

THE VAIL VILLAGE URBAN DESIGN GUIDE PLAN

June 11,1980



THE GUIDE PLAN

This Guide Plan represents collective ideas about functional and aesthetic objectives for Vail Village. It has been developed over months of time, through a series of public workshops, by Vail residents, merchants, public officials and consultants.

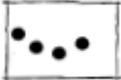
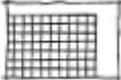
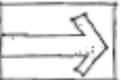
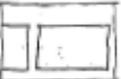
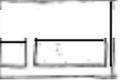
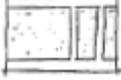
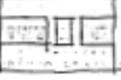
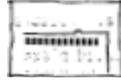
Diagrammatic in nature, the Guide Plan is intended to suggest the nature of the improvements desired. It is based on a number of urban design criteria, established by the workshop participants as particularly appropriate principles for guiding change in Vail Village. As such, the Guide Plan is a response to current issues and perceived problems, and intended to be a guide for current planning in both the public and private sectors.

It is anticipated that perceptions of the problems will change over time and that adjustments will be made to the Guide Plan. Those adjustments will be considered on an annual basis, through a process similar to that which generated the Guide Plan, and based on urban design criteria appropriate to Vail.

Companions to the Guide Plan are three other documents which should be consulted prior to any detailed planning or design: The Framework Plan; Architectural Guidelines; Goals and Policies.

The above establish the general objectives and assumptions underlying the specific recommendations in the Guide Plan.

KEY TO THE GUIDE PLAN: GRAPHIC SYMBOLS

	Gore Creek Pedestrian Path		Feature area - pavement treatment
	Auto/Truck - Open access (direction of flow)		Focal point existing or proposed
	Auto/Truck- Limited access, two lane (unloading, passing)		Infill expansion opportunity -within established constraints
	Auto/Truck-Limited access, one lane		Service & remote delivery parking
	Landscape framework, deciduous/coniferous trees		Separated pedestrian way
	Annual color planting color accent to reinforce movement		Key to site-specific considerations
	Shuttle bus route two line (each direction)		Existing configuration
	Shuttle bus route one lane		Facade improvements recommended

SUB-AREA CONCEPTS: GORE CREEK DRIVE/BRIDGE STREET

1. Gore Creek walking path (Vail trail). Footpath from Ford Park to Lionshead along the bank of Gore Creek. Path alternates from north to south side of creek due to: Corridor width, privacy encroachments, views and sun. Separate sections near Athletic Club and Creekside building may require elevated boardwalks. Final linkage to Ford Park to stay on north side of creek as per criteria mentioned.
2. One-way traffic loop on Hanson Ranch Road and Gore Creek Drive reinforced by curb peninsula. Signage to indicate dead-end, service access only to Mill Creek alley (behind Gorsuch Ltd. building).
3. Future remote parking for service/delivery vehicles. Private site with long term parking commitments. Topography, however, favorable to two level structure, lower level accessible from Gore Creek Drive.
4. Remote service/delivery zone.
5. Landscape feature area to reinforce entry to Core Pocket park potential, enhancement of Mill Creek T.O.V. parcel.
6. Entry "gateway" to Village Core Road narrows to one lane exit to discourage counter-flow traffic. "Mill Creek bridge" image, is a mechanism, for narrowing reinforces gateway sense, emphasizes creek, and provides pedestrian path separate from roadway (by bridge railings) to further tie Mill Creek Court into pedestrian loop.
7. Mill Creek enhancement. Tree planting along creek to increase visibility and screen building backs to improve enclosure of Mill Creek Court. Tree/shrub clusters near roadway, further reinforce 'gateway' to core and Mill Creek as the boundary.
8. Mill Creek walking path, West side Mill Creek. Path completes linkage from pirate ship and mountain path to Gore Creek Drive
9. Commercial expansion (ground floor). 10' feet in depth, possible arcade. To improve pedestrian scale at base of tall building, and for greater transparency as an activity generator on Seibert Circle.
10. Seibert Circle. Feature area paving treatment.: Relocate focal- point (potential fountain) to north for better sun-exposure (fall/spring), creates increased plaza area and are the backdrop for activities. Separated path on north sides for unimpeded pedestrian route during delivery, periods.
- 10A. Mountain gateway improvements. Landscaping screen, minor plaza, pedestrian connection loop to Wall Street.
11. Limited building expansion/improvements. Increase facade transparency on south side to strengthen pedestrian activity, with entry to street. Potential expansion of building to south property line. Additional vertical expansion maybe considered on south end of building to improve street enclosure proportions but must respect designated Hill street - Gore Range view corridors. Potential second level open balcony deck (sun pocket) to restore activity to street lost from ground floor terrace.
12. Future mid-block connection to further tie Mill Creek Court to core area. Entry reinforced by pocket park created on Bridge Street.
- 13A. Raised sidewalk may become major pedestrian route during delivery periods. Slight widening warranted. Potential for open arcade for snow protection-over wooden walk. Landscape improvements include: new consolidated stairs, tie retaining walls replaced with masonry, upgraded planting.
- 13B. Mid-block connection (covered) from Bridge Street to Village Plaza.
14. Village Plaza. Feature area paving treatment, central focal point visible from Gore Creek Drive. Major land form/planting in N.W.for quiet corner, with evergreen screen planting to define west edge. Wall street stairs, with mid-level jog landing, opens entry area to Lazier Arcade shops.

15. Facade improvements. Eyesores removed, increased facade transparency, entries simplified and oriented to intersection.
16. Key intersection in Village Core. Feature area paving treatment.
17. Street access-opened.
18. Facade improvements. Increased ground floor transparency.
19. Feature area paving - entry to core area.
20. Commercial expansion potential - 1 story (from plaza level) would improve enclosure proportions, and complete third side of plaza. Sun-pocket terrace potential at first or second level. Large existing evergreen to be preserved.
21. Future arcade section (by remodel) to continue south side walkway uninterrupted to Wall Street. (Building corner barrier currently).
22. Pocket park. Screen fence to close off alleyway (gate required) and continue streetscape. Pocket park with benches, planter; snow storage in winter. Service vehicle zone optional.
23. Pedestrian walkway defined (by paving, planters, lighting, benches, etc.) to avoid traffic conflicts and unify diverse, disconnected building facades. Increased attraction to reinforce lodge arcade, west end of Core Area.
24. Service/delivery/trash zone (screened). Potential for multi-use as pocket park.
25. Commercial expansion - 1 story to provide active facade to pedestrian street help reinforce connection of Gore Creek Drive to Willow Bridge Road.
26. Basement delivery corridor (foot) to Gore Creek Plaza building to be preserved and extended east when possible.
27. Service/delivery parking zone.
- 28A. Pedestrian connection from Checkpoint Charlie to Willow Place.
- 28B. Residential building expansion potential under existing zoning. Building mass should be stepped back to the south to preserve and frame down valley views, as designated in the view corridor map. Infill of parcel will help enclosure of Checkpoint Charlie Circle.
29. Access to Gore Creek. Gentle bank terracing (grass) and natural boulder placement for creekside sitting, wading, etc. Shrub/tree infill along mid point of sidewalk to define, gently molded meadow edges for increased illusion of space.
30. Bank improvements. Rip-rap, reduced slope, re-seeding and shrub/tree planting for reinforcement of creek as visual feature of the Village.
31. Future bridge improvements. Second major entry to core area warrants increased imageability - such as the covered bridge (to become standard structure for pedestrian crossings. Bridge structure gives partial enclosure of creekside meadow area, a visible attraction from Crossroads. Reinforce entry further with paving. treatment and planting near bridge.
- 32A. Narrow Willow Bridge roadway to one-lane allow development of pedestrian passage way. Upgrade bridge image- railings, lights, pavement treatment, etc.
- 32B. Existing walkway (separated) connection Crossroads area.

SUB-AREA CONCEPTS: EAST MEADOW DRIVE

1. Short-term improvements, to upgrade entry appearance and narrow Vail Road to divert traffic east or west along the Frontage Road. Improvements include:

- planting bed expansions to fill voids, unify entries
- island to narrow Vail Road
- tree planting to further restrict views down Vail Road

2. Future study area. Long-term assessment of entry improvements in conjunction with South Frontage Road improvements and Phase IV & V of Vail Village Inn.

3. Traffic circle turn-around to limit penetration of lost traffic. Convey a "dead-end" road closure appearance from the Frontage Road, and at the same time create a major landscape focal point for west end of E. Meadow Drive as linkage to Lionshead. Traffic south of circle reduced by clear sign directives. Location of circle dependent on long-range plans for Ski Museum (see #5).

4. Landscape island to enclose circle, screen Bank parking, and make visual linkage to Lionshead. Bank ownership, coordination required. Potential loss of four parking spaces.

5. Ski Museum site improvements. Outdoor display area framed by tree planting.- Raised paving surface with planters on front (circle) side for low-maintenance entry. Pedestrian walk. continues around to west. Long-term expansion potential limited. Further study needed to determine site suitability.

6. Pedestrian walk, separated from roadway, reinforced by tree planting, continues on north side of E. Meadow Drive to Lionshead.

7. Landscaped open space, approved element of Vail Village Inn special development district. Pedestrian path connection to Frontage Road and Town Hall.

8. Pedestrian walk, separated to Gore Creek path.

9. Further study needed. Potential commercial infill – 1 story. Further study to address size and placement of built structures, parking, and access considerations. Within specified constraints by infill development could:

- complete E. Meadow Drive, to its natural Vail Road terminus, as an attractive pedestrian street with a variety of landscaped open spaces and pedestrian scale shops - effectively extending the character of the core, to Vail Road

- complete the framing of the Vail Road intersection as a defined open space, giving loose order to a presently non-descript area

- preserve the views of Vail-Mountain and Gold Peak, screening out the parking lot impact

- due to topography, allow for below-grade parking under the infill building, with rear-access service

10. Plaza linkage across E. Meadow Drive uniting commercial area. Feature area paving, planters, kiosks, benches, etc. Further study needed, integral to infill development in #9.

11. Bus shelter.

12. Separate pedestrian walk by reducing E. Meadow Drive to single bus lane. Upgrade by paving, benches, moveable planter, lighting. Bus passing/waiting at either end adjacent to bus shelters.

13. Existing berm/planting preserved. Color, vegetation, views, and openness preserve the variety of pedestrian experience along E. Meadow Drive.

14. Plaza linkage across E. Meadow Drive to tie commercial uses for mutual reinforcement, and to maintain rhythm of open space nodes. Feature area paving, planters, benches, etc. Tree planting to frame and soften plaza and roadway. Landscaped corner near Talisman as quiet sun-pocket sitting area.

15. Required service/patron access points.

16A Separated pedestrian walk, due to bus/auto traffic, continues east to Crossroads and parking structure.

