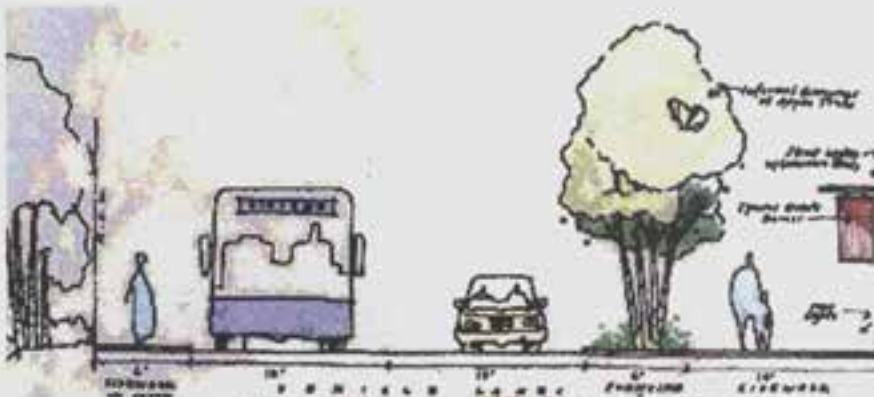
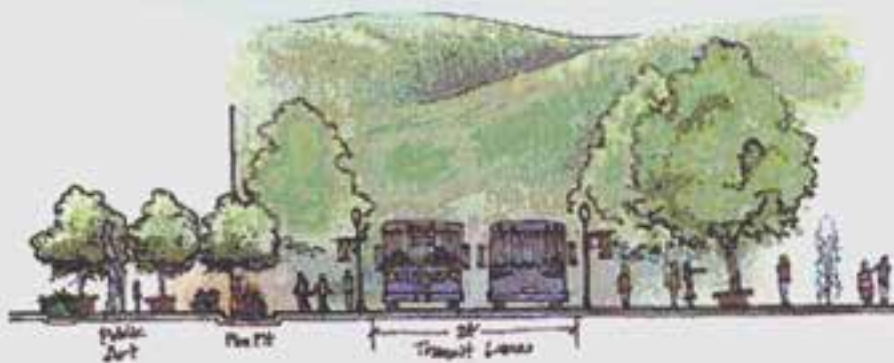

TOWN OF VAIL

STREETSCAPE MASTER PLAN ADDENDUM



- West Meadow Drive
- East Meadow Drive
Vail Road to Willow Bridge Road
- East Meadow Drive
Willow Bridge Rd. to Vail Valley Dr.
- Village Core



November 4, 2003

Prepared by:
Town of Vail, Otak Inc., Wenk Associates

How to use this document

This document was prepared as an addendum to the 1991 *Town of Vail Streetscape Master Plan*. It does not replace any section of that document. The study area includes the two planning and design projects undertaken in recent years::

Meadow Drive Streetscape Design

- West Meadow Drive
- East Meadow Drive-Vail Road to Willow Bridge Road
- East Meadow Drive-Willow Bridge Road to Vail Valley Drive

Vail Village Streetscape Design

- Village Core

Within the study area:

- Things that have not changed are not addressed within this document;
- Things that have changed are itemized and described in detail; and
- Additions are described separately.

The “Guidelines for Paving, Public art, Site Furnishings and Lighting” are supplemented and include discussions on:

- Snowmelting of pedestrian ways; and
- Public restrooms.

A discussion on the implementation and maintenance of the proposed improvements in the study area is provided for the direction and policy making for developments and redevelopments within the study area.

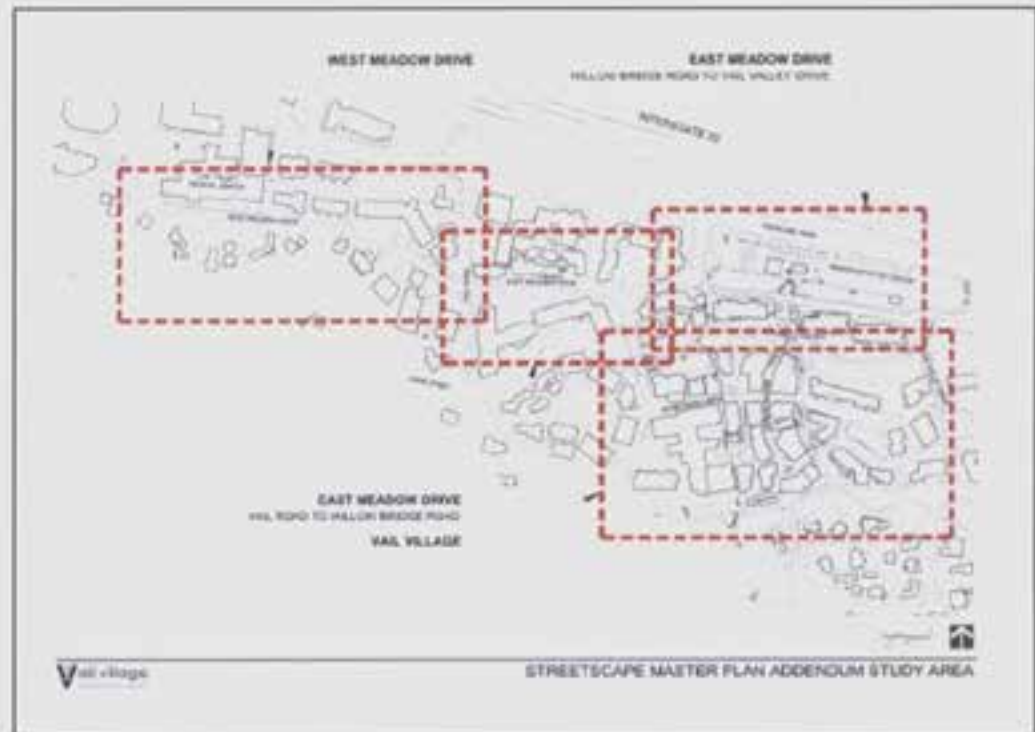


Figure. 1 Streetscape Master Plan Addendum Study Area

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This Streetscape Master Plan Addendum was prepared by the Town of Vail and would not have been possible without the cooperation and involvement of the citizens of the Town of Vail.

Town Council

Ludwig Kurz, Mayor
Rod Slifer, Mayor Pro Tem
Diana Donovan, Council Member
Chuck Ogilby, Council Member
Greg Moffet, Council Member
Bill Jewett, Council Member
Dick Cleveland, Council Member

Planning and Environmental Commission

John Schofield, Chair person
George Lamb
Rollie Kjesbo
Doug Cahill
Gary Hartman
Chas Bernhart
Erickson Shirley

Design Review Board

Clark Brittain
Charles S. Acevedo
Bill Pierce
Hans Woldrich
Margaret Rogers

Art in Public Places Board

Jennifer Mason
Tracy Morrison Gordon
Barbie Christopher
Alan Kosloff
Gussie Ross
Nancy Sweeny
Kyle Webb
Robert Matsuda
Leslie Fickling, AIPP Coordinator

Town Manager

Pamela Brandmeyer, Interim Town Manager

Community Development

Russell Forrest, Director of Community Development
George Ruther, Chief of Planning
Warren Campbell, Planner

Public Works and Transportation

Greg Hall, Director of Public Works and Transportation
Todd Oppenheimer, Capital Project Manager
Larry Pardee, Maintenance Manager
Mike Rose, Transportation Manager

Design Team

Otak Inc.
Roger Millar, Principal
John McCarty, Project Manager
Alan Gray, Project Landscape Architect

Wenk Associates:

Bill Wenk, Principal
Brent Lloyd, Project Manager

Kracum Resources LLC:

Joe Kracum, Principal

Streetscape Artists:

Barbara Baer
Richard Hansen
Pat Musick

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INTRODUCTION

Purpose of the Addendum

The Vail Village and Meadow Drive Streetscape projects represent the next steps of a 20 year planning effort to upgrade and enhance the physical character and pedestrian experience of Vail. The Vail Village Urban Design Guide Plan, 1982, began the process of developing quality public/private improvements for the Vail Village. It's purpose was to give guidance to the overall physical development of the Vail Village and created the existing framework of plazas, landscape areas, building facades.

With active community involvement, the planning efforts were refined through the Town of Vail Streetscape Master Plan, 1991. The purpose of the Vail Streetscape Master Plan as a guiding document was to give the pedestrian environment the same comprehensive design and quality of materials that the Town's architectural standards had achieved. It provided a comprehensive and coordinated conceptual design for streetscape improvements to enrich the aesthetic appearance of the Town with an emphasis on craftsmanship and creative design to create an excellent pedestrian experience. An objective of the Streetscape Master Plan included a conceptual design for streetscape improvements that could be used for phased implementation, privately sponsored improvements on public land associated with an adjacent building redevelopment, and special development districts and joint public/private projects.

Winston and Associates, Inc. prepared the *Town of Vail Streetscape Master Plan* in 1991, as an outgrowth of the 1982 *Vail Village Urban Design Guide*. Winston and Associates and the Town of Vail municipal staff facilitated an extensive public process with residents, property owners, merchants and other interested citizens, which led to a successful and effective community-supported plan.

As stated in the Master Plan, its purpose is *“to provide a comprehensive and coordinated conceptual design for streetscape improvement that: 1) is supported by the community; 2) enriches the aesthetic appearance of the Town; and 3) emphasizes the importance of craftsmanship and creative design in order to create an excellent pedestrian experience.”* Streetscape recommendations are divided into six different chapters, based on proximity within the Village or specific to a particular segment of roadway. The plan emphasizes that the ideas presented are conceptual in nature and that necessary refinements will occur during final design when the Town or private development move forward to construct the planned improvements. The Master Plan has served as a guiding document for streetscape improvement and redevelopment over the past eleven years.

The Vail Village and Meadow Drive Streetscape Design projects, 2003, with additional public involvement, develop the concepts originating in the previous planning efforts into a comprehensive and complete streetscape design. The purposes and objectives of the planning effort have and will remain consistent throughout these projects. These include phased and cooperative implementation, high levels of quality and character, and beautiful and interesting public spaces, intersections, and focal points which enhance the pedestrian experience.

The Town of Vail has undertaken extensive design and public processes to rehabilitate Vail Village and Meadow Drive. Driving the Vail Village project is the need to replace utilities and the desire to consolidate construction in the Village for minimal impact to businesses and residents. Meadow Drive rehabilitation is largely driven by the need for a good connection between the Village and Lionshead, needed improvements to the street infrastructure, upgrades and rehabilitation of public utilities, and the anticipated private redevelopment along the Drive.

Meadow Drive Streetscape Design

The Town of Vail contracted with Washington Infrastructure Services and Otak, Inc. to refine the Master Plan concepts and prepare final construction plans for the areas presented in the following chapters:

- West Meadow Drive
- East Meadow Drive - Vail Road to Willow Bridge Road
- East Meadow Drive - Willow Bridge Road to Vail Valley Drive

West Meadow Drive Streetscape serves as the primary connection between Vail Village and Lionshead. Land use along West Meadow Drive is a complex mix of residential, hotel, and general use properties. There exists the potential for several major redevelopments in the corridor over the several years. The West Meadow Drive Streetscape design embraces and strengthens the pedestrian connection between Vail Village and Lionshead while retaining the existing character of the street. A broad pedestrian way along the sunny, north side of the street with appropriate lighting and landscape treatments provides a safe, comfortable, and enjoyable walking experience. Art features, public and private along the length of the street will be an interesting attraction encouraging pedestrian movement between the two commercial areas.

East Meadow Drive, a unique portion of the Vail Village, is a mix of commercial and hotel properties as well as a public transit corridor. The Vail Road to Willow Bridge Road section of East Meadow Drive will potentially experience considerable redevelopment over the next several years while the Willow Bridge Road to Vail Valley Drive section is essentially developed to its full potential. The East Meadow Drive Streetscape design acknowledges the mix of pedestrian and transit traffic and separates them through the use of differing pavement materials. Pedestrians are provided ample circulation space along the various storefronts and can cross back and forth across the transit areas without physical barriers. Art elements, landscape and lighting treatments, and public gathering spaces provide a pleasing environment and encourage people to linger in the area.

Vail Village Streetscape Design

The Vail Village Streetscape Design process evolved from the need to upgrade all municipal water mains within the Village core. With the streets excavated, there is an opportunity to enhance the Village and coordinate the work for minimal impact. In addition, an opportunity exists to address the issues of the various master plans: 1991 Streetscape, Transportation, Drainage, Loading and Delivery, and Art in Public Places. The Town of Vail contracted with Wenk Associates, Inc. to refine the master plan concepts and develop preliminary design documents for the areas presented in the Master Plan's chapters "Village Core".

The Vail Village Streetscape Design process is timely in the midst of extensive redevelopment plans as part of the ongoing "Vail Renaissance". Vail Resorts has recently proposed extensive redevelopment of the Vista Bahn Base, "Front Door", and development of a parking structure and park, "P3&J", at the vacant parcel east of the Mill Creek Court building. The Town is currently engaged in streetscape design for East and West Meadow Drive and a number of other redevelopment opportunities are under consideration by property owners.

The process, which began in late June 2002, has utilized extensive community input through community focus groups, biweekly community meetings, and one-on-one meetings. The consultant team, in conjunction with the Town of Vail staff and the Town Council, has developed preliminary design and snowmelt recommendations in response to the community input and Town needs.

COMMUNITY INVOLVEMENT

Recognizing the importance of maintaining community involvement in the final design process, the design teams for both the Meadow Drive and Vail Village Streetscape Design launched the processes by inviting public participation in a series of design dialogues and focus group sessions. The input received was considered critical to the project's final design. The public process also tested the concepts reflected in the Master Plan, and established the criteria for the final design. The purpose of this document is to record the final design elements which deviate from the 1991 Master Plan recommendations.

Meadow Drive Streetscape Design

- West Meadow Drive
- East Meadow Drive - Vail Road to Willow Bridge Road
- East Meadow Drive - Willow Bridge Road to Vail Valley Drive

To gain an understanding of community desires, issues, and concerns regarding Meadow Drive, the Project Team held a series of workshops with residents and other stakeholders during the week of February 26 through March 2, 2001. 21 two-hour sessions were scheduled for single and multi-family residents; bicycle and pedestrian advocates; business owners; resort representatives; private developers; members of the Vail Town Council, Art in Public Places Board, Design Review Board (DRB) and Planning & Environmental Commission (PEC); representatives from Vail Valley Medical Center and Eagle County Ambulance Service; and the Town's Fire and Emergency, Streets and Roads, Police, and Transit departments. Individual comments were documented, and used as a basis for creating a series of conceptual designs for review and comment at two open houses held on Friday, March 2.

Following is a summary of comments received during the week, and during earlier meetings with the DRB and PEC. The summary reviews major points of agreement (or disagreement).

