

2013 Gerald R. Ford Park Master Plan Appendix

An Element of the Vail Comprehensive Plan



November, 2013
Resolution No. 14, Series 2013

1. Ordinance No. 6, Series of 1973, authorizing the purchase (by condemnation) of the property known as the Antholz Ranch.
2. The Vail Plan, 1974
3. Resolution No. 1, Series of 1977, naming the property commonly known as the Antholz Ranch to Gerald R. Ford Park.
4. The Gerald R. Ford Park and Donovan Park Master Plan Development Final Report, 1985
5. Resolution No. 27, Series of 1987, designating the seven acres around the Nature Center as an area to be preserved as an example of the Gore Valley's natural history
6. Resolution No. 44, Series of 1988, amending the 1985 Master Plan to add four tennis courts and to change the location of the aquatics center.
7. Ford Park Management Plan, 1997
8. Ford Park Management Plan Update, 2012
9. BFAG Building – Site Evaluation Matrix, 2013
10. Betty Ford Alpine Gardens – WBFW Site Evaluation, Martin/Martin, August 15, 2013

ORDINANCE NO. 15
Series of 1973

AN ORDINANCE AUTHORIZING THE CONDEMNATION OF CERTAIN REAL ESTATE LOCATED WITHIN THE TOWN OF VAIL, COUNTY OF EAGLE, STATE OF COLORADO; DESCRIBING THE REAL ESTATE TO BE ACQUIRED BY EMINENT DOMAIN AND CONDEMNATION PROCEEDINGS; AUTHORIZING THE TOWN ATTORNEY AND SPECIAL LEGAL COUNSEL TO INSTITUTE LEGAL PROCEEDINGS FOR THE CONDEMNATION OF THE SUBJECT PROPERTY; SETTING FORTH PUBLIC AND MUNICIPAL PURPOSES AND USES FOR THE REAL ESTATE TO BE CONDEMNED; AND SETTING FORTH MATTERS AND DETAILS IN RELATION THERETO.

WHEREAS, the Town Council for the Town of Vail has determined that it is necessary and appropriate for the public health, safety and well-being of the town to acquire real estate for the purpose of creating municipal facilities for the use and benefit of the residents of the Town of Vail; and

WHEREAS, the Town Council has determined that only by acquiring the property described in this ordinance can it properly provide the municipal facilities referred to herein as well as to preserve for the inhabitants of the Town cultural, educational, and recreational facilities such as theaters, civic centers, parks, swimming pools, ski lifts, tennis courts, and other facilities of similar character and purpose; and

WHEREAS, the Town Council has determined that the only real estate undeveloped and still available for acquisition for the purposes set forth in this ordinance is a parcel of land lying within the corporate boundaries of the Town of Vail, consisting of approximately 33 acres, more or less, and being owned by the Manor Vail Development Co.; and

WHEREAS, the Town Council and its duly appointed representatives have diligently negotiated to purchase and acquire said real estate and having failed to reach an agreement regarding the purchase of said property now deems it necessary and appropriate to take action by virtue of the Town's power of eminent domain to condemn said real estate;

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF VAIL, COLORADO, THAT:

SECTION 1. Authorization to Condemn Real Estate.

The Town Attorney and special counsel for the Town of Vail are hereby authorized and directed to proceed forthwith to initiate condemnation proceedings in accordance with the applicable law for the State of Colorado and the Charter for the Town of Vail by virtue of the power of eminent domain conferred upon the Town of Vail by the Constitution of the State of Colorado, state statutes and Charter. The description of the property authorized to be acquired by condemnation is as follows:

Commencing at the Northwest corner of the Northeast one-quarter of Section 11, Township 5 South, Range 80 West of the Sixth Principal Meridian, County of Eagle, State of Colorado; thence

S.00°01'08"E. and along the West line of said Northeast one-quarter 583.82 feet to a point of intersection with the Southerly right of way of Interstate Highway No. 70; thence continuing along the aforesaid course 347.82 feet to the true point of beginning; thence continuing along the aforesaid course 118.33 feet to a point of intersection with the Northerly line of Vail Village, Seventh Filing; thence along the sinuosity of said Northerly line;

S.74°03'32"E., 297.79 feet; S.19°57'03"E., 455.47 feet;
S.40°47'03"E., 171.46 feet; S.54°51'34"E., 206.78 feet;
S.82°25'08"E., 179.91 feet; N.75°32'26"E., 201.18 feet,
N.66°20'56"E., 581.89 feet; N.69°32'31"E., 861.23 feet;
N.72°09'19"E., 223.43 feet to a point of intersection with the
East line of said Section 6;

thence N.02°30'30"E. and along said East line 287.62 feet to a point of intersection with the Southerly right of way line of Interstate Highway No. 70; thence westerly along said Southerly right of way line and along a curve to the right having a radius of 5023.00 feet, a central angle of 10°21'20", an arc distance of 1070.51 feet to a point of tangent (the chord of said curve bears S.88°14'25"W. a distance of 1069.02 feet); thence N.79°45'29"W. and along said Southerly right of way 227.00 feet to a point of curve; thence along said Southerly right of way and along a curve to the right having a radius of 5000.00 feet, a central angle of 10°22'00", an arc distance of 1067.50 feet to a point of tangent; (the chord of said curve bears N.78°53'30"W. a distance of 1066.10 feet); thence N.71°38'54"W. and along said tangent and along said Southerly right of way 124.00 feet; thence S.00°01'08"E., 284.59 feet; thence S.89°58'54"W., 189.61 feet to the true point of beginning; containing 1,050,243.48 square feet or 37.665 acres, more or less.

SECTION 2. Public and Municipal Purposes.

The Town Council hereby declares that the public and municipal purposes compelling the determination to acquire the property described in Section 1 by condemnation are as follows:

- a. for park and greenbelt purposes,
- b. to preserve the natural and physical character of the area to be condemned,
- c. for bicycle, equestrian and hiking trails,
- d. for children's playgrounds,
- e. for performing arts and civic center,
- f. for a ski lift and related facilities,
- g. for picnic areas,
- h. for recreational facilities such as tennis courts, swimming pools, gymnasium, ice skating rink,
- i. for theater and assembly halls, convention center, public schools,
- j. for possible exchange or trade of the condemned land, or a portion thereof, with other property which may more exactly meet the needs of the Town.
- k. to construct and maintain water works, transportation systems, and other public utilities relating to the public health, safety and welfare.

SECTION 3. Severability of Provisions.

If any part, section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of this ordinance; and the Town Council

for the Town of Vail hereby declares it would have passed this ordinance and each part, section, subsection, sentence, clause or phrase thereof, irrespective of the fact that any one or more parts, sections, subsections, sentences, clauses or phrases be declared invalid.

INTRODUCED, READ, APPROVED AND ORDERED PUBLISHED THIS 26th day of March, 1973.

TOWN OF VAIL

By *John P. Wilson*
Mayor

ATTEST:

T. R. Hill
Town Clerk

INTRODUCED, READ, ADOPTED AS AMENDED, AND ORDERED PUBLISHED THIS 23rd day of April, 1973.

TOWN OF VAIL

By *John P. Wilson*
Mayor

ATTEST:

T. R. Hill
Town Clerk

THE VAIL PLAN

THE VAIL PLAN

VAIL, COLORADO

MAYOR

JOHN A. DOBSON

**VAIL TOWN
COUNCIL**

**RICHARD BAILEY
JOHN DONOVAN
JOSEPH LANGMAID**

**JOSEF STAUFER
DR. TOM STEINBERG
GERRY WHITE**

TOWN MANAGER

TERRELL J. MINGER

PREPARED BY

**ROYSTON, HANAMOTO, BECK & ABEY
LIVINGSTON & BLAYNEY**

**LANDSCAPE ARCHITECTS
PLANNERS**

AUGUST 1973

THE VAIL PLAN

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INTRODUCTION

The Town of Vail has emerged within an extremely short span of time from a natural, agricultural, Rocky Mountain Valley to become a very lively, expanding, somewhat accidental urban center surrounded by the grandness of nature. The uniqueness and delight of the ski slopes has attracted thousands of people and this very attraction threatens the beauty and values of the original pleasures of Vail.

Vail Village, the oldest part of the Town, began with an Alpine scale and style that for many years was subordinate to the Valley. The street widths are nicely proportioned to building sizes. Windows, roofs and doorways are mostly residential in scale and the combination of wood and stucco construction is not unlike the patterns of Austrian and Swiss towns. Gore Creek, passing through the Village, is a strong natural landscape element which further reduces the apparent scale of the Village and the mature trees in many instances equal or exceed the heights of the earliest buildings. This gentle beginning must have been somewhat seductive for quicker than many have realized, the scale of the Town has changed, the building materials appear harder, the Alpine roof lines are no longer apparent, the windows have given way to city-scale recessed balconies and terraces, and most apparent of all, the buildings are higher than the trees.

The newest portion of the Town, Lionshead, differs dramatically in terms of site characteristics from the Village site. Gore Creek passes along the south side of Lionshead, nearest the toe of the mountain and farthest visually from the road network through this narrow valley. The mature trees and dominant landscape of the Creek appears as a backdrop to development rather than as a participant. The tall buildings effectively block out much of the stream and this visual loss of natural landscape plus the verticality of architecture has created an urban center dominating its portion of the Valley.

Height equals more bedrooms, more bedrooms equal more automobiles, and more automobiles require the spaces, road widths and attendant service facilities common to their functions. With a new Interstate Freeway now passing through the Valley, the automobile, by sight, sound and odor, further emphasizes the narrowness and urbanness of the Town. At either end of the Valley, sporadic building and poorly controlled land development further adds to the visual confusion as one approaches the Town.

The Town is now multi-centered with the Village and Lionshead equally populous and both at the base of major ski lifts. The mile separating them is predictably heavily traveled and growing more congested. The total visual and physical impact is confused and urban; totally opposed to the natural characteristics of the Valley and to the apparent objectives of the early developers of Vail.

The Town is at a point of crisis in its existence. It is congested, in many parts it has lost contact with nature, it fails to satisfy year-round recreational needs, it represents an investment in development which demands more than the winter time ski activities can economically support, yet the very sprawl of development has removed the natural open spaces which would have been available as year-round recreation areas. The Town is trapped by its success. Its choices are several, continue at its current rate of growth and totally destroy the Valley, grow more slowly and accept the mediocrity of the current problems, or to grow with wisdom and attempt to achieve a greater ideal of service to the residents.

The third option is the most difficult but is the choice of the Town Council and Town Administration. The problems are apparent and the decision has been made to follow an aggressive course of action in preparation of an overall Town Plan to create full-year vitality and attractiveness. This planning process is to result in The Vail Plan. There is a tremendous sense of pride in many of the Vail residents, and awareness that what was once unique can only partially be recaptured but that there is the possibility of creating a recreationally-based community of individuality, beauty and pleasure that can be unique in the United States. A full-year community identity can be achieved.

The process being followed to achieve this objective is fourfold. First, to completely rewrite the Zoning Ordinance, secondly, to modify all systems of vehicular and pedestrian transportation, thirdly, to acquire and develop space for community-wide recreation system preserving and including Gore Creek, and fourth, to create an overall landscape system which will reforest the Town, unify the many different architectural styles, and ameliorate the sight and sound of the Interstate. The following sections describe the major elements of the Vail Plan.

THE TOWN ZONING ORDINANCE

The Zoning Ordinance is a complete and detailed document. Because of size it is not included in this report but is available at the Town offices. The new Zoning Ordinance is without precedent in Colorado. It establishes twelve types of zoning districts and reduces density from the current zoning by up to 35 percent. Open space and landscape requirements are tailored to the special conditions encountered in building in this very fragile environmental area. Particular attention is paid to protection and preservation of existing trees. A design review procedure is now a part of the Ordinance which controls the visual qualities of grading, protection of natural water courses, preservation of views, architectural harmony with the building sites and neighboring structures, and the extent and qualities of landscaping related to any project. The Review Board consists of three members of the Planning Commission and two members at large appointed by the Council. Provision is also made to retain the services of outside design consultants if the complexity of a project makes this desirable.

The Ordinance also contains a section describing fifteen conditions which may require an applicant to submit an Environmental Impact Report. These conditions include such impacts as the alteration of an ecological unit or land form; affect upon wildlife habitat, removal of vegetative cover, change in appearance of a significant scenic area or resource; potential cause of avalanche or flood; discharge of odors, toxic materials, or particulate matter, strain upon utility systems; displacement of significant numbers of people or significant population increase, pre-empting potential recreation or open space values; creation of offensive sound, and alteration of traffic patterns or the requiring of transit. Any single significant change in environment requires the preparation of a report prior to issuance of any permits.

THE TOWN TRANSPORTATION SYSTEM

The second aspect of the Vail Plan has been the analysis of a variety of systems of moving people and goods to and within the Town. The obvious problem as one attempts to walk within the Town is, with the exception of a portion of Bridge Street in the Village and the plaza area of Lionshead, that it is literally impossible to walk without conflict with moving autos, parked autos, or unloading trucks. The two areas relatively free of the car are delightful and do simulate the feeling one has in Wengen, Switzerland, or other vehicle free communities. The control of autos on a portion of Gore Valley Road in the Village is partially successful but more compromised than respected.

To successfully modify and give order to the transportation systems, it is necessary to select major central parking areas and to clearly direct vehicles to these destinations. The key element of the Transportation Plan is the creation of a central transportation terminal, serving the Village primarily, for the most serious congestion problems occur in the Village. The terminal is to contain facilities, however, that are of value to the total operation of the Town. Four systems of vehicular transportation will use the terminal as the single-most important vehicle destination in the Town. The Transportation Terminal and related movement systems are described in this section.

A. TRANSPORTATION TERMINAL

After analyzing available space in the Town suitable for a major parking facility, it was judged that the site of the present Town parking lot adjacent to the frontage road was the logical location. Proximity to shopping and eating destinations, easy access, quick visibility to motorists, and the shape of the terrain, are all positive characteristics of the site. More remote sites were considered and rejected.

The Transportation Terminal will serve a variety of functions. Its construction will be phased, beginning with space for 1,000 cars and then with an eventual capacity of 1,500. The four levels will have capacity and appropriate metering or rate scales for long-term parking, for lodge visitors, for the quick shopping visit, for limited use by day skiers, or for the tourist stopping for information. The design would also provide drop-off and pick-up space for skiers, similar to the drop-off space now used near the Covered Bridge.

Interstate or regional buses would stop on the upper level of the Terminal. Waiting space will be available both at the top and bottom levels of the Terminal for users of large buses or for those using the smaller local buses stopping in the handsome plaza at the lower level. Bus control will be such that the delivery and pick up of packaged goods from the buses can be controlled by one person on the upper level.

It is intended that the Terminal will provide space for various ticketing agencies and would eventually house rental vehicles. In the future, terminal expansion provides the capability of creating space for a central truck depot handling the majority of materials used or sold in the Village commercial area.

Another extremely important function of the Terminal will be as the major tourist information center and directory for the Town. A kiosk is planned for the upper level adjacent to the frontage road with both curb-side and short-term parking adjacent. The kiosk will be at the top of the landscaped plaza with a great view over the Village, a tremendous statement of entrance to the newcomer.

The construction of the garage is unusual in that it can take advantage of a significant change in grade from the frontage road to the lower elevation of the Village. The structure will be totally enclosed with earth and the broad sloping bank facing the Village will be totally planted with Aspen and Spruce, the surface of the ground shaped freely in response to the natural terrain surrounding. The upper parking surface would be divided by a large landscaped plaza stepping downward to the Vail Covered Bridge, focused upon the Clock Tower, serving as one of the access points into the various parking levels. Adjacent to the plaza will be the bus ticketing and waiting room facilities.

The character of the plaza on and adjacent to the Terminal becomes very important for it is the introduction to the pedestrian characteristics of the Town. The plan included with this report indicates the casual character of the space with its broad steps, large boulders, and great quantities of trees and flowers. The pattern of pavements and street furniture used will be repeated throughout the pedestrian areas of the Town.

The plaza is a place to pause, to adjust from the long ride in a vehicle in reaching Vail, to look at the mountains and the Town, and to become acquainted with the various transportation options available. Few towns are able to achieve such a pleasant entrance.

B. MAJOR VEHICULAR SYSTEMS

Vail is currently serviced by the private or rental automobile, interstate bus systems, tour buses, and service trucks of various sizes. The duality of the Town centers, Lionshead and the Village, now results in all of the vehicle types going to both central areas. Trucks and autos also circulate throughout the various adjacent residential areas. The current movement patterns are not well defined.

The Transportation Terminal will become the destination eventually of almost all buses arriving in Vail and will be the destination of perhaps 50 percent of the automobiles arriving in the Village (the remaining 50 percent going directly to lodges, condominiums or residences accessible from streets at the north and south edges of the Village).

Lionshead will also be a destination of automobiles, special tour buses, and service trucks for some time to come.

The transportation segment of the Vail Plan proposes that four public transportation systems service the Town.

(1) INTERSTATE BUSES

These buses now stop at Lionshead. They would be accommodated on the top-most level of the Transportation Terminal.

(2) REGIONAL BUSES

With growth of Vail Valley, development at Beaver Creek, and future unknown development in the County, it is necessary that a regional bus system be developed. The Town of Vail cannot possibly accommodate all of the private automobiles that regional growth will develop,

so an attractive and efficient regional bus system is essential. Bus size, frequency of service, number and location of destinations in the region, are all factors deserving study. The Vail Plan can only point out the need for such service and propose that the Transportation Terminal is the logical major destination in the Town of Vail of such a system. Lionshead may also become a regional stop but at this time, it is advised that the regional buses use the Interstate Route coming to Vail rather than the frontage road.

(3) TOWN OF VAIL MINI BUS

The Town currently is using two types of free buses connecting between the Village and Lionshead. The success in both summer and winter is obvious. The Vail Plan proposes an expanded system of bus loops serving both sides of Lionshead, to additional ski and recreational areas in the Village, to the Sandstone Area, and perhaps to the Sunburst Project now beginning near the golf course clubhouse. There would be periodic stops along the routes so that all residents of the Town could use this system far more easily than using private

These special buses would be low to the ground, easy to enter, with racks for skis on the outside, warm in winter, open to the breeze in the summer, and would move at five minute intervals depositing people close to ski lifts or other destinations. The large lower level plaza at the transportation center becomes a prime destination and collecting point for skiers, lodge guests, or shoppers. Attractiveness, frequency, low cost, become the keys to success.

(4) ELECTRIC VEHICLE

For several years service trucks will enter into pedestrian areas to deliver materials to stores and restaurants. This is not a desirable process for the pedestrian areas will suffer in quality by the presence of large trucks. It is recommended that a fleet of small electric vehicles be used as the eventual replacement for the trucks.

These vehicles, operated by the Town and by lodges, will be for movement of people, baggage and materials to particular destinations within the Village. Lodge guests arriving by automobile at the Transportation Terminal would telephone a Lodge requesting pick up and be picked up either directly at their automobile or at the waiting room at the base of the Transportation Center. These same vehicles would also distribute materials and merchandise delivered to the terminal by trucks and buses. The truck center would be considered at time of future expansion of the garage.

The combination of collected parking and the bus and electric car systems, will free much of the center of the Village from vehicular conflict. These streets, now narrow and with charm, can then receive a high quality landscape, now not possible because available space is consumed by vehicles.

C. TRAFFIC MANAGEMENT

It has been pointed out that the presence of the delivery vehicles, trucks of all sizes, in the pedestrian areas is a significant problem. It is recommended that a strict time management schedule be implemented so that the trucks are permitted in these select areas only at certain times of the day. For instance, all deliveries should be made prior to 11:00 a. m. of any day. A management program deserves further careful analysis.

Control of traffic into the Village at Vail Road and Gore Creek Road, from the frontage road, has also been discussed and a traffic management system seems desirable. Human control in a booth, rather than a mechanical gate device, seems the most workable solution but also requires further research.

THE TOWN RECREATION SYSTEM

The Town for many years has been primarily a winter sports center. Growth has concentrated at the base of ski lifts. As the Town has grown, the year-round resident population has increased and the need for recreation facilities, not only for visiting tourists, but for the resident townspeople, has become apparent. The quality of life of a community can sometimes be judged by the quality of amenities provided, by the beauty and variety of recreational facilities available, and at this time Vail must be found lacking.

In recent years, six public tennis courts, a delightful children's play area, green space for a soccer field, and a golf course has been installed. To attract summertime activity, and to satisfy year-round residents, it has been decided by the Town Council that a major recreation facility for the total town is essential. All properties of significant size within the Town limits were researched and the recommendation made that the Antholz property, adjacent to development at the east end of the Village, was the only site satisfying the recreation uses anticipated. Selection criteria included such factors as ease of walking distance from the Village, adequate space within a single parcel for large, meadow-like turf areas, proximity to the frontage road for simple and direct access by autos or buses, natural beauty such as the Gore Creek provides, and directness of connection to the major bicycle and pedestrian trails. In addition, the site is ideal in creating a sense of open space at the edge of the Village, it clearly defines the limit of higher density development and eases the transition of Town into the forested environment possible in the Valley.

The intended use program is a comprehensive one and eventually the park will include an impressive number of facilities in addition to extensive open turf space and the delight of the natural earth forms and mature tree growth adjacent to Gore Creek. The uses include:

A place for showing and creating art, crafts, sculpture, etc.

A theater for music, dance, ballet, drama, festivals, stage presentations, meeting and conference use. In addition to indoor space, an outdoor grass amphitheater seating approximately 800 people is planned.

Meeting rooms and community workshops.

Wide outdoor terraces and natural landscapes.

Indoor ice arena, tennis and handball courts.

Children's play facilities, space for family activities.

Headquarters for the Annual Vail Symposium and local television.

Possible location of an ecologium where wildlife, geology, vegetation and other natural elements and recreation opportunities can be explained.

This major community park-cultural center will contain parking for over 200 cars and will also be served directly by the Town bus system. Major parking will be accommodated in the transportation center. The various trails and bikeways become the significant connectors from this park to additional turf spaces, children's play areas, family facilities and tennis courts at Lionshead. Major spaces for family recreation are planned for development in Lionshead and are shown on the Vail Plan. These facilities then operate almost as the generators of activity in a shopping center, attracting people to each end and moving them through pleasant landscape corridors, shops and restaurants to recreation destinations. The narrowness of the Valley becomes an attribute in this way for it channels the greenway movement along the spine of Gore Creek.

A major water sports center is proposed at the northern edge of the Lionshead area and will provide both indoor and outdoor swimming, a diving pool, and children's wading pool. The site is adjacent to Gore Creek and to a small building now being used as an art center. The art facilities can be expanded to add further family use facilities to the swim center. Tennis courts are planned on adjacent land.

Much of the family development is occurring in the Sandstone area, and the plan proposes development of a small neighborhood facility adjacent to the frontage road. Space is available for tennis courts, open turf space, and

THE TOWN LANDSCAPE

creative play facilities. This recreation space can be connected to the neighboring residences by a trail system and construction of an overpass over the Interstate makes possible a safe and direct linkage to the bicycle and pedestrian network adjacent to Gore Creek.

With space available for safe and comfortable walking, an extensive network of walkways throughout the Town, adjacent to portions of Gore Creek, reaching into the mountain and linking recreation areas to each end of the Town is planned. Approximately 7-1/2 miles of bicycle trails are also planned and currently under construction so that each person can choose his individual mode of travel throughout the Town. The trails eventually will extend throughout the Valley. All trail locations have been carefully considered. In several areas near Gore Creek trails are possible, however, in other areas either the terrain, soil conditions or fragile natural landscape conditions rule out trail construction.

The walkways and bicycle systems become an important part of the overall greenbelt, open space, recreational system throughout the Town. Removal of the automobile congestion permits greenway linkages not possible previously.

The Vail Plan proposes that the beauty of the Colorado landscape be evident wherever one walks, drives, bikes, or skis within or adjacent to the Town. The storage of the stray automobile, the logical control and direction of the service vehicle, and movement of people with a variety of transit systems makes possible the relandscape of spaces previously dominated by vehicles. The paved surfaces can be textured and scaled to the pedestrian rather than to the car or truck. Trees and benches can occur where they previously would have been destroyed.

Major changes are possible in the Village. Lionshead has begun a pedestrian plaza precinct which hopefully will be extended with the quality now evident.

The Vail Plan shows many important textured plazas defining the extremities of the pedestrian area in the Village. These plazas would be paved with brick and contain benches, lights, informational kiosks and other important elements of landscape.

In several instances the mini bus will pass through the plazas, in fact, the plazas will be marked as transit destinations with appropriate shelters and vehicle control arms.

Over a period of time the asphalt paved roadways are to be replaced with textured concrete surfaces shaped to angular forms repetitious of the boulder forms throughout the Valley. Boulders will be used as decorative accents to effect a transition from the man-formed to the natural landscape.

Two major plazas are proposed as important focal points in the community. One at the Transportation Terminal, previously described, the other termed the Gore Creek Plaza. Each is specially designed with a fountain and sculpture. Each incorporates large boulders and other rocky materials surrounded by brick or concrete pavements.

The streets in the Village will become auto free corridors, narrow and with charm, with benches of split log and low rock walls, lighted with special gas fixtures, and so designed to invite the expansion of tables and chairs into the spaces available. Trees and flowers will complete the landscape.

Over a period of time the Town has secured title to significant areas of land adjacent to Gore Creek and elsewhere in the community. These are mostly inter-connected and the trail systems further unify the public area. Some of this land is covered with natural growth, other portions not so. The final portion of the planning process is a carefully conceived tree planting plan for the length of the Town with restoration of a forest environment wherever possible.

The Plan includes both the visual and acoustic treatment of the Interstate Corridor and entrance to the Town. The main entry will be heavily planted and accented with stone walls and coarse stone pavements as shown by the plans and sketches prepared. Approximately 5,000 trees are to be moved primarily Aspen and Spruce of up to 40 feet tall, into the Interstate Corridor and elsewhere in the Town.

Earth berms, and large boulders will be used to further absorb the sound and visual impact of the highway. The intended visual effect is one of the adjacent forests creeping from the hillsides, over the roadway, into the Town itself.

Wherever open public spaces remain, trees will be planted. As cars are removed from the sides of roadways, trees will be planted.

As the pedestrian area within the Village is developed, trees will be planted.

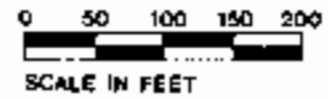
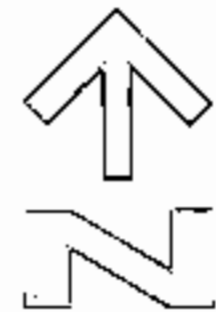
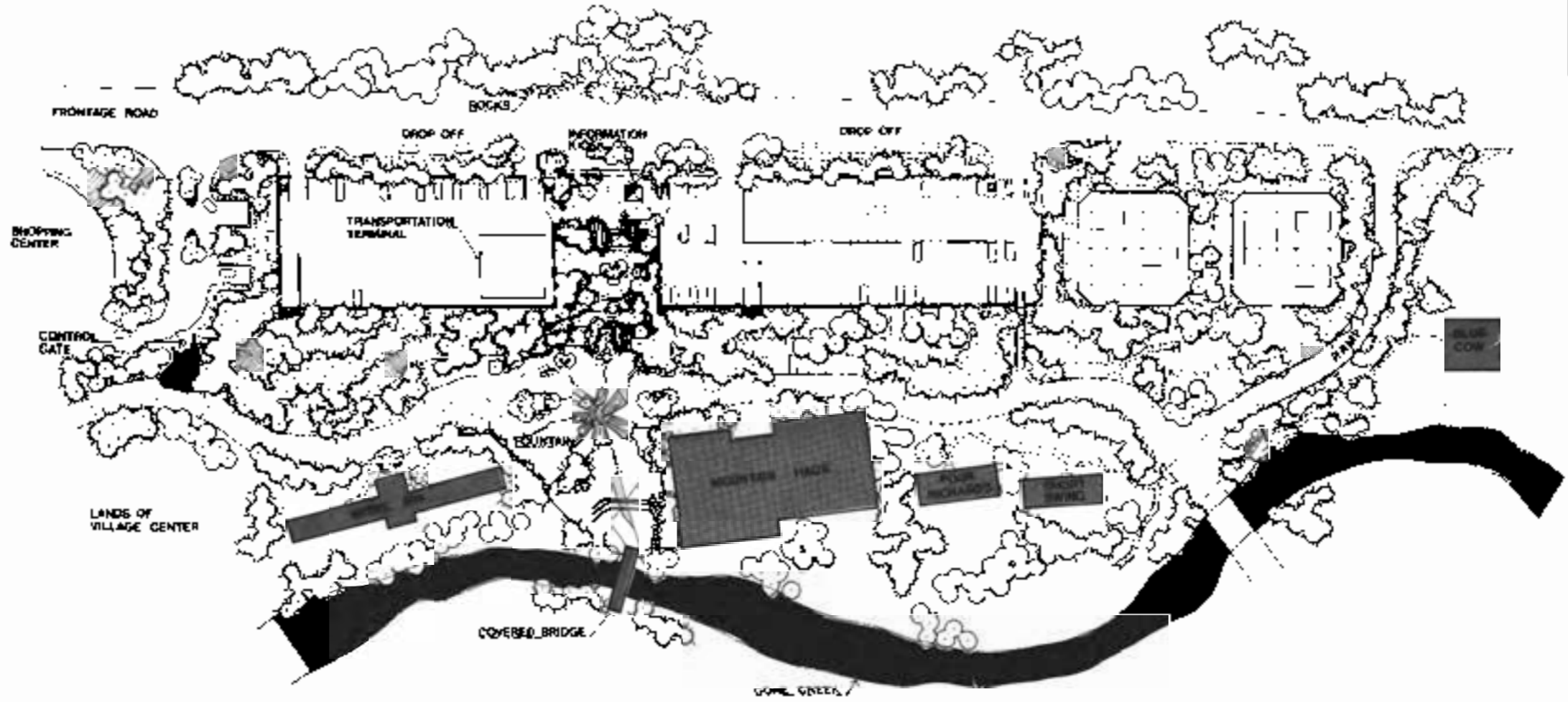
Wherever and whenever possible, private developers and homeowners will be encouraged to protect, replace or add greater numbers of trees.

Only by this effort for massive planting can the impact of man within the Valley of Vail be softened. Only by this effort, coupled with the objectives stated by the Town Council, can Vail recapture some of its original values and create new values of community delight which will survive for an unknown span of time to come. The time in Vail for man to work in harmony with nature is now.



Royston
Hanamoto
Beck &
Abey

LANDSCAPE ARCHITECTURE AND PLANNING
1000 WEST STREET SUITE 1000 DENVER COLORADO 80202
(303) 733-8844

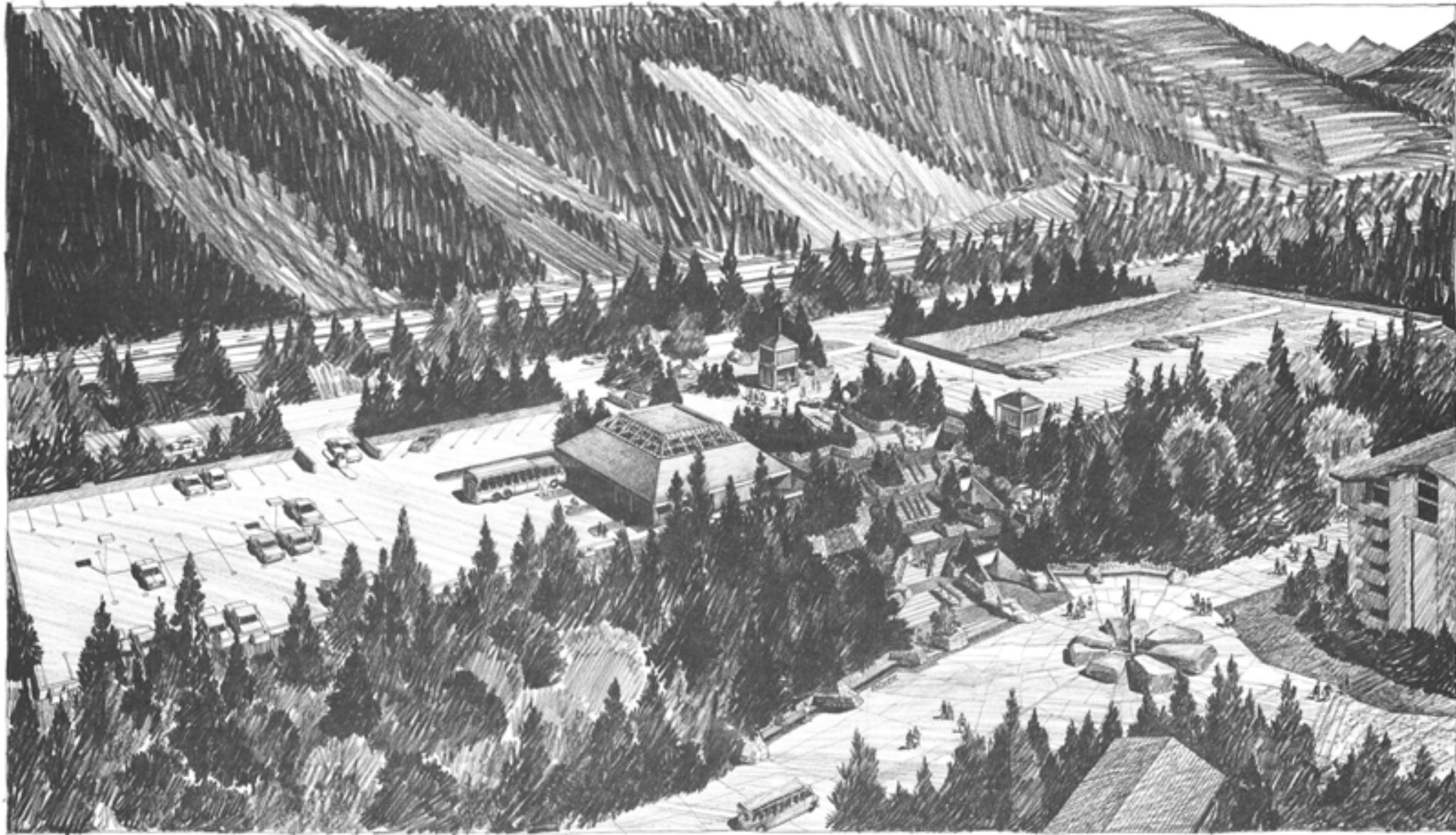


SCALE IN FEET

**THE VAIL PLAN
TRANSPORTATION TERMINAL
& PLAZA**
VAIL, COLORADO

PROJECT TEAM
ROBERT ROYSTON
ELDON BECK
GEORGE GIRVIN
MARIBE JACARD





Royston
Hanamoto
Beck &
Abey

LANDSCAPE ARCHITECTS AND PLANNERS
LAND PLANNING SOIL PLANNING URBAN DESIGN
30 GREEN STREET, SAN FRANCISCO, CALIFORNIA
(415) 397-8884

THE VAIL PLAN
TRANSPORTATION TERMINAL
& PLAZA
VAIL, COLORADO

PROJECT TEAM
ROYSTON
BECK
GIRVIN
JACARD





PEDESTRIAN WALK ABOVE GORE CREEK



Royston
Hanamoto
Beck &
Abey

LANDSCAPE ARCHITECTS AND DESIGNERS
1000 NORTH AVENUE, SUITE 1000, DENVER, COLORADO 80202
P: 303.733.1111 FAX: 303.733.1112
WWW.RHBA.COM

THE VAIL PLAN
ANTHOLZ PARK
VAIL, COLORADO

ROYSTON
HANAMOTO
BECK &
ABEY





ABOVE GORE CREEK



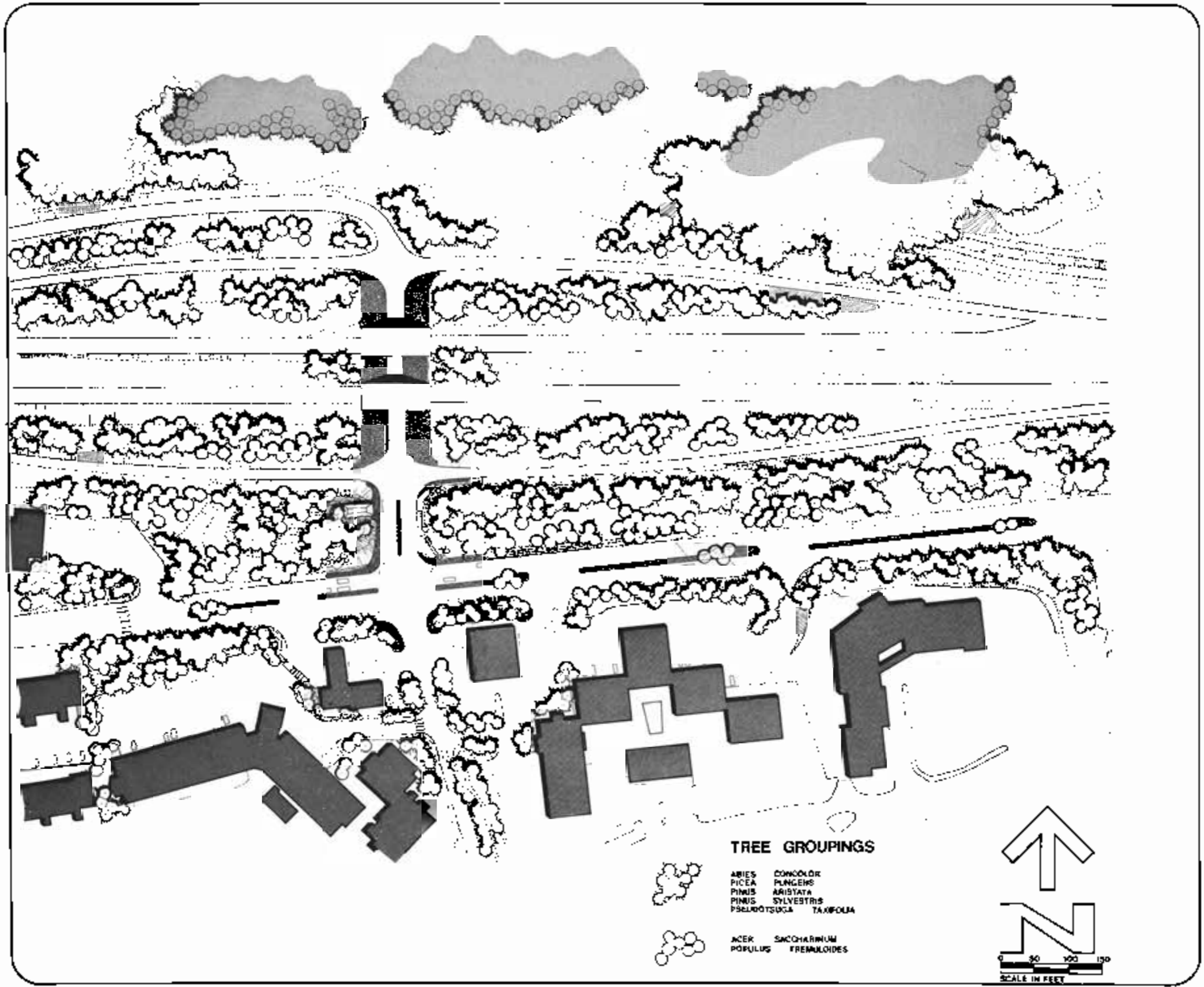
Royston
Hanamoto
Beck &
Abey

ARCHITECTS, PLANNERS AND ENGINEERS
1000 14TH AVENUE, SUITE 1000, DENVER, COLORADO 80202
TEL: 303.733.1000 FAX: 303.733.1001

THE VAIL PLAN
BIKE ROUTE
VAIL, COLORADO

ROYSTON
BECK
GIRVIN





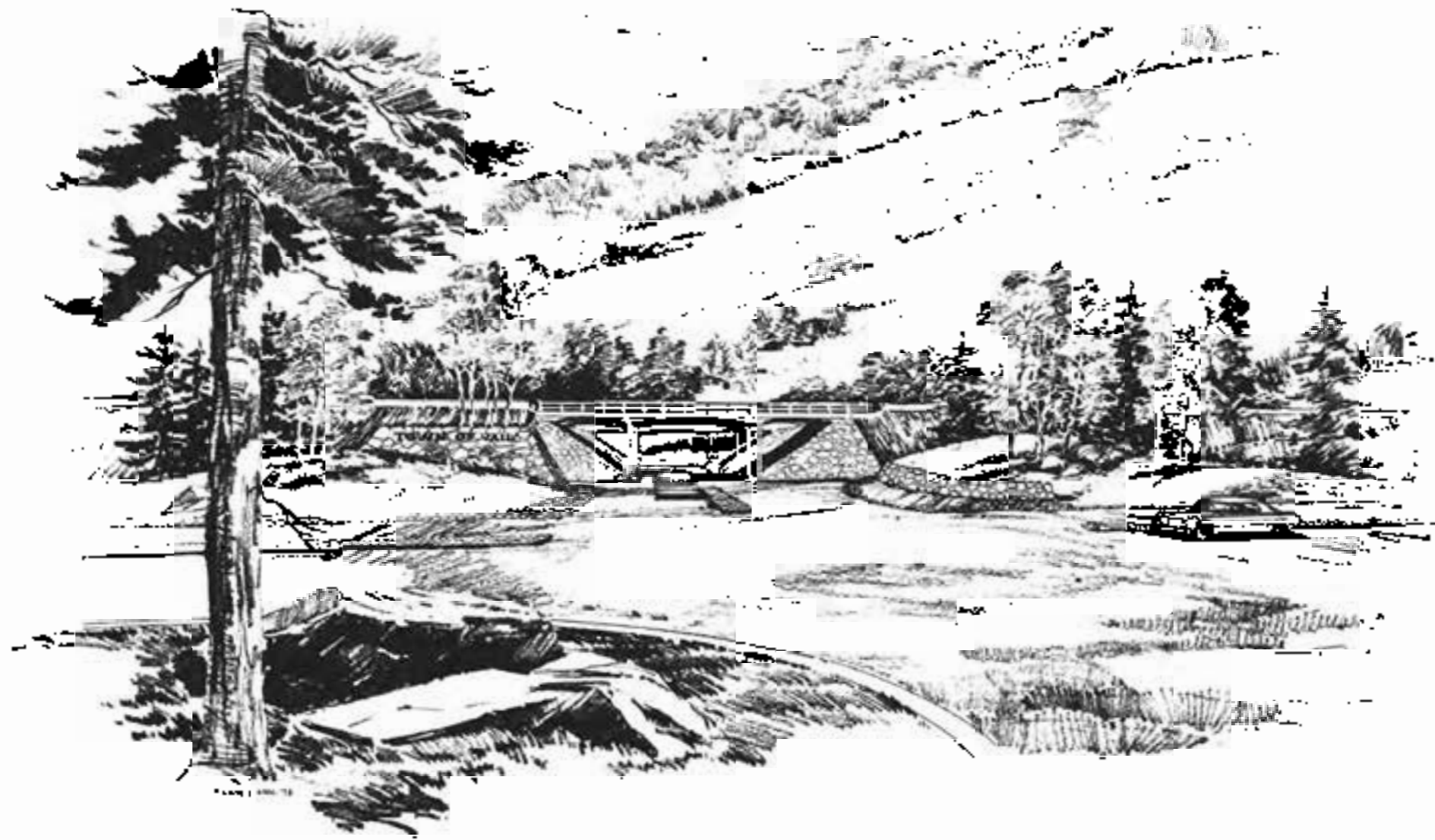
**Royston
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LANDSCAPE ARCHITECTS AND PLANNERS
1000 EAST AVENUE, SUITE 1000, DENVER, COLORADO 80202
(303) 733-4534

**THE VAIL PLAN
TOWN ENTRY
VAIL, COLORADO**

SCALE: 1/4" = 1'-0"





NORTHERN VIEW



Royston
Hanamoto
Beck &
Abey

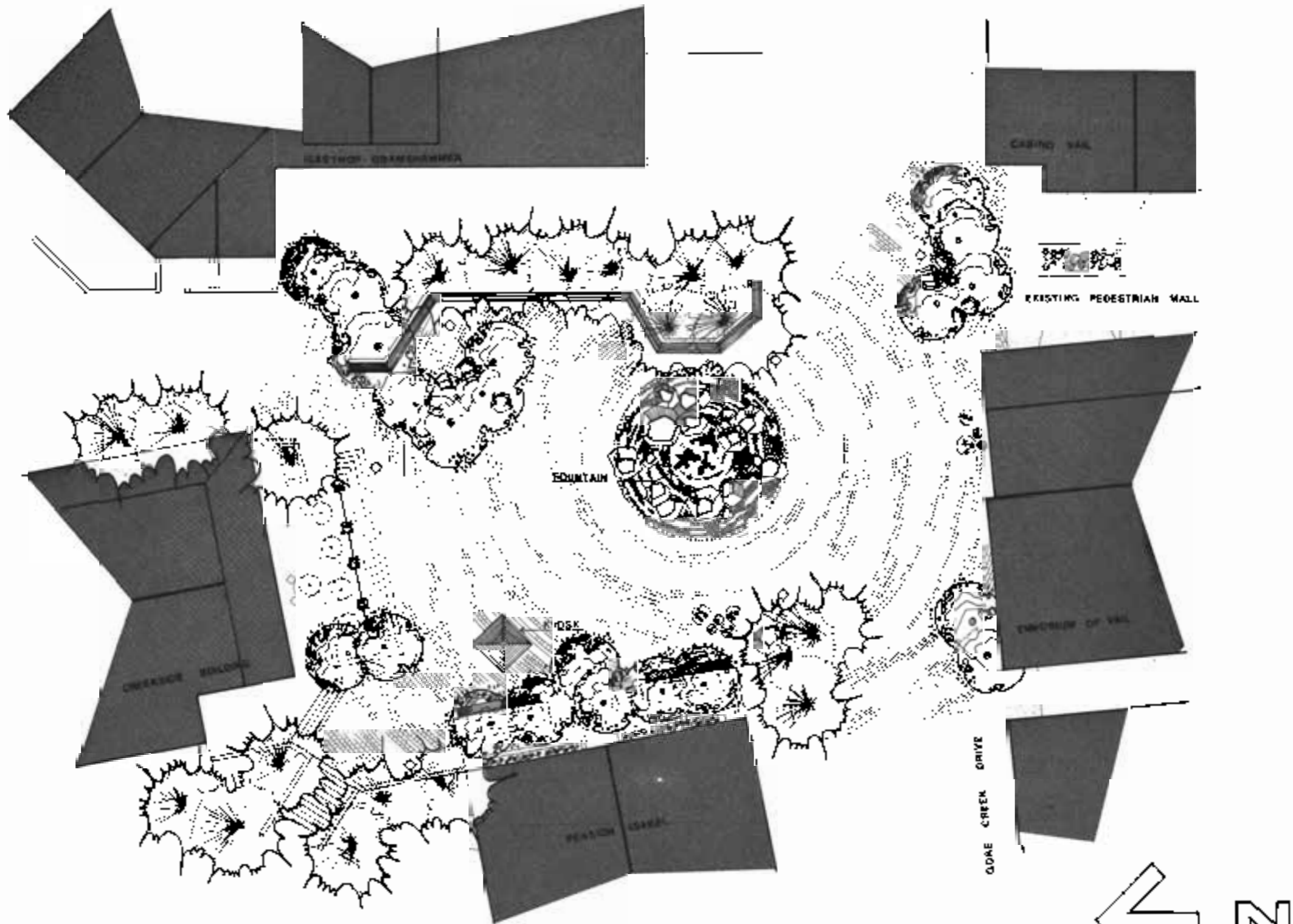
INTERNET ARCHITECTS AND PLANNERS
1000 PINE ST. SUITE 1000
SAN FRANCISCO, CALIFORNIA 94109
415.774.8100