16B Future study. Crossroads circulation plan to identify potential to simplify circulation, reduce conflicts, and integrate with traffic control objectives.

17. Mixed-use traffic area. Triangular central planter expanded to direct traffic movement. West side primarily for-pedestrian connection, also must permit traffic turn-around. Traffic patterns directed by signage. Intersection, given feature area paving to denote pedestrian priority/ slow traffic zone.

18. Existing walk lowered slightly to become major separated south side pedestrian route (barrier free ramps). Landscape planting buffer along roadway..

19. Village Road traffic circle. Improvements to order traffic flows in/out of the structure and to reduce lost-traffic penetration into the Village, include:

- narrowing Frontage Road before intersection to eliminate right turn lane which funnels traffic into Village Road
- extend center island north to reduce opening
- close island gaps to force all (but rental) traffic into a single quene for the sequence of entries
- narrow entry to E. Meadow Drive from the circle to suggest entry gap to Crossroads; likewise, with access to Sonnenalp move traffic barricade arm closer to circle for visible deterrence to travel east on E. Meadow Drive
- traffic circle with 45 foot -radius minimum to accommodate all but largest trucks or buses (presumably deterred at Frontage Road). Reconstructed circle elevated 2 feet or more to decrease gradient starting up Village Road

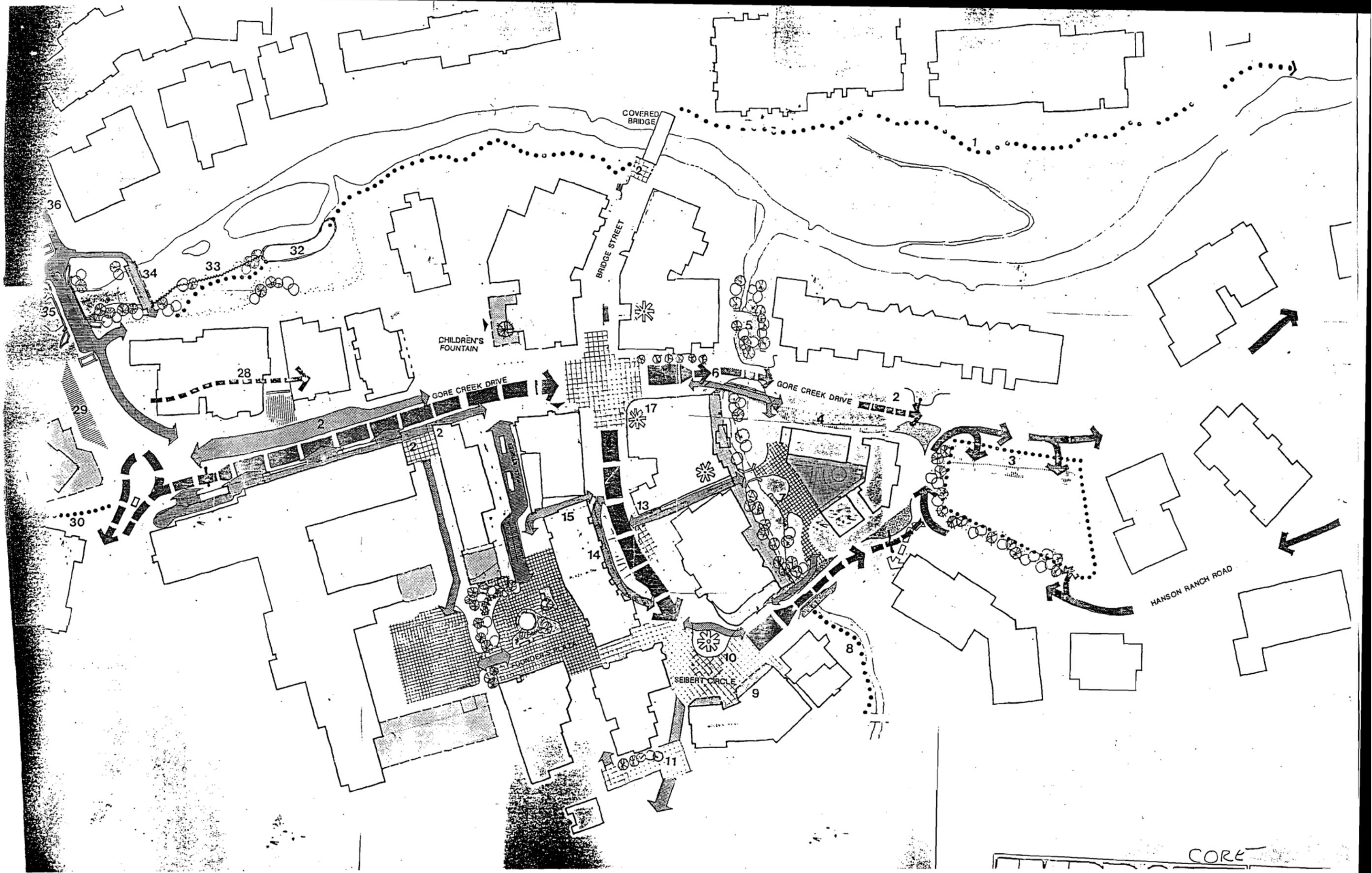
20. Separation of 2-lane bus route from traffic circle, by means of earth-form buffer to reduce bus/auto conflicts at peak traffic periods. Private land encroachment necessary.

21. Limited commercial expansion - 1 story. Infill commercial possibility to draw pedestrians both east and west along E. Meadow Drive, which with other improvements helps complete the pedestrian loop to the Village Core. Low building, in foreground of taller building to southwest, will not encroach into view corridor. Facades/entries on north and northeast sides.

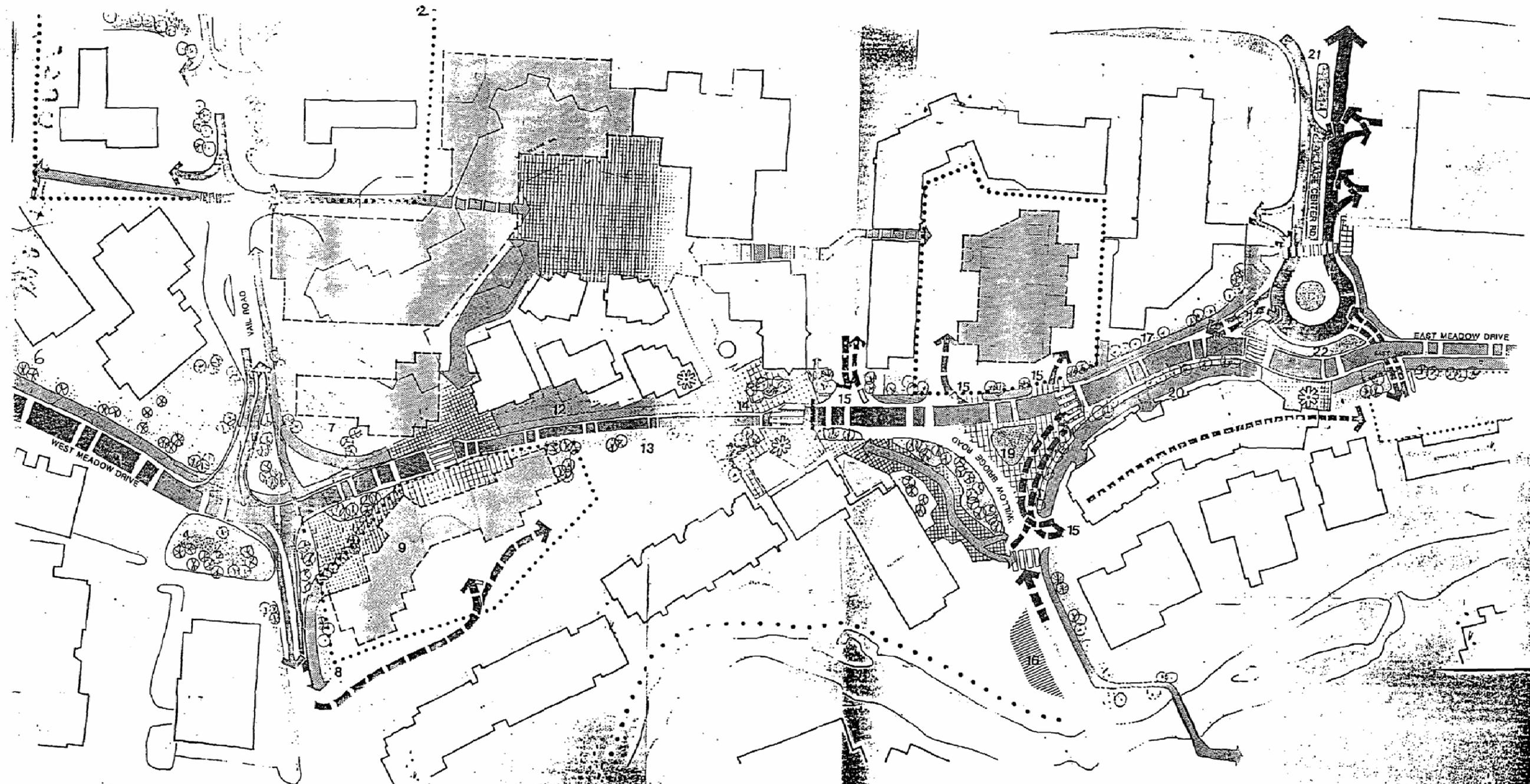
22. Roof-top park/focal point over parking garage. Dense planting bed as backdrop for low-maintenance feature area paved open space. Benches, lighting, portable planters, and focal point serve as foreground to mountain views, and open space node on pedestrian path.

23. Separated pedestrian walk in public R.O.W. (by narrowing bus lane), with border planting to screen parking and make attractive connection to Covered Bridge Plaza.

24. Future study of potential, and desirability, of below-grade parking with open space and/or building expansion above to further reinforce pedestrian connection.



CORE



EAST MEADOW DRIVE

IMPROVE WALK

TOWN
Departm
Commun
Develo

REVISIONS
MARCH 28, 19

DATE

BY

DATE

VAIL VILLAGE DESIGN CONSIDERATIONS

**Adopted June 11, 1980
Updated February 18, 2009**

**Amended by:
Ordinance 18, Series of 1992
Resolution 21, Series of 2005**



INTRODUCTION

Background

These Design Considerations are an integral part of the Vail Village Urban Design Plan. The Plan as a whole is the culmination of many month's effort by residents, merchants, Town staff, and consultants to develop a mechanism to manage physical change in the Village. It is an attempt to identify aspects of the physical character of the Village and to assure as far as possible that future changes will be consistent with the established character, and will make positive contributions to the quality of life.

