

# Ever Vail

Re-Submittal to the Town of Vail  
November 2009

(Revisions to December 2008 submittal)



**VAIL RESORTS**  
DEVELOPMENT COMPANY



CALLISON

**IMP G**

Mauriello Planning Group

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### III. Ever Vail Update – November 2009

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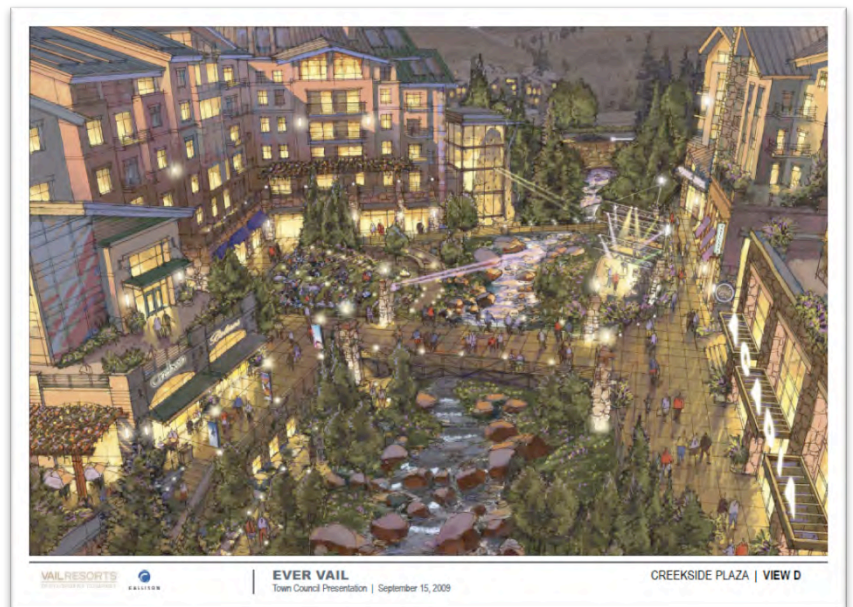
#### A. Introduction

On December 2, 2008, Vail Resorts Development Company submitted applications to facilitate the development of Ever Vail, in the area commonly referred to as West Lionshead. This followed the rezoning and preliminary subdivision applications that were submitted in March of 2007. After more than two years in the process, gathering input from the various boards, staff members, and the public, we are submitting a revised submittal package for Ever Vail for final review by the Town of Vail.

Two major milestones have occurred since the last submittal:

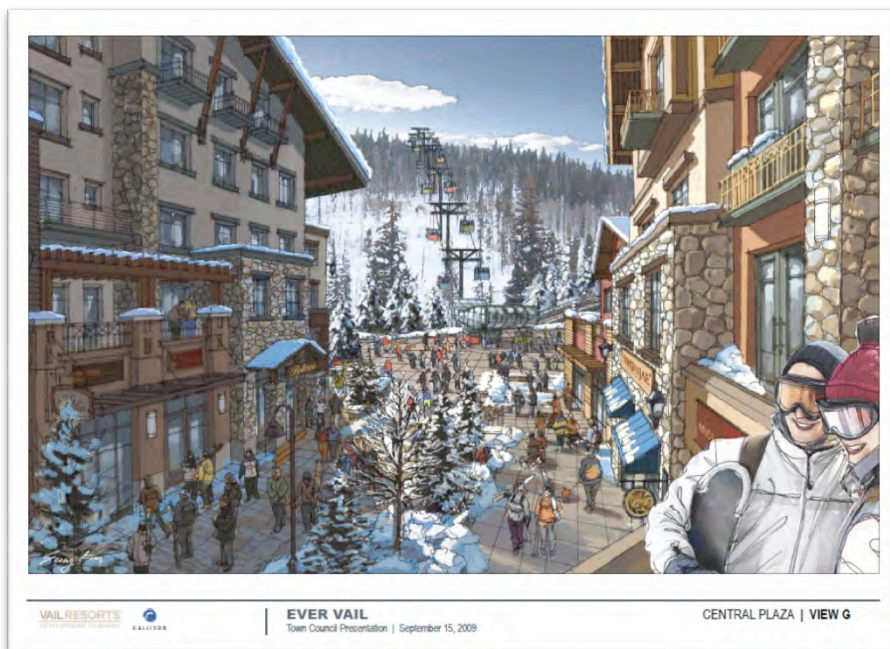
1. **The approval of the location of the new South Frontage Road.** This is a significant milestone in the Ever Vail review process, as it sets the site and defines the property line for the project. VRDC has been working with the Town Staff, CDOT, and FHWA to ensure that there is adequate width for the road section desired, and to ensure that future I-70 expansion plans are not impacted by the relocated Frontage Road. This new Frontage Road is a vast improvement over the existing road. The plan includes medians, turn lanes, a separated recreation path, overflow parking lane, etc. While the final CDOT approval process continues, all signs point to a positive outcome.
2. **The Glen Lyon Office Building (GLOB) site has been incorporated into the Ever Vail Project.** Vail Resorts Development Company is currently under contract to purchase the GLOB site. This is a substantial addition to the Ever Vail project, allowing for additional Gore Creek frontage and vastly improving the coordination and planning on the west side of Red Sandstone Creek. There are covenants on the GLOB site which restrict uses to primarily residential uses and restrict the height and square footage that can be placed there. This additional property provides the opportunity to properly master plan the entire West Lionshead area.

In addition to these major milestones, other changes have been made to the Ever Vail plans based on the input we have received from the Town and the public through this two year review process. The plans now include a 13,000 sq. ft. facility devoted to children’s programming. This facility, run by the Vail Recreation District, includes an iconic indoor/outdoor climbing wall, along with children and family activities focused on after ski programs during the winter months. During the summer months, the Vail Recreation District will base enhanced



day camp programs and drop-in activities from here. Along side the VRD space is a children's ski school space that accommodates the DEVO program currently housed at Golden Peak. The DEVO and ski school are served by approximately 50 short-term drop off parking spaces included within the skier parking facility. The VRD space is adjacent to a new amphitheater that focuses on the natural environment of Red Sandstone Creek.

The plans continue to include the extensive list of uses and amenities as previously conceived. There is still a Rock Resort Hotel with 120 rooms and associated conference and meeting rooms of over 8,000 sq. ft., along with a 20,000 sq. ft. destination spa. Ever Vail will have a 14,000 sq. ft. specialty market, along with 38,000 sq. ft. of general retail. Ever Vail is envisioned with 6 restaurants, from high-end dining to casual family dining. From a residential standpoint, we are now proposing 358 condominium units with approximately 537,000 sq. ft. of GRFA. In addition, there will be 48 employee housing units, both for-sale and rental units, meeting 80% of our requirement on-site. A portion of the employee units will be restricted to lower income families pursuant to the LEED ND program, well beyond the requirements of the Town of Vail. Through all of these changes, we remain committed to our participation in the LEED-ND pilot program. We also remain committed to providing 400 day-skier parking spaces, as outlined in the Lionshead Redevelopment Master Plan to alleviate parking currently occurring on the Frontage Road and to accommodate the shifting demand for parking as a result of the new gondola. There are a total of approximately 700 parking spaces open to the public for retail and skiers, in addition to a transit center accommodating Town of Vail transit uses and the ECO bus. Finally, we will be increasing the amount office space that will be displaced by development, allowing for local businesses to continue operating in Vail.



Ultimately, Ever Vail is about the mountain. A new gondola will be provided, helping to alleviate congestion at the other mountain portals and creating a much-needed fifth portal. Finally, mountain operations will receive a brand-new, state of the art, completely subterranean mountain operations facility with direct access to the snowcat bridge and access road up Tract K.

In addition to the programming and physical changes to the plans, we have also provided

some additional studies explaining benefits and strengths of the project. The first is a fiscal analysis completed by Steve Thomson, of Thompson and Trautz LLC, providing an in-depth study of the fiscal impacts of Ever Vail on the Town of Vail. This study clearly indicates that Ever Vail will be a short-term and long-term financial benefit to the Town, with revenues far exceeding the costs to serve the

development. The fiscal analysis states the following (the complete report is provided under separate cover):

*The results of our analysis estimate that the project will generate for the Town of Vail onetime revenue of \$32 million as well as \$7 million in ongoing annual revenue that includes \$4.7 million from Tax Increment Financing (TIF). We estimate the additional operating and capital costs to the Town of Vail will be less than the estimated annual and one time revenues.*

Along with the fiscal analysis, BBC Consulting has provided a market analysis, looking at the proposed commercial uses in Ever Vail and documenting the economic sustainability of the project. This study (also provided under separate cover) provides an analysis of the necessary threshold of commercial square footage needed to serve the development and the skier population using the skier and retail parking, while ensuring minimal impacts to existing businesses in Vail Village and Lionshead. Finally, a study completed by Vail Resorts Mountain Operations has been submitted, providing an analysis of skier population, parking, and distribution to the various portals to Vail Mountain and the changes to the current distribution as a result of Ever Vail.

Along with these new studies, previous studies have been updated when necessary, and re-submitted for review by the Town of Vail.

### **B. Existing Conditions**

Ever Vail is a project proposed on a 12-acre site in the area known as West Lionshead. The site includes the Vail Professional Building, Cascade Crossing, the Vail Maintenance Yard, the old BP Gas Station, and the Glen Lyon Office Building, along with portions of the existing South Frontage Road. The gas station was demolished and environmental remediation undertaken in preparation for this project, so the site is currently used as parking and construction offices for the contractor for the Ritz Carlton project. The following table provides background information about the current uses on the site:

<b>Site</b>	<b>General Description</b>	<b>Specific Use(s)</b>
Vail Professional Building	Offices and limited retail	1,938 sf retail 17,987 sf office
Cascade Crossing	Retail and limited office	8,584 sf retail 1,479 sf restaurant 1,020 sf office
Old BP Gas Station	Former gas station and auto repair, temporarily used for construction staging	3,374 sf repair shop
Glen Lyon Office Building	Offices	10,829 sf office
Vail Maintenance Yard	Maintenance yard and VR employee parking	245 parking spaces

### **C. Proposed Conditions**

Ever Vail is a mixed-use project, consisting of residential, commercial, and quasi-public uses. To generally describe the project, the west side of Red Sandstone Creek, including the GLOB site, is

significantly lower in scale and steps down west across the site. While the entire site includes substantial underground parking, 400 public skier spaces are also located on the west side. With the majority of the employee housing, along with free-market residential units, the west side has a residential feel. Limited commercial uses, the VRD space, ski school gathering area, and the indoor/outdoor climbing wall are located at the pedestrian exit of the parking structure, capturing skiers as they exit and enter the structure.

The east side of Red Sandstone Creek is the more active village core. With the gondola, Rock Resorts Hotel, 4,000 sq. ft. of meeting space, and various commercial uses, along with the transit center and skier drop-off, this side of Ever Vail will be the vibrant, mixed-use heart of the project. Anchored on one end with the specialty food market and on the other end with the gondola surrounded by a large public plaza, Ever Vail will remain active and vibrant all year-round.

The following provides a general summary of the programming proposed based on each building for Ever Vail:

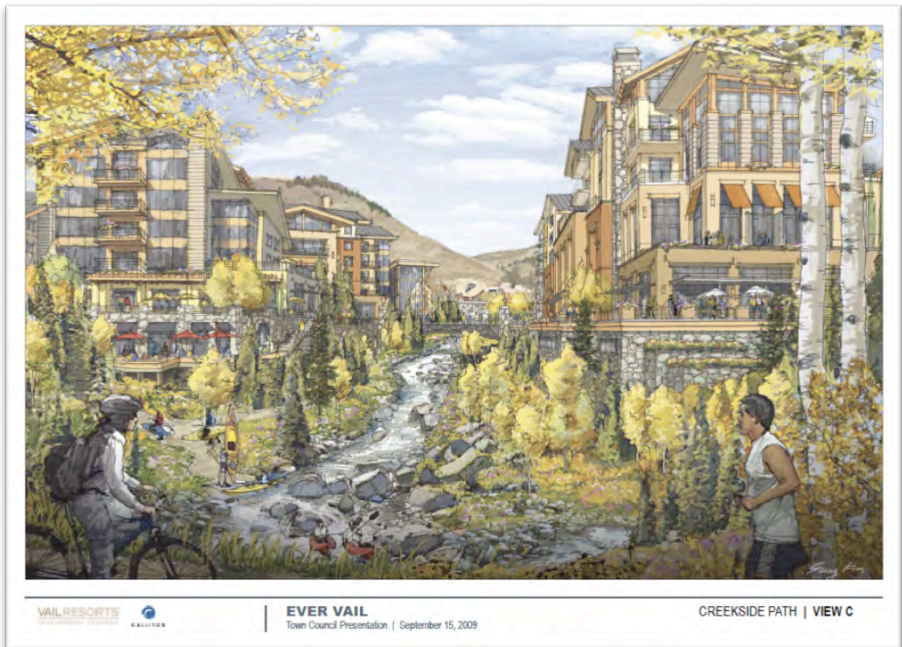


Building	General Description	Uses and/or Approx. SF
W1	Residential	57 du 24 ehu
W2A-B	Mixed-Use, including VRD and Skier Services	51 du 12 ehu 24,400 sf commercial
W2-B	Residential	4 du 1 ehu

Building	General Description	Uses and/or Approx. SF
W3A-D	Residential	26 du 4 ehu
E1	Mixed-Use	19 du 16,000 sf commercial
E2	Mixed-Use	41 du 35 au 1 ehu 27,000 sf commercial
E3	Mixed-Use	36 du 85 au 25,000 sf commercial
E4	Gondola	NA
E5	Mixed-Use, Transit Center	51 du 33,600 sf office 7,400 sf commercial
E6	Mixed-Use	29 du 2 ehu 8,600 sf commercial
E7	Mixed-Use	44 du 3 ehu 11,800 sf commercial

**D. Vision of Ever Vail and LEED Certification**

The U.S. Green Building Council has developed a LEED for Neighborhood Development Rating System. All of the following information regarding LEED is from their document entitled *LEED for Neighborhood Development Rating System*. The U.S. Green Building Council, the Congress for the New Urbanism, and the Natural Resources Defense Council—three organizations that represent some of the nation’s leaders among progressive design professionals, builders, developers, and the environmental community—have



come together to develop a national set of standards for neighborhood location and design based on the combined principles of smart growth, new urbanism, and green building. The goal of this

partnership is to establish these standards for assessing and rewarding environmentally superior development practices within the rating framework of the LEED (Leadership in Energy and Environmental Design) Green Building Rating System™.

