

THE VAIL PLAN

THE VAIL PLAN

VAIL, COLORADO

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PLANNERS

AUGUST 1973

THE VAIL PLAN

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INTRODUCTION

The Town of Vail has emerged within an extremely short span of time from a natural, agricultural, Rocky Mountain Valley to become a very lively, expanding, somewhat accidental urban center surrounded by the grandness of nature. The uniqueness and delight of the ski slopes has attracted thousands of people and this very attraction threatens the beauty and values of the original pleasures of Vail.

Vail Village, the oldest part of the Town, began with an Alpine scale and style that for many years was subordinate to the Valley. The street widths are nicely proportioned to building sizes. Windows, roofs and doorways are mostly residential in scale and the combination of wood and stucco construction is not unlike the patterns of Austrian and Swiss towns. Gore Creek, passing through the Village, is a strong natural landscape element which further reduces the apparent scale of the Village and the mature trees in many instances equal or exceed the heights of the earliest buildings. This gentle beginning must have been somewhat seductive for quicker than many have realized, the scale of the Town has changed, the building materials appear harder, the Alpine roof lines are no longer apparent, the windows have given way to city-scale recessed balconies and terraces, and most apparent of all, the buildings are higher than the trees.

The newest portion of the Town, Lionshead, differs dramatically in terms of site characteristics from the Village site. Gore Creek passes along the south side of Lionshead, nearest the toe of the mountain and farthest visually from the road network through this narrow valley. The mature trees and dominant landscape of the Creek appears as a backdrop to development rather than as a participant. The tall buildings effectively block out much of the stream and this visual loss of natural landscape plus the verticality of architecture has created an urban center dominating its portion of the Valley.

Height equals more bedrooms, more bedrooms equal more automobiles, and more automobiles require the spaces, road widths and attendant service facilities common to their functions. With a new Interstate Freeway now passing through the Valley, the automobile, by sight, sound and odor, further emphasizes the narrowness and urbanness of the Town. At either end of the Valley, sporadic building and poorly controlled land development further adds to the visual confusion as one approaches the Town.

The Town is now multi-centered with the Village and Lionshead equally populous and both at the base of major ski lifts. The mile separating them is predictably heavily traveled and growing more congested. The total visual and physical impact is confused and urban; totally opposed to the natural characteristics of the Valley and to the apparent objectives of the early developers of Vail.

The Town is at a point of crisis in its existence. It is congested, in many parts it has lost contact with nature, it fails to satisfy year-round recreational needs, it represents an investment in development which demands more than the winter time ski activities can economically support, yet the very sprawl of development has removed the natural open spaces which would have been available as year-round recreation areas. The Town is trapped by its success. Its choices are several, continue at its current rate of growth and totally destroy the Valley, grow more slowly and accept the mediocrity of the current problems, or to grow with wisdom and attempt to achieve a greater ideal of service to the residents.

The third option is the most difficult but is the choice of the Town Council and Town Administration. The problems are apparent and the decision has been made to follow an aggressive course of action in preparation of an overall Town Plan to create full-year vitality and attractiveness. This planning process is to result in The Vail Plan. There is a tremendous sense of pride in many of the Vail residents, and awareness that what was once unique can only partially be recaptured but that there is the possibility of creating a recreation-based community of individuality, beauty and pleasure that can be unique in the United States. A full-year community identity can be achieved.

The process being followed to achieve this objective is fourfold. First, to completely rewrite the Zoning Ordinance, secondly, to modify all systems of vehicular and pedestrian transportation, thirdly, to acquire and develop space for community-wide recreation system preserving and including Gore Creek, and fourth, to create an overall landscape system which will reforest the Town, unify the many different architectural styles, and ameliorate the sight and sound of the Interstate. The following sections describe the major elements of the Vail Plan.

THE TOWN ZONING ORDINANCE

The Zoning Ordinance is a complete and detailed document. Because of size it is not included in this report but is available at the Town offices. The new Zoning Ordinance is without precedent in Colorado. It establishes twelve types of zoning districts and reduces density from the current zoning by up to 35 percent. Open space and landscape requirements are tailored to the special conditions encountered in building in this very fragile environmental area. Particular attention is paid to protection and preservation of existing trees. A design review procedure is now a part of the Ordinance which controls the visual qualities of grading, protection of natural water courses, preservation of views, architectural harmony with the building sites and neighboring structures, and the extent and qualities of landscaping related to any project. The Review Board consists of three members of the Planning Commission and two members at large appointed by the Council. Provision is also made to retain the services of outside design consultants if the complexity of a project makes this desirable.

The Ordinance also contains a section describing fifteen conditions which may require an applicant to submit an Environmental Impact Report. These conditions include such impacts as the alteration of an ecological unit or land form; affect upon wildlife habitat, removal of vegetative cover, change in appearance of a significant scenic area or resource; potential cause of avalanche or flood; discharge of odors, toxic materials, or particulate matter, strain upon utility systems; displacement of significant numbers of people or significant population increase, pre-empting potential recreation or open space values; creation of offensive sound, and alteration of traffic patterns or the requiring of transit. Any single significant change in environment requires the preparation of a report prior to issuance of any permits.

THE TOWN TRANSPORTATION SYSTEM

The second aspect of the Vail Plan has been the analysis of a variety of systems of moving people and goods to and within the Town. The obvious problem as one attempts to walk within the Town is, with the exception of a portion of Bridge Street in the Village and the plaza area of Lionshead, that it is literally impossible to walk without conflict with moving autos, parked autos, or unloading trucks. The two areas relatively free of the car are delightful and do simulate the feeling one has in Wengen, Switzerland, or other vehicle free communities. The control of autos on a portion of Gore Valley Road in the Village is partially successful but more compromised than respected.

