3-19a- Typical disrepair of retaining walls and planters*



*Figure 3-19b- Existing guardrails at Concert Hall Plaza*



*Figure 3-20- Westbound view of pedestrian/retail mall*



*Figure 3-21a- Disrepair of concrete pavement and paverstones*



*Figure 3-21b- Typical condition of concrete steps and stone cheekwalls*

## CHAPTER 4: MASTER PLAN RECOMMENDATIONS - OVERALL STUDY AREA

This section of the master plan addresses issues that affect Lionshead as a whole. These issues – and recommendations to address them - should be considered in all planning and policy decisions as Lionshead redevelops.

### 4.1 Underlying Physical Framework of Lionshead

The Lionshead resort area (that portion of the study area north of Gore Creek) is a mixed-use urban environment with several discernible land-use sub-areas, or “hubs” (see Map N). Although the hubs overlap somewhat, there is no consistent and comprehensive pedestrian connection between them. The primary goal of the master plan is to create a visually interesting and functionally efficient pedestrian environment that connects the hubs to create a cohesive and memorable resort environment.

#### 4.1.1 Lionshead Master Plan Concept

Two primary pedestrian streets form the backbone of Lionshead’s physical plan: an east-west corridor connecting Dobson Ice Arena with the west end of Lionshead and a north-south corridor connecting the proposed north day lot transportation center with the ski yard. The circulation system and new retail and lodging components will follow the underlying pattern set by these corridors (see Map T) and the entry portals associated with them.

#### 4.1.2 East Lionshead - Civic Hub

The civic hub of Lionshead is comprised of Dobson Ice Arena, the Vail public library, the Lionshead public parking structure, and the proposed Vail Civic Center site on the east end of the parking structure. Although this area also contains several lodging properties and may support office or retail development in the future, all planning and design decisions here should be respectful of and compatible with these civic components.

#### 4.1.3 Resort Retail and Commercial Hub

This area, also known as the Lionshead pedestrian core, is the heart of Lionshead and the epicenter of pedestrian and retail activity. A mixed-use environment, this area is comprised of retail shops, skier services, offices, residential units, and restaurants, but it has no coherent identity. More people access the mountain from here than from Vail village, yet the area experiences low retail sales and weak evening activity. Non-retail businesses in what should be a high volume retail environment further erode its retail potential.

The priority for this area is to *reinforce and enhance the identity of a premier destination resort*. This requires higher quality retail activity, an active pedestrian environment, greater diversity of public spaces, and a focus on lodgings that reinforce activity. All planning and design decisions should further this goal. A priority need identified by the master plan is a high quality resort hotel in the Lionshead core to provide the dynamic infusion of people that will support a vibrant retail district. A corollary need is a more identifiable pedestrian portal into the Lionshead core from the

west; the absence of a well-designed gateway from this side is a significant obstacle to the capture of the west Lionshead bed base by core area retailers.

#### **4.1.4 Resort Lodging Hub**

This area of Lionshead is located just west of the Lionshead retail core and is comprised almost exclusively of high-density residential and lodging products. All future planning and design decisions in this area should work to reinforce the residential nature of the neighborhood and retain the sense of privacy desired by individual properties. New development in this area should aim for quieter pedestrian streets, well-defined pedestrian connections, more intensive landscaping and higher quality streetscape development.

#### **4.1.5 West Lionshead - Residential/ Mixed-Use Hub**

West Lionshead includes the Vail Associates Service Yard, Holy Cross site, Vail Professional Building site, Cascade Crossings site, Glen Lyon Office Building site, former gas station site and the Eagle River Water and Sanitation site.

This area of Lionshead is generally under utilized and from an aesthetic standpoint is not in keeping with what the Town would like to see Lionshead become as it redevelops in the coming years. The Town of Vail does place a high value on maintaining the office and retail areas in West Lionshead and any redevelopment should reasonably increase the square footage of existing office and have “no net loss” of retail square footage in West Lionshead.

With their recent acquisition of additional properties in this area, Vail Resorts has the opportunity to bring lift service to this part of Lionshead. Lift service brings with it great potential for the re-development of this area and in doing so expand all of Lionshead to the west with improved pedestrian connections, new retail and office activity and other improvements. While lift access will certainly energize this area during the winter months, attention should be given to creating a year-round attraction within this area of Lionshead (see detailed plan recommendations in Chapter 5)

The master plan recommends that this hub become a residential/ mixed use area with an emphasis on meeting the needs of both the local community and our guests. Appropriate uses could include high density residential development, lodging, community and visitor based office and retail space, employee housing and parking, bus or transit functions and a ski lift connection to Vail Mountain. The catalyst for this mixed use hub is ski lift access to Vail Mountain. Consideration should be given to integrating employee housing into the redevelopment of West Lionshead in accordance with the Town’s employee housing policies and regulations. To the extent possible development patterns in this area should reflect north-south orientation of buildings, visual penetrations to the mountain, and a pedestrian oriented environment. The degree of north-south building orientation may be difficult given the relatively narrow east-west orientation of this area. In addition, the introduction of ski lift access in this location creates a catalyst for a structured public parking facility. All service and delivery demands created by development in this area shall be accommodated on-site.

The site will continue to accommodate the existing and potentially expanded functions of the Vail sanitation plant. The mountain service yard could be reduced in size, as some functions can be moved to less central locations. It may also be possible to relocate the entire mountain service yard to a new location in the West Lionshead area which would allow for greater flexibility in the redevelopment of this site. However as the area develops it is critical that new uses be connected to the primary pedestrian corridors and that they be served by the Town of Vail in-town transit system.

## **4.2 Connection to Vail Village**

The lack of connection between Lionshead and Vail Village was identified early in the master planning process. Although both West Meadow Drive and East Lionshead Circle connect the village to Lionshead, the pedestrian systems along this corridor are poor and the streetscape has no consistent visual character. The eastern entry to the Lionshead study area is at Middle Creek (at the Vail public library and Dobson Ice Arena), but the true entrance to the Lionshead retail core is at the western end of the Lionshead parking structure. Pedestrian connections should be sensitive to the residential uses on West Meadow Drive and East Lionshead Circle. It is also important that they be continuous from the intersection of Vail Road and East Meadow Drive in Vail to the west end of the parking structure in Lionshead. The Town of Vail Streetscape Master Plan recommendations for West Meadow Drive should be implemented in a way that is consistent in design and character with the entire Vail Village/ Lionshead connection.

## **4.3 Connections to the Natural Environment**

One of the outstanding characteristics of Vail Village is its spectacular visual connection to Vail Mountain, particularly the protected view corridors up Bridge Street from the village parking structure and toward the Gore Range from East Meadow Drive. Over the years the village has also strengthened its physical connections to the natural environment by improving creek side parks and trails and by integrating landscape into the built environment at every opportunity. Lionshead has no similarly strong connection to the natural environment even though it is situated even closer to the base of the mountain. To remedy this critical deficiency, the following recommendations are made:

### **4.3.1 Visual Connections**

As development and redevelopment occur in Lionshead, it will be vital to protect visual connections to the ski mountain. These visual relationships strengthen the identity of Lionshead as an alpine resort and provide a visual reference that helps Lionshead visitors to find their way through the core. Visual connections to the natural environment should be established utilizing the following techniques:

#### **4.3.1.1 View Corridors**

Creating and establishing view corridors is an effective way to link the urban core of Lionshead visually to the natural environment of Gore Creek and the mountain. The master plan is recommending the creation of several dedicated *public* view corridors. In addition, all private development and redevelopment should endeavor to create visual connections from and through their properties.

View corridors do not have to be expansive to be effective. In many cases, a slender but well targeted view corridor can be just as effective as a broad view. Nor do visual connections have to be continuous; they can reoccur, providing intermittent views from different angles.

#### **4.3.1.2 North-South Orientation of Buildings**

The predominant east-west orientation of buildings in Lionshead acts as a visual and physical barrier, interrupting the connection to the natural environment. It should be a priority in future development and redevelopment to orient vertical building masses along a north-south axis whenever possible. This will help to accomplish the following objectives:

##### *a. Sun Access*

During the winter months, the sun is low in the southern sky, providing the greatest solar exposure to the south faces of buildings and to streets and spaces open to the south. A north-south orientation of building masses will increase the amount of sun reaching the Lionshead pedestrian core and the buildings to the north.

##### *b. Views from New Buildings*

In double loaded buildings oriented on an east-west axis, units on the south side of the building get great views of the mountain, but units on the north side do not. Orienting the building mass on a north-south line creates angled southern views for *both* sides of the building, and units on both sides will get direct sun sometime during the day.

##### *c. Views from Existing Buildings*

Public input throughout the master planning process indicated that existing property owners in Lionshead are concerned that new development will block their private views to the mountain. By orienting new buildings on a north-south axis, the potential visual impact on existing buildings is reduced.

##### *d. Creation of Streets*

A strong view corridor in the Vail Village is Bridge Street. The orientation of the street toward the mountain provides a constant sense of direction and draws people to the destination at the top of the street. Likewise, the proposed north-south orientation of buildings in Lionshead will help to create streets oriented to the views, something that is almost completely lacking today.

#### **4.3.2 Physical Connections**

Physical connections to the natural environment are essential to the experiential quality of a mountain resort. There are several ways to achieve a physical connection in addition to creating north-south oriented streets:

#### **4.3.2.1 Landscape and Greenbelt Corridors**

Wherever possible the natural landscape of the Gore Creek corridor should be allowed to penetrate into the more urbanized portions of Lionshead (see Map O). This will open up access points to the Gore Creek corridor, enhance the quality of individual properties, and improve the image of Lionshead as an alpine resort.

#### **4.3.2.2 Skier Bridge**

The skier bridge is the primary existing connection between Lionshead and the south side of Gore Creek. It is too narrow and enclosed, and could be much more dramatic in design. The replacement of the skier bridge, as *both* a skier and a pedestrian connection, should be a priority. This is a major opportunity to replace a weak architectural element with a significant landmark.

#### **4.3.2.3 Access to the South Side of Gore Creek**

In addition to the skier bridge, one additional footbridge connects the Lionshead core to the south side of Gore Creek. An opportunity exists to create a significant connection between the ski yard and the beautiful lowland area south of Gore Creek. Regarding this area, the following recommendations are made:

*a. Preservation of Natural Character*

Any recreational use in this area must be subordinate to the preservation of the natural environment and its inherent character.

*b. Creation of a Low-Impact Trail System*

A consolidated trail system to prevent further degradation of this area by social trails is needed. Asphalt paving or other, more urbanized paving systems are environmentally and visually inappropriate. Interpretive signage and educational opportunities should be considered as part of any recreational improvements. Trail systems should have provisions for seating and waste disposal.

*c. Connection to the Riparian Environment*

The extension of low-impact trails to the water's edge is encouraged, creating safe, designated areas for adults and children to get their feet wet and interact with the creek. The safety of users must be a primary concern in design.

### **4.4 Public View Corridors**

On May 20, 1997, recognizing the importance of visual connections, the Vail Town Council approved the use of the existing Town of Vail view corridor ordinance to designate the first protected public view corridors in Lionshead. In order to qualify for protection under the Town's ordinance, a view corridor must meet the following criteria:

- a. Is the view critical to the identity, civic pride, and sense of place of Lionshead? A *nice* view is not sufficient.

- b. Is the view seen from a widely used, publicly accessible viewpoint? Views from *private* property cannot be recognized or protected by this ordinance.
- c. Is the view threatened? Is there a possibility that development on nearby property would block the view?

It is critical to note that the following recommended public view corridors will create a development constraint that will work *with* all other applicable development and regulatory guidelines and standards. The suggested location and outline of any view corridor is not intended to create a “build-to” line for a vertical architectural edge that would not be allowed under other applicable guidelines and standards. According to these criteria and following an intensive public input process, protection of the following public view corridors is recommended (see Map O):

#### **4.4.1 Public View Corridors Protected under the Town of Vail View Corridor Ordinance**

It is proposed that two legally protected view corridors be established according to existing Town of Vail code:

##### **4.4.1.1 View Corridor One**

This view corridor (see figure 4-1) is seen from the west end of the Lionshead parking structure, standing at street level at the main pedestrian exit and looking southwest toward the gondola lift line. This view fulfills the following criteria:

- a. It fosters civic pride and is central to the identity of Lionshead
- b. It is taken from a commonly used, publicly accessible viewpoint. This area is the primary point of entry for pedestrian traffic from the parking structure and is also the primary Lionshead transit stop.
- c. It is potentially threatened by redevelopment in the foreground of the view.



Figure 4-1: Public View Corridor One

#### 4.4.1.2 View Corridor Two

This view corridor (see figure 4-2) is seen from the pedestrian plaza at the east end of the Lifthouse Lodge, looking south directly up the gondola lift line. This view fulfills the following criteria:

- a. It fosters civic pride and is central to the identity of Lionshead.
- b. It is taken from a commonly used, publicly accessible viewpoint.

The mountain view from this point is currently very broad, crossing much of the Vail Associates core site. As part of the redevelopment of the Vail Associates core site this view corridor should become narrower and more focused on the new gondola terminal. Given the current lack of a defining architectural edge, the dimensions of this corridor should roughly correspond to the suggested view boundaries outlined in figure 4-2.



Figure 4-2: Public View Corridor Two

#### 4.4.2 Public View Corridors Where Redevelopment of the Viewpoint or the Foreground is Likely

It is proposed that the following three views be established as *critical design parameters*, but *not* as benchmarked and surveyed corridors. The extent to which an applicant for redevelopment creates or maintains these views will be a consideration for approval or disapproval by the reviewing board. Prior to approval of a redevelopment application by the Town Council the new view corridor should be surveyed and formally adopted in accordance with existing Town code.

#### 4.4.2.1 View Corridor Three

This view is from the east end of the Lionshead parking structure looking south across the Lodge at Lionshead buildings toward the ski mountain (see figure 4-3). This site has been identified for future development as a civic facility; when that happens, this view may become more important.



Figure 4-3: Public View Corridor Three

#### 4.4.2.2 View Corridor Four

This view, seen from the southeast corner of the north day lot, looks south over the Vail Associates core site toward the ski slopes (see figure 4-4). In designating this view, the intent is to ensure that future development on the Vail Associates core site retains an upper-level visual connection to the mountain and the gondola lift line. Protection of this view corridor ensures that visitors will be able to see the Gore Creek corridor and the mountain when they arrive at the new transit center, much as one sees Pepi's Face from the bottom of Bridge Street.

#### 4.4.2.3 View Corridor Five

The intent of this view (see figure 4-5) is to provide both a *visual* and *physical* pedestrian connection through the Vail Associates core site to the ski yard. As seen from the main Lionshead plaza, this view will be framed by the architecture of the retail environment, not a panorama of the ski mountain.



Figure 4-4: Public View Corridor Four



Figure 4-5: Public View Corridor Five

#### 4.4.3 Ever Vail View Corridors

The photographs in this section are intended to show a general view to be protected. Due to the existing development on the site and the proposed Ever Vail improvements, the exact views are not possible to photograph at this point in time. Upon completion of Ever Vail, the new view corridors should be photographed, surveyed and adopted in accordance with the provisions of Chapter 12-22, View Corridors, Vail Town Code. View corridors within Ever Vail will need to be reviewed as an element of each major exterior alteration application in order to determine the location for the origin of each view. Tools such as, but not limited to, photo renderings and digital models will be utilized in this review.

##### 4.4.3.1 Public View Corridor Six

This view corridor looks south to the proposed park area confluence of Red Sandstone Creek and Gore Creek.

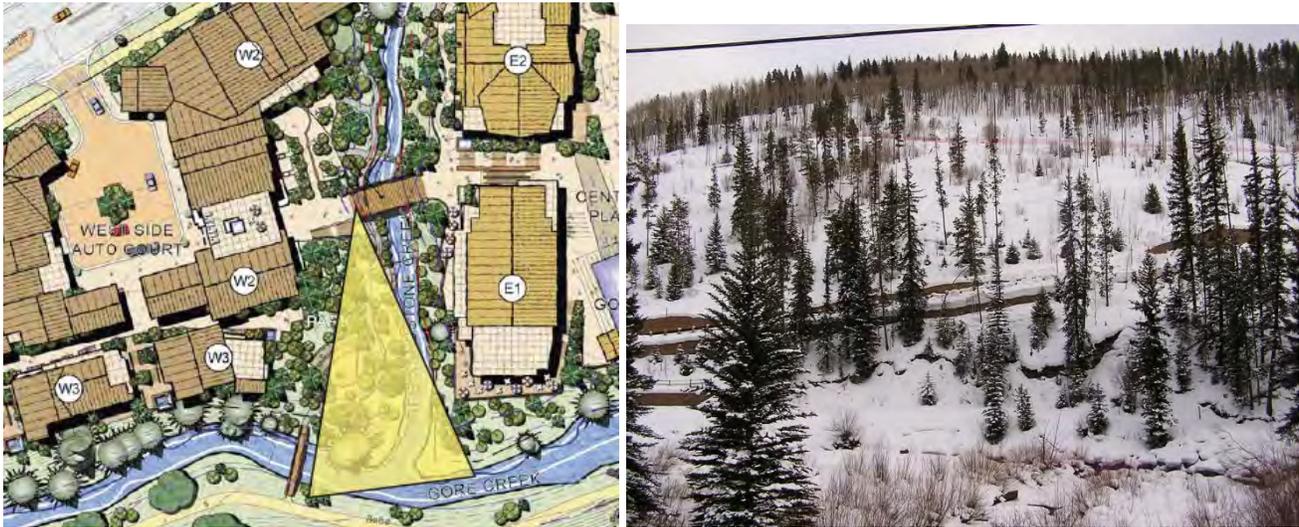


Figure 4-5a: Public View Corridor Six

##### 4.4.3.2 Public View Corridor Seven

This view corridor is seen from the Central Plaza, up the lift line of the Ever Vail gondola. This is the defining view of Ever Vail, as it is in the center of the development, taken from a publicly accessible view point. The proposed gondola terminal is in the center of this view, and is integral to the view corridor.



Figure 4-5b: Public View Corridor Seven

**4.4.3.3 Public View Corridor Eight**

This view corridor is intended to provide a visual connection to Lionshead, and is seen from the pedestrian connection into Ever Vail from West Lionshead Circle. This view is framed by the Vail Spa and Ritz Carlton Residences.



Figure 4-5c: Public View Corridor Eight

**4.5 Public Transportation**

An efficient transit system is critical to the character and environmental quality of any pedestrian-oriented resort. It is also assumed that as growth and redevelopment continues in the Lionshead area an expansion of existing transit facilities will be necessary.

In 2009 the Town of Vail completed the Lionshead Transit Station project. While this study address a number of transit, transit related functions (skier drop-off, loading, hotel shuttles, charter buses, etc.), and other related master plan goals (inviting portals, pedestrian experience, etc.), the focus of this effort was to define a solution for establishing a central transit station

within the Lionshead area. A “model” for a central station would be the transportation center in Vail Village. By way of comparison, transit operations in Lionshead are dispersed throughout the area and lacking the efficiency’s of the Vail Village center.

Transit station facilities necessary to accommodate in-town shuttles, local buses and ECO buses were assessed based on both near term and long term needs. It was determined that over the near term between 9 and 11 bus bays will be needed and that in the long term up to 12 to 14 bus bays could be necessary (Lionshead Transit Study, LSC 2009).

Given the existing “built condition” of Lionshead there are no perfect solutions for a transit station from either the standpoint of location or cost. For these reasons a phased approach for transit station improvements is appropriate.

#### **4.5.1 Connection to West Lionshead**

West Lionshead consists of the Vail Associates Service Yard, Holy Cross site, Vail Professional Building site, Cascade Crossings site, Glen Lyon Office Building site, former gas station site and the Eagle River Water and Sanitation site. Because it is an area of potentially significant growth, it is important that it be fully integrated into the Town of Vail transit system. The West Lionshead properties are at the outside edge of the acceptable walking distance to the ski yard (1200 feet). With a mixed use development in the area which integrates a ski portal, retail space, office space and residential development, transit service to this area and interconnections to other portals will be critical to develop in the future. In addition, the update of the Vail Transportation Master Plan and the 2009 Lionshead Transit Study shall provide direction on the ultimate location of a Lionshead Transit Facility along with needed interconnections between ski portals, regional transit stops, and other transportation modes. The addition of a ski lift in this area would make this area more viable to redevelopment as it would be within the acceptable walking distance of a lift (1,200 feet).

#### **4.5.2 Maximum Efficiency and Utilization**

The following recommendations are made to enhance the efficiency and functionality of the Lionshead transit connections in anticipation of future redevelopment in the area:

##### **4.5.2.1 Regional Transit Stop**

Alternative locations considered for a regional transit station include the North Day Lot, the West Lionshead area and the Lionshead Parking Structure. Of these alternatives the preferred location is the Lionshead Parking Structure.

The Structure is well-sited from a locational standpoint, allows for convenient connections with shuttles, local and in-town bus routes, and may allow for the phased development of a transit station that can respond to Lionshead’s transit needs over time.

Affordable housing (in lieu of a transit center) was deemed to be the preferred use for the North Day lot and the west Lionshead area was considered too

remote from the rest of Lionshead to be a suitable location for a centralized transit center. Notwithstanding the above, facilities for skier drop-off, private shuttle vans, regional buses (ECO), charter buses and the Vail In-Town bus, as defined by the West Lionshead Transit Study (LSC, 2009), should be included in the design of the ski lift and parking facility at West Lionshead.

#### **4.5.2.2 Concert Hall Plaza**

The elimination of the Concert Hall stop would free up space needed to implement a meaningful redevelopment of Concert Hall Plaza and create a better western portal to the Lionshead core (as more thoroughly described in section 5.10.2). However, the transit and loading/short-term parking provided in this location provide an important service to this part of Lionshead. Any redevelopment of the Concert Hall Plaza or Montaneros will need to address these transit and other related functions.

#### **4.5.2.3 The North Day Lot**

The North Day lot presents a location for two important community-based uses – a transit center and affordable housing. It has been determined that this site is most suited for housing and transit related functions on this site should be limited to skier drop-off and potentially short-term parking/loading functions.

#### **4.5.2.4 Transit Station at Lionshead Parking Structure/Frontage Road**

The "Lionshead Transit Center and Related Transportation Enhancement Improvements Design Study" completed in 2009 by the 4240 Architecture Design Team concluded that the Lionshead Parking Structure presents the most viable location for a centralized transit station in Lionshead. In order to address the near-term transit needs an initial phase is recommended that includes a transit stop along the Frontage Road immediately north of the structure. This solution has minimal impacts on the parking structure, can be implemented at a relatively low cost and will meet Lionshead's anticipated transit needs for the near term future.

As a long term solution, the Transit Center should be integrated within the Lionshead Parking Structure site; either within a new redevelopment, as contemplated in the 2006 Lionshead Parking Structure Redevelopment Plan, or on top of a future reconstruction of a Lionshead Parking Structure.

Transit requirements should be met as outlined within the 2009 Lionshead Transit Study.

### **4.5.3 Addressing Existing Problems**

#### **4.5.3.1 Vehicle-Bus Conflicts**

Potential conflicts between vehicular traffic and transit buses should be addressed as streets are redesigned and engineered. Conflicts are most likely

at intersections, transit stops, and any location where vehicular traffic could back up and block the bus lane.

#### **4.5.3.2 Dobson Ice Arena Stop**

There are periodic conflicts between pedestrians and buses at the Dobson/public library bus stops. This problem is particularly severe when events at Dobson ice arena bring large numbers of pedestrians into the bus drop-off area. Potential solutions include the reconfiguration of the Dobson drop-off area and the creation of a secondary bus stop at the western end of Dobson arena. A west Dobson transit stop would operate in conjunction with the potential development of a Town of Vail civic center on the existing bus/RV lot, as well the utilization of the west entry to the arena as the primary access for special events. (The latter would greatly reduce the pedestrian-bus conflicts occurring today in front of Dobson arena.)

#### **4.5.3.3 East Lionshead Circle and South Frontage Road Intersection**

The intersection of the South Frontage Road and East Lionshead Circle is a severe problem for Lionshead transit service. The first problem with this intersection is the steep approach gradient, making it difficult in severe weather for the bus to turn onto the South Frontage Road. The second issue, often exacerbated by the first, is the left turn movement across traffic onto the frontage road. There is no easy solution to this problem. Reduction of vehicular traffic on East Lionshead Circle would decrease competition for openings in the frontage road traffic, but this is only a partial solution. Other mitigating measures could include the following:

##### *a. Gradient*

Reduction of the gradient at the intersection can be accomplished by lowering the entire intersection or by increasing the approach gradient of East Lionshead Circle. Either would create a level platform where buses can wait to make a left turn into traffic.

##### *b. Roundabout*

The construction of a roundabout at this intersection would slow traffic on the frontage road, ease the left turn movement from East Lionshead Circle, and reduce the stacking of westbound vehicles waiting to make a left turn onto East Lionshead Circle. However, the spatial requirements of a roundabout, as well as its proximity to the eastbound lane of I-70, will make this solution difficult.

##### *c. Signalization*

Traffic signals are extremely unpopular in Vail (there are none at present). However, a special use signal triggered only by approaching transit buses might be considered to facilitate their movements.

##### *d. Acceleration and Deceleration Lanes*

As shown in figure 4-6, there is the opportunity to create westbound and eastbound acceleration and deceleration lanes. With a dedicated left turn lane and westbound acceleration lane, buses will have less competition for breaks in traffic and will only be required to cross the eastbound traffic lane.

*e. Removal of Transit from the Frontage Road*

The frontage road section between East and West Lionshead Circle is the only portion of the Town of Vail in-town transit route on the frontage road. Frontage road traffic and the difficulty in making left turns cause frequent delays in transit service. The route could be modified in several ways:

- Create a parallel transit lane on the south side of the South Frontage Road (see figure 4-8). Although physically feasible, this alternative would require the acquisition of land from adjacent lodging properties currently used for parking, an action these property owners would likely resist. A dedicated transit lane would also exacerbate conflicts at intersections and lodging driveways.
- Create a new underground transit corridor between the North Day Lot and East Lionshead Circle. This option should be pursued with the cooperation of property owners when and if the properties in this area redevelop.
- Terminating the in-town shuttle bus route at the East Lionshead drop-off (see figure 4-7) was suggested as an alternative to consider in the original Lionshead Redevelopment Master Plan. This idea was re-visited during the 2009 Lionshead Transit Station project. Due to strong public input to maintain in-town shuttle service to the western side of Lionshead this idea was not pursued. In the future it may be desirable to have the ability (for operational purposes) for buses to turn around on East Lionshead Circle at the east entry to Lionshead. The re-design of the east entry to Lionshead should not preclude the possibility of this turning movement being accommodated at some point in the future.

**4.5.3.4 East Lionshead Circle Skier Drop Off**

Lionshead is lacking sufficient, well-located skier drop off facilities. For many years residents and guests have been using the East Lionshead Circle area at the pedestrian entry to Lionshead to drop off and pick up skiers. This “illegal” activity is cause for much of the congestion, confusion and pedestrian conflicts in this area. Efforts should be made to provide alternative locations for convenient and accessible skier drop off. Possibilities include the North Day Lot and the Lionshead Parking Structure.

**4.5.4 Future Considerations**

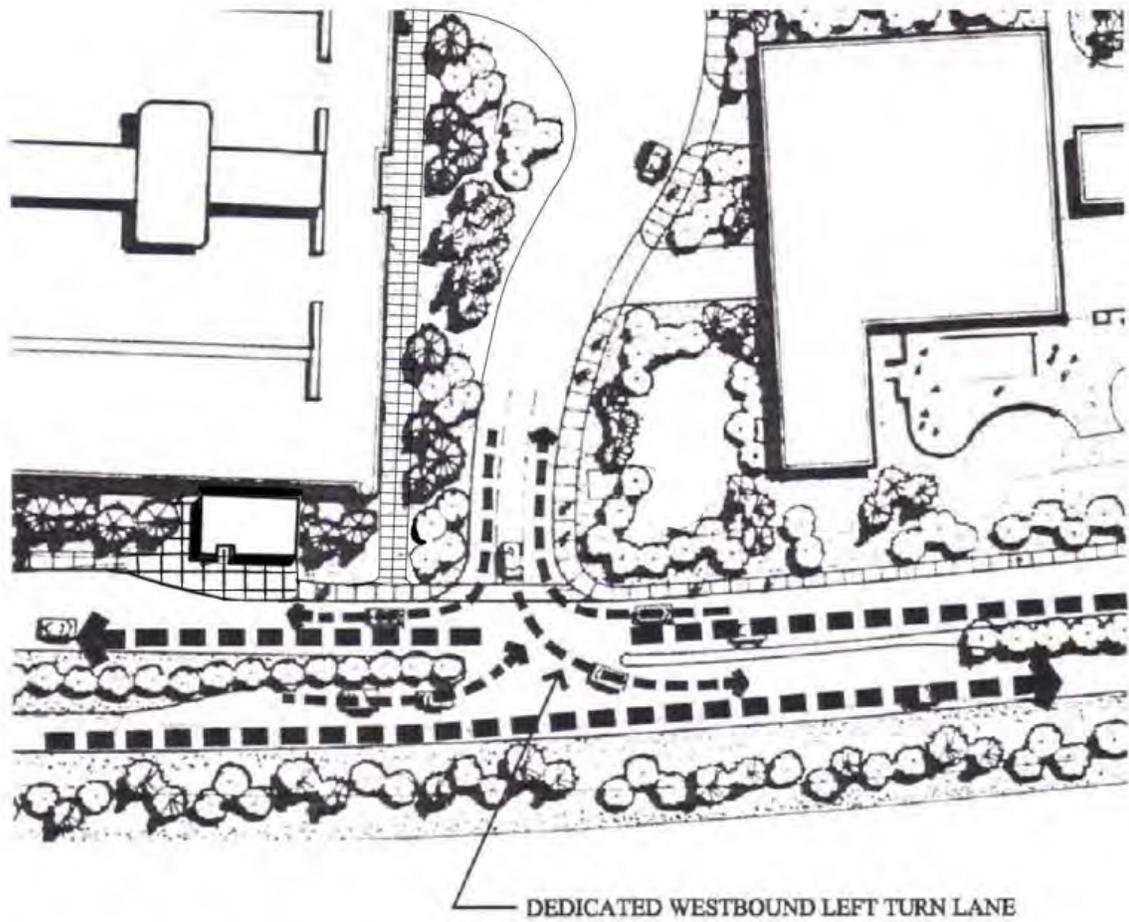
The average life span of a Town of Vail transit bus is approximately twelve years. Given the evolving and changing nature of transit systems, new transit technologies and opportunities should be considered. Several future technology issues warrant consideration by the master plan:

#### **4.5.4.1 Alternative Local Transit Systems**

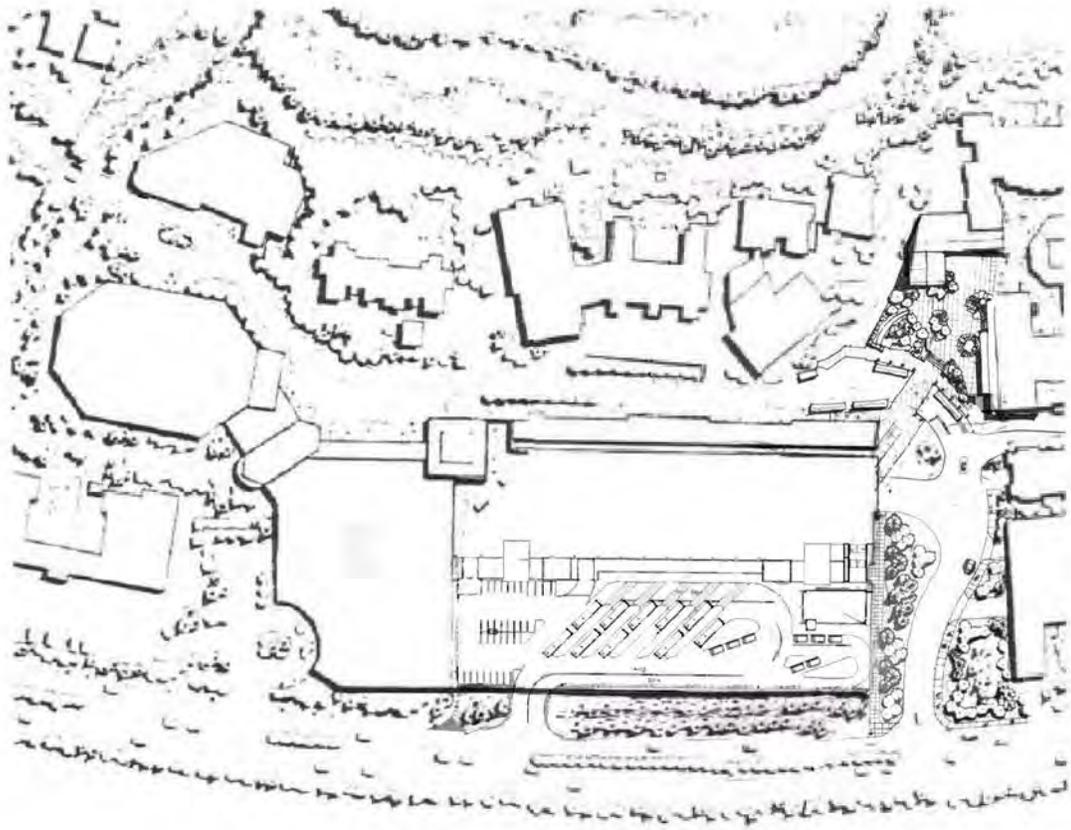
One complaint with the existing Vail transit system is the noise and exhaust associated with diesel buses. As the existing bus fleet ages, alternative technologies such as electric people movers and light rail should be considered.

#### **4.5.4.2 Regional Rail System**

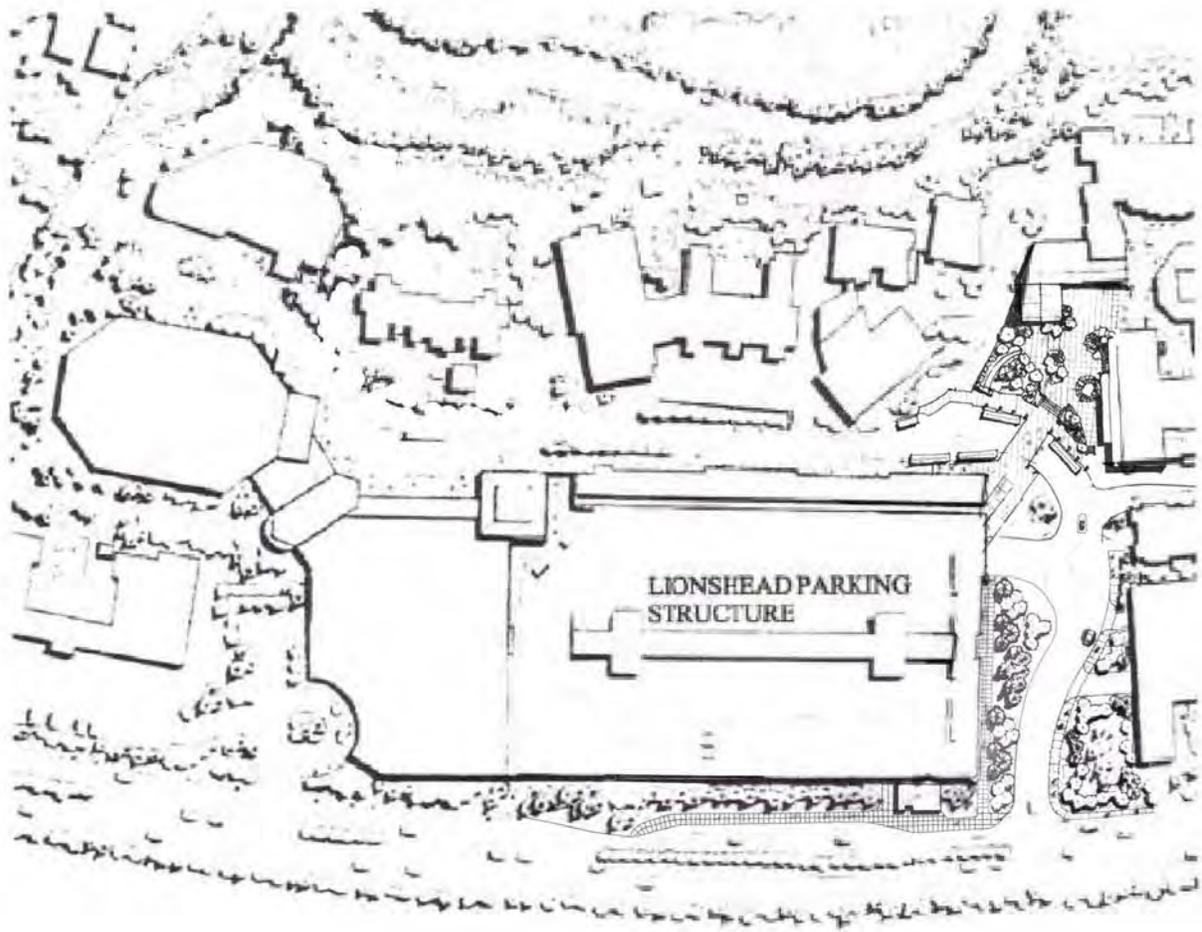
In 1996, Union Pacific Railroad applied for abandonment of its Tennessee Pass rail corridor through Minturn west to Dotsero. The potential abandonment of this line sparked many ideas about the future use of the corridor, including the concept of an Eagle Valley commuter rail connection between the Eagle Airport and Vail. If this commuter rail connection were to occur, it would be a regional, county-wide transit system, *not* a local connector. The extreme cost of such a rail connection would warrant the creation of a major transit stop in Vail, such as in the I-70 corridor and/ or above the interstate. Such a solution should be pursued in contrast to incorporating the rail connection into either the existing Vail Transportation Center or the proposed North Day Lot transportation center. The primary challenges for a Vail Valley commuter rail connection are the high cost, the difficult physical connection through Dowd Junction, and the availability of a conveniently located site for a stop in Vail.



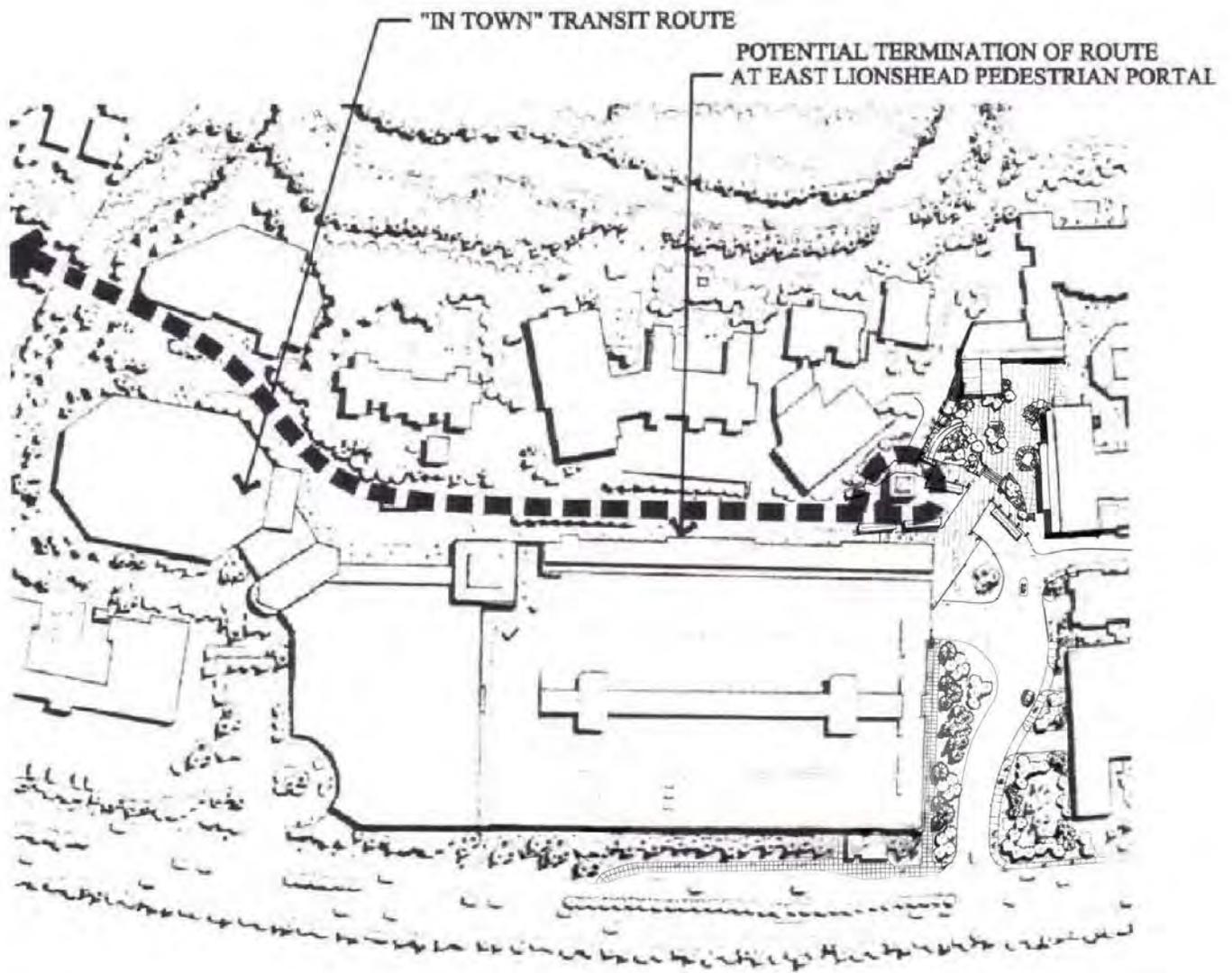
*Figure 4-6- Potential turning movements at intersection of East Lionshead Circle and South Frontage Road*



*Figure 4-6a - Lionshead Transit Center on top deck of Parking Structure*



*Figure 4-6b - Frontage road eco stop*



*Figure 4-7 - Transit Route Termination at East Lionshead Pedestrian Portal*

Note: The feasibility of terminating the In Town Transit route at the East Lionshead Portal was discussed during the 2009/2010 Lionshead Transit Study. It was determined at that time that the In Town route should continue to service the Marriott and Concert Hall Plaza stops.

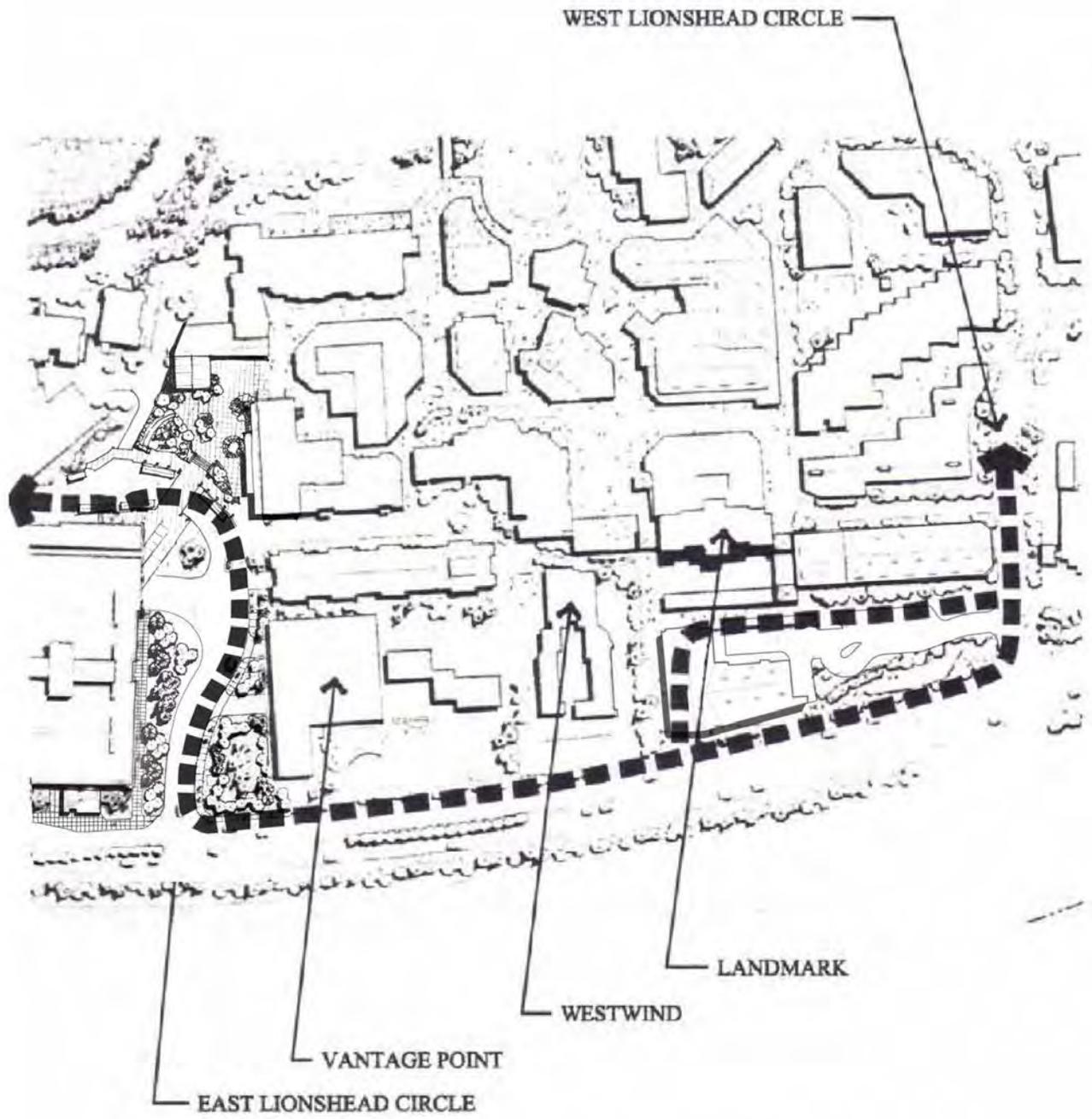


Figure 4-8 - Potential Transit Point Parallel to South Frontage Road

## **4.6 Vehicular and Pedestrian Circulation**

### **4.6.1 Interstate Highway 70**

I-70 is the primary vehicular circulation corridor for the Vail Valley and is critically important to the economic health of the Vail community. It does, however, create both a visual and physical division between the south and north sides of Vail, as well as consuming a significant amount of land. As Vail continues to grow over time it is strongly recommended that the ideas of potentially burying or bridging I-70 through the Town of Vail be studied and the potential benefits and impacts considered. Specifically, consideration should be given to securing the air-rights over I-70 so that future development and circulation scenarios are not precluded.

### **4.6.2 South Frontage Road**

Recommendations outlined below address the potential realignment of portions of the frontage road, ingress and egress improvements, bicycle/ pedestrian improvements, and visual improvements. For a detailed discussion of capacity and the impacts of future development on the frontage road, see the traffic impact study contained in appendix A. With Vail Resorts' acquisition of the Glen Lyon Office Building, the Vail Professional Building and Cascade Crossing, realignment of the South Frontage Road along the south side of I-70 is a reality. Study of this realignment throughout 2007 and 2008 allowed the Town of Vail, Vail Resorts, CDOT and FHWA, to come to a general agreement as to the road section, right-of-way width, and access points. This alignment and design is the preferred alternative, and is indicated in figure 4-9.

#### **4.6.2.1 Potential Realignment**

The concept of realigning the South Frontage Road at the western end of the study area grew out of public discussions about land development and traffic flow in West Lionshead. Relative to traffic flow, realignment will remove the conflict that now exists between through-traffic and mountain service vehicles (snow-cats and snowmobiles) entering and exiting the Vail Associates service yard. Realignment will position the road to the north of most new development, thus reducing the potential for conflicting turning movements.

Regarding future land use, the realignment of South Frontage Road will allow the west day lot and the service yard to be combined into a contiguous development parcel. This is an important consideration for the development conceptually depicted in figure 4-9a, and it would be necessary if the service yard property is used for a secondary public parking facility or other uses. Any existing parking on the West Day Lot must be replaced within the Lionshead study area. Through the Transportation Master Plan update it is anticipated that a significant traffic control device will need to be installed in the West Lionshead area. Such a device may include a round about.



Figure 4-9: Conceptual Realignment of the South Frontage Road

Specific considerations regarding realignment are:

a. Proposed Alignment

The proposed realignment of the South Frontage Road is depicted in figure 4-9a. Critical design issues include the width of the road and the radius of the curves. Both of these factors will be important in reducing the speed of vehicles entering the Lionshead area and the amount of land consumed by the two curved road sections. Cooperation between property owners, developers, the Town of Vail, and the Colorado Department of Transportation will be necessary to implement the realignment of the Frontage Road.

b. West Lionshead Circle Connection

It is proposed that West Lionshead Circle connect back to the frontage road at the west side of the Vail Spa. The alignment depicted in figure 4-9a terminates perpendicular to the frontage road and does not require the acquisition of private property. A new parcel of developable land, suitable for offices or non-resort retail, would be created on the southeast corner of this intersection.

c. Forest Road Connection

Forest Road could be realigned to cross through the newly created development parcel, providing access to that site and connecting at right angles to the frontage road. Another alternative that should be considered is to connect Forest Road to West Lionshead Circle via the existing Frontage Road right-of-way.

d. Transit and Emergency Vehicle Corridor

A transit and emergency vehicle corridor should remain in the existing alignment of the frontage road. This connection is necessary to provide a through-transit route to the west end of Lionshead and also keeps in place the existing utility corridor.

e. Feasibility of Realignment

The ability to realign the frontage road will be heavily influenced by costs, CDOT (Colorado Department of Transportation), and the Federal highway administration. Future west Lionshead developments will require significant upgrades and widening of South Frontage Road, potentially including the widening or reconstruction of the bridge over Red Sandstone Creek. The cost of realigning the frontage road is in addition to the mandatory costs of improving the road.

f. Future Frontage Road Re-alignment

The opportunity may exist to re-locate the Frontage Road the full length of the West Lionshead planning area. The benefit of this alternative would be to eliminate the “Frontage Road barrier” between the Holy Cross site and the Vail Professional Building. While this alternative would require coordination with other surrounding land owners, it could warrant further study and evaluation in the future.

**4.6.2.2 Road Improvements to Handle Increased Traffic Volume**

The potential expansion of the Lionshead bed base and the corresponding increases in traffic volumes will necessitate traffic mitigation measures. Increased road width, acceleration/ deceleration lanes, and perhaps roundabouts may be required in conjunction with new development. These improvements are described in the traffic impact study, attached as appendix A. It is important to note that the potential widening of the frontage road depicted in the overall masterplan graphic *is not* necessarily the best or required solution. It is *a* potential solution but the final design of road improvements will need to consider not only the traffic volume requirements but visual impacts and community preferences as well.

**4.6.2.3 Provision for Bicycles and Pedestrians**

A pedestrian/ bicycle path should be created on the south side of the frontage road running the entire length of the Lionshead study area. Providing an unbroken pedestrian/ bicycle path to connect the main Vail roundabout to Cascade Village, this pathway will conform to the current Town of Vail standards regarding width and material.

#### **4.6.2.4 Visual Improvements**

It is essential that improvements for better traffic flow be accompanied with aesthetic improvements in order to break up the perceived width of the improved roadway and to give a stronger image to this north edge of Lionshead (see figure 6-5). Improvements could include landscaped medians and a consistent landscape treatment between the South Frontage Road and the eastbound lane of I-70. Fragile understory plantings should be avoided in favor of street trees and hardy ground covers that can survive winter snowplowing activities. This corridor should also include new directional signage, described in section 4.10.1.1

#### **4.6.3 Modification to East Lionshead Circle**

The overriding goal for East Lionshead Circle is to *de-emphasize* vehicular traffic and create a quality, safe, and vibrant pedestrian corridor. Specific recommendations are as follows:

##### **4.6.3.1 Eastern Connection to South Frontage Road**

A prerequisite for improving safety in the pedestrian crossing between the Lionshead parking structure and the eastern entrance to the Lionshead retail core is a significant reduction in the volume of vehicular traffic (except for transit, emergency vehicles, and adjacent residents). It was initially thought that the most effective means to accomplish this would be to connect East Lionshead Circle back to the frontage road on the east end of the parking structure. However, there are several serious problems.

###### *a. Gradient*

The biggest hurdle is a 34-foot rise between the frontage road and the cul-de-sac at the east end of the parking structure. This would result in a gradient approaching 9 percent on the connecting road segment.

###### *b. Traffic Conflicts*

An increase in the volume of traffic using the new connection would likely trigger a significant intersection upgrade at the frontage road (acceleration/deceleration lanes, center turn lanes, or a roundabout). Relocation of the parking entrance to the north side of the structure might alleviate some of these concerns.

###### *c. Transit Conflicts*

Connection of the street to the frontage road could introduce a new point of conflict between cars and buses at the driveway down to the Library and Dobson Arena, especially if a vehicular drop-off point is introduced at the west end of Dobson.

As an element of the 2009 Lionshead Transit Station Project the feasibility of creating an eastern connection of East Lionshead Circle to the Frontage Road was evaluated. The conclusion of this evaluation was that the existing gradient and land ownership patterns rendered this idea to be infeasible. The

idea of an east connection could be reconsidered if ownership patterns changed or in conjunction with the redevelopment of Vail International.

#### **4.6.3.2 West (Current) Entrance**

As the eastern connection appears unfeasible, *it is recommended that other measures be undertaken to de-emphasize the current (west) entrance to East Lionshead Circle as a vehicular portal into Lionshead.* The only traffic entering East Lionshead Circle at this point should be service vehicles, buses, and local residents. Signage, road width, and other roadway design modifications should be utilized to discourage traffic from entering at this point. These measures are important to reduce conflicts between vehicles and pedestrians at the crossing from the parking structure and to reduce the *outgoing* traffic that competes with the buses for the left-turn movement onto the South Frontage Road.

#### **4.6.3.3 Main Lionshead Pedestrian Portal**

This congested and confused pedestrian portal is the area most in need of corrective action. It is recommended that vehicular traffic through this crossing be removed or greatly reduced and that skier drop-off, local and regional shuttle vans, and service and delivery vehicles be removed from this location. The area would then be dedicated to two primary uses: a pedestrian connection between the parking structure and Lionshead and a transit stop for the Town of Vail in-town shuttle.

#### **4.6.3.4 Visual Improvements**

As an important link in the transit connection between Vail Road and the east Lionshead pedestrian portal, East Lionshead Circle plays an important role in setting the visual tone and character for people arriving from Vail village. Toward that end, any architectural additions to the south face of the parking structure should comply fully with the architectural design guidelines, and the pedestrian walkway should create a consistent visual character connecting Dobson Arena with the east Lionshead pedestrian portal. In addition, it is recommended that the Town of Vail coordinate with the adjacent residential properties to provide a visually consistent vegetative screen on the south side of East Lionshead Circle.

#### **4.6.3.5 Pedestrian Sidewalks**

A new, more intensively developed pedestrian walkway is recommended along the south face of the parking structure to connect the main Lionshead pedestrian portal with the Dobson/ Civic center pedestrian plaza. This walkway will provide access to the potential new retail face of the parking structure and permit unimpeded pedestrian flow between the two ends of the parking structure (see figure 6-6). Given the long and linear nature of this façade, a covered arcade across the walkway, as suggested during the master plan public input process, may help to break it up. If covered, the walkway

should be wide enough to accommodate the flow of pedestrian traffic along the retail face and designed as an integral element of the building.

#### **4.6.4 Modifications to West Lionshead Circle and Lionshead Place**

West Lionshead Circle and Lionshead Place currently handle the heaviest load of lodging access and delivery traffic in Lionshead and will likely continue to do so. The recommended improvements to these roads are both aesthetic and functional, working to provide for safe and efficient vehicular traffic while also insuring a safe pedestrian environment visually consistent with the overall goals of the master plan.

##### **4.6.4.1 East Intersection of W. Lionshead Circle and S. Frontage Road**

This intersection will experience the greatest increase in traffic volume due to the projected increase in lodging units and the proposed north day lot transit center. Mitigation measures may be required, as outlined in the traffic study (see appendix A).

##### **4.6.4.2 Intersection of Lionshead Place and West Lionshead Circle**

Due to the projected volume of lodging traffic that will be accessing Lionshead Place (Monteneros, Antlers, Lionsquare Lodge, and the Vail Associates core site), it is recommended that this intersection be realigned so the primary through-traffic axis is north-south (see figure 4-10). West Lionshead Circle would form a T-intersection at the northeast corner of the Marriott. In addition to facilitating traffic flow, this realignment will create a much safer, logical pedestrian crossing from West Lionshead Circle into the Lionshead pedestrian core.

##### **4.6.4.3 Pedestrian Sidewalks and Crossings**

A series of primary and secondary pedestrian walks should be created connecting the West Lionshead area with the Lionshead core, the frontage road, and the ski yard. These walks and crosswalks are identified on Map Q and Map T.

##### **4.6.4.4 Visual Improvements**

As the road systems and adjacent lodging properties in west Lionshead are upgraded it is critical that a consistent visual character be developed through the design of new pedestrian walkways, landscaping, retaining walls, lighting, and site furnishings. For further information on these systems, see chapter six, *Site Design Guidelines*.

#### **4.6.5 Forest Road**

The primary goal for Forest Road is to *maintain and enhance its residential character* by mitigating present or future uses that would detract from this character. Specific recommendations are as follows:

#### **4.6.5.1 Mountain Service Access Issues**

Forest Road currently plays an important role in mountain service access, both during the summer and winter. It was made clear during the public input phase of the master plan process that the adjacent property owners are deeply concerned about the winter activity of snowcats on Forest Road and would like to see this operation removed. While mountain access must be provided for, the removal of this winter traffic from Forest Road should be a priority for the Town of Vail and Vail Associates.

A potential solution is to bridge Gore Creek just west of the old Town shops and construct a road that connects to the existing “Cascade Ho” ski trail. Previous studies have shown that a connecting road across the forested slope could have serious visual impacts because of the extreme cross-slope gradient and resultant cut and fill requirements. It is also likely that the Cascade Village property owners would resist this alternative. If this approach is to be implemented, visual mitigation of the new connecting road must be an important consideration.

#### **4.6.5.2 Pedestrian Connections**

A pedestrian and bicycle path should be created along the east side of Forest Road (north of Gore Creek) to provide a connection to the Gore Creek recreation path.

#### **4.6.5.3 Realignment of South Frontage Road**

If the South Frontage Road is re-aligned, Forest Road likewise may be realigned as a point of access for the redeveloped west end of Lionshead. As shown in figure 4-9, it is recommended that the section of Forest Road north of Gore Creek be the primary access for new lodging developments in west Lionshead. Realignment will consolidate the access points from South Frontage Road and remove the existing conflict between Forest Road vehicular traffic and mountain service traffic exiting the Vail Associates service yard.

#### **4.6.6 Simba Run Underpass**

Currently the Town of Vail has only two north/south access points between the North Frontage Road and South Frontage Road between Main Vail and West Vail. It has been contemplated that an additional north/south connection be established west of Cascade Crossing. The need for this underpass will be accelerated as a result of the Town’s redevelopment plans for Timber Ridge, West Vail and West Lionshead. The redevelopment of the West Lionshead area should be done in a manner that encourages this new connection to be established in the future. It is recommended that the proposed amendments to the Vail Transportation Master Plan provide direction on when public improvements on the Frontage Road need to occur and how they are paid for between public and private funds. The current boundaries of the Lionshead Urban Renewal Authority should be amended to include the location of the Simba Run underpass.

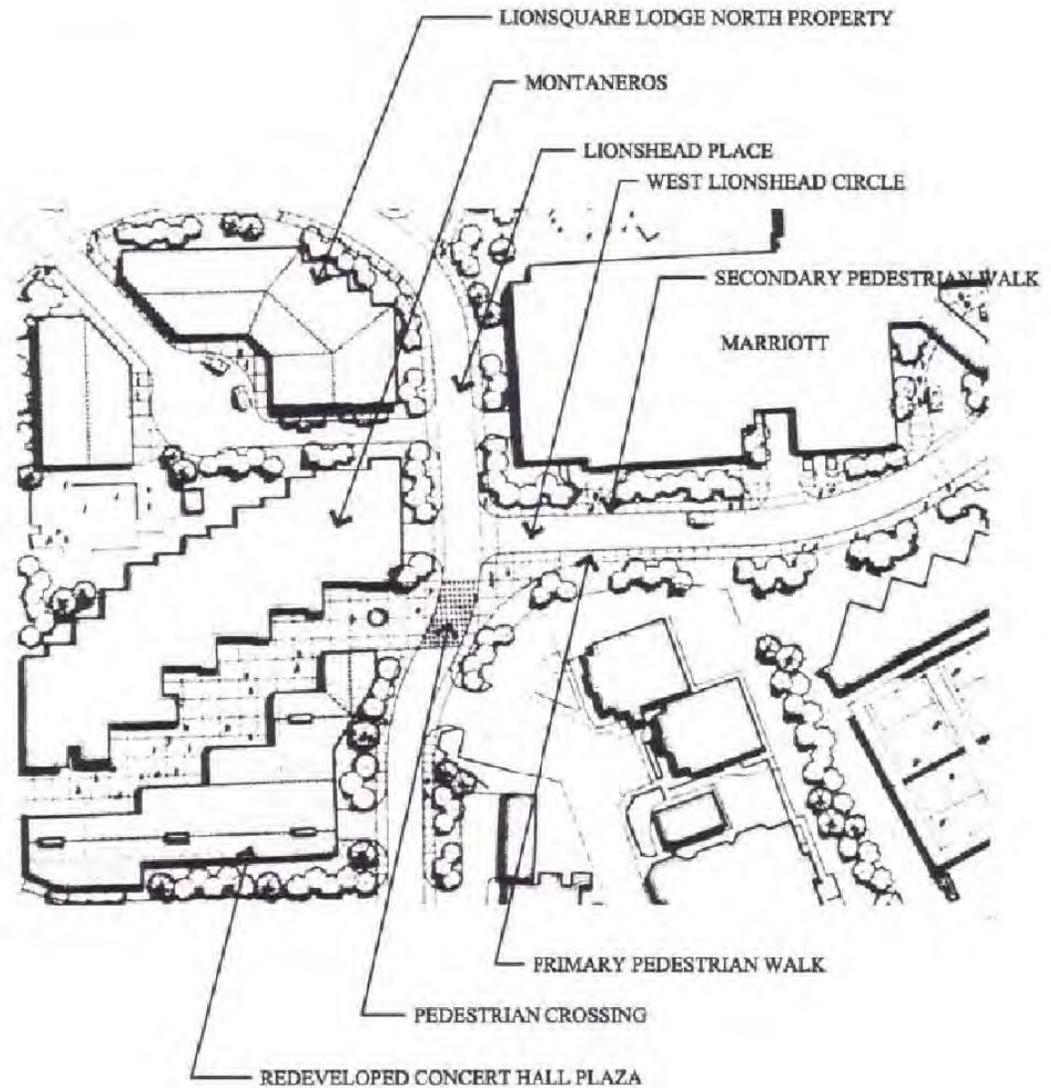


Figure 4-10- Intersection of Lionshead Place and West Lionshead Circle

Note: Potential redevelopment of the Concert Hall Plaza contemplates the removal of transit stop/short-term drop off and loading facilities and the use of Town-owned land to implement this redevelopment. The feasibility of removing these facilities adjacent to the Concert Hall Plaza location was evaluated during the 2009/2010 Lionshead Transit Study and it was determined that these facilities should remain in place. Any redevelopment of Concert Hall Plaza will need to address these transit and loading uses.

