



**HEALTHY
COMMUNITIES
COALITION**
OF EAGLE COUNTY
LIVE PLAY EAT FEEL **HEALTHY** HERE



PLAN4Health
An American Planning Association Project



Town of Vail

*Healthy Eating and Active Living
Master Plan Policy Scan*



Town of Vail

Plan4Health Policy Scan

INTRODUCTION AND BACKGROUND

The Plan4Health project is designed to leverage planners' roles as collaborators and conveners to improve health outcomes and influence healthy community design in the built environment. Plan4Health is launching in neighborhoods, cities, and counties across the United States, funding work at the intersection of planning and public health. Anchored by American Planning Association (APA) chapters and American Public Health Association (APHA) affiliate members, Plan4Health supports creative partnerships to build sustainable, cross-sector coalitions. Each coalition participating in the Plan4Health grant is committed to increasing access to healthy opportunities through nutrition or physical activity. And, each coalition is dedicated to meeting the needs of residents where they live, work, or play.

The Healthy Communities Coalition (Coalition) of Eagle County was awarded the Plan4Health grant in late 2015. The Coalition is comprised of multidisciplinary professionals and community members committed to fostering health among all residents in Eagle County. Since its inception in 2012, the Coalition has worked together to implement several evidence-based strategies to increase opportunities for healthy eating and active living (HEAL) for all. The Coalition's Plan4Health project was born out of prioritization of the built environment to affect sustainable and equitable change to support healthy eating and active living. The built environment is defined as settings designed, created, modified and maintained by humans (e.g. roads, schools, neighborhoods, transit systems, etc.). Creating a healthy built environment means communities are designed in a way that enables people to live, learn, work, play, and age in place and allow them to thrive by being in a safe, healthy, environment to reach their full potential.

Eagle River Valley municipalities are already working to assure healthy community design. The Plan4Health grant project has provided the opportunity for the Coalition to conduct a policy scan of municipal master plans for policies that support healthy eating and active living. This project enables the Coalition to understand how healthy community design has been prioritized in master plan and strategic plan policy language along with other adopted municipal plans, to encourage future policies that support healthy community design efforts, and enables communities to be recognized for their existing efforts



**HEALTHY
COMMUNITIES
COALITION**
OF EAGLE COUNTY
LIVE PLAY EAT FEEL HEALTHY HERE

OUR VISION

By 2020, Eagle County will be a community that promotes and fosters a healthy environment for all.

OUR MISSION

The Healthy Communities Coalition facilitates and empowers the community into action for lifelong wellness through healthy eating and active living.

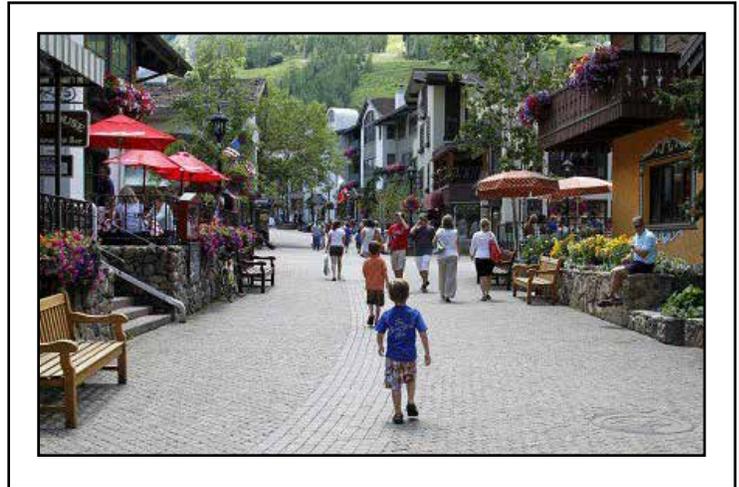


APPROACH:

The Plan4Health Policy Scan is a project of the Healthy Communities Coalition of Eagle County. The area of study includes: Towns of Avon, Eagle, Gypsum, Minturn, Red Cliff, Vail and unincorporated Eagle County. The Healthy Communities Coalition sought the permission and input of each listed municipality for this Policy Scan project. This Policy Scan covers topics of relevance to the Plan4Health project including: Healthy Food Access, Active Transportation and Public Transit, Community Design and Land Use, which were defined and vetted by the Healthy Communities Coalition. The Plan4Health policy scan will also highlight: initiatives, programs, resolutions, community engagement, and major accomplishments.

The Policy Scan includes a review of all recent or currently utilized:

- Comprehensive plans
- Community and Subarea Plans
- Transportation/Trails/Transit Plans
- Parks and Recreation Plans
- Strategic Plans



Other relevant community-based planning documents have also been included (see Table 1 below). Secondly, interviews were conducted with key staff within each jurisdiction to collect information on a sample of relevant programs and initiatives as well as information regarding policies that may be in process, but have not yet been approved.

POLICY DOCUMENTS REVIEWED:

TABLE 1

Jurisdiction	Documents Reviewed
Town of Vail	Donovan Park Master Plan - (1985) Employee Housing Strategic Plan (2008) Ford Park Park Master Plan (2013) Gore Creek Water Quality Improvement Plan (2013) Lionshead Master Plan (2011) The Vail Village Urban Design Guide Plan (1980) Town of Vail Land Use Plan (2009) Town of Vail Transportation Master Plan (2009) Vail 20/20 Strategic Action Plan (2007) Vail Comprehensive Open Lands Plan (1994) Vail Village Master Plan (2012) Vail Economic Development Strategic Plan (2008) Town of Vail Code Green Environmental Sustainability Strategic Plan (2009)

SCAN NOTES:

The Vail Valley Mtn. Bike Association is currently involved in the creation of a trails master plan West Vail Redevelopment Plan (2006) - Found a powerpoint presentation but not the plan itself.



HEALTHY FOOD ACCESS POLICIES:

The information contained in this section is the exact policy language from each planning document listed below. Listing this policy language is intended to remind the jurisdictions of healthy eating and food access policies currently in place. Healthy food access can be defined as the availability and access to fresh, healthy, or locally sourced food. The policy language below reflects healthy food access in Vail through themes of access to fishing areas. Vail has a tradition of both hunting and fishing creating opportunities for locally sourced, fresh food. Commentary around particular policies may be found below listed in italics. Policies oriented towards aging populations are listed with a double asterisk (**).



VAIL 20/20 STRATEGIC ACTION PLAN (2007)

Parks and Recreation

Goal #2 (p.6) Establish and improve upon partnerships with public, private and non-profit entities, ultimately delivering added benefits to recreation users.

- **Actions/Strategies**

- Work with private sector and water controlling entities to improve fishing opportunities.

ACTIVE AND PUBLIC TRANSPORTATION POLICIES:

The information contained in this section is the exact policy language from each planning document listed below. Listing this policy language is intended to remind the jurisdictions of active and public transportation policies currently in place. Active and public transportation can be defined as walking, biking or other physically active means of travelling and mobility. Public transportation is also included as a factor in active living as it often begins and ends with a walking or biking trip. The policy language below reflects active and public transportation policies in Vail through themes of: Promotion of alternative transportation through planning efforts that will reduce Vail's carbon impact. A major objective for Vail Village is to encourage pedestrian circulation through an interconnected network of safe, pleasant pedestrian ways. Additional themes include: Encouragement of the use of public transportation to minimize the use of private automobiles throughout Vail. Research feasibility of an advanced mass transit system in Vail. A critical theme that emerged in the scan is to provide striped and signed bike lanes on both sides of frontage roads the entire length of the valley. Vail has done significant work in the past in both active transportation and public transportation policy. Commentary around particular policies may be found below listed in italics. Policies oriented towards aging populations are listed with a double asterisk (**).

VAIL 20/20 STRATEGIC ACTION PLAN (2007)

Land Use and Development

- Goal #2 (p.4)
 - Land Use and development decisions will address environmental sustainability as a priority of the community.
- Actions/Strategies
 - Promote alternative transportation through planning efforts that will reduce Vail's carbon impact.

Parks and Recreation

- Goal #2 (p.6)
 - Establish and improve upon partnerships with public, private and non-profit entities, ultimately delivering added benefits to recreation users.
- Actions/Strategies
 - Work with Vail Resorts, Inc. and the Forest Service to build new trail systems.
 - Work with Vail Resorts, Inc. to improve biking and hiking on Vail Mountain and create additional on mountain recreation opportunities.

Strengthen this policy language by naming additional potential partners, the Vail Valley Mountain Bike Association is an obvious one, are there any other organizations that could add value to trails or parks projects?



ACTIVE AND PUBLIC TRANSPORTATION POLICIES:

VAIL 20/20 STRATEGIC ACTION PLAN (2007)(CONTINUED)

Parks and Recreation *(Continued)*

- Goal #3 (p.7)
 - Goal #3: Conduct necessary capital improvements of Vail's current recreational facilities and amenities to meet high standard of quality for users.
- Action/Strategies
 - Create trail connections that take users off the road.

A network of on-road bicycle infrastructure is an excellent complement to Vail's extensive network of off-road trails. By focusing on removing active transportation from roads we end up with auto domination in Vail rather than an integrated multi-modal system.

Environmental Sustainability

- Goal #2 (p.8)
 - Energy Management in Buildings and Transportation: Reduce the town's 2007 baseline greenhouse gas emissions.
- Actions/Strategies
 - Research alternative fuel options for town transit/fleet operations.
 - Partner with the I-70 Coalition and ECO Transit to promote and leverage mass transit projects.
 - Enforce vehicle idling laws to reduce carbon output.

Transportation

- 20/20 Vision (p.12)
 - Vail is recognized as having a comprehensive transportation system and through continued redevelopment, has reinforced its transit-oriented lifestyle. Transit, walking and biking are the major modes of travel along with extensive, multimodal connections between major destinations. Those who choose to drive are welcomed with a well-maintained roadway system directing vehicles to Vail's managed parking areas. Goods and service delivery are distributed through the town's dispersed loading and delivery system. Getting to and from Vail is safe and efficient. Connections throughout the intermountain area are seamless and a big factor in Vail's quality of life. Workers enjoy a one-hour commute from the Denver Metro area or Glenwood Springs in a reliable and environmentally friendly method, while residents and guests enjoy the same commute to Denver for work or visits to the many cultural venues and events. Convenient connections to the nearby airports make year round travel to Vail easy from anywhere in the world.
- Goal #1 (p.12)
 - Create an integrated Transportation System with high levels of service that caters to the many needs of our residents, guests and employees and embraces the many issues of the surrounding natural and built environment in its design, implementation and operation.
- Bikeway (p.12)
 - Integrate Frontage Road plans to include bikeway construction.
 - Work with regional trail authorities to implement a comprehensive regional bike trail system to ensure Vail will be the center of a regional bike trail system connecting areas as far as Aspen, Rifle, Breckenridge, Fairplay, Kremmling, Leadville and Salida.
 - Create regulations that provide convenient connections between developments and bikeways. -Work with private developers to ensure all arterials in Vail have bikeways along them and that there are connections between neighborhoods.
 - Codify and require developments to provide easements and construct connections.
 - Work with the Forest Service, Bureau of Land Management, Greater Outdoors Colorado, Colorado Trail and other partners to implement the Rocky Mountain trail system that provides regional connections for hiking, mountain biking and other non-motorized modes of transportation, with Vail in the center of the system.
 - Increase bicycle parking in commercial core areas.

Strengthen this policy language by including a focus area on connecting bikeways to local on-street bicycle networks.



ACTIVE AND PUBLIC TRANSPORTATION POLICIES:

VAIL 20/20 STRATEGIC ACTION PLAN (2007)(CONTINUED)

- Pedestrianization (p.13)
 - Ensure that all pedestrians have a maximum of a quarter mile or less to walk from transit stops to major destinations.
 - Ensure that walking distances from residential areas to transit stops are one-sixth of a mile in high density areas (5 minute walk), one-third mile in medium density areas (10 minute walk), and a half mile in low density areas (15 minute walk).
 - Ensure transit and pedestrian connections are integrated into the design of development projects.
 - Evaluate the need for amendments to Zoning Regulations and master plans to incorporate transit oriented development and more mixed use development.
 - Analyze current manmade pathways and acquire easements to build legitimate pathways (including streamwalk).
 - Improve sidewalks on frontage roads and other necessary places.
- Transit (p.13)
 - Annually review transit costs and parking revenue and adjust as necessary in order to maintain balance.
 - Provide peak time line haul service of five to eight minutes and max of 15 to 20 minutes on outlying peak service.
 - Ensure and plan for all major parking areas to be integrated with significant line haul transit connections.
 - Research feasibility of an advanced mass transit system in Vail.
 - Provide a max of 30 minutes to one hour off-peak service that is coordinated with expected walk times and people's ability to reach stops during both the winter and summer.
 - Coordinate and work with ECO Transit to ensure service can be provided as demand is driven by Vail's aggressive parking management and travel demand management strategies.
 - Work with local, regional and state governments to ensure that Vail's mass transit system is interconnecte to a county-wide and statewide system, including connections to Summit and Garfield counties.

VAIL VILLAGE MASTER PLAN (2012)

GOAL #3 (p.10) TO RECOGNIZE AS A TOP PRIORITY THE ENHANCEMENT OF THE WALKING EXPERIENCE THROUGHOUT THE VILLAGE

- Objective 3.1: (p.10) Physically improve the existing pedestrian ways by landscaping and other improvements.
- Policy 3.1.1: (p.11) Private development projects shall incorporate streetscape improvements (such as paver treatments, landscaping, lighting and seating areas), along adjacent pedestrian ways.
- Objective 3.2: (p.11) Minimize the amount of vehicular traffic in the Village to the greatest extent possible.
- Policy 3.2.1: (p.11) Vehicular traffic will be eliminated or reduced to absolutely minimal necessary levels in the pedestrianized areas of the Village.

The two policies listed above are great examples of language focused on removing barriers and encouraging walking.

- Objective 3.4: (p.11) Develop additional sidewalks, pedestrian-only walkways and accessible green space areas, including pocket parks and stream access.
- Policy 3.4.2: (p.11) Private development projects shall be required to incorporate new sidewalks along streets adjacent to the project as designated in the Vail Village Master Plan and/or Recreation Trails Master Plan.



ACTIVE AND PUBLIC TRANSPORTATION POLICIES:

VAIL VILLAGE MASTER PLAN (2012)(CONTINUED)

GOAL #5 (p.13) INCREASE AND IMPROVE THE CAPACITY, EFFICIENCY, AND AESTHETICS OF THE TRANSPORTATION AND CIRCULATION SYSTEMS THROUGHOUT THE VILLAGE.

- Objective 5.2: (p.13) Encourage the use of public transportation to minimize the use of private automobiles throughout Vail.
- Policy 5.2.1: (p.13) The Town and its regional partners shall continue to provide an efficient transit system and increase service levels as needed to meet demand.
- Policy 5.2.2: (p.13) The Town shall facilitate and encourage the operation of private shuttle vans outside of the pedestrianized core area.
- Objective 5.3: (p.14) Concentrate the majority of interconnecting transit activity at the periphery of the Village to minimize vehicular traffic in pedestrianized areas.
- Policy 5.3.1: (p.14) The Vail Transportation Center shall be the primary pick-up and drop-off point for public transit and private shuttle vans and taxis.
- Objective 5.4: (p.14) Improve the streetscape circulation corridors throughout the Village. Strengthen this policy by adding language focused on including active transportation into the streetscape.