To successfully modify and give order to the transportation systems, it is necessary to select major central parking areas and to clearly direct vehicles to these destinations. The key element of the Transportation Plan is the creation of a central transportation terminal, serving the Village primarily, for the most serious congestion problems occur in the Village. The terminal is to contain facilities, however, that are of value to the total operation of the Town. Four systems of vehicular transportation will use the terminal as the single-most important vehicle destination in the Town. The Transportation Terminal and related movement systems are described in this section.

A. TRANSPORTATION TERMINAL

After analyzing available space in the Town suitable for a major parking facility, it was judged that the site of the present Town parking lot adjacent to the frontage road was the logical location. Proximity to shopping and eating destinations, easy access, quick visibility to motorists, and the shape of the terrain, are all positive characteristics of the site. More remote sites were considered and rejected.

The Transportation Terminal will serve a variety of functions. Its construction will be phased, beginning with space for 1,000 cars and then with an eventual capacity of 1,500. The four levels will have capacity and appropriate metering or rate scales for long-term parking, for lodge visitors, for the quick shopping visit, for limited use by day skiers, or for the tourist stopping for information. The design would also provide drop-off and pick-up space for skiers, similar to the drop-off space now used near the Covered Bridge.

Interstate or regional buses would stop on the upper level of the Terminal. Waiting space will be available both at the top and bottom levels of the Terminal for users of large buses or for those using the smaller local buses stopping in the handsome plaza at the lower level. Bus control will be such that the delivery and pick up of packaged goods from the buses can be controlled by one person on the upper level.

It is intended that the Terminal will provide space for various ticketing agencies and would eventually house rental vehicles. In the future, terminal expansion provides the capability of creating space for a central truck depot handling the majority of materials used or sold in the Village commercial area.

Another extremely important function of the Terminal will be as the major tourist information center and directory for the Town. A kiosk is planned for the upper level adjacent to the frontage road with both curb-side and short-term parking adjacent. The kiosk will be at the top of the landscaped plaza with a great view over the Village, a tremendous statement of entrance to the newcomer.

The construction of the garage is unusual in that it can take advantage of a significant change in grade from the frontage road to the lower elevation of the Village. The structure will be totally enclosed with earth and the broad sloping bank facing the Village will be totally planted with Aspen and Spruce, the surface of the ground shaped freely in response to the natural terrain surrounding. The upper parking surface would be divided by a large landscaped plaza stepping downward to the Vail Covered Bridge, focused upon the Clock Tower, serving as one of the access points into the various parking levels. Adjacent to the plaza will be the bus ticketing and waiting room facilities.

The character of the plaza on and adjacent to the Terminal becomes very important for it is the introduction to the pedestrian characteristics of the Town. The plan included with this report indicates the casual character of the space with its broad steps, large boulders, and great quantities of trees and flowers. The pattern of pavements and street furniture used will be repeated throughout the pedestrian areas of the Town.

The plaza is a place to pause, to adjust from the long ride in a vehicle in reaching Vail, to look at the mountains and the Town, and to become acquainted with the various transportation options available. Few towns are able to achieve such a pleasant entrance.

B. MAJOR VEHICULAR SYSTEMS

Vail is currently serviced by the private or rental automobile, interstate bus systems, tour buses, and service trucks of various sizes. The duality of the Town centers, Lionshead and the Village, now results in all of the vehicle types going to both central areas. Trucks and autos also circulate throughout the various adjacent residential areas. The current movement patterns are not well defined.

The Transportation Terminal will become the destination eventually of almost all buses arriving in Vail and will be the destination of perhaps 50 percent of the automobiles arriving in the Village (the remaining 50 percent going directly to lodges, condominiums or residences accessible from streets at the north and south edges of the Village).

Lionshead will also be a destination of automobiles, special tour buses, and service trucks for some time to come.

The transportation segment of the Vail Plan proposes that four public transportation systems service the Town.

(1) INTERSTATE BUSES

These buses now stop at Lionshead. They would be accommodated on the top-most level of the Transportation Terminal.

(2) REGIONAL BUSES

With growth of Vail Valley, development at Beaver Creek, and future unknown development in the County, it is necessary that a regional bus system be developed. The Town of Vail cannot possibly accommodate all of the private automobiles that regional growth will develop,

so an attractive and efficient regional bus system is essential. Bus size, frequency of service, number and location of destinations in the region, are all factors deserving study. The Vail Plan can only point out the need for such service and propose that the Transportation Terminal is the logical major destination in the Town of Vail of such a system. Lionshead may also become a regional stop but at this time, it is advised that the regional buses use the Interstate Route coming to Vail rather than the frontage road.

(3) TOWN OF VAIL MINI BUS

The Town currently is using two types of free buses connecting between the Village and Lionshead. The success in both summer and winter is obvious. The Vail Plan proposes an expanded system of bus loops serving both sides of Lionshead, to additional ski and recreational areas in the Village, to the Sandstone Area, and perhaps to the Sunburst Project now beginning near the golf course clubhouse. There would be periodic stops along the routes so that all residents of the Town could use this system far more easily than using private

These special buses would be low to the ground, easy to enter, with racks for skis on the outside, warm in winter, open to the breeze in the summer, and would move at five minute intervals depositing people close to ski lifts or other destinations. The large lower level plaza at the transportation center becomes a prime destination and collecting point for skiers, lodge guests, or shoppers. Attractiveness, frequency, low cost, become the keys to success.

(4) ELECTRIC VEHICLE

For several years service trucks will enter into pedestrian areas to deliver materials to stores and restaurants. This is not a desirable process for the pedestrian areas will suffer in quality by the presence of large trucks. It is recommended that a fleet of small electric vehicles be used as the eventual replacement for the trucks.