## **4.7 Loading and Delivery**

### **4.7.1 Properties with Direct Service Access**

As a general rule, properties that can provide for their own service and delivery needs should comply with the following guidelines:

- a. Loading and delivery facilities should be located deep enough into the property that the estimated peak volume of service vehicles does not back up into or block the access road or pedestrian areas.
- b. Service drives and loading docks must be screened with landscaping, fencing, retaining walls or other appropriate design techniques.
- c. All reasonable measures shall be taken to prevent noise and exhaust impacts on adjacent properties.
- d. In no case shall a property utilize the public roadway or pedestrian area to stage service and delivery vehicles.

### **4.7.2 Properties Without Direct Service Access**

Properties lacking direct service access from a public street must utilize a designated public service and delivery facility. They must make all reasonable efforts to coordinate and schedule their delivery needs with other users of the facility in order to reduce peak volume usage. For a discussion of projected service and delivery volumes, see the traffic impact study, attached in appendix A. Potential locations and opportunities for a central facility are described below.

### **4.7.3 Potential Sites for Centralized Service and Delivery Facilities**

The potential facilities described below would be designed to provide unloading and staging space for deliveries into the Lionshead core. Transport from the delivery truck to the retail destination will most likely be made by hand-trucks, although the use of small golf cart-like delivery vehicles could be considered. The goods delivery system should be as quick and efficient as possible and should not cause noise, pollution, or congestion in the pedestrian core.

#### **4.7.3.1 West End of Lionshead Parking Structure**

The idea of a non-structured central loading facility at the west end of the Lionshead parking structure was presented in the original version of the Lionshead Redevelopment Master Plan. This idea was further evaluated as an element of the 2009 Lionshead Transit Station Project. Due primarily to the grade of East Lionshead Circle (+8%) as well as the visual impact of this use and conflicts with parking structure snow removal areas, this idea was deemed to be infeasible.

The goal of removing loading from the east entry to Lionshead in order to improve safety and the overall pedestrian experience remains. Loading for businesses in the eastern end of Lionshead can be accommodated from the public loading spaces located within the Arrabelle project.

#### **4.7.3.2 Lifthouse Lodge Alley**

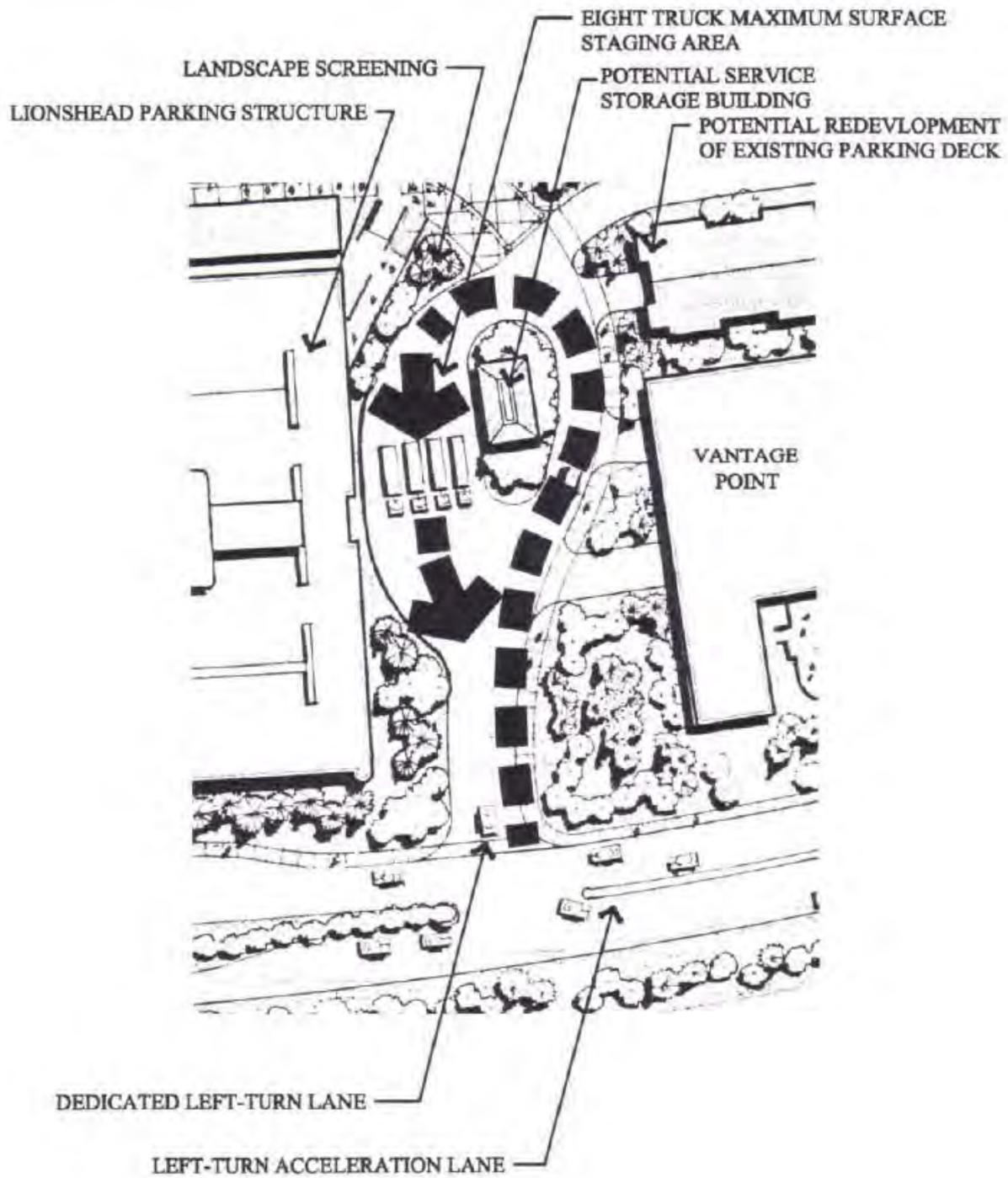
This alley accesses the Lifthouse lodge, Vail 21, and the Lionshead Arcade. If redevelopment occurs along this corridor, the existing service and delivery functions should be redesigned to meet the parameters outlined in section 4.7.1 and to permit a clear fire lane.

#### **4.7.3.3 Vail Associates Core Site**

As the single largest service traffic generator in Lionshead, the Vail Associates core site redevelopment (Arrabelle) will provide for its own service and delivery needs. In addition, the project will provide a minimum of three loading spaces and up to six loading spaces available for public use. These spaces will provide loading facilities for properties in Lionshead that do not have on-site loading capabilities.

#### **4.7.3.4 Landmark Townhomes Alley**

The existing alley south of the Landmark Townhomes is utilized as a delivery vehicle staging area, but this activity is strictly illegal. This alley is the only dedicated fire access corridor into Lionshead from the west and is not wide enough to accommodate service traffic without blocking the fire lane. If the north day lot service center is constructed, it is recommended that a new service corridor in this area *not* be constructed. However, in the event that the north day lot site is not developed, any new service corridors in this area must conform to the parameters outlined in section 4.7.1 and must not compromise the fire and emergency vehicle access into the Lionshead core.



*Figure 4-11 - East Lionshead Service and Delivery Facility*

## 4.8 Parking

Parking is a critical component in a mixed-use resort environment such as Lionshead, and any efforts to enhance this component should adhere to the following goals and guidelines:

- a. *Parking must be sufficient to meet demand.* Correctly assessing parking demand in an environment such as Lionshead is difficult but extremely important. Overestimating parking demand can be as damaging as underestimating demand due to the extreme expense of parking space (especially if structured) in a real estate environment such as the Vail Valley. Likewise, parking is a large consumer of ground and should be designed to occupy as little real estate as possible. In tight margin developments such as mid-range hotels and locals/employee housing, the expense of parking can be the deciding factor as to the economic viability of the project. Due to these attributes of parking, it is important that *true demand*, or *desired demand*, be distinguished from actual *usage*. For example, the “free after three” program currently in place for the Town of Vail parking structures has undoubtedly increased the usage of these structures during the evening hours (the Lionshead structure filled in the evening for the first time in 1998). However, there has not been a corresponding increase in sales tax revenue, which was the original intent of “free after three”. (Note- concrete studies regarding the utilization of the “free after three” program have not been conducted and it is strongly recommended that this occur if the program is to continue). It is hypothesized that a significant portion of people utilizing the free parking program are in fact employees or people that would have used *transit* or *other means of access* if the parking were not as readily available. In other words, parking usage often will rise to fill the available space, but the profile of the user may not be who the parking was intended for. To be concise, the parking supply in Lionshead and the Town of Vail needs to not only meet the demand, it needs to meet the *desired* demand and should be structured or programmed in such a way to do so. Parking is important, but too expensive and land consuming to be provided without solid reasoning.
- b. *Parking should relate to pedestrian circulation and desired points of access to the pedestrian core.* A primary goal of redevelopment in Lionshead is to increase the quality of the pedestrian connections into the retail/ pedestrian core and through it to the ski yard. Any new public parking must have a strong and convenient relationship to this primary destination. However, parking should not use prime development sites and does not have to be immediately adjacent.
- c. *Parking is only one part of an overall access strategy.* Public parking is very important in bringing guests to Lionshead, but structured parking is expensive. The cost of structured parking today ranges from 20,000 to 30,000 dollars per space, so other means of access should be carefully considered first. Possible alternatives include an enhanced transit system, more convenient drop-off facilities, a reduction in required parking ratios for certain uses (such as employee and locals housing), off-site and remote parking, and parking disincentives that discourage driving.
- d. *Parking should be visually inconspicuous.* Parking should be structured below ground whenever possible. Surface parking areas should be heavily screened with landscaping, berms, and walls. Expanses of asphalt should be interrupted with islands of landscaping or replaced with pedestrian quality paving materials. Surface parking areas should be avoided

in or near the retail pedestrian core area. Although structured parking may be more desirable visually, it must be properly designed so as not to detract from the guest's arrival experience.

- e. *Parking requirements should not constitute an unnecessary disincentive to redevelopment.* A thorough review of the current parking pay-in-lieu code and parking ratio requirements is recommended. Given the above discussions it is important that parking requirements accurately meet the true parking demand of new development and redevelopment. For example, a stated goal of the master plan is to encourage, facilitate, and provide incentives for the expansion of ground level retail in Lionshead. While this expanded retail will likely represent some level of incremental increase to public parking demand in Lionshead, this demand needs to be accurately understood so the parking pay-in-lieu fee does not make the retail expansion economically unfeasible.

The following recommendations for parking deal with existing parking that may be displaced by development, private residential/ lodging parking, public parking supply and demand, and parking for locals/ employee housing.

#### **4.8.1 Potential Displacement of Existing Parking**

The ground rules for the Lionshead master plan mandate no net loss of parking as a result of redevelopment. Properties potentially affected by this policy include:

##### **4.8.1.1 North Day Lot**

The north day lot (owned by Vail Associates) has approximately 105 parking spaces, all utilized by Vail Associates employees. Parking on this site serves mountain workers, Vail Associates office personnel, and employees visiting from the company headquarters in Avon. Because much of the current Vail Associates office space in Lionshead will be relocated when the site is redeveloped, parking demand on the north day lot may also decrease. To facilitate development of the site as a public transit center, it may be desirable to relax the parking requirement if it can be demonstrated that future demand will decrease.

##### **4.8.1.2 West Day Lot**

The west day lot is also owned by Vail Associates and is utilized primarily by mountain based Vail Associates employees. This site offers the possibility of a higher-return development opportunity that may make other less profitable west end developments feasible, and its existing use for parking is virtually certain to change. It is not anticipated that the employee base utilizing this surface lot will decrease; therefore, all the current parking (approximately 160 spaces) will have to be replaced.

##### **4.8.1.3 Charter Bus Parking Lot**

The charter bus parking area on the east end of the Lionshead parking structure is the proposed location for a future Vail civic/community center. The property is extremely valuable to the community, and its current

utilization as a parking lot is not its highest and best use. Alternate locations for charter bus parking include the Ford Park parking lot and a down-valley site. A drop-off point for the buses will still be necessary and is recommended as a component of the proposed transit center on the north day lot.

#### **4.8.2 Residential Properties**

As a policy, all residential properties should provide their own parking within their property according to existing Town of Vail regulations and the parameters described above.

#### **4.8.3 Public Parking**

Public parking in Lionshead today consists of the Lionshead parking structure, which has a capacity of approximately 1200 vehicles.

##### **4.8.3.1 Existing Parking Shortfall**

The 1991 Vail Transportation Master Plan suggested a town-wide peak period parking shortfall of 500 spaces. Overflow volumes are experienced approximately 20-30 days per year.

##### **4.8.3.2 Potential New Parking Demand**

See appendix A, traffic impact study.

##### **4.8.3.3 Potential New Parking Sites**

To respond to the projected parking demand increase discussed in the traffic study, it is strongly recommended that all town-wide parking opportunities be examined or re-examined prior to any final planning or parking construction. Specific public parking opportunities in Lionshead include:

###### **a. Lionshead Parking Structure**

The existing Lionshead parking structure is a logical location for expanded public parking because it is already owned by the Town of Vail. Also, the structure is conveniently located between the proposed civic center on the east and the main portal to the Lionshead pedestrian mall on the west. No other location offers visitors such ease of access.

A self-ventilating split deck structure, the garage has six half decks, each holding approximately 200 vehicles (1,200 spaces in total). The addition of one complete level would increase the structure by 400 spaces, two complete new levels by 800 spaces.

Snow removal is an issue in the addition of new decks. The top deck of the structure is cleared manually with front-end loaders. Additional decks will make it impossible to continue this method, as the internal dimensions of the structure will not accommodate front-end loaders. In addition, the construction of a new delivery staging area on the west end of the structure

will remove the snow storage area presently used. Alternatives include heating the upper deck, providing for an alternate snow removal access road to the upper deck, and construction of a roof over the entire structure. Public input during the master plan process has indicated the importance of the eastward view, across the top of the parking structure, toward the Vail Village as motorists travel east along the South Frontage Road and I-70. Future expansion plans of the Lionshead parking structure should consider the potential impacts expansion could have on this view plane. Also an issue is the necessary structural reinforcement of the existing facility to support the weight of additional decks.

b. West Lionshead

The construction of a new public parking facility at the west end of Lionshead has been a planning consideration since the completion of the Vail Transportation Master plan in 1991. This site is currently undeveloped (except for the Vail Associates maintenance yard) and is large enough to meet projected parking demand. It is well located in relation to the potential new eastbound I-70 access ramps. The viability of a new public parking facility in this location would be enhanced by bringing lift service to this area. The construction of a new public parking facility would address the existing deficiency of off-street parking on peak days and the shifting demand of parking created by the introduction of a new ski lift in West Lionshead. It is anticipated that the new public parking structure would contain a approximately 400 public parking spaces, which would be in excess of any parking requirements generated by proposed development. The update of the Vail Transportation Plan should provide final direction on the location and quantity of additional public parking spaces in the Town of Vail. The location of additional public parking should consider where parking is most optimal for both guests and employees, year round utilization, mountain operations, and overall traffic circulation. Given the location for this parking facility, it had been assumed that regular transit or shuttle service would be necessary because of its distance from the retail core area and the ski yard (greater than a 1200-foot walking radius). However, the location of the parking structure would be proximate to the new lift and as such the need for regular shuttle service would be minimized. However, some provisions for bus stops and/or a transit facility should be considered for the parking structure.

#### **4.8.4 Parking for Employee Housing**

The unit-to-parking space ratio for employee housing should be reduced to maximize the housing opportunities in west Lionshead. During the master planning process, the Vail Town Council toured several employee housing complexes in Keystone Resort that averaged .25 cars per bed (one parking space per four-bed unit). Most of these complexes at Keystone are removed from the core and depend on a bus transit system to carry employees to and from work. Yet, Keystone property managers have not observed a parking shortage. Likewise, at the Rivers Edge employee housing project in Avon, a

parking ratio of .75 cars per bed has been more than adequate and the parking lot is underutilized.

## **4.9 Housing**

Recent community surveys and grass-roots planning efforts such as Vail Tomorrow have identified the lack of locals housing as the most critical issue facing the Vail community. Early in the Lionshead master planning process, west Lionshead was identified as an opportunity area to implement some of the community's housing goals, particularly relating to employee housing. These opportunities and associated issues are outlined below.

### **4.9.1 No Net Loss of Employee Housing**

Ground rule number four of the master plan states that there shall be no net loss of employee housing in Lionshead as redevelopment occurs.

### **4.9.2 Visual Issues**

The financial realities of affordable housing often require cost reducing measures, generally involving the quality of detailing, planning, and architectural design. Given the strong desire to make these housing projects feasible, it is recommended that some latitude be granted to affordable housing developers. However, it is also important that financial realities *not* be used as an excuse to produce unsightly, poorly designed, substandard products. Employee housing does not need to match the architectural sophistication of a five star resort development, but it does need to be good quality construction and design. Rivers Edge in Avon is a good example of an attractive yet affordable employee housing project.

### **4.9.3 Policy Based Housing Opportunities**

The first means of implementing housing goals in Lionshead is through *policy based* requirements such as the employee generation ordinance currently being pursued by the Vail Town Council. As required by a future ordinance, all development and redevelopment projects, as a prerequisite to project approval, should provide housing for employees generated and to the extent possible this housing should be located in the Lionshead area.

### **4.9.4 Potential Housing Sites**

Following are specific sites that have been identified as suitable for locals and employee housing (see Map W).

#### **4.9.4.1 South Face of the Lionshead Parking Structure**

The south face of the Lionshead parking structure was identified by the Lionshead master planning team, the public input "wish list" process, and the Vail Tomorrow process as a potential location for housing. Depending on building height, this location could support two to three levels of housing located above a ground floor level of retail and commercial space.

Several planning issues are associated with this site. First, because the structure will front the East Lionshead Circle pedestrian corridor, the

architectural quality and relationship to the street and pedestrian environment will be very important. Strict standards of unit upkeep will have to be enforced. Second, any housing units at this location will be required to park in the Lionshead parking structure, but unit size and location should allow the parking ratio to be lower than that of a typical one or two bedroom unit. Third, it is recommended that the height of this potential development be limited so that mountain views from the top deck of the parking structure are not blocked. Lastly, the structural issues relating to an additional parking deck should be coordinated with any south face development scenario.

#### **4.9.4.2 Top Deck of the Lionshead Parking Structure**

The upper deck of the Lionshead parking structure has also been identified as a potential location for housing. Although the parking structure does offer a large area, several critical planning considerations must be taken into account.

##### *a. Parking Issues*

The most important future use of the Lionshead parking facility is *expanded public parking*. No housing scenarios should be pursued before assuring that public parking needs have been met. In addition, housing on the structure must provide its own parking; there should be no net loss of existing or future public parking on the structure.

##### *b. Structural Issues*

Engineering studies conducted during the master planning process indicate that the parking structure *can* accommodate future expansion above the existing upper deck, but not without structural reinforcement. Any housing on top of the structure must take into account the structural loading of the new development and the accompanying cost implications.

##### *c. Visual Issues*

Because housing on top of the structure will be highly visible, it will have to adhere to the Lionshead Architectural Design Guidelines (see chapter 8) and provide for ongoing maintenance. Also, the view of the mountains across the top of the parking structure is an important part of the arrival experience for visitors and contributes significantly to the Lionshead image and character. Any housing on the parking structure should endeavor not to block this view completely.

#### **4.9.4.3 West Lionshead**

West Lionshead includes the Vail Associates Service Yard, Holy Cross site, Vail Professional Building site, Cascade Crossings site, Glen Lyon Office Building site, former gas station site and the Eagle River Water and Sanitation site.

All redevelopment in West Lionshead will need to conform to the Town's housing policies and requirements. In order to create activity and vibrancy in West Lionshead it is appropriate to include some dispersed employee

housing opportunities for permanent local residents in proposed developments in the area consistent with these policies.

Perhaps the most promising locations to replace the Sunbird affordable housing project and to conform to the Town's housing policies and requirements for new employee housing generation in Lionshead are the North Day Lot, Vail Associates service yard, and Holy Cross site. However, housing is not the only use these three properties will need to support.

#### **4.9.4.4 Red Sandstone Parking Area**

The parking lot and Town of Vail transit stop at the base of the Red Sandstone Elementary school were identified as a potential site for employee or locals housing because of its proximity to the elementary school, the I-70 pedestrian overpass and the transit stop. However, the access (vehicular and pedestrian), safety and functional programming needs of the elementary school must take priority in any potential housing development scenario.

#### **4.9.4.5 Old Town Shops**

The Old Town Shops, located just west of the Vail sanitation plant, were identified as potential employee housing locations during the master planning process. There are, however, other significant demands on this site, including potential expansion of the sanitation plant and the need for a new snowcat mountain access route from the Vail Associates service yard. In addition, the presence of the sanitation plant on one side and the existing gas station on the other reduces the desirability of this location for employee or locals housing.

#### **4.9.4.6 North Day Lot**

The North Day lot is considered to be the preferred location for a significant housing project in Lionshead to replace the Sunbird affordable housing project and provide housing for new employee generation. Additionally, it may be necessary to develop a higher revenue-generating product on a portion of the Vail Associates service yard, Holy Cross, Vail Professional Building, and Cascade Crossing sites in order to defray the cost of road and infrastructure improvements.

In planning the site, the following issues need to be considered. While it is important that buildings here be visually consistent with the overall character of Lionshead, the desire to maximize the housing potential may make appropriate the following deviations from standard development parameters:

##### **a. Density**

The site offers a unique opportunity to achieve significant density. It is recommended that the standards for density (units per acre) be increased at this location to allow for a greater number of employee housing units. While it is important that buildings here be visually consistent with the overall character of Lionshead, the desire to maximize the housing

potential may make appropriate the following deviations from standard development parameters.

b. Building Height for Employee Housing

It may be appropriate to allow for a greater overall building height than is otherwise allowed under the Lionshead Architectural Design Guidelines. Any increase in building height will need to be reviewed on a case by case basis by the Town of Vail, and any eventual building height will still need to be visually appropriate for this location.

c. Parking

It may be appropriate to reduce the parking requirements for employee housing at this location given the sites proximity to transportation facilities, jobs, and pedestrian routes. In consideration for reducing employee parking for the housing provided on this site, parking for other employees of the owner provided on this site should be considered. Excess parking may be used to satisfy the no net loss of parking policy or for future parking requirements of other development on the property.

d. Site Coverage and Landscape Area and Setbacks

Consideration should also be given to increasing site coverage and reducing setbacks and landscape area in order to maximize the amount of employee housing on the site and/or due to impacts associated with the development of a public transportation facility on the property. With any deviation to development standards prescribed in the master plan and zoning regulations, consideration of impacts should be afforded to the neighboring residential uses to the North Day Lot. Any design with such deviations will need to be sensitive to creating good designs with mitigation measures such as heated sidewalks and well planned landscape materials. Additionally due to impacts from the Town's dispersed transportation center on neighboring residential uses, mitigation measures should be provided to buffer and screen residential uses.

e. Encroachments on Town Land

The Town of Vail owns a small parcel of land on the north side of the north day lot which accommodates the pedestrian bridge over the interstate highway. This land was dedicated to the Town by Vail Associates in 1976. In order to allow for more efficient layout and development of employee housing on the site and/or the dispersed transportation facility, the Town should give consideration to allowing development of employee housing and/or transportation uses on this parcel of land as part of the development of the north day lot.

#### **4.10 Gateways, Landmarks, and Portals**

The lack of spatial hierarchy or organizational clarity is a fundamental problem in the Lionshead pedestrian and vehicular network today. This section discusses the need to create a

series of gateways, portals, landmarks and useful public spaces that will increase and enhance the character and identity of the pedestrian environment.

#### **4.10.1 Gateways and Portals**

Gateways and portals are elements that signify important points of *entry* and *transition* and serve to reinforce the identity and functionality of both. They are *announcements* of direction and relative importance. Gateways can be created using building forms, landscaping, paving patterns, or signage. Portals and gateways are discussed in the architectural design guidelines (see chapter 8). The creation of gateways and portals is encouraged as a basic component of redevelopment, especially in transition areas between different *domains*, or public, semi-public, and private areas. A change in the hierarchy of the surrounding environment should be announced and well delineated. There are several critical locations where gateway and portals need to occur (see Map R).

##### **4.10.1.1 Vehicular Gateways**

Because the majority of people coming to Lionshead arrive by vehicle, it is important that the vehicular arrival points announce and help establish the identity of Lionshead. The two primary vehicular gateways are the east and west boundaries of the study area on South Frontage Road (see Map R). Landscaping, signage, and the adjacent buildings should all communicate to motorists that they have entered the Lionshead resort area. Secondary vehicular gateways include all of the cross-streets that access Lionshead from the frontage road. These intersections should have a consistent landscape treatment and visible directional signage. A consistent signage package announcing the lodging destinations on each street should be an integral component of South Frontage Road improvements.

##### **4.10.1.2 Pedestrian Portals/ Gateways**

Four primary pedestrian portals are critical to establishing the character and identity of Lionshead (see Map T): 1) the pedestrian entry on the west end of the parking structure; 2) the top of the grade transition from the north day lot into the retail mall; 3) the intersection of West Lionshead Circle and Lionshead Place at the western end of the retail mall; and 4) the transition between the ski yard and the retail mall.

#### **4.10.2 Landmarks**

A landmark is a significant architectural element that all the visitors to Lionshead can identify and remember. Landmarks signify important points of entry, turning points and critical intersections in the pedestrian network, as well as destinations and visual reference points. The single landmark in Lionshead today is the Gondola clock tower, which will be replaced with the Vail Associates core site redevelopment. Appropriate locations for new landmarks in Lionshead are the east pedestrian portal, the central retail mall adjacent to the main pedestrian plaza, and the west pedestrian portal adjacent to the intersection of West Lionshead Circle and Lionshead Place. In addition, the potential

civic center complex at the east end of the parking structure should function as a significant architectural landmark for the east end of Lionshead.

#### **4.11 Public Art**

Through the Art in Public Places board, the Town of Vail has long recognized the importance of public art in pedestrian environments. Future development and redevelopment projects in Lionshead, especially projects impacting the retail mall and primary pedestrian environments, should seek to incorporate public art according to the Town of Vail Art in Public Places Master Plan (not adopted as of the writing of this document). Pedestrian circulation systems, portals and gateways, landmarks, pedestrian plazas and architecture all present opportunities to incorporate public art.

#### **4.12 Youth Recreation**

Throughout the masterplan process there was public input regarding the need for both indoor and outdoor non-skier related recreation opportunities for children and youth. Since the removal of the playground south of Gore Creek in 1995, the only such activities include the Vail Associates putt-putt golf course and the open play field of the ski yard. As the redevelopment of Lionshead progresses the creation of a programmed children's play area should be a community priority. Programmatic components of such a play area could include "tot-lot" play equipment, a volleyball court, swing sets, and creative play structures. Landscaping, benches, and picnic tables should also be integrated into the design such a play area. The location of such a play area will need to be readily accessible from the Lionshead pedestrian mall area and the Gore Creek recreation path, and will require good southern solar exposure. In addition to the play area described above, the potential of integrating children's play areas into the Lionshead pedestrian retail mall should be considered when improvements to the mall are made. Good examples of such play areas can be found in the Aspen, Breckenridge, and Boulder pedestrian retail districts.

#### **4.13 Live Beds**

The maintenance, preservation, and enhancement of the live bed base are critical to the future success of Lionshead and as such, special emphasis should be placed on increasing the number of live beds in Lionshead as the area undergoes redevelopment. The Lionshead area currently contains a large percentage of the Town's overall lodging bed base. The bed base in Lionshead's consists of a variety of residential and lodging products including hotels, condominiums, timeshares and hybrids of all three. The vast majority of live beds in Lionshead are not accommodation units in hotels, but instead, in dwelling units in residential condominiums such as the Vail 21, Treetops, Antlers Lodge, Lion Square Lodge, Lifthouse Lodge, Landmark Tower and Townhomes, Lionshead Arcade, and Montaneros, all of which have some form of rental/property management program that encourages short term rental of dwelling units when the owners are not in residence. It has been the experience in Lionshead that condominium projects which include a voluntary rental management program have occupancy rates which exceed the occupancy rate of hotel products, and therefore tend to provide more live beds and produce more lodging tax revenues to the Town. Applications for new development or redevelopment which maintain, preserve, and enhance the live bed base in Lionshead have a significantly greater chance of approval in the development review process than those which do not.

#### **4.13.1 Live Bed Definition**

Pursuant to Policy Objective 2.3.3, live beds (and warm beds) are defined as residential or lodging rooms or units that are designed for occupancy by visitors, guests, individuals, or families, on a short term rental basis. A live bed may include the following residential products: accommodation units, fractional fee club units, lodge dwelling units, timeshare units, attached accommodation units (i.e., lock-off units), and dwelling units which are included in a voluntary rental management program and available for short term rental.

#### **4.13.2 Location of Live Beds**

Live beds should be located in Lionshead pursuant to the Lionshead Mixed Use 1 and 2 zone districts. All properties within Lionshead, when developing or redeveloping and providing new residential or lodging products, should provide live beds as defined herein.

#### **4.13.3 Hotel-types of Services and Amenities**

To aid in the furtherance of Policy Objective 2.3.3 of the Plan, the creation of additional live beds should include hotel-types of services and amenities. Such services and amenities may include, but not be limited to, the operation of a front desk, registration/reservation capabilities, recreational amenities, guest drop-off, on-site management, etc. These types of services and amenities in multiple family residential dwellings will increase the likelihood that the dwelling units will be made available for short term occupancy and help to promote improved occupancy rates.

#### **4.13.4 Review of New Development and Redevelopment Projects**

The Planning and Environmental Commission shall consider the policies and direction given by this Plan with respect to live beds when reviewing new development and redevelopment projects in Lionshead. Applications for new development or redevelopment shall maintain the live bed base in Lionshead. Applications for new development and redevelopment which enhance the live bed base have a significantly greater chance of approval in the development review process than those which do not. A proposal's adherence to the policies contained in the adopted master plan will be one of the factors analyzed by staff, the Planning and Environmental Commission (PEC), the Design Review Board (DRB), and the Town Council (as applicable) in determining whether to approve or disapprove the specific proposal.

## CHAPTER 5: DETAILED PLAN RECOMMENDATIONS

This section of the Lionshead Master plan examines individual parcels and groups of parcels within the Lionshead study area, excluding the residential properties on the south side of Gore Creek. The intent of this chapter – and the Master plan as a whole - is to identify important functional relationships and visual objectives within the district and to propose a framework for the long-term redevelopment of Lionshead. The document does not intend to limit or eliminate ideas relating to specific parcels; any proposals consistent with this framework should be considered even if they are not anticipated in this document. The parcels addressed here are organized generally from east to west, starting with the civic hub on the eastern end of the parking structure.

### 5.1 Vail Civic Center

The proposed Vail civic center complex is comprised of the Vail public library, Dobson Ice Arena, and the existing charter bus parking lot at the eastern end of the Lionshead public parking structure (see figure 5-1). At this time, municipal priorities for the development program on this site are uncertain, but potential alternatives are described below.

#### 5.1.1 History of Vail Civic Center

The Vail Civic Center site was acquired in the mid 1970's by the Town of Vail, after the Town Council rejected a proposal to build a civic center at Ford Park. It was determined that a civic center required a location adjacent to a major parking structure with walking distance of both the Vail Village and Lionshead. Since the acquisition of the property there have been several proposals considered and rejected for the site. There have been three attempts to build a convention center on the charter bus lot site, one including a performing arts center. All three proposals were rejected by the electorate. To date, no proposal has met the grand vision for the completion of the Vail Civic Center.

#### 5.1.2 Potential Development Scenarios

Uses suggested during the master planning process include a performing arts center, a conference facility, a community recreation and service center (potentially including the town government offices), a second ice rink connected to Dobson Arena, and a high-tech convention center. Community participants expressed a strong preference for a locally relevant development serving the local community as well as destination visitors. With a potential of 50,000 square feet per floor, this site could accommodate a variety of uses, provided they are well designed and integrated. It will be the responsibility of the Town of Vail Council to decide upon the development program for use of the civic center site.

#### 5.1.3 Functional Relationships

The general goal for this site is to create a *single, cohesive civic center* from three disparate components (the library, the arena and the bus parking lot), using coordinated architectural character and linked public spaces. The new concentration of civic uses can help to connect Lionshead and Vail Village and will become the eastern anchor of Lionshead, connected to the Lionshead pedestrian core by the parking structure and the redeveloped East Lionshead Circle. Specific planning considerations are as follows:

### 5.1.3.1 Access

It will be important that the civic facilities complex be connected to all three circulation networks in Lionshead: vehicular, pedestrian, and public transit.

#### a. *Vehicular Access and Parking*

The Lionshead parking structure will be the primary means of vehicular access to this facility for those arriving by car. A drop-off point could also be developed on the frontage road side of the facility (see figure 5-2), but space is constrained here and better limited to special access needs. The southeast corner of the parking structure should be converted into a drop-off and arrival point for people walking to and from their cars. This will be the front door for the majority of people accessing the complex and should be designed to provide convenient vertical access to the interior of the facility and the pedestrian plaza on its southern face. The new facility and Dobson Ice Arena should be connected architecturally, allowing visitors who arrive via the parking structure to have a safe, enclosed connection to Dobson (see figure 5-3). This is particularly critical for parents of children attending events at the arena. Although it is possible to create a vehicular drop-off point at the western end of Dobson arena, this is not recommended because it will conflict with service and transit traffic on East Lionshead Circle. If this drop-off is required, it should provide access only for targeted uses.

#### b. *Pedestrian Access*

The primary point of pedestrian access to the new civic center complex should be on the south side, at the terminus of East Lionshead Circle. Because pedestrians walking from Vail Village and Lionshead will converge at this point, the facility needs a well designed, highly visible front entry with ample plaza space accessing both the new civic facility and Dobson Ice Arena (see figure 5-3). This pedestrian plaza design should pursue incorporating the grade transition down to the Vail Public Library, creating a cohesive pedestrian plaza linking all elements of the Vail Civic Center complex (the civic center, Dobson, library, and the parking structure).

A secondary access point should be created on the north side of the new structure, allowing pedestrian access to and through the site from the Vail International condominiums and the pedestrian walkway on the north side of Dobson Ice Arena (see figure 5-3).

#### c. *Transit Connections*

Currently, the in-town shuttle stop is between Dobson Ice Arena and the Vail public library for both east- and westbound buses. A transit stop is also needed adjacent to the new main pedestrian entry on the west end of Dobson (see figure 5-3), allowing transit riders to access both Dobson and the proposed civic center complex from this point. This will allow greater flexibility in the transit system and reduce the potential for conflict between pedestrians, service vehicles and transit vehicles on the south side of Dobson.

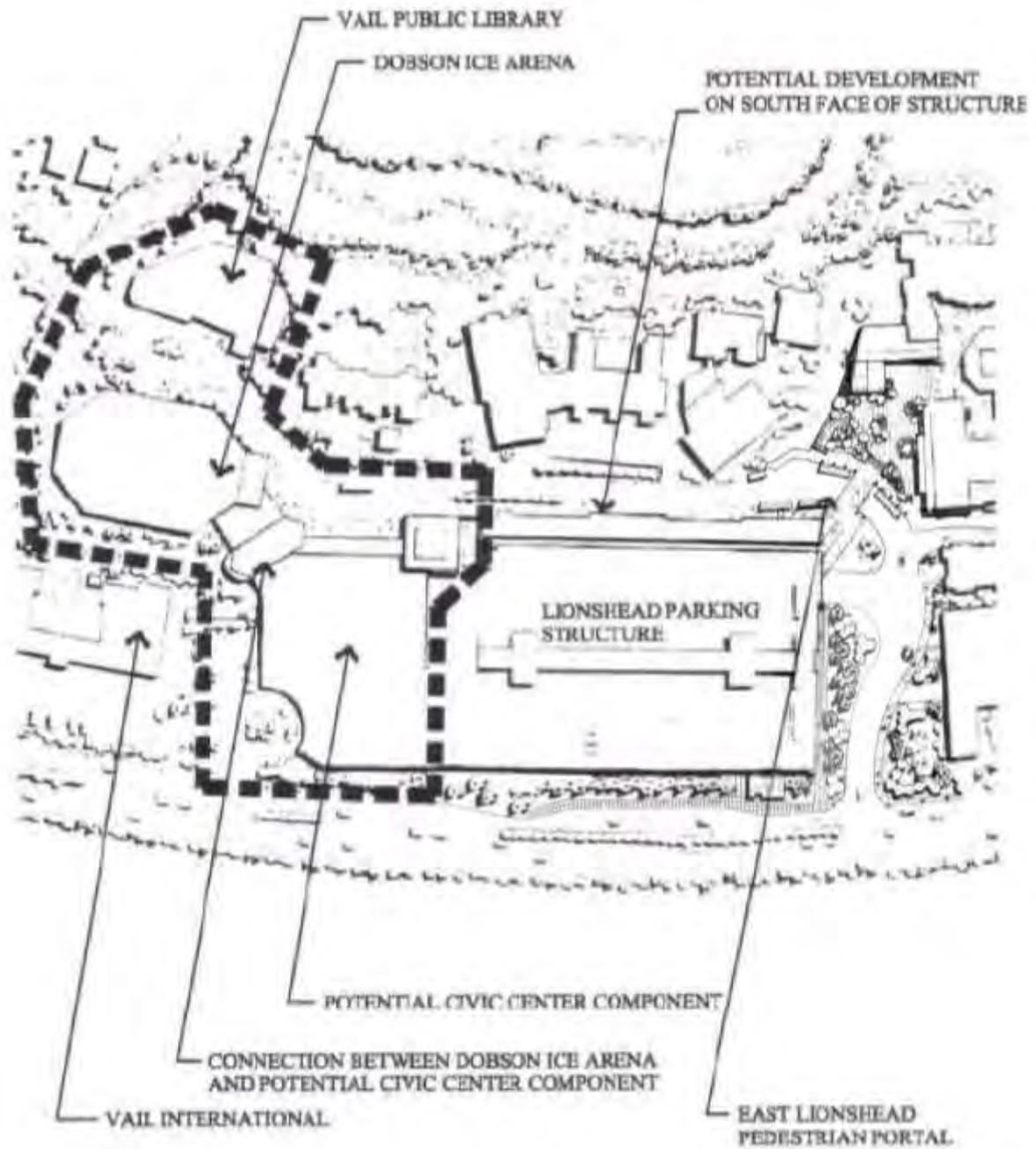


Figure 3-1 - Vail Civic Center and East Lionshead

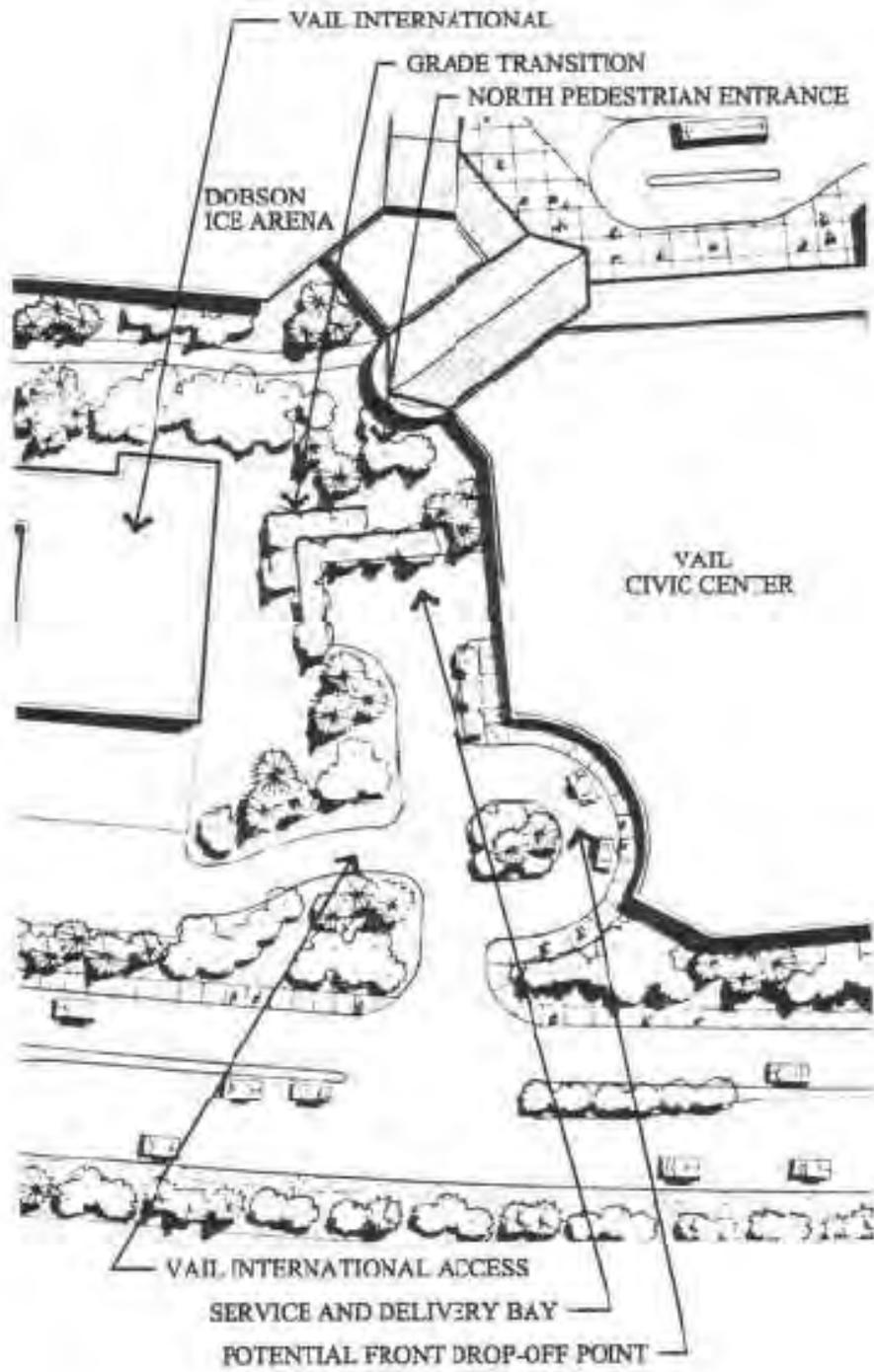


Figure 5-2 -Civic Center and Vail International Access

d. *Emergency Access*

A new emergency vehicle route (see figure 5-4) will be needed if the extension of East Lionshead Circle into the Vail International condominiums is closed. It is proposed that this route wrap around the southeast corner of the civic complex to the north side of Dobson Ice Arena (requiring a structural upgrade to the existing walkway). This access route must be designed so that it is not blocked by delivery vehicle traffic on the eastern end of the arena.

e. *Vehicle Access to Vail International*

If the East Lionshead Circle extension is closed, a new access point from South Frontage Road will be required (delineated in figure 5-2).

f. *Service and Delivery*

Two service and delivery points are proposed for the proposed civic center complex. The first is located on the southeastern end of Dobson Ice Arena. The second will serve the new civic facility from South Frontage Road (see figure 5-2). It is strongly recommended that no delivery points be constructed that would introduce regular service and delivery traffic onto East Lionshead Circle or West Meadow Drive. Service and delivery traffic that *will not* be able to access the site from the South Frontage Road should be distributed equally across East Lionshead Circle and West Meadow Drive.

**5.1.3.2 Relationship to East Lionshead Circle**

The proposed new civic center complex should function as the eastern visual terminus to East Lionshead Circle. The architecture connecting Dobson Ice Arena to the civic center should be integrated into the potential development on the south face of the parking structure (see section 5.2). The East Lionshead Circle pedestrian environment should have a strong connection to the pedestrian plaza in front of the civic center complex.

**5.1.3.3 Relationship to Dobson Ice Arena**

Perhaps the most critical functional relationship is the connection of the proposed new structure to Dobson Ice Arena (see figure 5-3). Currently, the main pedestrian entry to Dobson is the doorway on its south face, where there are often conflicts with delivery vehicles and the transit buses during times of peak activity. A common entry point on the western end of Dobson can become the new front door to the arena, thus reducing the potential for conflicts on the south side. It can also be designed to provide common lobby, ticketing, and concession space for both structures.

There is an opportunity to make a below-grade connection from the common entry to the ice level in Dobson. This could make possible a second sheet of ice or large recreation space in the lowest level of the new civic center structure. This would, however, require large structural spans and would be very costly.

## **5.2 South Face of the Lionshead Parking Structure**

The linear strip of land on the south face of the Lionshead parking structure (see figure 5-1) should be considered for the development of retail and office space on the ground level and housing for locals on the upper levels (see figure 6-6). The planning objectives of this potential development are threefold. First, it would energize and visually upgrade East Lionshead Circle by enhancing pedestrian activity on the street. Second, it creates the potential for a locally accessible retail environment. The Town of Vail should consider retaining ownership of the ground level retail/office space and making it available to local entrepreneurs and businesses, much in the same way that deed restricted locals housing is provided in the Vail Commons. Finally, this site presents an opportunity to locate locals/ employee housing conveniently adjacent to the Lionshead pedestrian core.

Retail back doors and entrances to the residential units in the new development will be accessed from the parking structure, and any private parking associated with these uses will be in the parking structure. Some of the building's service and delivery needs may be handled interior to the parking structure, but most will be accommodated in the facility proposed on the west end of the parking structure. East Lionshead Circle would only be used in short-term overflow situations. Because of the narrow depth and small square footage of the commercial space, it is not anticipated that it will generate the need for larger delivery trucks.

Because the garage is a non-mechanical self-ventilating structure, any new vertical development must be offset a minimum of ten feet from the face of the existing structure. The effect of adjacent development on the ventilation of the parking structure must be thoroughly evaluated.

## **5.3 Lionshead Tourist Information Center**

The Lionshead Tourist Information Center is currently located just west of the entry to the Lionshead parking structure and is accessed directly off the frontage road. If the entrance to the Lionshead parking structure is relocated as shown in figure 5-1 this existing facility will need to be relocated. Potential locations for the center include the Future Vail Civic Center and the parking structure.

## **5.4 Gore Creek Corridor**

The master plan goals for the Gore Creek corridor are to protect and enhance its natural beauty and environment, to connect it to the Lionshead core, and to make the Gore Creek recreation path safer and more inviting as a passive recreation amenity. Specific recommendations for this corridor are as follows

### **5.4.1 Creation of a Recreation Path 'Bypass' Around the Ski Yard**

The existing Gore Creek recreation path is discontinuous and confusing. It should be extended along the creek, under the skier bridge and behind the lift line mazes to form an unbroken streamside trail around the ski yard (see figure 5-5). Close coordination between the Town of Vail and Vail Associates lift operations will be needed for a safe alignment in this area.

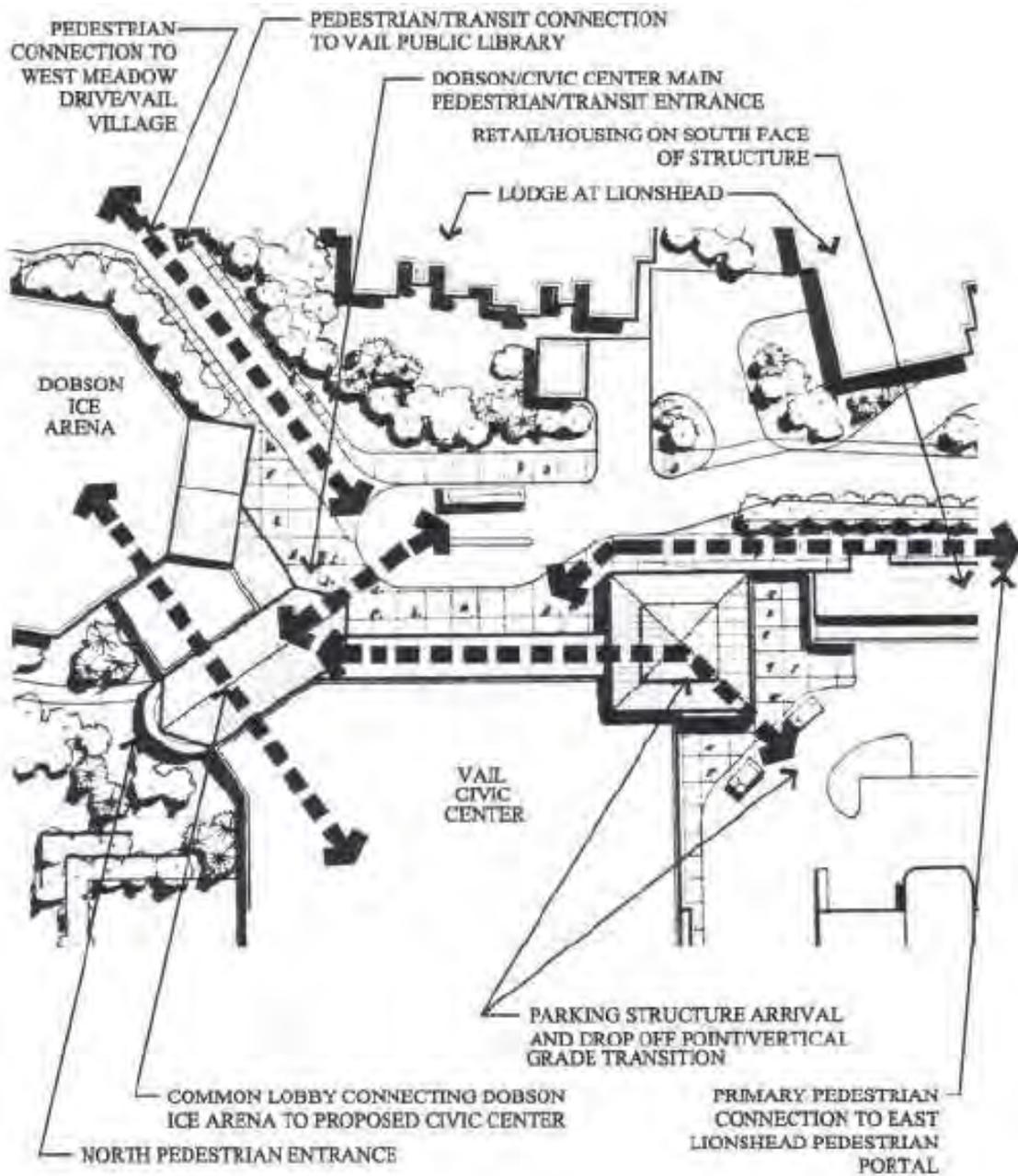
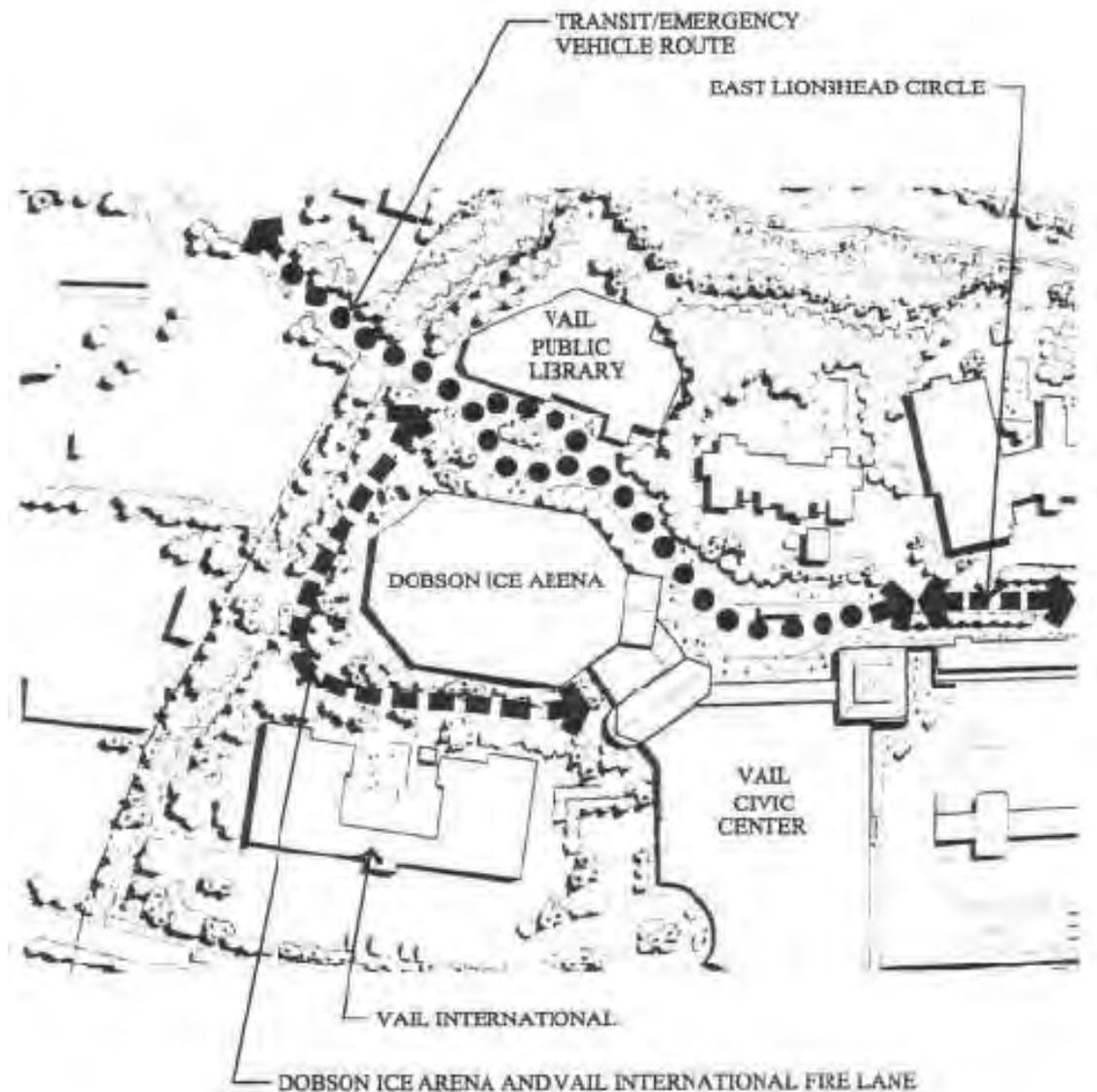


Figure 5-3 -Vail Community Civic Center Connections

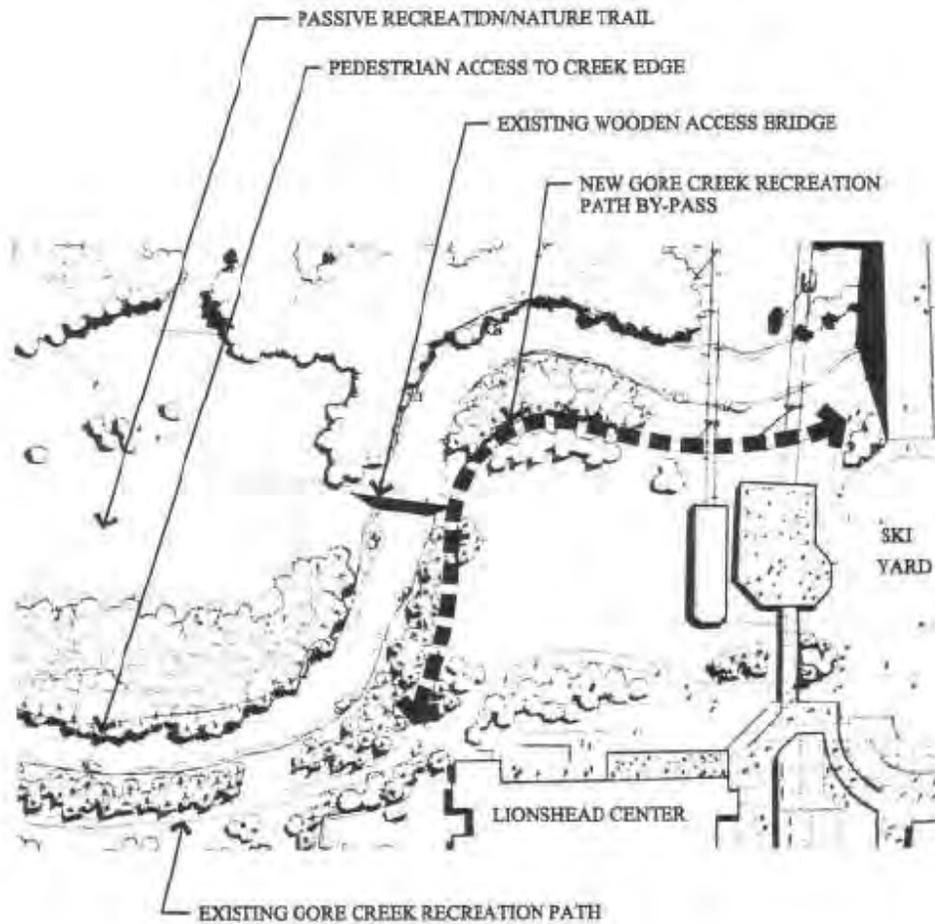


#### 5.4.2 Picnic and Seating Areas along the Recreation Path

The existing picnic area on the recreation path behind the Lodge at Lionshead should be significantly improved. Bicycle racks, new benches and picnic tables, and adequate trash bins should be added. At least two other seating and picnic areas, consistent in design and furnishings with improvements at the existing area, are also recommended. Regular upkeep of the existing and proposed amenities will be required.

#### 5.4.3 Safety Issues

The existing Gore Creek recreation path is a relatively safe environment, but conflicts between pedestrians and cyclists will increase as the popularity of bicycling grows. A clearly delineated bicycle lane wide enough for a bicycle with a pull-behind child carrier is needed. The path should be wide enough for a cyclist to pass another bicycle without endangering nearby pedestrians. The design of the path should eliminate blind curves where cyclists riding in opposing directions might collide. The pool deck behind the Antlers presents such a hazard, and all potential measures should be taken to remedy that situation, including removal or modification of the pool.



*Figure 5-3 -Gore Creek Wetland Connections and Recreation Path By-Pass*

#### **5.4.4 Lowland Area South of Gore Creek**

Improvements and restoration activities in this section of the Gore Creek corridor are discussed in chapter four, section 4.3.2.

#### **5.4.5 Revegetation and Landscaping West of the Ski Yard**

Slope revegetation and landscaping are needed along the western portion of the Gore Creek recreation path. This section, which traverses a fill bank above Gore Creek, may never have the forested character of the section east of the ski yard, but it can be greatly enhanced by planting more trees. The focus should be on the more barren north side, with less intensive landscaping on the south bank framing views to the creek (see figure 6-4). The added landscaping should be as natural as possible and appropriate for a

riparian environment. The use of small understory plantings that would increase maintenance requirements should be minimized.

## **5.5 East Lionshead Bus Drop-off Area**

This area is an essential pedestrian connection between the Lionshead parking structure and the Lionshead retail mall. The master plan recommends the removal of service and delivery activities, skier drop-off, and shuttle vans from this area in order to make pedestrian crossing safer. Other improvements include:

### **5.5.1 Pedestrian Connections**

The pedestrian corridor between the parking structure and the Lionshead retail mall should be direct and unobstructed (see figure 5-6). A small volume of vehicular and transit traffic will continue to cross this area, but the space should be redesigned to make it clear that these vehicles are subordinate to pedestrians. Its design should suggest that *cars are intruders in a pedestrian space* rather than that pedestrians are crossing a vehicular road (as is the case today). Techniques to accomplish this goal include the elimination of grade separations at the pedestrian crossing, paving patterns that differentiate the pedestrian crosswalk from the vehicular lanes, and bollards that delineate vehicular crossing lanes (see figure 5-6). Landscaping may be appropriate in this plaza, but it must not impede the flow of pedestrian traffic between the parking structure and the core.

### **5.5.2 Transit Stop**

The transit arrival and drop-off points should be re-designed to provide improved transit functions and a better pedestrian experience. While pedestrian and bus conflicts will always exist given the need for people to move between the parking garage and the east Lionshead portal, significant improvements can be made to landscaping, sight-lines, pavement surfaces, grades and the aesthetic quality of this area.

### **5.5.3 Potential Building Infill Site**

At one time the Master Plan contemplated that when the skier drop-off and service and delivery functions are removed from the east entry to Lionshead area that the transit stop may be reduced in size yielding a site suitable for infill development. This infill development would be associated with Vail 21 and/or Lionshead Center re-developments on property that functions as road right-of-way and is owned by the Town of Vail. Development of this area would potentially create a strong gateway into the retail core and better definition of the pedestrian corridor that connects it to the parking structure. During the 2009 Lionshead Transit Study there was discussion regarding the idea of the entry into Lionshead being a “softer” more landscaped environment similar in concept to Slifer Square. In addition, there is a need to maintain transit functions in this area. For these reasons, coupled with the limited space available in this area the “build to” lines depicted on Map S may not be feasible. Any necessary refinements to “build to” lines should be considered during subsequent detailed design of the east entry into Lionshead.

## **5.6 West Face of the Parking Structure**

This area had previously been contemplated as being used for loading and delivery. However

as previously mentioned this is not feasible. This area should be preserved for snow storage and access into the Lionshead Parking Structure.

## **5.7 Vail 21, Lionshead Arcade, Lifthouse Lodge, Lions Pride Cluster**

This group of adjacent structures is critical to the ability of the Lionshead core to pull people into its core (see figure 5-7). Because these buildings constitute a significant portion of the existing retail frontage in Lionshead, they greatly influence the overall character and image of Lionshead, especially for those who enter the core from the east. All possible measures and incentives should be taken to upgrade these buildings. Some recommended possibilities are described below.

