

VAIL VILLAGE **MASTER PLAN**

Completed By The Town of Vail
Community Development Department

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Amendments to the Vail Village Master Plan

RESOLUTION NO. 3, SERIES OF 2003: A RESOLUTION AMENDING THE VAIL VILLAGE MASTER PLAN TO EXPAND THE BOUNDARIES OF THE PLAN; AMENDING THE DESCRIPTION OF THE "SKI BASE/RECREATION" LAND USE CATEGORY; ADDING SUB-AREA #11, "VAIL'S FRONT DOOR" TO THE LIST OF VAIL VILLAGE SUB-AREAS; AMENDING THE MASTER PLAN ILLUSTRATIVE PLANS, AND SETTING FORTH DETAILS IN REGARD THERETO.

RESOLUTION NO. 23, SERIES OF 2008: A RESOLUTION UPDATING THE VILLAGE MASTER PLAN, PURSUANT TO THE PROCESS AND PROCEDURES OUTLINED IN SECTION VIII-B, ADOPTION, EXTENSIONS AND AMENDMENTS OF THE VAIL VILLAGE MASTER PLAN; AND SETTING FORTH DETAILS IN REGARD THERETO.

RESOLUTION NO. 7, Series of 2012: A RESOLUTION AMENDING CHAPTER VII, VAIL VILLAGE SUB-AREAS, EAST GORE CREEK SUB-AREA (#6), VAIL VILLAGE MASTER PLAN TO INCLUDE RECOMMENDATIONS RELATED TO A NEW VAIL VILLAGE TOWNHOUSE (VVT) DISTRICT, AND SETTING FORTH DETAILS IN REGARD THERETO.

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INTRODUCTION

The Vail Village Master Plan is presented in eight sections. The first four introduce the Plan: an executive summary, a brief history of the Village, a description of the process of developing the Master Plan, and a statement of the Master Plan's purpose. Section 5 presents an important on-going working element of the Plan: a series of goals, objectives, policies and action steps for the Village. These statements provide the basis for how the community hopes to see the Village develop in the future. Related to these statements are the Illustrative Plan components presented in Section 6. These graphic plans address land use, open space, circulation and building heights. The individual sub-areas of Vail Village, with specific recommended improvements are presented in Section 7. These recommended improvements are a product of the Plan's goal statements and illustrative plans, and include, both public and private improvements desired for the Village. Finally, a section on implementation outlines how the various elements of the Plan work together, and establishes the review process for developments in the Village.

I. EXECUTIVE SUMMARY

From its inception at the base of Vail Mountain in the early 1960's, Vail Village has served as the focal point of activity for the entire upper Gore Valley. This earliest development of Vail has today extended up and down the Vail Valley, well beyond the historic limits of the original Village.

The success of Vail Mountain and the rapid growth that followed has resulted in many changes around Vail Village. Once the sole access point to the ski area, Vail Village now has two of the four mountain "portals": The Village and Golden Peak (the other two are Lionshead and Cascade Village). The development of a second village, Vail Lionshead, has provided two major activity centers in close proximity. With the advent of Beaver Creek in 1980 and the recent opening of the Arrowhead Ski Area, the Upper Eagle Valley now boasts three major ski areas. These developments typify the growth that has taken place as Vail has evolved from a small ski area to a world class, year-around resort community.

At the same time, Vail is maturing. There is a need to continually maintain and upgrade the quality of existing buildings, as well as streets, walks and utility services. Vail's economy relies to a large degree on maintaining its overall status and attractiveness as a world-class resort.

Within this context the Master Plan is one of several documents that have been developed to preserve and strengthen the Tyrolian/Alpine character of Vail Village while allowing for limited, highly-controlled growth. The Vail Village Master Plan focuses on the larger context of Vail Village by identifying land uses, densities, public improvements, and overall development objectives. The Master Plan recognizes the need for growth and redevelopment, but at the same time encourages the preservation of the "historic" aspects of Vail Village. In response to the continued growth pressures in Vail, a number of sites in the Village that can accommodate increased levels of development are identified. In addition, many improvements to public spaces are proposed. It is, however, the Master Plan's underlying goal to strike a balance between controlled growth while maintaining the character and ambiance of the Village. It is this premise that will make the Plan a valuable tool for guiding development in the Village over the next twenty years.

A review of existing conditions in the Village reveals that the infrastructure is generally capable of handling a limited amount of new development, but there is little new development possible under existing zoning. In fact, in many areas of the Village, existing development exceeds zoning allowances (which were put in place after the development). From numerous public meetings, a consensus emerged that additional development was acceptable, even desirable, as long as it did not significantly alter the existing character of the Village.

The Master Plan then, is an attempt to find a fine balance between modest growth and the status quo. It provides a broad perspective for the desired character of the Village, but it is very detail oriented. The Master Plan identifies and focuses on site-specific improvements that are felt to be possible and desirable within the overall context of the Village. It is intended to be used as a companion document to the Vail Village Urban Design Guide Plan.

The Master Plan addresses both public and private improvements. As a result, it is a development guide for private landowners and for the Town. The Plan provides the Town direction when formulating capital improvement programs and establishes standards for the review of development proposals on private land.

The most significant element of the Master Plan is the Goals, Objectives, Policies, and Action Steps. These are the working tools of the Master Plan. They establish the broad framework and vision, but also lay out the specific policies and action steps that will be used to implement them.

The six goals and their related objectives and policies are found in Section V. Each of the objectives is implemented through one or more policies and action steps.

A series of illustrative Plans depict the physical components of the Master Plan. Only minor changes to established land use patterns are proposed. There are five classifications of open space ranging from large Forest Service-owned open space tracts to small planted buffers along the Village's roads and walkways. The major objectives of the open space element are preservation, enhancement, and creation of several new pocket parks.

Within the context of the existing system, the circulation Plan emphasizes the development of a continuous pedestrian network comprised of several walk-types. Elements of the pedestrian network range from freestanding paths to walkways that are extensions of streets.

The building height element formalizes the pattern that has evolved in the Village--low buildings in the core area with larger buildings on the northern periphery (along South Frontage Road), with openings framing views of Vail-Mountain.

The Action Plan graphically expressed a summary of possible development, which would be inconsistent with elements of the Village Master Plan. It is not an all-inclusive list, nor is it intended to restrict proposals that are not identified on the Action Plan. It is intended to provide suggestions and to act as a guide for interpreting the Master Plan. Specific items in the Action Plan are numbered and described in Section VII. They are organized according to the Vail Village Sub-areas--ten areas within the Village that are homogeneous with respect to building character, physical conditions, land use and ownership. Specific Goals and Objectives are referenced for each of the Action Plan items.

II. HISTORY OF VAIL VILLAGE

As the physical development of the original village began to take place in the early 1960's, so too did its unique character. The free form layout of the streets and the human scale expressed by many of its earliest buildings began to establish a pleasant pedestrian environment. As the Town grew, the development of numerous outdoor dining decks and public plazas served to strengthen the pedestrian experience. More than anything else, it was the emphasis on the pedestrian that contributed to the unique character and charm of Vail Village.

The early planning and development of the Village was in large part created by the original developers of Vail Mountain. Following the incorporation of the Town of Vail in 1966, a zoning ordinance was enacted in 1971 and a general design plan was later adopted to guide future growth and development in the Village and some of its surrounding area. In the middle to late 1970's, Vail began to experience

intense pressures from growth and development. Driven by increasing land costs and the growing popularity of Vail, new developments in the core area were being proposed to maximize square footage. Because of the pressures of rapid development, less attention was paid to how projects related to the street, the pedestrian, surrounding buildings and public spaces.

In response to this trend, the Vail Village Urban Design Guide Plan was adopted in 1980 after a brief moratorium on development. The Guide Plan became the official tool for reviewing projects within the core area of the Village and the adjacent area to the northeast. The Plan provided specific attention to building and streetscape development in order to reinforce and improve the pedestrian's walking experience. These regulatory tools established the framework within which the Vail Village core has developed through the latest growth period.

While the Urban Design Guide Plan has been very successful, it has concentrated on design issues primarily within the core area of the Village. Few steps have been taken towards the comprehensive planning of urban functions and the relationship between the Village core to surrounding areas. At the same time, however, major redevelopment proposals continue to be made indicating a high level of on-going interest in development throughout the Village. These proposals have typically requested increases to densities permitted under existing zoning, regulations. In the past, without a long-range plan for the Village, the review of these proposals has generally been reactive, responding to each on a case-by-case, isolated and sometimes inconsistent basis.

With this lack of consistency in the review process, there became a growing concern that changes in the Village and its peripheral area were not being coordinated, and that this lack of coordination could gradually affect the character and function that are important to Vail's success as a resort community. In addition, concerns have been raised as to whether the cumulative effects of increased development are being identified and adequately addressed.

In addition to density increases, there are many other factors relative to the future growth and development in the Village area that point to the need for a comprehensive long range planning document. These other factors include:

Future ski mountain expansion: Recent and planned expansions of Vail Mountain will attract larger numbers of skiers creating a need for increased parking, transit, pedestrian and other facilities which could impact the existing character and function of the Village area. Expansions will also generate a need for more lodging facilities to accommodate additional destination skiers.

Upgrading buildings: Vail Village has not escaped the aging process. There is a need to encourage the continued upgrading and enhancement of existing lodging and commercial facilities within the Village in order to maintain the unique character that is its main attraction.

Infrastructure system: Originally designed for a small population, it is important to maintain and improve the infrastructure (utility systems, streets and walkways, loading/delivery, etc.) of the Village area as increasing use and pressure is placed upon these systems.

Public improvements: In order to maintain its overall competitive position as a world class resort community, there is a need for physical improvements in public areas to maintain an aesthetically pleasing community and to promote a healthy, year-around resort economy. Updating zoning controls and expanding design guidelines is seen as an essential step toward assuring the long term unified development of the Village: It is a goal of this Plan to establish a framework for guiding private sector development and improvements as well as public improvements throughout the entire Vail Village area. Another goal is to set forth future actions required to fully implement the Plan.

III. THE VAIL VILLAGE MASTER PLANNING PROCESS

The Vail Village Master Plan has been developed in three distinct stages. The first involved defining the physical limits of the study area and inventorying existing levels of development. For the purpose of this study, Vail Village is defined as the area from Vail Road on the west to Ford Park on the east, and between Interstate 70 on the north and Vail Mountain on the south. Several different terms are used in the Plan referring to different geographical areas or zones within the study area. A map on the following page defines these terms and their corresponding areas.

A complete inventory of existing development in the study area was completed as a part of Phase I. This inventory included residential units, commercial and residential floor area, parking spaces, and an analysis of how this level of development relates to densities permitted under existing zoning (See Appendix A). Infrastructures such as traffic capacity and utilities were also evaluated. From this analysis, it became clear that:

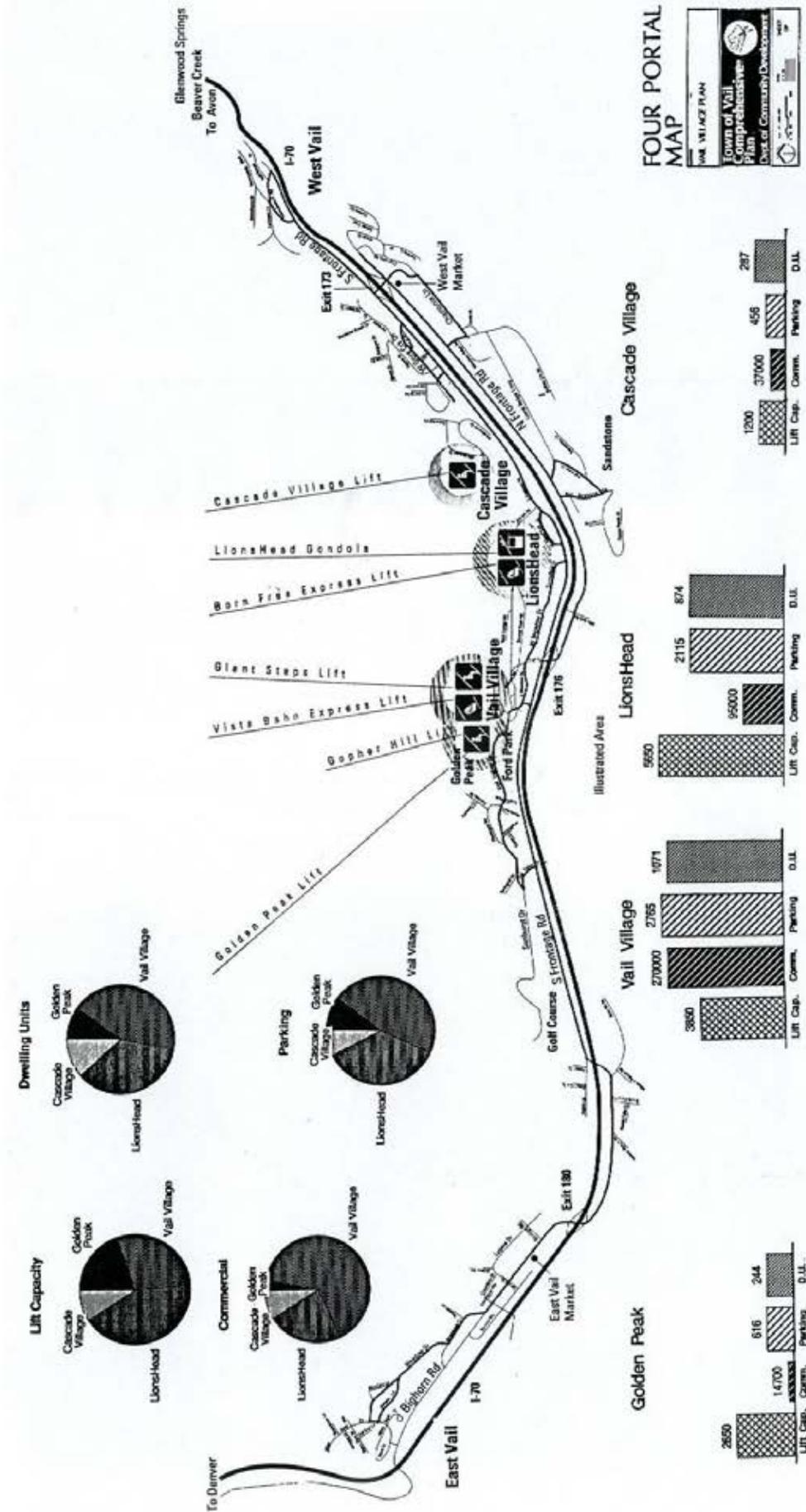
- there is little consistency between zoning and existing levels of development; and
- there is very little development potential left in the Village under existing zoning; and
- the existing infrastructure is generally capable of handling limited amounts of new development in certain areas.

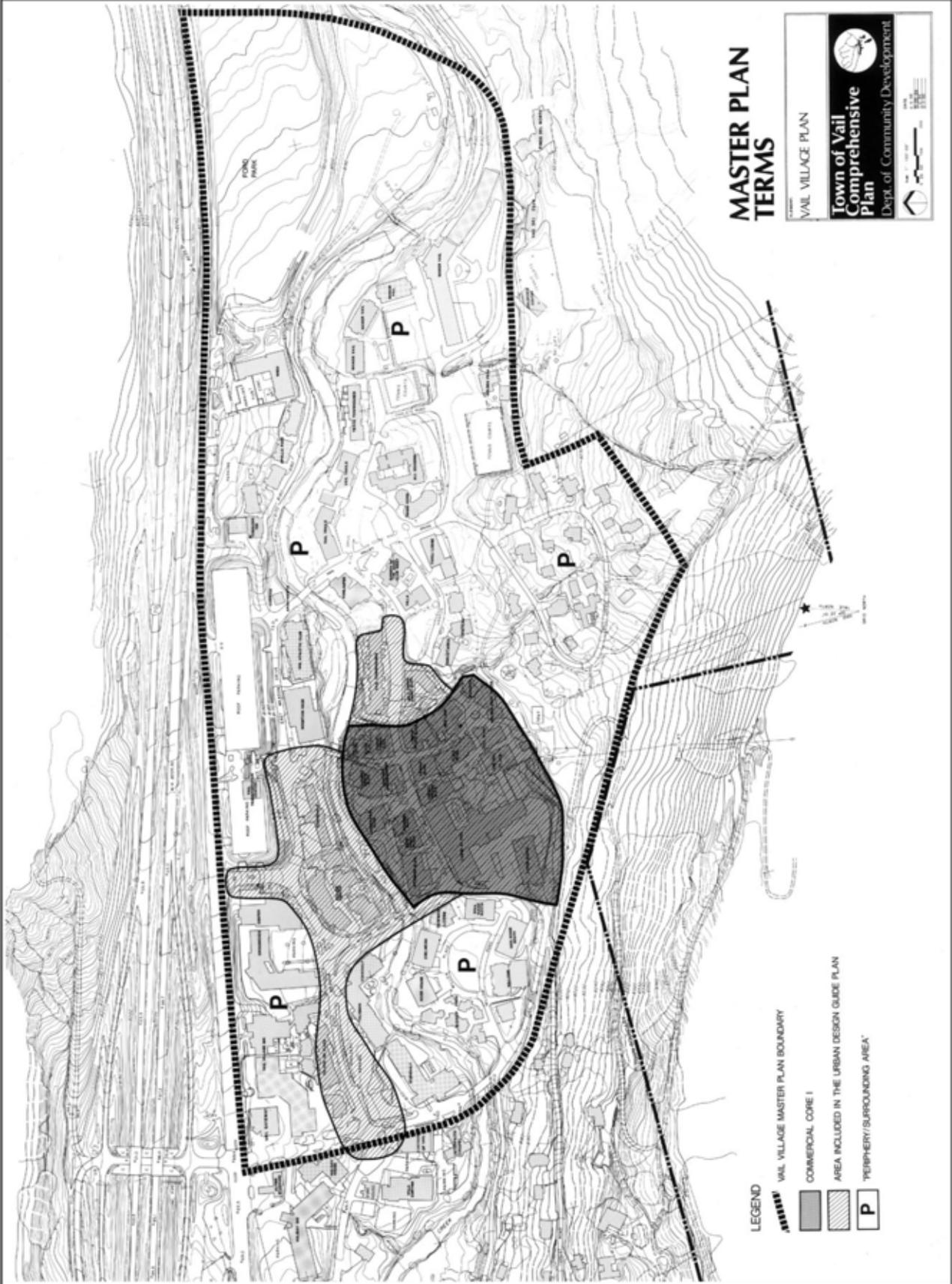
This information provided a data base from which subsequent decisions were made concerning the development of this Plan.