THE VAIL VILLAGE URBAN DESIGN GUIDE PLAN (1980)

Vail Village Design Considerations

Urban Design Considerations

A. Pedestrianization (p.3)

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

LIONSHEAD MASTER PLAN (2011)

Chapter 4: Master Plan Recommendations - Overall Study Area

4.2 Connection to Vail Village (p.4-3)

- The lack of connection between Lionshead and Vail Village was identified early in the master planning process. Although both West Meadow Drive and East Lionshead Circle connect the village to Lionshead, the pedestrian systems along this corridor are poor and the streetscape has no consistent visual character. The eastern entry to the Lionshead study area is at Middle Creek (at the Vail public library and Dobson Ice Arena), but the true entrance to the Lionshead retail core is at the western end of the Lionshead parking structure. Pedestrian connections should be sensitive to the residential uses on West Meadow Drive and East Lionshead Circle. It is also important that they be continuous from the intersection of Vail Road and East Meadow Drive in Vail to the west end of the parking structure in Lionshead. The Town of Vail Streetscape Master Plan recommendations for West Meadow Drive should be implemented in a way that is consistent in design and character with the entire Vail Village/ Lionshead connection.

The language above identifies a specific deficiency "Although both West Meadow Drive and East Lionshead Circle connect the village to Lionshead, the pedestrian systems along this corridor are poor and the streetscape has no consistent visual character." This deficiency should be addressed if it has not already been addressed by now.

4.3.2 Physical Connections (p.4-4)

- Physical connections to the natural environment are essential to the experiential quality of a mountain resort. There are several ways to achieve a physical connection in addition to creating north-south oriented streets:

4.3.2.1 Landscape and Greenbelt Corridors (p.4-5)

- Wherever possible the natural landscape of the Gore Creek corridor should be allowed to penetrate into the more urbanized portions of Lionshead (see Map O). This will open up access points to the Gore Creek corridor, enhance the quality of individual properties, and improve the image of Lionshead as an alpine resort.

4.3.2.2 Skier Bridge (p.4-5)

- The skier bridge is the primary existing connection between Lionshead and the south side of Gore Creek. It is too narrow and enclosed, and could be much more dramatic in design. The replacement of the skier bridge, as both a skier and a pedestrian connection, should be a priority. This is a major opportunity to replace a weak architectural element with a significant landmark.



ACTIVE AND PUBLIC TRANSPORTATION POLICIES:

LIONSHEAD MASTER PLAN (2011) (CONTINUED)

4.3.2.3 Access to the South Side of Gore Creek (p.4-5)

- In addition to the skier bridge, one additional footbridge connects the Lionshead core to the south side of Gore Creek. An opportunity exists to create a significant connection between the ski yard and the beautiful lowland area south of Gore Creek. Regarding this area, the following recommendations are made:
 - a. Preservation of Natural Character Any recreational use in this area must be subordinate to the preservation of the natural environment and its inherent character.
 - b. Creation of a Low-Impact Trail System A consolidated trail system to prevent further degradation of this area by social trails is needed. Asphalt paving or other, more urbanized paving systems are environmentally and visually inappropriate. Interpretive signage and educational opportunities should be considered as part of any recreational improvements. Trail systems should have provisions for seating and waste disposal.
 - c. Connection to the Riparian Environment The extension of low-impact trails to the water's edge is encouraged, creating safe, designated areas for adults and children to get their feet wet and interact with the creek. The safety of users must be a primary concern in design.

Excellent example of language focused on activating creeks and making connections to riparian areas.

4.5 Public Transportation (p.4-11)

- An efficient transit system is critical to the character and environmental quality of any pedestrian-oriented resort. It is also assumed that as growth and redevelopment continues in the Lionshead area an expansion of existing transit facilities will be necessary. In 2009 the Town of Vail completed the Lionshead Transit Station project. While this study address a number of transit, transit related functions (skier drop-off, loading, hotel shuttles, charter buses, etc.), and other related master plan goals (inviting portals, pedestrian experience, etc.), the focus of this effort was to define a solution for establishing a central transit station within the Lionshead area. A "model" for a central station would be the transportation center in Vail Village. By way of comparison, transit operations in Lionshead are dispersed throughout the area and lacking the efficiency's of the Vail Village center. Transit station facilities necessary to accommodate in town shuttles, local buses and ECO buses were assessed based on both near term and long term needs. It was determined that over the near term between 9 and 11 bus bays will be needed and that in the long term up to 12 to 14 bus bays could be necessary (Lionshead Transit Study, LSC 2009). Given the existing "built condition" of Lionshead there are no perfect solutions for a transit station from either the standpoint of location or cost. For these reasons a phased approach for transit station improvements is appropriate.

4.5.2 Maximum Efficiency and Utilization (p.4-12)

- The following recommendations are made to enhance the efficiency and functionality of the Lionshead transit connections in anticipation of future redevelopment in the area:

4.5.2.1 Regional Transit Stop (p.4-12, 4-13)

- Alternative locations considered for a regional transit station include the North Day Lot, the West Lionshead area and the Lionshead Parking Structure. Of these alternatives the preferred location is the Lionshead Parking Structure. The Structure is well-sited from a locational standpoint, allows for convenient connections with shuttles, local and in-town bus routes, and may allow for the phased development of a transit station that can respond to Lionshead's transit needs over time. Affordable housing (in lieu of a transit center) was deemed to be the preferred use for the North Day lot and the west Lionshead area was considered too remote from the rest of Lionshead to be a suitable location for a centralized transit center. Notwithstanding the above, facilities for skier drop-off, private shuttle vans, regional buses (ECO), charter buses and the Vail In-Town bus, as defined by the West Lionshead Transit Study (LSC, 2009), should be included in the design of the ski lift and parking facility at West Lionshead.

4.5.2.2 Concert Hall Plaza (p.4-13)

- The elimination of the Concert Hall stop would free up space needed to implement a meaningful redevelopment of Concert Hall Plaza and create a better western portal to the Lionshead core (as more thoroughly described in section 5.10.2). However, the transit and loading/short-term parking provided in this location provide an important service to this part of Lionshead. Any redevelopment of the Concert Hall Plaza or Montaneros will need to address these transit and other related functions.



ACTIVE AND PUBLIC TRANSPORTATION POLICIES:

LIONSHEAD MASTER PLAN (2011) (CONTINUED)

4.5.2.3 The North Day Lot (p.4-13)

- The North Day lot presents a location for two important community-based uses – a transit center and affordable housing. It has been determined that this site is most suited for housing and transit related functions on this site should be limited to skier drop-off and potentially short-term parking/loading functions.

4.5.2.4 Transit Station at Lionshead Parking Structure/Frontage Road (p.4-13)

- The “Lionshead Transit Center and Related Transportation Enhancement Improvements Design Study” completed in 2009 by the 4240 Architecture Design Team concluded that the Lionshead Parking Structure presents the most viable location for a centralized transit station in Lionshead. In order to address the near-term transit needs an initial phase is recommended that includes a transit stop along the Frontage Road immediately north of the structure. This solution has minimal impacts on the parking structure, can be implemented at a relatively low cost and will meet Lionshead’s anticipated transit needs for the near term future.
- As a long term solution, the Transit Center should be integrated within the Lionshead Parking Structure site; either within a new redevelopment, as contemplated in the 2006 Lionshead Parking Structure Redevelopment Plan, or on top of a future reconstruction of a Lionshead Parking Structure. Transit requirements should be met as outlined within the 2009 Lionshead Transit Study.

4.5.3 Addressing Existing Problems (p.4-13, 4-14)

- 4.5.3.1 Vehicle-Bus Conflicts Potential conflicts between vehicular traffic and transit buses should be addressed as streets are redesigned and engineered. Conflicts are most likely at intersections, transit stops, and any location where vehicular traffic could back up and block the bus lane.

4.5.4 Future Considerations (p.4-15)

- The average lifespan of a Town of Vail transit bus is approximately twelve years. Given the evolving and changing nature of transit systems, new transit technologies and opportunities should be considered. Several future technology issues warrant consideration by the master plan:

4.5.4.1 Alternative Local Transit Systems (p.4-16)

- One complaint with the existing Vail transit system is the noise and exhaust associated with diesel buses. As the existing bus fleet ages, alternative technologies such as electric people movers and light rail should be considered.

4.5.4.2 Regional Rail System (p.4-16)

- In 1996, Union Pacific Railroad applied for abandonment of its Tennessee Pass rail corridor through Minturn west to Dotsero. The potential abandonment of this line sparked many ideas about the future use of the corridor, including the concept of an Eagle Valley commuter rail connection between the Eagle Airport and Vail. If this commuter rail connection were to occur, it would be a regional, county-wide transit system, not a local connector. The extreme cost of such a rail connection would warrant the creation of a major transit stop in Vail, such as in the I-70 corridor and/ or above the interstate. Such a solution should be pursued in contrast to incorporating the rail connection into either the existing Vail Transportation Center or the proposed North Day Lot transportation center. The primary challenges for a Vail Valley commuter rail connection are the high cost, the difficult physical connection through Dowd Junction, and the availability of a conveniently located site for a stop in Vail.

Holding discussions with the railroad about a rail corridor preservation while teaming with partners such as: Eagle County, Avon, Eagle, Edwards, Minturn, and other stakeholders can be an effective way to present a unified front in discussions with the Union Pacific. By utilizing a coalition based approach it is possible to leverage a better position to retain and preserve this important corridor, possibly for eventual regional passenger service.



ACTIVE AND PUBLIC TRANSPORTATION POLICIES:

LIONSHEAD MASTER PLAN (2011) (CONTINUED)

4.6 Vehicular and Pedestrian Circulation

4.6.2.3 Provision for Bicycles and Pedestrians (p.4-24)

A pedestrian/ bicycle path should be created on the south side of the frontage road running the entire length of the Lionshead study area. Providing an unbroken pedestrian/ bicycle path to connect the main Vail roundabout to Cascade Village, this pathway will conform to the current Town of Vail standards regarding width and material.

4.6.3.3 Main Lionshead Pedestrian Portal (p.4-26)

- This congested and confused pedestrian portal is the area most in need of corrective action. It is recommended that vehicular traffic through this crossing be removed or greatly reduced and that skier drop-off, local and regional shuttle vans, and service and delivery vehicles be removed from this location. The area would then be dedicated to two primary uses: a pedestrian connection between the parking structure and Lionshead and a transit stop for the Town of Vail in-town shuttle.

4.6.3.5 Pedestrian Sidewalks (p.4-26, 4-27)

- A new, more intensively developed pedestrian walkway is recommended along the south face of the parking structure to connect the main Lionshead pedestrian portal with the Dobson/ Civic center pedestrian plaza. This walkway will provide access to the potential new retail face of the parking structure and permit unimpeded pedestrian flow between the two ends of the parking structure (see figure 6-6). Given the long and linear nature of this façade, a covered arcade across the walkway, as suggested during the master plan public input process, may help to break it up. If covered, the walkway should be wide enough to accommodate the flow of pedestrian traffic along the retail face and designed as an integral element of the building.

4.6.4.3 Pedestrian Sidewalks and Crossings (p.4-27)

- A series of primary and secondary pedestrian walks should be created connecting the West Lionshead area with the Lionshead core, the frontage road, and the ski yard. These walks and crosswalks are identified on Map Q and Map T.

4.6.5.2 Pedestrian Connections (p.4-28)

- A pedestrian and bicycle path should be created along the east side of Forest Road (north of Gore Creek) to provide a connection to the Gore Creek recreation path.

Chapter 5: Detailed Plan Recommendations

5.1.3.1 Access (p.5-2)

- It will be important that the civic facilities complex be connected to all three circulation networks in Lionshead: vehicular, pedestrian, and public transit.

b. Pedestrian Access

- The primary point of pedestrian access to the new civic center complex should be on the south side, at the terminus of East Lionshead Circle. Because pedestrians walking from Vail Village and Lionshead will converge at this point, the facility needs a well designed, highly visible front entry with ample plaza space accessing both the new civic facility and Dobson Ice Arena (see figure 5-3). This pedestrian plaza design should pursue incorporating the grade transition down to the Vail Public Library, creating a cohesive pedestrian plaza linking all elements of the Vail Civic Center complex (the civic center, Dobson, library, and the parking structure).
- A secondary access point should be created on the north side of the new structure, allowing pedestrian access to and through the site from the Vail International condominiums and the pedestrian walkway on the north side of Dobson Ice Arena (see figure 5-3).

c. Transit Connections

- Currently, the in-town shuttle stop is between Dobson Ice Arena and the Vail public library for both east- and westbound buses. A transit stop is also needed adjacent to the new main pedestrian entry on the west end of Dobson (see figure 5-3), allowing transit riders to access both Dobson and the proposed civic center complex from this point. This will allow greater flexibility in the transit system and reduce the potential for conflict between pedestrians, service vehicles and transit vehicles on the south side of Dobson.



ACTIVE AND PUBLIC TRANSPORTATION POLICIES:

LIONSHED MASTER PLAN (2011) (CONTINUED)

5.4 Gore Creek Corridor (p.5-6)

- The master plan goals for the Gore Creek corridor are to protect and enhance its natural beauty and environment, to connect it to the Lionshead core, and to make the Gore Creek recreation path safer and more inviting as a passive recreation amenity. Specific recommendations for this corridor are as follows.

5.4.1 Creation of a Recreation Path 'Bypass' Around the Ski Yard (p.5-6)

- The existing Gore Creek recreation path is discontinuous and confusing. It should be extended along the creek, under the skier bridge and behind the lift line mazes to form an unbroken streamside trail around the ski yard (see figure 5-5). Close coordination between the Town of Vail and Vail Associates lift operations will be needed for a safe alignment in this area.

5.5 East Lionshead Bus Drop-off Area (p.5-10)

- This area is an essential pedestrian connection between the Lionshead parking structure and the Lionshead retail mall. The master plan recommends the removal of service and delivery activities, skier drop-off, and shuttle vans from this area in order to make pedestrian crossing safer. Other improvements include:

**5.5.1 Pedestrian Connections (p.5-10)

- The pedestrian corridor between the parking structure and the Lionshead retail mall should be direct and unobstructed (see figure 5-6). A small volume of vehicular and transit traffic will continue to cross this area, but the space should be redesigned to make it clear that these vehicles are subordinate to pedestrians. Its design should suggest that cars are intruders in a pedestrian space rather than that pedestrians are crossing a vehicular road (as is the case today). Techniques to accomplish this goal include the elimination of grade separations at the pedestrian crossing, paving patterns that differentiate the pedestrian crosswalk from the vehicular lanes, and bollards that delineate vehicular crossing lanes (see figure 5-6). Landscaping may be appropriate in this plaza, but it must not impede the flow of pedestrian traffic between the parking structure and the core.

Many of the techniques described above are examples of urban designs that can help accommodate aging populations.

5.5.2 Transit Stop (p.5-10)

- The transit arrival and drop-off points should be re-designed to provide improved transit functions and a better pedestrian experience. While pedestrian and bus conflicts will always exist given the need for people to move between the parking garage and the east Lionshead portal, significant improvements can be made to landscaping, sight-lines, pavement surfaces, grades and the aesthetic quality of this area.