### **5.7.1 Expansion of Ground Floor Retail Space**

The ground floor retail space on the east face of the Vail 21 and the south and west faces of the Lionshead Arcade should be expanded to meet the build-to lines shown on Map S. This will focus and define the pedestrian street by changing its spatial proportions and absorbing the existing grade changes that act as a barrier between the retail face and pedestrian traffic flow. In addition, it will greatly enhance the visual quality retail appeal of the first floor level and may help fund other architectural enhancements.

### **5.7.2 Architectural Improvements**

The architectural design guidelines (Chapter 8) discuss several transition tools that can be used to adapt an existing building to the new character and architectural quality desired for Lionshead. Given their high visibility and the extent to which they influence the quality of the pedestrian environment, these buildings should be a priority for exterior renovation and enhancement.

### **5.7.3 Pedestrian Circulation Between Vail 21 and Lionshead Arcade**

This courtyard space (see figure 5-7), often thought to be public, is actually private property serving the Lionshead Arcade and Vail 21. Considered a “secondary pedestrian mall” (see chapter six), it is appropriate that it be more intimate and quieter than the primary retail mall. The entrance to the courtyard is secondary to the primary pedestrian flow along the south face of the Lionshead Arcade (see figure 5-7). As redevelopment occurs, snowmelting of the pavement should be considered because the lack of winter sun causes ice and snow accumulations. During the summer, this space will continue to function best as a semi-public outdoor courtyard for the existing restaurant and adjacent retail businesses.

### **5.7.4 Pedestrian Access from Vantage Point Condominiums to the Retail Core**

A pedestrian connection should be maintained from the Vantage Point condominiums to the main retail mall (see figure 5-7). This connection exists today, but the outdoor stairs and the steps on the east end of the Lions Pride building are not attractive and are sometimes dangerous. When the site is redeveloped, this connection should be moved west, adjacent to the east end of the Lifthouse Lodge.

### **5.7.5 Lions Pride Building and Parking Deck**

The Lions Pride building and the parking deck across the alley are not in primary locations in the retail core but, because they are in very questionable condition (both

visually and physically), their redevelopment and compliance with the Master plan should be considered a priority. An opportunity exists to convert the existing alleyway into a true arrival point for these properties and an enhanced pedestrian walkway. The existing parking must be replaced, most likely underneath a new structure, and could be accessed directly from East Lionshead Circle or from the alley.

### 5.7.6 Service and Delivery

The alley currently functions as a delivery staging area and for emergency vehicle access. It is hoped that the service and delivery functions can be relocated to the new facility proposed at the west end of the parking structure. If they must remain on-site, any redevelopment in this area must dedicate adequate space to servicing so that delivery trucks do not block the fire lane.

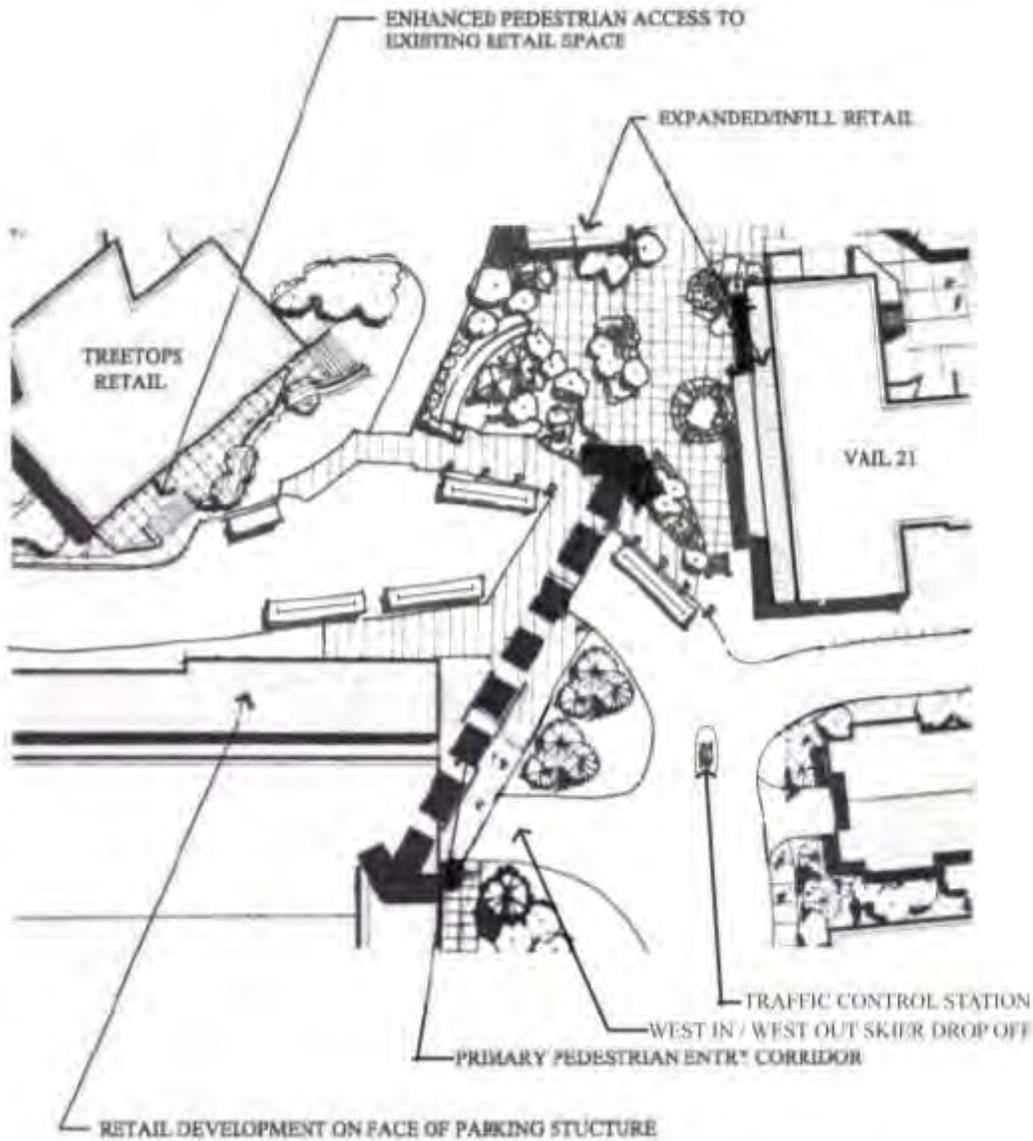


Figure 5-6 -East Lionshead Pedestrian Portal

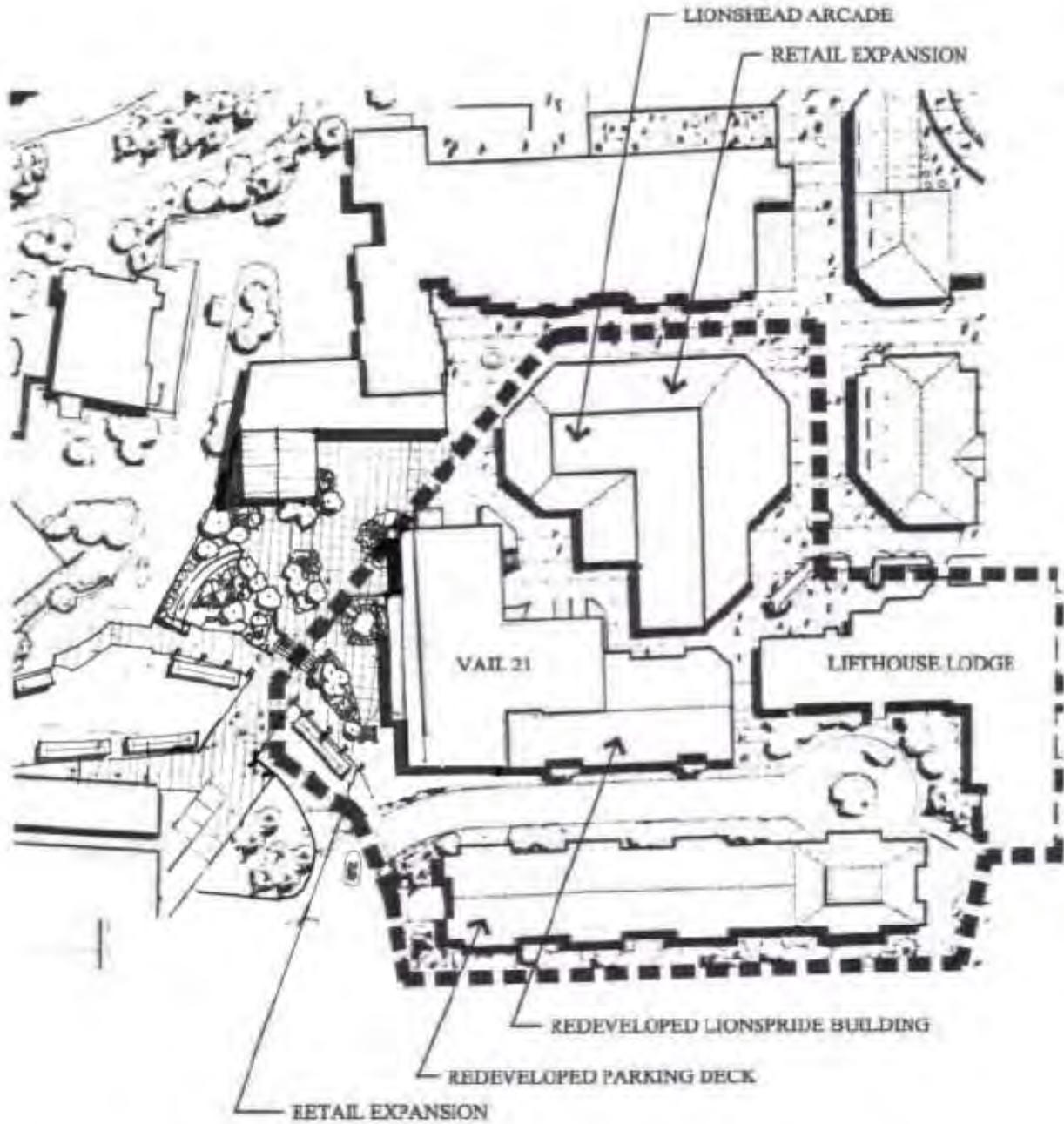


Figure 3-7- Lionshead Arcade, Vail 21, Lifthouse Lodge, Lionspide and Redeveloped Parking Deck

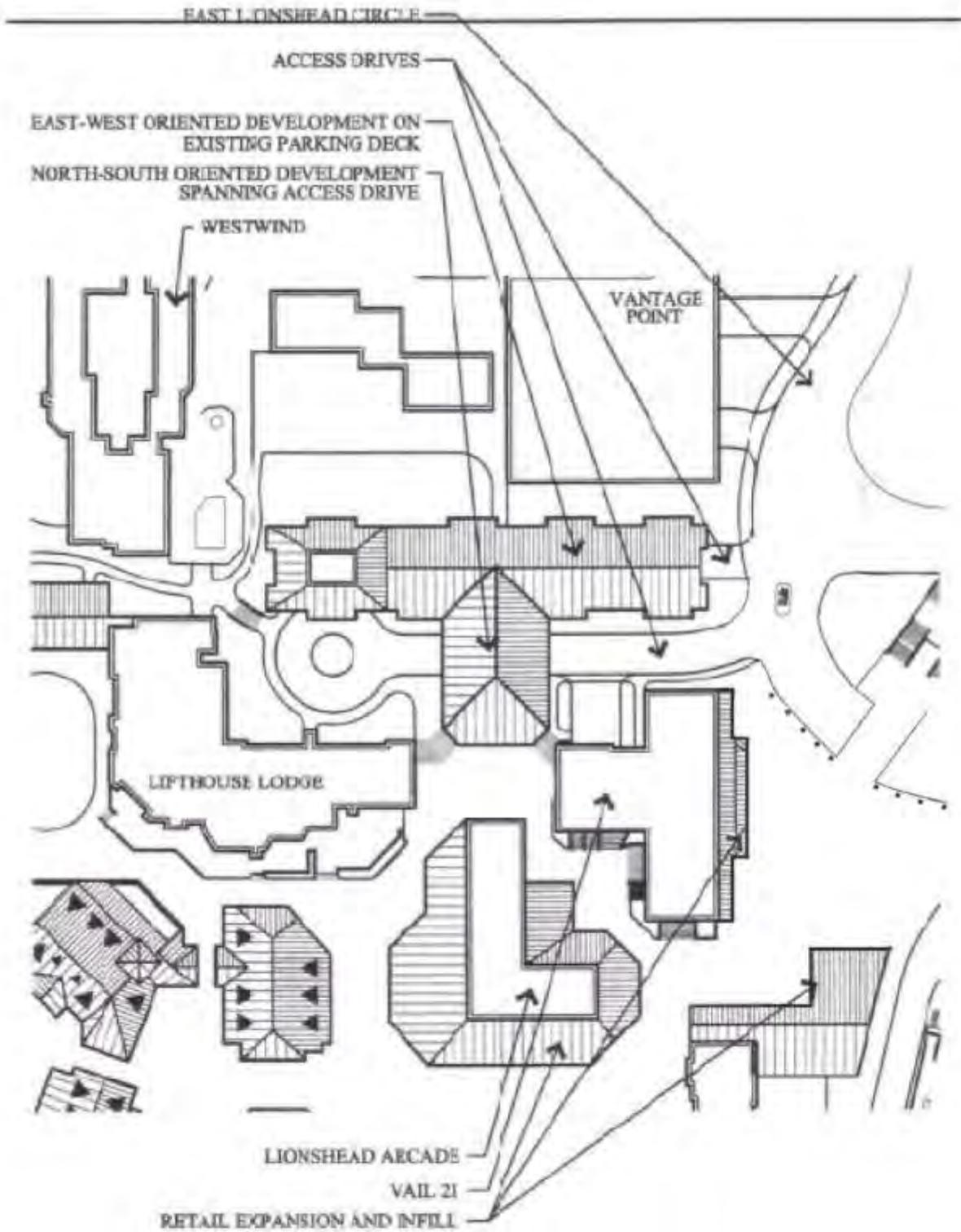


Figure 5-7a- Alternative Redevelopment Opportunity at Lionspride Building Site

## **5.8 Lionshead Retail Core**

The Lionshead retail core (see figure 5-8) is comprised of the Vail Associates core site, the surrounding pedestrian mall environment, and the retail faces of adjacent buildings. This central area is the heart and soul of Lionshead and constitutes the most critical area for public and private improvements. The Vail Associates core site represents the most likely near-term redevelopment project, but it is essential that the Town of Vail take all available steps to encourage and facilitate other efforts to enhance and redevelop the retail core. Specific recommendations are as follows:

### **5.8.1 Build-To Lines**

A significant problem in the retail mall today is the excessive distance between opposing retail faces, which causes pedestrians to interact with only one side of the street. To remedy this, build-to lines are recommended (see Map S) to create a continuous, well-defined retail experience in which all ground floor spaces directly address the pedestrian street. Of special note, the corridor defined by the build-to lines between the existing Landmark retail and Sunbird Lodge is *centered* on Tract C. In other words, the build-to lines in this east-west corridor will impact both the Vail Associates property and the Landmark Retail property equally.

### **5.8.2 Ground Level Retail Expansion Opportunities**

Ground floor retail expansion should be encouraged on existing structures that do not currently extend to their designated build-to lines and are not likely to be completely redeveloped. The most significant places for ground floor retail expansion are the east face of the Vail 21 building and the south and west faces of the Lionshead Arcade building.

### **5.8.3 Pedestrian Connections Through the Core Site**

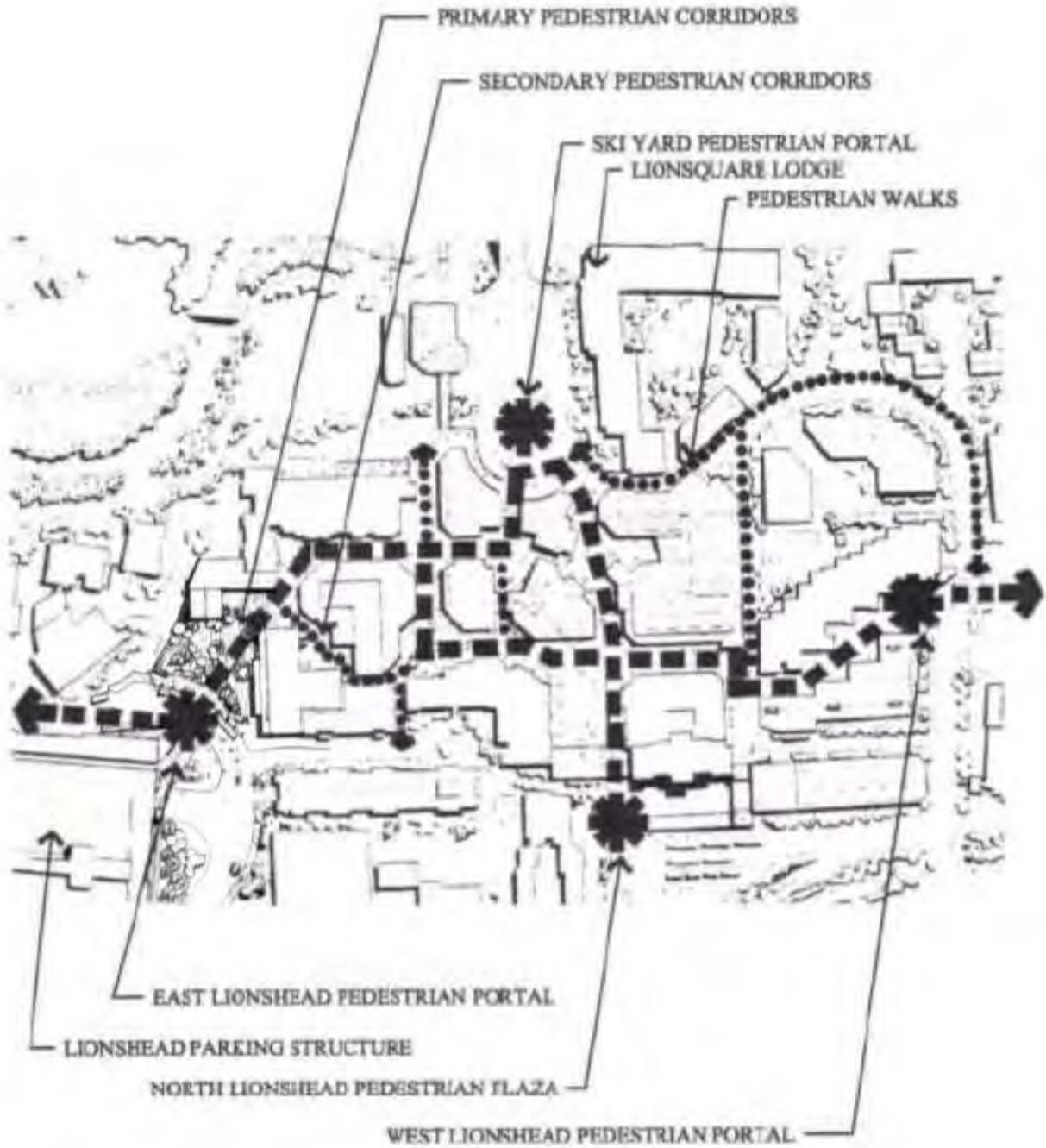
There is a critical north-south pedestrian connection between the ski yard and the proposed transportation and skier drop-off uses on the north day lot. This connection will require at least one north-south penetration through the Vail Associates core site, and there is an opportunity to create a second one, as shown in figure 5-9. The east-west pedestrian corridor originating at the east Lionshead pedestrian portal should also be extended into the Vail Associates core site, connecting with the north-south corridors. These connections should be part of the “primary retail mall” (see site design guidelines, chapter 6) to reinforce the village character of the core. It is not necessary that flanking architectural forms be completely separated in order to define pedestrian corridors. Instead, opportunities to create significant architectural portals are encouraged to highlight the transition from one public space into another.

### **5.8.4 Hierarchy of Pedestrian Space**

The Lionshead retail core is composed of a hierarchy of primary and secondary pedestrian corridors and spaces (see site design guidelines, chapter 6), shown in figure 5-9. While both are important to the total retail environment, the primary should read as the dominant pedestrian flow pattern. Transitions between these different domains should be well defined.



Figure 3-8 - Lionshead Retail Core Area



*Figure 5-9 - East-West and North-South Lionshead Core Pedestrian Corridors*

### **5.8.5 Retail Space Allocation**

A primary goal of the Lionshead Master plan is to increase both the amount and the quality of retail space in the pedestrian core. The sunny south-facing sides of buildings (for example, at the Lighthouse Lodge and the creek side of the VA core site) are ideal for restaurants. The shadier north-facing sides are more appropriate for retail uses that do not benefit as much from a direct relationship with the outdoors. Use of ground floor commercial space for offices is not recommended on the primary pedestrian mall; these businesses should be located instead on the second story or outside the main pedestrian corridor.

### **5.8.6 Plazas and Nodes**

Dynamic pedestrian plazas and nodes are encouraged at each significant intersection in the retail core. Successful plazas are those that have good sun exposure, that are located on primary pedestrian corridors, and that are properly proportioned to encourage seating, eating, gathering and events. Successful nodes are concentrations of activities, landmarks and spaces where people want to congregate. Focal elements such as fountains, landscaping, and public art help to give each node a unique identity and serve as visual reference points. A fundamental objective of the master plan is to introduce these qualities in the Lionshead core.

The central Lionshead public plaza, for example (shown in figure 5-10), presents an opportunity to create a vibrant center of activity surrounded by active retail and restaurant spaces and animated with an ice rink. The development of a small infill building at the north edge of the plaza is recommended to define the space and introduce additional retail opportunities. The building could incorporate an underground service and delivery corridor to the north day lot transportation center. A food and beverage operation on a rooftop deck over this structure could provide a unique vantage point marking the new north Lionshead pedestrian portal and opening views into the central Lionshead plaza and up to the mountain.

Because the Lionshead pedestrian mall is also an emergency vehicle access corridor, its proportions and the design of the elements within it must accommodate the turning movements and clearance requirements of fire trucks and other large vehicles.

### **5.8.7 The Core Site as a Priority Location for a Resort Hotel**

The Vail Associates core site has been identified as a priority location for a high-end resort hotel. Although the hotel would be a private development, the Town of Vail should take all reasonable measures to encourage and facilitate this goal. The benefits of a hotel in the Lionshead core, discussed throughout this document, include a significant increase in the Lionshead “live” bed base, an increase in the number of visitors in the retail core, and a stronger identity as a resort destination.

### **5.8.8 Pedestrian/ Retail Connection to West Lionshead Circle**

The most important missing link in the Lionshead retail mall is a direct connection between the east end of the Montaneros condominiums and the intersection of West Lionshead Circle and Lionshead Place. This connection would connect the Lionshead mall to West Lionshead Circle and would remove the awkward grade transition at

Concert Hall Plaza. Figure 5-11 suggests that, at the least, a connection could occur between the north side of the Montaneros and the south side of a redeveloped Concert Hall Plaza. The optimum solution would entail the redevelopment of Montaneros, enabling a direct connection with retail frontage on both sides (see figure 5-12).

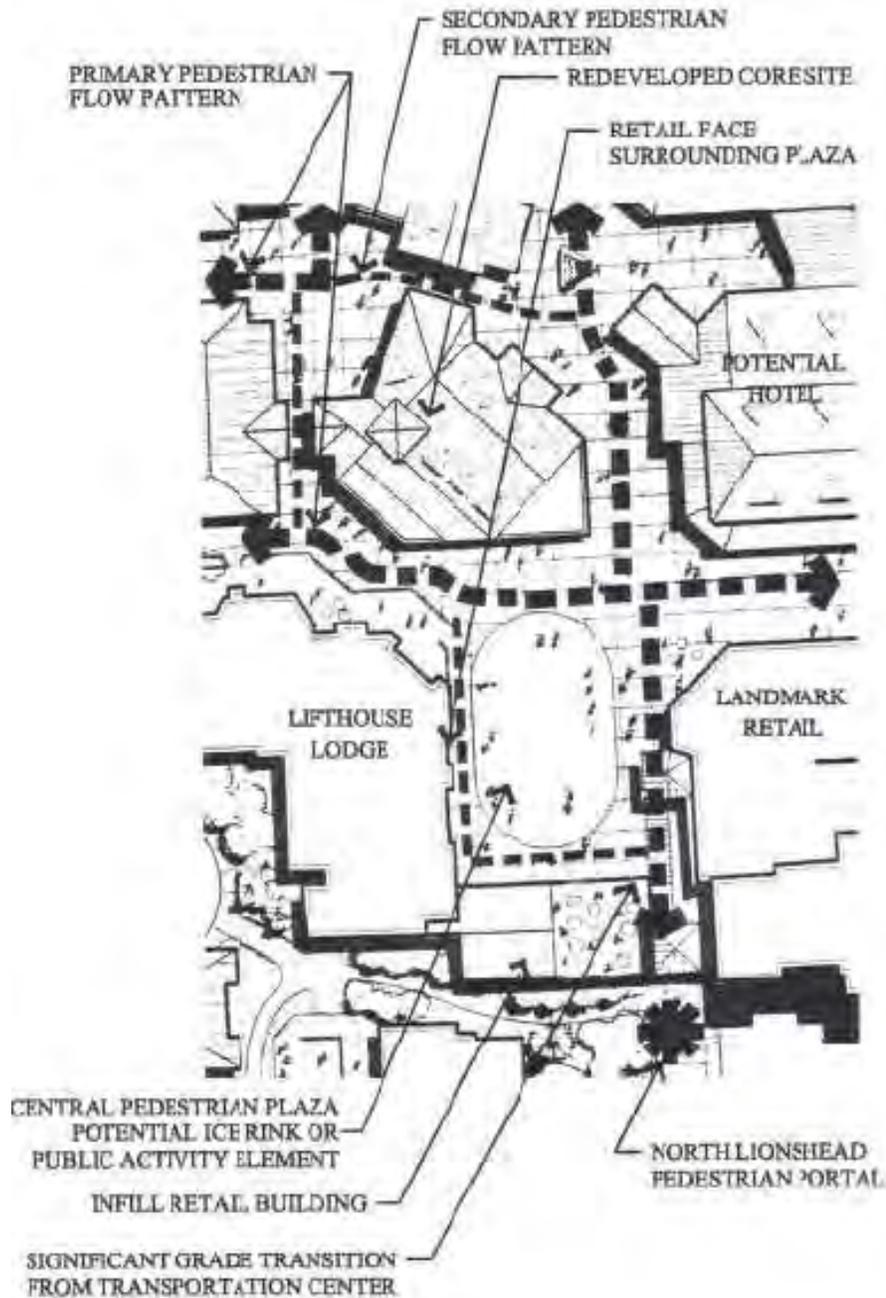
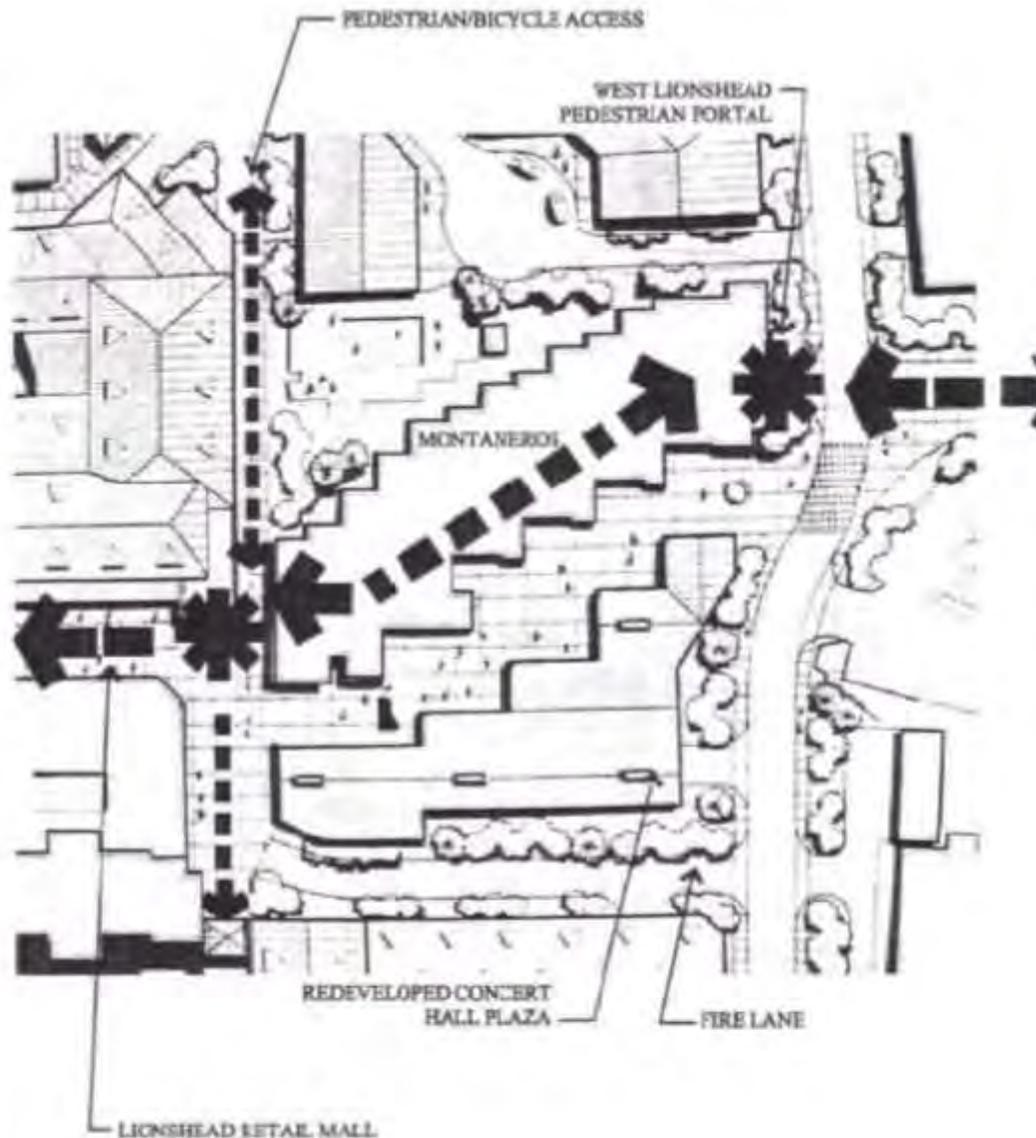


Figure 5-10 -Central Lionshead Pedestrian Plaza



Figure 5-11 - West Lionshead Mall Pedestrian Connections

Note: Establishing the West Lionshead Pedestrian Portal was predicated on the removal of transit, drop-off and loading facilities. During the 2009/2010 Lionshead Transit Study and it was determined that these facilities should remain in place. A pedestrian portal in this location is still desired, but will need to be done in conjunction with maintaining transit, drop-off and loading uses.



*Figure 5-12 -West Lionshead Mall Pedestrian Connections*

Note: Establishing the West Lionshead Pedestrian Portal was predicated on the removal of transit, drop-off and loading facilities. During the 2009/2010 Lionshead Transit Study and it was determined that these facilities should remain in place. A pedestrian portal in this location is still desired, but will need to be done in conjunction with maintaining transit, drop-off and loading uses.

## 5.9 North Day Lot

At the time the Lionshead Redevelopment Master Plan was adopted the North Day Lot was identified as a potential location for a central transit facility. During subsequent study of the site in 2008 and 2009 it was determined that the Town would not pursue locating a transit center on this site. In lieu of a transit center the North Day Lot has been programmed to provide affordable housing along with a skier drop-off parking lot.

### 5.10 Montaneros, Concert Hall Plaza, Landmark Tower and Townhomes

These three properties form the wall that separates the pedestrian retail mall from west Lionshead lodges and residential properties. Although each property has particular issues and redevelopment potential, they are discussed together because of their proximity and common relationship to the pedestrian mall. The potential that these three properties could work together in a joint redevelopment effort is limited because the Landmark Townhomes and Montaneros are condominium associations. The conceptual master plan for this area (see figure 5-14) assumes that each property redevelops independently. However, the *best* planning scenarios for these properties (and for the west pedestrian/ retail mall) involve joint efforts and the possible realignment of existing property lines. If redevelopment pressures build for these properties, the Town of Vail should take all reasonable measures to encourage and facilitate cooperation among the owners.

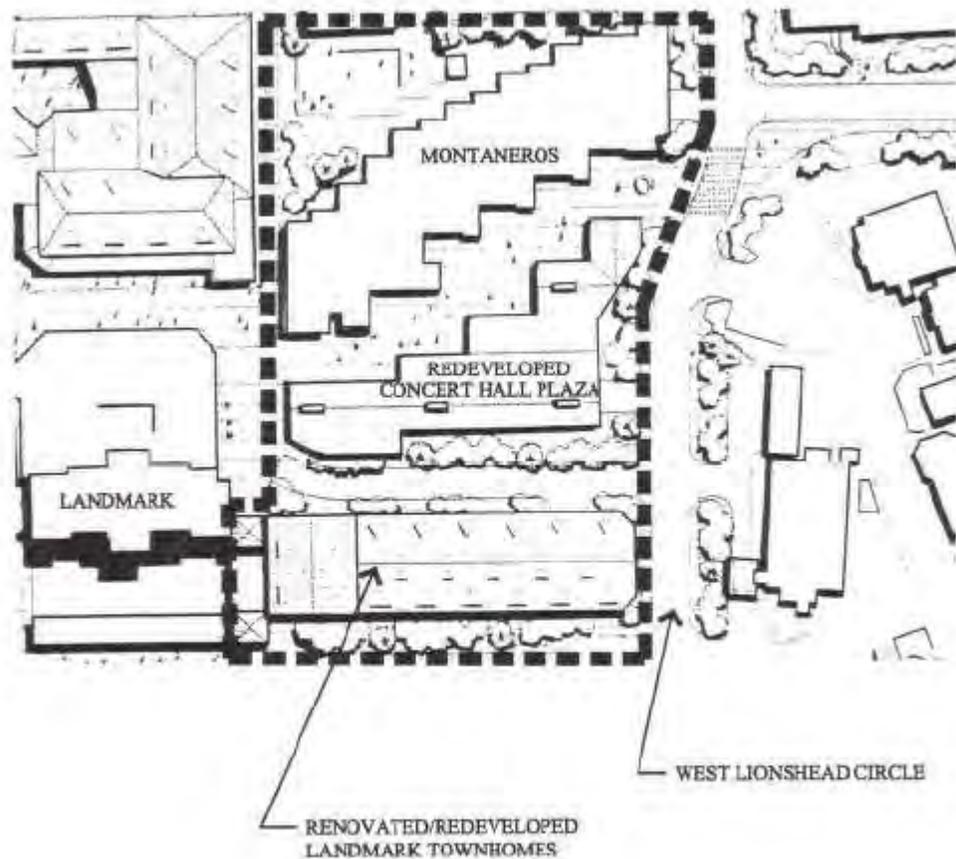


Figure 5-14 - Landmark Townhomes/Montaneros/Concert Hall Plaza

#### 5.10.1 Landmark Tower and Townhomes

Two important issues face this property: access and redevelopment of the Townhomes. The Landmark Tower currently has an informal agreement with Vail Associates that allows it to utilize the north day lot for guest arrivals and drop-offs. It is unlikely that this use can continue in the same way after development of a transit center on the site. Planning for development of the north day lot should explore all possibilities to

integrate a new front door for the Landmark into the new facility. There is also an opportunity for the Landmark Tower to expand its lower level lobby over its existing parking deck, possibly tying in with the shelter building proposed at the transit center.

Perhaps the best scenario for improving the Landmark's access is in conjunction with redevelopment of the Townhomes. This would make possible the creation of a drop-off loop integrated into the west end of the Landmark or an access drive and drop-off loop on the existing fire lane south of the structure. The latter would only be possible if a new pedestrian corridor/fire lane is created into the pedestrian core area. A joint redevelopment effort by the Townhomes, Concert Hall Plaza and Montaneros would present the greatest range of opportunities to resolve the access issue.

There is little opportunity for expansion of the Townhomes because it is hemmed in by property lines to the north and by the fire lane and property lines to the south. One possibility is a structure oriented north-south over the west end of the North Day Lot. However, there would be potential conflicts with the volume of traffic entering the north day lot from this end. With cooperation from Concert Hall Plaza and Montaneros, the property might be able to expand to the south.

#### **5.10.2 Concert Hall Plaza/ Montaneros**

Concert Hall Plaza was intended to be the western portal into the Lionshead pedestrian core, but pedestrians can't see where it leads and don't use it. When this property is redeveloped, a priority will be to create a connection *as direct as possible* between the western terminus of the pedestrian core and the intersection of West Lionshead Circle and Lionshead Place. The concept illustrated in figure 5-11 would require cooperation with the Town of Vail to remove the existing bus drop-off, as well as Montaneros and the Landmark Townhomes. (The scenario in figure 5-11 would require a small property acquisition from the Landmark in the northeast corner of the redeveloped structure.) The redeveloped structure could accommodate a vertical residential component as well. This is the most feasible solution for a strong pedestrian connection, but the *best* solution would entail a cooperative redevelopment effort with the Montaneros. The Town of Vail should make all reasonable efforts to encourage and facilitate this redevelopment. However, the need to maintain a bus stop and some level of short-term parking and loading/delivery functions on Town-owned land adjacent to Concert Hall Plaza will be an important consideration in the re-development of these properties.

### **5.11 Ski Yard**

Improvements recommended for the Lionshead ski yard are as follows:

#### **5.11.1 Relationship to the Lionshead Pedestrian Mall**

There is a significant grade change between the ski yard and the retail mall. As suggested in figure 5-15, a better grade transition could be designed at the north edge of the ski yard to make it a more usable public space and to articulate a strong linkage between the urban environment of the retail mall and the open environment of the ski yard.

### 5.11.2 Skier Bridge

The existing skier bridge is a landmark but needs to be replaced. The new bridge should be visually compatible with the desired character of Lionshead and wide enough to separate skiers and pedestrians.

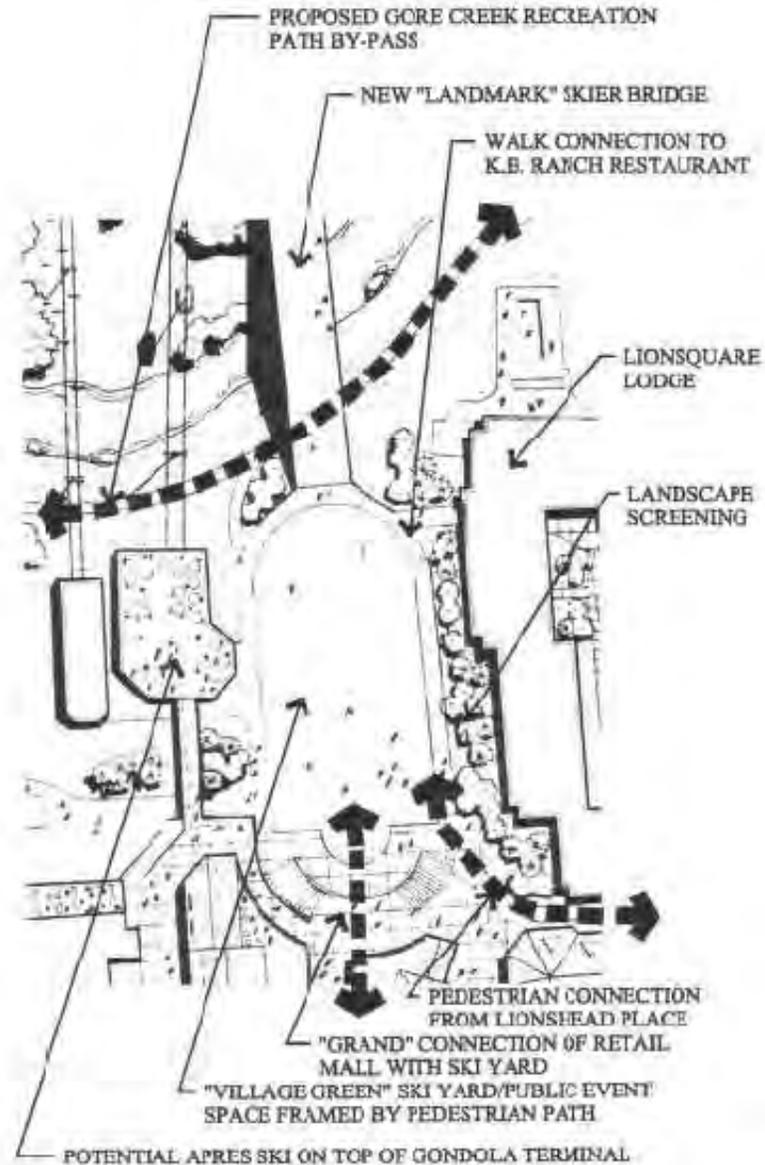


Figure 5-15 -Potential Ski Yard Enhancements

### 5.11.3 Connections

As depicted in figure 5-15, pedestrian path connections should be provided from the north end of ski yard and the gondola terminal to the Gore Creek recreation path, the skier bridge, and the southeast corner of the Lion Square Lodge (location of the KB Ranch Restaurant).

#### **5.11.4 Screening and Landscaping**

Lion Square Lodge should be involved in planning enhancements in the ski yard. Landscaping is desirable to screen the building at the west edge of the yard, but in the central area would conflict with skier operations and the yard's potential to function as a village green for community gathering and summer recreation.

#### **5.11.5 Potential Setback Encroachments by Adjacent Property Owners**

Since the Ski Yard functions as an outdoor recreation and special events area, rather than a traditional development site, encroachments within adjacent property owners' prescribed setback areas adjacent to the Ski Yard may be considered.

### **5.12 Lion Square Lodge**

The Lion Square Lodge, located at the end of Lionshead Place, occupies two parcels. The main parcel (phases 1, 2, and 3) borders the ski yard and the Gore Creek recreation path. The north parcel (phase 4) is located north of the Lionshead Place cul-de-sac. Several issues arise because of this split configuration.

#### **5.12.1 Traffic Concerns**

The primary concern of the Lion Square Lodge property owners is the existing and potential volume of traffic (both lodging vehicles and delivery vehicles) that accesses the Vail Associates core site. The current access into the core site passes between Lion Square's main and north properties, resulting in an unsafe and poorly defined connection between the buildings. When the Vail Associates core site is redeveloped, the mitigation of lodging and service vehicle impacts on the Lion Square Lodge will be essential. Service vehicles should not be allowed to stage outside of the core site or to cause visual, audible, or air pollution impacts.

#### **5.12.2 Pedestrian Connection between the Main Building and the North Building**

Potential redevelopment must address the need for a clear pedestrian connection and defined vehicular corridor between the main Lion Square Lodge property and the north building on the other side of Lionshead Place (see figure 5-16).

#### **5.12.3 Ski Yard Pedestrian Access**

The pedestrian path around the north end of the Lion Square Lodge should be upgraded to provide an attractive and safe pedestrian connection from Lionshead Place into the ski yard. Because the path is close to the residential units in the northern end of the Lion Square building, landscaping and other screening methods will be needed. It is *not* recommended that this pedestrian access be emphasized, but only that it be of better quality. The west Lionshead pedestrian portal is more important as the western point of entry into the core area.

#### **5.12.4 Potential Development and Redevelopment Scenarios**

Lion Square Lodge is in need of major exterior renovations or redevelopment. Figure 5-16 presents a scenario by which the Lodge could add significant density, enabling the creation of a strong architectural edge to Lionshead Place, a direct connection between the main and north Lodge properties, and a screened parking and arrival area. Another

redevelopment scenario (not illustrated) entails relocation of the existing core site access road to a new dedicated access on the *north* side of Lion Square's north building. This would enable redevelopment to connect the primary Lion Square Lodge building with its north property. Issues associated with this scenario include the proximity of this new intersection to the adjacent West Lionshead Circle intersection and the potential for noise and visual impacts on the south side of the Montaneros property.

#### **5.12.5 Potential Setback Encroachments Adjacent to the Ski Yard**

The east property boundary at the Lion Square Lodge is uniquely situated adjacent to the Ski Yard, rather than another traditional development site. Since the Ski Yard functions as an outdoor recreation and special events area, rather than a development site for permanent buildings, these two properties relate differently than other properties in Lionshead.

The existing Lion Square Lodge is deficient in regard to numerous building and fire code issues such as accessibility and egress, and any redevelopment of these buildings should remedy these deficiencies. Since the Lion Square Lodge abuts the Ski Yard, rather than another traditional development site, an opportunity exists for redevelopment of the Lion Square Lodge to occur in response to the existing site conditions rather than in response to the prescribed setback areas.

Encroachments into the setback areas adjacent to the Ski Yard should be considered when associated with a comprehensive redevelopment plan to improve the accessibility, egress, life safety, or other building and fire code compliance upgrades for the existing Lion Square Lodge. However, new structures associated with a demo/rebuild of the Lion Square Lodge should not be constructed in a setback area.

The Lion Square Lodge owner(s) should acknowledge that any encroachment into the setback area adjacent to the Ski Yard could have negative impacts to their residents and guests (noise, reduced privacy, obstruction of view, etc.) due to the close proximity of activities customary to the use and operation of the Ski Yard (recreational activities, special events, snow making, maintenance, etc). Additionally, the Ski Yard owner(s) should acknowledge that any encroachment into the setback area adjacent to the Ski Yard may adversely affect existing below grade improvements and may reduce the potential future development of the Ski Yard.

Should encroachments into the setback areas adjacent to the Ski Yard be considered, an alternative means of meeting the purpose and intent of the setback requirements should be provided. Any alternative to the prescribed setback requirement should ensure adequate light, air and open space; adequate areas for drainage and utilities; adequate separation of buildings and uses; etc. Special consideration should be made to ensure that adequate landscaping and buffering is provided. Since encroachments into the setback areas adjacent to the Ski Yard may have negative impacts; any alternative to the prescribed setback requirement should be mutually agreeable to the Lion Square Lodge owner(s), the Ski Yard owner(s), and the Town of Vail. Any adopted alternative to the prescribed setback requirement should be memorialized in a legally binding agreement between all three parties.

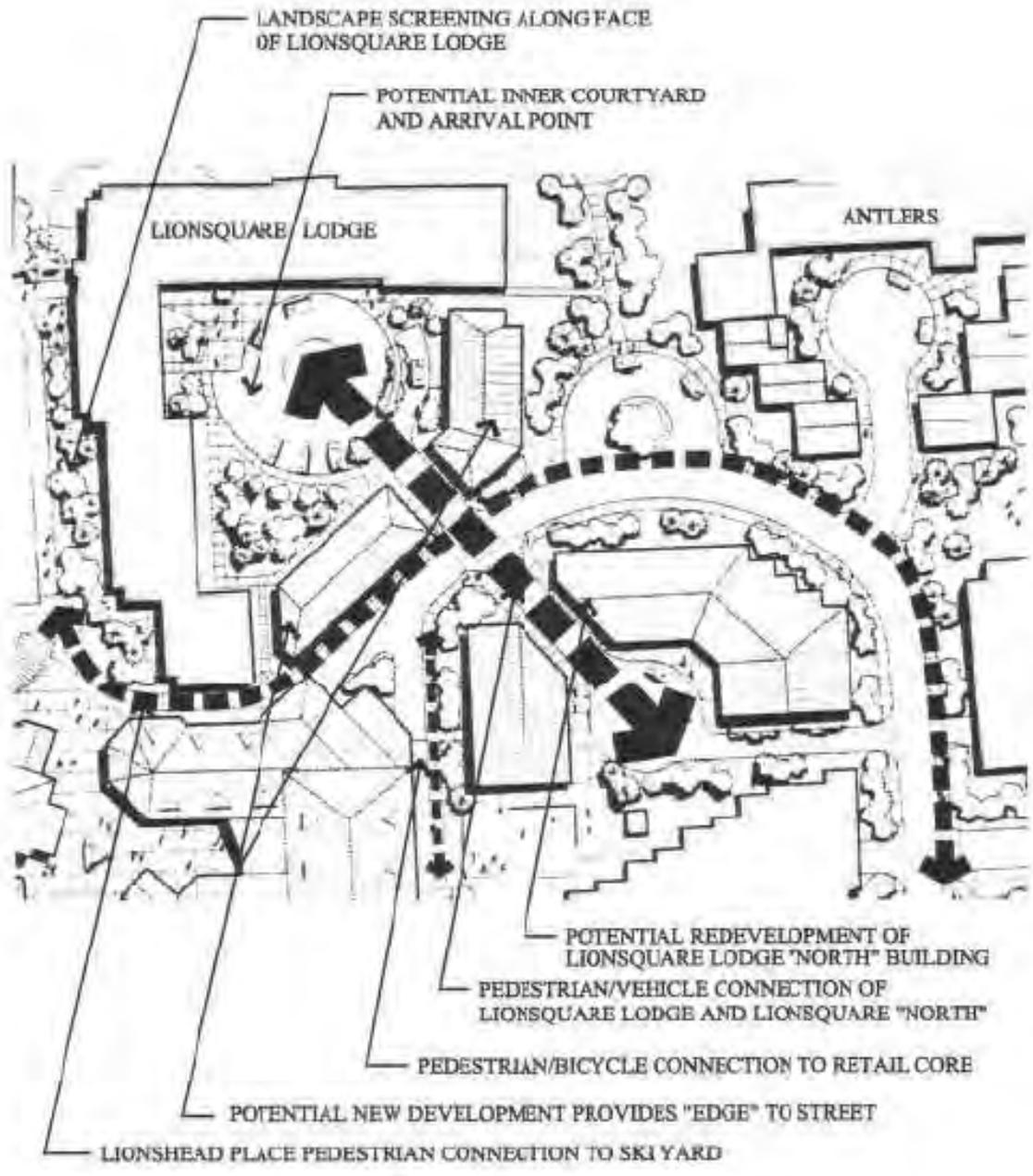


Figure 5-16 - LionSquare Lodge

## **5.13 The Marriott**

With approximately 320 rooms, the Marriott is the largest supply of hot beds in Lionshead. The single largest structure in Lionshead, it is also very visible, especially from the west. It is consequently a high priority renovation project, and all reasonable measures should be taken by the Town of Vail to encourage and facilitate its enhancement. Specific issues regarding this property are as follows:

### **5.13.1 Redevelopment or Development of the Parking Structure**

The best opportunity for new development on the Marriott property is the existing parking structure (figure 5-17). If this site is developed, attention should be given to the relationship between the development, Gore Creek, the Gore Creek recreation path, and the west day lot. Vertical development should step back from the recreation path, and there should be a clear separation (most likely a landscape buffer) between the public space of the recreation path and the private space of the residential units.

### **5.13.2 Infill Opportunities**

There are several tennis courts on the south side of the Marriott. This area presents an opportunity for low-rise infill development that eases the visual and physical transition from the existing structure to the Gore Creek recreation path.

### **5.13.3 Opportunities for Facade Renovation**

Exterior renovation of the Marriott is a community priority, but the size and dimensions of the structure present a challenge, and it is unlikely that the architectural design guidelines (see chapter 8) can be fully met. However, this should not discourage exterior renovation, and the Town of Vail Design Review Board should insure that the *intent* of the guidelines is met. (This is a basic premise of the architectural design guidelines, relevant to all existing buildings in Lionshead.)

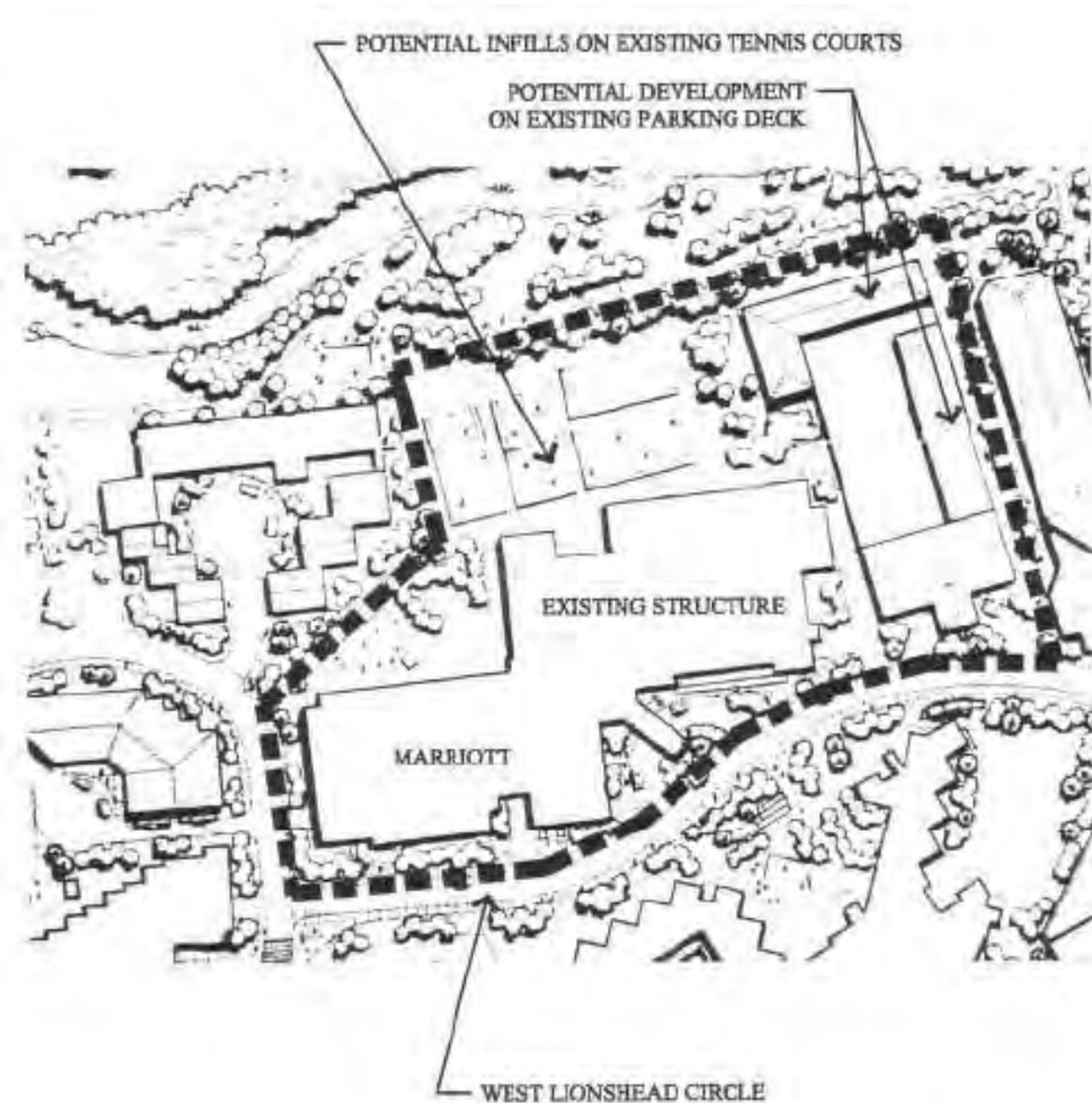
### **5.13.4 West Lionshead Circle in Front of the Marriott**

Any future development or redevelopment of the Marriott property should include a continuous secondary pedestrian walk on the south side of West Lionshead Circle. A pavement snowmelt system is strongly recommended because of icing problems on the walkway in winter.

### **5.13.5 Preservation of Existing Accommodation Units**

The Marriott presently contains 276 short term accommodation units. In addition, the Marriott also contains a restaurant, lounge, spa, and meeting space facilities incidental to the operation of the hotel. Given the importance and need for short term accommodations to the vitality and success of the community, any future redevelopment of the site shall ensure the preservation of short term accommodation units on the site. The preservation of short term accommodations should focus on maintaining the number of existing hotel beds and the amount of gross residential square footage on the site as well as requiring the preservation of 276 accommodation units. With this in mind, the quality of the existing accommodation unit room could be upgraded and the rooms could be reconfigured to create multi-room suites. In no instance, however, should the amount of gross residential floor area devoted to accommodation units be reduced. In fact, opportunities for increasing the number of accommodation units

beyond the existing 276 units already on-site should be evaluated during the development review process. For example, the construction of “attached accommodation units”, as defined in the Zoning Regulations, could significantly increase the availability of short term rental opportunities within the building.



*Figure 5-17-The Marriott*

#### **5.14 Antlers Lodge**

Like the Marriott, the Antlers Lodge is a large and highly visible structure in need of exterior renovation. It, too, should be considered a priority redevelopment project. Figure 5-18 illustrates a potential development scenario that involves partial screening of the existing tower and an enhanced façade along Lionshead Place. Design considerations described for the Marriott also apply to the Antlers; any addition or renovation should conform to the architectural design guidelines in chapter 8. In addition, a heated sidewalk along the north edge of the property, an on-site loading and delivery area, and a remedy for the bike path problem caused by the pool should be part of any redevelopment.

#### **5.15 Lionshead Inn, Lionshead Annex, Enzian Cluster**

Redevelopment and/or enhancement of the buildings in this cluster at West Lionshead Circle and South Frontage Road (see figure 5-19) is encouraged.

##### **5.15.1 The Pedestrian Street**

The existing structures are recessed from the street, elevated above it, and separated from it by surface parking lots. To improve the pedestrian character of the neighborhood, a better relationship with the street is desirable. The principal objective for redevelopment in this area is to engage the surrounding pedestrian environment, either by adding building elements toward the street or by lowering the finish grade at the entries so that they are closer to the level of the street.

##### **5.15.2 Access and Street Frontage**

The existing accesses into these properties should be adjusted to align with the opposing curb cuts on the east side of West Lionshead Circle. The street edge should be strengthened for pedestrian use with landscaping, enhanced signage, and retaining walls as described in the site design guidelines, chapter six. The Lionshead Inn secured a permit in the past which is now expired to add another vehicular access point from the South Frontage Road, and the property owner is encouraged to pursue the opportunity to screen the surface parking lot on the north and regrade the lot to reduce the significant cross-slope.

##### **5.15.3 Building Height**

Because it sits considerably above the frontage road, the Lionshead Inn is encouraged to explore a ground level or lower floor infill solution if development scenarios are pursued. Additional building height, if proposed, must conform to the design guidelines.

##### **5.15.4 Preservation of Existing Live Beds**

The Lionshead Inn and Lionshead Annex presently contain 85 accommodation units. Given the importance and need for live beds to the vitality and success of the community, any future redevelopment of the sites shall ensure the preservation of short term accommodation on the site. The preservation of live beds should focus on maintaining the number of existing live beds and the amount of gross residential square footage devoted to that use on the site. With this in mind, the quality of the existing live bed base could be upgraded and the rooms could be reconfigured to create increased lodging opportunities. In no instance, however, shall the amount of gross residential

floor area devoted to live beds be reduced. The construction of “attached accommodation units”, “lodge dwelling units”, “timeshare units”, “fractional fee club units”, and dwelling units in a voluntary rental program, as defined in the Zoning Regulations, could significantly increase the availability of short term rental opportunities within the building.