Table 1: Summary of Comments - Meadow Drive

Present Conditions	Desired Future Conditions
Character	
<ul style="list-style-type: none"> Inconsistent, with poor signage and lighting, and too much traffic going too fast. 	<ul style="list-style-type: none"> A "stream" between Vail Village and Lionshead, with a series of "eddies" that draw people in for relaxation, inspiration, and fun. Public and private spaces should melt together seamlessly in retail, lodging, and commercial areas. In residential areas, landscaping or other visual diversions should enhance homeowner privacy.
Pedestrian and Traffic Flow	
<ul style="list-style-type: none"> Pedestrian areas are not clearly designated. Pedestrians, vehicles, bicycles, and rollerblades are not separated. 	<ul style="list-style-type: none"> Provide clear separation of pedestrians and wheeled vehicles. Accommodate new, larger fire equipment for neighborhood protection
<ul style="list-style-type: none"> Emergency vehicles pose a hazard and make circulation difficult and erratic. 	<ul style="list-style-type: none"> The hospital should proceed with plans to move the ambulance entrance to the frontage road and create a pedestrian entrance on West Meadow Drive Relocate the fire station as quickly as possible.
<ul style="list-style-type: none"> Delivery vehicles create additional traffic 	<ul style="list-style-type: none"> Divert delivery vehicles to the frontage road as redevelopment takes place.
<ul style="list-style-type: none"> Traffic control gates are ineffective, unattractive, and often broken. 	<ul style="list-style-type: none"> Develop an effective solution for keeping unauthorized vehicles off the pedestrian mall.
<ul style="list-style-type: none"> Wayfinding is difficult for pedestrians and vehicles 	<ul style="list-style-type: none"> Develop effective signage and visual cues for wayfinding Differentiate the entrance to Lionshead from private residences.
<ul style="list-style-type: none"> Crossing Vail Road is difficult for pedestrians 	<ul style="list-style-type: none"> Provide an effective, safe pedestrian crossing
<ul style="list-style-type: none"> There is no turnaround area for vehicles that inadvertently turn onto Meadow Drive. 	<ul style="list-style-type: none"> A pedestrian-friendly roundabout could help sort out traffic
Transit	
<ul style="list-style-type: none"> Existing buses are noisy and smelly. 	<ul style="list-style-type: none"> Consider buses powered by alternative technologies to reduce noise and emissions. Consider moving and/or consolidating transit stops to reduce impacts on La Bottega, Alpenrose, and other gathering places. Consider smaller buses on Meadow Drive, with express buses on the frontage road running between Lionshead and Vail Village.

Present Conditions

- The bus is a necessary convenience for tourists and locals.

Drainage

- Severe drainage problems exist in several locations

Design Approach and Design Elements

- Existing landscaping is attractive, but more is needed.
- Lighting is poor or nonexistent
- The corridor has no continuity.
- Spraddle Creek and Middle Creek cross the corridor, but are virtually invisible.
- Public restrooms are lacking
- There is no place to sit during parades and other spectator events

Desired Future Conditions

- Bus stops should be well-lighted, have trash receptacles, and provide GPS information so that travelers know how long they must wait for the next bus. Consider a one-way loop for buses.
- Consider removing buses from East Meadow Drive only.
- Plan to accommodate a broad range of transit vehicles and types, in anticipation of future changes. Elevated monorail or underground transit could be possible.
- Correct drainage at the Fire Station and entrances to various condominium buildings and single family homes.
- Integrate new and existing landscaping; green up the north side.
- Permanent planters should contain interesting vegetation year around.
- Provide consistent, attractive lighting for security and to create an inviting ambiance for pedestrians.
- Lighting should emphasize the pathway and not detract from the night sky.
- Consider special holiday lighting for East Meadow Drive.
- Incorporate places to hang banners that celebrate changes of season and special events.
- Bring a portion of Spraddle Creek and/or Middle Creek into the design.
- Provide a connection to Gore Creek
- Water features should be interesting winter and summer.
- Provide access and signage to public restrooms; make the Library restrooms work better.
- Provide natural seating areas and gathering spaces

Conceptual Designs and Town Council Directions

Options developed during Design Dialog Week were presented at two Open Houses on Friday, March 2. The Project Team reviewed comments received from staff and the public, and developed two viable conceptual designs:

- The **20/6 Solution** provided a 20 foot landscaped pedestrian area on the north side of West Meadow Drive, and a 6 foot sidewalk on the south, with two lanes for traffic and transit.
- The **Promenade Solution** reclaimed the center of West Meadow Drive between Chateau Vail and the Vail Road intersection for pedestrian use, with a single lane for traffic and transit on either side.

The two options were further developed over the next three months and presented to the community a second time in an open house forum over the week of July 4. Public comment was documented and presented to Town Council along with the revised options on July 17, 2002. Town Council selected the 20/6 Solution for final design.

Vail Village Streetscape Design

The design process began with a series of focus groups with business owners, residents, resort representatives, Town services (emergency and fire, police, and maintenance), homeowner’s associations, Town Council members, Design Review Board, Planning and Environmental Commission, Vail Valley Foundation, and Art in Public Places Board. All comments were documented and compiled and were presented to the community on June 28 and July 11, 2002. Based upon the initial comments, the project team developed program and concept alternatives presented to the community and the Town Council Design Committee during meeting and workshops on July 25, August 6 and 22, September 6, October 10 and 21, November 7 and 21, and December 12, 2002.

Following is a summary of comments received during the community meetings, specifically the initial focus groups.

Table 2: Summary of Comments - Vail Village

Present Conditions	Desired Future Conditions
Character	
<ul style="list-style-type: none"> The Village Core looks tired and needs upgrading; the asphalt paving tends to detract from the pedestrian “village” experience. 	<ul style="list-style-type: none"> The paving should be upgraded to cobbled stone or pavers.
<ul style="list-style-type: none"> The Village Core should celebrate its distinctions (ex. Wall Street vs. Bridge Street). 	<ul style="list-style-type: none"> The key areas within village core should have distinctive styles, paving, landscape, lighting, and special features that relate but distinguish the areas of the Village, for example Wall Street, Bridge Street, Children’s Fountain, etc.
<ul style="list-style-type: none"> Greater intensity of activity in the streets is desired, “Softer” street activities are preferred over larger events 	<ul style="list-style-type: none"> Performance spaces should be designed for small intimate events, for example string quartet or jazz ensemble. The larger concerts should use more appropriate venues at the Vista Bahn Skiyard or Ford Park.
<ul style="list-style-type: none"> Need more places that appeal to children 	<ul style="list-style-type: none"> Safe and engaging children’s play areas need to be provided. Founders’ Plaza and Children’s Fountain are possible opportunities for children oriented play features.

Present Conditions	Desired Future Conditions
Pedestrian and Traffic Flow	
<ul style="list-style-type: none"> An extended walking/retail experience is desired 	<ul style="list-style-type: none"> Provide a series of engaging focal points and gathering areas that link the Village Core and provide larger connections to the Vail Community.
<ul style="list-style-type: none"> Need improved signage directing pedestrians and traffic 	<ul style="list-style-type: none"> Develop effective signage and visual clues fro wayfinding.
<ul style="list-style-type: none"> Improve trash pick-up and service/delivery systems 	<ul style="list-style-type: none"> Divert loading and delivery vehicles to the proposed Vail Resorts' Front Door and P3&J redevelopments. Encourage delivery systems by alternatives means electric carts, tunnel systems, etc.
<ul style="list-style-type: none"> Emergency access is difficult along key traffic routes in Village during special events 	<ul style="list-style-type: none"> Shift larger venues to adjacent areas and provide multiple flexible opportunities for smaller venues within the Village Core
Design Approach and Design Elements	
<ul style="list-style-type: none"> Public restrooms are lacking 	<ul style="list-style-type: none"> Provide additional public restroom within the Village Core. Improve signage to existing restrooms at the Transit Center and Vista Bahn Base Area
<ul style="list-style-type: none"> Limited seating opportunities 	<ul style="list-style-type: none"> Provide additional public seating and gathering opportunities. For example, picnic and café tables as well as benches and seat walls.
<ul style="list-style-type: none"> Lighting is inconsistent 	<ul style="list-style-type: none"> Provide comprehensive lighting guidelines for both public and private areas.
<ul style="list-style-type: none"> Limited snow storage is a concern 	<ul style="list-style-type: none"> Provide a snowmelt system in the core pedestrian areas.
<ul style="list-style-type: none"> The Village needs additional landscape and snow pocket areas 	<ul style="list-style-type: none"> Upgrade existing landscape areas and add new landscape opportunities. Permanent planters should be snow pockets in winter and planting areas in summer.
<ul style="list-style-type: none"> Street furnishings are dated and inconsistent 	<ul style="list-style-type: none"> Provide a comprehensive upgraded furnishings package including picnic tables, light standards, trash receptacles, and newspaper dispensers.

Improvement Matrix

As part of the community involvement process the matrix on the following pages was developed to assist in determining the degree of design intervention, cost and extent of change desired for the different areas of the Village Core Area. Four degrees of design and change were identified.

- Essential Improvements. Make only required repairs and upgrades to existing materials and conditions.
- Basic Enhancements. Make only minor upgrades to materials and conditions to improve character and aesthetics.
- Activity Enhancing Improvements. Make moderate changes and upgrades to improve or increase the function of the area as well as improve the character and aesthetics.
- Image and Identity Enhancement. Make extensive changes and upgrades to the area which will achieve a new look, increase and change the functions and improve the character and aesthetics.

The shaded areas of the matrix, Table 4, on the following pages indicate the extent of the desired level of improvements.

Conceptual Designs and Town Council Directions

The project team worked closely with the Town of Vail staff and constituents through extensive public involvement to reach consensus for the final design. Input from the community and Town Council Design Committee meetings allowed the consultant team to develop and refine concepts presented to and approved by Town Council on May 20, 2003.

Table 3: Vail Village Level of Improvement Matrix

DEGREES OF DESIGN INTERVENTION, COST, EXTENT OF CHANGE	Children's Fountain Plaza	Earl Eaton Plaza	Wall Street	Gore Creek Dr. (West) from Bridge Street to Checkpoint Charlie	Gore Creek Dr. (East) from Bridge Street to the Chute
1 Essential Improvements	Rebuild fountain structural system and repair the entire plaza, restore to existing configuration	Replace storm drain and reconfigure plaza, replace steps to Mill St in existing configuration	Fix surface, drainage (at base of stairs), reconfigure street, rebuild stairs and repair curbs and grades in existing configuration	Install new water line, remove and replace concrete curb, gutters and steps to steps, improve to asphalt, clarify service and delivery parking line	Install new water line, improve to asphalt, clarify service and delivery parking line
2 Basic Enhancements	Slightly shift location of fountain to clarify pedestrian access to Plaza, remove existing walls around fountain, shift stairs to reduce water splashing on them, or seal water to reduce corrosion of the bronze	Remove raised platform to create an-grade area for tables and chairs; retain original grade but rebuild wall along south side and relocate curb benches, remove space at property margin to clear a 6'x2' view corridor, relocate property margin, cedar table, and newspaper kiosk	Remove plaza at northwest corner (at Gore Cr. Dr.) to create seating space. Reconfigure existing stairs to ease access between Earl Eaton Plaza and Gore Creek Drive.	Remove wall of Lodge at 5th, raise mid-section of street grade to eliminate need for steps, improve access, modifying existing planter walls as needed to accommodate new street grades, and provide additional landscape opportunities along street.	Enlarge planter margins front of Sisson and Golden Star to reduce the apparent width of the street, modify pedestrian pathway on north side of Mill Creek Court (S4), improve signage for better wayfinding
3 Activity Enhancing Improvements	Redesign fountain, with sculpture, increase its visibility from Gore Cr. Dr. and change fountain surface to provide a more interactive water experience to allow greater intensity of use, provide a more flexible venue for special events	Reconfigure paved and landscaped areas to separate pedestrian circulation from "sipping" space and to encourage gathering for "buffer" planned and spontaneous events; provide play features for children that respond to the mountain environment	Remove existing planters, reconfigure planter areas, improve access to retail shops, and provide opportunities for small shops.	Highlight entries along the street with unique paving extending into the street (Midtown Alley, Wall St., Sweet Road, Lodge entry), and seating where appropriate to these areas, improve directional signage	Narrow and regrade street to Mill Creek, add directional signage to commercial spaces east of Bridge St. and to Mill Creek Park, include 8' wide walkway to Vail Valley Drive
4 Image and Identity Enhancement	Redesign and relocate fountain, with sculpture, to allow greater intensity of use, provide a more flexible venue for special events	Add small landmark elements that entice people into the reconfigured space, such as fountains, small water feature, sculptural features, interpretive garden area	Add water feature, warming fire, canopy of overhead banner cables and special lights; install unique paving material and pattern; potentially allow the Arcadia building to enclose covered space on East side, provide stronger visual and physical connection to Bridge Street through alley	Consider more elaborate paving design to counter the linearity of the street, allow Lodge to expand west storefront to capture views of Gore, allow Sweet Road to expand its terrace, relocate Sisson parking to create gathering space. Investigate locating public restrooms and trash storage below ground.	Create special landmark bridge at Mill Creek to mark the transition to the adjacent residential neighborhood

DEGREES OF DESIGN INTERVENTION, COST, EXTENT OF CHANGE	Willow Bridge Road	Checkpoint Charlie	Gore Creek Park and Promenade	Seibert Circle	Upper Bridge Street
1 Essential Improvements	Replace existing water line and repair asphalt paving	Replace broken curb pieces in existing configuration after water line replacement	Drainage	Develop a more attractive way to integrate art and sidewalk beds in winter	Replace with asphalt, fix damaged streetlights elements (lightboxes, wood cover or plank) to match existing
2 Basic Enhancements	Add public restroom building on the north side of Willow Bridge	Reevaluate traffic control capacity of Checkpoint, but maintain administrative capacity - Create seating areas to delineate the restaurant zone	Improve signage and drainage problem at existing lightpole paving areas	Realt surrounding buildings with installation of window boxes for summer flowers, work with trash company to reduce grease spills, and pavement cleaning problems	Replace with concrete and pavers to building facade (but don't remove pavers) - alter the paving pattern around stone walls
3 Activity Enhancing Improvements	Add paving details that emphasize the bridge crossing point; extend pedestrian paving (concrete and pavers) in a continuous line from the sidewalk to Crossroads; reconfigure the intersection with Meadow Drive to separate cars from people; enhance vehicle parking	Mark the traffic control / driver info bus stop youth and reconfigure the plaza in an interactive more suited to pedestrian use; expand terrace along bridge promenade; provide visual linkback to connect the village core to crossroads and the remainder of the village	introduce garden plantings with interpretive labeling; provide more seating; improve access from Children's Fountain Plaza by reducing obstacles of existing stairs	Introduce a water feature in the cobble area; replace vertical puggles and adjust stone benches to provide more room to set up event facilities; add more structural utility; dedicate a kiosk within the plaza to a monument in Park's memory	Remove existing planters and storm drain replace with level platform for accessible seating arrangement and flower containers (in summer)
4 Image and Identity Enhancement	Distinguish pedestrian lane and emphasize connection with Crossroads at night. Create a special events location for the Yaf Farmers Market, Art Shows, and possibly seasonal vendor carts	Build a significant landmark (Fountain/light) and/or architectural feature in the circle to terminate views and to make the plaza more suitable for special events	Create a feature that could be used as a stage or to erect a temporary pavilion in the park; add historical monumentalization along the walkway; Public Restroom at stairs in Children's Fountain Plaza	Commission ice sculptures for display throughout the winter; consider adding a temporary seasonal info kiosk for event events	Add historical markers along the street to commemorate the town's history and monumentalize locals who contributed to its development; add special paving in the larger seating niches (Daily Grind, Red Lion, etc); add special lighting to create distinct niches along street