5.7.3 Pedestrian Circulation Between Vail 21 and Lionshead Arcade (p.5-11)

- This courtyard space (see figure 5-7), often thought to be public, is actually private property serving the Lionshead Arcade and Vail 21. Considered a "secondary pedestrian mall" (see chapter six), it is appropriate that it be more intimate and quieter than the primary retail mall. The entrance to the courtyard is secondary to the primary pedestrian flow along the south face of the Lionshead Arcade (see figure 5-7). As redevelopment occurs, snowmelting of the pavement should be considered because the lack of winter sun causes ice and snow accumulations. During the summer, this space will continue to function best as a semi-public outdoor courtyard for the existing restaurant and adjacent retail businesses.

5.7.4 Pedestrian Access from Vantage Point Condominiums to the Retail Core (p.5-11)

- A pedestrian connection should be maintained from the Vantage Point condominiums to the main retail mall (see figure 5-7). This connection exists today, but the outdoor stairs and the steps on the east end of the Lions Pride building are not attractive and are sometimes dangerous. When the site is redeveloped, this connection should be moved west, adjacent to the east end of the Lighthouse Lodge.

5.8 Lionshead Retail Core (p.5-15)

- The Lionshead retail core (see figure 5-8) is comprised of the Vail Associates core site, the surrounding pedestrian mall environment, and the retail faces of adjacent buildings. This central area is the heart and soul of Lionshead and constitutes the most critical area for public and private improvements. The Vail Associates core site represents the most likely near-term redevelopment project, but it is essential that the Town of Vail take all available steps to encourage and facilitate other efforts to enhance and redevelop the retail core. Specific recommendations are as follows:



ACTIVE AND PUBLIC TRANSPORTATION POLICIES:

LIONSHEAD MASTER PLAN (2011) (CONTINUED)

5.8.3 Pedestrian Connections Through the Core Site (p.5-15)

- There is a critical north-south pedestrian connection between the ski yard and the proposed transportation and skier drop-off uses on the north day lot. This connection will require at least one north-south penetration through the Vail Associates core site, and there is an opportunity to create a second one, as shown in figure 5-9. The east-west pedestrian corridor originating at the east Lionshead pedestrian portal should also be extended into the Vail Associates core site, connecting with the north-south corridors. These connections should be part of the “primary retail mall” (see site design guidelines, chapter 6) to reinforce the village character of the core. It is not necessary that flanking architectural forms be completely separated in order to define pedestrian corridors. Instead, opportunities to create significant architectural portals are encouraged to highlight the transition from one public space into another.

5.8.4 Hierarchy of Pedestrian Space (p.5-15)

- The Lionshead retail core is composed of a hierarchy of primary and secondary pedestrian corridors and spaces (see site design guidelines, chapter 6), shown in figure 5-9. While both are important to the total retail environment, the primary should read as the dominant pedestrian flow pattern. Transitions between these different domains should be well defined.

5.8.8 Pedestrian/ Retail Connection to West Lionshead Circle (p.5-18, 5-19)

- The most important missing link in the Lionshead retail mall is a direct connection between the east end of the Montaneros condominiums and the intersection of West Lionshead Circle and Lionshead Place. This connection would connect the Lionshead mall to West Lionshead Circle and would remove the awkward grade transition at Concert Hall Plaza. Figure 5-11 suggests that, at the least, a connection could occur between the north side of the Montaneros and the south side of a redeveloped Concert Hall Plaza. The optimum solution would entail the redevelopment of Montaneros, enabling a direct connection with retail frontage on both sides (see figure 5-12).

5.11.3 Connections (p.5-24)

- As depicted in figure 5-15, pedestrian path connections should be provided from the north end of ski yard and the gondola terminal to the Gore Creek recreation path, the skier bridge, and the southeast corner of the Lion Square Lodge (location of the KB Ranch Restaurant).

5.12 Lion Square Lodge (p.5-25)

- The Lion Square Lodge, located at the end of Lionshead Place, occupies two parcels. The main parcel (phases 1, 2, and 3) borders the ski yard and the Gore Creek recreation path. The north parcel (phase 4) is located north of the Lionshead Place cul-de-sac. Several issues arise because of this split configuration.

5.12.2 Pedestrian Connection between the Main Building and the North Building (p.5-25)

- Potential redevelopment must address the need for a clear pedestrian connection and defined vehicular corridor between the main Lion Square Lodge property and the north building on the other side of Lionshead Place (see figure 5-16).

5.12.3 Ski Yard Pedestrian Access (p.5-25)

- The pedestrian path around the north end of the Lion Square Lodge should be upgraded to provide an attractive and safe pedestrian connection from Lionshead Place into the ski yard. Because the path is close to the residential units in the northern end of the Lion Square building, landscaping and other screening methods will be needed. It is not recommended that this pedestrian access be emphasized, but only that it be of better quality. The west Lionshead pedestrian portal is more important as the western point of entry into the core area.

5.17 Ever Vail (p.5-34)

- Ever Vail is a 12.6 acre site located in West Lionshead (see Figure 5-21). Ever Vail includes the Vail Associates Service Yard, Holy Cross site, Vail Professional Building site, Cascade Crossings site, Glen Lyon Office Building site, and the former gas station site. The subject property is divided into two parcels within the Ever Vail Subdivision and should be zoned Lionshead Mixed Use 2 District. Ever Vail should be redeveloped to enhance and improve the guest and community experience and improve Vail Resorts’ ability to service and maintain mountain facilities. Due to the large size of the development site, Ever Vail will likely be redeveloped in phases over time. Ever Vail should be a residential/mixed use hub that includes key components such as a ski lift (gondola), increased office space, new retail space, public parking, realignment of the frontage road, relocated mountain operations and maintenance yard, employee housing, a 100 plus room hotel, public transit facilities, a community recreation facility and improvements for connectivity with the rest of Lionshead and Cascade Village for pedestrians, bicycles and vehicles.



ACTIVE AND PUBLIC TRANSPORTATION POLICIES:

LIONSHEAD MASTER PLAN (2011) (CONTINUED)

5.17.1 South Frontage Road Realignment (p.5-34, 5-35)

- The relocation of the South Frontage Road in the Ever Vail area has been a concept embodied in this master plan since its adoption in 1998. Ever Vail includes the relocation and realignment of the South Frontage Road consistent with the recommended actions and policy objections found in sections 1.3.4 and 2.3.4. The South Frontage Road realignment should be relocated as detailed in the initial road relocation plans submitted to the Colorado Department of Transportation (CDOT) and as shown in figure 5-21a. Prior to the Town of Vail submitting the final plans for the relocation of the South Frontage Road to CDOT, the Town should reevaluate the design to include a dedicated eastbound bike lane and a reduction in the width of the pedestrian/bike path on the south side of the relocated South Frontage Road. The relocated South Frontage Road includes a 2-lane roundabout at the eastern end of Ever Vail. This roundabout connects the relocated frontage road with the new extension of West Forest Road. Legal and physical access to the Eagle River Water and Sanitation District (ERWSD) site shall be provided by the Ever Vail property owners through Ever Vail to accommodate current uses and future development of the Eagle River Water and Sanitation District (ERWSD) property. On the South Frontage Road west of Ever Vail, a roundabout with a connection to the Simba Run underpass is anticipated and further described in section 4.6.6. The grades of the relocated South Frontage Road should be designed to accommodate the construction of the roundabout and Simba Run underpass (see figure 5-21b).
- The greatest benefit of the realignment of the South Frontage Road is that it results in one contiguous development parcel and in doing so integrates the Maintenance Yard/Holy Cross site with the West Day Lot (Ritz-Carlton Residences) by removal of the barrier created by the existing South Frontage Road alignment. It also creates the best pedestrian environment possible 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.

5.17.4 Public Transportation (p.5-38)

- Public transportation is an essential element to successfully connect Ever Vail to other portals, neighborhoods, and down valley communities. Ever Vail needs to provide access for in-town bus service, outlying bus service, ECO Transit buses plus hotel and lodge shuttles.
- Transit facilities are essential to facilitate the use of public transit, reduce parking demand and provide transit connections for employees living in Ever Vail. Adequate transit provides an opportunity for employees, skiers, visitors and residents to connect Ever Vail with other neighborhoods and communities. Ever Vail shall include a transit facility located adjacent to the relocated South Frontage Road pursuant to section 1.3.5, which recommends creating dispersed transit facilities in Lionshead. This facility shall be designed to accommodate the Town's outlying bus routes as well as regional bus routes within a covered facility on the ground floor. It is anticipated that the transit facility will accommodate a minimum of four bus bays. In the long-term and as necessary, the facility may transition to up to 12 buses utilizing a pull off on the South Frontage Road. The transit facilities are envisioned as a bus stop facility with very short dwell times.
- An area accommodating up to two in-town buses should be located on the eastern end of Ever Vail (see figure 5-22). Ever Vail should also provide a hotel and lodge shuttle drop-off area to accommodate visitors from other locations within Vail. The drop-off area should be a surface location on the west side of Ever Vail. The bus stop and dropoff area shall be enhanced with shelters, benches, landscaping and other similar improvements.

5.17.5 Gondola and Vail Mountain Portal (p.5-38)

- Ever Vail shall include a gondola, which will transport visitors, guests, and residents to Vail Mountain. A gondola will make Ever Vail a mountain portal and will enhance the benefits of Ever Vail to guests, locals and employees. The gondola will be located adjacent to Gore Creek and will generally travel to the base of the current Chair 26 where a new mid-station will be located. The gondola will replace Chair 26 and generally terminate in the Eagle's Nest area of Vail Mountain. The gondola route will likely require easements and other approvals from the Town of Vail when the route crosses Town-owned properties.

A good example of language supporting Cable Propelled Transit (CPT)



ACTIVE AND PUBLIC TRANSPORTATION POLICIES:

LIONSHED MASTER PLAN (2011) (CONTINUED)

5.17.6 Pedestrian and Bike Access (p.5-40)

- As compared to a separate, free-standing portal, Ever Vail 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 Ever Vail. 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 Ever Vail, pedestrian and bike connections shall be made to integrate with the rest of Lionshead and Cascade Village.
- Pedestrian and bicycle enhancements shall include a new bridge connecting the Gore Creek Trail to Ever Vail, the redevelopment of the pedestrian bridge on the west side of Ever Vail, path enhancements to the Gore Creek Trail connection into Cascade Village, and a path connecting to the relocated South Frontage Road. All pedestrian path improvements must meet Town of Vail recreation path standards and provide a safe and attractive pedestrian and bike experience. The ability to traverse the site as a pedestrian or on a bicycle from west to east without the need to utilize an escalator, stairs or dismount should be considered in the design and evaluated in the context of all other bicycle and pedestrian connections.
- Pedestrian connections between Ever Vail and West Lionshead Circle shall be improved to provide safe and attractive pedestrian crossings. Improvements may include raised crosswalks, change in paving material, safe harbors, medians, and signage. See figure 5-22c for the conceptual pedestrian and bicycle circulation plan.

5.19 Evergreen Lodge at Vail (p.5-52)

- The Evergreen Lodge is located directly east of the Middle Creek Stream Tract and is bordered to the north by the South Frontage Road, to the south by the Vail Valley Medical Center, and to the east by the WestStar Bank office building. The lot area is 114,337 square feet or 2.625 acres. Physical improvements that currently exist on the site are a nine story stucco hotel/condominium structure with an adjoining two story hotel facilities wing, two below-grade structured parking garages, and paved surface parking. The nine story structure has a predominant east-west orientation along the southerly edge of the site while the facilities wing has a north-south orientation along the western edge of the site. The eastern parking garage is utilized by the Vail Valley Medical Center for employee parking and is accessed from the South Frontage Road through a shared entry/exit with the WestStar Bank office building. Opportunities for future improvements and upgrades include:
 - Creation of more underground parking;
 - Architectural enhancements consistent with the Lionshead Architectural Design Guidelines; -Improved exterior lighting;
 - Coordinated vehicular access;
 - Improved streetscape and landscaping along the South Frontage Road;
 - Improved pedestrian circulation; and
 - Upgraded and expanded hotel accommodations and amenities

5.19.1 Pedestrian Access (p.5-53)

- Pedestrian access should be upgraded to provide a safe and attractive pedestrian connection from the South Frontage Road, through the Evergreen Lodge development site, to West Meadow Drive with a continuous pedestrian/bicycle path along the South Frontage Road, as depicted on Map T herein. A gravel path connecting the South Frontage Road to the paved pedestrian path located on the east side of the Dobson Ice Arena presently exists along the south side of the property. This path, while functional, receives little, if any, regular maintenance and includes a railroad tie set of stairs that is unsafe and in disrepair. There are currently no pedestrian improvements located along the South Frontage Road. Though no improvements exist, a fair number of pedestrians use the southerly edge of the South Frontage Road when entering or exiting the site. In order to improve pedestrian access and safety, it is recommended that future redevelopment of the site includes the construction of a continuous pedestrian/bicycle path along the South Frontage Road and that the existing gravel path along the southerly edge of the site be improved and regularly maintained. Said improvements may necessitate the need for pedestrian access easements through the site.

The language above identifies some specific deficiencies. These deficiencies should be addressed if they have not already been addressed by now.



ACTIVE AND PUBLIC TRANSPORTATION POLICIES:

LIONSHEAD MASTER PLAN (2011) (CONTINUED)

5.19.9 Public Transit Stop (p.5-55)

- A public transit stop is presently located east of the WestStar Bank Building, across the street from the Town Municipal offices. Through the future redevelopment of the Evergreen Lodge and the Vail Valley Medical Center, an opportunity exists to potentially relocate the transit stop to a more optimal location.

Chapter 6: Site Design Guidelines

6.3 Primary Pedestrian Walk (p.6-3, 6-4)

- A primary pedestrian walk is a heavily utilized, linear pedestrian corridor, most often associated with a street edge (see figure 6-2). Outside the pedestrian/ retail core, the overall east-west pedestrian connection between Dobson Ice Arena and west Lionshead falls into this category.

6.3.1 Pedestrian Surfaces (p.6-4)

- Under most conditions, snowmelting of pavements in these areas should not be necessary. Consistent with the Town of Vail Streetscape Master Plan, paverstones are preferred over poured concrete walks for durability and aesthetics.

Paverstones carry an additional feature in that they allow water to permeate through the surface, a green stormwater technique.

6.3.2 Width (p.6-4)

- Primary pedestrian walks should be a minimum of eight feet wide, potentially wider at street intersections and extremely high volume pedestrian areas.

6.4 Secondary Pedestrian Walk (p.6-4)

- Secondary pedestrian walks (see figure 6-3) are similar to primary pedestrian walks except that they are not located on primary pedestrian corridors and thus carry a lower volume of pedestrian traffic. The suggested minimum width for these secondary walks is six feet, although wider walkways may be required where anticipated pedestrian traffic volumes are greater. Poured concrete may be used as a paving material. All other design parameters that apply to primary pedestrian walks also apply here.

6.6 Pedestrian Path (p.6-5)

- Pedestrian paths are located outside of the primary Lionshead pedestrian environment (see figure 6-4). They include stand-alone circulation corridors, such as the Gore Creek recreation path, that are most often built with asphalt surfaces. These pathways generally carry a lower volume of traffic, but their width should reflect both anticipated volume and anticipated type of traffic, as bicycles, rollerblades, and skateboards also utilize these pathways. Lighting, signage, site furnishings and landscaping will be a function of a pathway's intended use, location, and traffic volume.

VAIL COMPREHENSIVE OPEN LANDS PLAN (1994)

Action Plan

Trails and Trailheads (p.19)

- Improvements and additions to the trail system in and around Vail are an integral part of the Open Lands Plan. There are numerous opportunities for interpretive education along these trails. The proposed trail system is somewhat similar to trail systems found in the Alps where interconnected trails allow hikers to move around and to mountain villages.