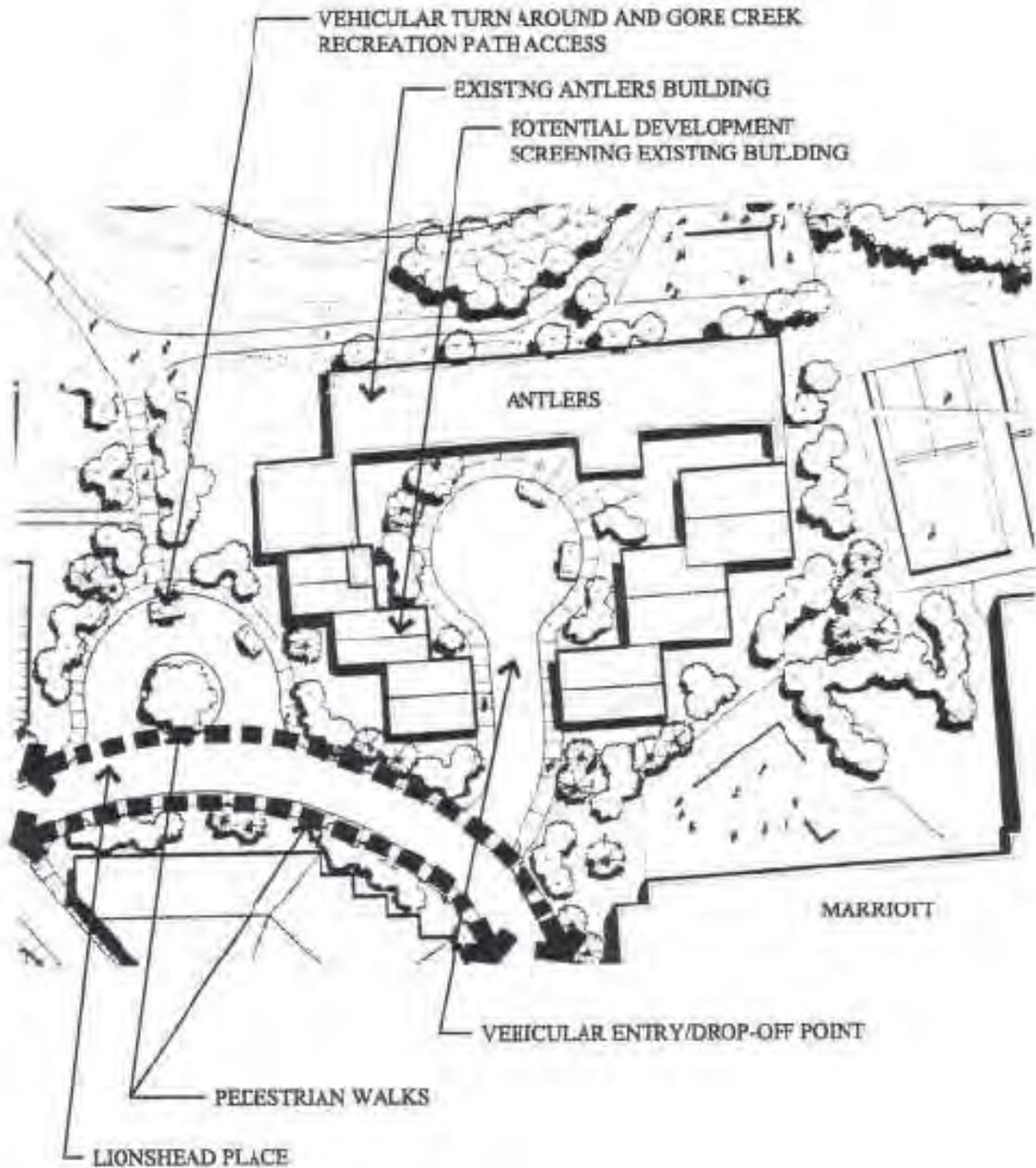


Figure 5-18 -Potential Antlers Condominium Redevelopment

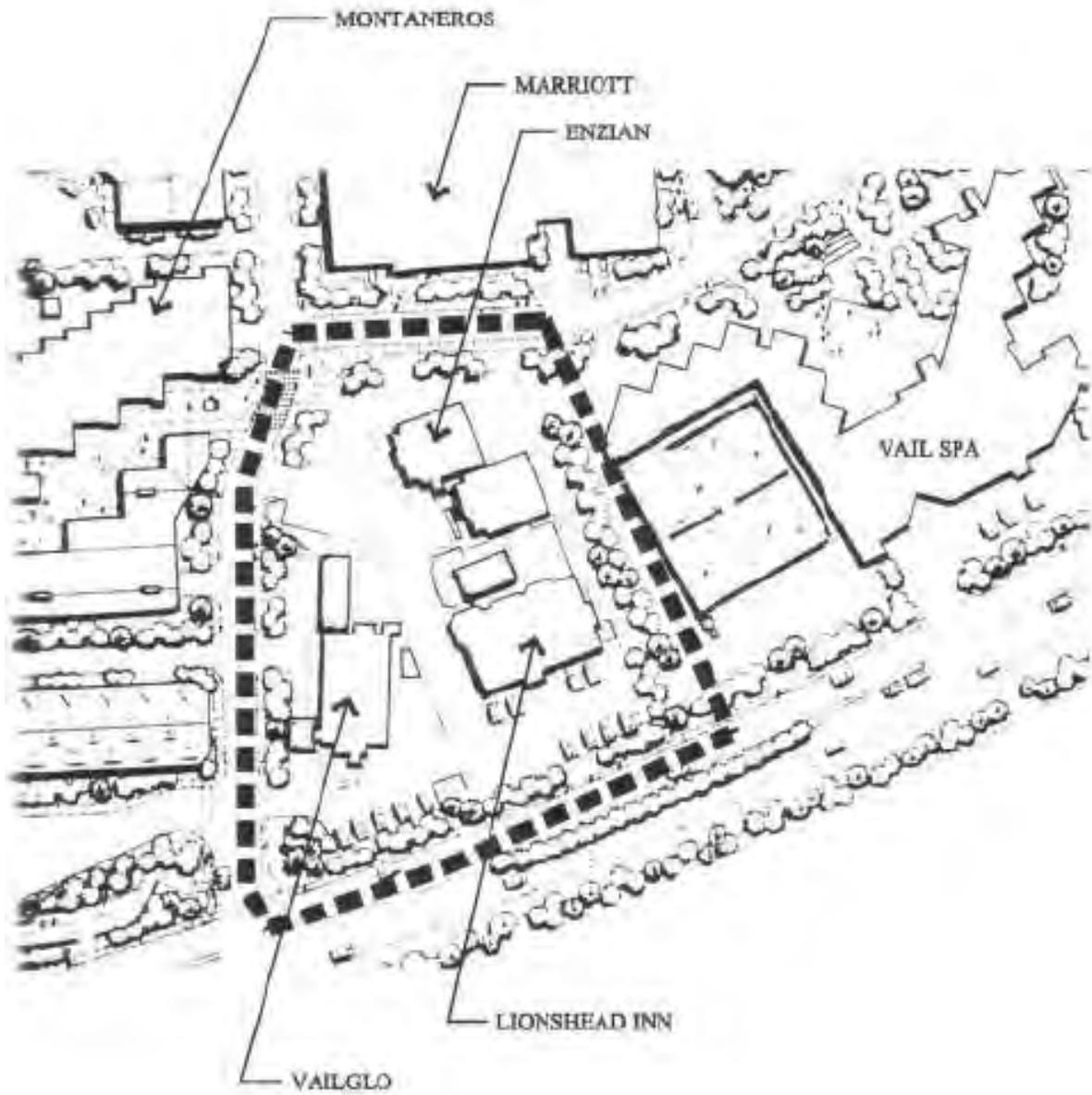


Figure 5-19- Lionshead Inn, Vailglo Lodge and The Enzian

### 5.16 Vail Spa

The Vail Spa's unique architectural style will be difficult to adapt to the new architectural design guidelines for Lionshead, and no attempt to do so is recommended. However, the Vail Spa has several developable areas on its property, notably its existing tennis courts. Any future development or redevelopment of this property should comply with the intent of the master plan and the design guidelines. If South Frontage Road is realigned, the length of West Lionshead Circle around the western end of the property will increase, opening an opportunity for infill development, possibly offices or other commercial use (see figure 5-20). In view of its close proximity to the frontage road, the Vail Spa must be involved in all discussions concerning future frontage road realignment or infill development.

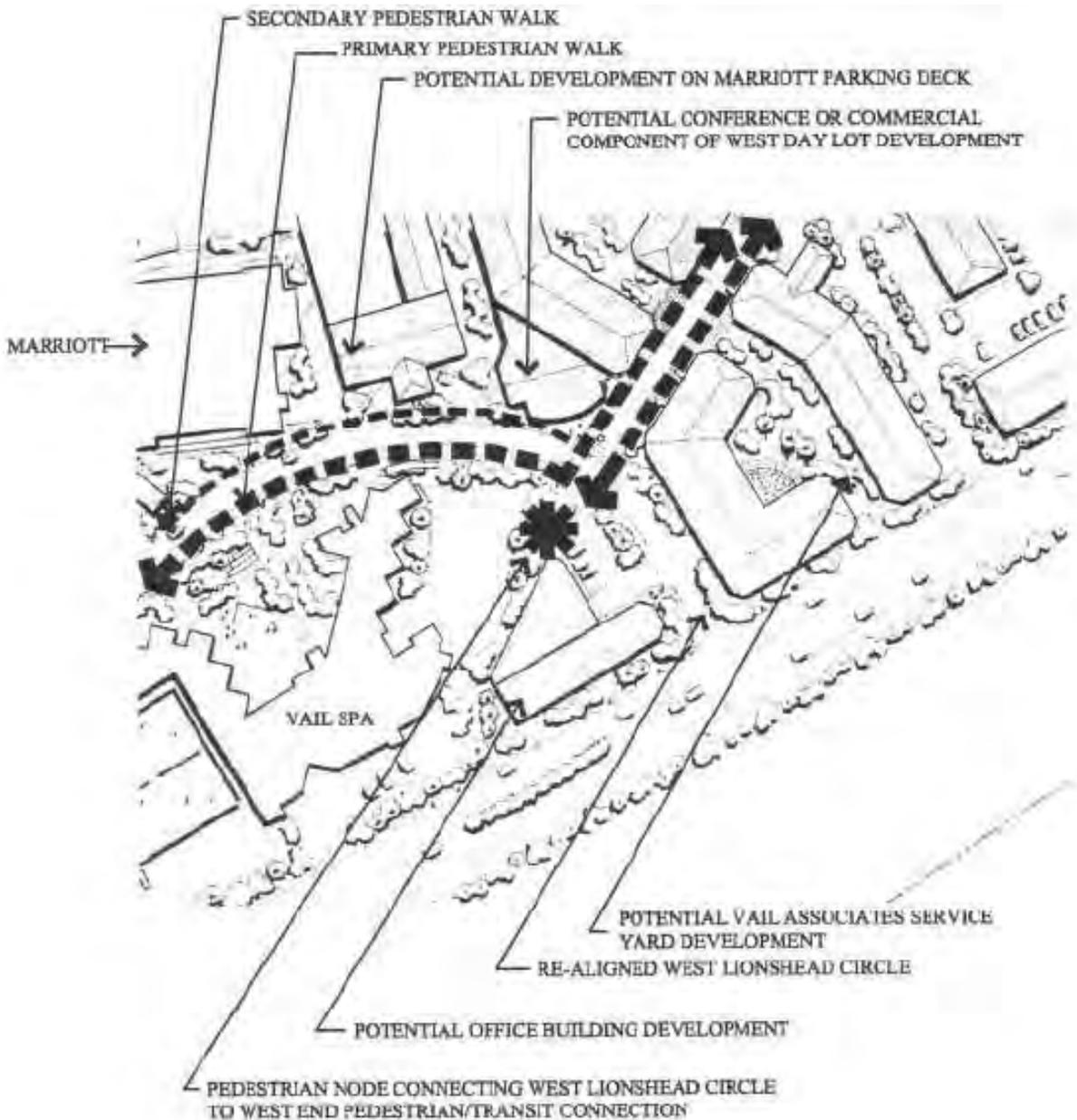


Figure 5-20

## 5.17 Ever Vail

Ever Vail is a 12.6 acre site located in West Lionshead (see Figure 5-21). Ever Vail includes the Vail Associates Service Yard, Holy Cross site, Vail Professional Building site, Cascade Crossings site, Glen Lyon Office Building site, and the former gas station site. The subject property is divided into two parcels within the Ever Vail Subdivision and should be zoned Lionshead Mixed Use 2 District. Ever Vail should be redeveloped to enhance and improve the guest and community experience and improve Vail Resorts' ability to service and maintain mountain facilities. Due to the large size of the development site, Ever Vail will likely be redeveloped in phases over time. Ever Vail should be a residential/mixed use hub that includes key components such as a ski lift (gondola), increased office space, new retail space, public parking, realignment of the frontage road, relocated mountain operations and maintenance yard, employee housing, a 100 plus room hotel, public transit facilities, a community recreation facility and improvements for connectivity with the rest of Lionshead and Cascade Village for pedestrians, bicycles and vehicles.



**Figure 5-21: Conceptual Ever Vail Site Plan**

### 5.17.1 South Frontage Road Realignment

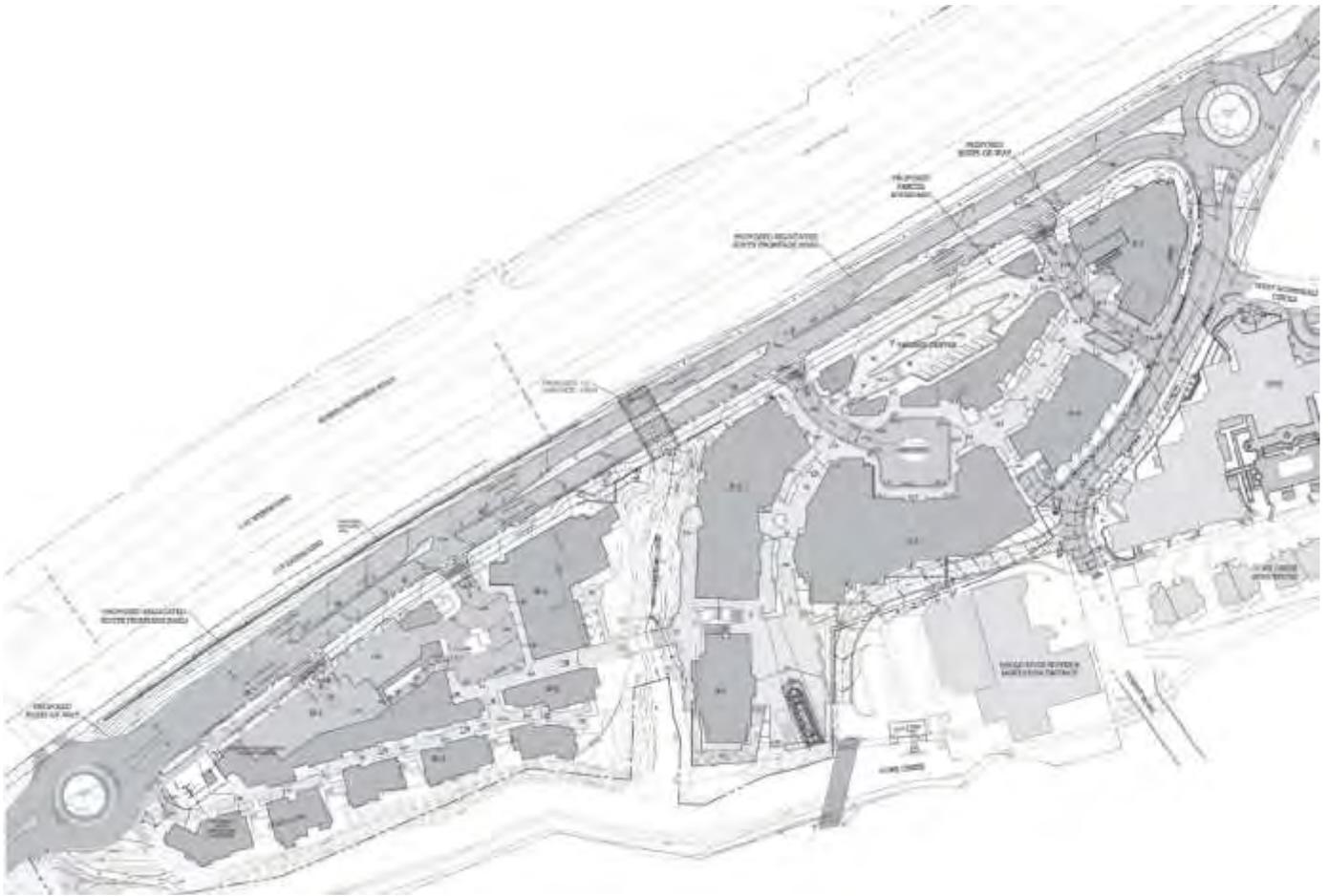
The relocation of the South Frontage Road in the Ever Vail area has been a concept embodied in this master plan since its adoption in 1998. Ever Vail includes the relocation and realignment of the South Frontage Road consistent with the recommended actions and policy objections found in sections 1.3.4 and 2.3.4. The South Frontage Road realignment should be relocated as detailed in the initial road relocation plans submitted to the Colorado Department of Transportation (CDOT) and as shown in figure 5-21a. Prior to the Town of Vail submitting the final plans for the relocation of the South Frontage Road to CDOT, the Town should reevaluate the design

to include a dedicated eastbound bike lane and a reduction in the width of the pedestrian/bike path on the south side of the relocated South Frontage Road. The relocated South Frontage Road includes a 2-lane roundabout at the eastern end of Ever Vail. This roundabout connects the relocated frontage road with the new extension of West Forest Road. Legal and physical access to the Eagle River Water and Sanitation District (ERWSD) site shall be provided by the Ever Vail property owners through Ever Vail to accommodate current uses and future development of the Eagle River Water and Sanitation District (ERWSD) property. On the South Frontage Road west of Ever Vail, a roundabout with a connection to the Simba Run underpass is anticipated and further described in section 4.6.6. The grades of the relocated South Frontage Road should be designed to accommodate the construction of the roundabout and Simba Run underpass (see figure 5-21b).

The greatest benefit of the realignment of the South Frontage Road is that it results in one contiguous development parcel and in doing so integrates the Maintenance Yard/Holy Cross site with the West Day Lot (Ritz-Carlton Residences) by removal of the barrier created by the existing South Frontage Road alignment. It also creates the best pedestrian environment possible in creating an extension of the Lionshead Retail area in that it provides the potential to establish a convenient and desirable pedestrian connection to the rest of Lionshead.



**Figure 5-21a: Conceptual Realignment of the South Frontage Road**



**Figure 5-21b: Conceptual Grading Plan for Frontage Road Realignment**

### **5.17.2 Vehicular Access and Circulation**

In keeping with Policy Objective 2.3.4, Improved Access and Circulation, of the Plan, opportunities for public transportation and vehicular circulation improvements shall be explored in conjunction with any future redevelopment of the South Frontage Road and interior roads within the redevelopment of the West Lionshead sites. Possible opportunities for improvements may include improved mass transit stops, relocated/reduced/shared points of entry/exiting, restricted access points, acceleration/deceleration lanes, roundabouts at major intersections, greater sight distances, dedicated turning lanes, landscaped medians and skier drop-off.

It is essential that Ever Vail provide safe and efficient access points from the road networks adjacent to the site. Legal and physical access to the ERWSD site shall be provided by Ever Vail property owners through Ever Vail to accommodate current uses and future development of the ERWSD property.

The design for the relocated South Frontage Road anticipates the construction of a roundabout that connects the South Frontage Road to the North Frontage Road via the Simba Run underpass. To accommodate this roundabout, the South Frontage Road will need to include retaining walls to facilitate a drop in elevation as it moves west (see

figure 5-21b). The Simba Run underpass will cross beneath I-70 and provide an additional connection between the north and south sides of Vail.

Ever Vail shall comply with the loading and delivery requirements of the Vail Town Code. Loading and delivery within Ever Vail shall comply with Section 4.7, Loading and Delivery, of this Master Plan. Service and delivery truck turning maneuvers shall not negatively impact traffic flow on the South Frontage Road, West Forest Road or Market Street. With a realignment of vehicular access points, attention should be given to the location of service and parking areas.

### **5.17.3 Parking**

Ever Vail shall be developed as a commercial core that includes mixed use development, pedestrian streets and plazas, direct access to transit options, bicycle and pedestrian connections and access to Vail Mountain. As a commercial core, Ever Vail should be incorporated into the Town's adopted commercial core parking areas, which allow for reduced parking requirements due to proximity to mixed use development. Ever Vail shall meet the parking requirements of the Vail Town Code. The appropriate parking requirements for ski lifts and other potential land uses that do not have a specified parking requirement will be determined by the Planning and Environmental Commission.

Section 2.4: Ground Rules for the Master Planning Process, states that there shall be no net loss of parking spaces now existing in Lionshead. Ever Vail must include parking spaces to offset displaced existing parking from the former gas station site and Maintenance Yard/ Holy Cross Site in accordance with section 4.8.1. These spaces are in addition to parking required by the Vail Town Code and any public parking spaces provided by Ever Vail.

Without including parking spaces required for the proposed gondola, as determined by the Planning and Environmental Commission, if any, Ever Vail shall include an additional 400 public parking spaces, as identified in section 4.1.5: West Lionshead – Residential/Mixed Use Hub. These spaces will address long-term public parking needs, including the Town's goal to eliminate parking from the South Frontage Road as further detailed in Section 4.8.3.3b of this master plan. During development and phasing of Ever Vail, there will be periods of time when surface parking lots and staging areas may be necessary to meet skier parking and construction needs. Surface parking lots shall not be maintained as a long-term solution to meeting parking demand. The construction of a portion of the additional 400 parking spaces should be explored by Vail Resorts and the Town of Vail, within Lionshead, in conjunction with the Ever Vail development.

Skier drop-off is an essential component of a successful ski portal. Skier drop-off at Ever Vail improves the guest's and local's experience. The transit facility in Ever Vail should accommodate 10 to 14 short-term or skier drop-off parking spaces. Short-term parking is a key aspect to community commercial uses, allowing customers to quickly and conveniently patronize establishments. Outside of skier drop-off and pick-up during

peak periods, these spaces could be utilized as short-term parking serving the commercial uses in close proximity, such as the grocery store.

Skier drop-off spaces are also envisioned in the parking structure on the west side of Ever Vail. Approximately 50 parking spaces should be available for short-term parking and skier drop-off when not in use for children's ski school activities, which traditionally occur one day per week in the winter. These short-term parking spaces, given their location approximately 500 feet from the gondola, would provide skier drop-off capacity in the event the short-term spaces in the transit facility are displaced due to expansion of bus activity.

#### **5.17.4 Public Transportation**

Public transportation is an essential element to successfully connect Ever Vail to other portals, neighborhoods, and down valley communities. Ever Vail needs to provide access for in-town bus service, outlying bus service, ECO Transit buses plus hotel and lodge shuttles.

Transit facilities are essential to facilitate the use of public transit, reduce parking demand and provide transit connections for employees living in Ever Vail. Adequate transit provides an opportunity for employees, skiers, visitors and residents to connect Ever Vail with other neighborhoods and communities. Ever Vail shall include a transit facility located adjacent to the relocated South Frontage Road pursuant to section 1.3.5, which recommends creating dispersed transit facilities in Lionshead. This facility shall be designed to accommodate the Town's outlying bus routes as well as regional bus routes within a covered facility on the ground floor. It is anticipated that the transit facility will accommodate a minimum of four bus bays. In the long-term and as necessary, the facility may transition to up to 12 buses utilizing a pull off on the South Frontage Road. The transit facilities are envisioned as a bus stop facility with very short dwell times.

An area accommodating up to two in-town buses should be located on the eastern end of Ever Vail (see figure 5-22). Ever Vail should also provide a hotel and lodge shuttle drop-off area to accommodate visitors from other locations within Vail. The drop-off area should be a surface location on the west side of Ever Vail. The bus stop and drop-off area shall be enhanced with shelters, benches, landscaping and other similar improvements.

#### **5.17.5 Gondola and Vail Mountain Portal**

Ever Vail shall include a gondola, which will transport visitors, guests, and residents to Vail Mountain. A gondola will make Ever Vail a mountain portal and will enhance the benefits of Ever Vail to guests, locals and employees. The gondola will be located adjacent to Gore Creek and will generally travel to the base of the current Chair 26 where a new mid-station will be located. The gondola will replace Chair 26 and generally terminate in the Eagle's Nest area of Vail Mountain. The gondola route will likely require easements and other approvals from the Town of Vail when the route crosses Town-owned properties.



Figure 5-22: Conceptual Transit Facility and Bus Stops



Figure 5-22a: Conceptual Transit and Vehicular Circulation



**Figure 5-22b: Conceptual Gondola and Mountain Portal**

#### **5.17.6 Pedestrian and Bike Access**

As compared to a separate, free-standing portal, Ever Vail is considered a part of the greater Lionshead area. In order for this area to be successful, it is important to have a strong pedestrian connection with the rest of Lionshead. Streetscape improvements including bike lanes or trails and sidewalks should be incorporated in any redevelopment along West Lionshead Circle and the South Frontage Road to improve the viability of mixed uses in Ever Vail. Improvements to street lighting, walking surfaces, trails, seating areas and public art that facilitate safe and attractive pedestrian and bike movement are strongly encouraged. Said improvements may necessitate the need for access easements through the sites. In the redevelopment of Ever Vail, pedestrian and bike connections shall be made to integrate with the rest of Lionshead and Cascade Village.

Pedestrian and bicycle enhancements shall include a new bridge connecting the Gore Creek Trail to Ever Vail, the redevelopment of the pedestrian bridge on the west side of Ever Vail, path enhancements to the Gore Creek Trail connection into Cascade Village, and a path connecting to the relocated South Frontage Road. All pedestrian path improvements must meet Town of Vail recreation path standards and provide a safe and attractive pedestrian and bike experience. The ability to traverse the site as a pedestrian or on a bicycle from west to east without the need to utilize an escalator, stairs or dismount should be considered in the design and evaluated in the context of all other bicycle and pedestrian connections. -

Pedestrian connections between Ever Vail and West Lionshead Circle shall be improved to provide safe and attractive pedestrian crossings. Improvements may include raised crosswalks, change in paving material, safe harbors, medians, and signage. See figure 5-22c for the conceptual pedestrian and bicycle circulation plan.



Figure 5-22c: Conceptual Pedestrian and Bicycle Circulation

### 5.17.7 Public Spaces and Plazas

Within Ever Vail, pedestrian plazas and walkways are essential to create an extension of Lionshead where pedestrianization has been a key element of success. Elements of successful public spaces include portals, edge definers, public space definers, landmarks and public art. These place-making elements improve pedestrian circulation and provide aesthetically pleasing places to congregate. They further enhance the livability of Ever Vail for employees, residents and guests. The creation of gateways and portals is encouraged as a basic component of redevelopment, especially in transition areas between different domains, or public, semi-public, and private areas. It is essential that public spaces and plazas are not shaded by buildings at peak use times. Further sun shade analysis will need to occur in order to ensure public spaces and plazas are not shaded and unwelcoming to users. Outdoor dining decks are encouraged to bridge the gap between public and private space and provide vibrancy to the adjacent streets, walkways and plazas as further detailed in section 4.10 of this Plan. Chapter 8, Architectural Design Guidelines, provides guidelines for these elements to ensure they are successfully implemented.

Elements of the natural environment need to interact with public spaces in order to connect the urban and natural environments. Within Ever Vail, the improvements to Red Sandstone Creek, as further detailed in section 5.17.10, will provide public spaces for recreation and congregation that connect Ever Vail with the natural environment, as recommended by section 1.3.3.

Provisions should be made for public access to streets, paths and plazas through easements or similar mechanisms to create a perceived public domain in Ever Vail. Additional dedications and/or easements are necessary to facilitate the use of property by the public.



**Figure 5-22d: Conceptual Plan For Plazas, Public Spaces and Connections**

### **5.17.8 Preservation of Existing Office and Retail Space**

Section 4.1.5: West Lionshead- Residential/Mixed Use Hub requires an increase in office space and no net loss of retail space in Ever Vail. Opportunities for increasing the square footage of office and retail beyond the existing conditions in Ever Vail shall be evaluated during the development review process. Currently, offices and businesses in Cascade Crossing, Vail Professional Building and the Glen Lyon Office Building offer a variety of local services and amenities, which is important to preserve with the redevelopment of Ever Vail. During the winter months, the proposed gondola in Ever Vail and the associated parking will generate significant pedestrian traffic and activity. However, consideration shall be given to how Ever Vail can be an active and vibrant place year-round.

One way this can be accomplished is the reinforcement of a well-crafted program of specialty retailers, offices, and restaurants that attract both tourists and local residents. Also, quality architecture and the creation of appealing outdoor spaces in and of itself will encourage people to visit this area. An active program of public art, residential

units that are used for “artists in residence” or a culinary school are examples of uses that could create a catalyst for activity. In conjunction with any application to develop a new ski lift, a market study which analyzes the appropriate amount of office/retail square footage shall be included in the redevelopment of Ever Vail. A fiscal and economic analysis was completed in December 2010 and is further discussed in section 5.17.9. Depending on the length of phasing, this report may need to be updated.

There is approximately 30,000 sq. ft. of office space and 15,000 sq. ft. of retail space within the Glen Lyon Office Building, Cascade Crossings, and Vail Professional Building properties. This office space should be replaced within Ever Vail on the parcel located east of Red Sandstone Creek to provide maximized connectivity of commercial uses to the rest of Lionshead. In order to implement this policy, Ever Vail should include at least 34,000 square feet of office space and 30,000 square feet of retail space.

### **5.17.9 Development Pattern, Program and Uses**

In December of 2010, a Fiscal and Economic Analysis of Ever Vail was prepared by Economic Planning Systems. The analysis found that Ever Vail will likely produce positive fiscal and economic benefits to the Town. Ever Vail should reflect the recommendations of this analysis, namely that retail and restaurant space should be limited to approximately 55,000 to 65,000 square feet in order to create an economically viable commercial project complementary to the existing core commercial areas in Vail. Additional recommendations include the provision of hot beds, meeting space and a grocery store in Ever Vail.

The land uses envisioned within Ever Vail are those allowed by the Lionshead Mixed Use 2 zone district. Ever Vail will include multiple separate above-grade buildings constructed above two below-grade structures with the bulk and mass conceptually shown in figure 5-23 below.



**Figure 5-23: Conceptual Bulk and Mass of Ever Vail**

The overall development program for Ever Vail is envisioned to contain the following land uses:

| <b>Use</b>                                  | <b>Number</b>              | <b>Range of Square Feet (gross)</b> |
|---|----------------------------|-------------------------------------|
| <b>Dwelling Units</b>                       | <b>350-450</b>             | <b>500,000-800,000</b>              |
| <b>Accommodation Units</b>                  | <b>100-120</b>             | <b>90,000-100,000</b>               |
| <b>Employee Housing Units</b>               | <b>35-45</b>               | <b>40,000-60,000</b>                |
| <b>Office</b>                               | <b>3-12 establishments</b> | <b>30,000-40,000</b>                |
| <b>Retail</b>                               | <b>5-10 establishments</b> | <b>30,000-35,000</b>                |
| <b>Eating and Drinking Establishment</b>    | <b>3-6 establishments</b>  | <b>20,000-30,000</b>                |
| <b>Spa</b>                                  | <b>1-2 establishments</b>  | <b>8,000-15,000</b>                 |
| <b>Skier Services / Recreation Facility</b> | <b>1-2 establishments</b>  | <b>10,000-15,000</b>                |

Ever Vail west of Red Sandstone Creek should be a residential neighborhood devoid of extensive retail or restaurant uses. However, several non-residential uses should be located on the west side, including, but not limited to, public parking, a space for community recreational activities, a children’s ski program meeting area, and other ancillary resort related uses. The concentration of residential land uses on the west side of Ever Vail will serve as a population base for the commercial components within the east side of Ever Vail and for other commercial core areas.

In furtherance of Policy Objectives 2.3.2 and 2.3.3, Ever Vail shall include a hotel and a 10,000-15,000 square foot grocery store. These uses were identified in the economic and fiscal analysis as critical elements to the success of Ever Vail. A hotel brings life and energy to Ever Vail and improves the Town’s inventory of "live" or "hot" beds, producing increased revenue to the Town. A nightclub or other entertainment facility would be a good addition to the east side of Ever Vail to provide a year-round use that has largely disappeared with the redevelopment of other properties in Town.

Ever Vail provides an opportunity to relocate the Vail Resorts warehousing, office, and vehicle/snowcat maintenance facilities currently located on the property to a below-grade facility connecting to the snowcat access bridge and trail to Vail Mountain. An alternative location for these facilities is on Vail Mountain instead of within Ever Vail.

A number of conditional land uses may be appropriate in Ever Vail, subject to the approval of conditional use permits. These uses may include a ski lift (gondola), public parking facilities, conference and meeting rooms, residential uses on the first floor, recreational uses, and office uses. As identified in section 4.1.5, a ski lift is envisioned as a catalyst for the redevelopment of this site and more specifically, for the development of a structured public parking facility.

#### **5.17.10 Relationship to Red Sandstone Creek and Gore Creek**

Red Sandstone Creek and Gore Creek abut the Ever Vail project. The realignment of the South Frontage Road provides increased opportunity to enhance these streams as community resources. Portions of Red Sandstone Creek and Gore Creek shall be enhanced with the preservation of wetland areas and enhancements to make these areas

community resources of Ever Vail and the Town (see figure 5-24). In conjunction with the review of a specific plan for Red Sandstone and Gore Creeks Town reviewing authorities should consider to what extent it is appropriate to locate improvements such as walkways and bridges in these riparian corridors verses allowing the creeks to remain in a more natural state. The project will preserve large trees and the relocate others where practical (see figure 5-24a). While the natural riparian corridor of these streams needs to remain protected and preserved, the physical and visual relationships and



references between adjacent development and the stream tract should be strengthened. Improved public access and utilization of Gore Creek and Red Sandstone Creek for fishing and other recreational purposes is strongly encouraged to create a catalyst for activity and enjoyment of the streams in furtherance of Policy Objective 2.3.2 and as recommended by section 1.3.3. Enhancements such as stream bank stabilization/ beautification, natural stream drop structures, interactive low flow areas and general improvements for wetlands and wildlife habitat are strongly encouraged. Any modification or enhancement to the creek corridor shall be subject to U.S. Army Corp of Engineers and Town of Vail approval. Development impacts imposed upon the creeks shall be mitigated. The stream health of Red Sandstone Creek during and post-construction shall not be degraded below pre-construction levels. The determination of steam health shall be measured for the extents of the Ever Vail project and not include impacts of development north of the interstate. Indicators of stream health can include, but not be limited to, aquatic life, suspended sediment, concentration of various elements, etc.

Ever Vail shall include a public open space easement along Red Sandstone Creek generally following the 100-year floodplain line, as recommended by the Town's Comprehensive Open Lands Plan and in furtherance of Policy Objective 2.3.3: Vitality and Amenities. This open space easement also implements the recommended actions of section 1.3.3 by improving connections with the natural environment and by creating green landscape corridors that penetrate into the Lionshead environment.

**Figure 5-24: Red Sandstone and Gore Creek Improvements**



**Figure 5-24a: Conceptual Tree Preservation and Relocation Plan**

**5.17.11 Employee Housing**

Employee housing has been identified as critical need within the Town of Vail. Employee housing provides an employee base within close proximity to jobs. Employee housing within the Town provides environmental, social and economic benefits including reduced traffic, increased transit use, improved livability and a strengthened sense of community.

Section 4.9.4.3 West Lionshead identifies Ever Vail as an appropriate site to create dispersed employee housing opportunities for permanent local residents. Ever Vail is an appropriate site for employee housing due to its proximity to jobs, Vail Mountain, transit and the commercial cores. Community commercial uses, such as the grocery store, should be included in Ever Vail to accommodate the needs of employees living on site.

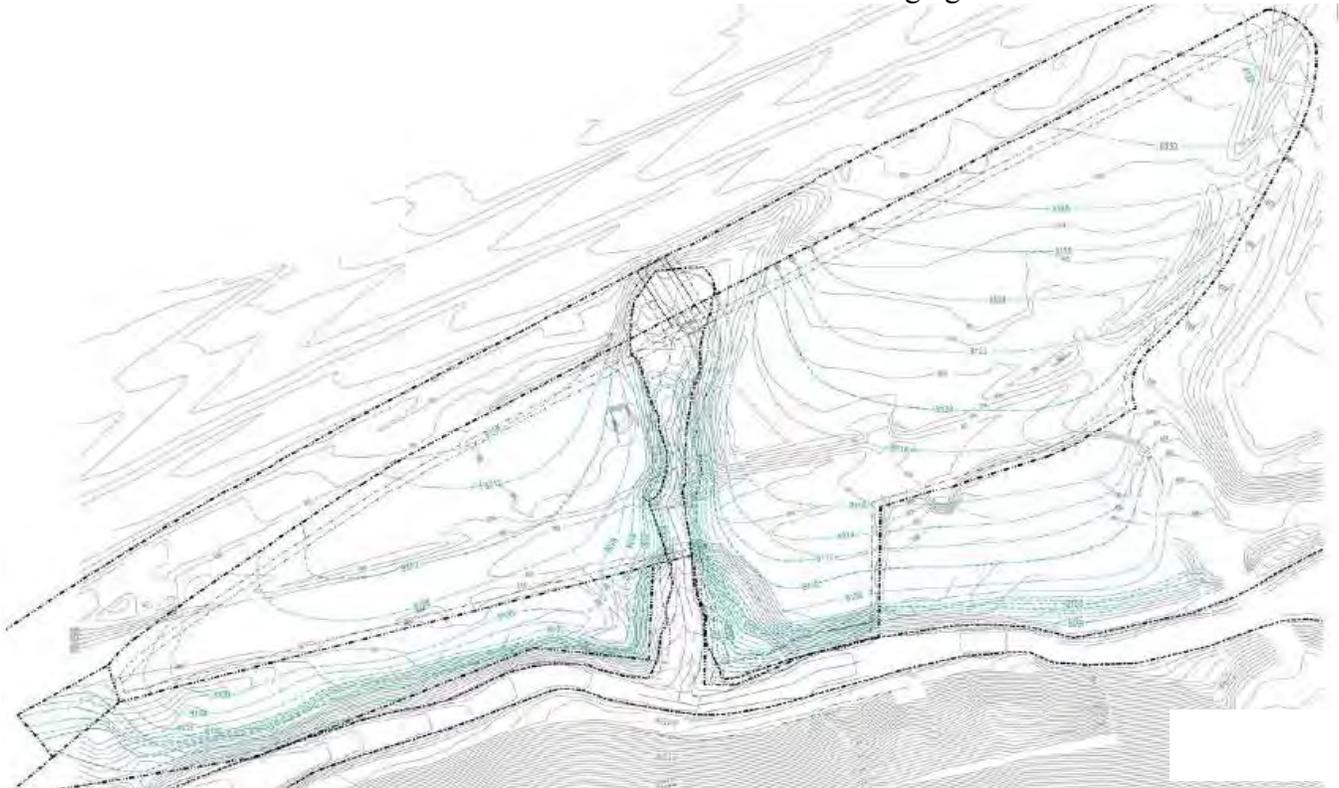
Ever Vail shall meet the adopted Commercial Linkage and Inclusionary Zoning regulations to mitigate the development impact of employee generation. The provision of on-site employee housing must be coordinated with the Ever Vail construction phasing plan.

## 5.17.12 Development Standards

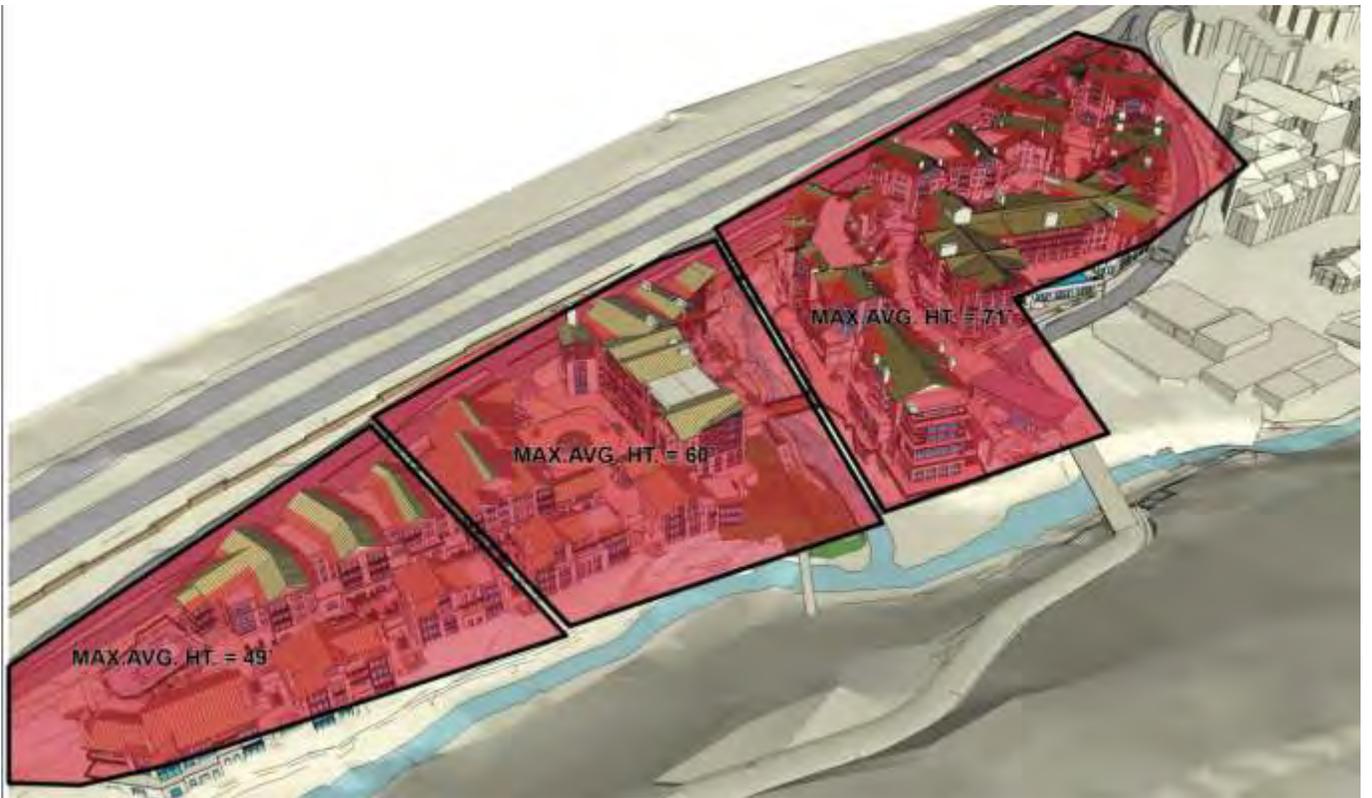
### 5.17.12.1 Building Height

Buildings in Ever Vail shall comply with the height limits of the Lionshead Mixed Use 2 District. Notwithstanding the height allowances of zoning, buildings shall generally “step down” as they approach Gore Creek and the western end of Ever Vail (see figures 5-25, 5-25a and 5-25b). Buildings along Gore Creek and the western end of Ever Vail shall express no more than two to three stories before “stepping back” to taller building mass. All buildings shall be articulated to avoid large expanses of shear/unbroken wall planes, as per section 8.4.2.3.

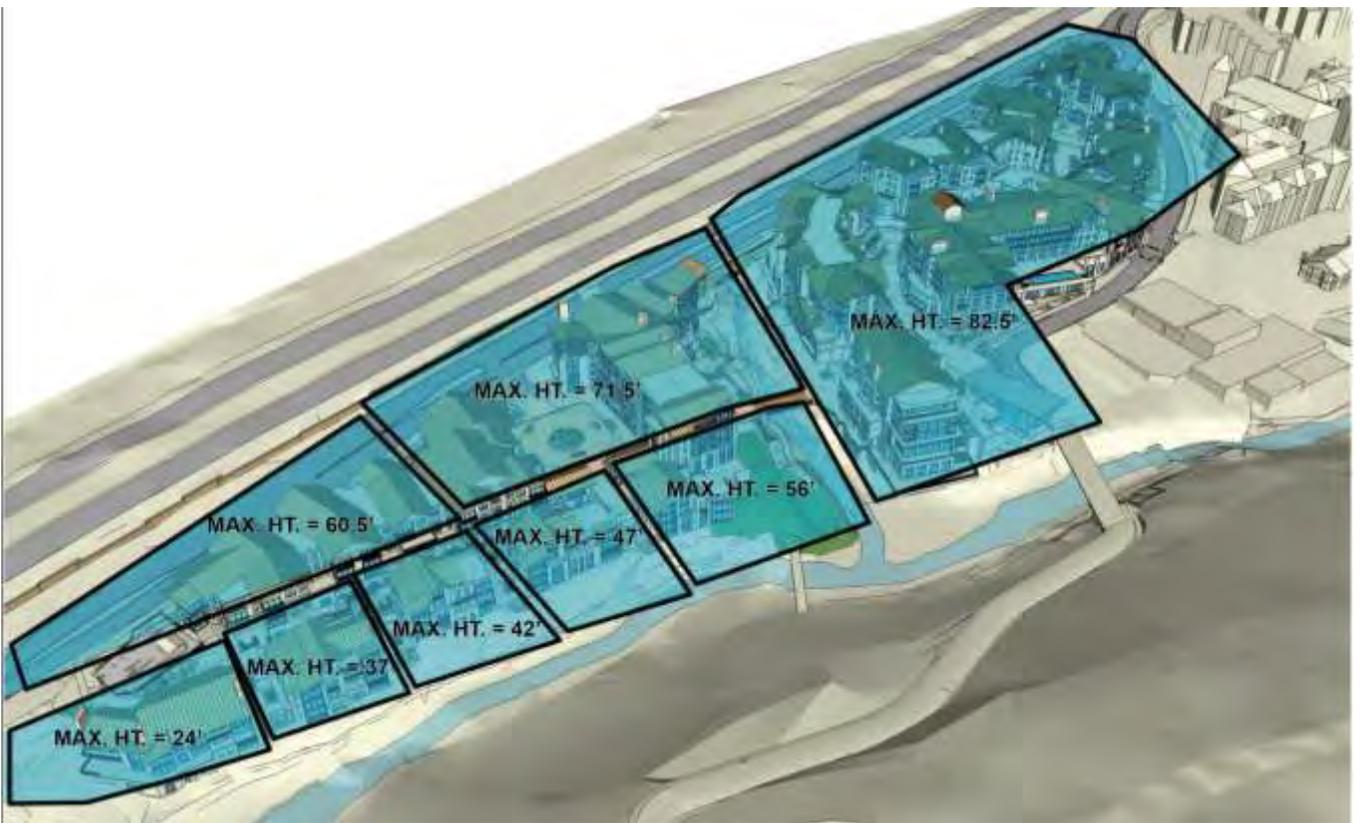
The pedestrian area connecting the transit facility on the north end of Ever Vail to the gondola on the south end of Ever Vail shall be considered a Primary Retail Pedestrian Frontage for the purpose of measuring building height and “step backs” as described in section 8.4.2.3 of the design guidelines.



**Figure 5-25: Conceptual Interpolated Grade Plan**



**Figure 5-25a: Maximum Average Height Plan**



**Figure 5-25b: Maximum Height Plan**

### 5.17.12.2 Setbacks

Setbacks are necessary to provide a buffer between Ever Vail and adjacent properties. Setbacks provide areas for landscaping, public art and other improvements that help reduce the scale of buildings and further connect the urban and natural environments. Along the South Frontage Road, the above-grade setbacks should be significant enough to accommodate mature trees to buffer Ever Vail from the South Frontage Road and I-70. Trees and other landscaping must be integrated into the Ever Vail setbacks rather than only in adjacent street right-of-ways in order to ensure landscaping remains should the right-of-way be utilized for roads or utilities.

To facilitate subterranean parking structures, below-grade setbacks could approach the Ever Vail property boundaries. Shoring may need to occur on adjacent properties. However, footings and foundations, etc. should be located within the Ever Vail property boundaries.

Because Ever Vail is one development site, zoning only dictates the setbacks around the perimeter of Ever Vail and does not regulate the separation of buildings internal to the site. Special attention should be paid to the sun shade analysis to ensure that buildings have adequate separation and allow sunlight to penetrate public outdoor spaces such as walkways and plazas. Figure 5-25c depicts the spatial relationships between buildings, setbacks and landscaping.



**Figure 5-25c: Conceptual Landscaping Plan**

### 5.17.12.3 Landscaping

Landscaping serves many purposes, including the provision of shade, aesthetic enhancement, storm water management and a connection to the natural environment. Landscaped areas also provide snow storage, seating areas and visual variation.

It is recognized that Ever Vail may include extensive below-grade building site coverage. Landscaping installed over underground structures may be calculated as landscape area when it is permanent and provides adequate soil depth to allow vegetation maturity. However, landscaping over underground structures does not contribute adequately to stormwater management and additional measures will need to be taken to address this issue. Non-permanent landscaping such as potted plants have proven to be ineffective in achieving the intent of the Town's landscaping requirements and are strongly discouraged.

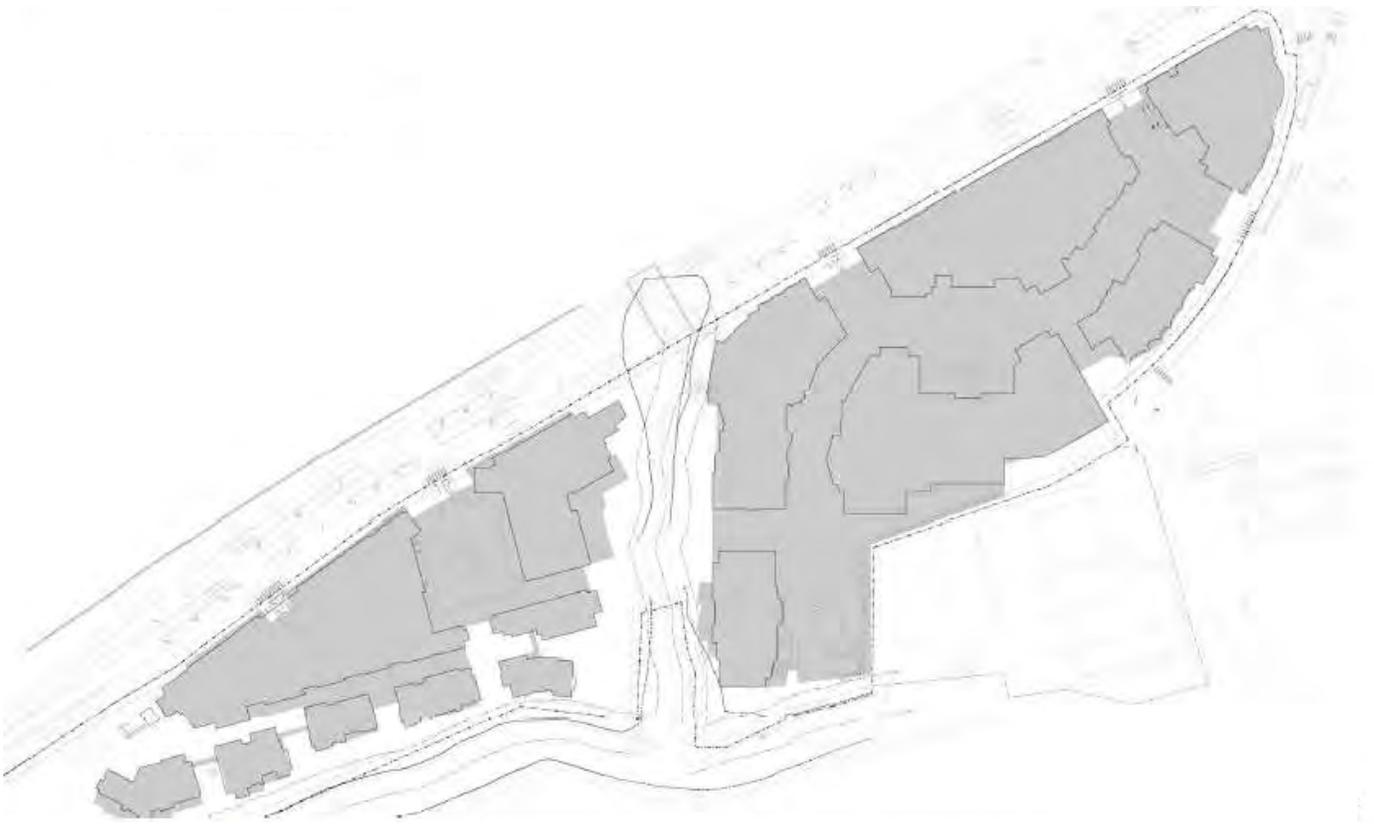
Mature trees mitigate the visual impacts of buildings. Large trees should be planted on the north end of Ever Vail to provide a buffer along the South Frontage Road. It is understood that in order to relocate the South Frontage Road and to develop Ever Vail, existing trees will need to be removed. Where possible, existing trees should be relocated rather than removed.



**Figure 5-25d: Conceptual Landscape Plan**

#### 5.17.12.4 Site Coverage

Redevelopment in Lionshead has commonly included below-grade structures to facilitate subterranean parking, storage and loading and delivery. Often, the footprint of these below-grade structures is larger than the buildings constructed above. Ever Vail may include two below-grade parking structures that will constitute the majority of the site coverage on the site. The anticipated Ever Vail site coverage is further depicted in figure 5-25e.



**Figure 5-25e: Conceptual Site Coverage**

#### 5.17.13 Architectural Improvements

The architectural design guidelines (Chapter 8) discuss several transition tools that can be used to adapt an existing building to the new character and architectural quality desired for Lionshead. Given the high visibility of the buildings in Ever Vail and the extent to which they influence the quality of the experience of passers-by, all future development of the sites should be closely scrutinized for compliance with the applicable architectural design guidelines.

The architectural design guidelines identify the architectural qualities desired in Lionshead. Ever Vail should have a unique architectural character that may be a contemporary expression of alpine architecture. It should nevertheless compliment the materials, forms and style of more traditional Vail architecture.

For properties that are east of Red Sandstone Creek, in West Lionshead, higher densities and building heights may be appropriate, particularly to encourage the development of employee housing. However, any development must meet the overall character and visual intent of this master plan and be compatible with the adjacent existing development of the Ritz-Carlton Residences and the Vail Spa.

#### **5.17.14 Green Building**

The Town has adopted an Environmental Strategic Plan that outlines goals, objectives and policies to promote green building. Ever Vail shall incorporate green building principles and techniques. Ever Vail should be designed, constructed and operated to achieve green design principles. To accomplish green building, it may be necessary to provide flexibility from Chapter 8: Architectural Design Guidelines. For example, flat roof areas may be incorporated more than typically permitted to allow space for solar energy devices.

#### **5.18 Old Town Shops**

The old town shops site had been targeted for a variety of uses throughout the master planning process, including employee housing, expansion of the Vail sanitation plant, and Vail Associates mountain services. These uses were thought to be appropriate for the site, but it was recognized they were all not compatible. In 2003 the Eagle River Water and Sanitation District purchased the old town shops site. The site was redeveloped with a surface parking lot. Additionally, in 2004 Vail Resorts constructed a bridge across the Gore Creek from this site to provide possible future mountain operations access to Vail Mountain.

#### **5.19 Evergreen Lodge at Vail**

The Evergreen Lodge is located directly east of the Middle Creek Stream Tract and is bordered to the north by the South Frontage Road, to the south by the Vail Valley Medical Center, and to the east by the WestStar Bank office building. The lot area is 114,337 square feet or 2.625 acres. Physical improvements that currently exist on the site are a nine story stucco hotel/condominium structure with an adjoining two-story hotel facilities wing, two below-grade structured parking garages, and paved surface parking. The nine story structure has a predominant east-west orientation along the southerly edge of the site while the facilities wing has a north-south orientation along the western edge of the site. The eastern parking garage is utilized by the Vail Valley Medical Center for employee parking and is accessed from the South Frontage Road through a shared entry/exit with the WestStar Bank office building.

Opportunities for future improvements and upgrades include:

- Creation of more underground parking;
- Architectural enhancements consistent with the Lionshead Architectural Design Guidelines;
- Improved exterior lighting;
- Coordinated vehicular access;
- Improved streetscape and landscaping along the South Frontage Road;
- Improved pedestrian circulation; and
- Upgraded and expanded hotel accommodations and amenities

### **5.19.1 Pedestrian Access**

Pedestrian access should be upgraded to provide a safe and attractive pedestrian connection from the South Frontage Road, through the Evergreen Lodge development site, to West Meadow Drive with a continuous pedestrian/bicycle path along the South Frontage Road, as depicted on Map T herein. A gravel path connecting the South Frontage Road to the paved pedestrian path located on the east side of the Dobson Ice Arena presently exists along the south side of the property. This path, while functional, receives little, if any, regular maintenance and includes a railroad tie set of stairs that is unsafe and in disrepair. There are currently no pedestrian improvements located along the South Frontage Road. Though no improvements exist, a fair number of pedestrians use the southerly edge of the South Frontage Road when entering or exiting the site. In order to improve pedestrian access and safety, it is recommended that future redevelopment of the site includes the construction of a continuous pedestrian/bicycle path along the South Frontage Road and that the existing gravel path along the southerly edge of the site be improved and regularly maintained. Said improvements may necessitate the need for pedestrian access easements through the site.

### **5.19.2 South Frontage Road Improvements and Vehicular Access**

The site is currently accessed by vehicles off of the South Frontage Road from two, full movement, two-way access points. The current location of these access points relative to the existing access points for the WestStar Bank Building, Vail Valley Medical Center parking structure, Town of Vail Municipal Buildings, and potential future access points to the Vail Valley Medical Center and Vail International Building results in undesirable traffic flow and turning movements creating traffic safety and capacity concerns. In keeping with Policy Objective 2.3.4, Improved Access and Circulation, of the Plan, opportunities for public transportation and vehicular circulation improvements should be explored in conjunction with any future redevelopment of the site. Possible opportunities for improvements may include, an improved mass transit stop, relocated/reduced/shared points of entry/exiting, restricted access points, acceleration/deceleration lanes, greater sight distances, dedicated turning lanes and landscaped medians, and the evaluation and possible implementation of an intersection solution, such as a roundabout.

### **5.19.3 Preservation of Existing Accommodation Units**

The Evergreen Lodge presently contains 128 short term accommodation units. In addition, The Evergreen Lodge also contains a restaurant, lounge, spa, and meeting space facilities incidental to the operation of the Lodge. Given the importance and need for short term accommodations to the vitality and success of the community, any future redevelopment of the site shall ensure the preservation of short term accommodation units on the site. The preservation of short term accommodations should focus on maintaining the number of existing hotel beds and the amount of gross residential square footage on the site as well as requiring the preservation of 128 accommodation units. With this in mind, the quality of the existing accommodation unit room could be upgraded and the rooms could be reconfigured to create multi-room suites. In no instance, however, should the amount of gross residential floor area devoted to accommodation units be reduced. In fact, opportunities for increasing the number of accommodation units beyond the existing 128 units already on-site should be evaluated during the development review process. For example, the construction of “attached

accommodation units”, as defined in the Zoning Regulations, could significantly increase the availability of short term rental opportunities within the building.

#### **5.19.4 Impacts on Middle Creek Stream Tract**

The Middle Creek Stream Tract lies to the west of the Evergreen Lodge. The Tract is owned by the Town of Vail. The tract is heavily vegetated with several substantial deciduous trees and a significant lower layer of underbrush. Although the site borders the Middle Creek Stream Tract, there is no significant amount of quality vegetation on the site, and the parcel lies out of the 100-year flood plain. As currently configured, opportunities exist to better recognize the benefits of creekside development. While the natural riparian corridor of Middle Creek needs to remain protected and preserved, the physical and visual relationships and references between adjacent development and the stream tract should be strengthened. An opportunity exists to create a significant connection between the Evergreen Lodge and Middle Creek. Any use of Middle Creek for aesthetic or recreational purposes, however, should be subordinate to the preservation of the natural riparian corridor and its inherent natural character. The Middle Creek Stream Tract may provide an opportunity for the construction of a recreational path connecting the South Frontage Road to the existing pedestrian paths at the Dobson Ice Arena.

#### **5.19.5 Relationship to the Vail Valley Medical Center and the proposed Vail Civic Center**

Perhaps the most critical functional relationship is the need to coordinate any future development on the Evergreen Lodge site with the Vail Valley Medical Center. For example, every effort should be taken to ensure that future development on the Evergreen Lodge site does not preclude the Vail Valley Medical Center from reconfiguring the design of the medical center to eliminate vehicular access off of West Meadow Drive and relocate the access to the South Frontage Road. Additional opportunities may include, shared service and delivery facilities, grading and site improvements, shared parking, pedestrian pathway connections, and land exchanges.

#### **5.19.6 Service and Delivery**

Service and delivery functions for the hotel are accommodated on grade from the westerly entrance. Service and delivery for the Evergreen Lodge should occur underground or be hidden from public view. Service and delivery truck turning maneuvering should not negatively impact traffic flow on the South Frontage Road. With a realignment of the vehicular access points, attention should be given to the location of service and parking areas. An additional level of structured parking at the current Frontage Road level would help to minimize the apparent height of the existing or future structures, decrease the grade at existing access points, increase the amount of landscaping on the surface of the structure, and hide service functions below grade.

#### **5.19.7 Setbacks from the South Frontage Road**

Special consideration should be given to the setback of buildings from the South Frontage Road. Pursuant to the Lionshead Mixed Use -1 zone district setback standards, a minimum 10-foot (10’) setback is allowed. Given the relationship of the development site to the South Frontage Road, the need for adequate area for vehicular traffic circulation, the importance of a landscape area to visually screen the massing of the building, and the existence of a 30-foot wide utility easement along the southerly

edge of the South Frontage Road, the minimum required front setback for the Evergreen Lodge development site shall be thirty feet (30'). This increased setback requirement shall supersede the 10-foot setback requirement prescribed in Section 12-7H-10, Setbacks, Vail Town Code.

#### **5.19.8 Architectural Improvements**

The architectural design guidelines (Chapter 8) discuss several transition tools that can be used to adapt an existing building to the new character and architectural quality desired for Lionshead. Given the high visibility of the buildings on this site and the extent to which they influence the quality of the experience of passers-by, all future development on the site should be closely scrutinized for compliance with the applicable architectural design guidelines.

#### **5.19.9 Public Transit Stop**

A public transit stop is presently located east of the WestStar Bank Building, across the street from the Town Municipal offices. Through the future redevelopment of the Evergreen Lodge and the Vail Valley Medical Center, an opportunity exists to potentially relocate the transit stop to a more optimal location.

### **5.20 Eagle River Water and Sanitation District (ERWSD)**

While this parcel would certainly be a viable development site, the costs to relocate current uses at this site, particularly the treatment facilities, are significant. For this reason it is assumed that the waste water treatment facilities will remain in their existing location. ERWSD property is located within West Lionshead adjacent to Ever Vail. Legal and physical access to the ERWSD site shall be provided by the Ever Vail property owners through Ever Vail to accommodate current uses and future development of the ERWSD property. Future redevelopment should consider the preservation of the view from the Ever Vail gondola plaza east across the ERWSD site to the Gore Range.

## CHAPTER 6: SITE DESIGN GUIDELINES

Chapters four and five identified important public spaces and pedestrian corridors that together define the underlying structure of Lionshead and form essential connections between the district's primary destinations. This chapter on site design guidelines describes the detailed elements that lend character and quality to the overall fabric of public spaces. The master plan envisions a hierarchy of pedestrian spaces and, as outlined in this chapter, demands increasing attention to detailing in areas where public use will be more intense. Any projects or situations that do not fall within the framework described below shall conform to the existing Town of Vail regulations.

### 6.1 Primary Pedestrian Mall

The *primary pedestrian mall* is a heavily utilized pedestrian street or corridor characterized by ground level retail frontage on both sides. In Lionshead today, the pedestrian/ retail core area meets this definition. Areas within the primary mall (see Map P) shall conform to the Architectural Design Guidelines regarding building setbacks and build-to lines on a primary retail/ pedestrian street.

#### 6.1.1 Spatial Proportions

The appropriate dimensions of pedestrian nodes, plazas and corridors will vary depending upon the intended function and character of the space, the proportions of buildings at the edge, and exposure to views and sun. On double-sided retail streets, it is generally desirable that pedestrians are able to see storefronts on both sides of the street.

#### 6.1.2 Pedestrian Surfaces

Pavement in the primary pedestrian mall should be snowmelted. Consistency in paving materials is recommended, but variations in paving patterns are encouraged to define spaces, transitions, and predominant traffic flow patterns. Refer to the Vail Streetscape Master Plan for recommended materials and design.

#### 6.1.3 Site Furnishings

Site furnishings such as benches, seatwalls, trash receptacles and bicycle racks are essential to increase the level of activity in the primary pedestrian mall. Seating areas should be located where there are interesting view relationships with adjacent activities, people passing by, or special scenery. Seating should be concentrated at the edges of activity areas, slightly set back from the flow of pedestrian traffic. North facing walls and consistently shady areas are generally less desirable than sunny places for seating, although it is important to give people places to sit in the shade if they desire. The design and appearance of site furnishings should be consistent throughout the primary pedestrian environment.

#### 6.1.4 Lighting

Site lighting is encouraged in the primary pedestrian environment to make evening use safe and comfortable. Lighting must be shielded so as not to create a nuisance for upper level residential units. Where possible, site lighting should be incorporated into the adjacent architecture that defines the space. Variation in the light level to create pools of light is encouraged. Accent lighting (such as bollards, uplights, and tree-mounted

lights) is encouraged at seating areas, grade transition areas, and other focal points. The design of fixtures and the color of light they emit (lamp type) should be consistent throughout the pedestrian environment. Fixtures should avoid cold or blue light; warmer or yellow light, such as from incandescent lamps, is preferred. The standard village fixture specified in the Streetscape Master Plan is recommended.

### **6.1.5 Signage**

Creativity is encouraged in individual retail business signage. Ordinary stock or prefabricated signage should be avoided in favor of custom designed and fabricated artisan signage. Consistent directional and identity signage installed by the Town of Vail is recommended at all intersections, portals and gateways in the retail environment and at all pedestrian points of entry to the core. Pedestrian directional signage should be attractive and understated, visually accessible and clear.