The second phase in the development of the Plan centered around public participation. Three well-attended and productive public workshops on the Village Plan were held. These meetings solicited public opinion and ideas relative to how the Village should develop in the future. From these meetings a general consensus emerged that there should be no wholesale changes in the character and level of development (especially in the Village core), but that additional development was possible if carefully controlled and coordinated. There was a strong feeling that the entire Village area needs to be planned as a whole so that any new development would be of the highest quality and have positive impacts for the specific site as well as for the entire Village area. Public input received at these meetings was used to establish the goals, objectives and policies of this Plan. The final phase involved production of the Plan, formulating policies and procedures, and holding a second series of public review sessions. The second public review was to ensure that the Plan was consistent with the desires of the community. The last step in this process was formal review and adoption by the Planning and Environmental Commission and the Town Council.

IV. PURPOSE OF THE PLAN

This Plan is based on the premise that the Village can be planned and designed as a whole. It is intended to guide the Town in developing land use laws and policies for coordinating development by the public and private sectors in Vail Village and in implementing community goals for public improvements. It is intended to result in ordinances and policies that will preserve and improve the unified and attractive appearance of Vail Village. This Plan emphasizes the critical need to balance and coordinate parking and transportation systems with future improvements to Vail Mountain that will increase the "in and out of Valley" lift capacity. Most importantly, this Master Plan shall serve as a guide to the staff, review boards, and Town Council in analyzing future proposals for development in Vail Village and in legislating effective ordinances to deal with such development. Furthermore, the Master Plan provides valuable information for a wide variety of people and interests. For the citizens and guests of Vail, the Master Plan provides a clearly stated set of goals and objectives outlining how the Village will grow in the future.





The Vail Village Master Plan is intended to be consistent with the Vail Village Urban Design Guide Plan, and along with the Guide Plan, it underscores the importance of the relationship between the built environment and public spaces. It is an underlying goal of this Plan to result in legislation and policies which ensure that the public spaces and pedestrian areas of Vail are not just the remnants of private development, but rather dominant features in the experience of the Village.

The Vail Village Master Plan has been adopted as an element of the Vail Comprehensive Plan. The Comprehensive Plan was initiated in 1985 by the Community Development Department, Planning and Environmental Commission and Town Council. The Plan has been completed element by element according to a prioritized schedule as follows:

- I. PARKS AND RECREATION
 - A. Ford Park Management Plan- 1997
 - B. Donovan Park Master Plans -1985
 - C. Eagle County Recreation Action Plan - 1988
 - D. Recreation Trails Master Plan – 1988

- II. LAND USE MASTER PLAN – 1986

- III. VAIL VILLAGE
 - A. Vail Village Master Plan- 1990, updated 2003
 - B. Vail Village Urban Design Guide Plan- 1980, revised 1993

- IV. LIONSHEAD REDEVELOPMENT MASTER PLAN- 1998, revised 2005

- V. TRANSPORTATION AND PARKING
 - A. Streetscape Master Plan- 1991, revised 2003
 - B. Transportation Master Plan- 1993

- VI. NATURAL ENVIRONMENT
 - A. Municipal Cemetery Master Plan- 1993
 - B. Comprehensive Open Lands Plan- 1994
 - C. Environmental Strategic Plan- 1994

- VII. ART IN PUBLIC PLACES STRATEGIC PLAN- 2001

V. GOALS, OBJECTIVES, POLICIES AND ACTION STEPS

Goals for Vail Village are summarized in six major goal statements. While there is a certain amount of overlap between these six goals, each focuses on a particular aspect of the Village and the community as a whole. The goal statements are designed to establish a framework, or direction, for the future growth of the Village. A series of objectives outline specific steps that can be taken toward achieving each stated goal. Policy statements have been developed to guide the Town's decision-making in achieving each of the stated objectives, whether it be through the review of private sector development proposals or in implementing capital improvement projects. Finally, action steps are suggested as immediate follow-up actions necessary to implement the goals of this Plan.

The Vail Village Master Plan's objectives and policy statements address key issues relative to growth and development. These statements establish much of the context within which future development proposals are evaluated. In implementing the Plan, the objectives and policies are used in conjunction with a number of graphic planning elements that together comprise this Plan. While the objectives and policies establish a general framework, the graphic plans provide more specific direction regarding public improvements or development potential on a particular piece of property.

GOAL #1 ENCOURAGE HIGH QUALITY, REDEVELOPMENT WHILE PRESERVING UNIQUE ARCHITECTURAL SCALE OF THE VILLAGE IN ORDER TO SUSTAIN ITS SENSE OF COMMUNITY AND IDENTITY.

Objective 1.1: Implement a consistent development review process to reinforce the character of the Village.

Policy 1.1.1: Development and improvement projects approved in the Village shall be consistent with the goals, objectives, policies and design considerations as outlined in the Vail Village Master Plan and Urban Design Guide Plan.

Objective 1.2: Encourage the upgrading and redevelopment of residential and commercial facilities.

Policy 1.2.1: Additional development may be allowed as identified by the Action Plan and as is consistent with the Vail Village Master Plan and Urban Design Guide Plan.

Policy 1.2.2: Development and improvement projects shall be coordinated to minimize the unintended negative consequences associated with construction activity in a pedestrianized, commercial area. For instance, the noise abatement, project completion guarantees, temporary parking, traffic control, etc.

Objective 1.3: Enhance new development and redevelopment through public improvements done by private developers working in cooperation with the town.

Policy 1.3.1: Public improvements shall be developed with the participation of the private sector working with the Town.

Objective 1.4: Recognize the “historic” importance of the architecture, structures, landmarks, plazas and features in preserving the character of Vail Village.

Policy 1.4.1: The historical importance of structures, landmarks, plazas and other similar features shall be taken into consideration in the development review process.

Policy 1.4.2: The Town may grant flexibility in the interpretation and implementation of its regulations and design guidelines to help protect and maintain the existing character of Vail Village.

Policy 1.4.3: Identification of “historic” importance shall not be used as the sole means of preventing or prohibiting development in Vail Village.

GOAL #1 Action Steps:

1. Develop and adopt an overlay zone district-implementing the Vail Village Master Plan
2. Study and implement an impact fee system to reduce the public burden of providing infrastructure and public services to new development.
3. Reprioritize public improvement projects within the Village area.
4. Develop and adopt an annual construction activity schedule for development and improvement projects in the Village with special attention given to the use of the Town’s right-of-way and the potential negative impacts on the resident and guest experience.

5. Explore the impacts of amending the definition of a “building story” as defined on the Conceptual Building Height Plan to allow for an increase in the floor-to-floor height to greater than 9 feet.
6. Compile a list and develop a map identifying the location of potential structures, landmarks, plazas and other similar features that may be of historical importance.
7. Explore the option of requiring the execution of performance completion bonds to ensure that projects which are started in Vail Village are fully completed.

GOAL #2 TO FOSTER A STRONG TOURIST INDUSTRY AND PROMOTE YEAR-AROUND ECONOMIC HEALTH AND VIABILITY FOR THE VILLAGE AND FOR THE COMMUNITY AS A WHOLE.

Objective 2.1: Recognize the variety of land uses found in the 11 sub-areas throughout the Village and allow for development that is compatible with these established land use patterns.

Policy 2.1.1: The zoning code and development review criteria shall be consistent with the overall goals and objectives of the Vail Village Master Plan.

Objective 2.2: Recognize the importance of Vail Village as a mixed use center of activities for our guests, visitors and residents.

Policy 2.2.1: The design criteria in the Vail Village Urban Design Guide Plan shall be the primary guiding document to preserve the existing architectural scale and character of the core area of Vail Village.

Objective 2.3: Increase the number of residential units available for short term overnight accommodations.

Policy 2.3.1: The development of short term accommodation units is strongly encouraged. Residential units that are developed above existing density levels are required to be designed or managed in a manner that makes them available for short term overnight rental.

Objective 2.4: Encourage the development of a variety of new commercial activity where compatible with existing land uses.

Policy 2.4.1: Commercial infill development consistent with established horizontal zoning regulations shall be encouraged to provide activity generators, accessible greenspaces, public plazas, and streetscape improvements to the pedestrian network throughout the Village.

Policy 2.4.2: Activity that provides night life and evening entertainment for both the guest and the community shall be encouraged.

Objective 2.5: Encourage the continued upgrading, renovation and maintenance of existing lodging and commercial facilities to better serve the needs of our guests.

Policy 2.5.1: Recreation amenities, common areas, meeting facilities and other amenities shall be preserved and enhanced as a part of any redevelopment of lodging properties.

Policy 2.5.2: The town will use the maximum flexibility possible in the interpretation of building and fire codes in order to facilitate budding renovations without compromising life, health and safety considerations.

Objective 2.6: Encourage the development of employee housing units in Vail Village through the efforts of the private sector.

Policy 2.6.1: Employee housing units may be required as part of any new or redevelopment project requesting density over that allowed by existing zoning.

Policy 2.6.2: Employee housing shall be developed with appropriate restrictions so as to insure their availability and affordability to the local work force.

Policy 2.6.3: The Town of Vail may facilitate in the development of affordable housing by providing appropriate assistance.

Policy 2.6.4: Employee housing shall be developed in the Village when required by the Town's adopted Zoning Regulations.

Objective 2.7: Encourage the development of multi-use special events venues and infrastructure (ie, publicly accessible restrooms, power and utilities, etc.) within Vail Village in cooperation with the private sector.

Policy 2.7.1: The development of new special event venues and improvements to existing venues shall be strongly encouraged to reinforce the important role that special events play in the promoting a year-round economy in Vail Village .

GOAL #2 Action Steps:

1. *Initiate zoning code modifications to clarify the Urban Design Guide Plan's authority to cover those areas outside of; Commercial Core I that are referenced by the Urban Design Guide Plan. (Completed)*
2. Develop and adopt an Economic Development Strategic Plan for the Town of Vail.
3. Create a special events venue map for Vail Village. The map should include existing and potential special event venue locations with an indication of how many participants the venue can accommodate. Other logistical considerations such as event set up configurations, vehicular access, pedestrian circulation, emergency vehicle accommodations, compatibility with adjacent and surrounding uses, etc. should also be noted on the map.
4. In cooperation with the Eagle River Water and Sanitation District, explore the creation of stormwater management regulations aimed at preserving and protecting the water quality of Gore Creek to ensure that the creek and its adjacent riparian corridors remains healthy and vibrant.
5. Explore the adoption of land use policies regarding certain land uses (ie real estate offices, professional offices and similar non-retail uses) addressing horizontal zoning of public accommodation zone district properties within the area governed by the Vail Village Master Plan.
6. Establish a clear policy related to the use of the public right-of-way and other similar public property for the outdoor display of merchandise and goods and make any amendments to the town's adopted codes as necessary to implement the desired policy.

GOAL #3 TO RECOGNIZE AS A TOP PRIOTITY THE ENHANCEMENT OF THE WALKING EXPERIENCE THROUGHOUT THE VILLAGE

Objective 3.1: Physically improve the existing pedestrian ways by landscaping and other improvements.

Policy 3.1.1: Private development projects shall incorporate streetscape improvements (such as paver treatments, landscaping, lighting and seating areas), along adjacent pedestrian ways.

Policy 3.1.2: Public art and other similar landmark features shall be encouraged at appropriate locations throughout the Town.

Policy 3.1.3: Flowers, trees, water features, and other landscaping shall be encouraged throughout the Town in locations adjacent to, or visible from, public areas.

Objective 3.2: Minimize the amount of vehicular traffic in the Village to the greatest extent possible.

Policy 3.2.1: Vehicular traffic will be eliminated or reduced to absolutely minimal necessary levels in the pedestrianized areas of the Village.

Objective 3.3: Encourage a wide variety of activities, events, and street life along pedestrian ways and plazas.

Policy 3.3.1: The Town encourages a regulated program of outdoor street activity in predetermined locations throughout the Village.

Policy 3.3.2: Outdoor dining is an important streetscape feature and shall be encouraged in commercial infill or redevelopment projects.

Objective 3.4: Develop additional sidewalks, pedestrian-only walkways and accessible green space areas, including pocket parks and stream access.

Policy 3.4.1: Physical improvements to property adjacent to stream tracts shall not further restrict public access.

Policy 3.4.2: Private development projects shall be required to incorporate new sidewalks along streets adjacent to the project as designated in the Vail Village Master Plan and/or Recreation Trails Master Plan.

Policy 3.4.3: The “privatization” of the town-owned Gore Creek stream tract shall be strongly discouraged.

Policy 3.4.4: Encroachment of private improvements on the town-owned Gore Creek stream tract shall be prohibited.

Policy 3.4.5: The Town shall require the removal of existing improvements constructed without the Town’s consent within the town-owned Gore Creek stream tract.

GOAL #3 Action Steps:

- 1. Initiate a comprehensive lighting plan for all public spaces in Vail Village. (Completed)*
2. Amend the Design Review Guidelines to recognize the concept of "winterscape" in the evaluation of landscape plans.
3. Identify additional locations and funding strategies for the development of additional public restrooms in the Village.
- 4. Study walking-only paths and stream access on public property. (Completed)*

5. *Initiate the Vail Village Streetscape Improvement Plan to serve as a concept plan for subsequent improvements to public places in the Village. (Completed)*
6. *Designate an Arts in Public Places Board to produce and/or review proposals for public art along pedestrian ways. (Completed)*
7. Expand the summer flower planting program and encourage private sector participation.
8. Continue to improve traffic control systems--effectiveness and appearance.
9. Monitor time zoning and revise as possible. Continue to explore alternative service/delivery mechanisms, especially an off-site warehouse with small vehicle distribution in the Village.
10. Construct new sidewalks and recreation trails as per the Recreation Trails Master Plan--Core Area Detail.

GOAL #4 TO PRESERVE EXISTING OPEN SPACE AREAS AND EXPAND GREENSPACE OPPORTUNITIES.

Objective 4.1: Improve existing open space areas and create new plazas with greenspace and pocket parks. Recognize the different roles of each type of open space in forming the overall fabric of the Village.

Policy 4.1.1: Active recreation facilities shall be preserved (or relocated to accessible locations elsewhere in the Village) in any development or redevelopment of property in Vail Village.

Policy 4.1.2: The development of new public plazas, and improvements to existing plazas (public art, landmarks, historic features, streetscape features, seating areas, etc.) shall be strongly encouraged to reinforce their roles as attractive people places.

Policy 4.1.3: With the exception of ski base-related facilities, existing natural open space areas at the base of Vail Mountain and throughout Vail Village and existing greenspaces shall be preserved as open space.

Policy 4.1.4: Open space improvements including the addition of accessible greenspace as described or graphically shown in the Vail Village Master Plan and/or Urban Design Guide Plan, will be required in conjunction with private infill or redevelopment projects.

Objective 4.2: Improve and expand the opportunity for active and passive recreational activity throughout the Village.

Policy 4.2.1: Continue the implementation of the Ford Park Master Plan as this will provide important recreational opportunities to residents and guests.

GOAL #4 Action Steps:

1. Develop pocket parks with passive recreational improvements including benches, paths, children's play facilities and stream access in appropriate Town-owned parcels.
2. Evaluate additional opportunities for the purchase of additional parcels for open space and/or public use.

3. *Explore the "Mill Creek Retail Area" as part of the Village Streetscape Project. (Completed)*
4. Connect streamwalks to other walkways and pocket parks in order to integrate and enhance the total pedestrian network.
5. Revegetate and restore disturbed areas along stream tracts.
6. *Improve or remove the Willow Bridge pedestrian bridge.*
7. *Restore the Town snow dump, including stream tract, to its natural state.*
8. Explore the feasibility of expanding Ford Park to the west to Vail Valley Drive and/or Slifer Plaza along the Gore Creek stream tract to provide improved pedestrian and handicapped access to the Park.
9. Identify opportunities to improve and enhance the forest health within and immediately around Vail Village to mitigate the damage caused by the pine beetle and similar tree diseases and infestations.
10. Continue to develop and implement wildland interface initiatives aimed at reducing the threat of the loss of property and life due to the risk of wildland fires.

GOAL #5 INCREASE AND IMPROVE THE CAPACITY, EFFICIENCY, AND AESTHETICS OF THE TRANSPORTATION AND CIRCULATION SYSTEMS THROUGHOUT THE VILLAGE.

Objective 5.1: Meet parking demands with public and private parking facilities

Policy 5.1.1: For new development that is located outside of the Commercial Core I Zone District, on-site parking shall be provided (rather than paying into the parking fund) to meet any additional parking demand as required by the zoning code.

Policy 5.1.2: The expansion of the Vail Village parking structure shall maximize the number of additional parking spaces available for public parking.

Policy 5.1.3: Seek locations for additional structured public and private parking.

Policy 5.1.4: Continue to promote the lease parking program as a means for maximizing the utilization of private parking spaces.

Policy 5.1.5: Redevelopment projects shall be strongly encouraged to provide underground or visually concealed parking.

Policy 5.1.6: Development and redevelopment projects shall be strongly encouraged to provide ample temporary parking for construction workers for the duration of a construction project to minimize impacts on our guests and visitors resulting from the loss of public parking.

Objective 5.2: Encourage the use of public transportation to minimize the use of private automobiles throughout Vail.

Policy 5.2.1: The Town and its regional partners shall continue to provide an efficient transit system and increase service levels as needed to meet demand.

Policy 5.2.2: The Town shall facilitate and encourage the operation of private shuttle vans outside of the pedestrianized core area.

Objective 5.3: Concentrate the majority of interconnecting transit activity at the periphery of the Village to minimize vehicular traffic in pedestrianized areas.

Policy 5.3.1: The Vail Transportation Center shall be the primary pick up and drop off point for public transit and private shuttle vans and taxis.