Hiking trails in the Alps are very well marked, using an almost roadway-like system of wayfinding signage. Vail should consider better signage on hiking trails, especially around town areas.

- The objective of the trail system is to create a looping trail system around the Town of Vail. A feasibility analysis should be done to make a final determination where trail easements are needed.

South Trail

Extend Vail Trail to East Vail (p.23)

- There is potential to extend the Vail Trail to East Vail and Gore Creek Campground to provide an alternative hiking experience.

Vail should capitalize on "potential trail extensions" and build out these connections.

Mill Creek Connection (p.23)

- Extend pedestrian path adjacent to Mill Creek in Ted Kindell pocket park to the south to connect with existing paved trail. (Christiania Lodge will provide as part of redevelopment)



ACTIVE AND PUBLIC TRANSPORTATION POLICIES:

VAIL COMPREHENSIVE OPEN LANDS PLAN (1994) (CONTINUED)

North Trail

Upper Ridge Connector Trail (p.23)

- Potential to develop a trail along the north side of town to link existing trailheads and provide a south facing trail that will open up in early spring. This trail should not be located near the Eagle's Nest Wilderness Area in order to avoid further impacts there.

Vail should capitalize on opportunities to build south facing trails where possible.

Bike System

Frontage Road Bike Lanes (p.25)

- Provide striped and signed bike lanes on both sides of the frontage roads the entire length of the valley. Key segments of the bike path which are already funded include: Conoco Station to Dowd Junction and Red Sandstone School to Spraddle Creek subdivision.

This policy language is critical for promoting Active Transportation in the Vail Valley.

Paved Shoulders on Vail Valley Drive to Sunburst Drive (p.25)

- Pave shoulder on Vail Valley Drive for a safer recreation path east of the core area. The Right Of Way (ROW) is too narrow for complete bike lanes on either side, but paved shoulders will make the recreation path significantly safer and easier to use for both drivers and cyclists/skaters/pedestrians.

Bike Path Extension From West Vail Interchange to Safeway (p.25)

- Complete separated bike path along North Frontage Road by linking the West Vail Interchange with the west end of the bike path near Safeway.

Great example of policy language supporting an active transportation connection to food access.

Cooperative Management System

5) Utilize Volunteer Assistance to Build Trails and Monitor TOV Owned Lands (p.26)

- There is significant precedence in Colorado for volunteer construction of trails. Both Volunteers for Outdoor Colorado and the Colorado Trail, among others, are examples of volunteer, non-profit organizations with trail design and construction expertise. One of the many benefits of utilizing volunteers is that it will connect the community to its resources and give the participants a sense of stewardship. Once a trail or other facility is constructed, volunteers can be utilized in an "adopt-a-trail" type program to help maintain the facility.

The Town of Vail should include the Vail Valley Mountain Bike Association (VVMBA) as a local resource for trail design and a source of volunteers.

Six Year Plan

Next Steps

Design Trails and Seek Funding (p.29)

- The design of the first phase of the new South Trail needs to be completed in order to determine financial requirements and to begin fund raising. Funding for the trail will be facilitated by a clear definition of the trail system and understanding of its feasibility as well as benefit to the town. Funding can be sought through the State Trails program, GOCO funds and through local support. The GOCO funds will begin to be dispersed later this year and it appears that those communities which have done initial planning and gathered community support will be in a more favorable position to compete successfully for these funds. The Town should also continue to look for opportunities to improve regional trail connections.

Comprehensive Sign Program (p.29)

- With the addition of a number of trails and trail-heads, and the improvement of existing trailheads, it will be more critical to implement a comprehensive sign program that is coordinated between the Town of Vail, the U.S. Forest Service, and Vail Associates. A sign program is currently in the process of being implemented in the town but it has not yet been tied to the other trail systems that will, in the future, better connect to the "in-town" trail. The core area "trailheads" will serve as information "kiosks" that will let the user know exactly how and where to access the trail system.



ACTIVE AND PUBLIC TRANSPORTATION POLICIES:

FORD PARK MASTER PLAN (2013)

Chapter 4 - Goals, Objectives, Policies and Action Steps

- Objective 3.2: (p.29) Utilize the Parking/Transit Sub-area as the primary means for satisfying the Park's parking and transit needs.
- Policy Statement 2: There shall be a "no-net loss" of the +/-200 parking spaces within the Parking/Transit Sub-Area and the +/-65 spaces at the Soccer Field Sub-area. Any net loss of parking spaces shall only be considered when off-set by a demonstrated improvement or enhancement of public transit use or alternate means of transportation to the Park.
- Objective 4.2: (p.31) Encourage and promote park users to access the Park via pedestrian routes from Vail Village and the Vail Transportation Center.
- Policy Statement 1: The five existing pedestrian access points to the Park from Vail Village and Golden Peak should be maintained and enhanced to maximize their effectiveness in providing access to the Park.
- Policy Statement 2: Encourage leaseholders in Ford Park to utilize their marketing efforts to promote walking, biking and the use of Town buses as an alternative to driving to the Park.

Objective 4.3: (p.32) Improve internal pedestrian circulation within Ford Park

- Policy Statement 1: New developments or other improvements in the Park shall not diminish the quality of the pedestrian circulation system and when appropriate shall include provisions to improve pedestrian circulation.
- Policy Statement 2: Existing ADA routes should be enhanced and where feasible new ADA access within the Park should be established.

DONOVAN PARK MASTER PLAN (1985)

Site Guidelines (p.37)

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

Site Guidelines (p.37)

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



ACTIVE AND PUBLIC TRANSPORTATION POLICIES:

TOWN OF VAIL TRANSPORTATION MASTER PLAN (2009)

VII. Recommended Transportation Plan

A. Roadway Improvements

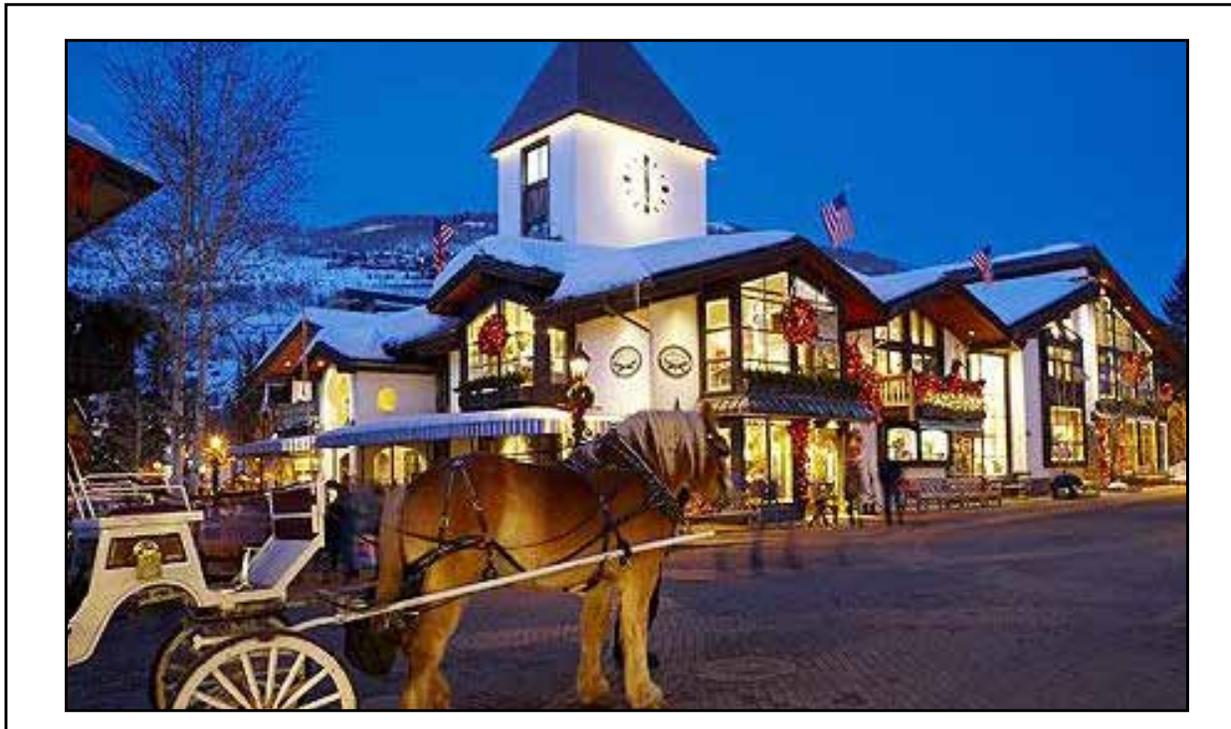
1. The Simba Run Underpass (p.55-58)

- This is a critical component to serve Vail's traffic needs in that it provides some relief to the Main Vail Interchange and a fair amount of relief to the West Vail interchange. Additional benefits realized from this improvement include the provision for an additional pedestrian crossing of I-70 and a dramatic increase in bus routing flexibility within Town.
- Transit-wise, the Simba Run underpass would provide an excellent opportunity to enhance service and increase efficiency. The areas served by the West Vail routes are awkward given major origins and destinations along both sides of I-70. Buses, like all traffic, are forced to cross I-70 at the Main Vail and the West Vail interchanges, and the circular routing through town is cumbersome. The underpass would allow for a host of route revisions resulting in far fewer vehicle-miles of bus travel required for service level (or better). With major activity centers possible along the North Frontage Road west of the new underpass as well as along the South Frontage Road east of the new underpass, the potential exists to establish a "spine" or linehaul" service connecting all of these centers. Other routes within town would then "feed" into the line-haul service.
- Pedestrian-wise, the Simba Run underpass would provide a crucial link between the north and south sides of I-70. Pedestrian activity has been known to take place across I-70 at-grade near the Simba Run location. It is an extremely unsafe situation when pedestrians are crossing the high-speed freeway. Fencing barrier exists along both sides of I-70, but openings in the fences are often created (illegally) allowing pedestrian activity to cross the interstate. The Simba Run underpass would mitigate this issue. Further, the Simba Run underpass would provide an excellent means for bicyclists to cross I-70, allowing riders an alternative to pedaling through the roundabout interchanges. The crossing could reduce bicycle/pedestrian travel by as much as four miles (depending on the specific origin/destination along either side of I-70).

The completion of the Simba Run Underpass is a critical project for the Town of Vail. By removing I-70 as a barrier, the Simba Run Underpass helps to facilitate both active and public transportation.

5. Roadway Widening (p.59)

- Shoulder widening along existing/future 2-lane sections of Frontage Road should occur to bring the Frontage Road up to current CDOT safety standards and provide for a shared bicycle lane.



ACTIVE AND PUBLIC TRANSPORTATION POLICIES:

TOWN OF VAIL TRANSPORTATION MASTER PLAN (2009)(CONTINUED)

C. Transit (p.65-68)

- In-Town Shuttle – This route would be similar to the current routing, but one key, and time saving, change would include eliminating the western-most leg to West Lionshead Circle. This would eliminate the need to turn onto the Frontage Road; the In-town shuttle would be entirely off of the Frontage Road during peak times. West Lionshead Circle could be served by an exclusive shuttle extension route until a roundabout at East Lionshead Circle onto the South Frontage Road is completed. Time-of-day routing adjustments could be made such that the In-town shuttle's eastern terminus is Ford Park (given additional parking that would be provided there) once ski activity is completed for the day and Golden Peak is no longer a high-demand area (in the evening).
- East Vail and Golf Course – Both of these routes would remain similar as they exist today. The Vail Transportation Center would continue to serve as the hub terminus for these routes. Additional overflow service should be considered for East Vail at peak times.
- Ford Park – This route is intended to transport users parked at Ford Park to the Vail Transportation Center. This route would remain as it exists today, but the frequency of service may be increased pending the construction of additional parking supply at this area. After peak hours, this route could be served by a re-routing of the In-Town shuttle. A variation could include a shuttle to Golden Peak.
- West Vail/Main Vail Frontage Road – This route would be the “Line Haul” previously referenced in this report. Buses along this route would simply travel directly between the Vail Transportation Center and the West Vail commercial area. Major stops along the route would include the planned Transportation Center at Lionshead, West Lionshead (Ever Vail), and Timber Ridge. The Simba Run underpass is a crucial improvement needed for this route to make sense and be efficient.
- West Vail South – This route would run along the South Frontage Road from the Vail Transportation Center west with stops at the redeveloped Lionshead Parking Structure, North Day Lot, and West Lionshead. Further west, this route would stay on the south side of I-70 also serving Cascade Village, West Gore Creek Drive, and Intermountain. To provide transit service across I-70, this route would cross at the West Vail interchange and terminate at the West Vail commercial area before turning around and back-tracking to the Vail Transportation Center (or the Lionshead Transportation Center) via the South Frontage Road.
- West Vail North – This route would parallel the West Vail South route in that it would utilize the North Frontage Road. However, it would also utilize the South Frontage for a portion of its travel. This too would stop at the redeveloped Lionshead Parking Structure, North Day Lot, West Lionshead, Timber Ridge, and the West Vail commercial area. However, it would also serve the Lionsridge area and the residential areas in West Vail on the north side of I-70. This route also requires the Simba Run underpass to efficiently connect with the major stop areas.
- ECO Service - The ECO service to Vail would also be able to take advantage of the Simba Run underpass. Potentially, ECO routes could access the Town via the West Vail interchange with programmed stops at the West Vail commercial area, Timber Ridge, West Lionshead, the redeveloped Lionshead Structure, and the Vail Transportation Center. This potential ECO routing would mimic the “line haul” concept previously described.

The shuttle service as described above is an excellent way to solve final mile issues created by larger transit systems.

- In addition to regular transit service, charter bus, private shuttle and van services, and general passenger drop-off and pick up facilities need to be enhanced to handle the current need and future growth. Each of these types of services will need to be accommodated at the new Lionshead Transit Center, and at appropriate future Mountain/ Major Destination Portal hubs. Portal hub recommendations include;
 - West Vail Commercial Redevelopment: Hub shall accommodate three Town of Vail bus routes, ECO bus routes, two or three shuttle/vans, four to six passenger vehicle drop-offs
 - Cascade Ski Lift: Hub shall accommodate 1 TOV bus route, ECO bus routes, one or two shuttle/vans, three passenger vehicle drop-offs
 - West Lionshead Development (Ever Vail): Hub shall accommodate the In-Town Bus, two or three TOV bus routes, ECO bus routes, accommodate 15-20 charter buses during a typical day, three to five shuttle/vans, 20-25 passenger vehicle drop-offs. This location should provide premier charter bus services, providing arrival services, restrooms, lockers, a meet & greet location, guest information, etc.