### **6.1.6 Landscaping**

Because the primary pedestrian/ retail mall is a more urban environment, landscaping will be less intensive than in more open pedestrian areas. Landscape areas should be used to provide accent, shade, and spatial definition around activity areas, decks, and the edges of plazas. Transparent landscape materials such as aspens and other deciduous trees are preferred. Dense screening trees such as spruce should be used only in accent situations; landscape screening should not be necessary in a cohesive, well designed retail environment. Great care must be taken not to create barriers between the pedestrian flow and the retail storefronts. Landscaping also can be used to create niches and quiet areas out of the main flow of pedestrian traffic, as well as to focus views and provide focal points. To the extent possible, development and redevelopment projects should endeavor to relocate existing trees on site that otherwise would be cut down.

### **6.1.7 Artwork**

An objective of the community is to enhance the beauty of our environment by incorporating quality visual art in highly accessible and visible places, both privately and publicly owned, for the enjoyment of residents and guests. The master plan encourages art installations as permanent elements integral to the design of exterior spaces, architectural components, site furnishings, and paving. Artistic site furnishings and accessories could include, but are not limited to, benches, railings, bike racks, ski racks, signage, trash receptacles, lighting and utilities. Art is particularly effective in activity areas, at entrances, at the intersections of pedestrian corridors, and where views terminate. Art that is interesting and specific to the regional context of the valley is encouraged. *Interactive* artwork that can be enjoyed by both children and adults, such as found in the Boulder pedestrian retail mall, is highly encouraged. Artwork accessible to the public must be constructed of durable materials and be easy to maintain. The Design Review Board reviews artwork that is integral to structures or is displayed on private property. The Art in Public Places Board reviews proposals for art installations on public rights-of-way. Refer to the Vail Art in Public Places program *Policies and Guidelines* and the Vail Art Master Plan for further information.

### **6.1.8 Diversification of Activity in the Public Right-of-Way**

It is a fundamental goal of the master plan to intensify the level of activity in Lionshead's primary pedestrian mall area. Activities such as outdoor eating, childrens' play, and special event merchandising are encouraged to diversify the opportunities for recreation and enjoyment in the mall. Proposals by private businesses to use the public right-of-way for these activities are reviewed by the Town's Planning and Environmental Commission and Design Review Board.

## **6.2 Secondary Pedestrian Mall**

The *secondary pedestrian mall* area, like the primary, occurs adjacent to ground floor retail frontage. Unlike the primary mall, however, these areas are not located where pedestrian flow is most intense; they tend instead to be alcoves and smaller, more intimate spaces slightly removed from the primary pedestrian environment.

### **6.2.1 Pedestrian Surfaces**

Snowmelting is optional in secondary areas; the choice depends upon the anticipated intensity of use and the area's solar exposure. A higher degree of flexibility in the choice of paving type, color and design is permitted to allow these more intimate areas to develop their own unique character and sense of place. Creativity is encouraged, but quality of materials is as essential here as it is in the primary mall.

### **6.2.2 Site Furnishings**

Site furnishings such as benches, seatwalls, trash receptacles and bicycle racks are as important in secondary areas as they are in the primary pedestrian mall. Furnishings can be placed wherever warranted by exposure to views and sun and where they will not obstruct pedestrian traffic or emergency access. North facing walls and consistently shady areas should generally be avoided as seating areas. Greater flexibility in design and appearance of site furnishings is permitted in secondary mall areas.

### **6.2.3 Lighting**

The lighting of a secondary pedestrian mall area should conform to the same guidelines that apply to the primary pedestrian mall.

### **6.2.4 Signage**

The signage in a secondary pedestrian mall area should conform to the same guidelines that apply to the primary pedestrian mall.

### **6.2.5 Landscaping**

In the secondary pedestrian mall areas, there is a greater opportunity for landscaping and for more intricate planting composition. Otherwise, the same guidelines outlined for the primary mall area also apply in secondary areas.

## **6.3 Primary Pedestrian Walk**

A primary pedestrian *walk* is a heavily utilized, linear pedestrian corridor, most often associated with a street edge (see figure 6-2). Outside the pedestrian/ retail core, the overall

east-west pedestrian connection between Dobson Ice Arena and west Lionshead falls into this category.

### **6.3.1 Pedestrian Surfaces**

Under most conditions, snowmelting of pavements in these areas should not be necessary. Consistent with the Town of Vail Streetscape Master Plan, paverstones are preferred over poured concrete walks for durability and aesthetics.

### **6.3.2 Width**

Primary pedestrian walks should be a minimum of eight feet wide, potentially wider at street intersections and extremely high volume pedestrian areas.

### **6.3.3 Site Furnishings**

Site furnishings such as benches, seatwalls, and trash receptacles are encouraged on an intermittent basis along these corridors, concentrated primarily at intersections, in view corridors, and other logical gathering or resting areas. Site furnishings should be placed out of the flow of pedestrian traffic, creating comfortable but easily accessible opportunities to sit and rest. Site furnishings should be consistent along primary pedestrian walks.

### **6.3.4 Lighting**

Lighting should comply with the parameters of the Vail Streetscape Master Plan.

### **6.3.5 Landscaping**

Street trees and understory plantings are strongly encouraged along primary pedestrian walks. The landscape treatment need not be homogeneous. A mix of deciduous and evergreen trees is desirable, although deciduous trees are favored to protect views or sun exposure. Ornamentals, perennials, and annual flowers are encouraged to provide a wide variety of textures and seasonal color. Landscaping material should not interfere with the pedestrian walk or snow storage requirements at mature growth.

## **6.4 Secondary Pedestrian Walk**

Secondary pedestrian walks (see figure 6-3) are similar to primary pedestrian walks except that they are not located on primary pedestrian corridors and thus carry a lower volume of pedestrian traffic. The suggested minimum width for these secondary walks is six feet, although wider walkways may be required where anticipated pedestrian traffic volumes are greater. Poured concrete may be used as a paving material. All other design parameters that apply to primary pedestrian walks also apply here.

## **6.5 Vehicular Pedestrian Retail Street**

In addition to the Lionshead pedestrian malls and pedestrian walks there is the opportunity to create *linear* pedestrian retail streets parallel and adjacent to vehicular streets. One such example, as shown in figure 6-6, is the potential addition of retail to the face of the Lionshead parking structure. Future development in west Lionshead may present the opportunity to add a linear retail component along the pedestrian walks associated with vehicular streets. These linear pedestrian/ retail environments should be characterized by wider walkways, increased

lighting, increased site furnishings, and a higher level of detail and visual activity. In addition snowmelt systems may be required depending on the pedestrian environments solar exposure and intensity of use. Where possible landscaping should serve to provide a separation between the vehicular street and the flow of pedestrian traffic, most likely in the form of tree-grates or at-grade planters. As within the pedestrian malls the mass of the building should step back after the ground floor retail level, conforming to the architectural design guidelines (see chapter 8) for retail pedestrian streets.

## **6.6 Pedestrian Path**

Pedestrian paths are located outside of the primary Lionshead pedestrian environment (see figure 6-4). They include stand-alone circulation corridors, such as the Gore Creek recreation path, that are most often built with asphalt surfaces. These pathways generally carry a lower volume of traffic, but their width should reflect both anticipated volume *and* anticipated *type* of traffic, as bicycles, rollerblades, and skateboards also utilize these pathways. Lighting, signage, site furnishings and landscaping will be a function of a pathway's intended use, location, and traffic volume.

## **6.7 Signage**

The Town of Vail should implement a consistent, comprehensive directional signage program. Vehicular and pedestrian-scaled directional signage should be incorporated into the design of all primary corridors.

## **6.8 Fences and Enclosures**

### **6.8.1 Allowable Occurrences**

As a general rule, fences, walls, and other screening devices are not desired in a higher density, pedestrian oriented environment such as Lionshead. However, under limited circumstances screening fences and walls will be allowed, subject to approval by the Design Review Board.

- a. *Code requirements.* Swimming pools and other potentially hazardous areas must be fenced according to existing codes.
- b. *Service areas.* Service docks and loading/ delivery areas should be visually screened from surrounding uses.
- c. *Private courtyard areas.* Subject to approval by the appropriate reviewing boards, outdoor courtyards and other private gathering areas may warrant fencing or another form of enclosure.

### **6.8.2 Dumpster Enclosure Criteria**

All dumpster and outdoor trash storage areas should be completely screened and enclosed, according to the following criteria:

- a. *Existing Code Requirements.* Any existing code requirements regarding dumpster and trash enclosures shall not be diminished by this section.
- b. *Extent of Enclosure.* All dumpster and trash storage areas shall be completely screened and enclosed, including latchable doors and a roof.

- c. *Materials.* All dumpster and trash enclosures shall be constructed out of materials matching or complementary to the adjacent architecture.
- d. *Design.* All dumpster and trash enclosures shall be built to accommodate trash removal requirements. Enclosures shall be solid and sturdy, designed to visually blend with the surrounding architectural and site environment.
- e. *Landscape.* To the extent possible, dumpster and trash enclosures should be screened and visually softened through the use of landscaping.

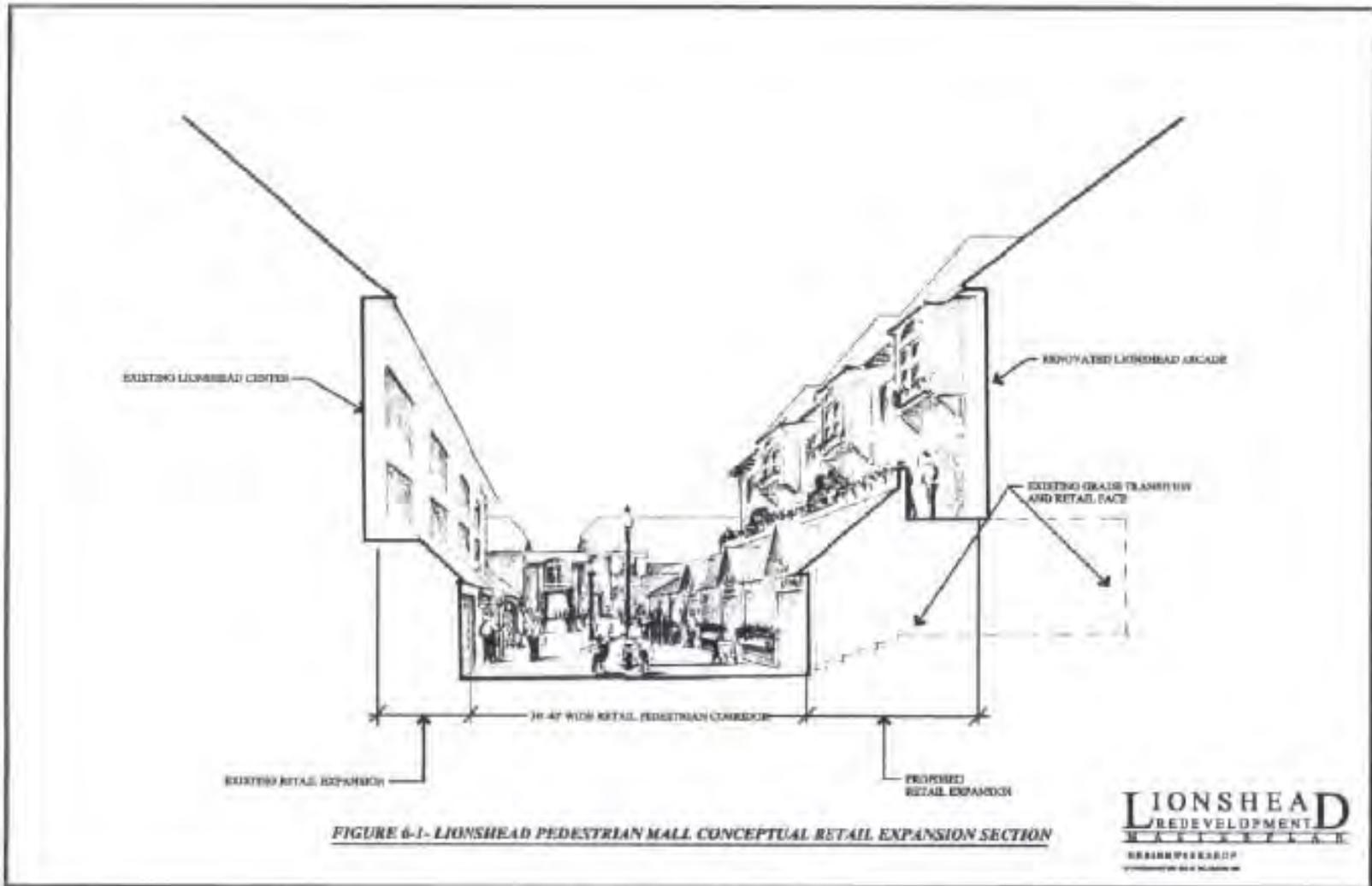
### **6.8.3 Fence and Screen Wall Criteria**

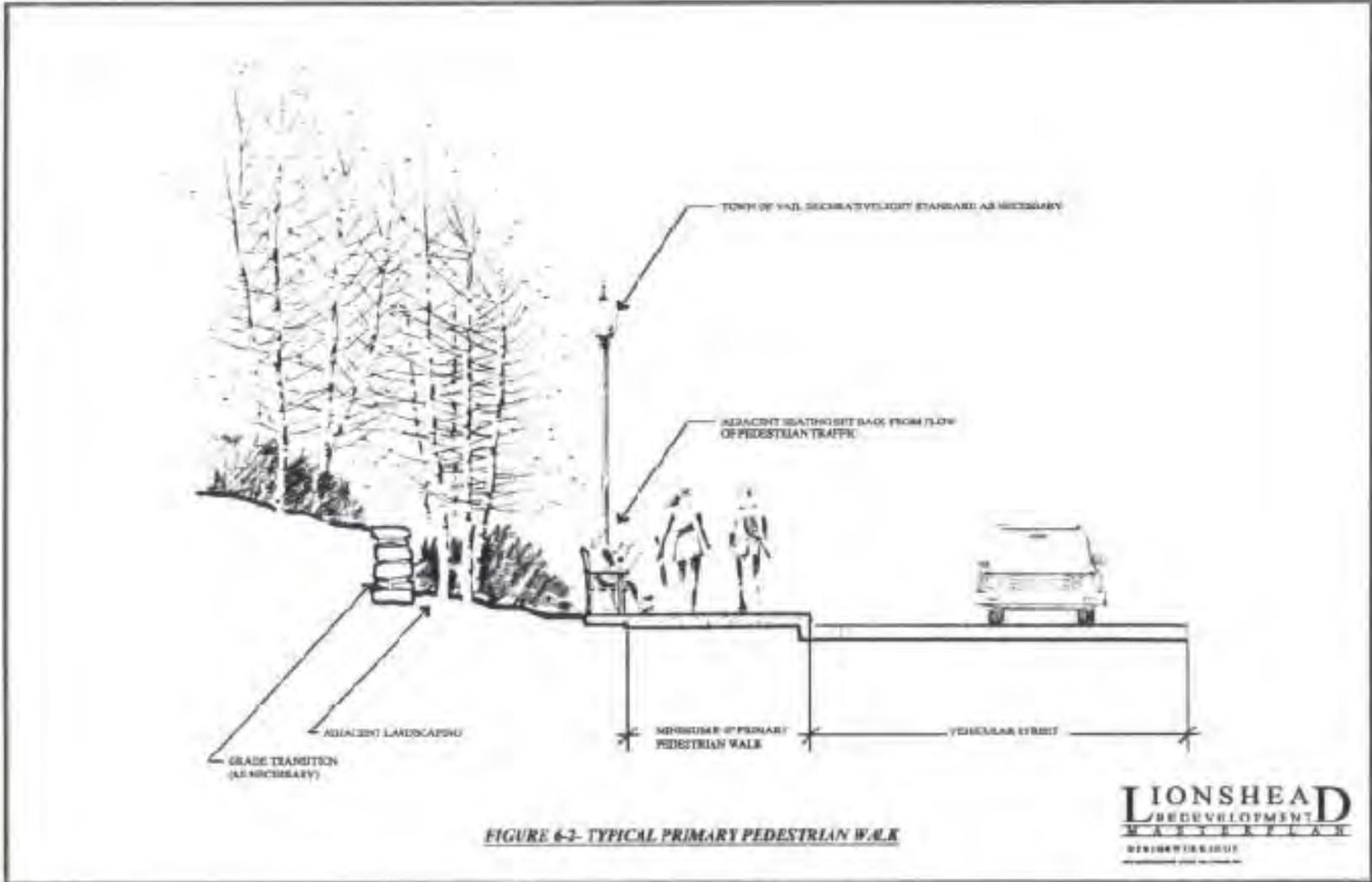
All fences and screen walls should be constructed according to the following criteria:

- a. *Existing Code Requirements.* Any existing code requirements regarding fences and screen walls shall not be diminished by this section.
- b. *Materials.* Fences and screen walls shall be of high quality materials that match or complement the adjacent architecture. T-111, paneling, chain link, and other non-substantial materials shall not be used.
- c. *Design.* Fences and screen walls should be well articulated, utilizing visually strong posts, corners, and columns (where appropriate). Horizontal top and bottom railings should be visually strong and heavier than the fence center materials. Screen walls should look like extensions of the architecture. Fences should be unobtrusive, and neutral and subdued in color.
- d. *Construction.* Fences and screen walls shall be constructed to withstand all expected wind and snow loads. Design and siting of fences and walls must take snow removal and snow storage into consideration so as to minimize winter damage.
- e. *Landscaping.* Where appropriate, fences should be designed to include landscape screening. Landscape material should be located on the *outside* of enclosed areas so that the fence is screened from the adjacent public areas. The dimensions of landscape beds shall be sufficient to provide adequate area for the dimensions of landscape material. Long, unbroken, and barren stretches of fencing or walls are not acceptable.

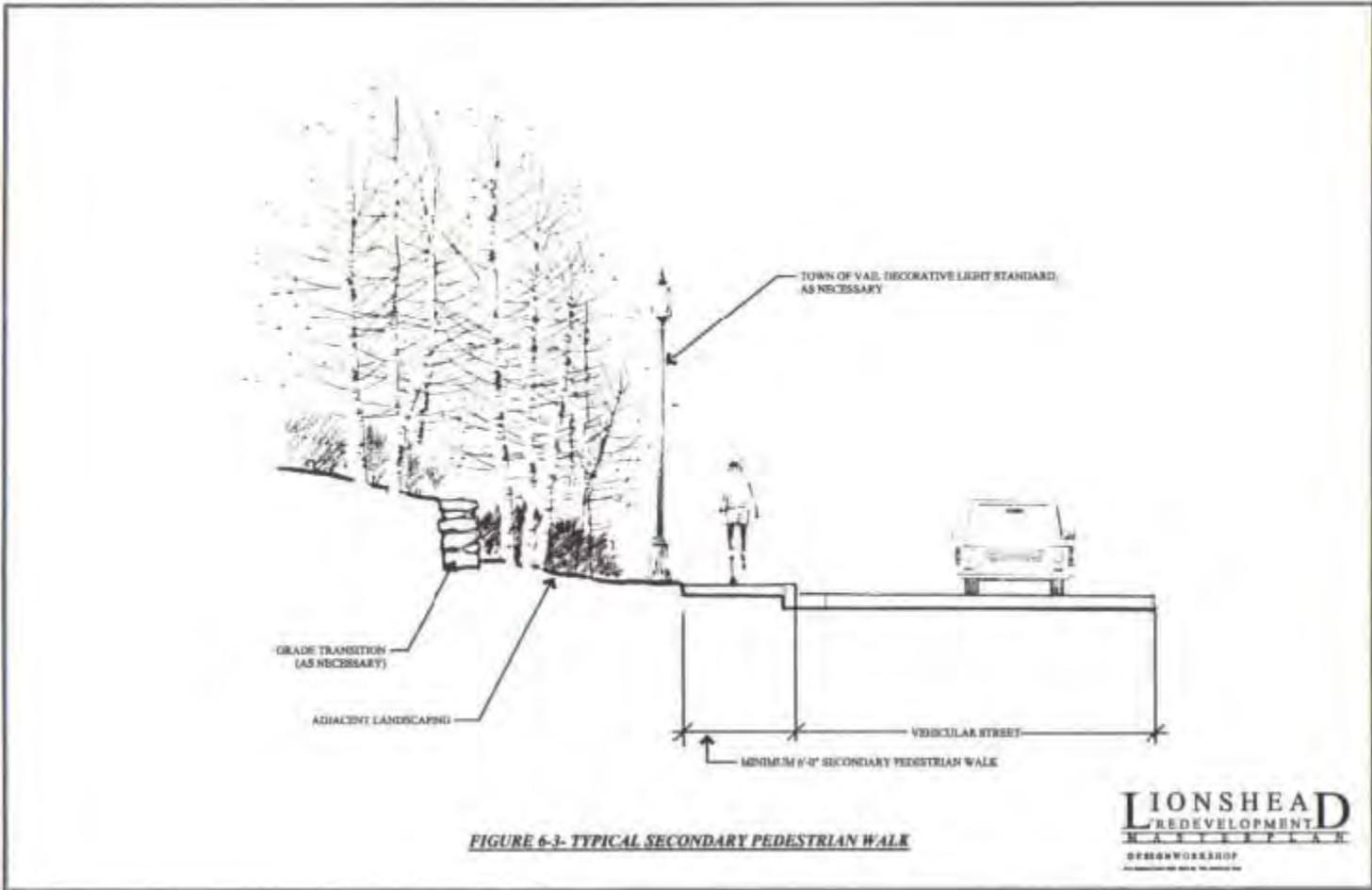
## **6.9 Compliance with Town of Vail Streetscape Master Plan**

A goal of the Lionshead master plan is to improve the connections and relationships between Lionshead and Vail Village. Towards that end, it is recommended that all site design issues not dealt with in this chapter, including but not limited to site furnishings, site lighting, landscape principles, paving types, and signage conform to the intent of the Town of Vail Streetscape Master Plan. An exception is the opportunity to create a distinct character of site furnishings, lighting, and other site design elements for the Lionshead pedestrian and retail core. Consistent with section 6.1.7 above, *artwork*, the creative use of otherwise standard site elements (benches, trash receptacles, phones, light standards, grate inlets, etc..) is encouraged to help establish a strong, vibrant, and distinct character and sense of place for the Lionshead core area.

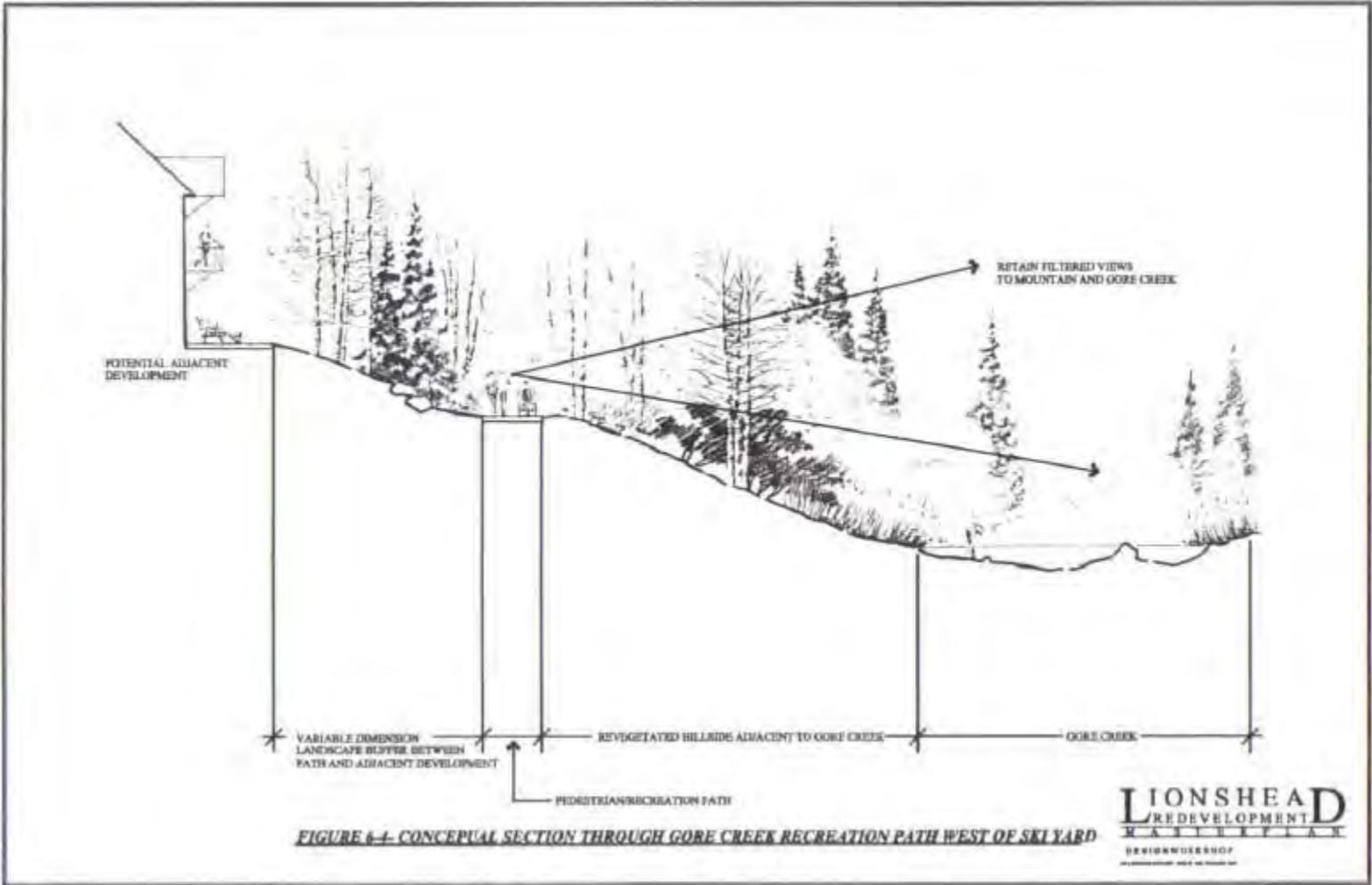


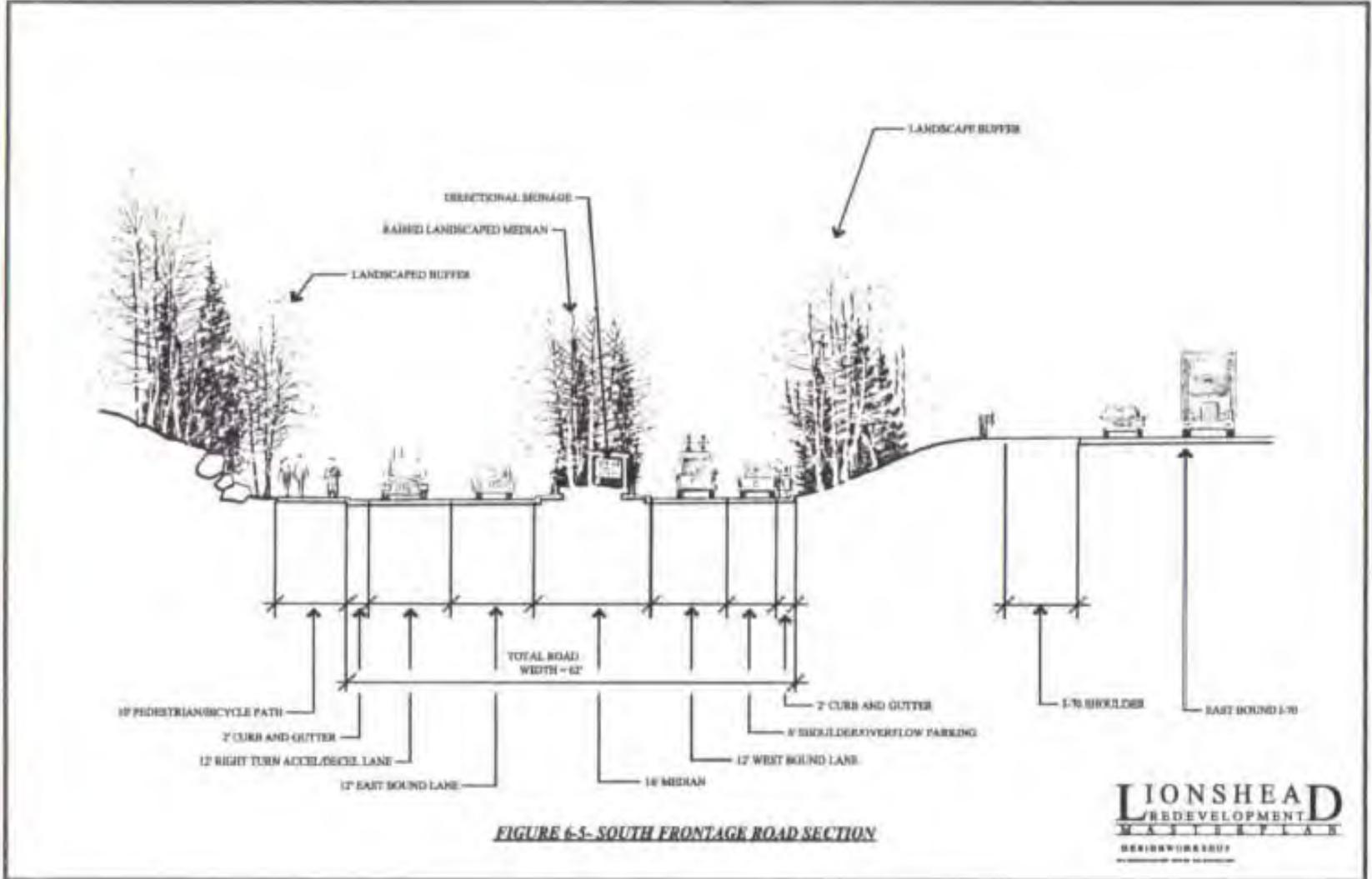


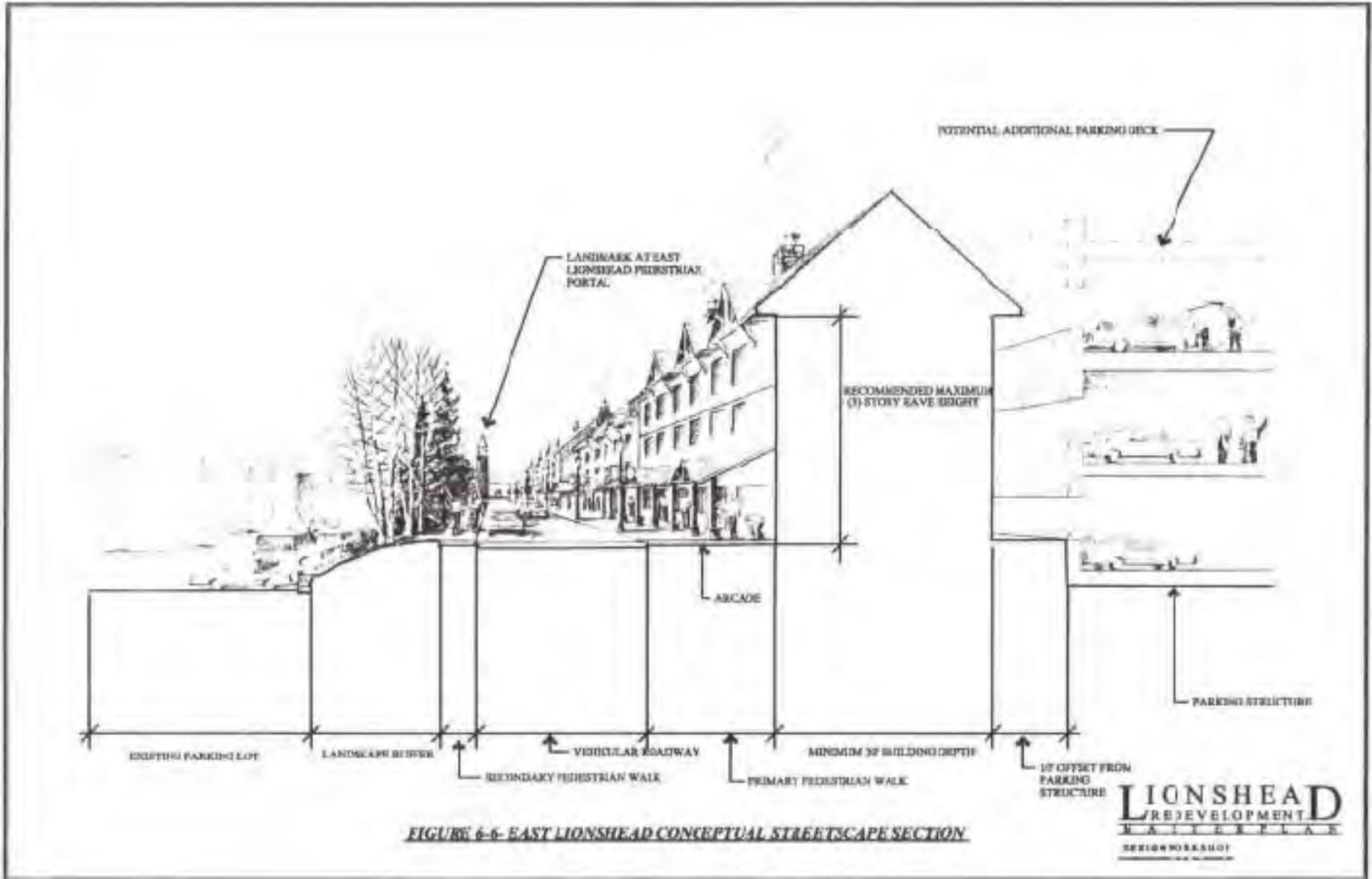
**FIGURE 6-2. TYPICAL PRIMARY PEDESTRIAN WALK**



**FIGURE 6-3- TYPICAL SECONDARY PEDESTRIAN WALK**







## CHAPTER 7: DEVELOPMENT STANDARDS

**The intent of this Chapter was to outline recommended development standards for zoning in the Lionshead Redevelopment Master Plan study area. Since the inception of this plan, the Lionshead Mixed Use 1 and 2 Districts have been established in the Zoning Regulations, which outline development standards for these districts. Therefore, this Chapter remains for historical reference purposes only.**

*This section outlines recommended development standards for private property in the Lionshead study area. In some cases, implementation of these standards will require revision of applicable provisions in the Town of Vail zoning regulations. Adoption of special provisions for redevelopment of properties that already violate existing development standards should also be considered. It is critical to note that all of the following recommended standards apply equally as future projects are reviewed for compliance. When one standard is more restrictive than another, that is the standard that shall be the limiting factor. These standards do not represent entitlements in any way. For example, if the GRFA ratio of a project cannot be met after the building height, setback, and other architectural guideline standards have been applied, then that project is not entitled to the maximum allowable GRFA. In this case, the quantitative and qualitative standards of the architectural design guidelines would take precedence over the potential GRFA allocation.*

### **7.1 Landscape Area**

*The master plan does not recommend modification of this standard for Lionshead. The Town's current standard, which applies to the majority of sites in Lionshead, requires that at least 20% of a parcel be landscaped. This standard should be flexible for properties along build-to lines and in the pedestrian retail core area so they may be able to decrease planted area and increase hardscape in order to create the functional pedestrian corridors and spaces outlined in the master plan. This potential reduction of landscape area is not a right and should require the approval of the Planning and Environmental Commission.*

### **7.2 Site Coverage**

*The master plan does not recommend changing this standard. The Town's current standard, which applies to the majority of sites in Lionshead, prohibits site coverage by structures in excess of 70% the area of a site. This standard should be flexible for properties along build-to lines and in the pedestrian retail core area so they may be able to increase site coverage as required to create the functional pedestrian corridors and spaces outlined in the master plan. This potential increase in site coverage is not a right and should require the approval of the Planning and Environmental Commission. ~~Below grade development is not counted as site coverage.~~*

### **7.3 Setbacks**

*The master plan does not recommend changing this standard. The current setback requirement on the majority of sites in Lionshead is 10 feet from the property line on all sides. This requirement shall be waived in areas with designated build-to lines, and leeway should be considered in areas of significant hardship that otherwise meet the intent of the master plan and do not negatively impact adjacent properties.*

### **7.4 Gross Residential Floor Area (GRFA)**

*An important component of the Lionshead Master Plan process was the analysis of GRFA's effectiveness as a tool for insuring the quality of architecture and the built environment within Lionshead. In short, the masterplan team found that GRFA was not effective as a primary means of providing for architectural quality. Based on this finding it is the conclusion of the master plan team that GRFA should not be the primary means of regulating building size. To accomplish this, one of two options must be pursued. First, GRFA could be eliminated. Secondly, the GRFA ratio could be*

*increased so that it functions as a safety valve to insure that buildings do not exceed the maximum residential floorplate area that would otherwise be allowed according to the criteria of the architectural design guidelines. If this second course of action is pursued, the following recommendations are made:*

- a. The ratio of Gross Residential Floor Area (GRFA) to lot area should be increased on all properties within Lionshead, excluding the residential properties south of Gore Creek, so that the site and architectural design guidelines, not GRFA, are the primary building size and mass constraint.*
- b. The method of calculating GRFA should be greatly simplified and changed to include common space so that basic floor plate area calculations will suffice.*

#### **7.5 Density (Dwelling Units Per Acre):**

*The allowable density of development in the study area should be increased to provide ample incentive and create the financial mechanism for redevelopment of properties. Additional consideration must be given to existing properties that currently exceed the density limitations. A model developed during the master planning process showed that an increase of at least 33% over existing zoning or existing dwelling units on a given site would be needed to make redevelopment an attractive option.*

*In order to encourage the development of live beds or warm beds in Lionshead, the master plan recommends that accommodation units, hotel rooms and fractional ownership units not be counted in the calculation of density. Further, because it is a community goal to increase the number of permanent residents in Lionshead, employee housing units that are deed restricted for local employees should not count toward density.*

#### **7.6 New Unit Definition**

*The master plan recommends that the zoning regulations be modified to include “lodge unit” as an additional definition of a residential unit. This product is defined as a small condominium dwelling unit with limited kitchen and floor area. (The floor area usually averages less than 650 sq. ft.) Units of this small size are most likely to be in short-term rental pools, with occupancy rates similar to those for hotel rooms. Because an increase in the short-term bed base in Lionshead is a key objective, the planning team recommends that lodge units count as one-quarter of a normal dwelling unit (i.e. 4 lodge units count as one dwelling unit). Further, it recommends that units of this size in existing properties be treated as lodge units for the purpose of calculating density.*

#### **7.7 Building Height**

*This standard is addressed in the Architectural Design Guidelines (see chapter 8).*

## CHAPTER 8: ARCHITECTURAL DESIGN GUIDELINES

### 8.1 Vision Statement

The Lionshead neighborhood in Vail presents the opportunity to establish a dynamic and exciting community within one of the premier resorts in the world. Lionshead's mountain location, proximity to the ski slopes, and ample residential base evokes the vision of a truly special place, full of vitality and interest. This vision can be achieved through redevelopment of the community by addressing site and architectural issues, and through consistent and effective transitions from existing to new buildings.

The pedestrian experience of the public spaces within Lionshead is the most critical issue for redevelopment. Many of the existing spaces are static and uninteresting, due to a prevailing grid organization and lack of animation and architectural coherency within the spaces. One of the most effective ways to intensify this experience is through careful design of the architecture which defines the public spaces. Visually dynamic variation at the pedestrian level can help avoid a monotonous streetscape, and judicious use of ornament, detail, artwork, and color can reflect individuality and establish a variety of experience.

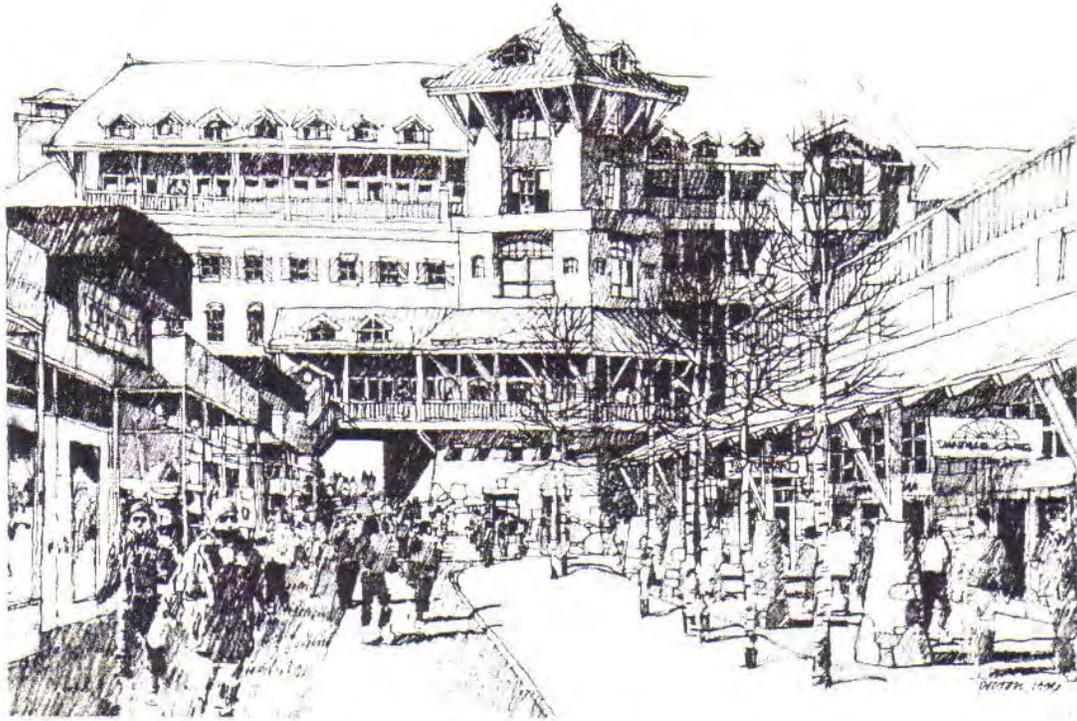
The architecture of Lionshead is envisioned as a unified composition of buildings and public spaces based on the timeless design principles of form, scale, and order, made responsive to their setting and environment. It is not envisioned as a strict dictation of a specific "style" or "theme." Many existing buildings within the community are built of monolithic concrete slabs and lack any sense of order or personality. The new image for Lionshead should move towards the future—using historical alpine references and Vail Village as antecedents. This design framework will allow individual property owners freedom of expression within the personalities of their buildings while establishing and maintaining an overall unifying character and image for the entire community. In addition, it is paramount that the redevelopment effort address specific design considerations generated by the location, climate, and surrounding environment, such as addressing views, using indigenous building materials, and reflecting the alpine heritage.

Designing in response to our regional heritage, adhering to a consistent architectural order, and enhancing the public experience will enable Lionshead to define its own identity—making it a distinct and special place not just within the context of Vail, but within kindred mountain communities around the world.

### 8.2 Organization, Purpose and Scope

**The organization** of the Lionshead Architectural Design Guidelines is based upon describing the "big picture" of the redevelopment effort first, and then studying the more detailed aspects. Sections 8.1 and 8.2 begin with the "big picture" and offer the "vision" for Lionshead, and provide explanatory information regarding organization, purpose, and scope. Section 8.3 contains special provisions for new and existing structures, including redevelopment priorities, triggers, and transition tools. This Section addresses how flexibility in the application of the Guidelines should be applied to development applications under consideration by the Town's Boards and Commissions. Section 8.4 contains the Guidelines themselves, but begins first with the "big picture" of planning considerations which may overlap with the Lionshead Master Plan. Prospective developers and/or designers should study this portion of Section 8.4 carefully, to see what design criteria must be met if their project occupies a special site relative

to building roles, pedestrian streets, or transition spaces. The latter portion of Section 8.4 deals with the architectural principles of the Design Guidelines, starting first with overall issues such as building form and massing, then moving into more detailed issues such as dimensional criteria for architectural components, materials, and colors. Section 8.5 provides a “quick glimpse” of the quantitative values outlined in the Guidelines.



*Fig 8-1: The image of Lionshead should contribute to its “sense of place.”*

**The purpose** of the Lionshead Architectural Design Guidelines (ADG) is to work in concert with the Lionshead Master Plan to enhance the existing experience within the community, improve the quality of life, focus direction for future growth, create visual harmony, and improve property values for businesses and homeowners. This document constitutes a design philosophy for the community, which when integrated with the Lionshead Master Plan, helps to establish Lionshead as a coherent, dynamic village with a true “sense of place.” These Guidelines are intended to direct the growth of the community through distinct levels of perception, from views of the neighborhood from the mountain and the highway, to perceptions within its pedestrian streets, to the detail level of artistry and ornamentation on the structures themselves.

**The scope** of the Design Guidelines includes all criteria related to the architectural design of new and redevelopment projects within Lionshead, along with site and planning criteria which relate directly to architecture. Other site and planning criteria may be found in the Lionshead Master Plan, and should be reviewed concurrently with these Guidelines. Structures which have been reviewed and approved by regulatory agencies for Lionshead prior to the endorsement date of this document may present special circumstances with respect to the criteria cited within these Guidelines, and will be handled per Section 8.3.



Fig 8-2: Portals often present the first images of the community to pedestrians.

## 8.3 New and Existing Structures

### 8.3.1 Special Provisions

While these Guidelines offer a roadmap for the redevelopment of Lionshead, they are not intended to limit the efforts of developers and/or designers involved with new and existing structures. It is understood that many of the buildings within the community or may be unable to comply with some of the criteria described in the ADG. Many existing buildings, for instance, may already exceed the height criteria identified. Some existing roof pitches within the community may not meet the numerical values described. And many of the existing pedestrian streets may fall well short of the “ideal” proportions depicted. These and similar issues will be handled on a case-by-case basis, with determination of compliance based upon whether the building meets the general intent of these Guidelines and the tenets described herein.

Similar to existing structures, it is also understood that from time to time the Town may determine that it is desirable to afford flexibility in strict application of the Guidelines to new development projects. In these instances, the reviewing body shall rely upon the stated review criteria for deviations to the Architectural Design Guidelines outlined in sub-section 8.3.3.A contained herein.

Proposed renovations or additions which meet the general intent of the ADG will be offered more latitude with respect to specific non-compliant items than those which stray from the overall vision of Lionshead as described within—variances will be granted from the detail of the Guidelines if the overall intent is met. In addition, *any meaningful* efforts to enhance existing structures will be recognized as positive progress, and strict compliance with the “letter” of these Guidelines is not meant to discourage potential improvements.

### 8.3.2 Development Master Plans

Since many of the structures within Lionshead are pre-existing, Development Master Plans are highly encouraged to define long-range goals for buildings within individual parcels. These Plans should be presented to the Design Review Board (DRB) for review when applying for initial building design approval, and should include information such as:

- Overall architectural “vision” for all buildings within the site
- Design strategies for maintaining consistent architectural language between renovations and new construction within the site
- Proposed phasing plans

### 8.3.3 Redevelopment Prioritization and “Triggers”

Consistent with Section 8.3.1 above, existing properties are encouraged to renovate and rehabilitate, to the greatest extent possible, the exterior of their buildings according to the parameters of the ADG. It is recognized, however, that a single, complete, and comprehensive exterior renovation may not be economically possible for all existing structures, and incremental improvements must be allowed. Having said this, the following potential exterior improvements should be considered as priorities by both private property owners and the Town of Vail. All reasonable efforts to encourage, provide incentives, and facilitate these improvements should be made.

- **Renewed and expanded retail frontage.** For properties fronting the Lionshead retail mall and retail pedestrian streets, the renovation and expansion of the ground floor retail level is perhaps the most critical element in revitalizing the Lionshead retail core.
- **Roofs.** As outlined in the ADG, the roofscape of Lionshead is a critical component in “knitting” together the built environment and providing visual cohesion to the urban fabric of Lionshead.
- **Planning considerations.** All buildings in Lionshead, both existing and new development, should seek to fulfill the roles of landmarks, portals, turning points, and other roles as outlined in the Master Plan.
- **Form, massing and height criteria.**
- **Building surface treatment- walls, doors, windows, signage, etc.**
- **All other components of the architectural design guidelines.**

A critical question regarding the renovation of existing structures is when compliance with the architectural design guidelines is “triggered” or required. Regarding this, the following guidelines should be considered:

- To the greatest extent possible, renovating properties should endeavor to make significant and meaningful improvements to their properties as opposed to small, insignificant improvements. This does not discount the importance of any improvement to a properties exterior.
- Any single incremental improvement to one building element will not necessarily trigger compliance on all remaining building elements. However, any portion of the building being improved should do so according to the parameters of the architectural design guidelines. For example, if a property applies to resurface the walls of their building, this resurfacing should be done

according to the ADG, but will not in and of itself also require the replacement of the roof, or another major modification, at the same time.

- Any proposal to add significant volume or mass to a property may trigger full compliance to the Master Plan and Architectural Design Guidelines. Deviations from this requirement shall require demonstration of compliance with the procedures and review criteria outlined in Subsection 8.3.3.A herein.

### **8.3.3.A Review Criteria for Deviations to the Architectural Design Guidelines for New Development**

Similar to the implementation policies of the ADG prescribed for existing structures, the Town has determined that there may be instances where flexibility in requiring strict compliance with the Guidelines for new development maybe in the best interest of the community and the furtherance of the goals and objectives stated in the Lionshead Redevelopment Master Plan. That said, however, it is acknowledged that such instances are rare and extraordinary, and shall be considered on a case-by-case basis. To aid in determining when flexibility shall be afforded to new development from strict compliance with the Guidelines, review criteria have been established. The degree of design deviation flexibility afforded to a development project shall bear proportionately to the extent of the improvements proposed. For example, a development application that proposes the construction of a new structure which includes the demolition of an existing structure or adds significant volume or mass to a property, shall more fully comply with the prescribed Architectural Design Guidelines outlined in the master plan than an application which proposes a renovation or addition to an existing building. The following criteria shall be used by the Town of Vail Planning & Environmental Commission and Design Review Board to determine if deviations to the Guidelines should be granted:

It shall be the burden of the applicant to demonstrate to the satisfaction of the Town of Vail Planning & Environmental Commission following a recommendation from the Design Review Board that:

- The request for design deviations are in compliance with the purposes of the zone district; and
- The proposal which includes the design deviations is consistent with applicable elements of the Lionshead Redevelopment Master Plan; and
- The proposal which includes the design deviations does not have a significant negative effect on the character of the neighborhood; and
- The proposal substantially complies with other applicable elements of the Vail comprehensive plan; and
- The design deviation meets or exceeds the intent of the specific design standards as prescribed in Section 8.4; and,
- A public benefit is achieved as a result of the design deviation; and,
- The design deviation furthers the goals, objectives and purposes as stated in Sections 2.3, 2.5 and 8.2 of the Lionshead Redevelopment Master Plan. (Res. 18, Series of 2004)

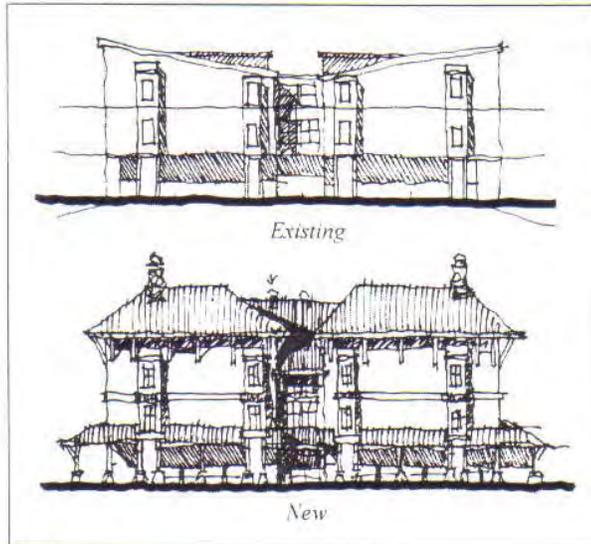
### 8.3.4 Transition Tools

Transition tools used to revitalize Lionshead are generally outlined in the specific design criteria within these Guidelines, but are important enough to merit their own subsections.

#### 8.3.4.1 Build-to Lines

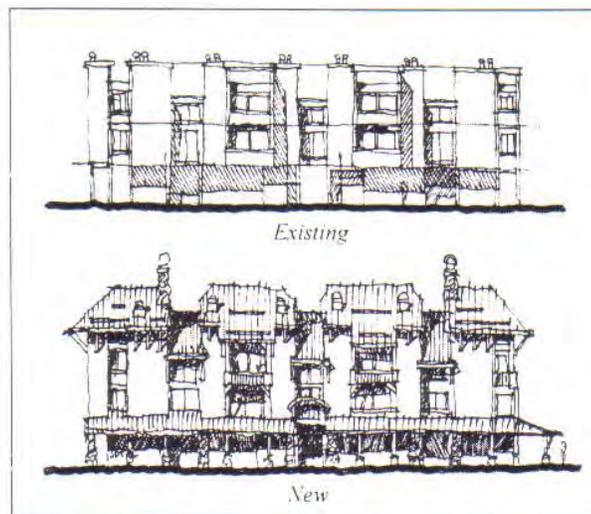
Build-to lines can be used to better define the existing public spaces, and to create new ones. Delineation of these build-to lines is illustrated within the Master Plan. When using these planning parameters to define public space, designers should give careful

consideration to the “ideal” pedestrian street width-to-height relationships illustrated in Section 8.4.1.3. Design of new building edges within approved build-to lines should be carefully evaluated to make maximum use of the new retail space, and how the added building mass adds to the overall pedestrian experience.



#### 8.3.4.2 Roof Replacements

The replacement of flat roofs with pitched roofs can greatly improve the image of Lionshead, and roofing projects for existing structures which incorporate the criteria described herein should be considered whenever possible (see criteria for existing roof compliance in Section 8.4.2.7). Roofing projects which are part of planned building maintenance programs should be used as opportunities to add life and interest to buildings, through the addition of pitched (or mansard) roofs which meet the form, pitch, material, and color criteria identified within these Guidelines. These retrofitted roofs will greatly enhance the image of the individual structures, and will also act to tie dissimilar structures together within the community.



*Figs 8-3 & 8-4: Existing buildings can be updated using retail-level colonnades, new roof forms, door and window trim, and appropriate detailing.*

#### 8.3.4.3 Door and Window Enhancements

Enhancements to doors and fenestration can also serve to add vitality and interest to otherwise uninspiring buildings. Doors at primary entries and retail frontages should be improved whenever possible, to encourage

pedestrian interest and add to the vitality of the streetscape. Modifications to overall building fenestration and window detailing (at lintels, trim, jambs and sills) can be used to articulate the notion of base, middle, and top on buildings, and to introduce mountain-friendly windows to the community in terms of energy efficiency and views.

#### **8.3.4.4 Building Finishes**

Simple improvements to building finishes, such as covering drab, monolithic precast concrete panels with textured stucco, or applying stone veneer to tie buildings to their sites, can act as successful transition tools, with relatively minimal costs. New finishes add to the aesthetic appeal of buildings but can also be used to provide tangible, value-added improvements to structures, such as installing exterior insulation and finish systems (EIFS) to increase thermal performance of buildings, or stone veneer to protect lower levels from impact damage during snow removal.

#### **8.3.4.5 Detail and Ornamentation**

And finally, the addition of ornamentation and other detail appropriate to Lionshead—used in conjunction with one or more of the previously mentioned strategies—can greatly refine the quality of architecture throughout the community. Well-crafted retail fronts will entice passers-by into shops and other commercial areas, while careful detailing at eave lines on new roofs will interlock roofs with building masses and tie new roofs to the overall building language. Custom lintels over doors and windows will also add visual interest, and detail on building finishes—such as articulated bands on stucco or finely-crafted stone caps on stone veneer—will add to the overall quality of structures within Lionshead.

### **8.4 Design Guidelines**

#### **8.4.1 Planning Considerations**

##### **8.4.1.1 Introduction**

As noted earlier, most criteria governing site issues relative to Lionshead redevelopment may be found in the Master Plan. However, some site issues relate directly to the architecture of the community and are therefore described within this section. Issues such as special “roles” buildings may play within the community, comfortable proportions for pedestrian streets, and the notion of domain are crucial concepts which rely heavily on the architectural entities which define them, and are therefore described in detail on the following pages.

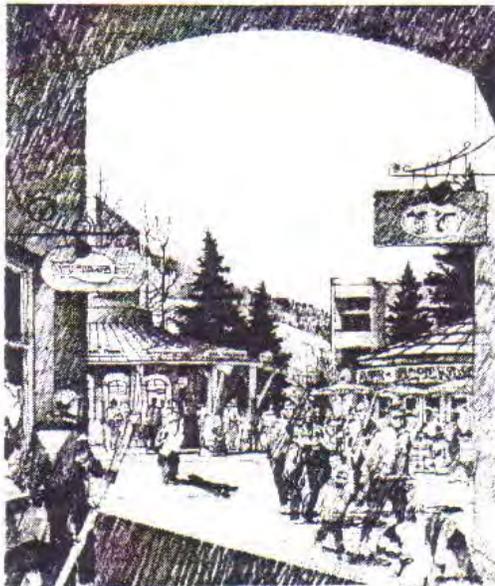
##### **8.4.1.2 Building “Roles”**

Certain building sites within Lionshead occupy special locations within the urban “fabric,” or “texture” of the community. To make best use of these special sites and energize the pedestrian experience, buildings on the sites will be required to meet the criteria that immediately follow, in addition to the general criteria described throughout the rest of the document. The

locations of the special sites are identified within the Lionshead Master Plan. This section outlines specific architectural requirements for buildings which occupy these critical sites, based upon the types of buildings, or building “roles” most appropriate to the sites, including portals, edge definers, space definers, and landmarks.

### ***Portals***

Portals act as the “front doors” to communities or urban spaces and therefore often present the first images to pedestrians. Buildings which are located on key sites need to act as inviting and “friendly” portals to or within Lionshead. Stand-alone structures can act as portals through appropriately-scaled, large openings and significant mass, while multiple structures can accomplish this through proper siting and relationship to one another. Human scale can be achieved with portals by introducing horizontal architectural components which relate to the surrounding context, such as retail frontage heights and other critical eave heights. This can also be



*Fig 8-5: Within portals, detail can help achieve human scale.*

be achieved through careful design of detail which is considerate of the human form; that is, detail which relates to dimensions people are most comfortable with, such as railing heights, head heights, story heights, and similar proportions. Portals within Lionshead can be effective if they present enough mass to enclose the spaces they are defining, with enough open area to present the sense of entry needed for a community of its size and complexity. They may serve additional functions as well, such as living areas, bridges, or enclosed connectors, which can help to further animate the portals and provide additional income-generating space.

### ***Edge Definers***

Whereas portals act as the “front doors” to urban communities, edge-defining buildings act as the “exterior walls” for communities. Where the edges of Lionshead meet areas exterior to the community such as Vail Village, the Gore Creek Corridor, and the highway, buildings must present appropriately-scaled, well-defined edges to contain Lionshead or act as distinct transition zones from one neighborhood to the next. The form, massing, and height guidelines identified in Sections 8.4.2.2 and 8.4.2.3 will direct much of the design of these edges, but additional considerations such as building siting, scale, and architectural image should be taken into account as well. Building siting should allow for openings to occur between structures which make up the community edge, to encourage passers-by to take inviting glimpses inside Lionshead. In addition, buildings along edges

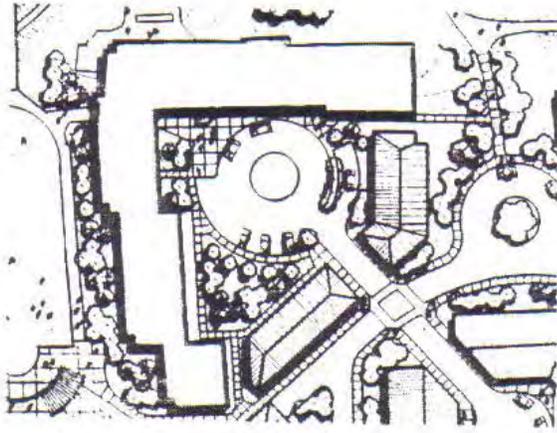


Fig 8-6: Building mass used to define edge.

### **Public Space Definers**

To continue the analogy, structures which define public space act as the “interior walls” of Lionshead. These buildings should address public spaces with their primary facades, and should not “turn their backs” to the spaces. Buildings which define public space should have distinct wall planes, with relatively minor plan and elevation offsets. Building footprints which are based upon rigid grid layouts should be avoided; instead, designers are encouraged to develop more inviting, irregular public spaces which offer surprises to travelers as they proceed through Lionshead. Definition of the corners of public spaces is critical to contain those spaces, and can be accomplished through significant massing at the corners. In addition, important heights such as tops of shopfronts and prominent eave lines should be reinforced on buildings which define public space, because they encourage the eye to follow the “walls” of the public space around its perimeter, thereby strengthening the sense of enclosure.

### **Landmarks**

A landmark provides a sense of orientation for the community, and reinforces its “sense of place” or image. As such, it must be visible from key locations within the community, such as portals and major public spaces, and must offer an image consistent with Lionshead. As a

should be scaled according to nearby structures. Architectural language should be used to offer a consistent image of Lionshead from the outside—proportions of buildings and the ways in which they are detailed need to reflect the overall image found within the community, and “loud,” self-promoting buildings which reference only themselves should be avoided.

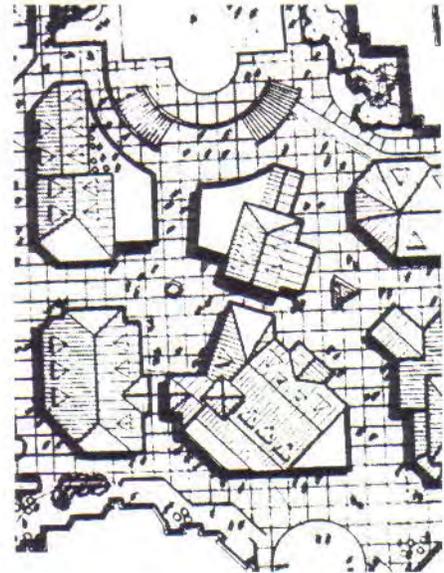


Fig 8-7: Creating “walls” around space.



Fig 8-8: Landmarks reinforce the image of Lionshead.

unique architectural element, a landmark should be designed to clearly stand out from the rest of the community, while still presenting a consistent design language. Care should be taken to provide a clear hierarchy between *the* village landmark and other, secondary landmarks. Landmarks are most successful when they serve special functions such as bell towers, clock towers, monuments, or public art, rather than being self-serving. Furthermore, they should be carefully scaled to the buildings adjacent to them, as well as to the overall scale of the urban village.