Objective 5.4: Improve the streetscape circulation corridors throughout the Village.

Policy 5.4.1: The Town shall work with the Colorado Division of Highways toward the implementation of a landscaped boulevard and parkway along the South Frontage Road.

Policy 5.4.2: Medians and right-of-ways shall be landscaped.

GOAL #5 Action Steps:

1. Construct vehicular circulation and signage improvements designed to reduce unnecessary traffic into the Village core.
2. Continue to monitor traffic flow through the roundabout areas and study alternatives available to increase efficiency of this intersection and meet future traffic demands.
3. Continue to study the feasibility of a "people mover" or other public transportation alternatives to augment or replace the existing shuttle system.
4. *Village parking policies (both parking requirements and properties eligible for paying into the parking fund) following the completion of the Town's Parking and Transportation Study.*
5. Study the feasibility of an underground (recreation fields would remain), parking structure in Ford Park.
6. Review Chapter 10, Off Street Parking And Loading, Title 12, Zoning Regulations, to identify additional opportunities to further enhance the maximum utilization of private parking spaces within the master plan study area.
7. Evaluate options for establishing regulatory requirements for development and redevelopment projects to provide ample temporary parking for construction workers for the duration of a construction project.

GOAL #6 TO ENSURE THE CONTINUED IMPROVEMENT OF THE VITAL OPERATIONAL ELEMENTS OF THE VILLAGE.

Objective 6.1: Provide service and delivery facilities for existing and new development.

Objective 6.2: Provide for the safe and efficient functions of fire, police and public utilities within the context of an aesthetically pleasing resort setting.

Policy 6.2.1: Development projects and other improvements in Vail Village shall be reviewed by respective Town departments to identify both the impacts of the proposal and potential mitigating measures.

Policy 6.2.2: Minor improvements (landscaping, decorative paving, open dining decks, etc.), may be permitted on Town of Vail land or right-of-way (with review and approval by the Town Council and Planning and Environmental Commission when applicable) provided that Town operations such as snow removal, street maintenance and fire department access and

operation are able to be maintained at current levels. Special design (i.e. heated pavement), maintenance fees, or other considerations may be required to offset impacts on Town services.

GOAL #6 Action Steps:

1. Study feasible alternatives for providing long range solutions for loading and delivery functions in the Village.
2. Work closely on an ongoing basis with Upper Eagle Valley Water and Sanitation District to ensure adequate water and sewer facilities to accommodate future development.
3. Study feasible alternatives for and implement centralized trash/recycling facilities in the Commercial Core I area.
4. Work closely with the Vail Village business owners, property owners, lodge owners, residents and all other potentially affected parties on an ongoing basis to optimize the use of the Town's dispersed loading/delivery facilities and minimize the use of the Town's right of way for loading/delivery activities.
5. Create and expand the use of management committees comprised of all potentially affected parties to address parking, traffic, special events, construction impact, etc. issues that may arise.

VI. ILLUSTRATIVE PLANS

The Illustrative Plans provide an overview of the long range goals and objectives for future development of the Village. Each plan depicts a key element that contributes to the character and function of Vail Village. These elements include land use, open space, circulation and building heights. Together these plans reflect the Master Plan's goals, objectives and policy statements. They provide the criteria for evaluating development proposals and planning for future public improvements. A summary plan, referred to as the Action Plan, is a composite of the identified changes and improvements from each of the Illustrative Plans. The Action Plan graphically summarizes proposed public and private sector changes for Vail Village.

LAND USE PLAN

There is a well-defined overall pattern of land use throughout the Village that establishes one of its more pleasant characteristics. The greatest variety and intensity of uses are found within the Village Core Area and along the pedestrian ways of East Meadow Drive. The mixed use character of these areas make significant contributions to the vitality of the pedestrian experience in the Village. Land uses surrounding these areas are predominantly residential with a mixture of lodging, condominium, and low density residential development. Other land use designations in the Village include heavy service, public facility/parking, and ski base/recreation.

Maintaining the general pattern of existing land uses is a stated goal for Vail Village. While some changes in land use are indicated by this Plan, they respect the existing character that has been established throughout the Village. Changes to existing land uses have been recommended in response to other goals of The Village Plan. Specific improvements and developments associated with these changes in land use are expressed in greater detail on the Action Plan and in the Sub-Area section of this Plan. Land use categories in Vail Village include the following:

Low Density Residential: The Mill Creek Circle area was the initial subdivision of Vail and is the only neighborhood in the Village made up of exclusively low density residential development. Development in this land use category is limited to two units per lot. There are a total of 19 duplex zoned lots comprising approximately 6.5 acres in this land use category.

Medium/High Density Residential: The overwhelming majority of the Village's lodge rooms and condominium units are located in this land use category. Approximately 1,100 units have been developed on the 27 acres of private land in this category. In addition, another 110 units are approved but unbuilt. It is a goal of this Plan to maintain these areas as predominantly lodging oriented with retail development limited to small amounts of "accessory retail".

Mixed Use: This category includes the "historic" Village core and properties near the pedestrianized streets of the Village. Lodging, retail and a limited amount of office use are found in this category. With nearly 270,000 square feet of retail space and approximately 320 residential units, the mixed use character of these areas is a major factor in the appeal of Vail Village.

Ski Base/Recreation: Located at the base of Vail Mountain in the Golden Peak area and immediately adjacent to Vail Village, this designation is intended to provide for the facilities and services inherent to the operation of a ski area. Uses and activities for these areas are intended to encourage a safe, convenient, and aesthetically-pleasing transition between the ski mountain and surrounding land use categories. The range of uses and activities appropriate in the Ski Base/Recreation land use category may include skier and resort services, ski lifts, ski trails, base facilities, public restrooms, ticket sales, clubs, public plazas, outdoor cultural/art events and sports venue, open spaces, parking and loading/delivery facilities, and residential, retail, and restaurant uses.

Public Facility/Parking: The only property in this category is the Town-owned parking structure and adjacent surface parking lot. Existing uses include: public and charter bus parking, transportation

facilities and a limited amount of office and retail activity. Potential changes to the character of these uses would be the introduction of other public purpose activities such as a visitor center, performing arts center, etc.

OPEN SPACE PLAN

Four different classifications of open space are indicated on the Open Space Plan. The types of open space vary from greenbelt natural open space to the more urbanized open space created by the Village's numerous public plazas. While the role of each of these forms of open space varies, they all contribute to the recreational, aesthetic, and environmental features of the Village. For the purposes of this Plan, open space is defined as conditions at the existing natural grade of the land. The following further defines each of these four types of open space:

Greenbelt Natural Open Space: Greenbelt Natural Open space is designed to protect environmentally sensitive areas from the development of structures and to preserve open space in its natural state. Areas designated as Greenbelt Natural Open Space are dominated on the south by undeveloped portions of Vail Mountain adjacent to the Village. Stream tracts in the Village are also designated as Greenbelt Natural Open Space. Development in these areas is limited to recreation related amenities such as ski base facilities, pedestrian walkways, bikeways, and passive recreation areas.

Parks: Parks occur on publicly owned or leased land and are developed to varying degrees.

- A. Ford Park is a major park facility located at the easterly edge of the Village. It provides recreational activity for the entire community with a variety of developed improvements, including structures, and less developed open areas.
- B. Active Recreation areas such as tennis courts and tot lots provide opportunities for specific recreational activity on sites with developed improvements.
- C. A number of pocket parks are either existing or planned throughout Vail Village. Pocket parks provide valuable open space for both active and passive recreation as well as contrast from the built environment.

Planted Buffers: Planted buffers provide visual relief from roadways and surface parking areas and establish entry ways into the Village. Buffers indicated on this Plan are important landscape features and should generally be preserved.

Plazas with Greenspace: Plazas with greenspace are "urban open space." They contribute significantly to the streetscape fabric of the Village. Formed in large part by the buildings and spaces around them, plazas with greenspace provide relief from the built environment, a place for people to gather or relax, areas for special entertainment or other activities and possible location for landscaping, water features, benches and public art.

PARKING AND CIRCULATION PLAN

The Parking and Circulation Plan recognizes the established pattern of parking and circulation throughout Vail Village. The parking and circulation system is an important element in maintaining the pedestrianized character of the Village. This is accomplished by limiting vehicular access at strategic points, while allowing for necessary operations such as bus service, loading/delivery and emergency vehicle access.

The Town's bus system is crucial to controlling and limiting vehicular access to Vail Village. The bus system greatly reduces the reliance on private automobiles, resulting in a reduction of vehicular traffic in the Village's pedestrianized areas.

Aesthetic, as well as functional considerations are important to the Village's circulation system. A long standing goal for the Village has been to improve the pedestrian experience through the development of a continuous network of paths and walkways. As a result, the irregular street pattern in the Village has been enhanced with, numerous pedestrian connections linking "plazas with greenspace" and other forms of open space. Located in and along this network are most of the Village's retail and entertainment activities. While the majority of the circulation system within the Village is in place, a number of major improvements are proposed to reinforce and increase existing pedestrian connections, facilitate access to public land along stream tracts, and further reduce vehicular activity in the core area.

BUILDING HEIGHT PLAN

Generally speaking, it is the goal of this Plan to maintain-the concentration of low scale buildings in the core area while positioning larger buildings along the northern periphery (along the Frontage Road), as depicted in the Building Height Profile Plan. This pattern has already been established and-in some cases these larger structures along, the Frontage Road serve to frame views over Vail Village to Vail Mountain. The Building Height Plan also strives, in some areas, to preserve major views from public right-of-ways.

Building heights greatly influence the character of the built environment in the Village. This is particularly true in the Village Core where typical building heights of three to four stories establish a pleasing human scale.

The building heights expressed on this Illustrative Plan are intended to provide general guidelines. Additional study should be made during specific project review relative to a building's height impact and the streetscape and relationship to surrounding structures. Specific design considerations on building heights are found in the Sub-Area section of this Plan and in the Vail Village Urban Design Guide Plan.

ACTION PLAN

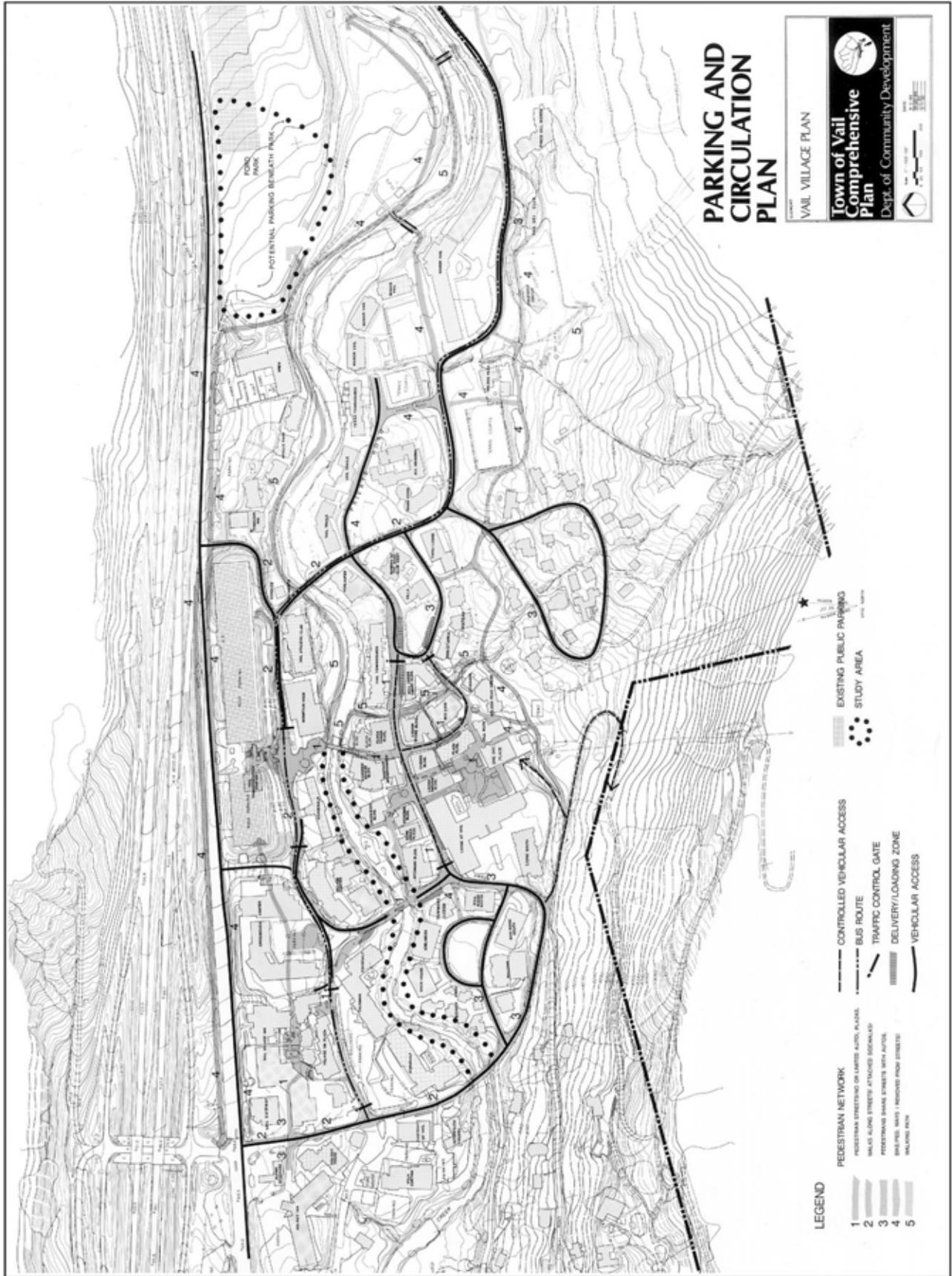
The Action Plan indicates potential development and improvement projects that would be consistent with the goals, objectives and policies of the Vail Village Master Plan. The Action Plan is a composite of the Land Use, Open Space, Parking and Circulation and Building Height elements.

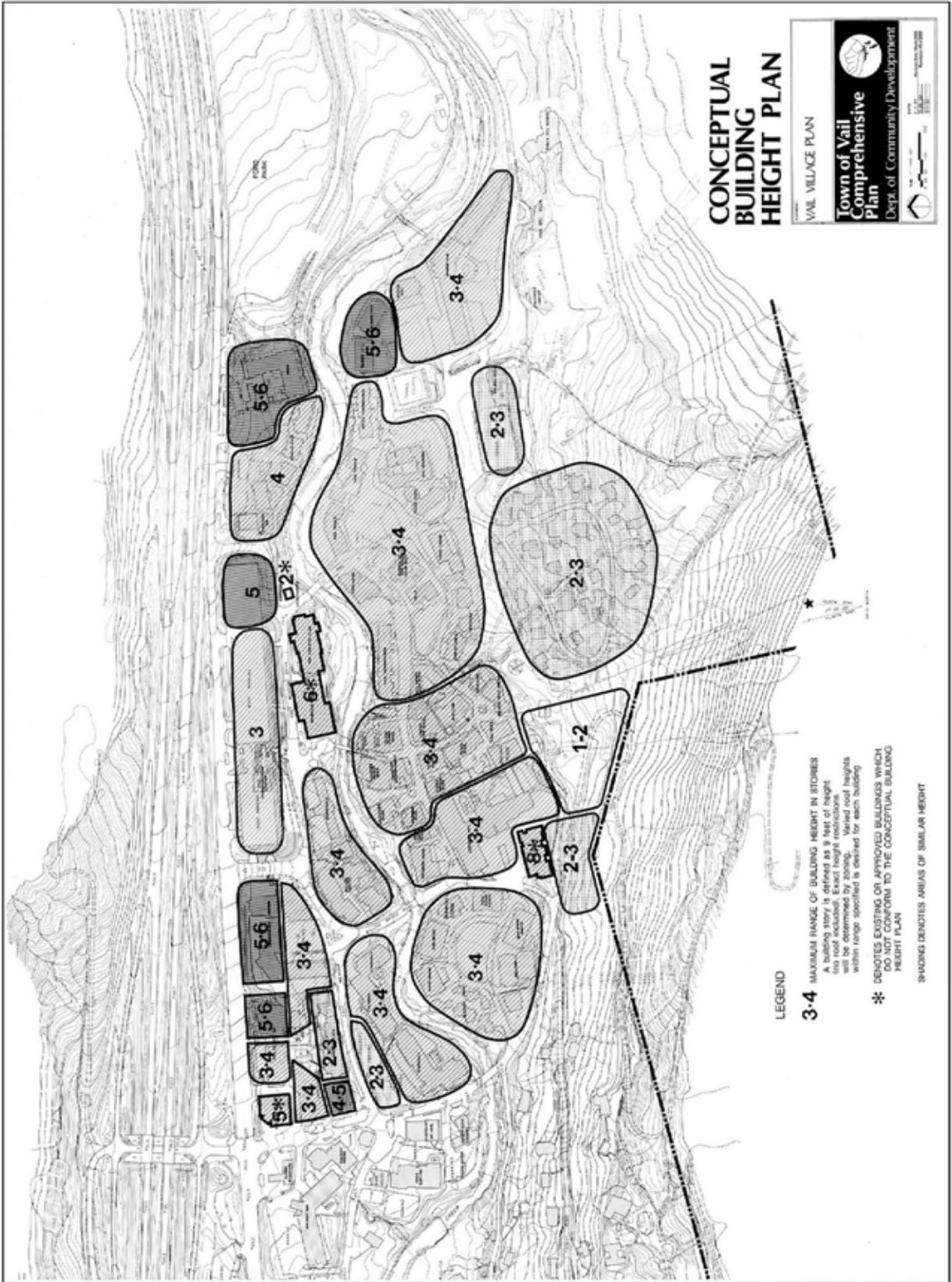
Areas identified by the Plan as having potential for additional development have previously received Town approvals or have been recognized as being consistent with the various elements of the Master Plan. However, the Action Plan is not intended to be an all-inclusive list of improvements, which may occur, or an indication of Town approval for any specific development proposals. The review of any development proposal will be based upon compliance with all relative elements of the Village Master Plan.