ACTIVE AND PUBLIC TRANSPORTATION POLICIES:

TOWN OF VAIL TRANSPORTATION MASTER PLAN (2009)(CONTINUED)

C. Transit (p.65-68)

- E. Lionshead Circle / Concert Hall Plaza: Hub shall complement the new recommended transit center accommodating the In-Town Bus, TOV bus routes, and four to six shuttle/vans.
- Gold Peak: Hub shall maintain existing services including the In-Town bus, 1 TOV bus route, one or two Charter buses when needed, two or three shuttles and 20-27 passenger vehicle drop-offs. Currently DEVO drops off in this location, the Town should continue to work with Vail Resorts in providing a better location or a better managed operation to accommodate the influx of passenger vehicle drop-offs and pick-up that occur in this location. The congestion it causes creates significant delay along Vail Valley Drive during the AM and PM peak drop-off times.
- Ford Park: Hub shall accommodate three TOV bus routes, two or three Charter Buses, two or three shuttle vans, and 10-15 passenger vehicle drop-offs

E. Pedestrians and Trails (p.69-70)

- Vail maintains a system of trails to accommodate pedestrian and bicycle activity throughout town. Multi use routes are provided along the 12-mile long Gore Valley Trail (GVT) on the south side of town, the 2.75mile long North Recreation Path (NRP) along the north side of town as well as several short "spur" trails. These trails combine detached recreation paths, attached bike lanes and residential streets to provide pedestrian and bicycle friendly routes to most areas of the town. In the spirit of maintaining a multi-modal transportation system, a goal of the trail system is to offer safe and efficient non-motorized routes for both recreational and commuting purposes. The recommended Simba Run underpass will provide an important pedestrian and bicycle connection across I-70. In particular, the connection will serve pedestrian activity between the Timber Ridge employee housing development and the ski area.
- The Town's Recreational Master Plan recommends bike lanes along all Frontage Roads in the town. The following recommended roadway guidelines (Figure 14) accommodate this goal:
 - Widened paved shoulders along all two-lane sections of roadways to provide a shared bicycle lane in each direction.
 - Continuous auxiliary lanes in the four and five-lane sections of roadways to be used as shared bicycle ways. Vail's peak biking season, the spring, summer and Fall, falls opposite of the peak traffic season, winter, when the auxiliary lanes are most used by vehicles and least by bicyclists. This helps minimize bicycle/vehicular conflicts in the auxiliary lanes. A well defined signage program will need be installed to make bicyclists and motorists aware of the "Share the Road" policy.

The policy listed above makes sense and serves to accommodate bicyclists during warmer months and motor vehicles during the winter months.

- A ten-foot wide shared shoulder/parking/bicycle lane along the I-70 side of the Frontage Roads in the proposed 5-lane sections of Frontage road to provide a shared bike way. Similar to the auxiliary lanes the parking/motorists conflicts are minimized as the peak seasons of each are opposite. Again a visible "Share the Road" signage program should be installed.
- A ten-foot wide multi-use recreational raised and/or separated path shall be provided along the entire lengths of the highest traffic volume sections of the Frontage Roads, specifically from the Dowd Junction path at the west most end of town to Ford Park along the South Frontage Road and from the north West Vail Roundabout to the north Main Vail Roundabout along the North Frontage Road.

TOWN OF VAIL LAND USE PLAN (2009)

Chapter II - Land Use Plan Goals / Policies

2. Skier / Tourist Concerns

- 2.8. (p.5) Day skier needs for parking and access should be accommodated through creative solutions such as:
- a. Increase busing from out of town.
 - b. Expanded points of access to the mountain by adding additional base portals.

4. Village Core / Lionshead

- 4.4. (p.6) The connection between the Village Core and Lionshead should be enhanced through:
- b. Improving the pedestrian system with a creatively designed connection, oriented toward a nature walk, alpine garden, and/or sculpture plaza.



ACTIVE AND PUBLIC TRANSPORTATION POLICIES:

VAIL ECONOMIC DEVELOPMENT STRATEGIC PLAN (2008)

VI. Goals, Objectives, and Action Steps (p.12)

- 4.3 Objective: Work with the business community and Eagle County to address parking and transportation issues for workers and guests.
- 4.3.1 Action Step: The Town of Vail Public Works/Transportation Office will work in conjunction with Economic Development Office and VEAC to encourage business owners to implement programs that support employees who ride the bus or car-pool to work.
- 4.3.2 Action Step: The Public Works/Transportation Office will work in conjunction with the Economic Development Office and VEAC to research existing bus or car-pool programs in Eagle County and share information with the Vail business community.
- 4.3.3 Action Step: The Economic Development Office will work with the Vail Valley Partnership to develop and implement a transportation survey to employers to uncover the transportation needs of employees and businesses.

TOWN OF VAIL CODE GREEN ENVIRONMENTAL SUSTAINABILITY STRATEGIC PLAN (2009)

Executive Summary

Goals (p.3)

- Goal #6: Transportation: Reduce the environmental impact of transportation by supporting efforts within the Eagle Valley to decrease total Vehicle Miles Traveled (VMT) by commuters and guests by 20% by 2020.

Town of Vail Values (p.12)

- 10. Transportation and Transit Network: Vail values a sustainable, multi-modal transportation system that effectively provides ease of access to residents, visitors and the workforce in an environmentally and technologically forward manner.

Transportation Objectives (p.20)

1. Increase employee and guest van and carpool use.
2. Establish collaborative partnerships for improved use of mass transit.
3. Increase bicycle use and alternative low impact modes of transportation.

COMMUNITY DESIGN AND LAND USE POLICIES:

The information contained in this section is the exact policy language from each planning document listed below. Listing this policy language is intended to remind the jurisdictions of community design and land use policies currently in place. Community design and land use can be defined as urban design and land use policies that support healthy eating and active living through a focus on creating interconnected walkable neighborhoods, affordable housing, parks, open space, community gathering spaces, and accessibility for people of all ages. The policy language below reflects community design and land use policies in Vail through themes of:

- Land Use and development decisions will address environmental sustainability as a priority of the community.
- Preserve existing affordable/workforce housing within the town.
- Recognize the importance of Vail Village as a mixed use center of activities for our guests, visitors and residents.
- Preserve existing open space areas and expand greenspace opportunities.
- Commercial infill development shall be encouraged to provide activity generators, accessible green spaces, public plazas, and streetscape improvements to the pedestrian network.
- Utilize Ford Park as a showcase for environmental sensitivity and sustainability.
- Residential growth should keep pace with the marketplace demands for a full range of housing types.

A critical theme that emerged in the scan is that increased density in the Core areas is acceptable so long as the existing character of each area is preserved. Vail will likely need to expand on the theme of accommodating aging populations for community design policies in the future. Commentary around particular policies may be found below listed in italics. Policies oriented towards aging populations are listed with a double asterisk (**).



COMMUNITY DESIGN AND LAND USE POLICIES:

VAIL 20/20 STRATEGIC ACTION PLAN (2007)

Land Use and Development

20/20 Vision (p.4):

- The pedestrian ambiance and scale of Vail Village and LionsHead continues into 2020, where the European alpine charm of Vail is replicated in its new development. The unique character of Vail is evident from the Tyrolean building style that speaks of Vail's history, to the mountain contemporary style that heralds technological advancement. The vibrant mixed-use pedestrian core areas of Vail attract guests, residents and businesses. The diversity of businesses within the core areas provides something for everyone and the new affordable housing options are seamlessly integrated into the community's fabric. Growth has been carefully managed to be sustainable and complementary to the natural environment.

Goal #2 (p.4)

- Land Use and development decisions will address environmental sustainability as a priority of the community.
- Actions/Strategies
 - Create green building standards for all new buildings within the town.
 - Educate developers and applicants on how to incorporate environmental sustainability into projects.

Goal #4 (p.5)

- Provide for enough deed-restricted housing for at least 30 percent of the workforce through policies, regulations and publicly initiated development.
- Actions/Strategies
 - Update housing regulations to include more zone districts that are required to provide employee housing.
 - Redevelop Timber Ridge to increase number of employee beds.
 - Use employee housing fund for buy-downs and other programs that will increase the number of employees living within the town.
 - Address the zoning regulations to provide more incentives for developers to build employee housing units.

Parks and Recreation

20/20 Vision (p.6)

- Vail embraces a healthy lifestyle and is a place where one of any age, economic status, race and culture can indulge in a multitude of diverse recreational activities. With Vail Mountain, Gore Creek and a strong regional system of diverse recreational facilities and amenities, the Vail Valley is a premier destination for the recreation enthusiast. Through Vail's vast and unprecedented era of capital improvements, pace is maintained by offering exceptional recreational programs in world-class facilities that are actively communicated and marketed to users.

Goal #1 (p.6)

- Evaluate current recreational programming, facilities and amenities and ensure they meet the needs of all users on a year-round basis.
- Work with local tourism organizations to provide alternatives to skiing and additional summer activities.
- Develop an understanding of the future of parks and recreation amenities through planning and public participation, and update the Vail Parks and Recreation Master Plan as needed.

Goal #3 (p.7)

- Goal #3: Conduct necessary capital improvements of Vail's current recreational facilities and amenities to meet high standard of quality for users.

Action/Strategies

- Plan for and provide new destination play environments throughout Vail.
- Convene a citizen committee to make a recommendation to the Vail Town Council on the location and design of a permanent Vail skate park.

The creative siting of the Vail Skatepark between two parking garages is an excellent example of making use of underutilized space. Vail should continue to work to identify additional underutilized spaces to site healthy community design features.



COMMUNITY DESIGN AND LAND USE POLICIES:

VAIL 20/20 STRATEGIC ACTION PLAN (2007)

Environmental Sustainability

Goal #2 (p.8)

- Energy Management in Buildings and Transportation: Reduce the town's 2007 baseline greenhouse gas emissions.

Actions/Strategies

- Encourage or require building certifications that promote material efficiency through LEED (Leadership in Energy and Environmental Design) certification and/or other green building programs.
- Partner with Holy Cross and other utility companies to promote and educate consumers about energy efficiency.
- Encourage adoption of green building strategies and practices.
- Implement energy efficiency and conservation measures for municipal facilities
- Support employee housing initiatives in order to reduce trips into Vail.

Consider an incentive strategy for developers to build to LEED standards. A possibility exists to require LEED standards in the next update of the Town of Vail Community Design Guidelines.

Housing

20/20 Vision (p.11)

- The number of employees living within the town has steadily increased, thanks to the town's commitment to ensure affordability and availability of housing. The number of deed restricted rental and for-sale units required of both private and public projects has increased. The diversity of deed-restricted units can accommodate the seasonal worker, as well as all levels of year-round employees, including those with families. Housing in general has been transformed to include green building standards.

Strengthen this policy language to include a focus on affordable housing options for all populations.

Goal (p.11)

- **The Town of Vail recognizes the need for housing as infrastructure that promotes community, reduces transit needs and keeps more employees living in the town, and will provide for enough deed-restricted housing for at least 30 percent of the workforce through policies, regulations and publicly initiated development.

Actions/Strategies

- Preserve existing affordable/workforce housing within the town.
- Expand "buy down" program that gives cash for deed restrictions of units.
- Evaluate impact and explore options for replacement of EHUs from Timber Ridge during redevelopment.
- Expand the number of employee beds in the Town of Vail.
- Enumerate the effects of housing employees within the Town of Vail, including a cost-benefit analysis of employee housing.

VAIL VILLAGE MASTER PLAN (2012)

V. Goals, Objectives, Policies and Action Steps

- GOAL #1 (p.8) ENCOURAGE HIGH QUALITY, REDEVELOPMENT WHILE PRESERVING UNIQUE ARCHITECTURAL SCALE OF THE VILLAGE IN ORDER TO SUSTAIN ITS SENSE OF COMMUNITY AND IDENTITY.

This policy language could be strengthened by including the term "pedestrian-scale", which seems to better describe Vail Village.

- Objective 2.2: (p.9) Recognize the importance of Vail Village as a mixed use center of activities for our guests, visitors and residents.
- Policy 2.2.1: (p.9) The design criteria in the Vail Village Urban Design Guide Plan shall be the primary guiding document to preserve the existing architectural scale and character of the core area of Vail Village.
- Objective 2.3: (p.9) Increase the number of residential units available for short term overnight accommodations
- Policy 2.3.1: (p.9) The development of short term accommodation units is strongly encouraged. Residential units that are developed above existing density levels are required to be designed or managed in a manner that makes them available for short term overnight rental.



COMMUNITY DESIGN AND LAND USE POLICIES:

VAIL VILLAGE MASTER PLAN (2012)(CONTINUED)

- Objective 2.4: (p.9) Encourage the development of a variety of new commercial activity where compatible with existing land uses

Strengthen this policy language with a focus area of attracting grocery or other fresh food access.

- Policy 2.4.1: (p.9) Commercial infill development consistent with established horizontal zoning regulations shall be encouraged to provide activity generators, accessible green spaces, public plazas, and streetscape improvements to the pedestrian network throughout the Village.
- Objective 2.5: (p.9) Encourage the continued upgrading, renovation and maintenance of existing lodging and commercial facilities to better serve the needs of our guests.

Strengthen this policy language to include a focus area on serving the needs of aging populations through interior and exterior enhancements.

- Policy 2.5.1: (p.9) Recreation amenities, common areas, meeting facilities and other amenities shall be preserved and enhanced as a part of any redevelopment of lodging properties.
- Objective 2.6: (p.10) Encourage the development of employee housing units in Vail Village through the efforts of the private sector.
- Policy 2.6.1: (p.10) Employee housing units may be required as part of any new or redevelopment project requesting density over that allowed by existing zoning.
- Policy 2.6.2: (p.10) Employee housing shall be developed with appropriate restrictions so as to insure their availability and affordability to the local workforce.
- **Policy 2.6.3: (p.10) The Town of Vail may facilitate in the development of affordable housing by providing appropriate assistance.

This policy language is geared towards affordable housing in general rather than just workforce or employee housing.

- Policy 2.6.4: (p.10) Employee housing shall be developed in the Village when required by the Town's adopted Zoning Regulations.
- Policy 3.1.3: (p.11) Flowers, trees, water features, and other landscaping shall be encouraged throughout the Town in locations adjacent to, or visible from, public areas.
- GOAL #4 (p.12) TO PRESERVE EXISTING OPEN SPACE AREAS AND EXPAND GREENSPACE OPPORTUNITIES.
- Objective 4.1: (p.12) Improve existing open space areas and create new plazas with greenspace and pocket parks. Recognize the different roles of each type of open space in forming the overall fabric of the Village.
- Policy 4.1.1: (p.12) Active recreation facilities shall be preserved (or relocated to accessible locations elsewhere in the Village) in any development or redevelopment of property in Vail Village.

Excellent example of policy language focused on preservation of active recreation facilities.

- Policy 4.1.2: (p.12) The development of new public plazas, and improvements to existing plazas (public art, landmarks, historic features, streetscape features, seating areas, etc.) shall be strongly encouraged to reinforce their roles as attractive people places
- Policy 4.1.3: (p.12) With the exception of ski base-related facilities, existing natural open space areas at the base of Vail Mountain and throughout Vail Village and existing green spaces shall be preserved as open space.

This is a critical policy as Vail is largely built out.

- Policy 4.1.4: (p.12) Open space improvements including the addition of accessible greenspace as described or graphically shown in the Vail Village Master Plan and/or Urban Design Guide Plan, will be required in conjunction with private infill or redevelopment projects.
- Objective 4.2: (p.12) Improve and expand the opportunity for active and passive recreational activity throughout the Village.

It will be largely up to Town of Vail staff, especially Planners to identify underutilized spaces to expand opportunities for active and passive recreational activities.

- Policy 4.2.1: (p.12) Continue the implementation of the Ford Park Master Plan as this will provide important recreational opportunities to residents and guests.