THE VAIL PLAN
TOWN ENTRY

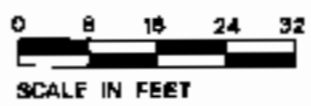
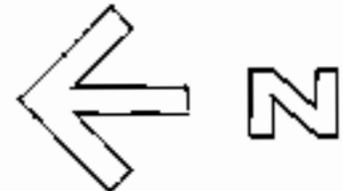
VAIL, COLORADO

ROYSTON
BECK
GRAY





EXISTING PEDESTRIAN MALL



**Royston
Hanamoto
Beck &
Abey**

LANDSCAPE ARCHITECTS AND PLANNERS
Landscape Architecture, Park Planning, Urban Design
1000 W. MAIN ST., SUITE 1000, DENVER, COLORADO 80202
(303) 733-2100

THE VAIL PLAN PLAZA
GORE CREEK PLAZA
VAIL, COLORADO

PLANNED BY
ROBERT ROYSTON
ELDON BECK
GEORGE GIRVIN
MARISE JACARO





EASTERN VIEW



**Royston
Hanamoto
Beck &
Abey**

LANDSCAPE ARCHITECTS AND PLANNERS
AND ARCHITECTS 2015 AVENUE OF THE ARTS
SUITE 2000 SAN FRANCISCO, CALIFORNIA
415.774.1234

**THE VAIL PLAN &
GORE CREEK PLAZA &
FOUNTAIN
VAIL, COLORADO**

PROJECT TEAM
**ROYSTON
BECK
GIRVIN**





NORTHERN VIEW



Royston
Hanamoto
Beck &
Abey

ARCHITECTS, ENGINEERS AND PLANNERS
1000 W. 14TH AVENUE, SUITE 1000, DENVER, CO 80202
303.733.1111

THE VAIL PLAN
BRIDGE STREET MALL

VAIL, COLORADO

ROYSTON
BECK
CLAYTON





UPPER SECTION

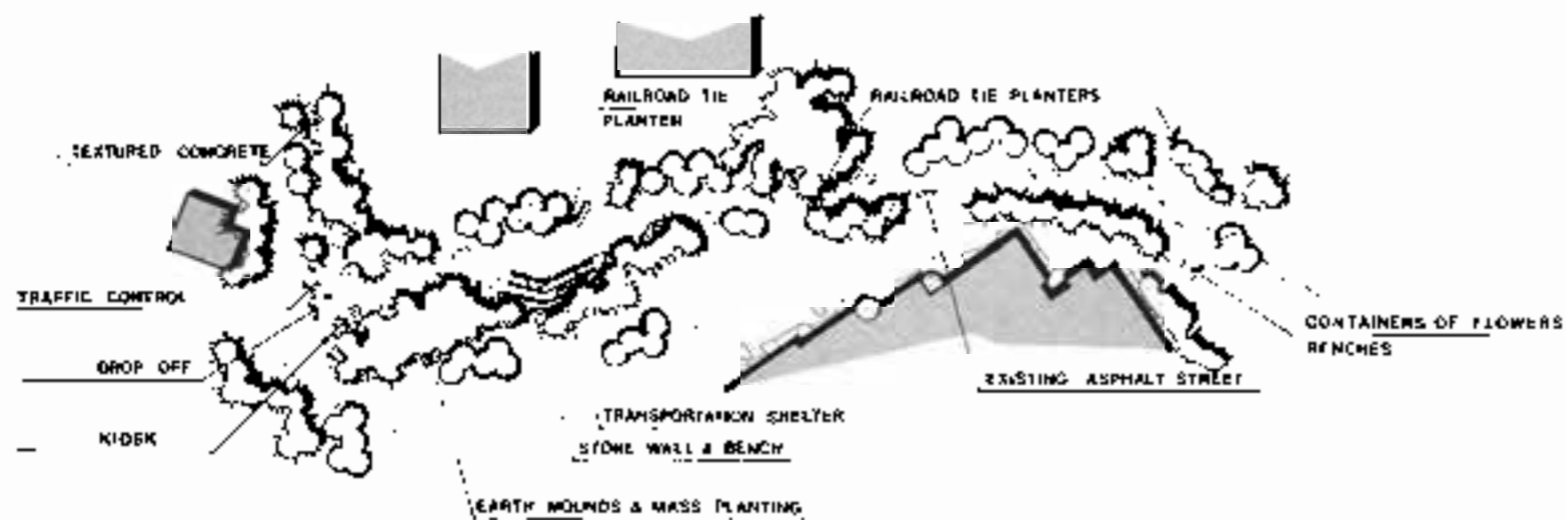


Royston
Hanamoto
Beck &
Abey

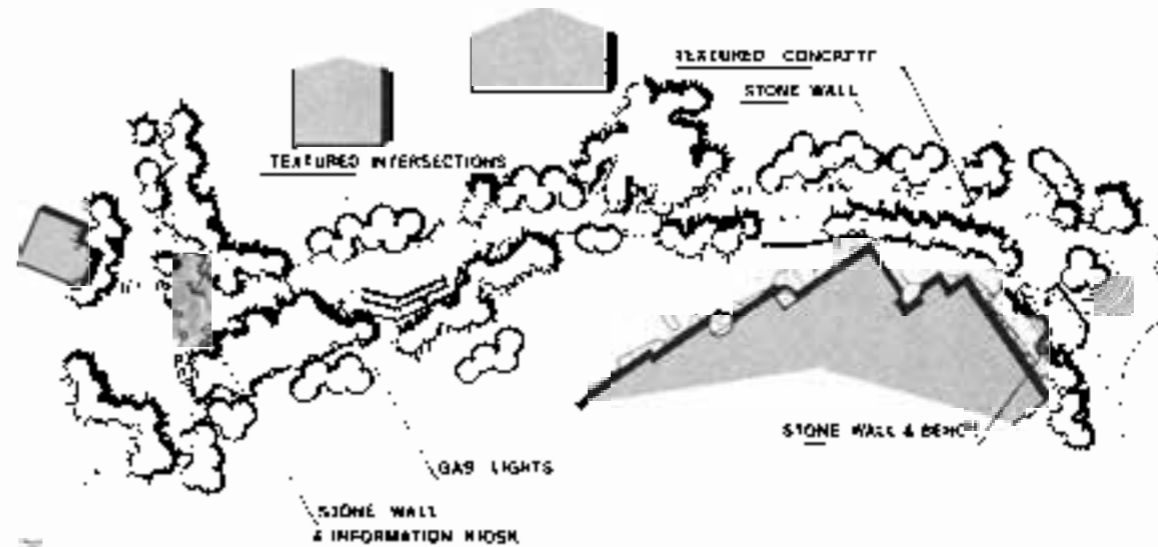
REGISTERED ARCHITECTS AND ENGINEERS
—CORPORATE AND GENERAL— ARCHITECTS
1100 17TH STREET, SUITE 1000, DENVER, COLORADO 80202
PHONE 333-1111

**THE VAIL PLAN
BRIDGE STREET MALL**
VAIL, COLORADO

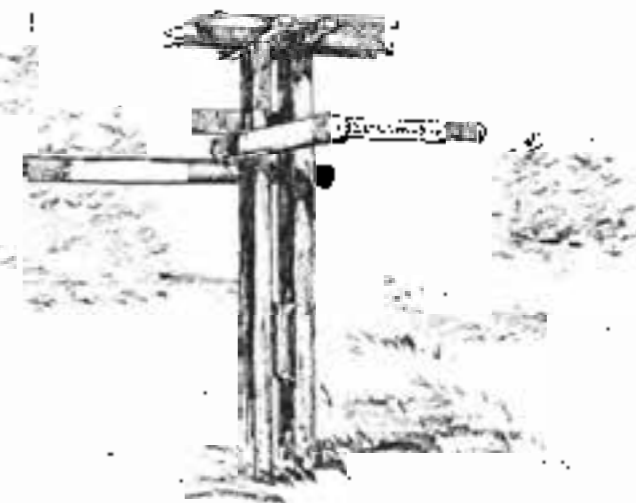
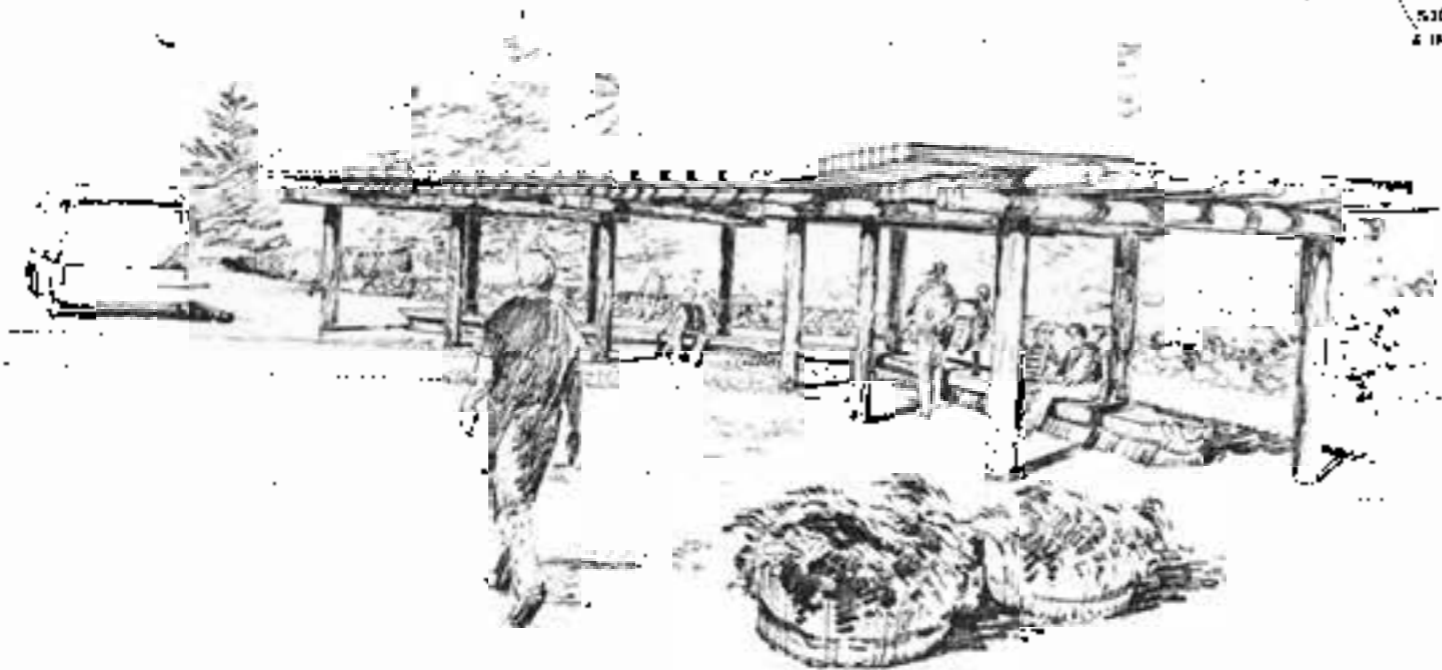
ROYSTON
BECK
GIRVIN



FIRST PHASE



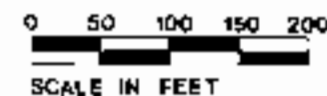
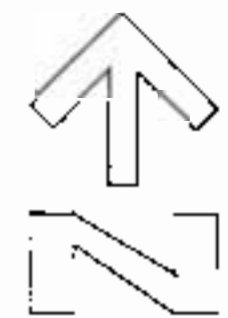
SECOND PHASE



Royston
Hanamoto
Beck &
Abey

LANDSCAPE ARCHITECTS AND PLANNERS
1000 EAST AVENUE, SUITE 100, VAIL, COLORADO 81657
TEL: 970.476.1111 FAX: 970.476.1112

THE VAIL PLAN
EAST MEADOW MALL PLAN
VAIL, COLORADO



PREPARED BY
ROYSTON
BECK
GIRVIN



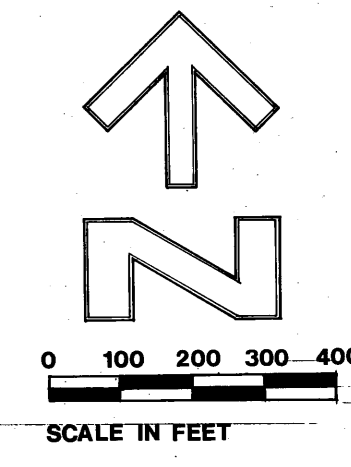
- A** ANTHOLZ PARK
- B** TRANSPORTATION TERMINAL & PLAZA
- C** GORE CREEK PLAZA
- D** TOWN ENTRY
- E** COMMUNITY AQUATIC COMPLEX
- F** SANDSTONE PARK
- G** VAIL/LIONSHEAD



THE VAIL PLAN

MASTER PLAN

VAIL, COLORADO
 ROYSTON, HANAMOTO, BECK & ABEY
 LIVINGSTON & BLAYNEY



RESOLUTION NO. 1
Series of 1977

A RESOLUTION OF THE TOWN COUNCIL OF THE
TOWN OF VAIL, NAMING THE ANTHOLZ PROPERTY
THE GERALD R. FORD PARK AND STATING
CERTAIN MATTERS IN RELATION THERETO

WHEREAS, Gerald R. Ford has brought to the Town of
Vail his interest and his encouragement;

WHEREAS, Gerald R. Ford has shown through his private
life and his public life a commitment to recreation, the
environment and places set aside therefor;

WHEREAS, the Town of Vail is indebted to Gerald R.
Ford the man and Gerald R. Ford the President of the United
States for his contribution to this community; and

WHEREAS, the Town Council believes that a statement
of the community's appreciation and respect for Gerald R. Ford
is appropriate and called for;

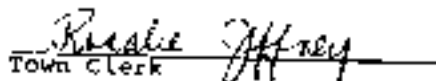
NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL
OF THE TOWN OF VAIL, COLORADO, THAT:

The appreciation of the Council and the residents
of the Town of Vail is hereby expressed to President Gerald
R. Ford for his interest in and contribution to the Town of
Vail, and as an expression thereof, that property commonly
referred to as the Antholz Park is hereby named the Gerald R.
Ford Park.

INTRODUCED, READ, APPROVED, AND ADOPTED, this 18th
day of January, 1977.


Mayor

ATTEST:


Town Clerk

GERALD R.
FORD PARK




**DONOVAN
PARK**



**MASTER PLAN
DEVELOPMENT**

FINAL REPORT

THK associates, inc.


Town of Vail
office of community
development

Introduction

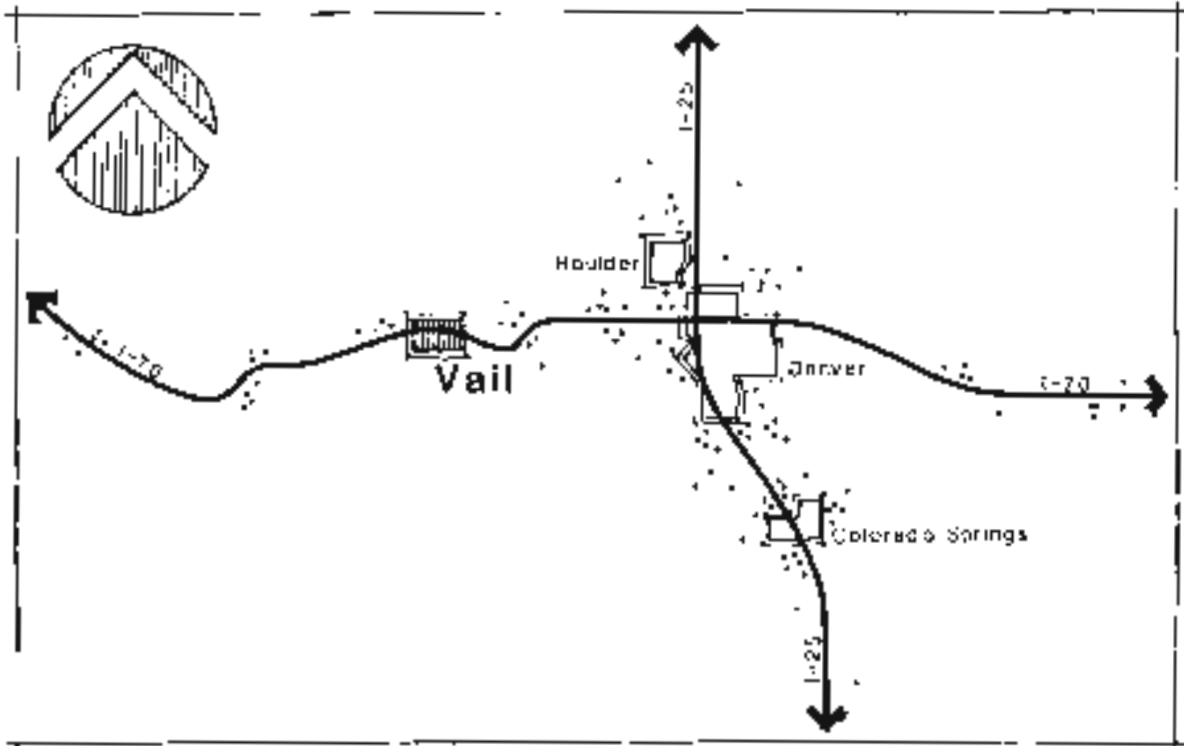
The Rocky Mountain landscape of the Gore Valley embraces a pleasant mosaic of vegetation, water features and land forms. The discerning observer will recognize this landscape as the product of both nature and man, reflecting a complex history dating from the last glaciation and spanning early exploration, the westward expansion, the pioneer mining era and, finally, the birth and growth of the recreational skiing industry.

This area is the setting for the Gerald R. Ford and John F. Donovan Parks, part of over 560 acres of land acquired by the Town of Vail and set aside for use as open space and park areas within the developed valley. This land acquisition program has two primary goals. The first is to preserve developable land as open space to be used either actively for recreational purposes or passively as open space retaining the alpine or riparian character of the land. The second goal is to manage the amount of growth that can occur in the Gore Valley. The Master Plans of the two parks meet these goals while providing for the recreational needs of the Town to last far into the next century.

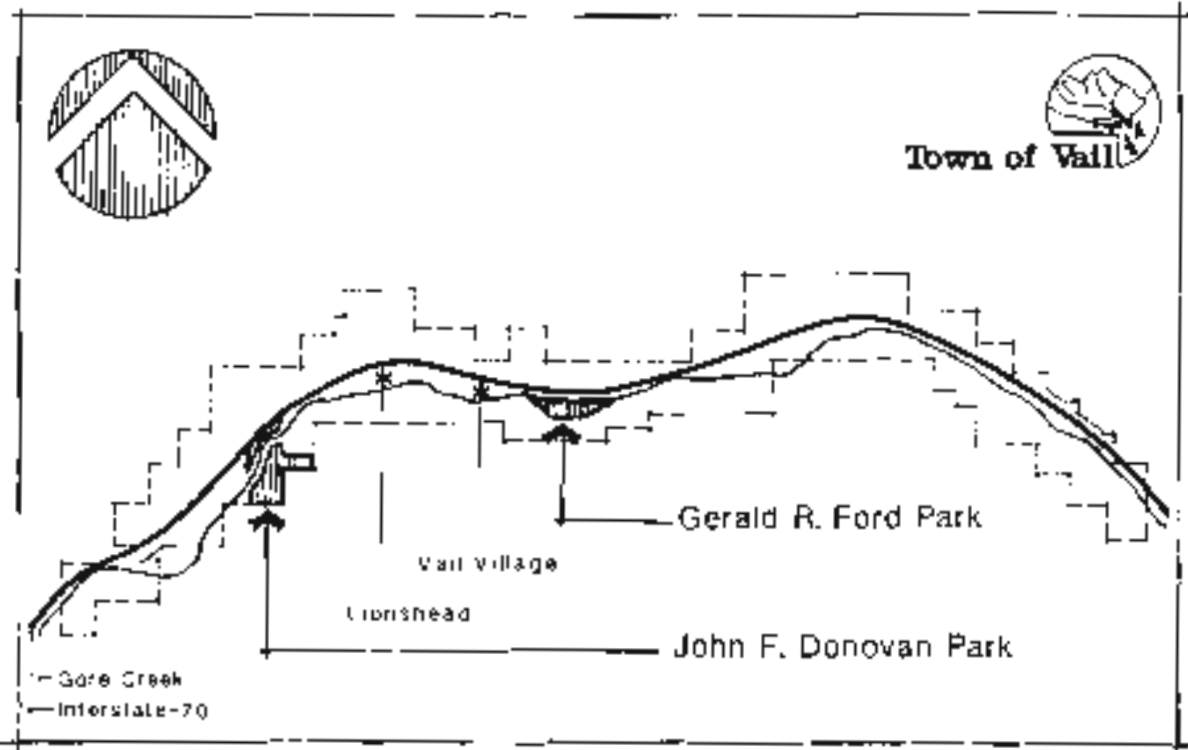
Residents and visitors will notice that these facilities differ intrinsically from the intense activity centered character of other large municipally owned parks. Here, care has been taken to conserve and enhance the natural areas, and to fit the active recreational elements together and away from the site's meadows and creek areas.

This report describes the environment of the sites and their history, the Master Plans for their development, and guidelines for implementation. It outlines the transformation of two open space parcels into town parks which will be protected forever from development and will serve to maintain the quality of life for residents and visitors to the Vail area.

Regional Context



Local Context



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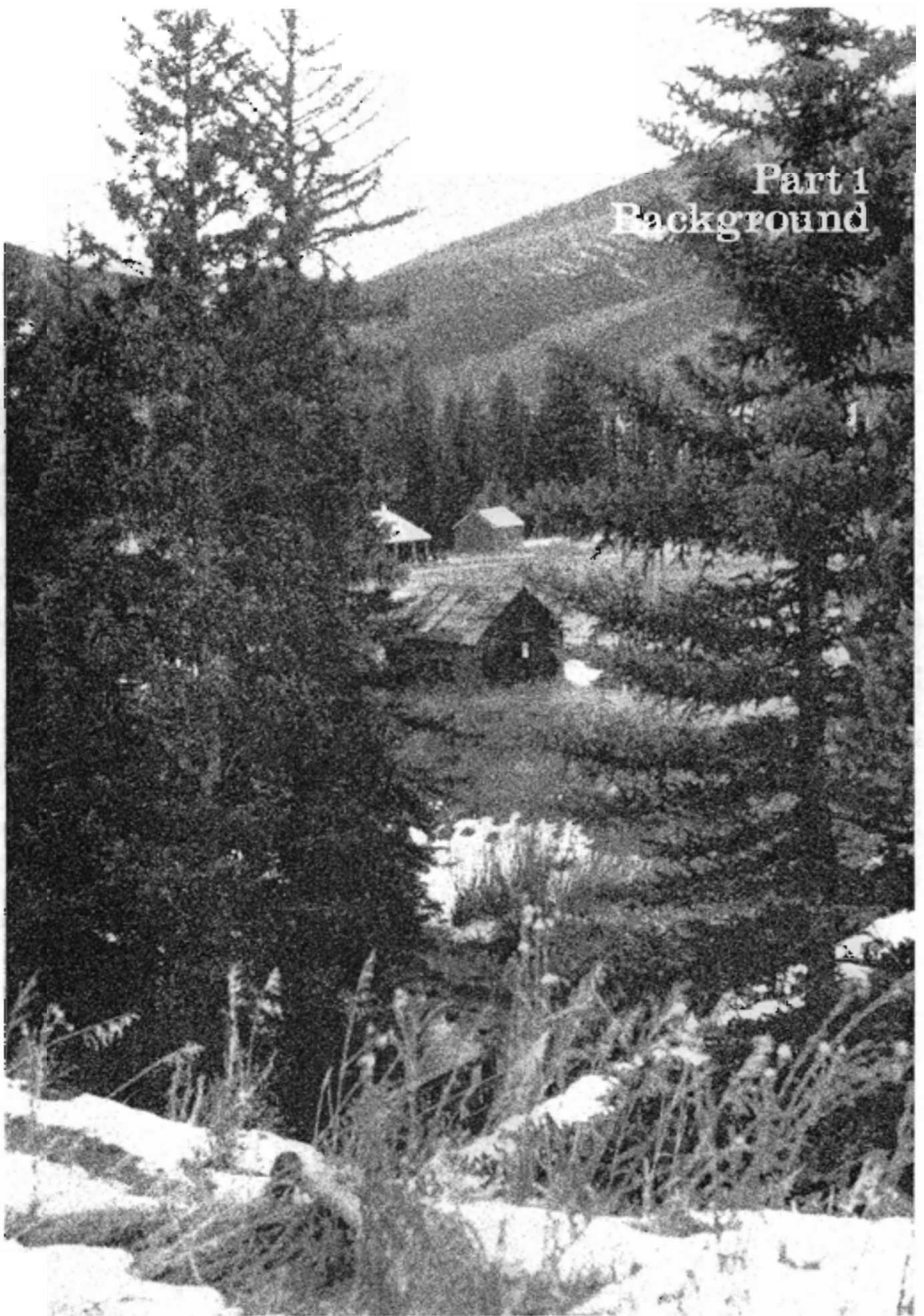
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Part 1
Background



Location and History

Tall pine trees and quaking aspen covered the mountain slopes down to the valley floor where the Gore Creek meandered uninterrupted through the Gore Valley. Bighorn sheep could be seen grazing on the lush grasses of the Valley Meadows. This once alpine and pasturage setting began changing in 1962 to today's year-round resort community with a permanent resident population of over 5,000 and part-time population of approximately 25,000 annually.

In an attempt to preserve the quality of life in Vail, the Town residents in 1973 approved the acquisition of its first major open space parcel known as the Antholz Ranch for \$3,300,000. On January 18, 1977, the Vail Town Council unanimously passed a resolution designating the Antholz property as Gerald R. Ford Park.

"Whereas, President Gerald R. Ford has brought to the Town of Vail his interest and encouragement; has shown through his private life and public life a commitment to recreation, the environment and places set aside therefor; and believes that a statement of the community's appreciation and respect for Gerald R. Ford is appropriate and called for; that the property commonly referred to as the Antholz Ranch is hereby named the Gerald R. Ford Park."

This unique and highly valuable 39 acre park site represents the last remaining parcel of land central to use by all residents and visitors of the Vail community, and as a result its development has drawn much public debate and controversy over the past few years. The site includes remnants of the early ranch history of the Valley in the form of several old and beautiful wooden structures.

in February of 1980, a 51 acre parcel of land in the Matterhorn area of West Vail was acquired for \$3,875,000 and designated by Council Resolution as John F. Donovan Park,

"Whereas, John F. Donovan has served on the Town Council for fourteen years; has long been a supporter of a strong recreation program for residents and visitors; the Town Council hereby commends John F. Donovan for his leadership and dedication to insuring the future of the Town of Vail, and designates the recently acquired public park in the Matterhorn area John F. Donovan Park."

The landscapes of both park sites include native plant communities typical of the Valley, such as sagebrush, yucca, mountain common juniper, creeping mahonia and stands of Quaking Aspen. The Gore Creek which winds through the entire length of both parks from east to west is lined with Colorado spruce and subalpine fir.

At Ford Park, adjoining land uses to the east and south emphasize and contribute to the area's pleasantly wooded character and provides permanent buffering from nearby high density residential development. A condominium complex to the west, overlooks the park and has no natural buffering whatsoever. The frontage road access and east bound lanes of interstate 70 lie immediately to the north of the property and are cause for much of the noise pollution affecting the upper portion of the site. Fortunately, noise generating activities such as softball and parking areas are located in this area and are not affected by road side noise.

Donovan Park is actually two separate parcels of open space separated by residential land uses to the southeast of the Gore Creek. The two parcels are commonly referred to as the upper bench and lower bench. The lower bench is comprised of approximately 12 acres. Gore Creek located to the south is most predominant as a landscape feature with its natural barrier of spruce and fir. The adjoining land uses to the east and west are

residential in character with very little natural buffering. Mitterhorn Circle and a residential area lie to the south of the site and is separated and buffered by Gore Creek. Once again, to the north and adjacent to the park site is the Frontage Road and eastbound lanes of Interstate 70.

The upper bench portion of the site is located further south of the Gore Creek natural corridor and higher up the mountain. This parcel is comprised of approximately 39 acres, much of which is heavily wooded with a steep slope of 25% to 30%. The remaining portion of the site is mountain meadow with a small, unimproved residential access road cutting across it east to west. The upper bench parcel is surrounded on three sides by scattered mixed single family residential, and is totally open to the mountain forest immediately to the south.

Site Analysis and Data Collection

The Environment

Compatibility of the park developments within the environment is the most significant aspect of the Master Plans. The existing landscape is an integral part of each plan and not merely a backdrop against which the plans are staged. This is especially necessary with parklands, for there we expect the landscape to be stable, pleasant and above all, functional. Accordingly, the planning and design process was founded on a sound understanding of the features and dynamics of the park site environment.

Just as a tapestry is woven from many threads of different colors, textures and strengths, so the landscape is composed of a variety of components such as slopes, soils, plant communities and aquatic features. Each must be identified and described, but more than that, the role of each must be understood as a dynamic entity so that limitations and opportunities can be properly addressed. This involves the translation of forms, such as slopes and soil type, into processes, such as runoff and soil leaching, and the definition of critical inter-relationships among them.

Ford Park

The basic structure of Ford Park is comprised of two broad terraces, or benches as locally referred to, which step down the north side of the Gore Creek and is typical of mountain, valley and stream physiography. The upper bench area adjacent to the roadways was not formed naturally, but was created by man-made landfill processes as part of the original construction of Vail Pass. Ballfield and tennis court facilities were eventually located here due to the suitability of the terrain and close proximity of the Town. Although this landfilling process could have been implemented in a more aesthetic and functional manner, the upper bench becomes the primary landform affording long views and sweeping vistas of the Gore Valley and Creek.

Surface runoff is moderate over most of the site where the flat benches occur, but heavier on the steeper sloped areas between benches and along the stream. As a result, some erosion of the sensitive native grasses occurs which contributes to the loss of valuable soil and increased risk of mudslides, a real danger in the Valley during spring runoff.

In addition to the surface runoff, groundwater is abundant throughout the site. The depth to groundwater is variable, ranging from near the surface in the lower levels during spring runoff where it provides water for nearby wetlands and ponds, to as much as 100 feet below the surface at higher elevations.

The soils on the site are clayey sand for the most part, underlain by cohesive clay lenses, colluvium deposits of river rock, and underlying bedrock. These soils are ideal for construction and road building but, because of an abundance of surface rock, require some surface fill to support lawns and underground irrigation systems. Certain areas of the site where previous construction has taken place have been badly disturbed and will require a program of soil management in order to restore a suitable level of soil fertility.

Evergreen forest is the predominant plant community which occurs along Gore Creek natural corridor. The green meadow of the lower bench thick with coarse grasses and wild flowers give way to the quiet stands of fir and spruce along the creek bottom; the visitor will find much to delight the eye. The vegetation patterns appear to be as much a response to physiography as anything else. Within the framework provided by the benches, slopes and creek bottom, several major plant associations are apparent. Some, such as fir and spruce forest are prominent and valued and contribute greatly to the formation of beautiful understory plants such as Oregon grape holly, mountain maple and kinnikinnick.

Existing physical conditions in Ford Park consist of active recreation areas located on the upper bench, and passive recreation remaining on the lower portion. These contrasting uses were created in part by the orientation of the site and landscape, the influence of adjacent land uses, and the influence of man-made improvements upon the site in the form of softball fields, tennis courts, parking, a flat area for use as a winter snow dump site, and several wooden structures including a recently relocated historic schoolhouse.

The upper bench development was implemented without the benefit of pre-planning or design efforts and, as a result, appears forced, haphazardly placed, and is a barrier to public access to the lower bench natural areas and the Vail Nature Centre. This problem has been mitigated by the installation of two pedestrian bridge crossings and unifying path system which has greatly increased the use of this unique and beautiful mountain creek environment.

In defense of the park site's current conditions, it must be understood that Vail is largely a recreation supported community in which demands for needed facilities can easily out-distance the time needed for study and planning.

Plant associations and communities are also similar to the Ford Park site, however, the patterns of vegetation on the lower portion of Donovan Park are more interesting and complex, suggesting that many factors have played a role in shaping them. Recent history of this area reveals that human actions related to adjacent development have destroyed some plant communities and introduced others. This is evident when one visually inspects the site from west to east. The higher mountain elevations on the upper portion of the site include transition areas, where open meadows change to understory shrubbery with various overstory plant types such as quaking aspen and lodgepole pine, which alternate dominance depending on the local microclimatic conditions.

There is no existing development on either portions of Donovan Park, which makes recreational development easier to phase and implement without interfering with existing on-site uses. While the upper portion of the site offers the best viewsheds of the valley, it offers the least potential for reasonable development due to its severe site constraints. The lower portion of the park site, while less dynamic in its viewsheds, has the best opportunities for development affording easy access and protection to its developed recreational facilities. Like Ford Park, it also provides Vail residents and visitors with a beautiful backdrop of the Gore Creek, a natural amenity to be enjoyed by all.

Plant Communities

Evergreen Association

Typically, occurring in higher elevations, moist but well drained soils, north facing slopes, along streams and in even-aged stands throughout the Valley.

Donovan Park

Donovan Park is actually two separate and distinct open space parcels which are separated by a residential area. The upper portion of the park consists of mountain property in which the park is situated on a northwesterly facing slope with splendid views of Gore Creek and the Gore mountain range towards the east. The site is partially bisected by Matterhorn Circle, an unpaved subdivision access road which greatly disrupts the limited developable area existing on the site.

The lower portion of the site is a smaller 12 acre parcel of land bordered on the north by the Frontage Road and Interstate 70 and on the south by the Gore Creek. Two terraces step down the site toward the Gore Creek, of which, the small upper terrace affords a grand view of the entire site and Creek bottom. Access to the lower portion is limited to the northwestern corner of the site where Matterhorn Circle and the Frontage Road connect. There is no development currently existing on either portion of Donovan Park.

Surface runoff conditions, groundwater and existing soils are very similar to those found in Ford Park, as are other areas of the Valley. However, the upper portion of Donovan Park has two very serious geologic conditions which will greatly affect the long-term development of the Park. A "creep slope" condition exists within a portion of the open meadow, approximately where the very steep slopes begin at contour elevation 8,070, which is immediately southeast of the Matterhorn Circle gravel road. This severely interferes with the potential for development here because of possible disturbance of the bedrock underlying the unstable soil mass. In addition to this problem, a 'debris flow' area exists towards the southwestern quadrant of the site. Any disturbance of the site in this area may cause the debris flow to change direction and endanger adjacent residential properties.

- Colorado Blue Spruce (*Picea pungens* 'glauca')
- Engelmann Spruce (*Picea engelmannii*)
- Lodgepole Pine (*Pinus contorta*)
- Subalpine fir (*Abies lasiocarpa*)
- Mountain Common Juniper (*Juniperus communis saxitalis*)
- Sagebrush (*Artemisia tridentata*)
- Creeping Mahonia (*Mahonia repens*)
- Shrubby Cinquefoil (*Potentilla fruticosa*)
- Kinnikinnick (*Arctostaphylos uva ursi*) 'Bear's grape'

Deciduous Association

Typically occurring with some evergreen communities and at lower elevations such as meadow edges and above wetland areas, often occurs within floodplain areas which have drier soils.

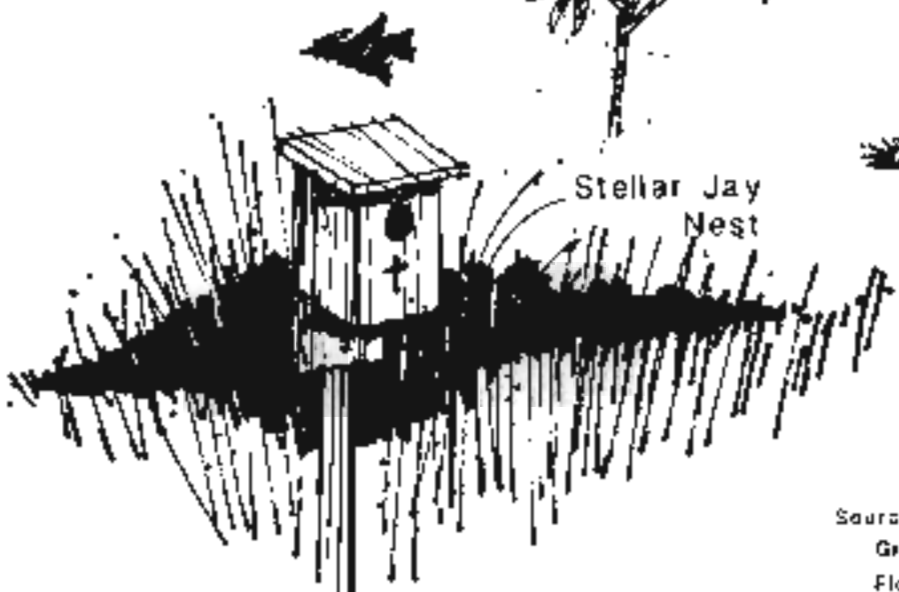
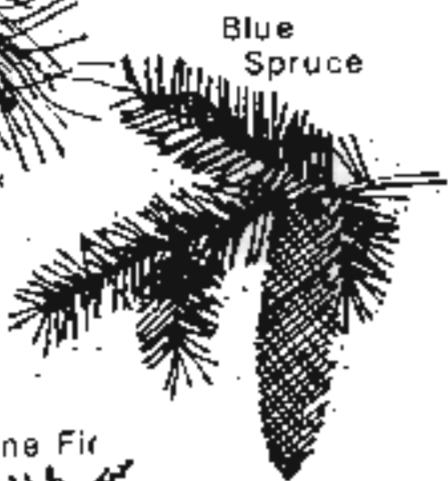
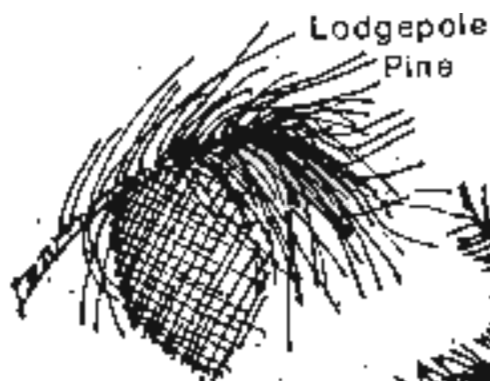
- Quaking Aspen (*Populus tremuloides*)
- Mountain Ash (*Fraxinus lanceolata*)
- Gambel Oak (*Quercus gambelii*)
- Mountain Manzanita (*Cercocarpus montanus*)
- Western Chokecherry (*Prunus virginiana demissa*)
- Squawbush (*Rhus trilobata*)
- Alpine Currant, Gooseberry (*Ribes alpinum*)

Meadow areas throughout the Valley contain many species of native grasses and wildflowers, providing a richness of spring and summer color.

Wetland Association

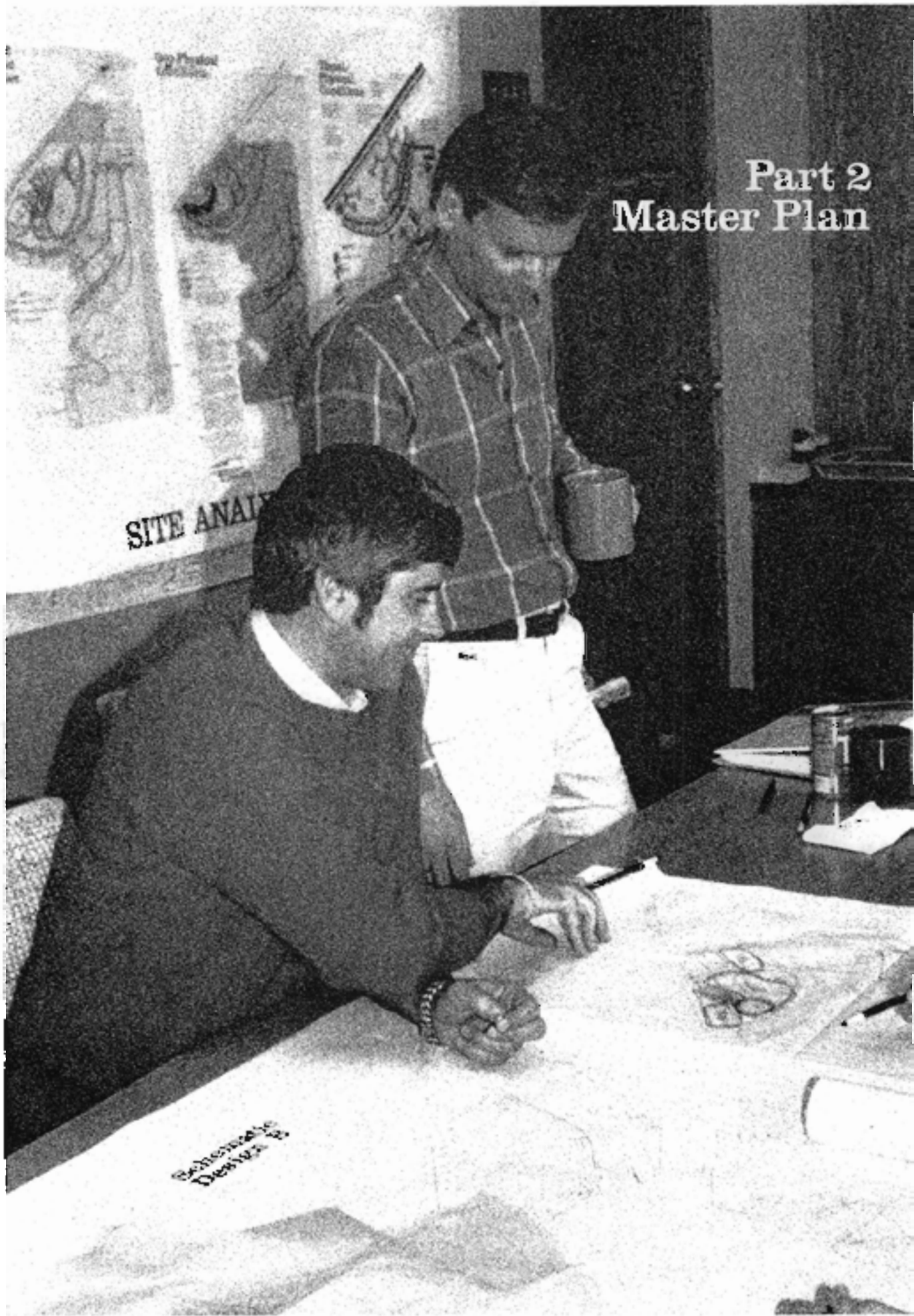
Typically, occurring along streams, ponds and marsh areas along the Valley floor. These plant communities play an important ecological role within the Gore Valley and project sites, acting as a buffer and sanctuary for wildlife.