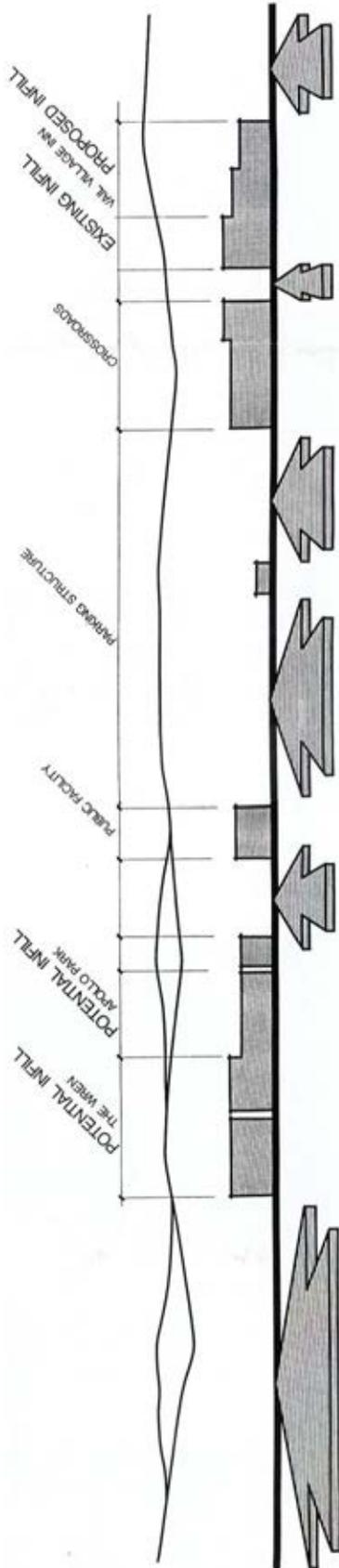
Numerical references found on the Action Plan map refer to more detailed descriptions of proposed improvements, located in the Sub-area section of this Plan. These descriptions provide a detailed account of the goals, objectives, and design considerations relative to each of the development and improvement projects. Graphic representation of improvement projects on the Action Plan are not intended to represent design solutions. Sub-area concepts, applicable goals, objectives, and policies of this Plan, zoning standards and design considerations outlined in the Vail Village Urban Design Guide Plan are the criteria for evaluating any development proposal. Furthermore, private covenants exist in many areas of Vail Village and should be a consideration addressed between a developer and other applicable private property owners.



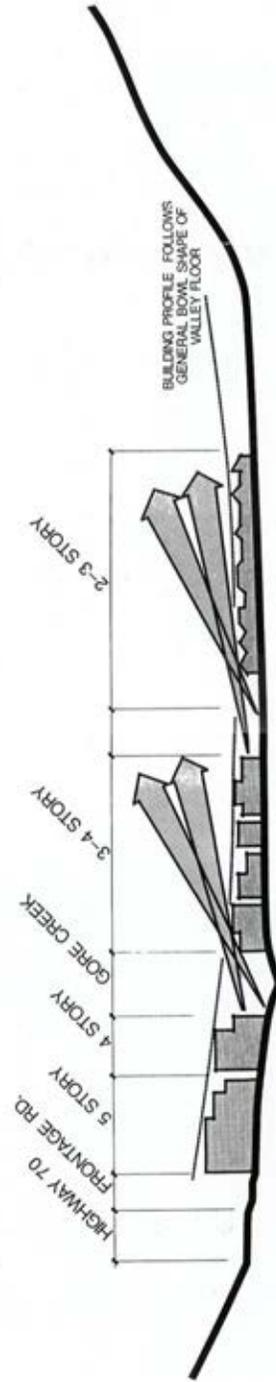








VIEW CORRIDORS (ELEVATION FROM FRONTAGE ROAD)



BUILDING MASSING (VILLAGE CORE SECTION)

BUILDING HEIGHT PROFILE

VAIL VILLAGE PLAN
 Town of Vail
 Comprehensive Plan
 Dept. of Community Development



VII. VAIL VILLAGE SUB-AREAS

A major goal of this Plan is to address the Village as a whole and at the same time be sensitive to the opportunities and constraints that may exist on a site specific basis. To facilitate long range planning unique to each area of the Village, ten different sub-areas are delineated in this Plan. Sub-areas were determined based on a number of different considerations. Foremost among these were:

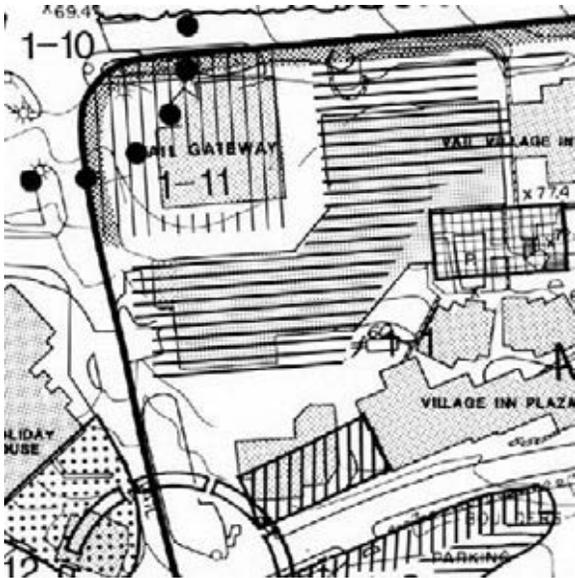
- design and site characteristics
- geographic or physical boundaries
- land uses and ownership patterns

Each of the ten sub-areas have been evaluated relative to the overall goals, objectives, and policies outlined for Vail Village. The potential improvement projects, referred to as sub-area concepts, which have emerged from this evaluation are graphically represented on the Action Plan. These sub-area concepts are physical improvements intended to reinforce the desired physical form of the Village as outlined in the various elements of the Master Plan.

The 10 sub-areas (which follow), provide detailed descriptions of each sub-area concept and express the relationship between the specific sub-area concepts and the overall Plan. The applicable goals and objectives are cited for each of the sub area concepts at the end of each description under "special emphasis."

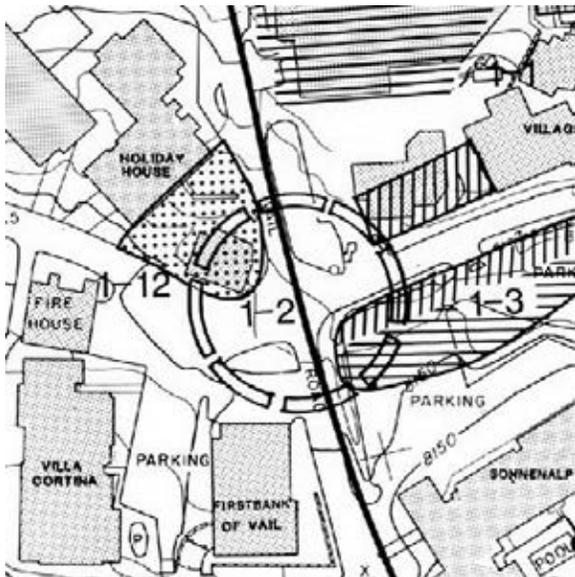
The sub-area concepts described in this Section are meant to serve as advisory guidelines for future land use decisions by the Planning and Environmental Commission and the Town Council. Compliance with the sub-area concepts does not assure development approval by the Town.

It is important to note that the likelihood of project approval will be greatest for those proposals that can fully comply with the Vail Village Master Plan. The Urban Design Guide Plan includes additional design detail that is to be used in conjunction with the Vail Village Master Plan sub-area concepts.



#1-1 Vail Village Inn

Final phase of Vail Village Inn project to be completed as established by development plan for SDD #6. Commercial development at ground, level to frame interior plaza with greenspace. Mass of buildings shall "step up" from existing pedestrian-scale along Meadow Drive to 4-5 stories along the Frontage Road. Design must be sensitive to maintaining view corridor from 4-way stop to Vail Mountain. Special emphasis on 1.2, 2.3, 2.4, 2.6, 3.2, 4.1, 5.1, 6.1.



#1-2 Vail Road Intersection

Possible realignment of intersection in conjunction with relocation of the Ski Museum. Focus of redesign should be to establish a small park and pedestrian entry for the west end of the Village and to provide a visual barrier to discourage vehicular traffic from heading south on Vail Road from the 4-way stop. Specific design of Ski Museum site to be included in West Meadow Drive pedestrian improvement, project. The pedestrian connection both north and south along Vail Road should also be improved. Special emphasis on 3.2, 3.4, 4.1, 5.3, 5.4.



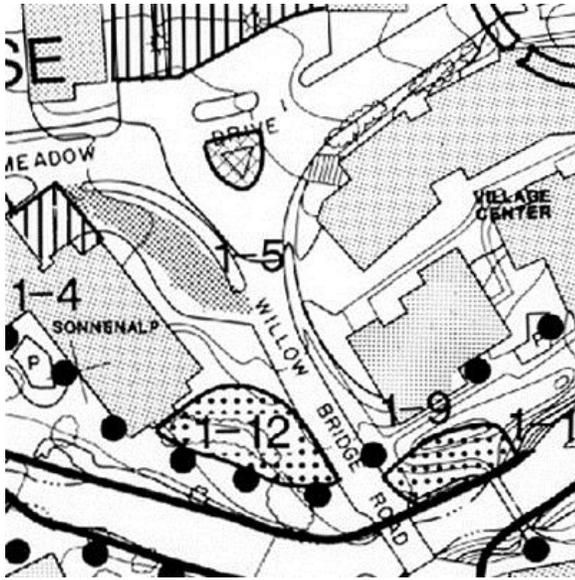
#1-3 Sonnenalp (Bavaria Haus) Infill

Commercial infill development with second floor residential/lodging to enclose Meadow Drive and improve the quality of the pedestrian, experience. Designated walkways and plazas with greenspace should interface with those of the Vail Village Inn. A pedestrian walkway (possibly arcade) should be provided to encourage pedestrian circulation physically removed from West Meadow Drive. Mass of building should not create a shadow pattern on Meadow Drive. Development will require coordination and/or involvement with adjacent property owners. Existing and *new* parking demand to be provided on *site*. Special emphasis on 1.2, 1.3, 2.3,2.4, 2.6, 3.1, 3.4, 4.1, 5.1, 6.1.



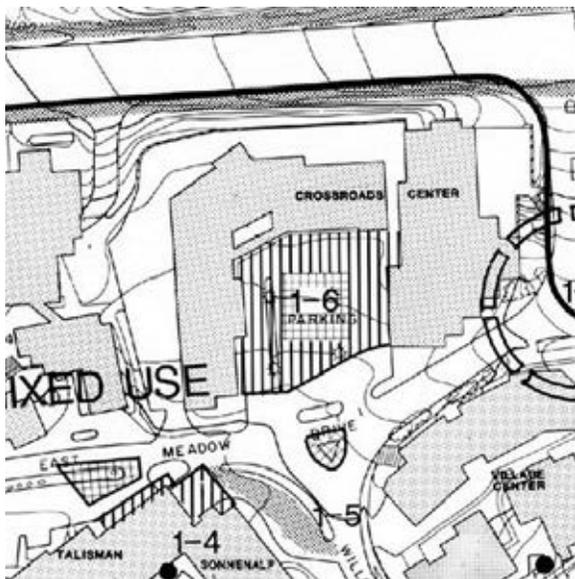
#1-4 Sonnenalp East (Swiss Chalet) Infill

Commercial infill of north facing alcove of existing structure to provide shops and pedestrian activity. A plaza with greenspace shall be developed in conjunction with the adjacent plaza at the Vail Village Inn. Fire access and on-site parking are two issues to be addressed in the design and development of this project. Special emphasis on 2.4, 2.5, 2.6, 3.1, 3.2, 4.1, 5.1, 6.1, 6.2.



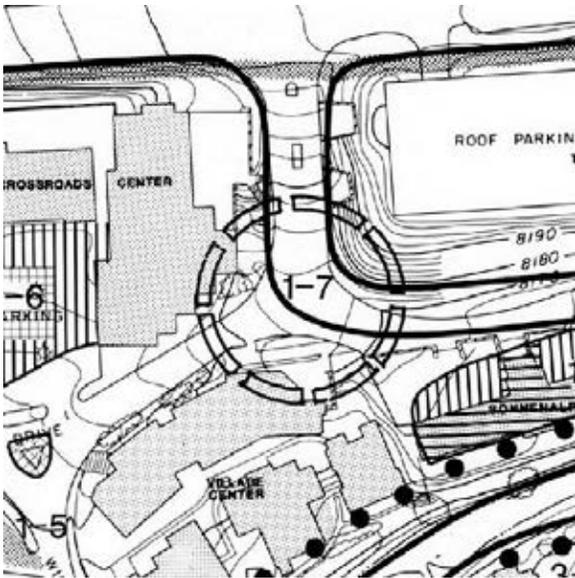
#1-5 Willow Bridge Road Walkway

A decorative paver pedestrian walkway, separated from the street and accented by a strong landscaped area to encourage pedestrian circulation along Meadow Drive. Loss of parking will need to be relocated on site. Special emphasis on 3.4, 5.1.



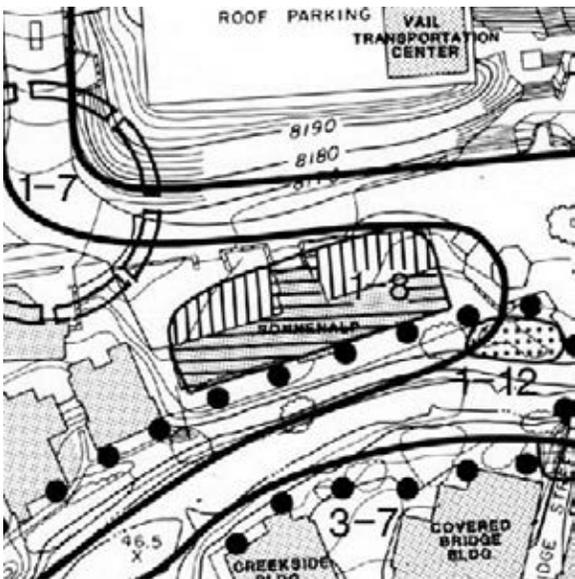
#1-6 Crossroads Infill

Commercial infill over new underground parking lot in conjunction with a large *public* plaza with greenspace area (existing and new parking demand to be provided on site). While configuration of infill may be done a number of ways, it is the overall intention to replace existing surface parking with pedestrian corridors into a commercial area, as well as to provide a strong building edge on Meadow Drive and streetscape improvements. Improvement of the planted buffer adjacent to the Frontage Road is also important. Relocation of loading and delivery functions and entry to parking structure from Frontage Road is strongly encouraged to reduce traffic on Meadow Drive. Potential to improve fire access also exists in the redevelopment scheme. Special emphasis on 2.4, 2.5, 2.6, 3.1, 4.1, 5.1, 6.1, 6.2.



#1-7 Village Center Road Improvements

Redesign of intersection as shown on the Vail Village Urban Design Guide Plan. Goal of this project is to create a visual landscape barrier to prevent unnecessary vehicular traffic. Bus, delivery and pedestrian traffic must also be accommodated in this design. Special emphasis on 3.1, 3.2, 5.3, 5.4.



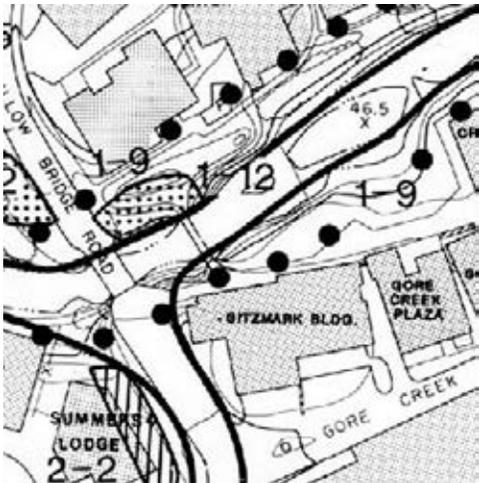
#1-8 Sonnenalp (AustriaHaus)/Slifer Square Commercial Infill

Commercial infill along East Meadow Drive to provide stronger edge to street and commercial activity generators to reinforce the pedestrian loop throughout the Village. Focus of infill is to provide improvements to pedestrian circulation with a separated walkway including buffer, along East Meadow Drive. Accommodating on-site parking and maintaining the bus route along Meadow Drive are two significant constraints that must be addressed. One additional floor of residential/lodging may also be accommodated on this site. Special emphasis on 2.3, 2.4, 2.6, 3.1, 3.2, 3.3, 3.4, 4.1, 5.1, 6.1.



#1-9 Study Area: Village Streamwalk

Study of a walking only path along Gore Creek between the Covered Bridge and Vail Road, connecting to existing streamwalk, further enhancing the pedestrian network throughout the Village and providing public access to the creek. Specific design and location of walkway shall be sensitive to adjacent uses and the creek environment. (Reference to Vail Recreational Trails Plan for additional information on this trail). Special emphasis on 3.4, 4.2.



#1-10 Study Area: 4-Way Stop Intersection

The 4-Way Stop intersection is the main entry to Vail. Continue to study traffic volume and best configuration for traffic flow. Aesthetic improvements should include substantial landscaping on all four corners and the construction of a landscaped median east and west of the intersection. Special emphasis on 5.4.



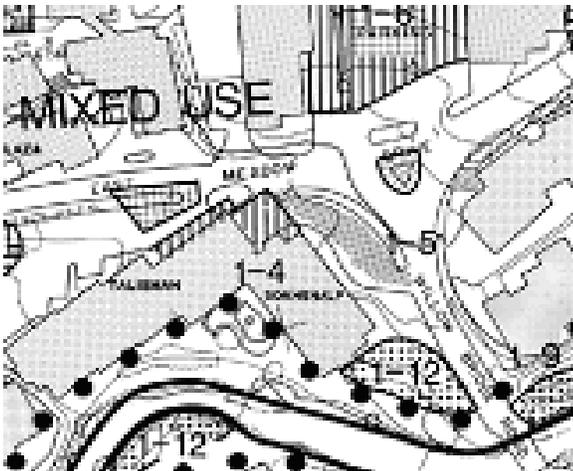
#1-11 Study Area: Gateway Site

If existing approval expires, this site should be studied to determine best use. Preservation of the view corridor from the 4-way stop to Vail Mountain, (relative to the VVI final phase), is essential, as is a substantial plaza/greenspace area on the northwest corner. Special emphasis on 4.1, 5.4.