The Neighborhood Development rating system is designed to certify exemplary development projects that perform well in terms of smart growth, new urbanism, and green building. Projects may constitute whole neighborhoods, fractions of neighborhoods, or multiple neighborhoods. Smaller, infill projects that are single use but complement existing neighboring uses should be able to earn certification as well as larger and mixed-use developments.

Ever Vail has been accepted to be a LEED certified neighborhood development and has received its first review by the USGBC. Ever Vail achieved a LEED Platinum Rating in September 2008 when it completed Final Stage One LEED-ND Review was returned by USGBC. According to USGBC, Ever Vail was the:

- 12th LEED-ND project certified
- 2nd Platinum LEED-ND project
- 1st LEED-ND project in Colorado/Rocky Mountain Region
- LEED-ND project furthest east of the Pacific

Ever Vail is a LEED certified plan or LEED Platinum plan, and USGBC has issued Vail Resorts Development Company a letter stating that if the project is built as proposed, it will be able to achieve LEED for Neighborhood Development Stage 2 Certification.

### **E. Ever Vail Zoning Analysis**

For the purposes of the Zoning Analysis, the project is analyzed with respect to the Lionshead Mixed Use – 2 Zone District only. There are additional requirements imposed on the project from the Lionshead Redevelopment Master Plan that in some cases are more restrictive than zoning. These will be discussed in Subsection G.

<b>Requirement</b>	<b>Allowed/Required</b>	<b>Proposed</b>
Lot Size: Buildable Area:	10,000 sq. ft. 10,000 sq. ft.	12.275 acres / 534,697 sq. ft. 471,947 sq. ft.
Setbacks: Front/Side/Side/Rear: Gore Creek: Red Sandstone:	10 ft./10 ft/10 ft./10 ft. 50 ft. 30 ft.	Varies 50 ft. 30 ft.
Height: Max: Average:	82.5 ft. 71.5 ft.	82.5 ft. 65 ft.
Density: Units: Units per Acres:	430 units 35 units/acre	358 units 29.16 units/acre
Site Coverage: Above Grade: Below Grade:	70%/374,288 sq. ft. same*	47% /254,135 sq. ft. 77%/411,000 sq. ft.

<b>Requirement</b>	<b>Allowed/Required</b>	<b>Proposed</b>
Landscape Area:	20%/106,939 sq. ft.	25.94%/138,319 sq. ft.
Loading and Delivery:	Max of 5 bays	7 straight-body truck bays 3 trash/recycle/compactor bays 2 semi truck bays
Parking: (a full analysis is provided in Section VI)	796 spaces	1,551 spaces

\* The original adoption of the LRMP did not limit site coverage for underground uses and parking.

### **F. Town of Vail Submittal for Review**

The development of Ever Vail requires many applications for review by the Town of Vail. The following lists each application submitted, along with a brief description of each application and the reviewing board:

<b>Application Type</b>	<b>Brief Description</b>	<b>Reviewing Board*</b>
Preliminary Subdivision Plan	The preliminary subdivision plan which was approved by the PEC in 2007 has since expired. The purpose of the preliminary subdivision plan is to plat the property into Lots 1 and 2 of the Ever Vail Subdivision. From the previous approval, additional land has been added to accommodate some utilities. The preliminary subdivision plan includes the relocation of the S. Frontage Road. The Town of Vail has approved a partial Preliminary Plan establishing the north property line of the Ever Vail property.	PEC final
Rezoning	The area of Ever Vail to the west of Red Sandstone is currently zoned ABD and the current S. Frontage Rd. is unzoned. GLOB is currently part of SDD #4, Cascade Village. These areas will be zoned Lionshead Mixed Use - 2, to match the remaining portion of the property, consistent with the Lionshead Redevelopment Master Plan.	PEC recommendation TC final
Text Amendment	Ever Vail is not currently within the Core Area for parking requirements. The amendment allows for Ever Vail to be within the Core Area, consistent with its intended use.	PEC recommendation TC final
Conditional Use Permits	The private parking structure, maintenance facility and the gondola are identified as conditional use permits in the LMU-2 zone district.	PEC final
Major Exterior Alteration	The construction of buildings within LMU-2 requires a major exterior alteration.	PEC final
Site Coverage Variance	In order to maximize the underground parking, a site coverage variance for underground improvements is requested. The above-grade improvements meet site coverage requirements.	PEC final

\* as with any application, the Town Council can call-up the decision of the Planning and Environmental Commission

Other applications will be submitted separately and as further refinement of the plan necessitates, including:

- Flood plain modification
- DRB for individual buildings.

### G. *Master Plan Analysis for Ever Vail*

The Lionshead Redevelopment Master Plan (LRMP) provides the framework for the Town of Vail to review this application to facilitate the redevelopment of Ever Vail. The Lionshead Redevelopment Master Plan was originally adopted in December of 1998. At the time, the Town recognized that Vail was nearing an important crossroads and that major changes were necessary to remain at a competitive advantage in the ski resort industry. The purpose statement of the LRMP clearly identifies how Vail intended to face this competition head-on:

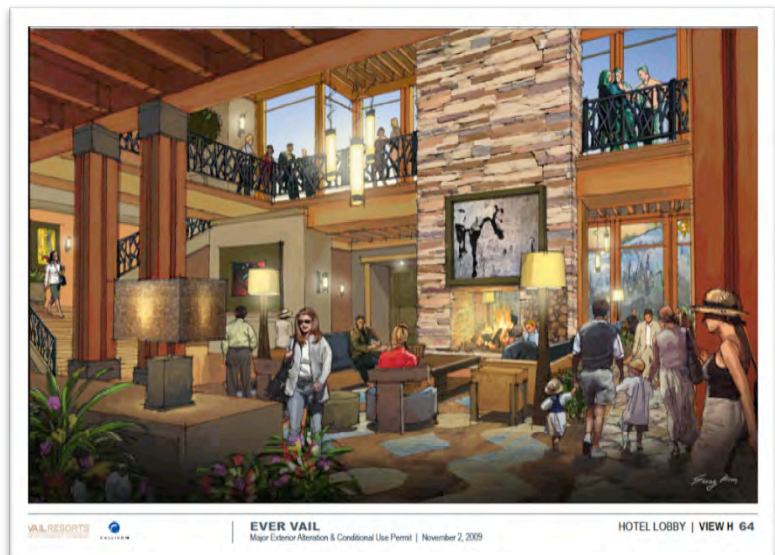
(Sec. 2.1)

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

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

This purpose statement reads much like Vail Resorts purpose for the Ever Vail development:

- An increase and diversification in hot beds. This is accomplished through the Rock Resort hotel, along with some dwelling units in a voluntary short-term rental pool.
- An increase and diversification in retail offerings, a live music venue and a specialty market/grocer.



- Removal of older, deteriorating buildings, including an aging maintenance facility, and the existing strip mall-type use. The new structures will be built to LEED standards, and the new maintenance facility will allow Mountain Operations to have a state-of-the-art, efficient facility to serve their needs in maintaining Vail’s premier mountain status.

All of this will be done in an exciting and inter-connected pedestrian environment bounded by sophisticated architecture and an extraordinary natural environment.

The LRMP provides six policy objectives which further detail this purpose statement:

(Sec. 2.3)

**Renewal and Redevelopment**

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

**Vitality and Amenities**

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

**Stronger Economic Base Through Increased Live Beds**

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

**Improved Access and Circulation**

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

**Improved Infrastructure**

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

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

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

Chapter 3 of the LRMP identifies all of the existing conditions presenting challenges to the objectives of the Town of Vail. Many of these are described in general terms. However, the Maintenance Yard is specifically identified and addressed:

(Sec. 3.2.5.3)

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

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

a. *Visual*

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

b. *Access*

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

c. *Forest Road Mountain Access*

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

The completion of the ski cat access road up Tract K opens up the opportunity to relocate Mountain Operations to the area adjacent to the "Bridge to Nowhere". Locating Mountain Operations completely below grade minimizes its impacts to adjacent properties (within and adjacent to Ever Vail) and furthers the goals of the Lionshead Redevelopment Master Plan.

This chapter also discusses the existing VR parking situation, with specific reference to the basic ground rule of "no net loss of parking":

(Sec. 3.9.4)

### 3.9.4 Vail Associates Employee Parking

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

As part of the submittal, Vail Resorts will be proposing replacement of parking at the Ever Vail site, including the following:

- 65 spaces from the North Day Lot (40 spaces remain).
- 245 spaces from the West Day Lot and Holy Cross Lot.

This equates to a total parking replacement of 310 parking spaces. (Parking for the Mountain Operations Facility is provided for separately.) These spaces are included in the parking calculations provided later in this document.

Chapter 4 of the LRMP provides recommendations for the overall study area, and includes a section on the West Lionshead neighborhood:

(Sec. 4.1.5)

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

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

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

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

*The master plan recommends that this hub become a residential/ mixed use area with an emphasis on meeting the needs of both the local community and our guests. Appropriate*

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

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

The above section of the LRMP clearly states the intention for this area to become a residential and mixed use area, to include high density residential development, lodging, office, retail space, employee housing and parking. The uses proposed at Ever Vail clearly align with this intent. While each of these uses will be addressed in later sections of this submittal document, it is clear that Ever Vail meets the recommendations of the LRMP.

Chapter 4 also includes the following section on public transportation:

(Sec. 4.5.1)

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

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

(Sec. 4.5.2.1)

#### **Relocate the Regional Transit Stop**

It is recommended that the Lionshead regional transit stop, currently located at the Lionshead Place cul-de-sac, be relocated to the proposed North Day Lot, the Lionshead

*parking structure, and West Lionshead. This will provide a Lionshead connection between the regional transit system and the Town of Vail transit system. In addition, visitors and employees coming to Lionshead by regional bus will arrive at a defined portal instead of the current “back door” on Lionshead Place. Finally, this will remove the large regional buses from West Lionshead Circle and Lionshead Place. It may be possible to locate elements of a regional transit stop in the West Lionshead area in conjunction with a new ski lift and parking facility. However, given its location on the periphery of Lionshead, this area may not be the most viable location for a regional transit stop. Notwithstanding the above, facilities for skier drop-off, private shuttle vans and Town of Vail in-town buses should be included in the design of the ski lift and parking facility. In 2006, the Town of Vail initiated an update of the Vail Transportation Master Plan. In addition, the Town initiated a development competition for the Lionshead Parking Structure redevelopment, which would include a transit facility. It is anticipated that the Transportation Master Plan update along with the conclusion of the Lionshead Parking Structure redevelopment process will provide direction on the ultimate location for a Lionshead Transit Facility and/or the type of transit facilities that may be necessary in West Lionshead.*

As this section indicates, redevelopment of West Lionshead would be challenging without the addition of a lift. All areas of Ever Vail will be within 1200 ft. of the proposed gondola. This gondola has been designed to be central to the site, to maximize accessibility. In addition, the intent is to maximize public transit and bus access to the site, and facilities have been provided for skier drop-off, private shuttle vans, and regional/in-town buses.

Chapter 4 provides direction on the potential realignment of S. Frontage Road:

(Sect 4.6.2)

### **South Frontage Road**

*Recommendations outlined below address potential re-alignment of portions of the frontage road, ingress and egress improvements, bicycle/ pedestrian improvements, and visual improvements. For a detailed discussion of capacity and the impacts of future development on the frontage road, see the traffic impact study contained in appendix A. Figure 4-9 depicts potential redevelopment without the realignment of the Frontage Road while Figure 4-9a depicts redevelopment with a partial realignment of the Frontage Road.*

### **Potential Realignment**

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

*Regarding future land use, the realignment of South Frontage Road will allow the west day lot and the service yard to be combined into a contiguous development parcel. This is an important consideration for the development conceptually depicted in figure 4-9a, and it would be necessary if the service yard property is*

used for a secondary public parking facility or other uses. Any existing parking on the West Day Lot must be replaced within the Lionshead study area. Through the Transportation Master Plan update it is anticipated that a significant traffic control device will need to be installed in the West Lionshead area. Such a device may include a round about.