- Native Willow (*Salix*)
- Mountain Maple (*Acer glabrum*)
- Wild Raspberry



Sources:
Grow Native
Flora and Fauna of Vail

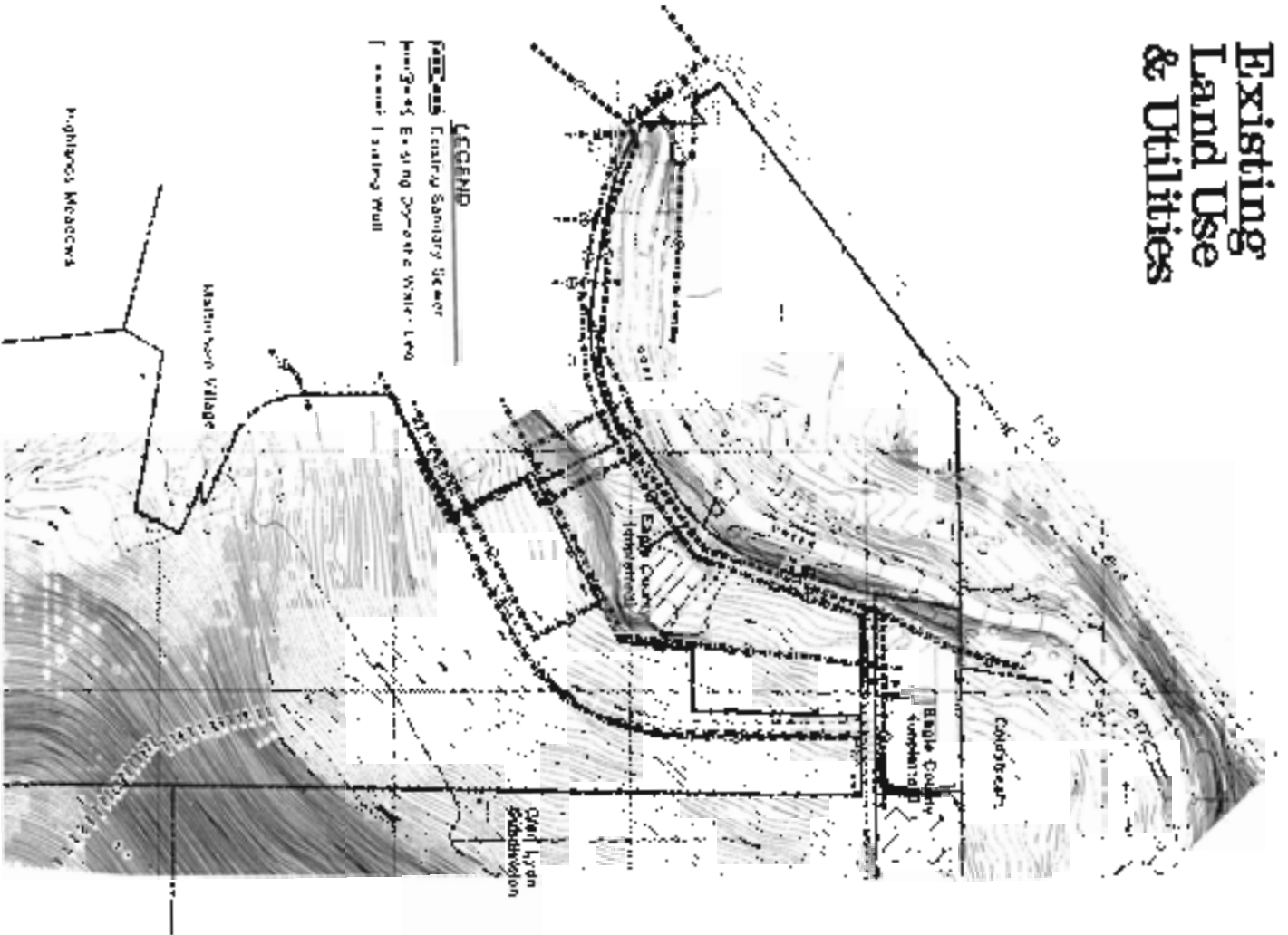
Part 2
Master Plan



SITE ANALYSIS

Schematic Design

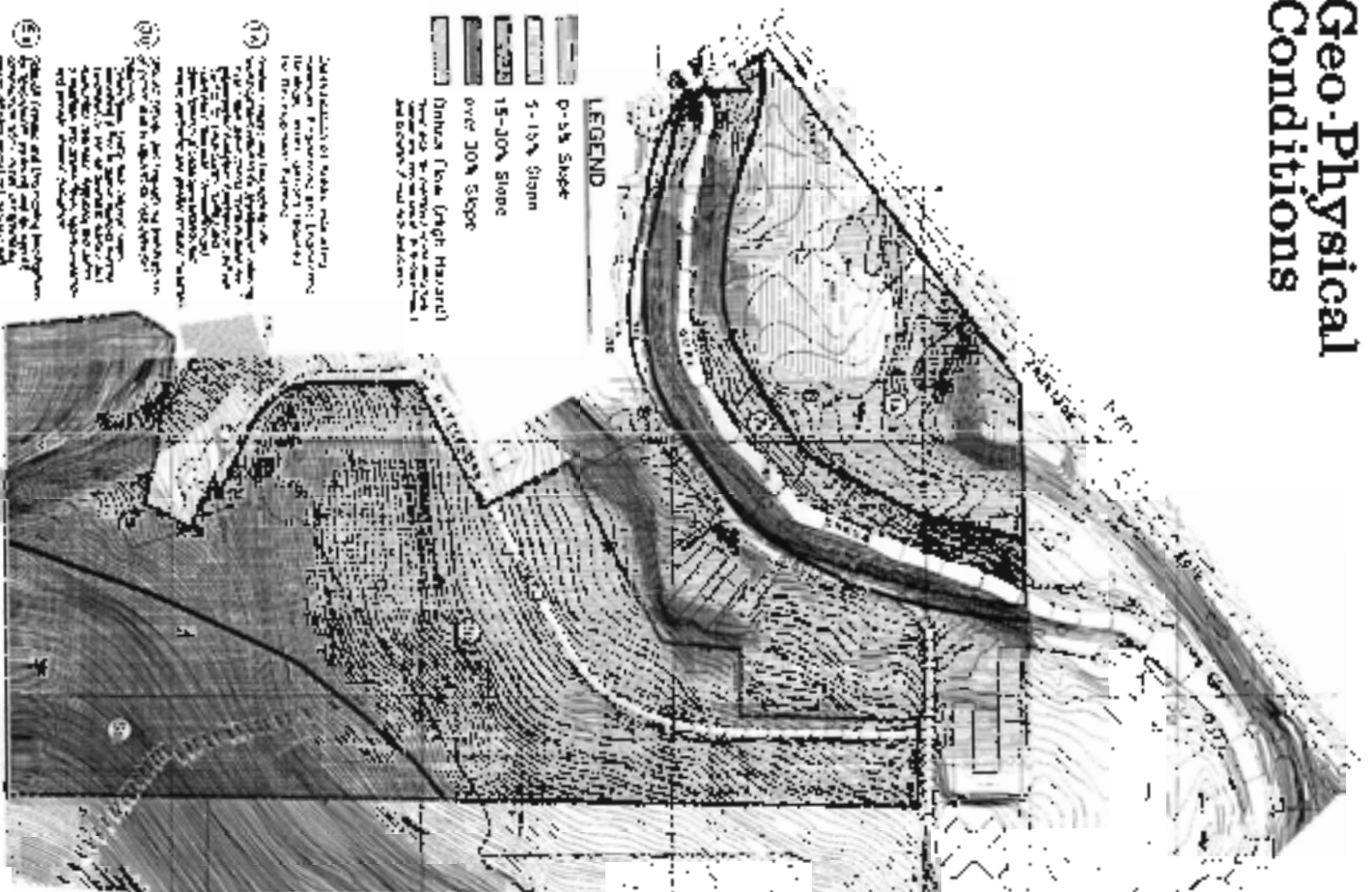
Existing Land Use & Utilities



LEGEND

- Easting Sanitary Sewer
- Easting Composite Water Line
- Existing Utility Wall

Geo-Physical Conditions

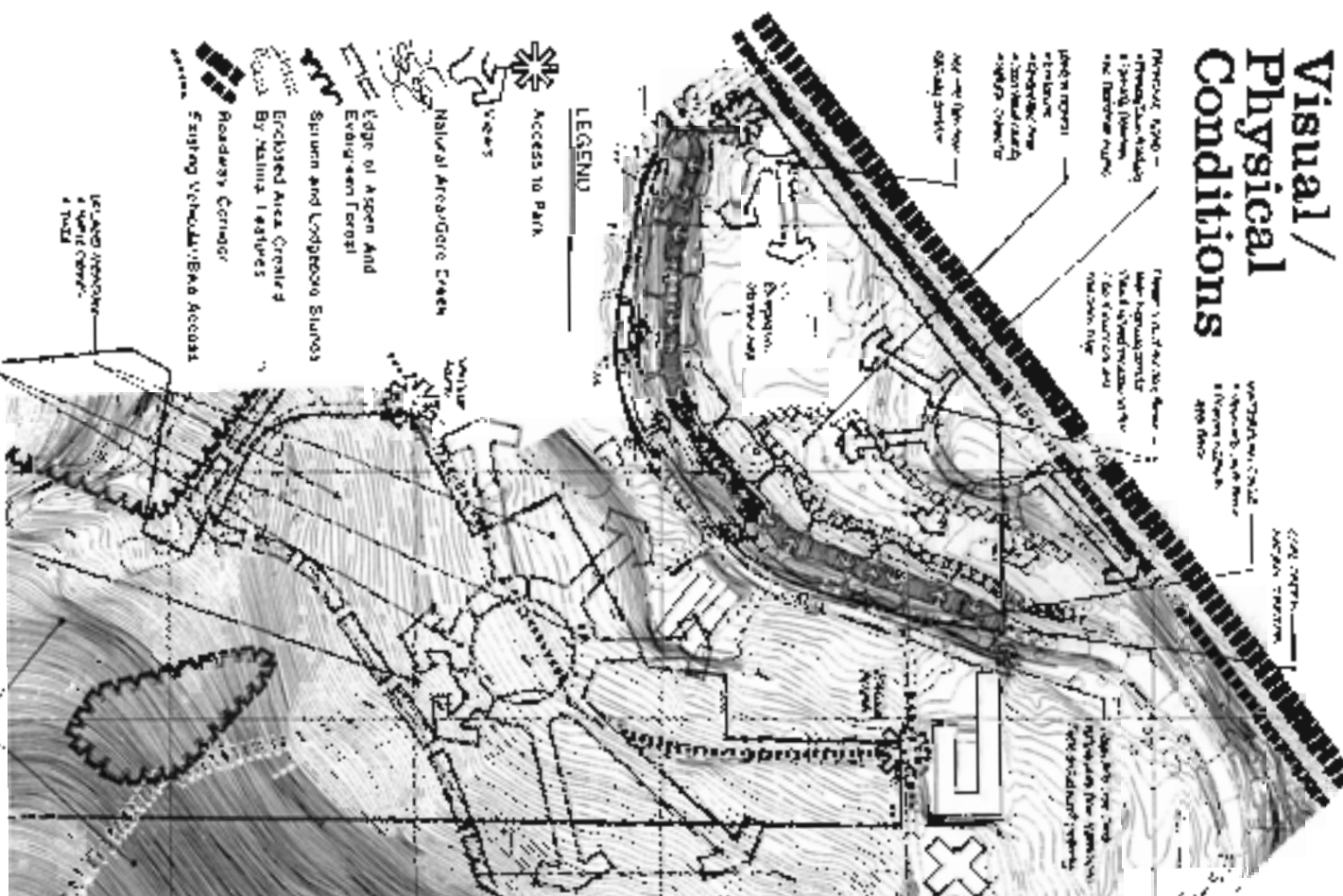


LEGEND

- 0-5% Slope
- 5-10% Slope
- 10-25% Slope
- 15-30% Slope
- over 30% Slope
- Other (Low (High Hazard) Slope)

NOTATION OF DATA INCLUDING:
 1. Slope: 0-5% Slope
 2. Slope: 5-10% Slope
 3. Slope: 10-25% Slope
 4. Slope: 15-30% Slope
 5. Slope: over 30% Slope
 6. Other (Low (High Hazard) Slope)

Visual / Physical Conditions



LEGEND

- Access to Park
- Trees
- Natural Arroyo Creek
- Edge of Aspen and Embury Forest
- Swamp and Lodgepole Stumps
- Enclosed Area Created By Natural Features
- Roadway Corners
- Existing Vehicular Access

DONOVAN PARK

MASTER PLAN DEVELOPMENT



Town of Vail
 effect of community development
 TRK Associates, Inc. August 28, 1988

SECTION APPROVED

The Master Plan concept reflects:

- a blend of recreational activities aimed at satisfying the needs of the community residents, specifically a park for all ages and interests;
- concern for the recreational experience of the park visitor;
- concerns and desires obtained through an intensive citizen participation program;
- respect for the natural resources and beauty of the sites;
- conservation of energy;
- fiscal responsibility.

Program Development

Immediately following the site analysis phase for the two parks and prior to beginning work on program development, it was determined that a more intensive review and response mechanism was needed in order to efficiently address the Town of Vail's concerns and objectives. To achieve this, a Project Steering Committee was formed to provide the Consultant a more "hands-on" review and advisory group. This group consisted of the following:

- Director, Department of Community Development
- Town Planner
- Director, Department of Recreation
- Director, Department of Public Works and Transportation
- Member of the Town Council
- Member of the Planning and Environmental Commission
- Representative, Vail Valley Foundation
- Representative, Vail Associates, Inc.

This committee met with the Consultant team on a weekly or semi-weekly basis to review the progress of the planning work, and to advise on critical issues and next steps.

Previous Planning and Related Studies

As part of the program development phase, an inventory and review of previous planning efforts and related studies was conducted, and important information identified and outlined. The following documents and studies were reviewed during this effort:

-Parks Feasibility Study - Town of Vail Department of Community Development and Recreation Department, July 1984.

-Parks and Recreation Report - Town of Vail Recreation Department, October 1983.

-Inventory of Recreation Facilities - Town of Vail Recreation Department, July 1982.

-Ford Park Amphitheater and Transit Study - A. Gerstenberg Associates, April 1979.

-Vail Plan - Royston, Hanamoto, Beck, and Abey, 1973.

-Vail Summer Research Program, Visitors Survey - Rosall, Remen and Cares, 1984.

-Economic Development Commission Final Report - December, 1984.

-Miscellaneous Town Correspondence related to concerns regarding parks development.

Note: Refer to THK Associates, Inc. Task Report #2 and 3, Ford and Donovan Park Master Plan for detailed information concerning these studies.

Recreational Needs Analysis

A large part of the work performed during the program development was directed toward identifying the recreational needs of the community at large. To accomplish this, the Planning Consultant met on several occasions with the Community Development Staff and the Project Steering Committee to determine the best methods to obtain adequate recreational needs information. From these meetings, it was decided that this information would be obtained from the following sources:

- Meetings with specific special interest groups
- A series of Town meetings
- School district
- Youth Services
- School Survey*
- Adult Survey*

The Consultant provided the survey format, which was then administered by the Department of Community Development. The purpose of the two surveys was to serve as a cross-check for input obtained through the public meetings.

Community Involvement

Two public meetings were held during January 1985 for the purpose of obtaining public opinion on the recreational needs for each Park. The meeting format include a presentation of the site analysis findings for each park, a work session period to identify priorities for recreational facilities/activities and concerns, and a general question and answer period. The meetings were well attended and yielded comprehensive lists of needs and concerns for each Park. A third public meeting was then held to present findings on recreational programming garnered from the two previous public meetings and the survey data. These meetings, in addition to the survey findings, were the basis for the formulation of the Project's design concept and criteria.

*Surveys consisted of an informal handout or mail back format and were not based upon accepted practices of statistical methodology.

A summary of the survey and meetings input is as follows:

School Survey - Needs by priority; all ages:

1. Playground area
2. Free play, kites, frisbee
3. Soccer
4. Picnic area
5. Socialize, relax, lay around
6. Swim
7. Football
8. Baseball
9. Outdoor ice skating pond, fish, ducks.

Adult Survey:

1. What facilities do you feel are needed for children? Playgrounds, open fields and parks, recreation center, trails.
2. What recreational activities do you participate in now?

Alpine skiing

Picnicing

Bicycling

Camping

Cross-country skiing

Physical fitness programs

What activities would you like to see in Ford Park? (ranked by priority)

1. Swimming Pool

2. Bicycle trail

3. Picnic areas

4. Running/jogging trails

5. Running/exercise course

6. Cross-country ski trail

7. Playground area

8. Open turfed areas for informal play

9. Recreation area

10. Alpine garden

11. Lighted facilities for night play

What activities would you like to see in Donovan Park? (ranked by priority)

- | | |
|---|----------------------------|
| 1. Swimming Pool | 2. Bicycle trail |
| 3. Picnic areas | 4. Playground area |
| 5. Running/jogging trails | 6. Running/exercise course |
| 7. Open turf-ed areas for informal play | 8. Cross-country ski trail |
| 10. Sledding area | 9. Recreation center |

Ford Park - Public Meeting Priorities

- | | |
|--|--------------------|
| 1. Alpine garden | 2. Amphitheater |
| 3. Aquatic center, indoor/outdoor pool | 4. Picnicing |
| 6. Passive quiet areas/open space | 5. Softball fields |

Donovan Park - Public Meeting Priorities

- | | |
|--|---|
| 1. Aquatic center | 2. Picnic areas |
| 3. Children's playground | 4. Bike path/hiking trail, jogging & cross-country trails |
| 5. Natural areas/open space/green area | 6. Multi-purpose athletic field |

Preliminary Site Development Program

Upon completion of the recreational needs analysis, a preliminary site program was developed for each park using the information obtained from the public meetings and surveys. The preliminary site development programs contained the following recreational activities:

Ford Park

1. Swimming pool
2. Bicycle trail
3. Hiking/jogging trail
4. Cross-country ski trail
5. Picnic areas with shelters
6. Children's playground with small basketball court
7. Open turfed play areas
8. Softball fields
9. Soccer field (practice)
10. Exercise course
11. Nature center
12. Alpine garden
13. Amphitheater
14. Fishing
15. Kayaking/rafting
16. Sledding/tubing
17. Restroom facilities
18. Parking/drop-off

Donovan Park

1. Bicycle trail
2. Picnic areas with shelters
3. Hiking/jogging trails
4. Cross-country ski trail
5. Children's playground with small basketball court
6. Exercise course
7. Open turfed areas for informal play
8. Softball field (informal)
9. Volleyball
10. Fishing
11. Kayaking/rafting
12. Sledding/tubing
13. Archery range
14. Ice rink (outdoor pond)
15. Restroom facilities
16. Parking

A Site Program Suitability Matrix was prepared for each park which was used to compare program elements against a list of physical considerations common to both sites. The objective of the suitability matrix was to determine if any of the program elements were unsuitable for development due to excessive constraints, and if retained, the amount of development required to mitigate the constraints.

The physical considerations used included: adjacent land uses; utilities; slopes over and under 15%; hydrology; floodplains; geology/soils; vegetation; wildlife; views on/off-site; internal/external noise; vehicular/pedestrian access; and available site acreage. Each program element was assigned a suitability weight value based upon its affect on/affect from a particular physical consideration.

Values were weighted as (1) high suitability; (2) moderate suitability; and (3) low suitability. Those elements which were highly suitable for development had a weighting range of between 15-26 points; moderate from 27-37; and low from 38-48. While a few program elements were close to the unsuitable range, none of them were actually considered low suitability (see Matrix in Appendix).

Following this analysis of the program elements, and with some minor modification to the Donovan Park program*, the final site development program was chosen for both parks and approval given to proceed into the Schematic Design phase of the study.

*The Donovan Park Program was modified during this process at the request of the Town Council to include an evaluation of potential Town of Vail cemetery sites.

The final Site Development Programs for Ford and Donovan Parks are:

Ford Park

<u>Program Element</u>	<u>Weight</u>	<u>Suitability Value</u>
1. Cross-country ski trails	(16)	(High)
1. Kayaking/rafting	(16)	(High)
2. Hiking/jogging trail	(17)	(High)
3. Fishing	(18)	(High)
4. Sledding/tubing	(19)	(High)
5. Nature center	(22)	(High)
6. Exercise course	(23)	(High)
7. Picnic area	(24)	(High)
8. Alpine garden	(25)	(High)
9. Open turf-ed play areas	(26)	(High)
10. Children's playground	(29)	(Moderate)
10. Softball fields	(29)	(Moderate)
10. Soccer field (practice)	(29)	(Moderate)
11. Restroom facilities	(32)	(Moderate)
12. Amphitheater	(33)	(Moderate)
13. Swimming pool	(34)	(Moderate)
14. Parking drop-off area	(36)	(Moderate)

Donovan Park

<u>Program Element</u>	<u>Weight</u>	<u>Suitability Value</u>
1. Cross-country ski trail	(16)	(High)
1. Kayaking/rafting	(16)	(High)
2. Hiking/jogging trail	(17)	(High)
3. Fishing	(18)	(High)
4. Sledding/tubing	(19)	(High)
4. Bicycle trail	(19)	(High)
5. Exercise course	(23)	(High)
6. Town cemetery	(24)	(High)
7. Picnic areas	(25)	(High)
8. Ice rink (outdoor pond)	(26)	(High)
8. Open turf-ed play areas	(26)	(High)
9. Volleyball	(27)	(Moderate)
10. Children's playground	(30)	(Moderate)
11. Parking	(35)	(Moderate)
11. Restroom facilities	(35)	(Moderate)

Schematics

Using the recreation program developed for each park, schematic feasibility plans were prepared to study the potential relationships of program elements. This process began with an intensive "hands-on" workshop with members of the Steering Committee. This was an all-day working session where ideas for facility locations were sketched, revised and combined into three schematic plan alternatives for each park. During the development of the schematics, several program elements were changed from original ideas in regard to the facility. These changes included:

1. Alpine Garden - The Alpine Garden was originally located in the area by the Vail Nature Centre in Ford Park. This was done to isolate it somewhat from the more intensive, actively used areas of the Park. The garden area was also reduced in size and placed in a number of separate locations throughout this portion of the Park. This concept was changed and the Alpine Garden was subsequently relocated to the area adjacent to the west side of the proposed amphitheater. This was done for the following reasons: 1) it was felt from members of the Alpine Garden Club that a larger area of approximately 1.5 acres was needed to adequately design the Garden; 2) it was suggested that the Garden could serve as a buffer area between the Amphitheater and the rest of the Park; 3) it was felt that the Alpine Garden was more compatible with the Amphitheater in regard to the type of uses; and 4) it was a desire of the Steering Committee that the Vail Nature Centre area remain undisturbed. There were some concerns expressed by members of the Consultant Team and the Steering Committee in regard to a private interest group being responsible for the construction and maintenance of a labor intensive amenity within a public park.
2. Amphitheater - Another change was to show one schematic without the amphitheater. This was mentioned by the Steering Committee as funds for such a facility may not become a reality, and it was felt by them that the overall design of the Park would function better without the amphitheater facility. The Consultant's recommendation would be to locate such a facility closer to the center of Town. A study for the best location of such a facility would be desirable. In the other two schemes, the location of the amphitheater was taken to be a given.

3. Swimming Pool Complex - Both the survey data and the public meeting input showed the swimming pool to be the highest priority for a recreational facility. No preference was indicated for the actual pool location. Once again, the Consultant recommends that the best location for the swimming pool would be the center of the village where access, parking and support facilities would be available. Since there is no known available site in the village, Ford Park was chosen for the location of a pool facility.

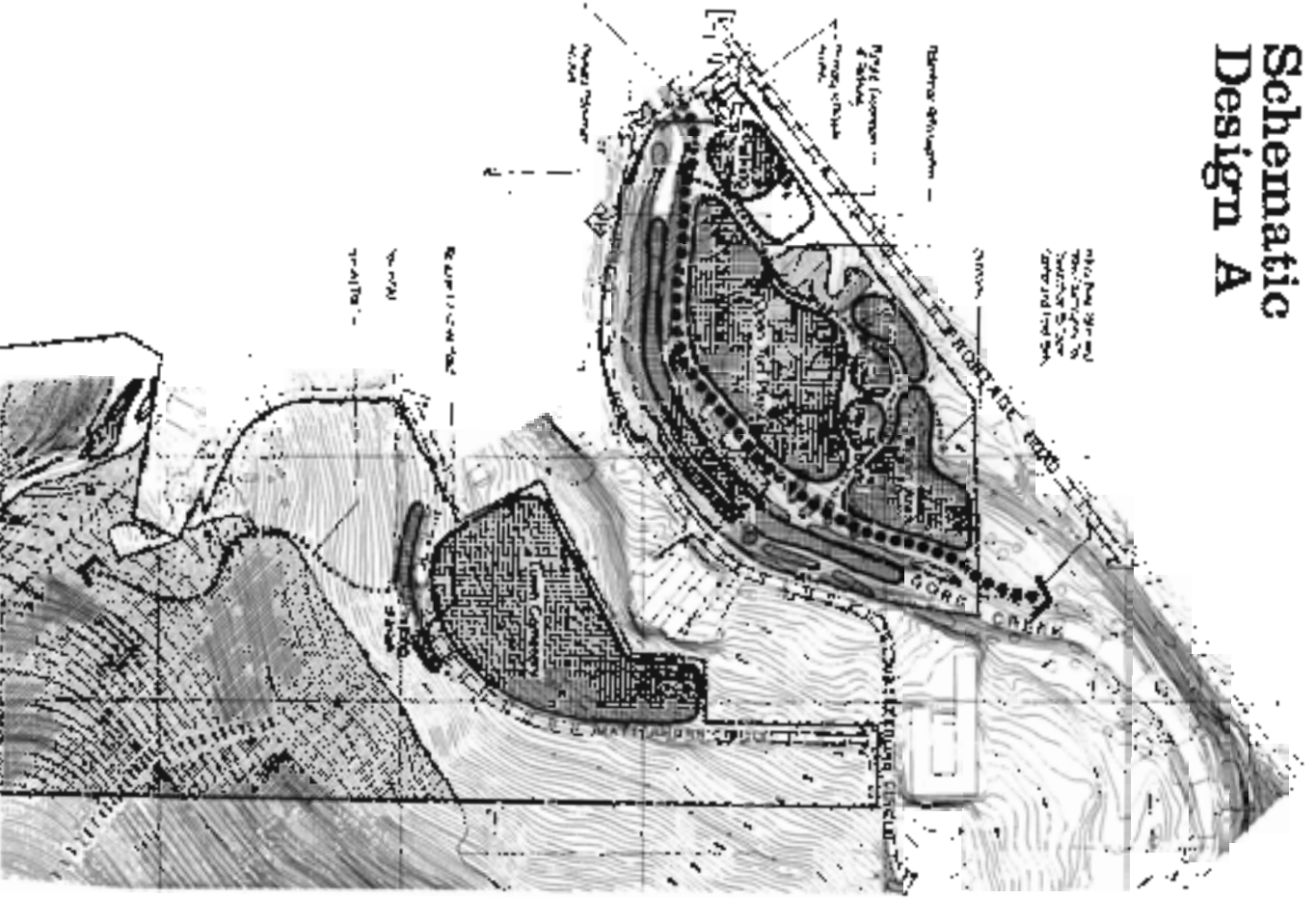
Donovan Park was not found to be a feasible location for the pool because the area available on the lower bench is not adequate for a large pool facility with its associated parking. Access and water table would also present problems at Donovan Park. The Consultants also feel that whatever the pool complex becomes, it should offer more in the way of aquatic recreation than just a lap pool and diving boards. This is not to suggest a wave action pool, but something more imaginative. This would be one sure way of helping the facility pay for itself.

After the schematic alternatives were completed, a work session with the Community Development staff, Steering Committee, Planning and Environmental Commission and Town Council was held. A presentation of the schematic alternatives was followed by a discussion period. The consensus on Ford Park was for Scheme 'A', perhaps with the addition of an outdoor skating pond and a horse sled trail. The feasibility and timing of the pool was brought up numerous times and a request was made to do a design without a pool.

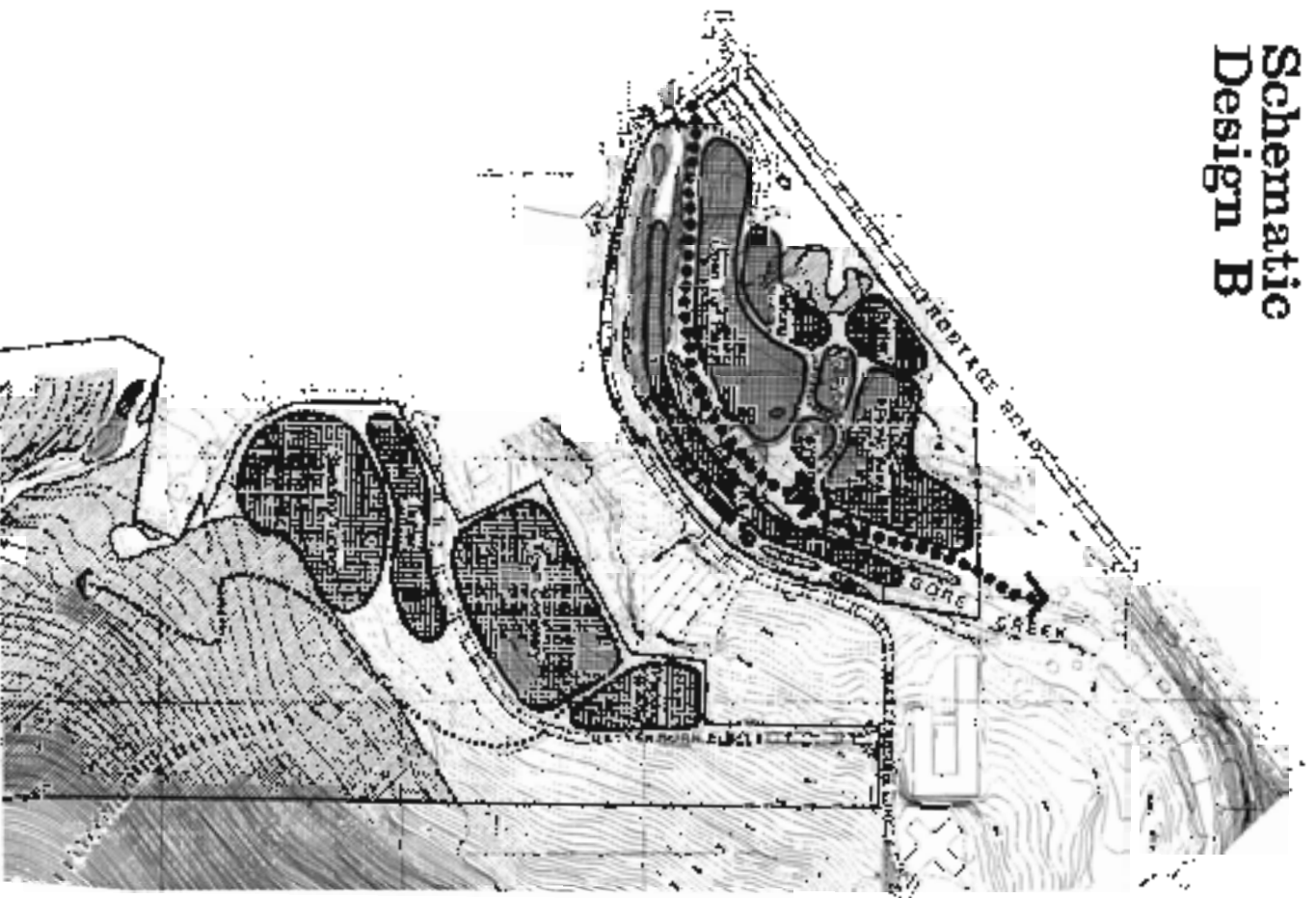
The presentation was then directed to Donovan Park, in which Scheme 'A' was also chosen with the addition of an outdoor skating pond similar to the one in Ford Park.

The schematic plans were refined at the Conceptual Design level in regard to recommended changes or additions. The Schematic Plans are included as attachments to this section of the study.

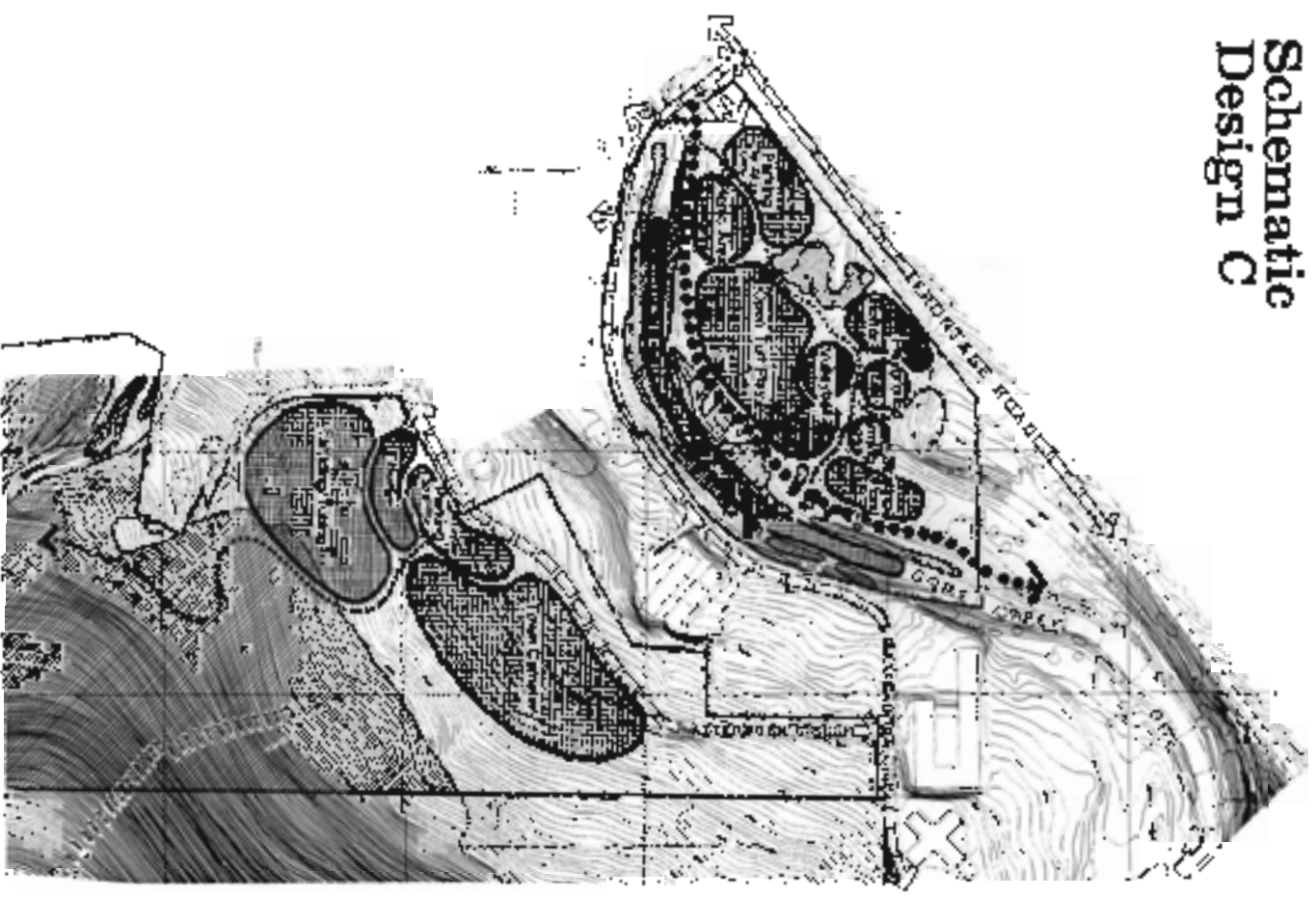
**Schematic
Design A**



**Schematic
Design B**



**Schematic
Design C**



DONOVAN PARK

**MASTER PLAN
DEVELOPMENT**



50,000 200
600
SCALE



Town of Wall
Office of Community
Development
THE ASSOCIATED, INC. 10/20/11

SPRINGFIELD
Vermont

Design Concepts

Upon selection of an approved schematic plan for both Park sites, a series of Design Concept studies were prepared in order to carefully evaluate the detailed relationships between activity areas.

The design concepts were prepared in a rough sketch plan format over a topographic base sheet. This allowed the Consultant to evaluate many different alternatives to the Plan, keeping the relationships and ideas which worked well together and were within the accepted schematic framework and discarding those which did not meet the criteria.

The design concepts were prepared as a base Concept Alternative Plan which indicated an acceptable design of the Park site. These plans included graphic sections of different activity areas within the Park, which helped explain how these areas might appear, their relationships to other activities, and how they fit upon the site. In addition to the base plan were several Subarea Plans which presented alternative relationships, locations and configurations of some of the major activity areas.

The major differences of each concept plan are described below:

FORD PARK

Concept Alternative Base Plan

This plan most closely follows the approved schematic relationships of the program elements. It contains a large plaza connecting pool and amphitheater, and indicates the amphitheater architect's service access solution on the far west side of the facility. The alpine garden is split into two segments, one adjacent to the Vail Nature Centre and the other adjacent to the amphitheater. The skating pond is located next to the amphitheater plaza space. The proposed pedestrian bridge was placed east of the Nature Centre and included a more circuitous trail connection. The bike path bypasses the south portion of the Park site and travels along the top of the slope toward the frontage road.

Subarea Plan 'A'

Differs from the base plan in that the skating pond was relocated to the west of the open meadow adjacent to the Recreation Department storage building. Amphitheater service area has been moved to the main entrance of the facility instead of along the steep embankment. A larger outdoor plaza space exists between pool and amphitheater complex. Pool building concept includes a glassed gallery at the drop-off area.

Subarea Plan 'B'

The pool complex changes to include a proposed covered mezzanine deck over the pool tank and a southeasterly solar orientation. The outdoor spaces join together the pool complex and amphitheater and form one large recreation complex. A larger parking area was also realized by making this combination. While this alternative had merit in regard to reduced visual impact of the facility, common outdoor use spaces, and possible shared construction methods, the organizers of the amphitheater project felt that conflicts between the two different users could not be overcome.

Subarea Plan 'C'

A more urban looking design 'sans' pool complex. This design became the basis of a fall back position should the pool complex fail to become a reality. Emphasis was placed on developing the pedestrian space between the skating pond and the amphitheater entrance. This alternative has many positive features, but the urban design elements were felt to be out of place in the mountain environment of the Park.

DONOVAN PARK

Concept Alternative Base Plan

As per the Ford Park plan, this plan follows the approved schematic relationships of the program elements. Parking is adjacent to the access road and is screened from view. The large open turf play area has been placed in the more level and open portion of the site and adjacent to the play areas. The play areas sit on a terraced portion of the site and below a prominent ridge area for protection.

The outdoor skating pond and picnic areas are located in the most sheltered area of the site and away from high activity areas. The bike/pedestrian path follows Gore Creek and is in accordance with the Vail Trails Plan. The potential Town cemetery site is shown on the upper bench portion of Donovan Park, and in the open meadow area. Matterhorn Circle has been realigned to create a larger open space with the old alignment acting as an interior roadway due to existing underground utilities. The upper bench portion of Donovan Park has very low potential for highly developed recreational use due to severely steep and wooded terrain over much of the site, and a 'creep slope' condition south of the subdivision roadway (Matterhorn Circle) at approximately contour elevation 8,070 ft.

Subarea Plan 'A'

Very similar to the base plan except for some size and configuration changes on many of the activity areas.

Subarea Plan 'B'

Again, quite similar to the other plans with the exception of an expanded parking area and circular drop-off.

Subarea Plan 'C'

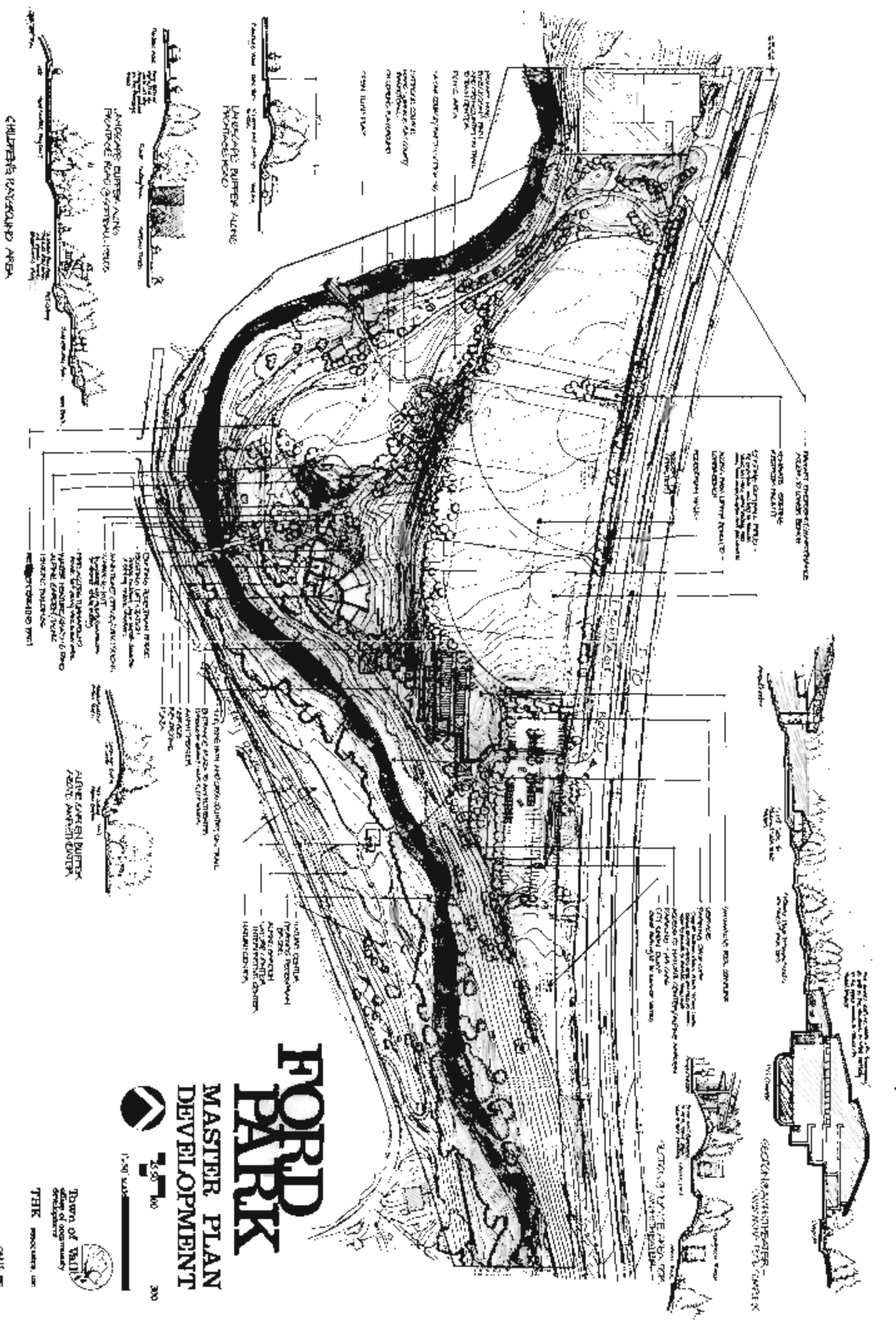
An alternative for the potential Town cemetery utilizing the existing Matterhorn Circle roadway and placing developed cemetery land on either side. This alternative was favored by the Steering Committee and the Town Council. It was suggested by the consultant that further study of this site and other potential cemetery sites be carried on to determine the best location for a Town cemetery. It also recommended that this portion of Donovan Park remain as part of the Town's open space.

During this phase of the study, the Consultant team and Steering Committee had several three to four-hour working sessions where they reviewed the concepts, and proposed changes or modifications to them based upon outside factors and scenarios which would have an influence on the Park development. Once completed, all changes and modifications were synthesized onto final Conceptual Plans for presentation to Town Council, and the Planning and Environmental Commission.

Significant aspects of the final Conceptual Plans included:

- Location of high use facilities away from those of a more passive nature, i.e., children's play area vs. stream-side picnic.
- Adaptation of major structures to the site topography such as stepping the pool complex into upper bench slope.
- Continuous bike/pedestrian paths through the Parks with additional stream crossing points for increased accessibility.
- Parking areas adjacent to Frontage Road and separated from areas with children.
- Berms and landscape buffers are used for protective screening and to create a feeling of privacy in activity spaces.
- Southern orientation of winter use facilities such as the pool complex and parking areas to increase passive solar heating and snow removal.
- Orientation of pond areas to take advantage of water sources and winter shade patterns.
- The identification of a potential site within the upper bench portion of Donovan Park for a proposed Town cemetery. (Note: no final determination has been made in regard to a cemetery location within the Town of Vail; as a study for this purpose has not been conducted at this writing, nor is it within the purview of this study to locate potential Cemetery sites.)

The Design Concept plans are included as attachments to this section of the study.



FORD PARK

MASTER PLAN DEVELOPMENT

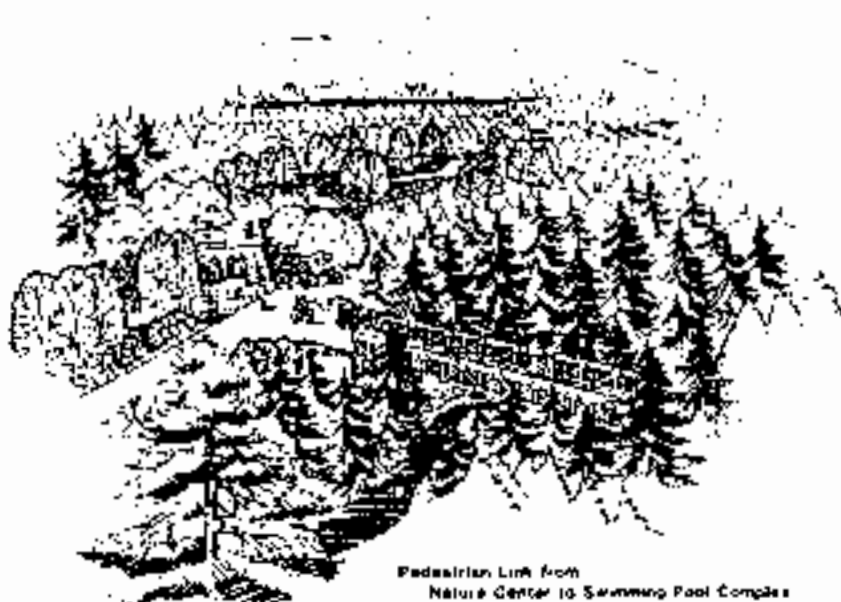


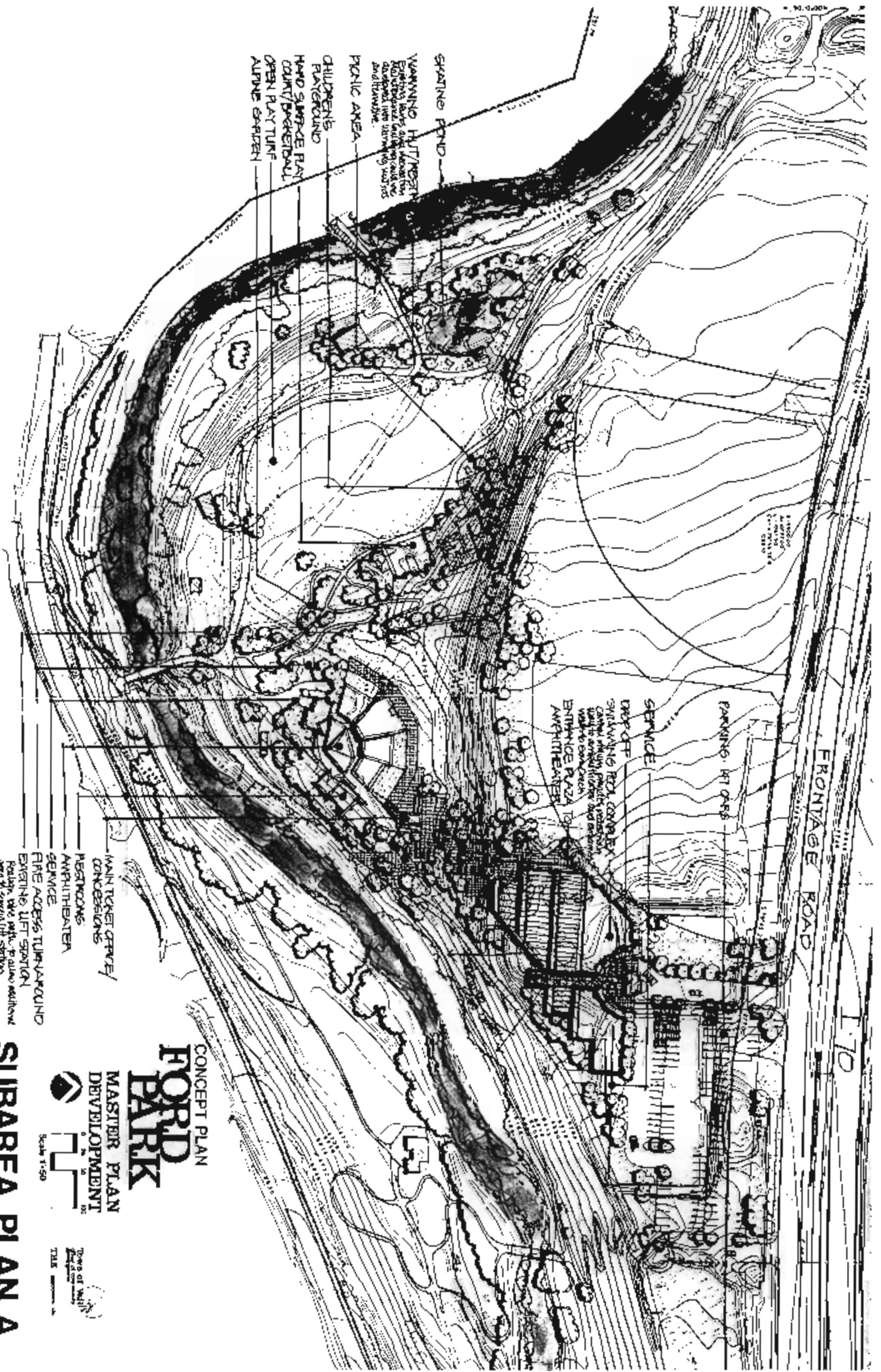
Town of Vail
 Office of Community
 Development
 THE PROCESS, INC.