#1-12 Village Pocket Parks

Located on Gore Creek, these small parks provide public access to the creek, passive recreational opportunities, and locations for public art. Special emphasis on 3.4, 4.1, 4.2.

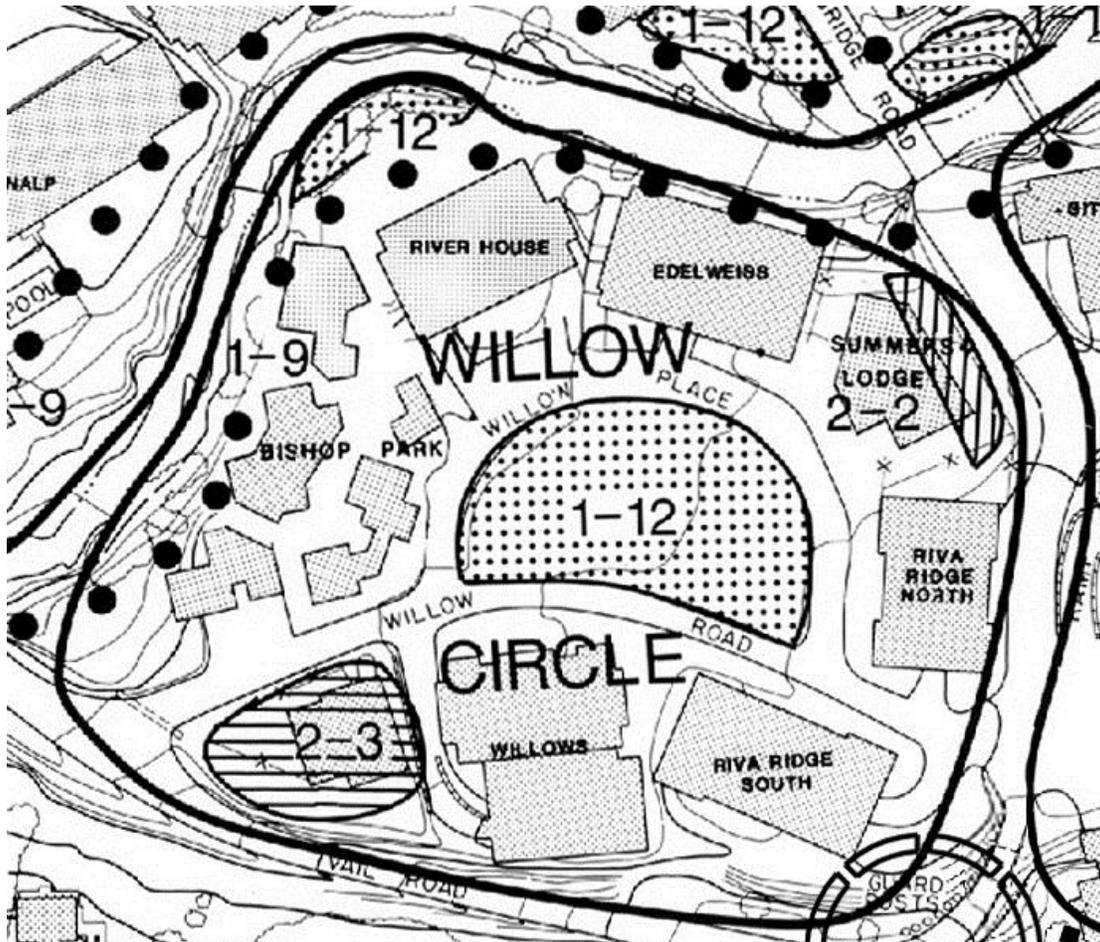


#1-13 Traffic Circle/Plaza

As vehicular traffic decreases with relocation of Crossroads lodging/delivery to Frontage Road, this is a potential site for a major public plaza with greenspace. Special emphasis on 3.1

NOTE: The Urban Design Guide Plan includes additional design detail that is to be used in conjunction with the Vail Village Master Plan sub-area concepts.

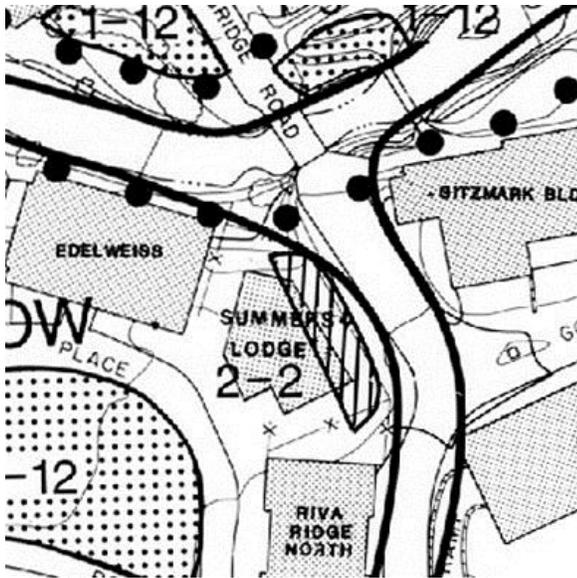
WILLOW CIRCLE SUB-AREA (#2)



Although immediately adjacent to the mixed use developments found in the Commercial Core and Mixed Use sub-areas, the willow circle sub-area has retained an exclusively residential character. Condominium developments have occurred on all but one of the sub-area's parcels and many of these properties are actively "short-termed" to overnight guests. In most cases, parking has been provided in underground structures. This design feature, coupled with the Town-owned open space (Willow Circle Park), contributes to the pleasing appearance of this area.

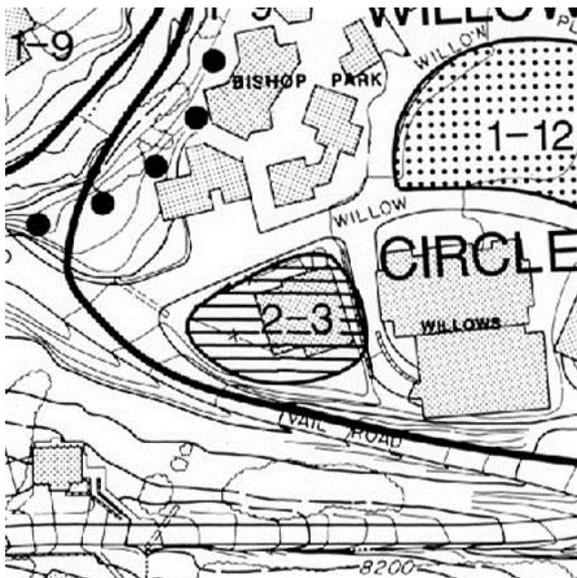
In most cases, the levels of development throughout this sub-area greatly exceed what is allowed under existing zoning (High Density Multi-Family). Gross residential floor area ratios (GRFAR) range from .6 to 1.3, with an average of 1.01. With the exception of one parcel, all properties within this sub-area are, developed at, or over, their permitted levels of development. As such, there is little development potential left in this sub-area.

Residential uses dominate this sub-area and are proposed to continue with the exception of one potential commercial space at the east end of the sub-area facing Willow Bridge Road. This concept is discussed further under Sub-Area 2.2.



#2-2 Summer's Lodge

This property has recently been redeveloped into a small number of condominiums. Ground floor commercial expansion with all services and deliveries fronting toward the Village will serve to reinforce pedestrian circulation throughout the Village core. West side of property shall maintain residential character consistent with the sub-area. All commercial activity, including delivery functions must orient toward Willow Bridge Road. Covenant restrictions presently restrict commercial activity; amendments would be required. Special emphasis on 2.4, 2.6, 3.2, 3.4, 6.1.



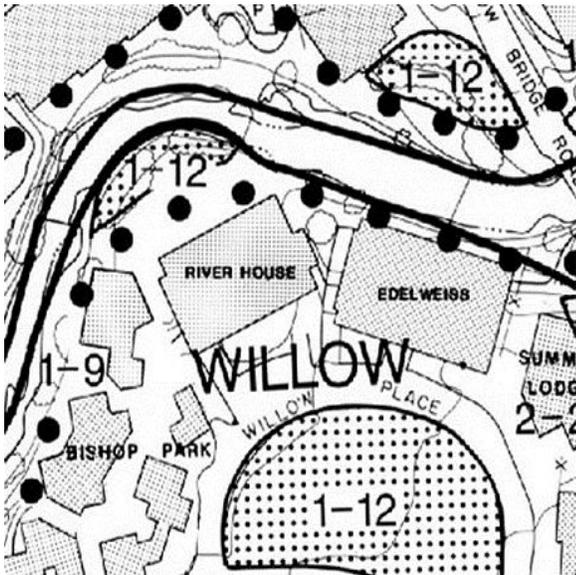
#2-3 Willow Circle Infill

Presently the only property within the sub-area that is not developed to, or above, existing density allowances. While slight increases in residential density may be considered in the redevelopment of this parcel, the shape of the lot may seriously hinder the potential for GRFA greater than what is permitted by existing zoning. Adequate landscape buffers between this parcel and Town roads and adjacent properties should be maintained through the re-development of this property. Structured parking would be necessary for any additional level of development. Special emphasis on 1.2, 3.1, 5.1, 5.4.



#1-9 Study Area: Village Streamwalk

Study of a walking only path along Gore Creek between the Covered Bridge and Vail Road, connecting to existing streamwalk, further enhancing the pedestrian network throughout the Village and providing public access to the creek. specific design and location of walkway shall be sensitive to adjacent uses and the creek environment. (Reference the Vail Recreational Trails Plan for additional information on this trail). Special emphasis on 3.4, 4.2.

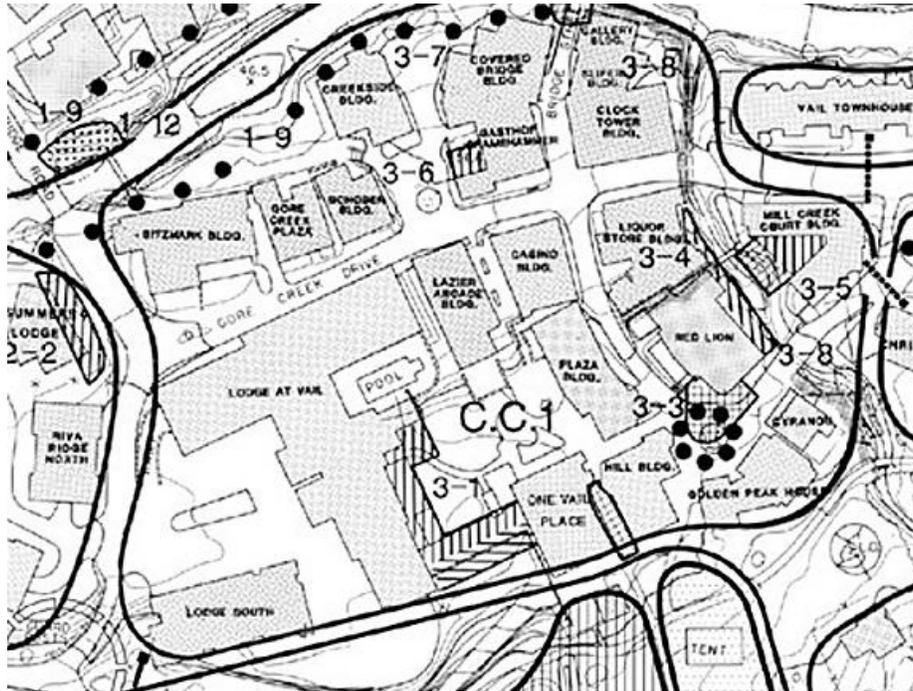


#1-12 Village Pocket Parks

Located on Gore Creek, these small parks provide public access to the creek, passive recreational opportunities, and locations for public art. Special emphasis on 3.4, 4.1, 4.2.

NOTE: The Urban Design Guide Plan includes additional design detail that is to be used in conjunction with the Vail Village Master Plan sub-area concepts.

COMMERCIAL CORE 1 SUB-AREA (#3)

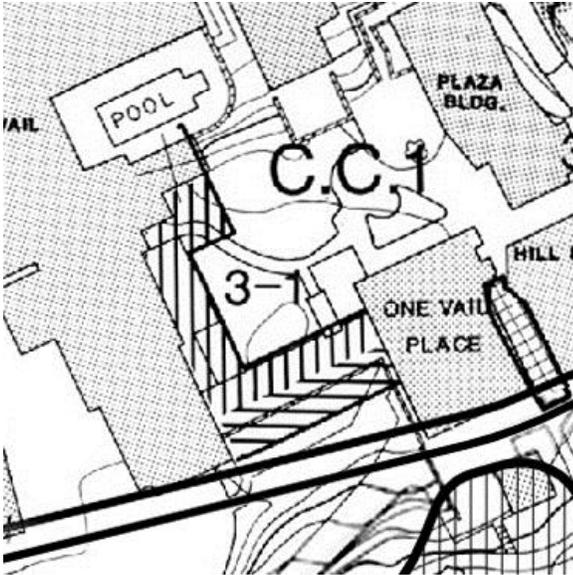


This pedestrianized area of the Village represents the traditional image of Vail. A mixture of residential and commercial uses, limited vehicular access, and inter-connected pedestrian ways are some of the characteristics that distinguish this area from other portions of the Village. With the exception of embellishing pedestrian walkways, developing plazas with greenspace, and adding a number of infill developments, it is a goal of the community to preserve the character of the Village as it is today.

The core area, with its predominantly Tyrolean architecture; is the site of the earliest development in Vail. Over time, a need to upgrade and improve infrastructure such as loading and delivery facilities, drainage, paved surfaces and other landscape features has become apparent. Many improvements to public spaces will be addressed as part of an overall streetscape improvement project. There is also the potential to initiate a number of these improvements in conjunction with private sector development projects.

Although it is a goal to maintain design continuity in the Village core, there will be change in the; core area's built environment. This is mostly due to the number of properties that have not exercised their full development rights. Most notable among these properties are the Red Lion Building, the Cyranos Building, the Lodge at Vail, and the Covered Bridge Building. If each of these and other properties develop to their full potential, there will undoubtedly be a significant increase in the level of development in the Village core.

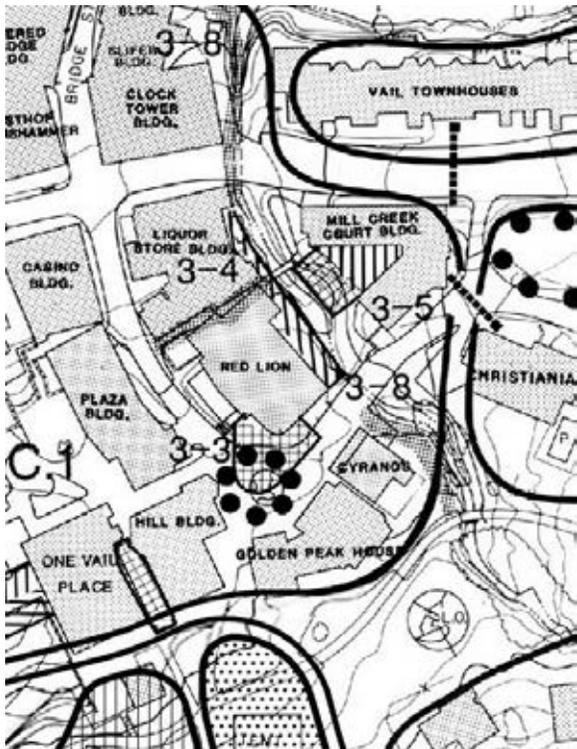
The Vail Village Urban Design Guide Plan has been the primary tool in guiding private development proposals in the core area since 1980. The Guide Plan will continue to be used in conjunction with the goals and design criteria outlined in the Vail Village Master Plan. Infill and redevelopment proposals shall be reviewed for compliance with the design criteria, goals, objectives and policies established in these respective plans.



#3-1 Lodge at Vail/International Wing
Residential/lodging infill (with ground floor commercial). over International Wing with maximum of 3 stories. Impacts on views to the mountain from Eaton Plaza should be minimized and a plaza with greenspace area included. Commercial development on ground level to reinforce pedestrian activity and provide a sense of enclosure for Eaton Plaza. Additional development on this site may require significant upgrading to fire flow capabilities. Special emphasis on 1.2, 2.3, 2.4, 2.5, 2.6, 3.1, 5.1, 6.1.



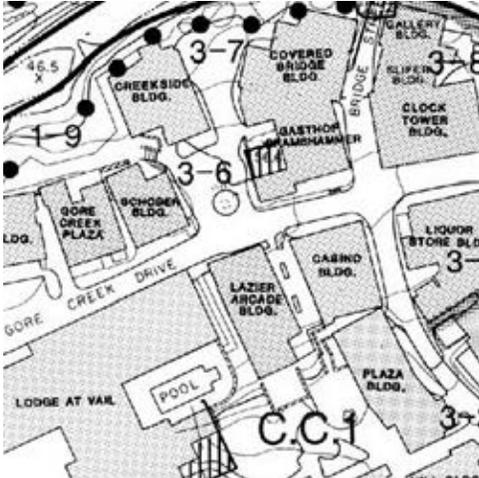
#3-2 Golden Peak House
Due to this building's gross inconsistency with the Urban Design Guide Plan and neighboring buildings, it is identified as a primary renovation site. Relationship to greenspace on south, Seibert Circle on north, as well as to mountain entryway, are important considerations. Loading and delivery must be addressed. Special emphasis on 1.2, 2.1, 2.2, 2.3, 2.4, 2.6, 3.1, 3.2, 4.1, 5.1, 5.2, 6.1, 6.2.



#3-3 Seibert Circle Study Area Study area to establish a more inviting public plaza with greenspace, improved sun exposure and a focal point at the top of Bridge Street. Design and extent of new plaza to be sensitive to fire access and circulation considerations. Special emphasis on 3.1, .3.3, 4.1, 4.2.