These vehicles, operated by the Town and by lodges, will be for movement of people, baggage and materials to particular destinations within the Village. Lodge guests arriving by automobile at the Transportation Terminal would telephone a Lodge requesting pick up and be picked up either directly at their automobile or at the waiting room at the base of the Transportation Center. These same vehicles would also distribute materials and merchandise delivered to the terminal by trucks and buses. The truck center would be considered at time of future expansion of the garage.

The combination of collected parking and the bus and electric car systems, will free much of the center of the Village from vehicular conflict. These streets, now narrow and with charm, can then receive a high quality landscape, now not possible because available space is consumed by vehicles.

C. TRAFFIC MANAGEMENT

It has been pointed out that the presence of the delivery vehicles, trucks of all sizes, in the pedestrian areas is a significant problem. It is recommended that a strict time management schedule be implemented so that the trucks are permitted in these select areas only at certain times of the day. For instance, all deliveries should be made prior to 11:00 a.m. of any day. A management program deserves further careful analysis.

Control of traffic into the Village at Vail Road and Gore Creek Road, from the frontage road, has also been discussed and a traffic management system seems desirable. Human control in a booth, rather than a mechanical gate device, seems the most workable solution but also requires further research.

THE TOWN RECREATION SYSTEM

The Town for many years has been primarily a winter sports center. Growth has concentrated at the base of ski lifts. As the Town has grown, the year-round resident population has increased and the need for recreation facilities, not only for visiting tourists, but for the resident townspeople, has become apparent. The quality of life of a community can sometimes be judged by the quality of amenities provided, by the beauty and variety of recreational facilities available, and at this time Vail must be found lacking.

In recent years, six public tennis courts, a delightful children's play area, green space for a soccer field, and a golf course has been installed. To attract summertime activity, and to satisfy year-round residents, it has been decided by the Town Council that a major recreation facility for the total town is essential. All properties of significant size within the Town limits were researched and the recommendation made that the Antholz property, adjacent to development at the east end of the Village, was the only site satisfying the recreation uses anticipated. Selection criteria included such factors as ease of walking distance from the Village, adequate space within a single parcel for large, meadow-like turf areas, proximity to the frontage road for simple and direct access by autos or buses, natural beauty such as the Gore Creek provides, and directness of connection to the major bicycle and pedestrian trails. In addition, the site is ideal in creating a sense of open space at the edge of the Village, it clearly defines the limit of higher density development and eases the transition of Town into the forested environment possible in the Valley.

The intended use program is a comprehensive one and eventually the park will include an impressive number of facilities in addition to extensive open turf space and the delight of the natural earth forms and mature tree growth adjacent to Gore Creek. The uses include:

A place for showing and creating art, crafts, sculpture, etc.

A theater for music, dance, ballet, drama, festivals, stage presentations, meeting and conference use. In addition to indoor space, an outdoor grass amphitheater seating approximately 800 people is planned.

Meeting rooms and community workshops.

Wide outdoor terraces and natural landscapes.

Indoor ice arena, tennis and handball courts.

Children's play facilities, space for family activities.

Headquarters for the Annual Vail Symposium and local television.

Possible location of an ecologium where wildlife, geology, vegetation and other natural elements and recreation opportunities can be explained.

This major community park-cultural center will contain parking for over 200 cars and will also be served directly by the Town bus system. Major parking will be accommodated in the transportation center. The various trails and bikeways become the significant connectors from this park to additional turf spaces, children's play areas, family facilities and tennis courts at Lionshead. Major spaces for family recreation are planned for development in Lionshead and are shown on the Vail Plan. These facilities then operate almost as the generators of activity in a shopping center, attracting people to each end and moving them through pleasant landscape corridors, shops and restaurants to recreation destinations. The narrowness of the Valley becomes an attribute in this way for it channels the greenway movement along the spine of Gore Creek.

A major water sports center is proposed at the northern edge of the Lionshead area and will provide both indoor and outdoor swimming, a diving pool, and children's wading pool. The site is adjacent to Gore Creek and to a small building now being used as an art center. The art facilities can be expanded to add further family use facilities to the swim center. Tennis courts are planned on adjacent land.

Much of the family development is occurring in the Sandstone area, and the plan proposes development of a small neighborhood facility adjacent to the frontage road. Space is available for tennis courts, open turf space, and

creative play facilities. This recreation space can be connected to the neighboring residences by a trail system and construction of an overpass over the Interstate makes possible a safe and direct linkage to the bicycle and pedestrian network adjacent to Gore Creek.

With space available for safe and comfortable walking, an extensive network of walkways throughout the Town, adjacent to portions of Gore Creek, reaching into the mountain and linking recreation areas to each end of the Town is planned. Approximately 7-1/2 miles of bicycle trails are also planned and currently under construction so that each person can choose his individual mode of travel throughout the Town. The trails eventually will extend throughout the Valley. All trail locations have been carefully considered. In several areas near Gore Creek trails are possible, however, in other areas either the terrain, soil conditions or fragile natural landscape conditions rule out trail construction.

The walkways and bicycle systems become an important part of the overall greenbelt, open space, recreational system throughout the Town. Removal of the automobile congestion permits gateway linkages not possible previously.

THE TOWN LANDSCAPE

The Vail Plan proposes that the beauty of the Colorado landscape be evident wherever one walks, drives, bikes, or skis within or adjacent to the Town. The storage of the stray automobile, the logical control and direction of the service vehicle, and movement of people with a variety of transit systems makes possible the relandscape of spaces previously dominated by vehicles. The paved surfaces can be textured and scaled to the pedestrian rather than to the car or truck. Trees and benches can occur where they previously would have been destroyed.