DEGREE OF DESIGN INTERVENTION, COST, EXTENT OF CHANGE	Lower Bridge Street	The "100%" Intersection (Bridge and Gore)	Hanson Ranch Road, the Chute, P3&J Park Entry	Mill Creek Path	Street Elements	Lighting
1 Essential Improvements	Replace storm drainage with water flow system with signal, to eliminate emergency elements (hydroplaning, storm water on parking) to match existing	Replace with signal to parking (signal green) after water flow is replaced	Replace with signal after water flow in Hanson Ranch Road is replaced	As existing	Review all existing pieces	Review type of existing light fixtures, add light fixtures to reduce dark areas within the Village
2 Basic Enhancements	Replace with sensor sensors to building and guard fence, after the parking sensor pilot project to break the monotony of the street	Replace with sensor and camera, provide sensor pilot	Allow for pedestrian circulation along with sensor sensors, with 100% to make room for a pedestrian walking alongside the utility and P3&J parking structure	Use existing vegetation along the creek, add park identification signs at both ends	Monitor existing street elements, add provide new trash cans	Review furniture in existing light fixtures, use a color-rich, subtle palette
3 Activity Enhancing Improvements	Open up the access to the creek (connect west by the Covered Bridge, add lighting and by the creek, provide barrier gates)	Increase the distance from the intersection to define parking spaces on Gore Creek Dr. to permit development of more walking ways	Coordinate with Mill Creek Court (high priority) for pedestrian improvements and develop opportunities for gathering spaces at Mill Creek Court entrance	Explore the possibility of extending the existing walking path in Kibola Park south to Gore Creek and north to the site path, add trail signage	Provide new art and bike storage and newspaper dispensers	Re-evaluate current lighting methods, provide a new more effective light needed consistent with the Village's Strategic Plan
4 Image and Identity Enhancement	Add lighting features at Covered Bridge to develop unique character for Lower Bridge Street	Highlight area of sensor street lighting	Continue Bridge Street elements (lighting, paving, seating) from Safford Circle east to Kibola Park on Hanson Ranch Road	Provide seating opportunities, provide gathering opportunities along Mill Creek	Add new street elements: benches, tables and chairs, trash cans, newspaper dispensers, art and bike storage, heritage posts	Completely overhaul the current lighting configuration. Utilize a variety of special lighting combination to achieve a unique lighting scheme: architectural lighting, heritage lighting, streetlights

WEST MEADOW DRIVE DESIGN DEVELOPMENT

The Streetscape Master Plan describes West Meadow Drive as an opportunity for transforming asphalt street character into a safe “pedestrian street” that embodies an “exciting pedestrian experience” and encourages pedestrian traffic between Vail Village and Lionshead. This addendum proposes achieving the desired effect through integration of public art into the streetscape as an “artwalk” experience. It recommends a primary pedestrian walkway 15 to 20 feet wide on the north side of the street, and a secondary six foot walkway on the other. Pedestrian needs have been given strong emphasis in the design. Artists were selected by AIPP to work as part of the design team. The design team identified opportunities for public artwork which are integrated into the overall streetscape design concept.

- Pavement features
- Seating
- Transit stops
- Walls
- Sculptural elements

Additional art opportunities should be identified and implemented with final design development of public and private projects.

Completed Components

Mayor’s Park, a component of this sub-area, was constructed as a public pocket park on the old Ski Museum site at the intersection of West Meadow Drive and Vail Road.

Improvements Plan View

The drawings on the following pages provide a plan view of the West Meadow Drive design development.



Figure 2: West Meadow Drive Plan View - West Section

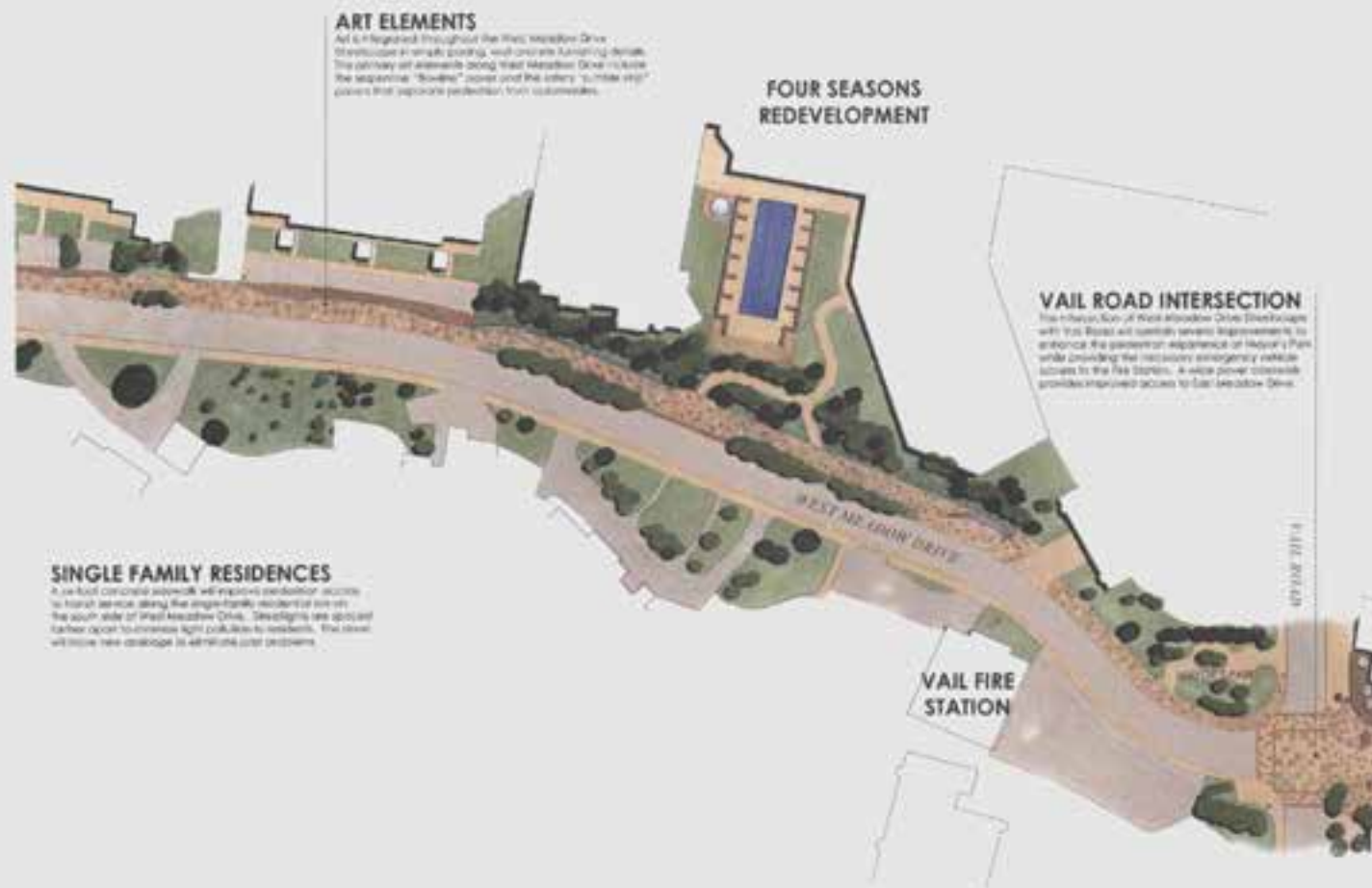


Figure 3: West Meadow Drive Plan View - East Section

Master Plan Design Changes

While the objectives of the Master Plan have been sustained in Design, the manner in which they are achieved has changed. The areas that deviate from the Master Plan’s directives are as follows:

Table 4: West Meadow Drive Master Plan Changes

Master Plan Recommendation	Change under Final Design
<p>1. Provide a primary 10-12 foot walkway on the north side of the street with a priority raised cross-walk near the Holiday Inn (currently Chateau Vail), routing pedestrians to the south side of the street. The primary pedestrian walkway returns to the north side near the Vail Valley Medical Center. The primary purpose is to route pedestrians away from the head-in parking located at the Alphorn and Skaal Haus.</p>	<p>Provide a primary walkway on the North side of the street only. Increase the overall platform from 12 feet to 20 feet, divided among landscape, pedestrian movement areas, seating points and art opportunities. Vary the space dedicated to these functions depending on the interface with various land uses along the street. Install a safety “rumble strip” between the dedicated pedestrian area and head-in parking in front of Alphorn and Skaal Haus to draw pedestrians away from the back end of parked vehicles. This provides a “safe zone” and better sight distance for drivers backing out. (Figure 4)</p>



Figure 4: West Meadow Drive, Rumble Strip at Alphorn and Skaal Haus parking

Master Plan Recommendation	Change under Final Design
2. Provide a five foot walkway on the opposite side of the street.	Provide a six foot walkway in accordance with the Town standards.
3. Maintain a street width of 26 feet curb to curb.	To provide more pedestrian and landscape area, design a street width of 24 feet, curb to curb. (Figure 5)

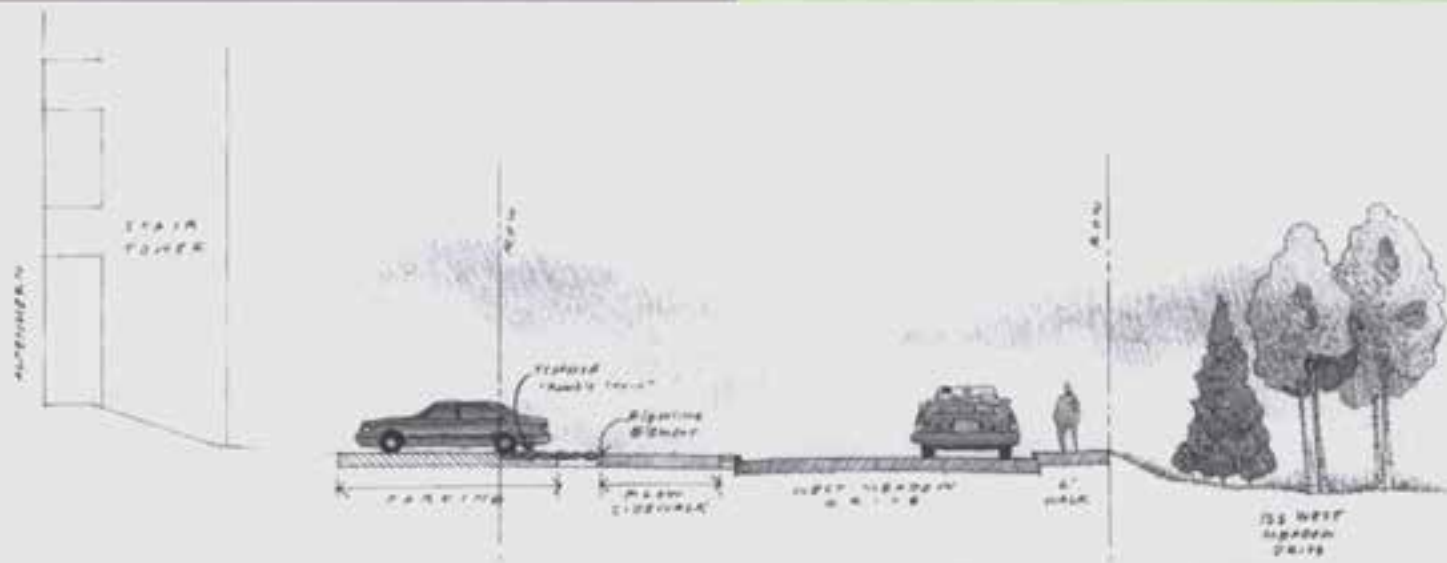


Figure 5: West Meadow Drive, Cross section

4. Provide a "neighborhood entry" feature in the form of a small landscape median immediately west of the Fire Station	This element was studied at the proposed location and a location east of the Fire Station. Both locations conflicted with turning movements associated with the Fire Station and intersection. This element has been excluded from the Master Plan at this time.
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Master Plan Recommendation	Change under Final Design
<p>5. Develop a pocket park with public restrooms on the northwest corner of West Meadow Drive and Vail Road (the location formerly occupied by the Ski Museum).</p>	<p>Mayor's Park did not incorporate public restrooms. There is insufficient space to incorporate a public restroom as a feature of West Meadow Drive. Additional locations for public restrooms are discussed in the "Guidelines" section of this document.</p>
<p>6. The pedestrian walkway reverts to a shared use platform, allowing vehicles and transit service from the west end of the hospital to the library and Dobson Arena.</p>	<p>The separated pedestrian walkway continues past the hospital, beyond the point where the transit service gate crosses Meadow Drive to the south, and connects to the Gore Valley Trail. The Gore Valley Trail is rerouted to connect to the sidewalk rather than directly to the street. The trail that runs south from the Evergreen Hotel is rerouted by the Dobson Arena across to the east side of Middle Creek where it intersects with the Meadow Drive pedestrian walkway. From this point west, the pedestrian walkway becomes shared use with the transit service to the library. (Figure 6)</p>



Figure 6: West Meadow Drive, Library Area

Additions to the Streetscape Master Plan

New opportunities for pedestrian and other streetscape character enhancements were discovered during the design dialogue process.

Vail Valley Medical Center

The Vail Valley Medical Center (VVMC) was in the process of acquiring Town approval for facility expansion when the Meadow Drive public process began. VVMC management and consultants participated in the streetscape design dialogue and subsequent public meetings. VVMC was supportive of the concepts developed and agreed to allow the pedestrian space along the north side of the street to encroach in a seamless manner onto their south frontage property. This provides an opportunity for a pedestrian pause space along West Meadow Drive, accentuating the pedestrian experience. It also provides an opportunity for integrating public art in the form of benches, paving accents, transit stop, and a wall mural, as illustrated in the plan view in Figure 7 below.