Master Plans

The culmination of the park planning processes of site analysis, citizen participation meetings, program development, schematic design, and conceptual design are the final Master Plans. The Master Plans for Ford and Donovan Parks, along with this document, become the guidelines upon which development will be based for these two important Park sites. In addition, the design guidelines and maintenance recommendations presented in this report are the beginning of those to be developed by the Town of Vail for use in the planning, design and management of future parks, open spaces and pedestrian/bikeway systems.

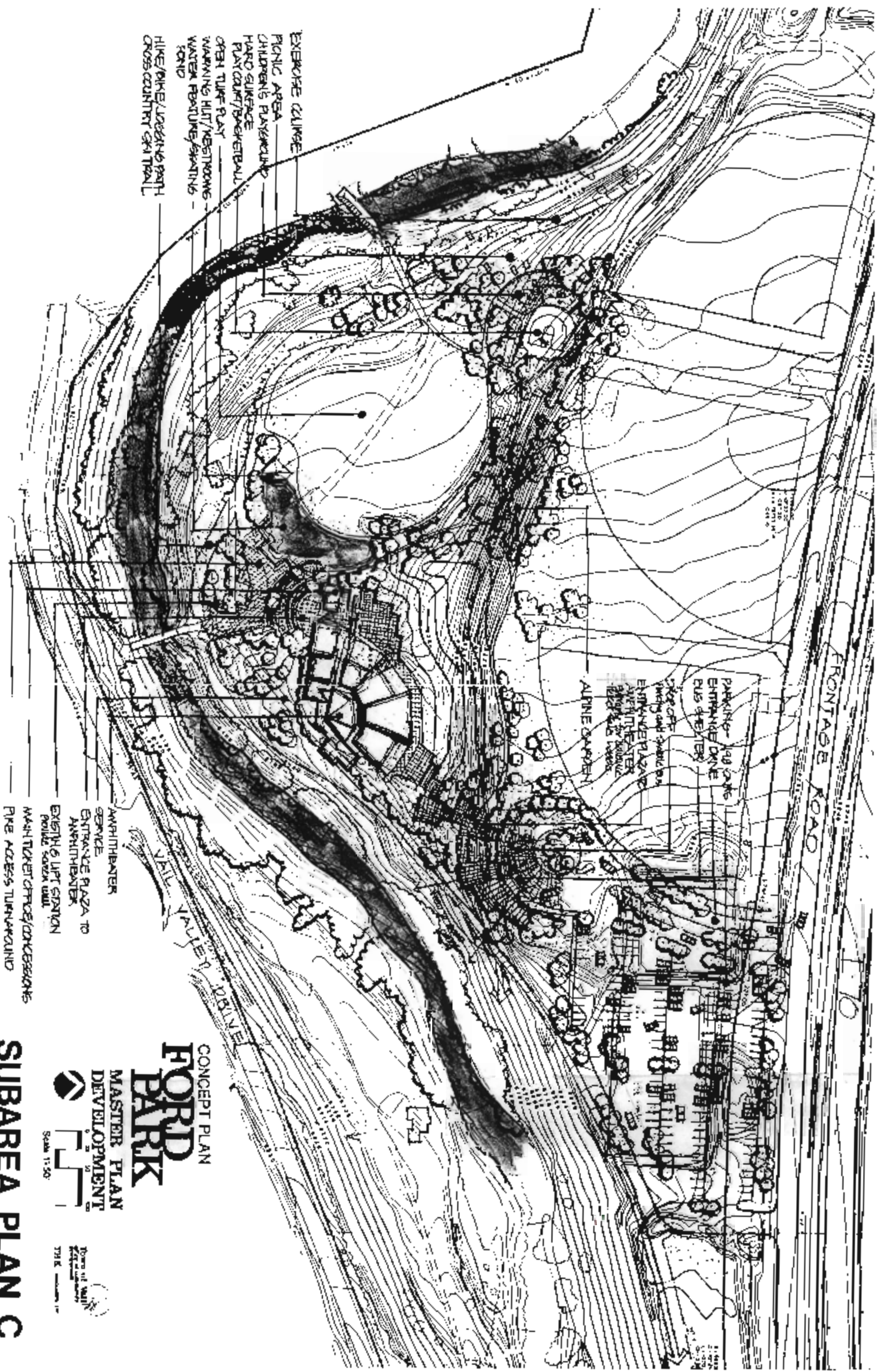
When the Parks are completed, park visitors will notice that parking areas, buildings and playground areas are fitted closely into the natural terrain where possible to minimize disruption of slopes, vegetation and water resources. Stands of mature evergreen or deciduous trees were integrated into the park designs and will be managed as natural conservation areas.





CONCEPT PLAN
FORD PARK
 MASTER PLAN DEVELOPMENT
 Scale 1:50
 TOWN OF WAVERLY
 04 11 95

SUBAREA PLAN A



EXERCISE GYMNASIUM
 PICNIC AREA
 CHILDREN'S PLAYGROUND
 HARD SURFACE
 PLAY COURT/BASKETBALL
 OPEN TURF PLAY
 WARMING HUT/RESTROOMS
 WATER FEATURES/SKATING
 ROND
 HIKE/BIKE/JOGGING PATH
 CROSS COUNTRY SKI TRAIL

PARKING - 140 CARS
 ENTRANCE DRIVE
 BUS DECK
 PICK UP
 DROPP OFF
 ENTRY AND SERVICE BUS
 ENTRANCE PLAZA
 AMPHITHEATER
 PLAZA FOR BOUNCING
 RIGGS AND TOWER

ALPINE GARDEN

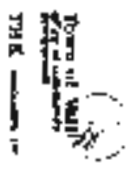
AMPHITHEATER
 SERVICE
 ENTRANCE PLAZA TO
 AMPHITHEATER
 EXISTING LIFT STATION
 PROFILE SOURCE WALL

WASH TICKET OFFICE/DORCESSIONS
 PIKE ACCESS TURNQUAND

CONCEPT PLAN
**FORD
 PARK**

MASTER PLAN
 DEVELOPMENT
 OF

Scale 1:50'



SUBAREA PLAN C



FRONTAGE ROAD
 120
 PARKING-120 CARS
 OPEN HOUSE/EXHIBIT SERVICE
 SNACKS/ICE CREAM
 MAIN TICKET OFFICE/
 CONREGIONS
 REGISTRATION
 AMPHITHEATER
 SERVICE
 FIRE ACCESS TURNAROUND
 ENTRANCE PLAZA TO AMPHITHEATER
 1:50
 Scale 1:50

CONCEPT PLAN
FORD PARK
 MASTER PLAN DEVELOPMENT
 THE TOWNSHIP OF WALTON
 Scale 1:50

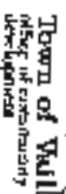
SUBAREA PLAN B

DONOVAN PARK

MASTER PLAN DEVELOPMENT

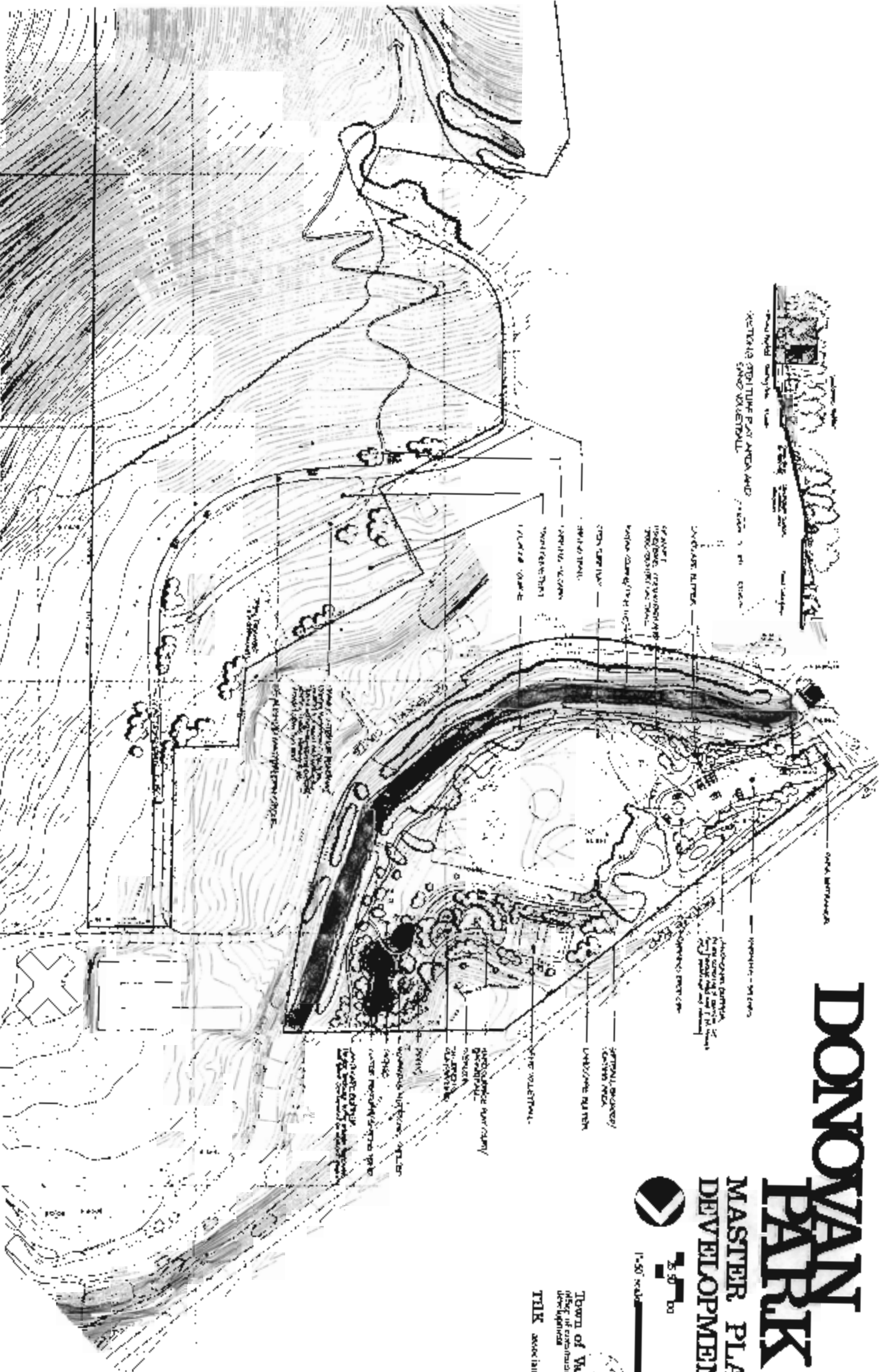


75 50' 00"
1" = 50' SCALE



Town of Wallingford
Office of Environmental
Development

TRK Associates, Inc.



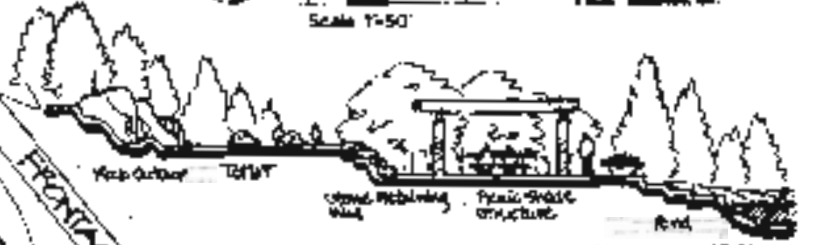
CONCEPT PLAN

DONOVAN PARK

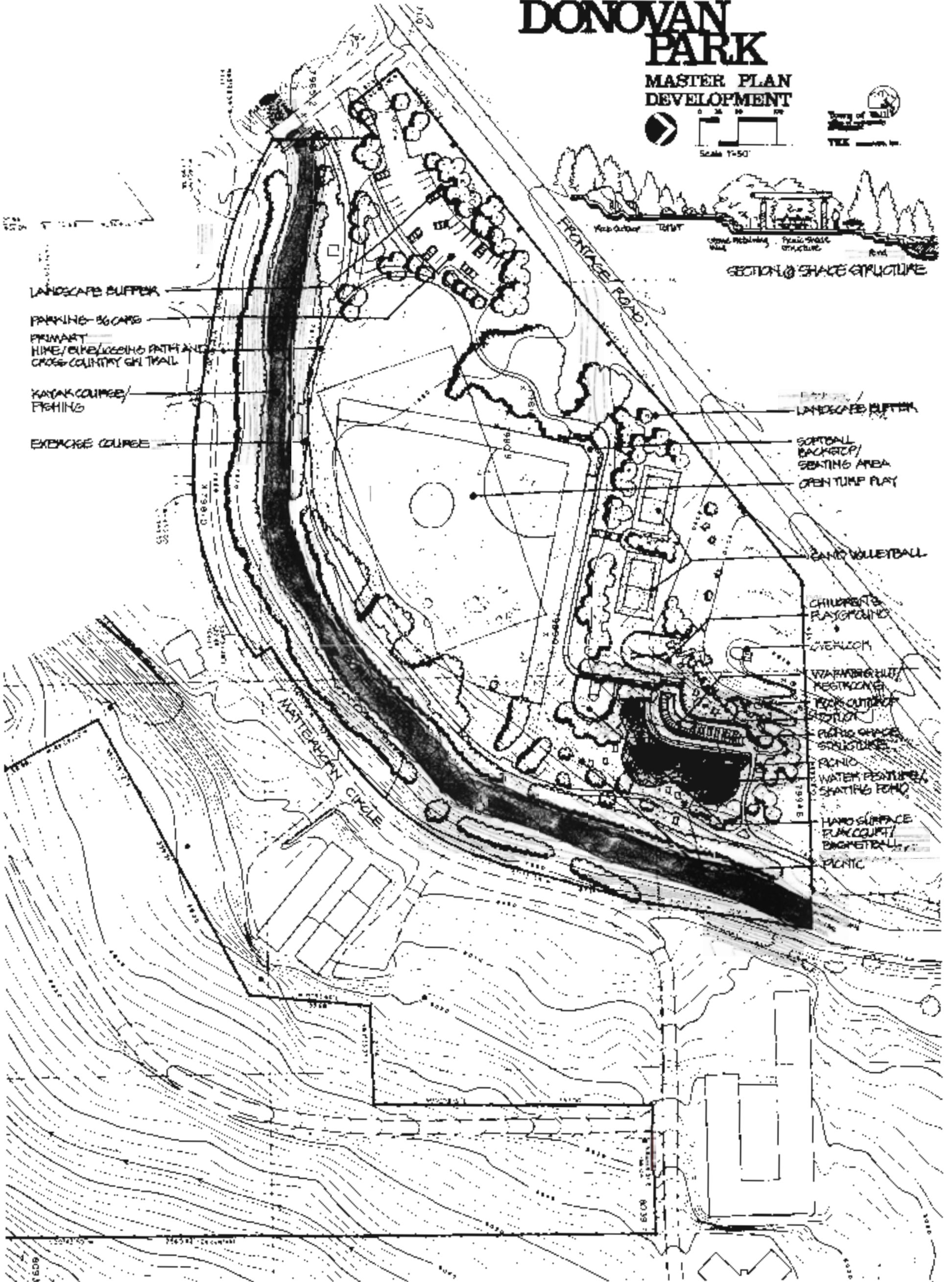
MASTER PLAN DEVELOPMENT



Scale 1"=50'



SECTION @ SHALE STRUCTURE



SUBAREA PLAN A

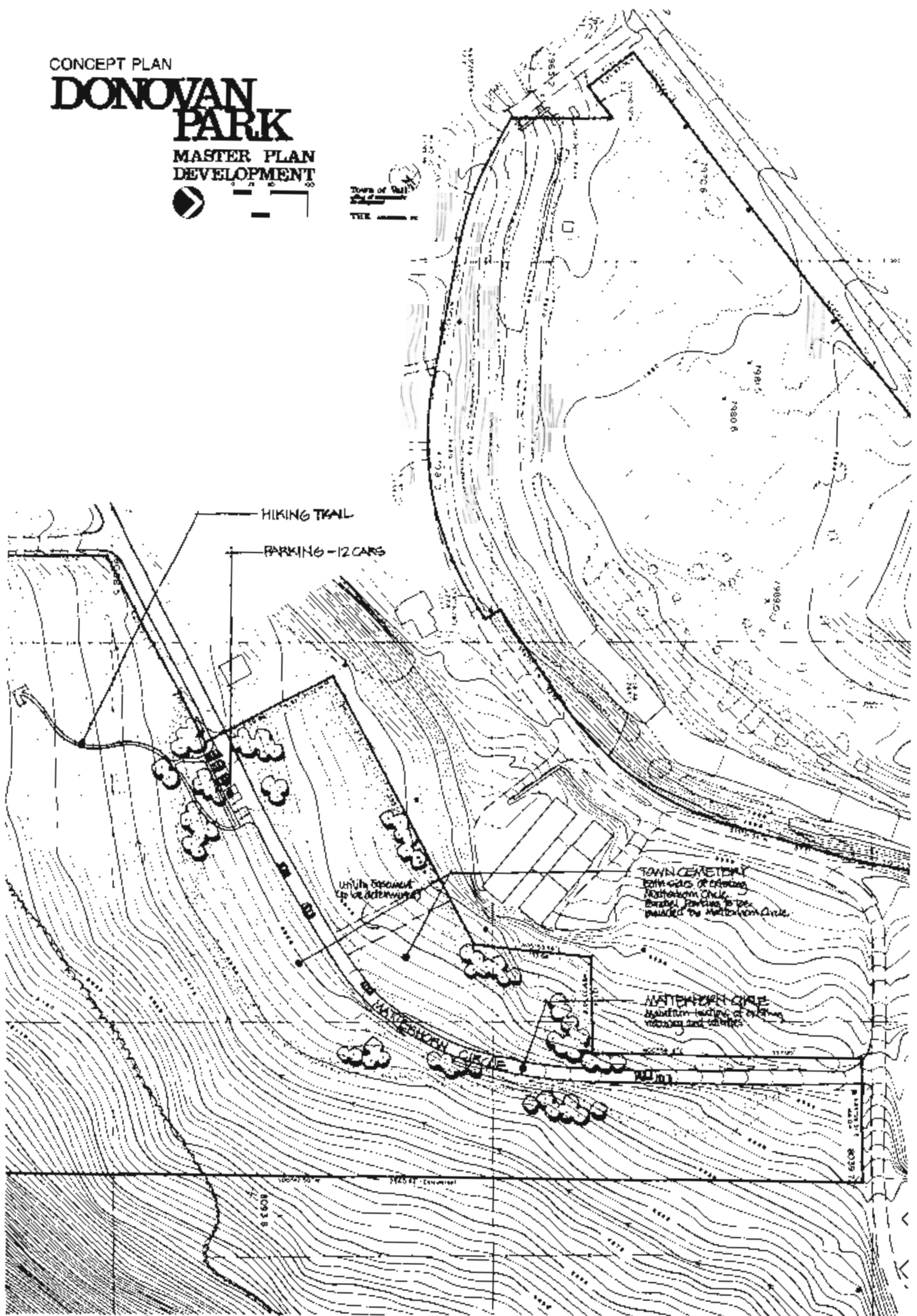
CONCEPT PLAN

DONOVAN PARK

MASTER PLAN DEVELOPMENT



Town of Wall
City of Wall
THE



HIKING TRAIL

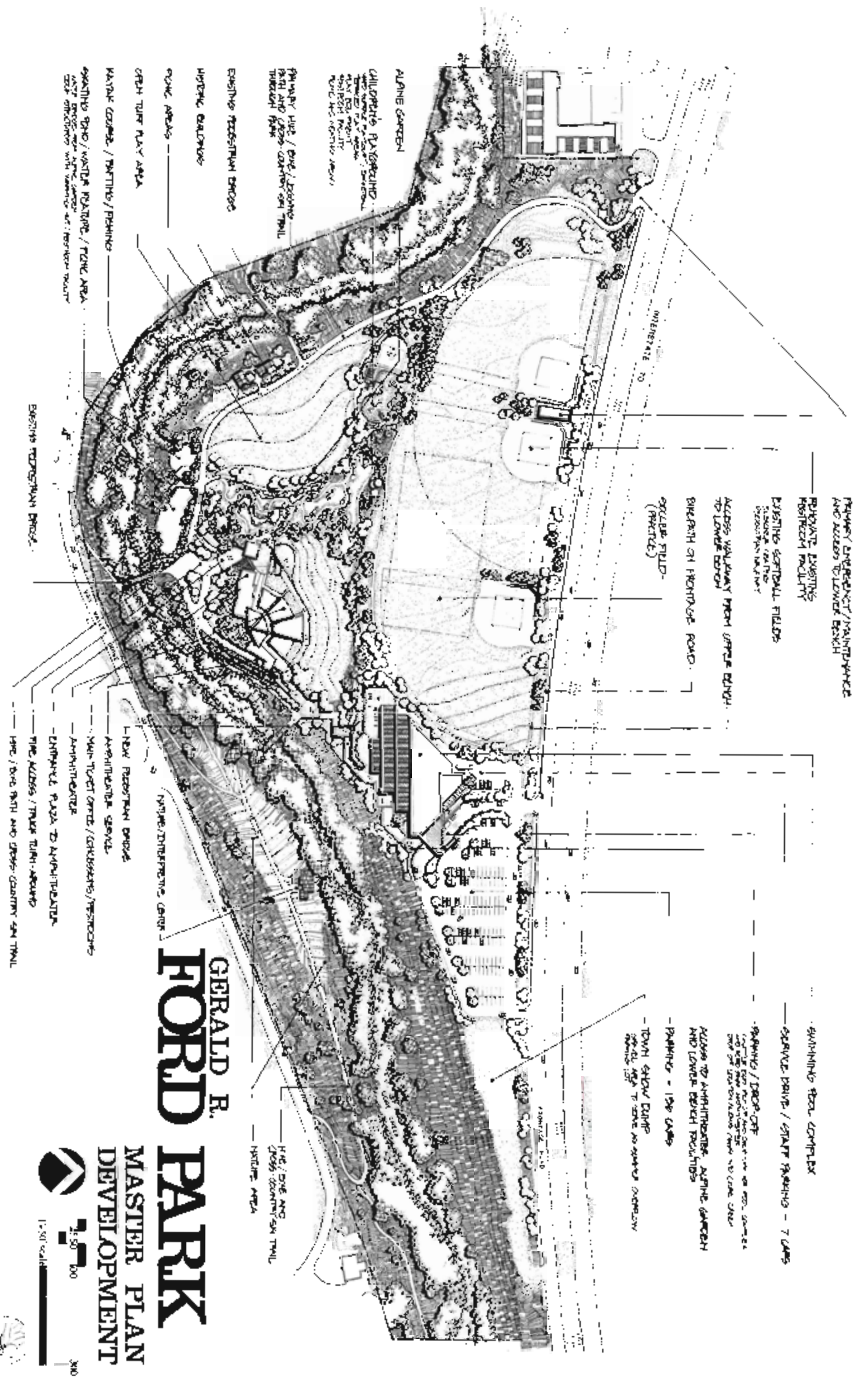
PARKING - 12 CARS

Utility Basement
Site to be determined

TOWN CEMETERY
Both sides of existing
Waterpark Circle.
Burial parking to be
provided by Waterpark Circle.

WATERPARK CIRCLE
Location leading to existing
waterpark and utilities

SUBAREA PLAN C



PROPERTY EMERGENCY/MAINTENANCE AND ACCESS TO LOWER BEACH

PRIVATE EXISTING RESTROOM FACILITY

EXISTING SOFTBALL FIELDS

ACCESS TO THE EXISTING RESTROOM FACILITY

ACCESS WALKWAY FROM UPPER DRIVE TO LOWER BEACH

BIKERAMP ON FRONTAGE ROAD

EXCISE FIELD (PRACTICE)

SWIMMING POOL COMPLEX

SERVICE DRIVE / STAFF PARKING - 7 CARS

PARKING / DROP OFF

EXISTING RESTROOM FACILITY TO BE RELOCATED FROM TO LOWER BEACH

ACCESS TO AMPHITHEATER, ALPINE GARDEN AND LOWER BEACH FACILITIES

PARKING - 150 CARS

TOWN SHOW DUMP SPILL W/PA TO BE MOVED TO EXISTING OVERSEEN SPILL W/PA

ALPINE GARDEN

CHILDREN'S PLAYGROUND AND YOUTH CENTER: EXISTING AND NEW PLAYGROUND AND YOUTH CENTER TO BE MOVED TO NEW LOCATION (SEE PLAN)

FRANKLY HILL / BIRD / JOHNSON PATH AND CROSS-COUNTRY SKI TRAIL THROUGH PARK

EXISTING RESTROOM BRIDGE

HISTORIC BUILDINGS

EXISTING AREAS

OFFICE TOUR PLAZA AREA

WALKWAY COURSE / PARTING / FINISHING

SPRINKLER GRID / WATER PLANT / PUMP AREA AND EXISTING AND NEW WATER TOWER AND EXISTING AND NEW WATER TOWER

EXISTING RESTROOM BRIDGE

NATURE/INTERPRETIVE CENTER

NEW RESTROOM BRIDGE

AMPHITHEATER SEATING

MAIN THEATER OFFICE / GREENHOUSE / RESTROOMS

AMPHITHEATER

ENTRANCE PLAZA TO AMPHITHEATER

TRAIL ACCESS / TRUCK TURN-AROUND

TRAIL / BIRD PATH AND CROSS-COUNTRY SKI TRAIL

HILL / BIRD AND CROSS-COUNTRY SKI TRAIL

EXISTING AREAS

GERALD R. FORD PARK

MASTER PLAN DEVELOPMENT



1" = 50' SCALE

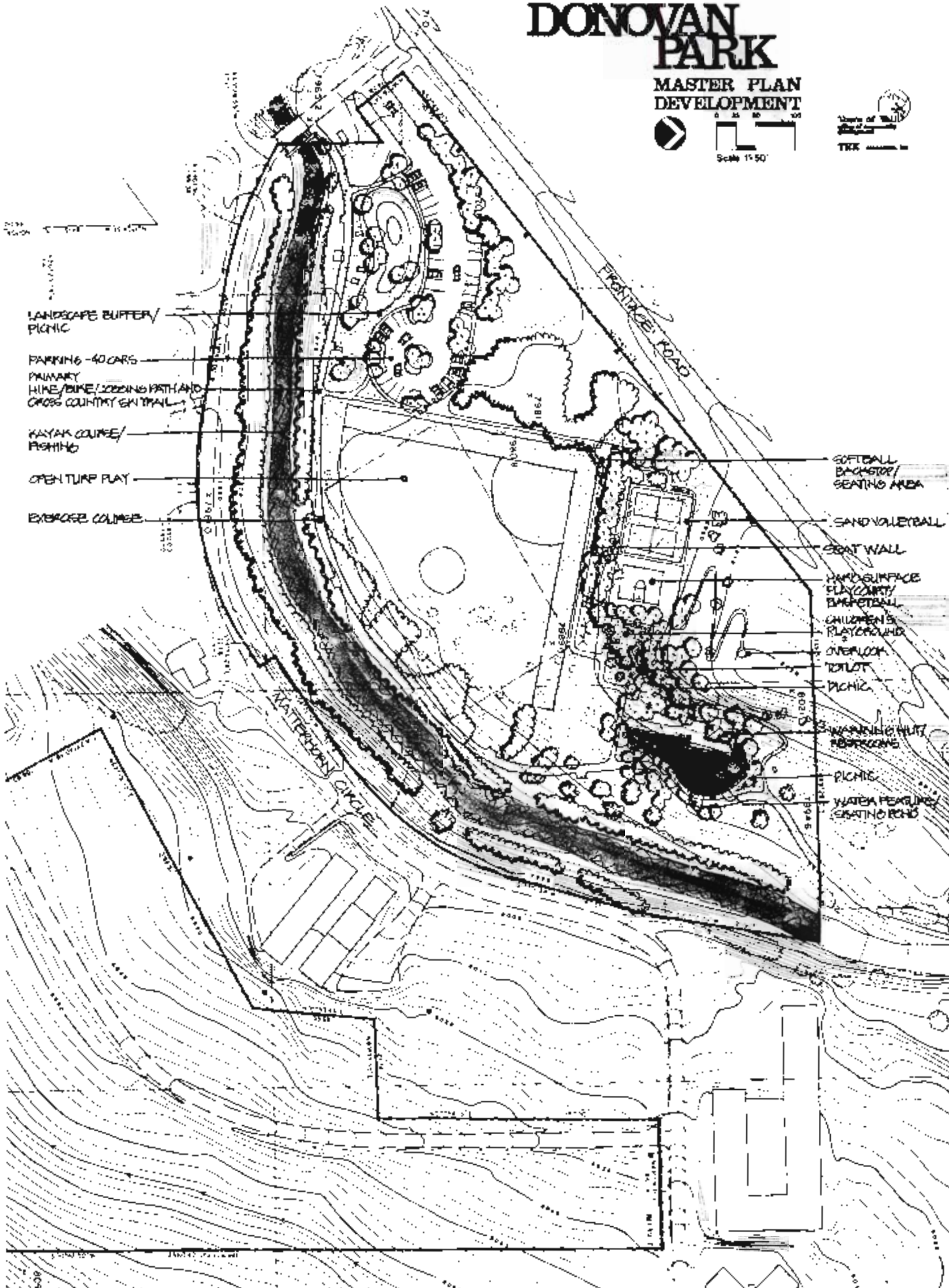
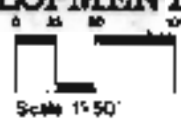
SOLOMONSON PARTNERS

TOWN OF WALL
Office of Sustainability
Development
THK ASSOCIATES, LLC

CONCEPT PLAN

DONOVAN PARK

MASTER PLAN DEVELOPMENT



SUBAREA PLAN B

CONCEPTUAL SITE PLAN

DONOVAN PARK

MASTER PLAN DEVELOPMENT



1" = 50' SCALE
 0 50 100 300

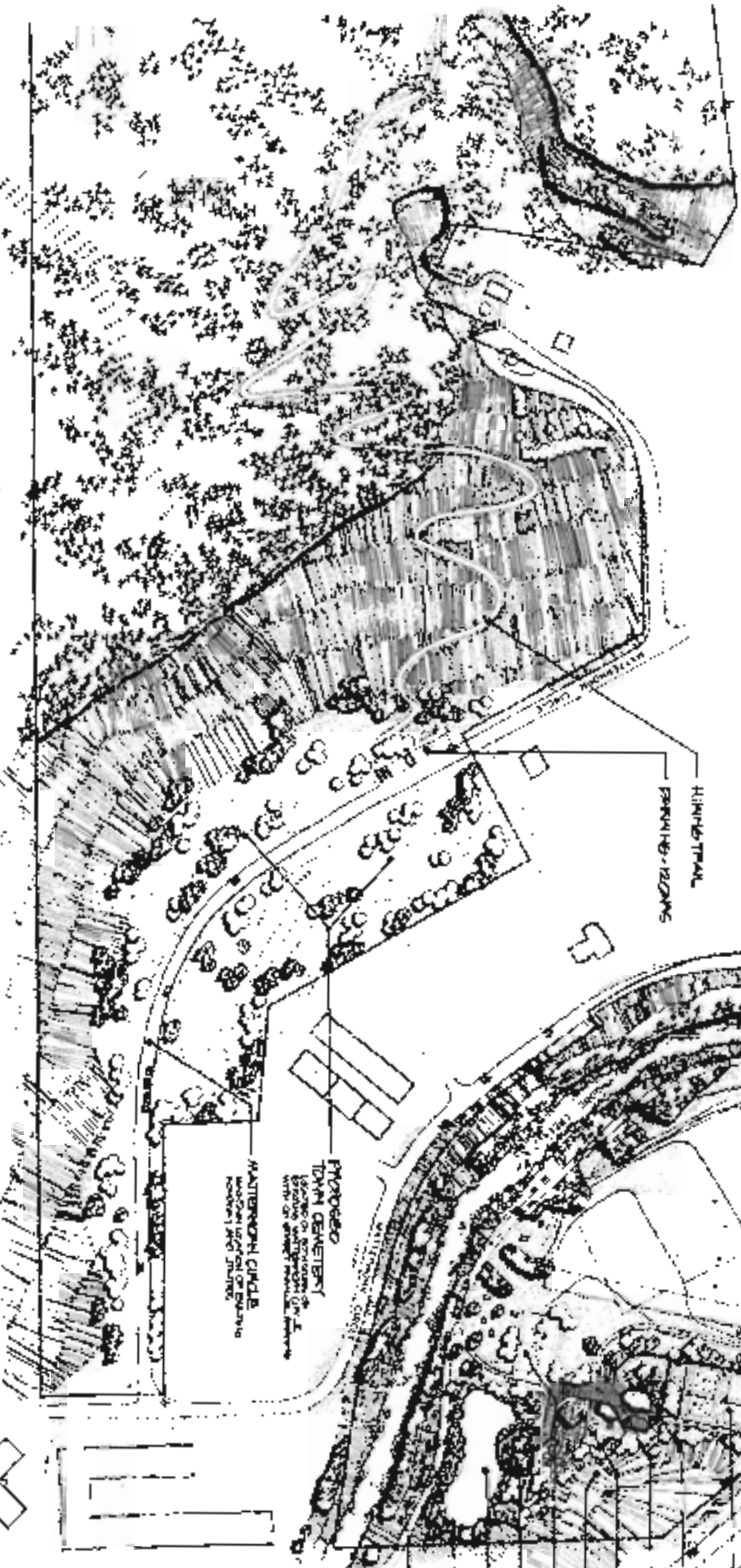
- PARK ENTRANCE
- PRIMARY HIKE/BIKE/JOGGING PATH
- BASKETBALL COURT AND CROSS COUNTRY SKI TRAIL
- PARKING - 20 CARS
- DROP OFF
- PUBLIC GAZEBO
- LANDSCAPE BUFFER
- PUBLIC GAZEBO
- OPEN TURF PLAY
- MAINT. GARAGE/FISHING

- HIKING TRAIL
- PARKING - 12 CARS

- SOFTBALL, BASKETBALL, GOLFING AREA
- BIRD FEEDING
- SAND VOLLEYBALL
- CHILDREN'S PLAYGROUND
- SHADE STRUCTURE
- TENNIS COURT
- OVERLOOK
- LAND SURFACE NAT. COUNTY BASKETBALL
- WARMING HUT/RESTROOMS
- WATER FEATURE/GRANTING FOUNTAIN
- LANDSCAPE BUFFER
- PICNIC

TOWN OF VALLEY
 OFFICE OF COMMUNITY DEVELOPMENT

THK ASSOCIATES, INC.



PROPOSED
 TOWN CENTER
 (LOCATION OF RESTROOMS, WATER
 FEAT. AND OTHER PUBLIC AMENITIES)

MATHERWOOD CIRCLE
 (LOCATION OF RESTROOMS, WATER
 FEAT. AND OTHER PUBLIC AMENITIES)



Plan Features

Numerous features of the Master Plans reflect an awareness of each site's natural resources and a desire to preserve and enhance as much of the natural habitat as possible. Native plantings and buffer areas have been retained around the edges of newly designed recreational facilities and pond developments, and existing plant material clearing was minimized. These actions reflect the intent to create parks that respect and enhance the natural quality of the land, while at the same time providing for the recreational needs of the resident community.

Certain park areas are particularly exciting and attractive by virtue of a unique interplay between the design and the existing physiographic conditions. The design attempts to identify these special feature areas and establish them as focal or destination points. They are distributed throughout each park site and are easily reached from access points by vehicle, pedestrian walks, bicycle paths, or nature trails. Each area offers a different type of recreational experience.

FORD PARK

1. Pool Complex/Entry Area

The Pool Complex and shuttle bus drop-off becomes the front door to the Park and serves as the collecting area for Park visitors arriving by bus or car. The distinctive architecture terraced into the slope will be an important focal element for visitor orientation within the Park. The Pool Complex will be one of the major recreational centers within the Town of Vail.

2. Access Plaza

The Access Plaza is the primary pedestrian link from the parking area to the amphitheater, alpine garden and lower bench facilities. The paved and ramped spaces cascade down the slope along the backside of the pool complex, affording beautiful views of the Park and Gore Creek.

3. Skating Pond/Water Feature Area

The aesthetic qualities of water enrich this setting for passive recreation and meditation. The bike path system allows bicycle and pedestrian circulation past the pond area which acts as an entry portal to the lower bench park area. The bike path bridge allows water to circulate from the upper pond located in the alpine garden area. A warming hut/restroom facility allows for year-round use as the pond is transformed into a winter playground for ice skating and informal hockey games. The pond area is separated by the warming hut and by elevation to allow an area for young children and beginning ice skaters.

4. Picnic Areas

Picnic areas are provided for those visitors who enjoy picnic outings and group cookouts. Picnic tables with grills are located along the creek and at the community shelter adjacent to the covered footbridge, where privacy and visual pleasures are predominant. In addition, picnic areas are also provided adjacent to the children's play area and the softball fields for those who wish to be close to the activities.

5. Historic Buildings and Wooden Structures

Several beautiful wooden structures currently exist on-site which are to be maintained or converted into community picnic shelters. In addition, this area has been designated as the new location for the placement of Historic Buildings and other structures which are to be preserved as part of the Town's awareness of Gore Valley history. An old schoolhouse and storage barn currently occupy sites on the lower bench. These structures are the beginning of this preservation effort.

6. Amphitheater Facility Area

The Amphitheater Facility offers a location for town-wide cultural events such as concerts, plays and various community presentations. Administered by the Vail Valley Foundation, a non-profit organization, the Amphitheater is to be constructed totally through private funding.

7. Alpine Garden Area

In association with the development of the Amphitheater Facility, an Alpine Garden area was set aside for development adjacent to the amphitheater and acting as a buffer between it and the active park areas. This area would be an attractive display of the unique plant communities and associations typical of alpine environments complete with rock outcrops and wetland areas. As with the Amphitheater, this feature would be administrated and implemented through the efforts of a private organization, the Friends of the Alpine Garden.

8. Children's Play Area and Open Turf Play Area

The Children's Play and Open Turf Play Areas complete the major recreational developments on the lower bench. Designed to provide interest and challenge for all ages, the Children's Play Area is comprised of a hard-court play surface, multi-level play area with various pieces of play apparatus, rock outcrops and plant material, and is constructed between the sloping terrain of the upper and lower bench. The Open Turf Play Area is placed upon the flat area of the lower bench adjacent to the Children's Play Area and is provided for informal field games, running, frisbees and kite flying.

9. Ballfield Areas

These existing facilities have been maintained as part of the Master Plan, and have been improved to provide greater use, safety and maintenance efficiency.

10. Vail Nature Centre Area

This area of attractive natural landscape is a strong contrast to the more developed areas of the Park. This area is to remain in a natural state, and thus, minimal exterior improvements are suggested.

11. Pathways and Pedestrian Bridge Crossings

Bicycle and pedestrian paths along with hiking and cross-country ski trails make up the system of non-motorized pathways within Ford Park. The pathways closely follow the Gore Creek natural corridor, and as a result offer some of the most beautiful scenery and viewsheds that the site has to offer. Pedestrian bridge crossings provide for easy access from adjacent residential and developed areas.

DONOYAN PARK

1. Open Turf Play Area

As an informal playfield, this area can be used for a multitude of recreational activities such as softball games, races and for group picnic entertainment. A backstop/seating area is provided along with an adjacent group picnic shelter.

2. Pathways and Pedestrian Bridge Crossing

Similar to Ford Park in design concept including access for the physically handicapped to all areas.

3. Picnic Areas

Picnic areas with tables and grills are provided along the creek and adjacent to play areas and the skating pond. Two large community shelters are provided for group picnics and related activities.

4. Skating Pond/Water Feature Area

Located in the northern most section of the Park, the Skating Pond/Water Feature Area is the final destination point along the pathway system before exiting the Park. Situated among stands of spruce and fir, the Pond area is the most secluded and sheltered area on the site, offering a respite from the nearby play areas and elevated roadways. The pond area includes a warming hut/restroom facility, plaza area, dockside edge, and natural plantings with boulder edge treatment.

5. Children's Play Area

A more expanded array of play activities than at Ford Park, the design provides dual sand volleyball courts, two large separated play areas, full court basket area, and a central connecting plaza space with a shaded seating area. The play areas connect directly with the skating pond, but are screened from the ballfield area and adjacent roadways.

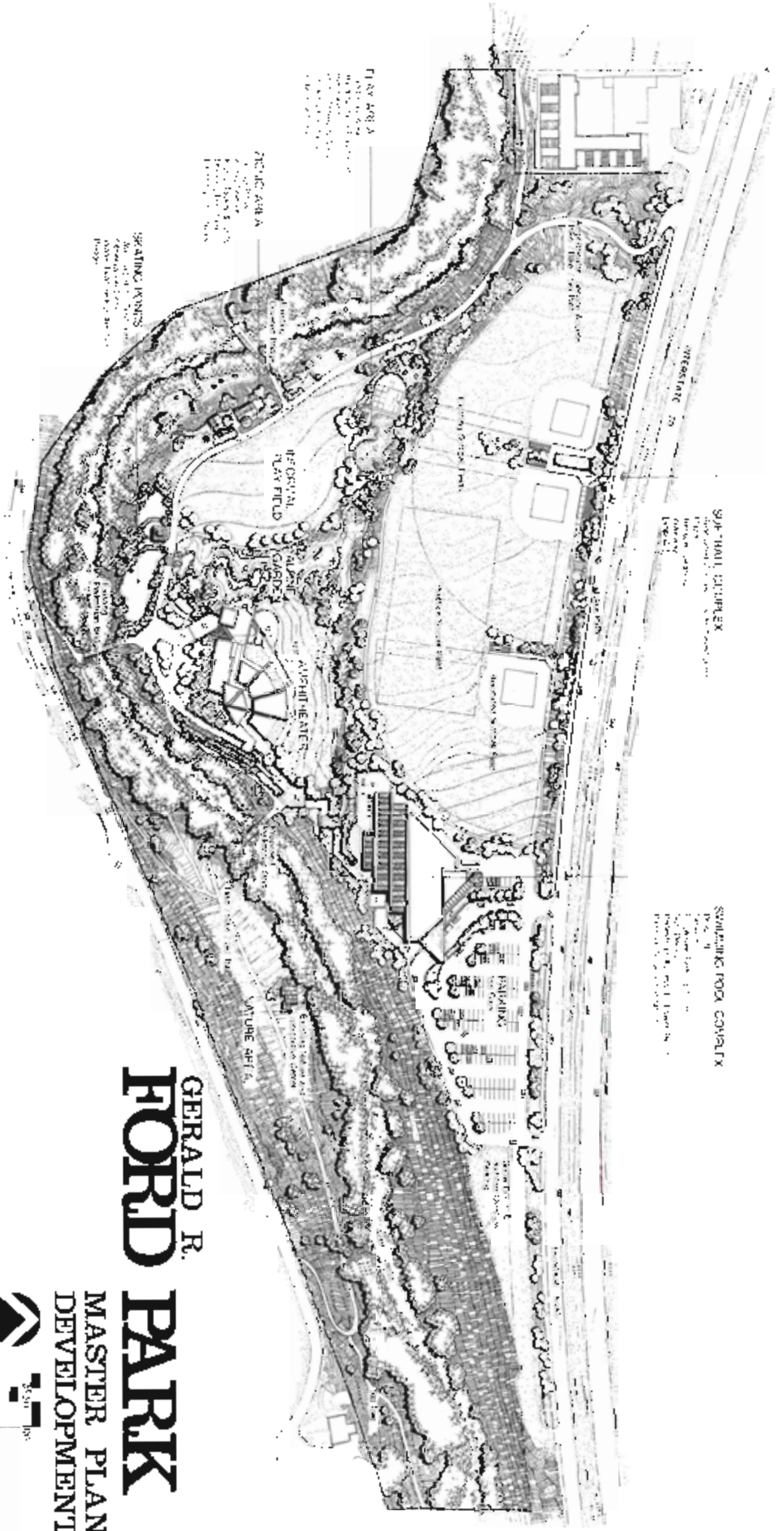
6. Potential Town Cemetery

Potential site of a new Town cemetery of approximately 4.9 acres in the Upper Bench. This area will be one of many others which will be studied in the future to determine the best location for a Town cemetery. In addition to this study, a potential easement location will be studied by the Town Planning Staff to try and provide a connection between the upper and lower benches. The details and legal boundaries of the easement will be worked out with the adjacent landowners.

Master Plan Notations

1. Amphitheater, Ford Park: This element has become a major part of the Ford Park Master Plan and steps should be taken to ensure that its construction is in total agreement and harmony with the Plan, including the selection of construction materials. Support facilities such as the service road/bike path and the parking area should be implemented as soon as possible so that the amphitheater can become a viable facility. In addition, final construction plans submitted by the architect should be thoroughly reviewed to ensure that final grades, locations, plantings and utilities are placed in association with other facilities shown on the Master Plan.
2. Alpine Garden, Ford Park: Since this project is to be implemented by an outside interest group, they should demonstrate the financial and technical ability to complete their project within a reasonable period of time. Also, they should be required to submit to the Town a final design in accordance with the Master Plan including, location/layout plan, grading plan, planting plan, irrigation plan and a construction phasing plan. It may also be reasonable to consider bonding or security to ensure the completion of the project and a garden maintenance plan.
3. Skating Pond/Water Feature, Ford and Donovan Parks: Further research in regard to water rights and other legal requirements should be conducted prior to construction of the ponds and use of water from Gore Creek.

4. Historic Structures, Ford Park: Prior to the inclusion or relocation of any structures of historical significance within the Valley, contact should be made with the Gore Valley Preservation Chapter of the Eagle County Historical Society, and coordination concerning such activities should be implemented as necessary.