Vail was originally conceived as a mountain resort in the pattern of quaint European alpine village. It remains fairly faithful to that image today, because of the commitment of its early founders to that concept. However, recent rapid growth, both in size and popularity, has introduced new pressures for development, which many feel threaten the unique qualities from which that success has been derived. There are rapidly increasing land values and resulting pressures to expand existing buildings, infill parcels, and even totally redevelop parcels less than 15 years old. This pressure for growth has brought with it the potential for significant change. New materials, new architectural styles, the premium on land usage, and sheer numbers of people and cars all have potentially major impacts on the character and function of Vail.

That is not to imply that all growth and change in Vail is negative. There are many areas that are underdeveloped. The actual area of Vail that gives it its unique character is but a small area of the Village. There are definitely opportunities to extend the character of the Core beyond its current limits.

These Design Considerations, and the Urban Design Plan as a whole, are intended to guide growth and change in ways that will enhance and preserve the essential qualities of Vail Village. This character, while inspired to a degree by European models, has evolved into a distinctly local interpretation. Any standards, in the end, must be based upon Vail's own unique characteristics, and potential now. To preserve this character, care must be taken to avoid both new architectural prototypes, and historical ones, local or foreign, which do not share the same design vocabulary. These Design Considerations are a recognition that there is a distinctive design character to the Village and that this character is important to preserve.

The Design Considerations

The characteristics identified herein, are first of all, descriptions of the primary form-giving physical features of the Village. They are not exhaustive. They are a description of those key elements without which the image of Vail would be noticeably different. They are divided into two major categories:

Urban Design Considerations

General, large-scale land use planning issues, as well as form considerations which affect more than one property (or even whole areas). These considerations are primarily the purview of the Planning and Environmental Commission. This Commission also has review responsibilities for additional zoning code compliance such as density control, parking, etc.

Architecture/Landscape Considerations

Detail, details, style and overall appropriateness of a design for a given site. These considerations are reviewed primarily by the Design Review Board (DRB).

Below is a general checklist of major issues and concerns which the applicant must address in the course of the review process. Each of the following items should be addressed at least briefly in any application hearing or submittal:

Urban Design Considerations

1. Pedestrianization
2. Vehicle Penetration
3. Streetscape Framework
4. Street Enclosure
5. Street Edge
6. Building Height
7. Views

Zoning Code Items

1. Density Control
2. Landscape Area Reduction
3. Parking

Architectural/Landscape Considerations

1. Roofs
 - Form
 - Pitch
 - Overhangs
 - Composition
 - Stepped Roofs
 - Materials
 - Construction
2. FACADES
 - Materials
 - Color
 - Transparency
 - Windows
 - Doors
 - Trim
3. BALCONIES
4. Color
 - Size
 - Mass
 - Materials
 - Construction
- DECKS & PATIOS
5. ACCENT ELEMENTS
6. LANDSCAPE ELEMENTS
 - Plant Materials
 - Paving
 - Retaining Walls
 - Lighting
 - Signage
7. Materials
 - Construction

Secondly, the design considerations are intended to serve as guideline design parameters. They are not seen as rigid rules, or "cookbook design elements" to bring about a homogeneous appearance in Vail. Rather, they are a statement of interpretation, subscribed to by the Town Planning/Environmental Commission and Review Board, as to the present physical character and objectives of the Village. They are intended to enable the Town staff and citizen review boards to more clearly communicate to property owners planning and design objectives, and allow property owners in town to respond in general conformance or to clearly demonstrate why departures are warranted.

Finally, these guidelines are intended to help influence the form and design of buildings, not to establish minimum building volumes. Often more than one criteria applies to a given situation e.g. Building Height, Enclosure, Views and Sun/Shade - all are concerns applicable to building height and massing - and they may be mutually conflicting if judged on equal terms. It is the role of the review boards, together with the applicant, to determine the relative importance of each consideration for a given situation. They then must apply those considerations to assure that a balance is achieved between the rights of the public and private sectors.

URBAN DESIGN CONSIDERATIONS

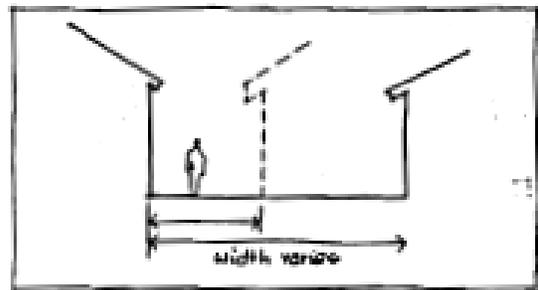
A. PEDESTRIANIZATION

All new or expansion construction should anticipate the appropriate level of pedestrianization adjacent to the site.

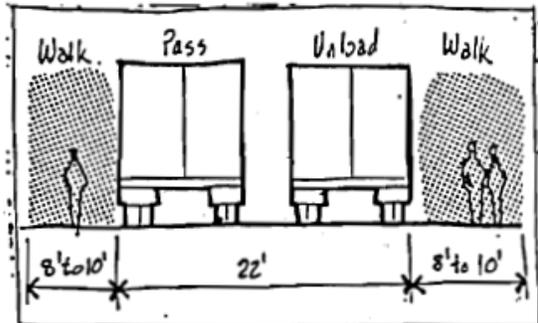
A major objective for Vail Village is to encourage pedestrian circulation through an interconnected network of safe, pleasant pedestrian ways. Many of the improvements recognized in the Urban Design Guide Plans, and accompanying Design Considerations, are to reinforce and expand the quality to pedestrian walkways throughout the Village.

Since vehicular traffic cannot be removed from certain streets (bus routes, delivery access) a totally car-free pedestrian system is not achievable throughout the entire Village. Therefore several levels of pedestrianization are proposed:

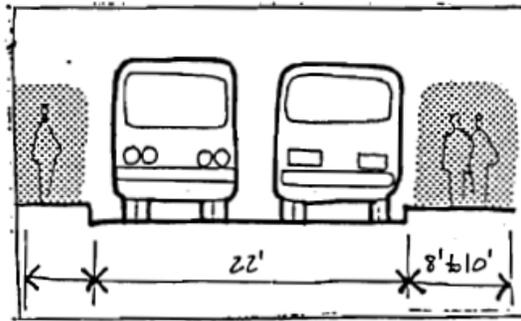
1. pedestrian-only streets



2. Pedestrian streets with limited delivery traffic with sufficient width for unimpeded pedestrian walking



3. separated pedestrian walks where street width and traffic volume (trucks, shuttle bus, etc) preclude joint vehicle/pedestrian use of the roadway



4. Primary vehicular routes minimal pedestrian development confined to wide shoulder, sidewalk, or separate pathway.

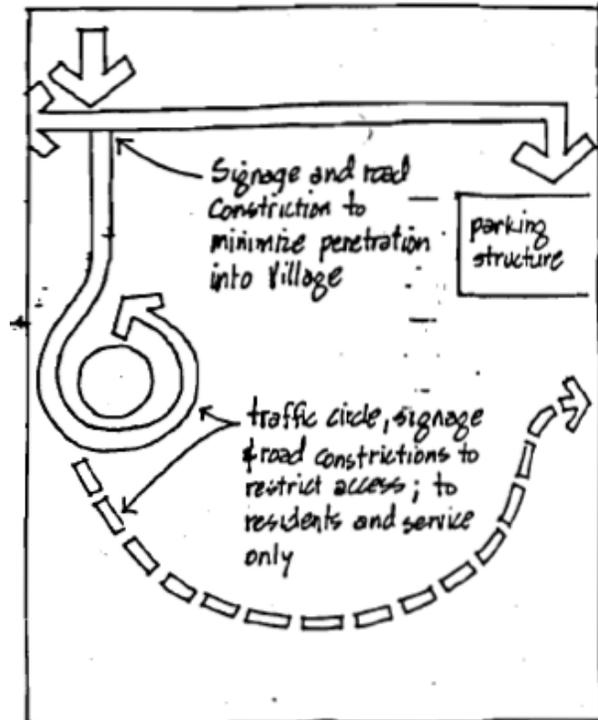
The Framework Circulation Plan and sub-area Guide Plans designate the specific type of street development desired for major streets in Vail Village.

B. VEHICLE PENETRATION

To the maximum extent possible, all non-resident traffic should be routed along the Frontage Road to Vail Village/Vail Lionshead parking structures.

In conjunction with pedestrianization objectives, major emphasis is focused upon reducing auto penetration into the center of the Village. Vail Road and Vail Valley Drive will continue to serve as the major routes for service and resident access to the Village.

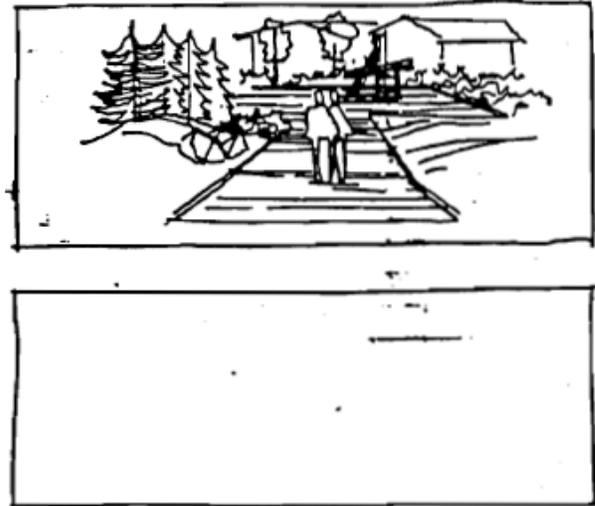
Road constrictions, traffic circles, signage, and other measures are indicated in The Guide Plans to visually and physically discourage all but essential vehicle penetration beyond the Frontage Road. Alternative access points and private parking relocation, where feasible, should be considered to further reduce traffic conflicts in the Village.



C. STREETScape FRAMEWORK

To improve the quality of the walking experience and give continuity to the pedestrian ways, as a continuous system, two general types of improvements adjacent to the walkways are considered:

1. Open space & landscaping - berms, grass, flowers and tree planting as a soft, colorful framework linkage along pedestrian routes; and plazas and park green spaces as open nodes and focal points along those routes.
2. Infill commercial storefronts expansion of existing buildings, or new infill development to create new commercial activity generators to give street life and visual interest, as attractions at key locations along pedestrian routes.



It is not intended to enclose all Village streets with buildings, as in the Core Area. Nor is it desirable to leave pedestrian streets in the open and somewhat undefined condition evident in many other areas of Vail. Rather, it is desired to have a variety of open and enclosed spaces both built and landscaped, which create a strong framework for pedestrian walks as well as visual interest and activity.

D. STREET ENCLOSURE

While building facade heights should not be uniform from building to building, they should provide a "comfortable" enclosure for the street.

Pedestrian streets are outdoor rooms whose walls are formed by the buildings. The shape and feel of these 'rooms' are created by the variety of heights and massing (three-dimensional variations) which give much of the visual interest and pedestrian scale unique to Vail.