Figure 7: West Meadow Drive, Vail Valley Medical Center

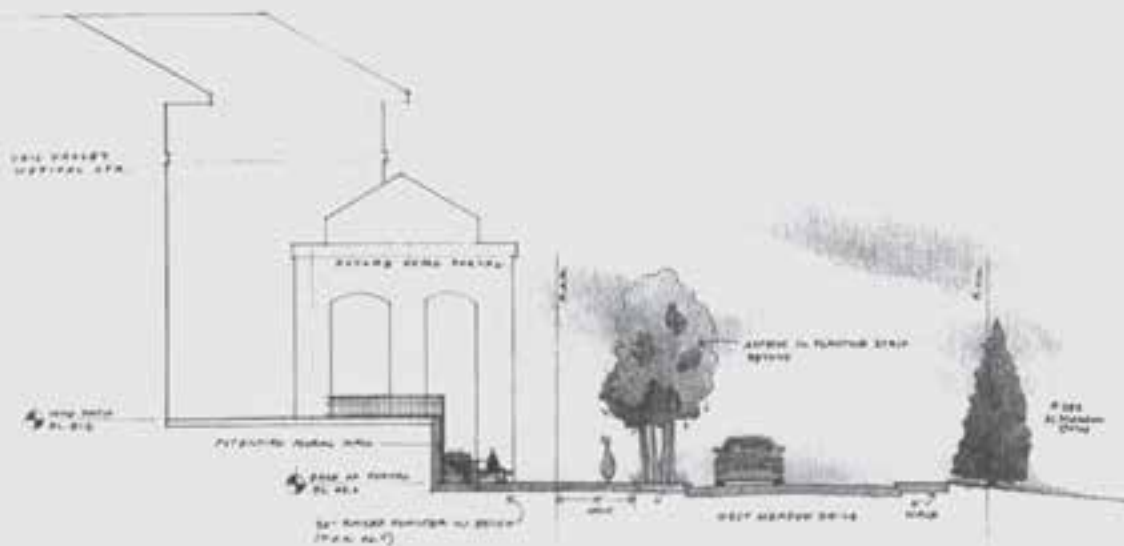


Figure 8: West Meadow Drive - Vail Valley Medical Center - Mural Wall and Planter Bench

The area between Dobson Arena and Vail Valley Medical Center, where Middle Creek flows toward Gore Creek is stream corridor dedicated to and owned by the Town of Vail. The parking lot that serves both Vail Valley Medical and the Town is located on the East side of Middle Creek. At present, this area serves as a connecting point to Lionshead, the Library, Gore Valley Trail and north past Dobson Arena. However, it is not clearly marked.

Preliminary plans for the Medical Center and Evergreen Lodge expansions suggest removing existing parking and eliminating vehicular access from Meadow Drive. These plans provide a great opportunity to transition the west end of the artwalk from an urban street experience into an open park setting. The Library, Dobson Arena, and VVMC can be unified by the common open space created by the removal of the parking area. To enhance the park-like setting, stream access should be provided, along with natural form gardens, seating areas, and environmental interpretation/education opportunities.

The pedestrian path bordering the west bank of Middle Creek is rerouted to the east bank as a part of the recent Dobson Arena improvements. In final design, this path intersects with the Meadow Drive walkway and extends across Meadow Drive through the open space to the south, where it intersects with the Gore Valley Trail. The route is emphasized as the preferred pedestrian connection to Lionshead. Appropriate signing would inform and efficiently direct pedestrians to various destinations. Elements of this design include:

- Relocating the walk bridge further up the creek to open up more park area,
- Re-routing the path from the relocated bridge further to the east, toward the southwest entrance to the VVMC,
- Establishing a new trail/road intersection at or near the VVMC entrance, and
- Creating an open area park setting and public gathering area at the west terminus of the Meadow Drive artwalk.

EAST MEADOW DRIVE - VAIL ROAD TO WILLOW BRIDGE ROAD DESIGN DEVELOPMENT

This segment of East Meadow Drive shares use among bicycles, and buses. While private vehicles are excluded beginning at the intersection of East Meadow Drive and Willow Bridge Road, the Talisman intends to exercise the right to use a pre-existing easement to access their property, although the issue remains open. This access is indicated in this addendum; however, it considerably compromises the pedestrian nature of the area. Alternative access solutions should continue to be studied and implemented. Concepts discussed during the design dialogue included creation of a streetscape experience that attracts and holds pedestrians within the space. At certain times of the year the street can be closed off to all motorized vehicles and serve as a venue for special events; for example, art fair, street concerts, farmers' market, and other forms of activities and entertainment. The public plaza space created by the intersection of East Meadow Drive and Willow Bridge Road is intended to function as a primary venue for larger size street concerts and other special events. Future redevelopment of the Crossroads commercial development should include an extension of this public space in the form of multi-purpose stage areas, art features, fountains, restrooms, and potentially an ice rink.

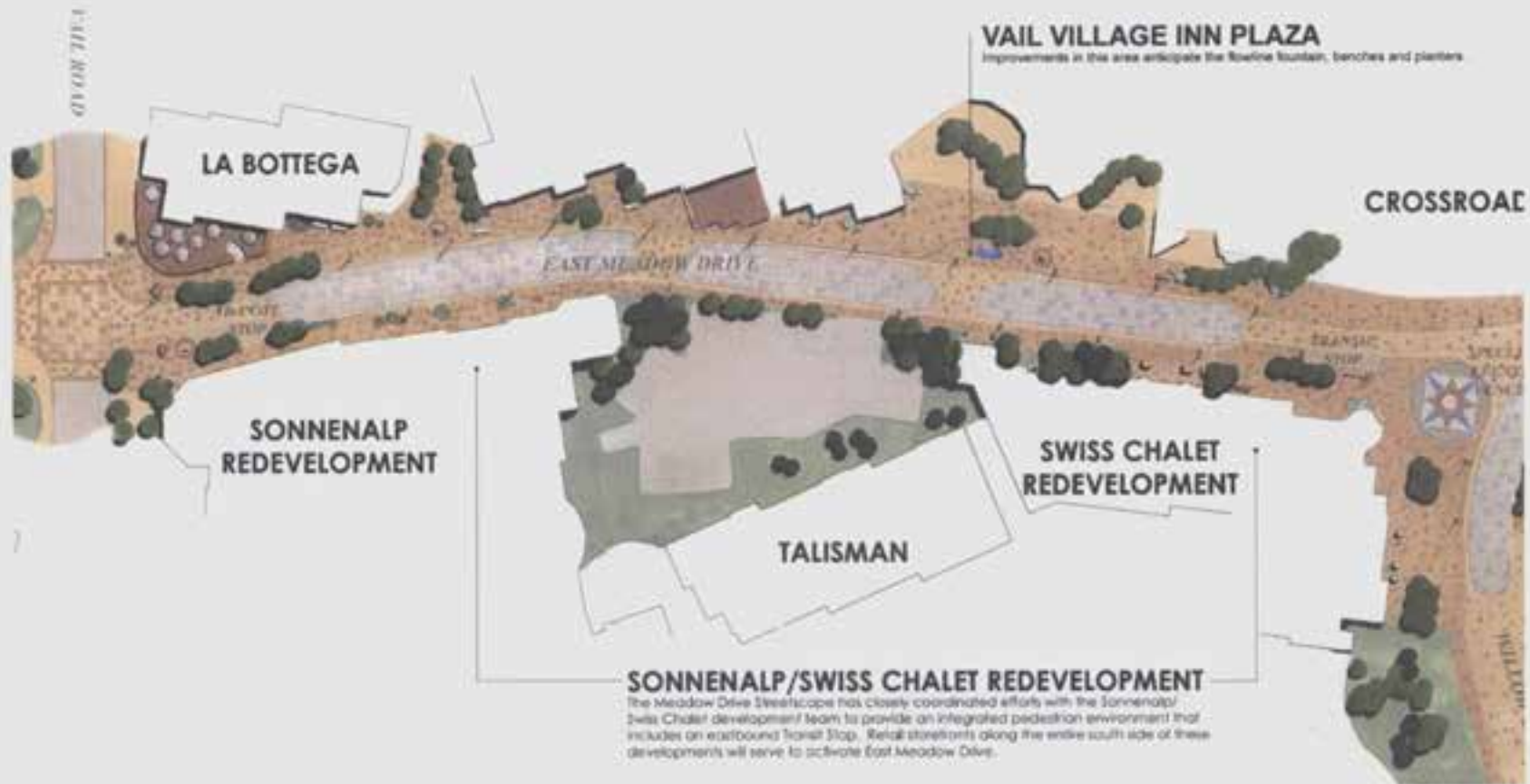


Figure 9: East Meadow Drive Plan View – Vail Road to Willow Bridge Road

Master Plan Design Changes

While the objectives of the Master Plan have been sustained in Final Design, the manner in which they are achieved has changed. Design elements that are consistent with the Master Plan include maintaining a continuous horizontal platform through the street cross section with no curb and gutter separation of the pedestrians from the buses; differentiate the pedestrian areas from the bus travel lanes with distinctive paving patterns and colors; the north side of the street is emphasized for pedestrian use. Areas that deviate from the Master Plan’s directives are as follows:

Table 5: East Meadow Drive Vail Road to Willow Bridge Road Master Plan Changes

Master Plan Recommendation	Change under Final Design
1. Provide a single 14-foot travel lane for buses.	Two-way bus movement is required on East Meadow Drive using 12 foot lanes. As suggested in the Master Plan, the lanes are placed as far south as possible within the right-of-way. The roadway width is reduced to one 12 foot lane at each end as a traffic control measure.
2. Maintain control gates as a streetscape element.	Replace control gate arms with lane restriction “neck-downs” with special paving on both ends of the street. This treatment de-emphasizes East Meadow Drive as a public road for vehicles. Pedestrian-style paving is drawn into the “neck-down” zone to emphasize the corridor as a pedestrian area.
3. Locate a west-bound bus stops in front of Vail Village Inn on the north, and an east-bound stop in front of the Sonnenalp on the south.	Move the west-bound bus stop at Vail Village Inn (presently La Bottega) approximately 50 feet further east. Move the opposing east-bound bus stop approximately 25 feet further west.

Master Plan Recommendation

4. Emphasize pedestrian areas to the north side of the street.

Change under Final Design

Final design is consistent with the Master Plan, except for the far end of the street. The preliminary Sonnenalp redevelopment plans bring the new building to the edge of the right-of-way, with store fronts along the south side of the street. Final design includes an eight foot pedestrian walkway along the south side of the street. The west end of the walkway is located within the right-of-way and on Sonnenalp property. As the walkway continues to the east, it transitions fully onto Sonnenalp property.

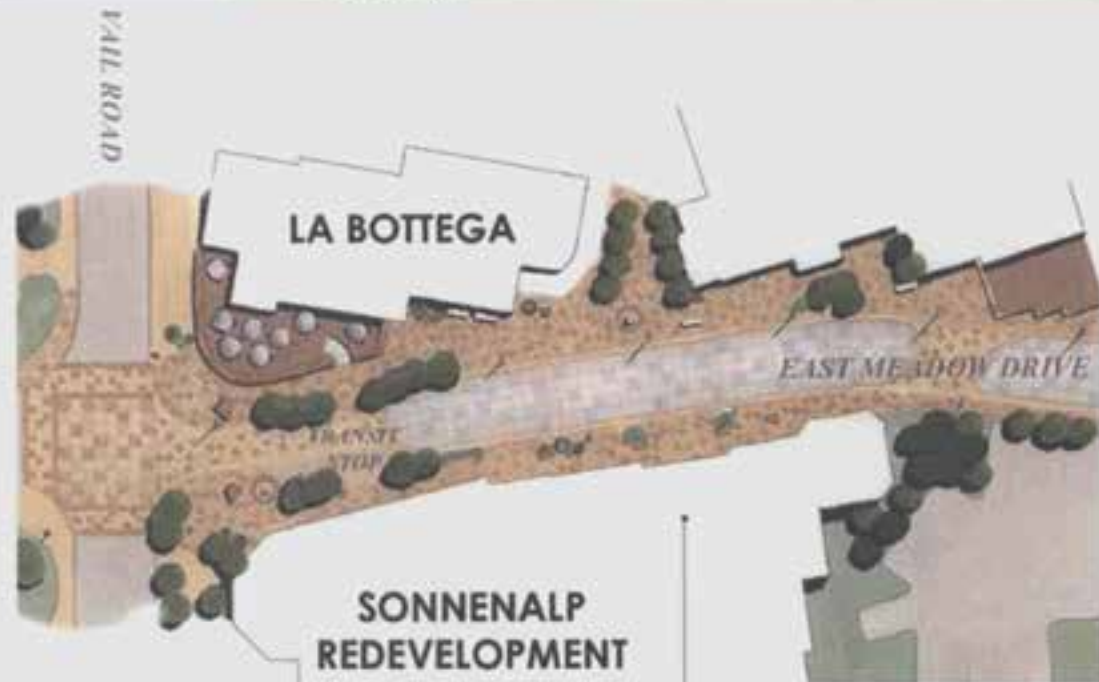


Figure 10: East Meadow Drive – Sonnenalp Redevelopment Area

Master Plan Recommendation

5. Preserve the prominent landscaped berm on the south side of the street. Should the Sonnenalp redevelop, this feature should remain as a strong character element along the street.

Change under Final Design

Preliminary Sonnenalp redevelopment plans shows the south landscape berm being removed and replaced with the proposed building frontage and pedestrian walkway. The Talisman parking access is shown but should be studied for alternate arrangements which do not compromise the pedestrian area. Final design extends the south walkway to the east across the Talisman frontage connecting to the Swiss House redevelopment plaza area, to maintain a safe connection with the proposed new uses along the south right-of-way edge. The removal of the landscape berm is mitigated by adding landscaping to the Talisman frontage and creating space for a landmark piece of public art or fountain.



Figure 11: East Meadow Drive - Talisman Area

Additions to the Streetscape Master Plan

Sonnenalp Redevelopment

The Sonnenalp Bavaria Haus and Swiss House have started preparing redevelopment plans. The property owner and his respective architects and planners participated in the Meadow Drive design and public process, sharing their thoughts and conceptualizing opportunities for the interface between their proposed improvements and streetscape improvements in the right-of-way. The preliminary plans were shared with the Meadow Drive design team, and updated versions were submitted as available. While there is no guarantee of the final re-development layout until after development approval is granted by the Vail Town Council, the Meadow Drive design team has considered the plans in the context of the streetscape and public input.

Vail Road Intersection

With the Sonnenalp redevelopment at the edge of the right-of-way, the street corridor will have a narrow and much more European character. While the street will feel more enclosed, the new character creates an opportunity to erect landmark public art at the intersection with Vail Road, creating an inviting gateway statement and inviting pedestrians down East Meadow Drive, as illustrated in the plan view, Figure 12 and the cross-section, Figure 13, on the following page.