Major changes are possible in the Village. Lionshead has begun a pedestrian plaza precinct which hopefully will be extended with the quality now evident.

The Vail Plan shows many important textured plazas defining the extremities of the pedestrian area in the Village. These plazas would be paved with brick and contain benches, lights, informational kiosks and other important elements of landscape.

In several instances the mini bus will pass through the plazas, in fact, the plazas will be marked as transit destinations with appropriate shelters and vehicle control arms.

Over a period of time the asphalt paved roadways are to be replaced with textured concrete surfaces shaped to angular forms repetitious of the boulder forms throughout the Valley. Boulders will be used as decorative accents to effect a transition from the man-formed to the natural landscape.

Two major plazas are proposed as important focal points in the community. One at the Transportation Terminal, previously described, the other termed the Gore Creek Plaza. Each is specially designed with a fountain and sculpture. Each incorporates large boulders and other rocky materials surrounded by brick or concrete pavements.

The streets in the Village will become auto free corridors, narrow and with charm, with benches of split log and low rock walls, lighted with special gas fixtures, and so designed to invite the expansion of tables and chairs into the spaces available. Trees and flowers will complete the landscape.

Over a period of time the Town has secured title to significant areas of land adjacent to Gore Creek and elsewhere in the community. These are mostly inter-connected and the trail systems further unify the public area. Some of this land is covered with natural growth, other portions not so. The final portion of the planning process is a carefully conceived tree planting plan for the length of the Town with restoration of a forest environment wherever possible.

The Plan includes both the visual and acoustic treatment of the Interstate Corridor and entrance to the Town. The main entry will be heavily planted and accented with stone walls and coarse stone pavements as shown by the plans and sketches prepared. Approximately 5,000 trees are to be moved primarily Aspen and Spruce of up to 40 feet tall, into the Interstate Corridor and elsewhere in the Town.

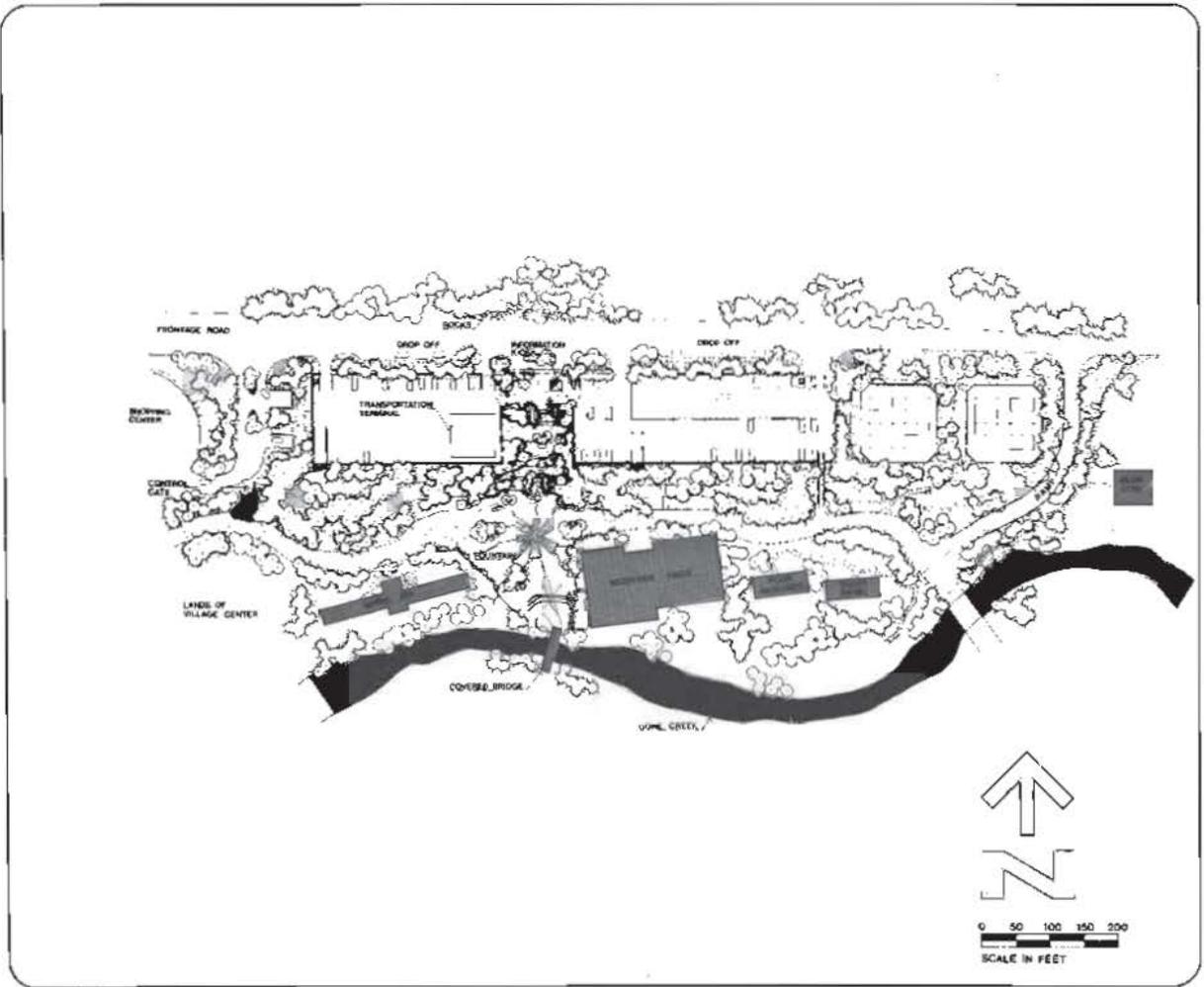
Earth berms, and large boulders will be used to further absorb the sound and visual impact of the highway. The intended visual effect is one of the adjacent forests creeping from the hillsides, over the roadway, into the Town itself.