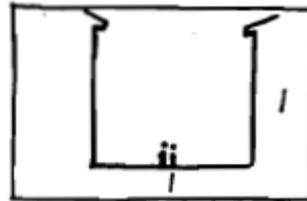
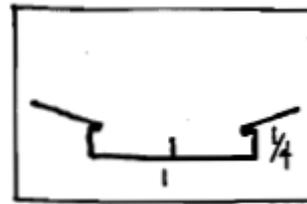
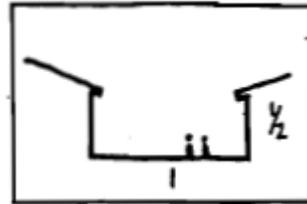
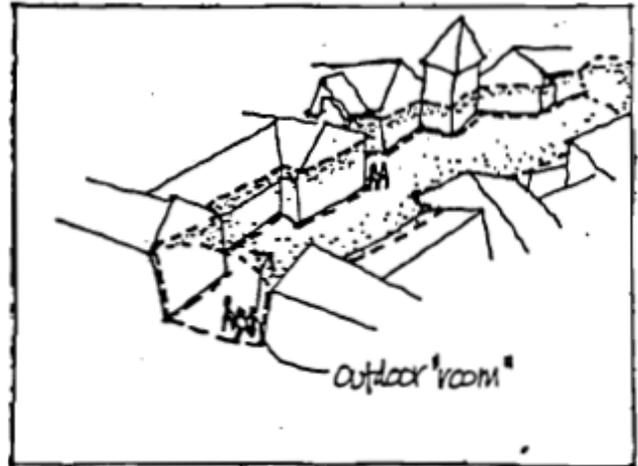
Very general rules, about the perception of exterior spaces have been developed (empirically) by designers, based on the characteristics of human vision.

They suggest that:

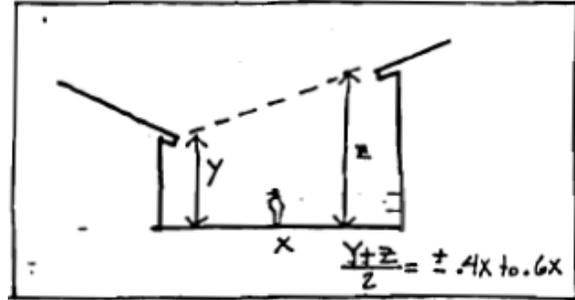
an external enclosure is most comfortable where its walls are approximately $\frac{1}{2}$ as high as the width of the space enclosed;

if the ratio falls to $\frac{1}{4}$ or less, the space seems unenclosed; and

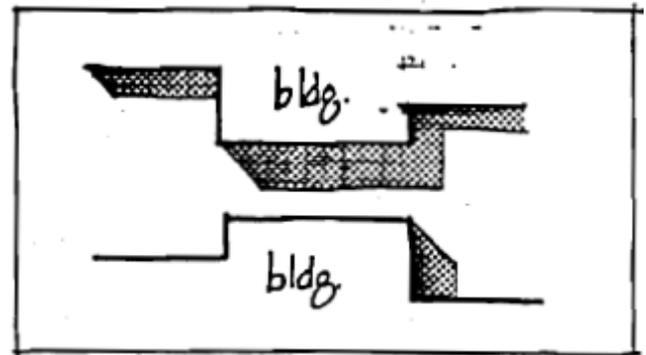
if the height is greater than the width, it comes to resemble a canyon.



In actual application, facades are seldom uniform in height on both sides of the street, nor is this desired. Thus, some latitude is appropriate in the application of this 1/2 - to - 1 ratio. Using the average facade height of both sides will generally still be a guide to the "comfortableness" of the enclosure being created.



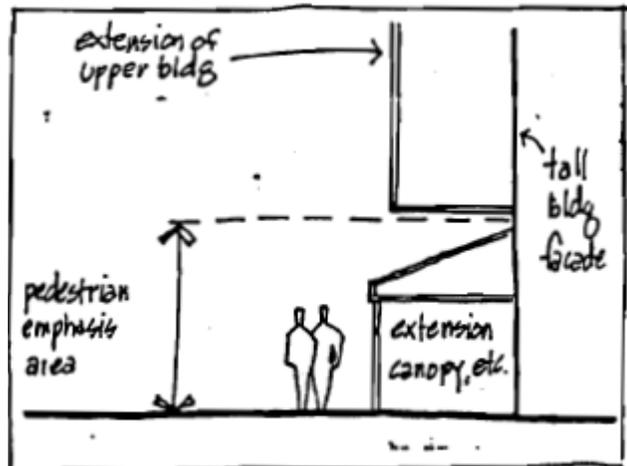
In some instances, the 'canyon' effect is acceptable and even desirable - for example, as a short connecting linkage between larger spaces - to give variety to the walking experience. For sun/shade reasons, it is often advantageous to orient any longer segments in a north-south direction. Long canyon streets in an east-west direction should generally be discouraged.



When exceptions to the general height criteria occur, special design consideration should be given to creating a well-defined ground floor pedestrian emphasis to overcome the canyon effect.

Canopies, awnings, arcade and building extensions can all create a pedestrian focus and divert attention from upper building heights and 'canyon' effect. For other considerations on building massing, see:

- Building Height
- Sun/Shade Views
- Street Edge



E. STREET EDGE

Buildings in the Village Core should form a strong but irregular edge to the street.

Unlike many American towns, there are no standard setback requirements for buildings in Vail Village. Consistent with the desire for intimate pedestrian scale, placement of portions of a building at or near the property line is allowed and encouraged to give strong definition to the pedestrian streets.

This is not to imply continuous building frontage along the property line. A strong street edge is important for continuity, but perfectly aligned facades over too long a distance tends to be monotonous. With only a few exceptions in the Village, slightly irregular facade lines, building jogs, and landscape areas, give life to the street and visual interest for pedestrian travel.

Where buildings jog to create activity pockets, other elements can be used to continue the street edge:

- low planter walls
- arcades
- tree planting
- raised decks
- raised sidewalks
- texture changes
- in ground surface

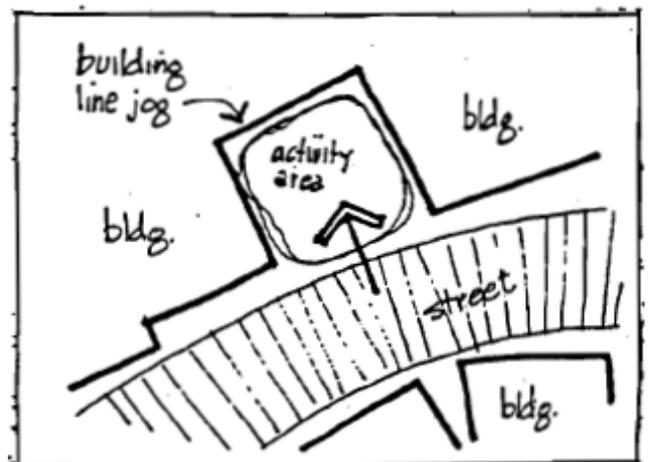
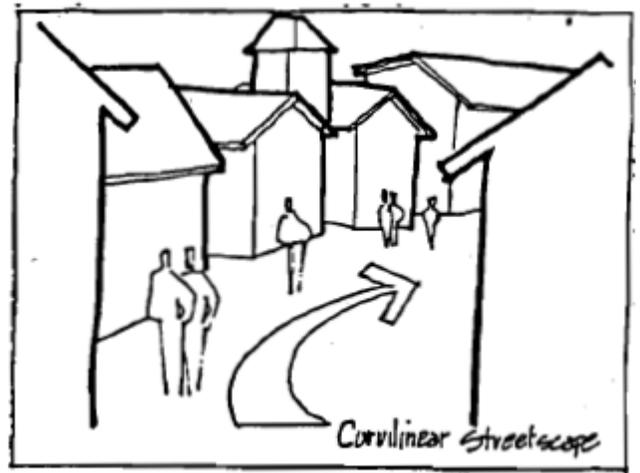
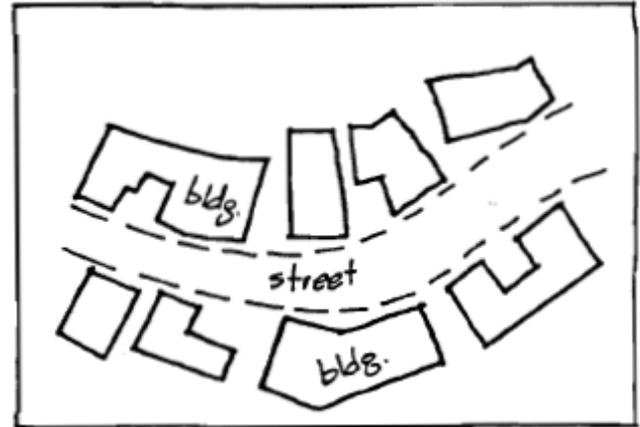
Plazas, patios, green areas are important focal points for gathering, resting, orienting and should be distributed throughout the Village

With due consideration to:

- spacing
- sun access
- opportunities for views
- pedestrian activity

See also:

- Sun/Shade
- Building Height
- Street Enclosure
- Views

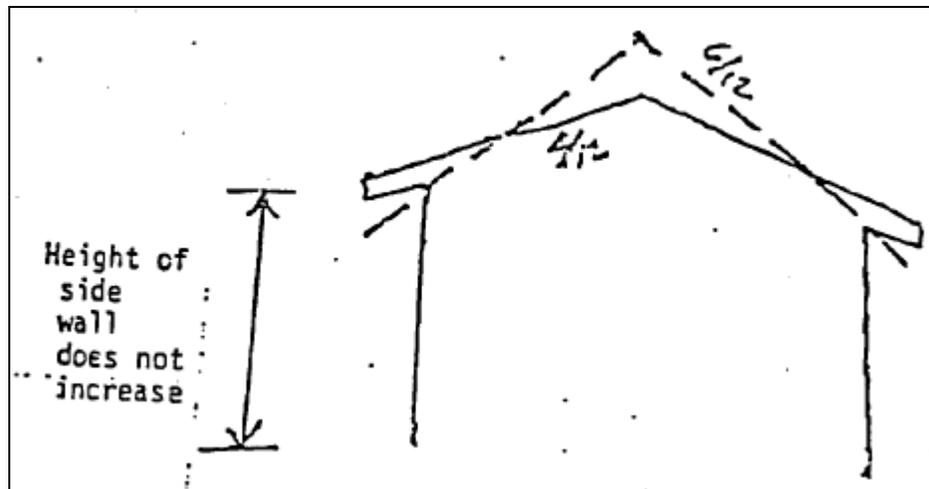


F. BUILDING HEIGHT

Basically, the Village Core is perceived as a mix of two and three story facades, although there are also four and five story buildings. The mix of building heights gives variety to the street--which is desirable. The height criteria are intended to encourage height and massing variety and to discourage uniform building heights along the street.