Figure 12: Meadow Drive - Vail Road Intersection

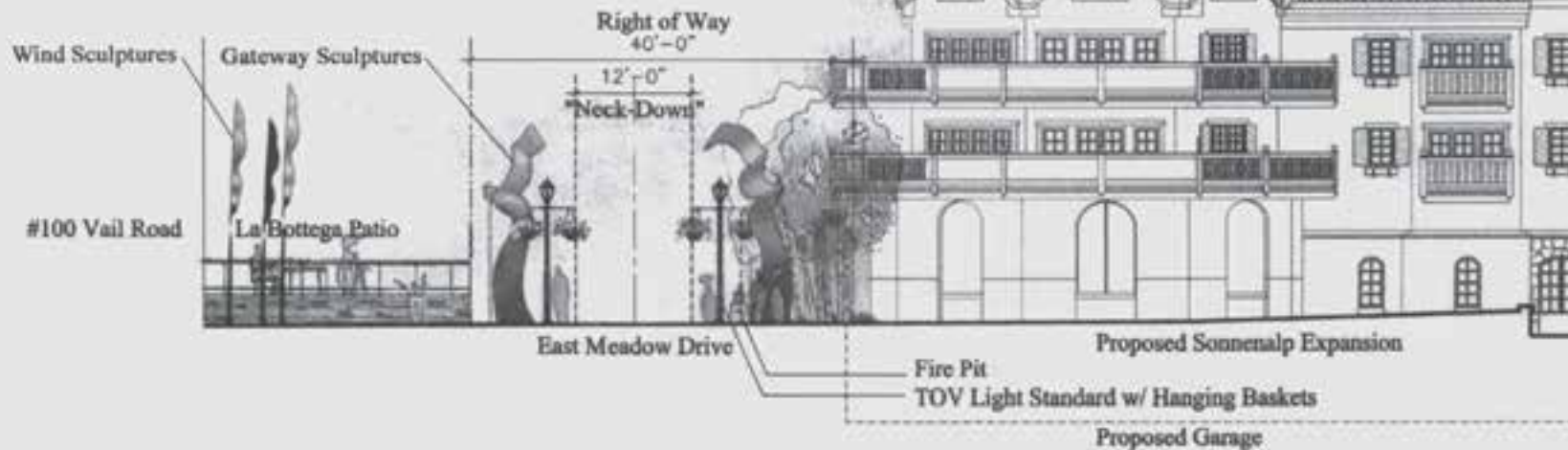


Figure 13: East Meadow Drive - Sonnenalp Redevelopment Cross section, looking east

Vail Village Inn Plaza

In the north central vicinity of East Meadow Drive, the Vail Village Inn Plaza buildings are recessed from the Meadow Drive right-of-way, forming a sun pocket plaza space. More businesses lie to the north of the mid-block opening, but appear to be hidden and unnoticed. The plaza area offers an opportunity to develop features that will draw pedestrians into the space which they presently tend to pass by, inviting them to explore other retail locations. A water feature provides a mid-block destination focal point to complement the existing businesses, and takes advantage of one of the few open areas along East Meadow Drive. Strategic placement of benches within the space invites pedestrians to pause, linger, and enjoy the space.

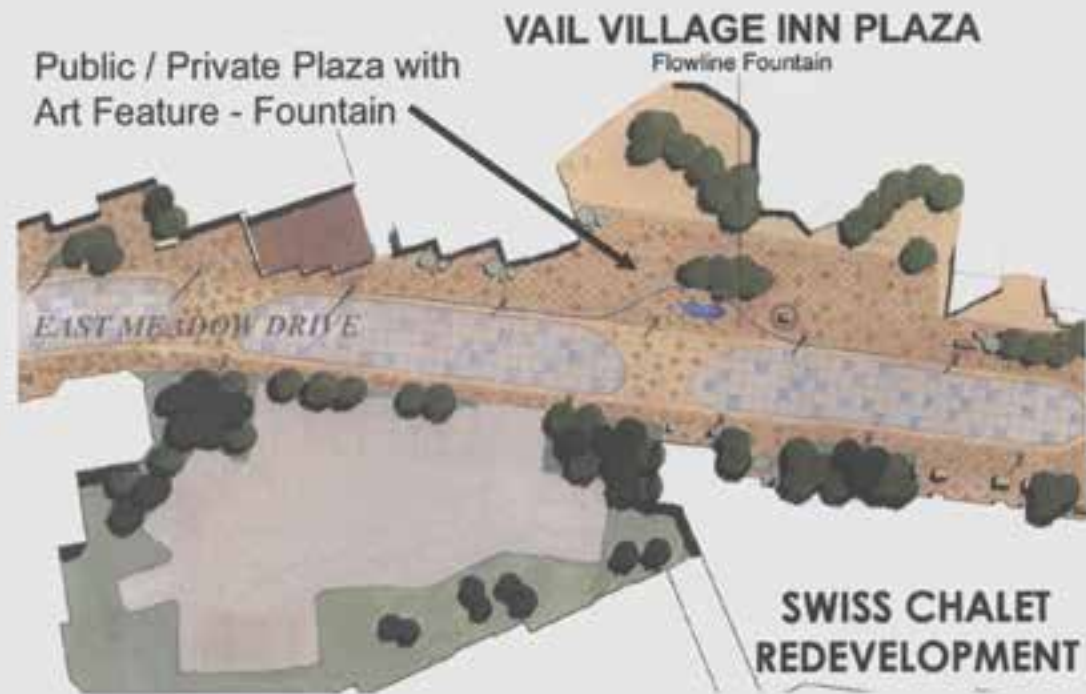


Figure 14: East Meadow Drive – Vail Village Inn Plaza

Swiss House Redevelopment

Redevelopment is planned for the Swiss House, located at the east end of the East Meadow Drive block between Vail Road and Willow Bridge Road. The property owner and his respective architects and planners participated in the Meadow Drive design and public process, sharing their thoughts and conceptualizing opportunities for the interface between the right-of-way streetscape improvements and their proposed improvements.

The Swiss House will remain recessed from the southern edge of East Meadow Drive's right-of-way edge and will be reoriented parallel to East Meadow Drive. Vehicular access points are being relocated. The proposed design presents the opportunity for another open area interface between the right-of-way and private retail/hotel property, inviting pedestrians to linger and enjoy the space. Concepts include benches, public art, and vegetation to soften the hardscape. These concepts were submitted to the development interests for consideration and incorporation into their plans.

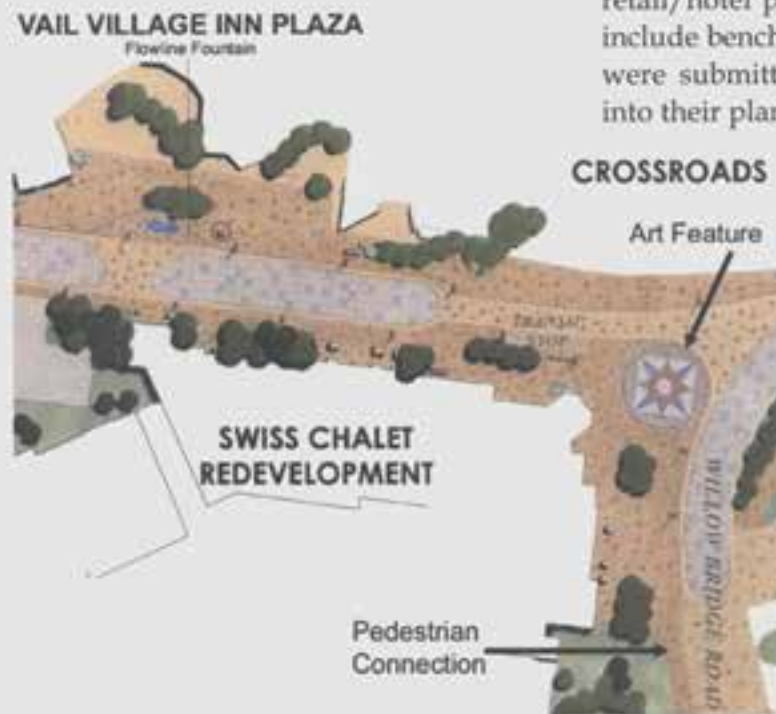


Figure 15: East Meadow Drive – Swiss House Redevelopment

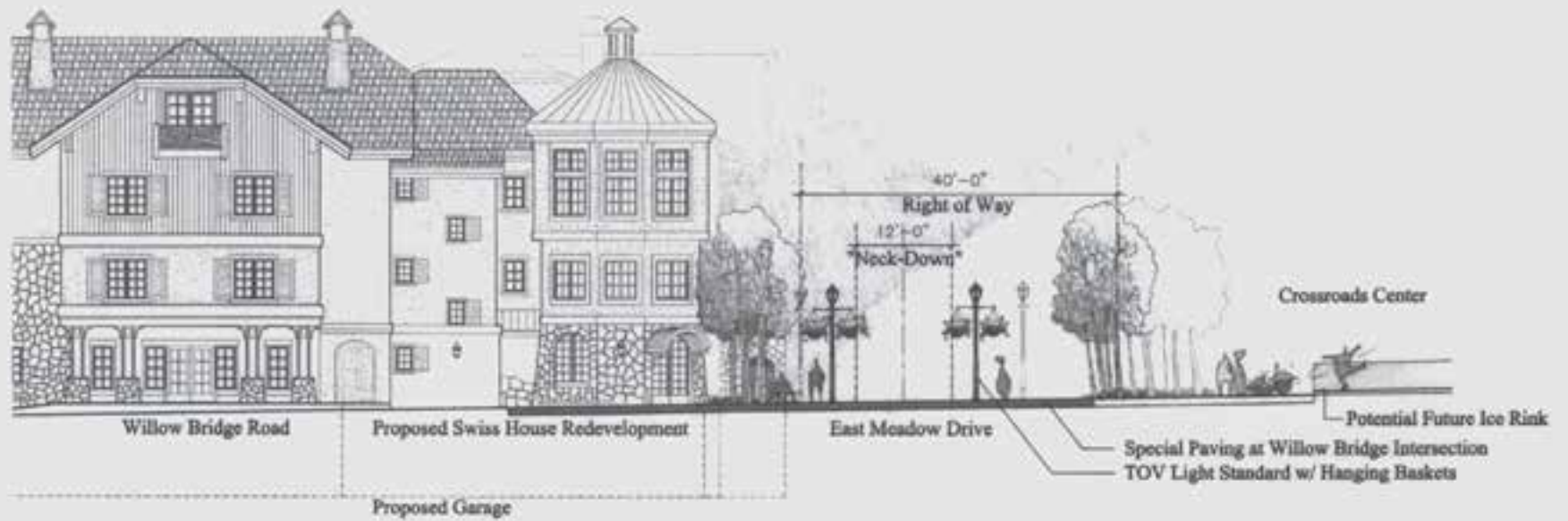


Figure 16: East Meadow Drive at Willow Bridge Road, looking west

EAST MEADOW DRIVE - WILLOW BRIDGE ROAD TO VAIL VALLEY DRIVE DESIGN DEVELOPMENT

This segment of East Meadow Drive is primarily open to all vehicular traffic. Only the section between Village Center Road and Slifer Plaza is restricted to buses and pedestrians. Several hotel, lodge, and commercial properties, including Talisman, Village Center, Sonnenalp Swiss Haus, and Crossroads are access through this segment of East Meadow Drive. The majority of these vehicles enter from Village Center Road off of the South Frontage Road. Two properties, Vail Mountain Lodge and Mountain Haus, are accessed from Vail Valley Drive. Many vehicles exiting the Checkpoint Charlie area use this segment of East Meadow Drive as access back to South Frontage Road.

Pedestrian traffic on this segment of East Meadow Drive is directed toward the edges of the roadway because of the heavy vehicular traffic. Snowmelted walkways along the Village Center commercial area and Sonnenalp Austria Haus provide access along the street and to the majority of the shops and restaurants. Pedestrian crossings between commercial developments can occur at almost any point along Village Center Road, East Meadow Drive, and Willow Bridge Road. Different pavement material types are used to provide a visual indicator of the primary pedestrian crossings. These occur at the intersections of Village Center Road, Willow Bridge Road, and East Meadow Drive.

Completed Components

The following components of the Streetscape Master Plan have already been completed within this sub-area:

- The control gate near the west portal of the parking structure has been moved further west.
- One-way traffic designation has been moved north, just south of the Village Center Parking access.
- A 14-foot asphalt bus travel lane, paralleled by a 12 to 15-foot pedestrian walkway surfaced in concrete unit pavers, extends from the west control gate at the parking structure east to Slifer Plaza.
- Slifer Plaza has been enhanced as recommended in the Master Plan.
- Screening of the Austria Haus parking lot has been achieved through redevelopment with the hotel, retail shops, and landscaping along the East Meadow Drive frontage.
- Mountain Haus and Vail Mountain Lodge streetscape components including snowmelted sidewalk, landscape terrace, and bus stop have been completed through redevelopment of those properties.