MASTER PLAN

GERALD R. FORD PARK

MASTER PLAN DEVELOPMENT



Town of Vail
Office of Community
Development
THE ASSOCIATES IN ARCHITECTURE



Sketch of scene and
viewing Mt. Gibraltar in back



Position of building
relative to the Summit Peak Complex

Illustrative Sketches

GERALD R.
FORD **PARK**

MASTER PLAN
DEVELOPMENT



Town of Vail
Office of Recreation
and Planning

THE ASSOCIATES, INC. Architects

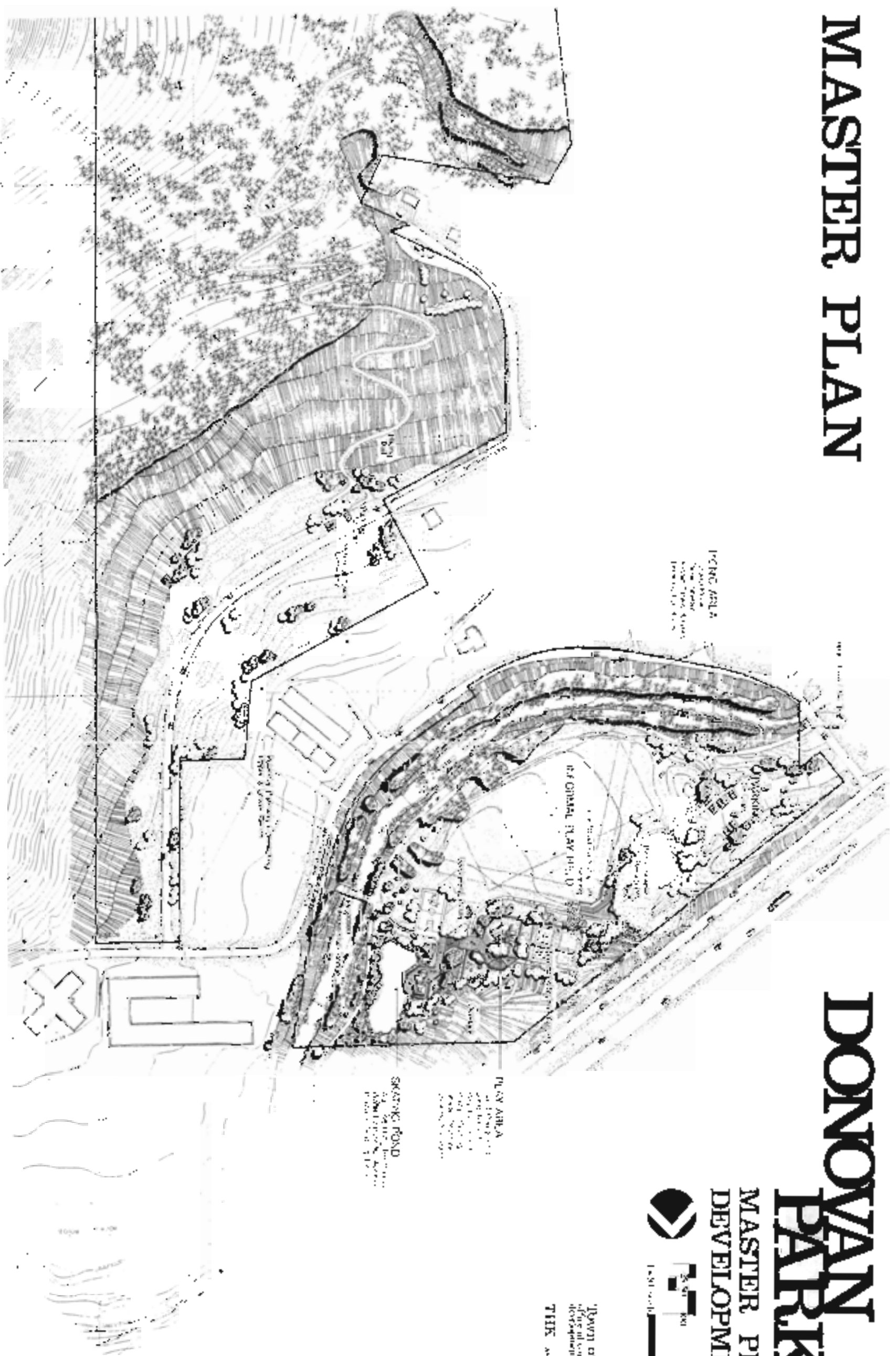
MASTER PLAN

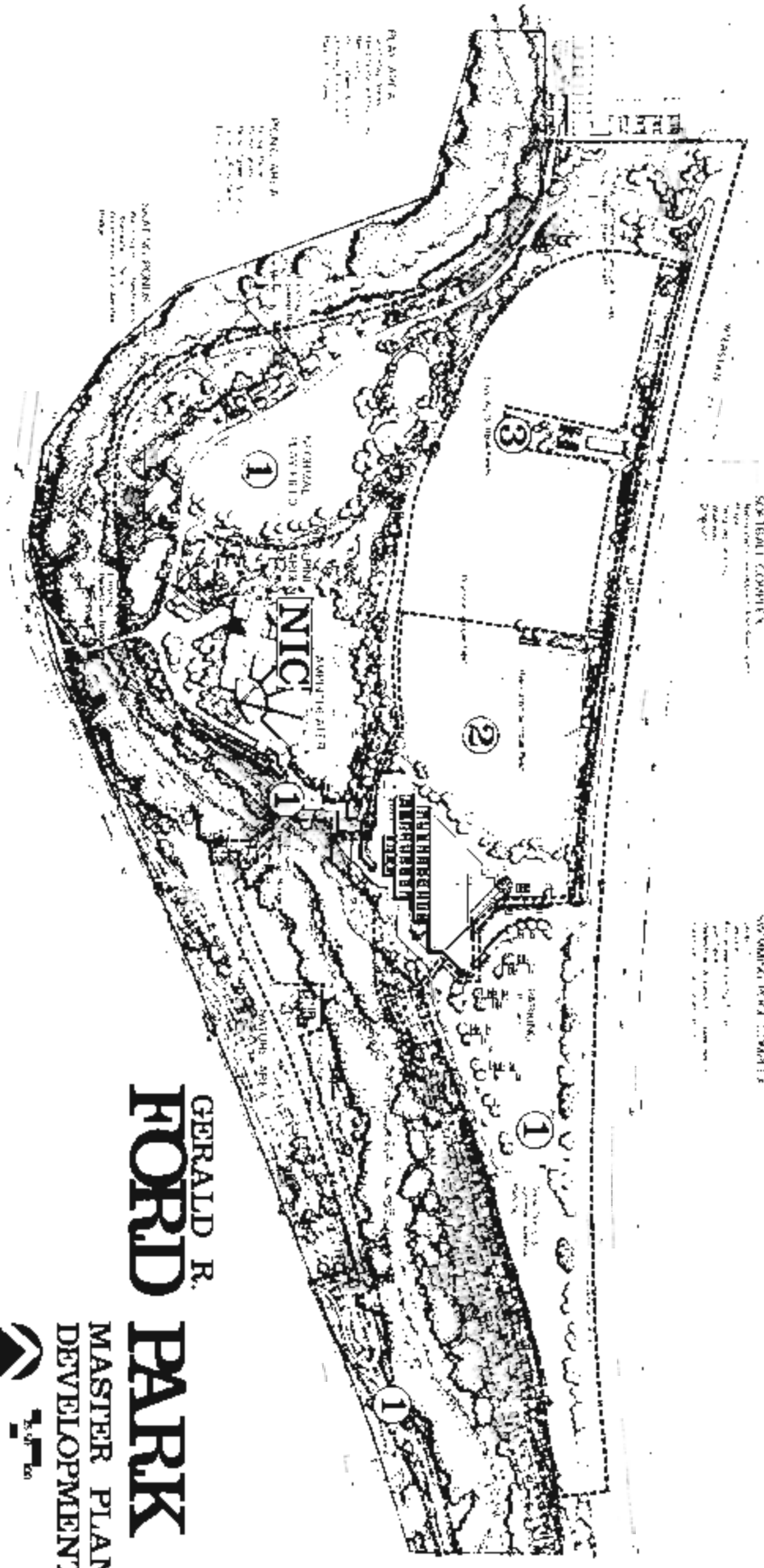
DONOVAN PARK

MASTER PLAN DEVELOPMENT



Town of Wall
Office of Community
Development
THIS Associates in Accordance





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GERALD R.
FORD PARK

MASTER PLAN
 DEVELOPMENT



PHASING PLAN

Town of Wall
 Dept. of Community
 Development
 THE

Costs and Phasing

FORD PARK

Phase One: Lower Bench Improvements/Parking Lot

A. Mobilization/Demobilization	\$ 30,000
B. Construction Layout	6,000
C. Demolition & Clearing	18,088
D. General Site Improvements	387,285
E. Parking Area	264,863
F. Play Area	119,796
G. Skating Pond	165,330
H. New Pedestrian Bridge & Plaza	90,314
I. Picnic Area	66,975
Subtotal	<u>\$1,148,651</u>
Contingency 8%	<u>91,892</u>
TOTAL	\$1,240,543

Phase Two: Pool Complex, West Ballfield

A. Mobilization/Demobilization	\$ 45,000
B. Construction layout	3,600
C. Demolition & Clearing	18,170
D. Ballfield Improvements	124,860
E. Swimming Pool Complex	4,500,000
Subtotal	<u>\$4,691,630</u>
Contingency 8%	<u>375,330</u>
TOTAL	\$5,066,960

Phase Three: East Ballfield Improvements

A. Mobilization/Demobilization	\$ 6,000
B. Construction layout	1,200
C. Ballfield Improvements	108,817
Subtotal	<u>\$ 116,017</u>
Contingency 8%	<u>9,281</u>
TOTAL	\$ 125,298

SUMMARY

Phase I	\$1,240,543
Phase II	5,066,960
Phase III	<u>125,298</u>
GRAND TOTAL	\$6,432,801

DONOVAN PARK**Phase One: Lower Bench Improvements**

A. Mobilization/Demobilization	\$ 18,000
B. Construction Layout	2,400
C. General Site Improvements	131,077
D. Parking Area	131,715
E. Ballfield	114,015
F. Play Area (playground, volleyball)	197,975
G. Skating Pond	208,094
H. Basketball Court	49,516
Subtotal	\$ 852,792
Contingency 8%	68,223
TOTAL	\$ 921,015

Phase Two: Pedestrian Bridge and Path to Lower Bench

A. Mobilization/Demobilization	\$ 3,250
B. Construction Layout	600
C. Pedestrian Bridge	41,000
D. Grading & Gravel Path	7,718
Subtotal	\$ 52,568
Contingency 8%	4,205
TOTAL	\$ 56,773

Phase Three: Upper Bench Improvements

A. Mobilization/Demobilization	\$ 3,250
B. Construction Layout	600
C. Parking Area	24,437
D. Native Seed Disturbed Areas	1,250
Subtotal	\$ 29,537
Contingency 8%	2,362
TOTAL	\$ 31,899

SUMMARY

Phase I	\$ 921,015
Phase II	56,773
Phase III	31,899
GRAND TOTAL	\$1,009,687

PHASING PLAN

DONOVAN PARK

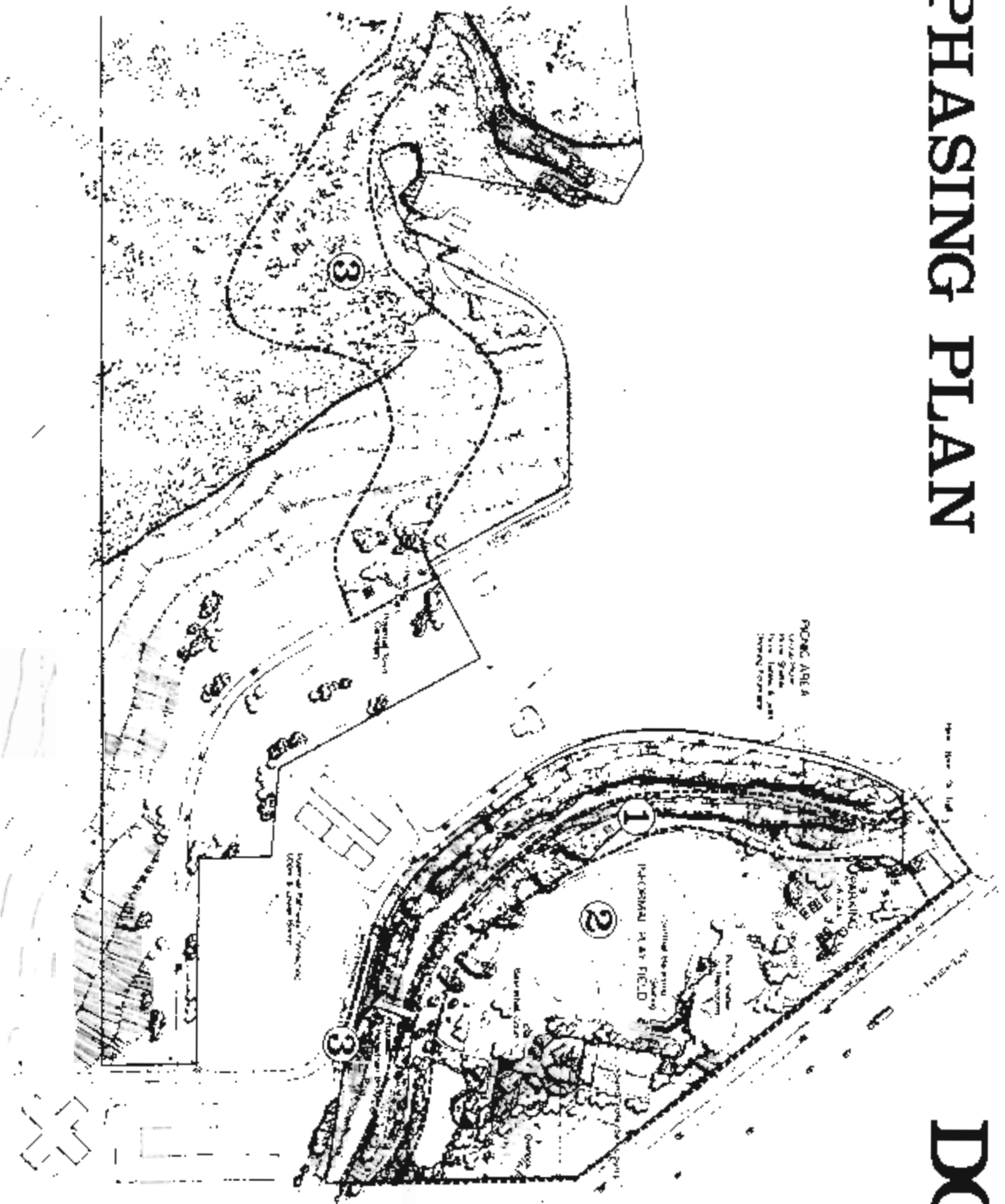
MASTER PLAN
DEVELOPMENT



2011

Town of Wall
Office of Community
Development

PHK Associates, Inc. 2011



PHASE 1
PHASE 2
PHASE 3

PHASE 1
PHASE 2
PHASE 3

Park Development and Landscape Character

The planning of Ford and Donovan Parks has carefully considered the preservation and retention of the Gore Creek and its natural character, in contrast to the creation and maintenance of a totally manicured landscape. A careful blend of maintained active recreational areas and natural passive areas has been achieved to accommodate the diverse pleasures and interests of this mountain community.

Park visitors should notice that care has been taken to conserve natural areas, plant communities, slopes and creek edges. Where new construction of trails, buildings, roads and play facilities will disturb natural areas, the creative blending of grades, and the use of trees, shrubs and ground-cover native to this area should be used to revegetate the disturbed areas. Dense planting buffers have been designed to insure privacy and protection within the park developments by screening adjacent public roadways and noncompatible land uses.

Planting buffers have also been used to protect and separate adjacent use areas within the parks where potential conflicts are present. Existing slopes and change in grade have been integrated into the master plan to enhance separations between activity areas, minimize the verticality of proposed structures, define spaces, and to provide new viewsheds into the park and surrounding mountains.

A sensitive development program responds to these qualities, seeking to reinforce the overall park character by careful planning and management of construction phases. During the implementation of the amphitheater and alpine garden elements, a monitoring procedure should be developed by the Town which will provide for some measure of control over the private groups responsible for the construction of these facilities. These programs are needed to ensure that all development within the parks is in accordance with the Master Plan and related guidelines.

Design Criteria

Considerations of conservation, maintenance, and park development led to the design criteria discussed in this section.

Site Preservation

The quality of the existing sites in regard to Gore Creek and existing plant communities is reinforced through the removal of creek debris, undesirable man-made elements, scrub undergrowth, diseased and damaged plant specimens. Extending these preservation programs into projected phase development helps to keep future maintenance costs low by preventing undesirable growth and park user practices. In addition, outside interest groups whose projects are included in the Master Plan should be required to maintain a site preservation program during their construction phase.

Revegetation

Natural areas that are cleared or disturbed during construction, and are not subsequently developed, are replanted to encourage plant associations that develop naturally under these specific site conditions.

Activity Transition

Screen plantings soften the edge between developed park areas, natural sectors, and conflicting adjacent land uses. Such plantings unify developed and natural areas as well as provide a protective buffer where the adjacent land uses conflict with recreational activities.

Definition of Activity Spaces

Spaces for different recreational activities are enclosed by land forms, structures or plantings. By defining these spaces and creating mass and contrast, visual landmarks are formed to assist visitors in movement on the site.

View

Plantings and landform manipulation direct views by framing interesting and attractive features such as distant mountain ranges, ponds, or the Gore Creek nature area. Visual screens of plant materials serve to close off undesired views to interstate, frontage roads or neighboring development.

Energy Conservation

Due to the unique wind and sun patterns within the Valley, open spaces, play areas, and buildings are oriented to take advantage of warm winter exposures and buffering from wind. Vegetation is implemented as an energy conservation measure, providing recreational spaces with a protective wind buffer and shade in the summer. Snow accumulation by wind drifts is directed through the use of wind channels formed by planting masses acting as a snowfence.

Accent

In areas of special interest or activity, and in pedestrian areas, plantings provide color, texture, form and scent to highlight and emphasize the special character of these places. Vertical architectural elements such as shade structures and play apparatus are colored to blend harmoniously with the surrounding landscape. Horizontal groundplane textures such as native shrubs, groundcovers, colored pavers, and smooth boulders are also used to compliment the environment. Major architectural structures such as the pool building complex and the amphitheater should be designed and accented to attract visitors without becoming a distracting visual element to the Valley.

Accessibility

Areas with difficult access routes have been improved through the addition of a well planned system of bike paths, bridge crossings and pedestrian trails. Parking areas have been sensitively planned to provide needed parking without impacting the natural or recreational use areas, and are visually screened. Vehicles have been prohibited from park areas except for periodic maintenance and service visits.

Separation/Integration

Landforms and massed plantings are used to separate conflicting recreational/cultural activities. Noise generating and active play areas are integrated together and placed away from passive or natural areas. Needed service facilities, such as restrooms, drinking fountains, etc., are located in or adjacent to activities with a high user demand.

Existing Character of the Site

Open meadows of native grasses and flowers, and prominent stands of evergreen forest are maintained in undeveloped areas of the parks. In the spirit of the Vail Nature Centre located in Ford Park, these natural areas of meadow, woodland and sloping terrain with exposed rock, provide for the wildlife and their habitats and should remain unchanged for all to enjoy.

Site Guidelines

Alternative building materials and construction techniques which would be used to achieve a park-like mountain theme environment were investigated.

The resulting vocabulary of designed elements should be considered a "family" of materials and details which are in harmony with the environment. During the construction phase, materials should be chosen and construction methods used which adhere to the following general guidelines:

Appropriateness

- Materials and detailing fit into the Park's environment and is both inviting and functional.

Compatibility

- Construction materials expressive of natural and native material, not contrasting.

Flexibility

- Material and techniques able to adapt to future expansion needs and programs.

Continuity

- Common materials theme with interrelated forms and color.

Maintenance

- Reasonable but realistic in cost with ease of accomplishment, and consideration of long-term maintenance expenditures.



Pedestrian walks and bike paths are provided in the areas of developed facilities and circulation routes. Walks and bike paths are accessible to the physically handicapped and are constructed of concrete or asphalt. Destination points should be identified and highlighted through the use of a unified park signage system.



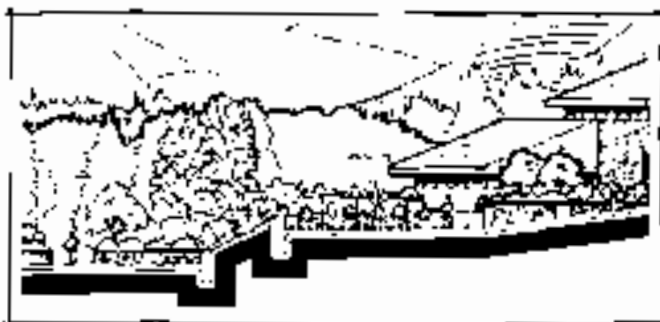
Cross-country ski trails and other pathways through natural areas shall be placed where little grade change is required and shall be constructed of compacted, inexpensive roadbase materials. Other surface materials which provide a hard surface, but appear natural should be considered.



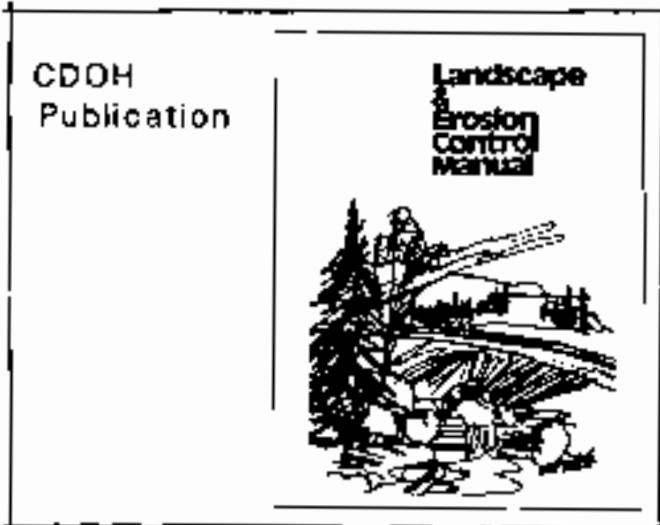
Landscape buffer plantings are provided along public perimeter roads and between parking areas to provide screening of noise and visual pollution.



Collected native river rock and boulders are used widely in the Valley. The application shown here indicates exposed boulders for low retaining walls. Other uses are pond edge treatments, slope stabilization and play area accents.



Washed river cobble may be used for architectural features such as exposed building walls and small retaining walls. The sandy-gray and brown color blend in with the natural environment.

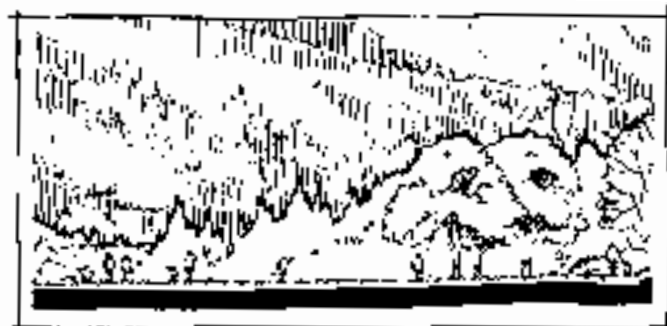


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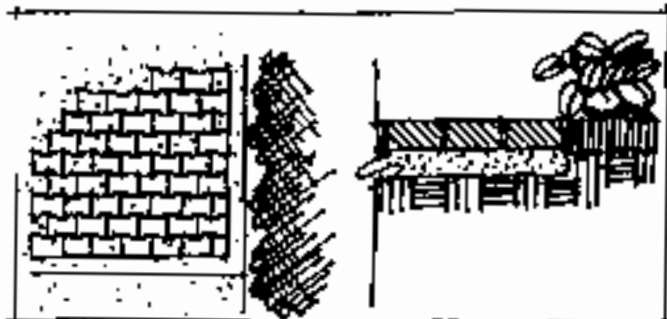
Landscape
Erosion
Control
Manual



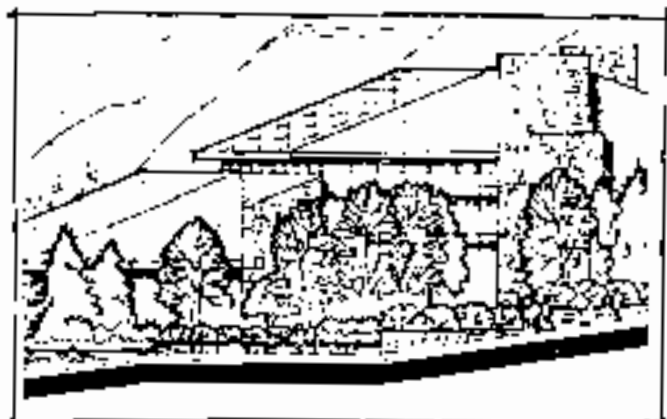
Temporary erosion control measures during construction, and permanent control measures after construction should be established to prevent sediment pollution of the Creek and to stabilize disturbed areas. Straw bales should be used for temporary control measures and jute netting should be used to permanently stabilize slopes.



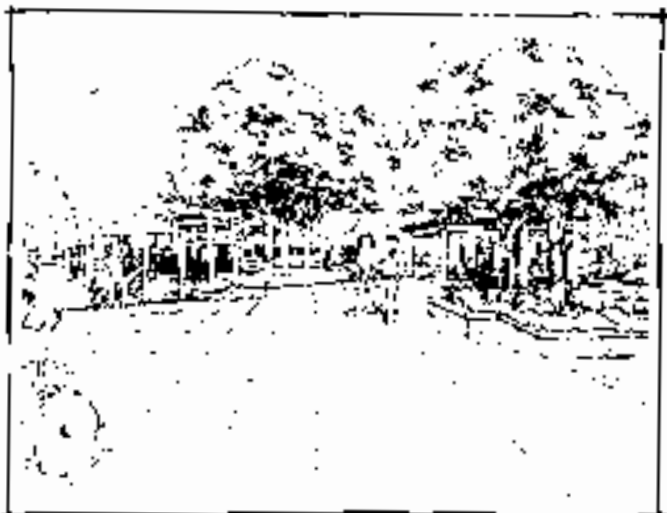
Gently sloping lawns are desirable for picnic areas and open field play. Irrigated and manicured lawn areas can transition into natural areas through the use of native grasses and shrubs.



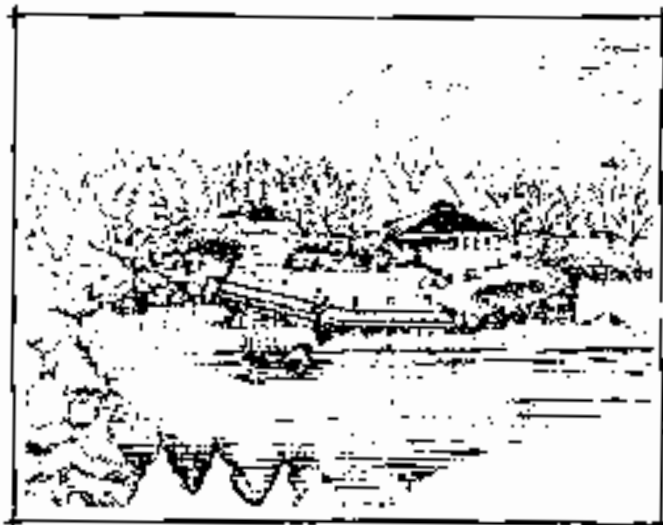
Special interlocking concrete pavers are used in several instances where it is appropriate to emphasize important features or pedestrian areas. The pavers dark grayish-purple color blends in well with wood, stone and plant materials.



Structures, shelters or other site buildings are designed in a low "profile" or are set into slope areas to reduce their vertical dominance upon the site. Construction materials should be harmonious with other materials being used on the site.



Children's play areas are designed with challenge in mind. Multi-level play structures, tunnels and other climbing apparatus are designed to excite and encourage free expression. Native landscape materials shall be incorporated into the play areas to soften and blend them with the environment. Plant materials shall be provided for enclosure and summer shading.



Inviting skating pond areas have been designed to promote year-round use of the parks. In summer, the ponds would serve as focal elements and destination areas for relaxing and informal picnicing. In winter they would be used for daytime and nighttime family ice skating and informal hockey games. A warming hut/restroom is provided along with seating areas and access docks. Native plantings and rock would be used generously.

Land Management and Parks Maintenance

A land management and parks maintenance plan for the Parks needs to be developed and should reflect a need to conserve energy, Town resources, and have an awareness of the natural resources of the site. Because most of the soils on the sites are limited in their capacity to support turf grasses and other plant materials; the most developable land areas require some sort of soil improvement following construction. The bulk of the areas designated for park development requires some clearing of vegetation, and removal of subsurface rock. Following clearing, a final evaluation of soil conditions can be made to determine the type and amount of remedial work necessary to prepare the soil for development and landscaping.

Successful land management includes enriching the soil in certain areas with inexpensive, readily available organic, nutrient rich humus in combination with nitrogen-fixing cover crops. These techniques improve the fertility and moisture holding capacity of the native gravelly soils so as to provide water for turf grasses during dry spells.

A parks maintenance program also needs to be developed and should reflect the type and frequency of maintenance tasks required by the park development. During the initial stages of phased construction, a detailed program of planned maintenance tasks should be developed based upon the type of facilities proposed. The seasonal sequence of on-going park care such as watering, mowing, aeration, mulching, weeding and fertilization should be charted out and followed to ensure that the park areas are properly maintained and ready for use.

This "maintenance calendar" should also cover a longer term program of nature area maintenance which would include the selective cutting of diseased or damaged trees and, the replanting with a different species or merely allowing more light in to allow competing trees to flourish. Unfortunately, it is not in the purview of this study to prepare detailed maintenance guidelines. In addition, completion time schedules of construction should be required from all outside interest groups who will be constructing a project in the Park, including a maintenance manual on all new facilities or landscaped areas.

Summary

This Master Plan report illustrates a planning and design process which included:

- understanding the plant communities, soils, physiography, hydrology and climatic forces which act upon the site, and making planning and design decisions based on that understanding;
- involving the Town staff, steering committee, governing members, outside interest groups, and foremost, the public in the program development process and in expression of their concerns over development;
- the thorough investigation of design alternatives and concepts, so as to ensure the proper location of facilities to meet the needs of the Town of Vail without violating the desired environmental design criteria.

Gerald R. Ford Park and John F. Donovan Park represent recreational master planning values which respect the natural environment of the sites. Proper development and management provides in perpetuity for the recreational needs and enjoyment of citizens and visitors for generations to come.

Appendix

Credits

Project Steering Committee

Stan Berryman, Director - Department of Public Works and Transportation

Patrick Dodson, Director - Department of Recreation

Diana Donovan, Member - Planning and Environmental Commission

John Horan-Kates - Vail Valley Foundation

Joe Macy - Vail Associates

Kent Rose, Member - Vail Town Council, Mayor Pro Tem

Town of Vail — Department of Community Development

Peter Patten, Director

Kristan Pritz, Town Planner

THK Associates, Inc.

Michael Morelli, ASLA - Project Manager

Larry Mouri, ASLA - Project Designer

Janet O'Toole, ASLA - Project Designer

Leslie Freeman, APA - Project Planner

Summary of Group Recreation Activities

Group 1

1. Finish amphitheater
2. Alpine garden
3. Passive quiet areas
4. Sledding hill
5. Aquatic Center, indoor-outdoor pool
6. Kayak course on creek
7. Softball fields (lighted)
8. Cover or camouflage existing utility boxes
9. Picnic area with facilities and parking
10. Pedestrian walkways
11. BMX course for teens

Group 2

1. Picnicing
2. Alpine garden
3. Cultural facility (amphitheater)
4. Park atmosphere
5. Bicycling
6. Pathways along river
7. Open green space, nature trails, etc.
8. Tennis, softball
9. Fishing
- Nature Center

Group 3

1. Amphitheater
 2. Softball fields
 3. Alpine garden
 4. Nature center
 5. Fishing
 6. Hiking
 7. Art
 8. Parking
 9. Sledding
 10. Nature trail
 11. Picnic
 12. Concessions
 13. Shelter/warming hut
- Tennis
Volleyball
Horseshoes

Group 4

1. Bike path
2. Amphitheater
3. Swimming pool
4. Picnic area by stream
5. Indoor athletic physical Education Center
6. Alpine garden
7. Lighted tennis courts
8. Kayak competition
9. Lighted softball fields
10. Restrooms



Summary of Group Recreation Activities

Group 5

1. Picnic area with passive recreation
2. Alpine garden
3. Lighted softball fields
4. Open natural area
5. Bike and foot paths
6. Parking
7. Buffer at nature center reinforced
8. Stocked pond with wildlife
9. Swimming pool
- Recreation center
- Amphitheater location assumed

Group 6

1. Open space and fields
2. Playground
3. Alpine garden
4. Swimming pool (indoor/outdoor)
5. Softball fields
6. Parking
7. Picnic
8. Amphitheater location
9. Water feature (physical, ponds, streams)
10. Indoor running track (around pool)
11. Soccer

volleyball
lacrosse

Group 7

1. Nature center and natural preserve
2. Professionally designed Alpine Garden
3. Indoor swimming pool with running track
4. Amphitheater completed
5. Picnic areas
6. Softball areas
7. Parking problem solved
8. Fishing
9. More emphasis on Gore Creek
10. Preserve views (all directions)

Restrooms

Tennis courts maintained

Golf driving range

Bicycle paths

Encourage joint use of fields

DONOVAN PARK

Town Meeting #1 - January 24, 1985

Summary of Group Recreation Activities

Group 1

1. Swimming pool/running (Aquatic center)
2. Picnic areas - near stream
3. Children's playground
4. Bike path
5. Hiking trails
6. Recreation Center/Cafe, etc.
7. Athletic field, multi-purpose
8. Fear-round par course
9. Adequate parking (possibly under-ground)
10. Open space for unstructured use
11. Fishing
12. More softball fields
13. Off-r bike course

Group 2

1. Aquatic center - somewhere
2. Keep natural environment, limit building, extra tree planting and shrubbery for private pockets - upper bench
3. Extra playing field - multiple use like soccer
4. Indoor aquatic center and running track (somewhere in town not specifically here)
5. Upper - ski down trail, indoor ice-rink - lower
6. Upper bench - trails
7. Shuffle-board courts with benches, need facilities for elderly people
8. Object to development - affects snow/climate, taking up green space.

Multiple use parking lot - other than dump

Group 3

1. Don't move softball field
2. Biker, hiker, exercise trail
3. Aquatic center (swimming pool, indoor and outdoor)
4. Covered picnic area
5. Playground
6. Quiet area (close to creek)
7. Basketball court
8. Communal garden
9. Soccer field
10. Volleyball court

Cross country ski trail

Summary of Group Recreation Activities

Group 4

1. Open Space
2. Playground
3. Fishing/Gold Medal Stream
4. Picnic Areas
5. Aquatic Center
6. Volleyball Courts
7. General Sports Field (softball, soccer, gym)
8. Pedestrian ways (trails, bike paths) and bridge connection between land
9. Cross-country ski facility
Tennis facility

Group 5

1. Bike, cross country and jogging path
2. Swimming pool
3. Childrens alpine tot lot
4. Curling
5. No structures on upper bench
6. Alpine garden and climbing area
7. Alpine zoo
8. Arts and craft facilities
9. Kayak course
10. Picnic facilities
Basketball courts, outdoor raquetball courts, tennis courts

Summary of Group Recreation Activities

Group 6

1. Indoor aquatic center and running track
2. Ski jump
3. Expand softball
4. Picnic areas (BBQ)
5. Trails (high bench)
6. Fishing
7. Logé run
8. Sports fields (lacrosse, soccer, rugby)
9. All purpose, indoor-outdoor, recreation center
- Childrens' facility, (playground), year-round parking

Group 7

1. Childrens' playground
 2. Sledding
 3. Swimming pool, community, 50 meter
 4. Open space, green area, preserve area
 5. Bike trails
 6. Hiking trails
 7. Softball
 8. Cross country trails
 9. Indoor running track
 10. Fishing
 11. Parking
 12. Bocci Ball
- Clean area (fall line), volleyball, fishing, YMCA, YMCA, picnic, kayaking, drinking fountain

School Survey Summary • January 31, 1985

8 Years - Under

1. playground area (swing, ropes, climb, caves, etc.)
2. free play, kites, frisbee
3. outdoor iceskating, pond, fish ducks
picnic area
4. swimming
5. soccer
6. sand area
football
7. basketball
sledding/ski
8. baseball
rollerskate

13-9 years

1. playground area (swings, ropes, climb, caves, etc.)
2. free play, kites, frisbee
3. soccer
4. swim
5. picnic area
6. football
7. baseball
8. socialize, relax, lay around
9. space
10. bikes
11. basketball
tennis
volleyball
trees
12. outdoor iceskating, pond, fish, ducks

18-14 years

1. socialize, relax, lay around
2. soccer
3. picnic area
4. free play, kites, frisbee
5. football
6. baseball
volleyball
7. swim
8. outdoor iceskating, pond, fish, ducks

Respondent Summary (231 Surveys returned total responses 405)

1. playground area (swings, ropes, climb, caves, etc. (197)
2. freeplay, kites, frisbee (67)
3. soccer (53)
4. picnic area (49)
5. socialize, relax, lay around (41)
6. swim (36)
7. football (35)
8. baseball (22)
9. outdoor iceskating, pond, fish, ducks (19)
10. bikes (19)

(*The 10 highest priority activities were listed.)

Recreation Survey Summary • February 11, 1985

Question #1 - Where do you live?

East Vail	-	37	(39.2%)
West Vail	-	30	(31.8%)
Central Vail	-	27	(28.6%)
Outside Vail	-	11	(11.6%)
Outside Colorado	-	1	(1.06%)

Question #2 - How old are you?

18 years	-	1	(1.06%)
19-30	-	32	(33.9%)
31-45	-	48	(50.8%)
46-64	-	23	(24.3%)
65-over	-	2	(2.1%)

Question #3 - Are you male/female?

Male	-	62	(65.7%)
Female	-	44	(46.6%)

Question #4 - Are you adult member family/single?

Adult member of family	-	71	(75.2%)
Single Individual	-	35	(37.1%)

Question #5 - Are there children in the household?

Yes - 46 (48.7%)

Question #6 - What are the ages of children in your household?*

Under 6 years of age	-	26	(27.5%)
12 through 18 years of age	-	27	(28.6%)

*Note: Printed in error on questionnaire, ages 7-11 were omitted.

Question #8 - Which of the following facilities do you feel are needed for the children in your area? (Check more than one if appropriate.)

1. Equipped playgrounds for younger children - 48 (50.8%)
2. Open fields and parks for unsupervised play - 26 (26.5%)
3. More and better facilities for organized sports (ie. pools, tennis courts, ballfields, ice-rinks, etc.) - 24 (25.4%)
4. Natural areas for exploring and nature studies - 17 (18.0%)
5. Trails (hiking, biking, riding) - 17 (18.0%)
6. A recreation center - 17 (18.0%)
7. Supervised sports instruction and recreation programs - 16 (16.9%)
8. Areas for and instruction for crafts and skills - 11 (11.6%)

Question #13 - What recreational activities do you participate in now? (Check more than one if applicable.)

1. alpine skiing - 78 (82.6%)
2. bicycling - 75 (79.5%)
3. cross country skiing - 69 (73.1%)
4. picnicking - 62 (65.7%)
5. camping - 58 (61.4%)
6. swimming - 56 (59.3%)
7. physical fitness programs - 56 (59.3%)
8. jogging/running - 54 (57.2%)
9. attending spectator events - 44 (46.6%)
10. Golf - 39 (41.3%)
11. fishing - 38 (40.2%)
12. ice skating - 33 (34.9%)
13. racquetball - 28 (29.6%)
14. sledding/tubing - 20 (21.2%)
15. kayaking/rafting - 20 (21.2%)
16. boating - 18 (19.0%)
17. arts, crafts, hobbies - 18 (19.0%)
18. horseback riding - 18 (19.0%)
19. softball/baseball - 17 (18.0%)
20. volleyball/badminton - 17 (18.0%)
21. water skiing - 15 (15.9%)
22. soccer - 13 (13.7%)
23. archery - 10 (10.6%)
24. hockey - 9 (9.5%)
25. basketball - 8 (8.4%)
26. pitching horseshoes - 8 (8.4%)
27. bowling - 8 (8.4%)
28. team sports - 8 (8.4%)

Question #14 - What activities would you like to see in Ford Park? (Check more than one if appropriate.)

1. swimming pool - 60 (63.6%)
2. bicycle trail - 49 (51.9%)
3. picnic areas - 49 (51.9%)
4. running/jogging trails - 48 (50.8%)
5. cross-country ski trail - 42 (44.5%)

5. Running/exercise course	- 42 (44.5%)
7. playground areas	- 40 (42.4%)
8. open turfed areas for informal play	- 39 (41.3%)
9. alpine garden	- 34 (36.0%)
10. recreation center	- 34 (36.0%)
11. more lighted facilities for night play	- 28 (29.6%)
12. ice-rink (outside)	- 26 (27.5%)
13. tennis courts	- 23 (24.3%)
14. fishing areas	- 22 (23.3%)
15. sledding area	- 21 (22.2%)
16. alpine slide	- 22 (22.2%)
17. softball/baseball fields	- 21 (22.2%)
18. soccer field	- 20 (21.2%)
19. volleyball/badminton areas	- 16 (16.9%)
20. basketball courts (outside)	- 15 (15.9%)
21. convention center	- 11 (11.6%)
22. kayaking course	- 10 (10.6%)
23. livery stables/equestrian trails	- 10 (10.6%)
24. archery range	- 5 (5.3%)
25. golf course	- 4 (4.2%)

**Question #16 - What activities would you like to see in Donovan Park?
(Check more than one item if appropriate.)**

1. swimming pool	- 48 (50.8%)
2. bicycle trail	- 47 (49.8%)
3. picnic areas	- 44 (46.6%)
4. play ground areas	- 40 (42.4%)
5. running/jogging trails	- 40 (42.4%)
6. running/exercise course	- 39 (41.3%)
7. open turfed areas for informal play	- 39 (41.3%)
8. Cross-country ski trails	- 32 (33.9%)
9. sledding area	- 28 (29.6%)
10. recreation center	- 28 (29.6%)
11. tennis courts	- 25 (26.5%)
12. volleyball/badminton areas	- 22 (23.3%)
13. basketball courts (outside)	- 20 (21.2%)
14. soccer field	- 16 (16.9%)
15. softball/baseball fields	- 16 (16.9%)
16. fishing areas	- 16 (16.9%)
17. alpine garden	- 16 (16.9%)
18. ice-rink (outside)	- 15 (15.9%)
19. alpine slide	- 13 (13.7%)
20. more lighted facilities for night play	- 13 (13.7%)
21. archery range	- 13 (13.7%)
22. kayaking course	- 11 (11.6%)
23. livery stables/equestrian trails	- 7 (7.4%)
24. golf range	- 2 (2.1%)
25. convention center	- 2 (2.1%)

Question #19 - In general, how do you feel about the range of recreational opportunities found in Vail? (Sports, open areas, picnicking, scenic areas, etc.) check one.

Excellent, many interesting and easy to use activities. - 22 (23.3%)

Good, but some important activities and facilities are lacking. - 69 (73.1%)

Fair, probably what we can expect for a town of our size. - 6 (6.3%)

Poor and inadequate. - 9 (9.5%)

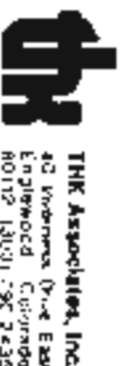
Question #20 - Are you aware of the programs and services of the Vail Parks and Recreation Department? (check yes or no)

Organized athletic programs (hockey, Soccer, etc.)	Yes <u>90.0%</u>	No <u>10.0%</u>
Nature center	Yes <u>91.0%</u>	No <u>9.0%</u>
Equipment rental	Yes <u>70.0%</u>	No <u>30.0%</u>
Youth Center	Yes <u>87.0%</u>	No <u>13.0%</u>
Putpourri (day care center)	Yes <u>73.0%</u>	No <u>27.0%</u>

Question #22 - In providing recreation and open space, which of the following items should be given the highest priority by the town? (Check more than one item if appropriate.)

1. Landscaping and beautification of the town's streets and important open space features. - 49 (51.9%)
2. Preservation and beautification of the town's important natural drainage ways (Gore Creek, Booth, Creek, Bighorn Creek, etc.) - 60 (63.6%)
3. A few centrally located parks and recreation areas for use of the entire community. - 54 (57.2%)
4. Acquisition of strategically located open land to buffer urban development. - 48 (50.8%)
5. Preservation of existing natural areas and important land forms. - 34 (36.0%)
6. Neighborhood playground and picnic areas convenient to most residential areas. - 42 (44.5%)
7. A few centrally located parks and recreation areas particularly attractive to visiting tourists. - 29 (30.7%)

DONOVAN PARK SITE PROGRAM SUITABILITY MATRIX

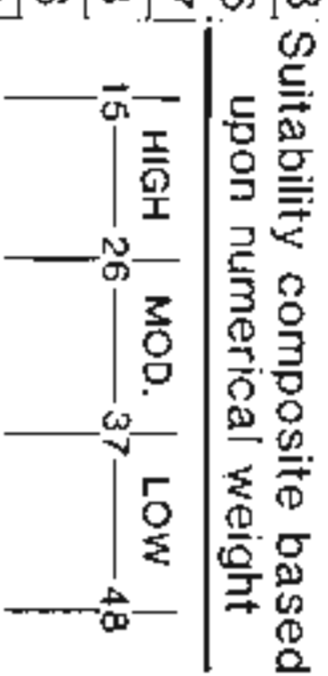


THK Associates, Inc.
40 Sherman Drive East
Englewood, Colorado
80112-1801-363-2435

MASTER PLAN DEVELOPMENT

SITE PROGRAM ITEM	PHYSICAL CONDITION												Available Site Acverage	Numerical Weight	SUITABILITY CRITERIA		
	Adjacent Land-use	Utilities	Slope(0-15%)	Slope (15%-over)	Hydrology	Floodplain(Gore Creek)	Geology/Soils	Vegetation	Wildlife	Views(on-site)	Views(off-site)	Noise(internal)				Noise(external)	Vehicular Access
1. Bicycle Trail	■	■	■	□	■	■	■	■	■	■	■	■	■	■	■	19	1
2. Picnic Areas	■	■	■	□	■	■	■	■	■	■	■	■	■	■	■	25	2
3. Hiking/Jogging Trails	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	17	2
4. X-Country Ski Trail	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	16	3
5. Childrens Playground	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	30	1
6. Exercise Course	■	■	■	□	■	■	■	■	■	■	■	■	■	■	■	23	2
7. Open Turfed Play Areas	■	■	■	□	■	■	■	■	■	■	■	■	■	■	■	26	2
8. Volleyball	■	■	■	□	■	■	■	■	■	■	■	■	■	■	■	27	3
9. Fishing	■	■	■	□	■	■	■	■	■	■	■	■	■	■	■	18	1
10. Kayaking/Rafting	■	■	■	□	■	■	■	■	■	■	■	■	■	■	■	16	1
11. Sledding/Tubing	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	19	2
12. Archery Range	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	26	2
13. Ice Rink (outdoor pond)	■	■	■	□	■	■	■	■	■	■	■	■	■	■	■	26	2
14. Restroom Facilities	■	■	■	□	■	■	■	■	■	■	■	■	■	■	■	35	2
15. Parking	■	■	■	□	■	■	■	■	■	■	■	■	■	■	■	35	2
16. Town Cemetery	■	■	■	□	■	■	■	■	■	■	■	■	■	■	■	24	2

SUITABILITY CRITERIA
 ■ 1. High
 ■ 2. Moderate
 □ 3. Low
 N/A



Suitability Matrix information was developed from the interpretation of the existing Site Analysis physical Conditions, matched against known minimum site requirements or standards of the listed program items.

