**Planning Commission**
**Wednesday, September 3, 2025**
**4:00 PM**
**130 Kearns Road**
**Town Council Chambers**
**Snowmass Village, CO 81615**
**You can watch the meeting live online on our website at tosv.com.**
**To join the meeting remotely please use the Teams Meeting information below:**

**Microsoft Teams meeting: https://teams.microsoft.com/**
**Meeting ID: 214 457 325 113 3**
**Passcode: vs6vf6tS**

## Agenda

1. **Roll Call**

2. **Approval of Minutes**

   2.A. Approval of August 20, 2025 Meeting Minutes

3. **Items for Discussion**

   3.A. Divide (SHOP) Workforce Housing – Major PUD Amendment and Public Hearing – continued to September 17.

   3.B. Snowmass Mall Comprehensive Sign Plan Amendment

   3.C. Community Development Director Updates

4. **Adjournment**

# *TOWN OF SNOWMASS VILLAGE*

## *PLANNING COMMISSION MEETING MINUTES*

***August 20, 2025***

Members Present:
Matt Dube, Chair
Brian Marshack, Vice Chair
Doug Faurer
Jim Gustafson
Stan Clauson
David Seglin
Jamie McMannes

Staff Present:
Dave Shinneman
Brian McNellis
Jim Wahlstrom
Ashleigh Huff

Members Absent:
None

Others Present:
C. DeYoung, Hannah Berman, Blake Lawless, Chris Kiley, Cody Kimren, Bob Duch, Dwayne Romero, Elise Wolf, Gideon Kauffman, Gyles Thornely, Lauren Myatt, Michael Lorenzetti, Michael Miracle, Susan Cross, Yannick Rious, Zack Saiz-Hanes.

Call to order: The meeting was called to order at 4:00 p.m. by Matt Dube, Chair. No commissioners were absent.

Item 1: Meeting Minutes from July 6, 2025:
The minutes from the July 16, 2025, meeting were presented for approval. No edits or comments were made. Commissioner Clauson motioned to approve the minutes, seconded by Commissioner Seglin. Approved 6-0. Commissioner Gustafson abstained.

Item 2:Divide (SHOP) Workforce Housing – Major Preliminary Plan:
Senior Planner Brian McNellis introduced the Divide (SHOP) Workforce Housing Major PUD Amendment Application, noting that the proposal was last reviewed at the joint meeting with the Town Council. Mr. McNellis, together with Community Development Director Dave Shinnaman, presented staff's recommendation for approval with conditions, citing issues related to access, parking, and private deed restrictions, but emphasizing consistency with the Comprehensive Plan and Housing Master Plan. Mr. McNellis then turned the

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discussion over to the applicant, Heather Henry, Vice President of Housing and Childcare for Aspen Skiing Company (Ski Co).

Ms. Henry's presentation highlighted major revisions since the sketch plan stage, including a 25% reduction in bedroom count, a smaller building footprint, code-compliant parking, additional screening and landscaping, and development of a transportation demand management plan.

Following the applicant's presentation, Chair Dube opened the floor to Commissioner questions. Commissioners inquired about lighting design, mechanical systems, parking allocation between the housing and vehicle maintenance facility, neighborhood visual impacts, and long-term transportation solutions.

Commissioners noted the large public turnout and expressed interest in hearing community feedback. The meeting was then opened to public comment. Public comment was then opened, with speakers both supporting and opposing the project. Supporters cited the urgent workforce housing need and Ski Co's commitment to housing its own employees, while opponents raised concerns over traffic, parking overflow, and compatibility with the surrounding neighborhood.

The Commission moved to continue the Divide (SHOP) Workforce Housing item and the Comprehensive Sign Plan item to the September 3rd meeting, with the possibility of additional discussion on September 17th. Commissioner Faurer left the meeting at 6:16 pm. Chair Dube requested a motion to continue both agenda items. Commissioner Gustafson made the motion, seconded by Vice Chair Marshack. Commissioner Clauson recommended that staff prepare a draft resolution for consideration at the next meeting, subject to refinement. The motion carried unanimously, and the meeting was adjourned.

Item 3: Snowmass Mall Comprehensive Sign Plan Amendment:
Item continued to the September 3, 2025 regular meeting.

Adjournment: The meeting adjourned at 6:33 p.m.

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# Town of Snowmass Village

Planning Commission

Meeting

**Date:** September 3, 2025 (continued from August 20th)

**Agenda Item:** Divide (SHOP) Workforce Housing – Major Preliminary Plan PUD Amendment

**Presented By:** Brian McNellis, Senior Planner AICP/MLA

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**Applicant Team:**

- Applicant: Aspen Skiing Company
- Representatives – Heather Henry & Philip Jeffreys

**Legal Description:**

Lot 44 – Divide Subdivision (vicinity map below)



## I. Background:

The Aspen Skiing Company (hereafter Applicant) wishes to build **30** workforce housing units on Lot 44 of the Divide PUD – originally approved pursuant to Ordinance No.16, Series of 1989. The property currently houses a Vehicle Maintenance Facility which contains 6 employee units approved in accordance with Ordinance No.16 of 2001 (Phase I – built out). The original PUD approval also allows for the consideration of another "operations building" on Lot 44 (located on the south side of Divide Way) that allows 3 employee units (Phase II – subject development area). The current proposal would not pursue the previously approved operations facility and would prioritize the area for the expansion of the proposed deed restricted housing instead.

## II. Project Description

The project is being reviewed as a Major PUD Amendment due to the substantial increase in residential units proposed.

The property is located at the top of Divide Way and is located more than 1.5 miles from the Snowmass Town Center. The application proposes a single building (27,186 square feet) which will contain a total of 30 employee housing units (10 - one bedroom and 20 - studio style apartments) within a 3-story structure (35-foot maximum height). The building will be comprised entirely of stackable pre-built units that would be transported to the site. Each unit will be afforded over 30 square feet of secured storage space in the main level of the finished building. An accessory 2,031 square foot storage building (detached) will be built on site for residential and VHM overflow. Each unit will also be assigned a single parking space (which also includes 2 handicap accessible = 32 total parking spaces). If approved, the residential building will be 100% electric.

The property is zoned Mixed-Use (MU-2). The new proposal does not mandate an Amendment to the Official Zone District Map but may require an amendment to the Build-Out chart of the Comprehensive Plan to accommodate the new residential units contemplated (3 + 27 units).

## III. History:

The Town recently adopted an updated PUD Mountain Guide for Snowmass ski area pursuant to Ordinance No. 7 of 2024. As approved, this document reinforces the requirement that Aspen Skiing Company shall mitigate for additional on-mountain employees generated by new projects within the ski area boundary. Recent projects that mandate employee mitigation prior to issuance of a Certificate

of Occupancy included improvements at Lynn Britt ('Cabin') and the expansions and the Ullrhof and Elk Camp restaurants (The Applicant wishes to utilize the 30 units proposed in this application to mitigate for the generation of employees associated with those two projects respectively.

Sketch Plan was adopted by Town Council pursuant to Resolution No. 8 of 2025 with conditions for consideration at Preliminary Plan (see Attachment F).

## IV. Municipal Code Provisions:

According to Section 16A-5-340, Preliminary Plan states the following:

(a) Purpose. The purpose of preliminary plan review is for the applicant to formulate detailed, properly designed/engineered solutions to the issues and concerns identified during sketch plan review, and to address, in a detailed manner, all other issues that are relevant to the preliminary plan...The burden at the preliminary plan stage is on the applicant to provide detailed information and mitigation proposals to be evaluated by the Town and the public. PUD plan review.

(b) Preliminary Plan Review Intent and Issues. The questions the Planning Commission and Town Council should consider in a detailed manner during review of the preliminary plan (depending upon the size and complexity of the proposal) include the following:

(1) Response to sketch plan issues and concerns. Has the applicant provided detailed, sufficient and appropriate responses to each of the issues and concerns identified during the sketch plan review?