The definition of height shall be as it is in the Vail Municipal Code. Building height restrictions in Commercial Core I shall be as follows:

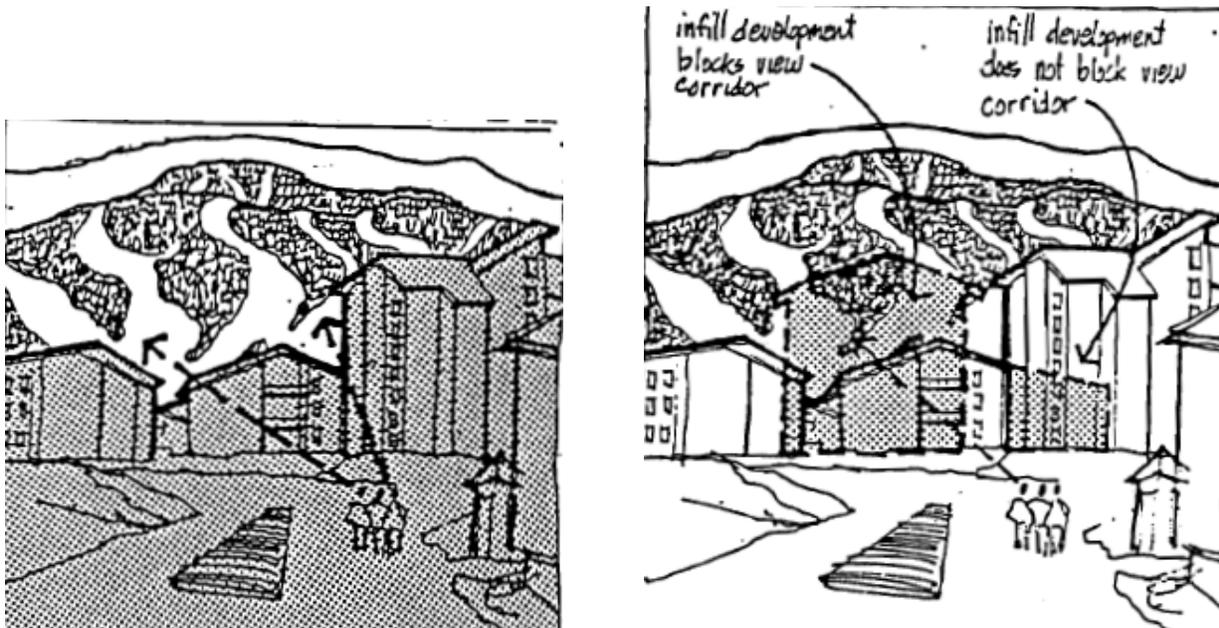
1. Up to 60% of the building (building coverage area) may be built to a height of 33 feet or less.
2. No more than 40% of the building (building coverage area) may be higher than 33 feet, but not higher than 43 feet.
3. Towers, spires, cupolas, chimneys, flagpoles, and similar architectural features not useable as Gross Residential Floor Area may extend above the height limit a distance of not more than twenty-five percent of the height limit nor more than fifteen feet.
4. The above heights are based on an assumed 3 feet in 12 feet or 4 feet in 12 feet roof pitches. To accommodate and encourage steeper roof pitches (up to 6 feet in 12 feet), slight, proportionate height increases could be granted so long as the height of building side walls is not increased (see diagram following).



G. VIEWS AND FOCAL POINTS

Vail's mountain/valley setting is a fundamental part of its identity. Views of the mountains, ski slopes, creeks and other natural features are reminders of the mountain environment and, by repeated visibility, are orientation reference points. Certain building features also provide important orientation references and visual focal points. The most significant view corridors have been adopted as part of Chapter 12-22 of the Vail Municipal Code. The view corridors adopted should not be considered exhaustive. When evaluating a development proposal, priority should be given to an analysis of the impact of the project on views. Views that should be preserved originate from either major pedestrian areas or public spaces, and include views of the ski mountain, the Gore Range, the Clock Tower, the Rucksack Tower and other Important man-made and natural elements that contribute to the sense of place associated with Vail. These views, which have been adopted by ordinance, were chosen due to their significance, not only from an aesthetic standpoint, but also as orientation reference points for pedestrians.

Development in Vail Village shall not encroach into any adopted view corridor unless approved under Chapter 18.73. Adopted corridors are listed in Chapter 12-22 of the Vail Municipal Code. Whether affecting adopted view corridors or not, the impact of proposed development on views from pedestrian ways and public spaces must be identified and considered where appropriate. The Vail Land Use Plan, Town Policies, the Urban Design Guide Plans, and other adopted master plans, shall be used to help determine which views may be affected, and how they should be addressed. (Ord. 18(1992) § 12)



H. SERVICE AND DELIVERY

Any building expansion should preserve the functions of existing service alleys. The few service alleys that exist in the Village are extremely important to minimizing vehicle congestion on pedestrian ways. The use of, and vehicular access to, those alleys should not be eliminated except where functional alternatives are provided.

In all new and remodeled construction, delivery, which avoids or reduces Impacts on pedestrian ways, should be explored; and adopted whenever practical, for Immediate or future usage. Rear access, basement, and below-ground delivery corridors reduce congestion. Weather protection increases delivery efficiency substantially. Below grade delivery corridors are - found In a few buildings in Vail Village (Sitzmark/Gore Creek Plaza, Village Center, Vail Village Inn). Consideration should be given to extending these corridors where feasible and the creation of new ones. As buildings are constructed or remodeled, the opportunity may exist to develop segments of a future system.

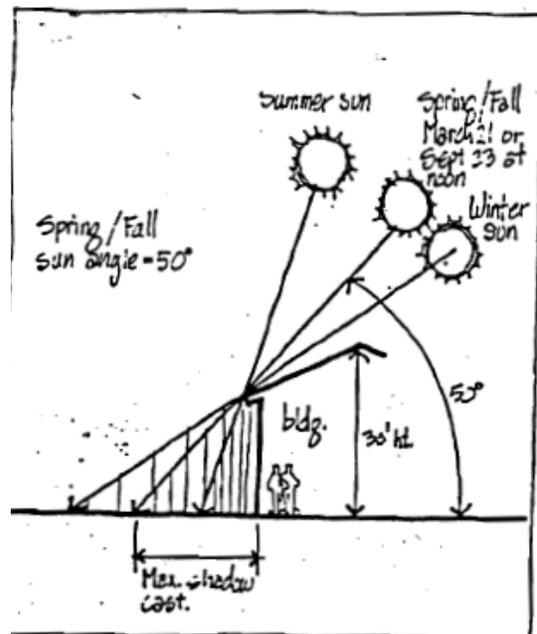
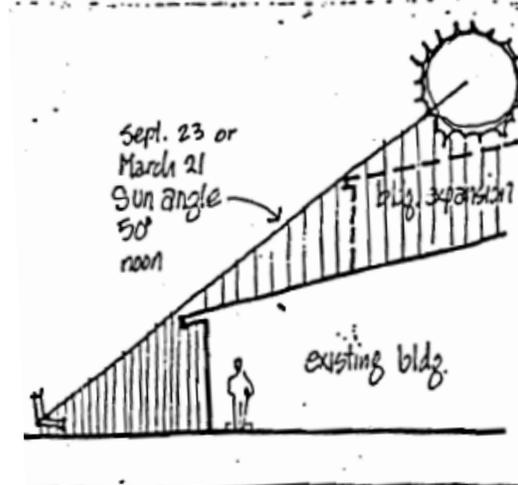
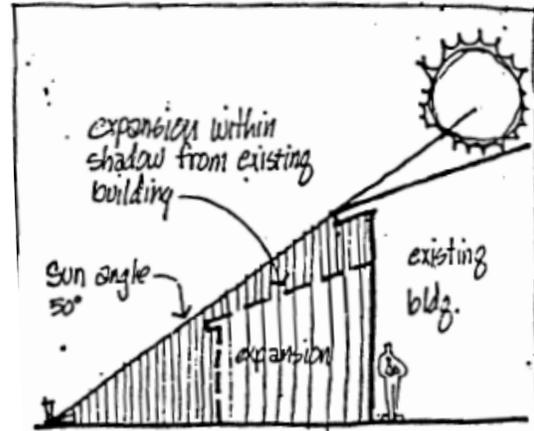
I. SUN/SHADE

Due to Vail's alpine climate, sun is an important comfort factor, especially in winter, fall and spring. Shade areas have ambient temperatures substantially below those of adjacent direct sunlit areas. On all but the warmest of summer days shade can easily lower temperatures below comfortable levels and thereby negatively impact uses of those areas.

All new or expanded buildings should not substantially increase the spring and fall shadow pattern (March 21 through September 23) on adjacent properties or the public R.O.W.

In all building construction, shade shall be considered in massing and overall height consideration. Notwithstanding, sun/shade considerations are not intended to restrict building height allowances, but rather to influence the massing of buildings. limited height exceptions may be granted to meet this criteria.

Additions to existing buildings may be created in several ways to avoid extending shadow patterns.



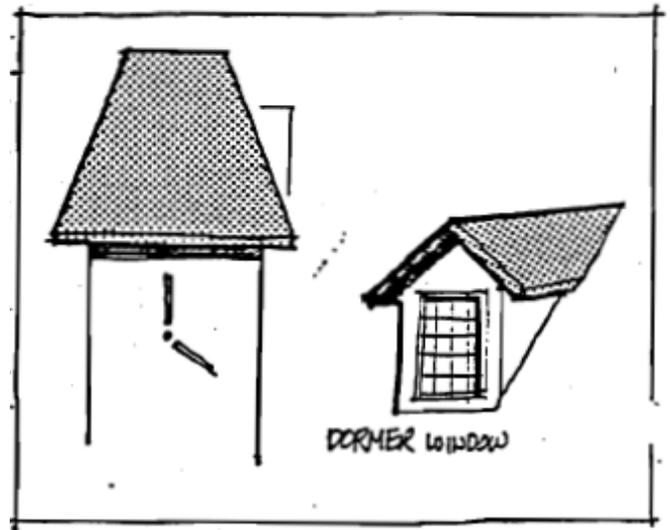
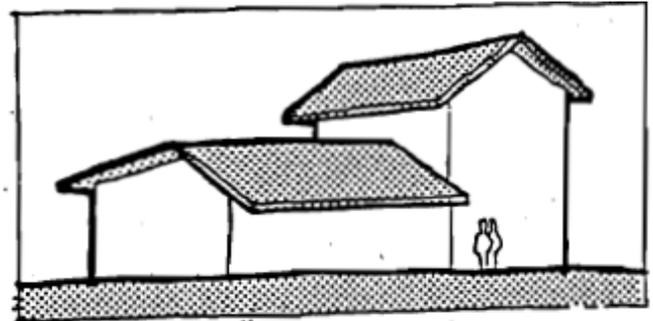
ARCHITECTURE/LANDSCAPE CONSIDERATIONS

ROOFS

Where visible, roofs are often one of the most dominant architectural elements in any built environment. In the Village roof form, color and texture are visibly dominant, and generally consistent, which tends to unify the building diversity to a great degree. The current expression, and objective, for roofs in the Village is to form a consistently unifying backdrop for the architecture and pedestrian streetscape, and to avoid roofs, which tend to stand out individually or distract visually from the overall character.