Specific considerations regarding realignment are.

a. *Proposed Alignment*

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

b. *West Lionshead Circle Connection*

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

c. *Forest Road Connection*

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

d. *Transit and Emergency Vehicle Corridor*

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

e. *Feasibility of Realignment*

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

f. **Future Frontage Road Re-alignment**

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



Vail Resorts has been working successfully with CDOT on the complete re-alignment along the full length of the planning area and the Town has made the application to CDOT for the road relocation. The next step in the process is approval by the FHWA, which also appears to be progressing favorably. A traffic study by Kimley-Horne and Associates has been submitted to further address the S. Frontage Road alignment.

Related to the issue of transportation, Chapter 4 of the LRMP provides direction on Public Parking and potential locations, including the following:

(Sec. 4.8.3.3.)

**West Lionshead**

The construction of a new public parking facility at the west end of Lionshead has been a planning consideration since the completion of the Vail Transportation Master plan in 1991. This site is currently undeveloped (except for the Vail Associates maintenance yard) and is large enough to meet projected parking demand. It is well located in relation to the potential new eastbound I-70 access ramps. The viability of a new public parking facility in this location would be enhanced by bringing lift service to this area. The construction of a new public parking facility would address the existing deficiency of off-street parking on peak days and the shifting demand of parking created by the introduction of a new ski lift in West Lionshead. It is anticipated that the new public parking structure would contain approximately 400 public parking spaces, which would be in excess of any parking requirements generated by proposed development. The update of the Vail Transportation Plan should provide final direction on the location and quantity of additional public parking spaces in the Town of Vail. The location of additional public parking should consider where parking is most optimal for both guests and employees, year round utilization, mountain operations, and overall traffic circulation.

*Given the location for this parking facility, it had been assumed that regular transit or shuttle service would be necessary because of its distance from the retail core area and the ski yard (greater than a 1200-foot walking radius). However, the location of the parking structure would be proximate to the new lift and as such the need for regular shuttle service would be minimized. However, some provisions for bus stops and/or a transit facility should be considered for the parking structure.*

Vail Resorts is proposing 400 public skier parking spaces, in compliance with the recommendations of the LRMP. Ultimately, nearly 700 spaces will be available for public parking.

(Section 4.8.4)

*4.8.4 Parking for Employee Housing The unit-to-parking space ratio for employee housing should be reduced to maximize the housing opportunities in west Lionshead. During the master planning process, the Vail Town Council toured several employee housing complexes in Keystone Resort that averaged .25 cars per bed (one parking space per four-bed unit). Most of these complexes at Keystone are removed from the core and depend on a bus transit system to carry employees to and from work. Yet, Keystone property managers have not observed a parking shortage. Likewise, at the Rivers Edge employee housing project in Avon, a parking ratio of .75 cars per bed has been more than adequate and the parking lot is underutilized.*

At this time, Vail Resorts is not requesting a reduction in the parking requirements for employee housing. However, a reduction would allow for a greater number of public parking. Employee Housing is also a primary subject of Chapter 4 of the LRMP, and the West Lionshead neighborhood is identified as a potential site:

(Sec. 4.9.4.3)

#### *4.9.4.3 West Lionshead*

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

*All redevelopment in West Lionshead will need to conform to the Town's housing policies and requirements. In order to create activity and vibrancy in West Lionshead it is appropriate to include some dispersed employee housing opportunities for permanent local residents in proposed developments in the area consistent with these policies.*

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

The Ever Vail Housing Plan is submitted in another section of this document. The current Town of Vail regulations for employee housing require that a minimum of 50% of the required employee housing be constructed on-site. At this time, Vail Resorts is proposing to exceed this requirement. In addition, Vail Resorts is proposing a variety of unit types, including rental and for-sale, to serve both individuals and families. Beyond the requirements of the Town, Vail Resorts is proposing a portion

of the employee housing will be restricted to lower income families, based on Area Median Income restrictions pursuant to the LEED ND application.

Chapter 4 also discusses the priority of the Town of Vail to encourage the provision of Live Beds:

(Sec. 4.13)

**Live Beds**

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

As stated previously, Vail Resorts has also placed a priority on live beds, and the development includes Rock Resorts hotel and all dwelling units in a voluntary short-term rental pool.

It is Chapter 5 of the LRMP that focused on detailed plan recommendations for specific areas within the Lionshead study area, and provide direction for the redevelopment of West Lionshead:

(Sec. 5.17)

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

**South Frontage Road Improvements and Vehicular Access**

*Planning for West Lionshead must consider two different scenarios: the realignment of South Frontage Road and its retention in the existing alignment.*

*While the introduction of lift service is viable in either of these Frontage Road alternatives, site design will vary depending upon what happens to the Frontage Road alignment. See Figures 4-9a, and 4-9b for the Frontage Road realignment alternatives. Notwithstanding these different Frontage Road scenarios, there should be an increase of existing office square footage and "no net loss" of retail square footage as a result of the redevelopment of these parcels. Furthermore, service and delivery for West Lionshead shall occur underground or be hidden from public view. Service and delivery truck turning maneuvers*

*should not negatively impact traffic flow on the South Frontage Road. With a realignment of vehicular access points, attention should be given to the location of service and parking areas.*

*a. Retention of Existing Frontage Road Alignment*

*If the Frontage Road remains in its current location the Maintenance Yard/Holy Cross parcels, the Vail Professional Building site, and /Cascade Crossing and the Glen Lyon Office Building site all remain viable development sites. The most viable site for a public parking facility would be the Maintenance Yard/Holy Cross parcels. While other lift locations are feasible, the old gas station site is a viable location for a base terminal. This location would require a grade separated pedestrian crossing over the Frontage Road to the Maintenance Yard/Holy Cross parcels. A strong east-west oriented pedestrian corridor with ground floor retail uses would be necessary to create a strong connection between this area and the rest of Lionshead. Under this Frontage Road scenario the Vail Professional Building site and Cascade Crossing could be developed as a contiguous parcel.*

*In keeping with Policy Objective 2.3.4, Improved Access and Circulation, of the Plan, opportunities for public transportation and vehicular circulation improvements shall be explored in conjunction with any future redevelopment of the sites. Possible opportunities for improvements may include, an improved mass transit stop, relocated/reduced/shared points of entry/exiting, restricted access points, acceleration/ deceleration lanes, greater sight distances, dedicated turning lanes, landscaped medians and skier drop-off.*

*In the redevelopment of Cascade Crossing and the Glen Lyon Office Building site under the current configuration of the Frontage Road, the bus stops in front of said properties shall be enhanced with, for example, shelters, benches, and landscaping. Pedestrian connections shall be improved from the bus shelters, across the South Frontage Road and to and from the surrounding buildings to provide safe and attractive pedestrian crossing and connections. Improvements may include crosswalks, walkways, pedestrian crossing warning lights, medians, and signage.*

The Frontage Road will be relocated, so the above recommendations are no longer applicable to the project. While the Lionshead Redevelopment Master Plan recognized that relocation was a possibility, the extent to which it could be relocated was not understood at the time. With Vail Resorts' purchase of the Vail Professional Building, Cascade Crossing, and now GLOB, the Frontage Road will be relocated along the entire West Lionshead area. The potential road relocation is discussed below:

*b. Frontage Road Realignment*

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

*With this alternative the most viable site for a public parking facility would still be the Maintenance Yard/Holy Cross parcels. With the re-location of the Frontage Road lift access out of the old gas station site would not require a grade separated pedestrian crossing to the Maintenance Yard/Holy Cross parcels. However, a grade separated crossing over the Red Sandstone Creek would be needed to link the Holy Cross site with the Vail Professional Building site.*

*This alternative would also present the opportunity for enhancing Red Sandstone Creek to make it more accessible to the community and an aesthetically pleasing water feature. Enhancements might include; streambank stabilization/ beautification, natural stream drop structures, interactive low flow areas and general improvements for wetlands and wildlife habitat. Any modification or enhancement to the creek corridor would be subject to U.S. Army Corp of Engineers approval. A strong east-west oriented pedestrian corridor with ground floor retail uses would be necessary to create a strong connection between this area and the rest of Lionshead.*

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

As the submitted plans indicate, the enhancement of Red Sandstone Creek is a large part of the Ever Vail project, with the ultimate goal of making it an amenity to both the project and the entire Town of Vail. As the plans for Red Sandstone Creek progress, a flood plain modification permit will be submitted to the Town for stream bank improvements, and all plans will be subject to review by the U.S. Army Corps of Engineers.

(Sec. 5.17.2)

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

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

*There is an existing recreation path that runs across the southwest corner of the Glen Lyon Office Building site. If the site redevelops the recreation path shall be enhanced to meet town recreational path standards and to provide a safe and attractive pedestrian and bike*

experience. *The improvements shall include a public easement over the path where necessary.*

A strong connection both towards Lionshead and Cascade Village has been integral to the planning process of Ever Vail. The design of the pedestrian connections, along with the layout of the buildings and public plazas have been designed to enhance this connection.

(Sec 5.17.3)

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

*There shall be an increase in office space and no net loss of retail space in West Lionshead. Opportunities for increasing the square footage of office and retail beyond the existing conditions in West Lionshead shall be evaluated during the development review process. Currently, West Lionshead offices and businesses offer a variety of local services and amenities, which is important to preserve with the redevelopment of West Lionshead. During the winter months, the proposed ski lift in West Lionshead and the associated parking will generate significant pedestrian traffic and activity. However, consideration should be given to how West Lionshead can be an active and vibrant place year-round.*

*One way this can be accomplished is the reinforcement of a well-crafted program of specialty retailers, offices, and restaurants that attract both tourists and local residents. Also, quality architecture and the creation of appealing outdoor spaces in and of itself will encourage people to visit this area. An active program of public art, residential units that are used for "artists in residence" or a culinary school are examples of uses that could create a catalyst for activity. In conjunction with any application to develop a new ski lift, a market study which analyzes the appropriate amount of office/retail square footage shall be included in the redevelopment of West Lionshead.*

Currently, approximately 30,000 sq. ft. of office exists on the site, and approximately 14,000 sq. ft. of retail exists. The project will increase the office square footage to approximately 34,000 sq. ft. of office. Retail will be substantially increased, with a total of approximately 52,000 sq. ft. of retail uses. In addition, there will be substantial restaurant uses on the site, and a 20,000 sq. ft. destination spa.

(Sec. 5.17.4)

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

*Red Sandstone Creek and Gore Creek abut the Glen Lyon Office Building site, former gas station site, Holy Cross site and the Vail Professional Building site. Any redevelopment of these parcels should consider how the creeks can be enhanced and made an amenity of this redevelopment area.*

*A substantial stand of mature trees exists on the banks of the two creeks, with low lying brush on the shores. Every effort shall be taken to preserve the substantial trees and natural steep slopes along the banks of both creeks. While the natural riparian corridor of these streams needs to remain protected and preserved, the physical and visual relationships and references between adjacent development and the stream tract should be strengthened. Improved public access and utilization of Gore Creek and Red Sandstone*

Creek for fishing and other recreational purposes is strongly encouraged to create a catalyst for activity and enjoyment of the streams.

As stated above, the relationship to both Red Sandstone Creek and Gore Creek is a significant consideration in the planning of Ever Vail.

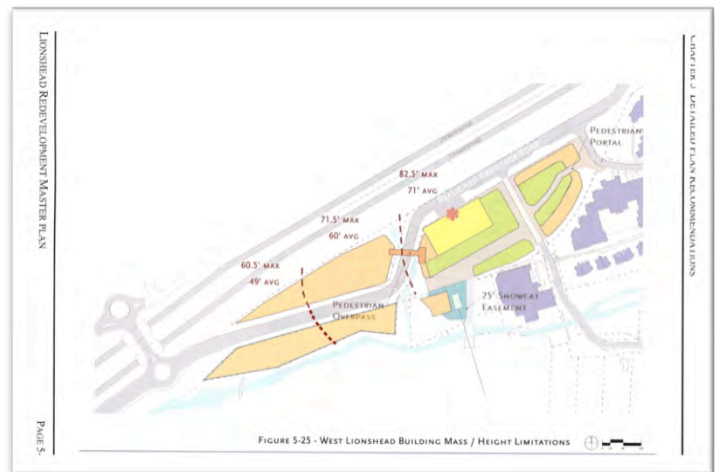
(Sec 5.17.5)

### **Architectural Improvements**

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

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

Notwithstanding the height allowances of the underlying zone districts, building height and massing shall be responsive to the Gore Creek and Red Sandstone Creek corridors, in that buildings shall gradually “step down” at the creek sides. Building height and massing shall also “step down” towards the Interstate, and at the western end of Lionshead. Figure 5-25 provides a general depiction of how building height shall gradually lower at the western end of this study area. The intent of these height standards is that building height reduces by entire floor levels in the locations as generally depicted on Figure 5-25.



Notwithstanding the height allowances depicted on Figure 5-25, which depicts building height in an east/ west orientation, building height and massing shall also “step down” in a north/ south orientation. Notwithstanding the height allowances depicted on Figure 5-25, buildings fronting directly along Gore Creek and the western end of Lionshead shall express no more than three to four levels before “stepping back” to taller building mass. On the Interstate side of this area, building design shall be articulated to avoid large expanses of shear/unbroken wall planes.

The additional height limitations are intended to ensure that the buildings step down, both as the buildings move towards the west and towards Gore Creek. As indicated in the submitted plans, the

buildings on the west are substantially lower than the buildings on the east, meeting the intent of the Lionshead Redevelopment Master Plan. Due to the complications in the way the Town measures height, a very small area of the buildings on the west side does not comply with the maximum heights shown on Figure 5-25, but in general, all buildings step down and meet the average heights.