> ***Response:*** *In formulation of their Preliminary Plan submittal, the applicant has done a sufficient job in responding to the concerns of the Planning Commission and Town Council, especially pertaining to reducing the mass and scale of the proposed building, offering alternative means of transport, and improving overall resident, delivery, and emergency access to the site.*

(2) Zone district limitations. Does the proposed development comply with all of the limitations of the underlying zone district? If the applicant proposes to vary any of the property's dimensional limitations, then does the application comply with all of the applicable standards for granting of the variation?

> ***Response:*** *Other than the increase in proposed residential units, the amendment complies with all aspects of the original PUD.*

(3) Comprehensive Plan. Is the proposed development consistent with all relevant policies and recommendations of the Town's Comprehensive Plan? If the applicant proposes a buildout in excess of sixty-five percent (65%) of that identified in the

Comprehensive Plan, then will the community purposes that are most appropriate to be accomplished by the proposed development be achieved?

***Response:*** *The only buildout identified for the Divide in the 2018 Comprehensive Plan pertains specifically to the single-family neighborhood to the south of the subject parcel (2 vacant lots). The original PUD for the site identified 3 workforce housing units associated with Lot 44 - which this application is proposing to increase to 30 units. This proposal advances the goal of the Comprehensive Plan and Housing Master Plan by providing more workforce and deed restricted units to support the local ski industry.*

(4) Architectural plans. Are the proposed mass, scale, height, density, volume, materials, colors and detailed design elements of the buildings compatible with, appropriate for or an enhancement of the character of the community and with surrounding buildings?

***Response:*** *The Preliminary Plan application has reduced the size of the proposed building by more than 6,000 square feet (since Sketch Plan review). The expanded materials and color pallet will allow the architecture to sufficiently blend with the surrounding area.*

(5) Landscaping and open space. Is the type, amount, size, species and location of proposed landscaping adequate and suitable for the development? Has adequate landscaping been provided as a buffer between uses and around the perimeter of the development? Has the applicant demonstrated that existing vegetation and trees on the site that should be protected will be so protected? Which specific areas of the site will be designated as open space; what is the proposed size, use and landscaping of each area? What are the preliminary plans for the homeowner's association or condominium association to maintain said open space?

***Response:*** *The proposed planting plan includes only native species that will allow for screening of the residential building. Any resolution adopted should contain language that requires no less than a 2-year warranty on planted trees and the ability of the Town to mandate the replacement of dead/dying trees during that period.*

(6) Natural hazard areas. What is the site specific location and characteristics of any geologic hazards, steep slopes, flood plains and similar hazards on the property? Will any of these natural areas pose a potential threat to life or property? If so, what specific measures will be employed to avoid, minimize or mitigate these dangers?

***Response:*** *In general, the building site is less than 30 percent grade (with the exception of some small and man-made anomalies). The property is not encumbered by floodplain or rockfall hazards.*

(7) Natural resource areas. What is the site specific location and characteristics of any wildlife habitat areas, riparian areas, wetlands and other valued natural features

on the property? What are the anticipated impacts of the proposed development on these features? Has the proposed development been designed so it will comply with the standards of this Development Code that apply to these natural resource areas?

***Response:*** *Although within direct proximity to vital wildlife habitat in the ski area, the impacts associated with the proposed housing will not impose a significant impact to habitat considering the uses already existing and approved at the Vehicle Maintenance Facility (Exhibit 13 in Attachment C). There are no identified wetland/riparian areas on the subject parcel is not located within the Brush Creek Impact Area.*

(8) Grading and drainage. What is the extent of soil and vegetation disturbance planned for the site? How will disturbed areas be stabilized both during construction and following completion of the project? Where will excavated materials be stockpiled? Will any retaining structures be employed and, if so, what will be their design specifications and materials? How will storm water be handled both during construction and following completion of the project?

***Response:*** *The proposed development will require the removal of a few large Aspen trees. That said, the overall disturbance to natural vegetation will be relatively minimal and the net gain of vegetation planted on site will be greater than the specimens lost. More detail needs to be provided regarding the potential need for dewatering the construction site as well as specifics pertaining to stormwater drainage and detention capacity (see draft conditions and Dunlop rereferral - Attachment D).*

(9) Transportation impact. How many vehicle trips will be generated, and what is the anticipated public transportation ridership from the proposed development? What is the capacity of the intersections that the proposed development will impact? What will be the impacts of the proposed development on the Town's public transportation system, road capacities and parking facilities and how will these impacts be mitigated? What measures will the project employ to ensure that following development roadways within the Town will continue to function at the adopted level of service standard? Have roads on- and off-site been designed in a safe and efficient manner, to connect the site to other activity areas and destination points?

***Response:*** *In reference to the Traffic Impact Analysis provided (see Exhibit 10 in Attachment C) the proposed development will not be a significant traffic generator for local roadways – 150 additional daily trips. Most of the residents living on the property will likely work on-site (or the ski mountain) thereby further minimizing the local traffic impacts, Nonetheless, the applicant has committed to improving Divide Way to the desired specifications of the Public Works Department while adding bike/pedestrian lanes to safely access Sleigh Ride*

*Trail. Accommodation for residents and workers will be offered including daily shuttles and a We-cycle station.*

(10) Necessary facilities. Has the applicant provided detailed engineering plans and reports demonstrating the type, location and capacity of the water supply, sewage disposal, solid waste disposal, fire protection and other necessary facilities that will be constructed to serve the project? Will needed public facilities and services be made available concurrently to offset the potential impacts of such development?

**Response:** *Although specific utilities and infrastructure will need to be added, upgraded or expanded, the applicant has committed to these improvements as identified in the Civil Plan provided (see Civil Plans in Attachment B). The site plan's improved access will offer better ingress/egress for emergency vehicles and waste collection.*

(11) Pace and phasing. Has the applicant provided a sufficiently detailed phasing proposal to ensure that the development phasing will occur in an efficient and orderly manner with consideration given to construction and other impacts to the community? Have all phases, including the initial phase, been designed to sustain itself and function as a complete development not reliant on subsequent phases to operate in an efficient and orderly manner? Has the applicant provided a reasonable contingency plan to mitigate impacts resulting from any possible interruption of construction as it would affect the community as a whole?

***Response:*** *The "pre-built" nature of the proposed building will allow the construction time to be considerably condensed when compared to a traditional style development. The applicant estimates less than a one-year timeframe for completed construction.*

(12) Restricted housing. What is the specific mix and configuration of housing that will be provided to meet the Town's restricted housing requirements? What guarantees has the applicant agreed to provide to ensure that such housing will be available at the time it has been required by the Town?

***Response:*** *Each of the 30 units proposed will be restricted as Workforce Housing and will satisfy the mitigation requirements for the Cabin, Ullerhof, and Elk Camp improvements.*

(13) Fiscal impact. Will the proposed development have a positive or negative fiscal impact upon the Town and other taxing districts that provide services to it? If the

proposal is shown to have a negative fiscal impact, then what measures will the applicant employ to mitigate those costs?

***Response:*** *As identified in the Comprehensive Plan and Housing Master Plan, workforce housing projects are essential to financial viability of the Town and will contribute to strength and stability of the local commercial community.*

(14) Energy conservation. What will be the energy utilization of the significant energy-consuming elements of the project (such as heating systems, swimming pools, saunas, Jacuzzis, etc.). What specific active and passive techniques will the development employ to promote energy conservation and take advantage of solar and alternative energy source opportunities?

***Response:*** *The proposed residential building will be 100% electric and by nature will be more efficient than the conventional multi-family building.*

(15) Air quality. What will be the primary sources of air pollution from the project? What will be the quantity and composition of pollutants that will be discharged on a daily and seasonal basis and what are the dispersal qualities of the site that will affect the pollutants that are generated? What geographic area will be impacted by these pollutants? What techniques will the development employ to reduce the impacts of these pollutants?

***Response:*** *By being 100% electric, the development will have little impact on air quality upon its completion. Best Management Practices and daily mitigation to suppress dust will need to be applied during construction as referenced in the draft Construction Management Plan (see Exhibit 20 in Attachment C).*

(16) Construction management plan. What is the proposed plan for phasing of the project? What is its construction schedule? What measures will be employed to mitigate construction impacts?