### 8.4.1.3 Pedestrian Streets

#### *Width-to-Height Relationships*

Ratios of width to height at pedestrian streets and other outdoor spaces are crucial to the success of those spaces. While ideas of comfortable, inviting scale differ greatly between cultures and individuals, for the purposes of these Guidelines, European mountain antecedents—integrated with our Colorado resort location—have been used as the basis for determining “comfort.” With this in mind, pedestrian streets shall be designed with cross-sections exhibiting 1:1/2 to 1:1 1/2 width-to-height ratios.

Approved cross-sections for pedestrian streets will be calculated using the *nearest* walls which line the streets. Walls which are 16’ high or less (to the eave) from ground level will not be considered as part of width and height calculations. Walls greater than 16’ high (to the eave), however, interrupt pedestrian sight lines from street level, and offer a strong sense of enclosure for pedestrians. Therefore, these walls *will* be included as part of street width and height calculations. The sketches shown in this section illustrate some examples of acceptable ratios, using both “short” and “tall” walls.

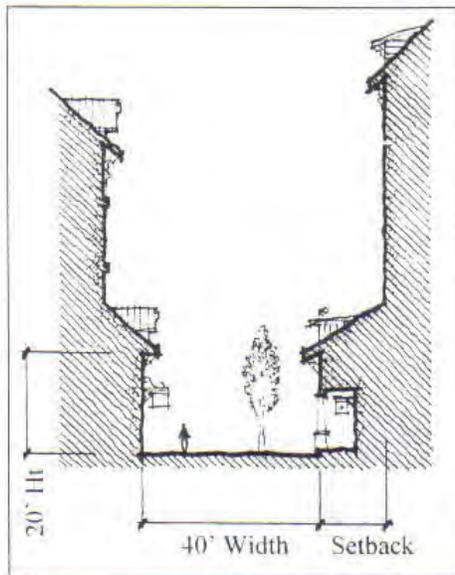


Fig 8-9: 1:1/2 ratio (2 high walls)

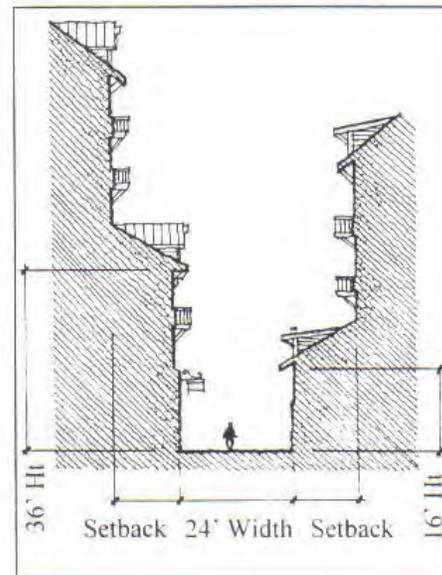


Fig 8-10: 1:1 1/2 ratio (2 high walls)

The intent of the width-to-height principles is to direct the development of comfortable, human-scaled pedestrian streets. However, all other criteria identified within the Lionshead Master Plan and the rest of this document, such as build-to lines, form and massing criteria, and height restrictions, take precedence over the ratios identified herein. Within these parameters, exceptions to the listed ratios may be considered if the intent has been met.



Fig 8-11: Comfortable transition from Public to Semi-Public domains at streetfront.

### ***Public and Private Domain***

Proper understanding of the notion of public and private domain presents the opportunity to introduce another level of pedestrian movement through Lionshead—one in which traffic flows laterally across outdoor spaces, rather than simply along them. This lateral flow also reinforces the concept of weaving the sides of outdoor spaces together, through psychological, visual, and physical ties.

Specific levels of domain can range from public, semi-public, semi-private, to private. Designed properly, the varying relationships between these levels can act to strengthen the ties within a village, and add to the spatial interest—or quality level—of the outdoor spaces. These additional “layers” of space along public ways add excitement and vitality by presenting varying strategies of design and detailing to pedestrians as they travel through the layers from public to private space, or vice-versa. In addition, they provide comfortable transition spaces from public to private,

rather than presenting an abrupt experience from one domain to the next. However, poor design of domain and the ways in which the different levels interact can lead to psychological, visual, and physical segregation of the levels, leading in turn to empty and monotonous public spaces rather than active and interesting ones.

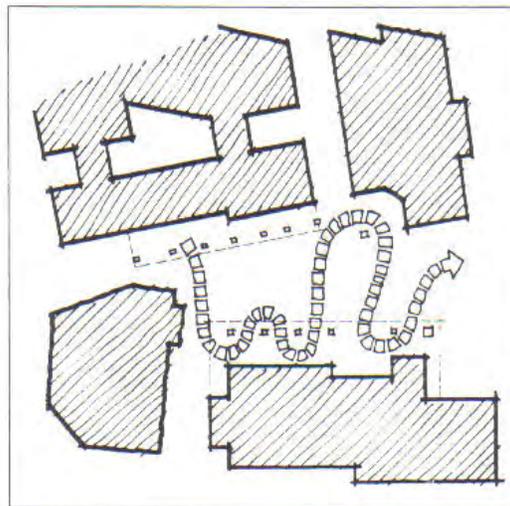


Fig 8-12: Arcades, loggias, and primary entries should remain transparent to pedestrian streets.

The aim of these Guidelines is to reinforce the concept of *transparency* between public and semi-public, or street and shop. Segregation of these levels of

domain shall be avoided whenever possible. To this end, colonnades, arcades, porticos, and other covered ways along shopfronts shall be designed to invite—rather than repel—pedestrian traffic. This may be accomplished through thoughtful design of visual and artistic elements such as signage, window displays, shopfront lighting, and the like, and physical elements such as columns, planters, and artwork. As visual and physical barriers are removed, psychological ones will follow suit. Design of street-edge sidewalk cafes, patios, and colonnades are described in Section 8.4.1.4 of this document.

#### 8.4.1.4 Transition Spaces

##### *General*

For the purposes of these Guidelines, transition spaces are defined as the architectural components which line pedestrian streets and other public spaces. With this in mind, all structures which form transition spaces shall be designed with the transparency and other characteristics described earlier in this document, along with the dimensional criteria to follow. The intent is to create a layer of frontage with interest and life, rather than the typical homogeneous shopping center so common today. To this end, great latitude is permitted for the design of transition spaces.

##### *Outdoor Dining/ Sidewalk Cafes*

Semi-public areas such as outdoor dining and sidewalk cafes offer the opportunity to engage pedestrians with dining activities and serve to animate the public spaces with the presence of people. As “outdoor rooms” themselves, these types of spaces create a high level of transparency between public and semi-public domains. Minor grade changes can actually be very effective in these areas, and planter walls, guardrails, and the like

can act to define the spaces and add another level of detail to the public ways. However, the subtle awareness and interaction of people from the public spaces with people inside the dining areas or cafes is important, and therefore severe physical or visual barriers should be minimized whenever possible.



*Fig 8-13: “Outdoor rooms” such as outdoor dining and cafes can engage the pedestrian.*

### ***Streetfront Patios, Courtyards, and Gardens***

As semi-private spaces, patios, courtyards, and gardens which serve hotels, residences, and other private uses must maintain the solitude for which they were designed, while at the same time allowing for some interaction between resident or hotel guest and the pedestrian traveler. In addition, as components which contribute to the fabric of public spaces, patios, courtyards, and gardens with street frontage must work in concert with the street and add to its dynamic nature, through careful attention to scale, materials, and detailing.

These semi-private amenities should be scaled small enough to avoid competing with significant public spaces, to maintain the hierarchy of the outdoor rooms, and make clear distinction between the public, semi-public, and semi-private domains. Moreover, the materials which define the ground plane (such as pavers or tiles), the walls of the space (such as stucco or wood), and the ceiling of the space (such as wood trellises), must work in harmony with the architectural language of the building itself, and with the materials used along the street frontage. Details used to articulate these areas can also contribute to the overall image of the public space and reinforce to its “sense of place.”

### ***Colonnades, Loggias, and Arcades***

Architectural features such as colonnades or loggias—comprised of columns supporting one edge of a roof and often called arcades—offer yet another way to provide successful transitions from public space to semi-public space. To maintain transparency, however, the components which make up these features—such as columns, piers, and planter walls—should be designed to allow unencumbered pedestrian movement around and through them. A minimum clear space of 6’ shall be kept between building faces and streetfront columns, piers, and planter walls. This clear space will encourage two-way circulation along retail fronts, and foster comfortable movement. In addition, the ratio of solid mass (expressed by the column or pier width) to open area (expressed by the widths of the openings between the columns or piers) should be designed so it does not act as a barrier which prevents pedestrians from traveling along or through the colonnade. Changes in ground plane between public spaces and colonnades, loggias, and atria can also hinder freedom of pedestrian movement, and should therefore be generally limited to 12” or less. The overall intent of this section is to direct the careful design of architectural entities so they do not act as barriers between public spaces and the buildings those spaces serve. Within these principles, other factors such as elegant proportions, appropriate scale, and accessibility must also be considered.

## **8.4.2 Architecture**

### **8.4.2.1 Introduction**

The architectural portion of these Guidelines is intended to provide a unified, conceptual framework using historical alpine references. It is imperative that the redevelopment effort address specific architectural

design considerations generated by the location, climate, and surrounding environment—such as addressing views, using indigenous building materials, and reflecting the alpine heritage. However, within this framework, the architectural language of buildings within Lionshead should strive to reinterpret its heritage and look to the future, instead of simply mimicking the past.

#### **8.4.2.2 Building Form and Massing**

Building form and massing—as design determinants—are especially critical to the success of Lionshead as an interesting, inviting resort. The forms of buildings and the ways in which they are massed offer opportunities to present a comfortable, pedestrian scale to the Lionshead traveler, and to strengthen the continuity of the streetscape throughout. Other vital corridors within Lionshead which are not along primary pedestrian/retail routes—such as the Gore Creek Corridor—can also benefit from well-designed massing which relates to the scale of those corridors. Form and massing act to marry a building to its site, whether the site is part of a paved plaza or sits within natural topography, and serve to “break down” the scale of the village fabric when viewed from the ski hill.

The overall design strategy of building form and massing shall relate to the horizontal organization found within Lionshead (such as shopfront heights, important floor lines, and critical eave lines), and to the planning considerations outlined in the Lionshead Master Plan (such as build-to lines, sun pockets, and view corridors). The intent of this section is to guide the creation of a village which is appropriately scaled through the use of segmented forms and masses. The underlying fabric shall be constructed of structures which rise out of the ground gradually, rather than being vertical blocks set on the ground plane. At the pedestrian scale, the street level should be dynamic and interesting, by varying forms and masses at the bases of buildings. These building “skirts” should not be uniform one- or two-story masses, but rather fragmented forms which offer interest and diversity.

#### **8.4.2.3 Building Height**

##### ***General***

The following building height and massing criteria shall apply to the Lionshead Master Plan study area, excluding all residential properties south of Gore Creek.

##### ***Primary Retail Pedestrian Frontages***

On any property edge fronting a retail pedestrian street or mall (see site design guidelines for definition and locations), at least 50% of a building face shall have a maximum 16’ initial eave height, at which point that face must step back a minimum of 12’. The remaining percentage of building face may have a maximum 36’ initial eave height, at which point the building face shall step back a minimum of 12’. Eave height is defined as the distance from finished grade to the initial primary eave of the structure. Gable faces of buildings are also measured to their eaves, excluding the

actual wall area which comprises the gable. The intent of this retail/pedestrian street requirement is to present a dynamic, fragmented streetfront to outdoor spaces, rather than uniform blocks of building mass (see Section 8.4.2.2).

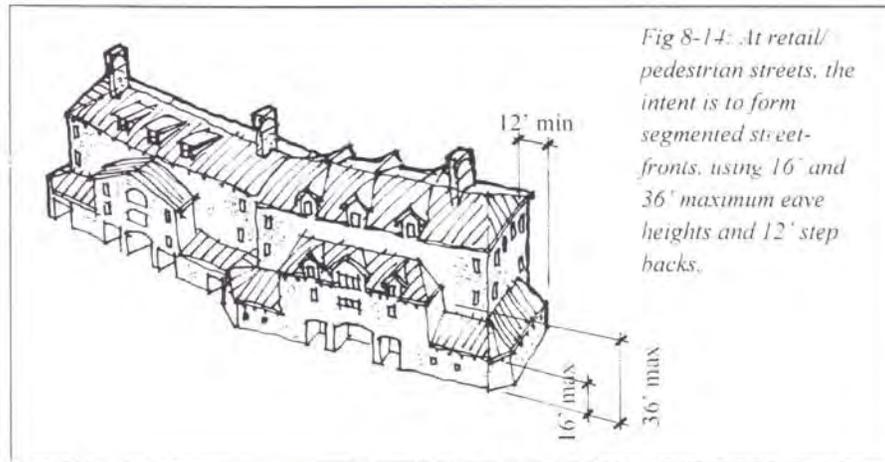


Fig 8-14: At retail/pedestrian streets, the intent is to form segmented streetfronts, using 16' and 36' maximum eave heights and 12' step backs.

### ***Ski Yard and Open Space Frontages***

This paragraph applies to the portion of any property not meeting the criteria of the *Primary Retail Pedestrian Frontages* section above, and fronting on the ski yard or the Gore Creek corridor. Due to the unique and highly visible nature of these areas, building faces fronting them shall be limited to maximum initial eave heights of 48', at which point those faces shall step back a minimum of 12'.

It is critical to note that the 48' maximum initial eave height does not allow for an unarticulated, flat building face from grade to 48'. The horizontal and vertical maximum unbroken building face requirements, as well as all other guidelines contained in this chapter and the Master Plan, shall apply.

### ***Remaining Building Frontage***

Building faces that do not meet the special site criteria of the sections above may have a maximum initial eave height of 60', at which point those faces must step back a minimum of 12'. To the extent possible, all new and redeveloped buildings in Lionshead should avoid "turning their backs" on other buildings or important pedestrian corridors. However, it must be acknowledged that very few buildings have prime frontage on all sides and almost all buildings will have different programmatic requirements and visual characteristics on their different faces. Toward that end, a building's greatest vertical mass and "back of house" functions should occur on the frontage with the least volume of pedestrian traffic. In addition, components of a building with the greatest vertical mass should be oriented north-south to minimize the blockage of southern views and sunlight.

It is critical to note that the 60' maximum initial eave height does not allow for an unarticulated, flat building face from grade to 60'. The horizontal and vertical maximum unbroken building face requirements, all other guidelines

contained in this chapter and the Master Plan, and DRB review and approval, shall still apply.

***Wall Surface Criteria***

Notwithstanding the previous height and setback requirements, there shall be no vertical wall face greater than 35’ on a building without a secondary horizontal step in the building face (the horizontal step may be a cantilever or a setback). This requirement is intended to prevent large, unbroken planes in the middles of building faces, to further mitigate the visual impact of building height, and to provide for higher quality and more interesting articulation of structures. While many instances will necessitate a distance of at least 24” for this movement, it shall be incumbent upon the developer to demonstrate that the intent of this requirement has been met.

***Absolute Maximum Heights***

Absolute Maximum Height is defined as the vertical distance from existing, finished or interpolated grade – whichever is more restrictive – to the ridge of the nearest primary roof form to that grade. With this in mind, the Average Maximum Height of any building shall not exceed 71 ft. Notwithstanding the notion of Average Maximum Height, the Absolute Maximum Height of any building shall not exceed 82.5 ft. Within any building footprint, height shall be measured vertically from the ridgeline of the primary roof form on a proposed or existing roof to the interpolated or existing grade directly below said point on a proposed or existing roof to the imaginary plane created by the interpolated grades (see Figure 8-15a-c)

***Calculation of Average Maximum Height***

The intent of implementing an Average Maximum Height for buildings is to create movement and variety in the ridgelines and roof forms in Lionshead. Toward that end, the Average Maximum Height of a building shall be calculated based upon the linear footage of ridgeline along primary roof forms. Any amount of primary roof form ridgeline that exceeds 71 ft. must be offset by at least an equal amount of primary roof form ridgeline falling below 71 ft., with the distance below 71 ft. equivalent to or greater than the distance exceeding 71 ft. The average calculation shall be based on the aggregate linear footage of primary roof forms across an entire structure, not separate individual roof forms (see Figure 8-15c)

***Average Maximum Height Calculation***

**Average**

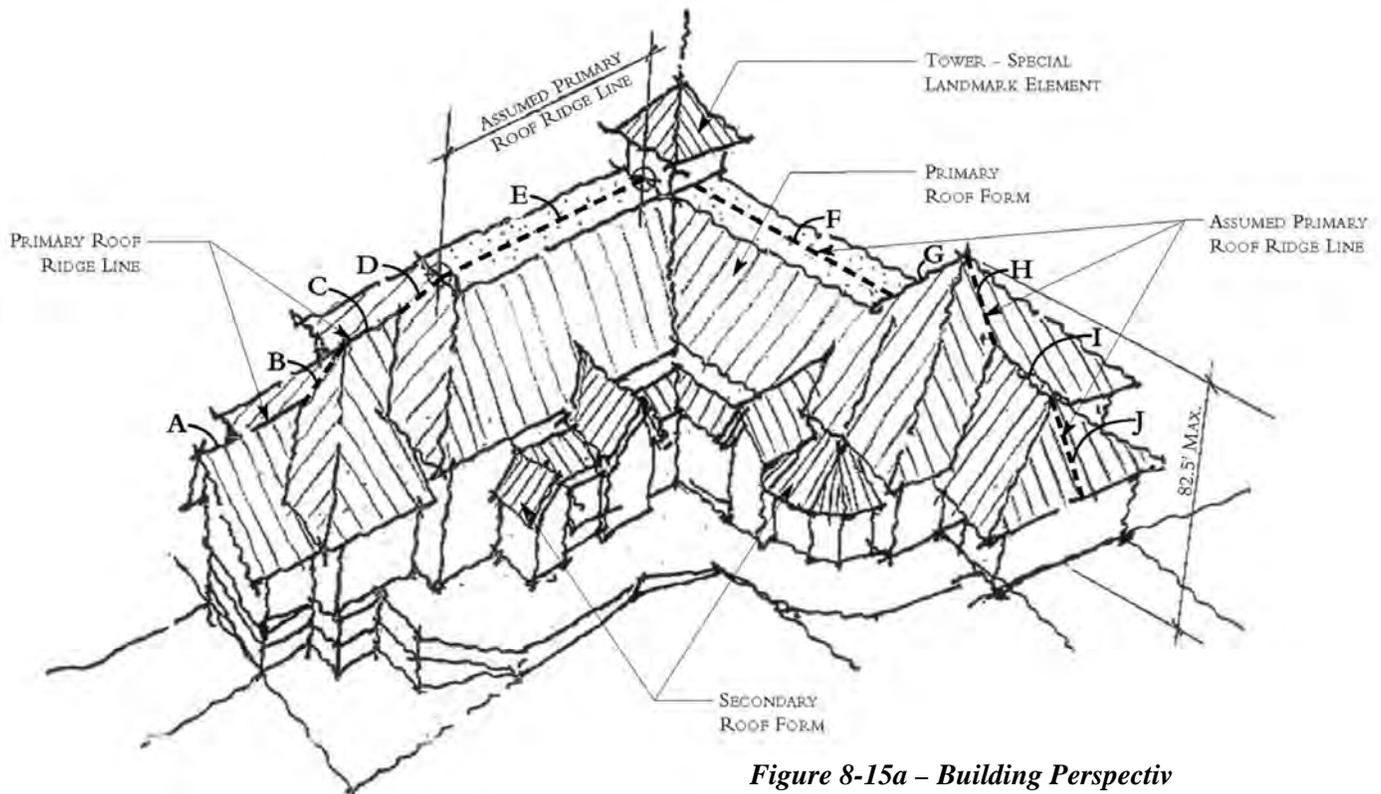
**Maximum**

**Height** = [Primary Ridge Length (A) X Average Height of Ridge (A)] +  
[Primary Ridge Length (B) X Average Height of Ridge (B)]  
+[Primary Ridge Length (C) X Average Height of Ridge (C)]  
+[...]

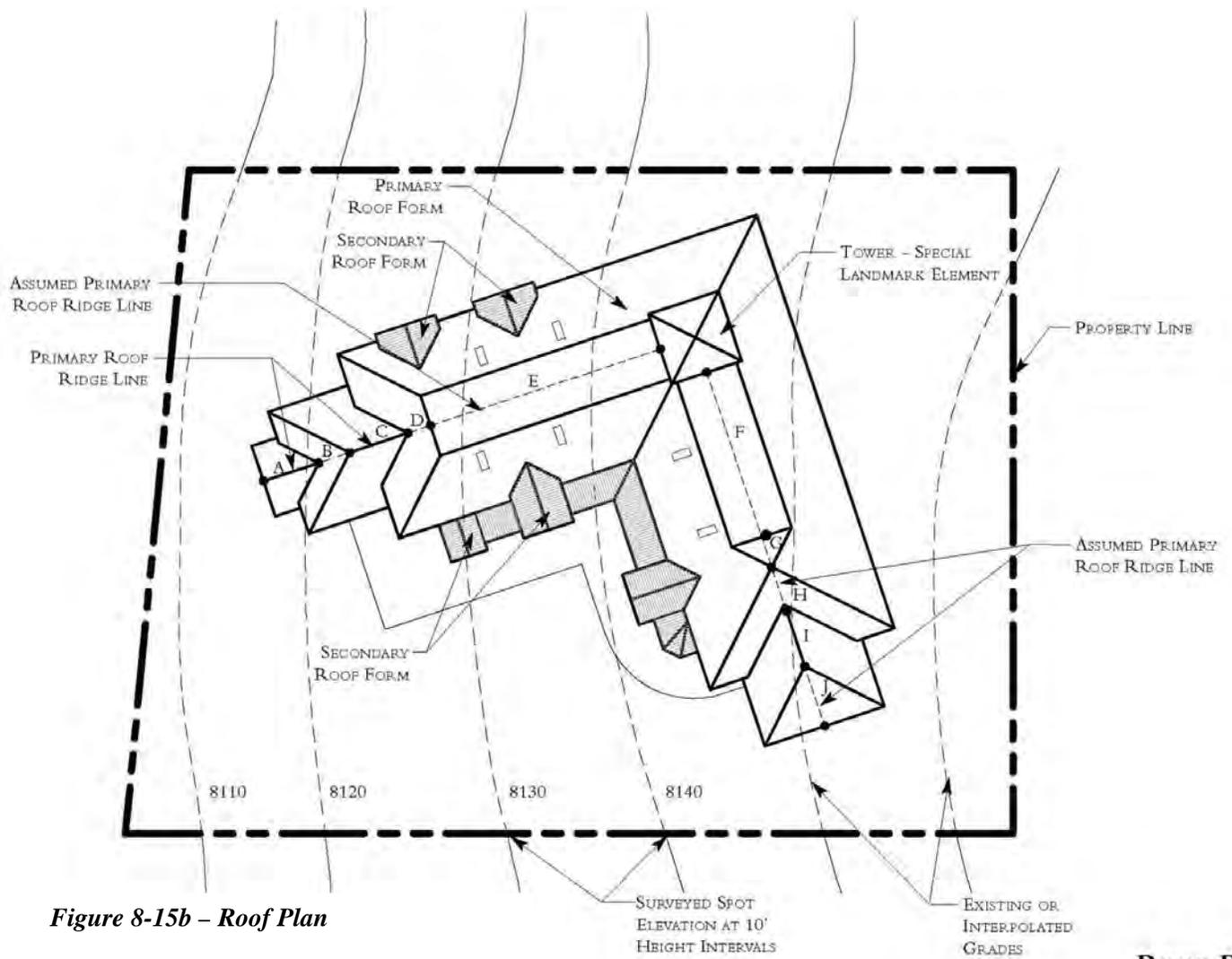
-----  
[Primary Ridge Length (A) + Primary Ridge Length (B) +  
Primary Ridge Length (C) + (.....)]

***Additional Requirements/Exceptions***

All buildings, regardless of permitted building heights and massing principles, shall conform to all established Public View Corridors (see Lionshead Redevelopment Master Plan). Special “landmark” building elements, such as chimneys, towers, or other unique architectural forms, may exceed the Absolute Maximum Height, subject to approval by the reviewing board. This provision is intended to provide for architectural creativity and quality of building form, and shall not be used as a means or circumventing the intent of the building height limitations. In addition, regardless of final building height, buildings shall avoid monotonous, unbroken ridge lines, and shall provide visual interest through the use varied peak heights, roof forms, gables, and other appropriate architectural techniques. (Res 8, Series of 2003)

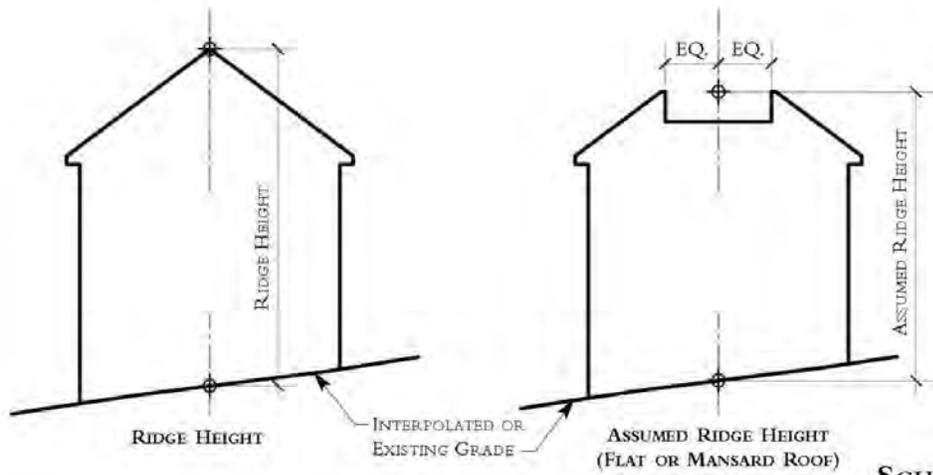
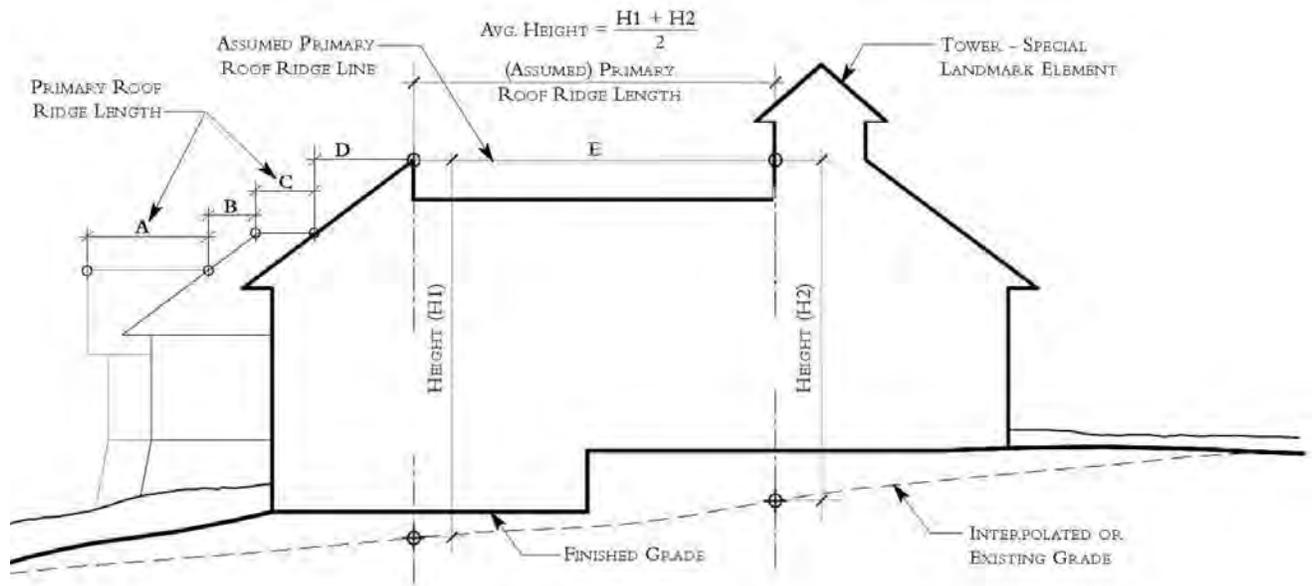


***Figure 8-15a – Building Perspectiv***



**Figure 8-15b – Roof Plan**

**ROOF PLAN**



**SCHEMATIC BUILDING SECTIONS**

*Figure 8-15c – Schematic Building Sections*

#### 8.4.2.4 Exterior Walls

##### *General*

Exterior walls within Lionshead shall be designed with clear definition of base, middle, and top. This organizing principle will weave the separate pieces of the community into a consistent fabric. The tripartite strategy of base, middle, and top will establish key datums, or special horizontal layers, within the community which reinforce the form, massing and height guidelines described earlier.

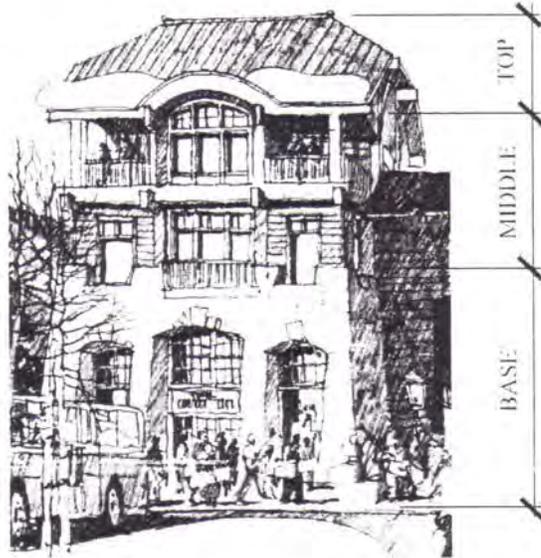


Fig 8-16: Clear definition of base, middle, top.

To this end, the three-part definition of buildings shall relate directly to organizing principles such as existing datums, architectural elements such as storefront colonnades and awnings (where applicable), and massing strategies such as building setbacks and maximum heights. This strategy can relate to form and massing principles through the development of street-level setbacks defining the bases of buildings where appropriate, and minor setbacks relating to the middles and tops of buildings.



The bases of buildings should be visually dynamic to heighten the pedestrian experience. In addition, their interface with the topography of the site is crucial, as they act as the transition zones between man-made structures and natural grade. Visual dynamics at street level are most effectively accomplished through the introduction of secondary forms, materials, colors and detailing.

Fig 8-17: Transition tools used to define base, middle, top at existing structures

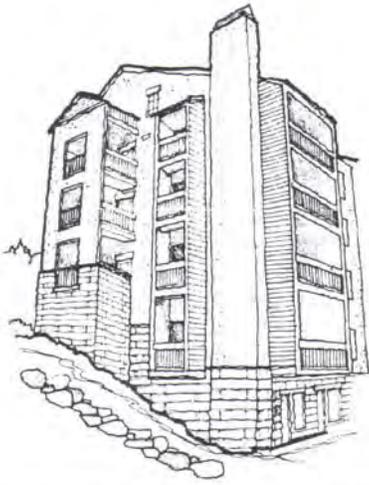


Fig 8-18: Masonry veneer can be used to "connect" buildings to their sites.

However, the use of indigenous materials at the primary elements (see following sections for definitions) is critical in tying buildings to their sites. Rhythm and order should be introduced to guide the traveler through the streetscape, and offer an enhanced sense of movement through Lionshead. To reinforce this intent, street-level walls shall not span more than 30 feet horizontally without significantly varying at least 2 of the following 5 characteristics:

- Massing or Height
- Material, Fenestration, or Color

When massing or height are varied, buildings with street-level walls may vary material, fenestration, *or* color to meet the 30-foot span requirement; however, if massing or height are not varied within 30 feet, material, fenestration, *and* color must be varied.

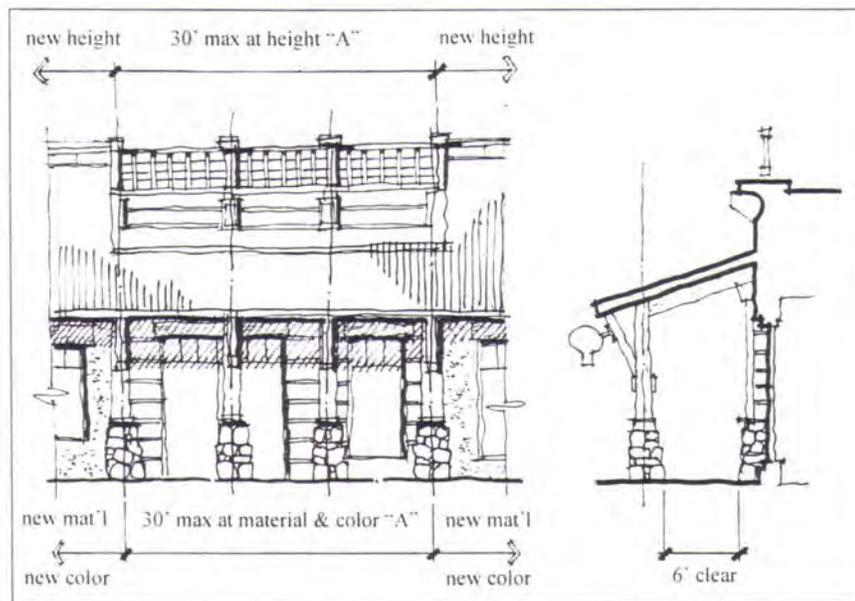


Fig 8-19: Colonnade and shopfront criteria.

Existing buildings may disregard the 30'-maximum horizontal wall guideline if their structural bays or other organizing elements exceed 30', provided that the distance over 30' falls within reasonable limits. An existing building with 36' structural bays, for instance, is not required to further divide those bays; however, an existing building with 48' structural bays may be required to divide those bays into 24' sections, depending upon the nature of the pedestrian street frontage.

The middles of buildings within Lionshead shall read as "quiet" masses when compared to building bases and roofs, and should act as a unifying

background throughout the community. This should be done through the use of simple materials, such as stucco, and more consistent, repetitive fenestration and detailing (see Sections 8.4.2.5 and 8.4.2.9). Building middles should not be designed as less important, banal elements, but rather as elements which present interest and articulation through subtle detailing—through fenestration, shutters, trim, and the like—instead of massing. The tops of walls shall be designed to comfortably engage their pitched roofs, without the abrupt changes in form and massing so commonly found in structures with primarily flat roofs. Walls should also be used to visually reduce roof heights, through the careful design of lowered plate heights and integrated dormers, which help to merge wall planes with roof forms and interlock building masses with roof masses.

The tops of buildings shall be capped with well-proportioned, pitched roofs, acting as the uppermost unifying image within the architectural fabric of Lionshead. Roofs viewed from pedestrian streets should nearly disappear from view as travelers approach, due to their pitches relative to ground-level sightlines. However, viewed from a distance, roof forms within Lionshead should offer a consistent roofscape to the observer within the community or on the mountain adjacent to it. Guidelines which direct the design of the roofscape are described in Section 8.4.2.7.

#### ***Materials (General)***

As mentioned earlier, building materials should be carefully selected to recall the heritage of our alpine antecedents, yet look forward to the vision of Lionshead as a modern resort community. The specific requirements and limited palette of major building materials described herein are intended to reinforce the visual harmony envisioned for the community and act as additional unifying thread for the resort.

Materials used at primary building elements—defined as those which exceed 500 square feet (SF) in wall surface area—shall recall and relate to the indigenous materials of the area and enhance the sense of our Colorado mountain resort heritage. They are described below according to their most appropriate locations within the tripartite order of individual structures. Secondary building elements, or those which cover an area of 500 SF or less, may be comprised of varying materials to add design flexibility, encourage individual expression, and enhance visual interest. They are not specifically listed within these Guidelines, but may include materials such as painted steel, canvas and similar textiles, colored unit masonry, and the like. Within this framework, creative use of materials is encouraged, but “patchwork” designs of inconsistent material locations or patterns should be avoided. All secondary building elements will be approved at the discretion of the reviewing body.

### ***Base Materials***

Materials selected for the bases of buildings must balance the transparency required at retail shopfronts with the strong, anchoring elements needed to tie buildings to their sites. That is, they must successfully integrate the notions of mass wall and frame wall. In addition, they should offer both large- and small-scale texture at the ground plane, to add varying levels of interest and heighten the pedestrian experience. With this in mind, building bases shall be primarily constructed of individual pieces or unit materials such as stone veneer. When using stone, veneers should be selected which lend authenticity to mass walls—thin veneers or those which appear as mere surface applique should be avoided. Battering may be used as an additional—but optional—design tool to visually strengthen the bases of structures. As mentioned earlier, secondary elements within building bases may incorporate accent materials, but these materials should be carefully selected to act in concert with the rest of the architecture. Shopfronts and other special street-level amenities have the most latitude with respect to material selection, but can be very successful if constructed of hand-crafted, durable materials. These types of materials can hold up to the careful scrutiny of the street-level observer, along with the physical abuse common to public ways. Acceptable accent materials include—but are not limited to—wood, wrought iron, forged or formed metals, and etched glass.

### ***Middle Wall Materials***

The middles of buildings shall be constructed of neutral field materials such as true stucco, EIFS, or wood. These types of materials help to establish the “quiet” or “background” vertical surfaces necessary at the major wall planes which typically make up the bulk of structures. In addition, they offer an interesting difference between the dynamic nature of building bases and the more repetitive, subtle patterns of building walls above street level. Materials such as stucco should be designed as an expression of mass, rather than infill between structural members. Where building walls meet roofs, materials which successfully integrate the tops of buildings to their middles, such as wood in the form of brackets, rafter tails, and the like, are most effective.

Approved materials for use on building roofs are described in Section 8.4.2.7 of these Guidelines.

### ***Colors***

Building colors for structures within Lionshead should be chosen to blend structures with the mountain environment, while offering visual and psychological warmth to observers. To this end, earth tones and other low-intensity colors derived directly from the surrounding mountains should be used on primary building elements, defined as those which cover more than 500 SF. Earth tones include hues such as off-whites, beiges, tans, and light grays, introduced in shades slightly darker than their natural counterparts. Colors inherent to the materials used, such as natural stones and naturally-weathering woods, generally offer the hues and textures most desirable

within Lionshead, and such materials should not be painted. However, integrally-colored concrete, stucco, and semi-transparent wood stains are acceptable as well. In an effort to limit the palette of colors used on buildings and avoid the “patchwork” effect, no more than three colors should be used on primary building elements.

Secondary building elements (500 SF or less in area) may be clad in accent colors to add visual interest to the overall streetscape. They should act as highlighting elements at storefronts, primary entries, and signage, and are most appropriate at lower levels to engage pedestrian interest. Upper levels, in an effort to act as the more “quiet” fabric of Lionshead, should avoid brighter colors and remain true to the earth tones listed above. When used, accent colors should reflect the natural mountain environment of Lionshead, with golds, oranges, reds, and shades of green, blue, and purple used most often. Colors foreign to the mountain setting should be avoided.

### ***Trim***

Trim colors, generally used on elements to express structure, door and window openings, significant floor lines, fascias, and the like, shall act in concert with field and accent colors. This is most effectively accomplished through the selection of deep or vibrant colors having the same or similar hues, but using different shades or tints. At street level, accent colors may be used on trim to express storefronts and reinforce the rhythm of the streetscape.

## **8.4.2.5 Exterior Doors and Windows**

### ***General***

In the tradition of mountain antecedents, openings for exterior doors and windows in buildings within the Lionshead community shall be treated as recessed elements in mass walls of stone, concrete, or stucco, rather than flush surfaces on them. Within frame walls, they shall be expressed as infill

material between structural members, and recessed from those members. This treatment lends itself to the image of structures comprised of significant mass or structure, instead of curtain walls clad over lightweight frames. Given this general approach, however, door and window sizes, shapes, types, materials, and colors should relate to the tripartite order established through development of base, middle, and top.

### ***Exterior Door Sizes, Shapes, and Types***

Door sizes should be appropriate to their materials, with rustic, “heavy” doors generally used in stone or concrete to accentuate mass, and glazed, “light” doors used in field materials such



*Fig 8-20: Entry doors at retail shops should express detail and craftsmanship .*

as stucco and wood siding, or at window wall assemblies (see commercial front exceptions to follow in this Section). Entry doors located along retail streets and other public ways offer the first true glimpse of buildings when approached from those spaces, and should therefore be designed with hand-crafted quality and attention to detail. These doors should be oversized when possible, but in proportion to the frontage of which they are a part. Entry doors for large retail centers or hotels should be significantly larger than those found in smaller, more intimate shops. Other doors for structures, regardless of location, should be designed as part of an obvious hierarchy, with primary entry doors the largest, secondary entry doors somewhat smaller, and private or egress-only doors smaller yet.

Shapes of doors should relate directly to their locations on the building, with rectangular shapes being the most prevalent. Specially-shaped doors and double doors are encouraged at primary entries along retail frontages, or as custom portals for private residences, while the middles of buildings should be characterized by more standard shapes. Special shapes should not be overused or used in a random, ad-hoc fashion; shapes such as arched heads or square, overhead doors should relate to the overall building architecture.



*Fig 8-21: Well-crafted commercial fronts help to animate the streetscape and act as inviting portals for pedestrians.*

### ***Exterior Door Materials and Colors***

All exterior doors within Lionshead shall be constructed of high-quality, durable materials such as wood, metal-clad wood, or metal; doors at primary hotel, condominium, or retail entries may also include large areas of glass to attract pedestrians. Glass doors should relate to building orientation, views, or functions, with large areas of glass generally avoided in locations other than those noted. Maintenance-free materials such as copper, baked

aluminum, and naturally-weathering woods are encouraged—painted metals and woods should be avoided whenever possible. Copper cladding and wrought iron doors may be left to patina naturally, while industrial metals such as steel and aluminum should be baked or anodized with finish colors to match building trim.

Commercial fronts and private entries offer the unique ability to introduce hand-crafted, custom-built portals for businesses and private residences, and must also have the ability to display shop wares. They are therefore permitted more latitude with respect to materials, colors and amounts of glazing. Aluminum storefronts may be used on commercial structures, provided they are finished in factory finish. All-glass doors are permitted as well, with no limits set on the amount of glass permitted at retail level. Etched glass is encouraged to bring a level of detail to special storefronts. Doors which are part of window wall assemblies may also have large glass areas, to take full advantage of mountain views. All exterior door glazing shall be non-reflective, to minimize off-site glare, particularly from the ski mountain.

### ***Exterior Door Hardware***

Variations in designs and materials for exterior door hardware at primary entries are encouraged to bring a level of fine detail and creative expression to buildings within the community. Approved materials include brass, copper, wrought iron, wood, and industrial metals such as aluminum or steel. Industrial metals should be prefinished in colored or clear factory finish systems to reduce maintenance problems. Door hardware in areas other than primary entries should complement the surrounding materials and details.

### ***Window Sizes, Shapes and Types***

As with exterior doors, window sizes should be appropriate to their surrounding wall materials, with narrow, relatively tall windows used in stone or concrete, and larger, more expansive windows used in field materials such as stucco and wood siding, or in window wall assemblies. Fenestration within field materials should be designed with decorative trim and sills, or heavy structural frames, so they do not appear as “punch-outs” within those materials. Windows located along retail streets and other public ways offer locations in which to display goods to pedestrians, and should therefore be designed with particular care. Window walls should be designed in proportion to their associated frontages, with windows at large retail centers or hotels significantly larger than those found in smaller, more intimate shops. Other fenestration,



Fig 8-22: Clear window hierarchy by base, middle, and top.

regardless of location, should be designed as part of an obvious hierarchy, with lower-level, retail street openings the largest, and windows above somewhat smaller.

Shapes of windows should also relate directly to their locations on the building, with rectangular shapes being the most prevalent.

Fenestration located within the middles of buildings should be shaped and organized into fairly regular patterns, to establish rhythm and continuity. Specially-shaped windows are encouraged at walls along retail frontages, or as custom openings in distinct areas of private residences. They are also appropriate at dormers and other special roof elements. As with doors, specially-shaped windows should relate to the overall building architecture. And as a general rule, the variety of geometric shapes used should be limited to 3 on any given building.

Acceptable window types include high-quality fixed, double-hung, awning, and casement units. Sliding windows and multiple-opening units such as jalousie are generally lesser-quality units not conducive to the mountain environment and should be avoided. At retail levels, bay, box and bow windows are encouraged to animate the pedestrian street and integrate public and semi-public domains. All windows should strive to add visual interest through careful design of mullions, muntins, and divided lites. The intent of the Guidelines is to recall the regional heritage through the thoughtful design of fenestration and how it relates in scale, proportion, and materials, to the tripartite order of structures within the community.



*Fig 8-23: Windows should be thoughtfully designed and relate to the wall materials which surround them.*

#### ***Window Materials and Colors***

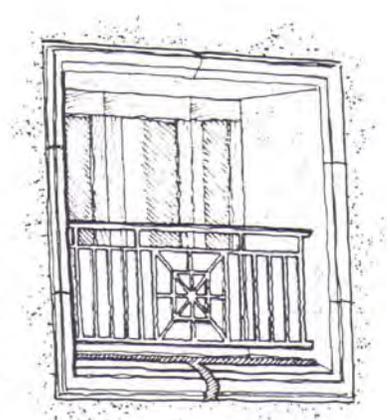
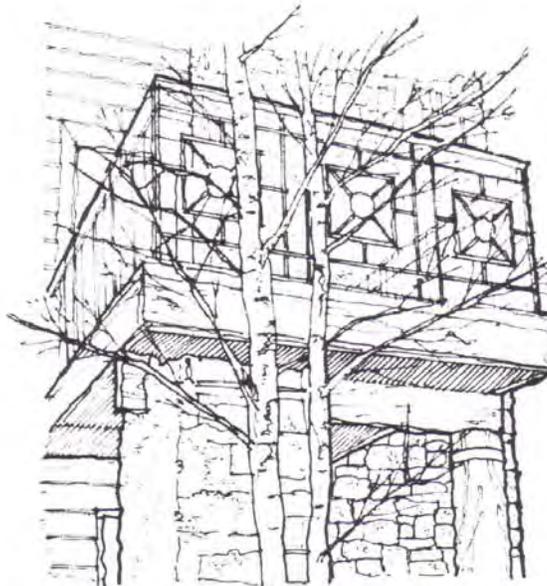
Windows within Lionshead shall be painted or stained wood, or clad in maintenance-free metals such as copper, or aluminum and steel with baked finishes. Copper cladding may be left to patina naturally, while baked enamel colors for aluminum and steel cladding should be similar to trim colors, and in similar complementary hues to wall colors or stained wood colors. Factory finishes should be selected to withstand the intense ultraviolet radiation found at higher elevations, and prolonged fade-resistant warranties should be considered. In addition, glazing shall be non-reflective, to minimize off-site glare, particularly from the ski mountain.

Decorative shutters are permitted within Lionshead only if they are designed to operate or appear to operate. When used, they should be constructed of wood and finished with durable stains or paints. Their design and placement should be consistent and should not take on a random or haphazard appearance. Design freedom is encouraged within these parameters, and within the context of the other architectural elements found on the building, including handrail designs, ornamental iron, and similar detailing.

#### 8.4.2.6 Balconies, Guardrails, and Handrails

##### *Location and Size*

Balconies should be carefully located with respect to their orientation to the sun, involvement with public spaces, and snow and watershed from structures above and onto structures or passers-by below. They should be sized as outdoor rooms, with ample space for outdoor furniture and other amenities, or merely as small, private parapets used as “step-outs” to allow fresh air into the adjacent room. False balconies and balconies which straddle these two roles should be avoided, as they tend to lack the benefits of either and are often left unused. Proper location and size will ensure that balconies become animated spaces, rather than outdoor storage areas. As animated spaces, their placement in public plazas and pedestrian streets—straddling the semi-private and public domains—will infuse those spaces with the vitality needed to draw visitors to Lionshead. Balconies which face service alleys or are located within other socially “dead” spaces, or are susceptible to water or snowshed are generally unsuccessful spaces and should be avoided in Lionshead. The intent of this Section is to infuse public spaces with the energy of occupied balconies, and encourage designers to avoid the design of lifeless balconies which remain unoccupied and therefore detract from public spaces.



*Figs 8-24 & 8-25: Custom guardrails and balcony details are encouraged within design parameters.*

### ***Materials and Designs***

Custom designs for balconies, guardrails, and handrails offer the opportunity for truly creative expression within these Guidelines, and unique design solutions are encouraged. Approved materials for primary elements such as guardrails, handrails, posts, and support brackets include stucco-covered walls (for guardrails only), naturally weather-resistant woods, wrought iron and other decorative metals, and steel. Materials such as glass, plastic, pipe rails, and metal panels are strongly discouraged. Secondary elements such as pickets and ornamental detailing may use other materials not listed above but will be reviewed on a case-by-case basis. Materials which meet the intent of the Guidelines and work in harmony with the architectural language of the building can lead to positive solutions, but all secondary building materials will be approved at the discretion of the reviewing body.

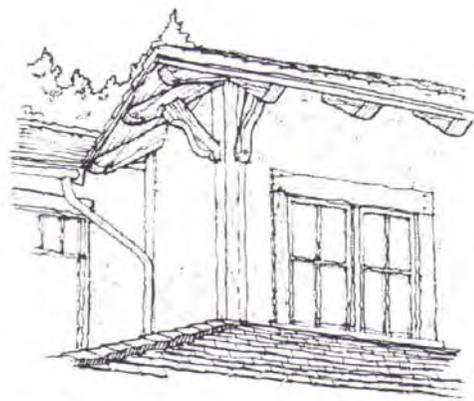
Drainable balconies—or those which shed water *off* them via waterproof membranes as opposed to letting water trickle *through* them—shall be designed whenever other balconies, pedestrian streets, or other public ways are exposed to water or snowshed from those balconies. Placement of the drain systems should be carefully considered to avoid passers-by below. Non-drainable balconies may be used in all other locations and should be constructed of weather-resistant woods or ornamental metals.

Within these general parameters, balcony, guardrail, and handrail designs should be patterned after a rational order of structure and detail. Primary structural or decorative members should be in proportion to the balconies they are supporting, which in turn should relate to the overall building scale. An honest, straight-forward expression of structure should be sought whenever possible, avoiding design *faux pas* such as stucco-covered beams or grossly undersized brackets.

#### **8.4.2.7 Roofs**

##### ***General***

In keeping with the spirit of the area's mountain architecture, primary roofs within Lionshead are to be predominantly gables and hips, with sheds or flat roofs permitted at smaller, secondary roofs. Primary roofs are defined as roofs which cover more than 500 SF of *roof* area, while secondary roofs are those which cover 500 SF of *roof* area or less. Secondary roofs which occur at logical breaks in building massing may exceed 500 SF if the general intent of fragmented forms and visual harmony is met. Free-standing sheds and butterfly roofs are not permitted. Mansard roofs are permitted on buildings where pitched roofs would be impractical, if the mansards are of similar form, pitch, material, color, and detail to other roofs within the community (and identified within these Guidelines). If used, these types of roofs should be considerate not only of views from the pedestrian street, but also those from the ski mountain. To this end, areas of flat roof within the slopes of the mansard shall be limited to the practical minimum, and the materials for the flat roof shall be black or in a color to blend with the sloped roof. In addition, rooftop equipment within the flat areas shall be painted to blend



*Fig 8-26: Eave members should visually sturdy, and detailed to relate to the rest of the building's architectural language.*

with the roof material (see "Miscellaneous Equipment" Section to follow). The overall image for Lionshead takes its cue from the simple, fragmented, gabled roof forms of European alpine villages, where views of the roofscapes from the mountains are paramount.

All new construction shall comply with the following roof criteria. Substantial expansions and renovations shall also adhere to these Guidelines, along with the remaining portions of the building which are not being expanded or renovated (see exceptions above, in Sections 8.3.1, 8.3.4.2, and later in this Section). Roof framing shall be expressed wherever possible, particularly through exposed ridge beams, outriggers, rafter tails, and fascia boards.

### ***Dimensional Guidelines***

Roofs should be constructed with 30" minimum eave and rake overhangs, with dimensions dependent upon overall building size. Secondary roofs may have overhangs as small as 18", but should work with the overall scale of the roofscape. Ridge beams and outriggers should be of visually sturdy members (6x or 8x material for wood, and equivalent sizes for other materials), sized to support rafters and overhangs; decorative end cuts or patterns are encouraged. Rafter tails shall also appear sturdy (2x or 3x material for wood) and be exposed to express structure. Eave and rake fascias shall be wide enough to screen end profiles at metal roofs, and to offer a consistent image with respect to structural roof members.



*Fig 8-27: Dormers can lend "texture" to the overall roofscape of Lionshead.*

### ***Pitch***

Roof pitches for primary roofs shall be from 6:12 to 12:12, inclusive. Pitch breaks are permitted when they occur at architecturally appropriate locations such as plate lines, changes in plane, etc. To add variety to the Lionshead roofscape, secondary sloped roofs may have pitches ranging from 4:12 to 12:12, and flat roofs may have

limited use as secondary forms. Existing structures with especially large footprints may deviate from the pitch requirements if they meet the overall intent of the roof guidelines and are responsive to views from both the pedestrian street and the ski mountain. Steep mansard roofs which exceed the 12:12 maximum pitch criteria are not encouraged, but may be necessary

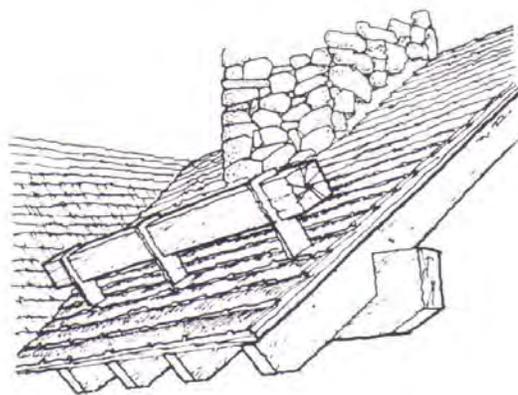
in certain instances when excessive building dimensions make the 12:12 pitch requirement impractical. **These buildings will be handled on a case-by-case basis, and evaluated on intent rather than quantitative criteria.**

### ***Materials and Colors***

Primary roofs shall be covered with a limited palette of unit materials to present a coherent image for Lionshead. Approved materials for primary roofs include—but are not limited to—metal shingles, cementitious shingles, concrete tiles, wood shakes or shingles, and high-quality asphalt shingles which offer acceptable colors and depth. Metal shingles may be of copper (16 oz/SF minimum weight), terne metal, or other materials with natural patina. Secondary roofs may be covered with metal panels, in corrugated, rolled, or standing seam profiles. Primary roofs shall be in neutral, earth-tone colors, with brown or gray tones—bright colors or reflective materials are not permitted. Roofs may incorporate blends to achieve desired colors—on-site mock-ups are required when blends are proposed. At retail levels, accent colors are permitted for secondary roofs to add vitality to the streetscape. Changes in roof materials or colors shall take place in logical locations, such as changes in pitch or changes in plane.

### ***Dormers***

Dormers are considered secondary roof elements, and as such are permitted some latitude in terms of form, pitch and material. Dormers may be gables, hips, or sheds, with pitch as identified previously for secondary roofs. When designed as an extension of upper-level walls, they should be constructed in the more traditional manner, above broken eaves on both sides of the dormers, as opposed to continuous eaves up and over the dormers. Design freedom is encouraged, and dormers with non-compliant forms or pitches will be considered if the overall roofscape provides the image intended.



*Fig 8-28: Snowguard details should relate to other architectural elements on the building.*

### ***Snowguards, Gutters and Downspouts***

Snowguards or snowclips shall be used wherever significant amounts of snow may accumulate over occupied areas, such as pedestrian streets, entries, patios, decks, balconies, or uncovered parking areas. Pitched roofs which face north are particularly susceptible to snow and ice accumulation, as are lower roofs to the north of—and therefore in the shadow of—

their higher neighbors. In these cases several rows of snowguards or many snowclips may be necessary. Snow and ice accumulation on metal roofs—

which heat quickly during sunny winter days—is especially dangerous to unsuspecting persons or equipment. Metal roofs which face south or are located significantly higher than adjacent, lower roofs shall be equipped with snowguards or snowclips to prevent injury to people or damage to lower roofs.

Outdoor gathering areas which face south and are not completely covered may be exposed to water drip from the roofs above them. These locations—which may include heavily-used public spaces such as sun pockets or pocket plazas—are ideal candidates for gutters and downspouts. Where roofs are in constant shadow or have northern exposures, gutters and downspouts used in conjunction with heat tape may work well. Gutters used below snowguards should be designed to take the load of the accumulated snow and ice which snowguards frequently release.

Approved materials for gutters and downspouts within Lionshead include aluminum or steel with baked finish, and copper or lead-coated copper. Gutter sections may be traditional or half-round. Snowguards shall be constructed of painted plate steel vertical supports (painted black, or to match roof or building trim color) with horizontal members made of materials which recall the structure of the building, such as timbers, logs, or tube steel. Large structures, where snowguards are not readily visible from street level, may use the more utilitarian expanded metal or mesh dams, welded to steel horizontal sections and vertical supports. All exposed steel shall be painted.

### ***Miscellaneous Equipment***

All miscellaneous rooftop equipment, including roof vents, antennas and satellite dishes, shall be painted to blend with the roofs to which they relate. Major pieces of equipment on commercial buildings shall be strategically located to conceal them from view, or hidden in cupolas or other structures—exposed equipment is not permitted. All flashings shall be copper or painted metal to match those found on exterior walls. The intent of these provisions is to present a well-blended roofscape throughout the community, as seen from the public spaces as well as from the mountain.

### **Skylights**

Skylights are permitted within Lionshead if they are less than 3 feet higher than the surrounding roof. Skylights must be included in maximum roof height calculations, and shall be well-hidden from street level and the mountain.

### **Solar energy devices**

Solar energy device: A solar collector or similar device or a structural design feature of a structure, such as a roof shingle with integrated

photovoltaic cells, which collects sunlight and converts the sun's radiant energy into thermal, chemical, mechanical, or electrical energy

Solar energy devices should be installed on building roofs and facades and oriented for energy production. Solar energy devices shall be designed and placed in a manner compatible and architecturally integrated into the overall design of the building. Solar energy devices should be installed to minimize visual impact from street level.

Solar energy devices may be installed within the required setbacks on existing structures if the structure is legally nonconforming or permitted to encroach into the setback. Solar energy devices shall not be included in calculation of building height. No portion of any solar energy device shall project more than eight (8) feet from the roof plane or façade to which the panel is attached. Solar energy devices shall not extend higher than the existing adjacent ridgeline on roofs with pitches of 3:12 or greater. On roofs with pitches less than 3:12, the Design Review Board shall make a determination that the solar panels are installed to minimize excessive visual impact. Solar energy devices shall not be installed within two (2) feet of a roof ridge or roof eave. Solar energy device framing, brackets and associated equipment shall be painted black or a color that matches adjacent building surfaces at the discretion of the Design Review Board.

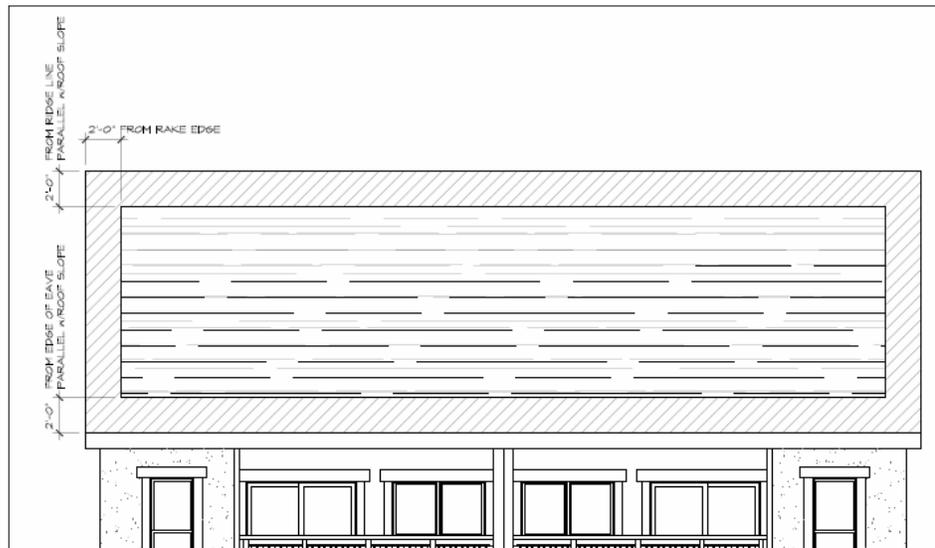


Figure 8-28a: Required Distances of Solar Energy Devices from Roof Edge

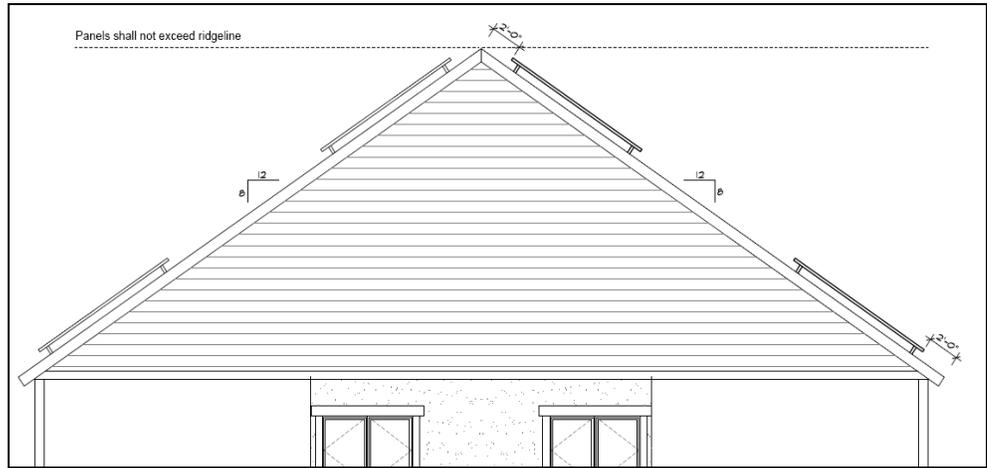


Figure 8-28b: Regulations Applied to a 8:12 Roof

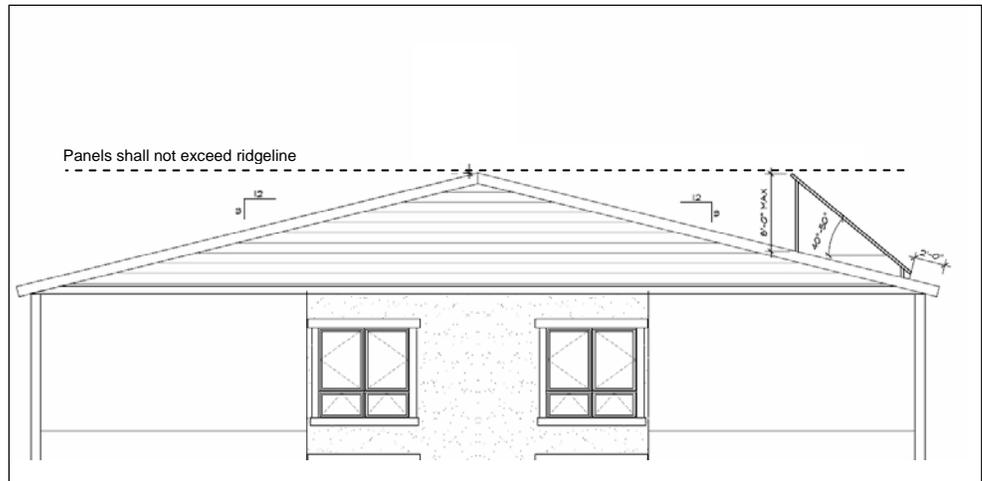


Figure 8-28c: Regulations Applied to a 3:12 Roof

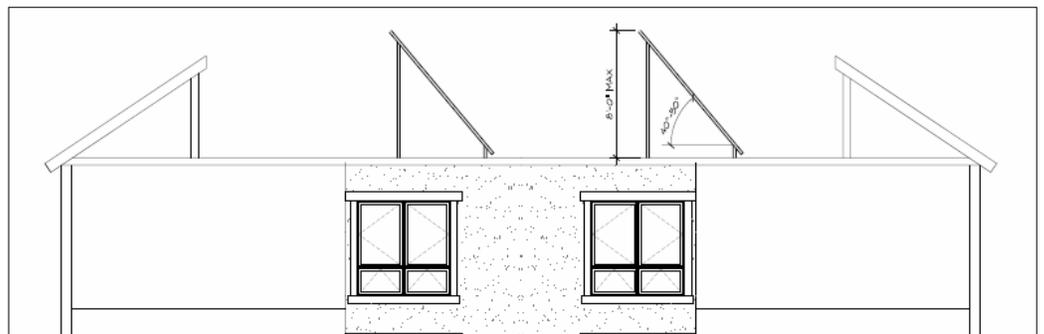


Figure 8-28d: Regulations applied to a Flat Roof

### 8.4.2.8 Fireplaces and Chimneys

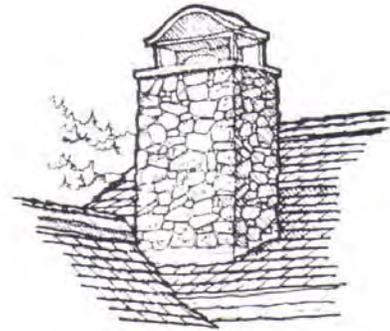
#### *Fireplace Requirements*

Fireplaces shall be designed to meet all applicable Codes, including the restriction on wood-burning units within Lionshead. Exposed flues and vents for gas-operated fireplaces or other equipment such as furnaces should

be hidden from primary views, and painted to blend with the nearest building materials.