(Sec. 5.17.6)

### **Redevelopment Considerations for Glen Lyon Office Building site**

*Consistent with its location at the western edge of West Lionshead and with respect to the extensive frontage along Gore Creek, it is appropriate to recognize certain development limitations and opportunities regardless of the underlying zone district.*

### **Height**

*Building heights shall be consistent with Figure 5-25, West Lionshead Building Massing and Height Limitations. Notwithstanding the height limitations set forth in Figure 5-25, the maximum height for buildings on the Glen Lyon Office Building site shall not exceed 56 feet.*

### **Residential Land Use and Density**

*Existing physical improvements on the Glen Lyon Office Building site include a three-story building with 10,829 square feet of general office space and a surface parking lot. Because of the site's physical location along Gore Creek, it's accessibility to Lionshead Village, and the adjacent potential redevelopment including a ski-lift and activity center, it may be appropriate to introduce a mix of uses on site. If residential uses are proposed, the use shall be consistent with the Master Plan goal to increase the number of 'Live Beds' in Lionshead. Residential density on the site should be studied and proposed in a manner that is compatible with the character and scale of adjacent uses and Gore Creek.*

*Residential uses should be located on the basement or garden level and second floor and above in buildings on-site. If residential uses are proposed on the street level or first floor, the vitality of the pedestrian and bike experience shall be considered along with the function and character of the adjacent uses and structure design. The mixture of land uses on the Glen Lyon Office Building site shall maintain a balance between residential, office/commercial and recreational uses to serve both the visitor and the permanent resident.*

### **Office Land Use**

*Consistent with the Master Plan requirement for an increase of office space, the existing 10,829 square feet of office space shall be replaced and increased on-site.*

### **Employee Housing**

*All (100%) of the employee housing requirements associated with the Glen Lyon Office Building site, as required by the Vail Town Code, shall be met on-site.*

### **Landscape Preservation and Relationship to Red Sandstone and Gore Creeks**

*The Glen Lyon Office Building site borders on the Red Sandstone Creek along the east property line and the Gore Creek along the south property line. The redevelopment of the Glen Lyon Office Building site should consider how the creeks can be enhanced and made an amenity of the area.*

*A substantial stand of mature trees exists on the banks of the two creeks, with low lying brush on the shores. Every effort shall be taken to preserve the substantial trees and natural steep slopes along the banks of both creeks. While the natural riparian corridor of these streams needs to remain protected and preserved, the physical and visual relationships and references between adjacent development and the stream tract should be strengthened. Improved public access and utilization of Gore Creek and Red Sandstone Creek for fishing and other recreational purposes is strongly encouraged to create a catalyst for activity and enjoyment of the streams.*

The addition of the GLOB site has allowed for a much more comprehensive planning approach to the West Lionshead area than could have been considered before. As the submitted plans indicate, Vail Resorts intends to comply with the Lionshead Redevelopment Master Plan recommendations for this site, along with the private covenants that also run with the property. Height has been limited to 56 ft. on the GLOB site, and all of the employee housing requirement has been met on-site.

It is the intent of the applicant that Ever Vail not only comply with the Lionshead Redevelopment Master Plan, but to actually further its objectives by becoming a redevelopment project that, through its architecture and pedestrian orientation, along with sustainable, green building principles, can be an example for all redevelopment projects in Vail. As each application to facilitate the development of Ever Vail is addressed in more detail, please refer back to this section in consideration of the Lionshead Redevelopment Master Plan.

## IV. Preliminary Subdivision Plan

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### A. *Introduction of the Preliminary Subdivision Request*

Vail Resorts is submitting a request for a preliminary review of a major subdivision to facilitate the redevelopment of West Lionshead. The Ever Vail subdivision creates new development parcels and allows for the relocating of South Frontage Road. The major subdivision will include a substantial portion of the West Lionshead area, including the sites of the Vail Professional Building, Cascade Crossing, the Vail BP, Glen Lyon Office Building and the Holy Cross lot, along with the Frontage Road right-of-way. Some of these properties are currently unplatted.

### B. *Review Criteria for a Preliminary Plan for Subdivision*

1. **The extent to which the proposed subdivision is consistent with all the applicable elements of the adopted goals, objectives and policies outlined in the Vail comprehensive plan and is compatible with the development objectives of the town; and**

#### Our Analysis:

*To be the Premier Mountain Resort Community...*

We share this vision with the Town of Vail. It is our intent to further this vision through the addition of world-class facilities in a new mixed use village, called Ever Vail. This subdivision will enable the redevelopment of Ever Vail.

This vision is further supported by stated development objectives of the Town of Vail. The purpose statement of the Lionshead Mixed Use-2 Zone District states:

*The Lionshead mixed use 2 district is intended to provide sites for a mixture of multiple-family dwellings, lodges, hotels, fractional fee clubs, timeshares, lodge dwelling units, restaurants, offices, skier services, light industrial activities, and commercial establishments in a clustered, unified development. Lionshead mixed use 2 district, in accordance with the Lionshead redevelopment master plan, is intended to ensure adequate light, air, open space and other amenities appropriate to the permitted types of buildings and uses and to maintain the desirable qualities of the zone district by establishing appropriate site development standards. This zone district is meant to encourage and provide incentives for redevelopment in accordance with the Lionshead redevelopment master plan.*

*This zone district was specifically developed to provide incentives for properties to redevelop. The ultimate goal of these incentives is to create an economically vibrant lodging, housing, and commercial core area. The incentives in this zone district include increases in allowable gross residential floor area, building height, and density over the previously established zoning in the Lionshead redevelopment master plan study area. The primary goal of the incentives is to create economic conditions favorable to inducing private*

*redevelopment consistent with the Lionshead redevelopment master plan. Additionally, the incentives are created to help finance public, off site, improvements adjacent to redevelopment projects. Public amenities which will be evaluated with redevelopment proposals taking advantage of the incentives created herein may include: streetscape improvements, pedestrian/bicycle access, public plaza redevelopment, public art, roadway improvements, and similar improvements.*

The Lionshead Redevelopment Master Plan provides the framework for the Town of Vail to review this major subdivision application to facilitate the redevelopment of Ever Vail. A complete analysis of the Lionshead Redevelopment Master Plan is included in a previous section of this overall document.

The preliminary plat approval of this major subdivision allows Vail Resorts to move forward in the development of the Ever Vail into the mixed-use hub desired by the Town of Vail and described by the Lionshead Redevelopment Master Plan.

- 2. The extent to which the proposed subdivision complies with all of the standards of this title, as well as, but not limited to, title 12, "Zoning Regulations", of this code, and other pertinent regulations that the planning and environmental commission deems applicable; and**

Our Analysis:

The proposed subdivision complies with all of the Town's codes. Each parcel created by this subdivision meets the minimum lot area requirements of 10,000 sq. ft. This plat is being submitted in conjunction with a rezoning request so that the entirety of Parcels 1 and 2 will be zoned Lionshead Mixed Use-2. The total area of the Ever Vail subdivision is 12.275 acres or 534,697 sq. ft. Of the total area, 10.834 acres is defined as "buildable" or areas not within the flood-plain or with slopes in excess of 40%. Both parcels being created by the subdivision will be treated as one parcel for the purposes of zoning and development standards.

*Parcel 1:*

Parcel 1 is the eastern portion of the Ever Vail site, encompassing the parcels currently platted as Tracts A and B, South Frontage Road Subdivision (which is to be vacated by the proposed Ever Vail plat). It also encompasses the current portion of the Frontage Road right-of-way along this portion. It is 7.322 acres (318,949sq. ft.). Approximately 6.3% of Parcel 1 consists of slopes in excess of 40% (20,196 sq. ft.) and 9,574 sq. ft. are with in the floodplain. Subtracting the total area of the site with slopes in excess of 40% minus the areas in the floodplain (excluding the areas which overlap) from the total site area leaves a 6.652 acres or 289,737 sq. ft of buildable area. It should be noted that many of the areas current at 40% slope or greater is a condition created by man with previous grading of the site as far back as the 1800's.

*Parcel 2:*

Parcel 2 is the western portion of the Ever Vail site, just to the West of Red Sandstone Creek, and is the current location of the Vail Professional Building and Cascade Crossing (zoned ABD), along with the portions of the existing Frontage Road along this site. Parcel 2 now includes the

Glen Lyon Office Building site. Parcel 2 is 4.953 acres (215,748 sq. ft.) with 25,589 sq. ft. with excess of 40% slopes and 9,479 sq. ft. in the floodplain. This equates to a total of 4.182 acres or 182,180 sq. ft. of buildable area. It should be noted that many of the areas current at 40% slope or greater is a condition created by man with previous grading of the site as far back as the 1800's.

**3. The extent to which the proposed subdivision presents a harmonious, convenient, workable relationship among land uses consistent with municipal development objectives; and**

Our Analysis:

Ever Vail provides a unique opportunity for redevelopment. The existing uses in the area vary from office uses to more industrial uses. The proximity of the site to both the ski mountain and Gore Creek creates remarkable opportunities to capitalize on these assets, while providing uses and services that the Town desires and needs. The relocation of the S. Frontage Road furthers these opportunities by creating a site that can fit these uses while minimizing impacts to adjacent properties. Moving the S. Frontage Road to a location along side I-70 consolidates these major thoroughfares, thus minimizing the effects of traffic on nearby properties and provides a more efficient vehicular corridor. The proposed uses within Evervail are consistent with municipal objectives and present a unique development opportunity within the Vail community.

**4. The extent of the effects on the future development of the surrounding area; and**

Our Analysis:

The proposed subdivision will allow for uses consistent with the zoning on the property and compatible with the surrounding area. The subdivision allows for the redevelopment of a Brownfield area (the former gas station site and the Vail Maintenance yard) that will have a positive effect on the surrounding area. The subdivision further allows for improvements and enhancements to Red Sandstone Creek, allowing for it to become an even greater amenity to the Town of Vail while preserving and repairing the riparian area. Direct neighbors to Ever Vail include the following:

- East: Vail Spa is currently a multi-family residential project, with limited office uses included. It is currently zoned Lionshead Mixed Use - 1, which allows for development consistent with the uses proposed at Ever Vail.
- West: The Glen Lyon neighborhood, including the Cascade Resort, is the nearest neighbors to the west and is separated by significant distance (right-of-way and stream tract). Future development and redevelopment in this area will likely be enhanced by the proposed development occurring at Ever Vail, including the new gondola.
- South: The ERWSD building is the nearest neighbor to the south, along with the stream tract and Tract K. Vail Resorts continues to work with the ERWSD to ensure that all of their concerns are addressed.

- North: Ever Vail will generally be bound by the relocated South Frontage Road and I-70 right-of-way to the north.

**5. The extent to which the proposed subdivision is located and designed to avoid creating spatial patterns that cause inefficiencies in the delivery of public services, or require duplication or premature extension of public facilities, or result in a "leapfrog" pattern of development; and**

Our Analysis:

The major subdivision is necessary to facilitate the redevelopment of the Ever Vail area. As a result, this subdivision is highly efficient as public utilities already exist in the site. Because Ever Vail is a redevelopment project, it does not result in a "leapfrog" pattern of development. The project is more consistent with in-fill development patterns. It is taking an existing, underutilized area and redeveloping it to a better use. The realignment of the S. Frontage Road will allow vehicular traffic to flow more efficiently through the area.

**6. The extent to which the utility lines are sized to serve the planned ultimate population of the service area to avoid future land disruption to upgrade undersized lines; and**

Our Analysis:

High capacity utility lines already exist in the area and since this area was already considered in the master planning of the area, proper planning of utility capacity was already undertaken. Any impacts to the utilities will be mitigated by Vail Resorts Development Company.

**7. The extent to which the proposed subdivision provides for the growth of an orderly viable community and serves the best interests of the community as a whole; and**

Our Analysis:

The re-alignment of the S. Frontage Road will allow for development to occur in a more logical pattern, along with consolidating and minimizing the impacts of the traffic associated with the S. Frontage Road and I-70. The alignment of the S. Frontage Road parallel to I-70 has been successful in other parts of Town and allows for an efficient flow of traffic.

In addition, the properties in the Ever Vail area are a mix of unplatted, metes and bounds legal descriptions and platted lots. The proposed subdivision will allow this area to be developed in a more orderly pattern.

The subdivision is one step in the overall process to allow for the redevelopment of the West Lionshead area into Ever Vail. The subdivision allows for the provision of public parking, a new ski lift and mixed-use hub for the Vail community. The applicant believes that this redevelopment serves the best interest of the community as a whole.