***Response:*** *There is a draft Construction Management Plan that generally speaks to parking, safety, dust suppression, erosion, hazardous materials, and traffic control (among others). The 'sequencing' of construction will occur in two phases. First, site construction - which will entail the installation of ground utilities, grading, site wall development, and road widening. Second, the building and placement of the residential 'boxes' that will include the stacking or building the*

*residential structure coupled with landscape work. As previously mentioned, the applicant intends to have construction completed within a year's time.*

(17) Community welfare. Does the proposed development in its totality promote the public health, safety and welfare?

***Response:*** *This project is a rare example of a private entity contributing to the local community by providing quality housing for the benefit of the commercial workforce and residents.*

## V. Planning Commission Options:

For the initial Planning Commission evaluation review, the Planning Commission should hear an introduction by Staff, followed by a more detailed presentation of the proposal by the Applicant. Planning Commission should open the hearing to public comments after which the Applicant should be given the opportunity to respond.

## VI. Staff Recommendation:

Staff recommend that the Planning Commission discuss the project within the context of review standards - previously identified in Section IV of this memorandum. Planning Commission should then direct staff to draft a resolution recommending approval of Preliminary Plan.

**Attachments:**

A. Draft PC Resolution No.
B. Preliminary Plan Application narrative
C. Plan Sets
D. Exhibits
E. Referral Comments
F. Public Comments
G. Sketch Plan approval – Reso No. 8 of 2025

**TOWN OF SNOWMASS VILLAGE**
**PLANNING COMMISSION**

**RESOLUTION NO. 7**
**SERIES OF 2025**

**A RESOLUTION RECOMMENDING APPROVAL OF PRELIMINARY PLAN – MAJOR AMENDMENT TO A FINAL PLANNED UNIT DEVELOPMENT (PUD) APPLICATION FOR DIVIDE LOT 44 (PARCEL C - PHASE II) WORKFORCE HOUSING DEVELOPMENT AND RECOMMENDING THE APPLICANT TO PROCEED TO FINAL PLAN**

WHEREAS, the Aspen Skiing Company, ("Applicant") submitted a Major Amendment to a Final PUD on June 30, 2025 as a requested modification to the land use approval on Lot 44 of the Divide Subdivision pursuant to Ordinance No. 16, Series of 1989 which allows for the development of a Snowcat Maintenance & Repair Facility combined with 3 Employee Housing Units as part of Phase II of the PUD approval; and

WHEREAS, the approval was modified by a Minor PUD Amendment pursuant to Ordinance No. 16 of 2001.

WHEREAS, said application wishes to eliminate the originally approved Maintenance Facility component of Phase II and instead construct a residential development of 30 employee housing units comprising 20,725 square feet of new building space; and

WHEREAS, a joint meeting between the Town Council and the Planning Commission was held on August 20, 2025 to hear a description of the proposed project by the Applicant; and

WHEREAS, an initial public meeting was held before the Planning Commission on August 20, 2025 and continued to September 2, 2025 ; and

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the Town of Snowmass Village, Colorado:

**Section One: General Findings.** The Planning Commission hereby generally finds that:

1) The Applicant submitted the application for a Major Amendment to a final PUD in accordance with the provisions of the Municipal Code. The application provided the Minimum Contents required pursuant to Section 16A-5-390 and included written and graphic materials in sufficient detail to deem the application complete for Preliminary Review.

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2) The Major Amendment identifies land uses proposed for the subject parcel which are generally consistent with the intent of the 2021 Workforce Housing Master Plan and the Snowmass Village 2018 Comprehensive Plan (the "Comprehensive Plan") provides the incentive for a "creative" development which will provide workforce housing on a private parcel as offered by a private entity.

3) To the extent necessary for and pertinent to a Preliminary Plan level of evaluation and review, the application is consistent with the provisions of Section 16A-5-300(c), General Restrictions, of the Development Code, subject to satisfying the applicable conditions contained within Section Three of this resolution.

4) To the extent necessary for and pertinent to a Preliminary Plan level of evaluation and review, the application is also consistent with the provisions of Section 16A-5-310, Review Standards, and Section 16A-5-340 Preliminary Plan of the Development Code, subject to satisfying the applicable conditions contained within Section Three of this resolution.

5) The Planning Commission recommends the authorization of this Preliminary Plan to proceed to the Final Plan review phase.

**Section Two: Action.** The Planning Commission hereby authorizes the applicant to submit a Final PUD plan for the Divide Workforce Housing project subject to the conditions stated in Section Three below and as recommended to the Town Council in preparation of their own resolution approving the Preliminary Plan.

**Section Three: Conditions.** The approval shall be subject to satisfying the following conditions:

1. All proposed or existing infrastructure shall be included in existing or proposed easements to be designated on Final Plan submittal documentation.

2. Final Plan shall verify the location of the raw water line on Civil Plans to ensure no conflict with this utility may arise during or after construction. If a relocation of the line is merited, the applicant shall be responsible for the rerouting.

3. The location of future EV charging station infrastructure shall not decrease size of parking stalls to less than 18' deep as designed.

4. The applicant shall work with the Public Works Department to provide an access easement on Lot 44 through to Lot 51.

5. The proposed easement containing Divide Way across Lot 44 needs to be examined to ensure the language grants the proper uses for future development. The easement shall grant year-round maintenance of the roadway to the Town.

6. Any new retaining walls along Divide Way shall conform to the design in Civil and Landscape plans approved and attached (see Exhibit A). Drainage shall be diverted away from all retaining wall structures.

7. The guardrail located adjacent to Divide Way, near the intersection of Divide Road, shall be replaced and brought into compliance with Public Work standards. Additional guardrails shall be placed along new retaining walls established along Divide Way on Lot 44.

8. As part of the Final Plan, submittal of a draft Maintenance Agreement for Sleigh Ride Trail and Divide Way shall be included for review.

9. As part of the Final Plan submittal, the proposed underground detention structure shall be resituated on Civil Plans to avoid conflict with existing water line(s), electrical line(s), and fire hydrant(s).

10. Any subsequent Final Plan application shall include more developed Civil Plans and analysis that address seasonal drainage from the subject parcel during and after construction. The Town Engineer shall review and approve the final drainage, grading, and erosion control plan for the site prior to issuance of a building permit.

11. As part of the Final Plan submittal, the applicant shall confirm that any future downstream storm detention has the capacity to handle additional flow. Should a chambered system be proposed, Final Plan shall include details specific to access port locations for maintenance and repair.

12. A dewatering underdrain system shall be implemented during and after construction. Final plan shall detail where this system will be discharged.

13. The Final Plan shall detail whether an oil/sand separator should included as part of the stormwater drainage system to capture fuel, oil, antifreeze, or other contaminants associated with parking lot run-off.

14. If construction easements are required as part of the establishment of retaining walls on adjacent properties (i.e. Lot 47) details shall be identified and submitted part of the Final Plan application including authorization by the Divide HOA.

15. Final Plan submittal shall include a Maintenance Agreement for any proposed retaining walls in existing easements on Lot 44.

16. Roadway striping on Divide Way (establishing a safe bicycle and pedestrian way) shall meet the Standards of the Public Works Department and shall be further articulated in the Final Plan submittal.

17. The residents of the proposed building shall not be eligible to obtain resident parking permits for the Town's public parking lots pursuant to Section 8 Article II of the Municipal Code.

18. The applicant shall provide direct trail access from the subject parcel to the Ditch Trail.

19. The Final Plan application shall be subject to the applicable provisions of the Municipal Code in effect at the time said application is determined to be complete and accepted for review.

20. Landscape improvements shall adhere to the standards detailed in the Landscape Plans approved and attached (see Exhibit A).

21. Newly planted trees shall be under warranty for a period no less than two years from the date a Certificate of Occupancy is issued. Any trees that are planted and die within two years of Certificate of Occupancy issuance shall be replaced if determined necessary by the Planning Director.