Wherever open public spaces remain, trees will be planted. As cars are removed from the sides of roadways, trees will be planted.

As the pedestrian area within the Village is developed, trees will be planted.

Wherever and whenever possible, private developers and homeowners will be encouraged to protect, replace or add greater numbers of trees.

Only by this effort for massive planting can the impact of man within the Valley of Vail be softened. Only by this effort, coupled with the objectives stated by the Town Council, can Vail recapture some of its original values and create new values of community delight which will survive for an unknown span of time to come. The time in Vail for man to work in harmony with nature is now.



**Royston
Hanamoto
Beck &
Abey**

CONCEPTS, PRELIMINARY AND GENERAL
LAYOUTS, AND PLANNING. OTHER PHASES
AS NOTED HEREON OR OTHERWISE INDICATED.

**THE VAIL PLAN
TRANSPORTATION TERMINAL
& PLAZA
VAIL, COLORADO**

PROJECT TEAM
ROBERT ADVESTON
EDDIE BECK
GEORGE GIBBY
MARISE JACARD





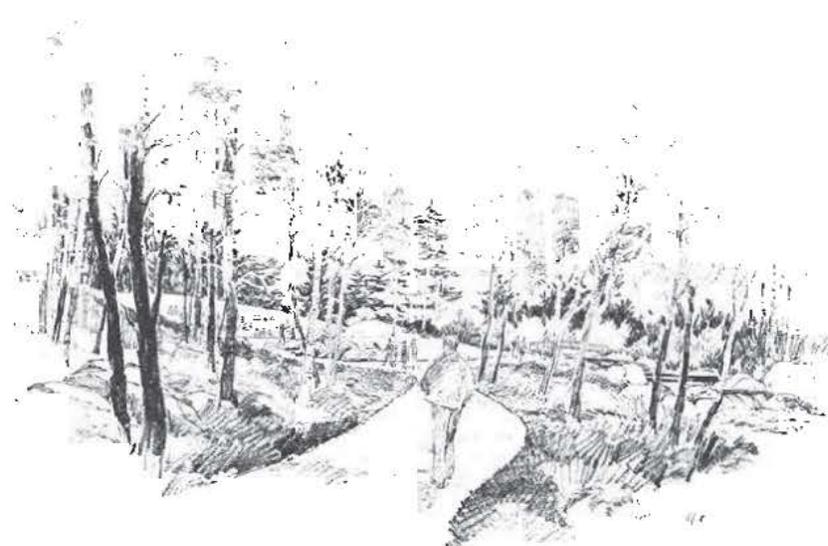
**Royston
Hanamoto
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Abey**

LANDSCAPE ARCHITECTS AND PLANNERS
AND ARCHITECTS, 2000 BROADWAY, SUITE 2000
IN DENVER, COLORADO, AND PLYMOUTH, CALIFORNIA
1972-1997-2000

**THE VAIL PLAN
TRANSPORTATION TERMINAL
& PLAZA
VAIL, COLORADO**

PROJECT TEAM
ROYSTON
BECK
GIRVIN
JACARO





PEDESTRIAN WALK ABOVE GORE CREEK



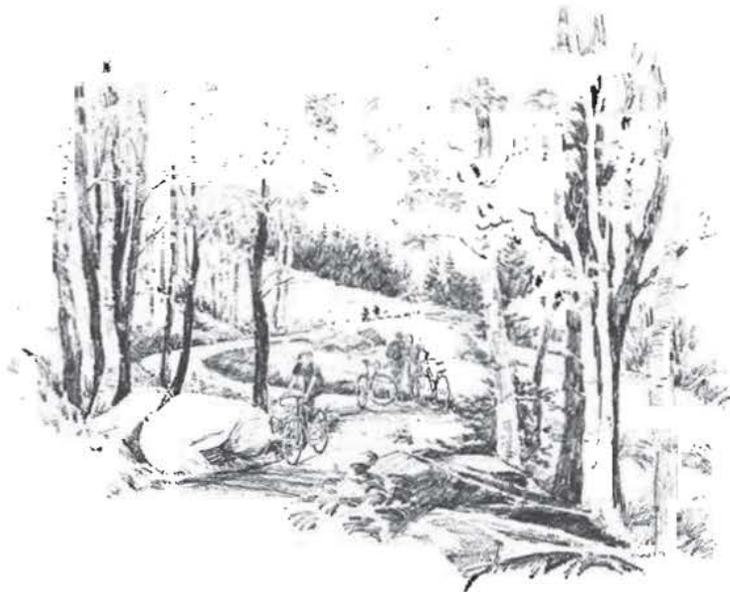
**Royston
Hanamoto
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ARCHITECTS ASSOCIATES AND PLANNERS
FOR DESIGN, PRELIMINARY AND FINAL
DESIGN PHASES OF PUBLIC WORKS
AND LAND USE