Figure 17: East Meadow Drive Plan View -Willow Bridge Road to Vail Valley Drive

Master Plan Design Changes

Table 6: East Meadow Drive - Willow Bridge Road to Vail Valley Drive Master Plan Changes

Master Plan Recommendation	Change under Final Design
1. Provide a single 14-foot travel lane for buses along Meadow Drive to the east of the intersection with Willow Bridge Road.	Two-way bus movement using two 12-foot lanes is required for East Meadow Drive, contradictory to the Master Plan. These lanes continue to the East between Willow Bridge Road and Vail Center Road, as illustrated below.
2. Separate pedestrians from traffic along the north side of East Meadow Drive from the Willow Bridge Road intersection to the control gate at the parking structure, using an 8 to 10-foot walkway.	Provide a walkway, restricted to a narrower width than recommended in some isolated spots. The majority of the walkway meets the recommendation of the Master Plan.
3. Replace the triangular planter located in the center of the East Meadow Drive/ Willow Bridge intersection with a larger circular planter. Use a special treatment to pave the intersection so it acts as a focal point.	After considerable traffic movement analysis, it was determined that increasing the dimensions of the existing planter will make it difficult to provide for large truck or emergency vehicle turn-around. The planter is removed in its entirety and replaced with a special paving treatment to create the focal area recommended in the Master Plan. The area is labeled to serve as a venue space for special events, during which buses and other vehicular traffic would be rerouted. Coordination and interface with the Crossroads redevelopment will be critical to setting the stage for this area to serve as a special event venue. (Figure 18)
4. Reduce the width of Village Center Road to 28 feet, curb to curb, with five to six-foot concrete sidewalks on each side.	Reduce the width of Village Center Road to 28 feet, with the addition of a central landscape median to further discourage unnecessary traffic. The landscape median also responds to the Master Plan recommendation to add landscaping along Village Center Road near the South Frontage Road intersection. (Figure 19)

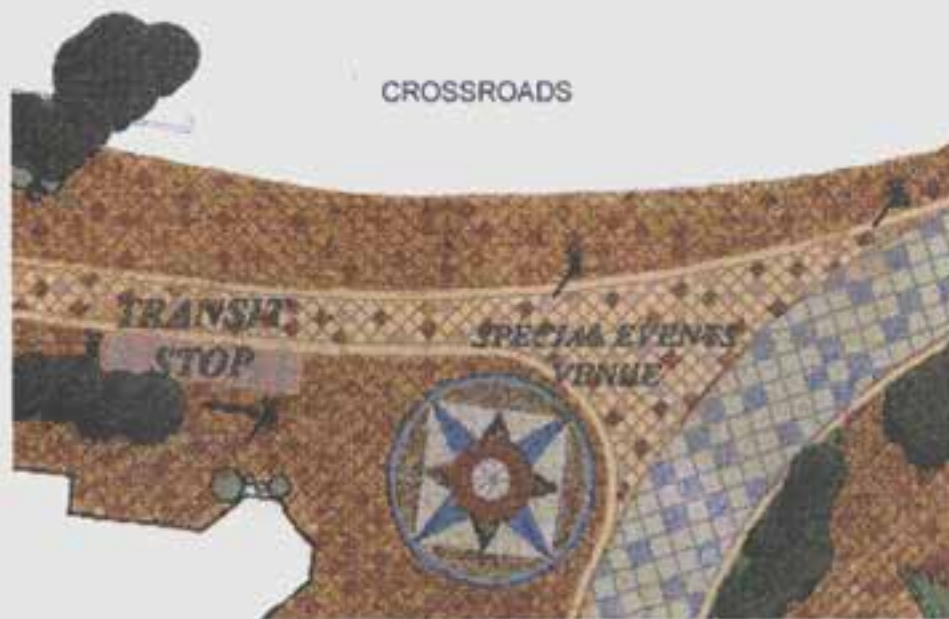


Figure 18: Crossroads Area



Figure 19: Village Center Road Area

Additions to the Master Plan

Street enhancements have been developed along the embankment slope that covers the south side of the parking structure from the Village Center Road/East Meadow Drive intersection to the central access stairs, across from Slifer Square. A retaining wall installed in the embankment creates a cavity that varies in depth from 10 to 20 feet, providing space for seasonal vending opportunities, a seating wall, water features, and public art. A pedestrian walkway will extend along the length, as well. These street enhancements are designed to generate points of interest and pedestrian activity to the west of the parking structure's central access.

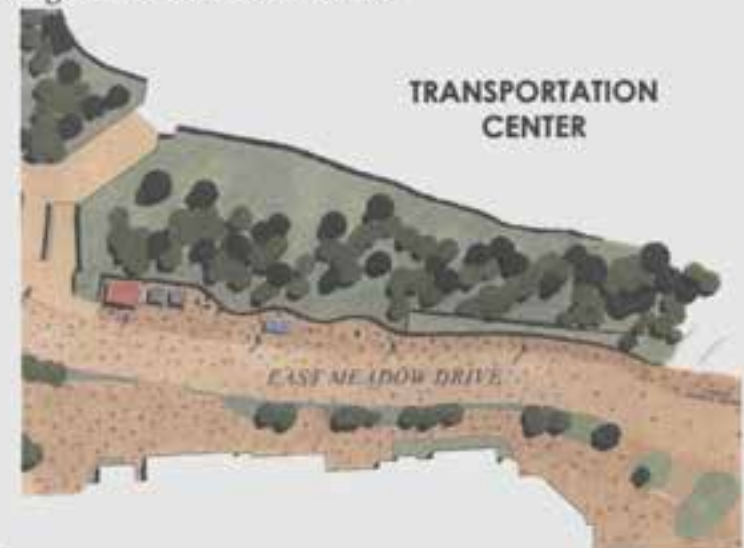


Figure 20: Transportation Center Area

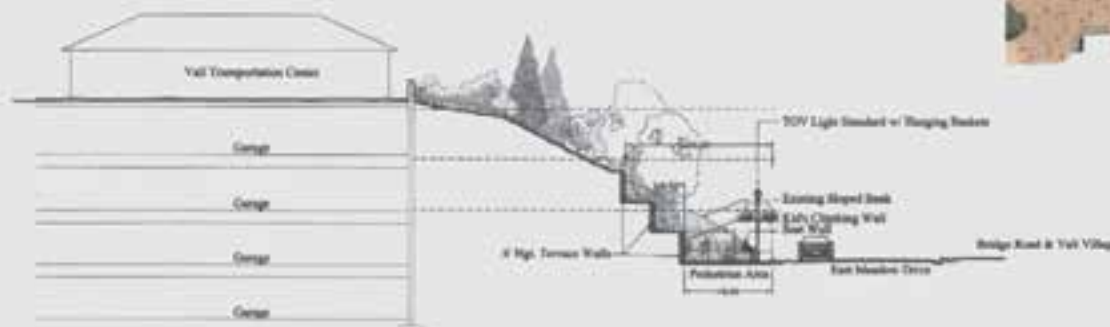


Figure 21: East Meadow Drive at Bridge Street Cross Section – looking east

VILLAGE CORE DESIGN DEVELOPMENT

The Streetscape Master Plan describes the Village Core as one of “the premier pedestrian spaces in the country”, yet the existing “streetscape treatment does not quite measure up” to its “unique setting”. The plan proposes achieving the desired effect by adding the detailing that extra level of finish that creates a statement of quality and distinctive character. The plan proposes highlighting key focal points and plazas with special paving and finishes. It recommends eliminating all loading and delivery functions from the Village Core enhancing pedestrian comfort and safety and Checkpoint Charlie is recommended to be relocated to the intersection of Willow and Vail Road.

Driving the Vail Village project is the need to replace utilities and the desire to consolidate construction in the Village for minimal impact to businesses and residents.

Completed Components

The following components of the Streetscape Master Plan have already been completed within this sub-area:

- Seibert Circle improvements.
- Landscaping and walkways at Ted Kindel Park.
- A stairway connecting Bridge Street to the pocket park and Gore Creek.
- Gore Creek Promenade Landscape Improvements.

Vail Village Streetscape Master Plan



Figure 22: Village Core Plan View

Master Plan Design Changes

While the objectives of the Master Plan have been sustained in Final Design, the manner in which they are achieved has changed. The areas that deviate from the Master Plan's directives are shown the Table 7.

Table 7: Village Core Master Plan Changes

Master Plan Recommendation	Change under Final Design
<p>1. Removing the loading and delivery zones from Gore Creek Drive and Bridge Street as recommended by the Master Transportation Plan.</p>	<p>The final design removes many of the loading and delivery areas from the Village Core to Vail Resort's proposed "Front Door Project". Loading and delivery parking will be dispersed to the west side of Willow Bridge Road across from the Sitzmark Lodge and to the area along the Lodge at Vail promenade when the "Front Door" loading zone is full or not functioning.</p>
<p>2. The primary paving material for the right of way area is recommended to be rectangular concrete unit pavers with a herringbone pattern edged by a double soldier course.</p>	<p>The final design proposes upgraded pavement treatments, stone and concrete unit pavers, in key pedestrian areas to create a cobbled "European styled" experience. The design intent is to use four to five pavement styles (rectangular and square), patterns, and colors to provide a range of palettes and subtly develop distinctions between Village areas (i.e. Wall Street, Bridge Street, Gore Creek Drive). The color palettes would be consistent with those recommended in the Master Plan including Charcoal, Arapahoe Blend, and Brown. The concrete unit pavers would be "tumbled" to reinforce the cobbled style and add a character consistent with the "Tyrolean" traditions of the Village Core.</p>

Master Plan Recommendation

3. Restoring the Children's Fountain to its original design by removing the stone walls to allow access to the water.

Change under Final Design

The final design proposes reconfiguration of Children's Fountain Plaza to become more interactive and engaging, and includes stone elements, cascading waterfalls, and landscaped seating areas while retaining the original bronze children's sculptures and water jets. A fountain pool with a new pumping system will allow for a children's play area safely removed from vehicular and pedestrian traffic of Gore Creek Drive. The vehicular access to the Gasthof Grammshammer parking garage will be rerouted to the eastern side of the plaza to accommodate additional seating and activity areas within the plaza. (Figures 23, 24)



Figure 23: Reconfigured Children's Plaza



Figure 24: Cascading Fountain at Children's Plaza

Master Plan Recommendation	Change under Final Design
<p>4. Along Gore Creek Drive in front of the Lodge at Vail, the Plan suggests removing as much of the existing rock wall that separates the sidewalk from the street as possible, replacing it with steps.</p>	<p>The final design proposes to remove the existing steps, stone walls, and handrails along the Lodge at Vail Promenade shops. The adjacent section of Gore Creek Drive will be reconstruction and graded to eliminate the need for steps and retaining walls.</p>
<p>5. Planters have been suggested at the present Checkpoint Charlie location. The landscaping should be designed to allow for possible performances by street musicians and other artists.</p>	<p>Initially, Checkpoint Charlie will remain as it is. Discussions ensued to relocate it to the intersection of Vail Road and Willow Bridge Road; however, the relocation will largely depend on the design of the Front Door project. If relocated, the existing planter can be removed and replaced with an architectural landmark creating a visual connection with Bridge Street and East Meadow Drive and provide additional performance and display opportunities</p>



Figure 25: Relocated Checkpoint Charlie

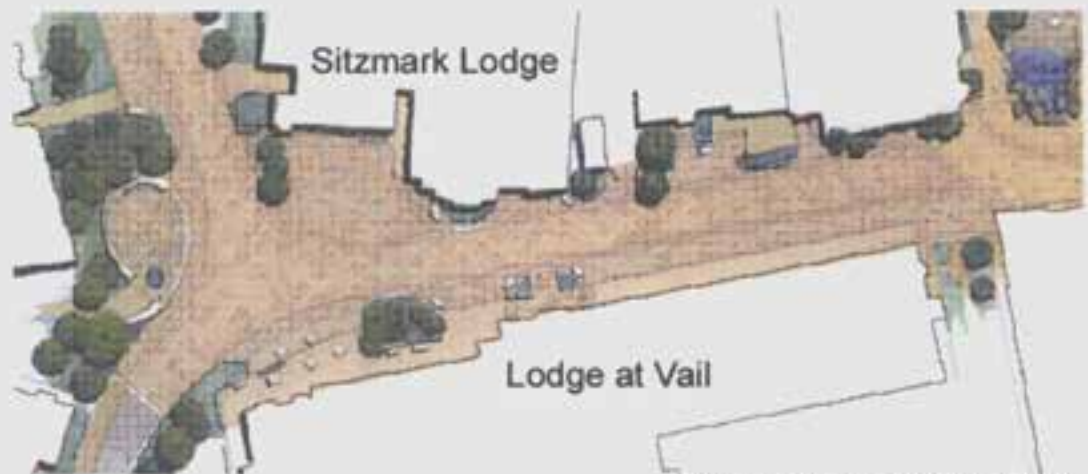


Figure 26: West Gore Creek Drive

Master Plan Recommendation	Change under Final Design
<p>6. Public restrooms are needed in the Village Core. As there are no viable locations to construct a new facility, it may be possible to incorporate a public restroom into an existing building.</p>	<p>The final design proposes two viable opportunities for public restrooms within the Village Core:</p> <ul style="list-style-type: none"> a. A freestanding public restroom could be located at the northeast corner of the international bridge on a Town owned parcel. This site would require an architecturally sensitive solution that incorporates elements of the bridge design into the facility. b. The second location is near the intersection at Mill Creek and Gore Creek Drive.
<p>7. The selection of wood benches has established a style and material that should be carried through to the other site furnishings. Trash receptacles, bicycle racks, and newspaper dispensers should coordinate with the wood benches.</p>	<p>The final design proposes replacement of the existing trash receptacles, bicycle racks, and newspaper dispensers with more update furnishings that are consistent with the final palette of materials. The existing benches would be retained and are incorporated into the existing design.</p>
<p>8. Tree grates are recommended for street trees when they are used in an urban setting.</p>	<p>The final design removes tree grates and guards throughout the Village Core. The mountain environment tends to present challenges to maintaining healthy street trees in more urban settings. The project team has recommended a more flexible solution creating small planters at the base of each street tree to allow better root growth and provide additional landscape opportunities.</p>

Master Plan Recommendation	Change under Final Design
<p>9. The night lighting for the Village Core should be varied and carefully planned. The master plan shows one possible approach to creating the appropriate level of lighting for the Village core area using a variety of light sources.</p> <p>10. Permanent planters, seasonal planters (some with street trees), and hanging baskets on light poles are recommended as ways to add seasonal color in the landscape.</p>	<p>The final design adjusts the number of light fixtures in many areas of the Village Core to balance the light levels in the pedestrian areas. The final design modifies Figure 25 from the Master Plan slightly to achieve this desired balance. In addition, the consultant team has recommended comprehensive lighting guidelines for the Village Core.</p> <p>The design recommends seasonal landscape color be added through additional permanent planters, moveable container plantings, and hanging baskets.</p>

Additions to the Master Plan

East Gore Creek Drive

New opportunities for pedestrian and other streetscape character enhancements were discovered during the design dialogue process.

Gore Creek Promenade

East of Mill Creek, a pedestrian walkway is proposed to Vail Valley Drive and creates safe pedestrian connections and improves the visibility and access to Ted Kindel Park.

Wall Street

A visual stream connection from Children's Fountain Plaza, Wall Street, and Founders' Plaza is proposed. A potential connection could include Pirate Ship Park and Vail Resort's Front Door project. Natural water from Mill Creek was investigated and deemed not feasible.

The final design proposes a series of cascading water features connecting Founder's Plaza to Children's Fountain Plaza and potentially a connection through Gore Creek Promenade Park to Gore Creek. The water feature begins in Founder's Plaza proceeding north through Wall Street and connects to the Children's Fountain. The water feature includes a variety of stone pools and falls intended to mimic a mountain stream. In conjunction with the fountain, the Wall Street planters and steps are reconfigured to improve retail visibility and accessibility and encourage additional gathering opportunities.