22. All lighting on site conform to codified standards in accordance with Ordinance No. 10 of 2025.

23. All parking will conform to Parking Plan approved and attached (see Exhibit A).

24. Workforce Housing shall be deed-restricted and conveyed for the benefit of the Town.

25. As needed, the applicant shall prepare a Development Agreement and/or Subdivision Improvements Agreement as part of any Final Plan submittal.

26. Any and all conditions from previous approvals that have not been satisfied or amended by this approval remain intact and are enforceable.

INTRODUCED, READ, AND ADOPTED by the Planning Commission of the Town of Snowmass Village, Colorado on this 3rd day of September 2025, with a motion made by Commission member_____and a second by Commission member_____, by a vote of___in favor and___opposed.

TOWN OF SNOWMASS VILLAGE
PLANNING COMMISSION

_____
Mathew Dube, Chairperson

ATTEST:

_____
Ashleigh Huff, Secretary

Exhibits:
A. Site, Landscape and Civil Plans
B. Architectural Renderings

# COVER

# THE S.H.O.P.

## SNOWMASS HOUSING FOR OPERATIONS PERSONNEL

Major PUD Amendment

Preliminary Plan Application

PIDs#: 273303401014

PUBLISH DATE:

JUNE 6, 2025



# COVER LETTER

**May 16, 2025**

Dave Shinneman, Community Development Director
Brian McNellis, Senior Planner AICP/MLA
Town of Snowmass Village Community Development Department
130 Kearns Road
Snowmass Village, CO 81615

RE: Preliminary Plan Application for Major PUD Amendment to the Aspen One's Vehicle Maintenance Facility on Lot 44 of the Divide Subdivision.

Dear Mr. Shinneman:

The Applicant (hereinafter referred to as Aspen One or AO) is submitting this application to formally request Preliminary Plan approval for a Major PUD Amendment to Aspen One's Vehicle Maintenance Facility (VMF) on Lot 44 of the Divide Subdivision. This private, employer-funded personnel housing is being provided for full-time year-round personnel employed by AO who are critical to the resort and the community. This project ensures a win-win for the TOSV by:

1. Keeping operations personnel close to the mountain to ensure smooth on-mountain operations.
2. Housing crucial building maintenance personnel for AO properties throughout Snowmass.
3. Creating the vibrancy and sense of community that comes with a healthy, happy, local workforce that lives and works in town.
4. Placing more on-call and first responder staff close to the mountain.
5. Freeing up beds in existing TOSV workforce housing.
6. Alleviating the burden on tax-payers to build all future affordable housing.
7. Improving road infrastructure, trail maintenance, and incorporating traffic calming measures.

This request is being made pursuant to Sections 16A-5-300(b)(2), 16A-5-340 of the Snowmass Village Land Use and Development Code (LUDC) and in response to the Snowmass Village Town Council resolution regarding the Sketch Plan Application, approved on February 3, 2025 (Resolution No. 8, Series 2025). This application and associated drawings and exhibits provide the information necessary for preliminary plan review for the proposed workforce housing project.

The Preliminary Plan application being submitted responds to the feedback received during the Sketch Plan process. We listened and made the following major changes to the application:

1. Reduced the overall size of the building mass by approximately 6,000 square feet
2. Decreasing the number of bedrooms by **25%** from forty to thirty
3. Providing code required parking

4. Eliminated visual impacts to Ditch Trail users with a clean, clear and low roofline and strategic vegetative screening
5. Elaborated on clear and feasible non-automobile connectivity
6. Created an articulated building massing that is creative and contextual

This application represents a contextually appropriate, 30-unit workforce housing project funded solely by Aspen One (AO) and for the benefit of Aspen One employees. Given the shortage of workforce housing all Snowmass employers are experiencing, it is critical that private employers participate in the solution to the housing crisis. The gap is tremendous, appropriate sites for housing are scarce, and affordable housing solutions are only becoming more difficult and expensive. Aspen One cannot sustain its world-class operations in the Town of Snowmass Village without the SHOP. Support for this project as currently sized is a vote for maintaining the world class status for which the TOSV is known and the community for which it is cherished.

We believe the proposed SHOP development will be a model for context-appropriate development outside node boundaries. It provides meaningful public benefit, is built around the context of our existing operations at the VMF, is grounded in creative, thoughtful design, and contributes to the long-term vision for Snowmass Village. We look forward to reviewing this project with the Town.

Regards,

Heather Henry

Aspen One
VP Housing and Childcare

# PROJECT TEAM

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| **15** | Will-Serve Letters | 274 |
| **16** | Preliminary Utility Report | 279 |
| **17** | Preliminary Drainage Report | 291 |
| **18** | Development Chart | 310 |
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**Appendix A - Preliminary Development Plan (referenced plans)**

| | |
|---|---|
| Architectural Plans | |
| Elevations | Sheets A203, A204 |
| Floor Plans | Sheets A101-A106 |
| Block Model or Computer-Generated 3D | Sheets A401 |
| Color and Materials | Sheets A203, A204 |
| Landscape Plan | Sheet L.1.11 |
| Solid Waste Disposal Plan | Sheet L.1.05 |
| Open Space Map | Sheet L.1.09 |
| Parking Management Plan | Sheet L.1.04 |
| Clearing, Grading, and Drainage Plans | Sheets C0.2, CD1.0 |

# EXECUTIVE SUMMARY

Aspen One is excited to be submitting this application for the SHOP (Snowmass Housing for Operations Personnel) Project, that will dramatically improve the recruitment, retention, and long-term housing security for critical resort employees. We believe the proposed development will be a model for context-appropriate development outside node boundaries. It provides meaningful public benefit, is grounded in resilient, thoughtful design, and contributes to the long-term vision for Snowmass Village. In both form and function, it reflects the directive to pursue creative projects that are "just big enough" — responding to current needs while preserving future options.

The following list highlights the primary design refinements made to address the primary issues and concerns of the sketch plan resolution.

**A. Key Modifications Since Sketch Plan to Address Town and Community Concerns**

Aspen One has made substantial refinements in direct response to the Town Council's Sketch Plan resolution, referral agency comments, and public feedback. These include:

1. Building Scale and Massing Reduced

    - Total building area reduced by 6,461 SF, a 24% decrease.
    - Decrease number of bedrooms by 25% by removing two-bedroom units from program.
    - Parking total is now in full compliance with LUDC parking ratios (1 space:1 bedroom).
    - Overall height reduced and articulated to appear as a one and a half-story mass from the Ditch Trail.
    - Space allocated on the ground plane for outdoor amenities and mechanical equipment.

2. Improved Site and Roadway Design

    - Divide Way widened to 24 feet with upgraded pedestrian infrastructure and traffic calming.
    - Refined retaining wall alignments now fully contained within the property.
    - Snow storage, drainage infrastructure, and easements designed per engineering, fire, and utility requirements.

3. Visual and Light Pollution Mitigation

    - Reduced glazing on the north side of building from 12 to 4 windows.
    - Full dark sky-compliant lighting design included with interior and exterior photometric analysis.
    - 'Clean roof' design to eliminate visual impacts for Ditch Trail users.

4. Expanded Community Amenities and Transportation Options

    - Creation of a bouldering wall, grill/kitchen area, outdoor seating, and gathering space.
    - WE-cycle station (15 docks) serving residents, workers, and Ditch Trail users. E-bike and secure bike storage. 4 active EV spaces with 12 EV-ready spaces.

- Employer shuttle service and Transportation Demand Management (TDM) plan supports multimodal, low-impact mobility for residents and the community.

5. Noise and Air Quality Considerations

- Modular construction inherently provides high STC-rated wall and floor assemblies.
- Project is 100% electric, eliminating combustion emissions.
- Fugitive dust mitigation plan included in Construction Management documentation.