**THE VAIL PLAN
ANTHOLZ PARK
VAIL, COLORADO**

ROYSTON
BECK
GUYA





ABOVE GORE CREEK



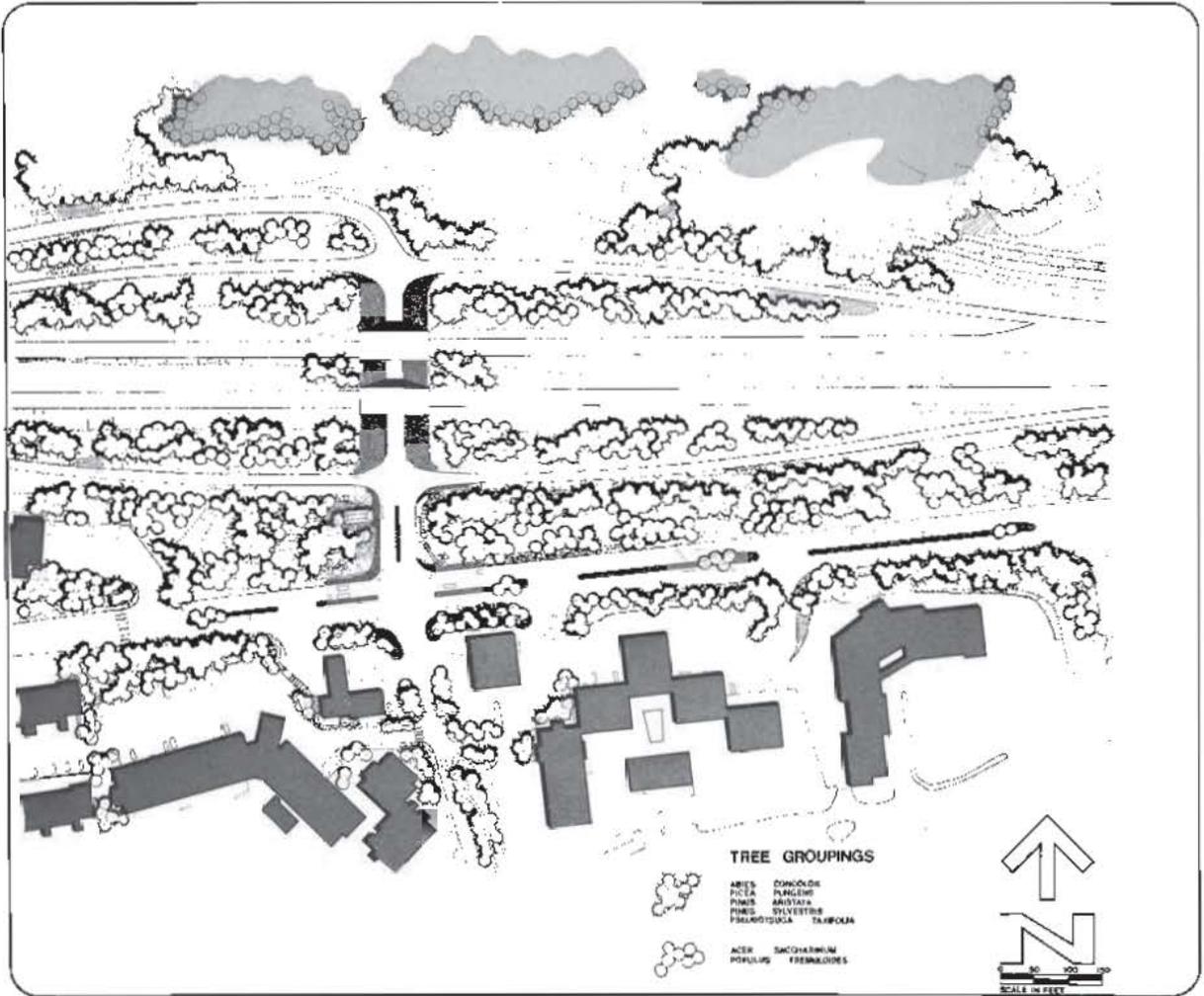
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ARCHITECTS, ENGINEERS AND PLANNERS
AND PLANNING AND DESIGN CONSULTANTS
A FULLY LICENSED ARCHITECTURAL FIRM
IN THE STATE OF CALIFORNIA

THE VAIL PLAN
BIKE ROUTE
VAIL, COLORADO

ROYSTON
HANAMOTO
BECK &
ABEY



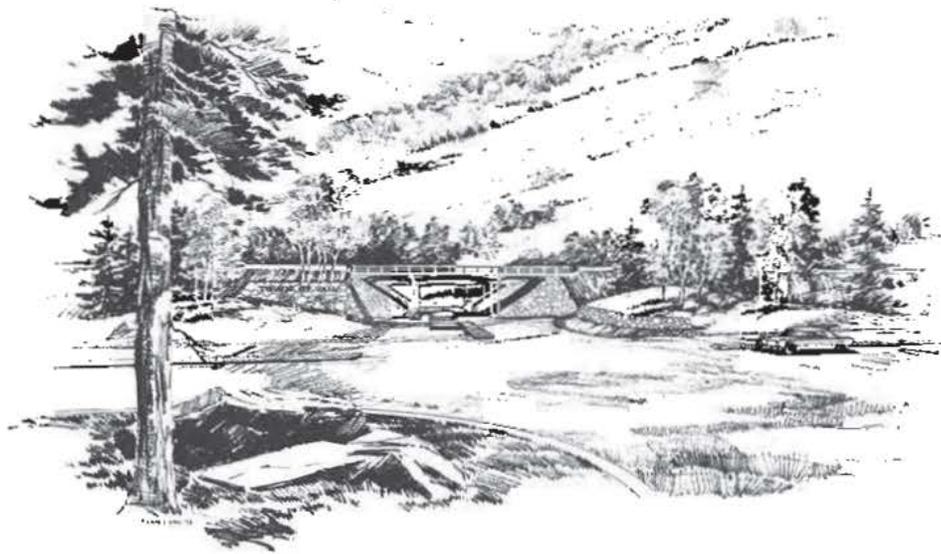


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**THE VAIL PLAN
TOWN ENTRY
VAIL, COLORADO**