COMMUNITY DESIGN AND LAND USE POLICIES:

GORE CREEK WATER QUALITY IMPROVEMENT PLAN (2013)

Chapter 6: Conclusions and Recommendations

- Table 6.4: Impervious cover and urban runoff recommended actions and management strategies (p.6-7)
Regulatory / Policy Measures: Develop and implement stormwater infrastructure design standards that incorporate low impact development and green infrastructure practices and design criteria

THE VAIL VILLAGE URBAN DESIGN GUIDE PLAN (1980)

Vail Village Design Considerations

Urban Design Considerations

C. Streetscape Framework (p.4)

- To improve the quality of the walking experience and give continuity to the pedestrian ways, as a continuous system, two general types of improvements adjacent to the walkways are considered:
 1. Open space & landscaping - berms, grass, flowers and tree planting as a soft, colorful framework linkage along pedestrian routes; and plazas and park green spaces as open nodes and focal points along those routes.
 2. Infill commercial storefronts expansion of existing buildings, or new infill development to create new commercial activity generators to give street life and visual interest, as attractions at key locations along pedestrian routes.

D. Street Enclosure (p.5)

- While building facade heights should not be uniform from building to building, they should provide a “comfortable” enclosure for the street.
- Pedestrian streets are outdoor rooms whose walls are formed by the buildings. The shape and feel of these ‘rooms’ are created by the variety of heights and massing (three dimensional variations) which give much of the visual interest and pedestrian scale unique to Vail.

E. Street Edge (p.7)

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

LIONSHEAD MASTER PLAN (2011)

Chapter 4: Master Plan Recommendations - Overall Study Area

4.3.1.2 North-South Orientation of Buildings (p.4-4)

- The predominant east-west orientation of buildings in Lionshead acts as a visual and physical barrier, interrupting the connection to the natural environment. It should be a priority in future development and redevelopment to orient vertical building masses along a north-south axis whenever possible. This will help to accomplish the following objectives:
 - d. Creation of Streets A strong view corridor in the Vail Village is Bridge Street. The orientation of the street toward the mountain provides a constant sense of direction and draws people to the destination at the top of the street. Likewise, the proposed north-south orientation of buildings in Lionshead will help to create streets oriented to the views, something that is almost completely lacking today.

4.9 Housing (p.4-37)

- 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 (p.4-37)

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

4.9.3 Policy Based Housing Opportunities (p.4-37)

- 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.

Strengthen the three policies above by including affordable housing for all populations in addition to workforce housing.



COMMUNITY DESIGN AND LAND USE POLICIES:

LIONSHEAD MASTER PLAN (2011)(CONTINUED)

4.11 Public Art (p.4-42)

- Through the Art in Public Places board, the Town of Vail has long recognized the importance of public art in pedestrian environments. Future development and redevelopment projects in Lionshead, especially projects impacting the retail mall and primary pedestrian environments, should seek to incorporate public art according to the Town of Vail Art in Public Places Master Plan (not adopted as of the writing of this document). Pedestrian circulation systems, portals and gateways, landmarks, pedestrian plazas and architecture all present opportunities to incorporate public art.

4.12 Youth Recreation (p.4-42)

- Throughout the masterplan process there was public input regarding the need for both indoor and outdoor non-skier related recreation opportunities for children and youth. Since the removal of the playground south of Gore Creek in 1995, the only such activities include the Vail Associates putt-putt golf course and the open play field of the ski yard. As the redevelopment of Lionshead progresses the creation of a programmed children's play area should be a community priority. Programmatic components of such a play area could include "tot-lot" play equipment, a volleyball court, swing sets, and creative play structures. Landscaping, benches, and picnic tables should also be integrated into the design such a play area. The location of such a play area will need to be readily accessible from the Lionshead pedestrian mall area and the Gore Creek recreation path, and will require good southern solar exposure. In addition to the play area described above, the potential of integrating children's play areas into the Lionshead pedestrian retail mall should be considered when improvements to the mall are made. Good examples of such play areas can be found in the Aspen, Breckenridge, and Boulder pedestrian retail districts.

5.8 Lionshead Retail Core (p.5-15)

- The Lionshead retail core (see figure 5-8) is comprised of the Vail Associates core site, the surrounding pedestrian mall environment, and the retail faces of adjacent buildings. This central area is the heart and soul of Lionshead and constitutes the most critical area for public and private improvements. The Vail Associates core site represents the most likely near-term redevelopment project, but it is essential that the Town of Vail take all available steps to encourage and facilitate other efforts to enhance and redevelop the retail core. Specific recommendations are as follows:

5.8.1 Build-To Lines (p.5-15)

- A significant problem in the retail mall today is the excessive distance between opposing retail faces, which causes pedestrians to interact with only one side of the street. To remedy this, build-to lines are recommended (see Map S) to create a continuous, well-defined retail experience in which all ground floor spaces directly address the pedestrian street. Of special note, the corridor defined by the build-to lines between the existing Landmark retail and Sunbird Lodge is centered on Tract C. In other words, the build to lines in this east-west corridor will impact both the Vail Associates property and the Landmark Retail property equally.

5.8.2 Ground Level Retail Expansion Opportunities (p.5-15)

- Ground floor retail expansion should be encouraged on existing structures that do not currently extend to their designated build-to lines and are not likely to be completely redeveloped. The most significant places for ground floor retail expansion are the east face of the Vail 21 building and the south and west faces of the Lionshead Arcade building.



COMMUNITY DESIGN AND LAND USE POLICIES:

LIONSHEAD MASTER PLAN (2011)(CONTINUED)

5.8.6 Plazas and Nodes (p.5-18)

- Dynamic pedestrian plazas and nodes are encouraged at each significant intersection in the retail core. Successful plazas are those that have good sun exposure, that are located on primary pedestrian corridors, and that are properly proportioned to encourage seating, eating, gathering and events. Successful nodes are concentrations of activities, landmarks and spaces where people want to congregate. Focal elements such as fountains, landscaping, and public art help to give each node a unique identity and serve as visual reference points. A fundamental objective of the master plan is to introduce these qualities in the Lionshead core.
- The central Lionshead public plaza, for example (shown in figure 5-10), presents an opportunity to create a vibrant center of activity surrounded by active retail and restaurant spaces and animated with an ice rink. The development of a small infill building at the north edge of the plaza is recommended to define the space and introduce additional retail opportunities. The building could incorporate an underground service and delivery corridor to the north day lot transportation center. A food and beverage operation on a rooftop deck over this structure could provide a unique vantage point marking the new north Lionshead pedestrian portal and opening views into the central Lionshead plaza and up to the mountain.
- Because the Lionshead pedestrian mall is also an emergency vehicle access corridor, its proportions and the design of the elements within it must accommodate the turning movements and clearance requirements of fire trucks and other large vehicles.

5.12 Lion Square Lodge (p.5-25)

- The Lion Square Lodge, located at the end of Lionshead Place, occupies two parcels. The main parcel (phases 1, 2, and 3) borders the ski yard and the Gore Creek recreation path. The north parcel (phase 4) is located north of the Lionshead Place cul-de-sac. Several issues arise because of this split configuration.

5.12.4 Potential Development and Redevelopment Scenarios (p.5-25, 5-26)

- Lion Square Lodge is in need of major exterior renovations or redevelopment. Figure 5-16 presents a scenario by which the Lodge could add significant density, enabling the creation of a strong architectural edge to Lionshead Place, a direct connection between the main and north Lodge properties, and a screened parking and arrival area. Another redevelopment scenario (not illustrated) entails relocation of the existing core site access road to a new dedicated access on the north side of Lion Square's north building. This would enable redevelopment to connect the primary Lion Square Lodge building with its north property. Issues associated with this scenario include the proximity of this new intersection to the adjacent West Lionshead Circle intersection and the potential for noise and visual impacts on the south side of the Montaneros property.

5.13 The Marriott (p.5-28)

- With approximately 320 rooms, the Marriott is the largest supply of hot beds in Lionshead. The single largest structure in Lionshead, it is also very visible, especially from the west. It is consequently a high priority renovation project, and all reasonable measures should be taken by the Town of Vail to encourage and facilitate its enhancement. Specific issues regarding this property are as follows:

5.13.1 Redevelopment or Development of the Parking Structure (p.5-28)

- The best opportunity for new development on the Marriott property is the existing parking structure (figure 5-17). If this site is developed, attention should be given to the relationship between the development, Gore Creek, the Gore Creek recreation path, and the west day lot. Vertical development should step back from the recreation path, and there should be a clear separation (most likely a landscape buffer) between the public space of the recreation path and the private space of the residential units.

5.13.2 Infill Opportunities (p.5-28)

- There are several tennis courts on the south side of the Marriott. This area presents an opportunity for low-rise infill development that eases the visual and physical transition from the existing structure to the Gore Creek recreation path.



COMMUNITY DESIGN AND LAND USE POLICIES:

LIONSHEAD MASTER PLAN (2011)(CONTINUED)

5.17 Ever Vail (p.5-34)

- Ever Vail is a 12.6 acre site located in West Lionshead (see Figure 5-21). Ever Vail includes the Vail Associates Service Yard, Holy Cross site, Vail Professional Building site, Cascade Crossings site, Glen Lyon Office Building site, and the former gas station site. The subject property is divided into two parcels within the Ever Vail Subdivision and should be zoned Lionshead Mixed Use 2 District. Ever Vail should be redeveloped to enhance and improve the guest and community experience and improve Vail Resorts' ability to service and maintain mountain facilities. Due to the large size of the development site, Ever Vail will likely be redeveloped in phases over time. Ever Vail should be a residential/mixed use hub that includes key components such as a ski lift (gondola), increased office space, new retail space, public parking, realignment of the frontage road, relocated mountain operations and maintenance yard, employee housing, a 100 plus room hotel, public transit facilities, a community recreation facility and improvements for connectivity with the rest of Lionshead and Cascade Village for pedestrians, bicycles and vehicles.

5.17.7 Public Spaces and Plazas (p.5-41, 5-42)

- Within Ever Vail, pedestrian plazas and walkways are essential to create an extension of Lionshead where pedestrianization has been a key element of success. Elements of successful public spaces include portals, edge definers, public space definers, landmarks and public art. These place-making elements improve pedestrian circulation and provide aesthetically pleasing places to congregate. They further enhance the livability of Ever Vail for employees, residents and guests. The creation of gateways and portals is encouraged as a basic component of redevelopment, especially in transition areas between different domains, or public, semi-public, and private areas. It is essential that public spaces and plazas are not shaded by buildings at peak use times. Further sun shade analysis will need to occur in order to ensure public spaces and plazas are not shaded and unwelcoming to users. Outdoor dining decks are encouraged to bridge the gap between public and private space and provide vibrancy to the adjacent streets, walkways and plazas as further detailed in section 4.10 of this Plan. Chapter 8, Architectural Design Guidelines, provides guidelines for these elements to ensure they are successfully implemented.
- Elements of the natural environment need to interact with public spaces in order to connect the urban and natural environments. Within Ever Vail, the improvements to Red Sandstone Creek, as further detailed in section 5.17.10, will provide public spaces for recreation and congregation that connect Ever Vail with the natural environment, as recommended by section 1.3.3. Provisions should be made for public access to streets, paths and plazas through easements or similar mechanisms to create a perceived public domain in Ever Vail. Additional dedications and/or easements are necessary to facilitate the use of property by the public.

Chapter 6: Site Design Guidelines

6.1 Primary Pedestrian Mall (p.6-1)

- The primary pedestrian mall is a heavily utilized pedestrian street or corridor characterized by ground level retail frontage on both sides. In Lionshead today, the pedestrian/ retail core area meets this definition. Areas within the primary mall (see Map P) shall conform to the Architectural Design Guidelines regarding building setbacks and build-to lines on a primary retail/ pedestrian street.

6.1.2 Pedestrian Surfaces (p.6-1)

- Pavement in the primary pedestrian mall should be snowmelted. Consistency in paving materials is recommended, but variations in paving patterns are encouraged to define spaces, transitions, and predominant traffic flow patterns. Refer to the Vail Streetscape Master Plan for recommended materials and design.

6.1.5 Signage (p.6-2)

- Creativity is encouraged in individual retail business signage. Ordinary stock or prefabricated signage should be avoided in favor of custom designed and fabricated artisan signage. Consistent directional and identity signage installed by the Town of Vail is recommended at all intersections, portals and gateways in the retail environment and at all pedestrian points of entry to the core. Pedestrian directional signage should be attractive and understated, visually accessible and clear.

6.3 Primary Pedestrian Walk



COMMUNITY DESIGN AND LAND USE POLICIES:

LIONSHEAD MASTER PLAN (2011)(CONTINUED)

6.3.3 Site Furnishings (p.6-4)

- Site furnishings such as benches, seatwalls, and trash receptacles are encouraged on an intermittent basis along these corridors, concentrated primarily at intersections, in view corridors, and other logical gathering or resting areas. Site furnishings should be placed out of the flow of pedestrian traffic, creating comfortable but easily accessible opportunities to sit and rest. Site furnishings should be consistent along primary pedestrian walks.

Consider orienting site furnishings to face south for solar gain or face scenic views if possible for maximum usage.

FORD PARK MASTER PLAN (2013)

Chapter 4 - Goals, Objectives, Policies and Action Steps

- Objective 1.4: (p.23) Utilize Ford Park as a showcase for environmental sensitivity and sustainability.
- Policy Statement 2: Sustainable design and environmentally “friendly” materials and construction methods should be utilized on all new development within the Park.
- Policy Statement 3: Maintain, protect and enhance the environmental character of natural open space areas.
- Policy Statement 4: New improvements within the Park and the ongoing management of the Park should be done using sound environmentally sensitive practices.
- Objective 1.5: (p.23) Limit the number and scale of buildings and structures within the Park to no more than necessary to meet the needs of park operations and to provide appropriate services and facilities to park user
- Policy Statement 1: As an alternative to new buildings, encourage shared or joint-use buildings and/or facilities among Park lease-holders.
- Policy Statement 2: The design of new buildings or structures shall be integrated with the land with a subtle, understated, low-profile in appearance so as to not dominate the Park’s landscape.
- Objective 2.3: (p.26) Maintain, and enhance where appropriate, the role of the Park in providing facilities for the enjoyment and exploration of the arts, music, dance, education and other cultural pursuits.
- Policy Statement 2: Support the Art in Public Places Board in its efforts to continue public art programs (i.e. interactive events, projects, art installations, educational activities, etc.) within the Creekside area of the Commons Sub-area (and other areas of the Park as may be deemed appropriate).
- Objective 4.2: (p.31) Encourage and promote park users to access the Park via pedestrian routes from Vail Village and the Vail Transportation Center.
- Policy Statement 1: The five existing pedestrian access points to the Park from Vail Village and Golden Peak should be maintained and enhanced to maximize their effectiveness in providing access to the Park.

Excellent example of policy language focused on encouraging active transportation to and from the park rather than short auto-oriented trips.

DONOVAN PARK MASTER PLAN (1985)

Site Guidelines (p.39)

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

Site Guidelines (p.39)

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

TOWN OF VAIL LAND USE PLAN (2009)

Chapter II - Land Use Plan Goals / Policies

1. General Growth / Development

- 1.4. (p.4) The original theme of the old Village Core should be carried into new development in the Village Core through continued implementation of the Urban Design Guide Plan.



COMMUNITY DESIGN AND LAND USE POLICIES:

TOWN OF VAIL LAND USE PLAN (2009)(CONTINUED)

2. Skier / Tourist Concerns

- 2.7. (p.5) The Town of Vail should improve the existing park and open space lands while continuing to purchase open space.