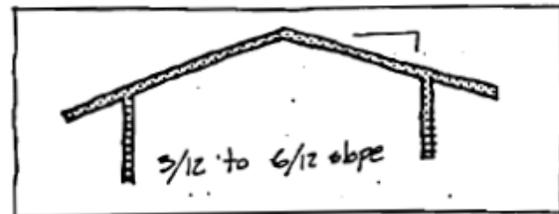
Roof Forms

Roofs within the Village are typically gable in form and of moderate-to-low pitch. Shed roofs are frequently used for small additions to larger buildings. Freestanding shed roofs, butterfly roofs and flat roofs can be found in the Village but they are generally considered to be out of character and inappropriate. Hip roofs likewise are rare and generally inconsistent with the character of the Core Area. Towers are exceptions, in both form and pitch, to the general, criteria, but do have an established local vernacular style, which should be respected.



Pitch

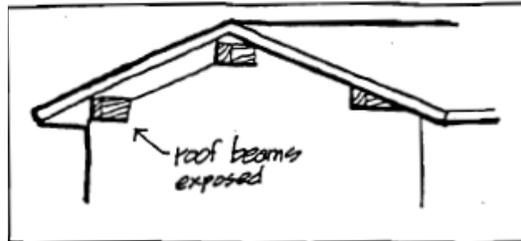
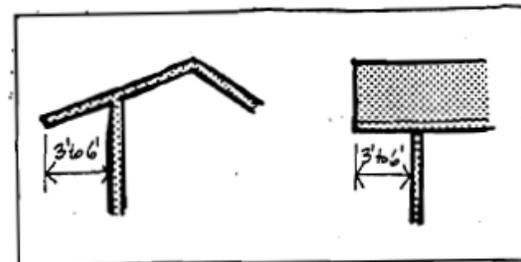
Roof slopes in the Village typically range from 3/12 to 6/12, with slightly steeper pitches in limited applications. Again, for visual consistency this general 3/12-6/12 range should be preserved. (See Construction below.)



Overhangs

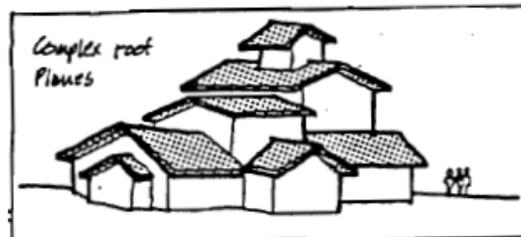
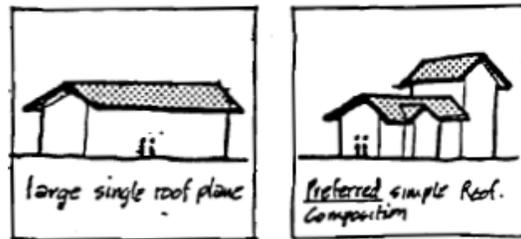
Generous roof overhangs are also an established architectural feature in the Village - a traditional expression of shelter in alpine environments. Roof overhangs typically range from 3 to 6 feet on all edges. Specific design consideration should be given to protection of pedestrian ways adjacent to buildings. Tee falls, snow slides, and runoff hazards can be reduced by roof orientation, gutters, arcades, etc.

Overhang details are treated with varying degrees of ornamentation. Structural elements such as roof beams are expressed beneath the overhangs, simply or decoratively carved. The roof fascia is thick and wide, giving a substantial edge to the roof.



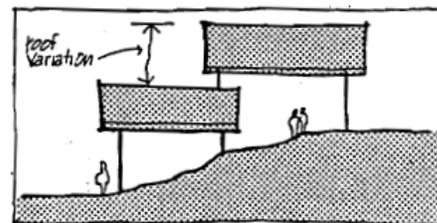
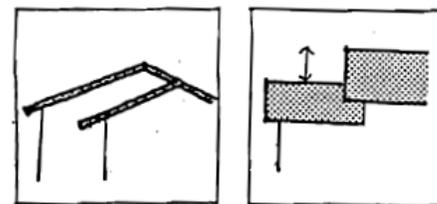
Compositions

The intricate roofscape of the Village as a whole is the result of many individual simple roof configurations. For any single building, a varied but simple composition of roof planes is preferred to either a single or a complex arrangement of many roofs. As individual roofs become more complex, the roof attracts visual attention away from the streetscape and the total roofscape tends toward "busyness" rather than a backdrop composition.



Stepped Roofs

As buildings are stepped to reflect existing grade changes, resulting roof steps should be made where the height change will be visually significant. Variations which are too subtle appear to be more stylistic than functional, and out of character with the more straightforward roof design typical in the Village.



Materials

Wood-shakes, wood shingles, and built-up tow and gravel are almost exclusively used as roof materials in the Village. (See Construction below.) For visual consistency, any other materials should have the appearance of the above.

Construction

Common roof problems and design considerations in this climate include:

- snowslides onto pedestrian walks - gutters freezing
- roof dams and water infiltration - heavy snow loads

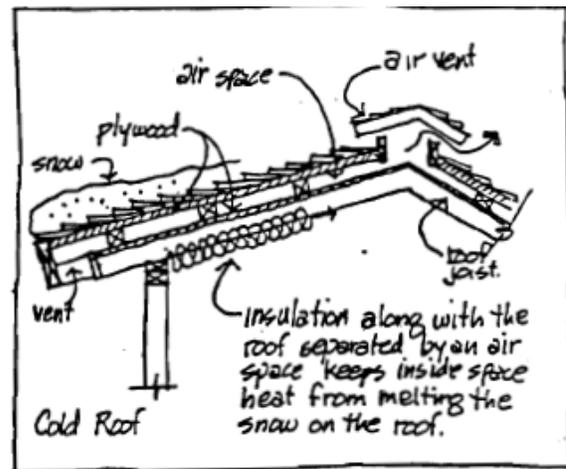
Careful attention to these functional details is recommended, as well as familiarity with the local building code, proven construction details, and town ordinances.

For built-up roofs, pitches of 4/12 or steeper do not hold gravel well. For shingle roofs, pitches of 4/12 or shallower often result in ice dams and backflow leakage under the shingles.

Cold-roof construction is strongly preferred, unless warm-roof benefits for a specific application can be demonstrated.

Cold-roofs are double roofs, which insulate and prevent snowmelt from internal building heat. By retaining snow on the roof, many of the problems listed can be reduced. Periodic snow removal will be required and should be anticipated in the design.

Roof gutters tend to ice-in completely and become ineffective in the Vail climate, especially in shaded north side locations. Heating the interior circumference with heat-tape elements or other devices is generally necessary to assure adequate runoff control in colder months.



FACADES

Materials

Stucco, brick, wood (and glass) are the primary building materials found in the Village. While not wishing to restrict design freedom over-much, existing conditions show that within this small range of materials-much variation and individuality are possible while preserving a basic harmony. Too many diverse materials weaken the continuity and repetition, which unifies the streetscape.

Of the above materials, stucco is the most consistently used material. Most of the buildings in the Village exhibit some stucco, and there are virtually no areas where stucco is entirely absent. It is intended to preserve the dominance of stucco-by its-use in portions, at least, of all new facades, and by assuring that other materials are not used to the exclusion of stucco in any sub-area within the Village.

Color

The intent of these regulations regarding color shall be to provide greater latitude in the use of color in Vail Village in order to create visual interest and to enliven the area. Colors used should retain a discernible consistency within a general range of colors relating well to the colors found in the surrounding mountain backdrop of Vail, but need not be specifically found in that environment.

All colors used shall relate to the colors of the natural materials found on the buildings like wood tones, slate roof colors, stone colors and the like. Additionally all building colors shall work with the colors of the buildings in proximity as well as with all natural landscape materials found nearby.

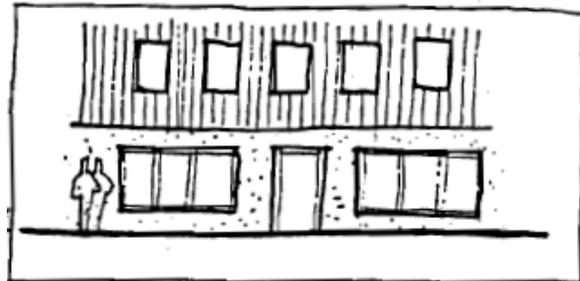
While there is no restriction per se on specific hues, primary colors of high chroma shall not be used on building surfaces but can be used in a limited fashion for accents. Body colors, both siding and stucco, shall be rich and lively but must be less chromatic shades, which relate to natural colors and can be either light or dark. All stucco shall have a flat finish.

Generally, to avoid both “busyness”, and weak visual interest, the variety of major wall colors (and materials – excluding glass) should not exceed four nor be less than two.

A color/material change between the ground floor and the upper floors is a common and effective reinforcement of the pedestrian scale of the street.

High chroma colors can be used for signage, accents, doors, canopies, wall graphics and other similar elements as long as they do not dominate either the building they are used on, the adjacent buildings, or the streetscape (see E. Accent Elements).