**8. The extent to which the proposed subdivision results in adverse or beneficial impacts on the natural environment, including, but not limited to, water quality,**

**air quality, noise, vegetation, riparian corridors, hillsides and other desirable natural features;**

Our Analysis:

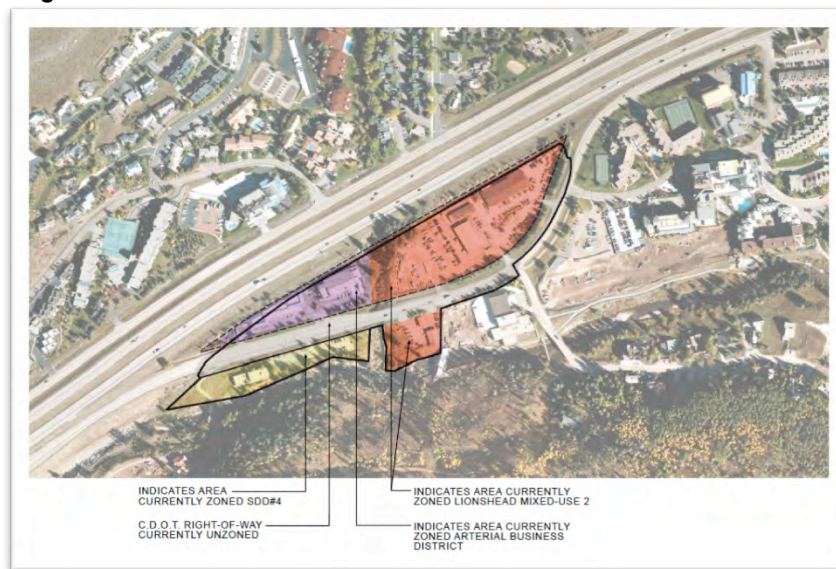
This major subdivision request will not result in adverse impacts on the natural environment. The site is currently developed with commercial uses and quasi-industrial uses on the site. All development proposals on the site will be completed with the utmost concern for the protection of the natural environment in the area, as we consider natural areas amenities to the guests of Ever Vail. As other included applications indicate, we are hoping to improve the riparian characteristics of Red Sandstone Creek, which borders the property to the east of the Vail Professional Building. The applicant hopes to make the creek a great asset to the area and to do so, will ensure that there are no adverse impacts to the natural environment. As stated previously, the project is in the LEED-ND Pilot Program, details of which can be found in another section of this submittal.

# V. Rezoning

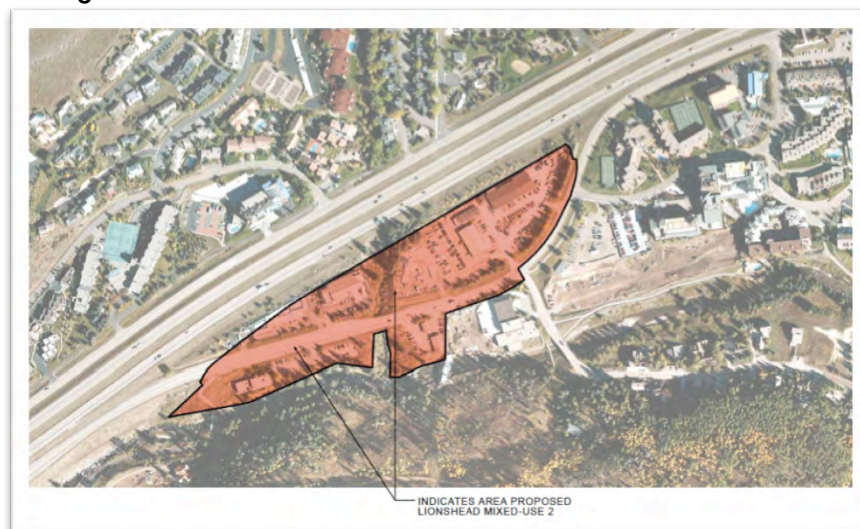
## A. Introduction to the Rezoning Request

Vail Resorts is submitting a request for a rezoning from ABD to LMU-2 for Parcel 2, created by the Ever Vail Subdivision. The site is currently zoned Arterial Business District and is the site of the Vail Professional Building and Cascade Crossing, located at 953 and 1031 Frontage Road. With the addition of the Glen Lyon Office Building site, Vail Resorts is also requesting that this site be rezoned from SDD #4 to Lionshead Mixed Use - 2. In addition, Vail Resorts is also requesting to zone the portion of the S. Frontage Road right-of-way, which is currently unzoned, to LMU-2. The end result will be the entirety of the Ever Vail Subdivision zoned Lionshead Mixed Use - 2. The majority of the site is already zoned Lionshead Mixed Use - 2, including the Vail Maintenance Facility and the old gas station site (see below).

### Existing Zoning Conditions:



### Proposed Zoning Conditions:



## **B. Review Criteria for a Rezoning Request**

- 1. The extent to which the zone district amendment is consistent with all the applicable elements of the adopted goals, objectives and policies outlined in the Vail comprehensive plan and is compatible with the development objectives of the town; and**

### Our Analysis:

The Lionshead Redevelopment Master Plan provides the framework for the Town of Vail to review this rezoning request from Arterial Business District to Lionshead Mixed Use-2, including the zoning of the Frontage Road right-of-way. Recently, the Town of Vail approved the inclusion of the Glen Lyon Office Building into the Lionshead Redevelopment Master Plan. The rezoning of these properties furthers the adopted goals and policies of the Lionshead Redevelopment Master Plan. A complete analysis of the Lionshead Redevelopment Master Plan is included in a previous section of this submittal.

- 2. The extent to which the zone district amendment is suitable with the existing and potential land uses on the site and existing and potential surrounding land uses as set out in the town's adopted planning documents; and**

### Our Analysis:

The Lionshead Redevelopment Master Plan indicates these properties to be a part of the West Lionshead mixed-use development. The property to the east, which includes the current maintenance facility, is currently zoned Lionshead Mixed Use - 2. The proposed site is bounded by I-70 to the North. The re-alignment of the Frontage Road will allow this area to become one cohesive development and the zoning of Lionshead Mixed Use - 2 to the property is more suitable than the current zoning designations.

In addition, the rezoning is suitable with the surrounding land uses:

- **East:** Vail Spa is currently a multi-family residential project, with limited office uses included. It is currently zoned Lionshead Mixed Use - 1, which allows for development consistent with the uses proposed at Ever Vail.
- **West:** The Glen Lyon neighborhood, including the Cascade Resort are the nearest neighbors to the west, is separated by significant distance (right-of-way and stream tract). Future development and redevelopment in this area will likely be enhanced by the proposed development occurring at Ever Vail, including the new gondola.
- **South:** The ERWSD building, is the nearest neighbor to the south. Vail Resorts continues to work with the ERWSD to ensure that all of their concerns are addressed.
- **North:** Ever Vail is generally bounded by the relocated South Frontage Road and I-70 right-of-way to the north.

- 3. The extent to which the zone district amendment presents a harmonious, convenient, workable relationship among land uses consistent with municipal development objectives; and**

Our Analysis:

The rezoning of these properties to Lionshead Mixed Use – 2 will allow for a more harmonious, convenient, and workable relationship in the proposed redevelopment of the West Lionshead area. Cascade Crossing and the Vail Professional Building are the only properties zoned Arterial Business District in the Town of Vail. The Glen Lyon Office Building is substantially physically separated from the remainder of SDD #4. Rezoning them to Lionshead Mixed Use – 2 allows for redevelopment which meets the town’s development objectives as outlined in the Lionshead Redevelopment Master Plan, Zoning Regulations, Vail 20/20, etc.

- 4. The extent to which the zone district amendment provides for the growth of an orderly viable community and does not constitute spot zoning as the amendment serves the best interests of the community as a whole; and**

Our Analysis:

As the adjacent area to the east is zoned Lionshead Mixed Use – 2 and this area is part of the Lionshead Redevelopment Master Plan study area, it is clear that this does not constitute a spot zoning. This amendment will help to allow the redevelopment of the West Lionshead area into a mixed use hub, serving the needs of guests and residents alike.

- 5. The extent to which the zone district amendment results in adverse or beneficial impacts on the natural environment, including, but not limited to, water quality, air quality, noise, vegetation, riparian corridors, hillsides and other desirable natural features; and**

Our Analysis:

This rezoning request will not result in adverse impacts on the natural environment. The site is currently developed with commercial uses on the site. All development proposals on the site will be completed with the utmost concern for the protection of the natural environment in the area, as we consider it an amenity to the guests of West Lionshead. As future applications will indicate, Vail Resorts is hoping to improve the riparian characteristics of Red Sandstone Creek, which borders the property to the east of the Vail Professional Building. Vail Resorts hopes to make the creek a great asset to the area and to do so, we will ensure that there are no adverse impacts to the natural environment. An Environmental Impact Report has been submitted with this application to provide further clarification on this criterion.

- 6. The extent to which the zone district amendment is consistent with the purpose statement of the proposed zone district; and**

Our Analysis:

The purpose statement of the Lionshead Mixed Use -2 Zone District is as follows:

*The Lionshead mixed use 2 district is intended to provide sites for a mixture of multiple-family dwellings, lodges, hotels, fractional fee clubs, timeshares, lodge dwelling units, restaurants, offices, skier services, light industrial activities, and commercial establishments in a clustered, unified development. Lionshead mixed use 2 district, in accordance with the Lionshead redevelopment master plan, is intended to ensure adequate light, air, open space and other amenities appropriate to the permitted types of buildings and uses and to maintain the desirable qualities of the zone district by establishing appropriate site development standards. This zone district is meant to encourage and provide incentives for redevelopment in accordance with the Lionshead redevelopment master plan.*

*This zone district was specifically developed to provide incentives for properties to redevelop. The ultimate goal of these incentives is to create an economically vibrant lodging, housing, and commercial core area. The incentives in this zone district include increases in allowable gross residential floor area, building height, and density over the previously established zoning in the Lionshead redevelopment master plan study area. The primary goal of the incentives is to create economic conditions favorable to inducing private redevelopment consistent with the Lionshead redevelopment master plan. Additionally, the incentives are created to help finance public, off site, improvements adjacent to redevelopment projects. Public amenities which will be evaluated with redevelopment proposals taking advantage of the incentives created herein may include: streetscape improvements, pedestrian/bicycle access, public plaza redevelopment, public art, roadway improvements, and similar improvements.*

The application of Lionshead Mixed Use – 2 to this site, as part of the Lionshead Redevelopment Master Plan study area, is consistent with the above purpose statement. The rezoning will further the goals of the Town of Vail, and ensure consistency with the Lionshead Mixed Use – 2 Zone District.

- 7. The extent to which the zone district amendment demonstrates how conditions have changed since the zoning designation of the subject property was adopted and is no longer appropriate; and**

Our Analysis:

The Arterial Business Zone District was originally adopted in 1982. At the time, the entire Vail Valley was a different place. The population of the entire county in 1980 was just under 15,000. Today, it's estimated to be over 50,000. Beaver Creek Mountain opened in 1980. The Lionshead Parking Structure was completed in 1980. The Vail Professional Building was constructed in 1985, and Cascade Crossing was constructed in 1990. Twenty-five years ago, the idea of a "billion dollar" renewal of Vail was unfathomable. Arterial Business District was not a zone district applied to a property which would be envisioned to become a mixed use hub, with a parking structure and ski lift. The ABD Zone District is primarily a zone district intended for strip mall development. This site is no longer appropriate for this out-dated form of development. Furthermore, the designation of the Glen Lyon Office Building as part of SDD #4 is no longer appropriate for the site. Due to the physical separation from the remainder of SDD #4, and its proximity to Ever Vail, a zoning designation of Lionshead Mixed Use – 2 is more appropriate so that the entire site can be planned as one development site.

## VI. Text Amendment

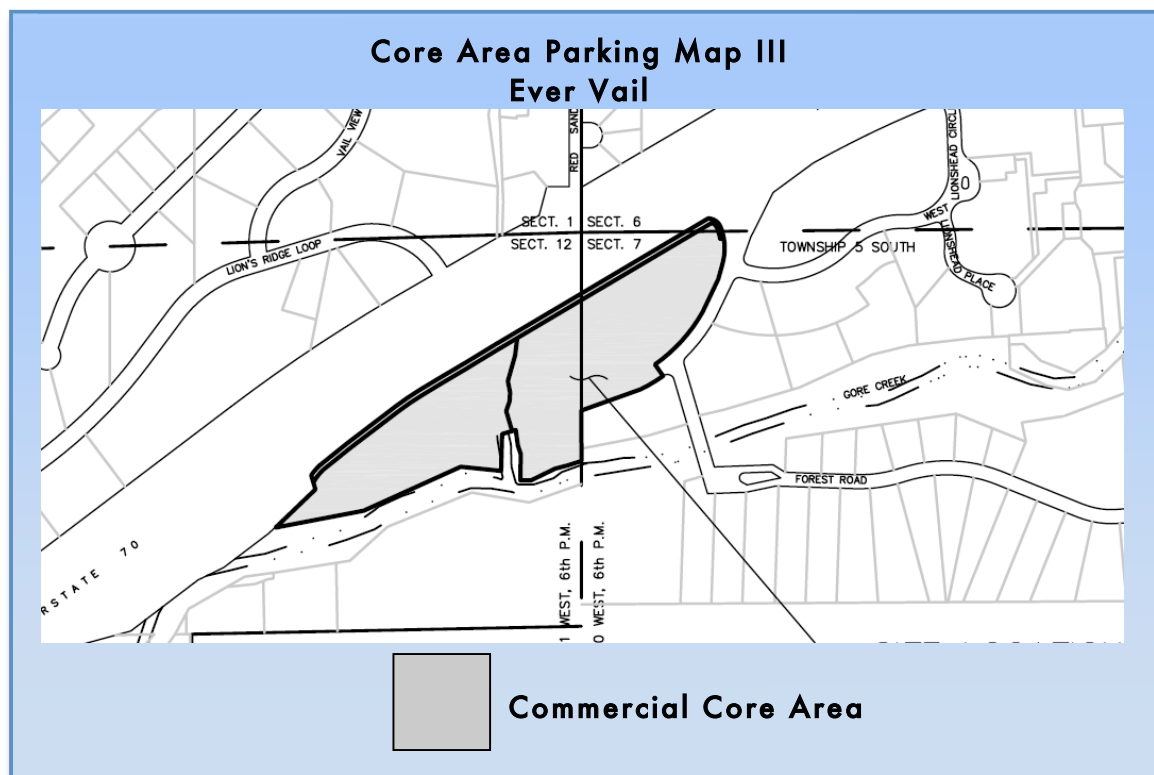
### A. Introduction to Text Amendment

Section 12-1-19 is requested to be amended to include the Ever Vail Subdivision to be within the Core Area Parking Requirements. Specifically, this section would be amended as follows (text to be deleted is indicated in strike-through; text to be added is indicated in **bold**):

**12-10-19: CORE AREAS IDENTIFIED:**

Tables 1 and 2 (core area parking maps I, and II, **and III** respectively, attached to the ordinance codified herein, and available for inspection in the office of the town clerk) shall be used to identify properties within Vail's commercial core areas for parking purposes.