#3-4 Mill Creek Commercial Infill The development of commercial frontage along the west side of Mill Creek to encourage pedestrian traffic in this area. Pedestrian improvements including the bridge over Mill Creek and a mid-block connection to Bridge Street are also desired (see Urban Design Guide Plan). Improvements to Mill Creek (landscaping, utility relocation and stream bank stabilization) as well as loading and delivery, must be addressed. Special emphasis on 2.4, 2.5, 3.4, 4.1, 6.1.

#3-5 Mill Creek Court Partial infill of the Mill Creek Court Building courtyard (one story retail) in conjunction with the development of a public plaza and embellishments to the walkway along Mill Creek. Purpose of improvements is to strengthen pedestrian circulation in this area of the Village. Special emphasis on 1.2, 2.4, 2.6, 3.1, 3.3, 3.4, 4.1.



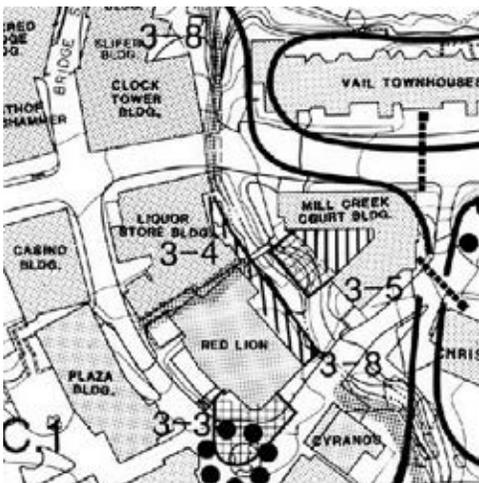
#3-6 Gastof Gramshammer

Commercial expansion as identified in the Urban Design Guide Plan. Design to improve enclosure proportions of the Children's Fountain area and enhance existing plaza with greenspace. Special emphasis on 2.2, 2.4, 2.5, 2.6, 3.1, 3.2, 3.3, 4.1.



#3-7 Study Area: Village Streamwalk

Study of a low impact walking-only path along Gore Creek between the Covered Bridge and Vail Road, connecting to existing streamwalk, further enhancing the pedestrian network throughout the Village and providing public access to the creek. Specific design and location of walkway shall be sensitive to adjacent uses and the creek environment. (Reference the Vail Recreational Trails Plan for additional information on this trail). Special emphasis on 3.4, 4.2.

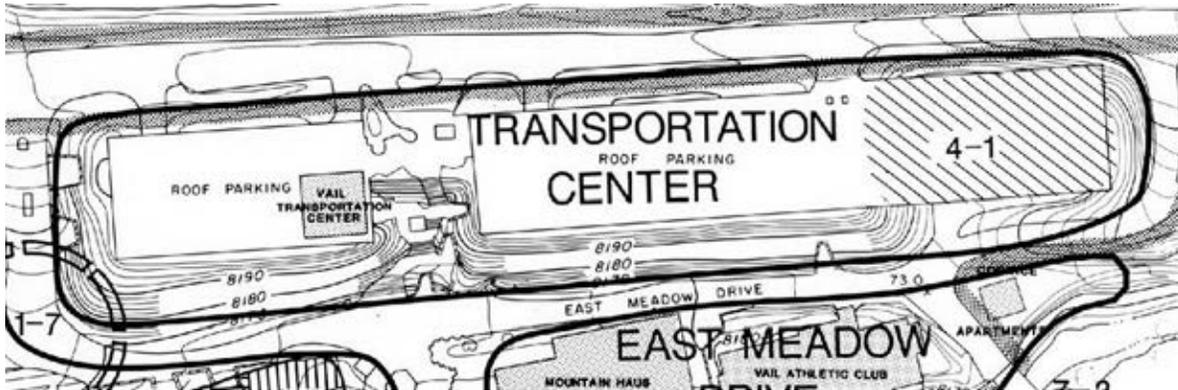


#3-8 Mill Creek Streamwalk

A walking only path along Mill Creek between Pirate Ship Park and Gore Creek, further completing the pedestrian network and providing public access to the creek. Specific design and location shall be sensitive to adjacent uses and the creek environment. Special emphasis on 3.4, 4.2.

NOTE: The Urban Design Guide Plan includes additional design detail that is to be used in conjunction with the Vail Village Master Plan sub-area concepts.

TRANSPORTATION CENTER (#4)



The only existing facility within this sub-area is the Vail Village Transportation Center (TRC). The TRC serves as the transportation hub of the Village and the entire community. There is potential for future expansion of the parking structure eastward along with other ancillary development potential. Foremost among these is development over the expansion of the parking structure.

The primary purpose of this sub-area is to provide parking for the entire Village area. The priority of any expansion to this facility should be to maximize the amount of additional public parking available at this site. An important consideration in future expansion of the TRC is the view corridors as depicted in the Building Height Profile.

#4-1 TRC Expansion (Complete)

This site has long been considered the logical location for future expansions to the Vail Transportation Structure. Any expansion should maximize the number of additional public parking spaces. There is a potential for a one to two story structure over the parking expansion to accommodate some type of public purpose facility. Special emphasis on 3.1, 3.2, 5.1, 5.3, 5.4.

EAST MEADOW DRIVE SUB-AREA (#5)



Two of the three properties within the East Meadow Drive sub-area are developed substantially over the densities permitted under existing zoning. *In* the most extreme case, the Mountain Haus is developed to over 150 units per acre with a GRFAR of 3.9.' Other sub-areas in the Village average .75. Given existing levels of development and the site characteristics of each of these parcels, there is little potential development remaining within this sub-area. Additional pedestrian improvements should be pursued along East Meadow Drive and Vail Valley Drive. The Village Streamwalk was constructed through this sub-area in 1988. This addition to the pedestrian network has provided access to Gore Creek as well as linked this sub-area to other Village sub-areas to the east and the west.

#5-1 Village Streamwalk (Complete) Development of a portion of the Village Streamwalk along Gore Creek between Bridge Street and Ford Park. Seating areas and/or a small pocket park adjacent to the creek have been developed *in* conjunction with this walkway. Special emphasis on 3.4, 4.2.

EAST GORE CREEK SUB AREA (#6)



A number of the earliest projects developed in Vail are located in the East Gore Creek Sub-Area. Development in this area is exclusively multi-family condominium and townhouse projects with a limited amount of support commercial. Surface parking is found at each site, which creates a dominant visual impression of the sub-area.

While the level of development in East Gore Creek is generally greater than that allowed under existing zoning, this area has the potential to absorb density without compromising the character of the Village. These developments could be accommodated by partial infills of existing parking areas balanced by greenspace additions or through increasing the height of existing buildings (generally one story over existing heights). In order to maintain the architectural continuity of projects, additional density should be considered in conjunction with the comprehensive redevelopment of projects or individual units. There are several townhouse properties within this sub-area which were platted and/or constructed under Eagle County jurisdiction. These townhouse properties are nonconforming with the many of development standards (including, but not limited to density, gross residential floor area, setbacks, site coverage, landscape area) of the High Density Multiple Family (HDMF) District. It is recommended that greater flexibility with the development standards may be necessary to allow these townhouse projects to redevelop. This flexibility may be achieved through the rezoning to the Vail Village Townhouse (VVT) District. However, the granting of variances from the HDMF District or rezoning to the Vail Village Townhouse (VVT) District should consider potential impacts to the character of the neighborhood.

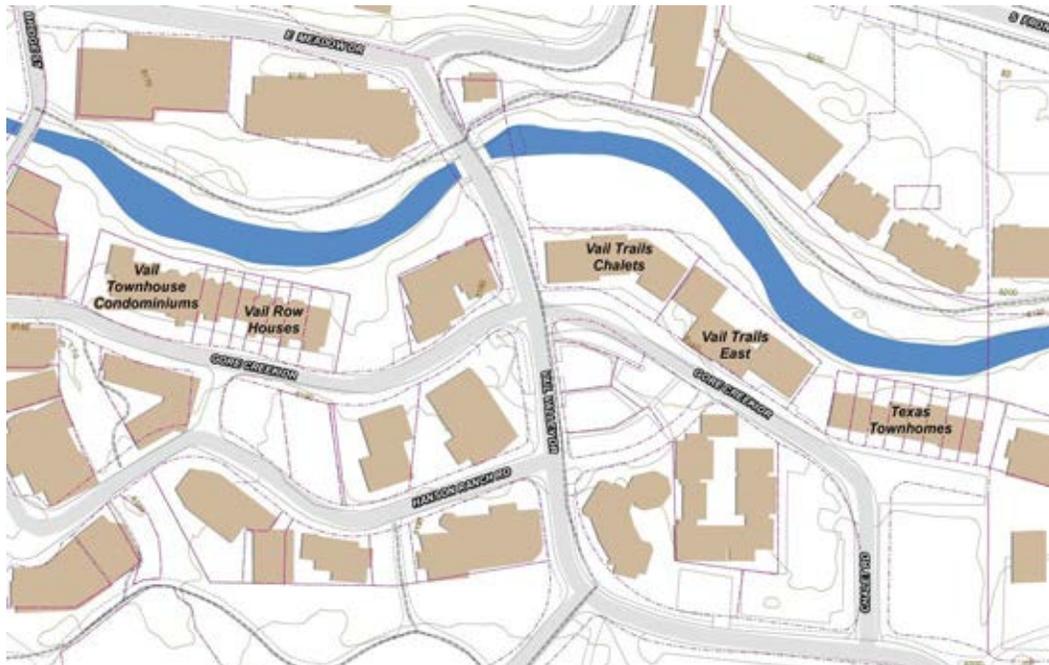
Clearly, one of the main objectives to consider in the redevelopment of any property should be to improve existing parking facilities. This includes satisfying parking demands for existing and additional development. The opportunity to introduce below grade structured parking will greatly improve pedestrianization and landscape features in this area. This should be considered a goal of any redevelopment proposal in this sub-area.

Development or redevelopment of this sub-area may attract additional traffic and population into this area and may have significant impacts upon portions of Sub-Areas 7 and 10.

There are several existing townhouse properties in the East Gore Creek Sub-Area, including the Vail Townhouse Condominium, Vail Row Houses, Vail Trails Chalet, Vail Trails East, and Texas Townhomes. These design considerations provide recommendations for the redevelopment of these

properties. The purpose of these design considerations is to preserve the unique character of the existing townhouse properties in Vail Village. Redevelopment should be consistent with the existing pedestrian-oriented, urban character of Vail Village. All demo/rebuild and new construction projects in the Vail Village Townhouse District shall comply with these guidelines. It is understood that renovations to existing buildings may be unable to fully comply with some of these design considerations. Redevelopment to existing buildings will be evaluated on a case-by-case basis, with determination of compliance based upon whether the renovation to an existing building meets the general intent of these design considerations.

A. Zoning: The existing townhouse properties in the East Gore Creek Sub-Area including the Vail Townhouse Condominiums, Vail Row Houses, Vail Trails Chalet, Vail Trails East, and Texas Townhomes should be rezoned from the High Density Multiple-Family (HDMF) District to the Vail Village Townhouse (VVT) District.



B. Development Pattern: Townhouse properties in the East Gore Creek Sub-Area should exhibit the appearance and characteristics of a residential row style development. Buildings should face the street and appear to be a series of proportionally sized, individual dwelling units occupying the space from the ground to the roof that are attached inline by shared side walls. Buildings should exhibit these characteristics regardless of ownership patterns or the horizontal and vertical subdivision of properties, and should create a perceived dwelling unit occupying the space within a building from the ground to the roof.

C. Architectural Theme: The existing architectural and aesthetic character of the townhouse properties in Vail Village shall be preserved.

1. Units: The architectural theme of each dwelling unit or perceived dwelling unit (occupying the space within a building from the ground to the roof) shall be expressed on all sides of that unit to create an architecturally integrated unit.

2. Buildings: Townhouse buildings shall express an architectural theme of

either uniformity or individuality. To portray architectural and aesthetic integrity, a combination of both themes within a single building is discouraged.

a. Uniformity: Townhouse buildings may express a singular, unified architectural theme in which every perceived dwelling unit (occupying the space from ground to the roof) in a building is composed of substantially the same exterior design, materials, textures, and colors.

b. Individuality: Townhouse buildings may express an individualistic architectural theme in which each perceived dwelling unit (occupying the space from ground to the roof) in a building varies in exterior design, materials, textures, and colors; so that abutting units do not have the same architectural treatment. This expression of individuality among units must be balanced with the character of the adjacent units and the building as a whole.

D. Building Form and Massing: Buildings shall step back from the front property line to create the appearance of a two-story façade along the street. For the purposes of these design considerations, a story or floor is considered the space between the surface of any floor and the next floor or ceiling above, not exceeding 11 feet in height.

The front façade of the first floor or street level and the second floor shall be located within 20 to 28 feet of the front property line. The front façade of the third floor and any floors above shall step back 6 to 10 feet from the façade of the second floor below.

E. Street Edge: Front façade shall be generally parallel to the street and form a strong, but irregular edge to the street. Front façades shall generally align with adjacent units and buildings to create a sense of street enclosure and continuity, but shall have enough offset between units and buildings to create visual interest.

F. Façade: To reduce the appearance of building height and mass, and to create a residential scale and character, all façades shall incorporate vertical and horizontal articulation to reduce the appearance of building height and mass and to foster the appearance of a residential neighborhood. Façades should incorporate doors, decks, porches, balconies, fenestration, recesses, bay windows, ornamentation, and other traditional residential architectural elements. No façade shall appear to be a large unbroken plane. To preserve the existing pedestrian scale and residential character of the neighborhood, dwelling unit entries are encouraged on the front of the building; however, garage entries are strongly discouraged on the front façade.

G. Cantilevers: On the front façade, floor area cantilevered more than three feet beyond the level below is strongly discouraged. Cantilevered floor areas shall not be stacked or cantilevered atop one another.

H. Roof Pitch: The primary roof form should be sloping with pitches from 3:12 to 4:12. Secondary roofs should be sloping with pitches from 6:12 to 9:12. Flat roofs may have limited use as secondary roofs for decks and mechanical equipment areas. Mansard roofs create the perception of additional bulk and mass and are inconsistent with the architectural character of the existing townhouse properties and the existing neighborhood. Therefore, mansard roofs are discouraged.

I. Roof Ridge: The primary roof ridges shall be parallel with the front façade of the building and should be oriented to not shed snow or rain onto adjacent properties. To create visual interest and to reduce the perception of building bulk and mass, roofs shall not create the appearance of continuous ridges between units or buildings. Roof ridges should be articulated by stepping in elevation and varying from front to rear. Dormers and other secondary roof forms may also be used minimize the perception of a continuous ridge.

J. Fences and Site Walls: Privacy fences and walls along the street are discouraged, except to screen trash areas, utility equipment, and other similar items.

K. Landscaping: Trees, shrubs, and other plant materials shall be located in the front portion of the site to create privacy and to soften the visual transition from roadways and parking areas to the building façades.

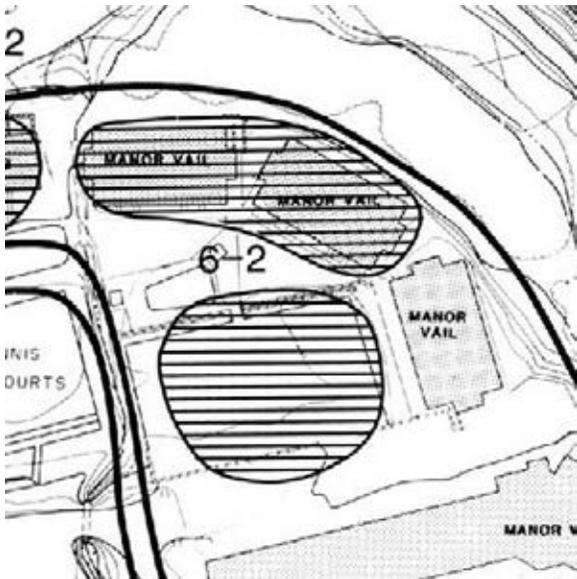
L. Deck Rails: Deck rails shall be designed to minimize the perception of additional building bulk and mass. Deck rails should incorporate transparency, material changes, and stepping in alignment from other building elements. Solid railings that appear to extend the exterior wall material from below are discouraged.

M. Parking: Off-street parking should be located on at-grade surface driveways or in below grade shared parking structures. Off-street parking should not be accommodated with individual or shared garages, carports, or parking structures on the first floor or street level.



#6-1 Texas Townhomes/Vail Trails

To encourage redevelopment and to maintain the existing character of the neighborhood, the Vail Village Townhouse (VVT) District was established to grant additional gross residential floor area over what was allowed under High Density Multiple Family (HDMF) District zoning. A key factor in the redevelopment of these properties will be to relocate required parking in underground structures or a single unified structure serving all adjacent properties. This will allow for increased landscaping and overall improvements to pedestrian ways to create a park-like setting on the surface in this area. Redevelopment shall maintain the existing character of the neighborhood, with the appearance of two to three story buildings along the street elevation. In all cases, the mature pines along Gore Creek shall be maintained. Stream impact must be considered. Special emphasis on 1.2, 2.3, 2.6, 3.1, 5.1, 6.2.



#6-2 Manor Vail

Residential infill is possible on portions of existing surface parking area and additional floor to the two northern most buildings adjacent to Gore Creek. Infill project must include addition of greenspace adjacent to East Mill Creek and other adjoining pedestrian areas. Height of structure shall be limited to prevent impacts on view to the Gore Range from Village core and Vail Valley Drive. Present and future parking demand to be met on site. Traffic considerations must be addressed. Special emphasis on 1.2, 2.3, 2.6, 3.1, 4.1, 5.1, 6.1.