### ***Chimney Sizes and Shapes***

All flues 6" diameter or greater which penetrate roofs shall be designed with chimneys. The sizes of chimneys should be in scale with the architecture of



*Fig 8-29: Decorative chimney caps can add interest to the roofscape.*

the building—not small enough to be lost in the massiveness of the structure, but not large enough to overwhelm the structure. Chimneys should be designed with relatively slender proportions when viewed from at least one profile, with height greater than width, and in rectangular shapes. Heights of gas-burning chimneys or boiler flues shall be designed to proportionally match their wood-burning counterparts, to lend authenticity and consistency to the overall roofscape.

### ***Chimney Materials***

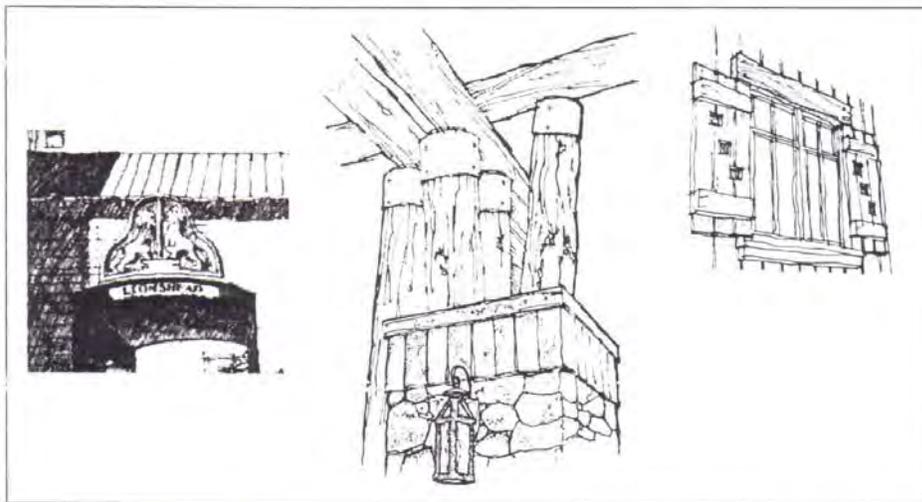
Chimneys within Lionshead shall be covered in stone veneer (to match building veneer) or stucco, to express the alpine heritage of the area. Wood or metal-clad chimneys are permitted at small, residentially-scaled buildings only.

### ***Chimney Caps***

Chimneys may terminate in decorative caps of stone, stucco, or metal. Creative designs, such as arched openings within caps, barrel or pitched metal roofs, and the like are encouraged to lend interest to the building roofscape. Chimney caps should act as elegant crowns to nicely-proportioned chimneys, and should not seem bulky or top-heavy. When flat or pitched stone caps are used, they shall have a minimum thickness of 4". All chimney caps shall be designed to screen spark arrestors and other utilitarian equipment as much as possible.

## **8.4.2.9 Detail**

Detail should be introduced to the architecture of Lionshead to infuse heritage, culture, and artistry to the Lionshead environment. Well-designed ornamentation can serve to complement and perhaps intensify the other architectural principles discussed in these Guidelines, but should be designed to work in harmony with—and not against—the basic architecture. The design of signage, brackets, lightposts, and the like should present a hand-crafted quality, particularly at street level. Detail at the middles of buildings should rely more upon pattern or carefully-designed repetition to visually connect parts of a building together or separate buildings to one another.



*Figs 8-30 thru 8-32: Detail should reflect heritage and regional context.*

## 8.5 Summary Table of Quantitative Criteria

The following table offers a “quick glimpse” of the quantitative criteria established within these Guidelines, by Section number. However, it is not designed to act in lieu of a thorough review of this document. The values listed in the table should be evaluated in conjunction with the actual Sections which they pertain to, particularly in light of the explanations of design intent, clarifications, possible exceptions, and other notes not identified within.

| <b>Sect</b> | <b>Description</b>                              | <b>Criteria</b>   |
|-------------|---|---|
| 8.4.1.3     | Pedestrian Street Width-to-Height Relationships | 1:1/2 to 1:1 1/2  |
| 8.4.2.3     | Bldg Eave Height at Retail/Pedestrian Streets   | 50% wall face @ 16' max height<br>50% wall face @ 36' maximum height<br>12' minimum step back |
| 8.4.2.3     | Bldg Eave Height at Ski Yard/Gore Cr Corridor   | 48' maximum eave height<br>12' minimum step back  |
| 8.4.2.3     | Bldg Eave Height at Remaining Areas             | 60' maximum eave height<br>12' minimum step back  |
| 8.4.2.3     | Wall Surface Criteria                           | 35' maximum vertical face<br>Horizontal step required   |
| 8.4.2.3     | Maximum Ridge Heights                           | 71' average maximum height<br>82.5' absolute maximum height                                   |
| 8.4.2.4     | Exterior Horizontal Wall Spans                  | 30' maximum span at street level  |
| 8.4.2.4     | Primary/Secondary Bldg Material Definitions     | Primary: exceed 500 SF area<br>Secondary: 500 SF area or less                                 |
| 8.4.2.4     | Primary/Secondary Bldg Colors                   | Primary: exceed 500 SF area<br>Secondary: 500 SF area or less                                 |
| 8.4.2.7     | Primary/Secondary Roof Definitions              | Primary: exceed 500 SF roof area<br>Secondary: 500 SF roof area or less                       |
|             | Compliance Criteria for Existing Roofs          | Substantial expansion/renovation  |
| 8.4.2.7     | Roof Dimensional Guidelines                     | 30" min eave and rake overhangs<br>18" overhangs at secondary roofs                           |
| 8.4.2.7     | Roof Pitch                                      | Primary: 6:12 to 12:12<br>Secondary: 4:12 to 12:12 (or flat)                                  |

## CHAPTER 9: IMPLEMENTATION

The intent of this chapter is to provide guidance to the Town of Vail as it seeks to implement the recommendations of this master plan. The recommendations regarding priorities, phasing, and timing are intended to be flexible, not binding, so that the community can adapt the plan to changing conditions and priorities. The project priorities listed below are divided into *public* and *private* improvements, although many projects will be implemented through joint public and private financing efforts.

### 9.1 Project Prioritization

#### 9.1.1 Public Improvements

The following list of major public improvements outlined in previous chapters suggests priorities based on the relative importance of projects and the interrelationships among them. (The plan acknowledges, however, that other variables also influence future implementation decisions, including construction costs and funding availability. For example, the construction of a Gore Creek recreation path bypass is not as critical to the implementation of the master plan as the north day lot transportation center, but it might be built sooner because of its lower cost and access to RETT funds.)

##### 9.1.1.1 North Day Lot Transit Center

This component is essential to the implementation of the Lionshead Master Plan because:

*a. It is a prerequisite for other critical projects.*

It will be impossible or very difficult to proceed with other essential projects prior to the construction of the transit center, among them:

- The East Lionshead Pedestrian Portal. A critical component of the pedestrian portal is the removal of the existing skier drop-off, service and delivery, and local/ regional shuttle activity. The master plan relocates all of these activities to the north day lot transit center. The existing level of service and delivery traffic can be accommodated in the proposed surface facility on the west end of the parking structure, but this is a short term solution that does not provide for expanded service and delivery needs.
- Concert Hall Plaza Redevelopment. The master plan recommends the removal of the existing Concert Hall Plaza transit stop in order to create a larger redevelopment parcel and to enhance the west Lionshead pedestrian portal. Although this transit stop *could* be eliminated today, it will likely be replaced in the north day lot transit facility.
- Vail Community/ Civic Center. It will be difficult to remove the charter buses from the future civic center site before a new pick-up and drop-off point is created at the north day lot transit center.
- Retail Expansion. Retail expansion in the Lionshead pedestrian core will necessitate the creation of new service and delivery facilities, which the master plan recommends locating at the north day lot transit center. In addition, a significant amount of *current* service and delivery traffic on West Lionshead Circle that now occurs

illegally in the fire lane south of the Landmark Townhomes and in the street would move to that facility.

b. *It will energize a new corridor into Lionshead from the north.*

One of the primary reasons for a transit center on the north day lot is to create a major new point of entry into the pedestrian/ retail core. The influx of additional pedestrian traffic generated by the transit center will energize the western end of the core area and make retailers there more successful.

c. *Future transit implications*

If any future technology transit system connects *through* the Lionshead resort core in the future, the North Day Lot transportation center will play an integral role in connecting to and providing for a central transit stop in Lionshead.

#### **9.1.1.2 The East Lionshead Pedestrian Portal**

The East Lionshead pedestrian portal is the single most heavily utilized point of entry into Lionshead and Vail as a whole (based upon skier numbers accessing the mountain). The implementation of the master plan recommendations for this portal will significantly affect the character and visual perception of the study area.

#### **9.1.1.3 The West Lionshead Pedestrian Portal**

The West Lionshead pedestrian portal is critical to the functioning of the retail core, but it is dependent on the redevelopment of at least one private property (Concert Hall Plaza). It is strongly recommended that the Town of Vail work with the owners of this property to facilitate its redevelopment.

#### **9.1.1.4 Public Space Improvements in the Pedestrian/ Retail Core**

Virtually equal in importance to the two portals into Lionshead is the quality of the pedestrian/ retail mall itself. The recommendations made in the site design guidelines for the primary pedestrian mall are critical to this improvement. It is recommended that the adjacent property owners, including but not limited to Vail Associates, participate in planning and funding the implementation of these improvements as they redevelop or expand their properties.

#### **9.1.1.5 Sidewalk and Streetscape Improvements**

Enhancements to Lionshead's streets and pedestrian circulation patterns are important both functionally and visually. Rather than undertaking the major improvements by itself, the Town of Vail is advised to ask for the financial participation of adjacent properties as they redevelop or expand.

#### **9.1.1.6 Development on the South Face of the Parking Structure and East Lionshead Circle Streetscape**

This project includes two important elements: the creation of a retail/commercial and housing component and the enhancement of the East

Lionshead Circle pedestrian corridor. Although these projects can stand alone, or could occur prior to adjacent projects, they are closely related to the East Lionshead pedestrian portal, the Vail Civic Center, the addition of parking decks to the existing parking structure, and the streetscape connection along West Meadow Drive to Vail Village. The Town of Vail's efforts to promote housing for locals causes these projects to take on a higher priority.

**9.1.1.7 South Frontage Road Realignment and Improvements**

The improvement of South Frontage Road, including widening and acceleration/deceleration lanes, will become more critical as existing properties redevelop and add density. The timing of roadway improvements depends not only on the pace of redevelopment but also on the ability to finance the improvements. Decisions about realigning the road are contingent on the development plans for the west day lot and the Vail Associates service yard. It is likely that the improvements will happen in significant phases. Imposition of impact fees on projects that add density or traffic volume to Lionshead is one means to secure long-term funding. It is important to note, however, certain improvements are needed now (acceleration/deceleration lanes, signage), making it more difficult to charge those expenses to future projects.

**9.1.1.8 Parking**

Current needs may justify expansion of 500 parking spaces town wide today, but further study of future parking demand may be needed to verify this. Additional decks on the existing structure or a new *public* structure in west Lionshead may be necessary when the Vail Civic Center is constructed or development occurs on the west day lot and the Vail Associates service yard. In any case, the development of the west day lot will necessitate replacement of this existing *private* parking with either structured parking or an adjacent surface lot. If future parking studies demonstrate a need for significant public parking in the west Lionshead area, a joint venture between Vail Associates, the Town of Vail, and other potential development interests should be considered.

**9.1.1.9 Vail Civic Center**

Additional parking must be built (in the existing Lionshead parking structure or nearby) and the charter bus parking lot must be relocated before the Vail Civic Center can be built. In addition, this project will be integrally tied to development on the south face of the Lionshead parking structure and the streetscape enhancements along East Lionshead Circle. This will be a huge project and is likely to occur only after a longer period of planning and fund raising; other, more critical elements of the master plan should not be made contingent on its implementation.

#### **9.1.1.10 West Lionshead Circle and Lionshead Place Realignment**

The realignment of this intersection, while important, is not critical to the implementation of the master plan; it could be done in conjunction with the redevelopment of adjacent buildings. Redevelopment projects that *are* linked to improvement of the intersection are the Vail Associates core site redevelopment (due to the potential increase in traffic volume accessing the core site via Lionshead Place) and Concert Hall Plaza. Concert Hall Plaza redevelopment may not increase the volume of traffic on West Lionshead Circle, but it will facilitate the creation of a stronger west Lionshead pedestrian portal, of which this intersection is a critical component.

#### **9.1.1.11 Gore Creek Corridor Improvements**

Improvements in the Gore Creek corridor will greatly enhance the ability of locals and guests to experience the creek but are not vital to the overall functionality of Lionshead. However, these improvements are stand-alone projects, not contingent on adjacent redevelopment, and thus may be significantly easier to implement, both financially and logistically. Because the creek is a significant benefit to Lionshead, the implementation of improvements here should be diligently pursued but not allowed to delay other, more critical plans.

### **9.1.2 Private Improvements**

#### **9.1.2.1 Individual Property Redevelopment and Exterior Renovations**

The improvement of individual properties through redevelopment, site enhancement, and exterior renovation is critical to the accomplishment of master plan goals. The Town of Vail should create incentives, encourage, and facilitate these important projects, using the master plan as a framework to guide renewal and redevelopment projects. The specific recommendations of the plan, including the architectural design guidelines, are *not* intended to create a disincentive for redevelopment or exterior renovations. If any provision of the plan proves over time to create a disincentive for desired renewal or redevelopment, Town Council should consider amending it

#### **9.1.2.2 Core Site Hotel**

A high end resort hotel in the core of Lionshead is a top priority for the Town of Vail, which should provide incentives, encourage, and facilitate this project. In conjunction with redevelopment of this site, the ski yard should be improved, a new skier bridge constructed, and adjacent pedestrian systems enhanced according to the guidelines set forth in the master plan.

#### **9.1.2.3 Retail Expansion**

The expansion of certain ground floor retail buildings, as outlined in the master plan, is critical to the overall success of the retail/ pedestrian core area. These projects should be expected to participate as well in the enhancement of adjacent pedestrian systems according to the guidelines set forth in the master plan. The Town of Vail should provide incentives, encourage, and facilitate these projects.

#### **9.1.2.4 Concert Hall Plaza/ West Lionshead Pedestrian Portal**

The redevelopment of Concert Hall Plaza will be a private project, but it also represents a critical public interest: the creation of the west Lionshead pedestrian portal. All reasonable efforts should be made by the Town to provide incentives, encourage, and facilitate this project.

#### **9.1.2.5 West Lionshead Local/ Employee Housing**

The development of a significant housing supply in west Lionshead should be a component of any plans to tear down the Sunbird Lodge and redevelop the Vail Associates core site. Housing is linked to the realignment of South Frontage Road, the possible construction of a new west Lionshead parking structure, and additional development on the west day lot and the Vail Associates service yard. To the greatest extent possible, all of these projects should be planned concurrently, and the sequence in which they are implemented should not preclude other future projects. It should be considered a priority by the Town of Vail to determine how much, if any, public parking should occur in this area.

### **9.2 Mitigation of Construction Impacts**

As Lionshead redevelops, especially in the pedestrian/ retail core, it is critical that all efforts be made to minimize the impact on existing businesses and merchants. Toward that end the following recommendations are made:

#### **9.2.1 Phasing**

Construction projects should be phased and scheduled so that no significant area of Lionshead (such as the retail core) is isolated or completely shut down as a result of construction. While it is recognized that short-term impacts will occur, storefronts and critical pedestrian circulation patterns should not be blocked. Every effort should be made to maintain pedestrian access during construction. If a complete shutdown of an area is ever necessitated it should be scheduled for the fall or spring shoulder season to minimize the impact on businesses.

#### **9.2.2 Construction Mitigation**

Construction impacts include, but are not limited to, noise, dust, equipment exhaust, delivery traffic, and visual impacts. Construction projects that may impact public pedestrian corridors or the pedestrian core must take all reasonable measures to mitigate these impacts. Potential mitigation measures include the creative use of construction fencing ( such as the “kidzone” construction barriers utilized in Beaver Creek and the Vail Village), remote staging areas, and the careful timing of particularly disruptive or noisy construction events.

#### **9.2.3 Marketing**

Special marketing efforts are recommended to help draw consumers into Lionshead during construction periods.

#### **9.2.4 Short-Term Relocation**

The Town of Vail should work with developers to plan for the temporary relocation of retail businesses that will be displaced by redevelopment. After the proposed

development on the south face of the parking structure is completed, ground floor retail/office spaces in that building could satisfy this short term need.

### **9.3 Financing**

The Town of Vail can use several financing tools to implement public improvement projects and provide incentives for private development. The list that follows is not exhaustive, nor is it clear which tool will prove to be the best means to implement the master plan. Potential legal issues associated with the individual financial mechanisms are not addressed.

#### **9.3.1 Private Development Incentives**

##### **9.3.1.1 Parking Pay-in-Lieu Relief**

The parking regulations require a parking pay-in-lieu fee for parking that cannot be provided on site. This fee, currently in excess of \$17,000 per required parking space, is a major obstacle to the redevelopment of buildings in Lionshead. Reduction of the parking requirement, as well as the fee, should be considered in the implementation of the master plan. This proposal is particularly relevant to projects that can demonstrate a negligible impact on parking generation.

##### **9.3.1.2 Parking Requirement Reduction**

The current parking regulations do not take into account the high volume of pedestrian traffic and use of public transit that occur in Vail. The regulations are derived from suburban models, not resort communities, where parking supply is shared by multiple uses. By increasing the cost of development, high parking requirements for individual uses in Lionshead may be a disincentive for redevelopment.

##### **9.3.1.3 Density Incentives**

Increases in allowable density are recommended in the Lionshead study area as an incentive for property owners to redevelop existing properties.

##### **9.3.1.4 Tax Incentives**

Tax reductions or tax rebates should be considered to aid in the redevelopment of existing properties. They may help property owners defray interest and other recurring costs associated with redevelopment. Tax incentives must be balanced with the need to generate public revenue for future public improvements.

#### **9.3.2 Public Improvements**

##### **9.3.2.1 Tax Increment Financing (TIF)**

Tax increment financing is one of the most effective tools available for redevelopment of Lionshead. TIF allows the community to capture a portion of tax revenues that normally go to the county and to utilize them locally instead to implement public improvements. *TIF does not raise taxes*; it *reallocates* the *incremental* property or sales tax revenues resulting from improvements within the district and uses those revenues to repay bonds issued to finance the improvements. While it is very difficult to forecast TIF

bonding capacity without knowing how many redevelopment projects will occur, it is estimated that the Vail Associates core site alone (assuming an approximate construction budget of \$150,000,000) would generate approximately \$25,000,000 in bonding capacity.

**9.3.2.2 Special Assessment District**

A special assessment district could also be utilized to fund public improvements in Lionshead. It is a somewhat less attractive option than tax increment financing because it requires that a new taxing district be created. Under the Tabor Amendment, this can only be done with an affirmative vote of the community.

**9.3.2.3 Application of Impact Fees**

The construction of public improvements in Lionshead may also be funded through assessments on redevelopment projects according to their estimated impact on streets and public infrastructure. However, if considered, it needs to be balanced with the incentives offered to encourage redevelopment. This option should not become a disincentive to redevelopment.

**9.3.2.4 Real Estate Transfer Tax (RETT)**

The real estate transfer tax will continue to be a source of funding for public recreation and open space in the Town of Vail and should be utilized to the maximum extent possible for appropriate projects in Lionshead.

**9.3.2.5 Municipal Bonds**

Municipal bonds are an important option for funding public improvements in Lionshead, although the issuance of bonds will likely require an affirmative vote under the Tabor Amendment.

**9.3.2.6 Grants**

The Town of Vail and private entities should aggressively seek grants as a source of funding public improvements.

**9.4 Revenues and Costs**

**9.4.1 Revenues**

The following is a summary of potential public revenues from taxes and development in Lionshead.

**9.4.1.1 Tax Revenue**

A revenue impact model was developed for Lionshead by Stan Bernstein and Associates, Inc. (submitted to the Town of Vail on June 24, 1998 and attached, with notes, as appendix B). The revenue impact model is based on the *projected development model* attached as appendix D. The revenue projections shown in figure 9.1 assume a five-story average building height and *full build-out* of the study area in accordance with the master plan. They *do not* include potential revenues or costs associated with tax increment financing.

|   |             |
|---|-------------|
| a. Incremental recurring revenues                       |             |
| <b>Weighted towards fractional ownership</b>            |             |
| Revenues  | \$3,358,587 |
| % of Town 1998 budget                                   | 14.90%      |
| <b>Weighted towards whole ownership</b>                 |             |
| Revenues  | \$2,607,487 |
| % of Town 1998 budget                                   | 11.60%      |
| b. Incremental non-recurring real estate transfer taxes |             |
| <b>Weighted towards fractional ownership</b>            |             |
| Revenues  | \$4,980,000 |
| <b>Weighted towards whole ownership</b>                 |             |
| Revenues  | \$3,526,500 |
| c. Incremental non-recurring construction permits       |             |
| <b>Weighted towards fractional ownership</b>            |             |
| Revenues  | \$2,999,848 |
| <b>Weighted towards whole ownership</b>                 |             |
| Revenues  | \$2,999,848 |

Figure 9-1- Tax based revenue

**9.4.1.2 Revenue from Development**

Three potential revenue-generating projects are located on Town of Vail property in the Lionshead study area. Projected construction costs and revenue from these projects are described below and summarized in figure 9.2.

- a. *South Face of the Parking Structure.* No significant revenue for the Town is assumed from the proposed upper-level housing component of this project, although there may be enough to cover the cost of construction. Estimated construction costs for the housing component are outlined in section 9.5.2 below. Figure 9.2 shows the construction cost of the retail component only and does not include any adjacent streetscape enhancements.
- b. *Infill Development at the East Lionshead Pedestrian Portal.* The estimate in figure 9.2 assumes a three-story building on this site, the first floor of which will be retail space and the upper two levels sold fee simple as residential space.

- c. *Infill Development at the Central Pedestrian Plaza.* The estimate in figure 9.2 assumes a two-story building on this site. Only half of the floor space is being allocated to revenue producing uses; the remainder may be public space for restrooms and uses associated with activities in the adjacent plaza.

**South face of parking structure retail component**

| Construction          | Total sq. ft. | Cost per sq. ft.  | Total                 |
|-----------------------|---------------|-------------------|-----------------------|
|                       | 12,600        | \$150.00          | <b>\$1,890,000.00</b> |
| Annual Retail Revenue | Total sq. ft. | Lease per sq. ft. | Total                 |
|                       | 12,600        | \$30.00           | <b>\$378,000.00</b>   |

**East Lionshead Pedestrian Portal infill building**

| Construction                     | Total sq. ft. | Cost per sq. ft.  | Total                 |
|----------------------------------|---------------|-------------------|-----------------------|
| First floor retail               | 6,135         | \$150.00          | \$920,250.00          |
| Second and third floor res.      | 12,270        | \$250.00          | \$3,067,500.00        |
| Total construction cost          |               |                   | <b>\$3,987,750.00</b> |
| Revenue                          | Total sq. ft. | Sales per sq. ft. | Total                 |
| Annual retail revenue            | 6,135         | \$45.00           | \$276,075.00          |
| Residential sales revenue        | 12,270        | \$500.00          | \$6,135,000.00        |
| <b>Approx. initial profit</b>    |               |                   | <b>\$2,147,250.00</b> |
| <b>Approx. recurring revenue</b> |               |                   | <b>\$276,075.00</b>   |

**Central pedestrian plaza retail infill structure**

| Construction          | Total sq. ft. | Cost per sq. ft.  | Total               |
|-----------------------|---------------|-------------------|---------------------|
|                       | 6,400         | \$150.00          | \$960,000.00        |
| Annual Retail Revenue | Total sq. ft. | Lease per sq. ft. | Total               |
|                       | 6,400         | \$45.00           | <b>\$288,000.00</b> |

**Total development based revenues**

|                                      |                       |
|--------------------------------------|-----------------------|
| <b>Total construction costs</b>      | \$6,837,750.00        |
| <b>Total sales revenue</b>           | \$6,135,000.00        |
| <b>Total sales profit (loss)</b>     | <b>(\$702,750.00)</b> |
| <b>Total recurring lease revenue</b> | <b>\$942,075.00</b>   |

Figure 9.2- Development based revenue

### 9.4.2 Costs

Construction costs are outlined for the following potential projects. These costs are based upon “order of magnitude” unit costs; a more detailed analysis would require a completed design scenario. All costs are based on 1998 dollars and construction industry norms. In addition to inflation, issues such as materials, labor, and transportation/ shipping costs may impact the accuracy of these figures. Cost estimates are for *conceptual planning purposes only* and are not a substitute for detailed cost analysis. Order of magnitude costs could vary as much as 15% in either direction.

## **9.5 Next Steps**

The following critical actions will set the stage for the implementation of the master plan recommendations.

### **9.5.1 Joint Funding Agreements**

The Town of Vail should enter into a joint funding agreement with Vail Associates and other development interests to share the costs of public improvements necessary to increase activity on Vail Mountain and in Lionshead. This action should be a high priority after adoption of the master plan.

### **9.5.2 Rezoning**

Zoning districts and land use regulations relevant to the Lionshead study area should be updated and modified to reflect the recommendations contained in the master plan and facilitate their implementation. The rezoning process should include the creation of relevant impact fees that would require development to contribute toward the funding of required public improvements associated with the development.

### **9.5.3 Downtown Development Authority**

A downtown development authority (DDA) or another appropriate TIF bonding district should be established for purposes of funding public improvements in both Lionshead and the Vail Village. The establishment of such a district should be considered a top priority by the Town of Vail and should not be delayed by the currently ongoing Broomfield TIF litigation.

### **9.5.4 Parking Analysis**

The Town of Vail should conduct an in-depth parking analysis in order to quantify parking demand and understand what revisions, if any, should be made to the existing parking code.

### **9.5.5 Employee Generation**

In accordance with ongoing efforts to provide both locals and employee housing in the Town of Vail, an employee generation ordinance is currently being pursued by the Vail Town Council.

**A. Primary/ Secondary Pedestrian Plaza**

This area constitutes all the primary and secondary pedestrian plaza areas of the Lionshead pedestrian/ retail core and adjoining pedestrian plaza areas. This figure includes all snowmelted pedestrian surfaces, site furnishings, lighting, and landscaping.

| Quantity | Unit | Unit Cost | Subtotal        |
|----------|------|-----------|-----------------|
| 91,000   | S.F. | \$ 90.00  | \$ 8,190,000.00 |

**A. Primary/ Secondary Pedestrian Plaza Total** \$ **8,190,000.00**

**B. East Lionshead Circle**

1. Housing development on south face of parking structure. This figure *does not* include the ground floor retail component, shown in the revenue section. This figure assumes two levels of housing at approximately 12,600 s.f. per plate. This cost will most likely be recouped through the sales or lease revenue of the housing, potentially removing it from long range budgetary requirements.

| Quantity | Unit | Unit Cost | Subtotal        |
|----------|------|-----------|-----------------|
| 25,200   | S.F. | \$ 150.00 | \$ 3,780,000.00 |

2. Pedestrian improvements north side of East Lionshead Circle, from back of curb to face of building. This figure includes all pedestrian surfaces, site furnishings, lighting, and landscaping. Also included are pedestrian improvements associated with the potential Vail Civic Center on the east end of East Lionshead Circle.

| Quantity | Unit | Unit Cost | Subtotal      |
|----------|------|-----------|---------------|
| 19,100   | S.F. | \$ 45.00  | \$ 859,500.00 |

3. Pedestrian improvements on south side of East Lionshead Circle. This figure includes all pedestrian surfaces (6' concrete walk), site furnishings, lighting and landscaping. This figure *does not* include the pedestrian plaza on the east end of the street associated with the Vail Civic Center.

| Quantity | Unit | Unit Cost | Subtotal      |
|----------|------|-----------|---------------|
| 350      | L.F. | \$ 300.00 | \$ 105,000.00 |

4. Resurfacing/ reconstruction of East Lionshead Circle, back of curb to back of curb.

| Quantity | Unit | Unit Cost | Subtotal      |
|----------|------|-----------|---------------|
| 970      | L.F. | \$ 350.00 | \$ 339,500.00 |

**B. East Lionshead Circle Total** \$ **5,084,000.00**

**C. East Lionshead Pedestrian Portal**

1. Pedestrian Plaza. This figure includes all pedestrian plaza surfaces, including the vehicular crossing area, site furnishings, lighting, landscaping, and other associated improvements.

| Quantity | Unit | Unit Cost | Subtotal        |
|----------|------|-----------|-----------------|
| 11,850   | S.F. | \$ 90.00  | \$ 1,066,500.00 |

2. Architectural Landmark. This is an approximate figure to construct a potential free standing "landmark element" at the East Lionshead pedestrian portal such as a clock tower.

| Quantity | Unit | Unit Cost     | Subtotal      |
|----------|------|---------------|---------------|
| 1        | L.S. | \$ 500,000.00 | \$ 500,000.00 |

**C. East Lionshead Pedestrian Portal Total** \$ **1,566,500.00**

**D. Vail International fire lane**

This figure is for an approximately 22' wide asphalt fire lane as described in the master plan and includes the pedestrian/ vehicular surface and adjacent landscape improvements.

| Quantity | Unit | Unit Cost | Subtotal      |
|----------|------|-----------|---------------|
| 570      | L.F. | \$ 300.00 | \$ 171,000.00 |

**D. Vail International fire lane Total** \$ **171,000.00**

**E. East Lionshead service area**

1. Surface improvements. This figure includes all curb and gutter, paving surfaces, and other necessary improvements.

| Quantity | Unit | Unit Cost | Subtotal      |
|----------|------|-----------|---------------|
| 11,675   | S.F. | \$ 15.00  | \$ 175,125.00 |

2. Service building.

| Quantity | Unit | Unit Cost | Subtotal      |
|----------|------|-----------|---------------|
| 1,260    | S.F. | \$ 125.00 | \$ 157,500.00 |

3. Landscape improvements

| Quantity | Unit | Unit Cost | Subtotal     |
|----------|------|-----------|--------------|
| 2,285    | S.F. | \$ 12.00  | \$ 27,420.00 |

4. Ongoing Snow removal. This site is currently used as the primary snow removal point for the Lionshead parking structure and this function will require replacement if this service and delivery facility is constructed.

| Quantity | Unit   | Unit Cost     | Subtotal      |
|----------|--------|---------------|---------------|
| 1        | Annual | \$ 200,000.00 | \$ 200,000.00 |

**E. East Lionshead service area Total** \$ **560,045.00**

**F. South Frontage Road**

1. Widening of South frontage road. This figure includes all vehicular surfaces (through east and west bound lanes, left and right hand accel/decel lanes, shoulders), lighting, adjacent pedestrian walkway, lighting and adjacent landscaping. This figure also assumes the above improvements from the main Vail round-a-bout to the Vail Cascade intersection.

| Quantity | Unit | Unit Cost   | Subtotal        |
|----------|------|-------------|-----------------|
| 7,400    | L.F. | \$ 1,200.00 | \$ 8,880,000.00 |

2. Center landscaped median. This figure includes a 16' raised landscaped median in all locations not required for left turn accel/decel lanes. For purposes of this estimate, it is assumed that this treatment will occur over 60% of the road improvement length.

| Quantity | Unit | Unit Cost | Subtotal        |
|----------|------|-----------|-----------------|
| 4,440    | L.F. | \$ 350.00 | \$ 1,554,000.00 |

3. Intersection improvements. This figure includes the extra signage, lighting, and landscaping improvements at South Frontage Road intersections with the parking structure entry, East Lionshead Circle, both intersections with West Lionshead Circle, and Forest Road.

| Quantity | Unit | Unit Cost    | Subtotal      |
|----------|------|--------------|---------------|
| 5        | Each | \$ 75,000.00 | \$ 375,000.00 |

**F. South Frontage Road Total** **\$ 10,809,000.00**

Note: The above figures do not include the re-alignment of the South Frontage Road nor the reconstruction of the Red Sandstone Creek bridge.

**G. Realignment of South Frontage Road**

1. Realignment of 1,750 linear feet of the South Frontage Road. Includes all vehicular and pedestrian improvements, as well as adjacent landscaping and center landscape medians.

| Quantity | Unit | Unit Cost   | Subtotal        |
|----------|------|-------------|-----------------|
| 1,750    | L.F. | \$ 1,550.00 | \$ 2,712,500.00 |

2. Reconstruction of Red Sandstone Creek bridge. This cost assumes a 50' span with a minimum 4 lane traffic section plus an adjacent pedestrian path, built on a widened box culvert structure with "median" level visual improvements (guardrail) and wall surface treatments).

| Quantity | Unit | Unit Cost | Subtotal        |
|----------|------|-----------|-----------------|
| 4,250    | S.F. | \$ 300.00 | \$ 1,275,000.00 |

**G. Realignment of South Frontage Road Total** **\$ 3,987,500.00**

### H. Lionshead Parking Structure

This figure is for the addition of parking deck(s) to the existing parking structure. Each new deck will be able to accommodate approximately 400 spaces. It is assumed that the realigned entry to the parking structure will be a component of the Vail Civic Center project. In addition, this parking deck would likely be associated with the Civic Center project and would not duplicate the construction of a West Lionshead parking structure.

| Quantity | Unit   | Unit Cost    | Subtotal                            |
|----------|--------|--------------|-------------------------------------|
| 400      | Spaces | \$ 22,500.00 | \$ 9,000,000.00 per additional deck |

**H. Lionshead Parking Structure Total** \$ **9,000,000.00**

### I. West Lionshead Parking Structure

This figure assumes a 500 space *below grade* public parking space in west Lionshead. This figure *does not* include potential land costs. It is possible that the per space cost could be reduced given more creative financing scenarios such as a joint venture with the developer of the site. If the Vail Civic Center project is not built, it is likely that new parking in Vail would occur *either* on this site or on the Lionshead parking structure.

| Quantity | Unit   | Unit Cost    | Subtotal         |
|----------|--------|--------------|------------------|
| 500      | Spaces | \$ 30,000.00 | \$ 15,000,000.00 |

**I. West Lionshead Parking Structure Total** \$ **15,000,000.00**

### J. Transportation Center

1. Transportation center. This figure assumes the transportation center occurring on a structural deck above a service and delivery center. This figure includes all necessary circulation improvements and site improvements.

| Quantity | Unit | Unit Cost       | Subtotal        |
|----------|------|-----------------|-----------------|
| 1        | L.S. | \$ 4,000,000.00 | \$ 4,000,000.00 |

2. Lower level service and delivery facility. This figure includes all circulation and access improvements, internal functions, two freight elevators, one passenger elevator, and a below grade access corridor into the retail core.

| Quantity | Unit | Unit Cost       | Subtotal        |
|----------|------|-----------------|-----------------|
| 1        | L.S. | \$ 4,510,000.00 | \$ 4,510,000.00 |

3. Arrival building. This figure includes all construction costs to full interior and exterior finish.

| Quantity | Unit | Unit Cost | Subtotal      |
|----------|------|-----------|---------------|
| 2,500    | S.F. | \$ 200.00 | \$ 500,000.00 |

4. Roof for upper transportation center deck. This figure provides for a roof to the transportation center to address noise, visual, and odor concerns of the surrounding residential properties.

| Quantity | Unit | Unit Cost | Subtotal        |
|----------|------|-----------|-----------------|
| 32,000   | S.F. | \$ 35.00  | \$ 1,120,000.00 |

**J. Transportation Center Total** \$ **10,130,000.00**

**K. West Lionshead Circle**

1. Primary pedestrian walkway improvements. This figure includes all the primary pedestrian walks along West Lionshead Circle and associated site furnishings, lighting, and landscape improvements.

| Quantity | Unit | Unit Cost | Subtotal      |
|----------|------|-----------|---------------|
| 1,050    | L.F. | \$ 460.00 | \$ 483,000.00 |

2. Secondary pedestrian walkway improvements. This figure includes all secondary pedestrian walkways along West Lionshead Circle and associated site furnishings, lighting, and landscape improvements.

| Quantity | Unit | Unit Cost | Subtotal      |
|----------|------|-----------|---------------|
| 1,550    | L.F. | \$ 300.00 | \$ 465,000.00 |

4. Resurfacing/ reconstruction of West Lionshead Circle, back of curb to back of curb. The changes to the intersection with Lionshead Place are included both in this figure and the Lionshead Place costs.

| Quantity | Unit | Unit Cost | Subtotal      |
|----------|------|-----------|---------------|
| 1,500    | L.F. | \$ 350.00 | \$ 525,000.00 |

**K. West Lionshead Circle Total** \$ **1,473,000.00**

**L. Lionshead Place**

1. Primary pedestrian walkway improvements. This figure includes all the primary pedestrian walks along Lionshead Place and associated site furnishings, lighting, and landscape improvements.

| Quantity | Unit | Unit Cost | Subtotal      |
|----------|------|-----------|---------------|
| 1,065    | L.F. | \$ 460.00 | \$ 489,900.00 |

2. Secondary pedestrian walkway improvements. This figure includes all secondary pedestrian walkways along Lionshead Place and associated site furnishings, lighting, and landscape improvements.

| Quantity | Unit | Unit Cost | Subtotal     |
|----------|------|-----------|--------------|
| 300      | L.F. | \$ 300.00 | \$ 90,000.00 |

3. Resurfacing/ reconstruction of Lionshead Place, back of curb to back of curb.

| Quantity | Unit | Unit Cost | Subtotal      |
|----------|------|-----------|---------------|
| 450      | L.F. | \$ 350.00 | \$ 157,500.00 |

**L. Lionshead Place Total** \$ **737,400.00**

**M. Forest Road**

1. This figure includes all pedestrian walks associated with the reconstruction of Forest Road north of Gore Creek and assumes a "secondary" pedestrian walk on both sides of the street.

| Quantity | Unit | Unit Cost | Subtotal      |
|----------|------|-----------|---------------|
| 1,200    | L.F. | \$ 300.00 | \$ 360,000.00 |

2. Resurfacing/ reconstruction of Forest Road, back of curb to back of curb.

| Quantity | Unit | Unit Cost | Subtotal      |
|----------|------|-----------|---------------|
| 600      | L.F. | \$ 350.00 | \$ 210,000.00 |

**M. Forest Road Total** \$ **570,000.00**

**N. Gore Creek Recreation Path**

1. Addition of new path segment (by-pass below gondola). This figure includes all path surfaces, signage and landscape treatments.

| Quantity | Unit | Unit Cost | Subtotal      |
|----------|------|-----------|---------------|
| 640      | L.F. | \$ 200.00 | \$ 128,000.00 |

2. Landscape enhancements along Gore Creek recreation path west of ski yard. This figure includes all landscape treatments but *does not* include new path construction.

| Quantity | Unit | Unit Cost | Subtotal      |
|----------|------|-----------|---------------|
| 1,200    | L.F. | \$ 300.00 | \$ 360,000.00 |

**N. Gore Creek Recreation Path Total** \$ **488,000.00**

**O. Nature/ passive recreation area**

1. Footpaths. This figure includes all potential footpaths with ADA compliant surface and adjacent landscape restoration, as necessary. This figure assumes that 60% of all trails (approx. 2500 l.f.) are surface and 40% boardwalked. The actual trail length may vary greatly depending on actual community and Town of Vail goals for this area.

| Quantity | Unit | Unit Cost | Subtotal     |
|----------|------|-----------|--------------|
| 1,500    | L.F. | \$ 40.00  | \$ 60,000.00 |

2. Boardwalked paths. This cost includes all boardwalk costs and associated site furnishings and interpretive signage.

| Quantity | Unit | Unit Cost | Subtotal      |
|----------|------|-----------|---------------|
| 1,000    | L.F. | \$ 225.00 | \$ 225,000.00 |

**O. Nature/ passive recreation area Total** \$ **285,000.00**

**P. Simba Run Underpass**

This figure includes all improvements necessary for the construction of a vehicular I-70 underpass connecting the South and North Frontage Roads near the Simba Run development. This number is based upon an older cost estimate adjusted for inflation.

| Quantity | Unit | Unit Cost       | Subtotal         |
|----------|------|-----------------|------------------|
| 1        | L.S. | \$10,000,000.00 | \$ 10,000,000.00 |

**P. Simba Run Underpass Total** \$ **10,000,000.00**

**Q. West Meadow Drive Connection**

This figure includes all primary and secondary pedestrian surfaces, lighting, site furnishings and landscaping associated with the implementation of the Vail Streetscape Masterplan for West Meadow Drive.

| Quantity | Unit | Unit Cost       | Subtotal        |
|----------|------|-----------------|-----------------|
| 1        | L.S. | \$ 2,500,000.00 | \$ 2,500,000.00 |

**Q. West Meadow Drive Connection Total** \$ **2,500,000.00**

**R. New Transit Technology**

This figure is a general cost provided by the Vail Public Works Department for the implementation of a town wide "advanced technology" transit system.

| Quantity | Unit | Unit Cost       | Subtotal         |
|----------|------|-----------------|------------------|
| 1        | L.S. | \$70,000,000.00 | \$ 70,000,000.00 |

**R. New Transit Technology Total** \$ **70,000,000.00**

**S. South Frontage Road Round-a-bout**

This figure is an approximate cost based upon the main Vail and west Vail round-a-bouts and includes all associated improvements.

| Quantity | Unit | Unit Cost       | Subtotal                                |
|----------|------|-----------------|---|
| 1        | L.S. | \$ 2,000,000.00 | \$ 2,000,000.00 <i>per round-a-bout</i> |

**S. South Frontage Road Round-a-bout Total** \$ **2,000,000.00**

**T. Replace Old Town Shops Storage**

This figure is an approximate cost provided by the Town of Vail Public Works Department to replace the current public works uses in the Old Town Shops.

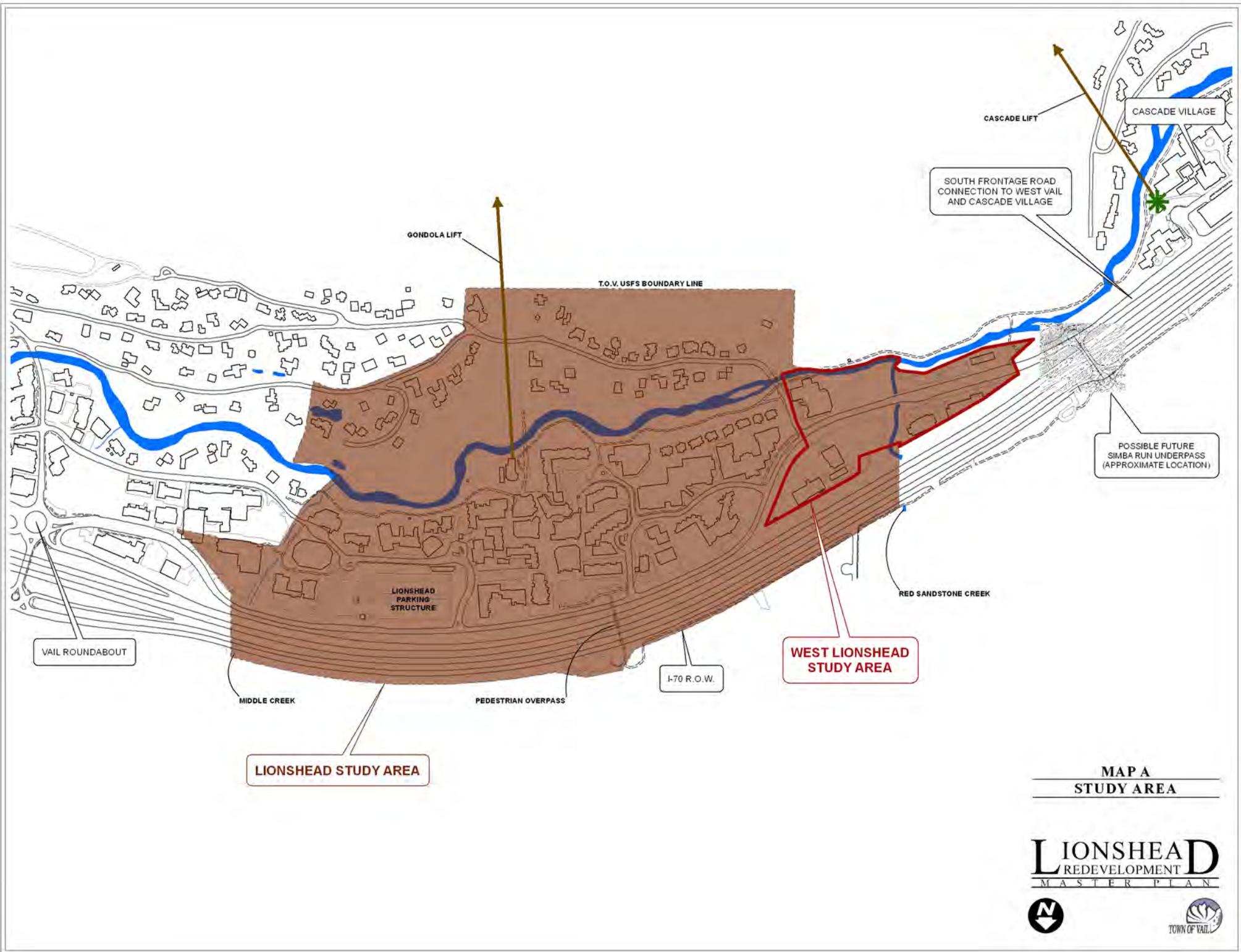
| Quantity | Unit | Unit Cost     | Subtotal      |
|----------|------|---------------|---------------|
| 1        | L.S. | \$ 500,000.00 | \$ 500,000.00 |

**T. Replace Old Town Shops Storage Total** \$ **500,000.00**

## LIONSHEAD IMPLEMENTATION COST AND REVENUE PROJECTIONS

| Public Projects |   |                      | Revenue Sources (Revenues do not correspond to costs)   |                      |                       |
|-----------------|---|----------------------|---|----------------------|-----------------------|
| Phasing Period  | Projects  | Costs                | Source (Listed in order of Priority)  | Low Estimate         | High Estimate         |
| 1 - 5 years     | North day Lot - Transport Center  | \$ 10,000,000        | Tax increment<br>Financing - vote in November of 1998   | \$ 25,000,000        | \$ 25,000,000         |
|                 | Primary and Secondary Pedestrian Plazas   | \$ 8,000,000         | Require developer pay for a portion of related off-site impacts   | \$ 3,000,000         | \$ 8,000,000          |
|                 | East Lionshead Pedestrian Portal  | \$ 1,500,000         | Implement a managed growth agreement with Vail Associates and other developers to pay for public improvements |                      |                       |
|                 | East Lionshead Service Area   | \$ 500,000           | Rental return on TOV owned property (based on \$500,000-\$1mil/year)  | \$ 10,000,000        | \$ 20,000,000         |
|                 | Lionshead Place W. Lionshead Circle   | \$ 1,100,000         | Capital Improvement Fund over 15 years  | \$ 2,000,000         | \$ 15,000,000         |
|                 | Housing development on south side of parking structure including pedestrian/street improvements | \$ 5,000,000         | The housing division has recommended the creation of a 6320 partnership where housing would pay for itself    | \$ 4,000,000         | \$ 4,000,000          |
|                 | Goat Creek Recreation Path (Can occur sooner)   | \$ 500,000           | RETT  | \$ 800,000           | \$ 800,000            |
|                 | Natural/Passive recreation Area (Can occur sooner)  | \$ 300,000           |   |                      |                       |
| 5+ - 10 years   | South Frontage Road Widening  | \$ 11,000,000        | Grants from State for improvements to Frontage Rd. (Six Years Out)  | \$ 5,000,000         | \$ 5,000,000          |
|                 | Realignment of S. Frontage Road   | \$ 4,000,000         | 2nd TIF based on development after Core Site  |                      | \$ 25,000,000         |
|                 | West Lionshead Parking-Structure if it is needed after utilizing Lionshead-Structure            | \$ 15,000,000        | Joint Venture on Parking Structure which reduces cost   | \$ 5,000,000         | \$ 9,000,000          |
|                 | Forest Road Extension   | \$ 570,000           |   |                      |                       |
|                 | Lionshead Parking Structure - new plate   | \$ 9,000,000         |   |                      |                       |
| 10+ years       | Vail International Fire Lane  | \$ 171,000           |   |                      |                       |
|                 | Simba Underpass   | \$ 10,000,000        | Grant from CDOT for Simba Underpass   | \$ 10,000,000        | \$ 10,000,000         |
|                 | West Meadow Drive streetscape improvements  | \$ 2,500,000         |   |                      |                       |
| <b>TOTAL</b>    |   | <b>\$ 79,201,000</b> |   | <b>\$ 60,300,000</b> | <b>\$ 121,800,000</b> |

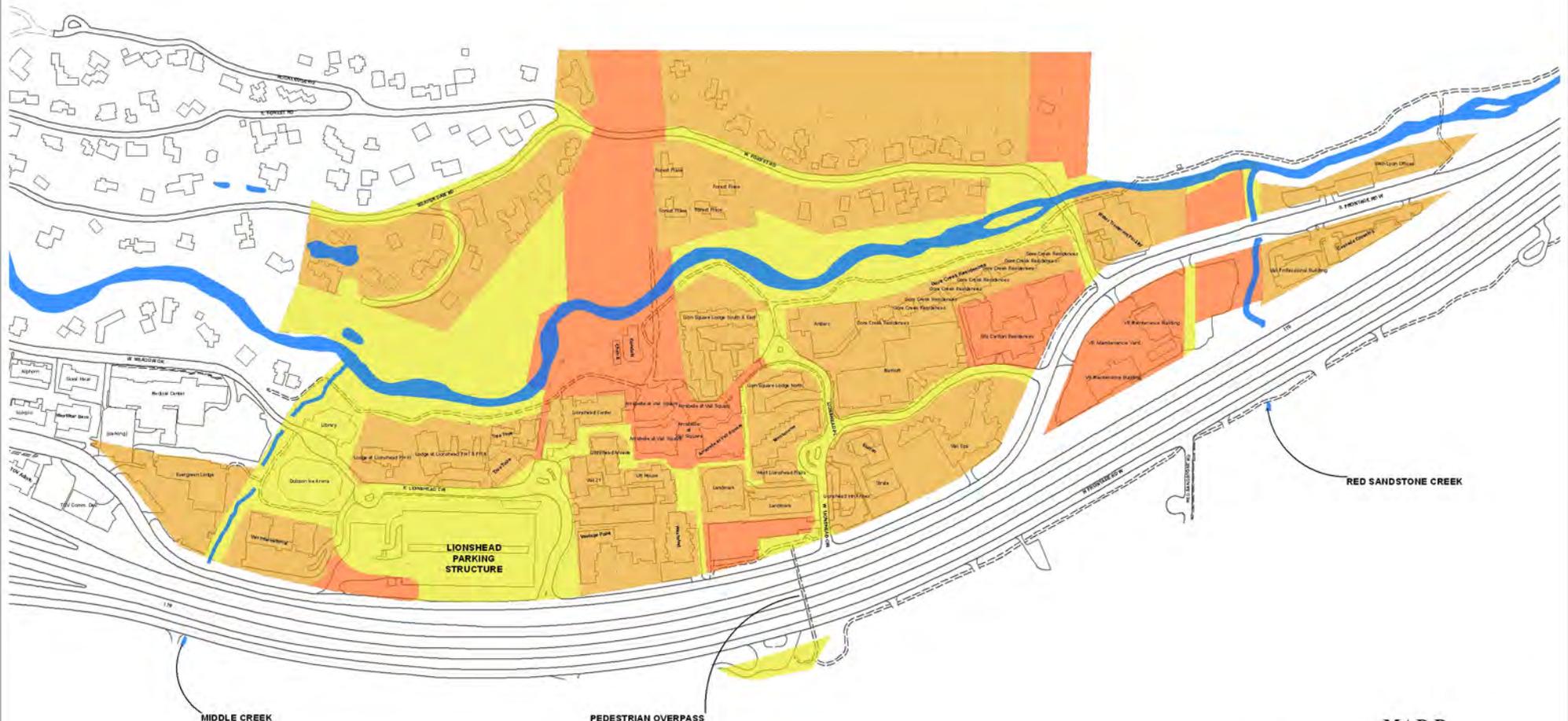
| Timing       | Costs                | Revenue-Low          | Revenue-High          |
|--------------|----------------------|----------------------|-----------------------|
| 1-5 Years    | \$ 25,900,000        | \$ 44,800,000        | \$ 72,800,000         |
| 5-10 years   | \$ 39,570,000        | \$ 5,500,000         | \$ 39,000,000         |
| 10+ Years    | \$ 12,671,000        | \$ 10,000,000        | \$ 10,000,000         |
| <b>TOTAL</b> | <b>\$ 78,201,000</b> | <b>\$ 60,300,000</b> | <b>\$ 121,800,000</b> |



**MAP A  
STUDY AREA**

**LIONSHEAD  
REDEVELOPMENT  
MASTER PLAN**





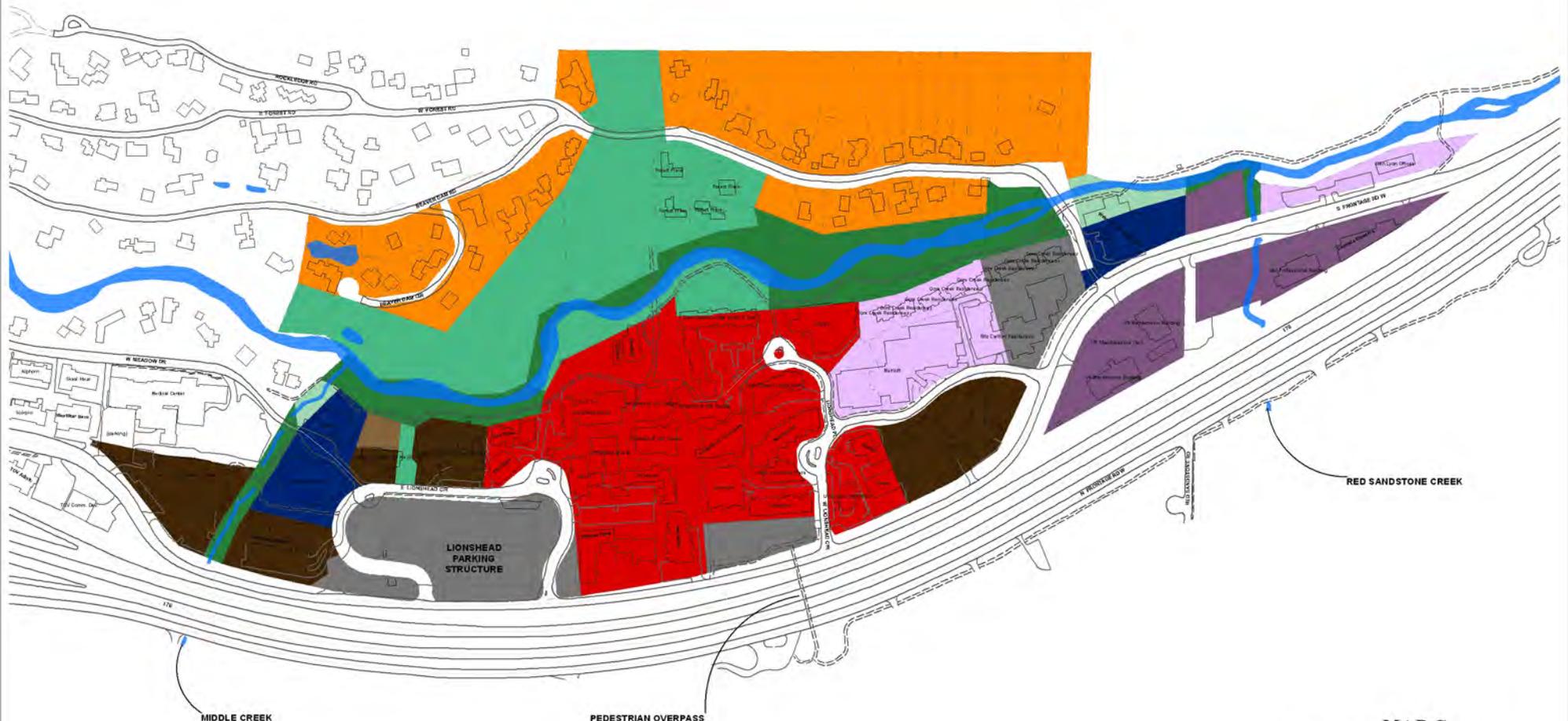
**MAP B**  
**EXISTING PROPERTY**  
**OWNERSHIP**

**LIONSHEAD**  
 REDEVELOPMENT  
 MASTER PLAN

- TOWN OF VAIL PROPERTY
- VAIL CORPORATION PROPERTY
- PRIVATE PROPERTY







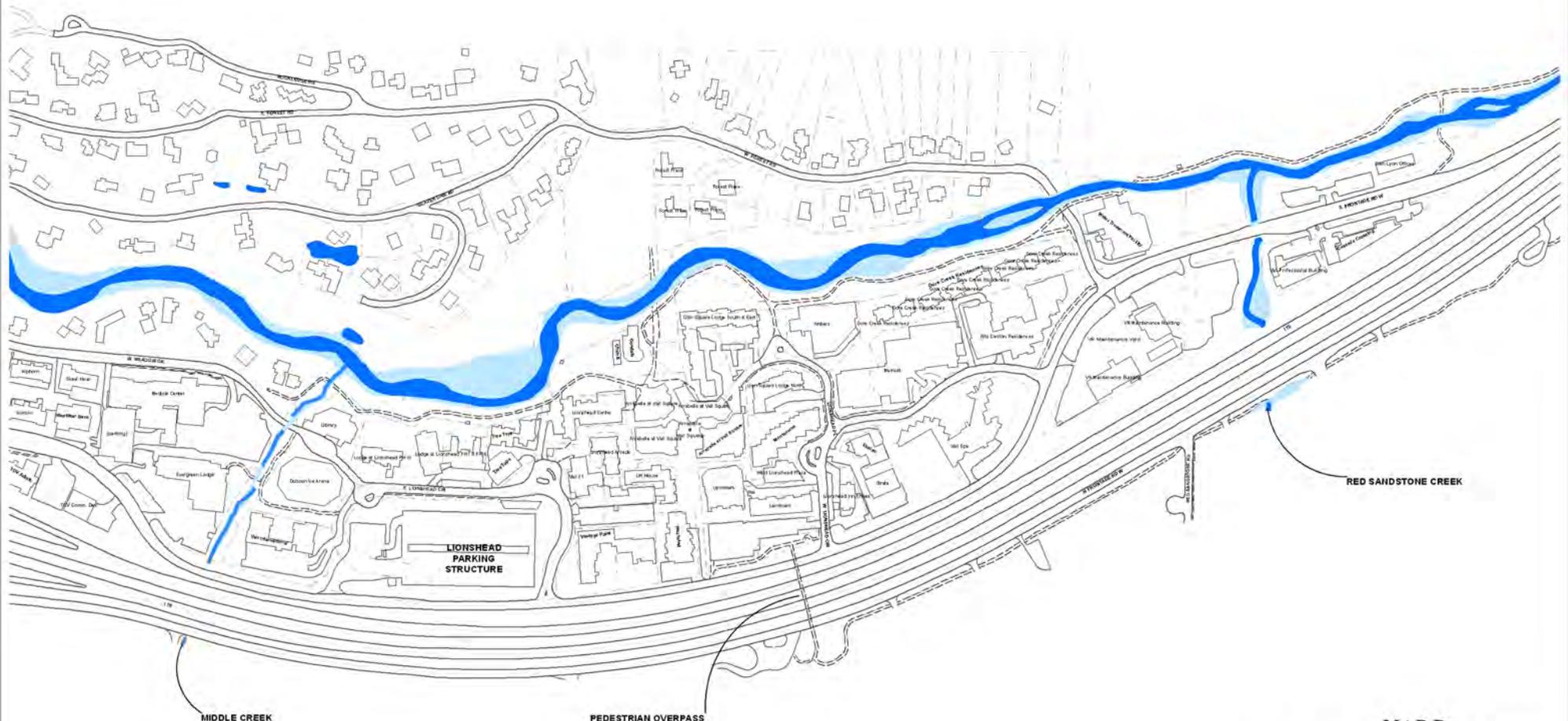
- Natural Area Preservation
- Agricultural & Open Space
- Outdoor Recreation
- Parking
- General Use
- Arterial Business
- Commercial Core 2
- Two-Family Primary/Secondary Residential
- Medium Density Multiple Family
- High Density Multiple Family
- Special Development District