Figure 27: Wall Street Water Feature

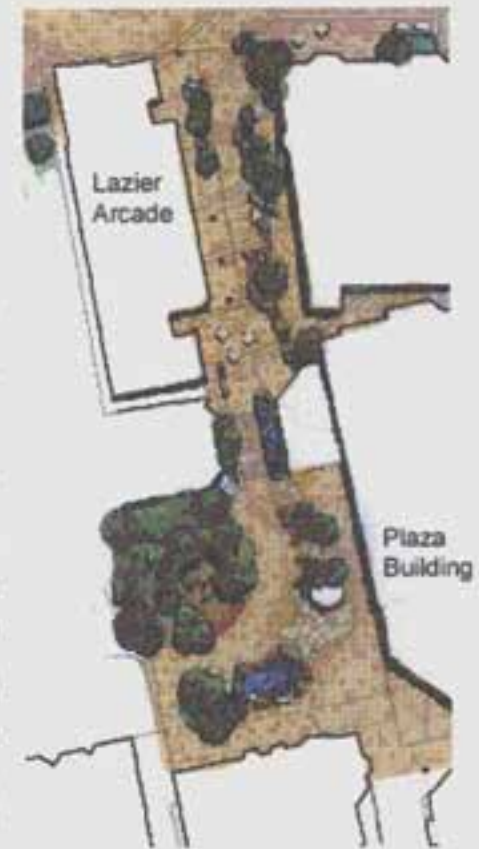


Figure 28: Wall Street

Founders' Plaza

In addition to the water feature connecting to Wall Street, Founders' Plaza is reconfigured to expand landscape areas and provide additional gathering opportunities. A small sculpture playground is proposed within the landscape area and provides a safe opportunity for children to play. The sculptural play pieces will be coordinated with the Town of Vail AIPP Board.

Hanson Ranch Road

The final design recommends removal of the existing popcorn wagon and a permanent popcorn gazebo to be constructed. The new popcorn 'gazebo' will include an adjacent seating area and will incorporate the existing newspaper racks.

A necessary culvert replacement at Mill Creek allows for the opportunity to create a celebrated entrance to the Village Core. Stone, ornamental railings, landscape, and lighting features are used to highlight this important gateway to the Village. The south terrace of Mill Creek Court Building and entrance to Ted Kindel Park is reconfigured to improve access and visibility. East of Mill Creek a pedestrian walkway is proposed to Vail Valley Drive creating safe pedestrian connections to and from the Village Core. The improvements to the P3 & J chute include a pedestrian walkway and paving upgrade aimed at providing safer pedestrian and vehicular connections.



Figure 29: Hanson Ranch Road Pedestrian Connections

*West Gore Creek Drive
(Current Checkpoint Charlie)*

During the planning process, the relocation of Checkpoint Charlie was discussed at length. Relocation depends on the roadway configuration at the Front Door project. If Checkpoint Charlie is relocated, the final design could be a performance and display opportunity at the west end of Gore Creek Drive. The plaza will be highlighted by an architectural landmark or art component that will become a focal point for the Village Core and provides a great opportunity to create both visual and physical connections to Bridge Street and Meadow Drive. The landmark will be surrounded by a series of stone walls and steps, which create a performance and gathering spaces at this crucial juncture within the Village.



Figure 30: West Gore Creek Drive Performance & Gathering

Willow Bridge Road

Bicycle and pedestrian connections are proposed at the new checkpoint location connecting to the Vail Valley Trail and the remainder of the Village.

GUIDELINES FOR PAVING, PUBLIC ART, SITE FURNISHINGS, AND LIGHTING

General Material Specifications

All materials and equipment proposed for use in streetscape improvements should be of low maintenance, have a long lifespan, and are durable so as to avoid costly maintenance. Material and equipment specifications should be structured to assure that comparative analysis among choices includes initial cost, installation cost, operating and maintenance costs, and selection should be based upon the overall minimum cost. All materials and equipment should be accompanied with manufacturers' operating and maintenance information. Construction administration specifications should include both a quality control program administered by the installer and a quality assurance program administered by the Town. Installation of materials and equipment should follow all guidelines specified by the manufacturer.

Paving Systems

The 1991 Streetscape Master Plan references paving treatments in 3 categories:

- Field pavements within the right-of-way
- Accent pavement
- Private area pavement

Field pavement is recommended as a basic herringbone design with double soldier courses along right-of way lines and as perpendicular bands along the length of the street. The pavement material is recommended as rectangular concrete unit pavers on a gravel or concrete base. Colors are a mixture of gray, red, and brown.

Accent pavement types referenced include granite sets or units, sandstone, other shapes of concrete unit pavers, and brick (clay) pavers. These pavement types are intended to be used on a limited basis at key intersections and plazas.

Pavement within private areas (outside of right-of-way) is recommended as concrete unit pavers in rectangular or square shapes used individually or in combination.

Changes to pavement types under Final Design include the addition of more variety into the pavement types recommended. The following pavement types are recommended to be included in addition to those referenced above.

Field Pavers

Concrete unit pavers with tumbled edges are recommended to create a softer, worn effect in the pavement. This cobbled European style is consistent with the Tyrolean traditions of the Vail Village. Four to five styles of rectangular and square patterns will help to develop subtle distinctions between various areas with the Village. The colors are recommended to be consistent with those referenced above.



Figure 31: Field paver examples

Transit Paving

The specific material has not been identified. Considerations include a concrete slab, large size concrete or asphalt pavers..



Figure 32: Transit paver examples

Ornamental Paving

Detailed paving patterns of varying materials integrated into the field pavement as an art element.

Rumble Strip Paving

Square concrete unit pavers with a fractured surface (resembling granite sets) of a contrasting color intended to direct pedestrians away from the back of head-in parking spaces.

Site Furnishings

The final design proposes replacement of the existing trash receptacles, bicycle racks, and newspaper dispensers with more update furnishings that are consistent with the Bavarian theme of the Village Core. The existing benches would be retained and are incorporated into the existing design.

Trash receptacles

Trash receptacle styles include bear-proof and non bear-proof. Cigarette disposal provided.

Bear-Proof Model
(Also available in solid color)



Figure 33: Trash receptacle examples

Benches

The current streetscape design for those which are not integrated art elements remain unchanged. More benches should be out year-round in sun pockets and gathering spaces.



Current Village Benches



Conceptual Seating

Figure 34: Bench seating examples

Tables and chairs

Add to public plaza spaces, some with umbrellas to encourage people to linger and provide additional informal outdoor dining opportunities.

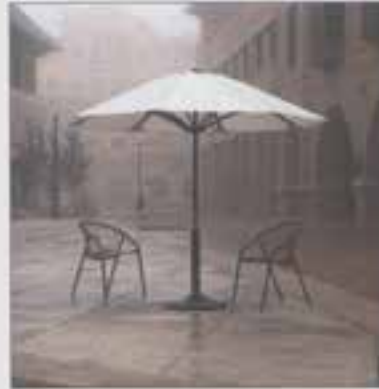


Figure 35: Table and chairs examples

Bike racks

Combination bike/ski/snowboard racks similar to those in use in Beaver Creek are under investigation.

Newspaper cabinets

Retain the existing locations and management system to the fullest extent possible. Look for ways to improve design and durability of newspaper cabinets and clusters.

Tree grates

The final design removes tree grates and guards throughout the Village Core. The mountain environment tends to present challenges to maintaining healthy street trees in more urban settings. The project team has recommended a more flexible solution creating small planters at the base of each street tree to allow better root growth and provide additional landscape opportunities.

Miscellaneous

- Entrance to East Meadow Drive. Create entrance statement to East Meadow Drive at Vail Road. Consideration should also be given to assuring a natural flow between East and West Meadow Drive, with the intent of providing a good connection between the Village area and Lionshead.
- Bulletin board/kiosks - Provide bulletin boards and kiosks in accordance with the Wayfinding Plan
- Banners and Flags - Add 1 to 2 additional special event banner locations within the Village Core and Meadow Drive areas. Selectively place banners on buildings and light poles to add color and movement to the streetscape.
- Seasonal décor - Seasonal décor utilities are to be placed in strategic locations for special events and holiday decoration.
- Audio equipment and wiring are to be placed in strategic locations for special events.
- Security equipment will be added to assist the Vail Police Department.

Public Art

The following section contains excerpts from the 2001 Art in Public Places Strategic Plan which apply directly to streetscape projects. The AIPP Strategic Plan is included by reference in this addendum.

The Town of Vail's Art In Public Places (AIPP) program was officially adopted in 1992 to "promote and encourage the development and public awareness of fine arts." The ordinance adopting the AIPP program and establishing an AIPP Board was based on the Art in Public Places program Policies and Guidelines adopted in July of 1989. The AIPP Board and the AIPP program were further refined in 1996 establishing the eleven-member AIPP Board, as it exists today. The AIPP program Policies and Guidelines describe the process and criteria to be used to evaluate potential public art pieces and projects.

The current AIPP program focuses largely on commissioning art pieces for specific locations within the community and providing for the placement throughout the Town of temporary art sculptures on loan from galleries.

Site-Integrated Art

One of the major focal areas of the Plan is site-integrated art, which provides for the incorporation of public art in public and private areas throughout the Town. This plan is ultimately intended to promote public art in the Town of Vail.

The aesthetic character of the built environment is largely shaped by necessity. Artistic elements incorporated in the design of public spaces gives the Town the opportunity to build whimsical streetscapes while at the same time making the spaces functional, otherwise known as "place-making."

This approach, consistent with national trends in public art, is termed site-integrated public art, which is the creation of art through common everyday public improvements. Site-integrated art is the process of integrating creative and artful

features into such things as paving, sidewalks, public benches, lampposts, gates, and landscape features.



Figure 36: Example of site-integrated art

The following is a broad list of places and ideas for integrating public art. This list emerged from site visits, feedback from the local focus groups and meetings with town staff, the Design Review Board, the Planning and Environmental Commission, and the Town Council.

Paving

The 1991 Town of Vail Streetscape Master Plan recognizes and addresses the importance of quality hardscape in Vail. This plan calls for a continuity of surfaces throughout town. Exceptions to this standard paving are special areas designed to prevent monotony and create accent. These accent areas are where creative designers can best contribute. The introduction of artwork in the pavement, use of varied paving materials, color and texture are simple ways to create a special feeling about our environment without the vertical space commonly needed for art. Because the climate and snow removal are so destructive to hardscape surfacing integrated art paving requires rigorous material selection and thoughtful application.



Figure 37: Incorporation of art in paving examples

Possible areas of focus:

- The pedestrian connection between Lionshead and Vail Village
- Main core areas of the Town
- Major intersections

Seating

Seating plays an important role by providing places for people to pause, gather, rest and take in the view. As seating areas are created, the Town has the opportunity to provide artistically inspired seating that is compatible with the natural setting, unique, memorable, and even whimsical.



Figure 38: Creative seating examples

Possible areas of focus:

- Along major pedestrian corridors and activity areas within the Lionshead and Vail Village core areas
- Public plazas
- Bus stops
- Pedestrian Bridges
- Public parks
- Along recreational paths and at trailheads

Landmarks and Portals

A landmark is a significant architectural element that visitors to Vail can identify and remember. Landmarks signify important points of entry, turning points, and critical intersections in the pedestrian network. Landmarks also identify destinations and serve as visual reference points. Landmarks and portals are integral to an overall wayfinding system. People tend to think of landmark features as buildings and structures, but they can also include plazas, intersections, fountains, works of art, and unique natural features. Site integrated art can help create landmark features by creating unique spaces and building improvements that people are able to easily identify and remember.

Possible sites and opportunities for landmark improvements:

- Intersection of Vail Road and Meadow Drive
- Major entries to Lionshead pedestrian mall
- Vista Bahn ski yard
- Intersection of Willow Bridge Road and East Meadow Drive (Crossroad's area)
- Highway exits
- Fountains, sculpture, and paving



Figure 39: Existing Clock Tower in Lionshead

Temporary Public Art

At present, fourteen exterior sites are available within Vail Village and Lionshead for the temporary display of artwork. Each site was carefully selected for its visibility and access to both visitors and residents of the Vail Valley. This program is designed to enrich the community and provide exposure to artists working within the sculptural realm.

The selected artwork must exemplify commitment to quality and innovation. The Temporary Art Program was designed to create a mutually beneficial partnership

between the Town of Vail and artists working both within and outside of the community.



Figure 40: Examples of temporary public art

Private Development Projects

Site-integrated art is not limited to public projects. The opportunity exists to have private landowners with proposed improvements adjacent to public spaces create unique and memorable streetscape improvements, landmark features, or other opportunities to place art on private property. As private development and

redevelopment in Vail continues, there is the potential for public art opportunities to evolve from a partnership between the AIPP Board and private entities. Visual enhancements or works of art that may emerge from these developments may greatly contribute to our community's aesthetic and pedestrian experience and cultural awareness. When one considers the size and scale of the Town and its myriad of offerings, the boundary between public and private spaces is really a conceptual distinction not recognized by the typical observer. With this in mind, the Town and the AIPP Board should encourage developers and property owners to enhance private development with publicly viewed art in the form of site integration, landmark development, architectural enhancement, sculpture, and other techniques.

Lighting

Along with the Streetscape design, Vail Village has an opportunity to improve the nighttime atmosphere by providing uniform and less glaring lighting. This new lighting system is designed to achieve the following goals:

- Improve quality and color of light.
- Enrich the individual character of each area.
- Respect the “Bavarian Village” of Vail.
- Reduce maintenance costs by providing energy efficient equipment.

By using white-light sources and minimizing glare, this lighting system will enhance visibility. Introducing a few different lighting styles, this lighting system creates subtle contrast and variety to provide identity for each area. Keeping Vail’s stylistic vision the light poles recreate the “Bavarian Village” image.

The most successful lighting will be a combination of the new public lighting system and private lighting that washes the building facades. This way, the lighted facades create a back-drop for the Village.

The current design uses energy efficient lamps with long-life operation (10,000hrs or more). To further reduce maintenance costs, Vail may consider using induction and LED lamp sources that have an operational life up to 100,000hrs. The LED and induction lamp options are more expensive initially, but only require re-lamping every 10 to 20 years.

Gore Creek Drive

As the main thoroughfare for a mixture of pedestrian and vehicular traffic, Gore Creek Drive requires the highest light level and most uniform lighting distribution. The design of this area is very formal with Bavarian style lighting poles on both sides of the road. A luminous chimney within the luminaire emulates a traditional gas lantern with no additional lamps, therefore reducing maintenance and energy costs.

Children's Fountain Plaza

As a more dramatic and intimate area, this plaza has minimal lighting except within the fountain and at the entrances of the buildings in the plaza. Each water jet within the fountain is accented with a submerged up-light. The children's statues are set up on a pedestal above the water. Pedestal should include an internally illuminated lattice that will reflect light out to illuminate the fountain pool.

Gore Creek Promenade Park

From the Children's Fountain Plaza, a pathway descends a stairway to Gore Creek Promenade. This stairway is illuminated with step-lights, leading to the Promenade that is lit with the Bavarian style pole mounted luminaires.