The color schemes for all properties shall be considered on a case-by-case basis. (Res. 21 (2005) § 1.000)



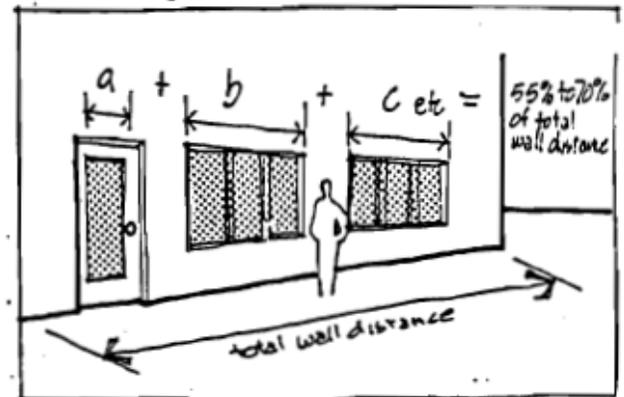
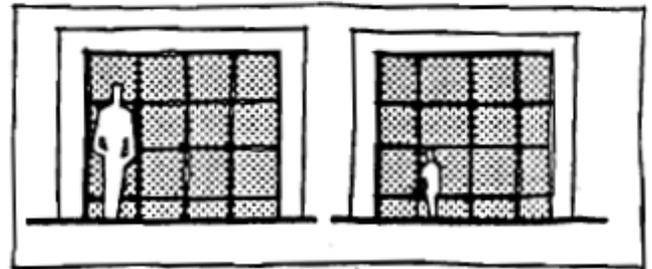
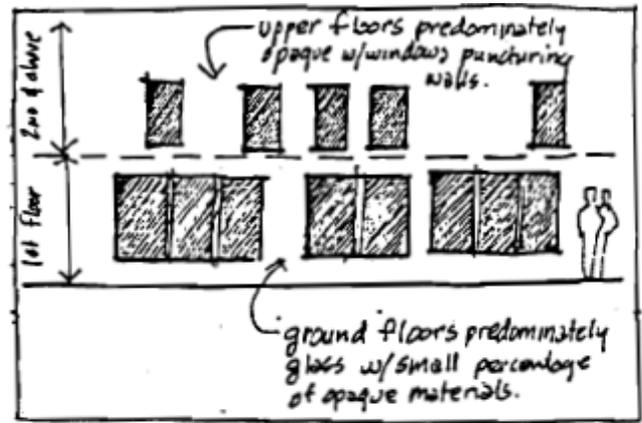
Transparency

Pedestrian scale is created in many ways, but a major factor is the openness, attractiveness, and generally public character of the ground floor facade of adjacent buildings. Transparent store fronts are "people attractors", opaque or solid walls are more private, imply "do not approach". On pedestrian-oriented streets such as in the Village, ground floor commercial facades are proportionately more transparent than upper floors. Upper floors are typically more residential, private and thus less open.

As a measure of transparency, the most characteristic and successful ground floor facades range from 55% to 70% of the total length of the commercial facade. Upper floors are often the converse 30%-45% transparent.

Examples of transparency
(lineal feet of glass to lineal feet
of facade) on ground level:

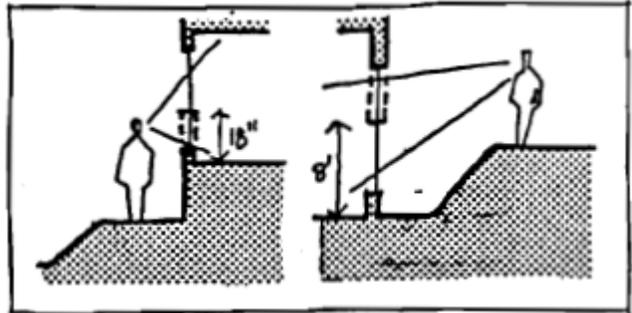
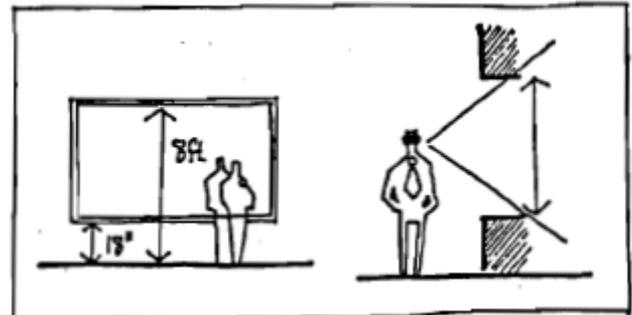
- Covered Bridge Bldg.	58%
- Pepi's Sports	71%
- Gasthof Gramshammer	48%
- The Lodge	66%
- Golden Peak House	62%
- Casino Building	30%
- Gorsuch Building	51%



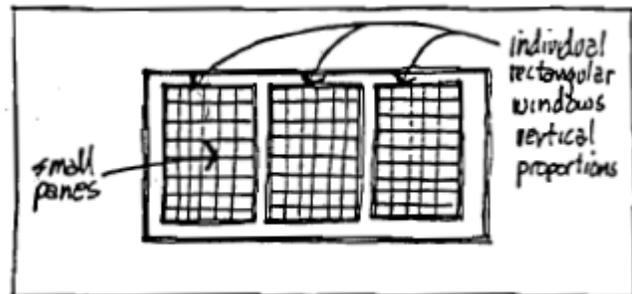
WINDOWS

In addition to the general degree of transparency, window details are an important source of pedestrian scale-giving elements.

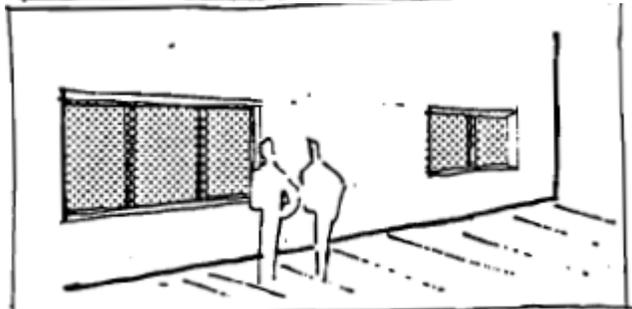
The size and shape of windows are often a response to the function of the street adjacent. For close-up, casual pedestrian viewing windows are typically sized to human-sized dimensions and characteristics of human vision. (Large glass-wall storefronts suggest uninterrupted viewing, as from a moving car. The sense of intimate pedestrian scale is diminished.) Ground floor display windows are typically raised slightly 18 inches and do not extend much over 8 feet above the walkway level. Ground floors which are noticeably above or below grade are exceptions.



The articulation of the window itself is still another element in giving pedestrian scale (human-related dimensions). Glass areas are usually subdivided to express individual window elements - and are further subdivided by mullions into small panes - which is responsible for much of the old-world charm of the Village.



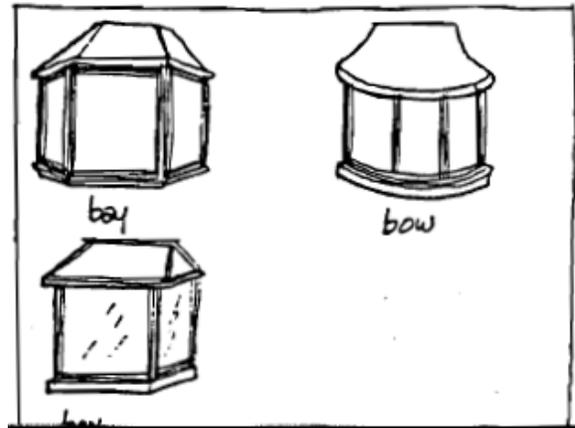
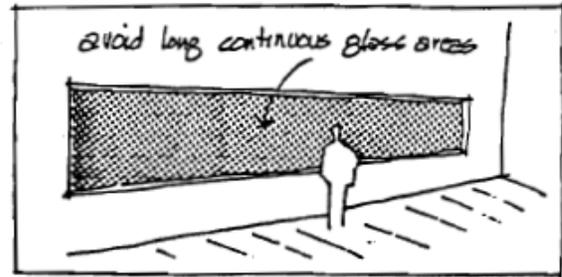
Similarly, windows are most often clustered in banks, juxtaposed with plain wall surfaces to give a pleasing rhythm. Horizontal repetition of single window elements, especially over long distances, should be avoided.



Large single pane windows occur in the Village, and provide some contrast, as long as they are generally consistent in form with other windows. Long continuous glass is out of character.

Bay, bow and box windows are common window details, which further variety and massing to facades - and are encouraged.

Reflective glass, plastic panes, and aluminum or other metal frames are not consistent in the Village and should be avoided. Metal-clad or plastic clad wood frames, having the appearance of painted wood have been used successfully and are acceptable.



DOORS

Like windows, doors are important to character and scale-giving architectural elements. They should also be somewhat transparent (on retail commercial facades) and consistent in detailing with windows and other facade elements.

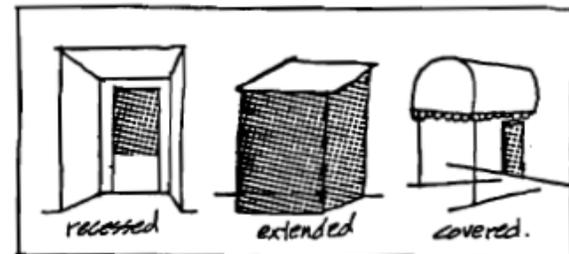
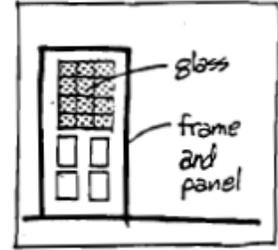
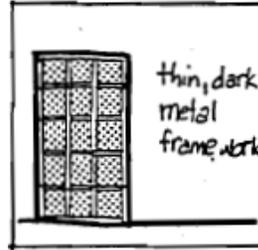
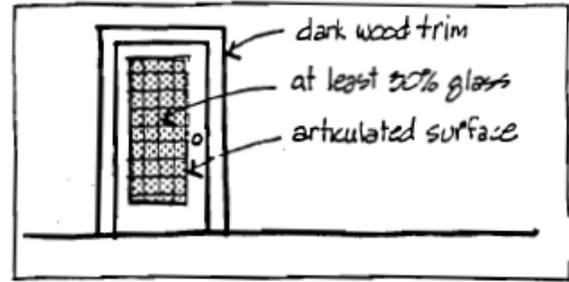
Doors with glass contribute to overall facade transparency. Due to the visibility of people and merchandise inside, windowed doors are somewhat more effective in drawing people inside to retail commercial facades. Although great variations exist, 25-30% transparency is felt to be a minimum transparency objective. Private residences, lodges, restaurants, and other non-retail establishments have different visibility and character needs, and doors should be designed accordingly. Sidelight windows are also a means of introducing door transparency as a complement or substitute for door windows.

Articulated doors have the decorative quality desired for Vail. Flush doors, light aluminum frames, plastic appliqué elements all are considered inappropriate.

NOTE: Security is an important design consideration in Vail. Deadbolt locks are encouraged. Locks, door handles and glass should all be designed to discourage break-ins.

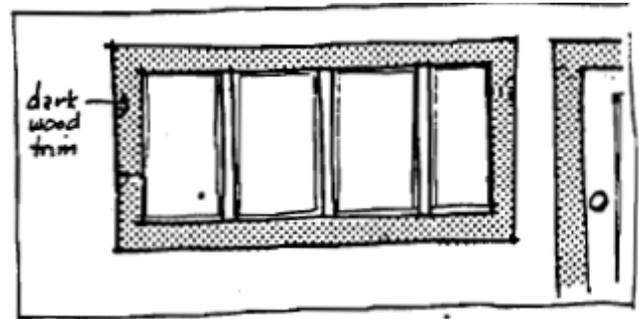
Security-design discussions with the Town police staff are encouraged.

As an expression of entry, and sheltered welcome, protected entryways are encouraged. Doorways may be recessed, extended, or covered.