**B. Consistency with LUDC PUD Preliminary Plan Requirements**

1. Section 16A-5-300(a): Purpose of PUD

- The SHOP project advances the following PUD goals:
  - Creativity: Goal for modular construction, hillside integration, and infill development pattern.
  - Public Benefit: 100% deed-restricted housing for essential resort staff.
  - Sustainability: Fully electric units, native landscaping, transit-controlled design.
  - Compatibility: Designed for low visibility, sound control, and neighborhood context.

2. Section 16A-5-340: Preliminary Plan Requirements

- Narrative comparison to Sketch Plan included, detailing each design change.
- Architectural, landscape, drainage, and lighting plans provided in Appendix A.
- Includes required reports: Traffic Impact Study, TDM Plan, Drainage, Energy, Wildlife, Lighting, and Visual Impact.
- Referral responses from Fire, Engineering, Housing, Transportation, and Environmental consultants have been addressed in full.

3. Section 16A-5-310: PUD Review Standards

- Consistent with Comprehensive Plan: Aligns with workforce housing goals and environmental stewardship policies.
- Provides Adequate Public Facilities: Utilities, transit, roads, and drainage systems addressed.
- Preserves Natural Features: Site tucks into hillside with controlled grading, mature vegetation preserved.
- Efficient Land Use Patterns: Live/work housing near employment, with pedestrian and transit connectivity.

4. Section 16A-5-300(c): General Restrictions

- No dimensional variances requested outside those already approved in previous PUDs.
- Uses are consistent with Mixed-Use PUD zoning.
- Adjustments to FAR and parking documented and justified.
- Open space preserved, wildlife impacts mitigated, and visual buffering prioritized.

**Conclusion**

The SHOP Preliminary Plan demonstrates a clear evolution from Sketch Plan to a more efficient, sustainable, and responsive workforce housing project. It meets the Town of Snowmass Village's LUDC PUD standards through:

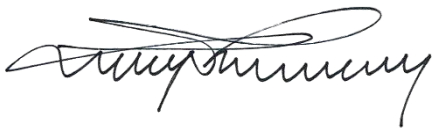
- Targeted reduction in building mass
- Enhanced livability and functionality
- Direct response to Town and community feedback
- Comprehensive planning, engineering, and public benefit

This submittal reflects a creative, contextually appropriate development aligned with both the Comprehensive Plan and the PUD intent under the LUDC.

Aspen One looks forward to working with the Town Council, Planning Commission, and Staff on the continued review of the proposal to develop the SHOP project.

Regards,





Darren Duroux, PLA
Senior Landscape Architect/Planner
Connect One Design

Gyles Thornely, PLA
Principal
Connect One Design

# PROJECT INFORMATION

## Required Land Use Approvals and Process

The proposed project requires a Major Amendment to the PUD, which includes Sketch Plan, Preliminary Plan, and Final Plan review. Sketch Plan approval was granted by the Town Council on February 3, 2025, via Resolution No. 8, Series 2025 (Exhibit 1). The application addresses the criteria for the Preliminary Plan level review as outlined in the Pre-application Conference Summary provided by the Community Development Department on March 19, 2025 (Exhibit 2). The following list of criteria from the LUDC are required to be addressed in association with a Major PUD Amendment Preliminary Plan review. (*The actual language from the LUDC* is in ***bold, italic text,*** *with the Applicant's response following with regular text type.)*

- **Section 16A-5-40(b) - Minimum Contents**
- **Section 16A-5-300(c) - General Restrictions**
- **Section 16A-5-310 - PUD Review Standards**
- **Section 16A-5-340(b)(c) - Preliminary Plan Review Intent and Issues**
- **Article IV – Development Evaluation Standards (*as applicable or hasn't been addressed via other standards)***

## Submission Requirements

***Sections 16A-5-40(b), 16-5-340(c)(2)***

### General Major PUD Amendment Contents - (Section 16A-5-40(b))

1. Application Form: Exhibit 5
2. Development Fee Agreement: At time of submission
3. Name, address, telephone number of all property owners: Exhibit 6
4. Legal description: Exhibit 7
5. Disclosure of ownership/current title certificate: Exhibit 21
6. Written description of the proposal and explanation of how the proposed development complies with the review standards applicable to the application: Contained within this narrative
7. Vicinity Map: Exhibit 8
8. Other Maps: As submitted
9. Base Fee – Major PUD Preliminary Plan: At time of submission

### Preliminary Plan Contents - (Section 16A-5-340(c)(2))

1. Minimum Contents: See Above (section 16A-5-40(b))
2. Preliminary Development Plan: Appendix A – Preliminary Plan Drawing Set
3. Comparison to Sketch Plan: See Page 8 of narrative
4. Listing of proposed variations: No variations, only modifications/adjustments. See page 41 of narrative

5. Architectural Plans:
    a. Elevations – Appendix A – Sheets A203, A204
    b. Floor Plans – Appendix A – Sheets A101-A106
    c. Block Model or Computer-Generated 3D or other visual imagery – Appendix A – Sheets A401, A402
    d. Color and Materials – Appendix A – Sheets A203, A204
6. Landscape Plan: Appendix A – Sheets L.1.11
7. Fiscal Impact Report: See response via Section 16A-5-340(b)(13)
8. Solid Waste Disposal Plan: See Appendix A – Sheet L.1.05
9. Energy Conservation Plan: See Exhibit 14
10. Development in proximity to ski lift: Not Applicable
11. Open Space Map: See Appendix A – Sheet L.1.09
12. Homeowner's or condominium association documentation: Not Applicable
13. Water Supply and Sewage Disposal: See Preliminary Utility Report – Exhibit 16
14. Clearing, Grading, and Drainage Plans: See Appendix A – Sheets C1.0-C1.2, CD1.0, and CD1.1
15. Transportation Impact Analysis: See response via Section 16A-5-340(b)(9) and Exhibits 10 and 11
16. Air Quality Analysis: See response via Section 16A-5-340(b)(15)
17. Geologic Report: See Exhibit 12
18. Brush Creek Impact Report: Not Applicable
19. Wildlife Habitat Analysis: See response via Section 16A-4-20 (page 50) and Exhibit 13
20. Parking Management Plan: Appendix A – Sheet L.1.04
21. Adequate Public Facilities Report: See Preliminary Utility Report in Exhibit 16 and Preliminary Drainage Report in Exhibit 17

# Project Background and Description of Proposed Improvements

## Project Background

The SHOP project was submitted for Sketch Plan review on August 7th, 2024 and went through the standard review process with Town Council resolution No. 8 Series of 2025 Authorizing Aspen One (Aspen One) to submit a Preliminary Plan with conditions set forth in said resolution (Exhibit 1).

**Prior to Sketch Plan:** The design team and Aspen One studied many design iterations to determine a viable project to bring forward to the public. Prior to submitting for Sketch Plan, the team worked on a 36 unit project in this location. After 6 months of internal review, it was decided that 36 one and two-bed units was too large a program for the site. The building program was too visible from the Ditch Trail, and the parking required was too costly and impactful to the surrounding site and vegetation. As a result, a building with a mix of 30 one and two bedrooms was submitted for Sketch Plan review.

**Adjustments Made During the Sketch Plan Process:** The building location shifted based on initial feedback from the town boards, and findings from the geotechnical report, which allowed the building to be further away from the Ditch Trail and adjacent parcels. The shift also allows additional screening opportunities and site configurations that make the overall development more efficient and help integrate the architecture into the existing hillside.

As a result of feedback received during the Sketch Plan process, Aspen One REDUCED the size of the building, removing the 2 bedroom units originally planned.