In addition to the text amendment, the following map will be included in the amendment (final map to be coordinated with Town Staff):



Recognizing Ever Vail as a mixed-use development and as an additional Village of Vail, the Core Area parking requirements are more applicable for the following reasons:

- Availability of public parking in close proximity;
- People accessing residential and retail and skiing are only making a single trip and need only one parking space or less (mixed use);
- Destination skiers do not always have a car and are shuttled to hotels/residence;
- Availability of share car;
- Gondola access to the mountain;
- Access to in town shuttle and other bus routes.

One of the recommendations of the planning process associated with the Lionshead Redevelopment Master Plan was to look at the parking requirements of the Vail Village and Lionshead areas to study the Town’s parking requirements and the needs of these areas. During the summer of 1999, the Town hired the firm of Felsburg, Holt & Ullevig to conduct an in-depth analysis of parking generation in Vail’s commercial core areas. The primary purpose of the study was to determine the influence of external factors (mixed uses, transit/pedestrian trips, hourly variations in business activity) on parking generation. In 2000, the Town adopted the Core Area Parking Requirements for certain areas of Town – Vail Village and Lionshead.

At the time, the redevelopment of West Lionshead into Ever Vail was not a consideration. Ever Vail will be a mixed use development, emphasizing alternative means of transportation, and an extension of the Lionshead Area.

Including Ever Vail in the Core Area Parking Requirements is not an across the board reduction in parking requirements. For some uses, the parking requirements are actually more stringent. The Core Area Parking Requirements reflect what historically has occurred in the core areas and more accurately reflect the needs of the core areas.

Unlike all other properties with in Lionshead, Ever Vail is saddled with parking requirements beyond those of the Town Code. The Lionshead Redevelopment Master Plan recommends an additional 400 publicly available skier parking spaces to be located within Ever Vail. In addition, in conformance with the Lionshead Redevelopment Master Plan, Ever Vail will be the site to accommodate the replacement parking for the North Day Lot and the West Day Lot, which is an additional 310 parking spaces. As a result, a total additional obligation of 710 parking spaces are provided beyond the code requirements of 798 spaces, for a sum total of 1508 parking spaces. As currently designed, Ever Vail will include a total of 1551 parking spaces. The following table breaks down the parking as proposed (using Core Area Parking Requirements):

<b>Use</b>	<b>Code Requirement or Other Obligation</b>	<b>Public or Private</b>	<b>Total Spaces Provided</b>
Residential	Code Requirement	Private	489.3
Commercial	Code Requirement	Public	308.2
Skier Parking	Other Obligation	Public	400
Replacement Parking	Other Obligation	Quasi-public	310
<b>TOTAL (Code Requirement + Obligation):</b>			<b>1,507.5</b>
<b>TOTAL PROVIDED:</b>			<b>1,551 spaces</b>

Comparison of Core Area Parking Requirements to Non-Core Area Parking Requirements:

Parking Analysis								
	Quantity	Core Area	Result1	Reduction	Not Core Area	Result2	Reduction	Percent Change
Dwelling Units	358	1.4 per unit	501.20	375.90	if du>2000 sf, 2.5 / if du<2000, 2	895.00	671.25	-44.0%
Accom. Units	120	.7 per unit	84.00	63.00	.4 per au + .1 per 100 sq. ft. of GRFA	48.00	36.00	75.0%
EHU	48	1.4 per unit	67.20	50.40	<500 sf, 1.5 / if less than 200 sf, 2	72.00	54.00	-6.7%
Hotel Conference	5,156	1 per 330 sf seating area	15.62	11.72	1 per 120 of seating floor area	42.97	32.23	-63.6%
Meeting Room	3,840	1 per 165 sf seating area	23.27	17.45	1 per 120 of seating floor area	32.00	24.00	-27.3%
Restaurant	14,293	1 per 250 of seating floor area	57.17	42.88	1 per 120 sf of seating floor area	119.10	89.33	-52.0%
Retail	52,620	2.3 per 1000 sf net floor area	121.03	90.77	1 per 300 sf of net floor area	175.40	131.55	-31.0%
VRD/Ski School*	15,690	1 per 1000 sf net floor area	15.69	11.77	1 per 250 sf net floor area	62.76	47.07	-75.0%
Spa*	20,710	1 per 1000 sf net floor area	20.71	15.53	1 per 300 sf of net floor area	69.03	51.78	-70.0%
Office	33,600	2.7 for 1000 sf net floor area	90.72	68.04	1 per 250 sf net floor area	134.40	100.80	-32.5%
Maint. Facility	1	estimated need of 50 spaces	50.00	50.00	estimated need of 50 spaces	50.00	50.00	0.0%
<b>TOTAL:</b>			<b>1046.61</b>	<b>797.46</b>	<b>TOTAL:</b>	<b>1700.66</b>	<b>1288.00</b>	<b>-38.5%</b>

## **B. Review Criteria for a Text Amendment**

The Town of Vail Zoning Regulations provide the criteria for review of a text amendment. For the purposes of this application, each criterion will be addressed below:

- 1. The extent to which the text amendment furthers the general and specific purposes of the zoning regulations; and**

### Our Analysis:

The Town of Vail Zoning Regulations, in Section 12-1-2: Purpose, describes the general purpose of the regulations as follows:

#### *12-1-2: PURPOSE:*

*A. General: These regulations are enacted for the purpose of promoting the health, safety, morals, and general welfare of the town, and to promote the coordinated and harmonious development of the town in a manner that will conserve and enhance its natural environment and its established character as a resort and residential community of high quality.*

Section 12-1-2 also provides the specific purposes of the regulations as follows:

- 1. To provide for adequate light, air, sanitation, drainage, and public facilities.*
- 2. To secure safety from fire, panic, flood, avalanche, accumulation of snow, and other dangerous conditions.*
- 3. To promote safe and efficient pedestrian and vehicular traffic circulation and to lessen congestion in the streets.*
- 4. To promote adequate and appropriately located off street parking and loading facilities.*
- 5. To conserve and maintain established community qualities and economic values.*
- 6. To encourage a harmonious, convenient, workable relationship among land uses, consistent with municipal development objectives.*
- 7. To prevent excessive population densities and overcrowding of the land with structures.*
- 8. To safeguard and enhance the appearance of the town.*
- 9. To conserve and protect wildlife, streams, woods, hillsides, and other desirable natural features.*
- 10. To assure adequate open space, recreation opportunities, and other amenities and facilities conducive to desired living quarters.*
- 11. To otherwise provide for the growth of an orderly and viable community.*

In addition, Section 12-10-1 of the Zoning Regulations provides the purpose of the Parking and Loading Chapter:

#### *12-10-1: PURPOSE:*

*In order to alleviate progressively or to prevent traffic congestion and shortage of on street parking areas, off street parking and loading facilities shall be provided*

*incidental to new structures, enlargements of existing structures or a conversion to a new use which requires additional parking under this chapter. The number of parking spaces and loading berths prescribed in this chapter shall be in proportion to the need for such facilities created by the particular type of use. Off street parking and loading areas are to be designed, maintained and operated in a manner that will ensure their usefulness, protect the public safety, and, where appropriate, insulate surrounding land uses from their impact. In certain districts, all or a portion of the parking spaces prescribed by this chapter are required to be within the main building in order to avoid or to minimize the adverse visual impact of large concentrations or exposed parking and of separate garage or carport structures.*

While many of the purpose statements are not necessarily applicable to this particular code amendment, it is important to note that it does further many of them. Including Ever Vail into the core area for parking requirements means that the parking provided will more adequately meet the demand. This demand has been established by numerous studies completed by the Town. Parking will almost entirely be provided below-grade or in structured parking, minimizing the visual and aesthetic impacts of parking. Most importantly, this amendment promotes adequate and appropriately located off street parking facilities.

- 2. The extent to which the text amendment would better implement and better achieve the applicable elements of the adopted goals, objectives, and policies outlined in the Vail comprehensive plan and is compatible with the development objectives of the town; and**

Our Analysis:

A complete analysis of the Lionshead Redevelopment Master Plan has been included in a previous section of this submittal document and provides support for this amendment.

- 3. The extent to which the text amendment demonstrates how conditions have substantially changed since the adoption of the subject regulation and how the existing regulation is no longer appropriate or is inapplicable; and**

Our Analysis:

While this text amendment is considered independent of the other applications submitted for Ever Vail, it is necessary to consider the development as a whole to understand why the Core Area Parking Requirements are more applicable to this site. The Core Area Parking Requirements as codified today were reviewed and adopted in 1999 and 2000, immediately following the adoption of the Lionshead Redevelopment Master Plan in 1998. While it was understood that the West Lionshead area was likely to redevelop in some manner, the properties were owned by a number of different entities, and it was not thought that this area would be under single ownership and could be developed in a more comprehensive manner. More importantly, neither a ski lift, nor a public parking structure were considered for this site at the time of adoption.

In the nearly 10 years since the adoption of the Lionshead Redevelopment Master Plan and the Core Area Parking Requirements, many factors have changed. In conjunction with the

Ever Vail Parking Structure, Vail Resorts is planning many transit uses on-site, which will allow in-town buses and the ECO Bus system to provide service to this site. Finally, Vail Resorts is moving forward with the LEED for Neighborhood Development certification process. To be certified, Ever Vail will be a multi-modal transit community, where all forms of transportation will be encouraged and, in some cases, mandated. The intent is to maximize public transit to the site and the proposal includes:

- Bus drop-off/pick up on the east side of the site.
- Skier drop-off spaces on the east side, along with substantial short-term drop-off spaces in the west side parking structure to accommodate DEVO drop-off.
- Extensive connections to Town pedestrian and bicycle networks.
- Hotel shuttle drop-off and pick-up locations onsite.

**4. The extent to which the text amendment provides a harmonious, convenient, workable relationship among land use regulations consistent with municipal development objectives; and**

Our Analysis:

The proposal to include Ever Vail in the Core Area parking requirements furthers the Town's goals of providing parking adequate to serve the uses of the development. In addition, the amendment allows for additional parking to be provided for the public, rather than allocated for private use. Maximizing public parking is a stated goal of the Town of Vail.

**5. Such other factors and criteria the planning and environmental commission and/or council deem applicable to the proposed text amendment.**

Our Analysis:

Not applicable.

## VII. Conditional Use Permits

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### A. *Introduction of the Conditional Use Permits*

We are submitting a request for conditional use permits to allow for the following uses:

- Private parking structure (including transit facilities)
- Maintenance Facility
- Gondola

These uses are all conditional uses listed in the Lionshead Mixed Use – 2 Zone District. A conditional use is further regulated by Chapter 16, Conditional Use Permits, Vail Town Code. The purpose of this chapter is as follows:

#### *12-16-1: PURPOSE; LIMITATIONS:*

*In order to provide the flexibility necessary to achieve the objectives of this title, specified uses are permitted in certain districts subject to the granting of a conditional use permit. Because of their unusual or special characteristics, conditional uses require review and evaluation so that they may be located properly with respect to the purposes of this title and with respect to their effects on surrounding properties. The review process prescribed in this chapter is intended to assure compatibility and harmonious development between conditional uses and surrounding properties and the town at large. Uses listed as conditional uses in the various districts may be permitted subject to such conditions and limitations as the town may prescribe to ensure that the location and operation of the conditional uses will be in accordance with development objectives of the town and will not be detrimental to other uses or properties. Where conditions cannot be devised to achieve these objectives, applications for conditional use permits shall be denied.*

### B. *Review Criteria for a Conditional Use Permit*

#### **1. Relationship and impact of the use on development objectives of the town.**

##### Our Analysis:

*To be the Premier Mountain Resort Community...*

We share this vision with the Town of Vail. It is our intent to further this vision through the addition of world-class facilities in Ever Vail.