TRIM

Prominent wood trim is also a unifying feature in the Village. Particularly at ground floor levels, doors and windows have stop, contrasting (see Color-Facades) framing elements, which tie the various elements together in one composition. Windows and doors are treated as strong visual features. Glass-wall detailing for either is typically avoided.



DECKS AND PATIOS

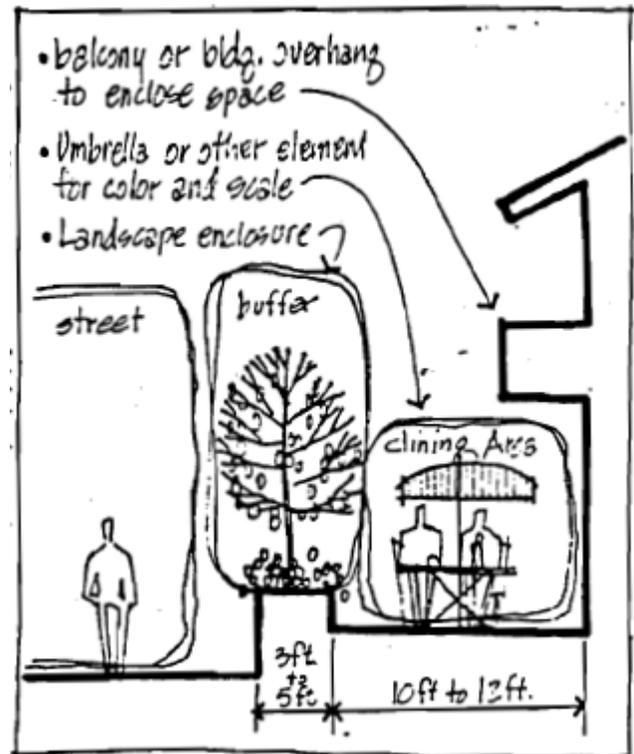
Dining decks and patios, when properly designed and sited, bring people to the streets, opportunities to look and be looked at, and generally contribute to the liveliness of a busy street, making a richer pedestrian experience than if those streets were empty.

A review of successful decks/patios in Vail reveals several common characteristics:

- direct sunlight from 11:00 - 3:00 increases use by many days/year and protects from wind
- elevated feet to give views into the pedestrian walk (and not the reverse)
- physical separation from pedestrian walk of to (planter better than a wall) overhang gives pedestrian scale/ shelter.

Decks and patios should be sited and designed with due consideration to:

- sun - views
- wind - pedestrian activity



BALCONIES

Balconies occur on almost all buildings in the Village which have at least a second level facade wall. As strong repetitive features they:

- give scale to buildings
- give life to the street (when used)
- add variety to building forms
- provide shelter to pathways below.

The prominence of balcony forms is due to several fairly common characteristics:

Color

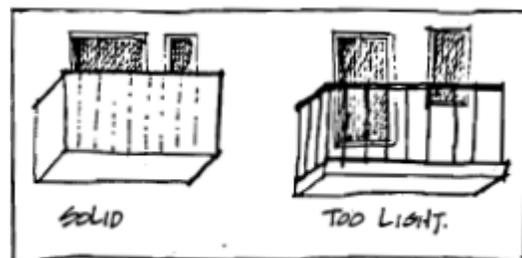
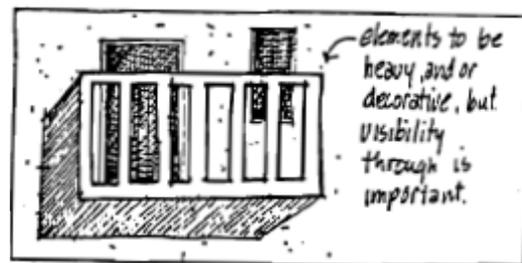
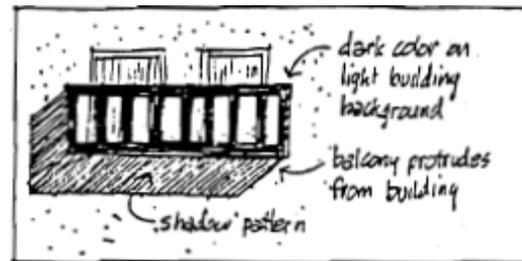
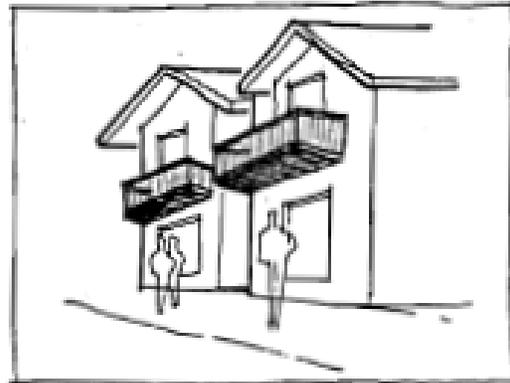
They contrast in color (dark) with the building, typically matching the trim colors (see Facade-Color).

Size

They extend far enough from the building to cast a prominent shadow pattern. Balconies in Vail are functional as well as decorative. As such, they should be of useable size and located to encourage use. Balconies less than six feet deep are seldom used, nor are those always in shade, not oriented to views or street life.

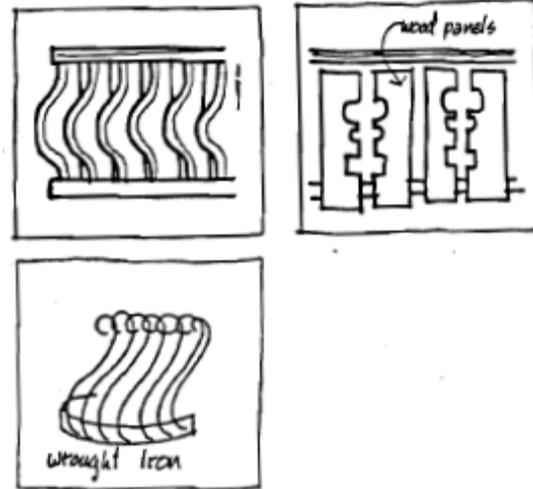
Mass

They are commonly massive yet semi-transparent, distinctive from the building, yet allowing the building to be somewhat visible behind. Solid balconies are found occasionally, and tend to be too dominant obscuring the building architecture. Light balconies lack the visual impact which ties the Village together.



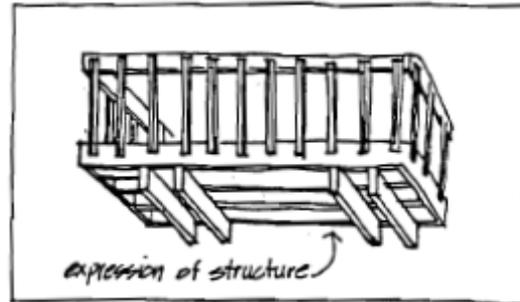
Materials

Wood balconies are by far the most common. Vertical structural members are the most dominant visually, often decoratively sculpted. Decorative wrought iron balconies are also consistent visually where the vertical members are close enough to create semi-transparency. Pipe rails, and plastic, canvas or glass panels should be avoided.



Construction

Cantilevered beams, beams extended to support the balcony, are most often visibly exposed on the underside of balconies. As such they are an expression of structure and tie the balconies to the building visually.



ACCENT ELEMENTS

The life and festive quality of the Village is given by judicious use of accent elements which give color, movement and contrast to the Village.

Colorful accent elements consistent with existing character are encouraged, such as:

Awnings and canopies - canvas, bright color or stripes of two colors.

Flags, banners - hanging from buildings, poles, and even across streets for special occasions.

Umbrellas - over tables on outdoor patios.

Annual color flowers - in beds or in planters.

Accent lighting - buildings, plazas, windows, trees (even Christmas lights all winter).

Painted wall graphics - coats of arms, symbols, accent compositions, etc.

Fountains - sculptural, with both winter and summer character.

LANDSCAPE ELEMENTS

Landscape considerations include, but go beyond, the placement of appropriate plant materials. Landscape considerations include:

- plant materials
- paving
- retaining walls
- street furniture (benches, kiosks, trash, etc.)
- lighting
- signage

Plant Materials

Opportunities for planting are not extensive in the Village, which places a premium on the plant selection and design of the sites that do exist. Framework planting of trees and shrubs should include both deciduous and evergreen species for year round continuity and interest. Native plants are somewhat limited in variety, but are clearly best able to withstand the harsh winter climate, and to tie the Village visually with its mountain setting.

Some typical local plant materials include:

Trees

Narrow-leaf cottonwood
Balsam poplar
Aspen
Lodgepole pine
Colorado spruce
Subalpine fir

Shrubs

Willow
Dogwood
Serviceberry
Alpine currant
Chokecherry
Mugho pine
Potentilla
Buffaloberry

Paving

The freeze/thaw cycle at this altitude virtually eliminates common site-cast concrete as a paving surface (concrete spall). High-strength concrete may work in selected conditions. Asphalt brick (on concrete or on sand), and concrete block appear to be best suited to the area. In general, paving treatments should be coordinated with that of the public R.O.W: adjacent.

The Town uses the following materials for all new construction:

- asphalt - general use pedestrian streets
- brick on concrete - feature areas (plazas, intersections, fountains, etc.)

Retaining Walls

Retaining walls to raise planting area often protects the landscape from pedestrians and snowplows, and should provide seating opportunities.

Two types of material are already well established in the Village and should be utilized for continuity.

- split-face moss rock veneer - Village Core pedestrian streets (typical)
- rounded cobble hidden mortar - in open space areas if above type not already established nearby. (example: Town of Vail entry wall)

Wood retaining walls are strongly discouraged due to deterioration caused by the harsh climate. They may be effectively used with appropriate detailing to resist rot and express crafted joint conditions.

Lighting

Light standards should be coordinated with those used by the Town in the public R.O.W.

Signage

Refer to Town of Vail Signage Ordinance.

Colorful annuals are used in key locations throughout the Village to accent pedestrian areas, highlight building entries, and as plaza focii. These color accents can be provided in:

- retained planting beds
- flower boxes
- hanging pots, baskets
- ground beds

SERVICE

Trash handling is extremely sensitive in a pedestrian environment. Trash collection is primarily made in off peak hours. It is the building owners' responsibility to assure that existing trash storage problems are corrected and future ones avoided.

Garbage, especially from food service establishments must be carefully considered, including:

- quantities generated
- pick-up frequency/access
- container sizes
- enclosure location/design
- visual, odor impacts

Garbage collection boxes or dumpsters must be readily accessible for-collection at all times yet fully screened from public view - pedestrians as well as upper level windows in the vicinity.

Materials

Exterior materials for garbage enclosures should be consistent with that of adjacent buildings.

Construction

Durability of the structure and operability of doors in all weather are prime concerns. Metal frames and posts behind the preferred exterior materials should be considered to withstand the inevitable abuse these structures suffer.