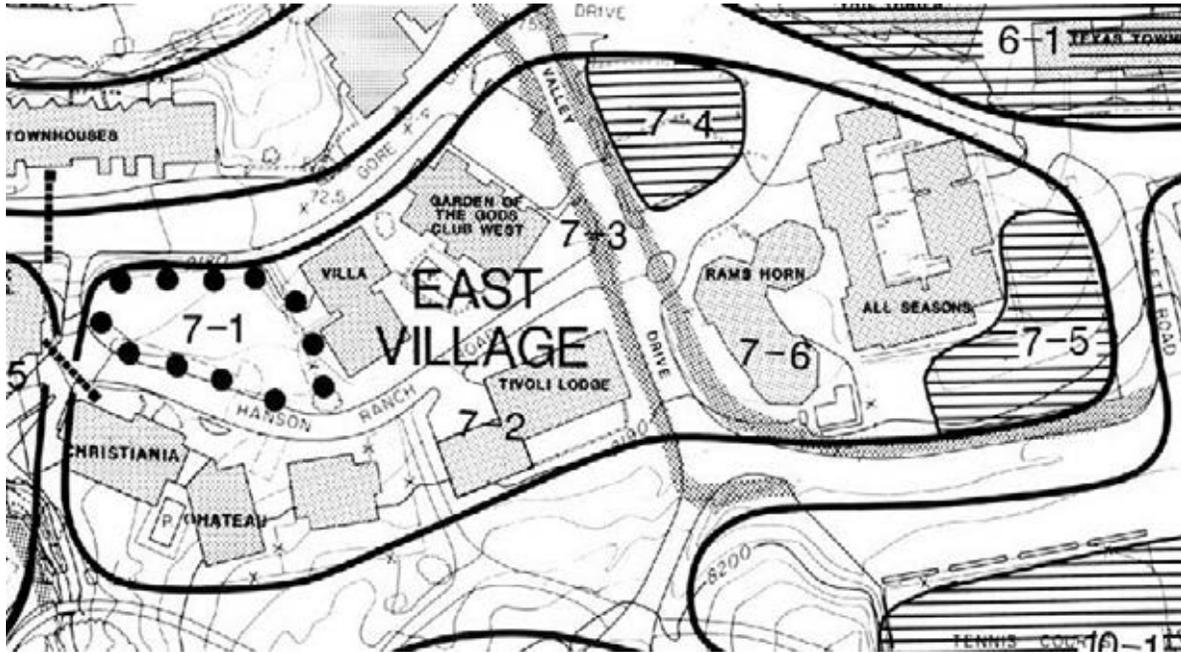
**GORE RANGE VIEW FROM
VAIL VALLEY DRIVE OVER MANOR VAIL**

#6-3 Vail Row Houses

To encourage redevelopment, the Vail Village Townhouse (VVT) District was established to grant additional gross residential floor area over what was allowed under High Density Multiple Family (HDMF) District zoning. Where possible, driveway widths shall be minimized and areas for landscaping increased. Surface parking shall be improved when redevelopment occurs using high quality landscape paver treatments and the current post and chain parking delineation shall be replaced with other methods to identify private parking. Redevelopment shall maintain the existing character of the neighborhood, with the appearance of two to three story buildings along the street elevation. Improvements to the Gore Creek stream corridor, consistent with Town policies, shall be considered with redevelopment applications. Special emphasis on 1.2, 2.3, 2.6, 3.1, 5.1, 6.2.



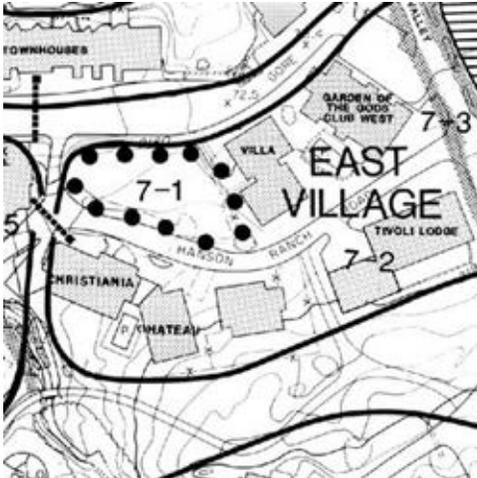
EAST VILLAGE, SUB-AREA (#7)



The East Village sub-area is comprised almost exclusively of residential/lodging and condominium development. The sub-area separates the commercial activity of the Village Core on the west with the Golden Peak Ski Base/Recreation area on the east. While there is vehicular traffic through the sub-area, Hanson Ranch Road, Gore Creek Drive, and Vail Valley Drive also accommodate a great deal of pedestrian and bicycle traffic. The most important public improvements in this sub-area relate to pedestrian and bicycle safety. The public right-of-way; should be maintained and expanded for public use whenever possible

There are locations throughout the sub-area that have the potential to accommodate small residential/lodging infill development. A number of the parcels identified: for infill development are now used for surface parking. A key objective for any infill development is to replace existing surface parking with buildings and landscape/site improvements. The parking lost by the development of the site, as well as the new parking required for the additional development must be accommodated on site.

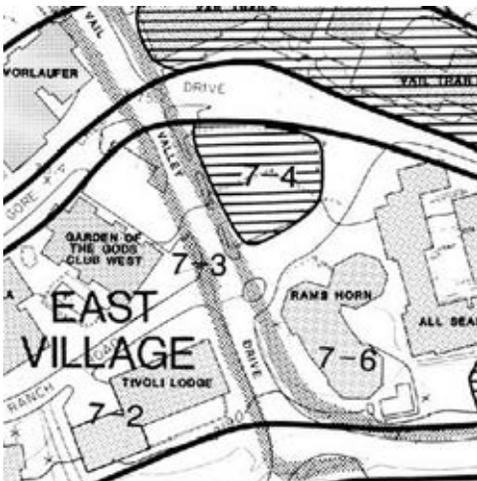
With the exception of one parcel, there are no significant development rights remaining in this sub-area. Existing development levels range from 22 to 80 units per acre with an average GRFAR of .92. The likelihood of an infill development proposal being approved will be based on the project's ability to satisfy the goals, objectives and policies of this plan and other zoning and development standards. Development or redevelopment of this sub area will attract additional traffic and population into this area and may have significant impacts upon portions of sub-areas 6 and 10.



#7-1 Christiania/VA Study Area Presently zoned for lodging, this parcel currently provides parking for the Christiania Lodge and Vail Associates. Issues to be addressed in the development of this property include covenants restricting the use of this property to parking, accommodation of existing parking as well as demand created by new development and a formally adopted view corridor, looking toward the Gore Range. Public purpose uses that may be appropriate for this site include park/open space and/or a central loading and delivery facility for the Village core.

#7-2 Tivoli Lodge Infill (Complete)

Small lodging infill over parking area off of the existing lodge. Mass of building to "step down" from existing structure. A key *issue* related to this potential development is accommodating on-site parking for new demand created and the spaces lost by the infill of the existing lot.

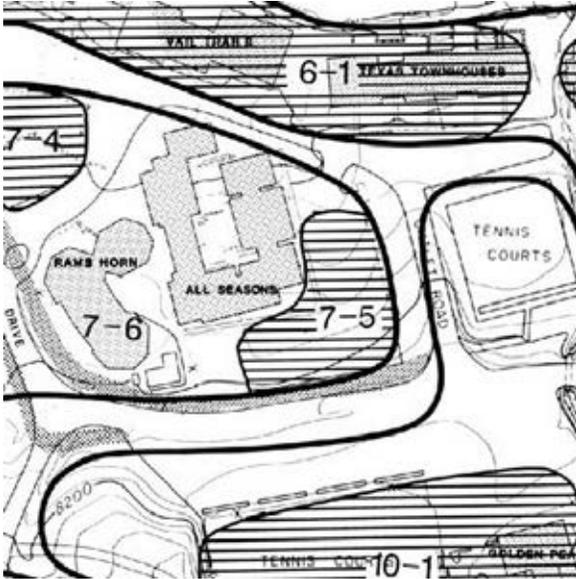


#7-3 Vail Valley Drive Sidewalk

A sidewalk (separated from the road where possible) through the sub-area linking the Golden Peak Base facility with the Vail Transportation Center. Landscape improvements and pedestrian crosswalks to be included as required to meet demands of pedestrian traffic. Special emphasis on 3.1, 3.4.

#7-4 Parking Lot Infill

Presently utilized as parking for adjacent properties. While zoned for parking (covenant restrictions also limit use of this parcel to parking), this site could accommodate a small lodge. Practical difficulties in developing this site include the covenant restrictions and maintaining on-site parking for existing and future demand. Possible public uses for this site include pedestrian and bus circulation improvements. Special emphasis on 2.1, 2.3, 2.6, 3.1, 5.3, 5.4.

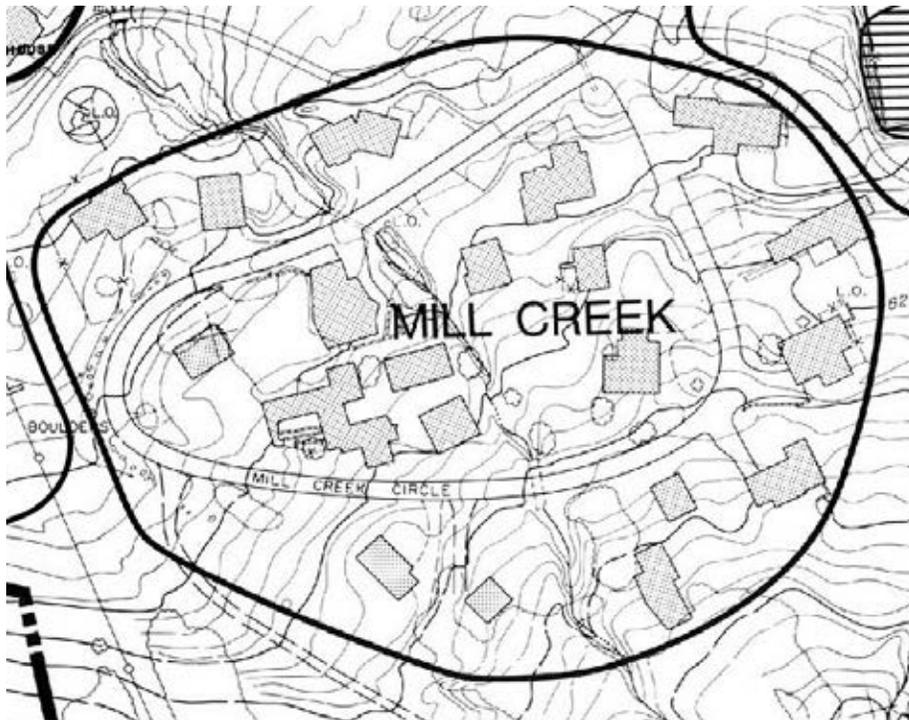


#7-5 All Seasons

Residential infill over existing surface parking area. Additional development should maintain setbacks and landscaping on east and south property line. Massing of new development should "step down" from the existing condominiums. Constraints to this development include covenant restrictions limiting use of property to parking and providing on-site parking for the existing demand and new development. Special emphasis on 1.2, 2.1, 2.3, 2.6, 3.1.

#7-6 Ramshorn Lodge (Complete) One story residential addition to existing structure. Sidewalk as found in Sub-Area 7-3 shall be part of improvements.

MILL CREEK SUB-AREA (#8)



Existing development within the Mill Creek Sub-Area consists entirely of single family and duplex residential dwellings. Located between the Village core and the Golden Peak base area, this sub-area affords excellent accessibility throughout the Village. This plan does not suggest any changes for this sub-area.

NOTE: The Urban Design Guide Plan includes additional design detail that is to be used in conjunction with the Vail Village Master Plan sub-area concepts.

EAST FRONTAGE ROAD SUB-AREA (#9)

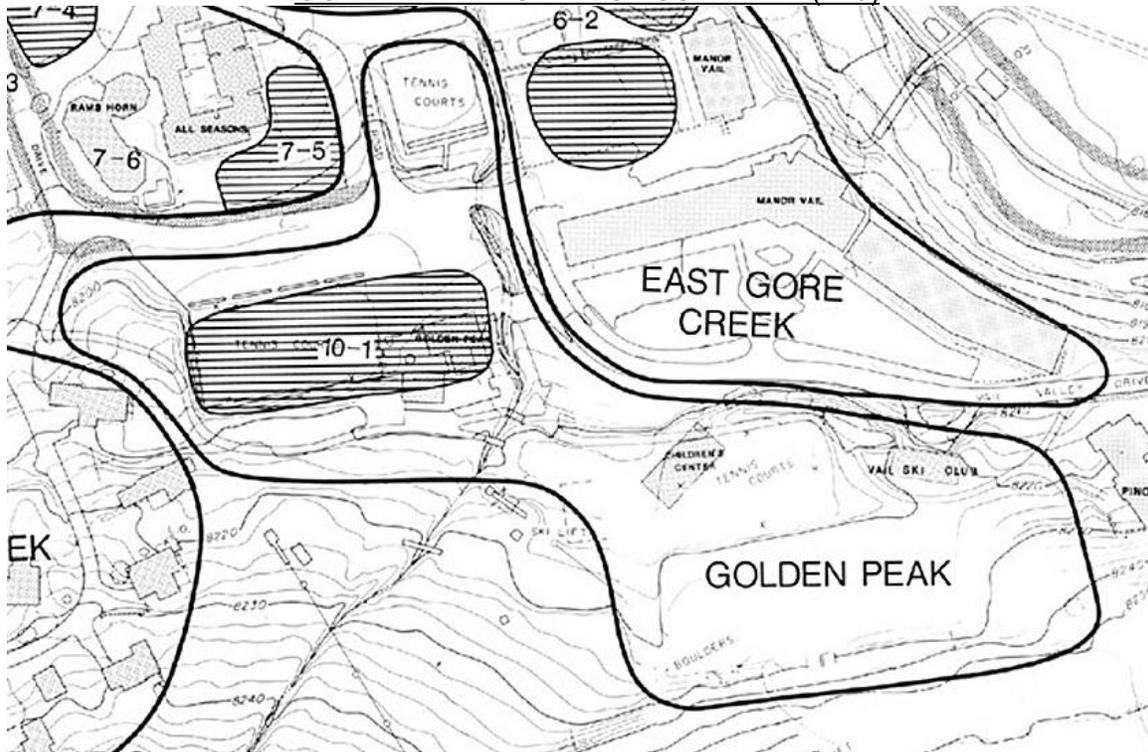


The East Frontage Road Sub-Area is comprised of condominium and time share residential development. This sub-area is unique in that its access is directly off of the Frontage Road, causing little vehicular impact on other areas of the Village. Large areas of surface parking within the sub-area provide the opportunity for additional residential infill development. Given proper attention to design considerations, this sub-area could provide additional density within close proximity to the Village core. At the present time, the sub-area is separated from the Village core by Gore Creek. This sub-area has a pedestrian connection with the Village and Ford Park via the Village Streamwalk. A sidewalk along the Frontage Road should be constructed to improve pedestrian safety and further connect the Village parking structure to Ford Park. The area between buildings and Gore Creek must be improved to enhance natural environment.

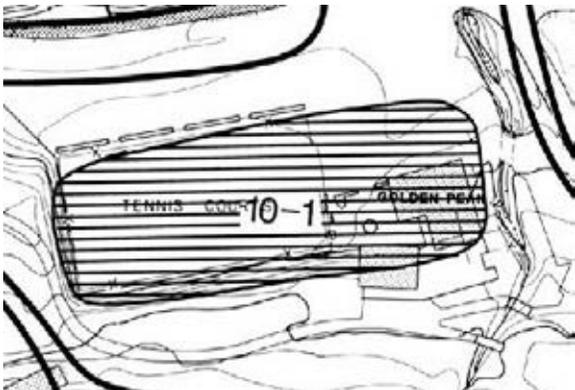
#9-1 Parking Lot Infill

Residential infill over existing surface parking. Height of building to be limited so as to not impede view corridors from the frontage road (and Interstate 70) to the Village and Vail Mountain. Mass of buildings to step back from the Frontage Road to prevent sun/shade impacts on the road. Satisfying parking demand on site will necessitate structured parking. A substantial landscape buffer shall be provided between any new development and the Frontage Road without jeopardizing future frontage road improvements. Special emphasis on 1.2, 2.3, 2.6, 3.1, 3.4, 5.4, 6.1.

GOLDEN PEAK SKI BASE SUB-AREA (#10)

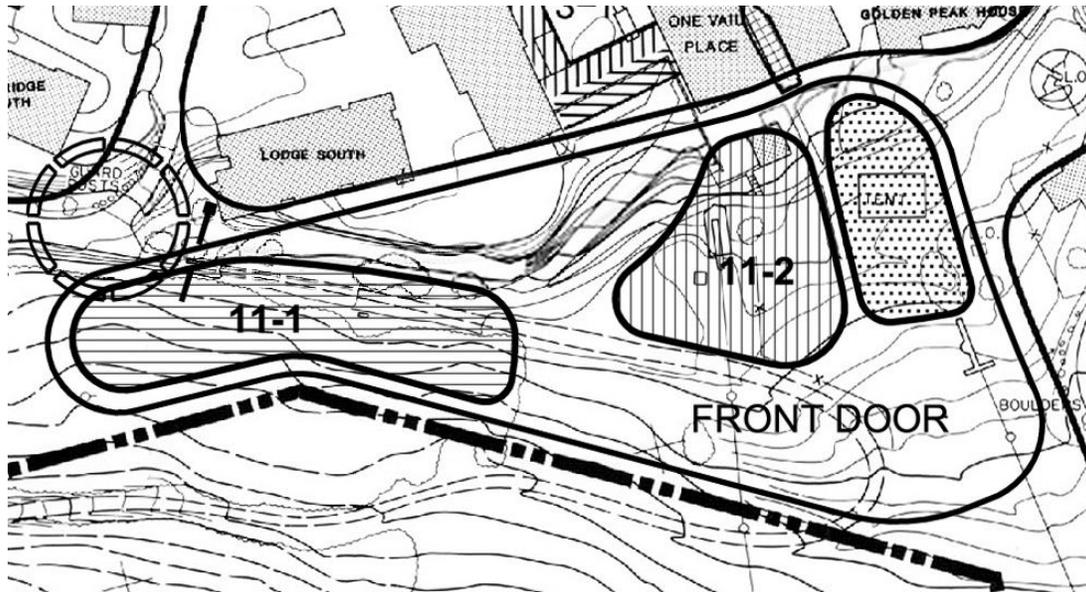


The Golden Peak Ski Base Sub-Area has traditionally served as a recreational activity center throughout the year. The Golden Peak Ski Base facility provides one of four access portals to Vail Mountain during the winter months, and accommodates a number of the Town's recreation programs during the summer. In 1983, Vail Associates received approval for the redevelopment of this facility and in 1988, completed the Children's Ski Center. The further redevelopment of this area will serve to reinforce its role as a major ski base and recreational activity center for the entire community. Development or redevelopment of this sub-area will attract additional traffic and population into this area and may have significant impacts upon portions of Sub-Areas 6 and 7.