FORD PARK MASTER PLAN AMENDMENT REQUESTED BY VAIL ALPINE GARDEN FOUNDATION

7a. Alpine Garden Education Facility Area

The environmental education building of the Alpine Garden (since 1988 called Betty Ford Alpine Gardens) provides a community facility devoted to fostering understanding of Vail's fragile high altitude environment, the native plants it supports, and man's relationship to them. It also serves to orient visitors to Betty Ford Alpine Gardens. Designed to be passive solar and energy conserving, the building is earth-sheltered and constructed of natural rock and timbers. It lies underneath the fourth phase of the Gardens, the Alpine Rock Garden, and is located adjacent to the existing Gardens on the north side. As with the first three phases of Betty Ford Alpine Gardens, the education facility will be built and administered by a private, nonprofit organization, the Vail Alpine Garden Foundation, for public use.

RESOLUTION NO. 27
Series of 1987

A RESOLUTION FOR THE PRESERVATION AND MAINTENANCE OF THE VAIL NATURE CENTER

WHEREAS: the Vail Nature Center is located on seven (7) acres of ground along the south bank of the Gore Creek, in the south section of Ford Park, and

WHEREAS: the Vail Nature Center is a valuable resource to the town of Vail in that it provides the Town with a natural preserve, an interpretive center, self-guided trails and environmental and educational programs, and

WHEREAS: the Vail Nature Center serves as an educational tool and example to demonstrate preservation and conservation of the natural environment, and

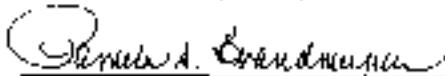
WHEREAS: the Town Council of the Town of Vail is desirous of establishing general policies to maintain, preserve and enhance the appeal of the Vail Nature Center.

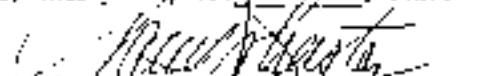
NOW, THEREFORE, be it resolved by the Town Council of the Town of Vail, that:

The following policies shall establish general guidelines for the maintenance, enhancement and future development of the Vail Nature Center:

1. The seven (7) acres designated as the Vail Nature Center will be preserved in their natural state as an example of the Gore Valley's natural history.
2. The Center will remain accessible only via the foot paths (6 self guided trails). Vehicle access will be prohibited with the exception of delivery of items too cumbersome or heavy to be manually delivered to the Center.
3. The Policies and Procedures Manual of the Vail Nature Center addresses in detail the goals and objectives of the Vail Nature Center and the maintenance record for the grounds and facility. Staff procedures for appropriate care, preservation and maintenance of the Center's building and grounds are listed in detail in this manual.
4. Substantial changes to the building and grounds must be reviewed by the Town Council and other applicable Town review agencies.

INTRODUCED, READ, APPROVED AND ADOPTED, this 14th day of November, 1987.


Town Clerk


Mayor

RESOLUTION NO. 44
Series of 1988

A RESOLUTION AMENDING THE FORD PARK MASTER PLAN

WHEREAS, the Vail Town Council and Vail Metropolitan Recreation District believe that the amendments to the Ford Park Master Plan provide for a more effective way to develop Ford Park for the benefit of the Vail community; and

WHEREAS, the Vail Town Council and Vail Metropolitan Recreation District are of the opinion that the Phase I amendment to utilize the on-site tennis courts with a provision to add an additional four courts and the Phase II amendment to locate the aquatic facility on the eastern softball field are in accordance with effective park design and recreational needs of the community and efficient expenditure of public funds for park improvements; and

WHEREAS, the amendments to the Ford Park Master Plan provide for recreational uses, access, and enjoyment of Ford Park by citizens and guests of Vail; and


WHEREAS, it is important to the success of the community to make every effort to maximize the use of the Town of Vail's recreational facilities and resources.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF VAIL, COLORADO, AS FOLLOWS:

Section 1.

The Vail Town Council hereby adopts the Phase I and Phase II amendments to the Ford Park Master Plan as drawn by THK Associates, September 21, 1988.

APPROVED AND ADOPTED THIS 6th DAY OF December, 1988.



Kent R. Rose, Mayor

ATTEST:



Pamela A. Brandmeyer, Town Clerk

FINAL REPORT

FORD PARK MANAGEMENT PLAN

An Amendment to the Ford Park Master Plan

Town of Vail
Department of Public Works and Transportation
Department of Community Development
Administration Department

Consultants:
Winston and Associates

April 14, 1997

Introduction.

The Ford Park Management Plan herein presented is to serve as an amendment to the 1985 Master Plan for Gerald R. Ford Park. The Ford Park Management Plan contains eight sections. Sections 1 - 4 introduce the plan: An executive summary, a history and time line of Ford Park, a description of the management plan process, and a statement of purpose of the management plan.

Section 5 is the heart of the management plan: a set of six management goals with accompanying objectives, action steps, and policy statements to provide a framework for future management decisions. Section 6 contains illustrative, conceptual plans and written descriptions which support the various action steps. A 5-Year Capital Improvements Program for Ford Park is presented in Section 7. Section 8 is an appendix containing copies of pertinent legislative and legal documents.

Section 1: Executive Summary.

The property which is today Gerald R. Ford Park was acquired by the town in 1973 in response to public reaction against a high density residential development proposal. The 39 acre park site represented the last remaining parcel of land central to use by all residents and visitors of the Vail Community. The Vail Plan (1973) described the site as a major community park - cultural center that would satisfy the town's growing recreational and cultural needs.

Development of the lower portion of the park was directed by the Gerald R. Ford/Donovan Park Master Plan (1985). Strong public participation led to the establishment of guidelines for the implementation of future improvements. Upper area improvements, softball fields, tennis courts, and parking areas, were constructed without the benefit of preplanning and subsequently created some barriers to the lower bench, natural areas, and Nature Center.

The Vail Village Master Plan (1990) recommended the park be considered as a site for additional skier parking to serve expansion on the eastern side of Vail Mountain. It also recommended the construction of bike/pedestrian ways along the South Frontage Road and Vail Valley Drive.

There are currently four main organizations involved in the operation of Ford Park. The Town of Vail, Vail Recreation District, Alpine Garden Foundation, and the Vail Valley Foundation all play distinct roles and manage separate portions of the park. The Town of Vail is the owner of the park and manages the community park, stream tract, and parking lot areas. The other three organizations each hold a lease or license agreement to operate their respective facilities and programs within the park.

A proposal by the Alpine Garden Foundation to construct an educational center within the garden area was a significant impetus to the creation of this document. However, several other formal and informal development expansion proposals and numerous unresolved park management issues existed. This plan is intended to create a means to evaluate development proposals in order to protect and enhance the character of the park.

This plan is a direct product of strong public participation in focus groups and public input sessions. One clear, concise message was conveyed to the town staff from the public participants: AYour role is steward to the park; don't screw it up by over development. @ To that end, this plan, serving as an amendment to the 1985 Ford Park Master Plan, is intended to guide the outcome of future development and improvement proposals through the implementation of six major goals.

1. Preservation and protection
2. Reduction of vehicular intrusions
3. Reduction of conflicts between venues
4. Resolution of parking and Frontage Road access problems
5. Improvement of pedestrian circulation
6. Delineation of financial responsibilities

Designed to be a framework for future management decisions, a series of objectives, action steps and policy statements facilitate the implementation of each goal statement.

Section 2: Background of Ford Park.

History

Gerald R. Ford Park has been the subject of numerous legislative and community planning actions over the last 24 years. The time line at the end of this section illustrates the relationship between the actions discussed in this section.

The Ford Park site was acquired by the Town of Vail in April of 1973 for the stated purpose of improving the quality of life in the community. This 39 acre park site represented the last remaining parcel of land central to use by all residents and visitors of the Vail community. The existing conditions plan, which follows this section, illustrates Ford Park in its current condition.

Ordinance No. 6, Series of 1973, signed April 3, 1973, (a copy of which is included in the Appendix), authorized the purchase (by condemnation) of the property known as the Antholz Ranch. The ordinance listed a variety of possible uses for the property including the following:

- X for park and greenbelt purposes,
- X to preserve the natural and physical character of the area to be condemned,
- X for bicycle, equestrian and hiking trails,
- X for children=s playground,
- X for performing arts and civic center,
- X for a ski lift and related facilities,
- X for picnic areas,
- X for recreational facilities such as tennis courts, swimming pools, gymnasium, ice skating rink,
- X for theater and assembly halls, convention center, public schools,
- X for possible exchange or trade of condemned land, or a portion thereof, with other property which may exactly meet the needs of the town,
- X to construct and maintain water works, transportation systems, and other public utilities relating to public health, safety, and welfare.

In August of 1973, the Vail Plan was completed. This plan was designed to control the growth and development of the community and contained a chapter on the town recreation system. The Antholz Ranch property was mentioned as the only site satisfying the recreation use anticipated. In the Vail Plan the uses intended for the property were further defined. The uses listed include a place for showing and creating art, crafts, etc.; an indoor theater as well as an 800 seat outdoor amphitheater; meeting rooms and community workshops; wide outdoor terraces and natural

landscapes; indoor ice arena, tennis and handball courts; children=s play facilities and space for family activities; headquarters for the Annual Vail Symposium and local television; and a possible location for an ecologium (nature center). The property was described as a major community park-cultural center. The plan called for 200 surface parking spaces and direct service from the town bus system. Major parking needs were to be accommodated in the Vail Transportation Center with various trails and bikeways connecting to the park.

In January of 1977, Resolution No. 1, Series of 1977, was passed naming the property commonly known as the Antholz Ranch as Gerald R. Ford Park in appreciation of President Ford=s contributions to the community. Resolution No. 1, Series of 1977 is included in the Appendix.

In August of 1985 the Gerald R. Ford Park and Donovan Park Master Plan Development Final Report was completed. The Ford Park Master Plan was adopted by Council with Resolution No. 19, Series of 1985, which is included in the Appendix. The purpose of the master plan was to guide the future development of these parks and establish guidelines for the implementation of improvements. The master planning project used a Recreation Needs Analysis Survey and involvement of the public in determining the recreation priorities of the community and the design concepts and criteria for the two park sites. The Ford Park master plan proposed a swimming pool complex, neighborhood park improvements, a skating rink on the lower bench, and the realignment of the eastern softball field. The neighborhood park open space area, playground, and access road were the only portions of the master plan actually constructed.

The first major structure to be constructed in the park, the Gerald R. Ford Amphitheater, was completed in July of 1987. The Parking and Transit Study completed in April of 1979 for the Amphitheater made five recommendations: The Village Structure should be considered the major parking facility for Ford Park, with improvements to the signs, sidewalks, and bus service being necessary; extend shuttle bus service to the soccer field; disallow Frontage Road parking; construct a vehicle turn-around and passenger unloading area at Ford Park; and do not schedule concurrent events.

Resolution No. 27, Series of 1987, was passed on November 3, 1987. Resolution 27 designated the seven acres around the Nature Center as an area to be preserved as an example of the Gore Valley=s natural history. Vehicular traffic was restricted and certain policies and procedures for preservation and maintenance of the grounds and facilities were established with the resolution. A copy of resolution No. 27, Series of 1987, is included in the Appendix.

Development of the community park portion on the lower bench of Ford Park included the restroom, playground area, open turf area and picnic facilities, and the west access road. These improvements were completed in November of 1988.

In December of 1988, the Vail Metropolitan Recreation District (Now the Vail Recreation District) and the Town of Vail, requested an amendment to the 1985 Ford Park Master Plan. The two phase amendment was adopted by Council as Resolution No. 44, Series of 1988. A copy of the resolution is included in the appendix. Phase one of the amendment was to utilize the on-site tennis courts and allow the construction of four additional courts. Phase two of the amendment changed the proposed location of the Aquatic Facility to the eastern softball field. Funding of the Aquatic Facility was rejected by voters in a special election on February 6, 1989. Vail Town Council was presented with a petition to delete all reference to an aquatics center from the Ford Park Master Plan in April of 1990. No record of Council action on the petition was found. While the tennis center building is not mentioned in the Master plan amendment, the VRD did receive a Conditional Use Permit for the project on May 8, 1990.

The Vail Village Master Plan, adopted January 16, 1990, addresses Ford Park as a specific study area. This study acknowledges the use of the park in recent years to accommodate overflow skier and local parking needs. It recommends the park be studied further as a site for additional skier parking to serve expansion of the eastern side of Vail Mountain. Action Step #5 under Goal #5 states Astudy the feasibility of an underground (recreation fields would remain) parking structure in Ford Park.@ The Parking and Circulation Plan, within the Vail Village Master Plan, identifies the western portion of the upper bench for Apotential parking beneath park,@ and calls for separated bike/pedestrian ways along the South Frontage Road and Vail Valley Drive.

The Vail Transportation Master Plan, completed in 1993, states, AThe existing Ford Park Parking area (east end of park) should be considered for a possible 2-level parking facility with the second level below existing grade.@ Ford Park and the athletic field parking area are also listed as two possible sites for oversized vehicles if the lot east of the Lionshead Structure becomes developed.

Current Park Management

There are currently four main organizations operating in Gerald R. Ford Park. The Town of Vail, Vail Recreation District, Alpine Garden Foundation, and the Vail Valley Foundation all play distinct roles and manage separate portions of the park. The Town of Vail is the owner of the entire Gerald R. Ford Park site and manages the community park, stream tract, and parking lot areas. The other three organizations each hold a lease or license agreement to operate their respective facilities and programs within the park.

The Vail Recreation District Lease of December 21, 1993, describes the premises license as including the upper bench of Ford Park, public tennis courts, athletic fields and Nature Center, although the graphic representation of the premises was not attached to the lease agreement. The VRD offers a variety of sports leagues, camps, and tournaments to area residents and guests. The Vail Nature Center occupies the seven acres between Vail Valley Drive and Gore Creek and offers environmental education and research opportunities to residents and guests. While officially a public parking lot, Vail Associates frequently utilizes the athletic field parking lot for employees working out of the Golden peak ski base. A copy of the Vail Recreation District lease is included in the Appendix.

The Vail Valley Foundation, (VVF), a non-profit, charitable organization, manages and maintains the Ford Amphitheater and immediate grounds. The terms of the agreement between the Town and the VVF, signed December 8, 1987, and extended to October 31, 2001, include an endowment for ongoing repair and maintenance of the Amphitheater. The amphitheater seats up to 2,500 people and is scheduled an average of 58 days during the summer. Hot Summer Nights concerts, Bravo! Colorado, and the Bolshoi Ballet are some of the more popular programs held at the

amphitheater.

The Vail Alpine Garden Foundation, a Colorado non-profit corporation, manages the three existing phases of the Betty Ford Alpine Garden under a Limited License Agreement signed June 8, 1994. The terms and conditions of a Lease Agreement are currently being negotiated. The original Alpine Display Garden was constructed in 1987 under a license agreement with the Town at the entrance to the amphitheater. The site for the Alpine Garden was established in the 1985 Ford Park Master Plan to act as a buffer between the amphitheater and active park areas. The second phase of the garden, the Perennial Garden, and third phase, the Meditation Garden, were constructed in 1989 and 1991 respectively. A fourth and final phase, the Alpine Rock Garden, is currently being planned for construction in 1998. A proposal by the Alpine Garden Foundation to construct an Educational Center with the final phase of the garden has been controversial. Opposition to the expanded use of the garden and the interior of park has been a significant impetus to the creation of this master plan amendment. In response to that opposition, the Vail Alpine Garden Foundation modified the proposal to locate the Educational Center near the athletic field parking lot on Vail Valley Drive. This location received conceptual approval by the Council on October 15, 1996, allowing the Foundation to proceed through the design process within the Town.

The lower bench of Ford Park, is managed by the Town of Vail Department of Public Works and Transportation and serves as a community park and open space facility with picnic, playground and open play areas. The lower bench is utilized several times a year for special events where large tents are often erected to accommodate the activities. Access to the park from the Golden Peak ski base is by a public access easement through the Manor Vail property. A copy of the easement is included in the Appendix. The Town operates the upper bench parking lot as a public parking facility during the ski season. Access to the upper bench parking areas is from the State owned South Frontage Road. The Colorado Department of Transportation (CDOT) is the agency responsible for reviewing and approving access permit applications from the State-owned Frontage Road. Currently, no access permit has been issued for the access by the CDOT. CDOT Frontage Road right-of-way covers a substantial portion of the existing gravel parking lot.

Time Line of Ford Park Activities:

April 1973	Condemnation of Antholz Ranch. Ordinance 6, 1973
August 1973	Completion of <u>Vail Plan</u> .
January 1977	Antholtz Ranch named Gerald R. Ford Park. Resolution 1, 1977
August 1985	Completion of <u>Ford/Donovan Park Masterplan</u> . Resolution 19,1985
July 1987	Amphitheater construction complete
August 1987	Alpine Demonstration Garden complete.
November 1987	Preservation of Nature Center. Resolution 27, 1987
December 1987	Vail Valley Foundation lease signed.
November 1988	Lower Bench improvements complete.
December 1988	Masterplan amendment by VRD. Resolution 44, 1988
December 1988	Service agreement with VRD. Resolution 46, 1988
May 1989	Tennis Center receives Conditional Use Permit.
July 1989	Alpine Perennial Garden complete.
January 1990	Completion of <u>Vail Village Masterplan</u> .
February 1990	Aquatic Center rejected by voters in special election.
April 1990	Council petitioned to delete Aquatic Center from masterplan.
May 1990	Tennis Center construction complete.
June 1991	Alpine Medetation Garden complete.
April 1993	Completion of <u>Vail Transportation Master Plan</u> .
December 1993	Vail Recreation District agreement renewed.
June 1994	Vail Alpine Garden Foundation license agreement signed.
June 1995	Town begins Ford Park Management Plan..
October 1996	Council allows Vail Alpine Garden Foundation to proceed through process with Educational Center plans at Soccer Field parking lot.

Section 3: Description of the process of developing the Management Plan.

The Ford Park Management Plan process was initiated in June of 1995 in response to several development proposals which had been formally and informally discussed and as a means to solve existing park management issues. The development proposals included an Educational Center for the Betty Ford Alpine Garden, cultural/performing arts center, expansion of the tennis facility, athletic field fencing, and a community parking structure. Park management issues included parking shortage, frontage road access, pedestrian access and circulation, access for the elderly and disabled, utilization of the lower bench, conflicts between uses within the park, conflicts with adjacent property owners, and delineation of financial responsibilities. At the time the project was authorized, Council expressed concern that a new master plan for Ford Park would result in an excessive amount of new development. In response, staff noted the intention of the project was to create a Management plan as a means to adequately and consistently evaluate development proposals, thus limiting development and protecting the character of the park.

Those organizations with a financial and managerial role along, with two neighborhood representatives, were identified as the Stakeholder Group and were invited to participate in the process. A third party facilitator was retained for the project in August of 1995. Staff members from the Town, Vail Recreation District and Alpine Garden participated in the facilitator selection process. Staff felt that a third-party facilitator would be beneficial to the project by offering a non-biased opinion and increasing Stakeholder participation. The Stakeholder Group was assembled in a series of meetings over the eight month period from August 1995 to April 1996. The meetings drew out issues, ideas, expansion proposals, and began formulating possible solutions.

Alternative design solutions addressing parking options, vehicular access, Frontage Road improvements, additional sports facilities and management policies, were presented to the public in an open house at the Gerald R. Ford Amphitheater on June 12, 1996. Citizens were asked to complete a self-guided presentation and opinion survey form. A synopsis of the open house presentation and summary of the opinion survey are included in the Appendix.

The open house presentation was a turning point in the process of developing the Management Plan. Several residents were alarmed by the alternatives included in the presentation and initiated a grass-roots movement to place a referendum on any future expansion/development within the park. This strong public reaction, combined with a lack of closure with the Stakeholders Group, prompted the Town to revise the process to include more public involvement at that time. Previously, public input was being reserved for a time when alternative plans could be presented for comment. Three Focus Group meetings with selected individuals from the community were held on September 18, 1996. Stakeholder groups were invited to submit a list of questions for inclusion in the Focus Group discussions. In round table discussion, individuals were asked to respond to a list of prepared questions regarding uses and issues associated with Ford Park. The Focus Group questions and responses are included in the Appendix. Additional public input sessions were held on October 2 and 3, 1996, which validated the focus group responses and further refined staff's understanding of the public perception and desire regarding Ford Park.

The combined results of the focus group and public input sessions along with a preliminary master plan framework, were presented to the Planning and Environmental Commission on October 14, 1996, and Town Council on October 15, 1996. Both PEC and Council directed staff to proceed with drafting the plan as an amendment to the 1985 Ford Park Master Plan based on the input received and presented.

Section 4: Purpose of the Management Plan.

This document is formatted as an amendment to the 1985 Master plan (revised) for Ford Park. While some of the physical aspects of the park have changed since the adoption of the 1985 Master plan, the essential character, concept, and function of the park have remained consistent. The 1985 Master Plan, enhanced by this amendment, remains a valid document to be used in the future planning and decision-making process for Ford Park. As with all master plans, this document will have a definite life for which it remains a useful decision-making tool. The life expectancy of this plan is approximately 10 years but should remain in effect until replaced by an updated master plan document. The Ford Park Management Plan will take precedence over the 1985 Master Plan where conflicts or discrepancies occur.

The intention of the combined documents is to guide the outcome of future development proposals within Ford Park by modifying the permitted uses (1973 acquisition legislation), recommending development guidelines, limiting the number of leaseholders within Ford Park, and designating buffer/protection zones within and adjacent to the park.

The 1985 Master Plan Acknowledges some shortcomings in the overall design of the park, particularly the layout of the upper bench area and the internal pedestrian circulation system. This amendment will formulate design alternatives to these specific problem areas to correct the deficiencies that exist. This amendment will also delineate managerial, operational, and financial responsibilities between the Town and the leaseholders.

Section 5: Goals, Objectives, Policies and Action Steps.

Goals for Ford Park are summarized in six major goal statements. Each goal statement focuses on a particular aspect of Ford Park brought up during the stakeholder and public input portions of the Management Plan process. As one might anticipate, there is a certain amount of overlap between the goal statements. The issues concerning Ford Park are complicated and convoluted as are the solutions to these issues. It is intended that the goal statements be consistent and complementary to each other and be designed to provide a framework, or direction, for the future management of Ford Park. A series of objectives following each goal statement outline specific steps that can be taken toward achieving each stated goal. Policy statements are intended to guide decision-making in achieving each of the stated objectives in reviewing development proposals and implementing capital improvement projects. Action steps are the final measure in implementing the goal statements.

Illustrative plans following the Goals, Objective, and Action Steps are included to help explain the concepts represented by those statements. The illustrations are conceptual and are not to be considered as final design solutions.

Goal #1: Preserve and protect Ford Park.

Objectives:

1.1: Limit future development.

Action Step 1.1.1: Draft a new ordinance to exclude those uses listed in Ordinance No.6, Series of 1973, now considered to be inappropriate, and to redefine the allowable uses within Ford Park.

Policy Statement 1: The following uses that are allowed and prohibited for Ford Park shall take precedence over Section 18.36.030 of the Municipal Code concerning the General Use Zone District.

Allowed Uses

- X Park and greenbelt
- X Bicycle and hiking trails
- X Children=s playground
- X Outdoor amphitheater
- X Botanical gardens
- X Environmental, educational, and historical centers
- X Picnic areas
- X Recreation and athletic facilities
- X Transportation systems and other public utility easements
- X Parking
- X Administrative offices

Prohibited uses

- X Ski lift and related facilities
- X Exchange or trade
- X Civic center, convention/conference center, public schools, gymnasium, and assembly hall
- X Swimming pools
- X Equestrian trails
- X Type III and IV employee housing

Policy Statement 2: New or changed facilities or uses will not be permitted to curtail existing public uses of facilities in the Park unless there is either a compelling public interest or adequate alternative facilities are available to its users. All functions in the park shall be maintained and function at a high quality level.

Action Step 1.1.2: Create and attach plan sheets which outline lease areas, referred to as Exhibit A in the Vail Recreation District lease agreement and Exhibit B in the Vail Valley Foundation lease agreement, but which were never attached.

Policy Statement 3: The existing variety of uses and facilities in the Park will be preserved. The Town will not enter into a lease agreement with any party that does not currently hold such an agreement, hereby maintaining current leaseholder status to: Vail Valley Foundation, Vail Alpine Garden Foundation, and Vail Recreation District, or their successors.

1.2: Refine criteria for evaluating future development proposals.

Action Step 1.2.1: Update the Design Criteria and Site Guidelines included in the 1985 Ford Park Master Plan by:

- a) Creating additional development guidelines for underground, low visual impact type structures, enhanced landscaping, and full and complete impact mitigation.
- b) Enforcing existing criteria and guidelines to solve and/or avoid problems associated with

development projects within Ford Park.

1.3: Designate Preservation Zones within Ford Park to protect sensitive natural areas and/or buffer zones between venues areas from developmental impacts. Define allowed uses within Preservation Zone areas.

Action Step 1.3.1: Define criteria for designating Preservation Zones and their uses within Ford Park. For example, significant native vegetation, wildlife habitat, and wetlands may be criteria for designating sensitive natural areas, while grade separations and dense landscape plantings may be criteria for designating sensitive buffer zones.

Action Step 1.3.2: Delineate Preservation Zones within Ford Park.

Policy Statement 4: All proposed development projects shall be reviewed for compliance with Design Criteria and Site Guidelines, as well as other Town regulations, and shall be additionally judged according to the recreational, educational or social benefit they bring to the community.

Policy Statement 5: Functions that do not maintain high standards of quality or that diminish the experience of park users, will not be permitted.

Policy Statement 6: The historic qualities and natural character of the Nature Center are to be maintained.

1.4: Enhance use and preservation of the Historic School House.

Action Step 1.4.1: Negotiate a contract with the Vail Alpine Garden Foundation to open the School House for public visitation and to perform preservation activities of photographs and artifacts.

Action Step 1.4.2: Make physical improvements to the school house to enhance lighting, public access and viewing areas.

Goal #2:

Reduce vehicular intrusions in, and their impact on, the park.

Objectives:

2.1: Reduce the demand for vehicular intrusions into the park.

Action Step 2.1.1: Provide additional on-site storage facilities within the Amphitheater, Alpine Garden and Recreation District areas to reduce and control the frequency of delivery and service vehicle intrusions into the park.

Action Step 2.1.2: Improve traffic gate operations and restrictions on both the east and west access roads to eliminate unnecessary and unauthorized vehicular intrusions into the park.

Action Step 2.1.3: Construct a central trash collection facility, accessible from the South Frontage Road, to be used by all leaseholders within the park for the disposal of trash,

landscape debris, and recyclables.

Policy Statement 7: Vehicular encroachment into the park will be minimized. The only vehicular uses allowed in the park are for: maintenance; delivery of goods and materials too large or heavy to be carried by non-motorized means; access for people with disabilities or limited mobility; public transportation; and emergency services.

2.2: Reduce the conflicts between vehicles and park users.

Action Step 2.2.1: Coordinate delivery schedules to reduce the frequency of delivery and service vehicle intrusions into the park during peak use time periods.

Action Step 2.2.2: Improve loading dock facilities in the Amphitheater to expedite the unloading and setup for performances and to reduce the need for large vehicle parking outside of the Amphitheater area.

Action Step 2.2.3: Improve the configuration of the east access road to allow use by large delivery vehicles, thus reducing the overall number of trips on the west access road and the need for the backing and turning of large vehicles on the lower bench of the park.

Goal #3:
Reduce conflicts between all Ford Park venues.

Objectives:

3.1: Coordinate events on all Ford Park venues.

Action Step 3.1.1: Expand the master schedule kept by the Town Clerk to include all venues within the park.

Action Step 3.1.2: Hold preseason and monthly event/activity coordination meetings.

Action Step 3.1.3: Hold semiannual (2x per year) coordination and input meetings with the Town Administrators, leaseholder representatives, and neighborhood and adjacent property owner representatives.

Policy Statement 8: Overlapping or simultaneous events that exceed the available community parking or other park infrastructure shall be discouraged.

Policy Statement 9: No one event or type of use will be allowed to dominate the usage of the Park.

Policy Statement 10: The Park is a Town of Vail community facility and in the case of conflicting uses, functions that best serve the interests of the community will have the highest priority. In all cases, final decisions regarding the Park rest with the Vail Town Manager.

Policy Statement 11: The day-to-day management and coordination of activities in the Park will be assigned to the Park Superintendent. The Park Superintendent will coordinate as necessary with a representative of:

- \$ the Town of Vail
- \$ the Vail Valley Foundation

- \$ the Alpine Garden
- \$ the Vail Recreation District

3.2: Improve buffers between different use areas within the park.

Action Step 3.2.1: Enhance the buffer zone between the softball fields and the amphitheater and gardens by reversing the orientation of the center and east softball fields.

Action Step 3.2.2: Enhance existing and new buffer zone areas through the addition of landscape planting.

Goal #4: Resolve parking and South Frontage Road access problems.

Objectives:

4.1: Develop and implement a parking management plan for Ford Park.

Action Step 4.1.1: Locate a variable message sign between the main roundabout and entrance to Village Structure for the purpose of informing drivers that close-in parking at Ford Park is restricted, at a fee, or full, and parking in the VTC is free and shuttle bus service is available.

Action Step 4.1.2: Schedule shuttle bus service from top deck of the Village Structure to Ford Park Frontage Road stop for special event/high demand days. Extend in-town shuttle bus service to Ford Park Vail Valley Drive stop.

Action Step 4.1.3: Designate drop-off parking from Frontage Road using 15 spaces north of bus stop. Enforce 5 minute time limit. Drop-off lane functions as a turn around once lot is filled. Schedule attendants on-site to manage drop-off spaces and assist users in loading and unloading.

Action Step 4.1.4: Allocate close-in parking on Frontage Road and Vail Valley Drive through reserve ticket purchases or on a fee basis. Parking attendants on-site to manage entrances and exits. Establish a ticket surcharge or parking fee price schedule which will generate sufficient funds to cover attendant and shuttle bus service costs. Fee parking is to be in effect for high-parking demand days only.

Action Step 4.1.5: Construct Frontage Road sidewalk from the Village Structure and improve sign system as necessary to accommodate pedestrian traffic to Ford Park.

Policy Statement 12: Adequate parking for the needs of the park are to be provided in the park and at the Village Structure.

4.2: Improve vehicular access from the South Frontage Road and improve parking lot design to maximize the number of parking spaces, aesthetics, and safety while mitigating environmental impacts.

Action Step 4.2.1: Design and construct improvements to the South Frontage Road to meet CDOT requirements for obtaining a state highway access permit.

Action Step 4.2.2: Design and construct improvements to all existing parking areas that

maximize the number of parking spaces; provide landscape buffering and treatment of storm water run-off.

Goal #5:

Improve internal pedestrian circulation within Ford Park and the pedestrian connections between Ford Park and Vail Village.

Objectives:

5.1: Improve directional and informational signs to and within Ford Park.

Action Step 5.1.1: Develop a comprehensive sign plan to direct Ford Park visitors from central sites in the Vail Village and from each level of the Village Parking Structure to destinations within Ford Park.

5.2: Improve pedestrian routes to Ford Park.

Action Step 5.2.1: Design improvements to existing pedestrian routes that will correct grading, surfacing, and lighting and will provide resting and sitting areas.

5.3: Improve internal pedestrian circulation within Ford Park.

Action Step 5.3.1: Design a central pedestrian path to enhance the connection between the upper and lower bench areas of the park.

Policy Statement 14: Any uses added to Ford Park in the future shall be structured to encourage users or participants to walk or ride the bus rather than drive.

Policy Statement 15: Pedestrian access to the Park from the Vail Village should be easy and visible. The Park shall be as pedestrian-friendly as possible.

Goal #6:

Delineate financial responsibilities among Ford Park leaseholders and the Town of Vail.

Objectives:

6.1: Formalize existing division of facility management/operation costs.

Action Step 6.1.1: Research current lease, license and use agreements for delineation of financial responsibilities.

Action Step 6.1.2: Correct inequities in utility billing procedures and distribution systems, current utility use, and payment relationships.

Policy Statement 16: All Ford Park leaseholders and the Town of Vail shall be required to share in common operating costs that benefit the whole park facility and as outlined in current lease or license agreements. These include but are not limited to, electrical charges for pedestrian path and parking lot lighting, trash removal charges, and regular parking lot and pedestrian path maintenance costs.

6.2: Create a cost-sharing agreement for Capital Improvement costs.

Action Step 6.2.1: Create a five year capital improvements program for Ford Park.

Action Step 6.2.2: Establish the benefit/cost relationship for capital projects to determine appropriate cost sharing agreements.

Policy Statement 17: Ford Park leaseholders and the Town of Vail desiring to make capital improvements within their respective lease areas shall be required to provide funding for those improvements and for subsequent modifications to those areas outside of the lease area caused by those improvements.

Policy Statement 18: Services, functions, and programs provided by Ford Park leaseholders, by bringing visitors to the community, generate sales tax revenues which contribute General Fund funding sources. Residents of the community which participate in those programs, contribute to the Real Estate Transfer Tax funding source through real estate transactions. Both of these funding sources can be utilized by the Town of Vail to pay for capital projects and improvements within Ford Park, reducing the need for contributions from the leaseholders.

Section 6: Illustrative Plan Components.

This section contains the maps and drawings necessary to illustrate the physical aspects and relationships of the plan. There are 7 plan sheets at a scale of 1" = 50'. The Index sheet orients each plan sheet to the overall park layout. A 24" x 36" plan sheet at 1"=100' is included in the back of this document.

The following text for each of the 7 plan sheets offers a written description of the improvements illustrated. These drawings and descriptions are intended to illustrate the concepts of the improvements only and are not considered to be final construction documents.

Sheet 1: Streamwalk and West Access Road Improvements.

Streamwalk.

Regrade eastern 370' of path to reduce existing slope of 15% to a maximum of 4.5%. Construct approximately 320' of 8' maximum height retaining wall. Replace existing vandal-prone path lights with a more vandal-resistant fixture. Install benches at 150' intervals to provide sitting and resting places.

West Access Road.

Reduce width of road entrance from South Frontage Road from the existing 50' to 10' to reduce visual significance of this entrance. Install an automated traffic control gate. Control gate to be hand-held opener operated on the Frontage Road side and automatic loop operated on the park side. The gate is to function as an exit only gate in conjunction with the East Access Road. Install additional landscape plantings and directional and park entrance signs. Install benches at 150' intervals to provide sitting and resting places.

South Frontage Road Walk Path.

Construct 12' concrete pedestrian/bike path along south edge of roadway from Vail Valley Drive to the West Access Road entrance. Path will be separated from the roadway by 6" curb and gutter. Construct left-hand turn lane and right-hand turn traffic island at South Frontage Road and Vail Valley Drive intersection. Install additional path lights as necessary.

Sheet 2: Ballfield and Circulation Route Improvements.

Pedestrian Path.

Extend pedestrian/bike path beyond West Access Road as 10' detached pathway. Widen path between softball infields and extend beyond the Tennis Center to the proposed main park entrance. Install 300 feet of highway guardrail along South Frontage Road to protect bleachers and spectators adjacent to softball fields. Install additional path lights as necessary.

Softball Field and Path:

Remove existing paved parking area and move eastern softball field approximately 30' north. Construct an 8' paved pedestrian path around the east and south sides of the eastern softball field to connect to the existing concrete path from the playground area. Install additional path lights and benches as necessary. Install directional signs at all path intersections. Install additional landscape plantings east and south of ballfield as a landscape buffer.

Sheet 3: Bus Stop / Main Entrance Improvements.

South Frontage Road Improvements:

Widen South Frontage Road to provide 6' bike lanes on each side, two 12' through lanes, 12' east bound right-hand turn lane, and 16' west-bound left-hand turn lane. Construct curb and gutter on both sides of the roadway. Construct raised, landscape median islands where possible to reduce the quantity of paved surface and to delineate travel lanes. (See typical cross section of median island). The turning and travel lanes indicated are in accordance with Colorado Department of Transportation (CDOT) highway access code requirements. Obtain Highway access permit from Colorado Department of Transportation.

Bus Stop/Drop-off.

Construct dedicated bus stop lane, accessed by an enter only drive cut from the South Frontage Road. This drive will also provide access to 15 dedicated drop-off parking spaces directly across

from the Tennis Center entrance. Install additional landscape plantings to buffer and screen parking areas from the roadways.

Main Park Entrance.

Construct Main Park Entrance drive with one entrance and two exit lanes. Install main park entrance sign and landscape plantings at this location. Install directional signs at all pedestrian paths and intersections. Install pedestrian and roadway lights as required.

Tennis Court Relocation.

Remove eastern court from existing bank of 4 courts. Construct new court on the western end of the existing bank of 2 courts. Excavation of the existing berm and relocation of water meter pits will be required.

Sheet 4: Parking Area improvements.

Parking Lot.

Construct 7 disabled accessible parking spaces along east side of Tennis Complex. Expand area of existing gravel parking area by constructing two sets of tiered 4' retaining walls. Revegetate hillside with native wildflowers and shrubs. Construct 194 space paved parking lot with curb and gutter and landscape islands. Install storm water filtration system to clean water before discharge into Gore Creek. A total number of 209 parking spaces are indicated on this plan, an increase of 10 spaces. Install landscape plantings along Frontage Road and south edge of parking lot to screen and buffer parking area from adjacent roadways and neighborhoods. Install parking lot lighting as needed.

Central Trash Enclosure.

A central trash enclosure is shown at the southwest corner of the parking lot. This is intended to be a fully enclosed building which contains a trash dumpster or compactor unit. All leaseholders will utilize the central enclosure to dispose of trash generated at each facility. No trash truck traffic will be allowed into the park.

Sheet 5: Manor Vail Entrance Improvements.

Manor Vail Walkway.

Repair existing brick and concrete walkway as needed. Install Ford Park Entrance signs at intersection for walkway and Vail Valley Drive and at right-hand turn to the Manor Vail Bridge. The second entrance sign should be located where it is clearly visible from the walkway.

Manor Vail Bridge.

Increase the deck height of the Manor Vail covered bridge by approximately 4'. This is accomplished by removing the bridge from its footings intact, pouring an additional 4' of wall on the existing concrete footings, and resetting the bridge. Any structural improvements can be made to the bridge at that time. The 4' increase in elevation will allow the walks approaching the bridge from both directions to be reconstructed at lower grades. Replace existing pedestrian lights with vandal-proof fixtures. Install benches at approximately 150' intervals to provide sitting and resting places.

Sheet 6: East Access Road Improvements.

Access Gate.

This entrance is intended to function as the primary service vehicle entrance to the Lower Bench.

Install Automated traffic control gate at Intersection with parking lot. Gate will be hand-held opener operated on the parking lot side and roadway loop operated on the park side. This will be an enter and exit access point. Reconstruct existing access road to a 15' width at a maximum of 7.9% slope. Construct approximately 160' of 8' maximum height retaining wall along uphill side of the road. Install benches at approximately 100' intervals to provide sitting and resting places. Install additional path lights and directional signs as needed.

Amphitheater loading Dock.

Construct an additional 12' x 35' loading bay on the south side of the amphitheater to accommodate performance deliveries. The additional loading bay will reduce vehicle traffic during peak park use times and reduce the need for parking outside the managed amphitheater area.

Sheet 7: South Entrance Improvements.

Soccer Field Parking.

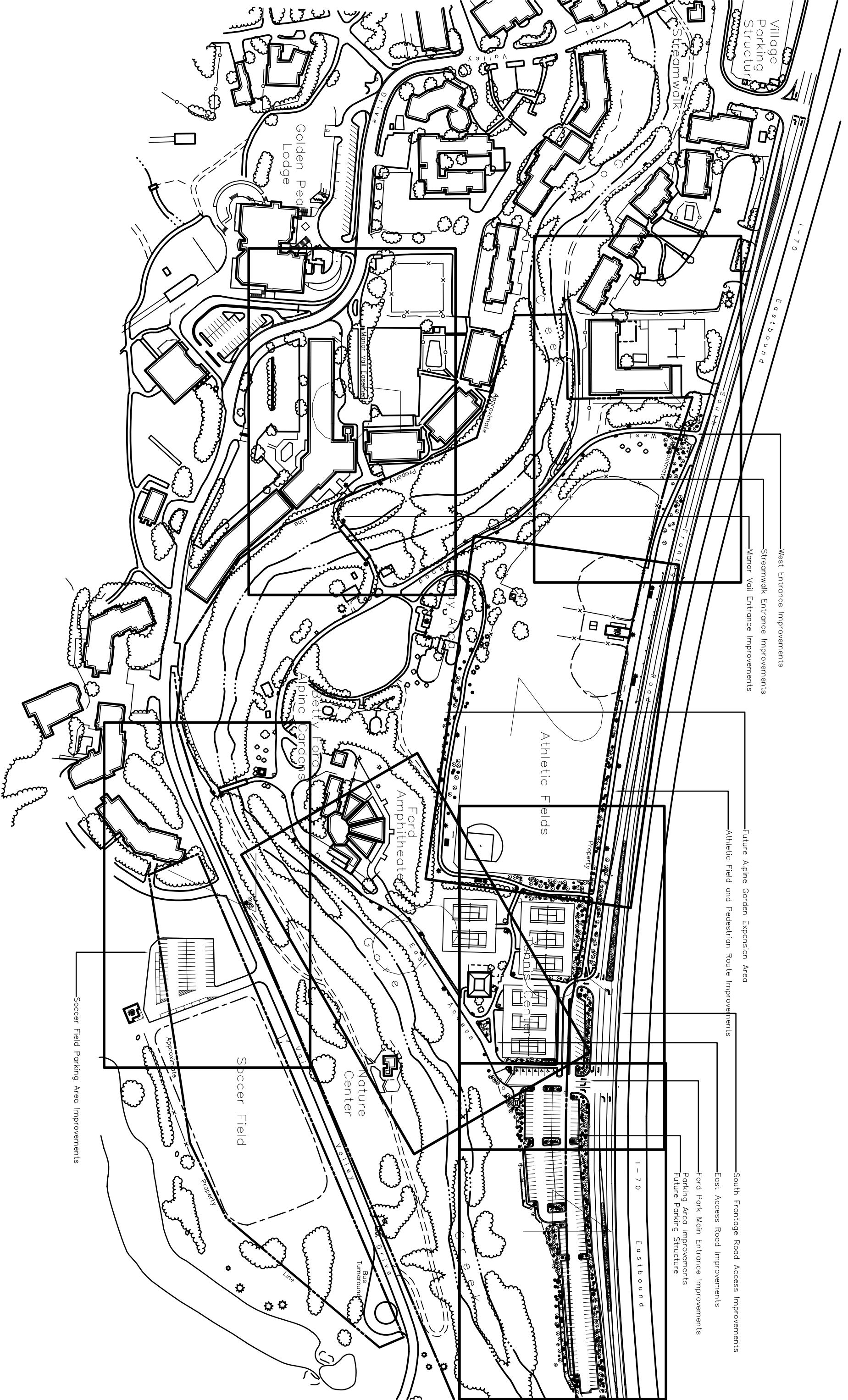
Improve the Soccer Field parking lot driveway entrance and restripe the existing lot to maximize the number of parking spaces. The Soccer Field lot is noted as the future site of the Alpine Garden Foundation=s Education Center pending development review process approval.

Section 7: Capital Improvements Plan for Ford Park.

This section outlines a five to ten year plan for making physical improvements to the park. The final list of projects will be reviewed and coordinated with Ford Park leaseholders, and adjacent property owners and must be validated through open public participation. Ford Park projects and improvement costs are eligible for Real Estate Transfer Tax funds and grant funding through Great Outdoors Colorado.

Preliminary list of projects:

1. Streamwalk reconstruction.
2. Streamwalk path light installation.
3. Directional sign package design and installation.
4. Additional site furnishings installation.
5. West Access Road control gate installation and landscaping.
6. South Frontage Road pedestrian/bike path construction.
7. Relocate eastern softball field.
8. Internal pedestrian path construction.
9. South Frontage Road accel/decel lane construction.
10. Relocate tennis court.
11. Bus stop, parking lot, and main entrance improvements construction.
12. Central trash enclosure design and construction.
13. Manor Vail walkway repair and sign installation.
14. Manor Vail bridge and path reconstruction.
15. East Access Road improvement construction.
16. East Access Road control gate installation.
17. Amphitheater loading dock design and construction.
18. Athletic Field parking lot improvement construction.
19. Nature Center trail reconstruction.