**Key Aspects of Preliminary Plan Submission:**

- Smaller Building: The smaller building being submitted in this Preliminary Plan application includes 30 total units (20 studios and 10 one bedrooms) and generous internal storage for a total building square footage of 20,725 (See Appendix A, Sheet L.1.02-L.1.03, A101-A106), a **6,461 square foot reduction** from what was presented in the Sketch Plan. The proposed employee housing building will be comprised of three levels of units accessed by two stair cores at either end of the building. The main level has dedicated storage for units, E-Bike parking, other flexible storage, mechanical rooms, and studio and one-bedroom units facing Divide Way and the parking area. Levels two and three include a mixture of studio and one-bedroom units along a shared corridor.
- Compliance with the LUC section 16A-4-310(b) 1 parking space per one bedroom/studio unit requirement: 32 parking spaces have been added to the existing property, 30 dedicated to the units and two accessible spaces. The parking spaces have been realigned at the existing Vehicle Maintenance Facility (VMF), still meeting the required 30 spaces per the original PUD design guidelines.
- Eliminated impacts to the Ditch trail: The site and landscape will shield the project from the ditch trail, substantially enhancing the character and functionality of the property.
- Integrate into VMF, while allowing for the existing VMF to function as the resort's logistics and back-of-house operations center for the mountain: A pad for all maintenance and deliveries to and from the greater on-mountain resort amenities is provided. Enhanced signage is included to

alert drivers to pedestrians in the area, as well as widening, striping, and improving the Divide Way roadway to meet current Town of Snowmass Village standards for width and surfacing.

- High quality year-round living for residents: Units have ample natural light, ample in-building storage, and amenities including access to outdoor features such as a small bouldering/climbing wall, movable cafe seating, electric grill and outdoor kitchen area, and other social gathering space to allow for community engagement with one another. The project includes 2,031 square feet of additional storage space that can be utilized by both the VMF and SHOP users.
- Creative approach to building architecture and site integration: The architecture has a creative approach to provide articulation while maintaining building efficiency. The exterior material pallet will blend into the surroundings, while utilizing high quality, sustainable and easily maintained materials. The roof view was carefully studied and a clear, clean roof, free of mechanical equipment has been achieved. This clean roof helps the building fade into the background when viewed from the Ditch Trail.

Appendix A contains a series of plans, diagrams, and 3D simulations which illustrate the visual character and intent of the project, depicting views of the proposed improvements at key vantage points to convey the creative and detailed design and planning of the project. The drawings can be found on Sheets L.1.12, and A400-A401. Please note that the 3D simulations depict the landscape approximately 5 to 10 years after construction. This illustrates how the proposed improvements will blend into the surroundings and will have excellent screening from the Ditch Trail.

The property contains various existing easements that will be adjusted to accommodate the new alignments of utilities and roadways. The Existing Conditions Survey in Appendix A shows the existing alignments of the various easements. Exhibit 19 shows the modifications to the Access and Right of Way Easements.

## Comparison to Sketch Plan

***Section 16A-5-340(c)(2)(c)***
***When applicable, a statement shall be provided comparing the preliminary plan to the sketch plan, noting any changes, including those made in response to comments provided by the Town in its review of the sketch plan.***

### Response:

Hearing feedback during Sketch Plan from the Planning Commission, Town Council, and neighbors; Aspen One and the design team have made several creative and critical design refinements to the layout and details of the project (see responses section below).

SUMMARY OF CHANGES MADE:

- Smaller building: The building scale and mass has been reduced: by 6,461 square feet, a 24% reduction.
- Updated unit mix: The current plan changes the unit mix to 20 studio units and 10 one-bedroom units, reducing the number of bedrooms by 25% and reducing the building size significantly.
- Code compliant parking: Parking has been provided so that the project is in compliance with the TOSV code requirement of 1 space per studio/one-bedroom.

- Improvements to Divide Way: The site plan has been refined to accommodate the widening and re-grading of Divide Way.
- Other Refinements: Coordinated refinements include adjustments to the waste collection which will be accessed at the north end of the SHOP parking lot, the integration of the winter and summer compost uses, and winter access road for the resort and other important management/operational elements. The existing parking at the VMF has been reorganized to accommodate all existing access and parking and storage for a forklift for the VMF facility.

SUMMARY OF ADDITIONAL DETAILS ADDED:

The SHOP's Preliminary Plan application contains an extensive additional analysis verifying the feasibility of a 30-unit workforce housing project adjacent to the VMF. Additional details added include:

- Bike Parking: Size and location of bike parking.
- EV parking: Planned stations and EV-ready parking spaces.
- Bike Share plan: WE-cycle station location and size, and ongoing operating investment (location verified with WE-cycle).
- Lighting plan: Interior and exterior lighting, detailed traffic reports and compliance with TOSV night sky ordinances
- Traffic analysis and Transportation Demand Management (TDM): Recommendations for road striping and upgraded pedestrian signage along Divide Way.
- Defined building amenities: Developed plan for the amenity space including an integrated bouldering wall (which serves as sound mitigation along the south side of the building), social seating, grill area, and other common space elements.

These, among other elements, are directly in response to conditions from the Sketch Plan Approval.

## Response to Sketch Plan Issues and Concerns

***Section 16A-5-340(b)(1)***
***Response to sketch plan issues and concerns. Has the applicant provided detailed, sufficient and appropriate responses to each of the issues and concerns identified during the sketch plan review?***

Aspen One and the design team have reviewed and addressed the Conditions set forth in Section Three of Resolution No. 08 Series of 2025, this Resolution is included as Exhibit 1. The Resolution language and Applicant response is provided below.

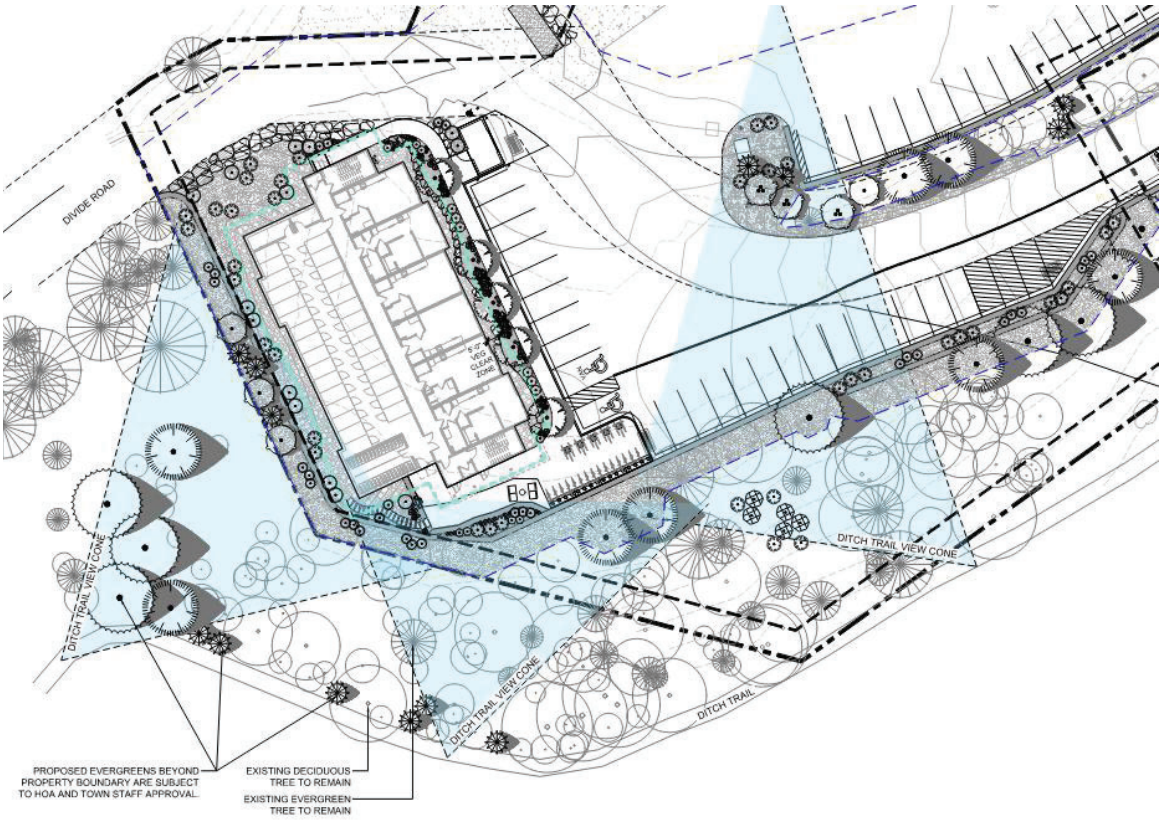
1. ***Divide Way shall be widened to no less than 24 feet (with dedicated access easement) from the intersection with Divide Road, westwardly to the access area of the existing Vehicle Maintenance Facility on Lot 44 to ensure emergency access and adequate turnaround for the Fire District and maintenance vehicles.***

**Response:**
Divide Way, from the intersection with Divide Road to the proposed development, will be widened to 24 feet. The roadway will be improved with pavement markings and signage to ensure multi-modal safety is provided as well as wayfinding to guide guests and other visitors.