This vision is further supported by stated development objectives of the Town of Vail. The purpose statement of the Lionshead Mixed Use-2 Zone District states:

*The Lionshead mixed use 2 district is intended to provide sites for a mixture of multiple-family dwellings, lodges, hotels, fractional fee clubs, timeshares, lodge*

*dwelling units, restaurants, offices, skier services, light industrial activities, and commercial establishments in a clustered, unified development. Lionshead mixed use 2 district, in accordance with the Lionshead redevelopment master plan, is intended to ensure adequate light, air, open space and other amenities appropriate to the permitted types of buildings and uses and to maintain the desirable qualities of the zone district by establishing appropriate site development standards. This zone district is meant to encourage and provide incentives for redevelopment in accordance with the Lionshead redevelopment master plan.*

*This zone district was specifically developed to provide incentives for properties to redevelop. The ultimate goal of these incentives is to create an economically vibrant lodging, housing, and commercial core area. The incentives in this zone district include increases in allowable gross residential floor area, building height, and density over the previously established zoning in the Lionshead redevelopment master plan study area. The primary goal of the incentives is to create economic conditions favorable to inducing private redevelopment consistent with the Lionshead redevelopment master plan. Additionally, the incentives are created to help finance public, off site, improvements adjacent to redevelopment projects. Public amenities which will be evaluated with redevelopment proposals taking advantage of the incentives created herein may include: streetscape improvements, pedestrian/bicycle access, public plaza redevelopment, public art, roadway improvements, and similar improvements.*

The Lionshead Redevelopment Master Plan provides the framework for the Town of Vail to review the conditional use permit applications. This LRMP is discussed in a previous section of this document and should be referenced in support of this section. Each of the conditional uses proposed are specifically identified in the LRMP as priorities for this site. These uses are consistent with the development objectives of the Town of Vail.

**2. Effect of the use on light and air, distribution of population, transportation facilities, utilities, schools, parks and recreation facilities, and other public facilities and public facilities needs.**

Our Analysis:

The addition of the public/private parking structure will have positive effects on the above criteria. The addition of a new portal onto the ski mountain will serve to disperse skiers, allowing additional choices for their point of entry onto the mountain, as the study of skier distribution indicates (see study under separate cover). The new gondola and the parking structure are integral in the ability to serve the population by providing both a new lift and the parking necessary to serve the new lift. In addition, this will help to alleviate congestion in lift lines in the Village and Lionshead, by providing skiers with an additional choice to park to access the mountain as well as substantially reducing parking which occurs on the Frontage Road. The maintenance facility is completely subterranean and is a much needed improvement to an outdated facility.

3. **Effect upon traffic, with particular reference to congestion, automotive and pedestrian safety and convenience, traffic flow and control, access, maneuverability, and removal of snow from the streets and parking areas.**

Our Analysis:

We are working with CDOT in the re-alignment of the Frontage Road and CDOT is very supportive of the proposed re-alignment. In addition, we are providing several transit stops to serve the parking and the overall West Lionshead area. The ski lift will be in close proximity to the proposed parking structure, allowing for skiers to safely walk from the parking structure to the proposed ski lift. Having a gondola to service the skiers parked in the public parking structure allows for less impact on the Town's transportation system. In addition, with Mountain Operations below grade, there is no impact of the snow cats on the public road system.

4. **Effect upon the character of the area in which the proposed use is to be located, including the scale and bulk of the proposed use in relation to surrounding uses.**

Our Analysis:

The proposed parking structure is an integral part of the proposed mixed-use hub that Ever Vail is envisioned to become. The maintenance facility will be completely subterranean and have no impact to surround uses, which is a substantial improvement over the existing facility.

## VIII. Major Exterior Alteration

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### A. Introduction to the Major Exterior Alteration

In the Lionshead Mixed Use – 2 Zone District, a Major Exterior Alteration is required for the following types of projects:

#### 12-71-7: EXTERIOR ALTERATIONS OR MODIFICATIONS:

*Review Required: The construction of a new building or the alteration of an existing building shall be reviewed by the design review board in accordance with chapter 11 of this title. However, any project which **adds additional dwelling units, accommodation units, fractional fee club units, timeshare units, any project which adds more than one thousand (1,000) square feet of commercial floor area or common space, or any project which has substantial off site impacts (as determined by the administrator) shall be reviewed by the planning and environmental commission as a major exterior alteration in accordance with this chapter and section 12-3-6 of this title. Any project which requires a conditional use permit shall also obtain approval of the planning and environmental commission in accordance with chapter 16 of this title. Complete applications for major exterior alterations shall be submitted in accordance with administrative schedules developed by the department of community development for planning and environmental commission and design review board review.***

### B. Review Criteria for the Major Exterior Alteration

The Lionshead Mixed Use-2 Zone District does not supply criteria for review as in the case of a Special Development District. However, it does offer a description of the “compliance burden”.

#### 12-71-8: COMPLIANCE BURDEN:

*It shall be the burden of the applicant to prove by a preponderance of the evidence before the planning and environmental commission and the design review board that the proposed exterior alteration or new development is in compliance with the **purposes of the Lionshead mixed use 2 district, that the proposal is consistent with applicable elements of the Lionshead redevelopment master plan and that the proposal does not otherwise have a significant negative effect on the character of the neighborhood, and that the proposal substantially complies with other applicable elements of the Vail comprehensive plan.***

#### 1. Purpose of the LMU-2 Zone District

##### Our Analysis:

The Lionshead Mixed Use 2 zone district was created in 1999, as the implementation phase of the Lionshead Redevelopment Master Plan. It intended to create incentives for properties to redevelop. The purpose of the LMU-2 zone district is as follows:

*The Lionshead mixed use 2 district is intended to provide sites for a mixture of multiple-family dwellings, lodges, hotels, fractional fee clubs, timeshares,*

*lodge dwelling units, restaurants, offices, skier services, light industrial activities, and commercial establishments in a clustered, unified development. Lionshead mixed use 2 district, in accordance with the Lionshead redevelopment master plan, is intended to ensure adequate light, air, open space and other amenities appropriate to the permitted types of buildings and uses and to maintain the desirable qualities of the zone district by establishing appropriate site development standards. This zone district is meant to encourage and provide incentives for redevelopment in accordance with the Lionshead redevelopment master plan.*

*This zone district was specifically developed to provide incentives for properties to redevelop. The ultimate goal of these incentives is to create an economically vibrant lodging, housing, and commercial core area. The incentives in this zone district include increases in allowable gross residential floor area, building height, and density over the previously established zoning in the Lionshead redevelopment master plan study area. The primary goal of the incentives is to create economic conditions favorable to inducing private redevelopment consistent with the Lionshead redevelopment master plan. Additionally, the incentives are created to help finance public, off site, improvements adjacent to redevelopment projects. Public amenities which will be evaluated with redevelopment proposals taking advantage of the incentives created herein may include: streetscape improvements, pedestrian/bicycle access, public plaza redevelopment, public art, roadway improvements, and similar improvements.*

All the uses proposed at Ever Vail are listed in the Lionshead Mixed Use – 2 Zone District as permitted or conditional uses. As stated in the purpose statement and as a stated goal of Ever Vail, the goal is “to create an economically vibrant lodging, housing, and commercial core area.” The redevelopment of West Lionshead into Ever Vail is consistent with the purpose of the Lionshead Mixed Use – 2 Zone District.

## **2. Lionshead Redevelopment Master Plan Compliance**

### Our Analysis:

A complete analysis of Ever Vail’s compliance with the Lionshead Redevelopment Master Plan has been provided in a separate section of this submittal document and should be referenced with respect to this section.

## **3. Character of the Neighborhood**

### Our Analysis:

The existing uses in the West Lionshead area could be considered light industrial – the VR maintenance facility, old gas station, and the ERWSD treatment facility. While the maintenance facility will remain at Ever Vail, the facility will be relocated to an underground location, greatly improving the character of the neighborhood.

Direct neighbors to Ever Vail include the following:

- East: Vail Spa is currently a multi-family residential project, with limited office uses included. It is currently zoned Lionshead Mixed Use - 1, which allows for development consistent with the uses proposed at Ever Vail.
- West: The Glen Lyon neighborhood, including the Cascade Resort are the nearest neighbors to the west, and other than the Glen Lyon Office building, is separated by significant distance (right-of-way and stream tract). Future development and redevelopment in this area will likely be enhanced by the proposed development occurring at Ever Vail, including the new gondola.
- South: The ERWSD building is the nearest neighbor to the south. Vail Resorts continues to work with the ERWSD to ensure that all of their concerns are addressed.
- North: Ever Vail will generally be bound by the relocated South Frontage Road and I-70 right-of-way to the north.

The proposed development at Ever Vail will vastly improve the character of the neighborhood. The existing strip mall development will be eliminated, and a new sustainable, economically vibrant, and aesthetically pleasing development will replace it.

Existing Conditions:



#### 4. Other Applicable Elements of the Vail Comprehensive Plan

Our Analysis:

The Lionshead Redevelopment Master Plan has been covered in depth in previous sections of this submittal and is incorporated here by reference. The Vail Land Use Plan, which was originally adopted in 1986, also includes goals that are applicable to this project.

- 1.1 *Vail should continue to grow in a controlled environment, maintaining a balance between residential, commercial, and recreational uses to serve both the visitor and the permanent resident.*
- 1.3 *The quality of development should be maintained and upgraded whenever possible.*
- 1.12 *Vail should accommodate most of the additional growth in existing developed areas (infill areas).*
- 2.1 *The community should emphasize its role as a destination resort while accommodating day skiers.*
- 2.2 *The ski area owner, the business community and the Town leaders should work together to improve facilities for day skiers.*
- 5.3 *Affordable employee housing should be made available through private efforts, assisted by limited incentives, provided by the Town of Vail, with appropriate restrictions.*
- 5.4 *Residential growth should keep pace with the market place demands for a full range of housing types.*
- 5.5 *The existing employee housing base should be preserved and upgraded. Additional employee housing needs should be accommodated at varied sites throughout the community.*

Now over 30 years old, the Town of Vail Land Use Plan is outdated in general, but many of the concepts of the plan are applicable to development today.

## IX. Site Coverage Variance

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### A. Introduction to the Site Coverage Variance

In 1999, when the Lionshead Redevelopment Master Plan was written, it clearly stated that underground improvements did not count towards site coverage. A subsequent amendment to the definition of site coverage in the zoning regulations added underground improvements to the calculation of site coverage. The definition from the Zoning Code is as follows:

*SITE COVERAGE: The ratio of the total building area of a site to the total area of a site, expressed as a percentage. For the purposes of calculating site coverage, "building area of a site" shall mean that portion of a site occupied by any building, carport, porte-cochere, arcade, and covered or roofed walkway constructed at, **below**, or above grade as measured from the exterior face of the sheathing of the perimeter walls or supporting columns. For the purposes of this definition, a balcony or deck projecting from a higher elevation may extend over a lower balcony, deck or walkway, and in such case the higher balcony or deck shall not be deemed a roof or covering for the lower balcony, deck or walkway. In addition to the above, building area shall also include any portion of a roof overhang, eaves, or covered stair, covered deck, covered porch, covered terrace or covered patio that extends more than four feet (4') from the exterior face of the perimeter building walls or supporting columns.*

Following an issue with the Landmark's request for a site coverage variance, the Town amended the Lionshead Redevelopment Master Plan, removing the statement that "**Below grade development is not counted as site coverage**". It is clear from the original Master Plan language that below grade improvements were not to be included in the calculation of site coverage, specifically to allow parking to be located in below-grade structures and to maximize the number of parking spaces to be constructed. This definition of site coverage has not been applied uniformly to projects since the amendment. However in some cases, the Town staff has required variances from this requirement.

In the Lionshead Mixed Use - 2 Zone District, site coverage is limited to 70% of site area, or in the case of Ever Vail, site coverage is limited to 374,288 sq. ft. As proposed, Ever Vail will exceed this limitation by 36,712 sq. ft., or a total of 77% site coverage. However, when reviewing site coverage as originally intended by looking only at above grade improvements, the site coverage of Ever Vail is 47% or 254,135 sq.ft., well below the 70% limitation. As a result, a site coverage variance is requested to allow for site coverage to exceed 70% (below grade only.)

The most significant reason for the variance is the added direction by the Town to include 400 skier parking spaces onsite to address both the overflow parking that occurs on the Frontage Road as well as the gondola needs. But for this requirement, there would be no need for the site coverage variance.

### B. Review Criteria for Review

Before acting on a variance application, the planning and environmental commission shall consider the following factors with respect to the requested variance:

1. **The relationship of the requested variance to other existing or potential uses and structures in the vicinity.**

Our Analysis

Direct neighbors to Ever Vail include the following:

- East: Vail Spa is currently a multi-family residential project, with limited office uses included. It is currently zoned Lionshead Mixed Use - 1, which allows for development consistent with the uses proposed at Ever Vail.
- West: The Glen Lyon neighborhood, including the Cascade Resort are the nearest neighbors to the west, and other than the Glen Lyon Office building, is separated by significant distance (right-of-way and stream tract). Future development and redevelopment in this area will likely be enhanced by the proposed development occurring at Ever Vail, including the new gondola.
- South: The ERWSD building is the nearest neighbor to the south. Vail Resorts continues to work with the ERWSD to ensure that all of their concerns are addressed.
- North: Ever Vail will generally be bound by the relocated South Frontage Road and I-70 right-of-way to the north.

Because the site coverage variance is for underground improvements only, it is important to list the uses proposed underground:

- Vail Mountain Operations
- Loading and Delivery
- Parking

These uses are proposed to be located underground because of the undesirable impacts of having them located above-grade. Locating the uses below-grade minimizes the impacts these uses will have on adjacent properties.

Section 12-71-16, Parking and Loading, Vail Town Code, requires that "at least one-half the required parking shall be located with the main building" for sites such as Ever Vail in the Lionshead Mixed Use 2 Zone District. Additionally, Section 4.8.d of the Lionshead Redevelopment Master Plan recommends that "Parking should be visually inconspicuous. Parking should be structured below ground whenever possible". To meet the parking requirements of the Town's zoning regulations and the goals of the Town's master plans Vail Resorts is proposing to construct the majority of the new parking below grade.