Village Parking Structure
 Streamwalk
 1-70
 Eastbound
 South
 Frontage Road
 Manor Vail Entrance Improvements
 Streamwalk Entrance Improvements
 West Entrance Improvements

Future Alpine Garden Expansion Area
 Athletic Field and Pedestrian Route Improvements
 South Frontage Road Access Improvements
 East Access Road Improvements
 Ford Park Main Entrance Improvements
 Parking Area Improvements
 Future Parking Structure


Soccer Field Parking Area Improvements

FORD PARK
MANAGEMENT PLAN


Sheet Index



NORTH

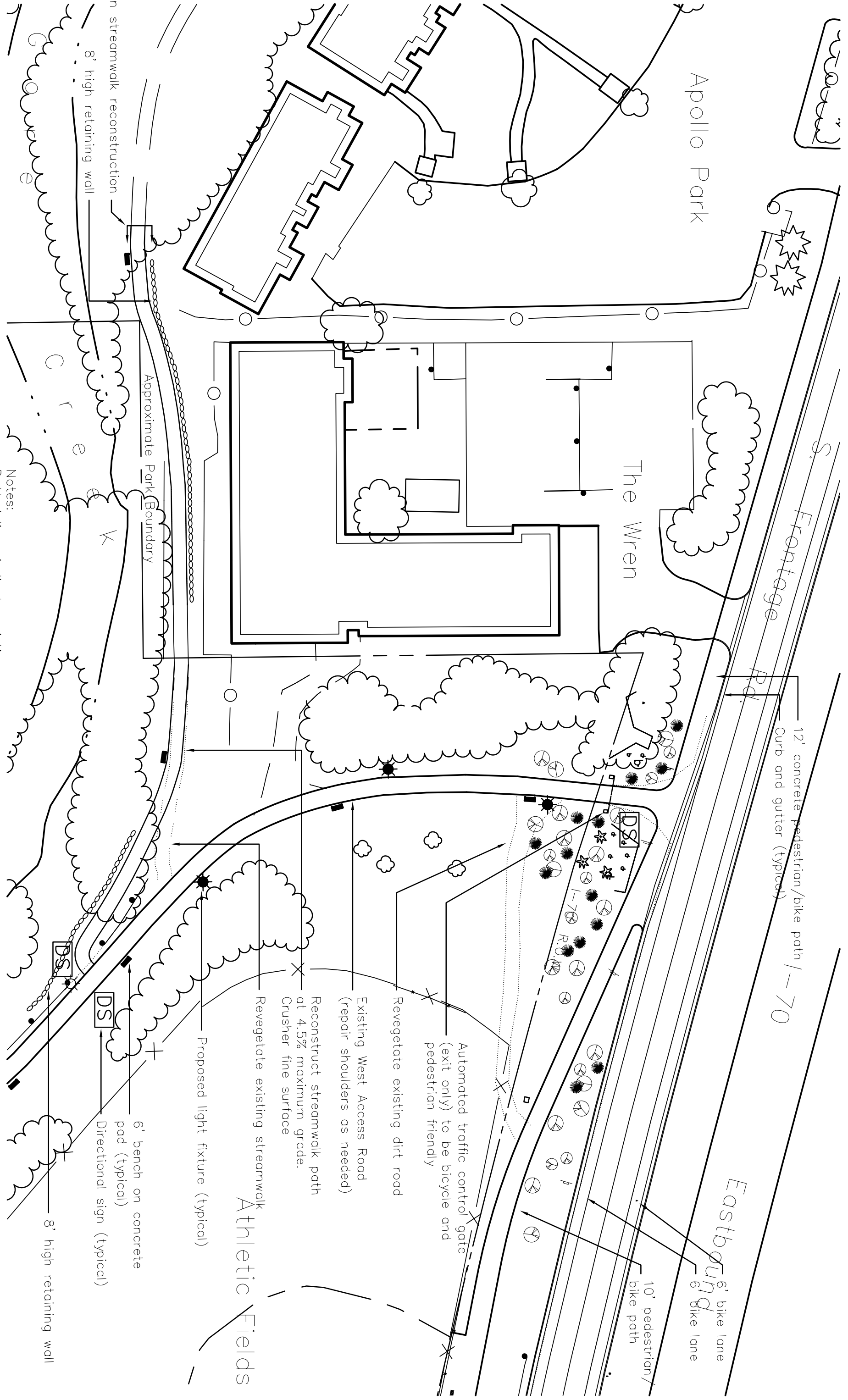


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 March 1997




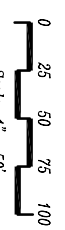

TOWN OF VAIL
 Department of Public Works/Transportation

Index



**CONCEPTUAL ONLY
NOT FOR CONSTRUCTION**

Notes:
Dotted lines indicate existing conditions
Streamwalk path lights to be replaced

FORD PARK MANAGEMENT PLAN	
STREAMWALK AND WEST ACCESS ROAD IMPROVEMENTS	
 NORTH	 Scale: 1" = 50' March 1997
 TOWN OF TALLAHASSEE Department of Public Works/Transportation	
1	

S. Frontage Rd.

Painted median
Raised median
Landscaped median

Remove existing stairway

6' wide bike lanes
Curb and gutter (typical)

New bleachers built into hillside (typical)
Dugout bench

Existing infield and backstop

Existing bleachers

Existing restroom/concession building

Existing infield and backstop

10' concrete pedestrian/bike path
Proposed light fixture (typical)
Extend lighting along pedestrian/bike path to Vail Valley Drive.
Install guardrail

8' concrete pedestrian path
Existing paved parking lot to be removed

Landscape buffer

Athletic Fields

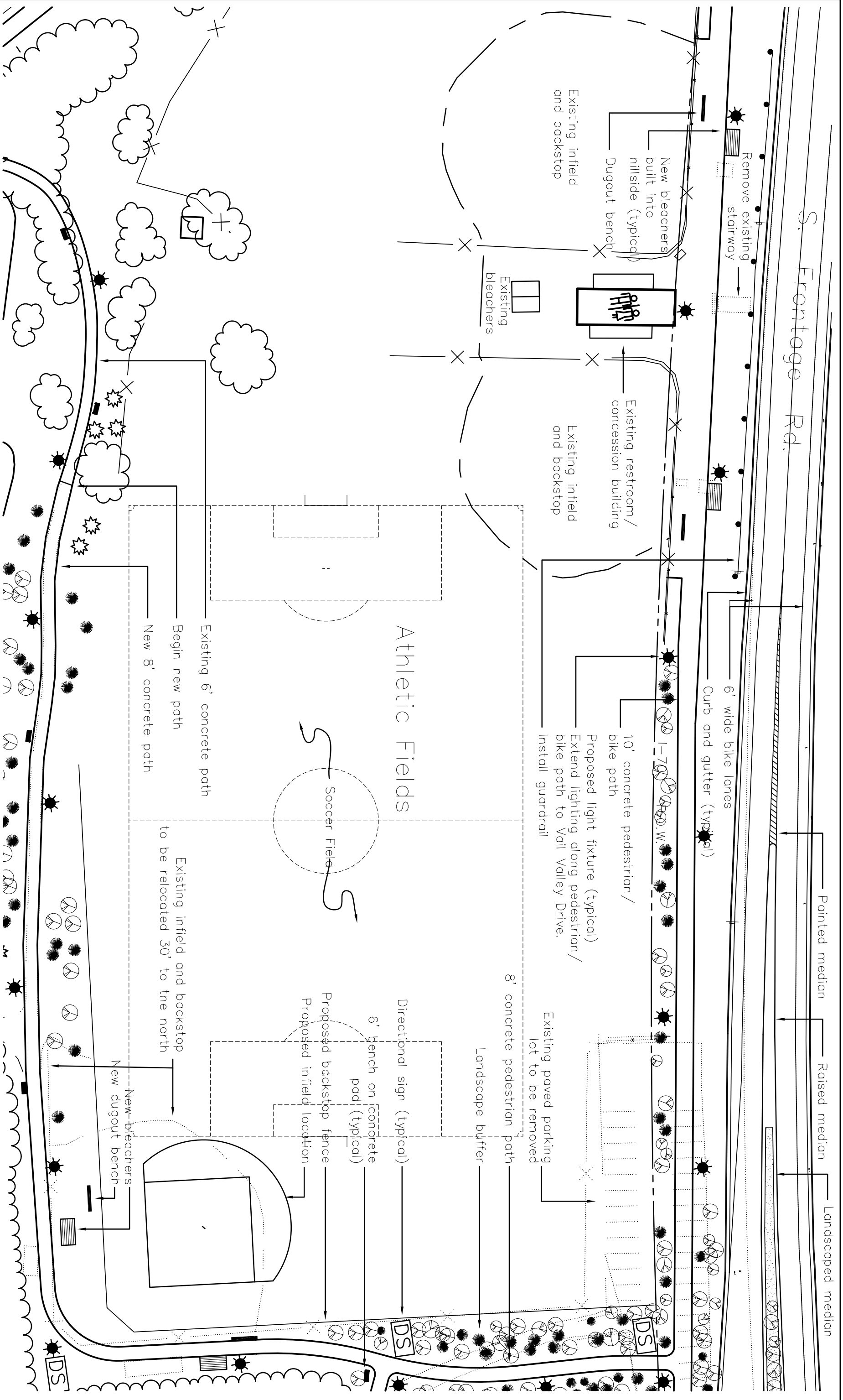
Soccer Field

Directional sign (typical)
6' bench on concrete pad (typical)
Proposed backstop fence
Proposed infield location

Existing 6' concrete path
Begin new path
New 8' concrete path

Existing infield and backstop to be relocated 30' to the north

New bleachers
New dugout bench

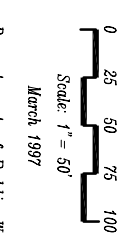


Note: Dotted lines indicate existing conditions

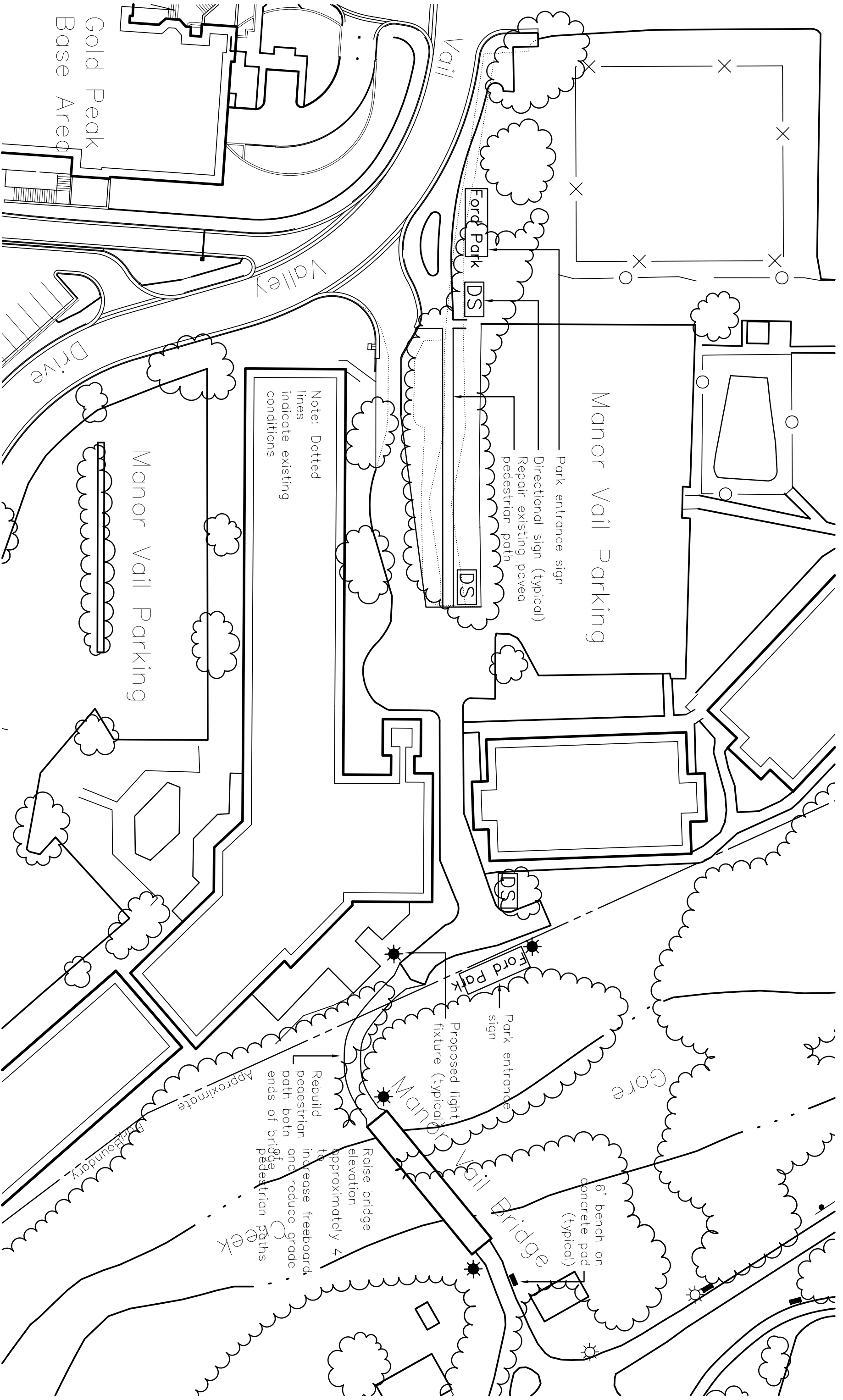
CONCEPTUAL ONLY
NOT FOR CONSTRUCTION

FORD PARK MANAGEMENT PLAN

BALLFIELD AND CIRCULATION ROUTE IMPROVEMENTS



Scale: 1" = 50'
March 1997
TOWN OF VAIL
Department of Public Works/Transportation



**CONCEPTUAL ONLY
NOT FOR CONSTRUCTION**

**FORD PARK
MANAGEMENT PLAN**

MANOR VAIL ENTRANCE IMPROVEMENTS

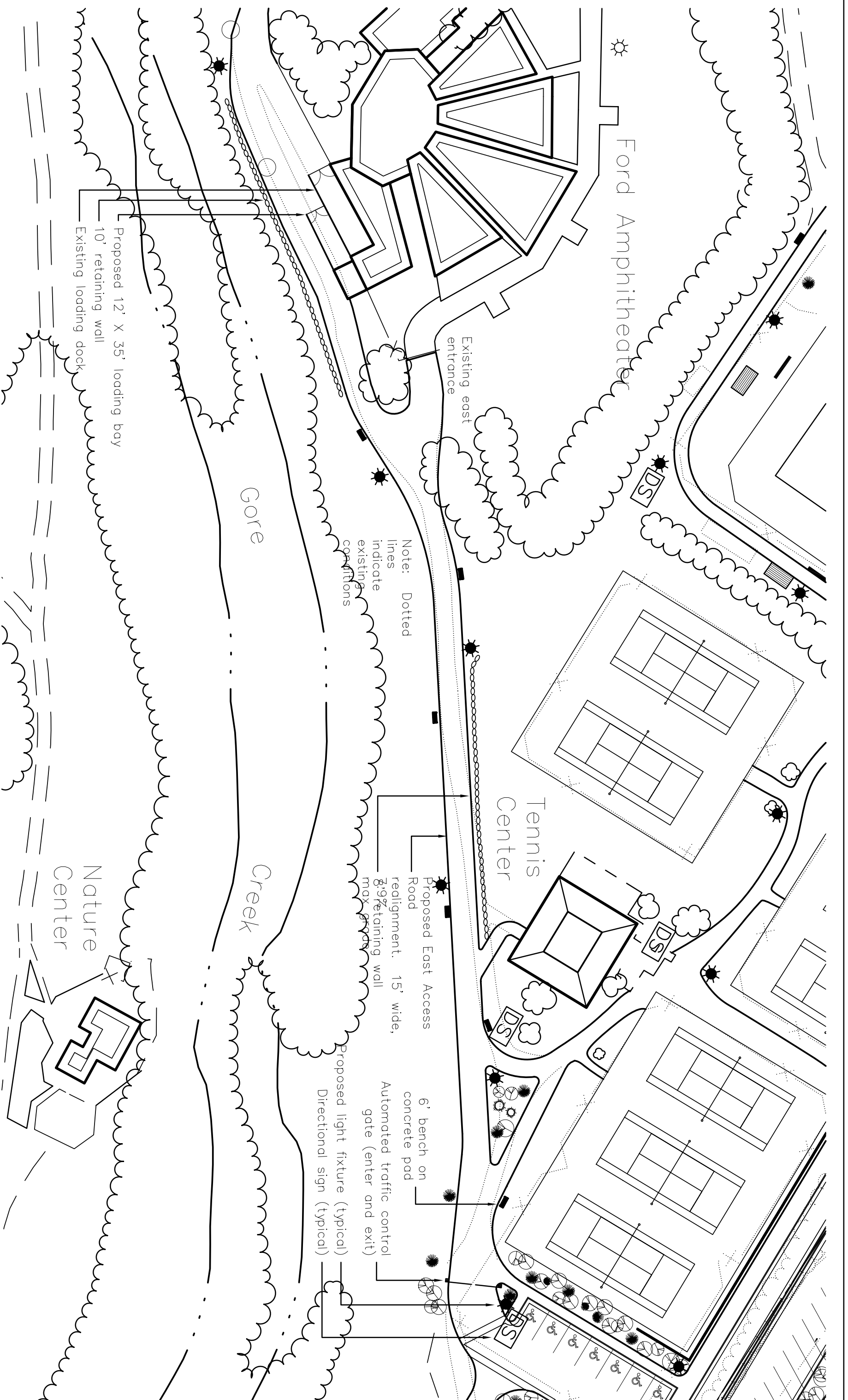
NORTH

0 25 50 75 100
Scale: 1" = 50'
March 1997

Department of Public Works/Transportation

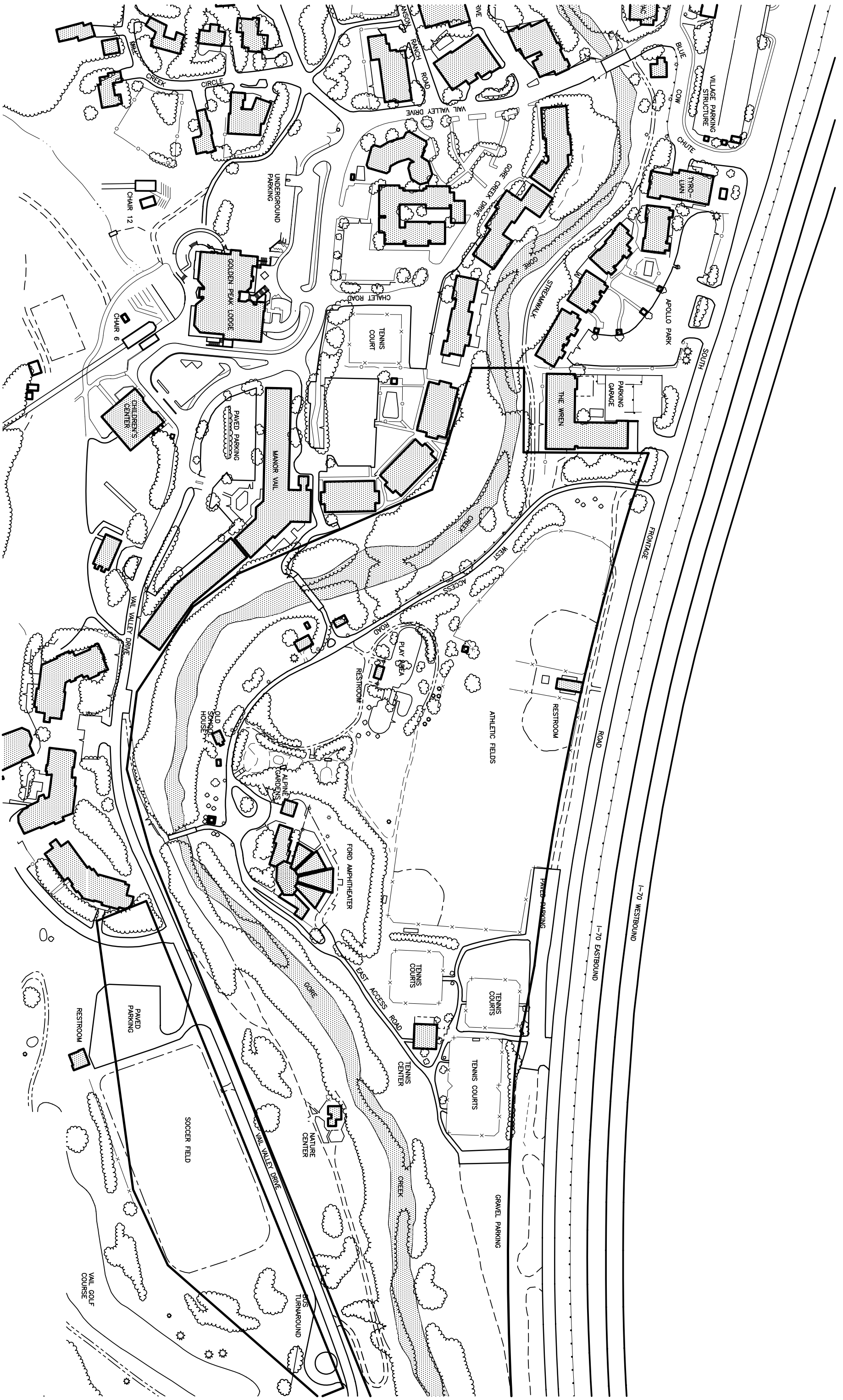
TOWN OF VAIL

5



**CONCEPTUAL ONLY
NOT FOR CONSTRUCTION**

<p>FORD PARK MANAGEMENT PLAN</p>		<p>NORTH</p>	<p>Scale: 1" = 50' March 1997</p>	<p>TOWN OF TALLAHASSEE Department of Public Works/Transportation</p>
<p>EAST ACCESS ROAD IMPROVEMENTS</p>				



**FORD PARK
MANAGEMENT PLAN**

EXISTING CONDITIONS

NORTH

0 50 100 150 200
Scale: 1" = 200'
March 1997

TOWN OF VAIL
Department of Public Works/Transportation

**AN UPDATE TO THE
FINAL REPORT
FORD PARK MANAGEMENT PLAN**
An Amendment to the Ford Park Master Plan



April 14, 1997
Updated April, 2012

**AN UPDATE TO THE
FINAL REPORT
FORD PARK MANAGEMENT PLAN**
An Amendment to the Ford Park Master Plan

Prepare for:
Town of Vail
Public Works Department
Community Development Department
Administration Department

Prepared by:

Braun Associates, Inc.

AECOM

Zehren Associates, Inc.

Updated
April, 2012

Introduction

The Ford Park Management Plan herein presented is to serve as an amendment to the 1985 Master Plan for Gerald R. Ford Park. The Ford Park Management Plan contains eight sections. Sections 1 - 4 introduce the plan: An executive summary, a history and time line of Ford Park, a description of the management plan process, and a statement of purpose of the management plan. Section 5 is the heart of the management plan: a set of six management goals with accompanying objectives, action steps, and policy statements to provide a framework for future management decisions. Section 6 contains illustrative, conceptual plans and written descriptions which support the various action steps. A 5-Year Capital Improvements Program for Ford Park is presented in Section 7.

In 2012 the Ford Park Management Plan was updated to reflect new ideas for improvements planned for the Park. Plans to make improvements to the Park were initiated when Vail voters approved funding by re-allocating a portion of Convention Center Funds to Ford Park. The other stakeholders in the Park are also participating in the funding of these improvements.

The 2012 update continues the overall direction for the Park established by the 1997 Management Plan and in doing so maintains the role the Park has played in the community for the past 30 years. The 2012 update makes no significant changes to the activities that currently take place in the Park. By way of example, all of the major uses in the Park – athletic fields, passive recreation, the Gerald R. Ford Amphitheater, the Alpine Gardens and tennis remain in place. There are no changes to the six major goal statements or to the related objectives, policy statements and action steps outlined in the 1997 Plan.

Refinements to the Plan resulting from the 2012 update are limited to the Illustrative Plan Component of the 1997 Management Plan. The Illustrative Plan Components are conceptual site plan diagrams of improvements suggested for the Park. Many of the park improvements identified by the 2012 Update will implement improvements first identified in the 1997 Plan. These improvements and new improvements not previously contemplated by the 1997 Plan are outlined in Section 6.

Section 1: Executive Summary

The property which is today Gerald R. Ford Park was acquired by the town in 1973 in response to public reaction against a high density residential development proposal. The 39 acre park site represented the last remaining parcel of land central to use by all residents and visitors of the Vail Community. The Vail Plan (1973) described the site as a major community park – cultural center that would satisfy the town’s growing recreational and cultural needs.

Development of the lower portion of the park was directed by the Gerald R. Ford/Donovan Park Master Plan (1985). Strong public participation led to the establishment of guidelines for the implementation of future improvements. Upper area improvements, softball fields, tennis courts, and parking areas, were constructed without the benefit of preplanning and subsequently created some barriers to the lower bench, natural areas, and Nature Center.

The Vail Village Master Plan (1990) recommended the park be considered as a site for additional skier parking to serve expansion on the eastern side of Vail Mountain. It also recommended the construction of bike/pedestrian ways along the South Frontage Road and Vail Valley Drive.

There are currently four main organizations involved in the operation of Ford Park. The Town of Vail, Vail Recreation District, Alpine Garden Foundation, and the Vail Valley Foundation all play distinct roles and manage separate portions of the park. The Town of Vail is the owner of the park and manages the community park, stream tract, and parking lot areas. The other three organizations each hold a lease or license agreement to operate their respective facilities and programs within the park.

A proposal by the Alpine Garden Foundation to construct an educational center within the garden area was a significant impetus to the creation of this document. However, several other formal and informal development expansion proposals and numerous unresolved park management issues also existed. The Ford Park Management Plan was created as a means to evaluate development proposals in order to protect and enhance the character of the park.

The 1997 Plan was a direct product of strong public participation in focus groups and public input sessions. One clear, concise message was conveyed to the town staff from the public participants: Our role is steward to the park; don’t screw it up by over development. To that end, this Plan, serving as an amendment to the 1985 Ford Park Master Plan, was intended to guide the outcome of future development and improvement proposals through the implementation of six major goals:

1. Preservation and protection
2. Reduction of vehicular intrusions

3. Reduction of conflicts between venues
4. Resolution of parking and Frontage Road access problems
5. Improvement of pedestrian circulation
6. Delineation of financial responsibilities

Designed to be a framework for future management decisions, a series of objectives, action steps and policy statements facilitate the implementation of each goal statement.

The most recent motivation for initiating improvements to Ford Park evolved from discussions of how to utilize the Town's Conference Center funding. In the Fall of 2011 Vail voters approved the re-allocation of the \$9-plus million Conference Center Funds by an 87 percent margin. As endorsed by the voters, a portion of these funds was to provide funding for improvements to Ford Park, specifically improvements to the Ford Amphitheater, the Alpine Gardens, park-wide pedestrian flow, as well as expansion of the athletic fields and restroom improvements at the Ford Park athletic complex.

As a part of the 2012 Update process the 1997 Management Plan was one of the considerations used to define improvements both necessary and appropriate for the Park. Improvements contemplated for the Park are consistent with the goals, objectives, policies and action steps of the 1997 Plan. However, some improvements were new ideas and necessitated some clarification to the Illustrative Site Plan concepts depicted in the 1997 Plan. In response to this the 2012 Update to the Ford Park Management Plan was prepared.

Ford Park Stakeholders

The Town of Vail is the land owner of Ford Park and plays an active role in the management and operation of the Park. The Town also has lease or other agreements with three other entities that manage and maintain facilities in the Park:

- The Vail Recreation District,
- The Betty Ford Alpine Gardens, and
- The Vail Valley Foundation.

Collectively the Town and the Ford Park stakeholders have been working collaboratively on the preparation of improvement plans for the Park and to varying degrees each of the stakeholders are collaborating with the Town by participating in the funding of their respective improvements

Section 2: Background of Ford Park

History

Gerald R. Ford Park has been the subject of numerous legislative and community planning actions over the last 24 years. The time line at the end of this section illustrates the relationship between the actions discussed in this section.

The Ford Park site was acquired by the Town of Vail in April of 1973 for the stated purpose of improving the quality of life in the community. This 39 acre park site represented the last remaining parcel of land central to use by all residents and visitors of the Vail community. The existing conditions plan, which follows this section, illustrates Ford Park in its current condition.

Ordinance No. 6, Series of 1973, signed April 3, 1973, (a copy of which is included in the Appendix), authorized the purchase (by condemnation) of the property known as the Antholz Ranch. The ordinance listed a variety of possible uses for the property including the following:

- for park and greenbelt purposes,
- to preserve the natural and physical character of the area to be condemned,
- for bicycle, equestrian and hiking trails,
- for children's playground,
- for performing arts and civic center,
- for a ski lift and related facilities,
- for picnic areas,
- for recreational facilities such as tennis courts, swimming pools, gymnasium, ice skating rink,
- for theater and assembly halls, convention center, public schools,
- for possible exchange or trade of condemned land, or a portion thereof, with other property which may exactly meet the needs of the town, and
- to construct and maintain water works, transportation systems, and other public utilities relating to public health, safety, and welfare.

In August of 1973, the Vail Plan was completed. This plan was designed to control the growth and development of the community and contained a chapter on the town recreation system. The Antholz Ranch property was mentioned as the only site satisfying the recreation use anticipated. In the Vail Plan the uses intended for the property were further defined. The uses listed include a place for showing and creating art, crafts, etc.; an indoor theater as well as an 800 seat outdoor amphitheater; meeting rooms and community workshops; wide outdoor terraces and natural landscapes; indoor ice arena, tennis and handball courts; children's play facilities and space for family activities; headquarters for the Annual Vail Symposium and local television; and a possible location for an ecologium (nature center). The property was described as a major community

park-cultural center. The plan called for 200 surface parking spaces and direct service from the town bus system. Major parking needs were to be accommodated in the Vail Transportation Center with various trails and bikeways connecting to the park.

In January of 1977, Resolution No. 1, Series of 1977, was passed naming the property commonly known as the Antholz Ranch as Gerald R. Ford Park in appreciation of President Ford's contributions to the community. Resolution No. 1, Series of 1977 is included in the Appendix.

In August of 1985 the Gerald R. Ford Park and Donovan Park Master Plan Development Final Report was completed. The Ford Park Master Plan was adopted by Council with Resolution No. 19, Series of 1985, which is included in the Appendix. The purpose of the master plan was to guide the future development of these parks and establish guidelines for the implementation of improvements. The master planning project used a Recreation Needs Analysis Survey and involvement of the public in determining the recreation priorities of the community and the design concepts and criteria for the two park sites. The Ford Park master plan proposed a swimming pool complex, neighborhood park improvements, a skating rink on the lower bench, and the realignment of the eastern softball field. The neighborhood park open space area, playground, and access road were the only portions of the master plan actually constructed.

The first major structure to be constructed in the park, the Gerald R. Ford Amphitheater, was completed in July of 1987. The Parking and Transit Study completed in April of 1979 for the Amphitheater made five recommendations: The Village Structure should be considered the major parking facility for Ford Park, with improvements to the signs, sidewalks, and bus service being necessary; extend shuttle bus service to the soccer field; disallow Frontage Road parking; construct a vehicle turn-around and passenger unloading area at Ford Park; and do not schedule concurrent events.

Resolution No. 27, Series of 1987, was passed on November 3, 1987. Resolution 27 designated the seven acres around the Nature Center as an area to be preserved as an example of the Gore Valley's natural history. Vehicular traffic was restricted and certain policies and procedures for preservation and maintenance of the grounds and facilities were established with the resolution. A copy of resolution No. 27, Series of 1987, is included in the Appendix.

Development of the community park portion on the lower bench of Ford Park included the restroom, playground area, open turf area and picnic facilities, and the west access road. These improvements were completed in November of 1988.

In December of 1988, the Vail Metropolitan Recreation District (Now the Vail Recreation District) and the Town of Vail, requested an amendment to the 1985

Ford Park Master Plan. The two phase amendment was adopted by Council as Resolution No. 44, Series of 1988. Phase one of the amendment was to utilize the on-site tennis courts and allow the construction of four additional courts. Phase two of the amendment changed the proposed location of the Aquatic Facility to the eastern softball field. Funding of the Aquatic Facility was rejected by voters in a special election on February 6, 1989. Vail Town Council was presented with a petition to delete all reference to an aquatics center from the Ford Park Master Plan in April of 1990. No record of Council action on the petition was found. While the tennis center building is not mentioned in the Master plan amendment, the VRD did receive a Conditional Use Permit for the project on May 8, 1990.

In 2008 a new lease between the Town of Vail and the Vail Recreation District was created and included all Town owned facilities managed by the Vail Recreation District. The lease requires a 20 year Capital Maintenance Plan, reviewed annually, to detail the financial responsibilities of each party.

The Vail Village Master Plan, adopted January 16, 1990, addresses Ford Park as a specific study area. This study acknowledges the use of the park in recent years to accommodate overflow skier and local parking needs. It recommends the park be studied further as a site for additional skier parking to serve expansion of the eastern side of Vail Mountain. Action Step #5 under Goal #5 states “study the feasibility of an underground (recreation fields would remain) parking structure in Ford Park”. The Parking and Circulation Plan, within the Vail Village Master Plan, identifies the western portion of the upper bench for a potential parking beneath park, and calls for separated bike/pedestrian ways along the South Frontage Road and Vail Valley Drive.

The Vail Transportation Master Plan, completed in 1993, states, the existing Ford Park Parking area (east end of park) should be considered for a possible 2-level parking facility with the second level below existing grade. Ford Park and the athletic field parking area are also listed as two possible sites for oversized vehicles if the lot east of the Lionshead Structure becomes developed.

The 2009 Vail Transportation Master Plan Update replaced the 1993 Plan and mentions Ford Park as a possible area for increasing the Town’s parking supply, and that “potentially, 300-600 net new parking spaces could be provided at Ford Park” and suggests a roundabout be constructed east of the Vail Valley Drive intersection with the South Frontage Road to allow east bound traffic to be diverted back to the west. Currently this action occurs at the Ford Park bus stop area.

Current Park Management

There are currently four main organizations operating in Gerald R. Ford Park. The Town of Vail, Vail Recreation District, Alpine Garden Foundation, and the

Vail Valley Foundation all play distinct roles and manage separate portions of the park. The Town of Vail is the owner of the entire Gerald R. Ford Park site and manages the community park, stream tract, and parking lot areas. The other three organizations each hold a lease or license agreement to operate their respective facilities and programs within the park.

The Vail Recreation District Lease of December 21, 1993, describes the premises license as including the upper bench of Ford Park, public tennis courts, athletic fields and Nature Center, although the graphic representation of the premises was not attached to the lease agreement. The VRD offers a variety of sports leagues, camps, and tournaments to area residents and guests. The Vail Nature Center occupies the seven acres between Vail Valley Drive and Gore Creek and offers environmental education and research opportunities to residents and guests.

The Vail Valley Foundation, (VVF), a non-profit, charitable organization, manages and maintains the Ford Amphitheater and immediate grounds. The terms of the agreement between the Town and the VVF, signed December 8, 1987, and renewed in 1999; includes an endowment for ongoing repair and maintenance of the Amphitheater. The amphitheater seats up to 2,500 people and hosts approximately 60 events during the summer. Hot Summer Nights concerts, Bravo! Colorado, and the Bolshoi Ballet are some of the more popular programs held at the amphitheater.

The Vail Alpine Garden Foundation, a Colorado non-profit corporation, manages the Betty Ford Alpine Garden under a Limited License Agreement signed June 8, 1994. The original Alpine Display Garden was constructed in 1987 under a license agreement with the Town at the entrance to the amphitheater. The site for the Alpine Garden was established in the 1985 Ford Park Master Plan to act as a buffer between the amphitheater and active park areas. The second phase of the garden, the Perennial Garden, and third phase, the Meditation Garden, were constructed in 1989 and 1991 respectively. The Alpine Rock Garden was constructed in 1998 and the Children's Garden was constructed in 2002. A proposal by the Alpine Garden Foundation to construct an Educational Center with the final phase of the garden was controversial. Opposition to the expanded use of the garden and the interior of park was a significant impetus to the creation of the 1997 Management Plan. In response to that opposition, the Vail Alpine Garden Foundation modified the proposal to locate the Educational Center near the athletic field parking lot on Vail Valley Drive. This location received conceptual approval by the Council on October 15, 1996, however the project was not implemented.

The lower bench of Ford Park is managed by the Town of Vail Department of Public Works and Transportation and serves as a community park and open space facility with picnic, playground and open play areas. The lower bench is utilized several times a year for special events where large tents are often

erected to accommodate the activities. Access to the park from the Golden Peak ski base is by a public access easement through the Manor Vail property. A copy of the easement is included in the Appendix. The Town operates the upper bench parking lot as a public parking facility during the ski season. Access to the upper bench parking areas is from the State owned South Frontage Road. The Colorado Department of Transportation (CDOT) is the agency responsible for reviewing and approving access permit applications from the State-owned Frontage Road. Currently, no access permit has been issued for the access by the CDOT. CDOT Frontage Road right-of-way covers a substantial portion of the paved parking lot.

Time Line of Ford Park Activities

April 1973	Condemnation of Antholz Ranch. Ordinance 6, 1973
August 1973	Completion of Vail Plan.
January 1977	Antholtz Ranch named Gerald R. Ford Park. Resolution 1, 1977
August 1985	Completion of Ford/Donovan Park Masterplan. Resolution 19, 1985
July 1987	Amphitheater construction complete
August 1987	Alpine Demonstration Garden complete.
November 1987	Preservation of Nature Center. Resolution 27, 1987
December 1987	Vail Valley Foundation lease signed.
November 1988	Lower Bench improvements complete.
December 1988	Masterplan amendment by VRD. Resolution 44, 1988
December 1988	Service agreement with VRD. Resolution 46, 1988
May 1989	Tennis Center receives Conditional Use Permit.
July 1989	Alpine Perennial Garden complete.
January 1990	Completion of Vail Village Masterplan.
February 1990	Aquatic Center rejected by voters in special election.

April 1990	Council petitioned to delete Aquatic Center from Masterplan.
May 1990	Tennis Center construction complete.
June 1991	Alpine Meditation Garden complete.
April 1993	Completion of Vail Transportation Master Plan.
December 1993	Vail Recreation District agreement renewed.
June 1994	Vail Alpine Garden Foundation license agreement signed.
June 1995	Town begins Ford Park Management Plan.
October 1996	Council allows Vail Alpine Garden Foundation to proceed through process with Educational Center at Soccer Field parking lot (not implemented).
April 1997	Ford Park Management Plan adopted.
1999	Lease with Vail Valley Foundation renewed.
2008	Lease with Vail Recreation District renewed.
2009	Vail Transportation Plan Update completed.
November 2011	Voters approve use of Conference Center Funding for Ford Park Improvements

Section 3: Process of Developing the Management Plan

The Ford Park Management Plan process was initiated in June of 1995 in response to several development proposals which had been formally and informally discussed and as a means to solve existing park management issues. The development proposals included an Educational Center for the Betty Ford Alpine Garden, cultural/performing arts center, expansion of the tennis facility, athletic field fencing, and a community parking structure. Park management issues included parking shortage, frontage road access, pedestrian access and circulation, access for the elderly and disabled, utilization of the lower bench, conflicts between uses within the park, conflicts with adjacent property owners, and delineation of financial responsibilities. At the time the project was authorized Council expressed concern that a new master plan for Ford Park would result in an excessive amount of new development. In response, staff noted the intention of the project was to create a management plan as a means to adequately and consistently evaluate development proposals, thus limiting development and protecting the character of the park.

Those organizations with a financial and managerial role along, with two neighborhood representatives, were identified as the Stakeholder Group and were invited to participate in the process. A third party facilitator was retained for the project in August of 1995. Staff members from the Town, Vail Recreation District and Alpine Garden participated in the facilitator selection process. Staff felt that a third-party facilitator would be beneficial to the project by offering a non-biased opinion and increasing Stakeholder participation. The Stakeholder Group was assembled in a series of meetings over the eight month period from August 1995 to April 1996. The meetings drew out issues, ideas, expansion proposals, and began formulating possible solutions.

Alternative design solutions addressing parking options, vehicular access, Frontage Road improvements, additional sports facilities and management policies, were presented to the public in an open house at the Gerald R. Ford Amphitheater on June 12, 1996. Citizens were asked to complete a self-guided presentation and opinion survey form.

The open house presentation was a turning point in the process of developing the Management Plan. Several residents were alarmed by the alternatives included in the presentation and initiated a grass-roots movement to place a referendum on any future expansion/development within the park. This strong public reaction, combined with a lack of closure with the Stakeholders Group, prompted the Town to revise the process to include more public involvement at that time. Previously, public input was being reserved for a time when alternative plans could be presented for comment. Three Focus Group meetings with selected individuals from the community were held on September 18, 1996. Stakeholder groups were invited to submit a list of questions for inclusion in the Focus Group discussions. In round table discussion, individuals were asked to

respond to a list of prepared questions regarding uses and issues associated with Ford Park. The Focus Group questions and responses are included in the Appendix. Additional public input sessions were held on October 2 and 3, 1996, which validated the focus group responses and further refined staff's understanding of the public perception and desires regarding Ford Park.

The combined results of the focus group and public input sessions along with a preliminary master plan framework were presented to the Planning and Environmental Commission on October 14, 1996, and Town Council on October 15, 1996. Both PEC and Council directed staff to proceed with drafting the plan as an amendment to the 1985 Ford Park Master Plan based on the input received and presented.

Plans to make improvements to the Park were initiated in 2011 when Vail voters approved funding by re-allocating a portion of Convention Center Funds to Ford Park. During the election schematic plans were presented that involved improvements to the athletic fields, the amphitheater, the alpine gardens, pedestrian circulation, transit and other areas of the park. Following voter approval of funding the main stakeholders in the Park began to refine improvement plans. Meetings were held with adjacent neighbors, a community open house was held and numerous public meetings were held by the Planning and Environmental Commission and the Town Council.

Section 4: Purpose of the Management Plan

This document is formatted as an amendment to the 1985 Master plan (revised) for Ford Park. While some of the physical aspects of the park have changed since the adoption of the 1985 Master plan, the essential character, concept, and function of the park have remained consistent. The 1985 Master Plan, enhanced by this amendment, remains a valid document to be used in the future planning and decision-making process for Ford Park. As with all master plans, this document will have a definite life for which it remains a useful decision-making tool. The life expectancy of this plan is approximately 10 years but should remain in effect until replaced by an updated master plan document. The Ford Park Management Plan will take precedence over the 1985 Master Plan where conflicts or discrepancies occur.

The intention of the combined documents is to guide the outcome of future development proposals within Ford Park by modifying the permitted uses (1973 acquisition legislation), recommending development guidelines, limiting the number of leaseholders within Ford Park, and designating buffer/protection zones within and adjacent to the park.

The 1985 Master Plan acknowledges some shortcomings in the overall design of the park, particularly the layout of the upper bench area and the internal pedestrian circulation system. This amendment will formulate design alternatives to these specific problem areas to correct the deficiencies that exist. This amendment will also delineate managerial, operational, and financial responsibilities between the Town and the leaseholders.

As outlined above, the 2012 update to the 1997 Management Plan furthers the overall direction for the Park established by the 1997 Plan and in doing so maintains the role the Park has played in the community for the past 30 years. Specifically, the 2012 Update suggests few significant changes to the overall level of development and activities that take place in the Park. In addition, many of the improvements identified in the 2012 Update were originally proposed in the 1997 Plan. Most importantly all improvements proposed in Section 6: Illustrative Plan Components are in keeping with the goals, objectives and policies of the Management Plan.

Section 5: Goals, Objectives, Policies and Action Steps

Goals for Ford Park are summarized in six major goal statements. Each goal statement focuses on a particular aspect of Ford Park brought up during the stakeholder and public input portions of the Management Plan process. As one might anticipate, there is a certain amount of overlap between the goal statements. The issues concerning Ford Park are complicated and convoluted as are the solutions to these issues. It is intended that the goal statements be consistent and complementary to each other and be designed to provide a framework, or direction, for the future management of Ford Park. A series of objectives following each goal statement outline specific steps that can be taken toward achieving each stated goal. Policy statements are intended to guide decision-making in achieving each of the stated objectives in reviewing development proposals and implementing capital improvement projects. Action steps are the final measure in implementing the goal statements.

Illustrative plans following the Goals, Objective, and Action Steps are included to help explain the concepts represented by those statements. The illustrations are conceptual and are not to be considered as final design solutions.

Goal #1: Preserve and protect Ford Park.

Objective 1.1: Limit future development.

Action Step 1.1.1: Draft a new ordinance to exclude those uses listed in Ordinance No.6, Series of 1973, now considered to be inappropriate, and to redefine the allowable uses within Ford Park.

Policy Statement 1: The following uses that are allowed and prohibited for Ford Park shall take precedence over Section 18.36.030 of the Municipal Code concerning the General Use Zone District.

Allowed Uses

Park and greenbelt
Bicycle and hiking trails
Children's playground
Outdoor amphitheater
Botanical gardens
Environmental, educational, and historical centers
Picnic areas
Recreation and athletic facilities
Transportation systems and other public utility easements
Parking
Administrative offices

Prohibited uses

Ski lift and related facilities

Exchange or trade

Civic center, convention/conference center, public schools, gymnasium, and assembly hall

Swimming pools

Equestrian trails

Type III and IV employee housing

Policy Statement 2: New or changed facilities or uses will not be permitted to curtail existing public uses of facilities in the Park unless there is either a compelling public interest or adequate alternative facilities are available to its users. All functions in the park shall be maintained and function at a high quality level.

Action Step 1.1.2: Create and attach plan sheets which outline lease areas, referred to as Exhibit A in the Vail Recreation District lease agreement and Exhibit B in the Vail Valley Foundation lease agreement, but which were never attached.

Policy Statement 3: The existing variety of uses and facilities in the Park will be preserved. The Town will not enter into a lease agreement with any party that does not currently hold such an agreement, hereby maintaining current leaseholder status to: Vail Valley Foundation, Vail Alpine Garden Foundation, and Vail Recreation District, or their successors.

Objective 1.2: Refine criteria for evaluating future development proposals.

Action Step 1.2.1: Update the Design Criteria and Site Guidelines included in the 1985 Ford Park Master Plan by:

- a) Creating additional development guidelines for underground, low visual impact type structures, enhanced landscaping, and full and complete impact mitigation.
- b) Enforcing existing criteria and guidelines to solve and/or avoid problems associated with development projects within Ford Park.

Objective 1.3: Designate Preservation Zones within Ford Park to protect sensitive natural areas and/or buffer zones between venues areas from developmental impacts. Define allowed uses within Preservation Zone areas.

Action Step 1.3.1: Define criteria for designating Preservation Zones and their uses within Ford Park. For example, significant native vegetation, wildlife habitat, and wetlands may be criteria for designating sensitive

natural areas, while grade separations and dense landscape plantings may be criteria for designating sensitive buffer zones.

Action Step 1.3.2: Delineate Preservation Zones within Ford Park.

Policy Statement 4: All proposed development projects shall be reviewed for compliance with Design Criteria and Site Guidelines, as well as other Town regulations, and shall be additionally judged according to the recreational, educational or social benefit they bring to the community.

Policy Statement 5: Functions that do not maintain high standards of quality or that diminish the experience of park users, will not be permitted.

Policy Statement 6: The historic qualities and natural character of the Nature Center are to be maintained.

Objective 1.4: Enhance use and preservation of the Historic School House.

Action Step 1.4.1: Negotiate a contract with the Vail Alpine Garden Foundation to open the School House for public visitation and to perform preservation activities of photographs and artifacts.

Action Step 1.4.2: Make physical improvements to the school house to enhance lighting, public access and viewing areas.

Goal #2: Reduce vehicular intrusions in, and their impact on, the park.

Objective 2.1: Reduce the demand for vehicular intrusions into the park.

Action Step 2.1.1: Provide additional on-site storage facilities within the Amphitheater, Alpine Garden and Recreation District areas to reduce and control the frequency of delivery and service vehicle intrusions into the park.

Action Step 2.1.2: Improve traffic gate operations and restrictions on both the east and west access roads to eliminate unnecessary and unauthorized vehicular intrusions into the park.

Action Step 2.1.3: Construct a central trash collection facility, accessible from the South Frontage Road, to be used by all leaseholders within the park for the disposal of trash, landscape debris, and recyclables.

Policy Statement 7: Vehicular encroachment into the park will be minimized. The only vehicular uses allowed in the park are for: maintenance; delivery of

goods and materials too large or heavy to be carried by non-motorized means; access for people with disabilities limited mobility; public transportation; and emergency services.

Objective 2.2: Reduce the conflicts between vehicles and park users.

Action Step 2.2.1: Coordinate delivery schedules to reduce the frequency of delivery and service vehicle intrusions into the park during peak use time periods.

Action Step 2.2.2: Improve loading dock facilities in the Amphitheater to expedite the unloading and setup for performances and to reduce the need for large vehicle parking outside of the Amphitheater area.

Action Step 2.2.3: Improve the configuration of the east access road to allow use by large delivery vehicles, thus reducing the overall number of trips on the west access road and the need for the backing and turning of large vehicles on the lower bench of the park.

Goal #3: Reduce conflicts between all Ford Park venues.

Objective 3.1: Coordinate events on all Ford Park venues.

Action Step 3.1.1: Expand the master schedule kept by the Town Clerk to include all venues within the park.