REVISION
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NORTHERN VIEW



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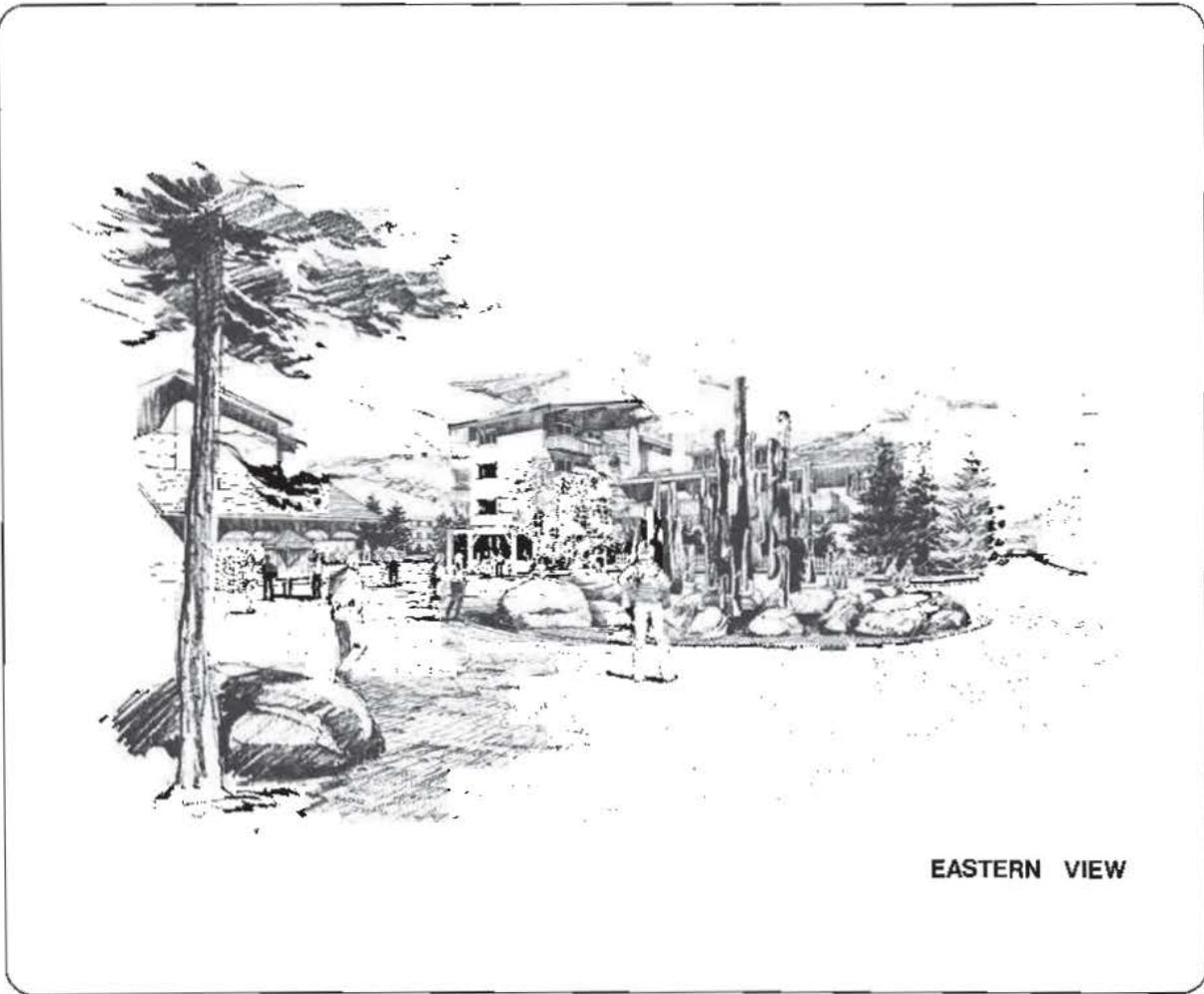
INTERNET DELIVERIES AND PURCHASES
OF PRINTS AND DRAWINGS FOR PRINTS
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THE VAIL PLAN
TOWN ENTRY

VAIL, COLORADO

DESIGNED BY
BECK
ARCHITECTS





EASTERN VIEW



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THE VAIL CREEK FOUNTAIN
&
PLAN PLAZA
VAIL, COLORADO

PROJECT FOR
ROYSTON
HANAMOTO
BECK &
ABEY





NORTHERN VIEW



Royston
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IN THE STATE OF COLORADO
SINCE 1922