PLEASE SEE THE TOWN OF VAIL OFFICIAL ZONING MAP FOR CURRENT ZONING

**MAP C  
HISTORIC ZONING**

**LIONSHEAD  
REDEVELOPMENT  
MASTER PLAN**





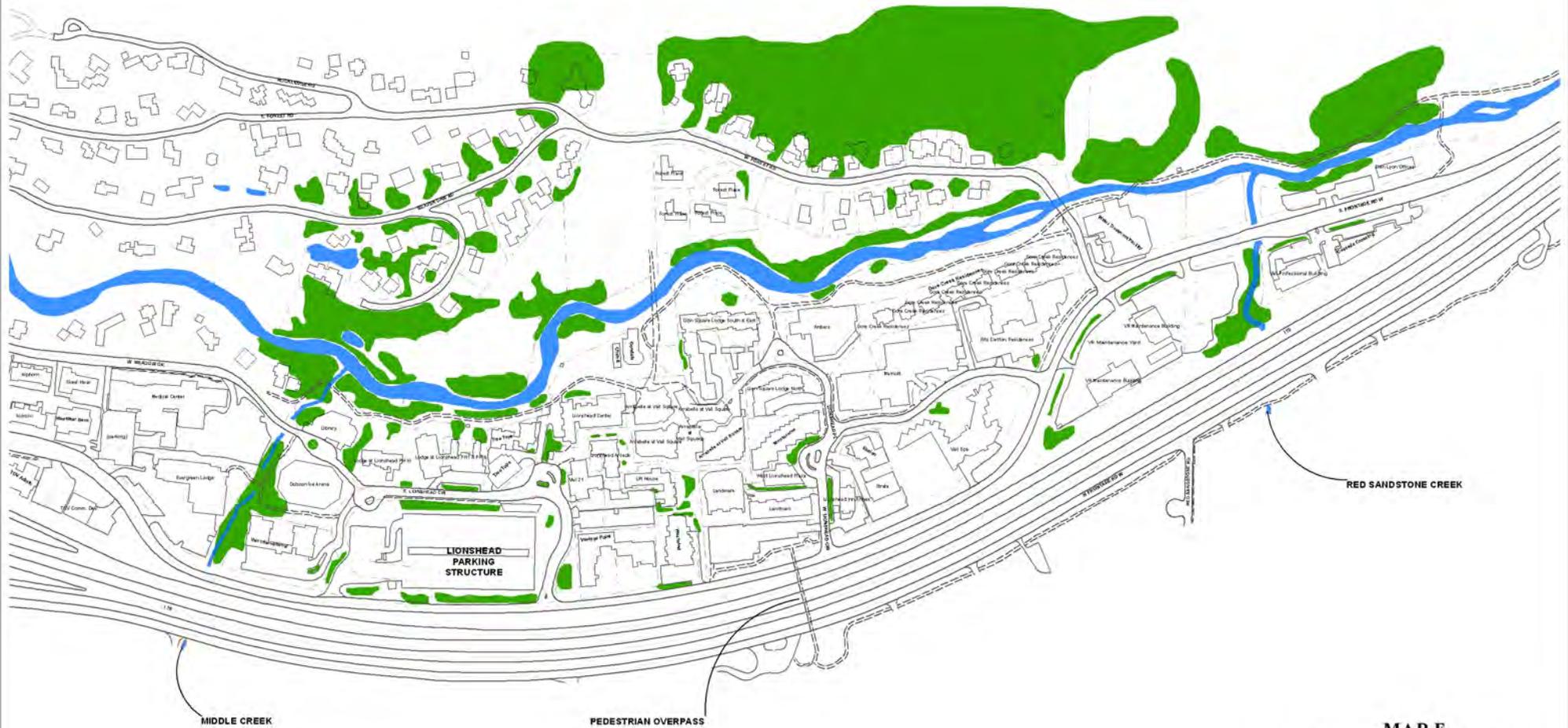
**MAP D**  
**EXISTING HYDROLOGY**

**LIONSHEAD**  
REDEVELOPMENT  
MASTER PLAN

- EXISTING STREAM CHANNEL / POND
- FEMA FLOOD HAZARD (2003)







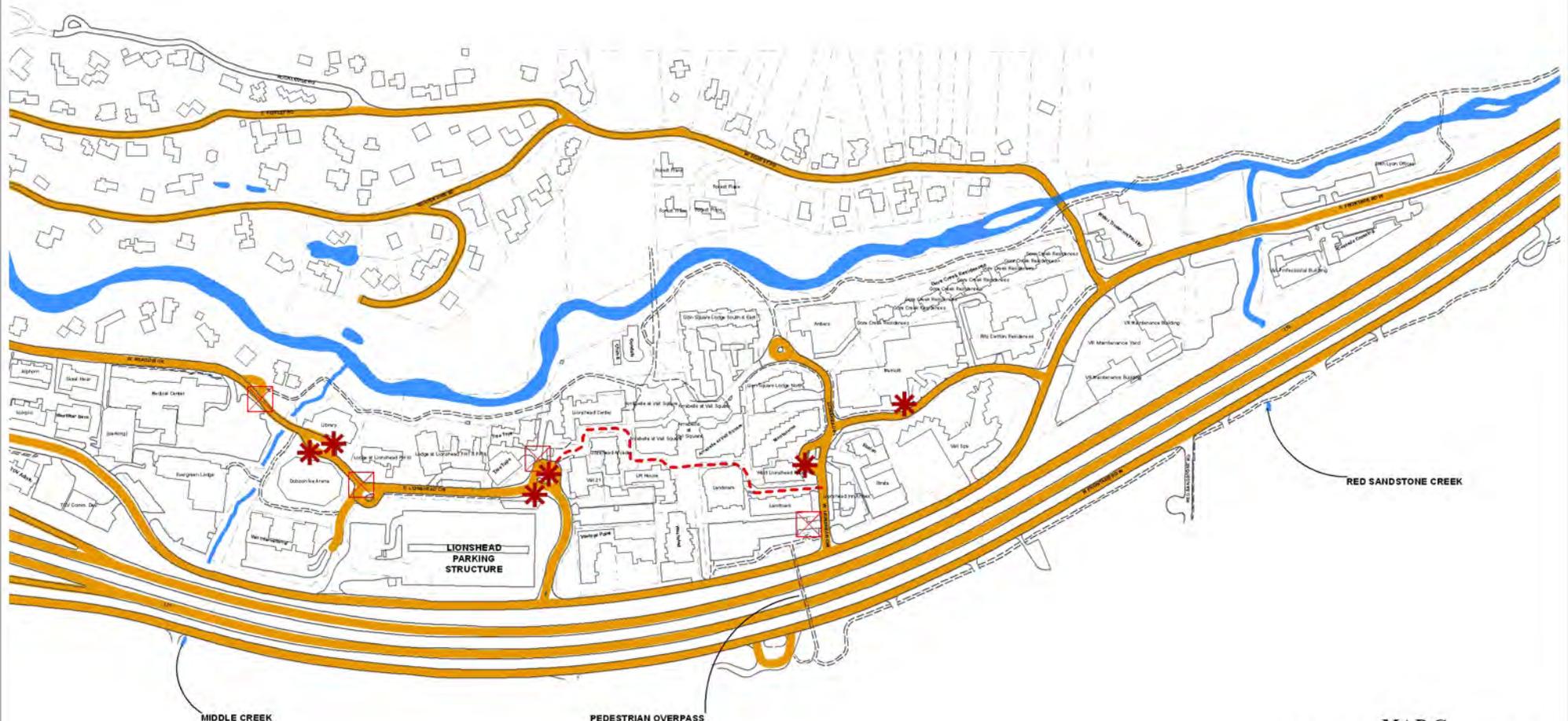
**MAP E**  
**EXISTING VEGETATION**

**LIONSHEAD**  
REDEVELOPMENT  
MASTER PLAN









MIDDLE CREEK

PEDESTRIAN OVERPASS

RED SANDSTONE CREEK

LIONSHEAD  
PARKING  
STRUCTURE

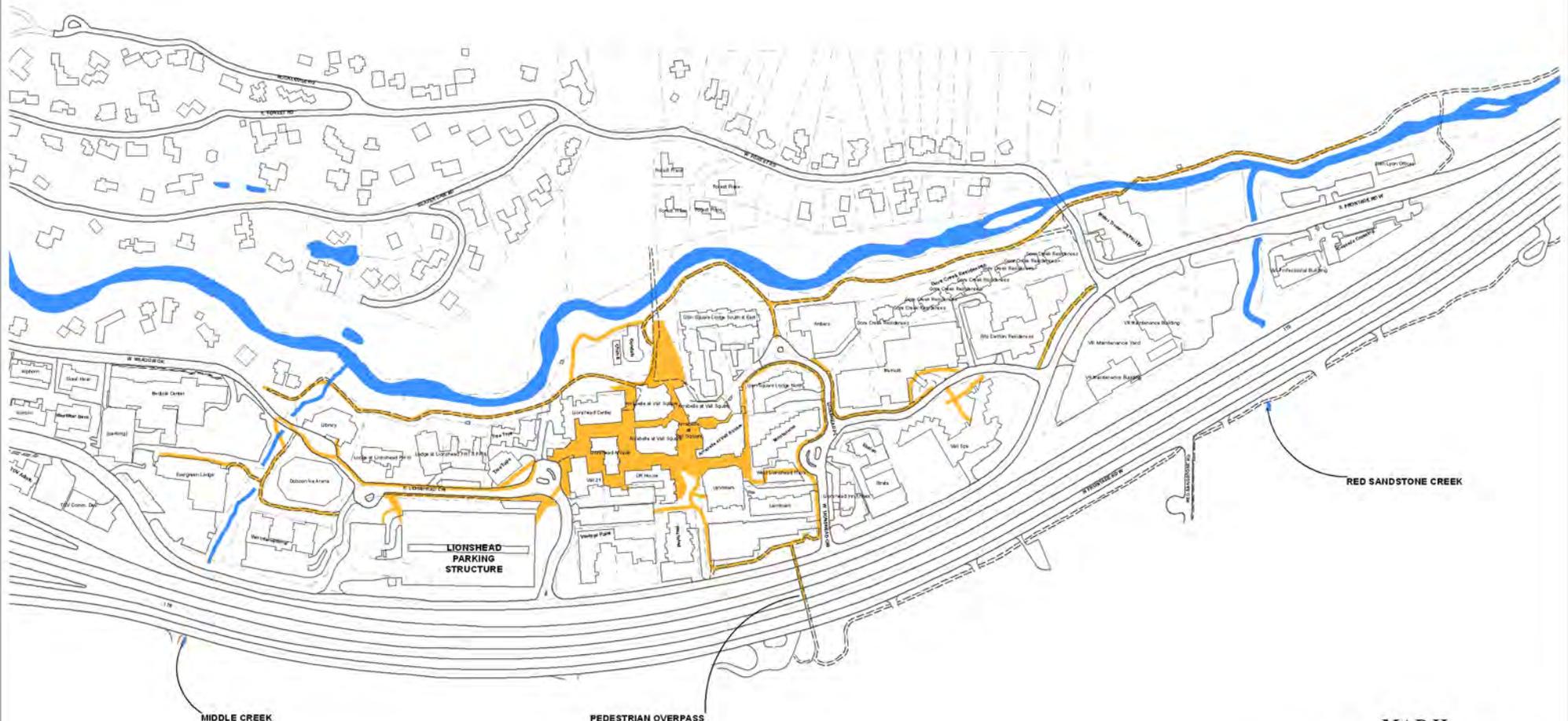
**MAP G**  
**EXISTING VEHICULAR**  
**CIRCULATION**

-  GATE
-  PUBLIC TRANSIT STOPS
-  PUBLIC ROADWAYS
-  FIRE / EMS ACCESS ROUTE

**LIONSHEAD**  
REDEVELOPMENT  
MASTER PLAN

  Feet  
0 100





MIDDLE CREEK

PEDESTRIAN OVERPASS

RED SANDSTONE CREEK

LIONSHEAD  
PARKING  
STRUCTURE

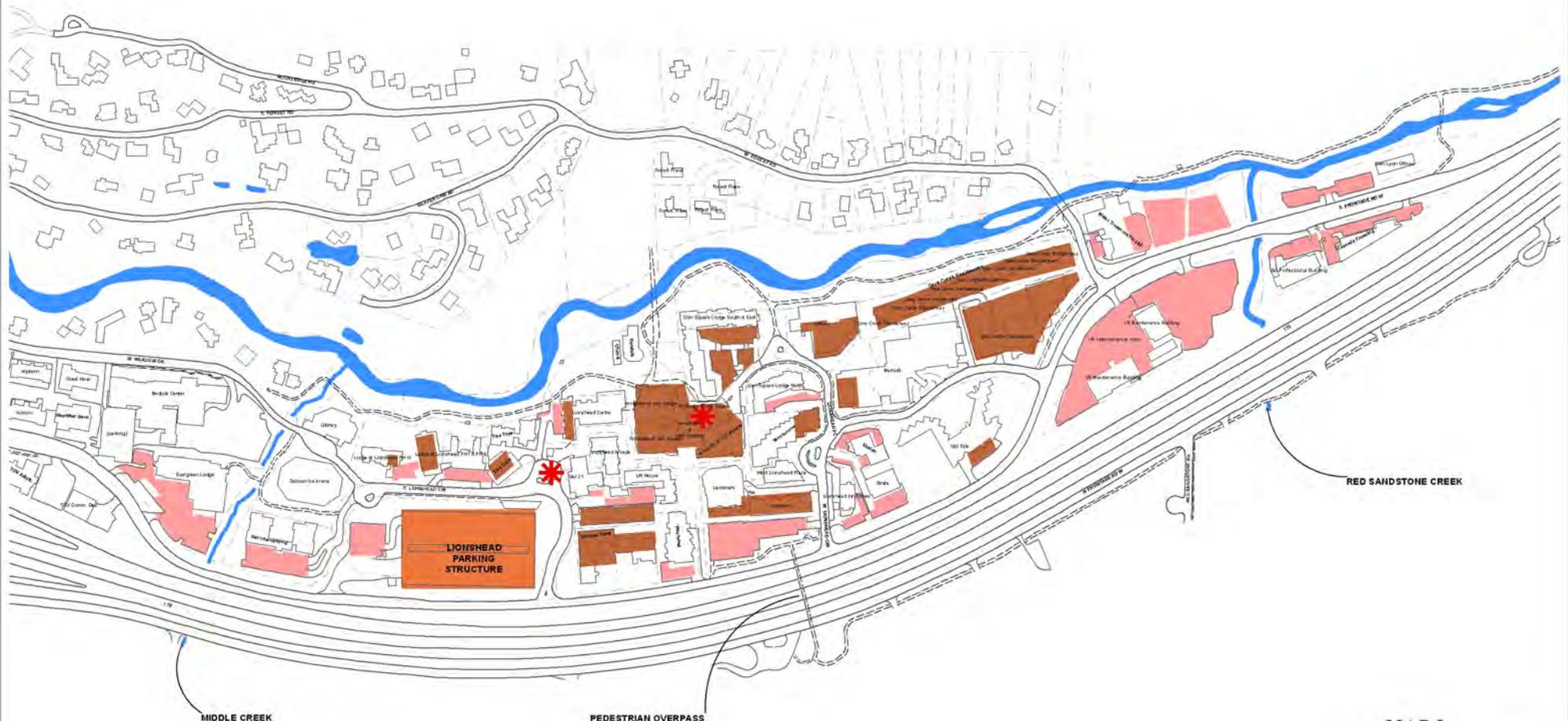
**MAP H**  
**EXISTING PEDESTRIAN**  
**CIRCULATION**

**LIONSHEAD**  
REDEVELOPMENT  
MASTER PLAN

 DESIGNATED PEDESTRIAN PLAZAS / PATHWAYS







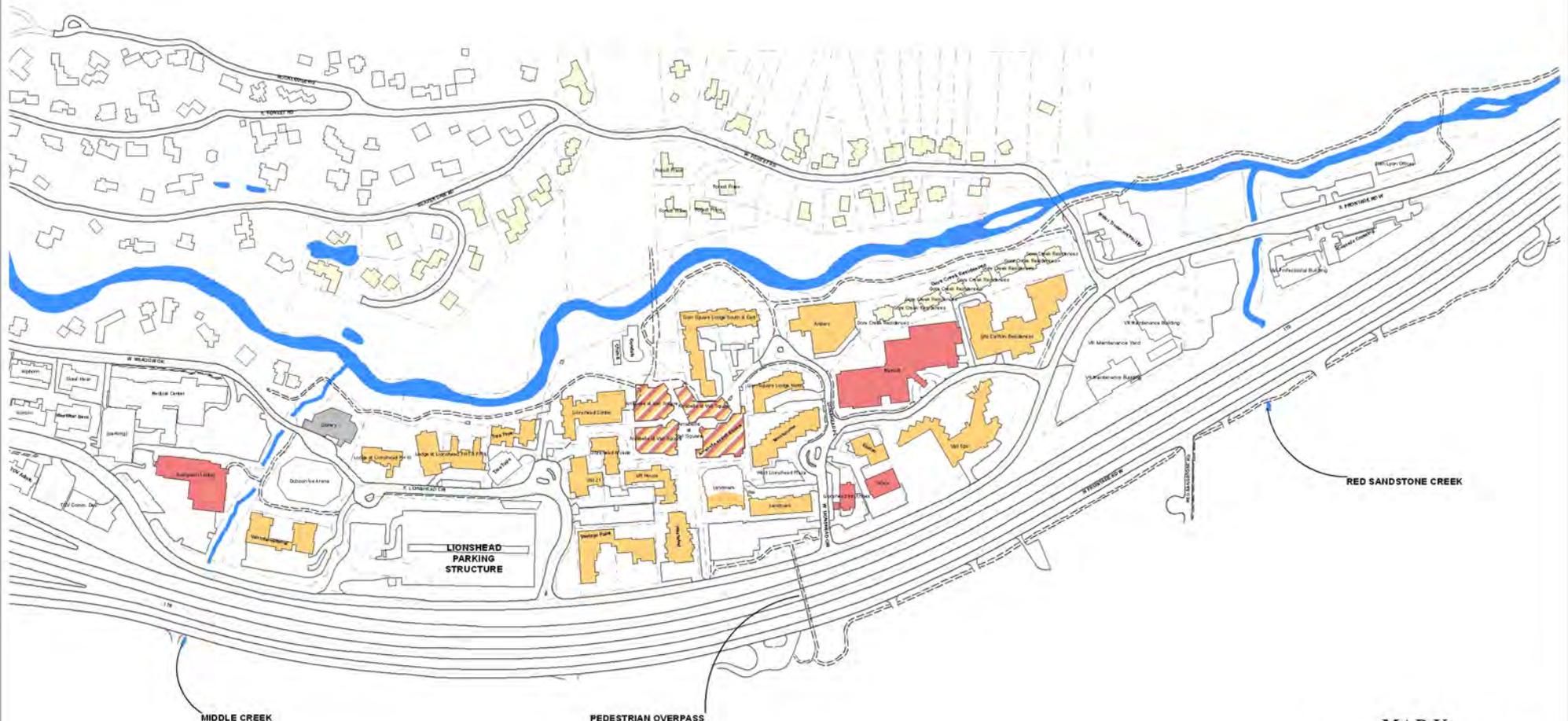
- PRIVATE / RESTRICTED ACCESS SURFACE PARKING
- PRIVATE / RESTRICTED ACCESS UNDERGROUND / STRUCTURE PARKING
- PUBLIC ACCESS PARKING
- LOADING & DELIVERY

**MAP I  
EXISTING PARKING**

**LIONSHEAD  
REDEVELOPMENT  
MASTER PLAN**

Feet  
0 100



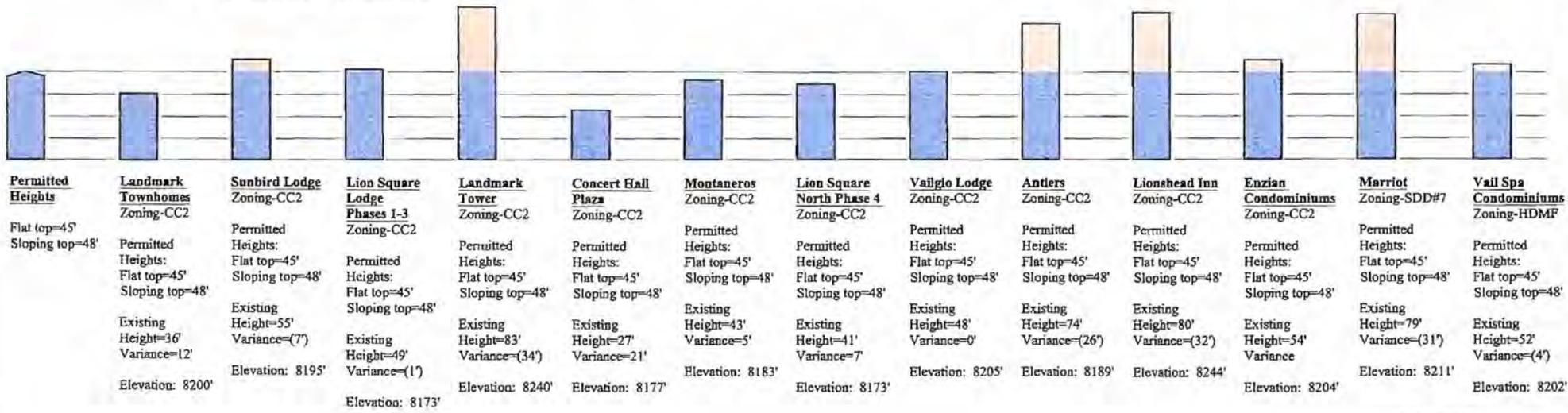
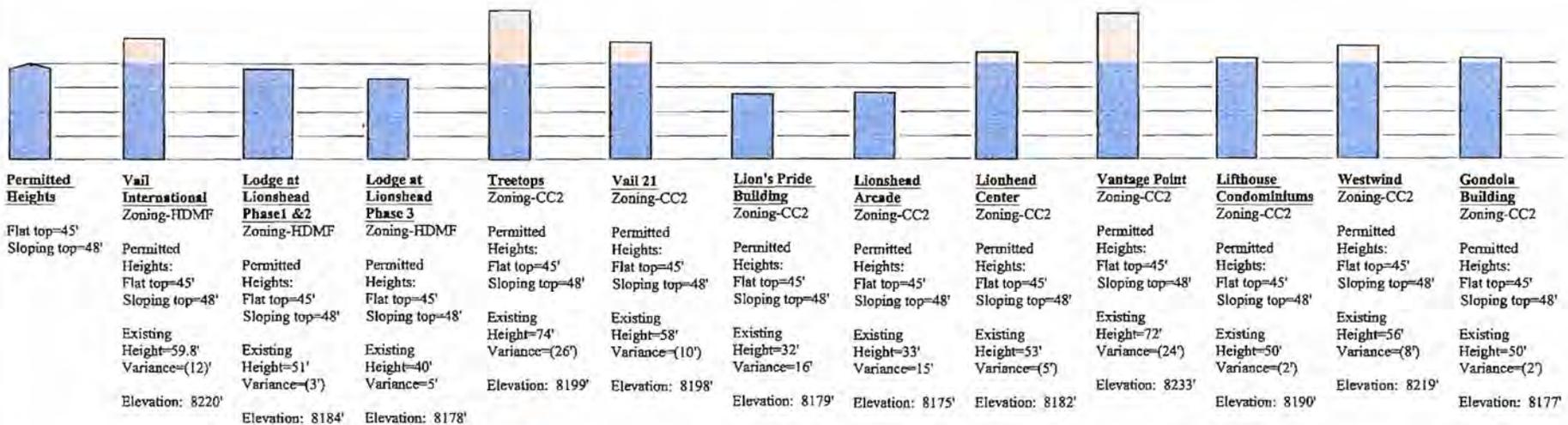


**MAP K**  
**EXISTING LAND USE**  
**LODGING**

- PRIVATE RESIDENCE / DUPLEX
- PRIVATE MULTI-FAMILY / CONDOMINIUM
- "HOT BED" HOTEL / LODGE
- PRIVATE CONDOMINIUM & "HOT BED" MIX
- EXISTING USE EMPLOYEE HOUSING

**LIONSHEAD**  
 REDEVELOPMENT  
 MASTER PLAN





1200 FOOT WALKING DISTANCE FROM SKI YARD

NATURAL ENVIRONMENT CONNECTION TO LIONSHEAD CORE

GORE CREEK OPEN SPACE CORRIDOR

PARKING STRUCTURE

MAP N  
MASTER PLAN FRAMEWORK  
LAND USE FRAMEWORK

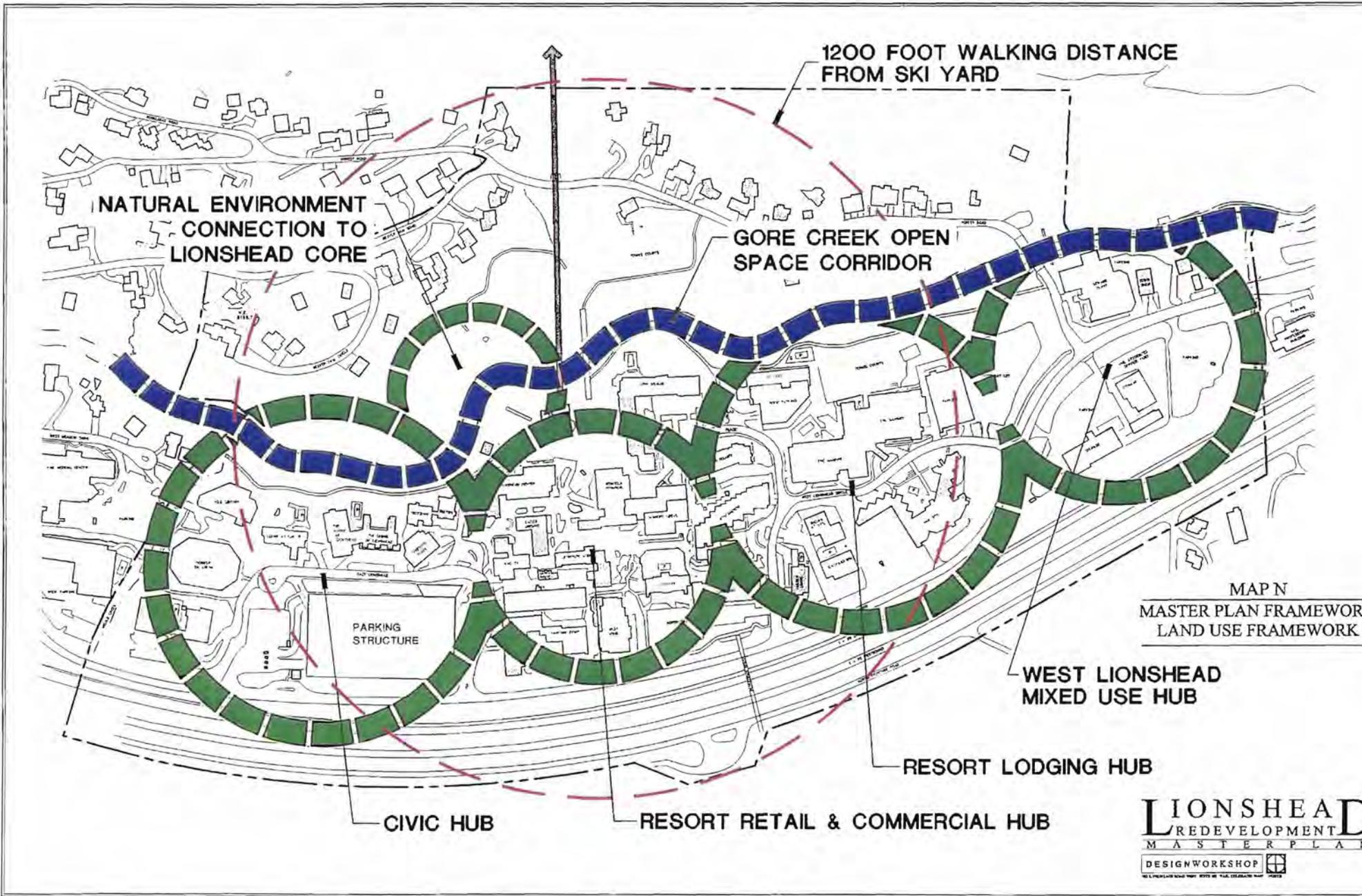
WEST LIONSHEAD MIXED USE HUB

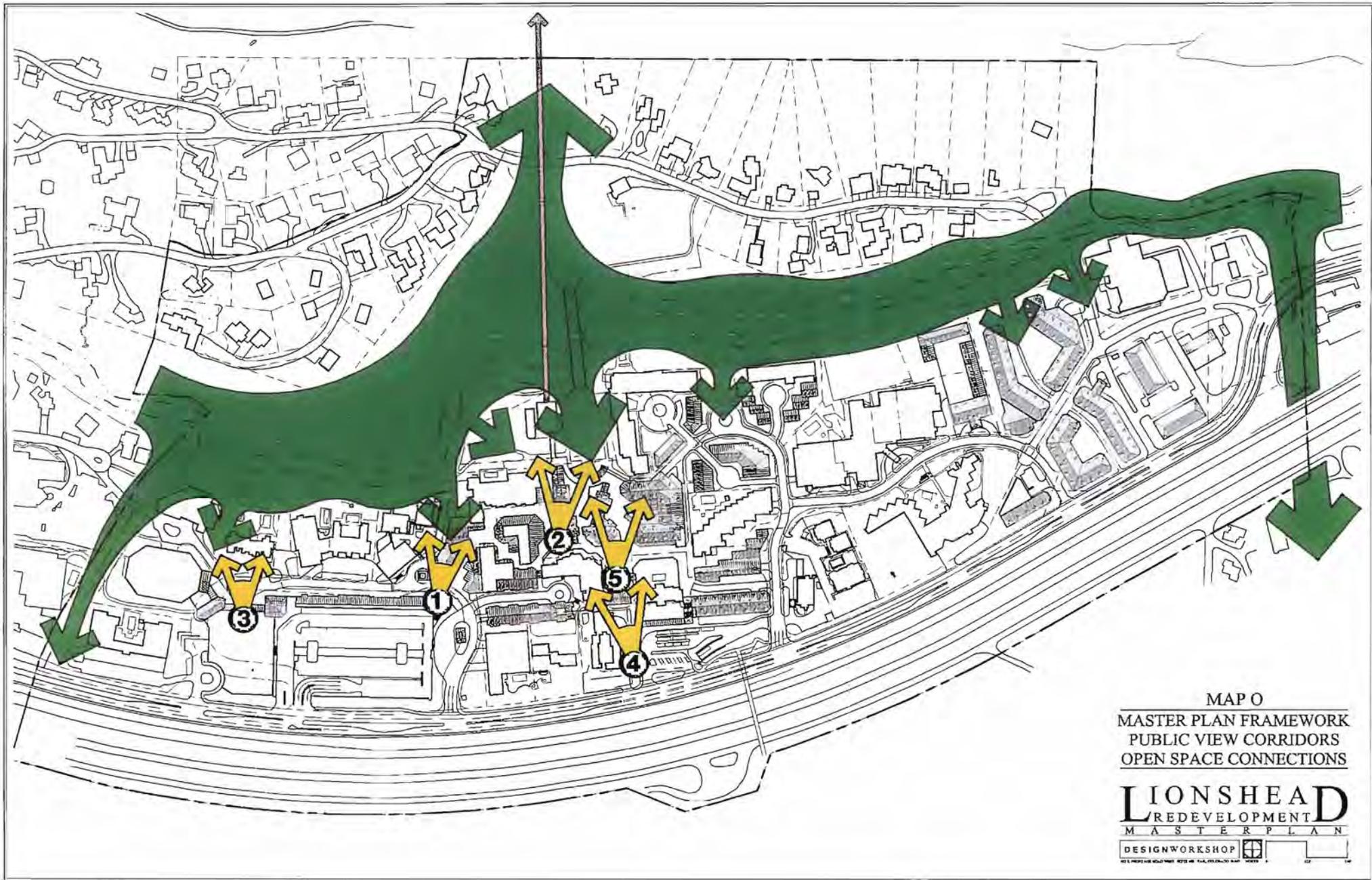
RESORT LODGING HUB

CIVIC HUB

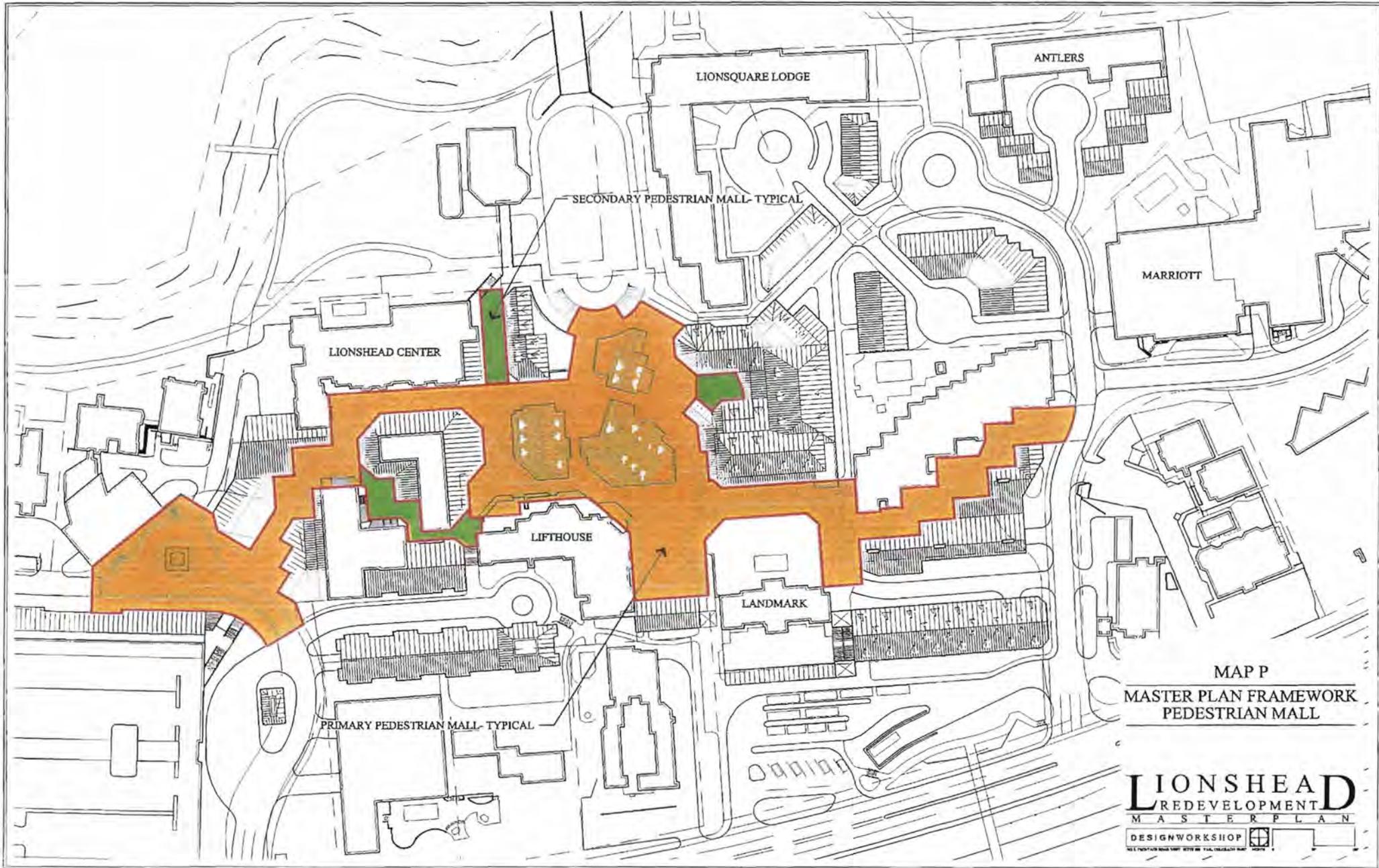
RESORT RETAIL & COMMERCIAL HUB

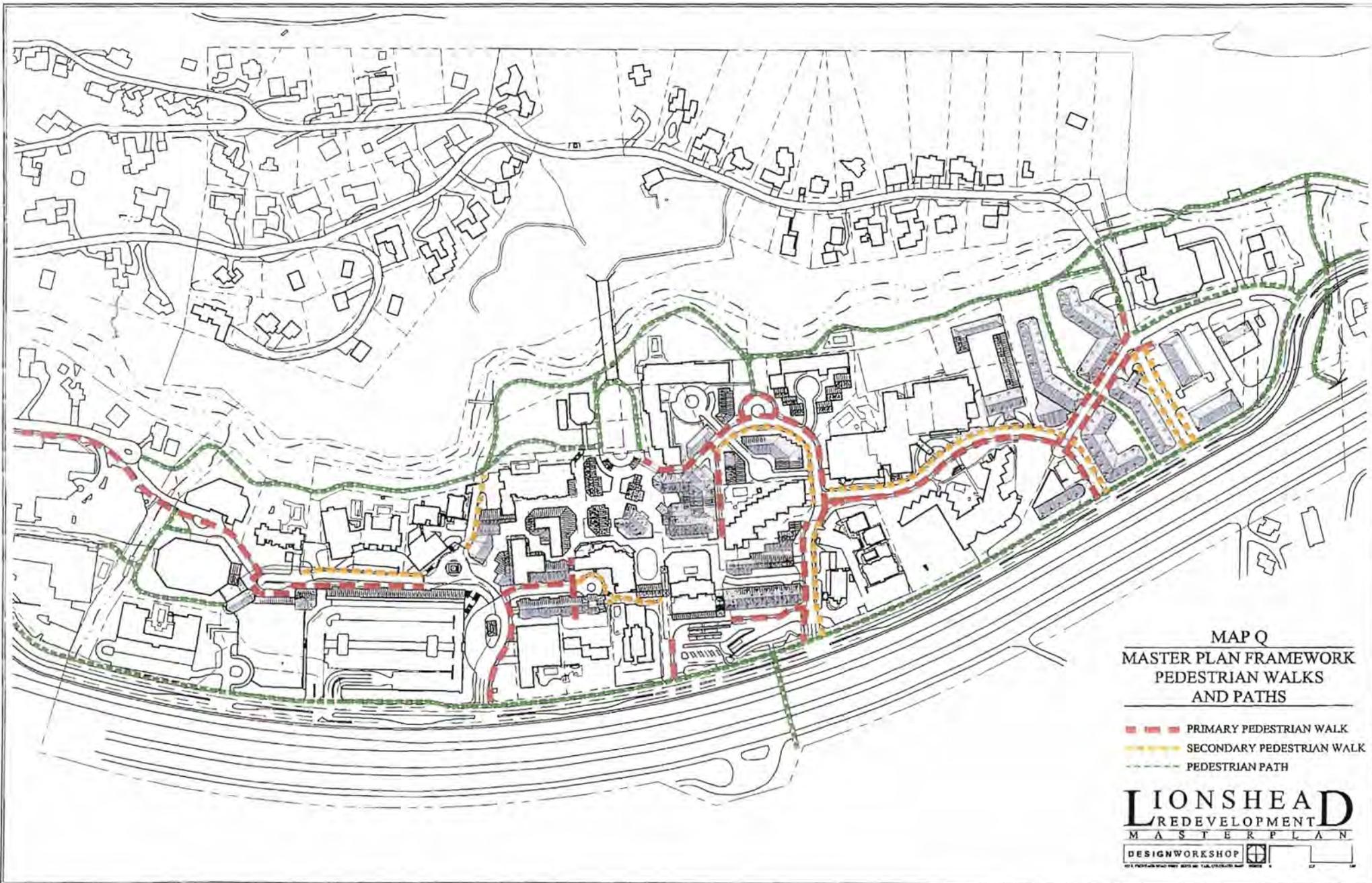
**LIONSHEAD**  
REDEVELOPMENT  
MASTER PLAN  
DESIGNWORKSHOP





MAP O  
MASTER PLAN FRAMEWORK  
PUBLIC VIEW CORRIDORS  
OPEN SPACE CONNECTIONS





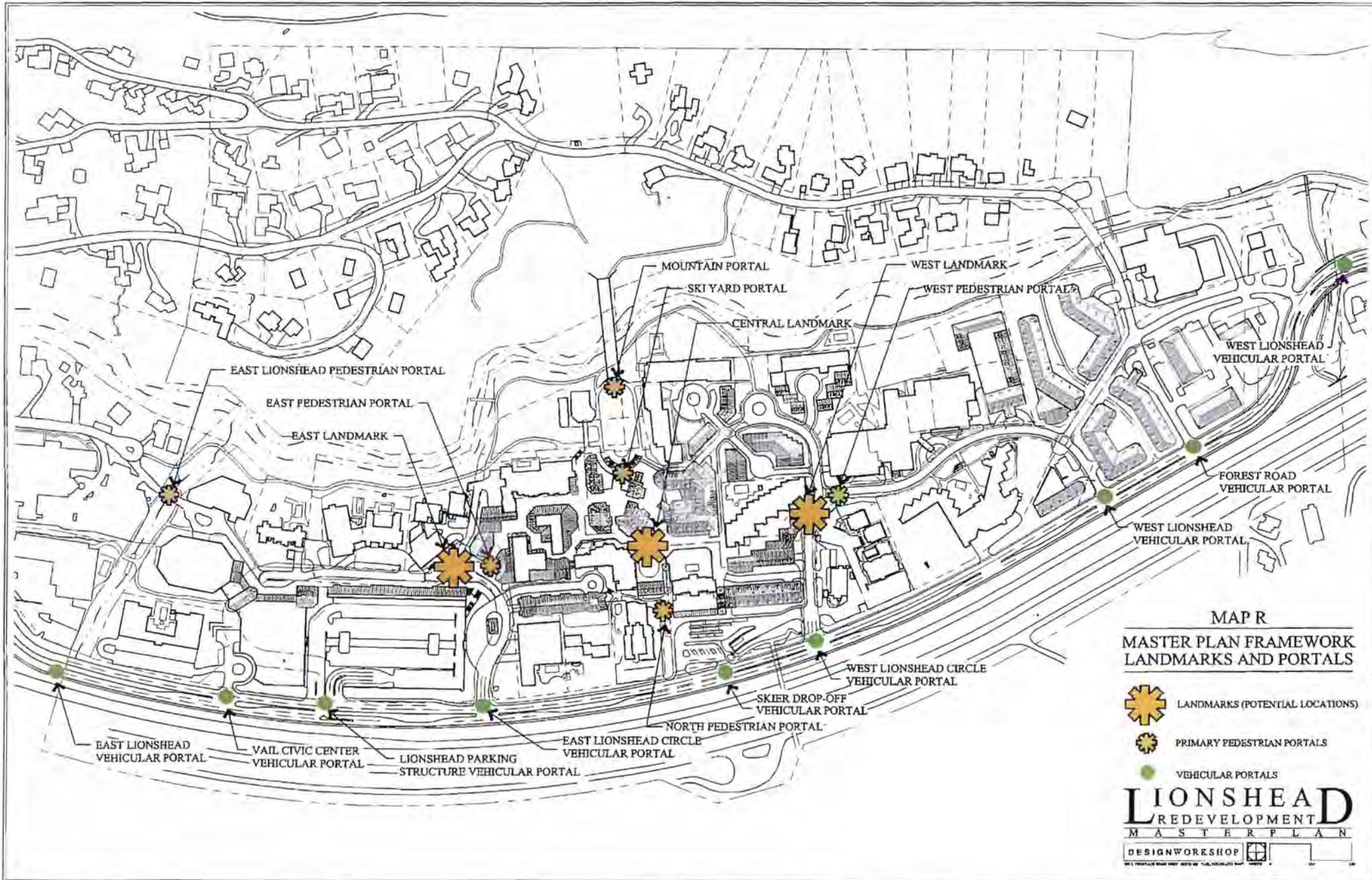
MAP Q  
MASTER PLAN FRAMEWORK  
PEDESTRIAN WALKS  
AND PATHS

- PRIMARY PEDESTRIAN WALK
- SECONDARY PEDESTRIAN WALK
- PEDESTRIAN PATH

**LIONSHEAD**  
REDEVELOPMENT  
MASTER PLAN

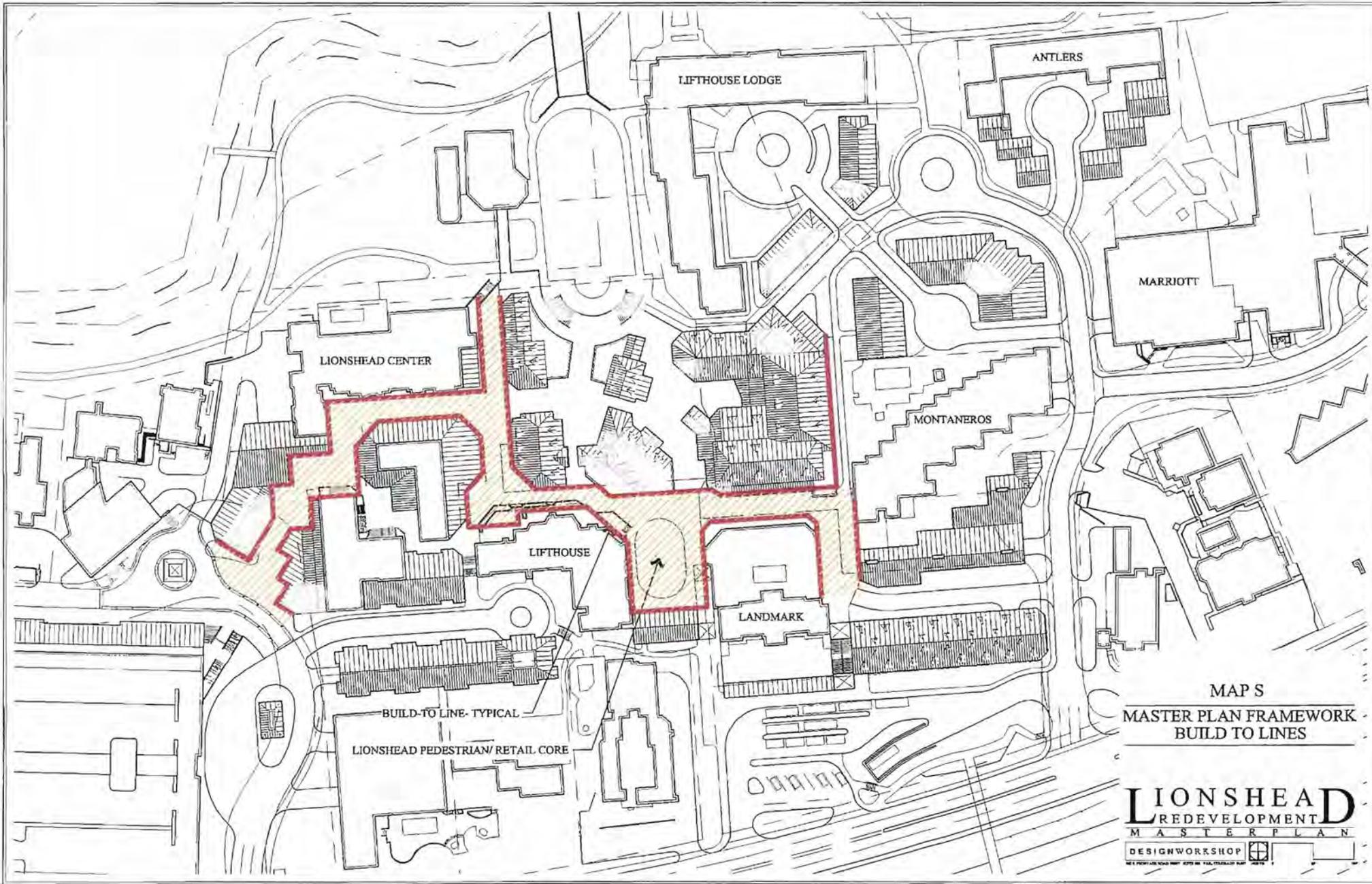
DESIGNWORKSHOP

1111 PETERSON ROAD, SUITE 200, CALVERTON, MD 20617

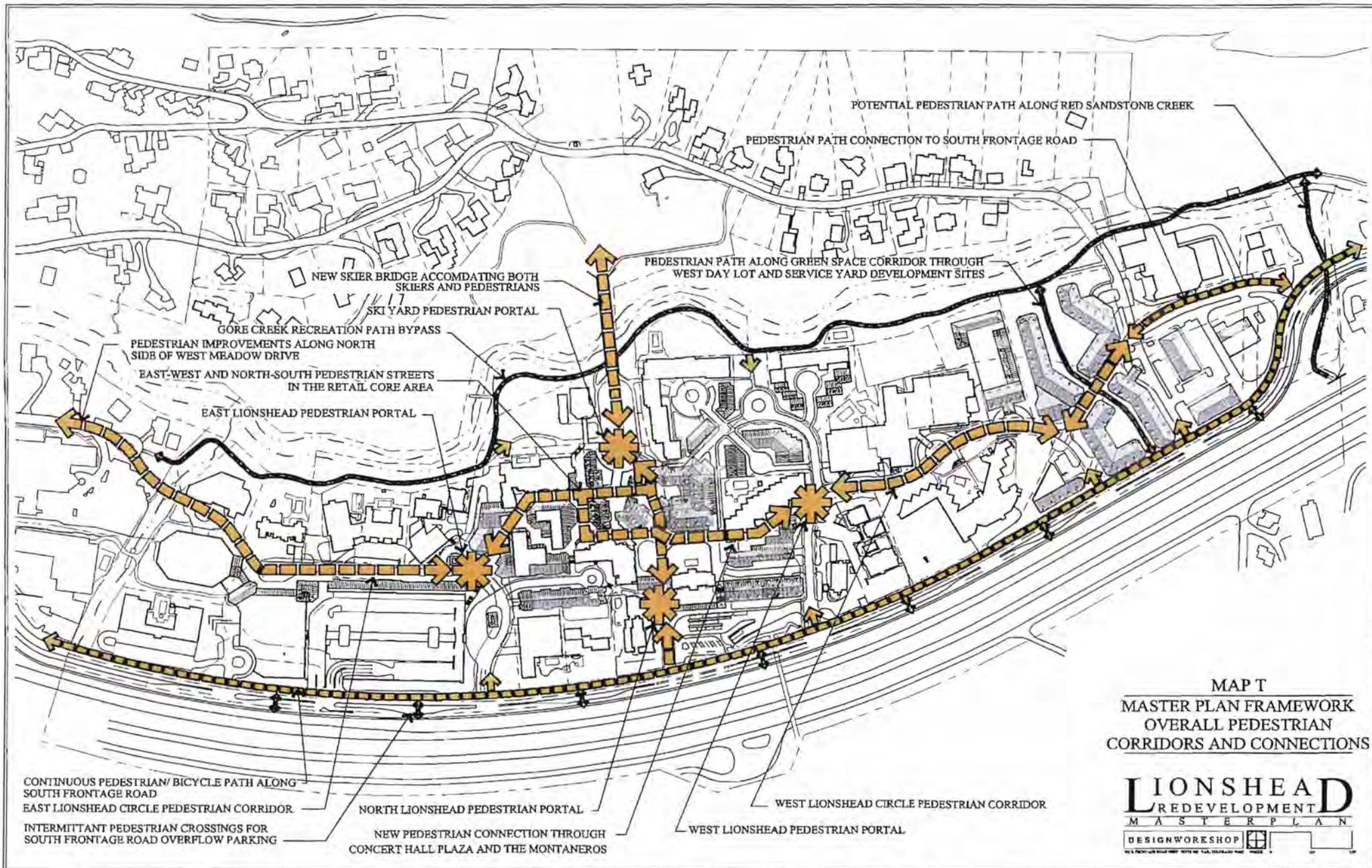


MAP R  
 MASTER PLAN FRAMEWORK  
 LANDMARKS AND PORTALS

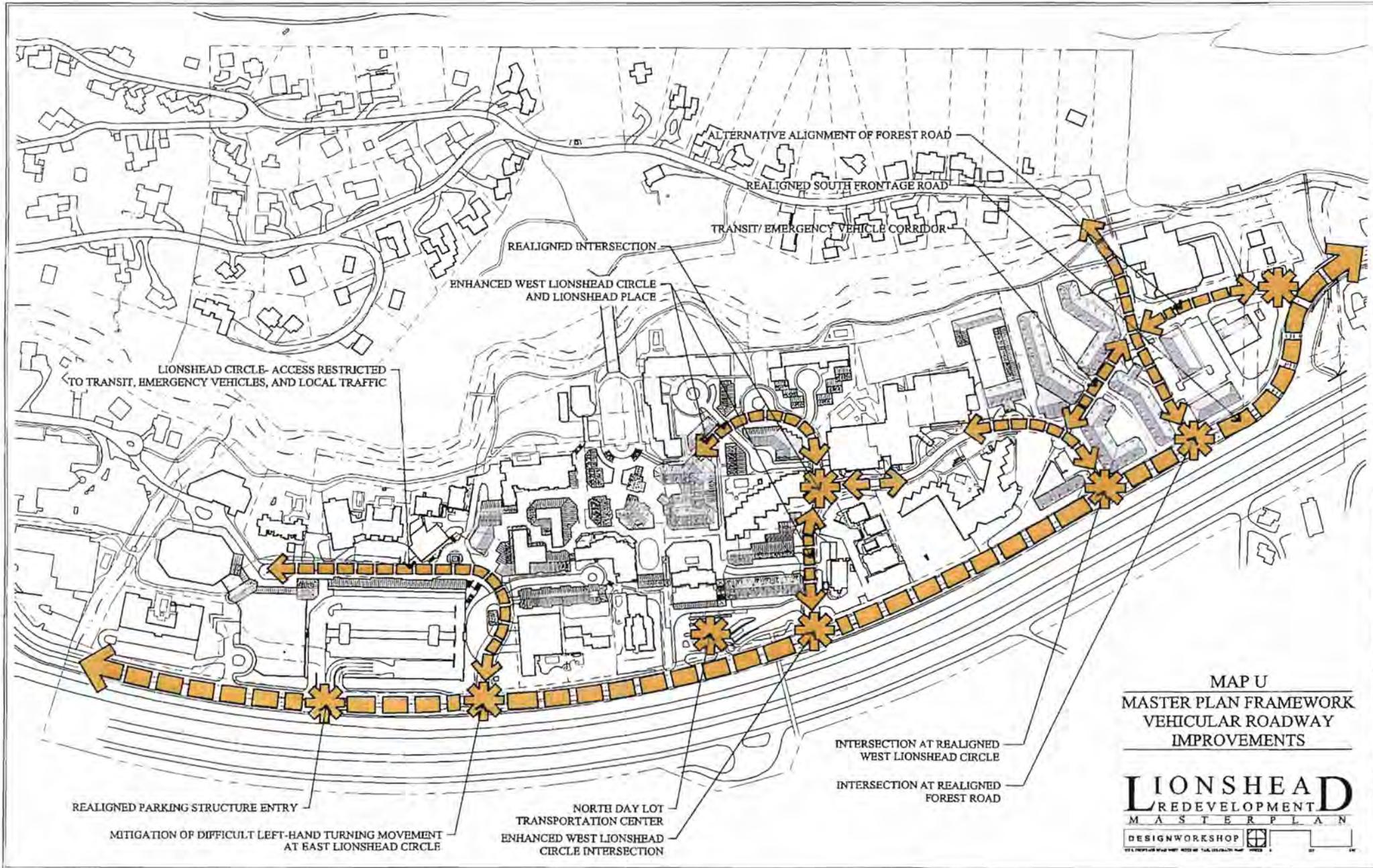
-  LANDMARKS (POTENTIAL LOCATIONS)
-  PRIMARY PEDESTRIAN PORTALS
-  VEHICULAR PORTALS



MAP S  
 MASTER PLAN FRAMEWORK  
 BUILD TO LINES



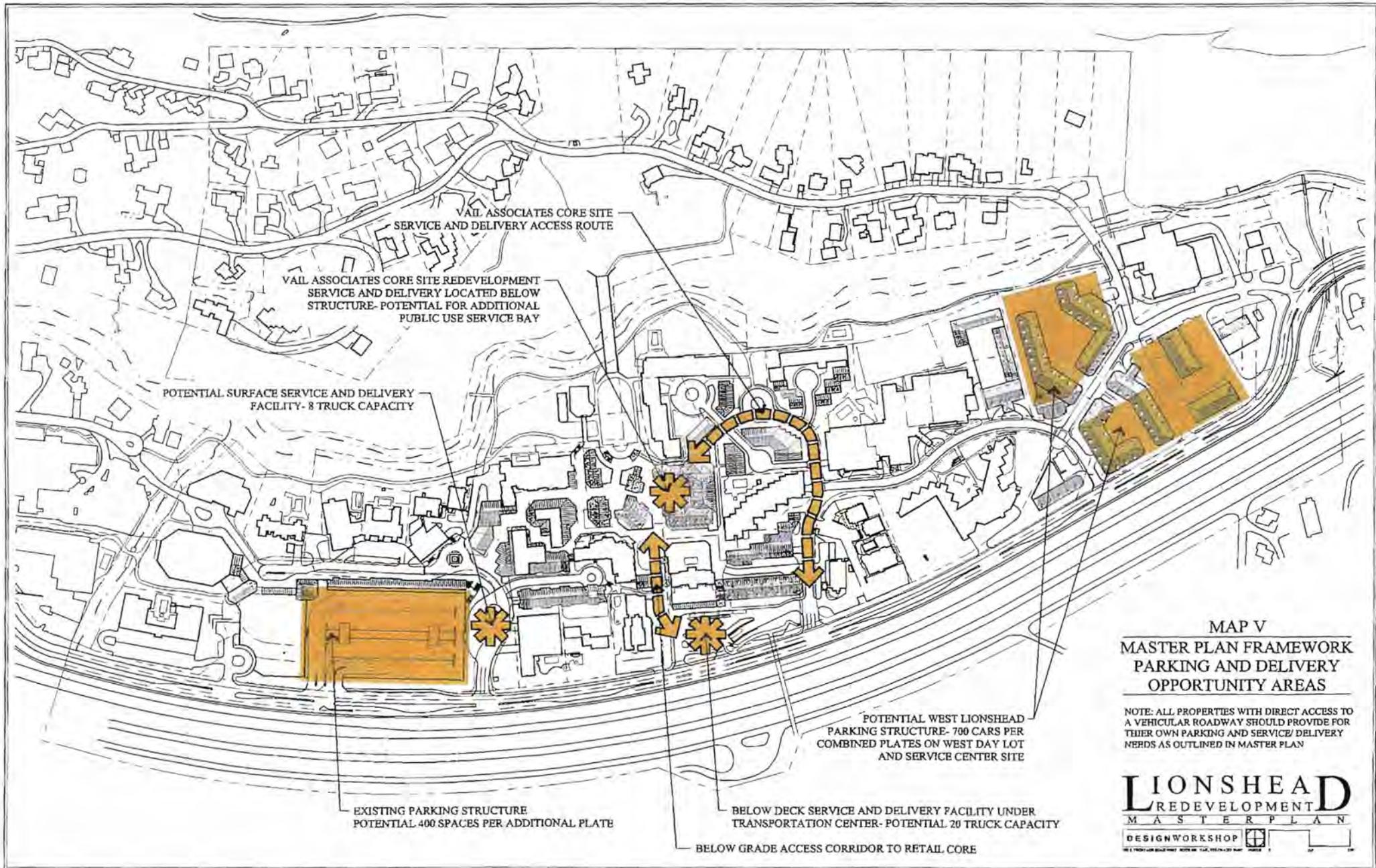
MAP T  
 MASTER PLAN FRAMEWORK  
 OVERALL PEDESTRIAN  
 CORRIDORS AND CONNECTIONS



MAP U  
 MASTER PLAN FRAMEWORK  
 VEHICULAR ROADWAY  
 IMPROVEMENTS

**LIONSHEAD**  
 REDEVELOPMENT  
 MASTER PLAN

DESIGNWORKSHOP



MAP V  
 MASTER PLAN FRAMEWORK  
 PARKING AND DELIVERY  
 OPPORTUNITY AREAS

NOTE: ALL PROPERTIES WITH DIRECT ACCESS TO A VEHICULAR ROADWAY SHOULD PROVIDE FOR THEIR OWN PARKING AND SERVICE/ DELIVERY NEEDS AS OUTLINED IN MASTER PLAN

**LIONSHEAD**  
 REDEVELOPMENT  
 MASTER PLAN  
 DESIGN WORKSHOP

VAIL ASSOCIATES CORE SITE  
 SERVICE AND DELIVERY ACCESS ROUTE

VAIL ASSOCIATES CORE SITE REDEVELOPMENT  
 SERVICE AND DELIVERY LOCATED BELOW  
 STRUCTURE- POTENTIAL FOR ADDITIONAL  
 PUBLIC USE SERVICE BAY

POTENTIAL SURFACE SERVICE AND DELIVERY  
 FACILITY- 8 TRUCK CAPACITY

EXISTING PARKING STRUCTURE  
 POTENTIAL 400 SPACES PER ADDITIONAL PLATE

POTENTIAL WEST LIONSHEAD  
 PARKING STRUCTURE- 700 CARS PER  
 COMBINED PLATES ON WEST DAY LOT  
 AND SERVICE CENTER SITE

BELOW DECK SERVICE AND DELIVERY FACILITY UNDER  
 TRANSPORTATION CENTER- POTENTIAL 20 TRUCK CAPACITY

BELOW GRADE ACCESS CORRIDOR TO RETAIL CORE