As parkland becomes increasingly difficult to find or purchase in-town, Vail should consider continuing to work with the Eagle Valley Land Trust but at an increased level.

3. Commercial

- 3.4. (p.5) Commercial growth should be concentrated in existing commercial areas to accommodate both local and visitor needs.
- 3.5. (p.5) Entertainment oriented business and cultural activities should be encouraged in the core areas to create diversity. More night-time businesses, on-going events and sanctioned "street happenings" should be encouraged.

4. Village Core / Lionshead

- 4.1. (p.6) Future commercial development should continue to occur primarily in existing commercial areas. Future commercial development in the Core areas needs to be carefully controlled to facilitate access and delivery.

A great example of policy language that supports redevelopment of the built environment.

- 4.2. (p.6) Increased density in the Core areas is acceptable so long as the existing character of each area is preserved through implementation of the Urban Design Guide Plan and the Vail Village Master Plan.
- 4.3. (p.6) The ambiance of the Village is important to the identity of Vail and should be preserved. (Scale, alpine character, small town feeling, mountains, natural settings, intimate size, cosmopolitan feeling, environmental quality.)

5. Residential

- 5.3. (p.6) 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. (p.6) Residential growth should keep pace with the marketplace demands for a full range of housing types.
- 5.5. (p.6) The existing employee housing base should be preserved and upgraded. Additional employee housing needs should be accommodated at varied sites throughout the community.

EMPLOYEE HOUSING STRATEGIC PLAN (2008)

Policy Statements

The Town will Impose Regulatory Requirements (p.11)

- Development will be required to address a portion of its housing demand within the Town of Vail; and
- New development and redevelopment will be required to address a portion of its housing demand at the development site.

Development and Acquisition Initiated by the Town (p.11)

- To address employee housing needs beyond the regulatory requirements for new development; and
- To respond to the desire to promote a more diverse and vibrant local community.

Form Regional Partnerships (p.12)

- These efforts will address employee housing needs beyond the regulatory requirements by actively seeking partnerships, including:
 - i. Public / Private, and
 - ii. Multi Jurisdictional.

Vail has done an amazing job making a push to provide affordable housing for employees. Consider expanding the focus from mainly employee and workforce housing to affordable housing for all populations especially those that are aging.



COMMUNITY DESIGN AND LAND USE POLICIES:

VAIL ECONOMIC DEVELOPMENT STRATEGIC PLAN (2008)

Policies (p.5)

- In 2005, a tax increment financing district (TIF) was created within the Vail Reinvestment Authority to provide financing for public improvements in Lionshead.
- Creation of an Economic Development Office in 2007 to focus on building a year-round economy; provide direction for upgrading and maintaining Vail's capital assets; review and make recommendations regarding workforce housing and all economic related issues.
- Continued support of retail including streetscape upgrades, master planning, sign code modifications and more.
- To address the workforce housing issue, the Town created a goal of housing 30 percent of employees within the Town of Vail. The Town Council passed commercial linkage and inclusionary zoning regulations to require mitigation of employee housing for new developments and redevelopment in order to meet this goal. The Town is also working on the redevelopment of Timber Ridge to generate new employee housing opportunities.

VI. Goals, Objectives, and Action Steps (p.9)

- 1.1 Objective: Continue the efforts of the Vail Economic Advisory Council (VEAC)
- Goal 3: Work with Vail Town Council and Vail Town Manager to review and make recommendations regarding workforce housing in Vail.
- Strategy: Advise Vail Town Council and Vail Town Manager regarding future impacts of workforce housing as it relates to business in Vail.

VI. Goals, Objectives, and Action Steps (p.12)

- 4.1 Objective: Work with the business community, Eagle County and other municipalities to address future workforce housing needs. 4.1.1 Action Step: The Economic Development Office and VEAC shall provide input into updates of the Vail Employee Housing Strategic Plan.

TOWN OF VAIL CODE GREEN ENVIRONMENTAL SUSTAINABILITY STRATEGIC PLAN (2009)

Executive Summary

Goals (p.3)

- Goal #2: Energy Efficiency: Reduce the Town of Vail municipal and community energy use by 20% below 2006 levels by 2020, in order to effectively reduce the Town's contribution to greenhouse gas emissions and impact on global climate change.

Town of Vail Values (p.12)

- 3. Activities Benefit Individuals and the Community: Vail values a vibrant community life supportive of spiritual and physical well-being and encouraging of intellectual and cultural growth. This value includes providing a wide variety of educational, recreational, entertainment, art and cultural opportunities. These offerings are accessible to all and appeal to residents and guests of all ages, incomes and interests. These activities promote the development of relationships that strengthen the community.
- 4. Natural Environment: Vail values the environment as a source of health, beauty, recreation and economic strength that makes Vail a special place to live, work and play. As stewards of the environment, Vail is committed to promoting sustainable environmental practices in every aspect of the community.
- 8. Sense of Place and Character: Vail values the strong history of the Town and its unique character and legacy while acknowledging the importance of reinvention. This is reflected in the high quality of the built environment with design and features that endure over time.

Energy Efficiency Objectives (p.14)

- 1. Track and reduce the Town of Vail municipal and community energy use and GHG emissions. 2. Implement a sustainable building code program that requires new construction and major renovations to achieve designated resource and energy efficiency targets.
- 3. Implement energy efficiency and conservation measures for municipal facilities.
- 4. Increase fuel efficiency, reduce fuel and oil consumption and create a viable program for alternative fuels within the Town fleet.
- 5. Implement community energy efficiency and renewable energy program.



COMMUNITY DESIGN AND LAND USE POLICIES:

TOWN OF VAIL CODE GREEN ENVIRONMENTAL SUSTAINABILITY STRATEGIC PLAN (2009)

Ecosystem Health Objectives (p.15)

- 1. Maintain Gore Creek watershed as a Gold Medal Fishery, while working to maintain tributaries; meet and/or exceed aquatic life standards set by the state of Colorado through the management of urban stormwater.
- 2. Re-initiate Trees for Vail program as a forest restoration and Town of Vail beautification project to improve the community and the environment through tree planting.
- 3. Promote water conservation practices in businesses, community and municipality.
- 4. Address tree disease in the Town of Vail through public outreach and education

COMMUNITY ENGAGEMENT POLICIES:

The information contained in this section is the exact policy language from each planning document listed below. Listing this policy language is intended to remind the jurisdictions of community engagement policies currently in place. Community Engagement can be defined as policies that support two-way communication between local government agencies and citizens. The two-way process of community engagement allows for multiple avenues for a local agency to inform citizens of meetings, news, upcoming decisions, plans, and processes while allowing for multiple avenues for citizens to give feedback or to feel and see that they are part of the plan or process. The policy language below reflects community engagement policies in Vail through themes of: community involvement in the planning process. Many jurisdictions do not currently have policy language around community engagement. Commentary around particular policies may be found below listed in italics. Policies oriented towards aging populations are listed with a double asterisk (**).

TOWN OF VAIL LAND USE PLAN (2009)

Chapter II - Land Use Plan Goals / Policies

1. General Growth / Development

- 1.8. (p.4) Recreational and public facility development on National Forest lands may be permitted where no high hazards exist if:
 - c. The affected neighborhood can be involved in the decision-making process.

TOWN OF VAIL CODE GREEN ENVIRONMENTAL SUSTAINABILITY STRATEGIC PLAN (2009)

Town of Vail Values (p.12)

- 5. Participation and Cooperation: Vail values the participation of its citizens in community life, decision making and planning for the future. A sense of ownership and responsibility is achieved through open communication and cooperation between community members, businesses, interest groups and local and regional governments. Cooperation is essential to addressing issues that extend beyond town boundaries.

INITIATIVES, PROGRAMS, AND RESOLUTIONS:

Vail's development challenges are unique in that most of the new development in Vail is infill or redevelopment. The capital budget is increasing around repairing existing facilities, Vail development opportunities are all within existing constraints.

- Vail is implementing Pickleball courts and promoting with the tagline "I relish Pickleball", Vail Recreation District has many programs, including ice skating.
- Vail Resorts is promoting their recreation on top of the mountain program.
- Vail makes efforts to keep grocery stores in town, ensuring the west Vail community area allows grocery uses. Current grocery uses include Safeway, City Market, and Simms Market. Discussion is taking place of trying to find a small/specialty market in Vail Village. Input from community surveys have indicated a preference for this.
- In 2014 Council approved a Recycling ordinance, in 2015 Plastic bags were banned at grocery stores.
- SolePower came out as a program in Vail to reduce Vehicle Miles Travelled (VMT). The Vail Valley Medical Center, and Stedman Center both have mission statements that include HEAL goals.
- Special event planning has been doing work with sustainable events, being mindful of who the vendors are, community enrichment, and education.
- Vail is partnering with Health Links and the Workwell Collaborative for Worksite Wellness.
- Vail employees get a significant discount on Ski Passes, employees can sneak out on powder days.
- Vail is pursuing a sustainable destination certification by the Global Sustainable Tourism Council by 2018.



MAJOR HEALTHY EATING AND ACTIVE LIVING ACCOMPLISHMENTS:

Healthy Food Access - Accomplishments

- Vail has a large Farmers Market that council provides a subsidy for.
- Minturn and Edwards both have farmers markets.
- Door to Door Organics and Green Wagon Farm CSA both deliver fresh produce to Vail.
- One official community Garden in West Vail, has a waiting list. Timber Ridge has a private community garden for complex residents.
- Vail now allows residential greenhouses and cold frames.

Active Transportation and Public Transit - Accomplishments

- Vail approved a temporary policy about e-bikes on Multi-use trails. State Law says only under 750watts, e-bikes are increasingly becoming hybridized and use pedal and motor power.
- Vail Transportation runs free transit service at around 3.2 million riders per year.
- Six years of the Solepower program has led to 170,000 miles of VMT reduction.
- Vail has over 15 miles of paved recreation trails and two schools with paved trail connectivity, including a bicycle/pedestrian overpass over I70
- Soft-trail system has been proposed, to connect neighborhoods and town. Trails all around town could be connected to this. Staff has been talking with IMBA.

Community Design and Land Use - Accomplishments

- The West Vail Fire Station is LEED certified, The affordable Arosa Duplex Housing Project is also LEED certified.
- Vails has an inclusionary housing program with a commercial linkage. This program requires a % of mitigation both on site and off site affordable housing.
- Vail has a housing coordinator and there is a number of town owned properties hosting affordable housing. Vail Commons is one of the affordable housing properties. Chaminoix is in West Vail, it is a future affordable housing area and will have additional units. The Four Seasons has 38 beds of affordable units. Timber ridge, also has affordable units. All of these units are kept affordable by deed restrictions.
- The Town of Vail has a approximately 727 deed restricted beds.
- Both village cores in Vail are zoned Mixed Use, which uses a horizontal zoning concept by floor. Mixed Use 1 and 2, Commercial Core 1, Public Accommodation areas are also a Mixed Use type land use pattern.
- West Vail has opportunity for Mixed Uses in the future,
- Vail has open space parks, and five to six open space parcels deeded through the Eagle Valley Land Trust www.evlt.org
- Natural Area preservation zoning exists.
- Some parcels are owned by Vail, others are privately owned but held in trust.
- The Town of Vail built a skatepark in the Lionshead parking garage, an excellent use of underutilized space.
- Public land access includes four trailheads that access the Eagles Nest wilderness, four others offer access to National Forest, Sprattle Creek, motorized access, and neighborhood accesses as well.
- The East end of town ties into the Vail Pass Bike Path, the Eagle Valley Regional Trail connects to West Vail and will eventually connect to Glenwood Springs.
- Vail approved a housing plan to add 1000 deed restricted units over 10 years.
- The Walking Mountains Science Center hosts Actively Green Sustainable Business Training and Eco Certification

Community Engagement - Accomplishments

- Every other year Vail distributes a community survey, 2016 will be the first year of the community employee survey sent out to all employees.
- Vail hosts a series of community picnics.
- In March, Vail hosts the State of the Town meeting.
- Planning projects include public meetings, focus groups, stakeholder groups on marijuana, recycling, trails, Chamonieux, custom built playgrounds.
- Vail hosts ongoing Lunch and Learn Seminars based on water quality.



FUTURE OPPORTUNITIES

Future opportunities based on best practices and evidence-based strategies for healthy eating and active living.

Healthy Food Access:

- Expansion of healthy food access policy language in future planning efforts. Some examples include: Including food access and health goals into comprehensive plans or subarea plans. Including food access goals such as proximity to food retail in development checklists or HIA's. Target and attract healthy food retailers. Conduct a community food assessment (CFA) or food system assessment (FSA).
- Food retail options could be increased by: expediting the permitting process for grocery development in priority areas, identification of potential sites for new grocery, offer density bonuses for new grocery retail, allow for mobile produce markets/carts, reduce parking requirements for grocery retail.

Active Transportation and Public Transit:

- The Town of Vail should complement it's excellent system of multi-use trails. Consider creation of a bicycle master plan emphasizing an on-street network of bike lanes and sharrows to further promote active transportation.
- While working with Vail Resorts and the US Forest Service to build new trails or improving existing trails the Town of Vail should include the Vail Valley Mountain Bike Association (VVMBA) as a local resource for trail design and a source of volunteers.
- Add policy language supporting additional regional and statewide transit beyond simply ensuring an interconnected transit system to regional and statewide transit networks. By adopting more supportive policy language of regional and statewide transit Vail could attract new regional transit routes as well as support existing regional transit efforts such as CDOT's Bustang service. As transit ridership increases in Eagle County it becomes easier to leverage funding for increased transportation options and advanced transportation systems.
- Consider Cable Propelled Transit (CPT) to replace heavily used bus routes. Installing a CPT (Gondola) to serve the same destinations offers a grade separated alternative, if properly designed and located can mitigate some of the issues involved with busses at a cost much less than a Light Rail or Streetcar system. A Town of Vail CPT can easily connect with other existing Vail Gondola systems.
- Holding discussions with the railroad about a rail corridor preservation while teaming with partners such as: Eagle County, Avon, Eagle, Edwards, Minturn, and other stakeholders can be an effective way to present a unified front in discussions with the Union Pacific. By utilizing a coalition based approach it is possible to leverage a better position to retain and preserve this important corridor, possibly for eventual regional passenger service.
- Shoulder widening is an excellent and cost effective way to add bicycle/pedestrian connectivity in longer corridors or rural areas than a striped bike lane.
- The Town of Vail should consider an upgrade of their wayfinding signage to include trailheads and hiking trails in the mountains similar to hiking trail wayfinding systems in the Swiss Alps.
- The unified park signage system mentioned in the Donovan Park Master Plan should be coordinated with the Town of Vail's wayfinding signage system.
- The Town of Vail should consider implementing a winter in-town active transportation network consisting of groomed singletracks for cross-country skiers and winter trails for balloon tire snowbikes. A regional winter cross country ski network using the ECO trail could also be pursued.
- The Town of Vail has an opportunity to implement a bike sharing system. The WeCycle system in the Roaring Fork Valley has had some success and can be a case study for Vail. www.we-cycle.org
- Consider improving signage and visibility in roundabouts for bicyclists.
- When adding additional mountain base portals, consider walking/biking connectivity enhancements both to connect to the town and to connect across Vail Mountain.

Community Design and Land Use:

- Update or amend the Vail Urban Design Guidelines. Include recommendations for Universal Design, LEED buildings, land use/transportation language, as well as guidelines supportive of healthy food access and aging populations.
- Vail should look for underutilized spaces to site healthy community design features. Similar to the repurposed space between parking garages for the Vail skatepark. Town of Vail staff should be on the lookout for other underutilized spaces to site community gardens, bike parks, slacklines, low-ropes courses, bouldering courses, etc.