#10-1 Golden Peak Ski Base Redevelopment of the Golden Peak base facility shall be low profile (2-3 stories) to minimize impacts on views to Vail Mountain. Tennis courts impacted by the redevelopment shall be relocated in the area (or in Ford Park). Commercial activity at this site should be limited to "ski base/recreational" uses. Additional parking for any facilities to be provided on site. Existing covenant restrictions in this sub-area would need to be addressed to allow for development. Pedestrian improvements, such as sidewalks, are important to connect this sub-area to Ford Park and the soccer field. Special emphasis on 1.2, 2.1, 2.3, 2.6, 3.4, 4.1, 5.1, 5.4, 6.1.

FRONT DOOR SUB-AREA (#11)



The Front Door sub-area plays a critical role in the interface between the ski mountain and the fabric of Vail Village. As the premier guest portal to Vail Mountain, the Front Door area should reflect in both use and design the world-class stature of the Vail resort and community.

The goals for development in this sub-area are as follows:

- To provide for a year-round, world-class guest experience at the interface between Vail Village and the ski mountain.
- To provide new and improved guest service facilities at the top of Bridge Street that will not only improve the quality of the entire guest experience, but will increase evening guest retention in Vail Village.
- Provide for new below-grade loading and delivery facilities to better serve the Front Door and upper Bridge Street areas, consistent with the overall “dispersed quadrant” approach of the Vail loading and delivery master plan.
- To provide a venue for outdoor cultural/art and sporting events and other similar special community events.
- Provide for the removal of surface vehicular traffic and parking that currently occurs within the sub-area.
- To provide for limited (6-10 dwelling units/acre) medium density residential development.
- With the exception of development that may be approved within Sub-Area Concepts 11-1 and 11-2, the balance of the Front Door Sub-Area should remain in a predominantly undeveloped, open space condition.

The Front Door Sub-area includes two Sub-Area Concepts. Please refer to the Vail Village Master Plan Action Plan for a graphic depiction of these concepts.

11-1 Lodge Exchange Parcel

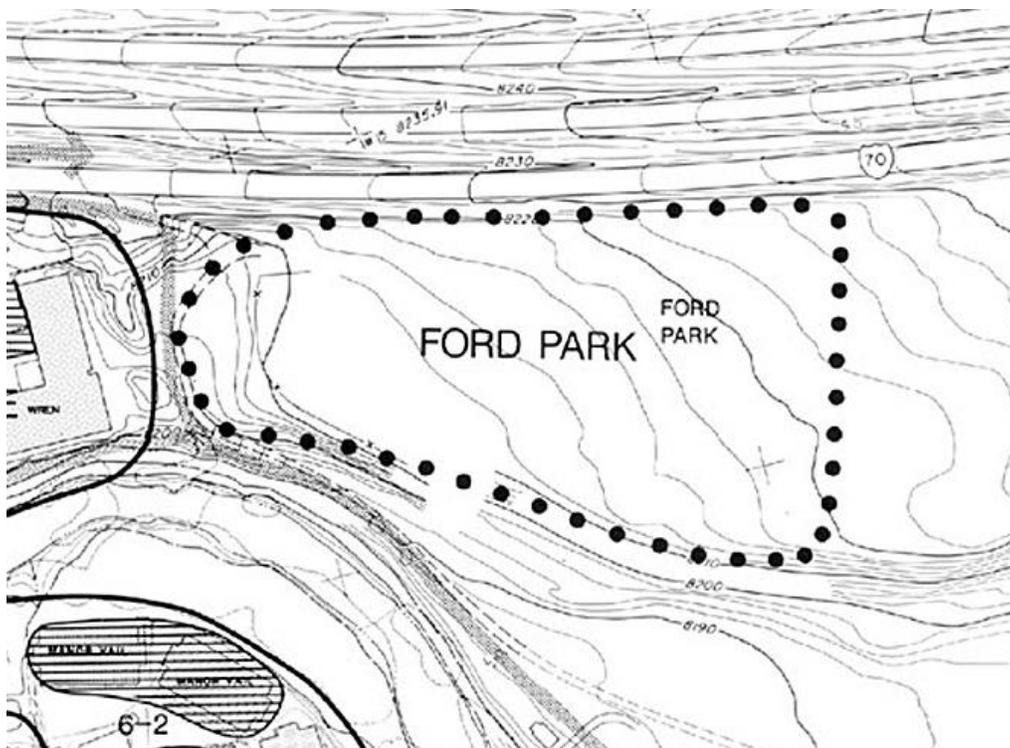
Limited development of this site provides an opportunity to consolidate and/or remove existing uses and in doing so improve the visual quality of this area. Medium density residential development and associated uses respecting and complimenting the adjacent Lodge at Vail, Lodge Tower, and Vista Bahn ski yard are appropriate. Most parking except temporary guest arrival spaces should be located below grade. Existing mountain and USFS access should be maintained and if feasible placed below grade throughout the parcel. To the extent feasible, service and delivery facilities, including existing

service and delivery facilities for the Lodge Tower, the Lodge at Vail, and surrounding commercial uses should be located below grade. A pedestrian/bicycle connection between Willow Circle/Vail Road and the Vista Bahn ski yard should be retained. Development of this sub-area will attract additional traffic and population to this area and may have significant impacts on sub area 1-12 (Willow Circle).

11-2 The Vista Bahn Park

Redevelopment of ski yard should improve and emphasize the connection between the Vista Bahn lift area (the mountain) and the lower skier plaza area (the village). Opportunities exist to re-grade the ski yard to improve access and usefulness of the site. Existing modular ski storage structures in the ski yard should be replaced with new skier/guest service facilities to improve year-round use of the area and to encourage summer season usage. If developed, the scale of a skier/guest service building should be limited to one-story as viewed from the skier plaza area.

FORD PARK



Ford Park is the major municipal recreational amenity for the Vail Village area. With the completion of millions of dollars worth of improvements to the lower bench of Ford Park in recent years, the park contains a wide variety of both active and passive recreational opportunities. Beginning in 1990, Ford Park will serve as the major tennis center for Vail. The park has also been used in recent years to accommodate overflow skier and local parking needs. With the Vail Mountain Master Plan indicating most major mountain expansion to be located on the eastern side of Vail Mountain, it is only natural that Ford Park be studied as a site for additional skier related parking. This has been indicated on the Parking and Circulation Plan as well as Action Step #5 under Goal #5. A major improvement in the access to Ford Park was completed in 1988—the Village Streamwalk from the Covered Bridge to the park. Additional pedestrian improvements are called for along Frontage Road and Vail Valley Drive (See Parking and Circulation Plan). The Ford Park Master Plan (an element of the Vail Comprehensive Plan) includes the possibility of an aquatic center located on the upper bench of the park as well as additional tennis court facilities.

VIII. IMPLEMENTATION AND AMENDMENT

A. Implementation

The Vail Village Master Plan, once adopted, will become a part of the Vail Comprehensive Plan, which, in its entirety, will serve to guide growth within the Town of Vail for the next fifteen years. The Vail Village Master Plan is not intended be regulatory in nature, but is intended to provide a general framework to guide decision making. Specific implementation measures should be undertaken to assure that the intent of the Plan is carried forward throughout the life of the Plan. Such measures should include changes to ordinances and regulations or policies adopted by the Town. These measures should also include developing a system by which the plan may be continuously monitored and periodically amended. This is important because the planning process is one of continuous evolution with data, public opinion, and market forces changing over time. The following are some more specific ways that the Vail Village Master Plan might be implemented:

1. The creation of an overlay zone district for the area covered by the Master Plan.
2. The adoption of an impact fee system to provide for improvements in the Town's service infrastructure to accommodate additional development in the area covered by the Vail Village Master Plan.
3. The initiation and completion of the Vail Village Streetscape Improvement Plan.
4. The inclusion of public improvement projects discussed and outlined in the Plan in the Capital Improvement Program of the Town of Vail, and the Real Estate Transfer Tax improvement program for parks and open space of the Town of Vail.

B. Plan Review

Within one year after its adoption, and not less than every three years, or as deemed necessary, the Community Development Department of the Town of Vail should undertake a review of the plan. Any changes recommended by the staff will be submitted to the Planning and Environmental Commission of the Town. If the plan is not updated or reviewed within the timeframe suggested in this paragraph, it shall in no way affect the validity of the plan.

C. Adoption, Extensions and Amendments

In accordance with Section 2.24.060 of the Municipal Code of the Town of Vail, this plan shall be adopted by the Planning and Environmental Commission of the Town of Vail and approved by the Town Council. The Planning and Environmental Commission may adopt extensions, additions, or amendments to the Plan for approval by the Town council. Before the adoption of the Plan, of any such amendment, extension, or addition, the Planning commission shall hold at least one public hearing, thereon, notice of the time and place of which shall be given by one publication in a newspaper of general circulation in the Town of Vail no later than seven days prior to the date set for the public hearing. The adoption of the Plan shall be by motion of the Planning and Environmental Commission recommending approval of the Plan by the Town council. Approval of the Plan or any amendment, extension, or adoption thereto shall be by a resolution of the Town Council at a regular or special public meeting.

D. Documentation of Project Completion

Upon project completion, the Master Plan shall be updated as appropriate by the Community Development staff. This administrative updating will not require the amendment process. Project completion in a particular sub-area may warrant a review of other affected sub-areas. Such a review shall follow procedures' as found under Plan Review in Section B above.

APPENDIX A: VAIL VILLAGE MASTER PLAN LAND USE ANALYSIS BY SUB-AREAS

PARCEL	ACRES	SQ FT	GRFA	GRFAR	D.U.'s	A.U.'s	NET UNITS	UNITS ACRES	RETAIL SQ FT	APRX UNBLT UNITS	APRX UNBLT SQ FT
Mixed Use Sub-Area #1:										AUs	
Vail Village Inn	3.46	150718	74364	0.49	49	69	83.5	24.1	44361	148	45636
Sonnenalp (Bav/Sui)	2.81	122491		0	0	139	69.5	24.7	6906	0	0
Sonnenalp (Austria)	0.55	23958	30115	1.26	0	38	19	34.5	2600	0	0
Talisman	0.51	22172		0	16	0	16	31.4	0	0	0
Crossroads West	1.86	80978	24114	0.3	22	0	22	11.8	40531	0	0
Crossroads East*	0.81	35066	0	0	0	0	0	0	0	0	0
Village Center	1.5	65296	65038	1	72	0	72	48	14127	0	0
Total	11.5	500679	193631	0.43	159	246	282	25	108525	148	45636
*Crossroads East retail included in Crossroads West retail											
Willow Circle Sub-Area #2:										DUs	
Bishop Park	0.708	30840	21480	0.7	13	0	13	18.36	0	0	0
Lot 9	0.316	13765	2000	0.15	1	0	1	3.16	0	8	8259
Willows	0.484	21083	16236	0.77	29	0	29	59.92	0	0	0
Riva Ridge North	0.274	11935	13127	1.1	10	0	10	36.5	0	0	0
Riva Ridge South	0.352	15333	19824	1.29	18	0	18	51.14	0	0	0
Summer's Lodge	0.323	14070	8442	0.6	4	0	4	12.38	0	0	0
Edelweiss	0.363	15812	20970	1.33	20	0	20	55.1	0	0	0
River House	0.377	16422	13341	0.81	10	0	10	26.53	0	0	0
Total	3.197	139216	115420	0.84	105	0	105	32.89	0	8	8259
CCI Sub-Area #3										DUs	
Plaza Lodge	0.295	12,850	10,240	0.8	7	7	10.5	35.59	14,000	0	0
Hill Building	0.195	8,494	5,856	0.69	0.1	0	1	5.13	8,056	3	544
Golden Peak House	0.159	6,926	9,154	1.32	20	6	23	144.7	6,581	0	0
A&D Building	0.169	7,362	5,888	0.8	3	0	3	17.75	4,630	0	0
Wall Street Bldg	0.168	7,318	4,729	0.65	8	0	8	47.62	7,371	0	0
Gallery Bldg	0.073	3,158	2,170	0.69	1	0	1	13.79	5,247	0	358
Slifer Bldg	0.073	3167	0	0	0	0	0	0	638	1	2,534
McBride Bldg	0.175	7,610	0	0	0	0	0	0	22,640	4	6088
Covered Bridge	0.107	4,674	0	0	0	0	0	0	8,803	2	3,740
Gastof Grams.	0.37	16,117	13,201	0.82	6	22	17	45.95	14,011	0	0
Casino Bldg	0.175	7,623	4,336	0.57	3	0	3	17.14	3,749	1	1,762
Cyrano's	0.107	4,652	0	0	0	0	0	0	5,434	2	3,722
Red Lion Bldg	0.32	13,939	4,971	0.36	2	0	2	6.25	13,643	8	6,220
Rucksack	0.096	4,199	2,147	0.51	2	0	2	20.75	4,528	0	1,214
One Vail Place	0.464	20,229	9,144	0.45	5	0	5	10.77	2,691	6	7,040
										AUs	
Lodge at Vail	2.707	117,917	64,134	0.54	59	62	90	33.25	17,982	34	30,200
Lodge So. Tower	0.335	14,593	57,526	3.94	42	0	42	125.4	0	0	0
Sitzmark Lodge	0.403	17,542	14,200	0.81	1	35	18.5	45.94	11,929	0	0
Bell Tower	0.138	6,011	3,883	0.65	3	0	3	21.74	6,950	0	925
Gore Creek Plaza	0.173	7,536	5,147	0.68	5	0	5	28.9	7,146	0	881
Creekside	0.234	10,193	5,117	0.5	4	0	4	17.09	9,136	1	3,038
Mill Creek Court	0.224	9,757	10,434	1.07	13	0	13	58.04	3,553	0	0
Fitz. Scott Bldg	0.032	1,411	0	0	0	0	0	0	900	0	0
Total	7.192	313,279	232277	0.69	185	132	251	30.25	179618	45	68,266

PARCEL	ACRES	SQ FT	GRFA	GRFAR	D.U.'s	A.U.'s	NET UNITS	UNITS ACRES	RETAIL SQ FT	APRX UNBLT UNITS	APRX UNBLT SQ FT
East Meadow Drive Sub-Area #4											
Mountain Haus	0.49	21,344	84,256	3.95	75	0	75	153.1	4,345	0	0
Athletic Club	0.61	26,572	20,783	0.78	7	24	19	31.15	3,618	0	0
Cornice Bldg.	0.084	3,659	1	0	4	0	4	47.62	0	0	600
Total	1.184	51,575	105,040	1.58	86	24	32.7	77.3	7,963	0	600
Vail Transportation Center #5											
Parking Structure	5.787	252,082	0	0	0	0	0	0	500	0	0
East Village Sub-Area #6											
										AUs	
Lot J/P-3	0.475	20,691	0	0	0	0	0	0	0	22	12,414
Christiana/Chat.	0.478	20,822	24,247	1.16	10	25	22.5	47.07	1,000	0	0
Lee Ward Res.	0.18	7,841	6,391	0.82	1	0	1	5.56	0	0	0
Tivoli Lodge	0.41	17,860	18,268	0.77	1	38	20	48.78	0	0	398
Villa Valhala	0.182	7,928	15,058	1.9	12	0	12	65.93	0	0	6,092
Vorlalufer	0.287	12,502	30,224	2.42	23	0	23	80.14	0	0	0
Ramshorn	0.53	23,087	18,573	0.8	10	22	21	39.62	0	0	0
Garden of Gods Cl.	0.51	22,216	15,071	0.68	3	17	12	22.55	0	0	0
All Season	1.179	51,357	31,808	0.62	38	0	38	32.23	0	0	0
Lot P-2	0.455	19,820	0	0	0	0	0	0	0	0	0
Total	4.686	204,122	159,640	0.92	98	102	149	34.19	1,000	0	18,904
Golden Peak Sub-Area #7											
Golden Peak Base	40	1,742,400	0	0	0	0	0	0	0	6	14,600
Mill Creek Court Sub-Area #8											
P/S Lots (19)	6.575	286,407	n/a	n/a	23	0	26	3.95	0	12	n/a
East Gore Creek Sub-Area #9											
Vail Trails East	0.458	19,950	22,133	1.11	25	0	25	54.59	0	0	0
Vail Trail Chalet	0.444	19,341	18,903	0.98	22	0	22	49.55	0	0	0
Texas Townhomes	0.446	19,428	17,050	0.88	14	0	14	31.39	0	0	0
Manor Vail	5.441	237,010	114,910	0.48	123	0	123	22.61	4,200	13	27,295
Total	6.789	295,729	172,996	0.86	184	0	184	39.53	4,200	13	27,295
East Frontage Road Sub-Area #10											
Tyrolean Inn	0.368	16,030	11,171	0.7	10	0	10	27.17	4,000	0	0
The Wren	1.37	59,677	37,558	0.63	50	0	50	36.5	0	0	0
Apollo Park	2.849	124,102	46,756	0.38	89	0	89	31.24	0	0	27,417
Total	4.587	199,810	95,485	0.57	149	0	149	31.64	4,000	0	27,417
GRAND TOTAL:	91.49	3,985,344	1,074,489	0.72	969	504	1,179.00	31.68	305,806	169	210,977

NOTES:

1. GRFAR refers to floor area ratio when calculated with gross residential floor area as opposed to gross floor area.
2. Retail square footage is gross square footage of retail and restaurant space (does not include professional or business offices).
3. Net units reflect approximate unbuilt units and conversion of A.U.'s at .5 units.
4. Approved/unbuilt units may be developed at either A.U.'s or D.U.'s, except where noted otherwise.
5. FIGURES ARE NOT OFFICIAL AND ARE NOT TO BE USED FOR ZONING OR DEVELOPMENT PURPOSES.