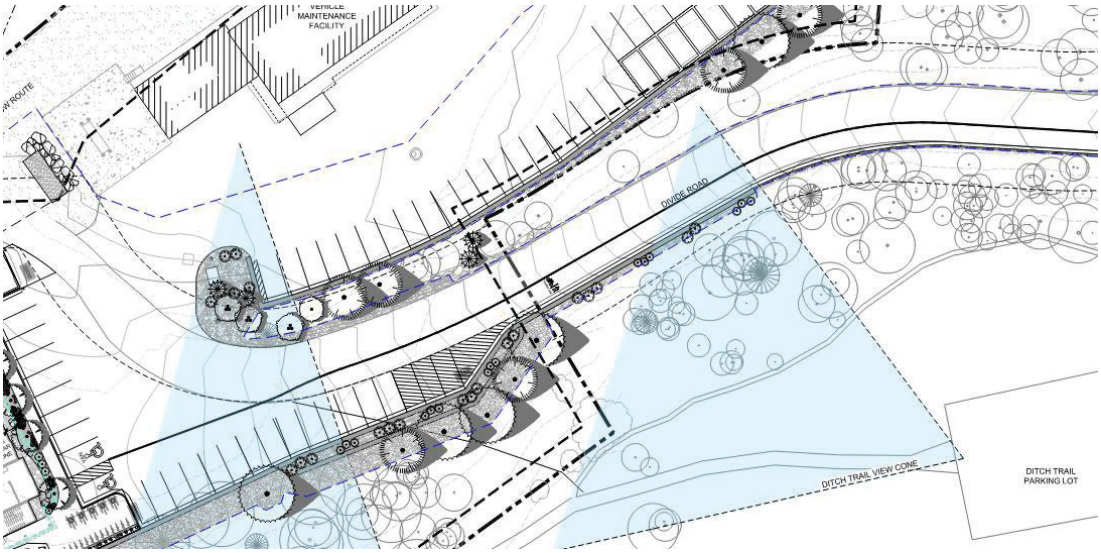
2. ***A detailed landscape plan shall be submitted with any subsequent Preliminary Plan application to ensure screening of the proposed building (with appropriate and native plantings) as seen from Ditch Trail.***

**Response:**

A detailed landscape plan is included in Appendix A Sheet L.1.11. The screening elements included in the landscape plan provide visual separation between the trail and new construction. Landscape screening will be accomplished both on the project site and areas adjacent to the trail. Plantings along the trail will require approval of the Divide HOA and will benefit trail users and provide additional screening for adjacent landowners. Below are some snapshots of the landscape plan and 3D representational graphics to depict the design intent.




**Plan Enlargement of planting around the SHOP**




**Plan Enlargement of planting along Divide Way**



**Image 1 – looking west towards SHOP from Ditch Trail parking lot**



**Image 2 – looking west towards SHOP from Ditch Trail**



**Image 3 – looking northwest towards SHOP from Ditch Trail**



**Image 4 – looking northeast towards SHOP from Ditch Trail**

3. ***The residents of the proposed building shall not be eligible to obtain resident parking permits for the Town public parking lots pursuant to Section 8 Article II of the Municipal Code.***

**Response:**

Aspen One supports this condition and will include this in the lease terms for the tenants.

4. ***To support constrained parking and access to the site the applicant shall consider alternative modes of travel. These may include bikeshare, carshare, employee shuttles, off-site vehicle storage, and any other transportation demand management measures that may be appropriate.***

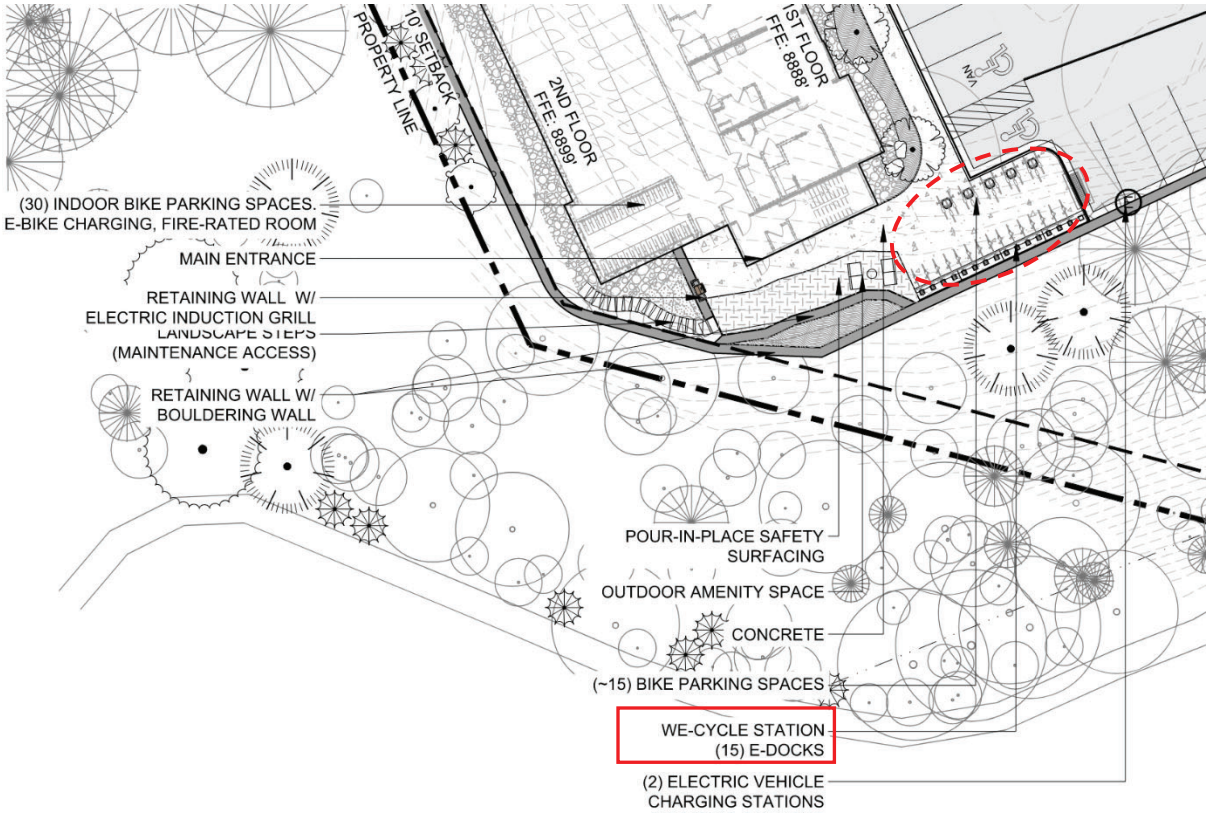
**Response:**

The SHOP project provides numerous alternatives to individual car travel to improve residents' quality of life. Parking in the updated submission is not constrained: The newly proposed design (20 studio~~,~~ and 10 one-bedroom units) allows for a 1 to 1 parking ratio, which is consistent with the Town of Snowmass Village Municipal Code, Section 16A-4-310(b). Per the traffic analysis included, this project will not impede vehicular access. Adjacent roads and intersections operate at an excellent (level service A) and will continue to do so after the project is completed.