- Policies focused on aging populations can be beneficial for the entire community, as policies benefitting aging populations tend to also benefit the disabled, low-income, children, and traditionally overlooked populations. Policy language could be adopted that encourages not only diverse housing options for the elderly, but universal community design guidelines and considerations for the elderly. Urban design features such as ramps, handrails, handicapped parking spaces, upgraded traffic signals, pedestrian refuge islands, and signalized crosswalks with pedestrian push buttons are a few examples.
- Consider adopting policy language prohibiting smoking in public places. Policy language could limit smoking public places such as: indoor or outdoor sports pavilions, stadiums, gymnasiums, health spas, boxing arenas, swimming pools, roller and ice rinks, bowling alleys, fairgrounds, skate parks, soccer fields, ball fields, playgrounds, trails and other venues similar to those listed above where members of the general public assemble either to engage in physical exercise, participate in athletic competition, or witness sports or other events, including all the spectator stands for such events. “Smoking” means inhaling, exhaling, burning or carrying any lighted cigar, cigarette, pipe, or other lighted plant or combustible substance in any manner or in any form. Eagle County Ordinance 06-01 has been passed and is a good example for policy language.

Community Engagement:

- Come up with an easy to remember URL for citizens to review and provide comment on planning efforts and documents.
- When conducting public outreach during planning processes consider going out to the public rather than making the public come to meetings or open houses which can suffer from low attendance. This could mean setting up information tables with staff at grocery stores, schools, parks, breweries and other community gathering areas. A good forum to roll out this strategy could be at the Vail Community Picnics.

THANK YOU!

This project was made possible by the contribution of time, effort, ideas, and resources of many individuals and organizations: thank you!

- The participation of the seven municipalities (Towns of Avon, Eagle, Gypsum, Minturn, Red Cliff, Vail and Eagle County) of the Eagle River Valley were central to this project. A special thank you for taking the time to meet with the Healthy Communities Coalition, Public Health and Planning staff, and the hired subcontractor to help us understand your community’s priorities and challenges.
- The Healthy Communities Coalition Built Environment work group provided the initial vision for this project and continued providing ongoing support throughout the policy scan’s implementation.
- The Colorado Department of Public Health and Environment’s Built Environment staff provided key guidance and expertise.
- Jefferson County Public Health shared insight and examples from their healthy eating and active living policy scan project.
- Open Plan Consultants, LLC was the subcontractor hired to conduct the policy scan whose previous experience with policy scans and expertise in healthy eating and active living were critical.

Funding for this project and report was provided by Plan4Health, a project of the American Planning Association and American Public Health Association to support coalitions and cross-sectoral partnerships dedicated to increasing health equity through healthy eating and active living. www.plan4health.us.

For more information:

Katie Haas, Eagle County Public Health and Environment: katie.haas@eaglecounty.us
 Kris Valdez, Eagle County Planning: kris.valdez@eaglecounty.us



APPENDIX - PLAN 4 HEALTH POLICY SCAN RESOURCES AND TOOLS

HEALTHY FOOD ACCESS RESOURCES:

- Colorado Fresh Food Financing Fund
- Colorado Housing and Finance Authority
- The Colorado Fresh Food Financing Fund (CO4F) improves access to healthy food in underserved Colorado communities by financing grocery stores and other forms of healthy food retail. More information about this program can be found in the link below:
<https://www.chfainfo.com/CO4F/>
- Community Food Assessment (CFA): Introduction
- WhyHunger
- The Why Hunger Website provides insight on Community Food Assessments, and when a CFA can be useful.
<http://whyhunger.org/connect/item/1-community-food-assessment-introduction>
- Should we conduct a community food assessment in our city?
<http://whyhunger.org/right-to-food/item/1376-should-we-conduct-a-community-food-assessment-in-our-city>
- Cultivate Your Food Economy - Food Systems Assessments (FSA)
- Tufts University
- Tufts University provides some useful information about Food Systems Assessments including explanations of the different types of FSA, and case studies of Food Systems Assessments.
<https://sites.tufts.edu/foodeconomyfinalreport/practical-visionaries-history/theoretical-framework/food-systems-assessment/>

ACTIVE AND PUBLIC TRANSPORTATION RESOURCES:

- Bicycle Library
- City of Golden, Colorado
- The City of Golden hosts a bike share program, where visitors, residents, local employees and students can “check-out” a bike for a limited time period for local use in Golden. Resources for the Bicycle Library can be found below.
<http://www.cityofgolden.net/play/recreation-attractions/bicycling-in-golden/golden-bike-library/>
- Cable Propelled Transit Primer
- Creative Urban Projects
- Cable Propelled Transit (CPT) is a way to create a grade separated transit route possibly replacing heavily used bus routes. An especially useful tool for communities that are within proximity of an existing gondola system that could be expanded for transit purposes. Creative Urban Projects hosts a website with resources relating to CPT.
<http://gondolaproject.com/learn-the-basics-what-is-cable-propelled-transit/>
- CDOT Transportation Alternatives Program (TAP)
- Colorado Department of Transportation
- The CDOT Transportation Alternatives Program provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
<https://www.codot.gov/programs/planning/documents/resources/tap/TAP-guidelines.pdf>



APPENDIX - PLAN 4 HEALTH POLICY SCAN RESOURCES AND TOOLS

- Complete Streets: Guide to Answering the Costs Question
- Smart Growth America
- Answering the question of “What are the costs of building complete streets?” can be a difficult one. The Guide to Answering the Costs Question aims to help jurisdictions answer some of the challenging questions associated with building complete streets.
<https://www.smartgrowthamerica.org/app/legacy/documents/cs/resources/cs-answering-the-costs-question.pdf>
- Creating Equitable, Healthy, and Sustainable Communities: Strategies for Advancing Smart Growth, Environmental Justice, and Equitable Development
- United States Environmental Protection Agency
- Communities across the country are integrating smart growth, environmental justice, and equitable development approaches to design and build healthy, sustainable, and inclusive neighborhoods. This guide explores the strategies, partnerships and funding mechanisms needed to do so through case studies.
<https://www.epa.gov/smartgrowth/creating-equitable-healthy-and-sustainable-communities>
- Electric Bicycle (E-bike resources)
- City of Boulder, Colorado
- The City of Boulder permits Electric Assisted Bicycles on certain multi-use paths within their city limits. Resources found regarding this E-bike policy can be found below.
<https://bouldercolorado.gov/goboulder/electric-assisted-bikes-policy-review>
- National Association of City Transportation Officials
- Creators of three user friendly and instructive guides: The Urban Street Design Guide (2013), Urban Bikeway Design Guide (2014), and Transit Street Design Guide (2016). The NACTO guidebooks are highly illustrated and provide detailed descriptions of roadway redesigns, bicycle design treatments, and urban design principles.
<http://nacto.org/>
- New Mobility West
- An initiative of community builders focused on helping western communities create great transportation systems. New Mobility West’s website has a clearinghouse of tools and resources related to downtown street design.
<http://newmobilitywest.org/>
- Parking Code Guidance: Case Studies and Model Provisions
- MTC Smart Growth Technical Assistance: Parking Reform Campaign
- The Parking Code Guidance document provides guidance on how to regulate and manage parking in a way that supports development in urban infill areas, priority development areas, while encouraging balanced multimodal access, and reducing vehicle traffic.
www.cityofmillvalley.org/Modules/ShowDocument.aspx?documentid=8988
- Smart Growth America
- National Complete Streets Coalition
- The National Complete Streets Coalition has a clearinghouse of free resources on a variety of topics related to street design.
<https://smartgrowthamerica.org/program/national-complete-streets-coalition/>
- Transportation and Health Tool
- U.S. Department of Transportation
- The Transportation and Health Tool was developed by the U.S. Department of Transportation and the Centers for Disease Control and Prevention to provide easy access to data that practitioners can use to examine the health impacts of transportation systems.
<https://www.transportation.gov/transportation-health-tool>



APPENDIX - PLAN 4 HEALTH POLICY SCAN RESOURCES AND TOOLS

- Bike State 38
- A bicycling resource website that includes links to route and trail maps, chat rooms, and bicycle resources for any type of bike rider.
<http://bikestate38.com/>
- Active Living Research
- Robert Wood Johnson Foundation
- A searchable library of active living research filled with the latest peer-reviewed papers, reports and publications for information you need to help inform policies that support more active, healthy communities for children and families.
<http://activelivingresearch.org/promoting-active-living-rural-communities>

COMMUNITY DESIGN AND LAND USE RESOURCES:

- Green Stormwater Infrastructure Toolkit
- Georgetown Climate Center
- This new set of strategies seeks to manage stormwater, reduce urban heat island effects, improve air quality, and promote economic development and other sustainability goals. Green infrastructure can provide an attractive alternative to traditional concrete (or “gray”) infrastructure by making paved and hard surfaces vegetated or permeable.
<http://www.georgetownclimate.org/adaptation/toolkits/green-infrastructure-toolkit/introduction.html>
- Housing Strategy Policies
- The Town of Basalt Master Plan
- The Town of Basalt has enacted progressive policy language around affordable housing. The policy language below had had a stagnating effect on new development in Basalt, and jurisdictions should keep this in mind when adopting similar policy language.
<http://www.basalt.net/DocumentCenter/Home/View/99>

1. The Town of Basalt will not lose ground on the existing level of affordable housing available in and around Basalt. This means: All new residential developments will include and integrate affordable housing into their projects, or if integration is impractical, provide affordable housing in, or near, Basalt; methods will be developed to maintain the existing affordability of housing in Basalt; non-residential projects will mitigate for impacts they create for housing; and existing affordable housing will not be lost through displacement or demolitions.

2. Affordable housing will be disbursed throughout the community and integrated into the existing community fabric.

3. The Town will pursue affordable housing through the annexation agreement process and will utilize the housing policies in the Goals and Objectives section of this master plan update, particularly Objective 4.5.5, to guide affordable housing aspects of the annexation process.

4. The Town encourages community participation in solving and benefiting from solutions to the affordable housing concern. The Town will develop a program that looks more at the total benefits to a neighborhood and to the community and relies not only on numerical standards and limitations.

5. The Town will emphasize programs that will result in the creation of affordable housing units through the construction of new attainable units or by existing units being permanently restricted for affordable housing (either through deed restrictions or other methods).

6. Affordable housing will be transit-friendly, integrate with intermodal transportation, and perpetuate the Town’s history of pedestrian walkability and transit use.



APPENDIX - PLAN 4 HEALTH POLICY SCAN RESOURCES AND TOOLS

7. The Town will consider the total costs for all housing, including life cycle costs such as painting, building materials and energy costs (e.g. including heating the housing unit). The Town will work toward a zero energy footprint for all housing.

8. The Town's housing program should acknowledge regional issues and encourage coordination among jurisdictions including affordable housing standards and requirements. The Town will seek out partnerships with other entities supporting affordable housing and develop reciprocal agreements. The Town will discourage jurisdictional shopping for development approvals.

9. The Town will support creative housing solutions including projects that honor sweat equity by those benefiting from the housing subsidy.

10. The Town considers affordable housing an important aspect of the community, as important as trails, parks, open space, libraries, etc. Therefore, developers should not expect housing rents or prices to reflect the developer's costs. Affordable housing must be considered a cost of doing business in Basalt and rents and prices must reflect wages and salaries in Basalt.

- Plan4Health Tools and Resources
- American Planning Association
- The Plan4Health Resources page contains links to: The Peer Learning Network (PLN), Topic and Organization based resource libraries, and Plan4Health Toolkits on: Food Systems, Active Living, and Health in all Planning Policies.
<http://plan4health.us/tools-and-resources/>
- Planning and Zoning for the Built Environment
- American Planning Association
- This Essential Info Packet (EIP) offers planners a collection of resources to help them better understand the connections between health and the built environment and integrate community health considerations into their planning and zoning work. The EIP is an annotated resource list that allows users to click through to the various websites, APA resources, and non-APA documents collected for this packet.
<https://www.planning.org/pas/infopackets/eip38/>
- Shared Parking Toolkit
- Metropolitan Area Planning Council
- Shared parking means that a parking facility serves multiple destinations. Shared parking is usually an intrinsic part of downtown settings where there is public parking because the same parking facility serves many different destinations within walking distance. However, shared parking spaces can also be used in mountain or resort style communities where space is at a premium. The link below highlights a useful shared parking toolkit.
<http://www.mapc.org/resources/parking-toolkit/strategies-topic/shared-parking>
- Smart Growth Self-Assessment for Rural Communities (2015)
- US Environmental Protection Agency
- The Smart Growth Self-Assessment for Rural Communities is a compilation of strategies, organized by 11 common "goal areas," that villages, towns, and small cities can use to evaluate their existing policies to create healthy, environmentally resilient, and economically robust places. Organized in an easy to use checklist the link to this document is shown below:
https://www.epa.gov/sites/production/files/2015-12/documents/rural_self_assessment_121815.pdf



APPENDIX - PLAN 4 HEALTH POLICY SCAN RESOURCES AND TOOLS

- Urban Growth Management Strategies (2008)
- The Rocky Mountain Land Use Institute, Peter Pollock, FAICP
- The Urban Growth Management Strategies whitepaper from the Rocky Mountain Land Use Institute covers a range of growth strategies including: sustainability measures, land use codes, incentives and regulations.
<http://www.law.du.edu/images/uploads/rmlui/rmlui-sustainable-UrbanGrowthManagement.pdf>
- Where We Live
- AARP
- The AARP's Where We Live: Communities for All Ages compendium highlights more than 100 initiatives that mayors nationwide have launched to improve their communities, respond to pressing issues, and build partnerships.
<http://www.aarp.org/livable-communities/tool-kits-resources/info-2016/where-we-live-communities-for-all-ages.html>

ADDITIONAL RESOURCES:

- ChangeLab Solutions
- ChangeLab Solutions resources and trainings help communities reduce health disparities and create more livable communities.
<http://www.changelabsolutions.org/healthy-planning>
- Building Healthy Places Toolkit
- Urban Land Institute
- The Building Healthy Places Toolkit outlines opportunities to enhance health through changes in approaches to buildings and projects. Developers, owners, property managers, designers, investors, and others involved in real estate decision making can use these strategies and tactics to create places that contribute to healthier people and communities and to enhance and preserve value.
<http://bhptoolkit.uli.org/#about>
- Community Action Model
- Active Living By Design
- The Community Action Model highlights the importance of a community's context, defines six essential practices that undergird success, and focuses the action approach to 3Ps: Partner, Prepare, and Progress. It also describes some expected impacts. The Active Living By Design website allows for search by topic such as "Land use and zoning" and "Farmers markets".
<http://activelivingbydesign.org/resources/>





**HEALTHY
COMMUNITIES
COALITION**
OF EAGLE COUNTY

LIVE PLAY EAT FEEL HEALTHY HERE

August 2016

Contact: Mark Hoblitzell MHoblitzell@vailgov.com 970-479-2333

Katie Haas, Healthy Communities Coordinator, Eagle County Public Health and Environment

katie.haas@eaglecounty.us (970) 328-8855

Kris Valdez, MURP, AICP, Planner, Eagle County Planning Department kris.valdez@eaglecounty.us 970.328.8752

www.plan4health.us