Until the January 2006 adoption of Town code amendments clarifying the definition of site coverage, below grade parking structures were not interpreted by the Town as

site coverage. Because the variance is for underground improvements only, there is no significant negative impact on adjacent uses or structures in the vicinity.

- 2. The degree to which relief from the strict or literal interpretation and enforcement of a specified regulation is necessary to achieve compatibility and uniformity of treatment among sites in the vicinity, or to attain the objectives of this title without grant of special privilege.**

Our Analysis

Approval of the proposed site coverage variance will allow Vail Resorts to construct a below grade parking structure in conformance with the intent and goals of both the Town's zoning regulations and the Lionshead Redevelopment Master Plan. Recently, a similar variance was approved to allow for the parking structure at the Landmark. As a result, this variance is necessary to achieve compatibility and uniform treatment of sites in the vicinity, and the approval of this request is not a grant of special privilege.

- 3. The effect of the requested variance on light and air, distribution of population, transportation and traffic facilities, public facilities and utilities, and public safety.**

Our Analysis

Unlike the case of the Landmark noted above, this site coverage variance is necessary to provide adequate public facilities, specifically the additional parking proposed by Vail Resorts and recommended by the Lionshead Redevelopment Master Plan. Over 45% of the parking provided in Ever Vail is above and beyond the requirements of the Town Code. Vail Resorts recognizes their obligation to provide additional parking, but the result of that obligation is to provide public parking far beyond the requirements of the uses located on-site. The least impactful method of providing this parking is to provide it below grade.

- 4. Such other factors and criteria as the commission deems applicable to the proposed variance.**

Our Analysis

The site coverage variance is only necessary for the below-grade improvements. The above-grade site coverage is well below the 70% requirement. In addition, the project complies with the landscape area requirements.

## X. Housing Plan

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### I. CALCULATION METHOD

#### A. Existing Conditions

Site	Existing Sq. ft.
Cascade Crossing	
Retail	8,584 sq. ft.
Restaurant	1,479 sq. ft.
Office	1,020 sq. ft.
Vail Professional Building	
Office	17,987 sq. ft.
Retail	1,938
Vail BP	
Retail	3,374 sq. ft.
Glen Lyon Office Building	
Office	10,829 sq. ft.

**COMMERCIAL DEVELOPMENT:** Any development that includes uses such as business offices, professional offices, accommodation units, general retail, grocery, liquor and convenience, recreational amenity, real estate offices, conference facilities, health clubs, eating and drinking establishments, service oriented businesses, or similar uses.

**RESIDENTIAL DEVELOPMENT:** A development that includes at least one dwelling unit, including single-family dwellings, two-family dwellings, multiple family dwellings, fractional fee club units, lodge dwelling units, attached accommodation units, and timeshare units.

#### B. Net New Commercial Development for Ever Vail

Retail	52,620 sq. ft.
Restaurant	14,292 sq. ft.
Spa	20,370 sq. ft.
Office	33,600 sq. ft.
Skier Service/VRD	15,590 sq. ft.
Conference	8,996 sq. ft.
Hotel	120 rooms

Total Commercial Linkage Requirements: 75.13 employees

#### C. Net New Residential Development for Ever Vail

Residential Development Increase = Inclusionary Zoning

Inclusionary Zoning requirement = 10 percent of net new residential sq. ft.

<b>Net New GRFA</b>	534,400 sq. ft.
<b>Generation Rates</b>	(10% of net new)
<b>SF required</b>	53,440 sq. ft.

**D. Mitigation Method**

Commercial Linkage - The total employee housing requirement is to house 75.13 employees for the commercial linkage requirement. This will be partially accomplished through the construction of rental, deed-restricted, dorm-style employee housing. A total of 14 units, with 16,776 sq. ft. will fulfill 91% of the commercial linkage requirement. Currently, the intent is that all of employee housing for the commercial linkage requirement will be rental units. The remainder will be fulfilled through the purchase of off-site units.

Inclusionary - The total employee housing requirement is 53,440 sq. ft. for the inclusionary requirement. This will be partially fulfilled through the 34 for-sale, deed restricted units proposed on-site. Approximately 41,080 sq. ft. will be provided, or approximately 76% of the total inclusionary requirement. The remainder will be fulfilled through the purchase of off-site units.

**2. PLANS**

A dimensioned site plan and architectural floor plan that demonstrates compliance with Section 12-24-3, Building Requirements.

*See submitted plans*

**3. LOT SIZE**

The average lot size of the proposed EHUs and the average lot size of other dwelling units in the commercial development or redevelopment.

*Not Applicable*

**4. SCHEDULES**

A timeline for the provision of any off-site EHUs.

*Deed restrictions for off-site units will be provided prior to TCO of the project.*

**5. OFF-SITE UNITS**

A proposal for the provision of any off-site EHUs shall include a brief statement explaining the basis of the proposal.

*The applicant is proposing to meet more than the required 50% of employee housing on-site; providing 80% of the requirement on-site. The remaining requirement will be met off-site, as is allowed by the Town Code. Providing off-site units will afford a benefit to the Town of Vail, as it will immediately have employee units in place.*

**6. OFF-SITE CONVEYANCE REQUEST**

A request for an off-site conveyance shall include a brief statement explaining the basis for the request.

*Not Applicable*

**7. FEES-IN-LIEU**

A proposal to pay fees-in-lieu shall include a brief statement explaining the basis of the proposal.

*There will be no fee-in-lieu.*

**8. WRITTEN NARRATIVE**

A written narrative explaining how the employee housing plan meets the purposes of the Chapter and complies with the Town’s Comprehensive Plan.

**A. Chapter 12-24-1** The purpose of Chapter 12-24-1 is as follows:

*The purpose of this Chapter is to ensure that new residential development and redevelopment in the Town of Vail provide for a reasonable amount of employee housing to mitigate the impact on employee housing caused by such residential development and redevelopment.*

**Chapter 12-23-1:** The purpose of Chapter 12-23-1 is as follows:

*The purpose of this chapter is to ensure that new commercial development and redevelopment in the town provide for a reasonable amount of employee housing to mitigate the impact on employee housing caused by such commercial development and redevelopment.*

As indicated, the applicant is proposing to meet approximately 80% of the employee housing requirement on-site, exceeding the Town’s minimum requirement of 50%. It is the intent of Vail Resorts that Ever Vail is a vibrant community within the Town, with a mix of residents. With the mix of unit types, and both for-sale and rental housing, Ever Vail will be providing for employee housing at a variety of income levels, mitigating the impact of both residential and commercial development. In addition to meeting the Town’s requirements, Vail Resorts will be restricting the occupancy of some of the employee units to lower income residents by using County AMI standards for affordability.

**B. Lionshead Redevelopment Master Plan.** Ever Vail was recently included in to the Lionshead Redevelopment Master Plan study area. The following is taken from Chapter 4 of the Lionshead Redevelopment Master Plan:

#### 4.9 Housing

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

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

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

##### 4.9.2 Visual Issues

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

##### 4.9.3 Policy Based Housing Opportunities

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

At the time of the adoption of the Lionshead Redevelopment Master Plan, the practice of the Town of Vail was to require mitigation of the employees generated by a project. Neither the Town nor the Lionshead Redevelopment Master Plan ever anticipated the current requirements. As result, the employee housing provided by the Ever Vail development clearly exceeds the expectations of the Lionshead Redevelopment Master Plan and is therefore in compliance.

The Town Vail Land Use Plan offers the following goals with regard to employee housing:

- 5.3 *Affordable employee housing should be made available through private efforts, assisted by limited incentives, provided by the Town of Vail, with appropriate restrictions.*
- 5.5 *The existing employee housing base should be preserved and upgraded. Additional employee housing needs should be accommodated at varied sites throughout the community.*

Ever Vail complies with these statements from the Town of Vail Land Use Plan. Specifically, integrating the employee housing at Ever Vail into the project allows for employee housing to be slope-side and near their employment.

## XI. Adjacent Addresses

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210312109003  
GLEN LYON OFFICE BUILDING  
C/O ANDREW D. NORRIS  
1000 S FRONTAGE RD W STE 200  
VAIL, CO 81657

210312100005 000934 FRONTAGE RD  
VAIL CORPORATION  
PO BOX 959  
AVON, CO 81620-0959

210312100004 001031 FRONTAGE RD  
SOHO DEVELOPMENT LLC  
950 17TH ST STE 1600  
DENVER, CO 80202

210312100002 000953 FRONTAGE RD  
SOHO DEVELOPMENT LLC  
950 17TH ST STE 1600  
DENVER, CO 80202

210312124001 000923 FRONTAGE RD W  
VAIL CORP  
PO BOX 7  
VAIL, CO 81658

210312100010  
TOWN OF VAIL  
C/O FINANCE DEPT  
75 S FRONTAGE RD  
VAIL, CO 81657

210312109004 SUB:GLEN LYON SUBDIVISION  
LOT:39-2  
ROBERT J. ROSEN 2005 QPRT  
NANCY ROSEN 2005 QPRT  
1127 LAKE AVE  
GREENWICH, CT 06831

210312109005 009345 FRONTAGE RD  
HAGOPIAN & PENNINGTON,LLC  
C/O BRENTWOOD ASSOC & T.M. PENNINGTON  
11150 SANTA MONICA BLVD 1200  
LOS ANGELES, CA 90025

210312109002  
TOWN OF VAIL  
C/O FINANCE DEPT  
75 S FRONTAGE RD  
VAIL, CO 81657

210107200001  
TOWN OF VAIL  
C/O FINANCE DEPT  
75 S FRONTAGE RD  
VAIL, CO 81657

210107216001 000846 FOREST RD  
EAGLE RIVER WATER & SANITATION DIST  
846 FOREST RD  
VAIL, CO 81657

210107200001  
TOWN OF VAIL  
C/O FINANCE DEPT  
75 S FRONTAGE RD  
VAIL, CO 81657

210107218002  
TOWN OF VAIL  
75 S FRONTAGE RD W  
VAIL, CO 81657

210107218001  
TOWN OF VAIL  
75 S FRONTAGE RD W  
VAIL, CO 81657

210107217004 000825 FOREST RD  
GORE CREEK PLACE LLC  
PO BOX 7  
VAIL, CO 81658

210107217002 000728 LIONSHEAD CIR  
VAIL CORP  
PO BOX 7  
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000710 LIONSHEAD CIR  
VAIL SPA CONDOMINIUM ASSOC  
710 W LIONSHEAD CIR  
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DANN PETER - Registered Agent  
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VAIL RUN RESORT COMMUNITY  
1000 LIONS RIDGE LOOP  
VAIL, CO 81657

William I Fleischer - Registered Agent  
1000 LIONSRIDGE LOOP  
VAIL, CO 81657

210107217002  
RCR Vail LLC  
PO Box 959  
Avon, CO 81620

210107222004  
ACCP INVESTMENT I LLC  
11270 LONGWATER CHASE CT  
FT MYERS, FL 33908

210107222003  
3 GCP INC  
AV CHAPULTEPEC 18  
MEXICO DF 06640  
MEXICO

210107222002  
MARK GREENHILL REV TRUST - ELIZABETH GREENHILL  
REV TRUST - MARK GREENHILL FAMILY  
DESCENDANTS TRUST  
153 SHERIDAN RD  
WINNETKA, IL 60093

210107222001  
CAREY, ROBERT B.  
6912 E HUMMINGBIRD LN  
PARADISE VALLEY, AZ 85253

210107222007  
SHARE SYNDICATE XIII LLC  
C/O JANE IVY  
PO BOX 511  
VAIL, CO 81658

210107222008  
JANICE SAUVAGE TRUST NO 1  
8650 W TROPICANA AVE 208  
LAS VEGAS, NV 89147

210107222006  
SCHICIANO, KENNETH  
43 HIGHGATE RD  
WELLESLEY, MA 02481

210107222005  
5 GCP INC  
AV CHAPULTEPEC 18 COL DOCTORES  
MEXICO DF  
MEXICO

2103-014-01-068  
TELLEEN, DANIEL E.  
122 E MEADOW DR  
VAIL, CO 81657

2101-063-03-015  
JOSEPH O. BROUGHTON TESTAMENTARY TRUST  
240 ASH ST  
DENVER, CO 80220

2101-063-03-016  
BROUGHTON, JOSEPH O., JR & LINDA K.  
240 ASH ST  
DENVER, CO 80220

2101-063-03-014  
RICHARD E. & MARTHA GRIFFITH DEAN TRUST,  
RICHARD E. & MARTHA GRIFFITH DEAN TRUSTEES  
PO BOX 970  
TONGANOXIE, KS 66086

SIMBA RUN CONDOMINIUM ASSOCIATION  
Farrow Hitt  
1100 N FRONTAGE RD  
VAIL, CO 81657

BREAKAWAY WEST ASSOCIATION  
L.G. Johnson  
P.O. Box 1743  
VAIL, CO 81658

SANDSTONE 70 CONDOMINIUM ASSOCIATION,  
INC.  
Vail Tax & Accounting, Inc.  
BOX 5940  
AVON, CO 81620

SANDSTONE 70 CONDOMINIUM ASSOCIATION,  
INC.  
PO BOX 1679  
AVON, CO 81620

CDOT  
4201 E. ARKANSAS AVENUE  
DENVER, CO 80222

MAURIELLO PLANNING GROUP, LLC  
POST OFFICE BOX 1127  
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