THE VAIL PLAN
BRIDGE STREET MALL
VAIL, COLORADO

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UPPER SECTION



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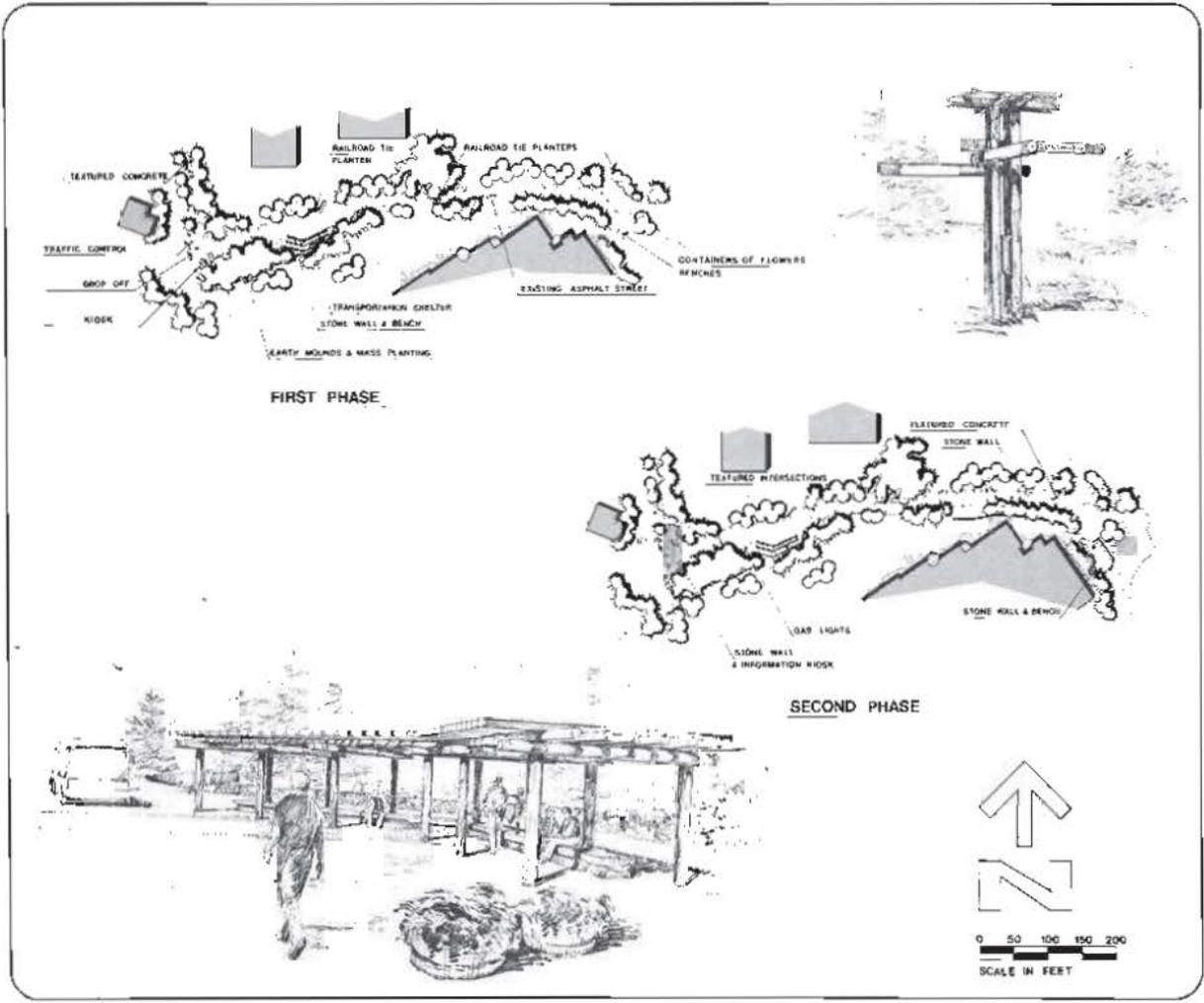
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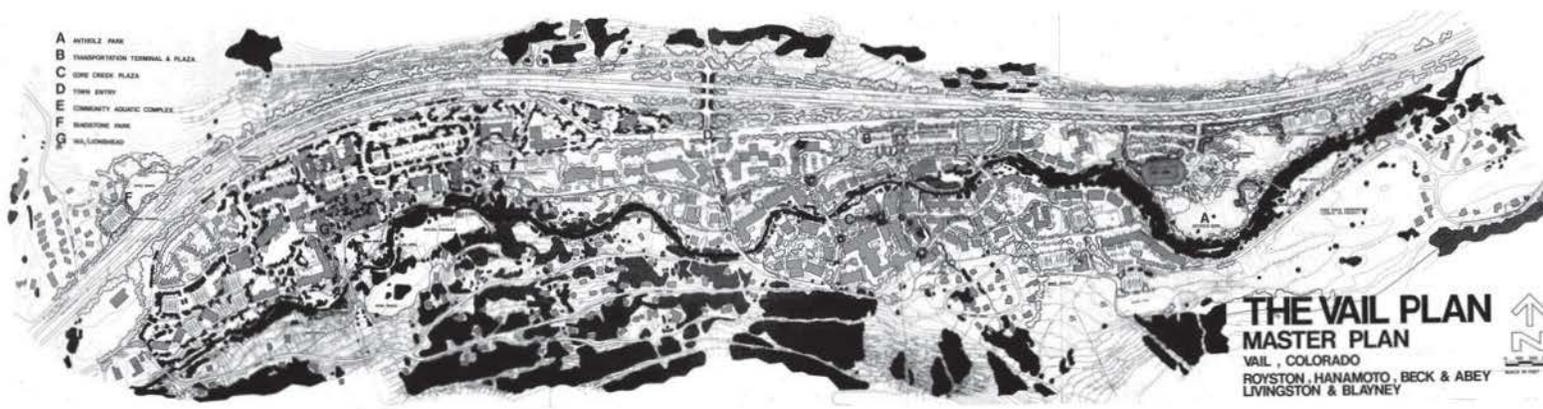


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**THE VAIL PLAN
 EAST MEADOW MALL PLAN
 VAIL, COLORADO**

PROJECT CODE
 ROYSTON
 BECK
 ABAY



- A ATHLETE PARK
- B TRANSPORTATION TERMINAL & PLAZA
- C CREEKSIDE PLAZA
- D TOWN ENTRY
- E COMMUNITY AQUATIC COMPLEX
- F SKIING PARK
- G HOLLOWAYHEAD

THE VAIL PLAN
MASTER PLAN
VAIL, COLORADO
ROYSTON, HANAMOTO, BECK & ABEY
LIVINGSTON & BLAYNEY