Upper and Lower Bridge Street

Destination points along this narrow street are sited with pole mounted luminaires, and seating areas are illuminated with over-head string lighting for a more festive look. Lighting poles are intentionally minimized on this street because the narrow width will start to feel crowded. The close proximity of the lighted storefronts will provide ample lighting for a more intimate feeling than Gore Creek Drive. Enhancing the textured stone base of the seat walls, concealed lighting subtly grazes the stone and provides accent to help complete the composition.

Wall Street and Founders' Plaza

String lighting provides a soft ambient light for the lower end of Wall Street. The waterfalls are accented with low wattage submergible up-lights. Leading to Founders' Plaza, the landings of the stairway are illuminated with low wattage step-lights. Concealed lighting beneath the stone wall capping enhances the texture of the

stone and provides a soft, warm glow to the stairs. Within Founders' Plaza, a few lighting poles mark destination points, allowing the center of the square to have a subdued, calm ambience.

*Hanson Ranch Road and the Chute,
Willow Creek, and the
Relocated Checkpoint Charlie*

Lighting poles continue from Gore Creek Drive to provide illumination for vehicular and pedestrian traffic.

Mechanical and Electrical Systems

Proposed mechanical and electrical systems changes to the Village Core consist of adding a hydronic snowmelt system, re-circuiting/revising general use power receptacles, adding power accommodations for special events, utility accommodations for new and updated water features, and alterations to the existing street lighting. Where possible, provisions will be made to ease expansion of the system to include future areas indicated on the drawings.

Mechanical Systems Overview

Utility Services

Upgraded domestic water services will be required for the public restroom on Wall Street and for new water feature(s). The existing domestic water service for the Children's fountain will be relocated to serve a new combined pump system for Wall Street and Children's Fountain water features.

A new gas line, parallel to the existing line, will be routed from the existing service entry to the existing boiler room to accommodate the additional boiler(s). New gas services will be provided to new decorative gas features in the Village. Gas feature quantity, type and location are to be determined. These features will likely be few and of relatively small capacity.

Snowmelt System

A gas fired hydronic snowmelting system will be installed in all areas of the Streetscape design. This system will be connected to and operated by the existing boiler plant located in the Village Parking Structure. This boiler plant will be modified and expanded with higher efficiency boilers to accommodate the increased demand and lower operating and maintenance costs.

Electrical Services

Existing electrical services will be consolidated and upgrade as necessary to accommodate new and relocated lighting fixtures and convenience outlets. Additional electrical service will be provided to accommodate special event requirements and for various holiday décor installations. This service will be located at several points within the Village and Meadow Drive including the following:

- Existing Checkpoint Charlie
- Gore Creek Promenade
- Children's Fountain
- Intersection of Gore Creek Road and Bridge Street
- Earl Eaton Plaza
- Seibert Circle
- Slifer Plaza
- Intersection of Willow Bridge Road and East Meadow Drive

Communications

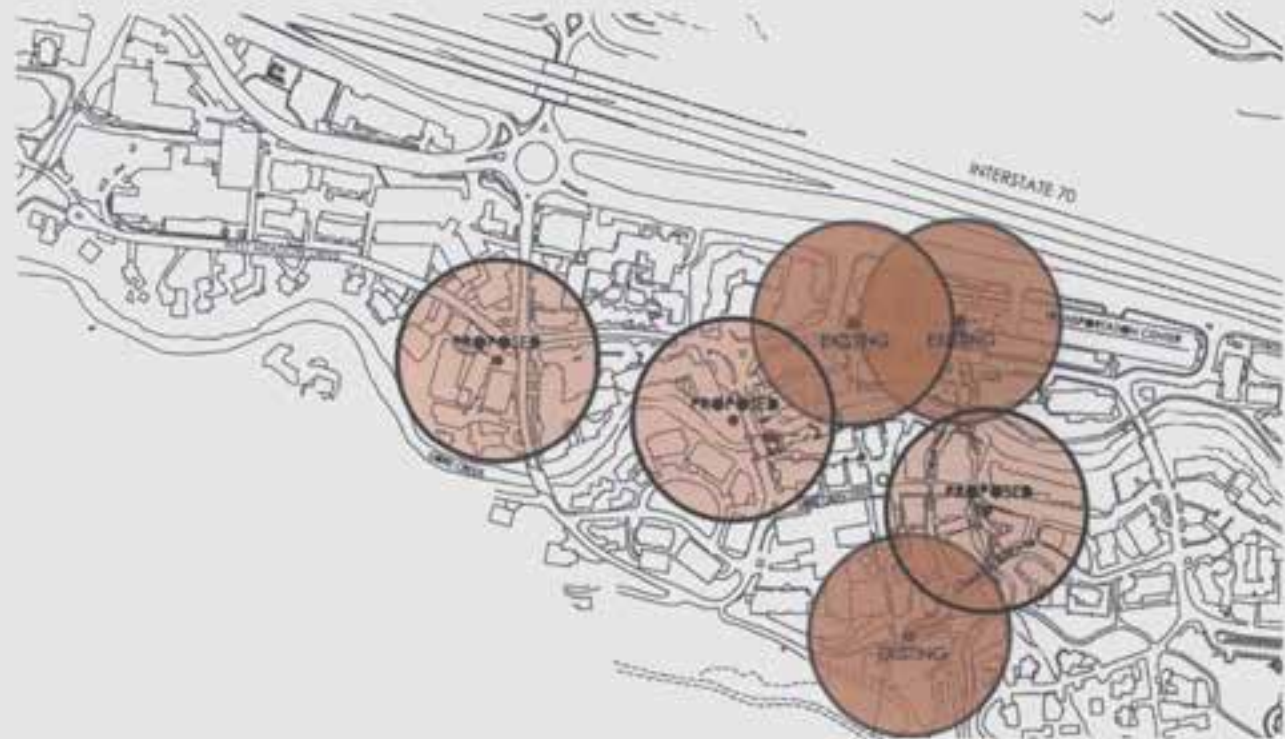
Telephone service will be provided at the new Checkpoint Charlie location if necessary as well as the new Popcorn stand in Earl Eaton Plaza.

Conduits and connections for the future installation of security system cameras will be provided at key locations throughout the Village and Meadow Drive. Final locations and equipment will be determined by the Vail Police Department.

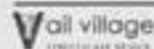
Conduits and connections for the future installation of an audio / visual system will be provided at key locations throughout the Village and Meadow Drive. Final locations and equipment will be determined by the Vail Public Works Department with applicable merchant group input.

Restrooms

Throughout the planning process, the need for additional restrooms was a continuing topic. The design team prepared a restroom location map (Figure 41) and showing that restrooms near the International Bridge and the intersection of Mill Creek and Gore Creek Drive provide the best options. Discussion with private developers is ongoing to determine the most appropriate implementation of restrooms.



Coverage symbol has an approximate radius of 300 ft.



PUBLIC RESTROOM COVERAGE DIAGRAM

Figure 41: Restroom Coverage Diagram

STREETSCAPE DESIGN IMPLEMENTATION AND MAINTENANCE

This section will address recommendations for phased implementation of the Streetscape Master Plan Design as well as recommendations for maintenance of streetscape improvements. Portions of the discussion included in the addendum are excerpts from the original Streetscape Master Plan as many of the issues and recommendations remain active topics of discussion and involved in the decision making process.

Implementation

Due to the scale of the Streetscape Master Plan, the proposed improvements will need to be implemented over a period of years. The Master Plan has been conceived with phased construction in mind and this will allow the public and private sectors, and public utility providers, flexibility in planning the phasing of streetscape construction.

Several factors must be considered when determining the phasing sequence of construction. These include the following.

- Public safety
- Impacts to business and tourism
- Construction access across completed sections
- Needs for utility, storm water, and other infrastructure upgrades
- Timing and location of various private redevelopment initiatives
- Achieving the greatest impact to aesthetics and character

Coordination of utility and infrastructure upgrades as well as installation of snowmelt supply and return mainlines is one of the determining factors involved in the phasing decision. Upgrades to utility systems normally require a point-to-point approach. Making the connections between electrical transformers, sewer manholes, and other utility boxes is necessary to maintain continuous service and avoid

reopening of completed sections of streetscape. Likewise, storm sewer lines and snowmelt system main lines are most efficiently installed from downstream to upstream for the same reasons.

Private redevelopment initiatives are an important consideration for two reasons. First, they frequently require improvements for pedestrian circulation and vehicular access, and utility upgrades with the public right-of-way. These become triggers to initiate streetscape implementation. Secondly, private participation at various levels is necessary to provide the funding needed for implementation of the Streetscape Master Plan in accordance with Town Council policy.

Implementation of the Streetscape Master Plan can not be accomplished without disruption and impact to businesses and residences in the area. Excavation and backfilling of deep and shallow utilities, stabilization of pavement subgrades, and construction of streetscape surfaces and features all require extensive use of equipment, materials, and labor to complete. The goal in implementing streetscape improvements is to minimize those construction impacts by balancing construction efficiency with public access needs during periods of higher business activity. The following construction sequence scenario is the recommended approach to streetscape implementation.

- Begin construction preparation work such as utility locates, surveying, and equipment mobilization during the last 2 weeks of the ski season.
- At the end of ski season begin as much subsurface utility and infrastructure work as can be completed prior to the middle of June. Install final sub-slab and temporary surface pavement.
- Discontinue major construction activity between mid-June and mid-August.
- Remobilizing in mid-August, remove temporary surface pavement and install snowmelt system tubing, and final streetscape improvements in areas where utility work was completed in the spring. Concurrently, on the next streetscape section, begin as much subsurface utility and infrastructure work as can be completed prior to the middle of November.

- Discontinue construction activity between mid-November and the end of the following ski season.
- Restart the sequence of finish work and subsurface work the following the end of the ski season.

The following figures represent the recommended streetscape implementation phases for the first two years of construction. It will be necessary to review the process and make any necessary sequencing and phasing adjustments following the first year's construction activity.



Figure 42: Proposed Streetscape Phasing 2004



Figure 43: Proposed Streetscape Phasing 2005

Streetscape Maintenance

Snow and ice removal

This Streetscape Master Plan Addendum strongly recommends installation of a mechanical snowmelt system in all pedestrian areas for the following reasons:

- Increased pedestrian safety
- Improved visitor experience
- Reduction of noise
- Reduction of required snow storage areas
- Increase life expectancy of pavement surfaces

The cost of operating and maintaining a gas-fired snowmelt system is equivalent to the current cost of plowing and hauling snow in the Village Core area resulting in improved pedestrian area conditions without increased cost to the Town. Gas-fired boilers require routine, annual servicing by trained maintenance specialists. The Town's building maintenance staff includes trained maintenance specialists at this time. As the quantity of boiler and mechanical systems increase maintenance managers should continue to assess and compare the cost of in-house and contracted maintenance services.

The Town of Vail Snow and Ice Control Plan should be updated to include an emergency plan in the event of a full or partial snowmelt system failure. Snowmelt system failure may result from a disruption of electrical or natural gas service to the mechanical system or physical damage to the snowmelt system itself. The Village Transportation Structure, which houses the mechanical system, has emergency backup electrical generators which are maintained and replaced at scheduled intervals. These generators will provide electrical service in the event of a power failure. In the event of a snowmelt system failure, an emergency plan will prepare managers in mobilizing staff, contractors, and implementing the incident command system already in place.

Other electrical and mechanical systems

The Streetscape Master Plan Addendum includes additional street lights and specialty lighting, audio-visual system wiring and equipment, and additional fountains and water features. The Town's building maintenance staff includes trained electricians and maintenance specialists at this time. As the quantity and types of electrical, communication, and plumbing systems increase maintenance managers should continue to assess and compare the cost of in-house and contracted maintenance services.

Street Maintenance

Sweeping and washing pavement surfaces

Daily hand sweeping of streets and pedestrian areas and litter pick up will increase slightly in the winter months. Dirt and debris which was previously removed with regular snow plowing will remain on snowmelted streets. The additional staff time required to perform this work has been included in the snowmelt system operating cost evaluation. Snowmelted surfaces will also allow year round operation of street sweeping equipment resulting in increased cleanliness and consistency.

Cleaning spills

Spills and staining of pavement surfaces is a frequent occurrence year round in the Village Core area. Delivery vehicles, trash trucks, and construction equipment often leak oil and other engine fluids on the pavement surface. Fluids which leak from trash dumpsters and unlined trash truck beds are a significant and smelly source of pavement spills and staining. Maintenance crews also encounter spilled body fluids and excrement on a regular basis. The first step in dealing with pavement spills and staining is prevention. Relocation of some or all of loading and delivery traffic in the Village Core area to the Vail Resorts Front Door Project will reduce the amount of engine oils and fluids leaked on to the pavement. It is recommended to initiate a requirement for all trash trucks and construction equipment entering the Village Core area to be equipped with leak containment devices. Disney Corporation has successfully implemented this requirement in all their theme parks. It is also

recommended that trash collection services be moved outside of the Village Core area or trash trucks and dumpsters be required to fully lined to prevent leakage.

For those leaks and spills which can not be prevented, cleaning and materials and equipment should be placed in key locations around the Village Core area to be readily accessible to maintenance crews. Spills should be contained and cleaned as quickly as possible to minimize damage to pavement services and to not affect the visitor experience. Pavement surfaces should be sealed and protected on a regular basis according to pavement manufacture recommendations. Routine sealing will help prevent spills from soaking in and permanently damaging pavement surfaces.

Protecting wood surfaces

Wood surfaces such as benches, trash receptacles, newspaper cabinets and bike/ski racks should be maintained on a regular basis. Cleaning, sanding, and treating with a penetrating, waterproofing, and UV protecting material annually will increase the life and improve the appearance of wood surfaces.

Landscape maintenance

Currently the level of landscape treatment and maintenance in the Village Core area varies between one property owner and another. It is recommended the level of consistency in the landscape be increased to a level appropriate to the status of Vail Village. This may be accomplished in several ways. One way is to have the Town pr special district take over all planting and maintenance of landscape areas in the Village Core area. This would provide a high level of landscape treatment but would require financial participation from private property owners due to additional costs involved. A second way may be to provide assistance to private property owners in the form of uniform plant selection, maintenance tips and techniques, and professional advice. Encouragement and peer pressure from the Town and adjacent properties will help provide the impetus to maintain a high level of landscape treatment throughout Village Core area.

Urban forestry has been an aspect of landscape maintenance that has not received as much attention as it possibly should have in the past. Recently, the Town has started

and inventory of significant trees on Town property. This is a good first step toward implementing an Urban Forestry program. Trees are an important element of the overall streetscape plan. They add character, provide shade, screen or frame views, and generally improve the aesthetics of the area. If not properly, selected, placed, and maintained they can also block shop windows and store fronts, impede traffic circulation, and create safety problems. There has been an increase in tree diseases and insect infestations in the Vail Valley over the past several years. An urban forestry program would help to identify and prepare for these problems before they can become a serious threat to Vail's tree population.