Action Step 3.1.2: Hold preseason and monthly event/activity coordination meetings.

Action Step 3.1.3: Hold semiannual (2x per year) coordination and input meetings with the Town Administrators, leaseholder representatives, and neighborhood and adjacent property owner representatives.

Policy Statement 8: Overlapping or simultaneous events that exceed the available community parking or other park infrastructure shall be discouraged.

Policy Statement 9: No one event or type of use will be allowed to dominate the usage of the Park.

Policy Statement 10: The Park is a Town of Vail community facility and in the case of conflicting uses, functions that best serve the interests of the community will have the highest priority. In all cases, final decisions regarding the Park rest with the Vail Town Manager.

Policy Statement 11: The day-to-day management and coordination of activities in the Park will be assigned to the Park Superintendent. The Park Superintendent will coordinate as necessary with a representative of:

The Town of Vail
The Vail Valley Foundation
The Alpine Garden
The Vail Recreation District

Objective 3.2: Improve buffers between different use areas within the park.

Action Step 3.2.1: Enhance the buffer zone between the softball fields and the amphitheater and gardens by reversing the orientation of the center and east softball fields.

Action Step 3.2.2: Enhance existing and new buffer zone areas through the addition of landscape planting.

Goal #4: Resolve parking and South Frontage Road access problems.

Objective 4.1: Develop and implement a parking management plan for Ford Park.

Action Step 4.1.1: Locate a variable message sign between the main roundabout and entrance to Village Structure for the purpose of informing drivers that close-in parking at Ford Park is restricted, at a fee, or full, and parking in the VTC is free and shuttle bus service is available.

Action Step 4.1.2: Schedule shuttle bus service from top deck of the Village Structure to Ford Park Frontage Road stop for special event/high demand days. Extend in-town shuttle bus service to Ford Park Vail Valley Drive stop.

Action Step 4.1.3: Designate drop-off parking from Frontage Road using 15 spaces north of bus stop. Enforce 5 minute time limit. Drop-off lane functions as a turn around once lot is filled. Schedule attendants on-site to manage drop-off spaces and assist users in loading and unloading.

Action Step 4.1.4: Allocate close-in parking on Frontage Road and Vail Valley Drive through reserve ticket purchases or on a fee basis. Parking attendants on-site to manage entrances and exits. Establish a ticket surcharge or parking fee price schedule which will generate sufficient funds to cover attendant and shuttle bus service costs. Fee parking is to be in effect for high-parking demand days only.

Action Step 4.1.5: Construct Frontage Road sidewalk from the Village Structure and improve sign system as necessary to accommodate pedestrian traffic to Ford Park.

Policy Statement 12: Adequate parking for the needs of the park are to be provided in the park and at the Village Structure.

Objective 4.2: Improve vehicular access from the South Frontage Road and improve parking lot design to maximize the number of parking spaces, aesthetics, and safety while mitigating environmental impacts.

Action Step 4.2.1: Design and construct improvements to the South Frontage Road to meet CDOT requirements for obtaining a state highway access permit.

Action Step 4.2.2: Design and construct improvements to all existing parking areas that maximize the number of parking spaces; provide landscape buffering and treatment of storm water run-off.

Goal #5: Improve internal pedestrian circulation within Ford Park and the pedestrian connections between Ford Park and Vail Village.

Objective 5.1: Improve directional and informational signs to and within Ford Park.

Action Step 5.1.1: Develop a comprehensive sign plan to direct Ford Park visitors from central sites in the Vail Village and from each level of the Village Parking Structure to destinations within Ford Park.

Objective 5.2: Improve pedestrian routes to Ford Park.

Action Step 5.2.1: Design improvements to existing pedestrian routes that will correct grading, surfacing, and lighting and will provide resting and sitting areas.

Objective 5.3: Improve internal pedestrian circulation within Ford Park.

Action Step 5.3.1: Design a central pedestrian path to enhance the connection between the upper and lower bench areas of the park.

Policy Statement 14: Any uses added to Ford Park in the future shall be structured to encourage users or participants to walk or ride the bus rather than drive.

Policy Statement 15: Pedestrian access to the Park from the Vail Village should be easy and visible. The Park shall be as pedestrian-friendly as possible.

Goal #6: Delineate financial responsibilities among Ford Park leaseholders and the Town of Vail.

Objective 6.1: Formalize existing division of facility management/operation costs.

Action Step 6.1.1: Research current lease, license and use agreements for delineation of financial responsibilities.

Action Step 6.1.2: Correct inequities in utility billing procedures and distribution systems, current utility use, and payment relationships.

Policy Statement 16: All Ford Park leaseholders and the Town of Vail shall be required to share in common operating costs that benefit the whole park facility and as outlined in current lease or license agreements. These include but are not limited to, electrical charges for pedestrian path and parking lot lighting, trash removal charges, and regular parking lot and pedestrian path maintenance costs.

Objective 6.2: Create a cost-sharing agreement for Capital Improvement costs.

Action Step 6.2.1: Create a five year capital improvements program for Ford Park.

Action Step 6.2.2: Establish the benefit/cost relationship for capital projects to determine appropriate cost sharing agreements.

Policy Statement 17: Ford Park leaseholders and the Town of Vail desiring to make capital improvements within their respective lease areas shall be required to provide funding for those improvements and for subsequent modifications to those areas outside of the lease area caused by those improvements.

Policy Statement 18: Services, functions, and programs provided by Ford Park leaseholders, by bringing visitors to the community, generate sales tax revenues which contribute General Fund funding sources. Residents of the community which participate in those programs, contribute to the Real Estate Transfer Tax funding source through real estate transactions. Both of these funding sources can be utilized by the Town of Vail to pay for capital projects and improvements within Ford Park, reducing the need for contributions from the leaseholders.

Section 6: Illustrative Plan Components

This section contains site plan diagrams that illustrate conceptual plans for the Park. The Ford Park Illustrative Plan provided herein replaces site plans from the 1997 Ford Park Management Plan. This new plan reflects many of the same improvements contemplated by the 1997 Plan, but also includes a few improvements not previously contemplated. Concepts depicted on the Illustrative Plan are considered to be appropriate improvements and activities for the Park. However, all improvements are subject to further review by the Town (Conditional Use Permit, Development Plan review, DRB review) prior to being implemented. In some cases the description of improvements provided below include parameters or considerations that should be addressed during detailed design and as a part of subsequent review by the Town.

Brief descriptions of improvements depicted on the Illustrative Plan for Ford Park, and when appropriate enlargements of such improvements, are provided below. It should also be understood that the site plan depicting these improvements is done at a very general, conceptual level. This plan is intended to illustrate concepts only and improvements depicted on this Plan will be refined as designs progress. As such final designs may vary from what is depicted on this generalized plan. Prior to the implementation of any improvements in Ford Park additional design details will be provided for review by the Town as a part of the Planning Commission's review of a Development Plan (as part of a Conditional Use Process) and/ or as a part of the Design Review Board review process.

The Illustrative Plan provides a comprehensive depiction of improvements contemplated for Ford Park. This does not mean however, that only those improvements depicted on this plan may be made. Improvements not depicted on the Illustrative Plan may be proposed provided they are consistent with the overall goals for the Park and with applicable objectives, policy statements and action steps outlined in the Management Plan. It should also be understood that the improvements being depicted on the Illustrative Plan does not ensure if or when they will be implemented. In many respects the Illustrative Plan is a vision for how the Park may be developed and not a commitment to any specific improvement.

Implemented Improvements from 1997 Illustrative Plan

A number of improvements proposed by the 1997 Plan have been implemented. These improvements are listed below:

1. Reduce width of road entrance from South Frontage Road; install an automated traffic control gate.
2. Construct 12' concrete pedestrian/bike path along south edge of roadway from Vail Valley Drive to the West Access Road entrance.
3. Extend pedestrian/bike path beyond West Access Road as 10' detached pathway. Widen path between softball infields and extend beyond the Tennis Center to the proposed main park entrance.
4. A central trash enclosure is shown at the southwest corner of the parking lot.
5. Increase the deck height of the Manor Vail covered bridge by approximately 4'.
6. Widen South Frontage Road to provide 6' bike lanes on each side.

2012 Ford Park Illustrative Plan

The Ford Park Illustrative Plan is found on the following page. Subsequent pages provide descriptions of specific improvements identified on each enlargement sheet of the Illustrative Plan. These improvements are presented by “topical” category (i.e. pedestrianization), location (i.e. the lower bench area) or major user (i.e. the Amphitheater or the athletic fields).

Refer to the Illustrative Plan when reviewing these descriptions for a graphic depiction of the improvement and the surrounding context. When appropriate an enlarged section of the Illustrative Plan is provided in the context of narrative descriptions.



Preservation Zone

One of the objectives of the 1997 Plan was to:

Designate Preservation Zones within Ford Park to protect sensitive natural areas and/or buffer zones between venues areas from developmental impacts. Define allowed uses within Preservation Zone areas.

A Preservation Zone is identified on the Ford Park Illustrative Plan. This zone primarily includes the Gore Creek Corridor and the 7 acre Nature Center area located south of Gore Creek. The location of the Preservation Zone was determined based on natural features and existing improvements, the 100-year floodplain and the 50-foot waterbody setback.

Within the preservation zone it is intended that existing uses, improvements and buildings can be maintained and that no new uses, improvements or buildings inconsistent with the preservation of these areas is to occur. Low-impact improvements such as soft surface walking paths, fishing access, etc. along with utility improvements, drainage improvements, creek crossings, creek restoration projects and similar activities may be initiated within the Preservation Zone.

Fisherman access to Gore Creek, while currently not an issue (i.e. excessive use resulting in riparian area degradation), could become an issue in the future. A creek access point was considered at the east end of the Nature Center (using the bus turnaround on Vail Valley Drive as an unloading area) but was rejected as contradictory to the intended use of the Nature Center. A defined creek access point is now being considered above Ford Park in the vicinity of the Pulis Bridge.

Some improvements to the Park are contemplated adjacent to the Preservation Zone, notably the potential widening of Betty Ford Way. If the widening of this road is pursued, great care and attention to design and construction will be necessary in order to protect Gore Creek. Best management practices (BMP's) will be essential in controlling runoff, erosion, debris, etc. that could otherwise harm the creek.

Pedestrianization/Park Arrival

Ford Park has two distinct areas – the upper bench which has an athletic focus and the lower bench which has more of an arts and cultural focus. Access to the Park is provided by one of six portals, each with their own unique purpose and characteristics. These portals are identified on the Ford Park Illustrative Plan.

Improvements are contemplated for a number of these portals, many of which originate outside the actual boundary of the Park. One improvement contemplated for each portal is to introduce a distinctive monument or identification feature to identify access to Ford Park. For example, the Gore Creek Trail provides access for people who park in the Village Parking Structure. An identification feature where the trail begins east of Vail Valley Drive could help people find their way to the Park. These features would signal the beginning of one's "entry" to Ford Park with "arrival" coming when one reaches the Park. While the design of individual identification features may vary, a common design character for all features should be used in order to create continuity and consistency in how the Park is identified.

- Manor Vail Entry at Vail Valley Drive – A pedestrian easement is in place that provides pedestrian access from Vail Valley Drive to the Covered Bridge. An identification feature should be considered at this location, the design of which would need to be coordinated with Manor Vail.
- Gore Creek Streamwalk – This tranquil trail provides park access for many who park at the Village Parking Structure. An identification feature should be installed at Vail Valley Drive. Efforts should be made to lessen the grade of this trail behind the Wren Condominiums. This could be accomplished by re-grading the trail and installing retaining walls along the existing trail that could bring the grade down from +/-15% to +/-9%. Another alternative could be to re-align the trail immediately adjacent to the Park in a manner that would contour across the hillside and eliminate the trail from "going up to only come down". Due to steep terrain and proximity to Gore Creek, this solution would require sensitive design and construction so as to minimize impacts on the creek. An alternative to a retaining wall solution could be to cantilever a portion of the trail over the steeper hillside sections.
- Frontage Road Sidewalk – This sidewalk provides direct access to the Park from the Village Parking Structure. An identification feature should be considered at the intersection of the Frontage Road and Vail Valley Drive.
- VV Drive/Soccer Field - During performances and special events buses are added to the town's system and their route is extended to the turnaround at the east end of the Soccer Field in order to serve this portal (topography and roadway width prevent the development of a bus turnaround closer to this portal). An identification feature should be considered at the intersection of the Frontage Road and Vail Valley Drive.
- Frontage Road/Transit Stop – A new transit stop will provide access to an improved pedestrian corridor that leads into the Park and to the lower bench. An identification feature, along with identification of access to the

tennis center should be considered where this corridor begins. An accessible route consistent with the Americans with Disabilities Act Guidelines should be identified from the transit stop to facilities throughout the park.

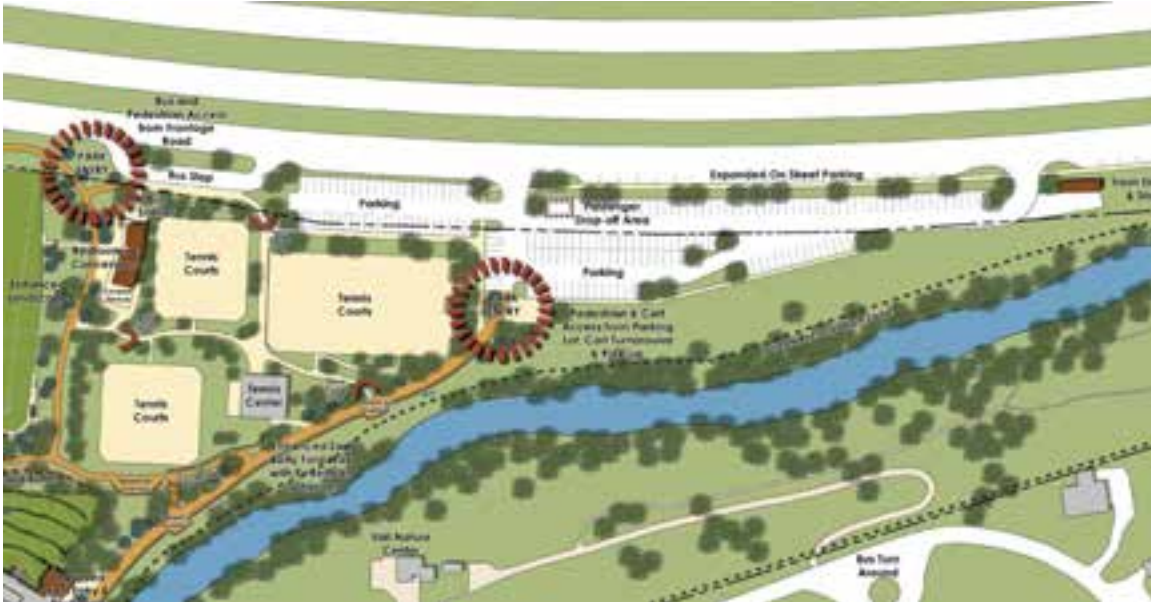
- Frontage Road/Parking Area – East Betty Ford Way is the primary access to the lower bench from the parking area. An identification feature, along with identification of access to the tennis center should be considered where this corridor begins. Other pedestrian improvements to this corridor are described below. An accessible route consistent with the Americans with Disabilities Act Guidelines should be identified from the transit stop to facilities throughout the park.

Shuttle

During events at the Amphitheater, golf cart shuttles are utilized for moving people to and from the venue. The idea of creating a similar system to provide shuttle service to general park users throughout the summer months is under consideration. The purpose of this shuttle is two-fold - one is to provide the shuttles as a guest service and the other to provide alternative access into the Park for elderly or disabled guests. With regard to the later, the shuttle system could allow for the removal of accessible parking spaces at the Amphitheater and in doing so reduce car trips into the Park. Until such time as a shuttle system is implemented the accessible parking spaces at the Amphitheater should remain.

Frontage Road Entry/Parking/Transit

Existing transit and parking facilities along the Frontage Road are ill-defined and in many respects do not function well. For example, vehicle access points to parking areas are unclear and buses are not adequately segregated from private vehicles. While it is likely that more people enter the Park via pedestrian routes from the west and south, many guests do access the Park from this area via buses from the Frontage Road transit stop and from parking areas. A number of improvements are planned in order to improve both the appearance and function of this area.



Frontage Road Entry/Parking/Transit

Parking Facilities

Existing parking areas should be redesigned in order to achieve the Town Council's goal of "no net loss" of parking. Currently there are approximately 200 parking spaces in the Frontage Road area, of which 17 are disabled parking spaces. An equivalent number of spaces are reflected on the Ford Park Illustrative Plan.

Major changes to parking include the elimination of approximately 50 existing spaces in order to accommodate the expansion to athletic fields and a new transit drop-off area. New spaces can be created with the re-design of the eastern portion of the lot and by locating parking where the bus drop-off is currently located. The addition of "low impact" parking spaces along the South Frontage Road is also under consideration. This improvement will necessitate a sidewalk along the south side of the road and coordination with CDOT will be necessary in order to implement this improvement.

Access points to parking areas should be consolidated into two locations and may include turn lane improvements on the Frontage Road (subject to CDOT review).

Short term drop-off parking spaces will be established, the location of which will be determined during detailed design. Efforts should be made to locate short-term drop-off at the western end of the parking lots.

The re-design of the parking area as depicted on the Illustrative Plan will still allow for use of this area for special events and concerts. Determination of how

this area is used will be made by the Town Council and the Commission on Special Events.

Bus Stop/Drop-off

A dedicated bus stop lane separate from private vehicles will be provided. This facility is planned just west of the re-designed parking area. This location may allow for a bus shelter to be incorporated into or adjacent to the Concessions/Restroom building.

Pedestrian Improvements-Transit Stop

Currently the relationship of the transit stop and the adjacent tennis center area is not well defined nor does this area have a clear image or relationship to other facilities within the Park. For example, the arrangement and relationship of existing improvements is not clear and pedestrian routes to the Alpine Garden, the Amphitheater or lower bench recreation facilities are not intuitive. Landscape, signage and pedestrian improvements throughout this area will be implemented to improve existing conditions.

Pedestrian Improvements-East Betty Ford Way

East Betty Ford Way is a major pedestrian route from parking facilities to the Amphitheater. While this corridor provides excellent views to Gore Creek and the Gore Range, the trail itself is in need of improvement. Portions of the trail are very steep and present challenges for some park users. The trail is also very narrow, particularly during periods of peak usage. This problem is compounded during Amphitheater events when golf cart shuttles share the trail with pedestrians. This trail should be widened and efforts made to lessen the grade of the trail. Widening of the trail (12' to 13' maximum) will alleviate golf cart - pedestrian conflicts, enable a shuttle system to be implemented at a future date, and allow increased use by delivery vehicles thus reducing delivery vehicle – pedestrian conflicts to the west. Pedestrian overlooks to Gore Creek along this route should be considered, both for aesthetic purposes and to provide pedestrians a safe location to stand at times shuttles (or trucks) may be using this route.

Athletic Fields Concessions/Restroom Building

A new concessions/restroom building is contemplated at the east end of the athletic fields. The building may also include a small satellite office for the Recreation District (for use during events and tournaments). This facility, along with the existing tennis center will “anchor” this area of the Park.

Athletic Fields

The size and shape of existing athletic fields is inefficient. The following improvements are planned to provide more usable fields:

Field Expansion

Removal of the existing restroom/concession building and the westernmost surface parking lot will allow for increased field area that will accommodate three full-sized softball fields or two full-sized soccer/lacrosse fields. This is a major improvement to the Park in terms of the type of events that could be hosted. A retaining wall at the southwest corner of the fields will be necessary. It is anticipated that at the tallest point will be approximately 12' and will taper back to existing grade at either end. Various wall systems and designs will be studied. This field improvement will also include new fencing around most of the fields and improvements to spectator areas. The introduction of additional landscaping on the south side of the fields should be done to provide both shade and screening.

West Field Restroom/Storage Building

A new restroom and park storage building is suggested at the west end of the fields. The small storage component for the Recreation District and the Alpine Garden will minimize the number of vehicle trips into the Park. This building replaces an existing storage building and will clean up existing unsecured maintenance and storage areas currently scattered throughout the park. Given the prominent location of this building at the west entry to the Park, it will be critical that users of the storage facility keep all vehicles and stored material enclosed. Restrooms will serve users of the fields and pedestrians entering/exiting the Park from the west. The building should be low-profile and have a “grounded” appearance in the landscape.



Athletic Fields/Concession Building

Lower Bench

The following improvements are contemplated for the Lower Bench area of the park:

Playground Restrooms

Restrooms at the playground are poorly sited, undersized and present an uncomfortable relationship to the rest of the Park. In the near future these restrooms will be in need of renovation and at such time consideration should be given to re-locating them to a more discrete location. One alternative is to bench the restrooms into the hill below the athletic fields. This location could allow these facilities to be accessible to users of the fields. If this solution is pursued consideration should be given to creating a stronger connection between the playground and the adjacent playfield.

Ford Family Tribute

The design intent and objective for the Ford Tribute is to announce the arrival to Ford Park in an iconic manner that celebrates the life and influence of the Ford family on our community. Envisioned as a unique landscape feature comprised of a combination of plants, stone, art and other natural materials, the Tribute will be located in the vicinity of the Manor Vail Bridge at the intersection with Betty Ford Way. The goal is to help solidify the Ford's legacy for posterity, and to do so in a manner that is contextual to the natural environment, the Betty Ford Alpine Garden, the Gerald R. Ford Amphitheater, and the overall context of Ford Park. The Tribute is not envisioned as a building or structure, but rather a series of elements that help create a very special sense of place as the beginning of the enhanced park experience along Betty Ford Way, between Manor Vail and the Social Courtyard at the amphitheater.

Betty Ford Way

Betty Ford Way provides a major pedestrian access route into the Park, both from Vail Village/Village Parking Structure and from the Park's upper bench parking lot and transit stop. The section of Betty Ford Way between the Covered Bridge and the Amphitheater entry is envisioned to be a "feature area". This pedestrian corridor will be treated with a higher level of design, surface materials, lighting, seating, etc.

Enhancements to Betty Ford Way will improve a park visitor's experience to and through the lower bench of the park. The existing path will be widened from approximately 10 feet to between 11 and 13 feet to accommodate the multiple user types that visit the park in peak use times (e.g. pedestrians, bicyclists, skateboarders and roller-skaters) and reduce conflicts when golf cart shuttles share the trail with pedestrians. The asphalt pavement along Betty Ford Way should be replaced with finer textured, higher quality pavements such as colored concrete, or stone or concrete pavers. Seating areas with benches at select locations along the path, and lighting fixtures to match new architectural features in the park will better unify the image and character of the entire Park.

Landscaping adjacent to Betty Ford Way should be enhanced with additional shrubs and wildflowers to provide more interest and color along the route, and new wayfinding signage installed. The portion of the path between the Manor Vail Bridge and the Amphitheater entrance is the portion of the path that receives the highest level of use. It should be of the same character as the rest of Betty Ford Way, but receive a higher level of finish on the path surface, and the landscaping should include more floral displays, which will be designed to be complementary to the Betty Ford Alpine Gardens landscape.

Nature Trail

Improvements to the informal nature trail along Gore Creek are envisioned.



Lower Bench

Gerald R. Ford Amphitheater

Host to approximately 60 events each year, the Amphitheater is one of, if not the main activity generator in the Park. A number of improvements are planned for this facility.

Social Courtyard

Expansion of the existing plaza at the entry to the Amphitheater is intended to provide a more gracious and more functional entry to the venue. The design

intent and objective for the new “social courtyard” is to create a multi-use outdoor space of that serves as the primary arrival for the Amphitheater as well as a pre-convene and post-function space during scheduled events.

The social courtyard will also serve as a new programmable space within the lower bench of Ford Park for smaller gatherings and events. Use of the space will be available by various groups and stakeholders such as the Betty Ford Alpine Gardens or the Art in Public Places, and the common park user, during times when the amphitheater is not in operation and when there are no scheduled events taking place.

The space is envisioned to be richly landscaped, and have a high level of design and attention to detail. Two new gates are planned to serve as ticket control and baggage check, and a perimeter landscape barrier combining plants and a decorative artistic fence will be designed to provide security for the venue. Portions of the social courtyard are envisioned to be covered by a roof feature to shelter patrons from rain during inclement weather and provide shade during sunny days. In this case consideration should be given to the relationship of this structure to surrounding improvements and to how important viewsheds can be maintained.

Ticketing/Restrooms/Seating

A number of improvements are planned to the operations and interior of the Amphitheater. These include expanded ticket windows, remodeling of existing restrooms and new restrooms at the east entry to the Amphitheater. Re-contouring of the lawn seating area is also planned, the primary purpose of which is to lessen the existing grade of the lawn area.

Noise Mitigation

The relationship between the Amphitheater and the athletic fields at times creates conflicts, specifically with noise. I-70 traffic also creates problems for the Amphitheater. Noise mitigation studies have been completed and to date no definitive decisions have been made regarding possible noise mitigation measures. Space between the Amphitheater and the fields has been defined in order to accommodate potential measures that may be pursued in the future (walls, berms, landscaping, etc.).



Gerald R. Ford Amphitheater

Betty Ford Alpine Gardens

The Alpine Gardens are a major summer attraction and the following improvements are contemplated for this facility:

North Entry

A more formally defined entry to the Gardens from the upper bench, along with improved pedestrian corridors are planned.

Garden Expansion Area

Expansion to the gardens is planned along Gore Creek, in an area east of the old school house.

BFAG Education Center

Located proximate to the Gardens on the lower bench, the Education Center is envisioned to house administrative offices, a greenhouse and a multi-use space for a variety of functions. The building is planned to be two levels (one story with a lower walkout level) with a building footprint of approximately 1500 SF.

The BFAG building is envisioned to be west of the old school house. The location is preferred for two reasons – to preserve the Children’s Garden (located

just east of the old school, and to not “crowd” the entry to the Amphitheater. Site design of the building should give consideration to the following:

- The building should be “low profile” and not dominate the immediate area.
- The design of the building should be sensitive to its close proximity to the old school house and should create unified compound of structures.
- While the old school house and the Education Center will be two separate buildings, landscape features, patios, etc. should be used to “link” the two buildings,
- Consideration should be given to creating a new entry to the gardens that is adjacent to the new building,
- The specimen spruce tree should be maintained,
- The degree to which the building extends to the west should be minimized in order to maintain the existing open space and views to Gore Creek from Betty Ford Way.

The location of this building is appropriate given its proximity and relationship to the Gardens. However, measures will need to be implemented that will minimize vehicle trips to the building and how winter access is provided.



Betty Ford Alpine Gardens

Art in Public Places (AIPP)

AIPP has an active program in Ford Park. The organization has placed permanent art within the Park, the most recent being the Jesús Moroles sculpture. AAIP also uses a portion of the Lower Bench for temporary/summer exhibition space. AAIP has the opportunity to utilize other areas of the park which may be appropriate for art installations. However, any installation (temporary or permanent) will be evaluated with respect to how it minimizes impacts on other existing facilities and uses in the Park.

Service and Delivery

The following initiatives are contemplated to improve the efficiency of and minimize the impacts from service and delivery functions within the Park

Central Trash Enclosure

A new central trash enclosure (to replace an existing building) is planned at the eastern corner of the parking lot. This is intended to be a fully enclosed building which contains either a trash dumpster or compactor unit. All leaseholders would utilize this central enclosure to dispose of trash generated at their respective facilities. One of the underlying goals of this approach is to not have trash truck traffic within the Park.

Amphitheater Deliveries

Amphitheater operations necessitate a significant number of deliveries, including on average 8-12 large semi-trucks each year (typically delivering for performances) and frequent truck deliveries from food, beer and other vendors. During the peak summer season deliveries from these vendors can be as much as two to four per day. These deliveries currently access the Amphitheater via West Betty Ford Way and create a very negative impact on the rest of the Park, particularly the highly pedestrianized lower bench area. One of the six goals for Ford Park is to “reduce vehicular intrusions into the park” and in response to this a number of alternatives are under consideration that could dramatically reduce the impact of these delivery vehicles.

Consideration has been given to “management solutions”. For example, truck deliveries could be limited to specific times (i.e. early morning) of day to avoid vehicle/pedestrian conflicts. Given the constraints Vail already imposes on deliveries in the Vail Village area, it is assumed that further confining delivery times to Ford Park would be impractical on trucks and drivers. Another idea would be to have trucks deliver to the parking lots then off-load deliveries to smaller vehicles. While this may be viable for some deliveries, it may not be viable for liquor/beer deliveries due to state laws.

The reconstruction of East Betty Ford Way such that all or some delivery vehicles could utilize this corridor (in lieu of entering the Park from the west) would greatly reduce vehicle/pedestrian conflicts. In order to do so the eastern portion of Betty Ford Way would need be reconstructed to widen the path platform and to reduce steep portions of the path. As noted above, these improvements are already planned in order to improve pedestrian use of this corridor. In conjunction with these improvements to the path, the re-design of the new Social Courtyard/Amphitheater entry could be done to accommodate truck turning movements such that trucks could enter from the east, turn around and then exit to the east.

While in concept these improvements would address a major goal for the Park in reducing vehicle trips and minimizing pedestrian impacts, there are a number of other factors to consider. For example, the cost of these physical improvements must be considered relative to the benefits (reduction of vehicular trips) and other design implications such as how designing the amphitheater entry to accommodate truck turning movements might affect the qualitative aspects of the entry and how the need for retaining walls and the width/alignment of East Betty Ford Way will affect this pedestrian corridor. These and other considerations will be addressed during the detailed design of these improvements.

An existing sewer line servicing the tennis center needs to be replaced in the East Betty Ford Way corridor and as such this pedestrian corridor will be reconstructed to some degree. At a minimum it is anticipated that the path will be enhanced to address the pedestrian improvements described above. The degree to which improvements can be done to accommodate all or some truck traffic will be determined following more detailed design with further evaluation of the proposal during the Development Plan review process.

Access Road Management

The gate-controlled entrance to East Betty Ford Way is intended to limit vehicle access to the Lower Bench. This gate/traffic control system is also utilized on the west end of Betty Ford Way and should continue.

Vail Nature Center

The Vail Nature Center is located on the south banks of Gore Creek at the southern end of Ford Park. The Nature Center is intended to be a natural preserve and includes self-guided trails with a small interpretive center that provides environmental and educational programs. Resolution #27 of 1987 documents the Town's intentions for how the Nature Center is to be managed.

No changes are contemplated for this area.



Vail Nature Center

FORD PARK/BFAG EDUCATION CENTER SITE ALTERNATIVES							
1-Nov-13							
	West Betty Ford Way	Soccer Field	Tennis Center	North end of Alpine Gardens	West End of Parking Lot	Nature Center	NW Corner of Park
General Site Suitability (size, shape, soils, slope ability to accommodate optimal building SF)	Site is relatively flat and accessible. Site area is fairly limited by West Betty Ford Way, the tot lot and athletic fields. Sewer line, storm drain and electrical line present constraints.	Site is flat, accessible, confined by road and parking lot but should be sufficient to accommodate preferred program.	Site is tight, confined by EBFW and existing building. May necessitate compromises to SF.	Site is tight, constrained by athletic fields, amphitheater and gardens. May necessitate compromises to SF. Access challenges.	Site is tight, constrained by parking lot and steep slopes. Soil conditions are poor. May necessitate compromises to SF.	Site is flat, has some access challenges but sufficient in size to accommodate building program. Difficult site access.	Gently sloping site. Proximate to Frontage road, however vehicular access has challenges. "buildable area" is limited. Very close proximity to neighboring condos.
Site character (qualitative observations of site attributes, constraints, opportunities, relationship to Gardens, etc.)	Good solar orientation, no real views. Good exposure provided by West Betty Ford Way. Somewhat remote from Gardens. Location would be "busy" given proximity to tot lot and fields. Opportunity for outdoor space is limited.	Site affords excellent views to Gore Range. Proximity to road and parking lot is less than ideal setting. Detached from Garden, road and steep topography present "barrier".	Site offers excellent Gore Range views, orientation to Gore Creek. Location would be "busy" given activity at Tennis Center and proximity to EBFW.	Strong relationship to Gardens.	Excellent views to Gore Range and Gore Creek. Exposure to parking lot, Frontage Road and I-70 is less than ideal. Site is quite remote from Gardens.	Strong connection with Creek, site offers solitude in delightful, natural setting. Site is quite remote from Gardens.	Good solar orientation. Storage building would likely limit Gore Range views. Frontage Road/I70 noise impacts. Site is remote from Gardens.
Relationship to/Impact on existing Park uses and facilities (does location present compatible relationship with existing uses/will location displace or directly impact existing uses.)	Location would not displace existing uses in park. Garden building would not adversely impact surrounding uses.	Design would need to respect existing parking lot (ie no net loss of parking). Site presents no direct impact to other leaseholders. Building may necessitate existing berm between parking lot and Northwoods Condominiums.	Education center would appear to have compatible relationship with VRD's use of Tennis Center building. Design would need to respond to, coordinate with VRD's use in building, etc.	Design would need to respect existing buffers between athletic fields and amphitheater (or establish sufficient buffers).	Design would need to respect existing parking lot and access to/use of EBFW. No direct impact to other leaseholders	Building would either displace Nature Center or would involve BFAG and Nature Center sharing a building. In concept the two uses could present a workable, compatible relationship.	Design would need to respond to storage/bathroom buildings. Potential compatibility issues.
Pedestrian Circulation (is convenient pedestrian access in place/will location enhance or diminish pedestrian circulation/year around access considerations)	Pedestrian access to site and between site and Gardens is in place. Site is very remote from parking. Does provide easy access to Village Parking Structure.	Existing pedestrian access is limited. Grade change and road crossing could be constraints. Significant improvements would be necessary. Excellent year round access	EBFW provides convenient access to Gardens. Excellent year round access. Building design needs to maintain positive relationship with EBFW, terrain could allow for a lower level walkout level with a level above. Visible could be limited depending on site design.	Pedestrian improvements are in place. Design of building needs to ensure adequate pedestrian flow be maintained.	EBFW provides convenient access to Gardens.	No existing pedestrian access. Improvements would be needed, corridor along creek could provide pleasant walk between building and Gardens.	Re-location of WBFW would likely be necessary.
Visual Considerations (does location allow for low-profile building, avoid ridge lining, etc./is site conducive to one or two levels)	Site drops +/-12' from back to front, site has potential for building to be benched into hillside.	Terrain could allow for a two level/walkout type of design (one level on parking lot side and two levels on street side). Visible from Vail Valley Drive.	Terrain could allow for a lower level walkout level with a level above. Visible could be limited depending on site design.	To avoid building looming over Amphitheater and Lower Commons, site is limited to a one level building (or one level with a full basement)	Site is at prominent "highpoint", site is limited to a one level building (note that terrain may allow for a lower, walkout level).	Site has sufficient size to accommodate a single level building. No significant view shed issues.	Storage/concession building was designed in deference to views from neighboring condos. Respecting this view corridor would appear to present design constraints.
Vehicular Access (ability to manage and control vehicles/emergency vehicle access/year around access considerations)	WBFW provides emergency vehicle access. Would need to control passenger car access to site.	No real access constraints. Would need to resolve how parking lot is currently managed with parking needs of building. No issues with year around access.	EBFW provides emergency vehicle access. Would need to control passenger car access. No issues with wintertime access.	Significant constraints to emergency vehicle access. Service vehicles would impact pedestrian corridors. Would need controls to limit passenger vehicles. Corridor is currently not plowed in winter.	No real constraints. No issues with year around access.	Grade change between Vail Valley Drive and site presents challenging emergency vehicle access, would need to control/manage vehicle access to site.	Conceptually vehicle access off Frontage Road could be provided with minimal impact to other Park users, however, land area needed for vehicles/turning movements, etc. is very limited.
Proximity to utilities (water, sewer, gas, electric are services readily available/if not can services be brought to site)	All services appear to be proximate to site. Re-location of sewer line and/or electric line may be necessary. Re-location of storm drain will be necessary. Cost implications.	Services are assumed to be located in Vail Valley Drive.	May require some modifications to existing utility service (not main) lines.	Lift station may be needed for sewer service. Shallow utilities would need to be extended to site.	Currently no services are proximate to site.	Lift station would be required for sewer.	Appear to be minimal impacts to existing utilities.
Parking/Transit (proximity to parking/impact on parking facilities/proximity to transit facilities)	Site is relatively remote from parking and transit.	Close proximity to existing parking lot. Site is currently not proximate to transit stop.	Close proximity to existing parking lot and to transit stop on Frontage Road.	No parking proximate to site. Site is proximate to transit stop on Frontage Road.	Close proximity to existing parking lot and to transit stop on Frontage Road.	No parking proximate to site. Site is currently not convenient to transit stop.	Site is very remote from parking/transit facilities.
ADA access (general ability to accommodate ADA)	Improvements to access may be necessary	No issues.	No issues.	No issues.	No issues.	May present challenges	Access would appear to be feasible
Relative Ease of Implementation (involvement of other leaseholders, coordination with on-going projects, etc.)	No significant issues other than those listed would impede implementation.	No significant issues other than those listed would impede implementation.	This site would involve significant coordination with VRD.	significant scheduling/coordination issues with improvements currently under construction (or planned) around site.	No significant issues other than those listed would impede implementation.	No significant issues other than those listed would impede implementation.	No significant issues other than those listed would impede implementation.
Other considerations (political, covenants, other considerations)	None	Amendment to 7th Filing covenants would be required. Amendment to covenant with Northwoods would need to be amended.	VRD Board has provided a written letter to the Vail Town Council stating their opposition to this location.	None	None	Being within the "Lower Bench" area, this site can be expected to prompt controversy. 1987 Town Council Resolution #27 limits use of this site to nature center	Potential impact on neighboring condos could be significant issue/design parameter.
Legend							
Green type - site presents positive/workable relationship to consideration.	Orange type -site could work subject to site specific design and/or compromises in design/program and/or cost implications.	Red type - less than desirable relationship to criteria and/or unworkable relationship).					



August 15, 2013

BETTY FORD ALPINE GARDENS – SITE EVALUATION

Martin/Martin performed a preliminary site evaluation of the area south of the existing outfield retaining walls, west of the basketball court, and north of West Betty Ford Way on the lower bench of Ford Park in Vail, Colorado. The purpose of this study is to assist the Town of Vail and the Vail Valley Foundation with their efforts to determine the opportunities and constraints associated with developing the site to construct a one-story building with a footprint of approximately 3,000 square feet. This Executive Summary was prepared from a detailed technical report which includes analysis of flow rates, capacities, and quantities.

EXECUTIVE SUMMARY

Utilities

Water

The existing location of the water main is on the opposite side of the path from the building footprint. The location of the water main does not require relocation and provides a direct connection for water service adjacent to the proposed site.

The additional water service for this building may trigger the need to complete the water main loop from the covered bridge to the Gerald Ford Amphitheater. Eagle River Water and Sanitation will be involved in the decision on whether the loop is required to be completed.

The approximate cost to complete the water line is \$43,000 and reconstruct the West Betty Ford Way is \$40,000 with asphalt. Pavers in this section of WBFW have been considered with possible alternate funding.

Sewer

The existing sanitary sewer line location defines the building envelope closest to the path. Due to elevation and cover issues, the sanitary sewer line can not be relocated and must remain in place. It is recommended that a 10' separation from the building to the sewer line be maintained. This separation may be less depending on specific architectural elements adjacent to the sewer line, an additional 400 square feet may be utilized. The location does provide for direct connection of the sewer service for the new structure. No additional costs are anticipated for the sanitary sewer.

Storm Sewer

The existing storm sewer location does conflict with the proposed building footprint but can be rerouted to accommodate a footprint at this location. The attached Exhibit A shows the anticipated rerouting through the adjacent pathway. The approximate cost to reroute the storm sewer is \$30,000.

Electric

The electrical loading was based on a typical visitor center/retail type facility. The facility would require electric heat since no gas service is available in Ford Park. Electric service can be provided from 2 different locations, a transformer near the new West Restrooms or panels behind the School House. A secondary electric for pathway lighting crosses through the site and can be rerouted.

The West Restroom service would cost approximately \$57,000 and the School House service would be approximately \$110,000, the difference in costs are due to the distance from each location. These costs do not include surface reconstruction. Although the School House service may be more costly, the reconstruction costs may be coupled with the water main loop completion and associated pathway construction if it is determined that is required. Final decision on the service location should be re-evaluated once the water looping requirement has been determined.

Telecom

Considering the anticipated retail usage for this building, it is estimated that 4 phone lines would be required. The cost to provide service at this location is approximately \$15,000. To additionally provide fiber optic, the cost is another \$6,000.

Accessible Route

ADA accessible route options were analyzed from the upper bench to the lower bench. Current Ford Park improvements to the upper bench provide an accessible route to the top of ROUTE A and ROUTE B shown in Exhibit B. A recent survey completed by Gore Range Surveying was used to evaluate possible routes from the upper bench.

ROUTE A – This route is the current defined route for ADA accessibility to the lower bench. Review of the survey shows areas of the route that would need to be modified to meet ADA slope standards. A more detailed review of the survey would be needed to ensure full ADA compliance which is not within the scope of this report. Improvements for compliance of this route may vary from \$10,000 to \$30,000 depending on the extent of non-compliant aspects of the route.

ROUTE B – This route is the more direct access to the proposed BFAG site. The entire length of this route would need to be reconstructed to meet ADA standards. Railing would be required for the length of the route. Approximate cost for reconstruction of these improvements is \$60,000 to \$100,000.

ROUTE C – This portion of path access appears to meet ADA standards and would complete the accessible route from ROUTE A or ROUTE B once upgrades to them have been complete.

Building Footprint

Due to utility constraints the building footprint has been defined by the sewer line location and the storm relocation, the building footprint is additionally constrained by the location of the outfield walls. See Exhibit A.

The building footprint size can vary with the construction of a shoring wall to support the existing outfield walls. If shoring is not provided, a building footprint of approximately 2,400 SF can be accommodated. If a shoring wall is provided, a building footprint of approximately 3,500 SF is possible. Either building footprint size can be increased by 400 SF if architectural elements such as roof overhangs do not encroach over the sewer line. The cost of the shoring wall is estimated to be \$50,000.

The building footprint limits shown are the maximum allowable per the site constraints, actual usable footprint may decrease the square footage depending on programming and architectural layout.

Architectural Considerations

A one-story structure floor elevation will be limited by West Betty Ford Way. The finished floor elevation of the building is 13' lower than the grade adjacent to the outfield wall and 9' below the playground path. The structure could be buried on the left and back sides of the building with a green roof. The right side could be partially exposed depending on the proximity to the playground path and/or additional walls.

The building setback from West Betty Ford way is approximately 20' and could serve as a small plaza. Location of landscaping or permanent elements in this area shall be placed as not to disturb the sanitary sewer line and relocated storm sewer within this 20' buffer.

Estimated Cost Summary

Water Loop/Path	\$83,000
Storm Sewer	\$30,000
Electric Service	\$57,000 - \$110,000
Telecom	\$15,000 - \$21,000
ADA Route	\$10,000 - \$100,000
Shoring Wall	\$ 0 - \$50,000
TOTAL RANGE	\$195,000 - \$367,000

EXHIBIT A PROPOSED SITE AND UTILITIES

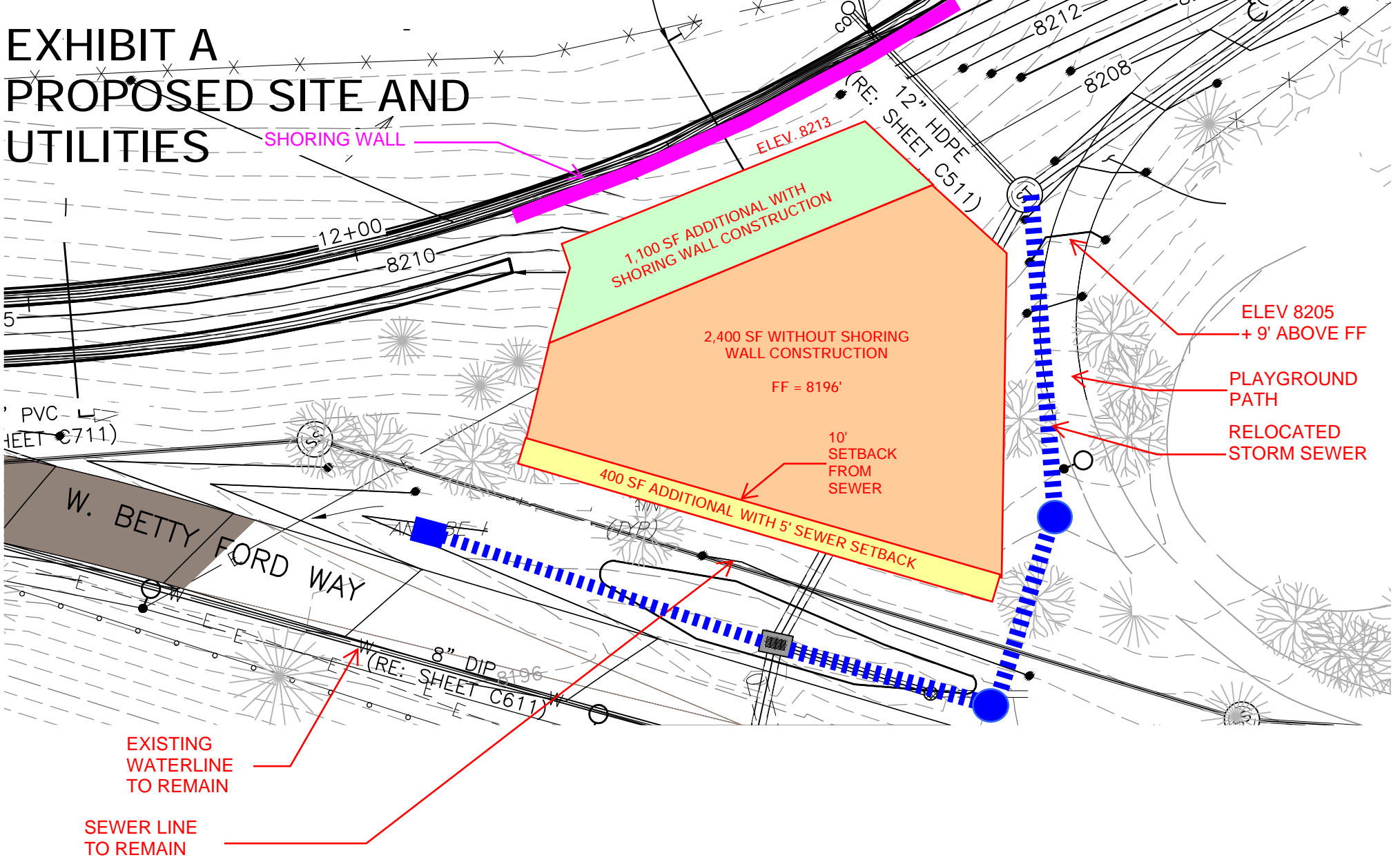


EXHIBIT B ACCESSIBLE ROUTE