While it is clear that there is no impediment to the level of service on Divide Road, or Brush Creek, the project will nonetheless also focus on the following five major strategies to encourage employees to utilize non-auto options and create a more sustainable transportation system:

1. The SHOP is live-work
    - The SHOP project is a 100% workforce / 100% Snowmass-focused housing project.
    - It is anticipated that 50% of SHOP residents will work within walking distance at the Divide VMF facility, eliminating the need for work-related vehicular travel
    - If not working or accessing their work on the mountain from the Divide, the remaining SHOP residents will serve operations within the Town of Snowmass Village.
2. Provide winter shuttle service
    - AO currently runs a shuttle between the Black Saddle parking lot (adjacent to the rodeo lot) and the mountain/hotels during the winter season. This service will be expanded to include a stop at the SHOP every half hour. This would enable residents to get to work without taking their vehicle.
3. Incorporate bike share and on-site bicycle facilities
    - 15 years ago, the Aspen Skiing Company (now operated by Aspen One) was a founding partner of WE-cycle, the valley's bike share system
    - Since then, WE-cycle has successfully served our employee housing facilities up and down the valley. The company has paid for and currently sponsors five stations (Club Commons, Riverside, Tiny Town, The Hub at Willits, Gondola Plaza, Sopris View Apartments). As a model, Club Commons averages 2,500 rides per season.

- After numerous collaborations, the following configuration was developed and approved by WE-cycle. Aspen One will purchase all the equipment necessary for this station as well as contribute to ongoing WE-cycle operations in Snowmass. The WE-cycle will additionally benefit Ditch Trail users and Divide HOA residents.




**WE-cycle size and location at the SHOP**

- In addition to the WE-cycle facility, the SHOP will incorporate a large, dedicated bicycle storage room with built-in e-charging capability. Residents can store and charge bicycles and other e-mobility devices securely.

4. Improve non-auto safety - As part of the effort to encourage non-auto forms of transportation, the SHOP is investing in the following upgrades that will benefit residents and community members alike:
    - Traffic calming on Divide Road with the addition of solar powered speed-display signs along Divide Road to encourage drivers to adhere to the posted speed limits.
    - Widening Divide Way to 24 feet wide from the intersection with Divide Road southwest to the project site. This could accommodate a widened shoulder for shared pedestrian and bike travel – thus connecting residents and workers to the Sleigh Ride Trail and town core.
5. Implement parking strategies – Parking at the SHOP will meet the code-required ratio while also being unbundled and managed.

- **Unbundled** parking separates the cost of parking from the cost of housing, office space, or other real estate. Instead of automatically including parking in rent or property costs, users pay for parking separately, creating a more market-driven approach to parking demand.
- **Managed** parking, using hang tags, stickers, sensors, and smart systems to allocate and allow enforcement of parking restrictions and limitations.
- **Lease-based compliance** places the requirements for parking directly into the tenant's lease and includes enforcement measures are in place.

6. Support transit and transit ridership
    - Aspen One is the single largest private RFTA funding partner and provides a Bus Pass Discount to all employees. SHOP tenants will have easy access to existing regional and local transit facilities.

***5. The reduction in Code parking standards is appropriate only if substantial alternative modes of travel (mentioned in the previous condition) are implemented and no less than one space per unit is provided. This does not include handicap spaces. The applicant may explore other options which include less housing units and/or more parking spaces.***

**Response:**

The newly proposed unit mixture (20 studio and 10 one-bedroom units) incorporates a 1 to 1 parking ratio which is consistent with the Town of Snowmass Village Municipal Code, Section 16A-4-310(b). The project is therefore no longer requesting a parking reduction. There are 30 spaces provided for the SHOP units and two additional ADA compliant spaces. There are also 30 spaces provided for the VMF as stipulated in the existing PUD.

***6. The applicant shall consider safe pedestrian and bicycle connections to Brush Creek Road and Carriage Way which may include a direct connection between Sleigh Ride and Ditch Trails for pedestrians and cyclists.***

**Response:**

SHOP tenants will have easy access to regional and local transit facilities. Walking up the widened pedestrian/bike designated shoulder of Divide Way, tenants can connect to Sleigh Ride Trail, bringing them to the Snowmass Mall. From here, tenants can access all TOSV shuttles and regional RFTA buses.

In addition to the widened road, the SHOP is also investing in the following upgrades that will provide residents and the community safe pedestrian/bicycle access:

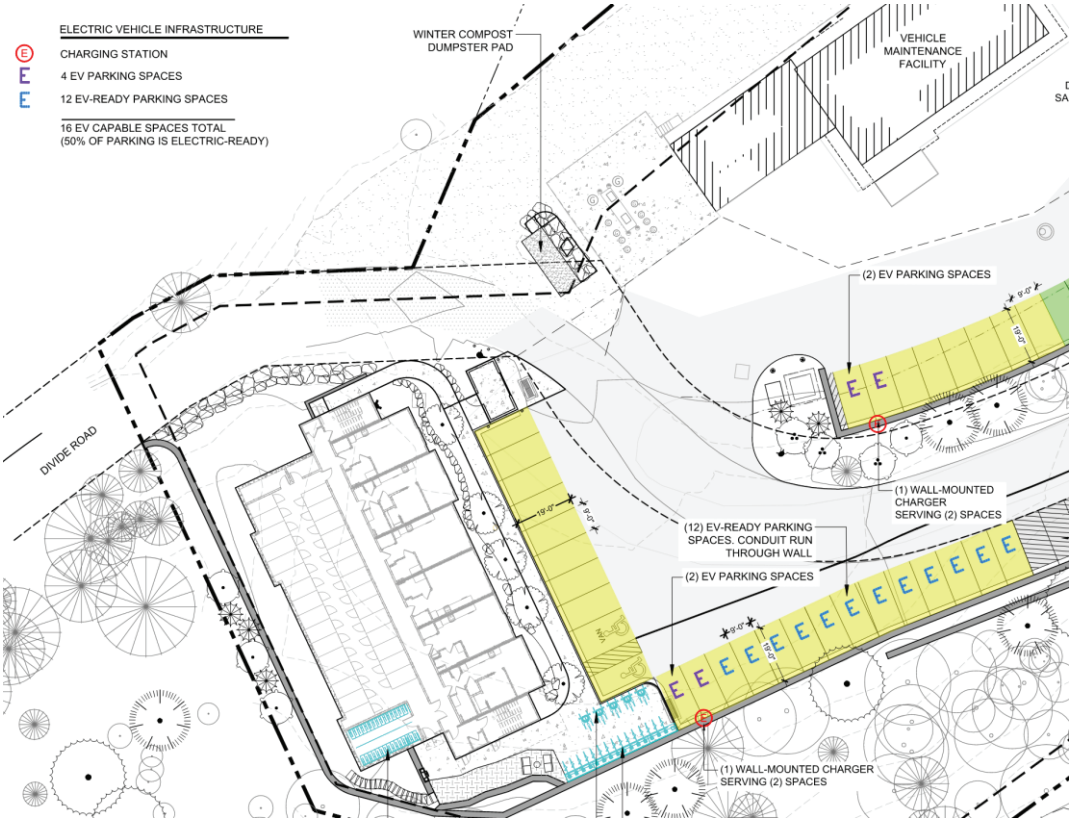
A. Traffic calming on Divide Road with the addition of solar powered speed-display signs along Divide Road to encourage drivers to adhere to the posted speed limits.
B. Improving and maintaining the off-street "social" trial that runs uphill of Divide Way, connecting it to the Ditch Trail.

These upgrades are detailed in the Transportation Demand Management Plan (TDM) (see Exhibit 9)

7. ***The proposed development shall implement no less than 2 parking spaces equipped for electric vehicle charging, which may occur within the existing Vehicle Maintenance Facility area. Up to 50% of the parking spaces shall have the ability of being converted to EV parking spaces in the future.***

**Response:**

Aspen One supports this condition and has included a detailed EV parking summary in the Preliminary Plan package. The plan outlines 4 immediate EV parking spaces, 12 additional EV-ready parking spaces. This results in 50% of the parking being electric-ready. The enlargement below depicts the parking plan, see Appendix A Sheet L.1.04 for the full plan sheet.

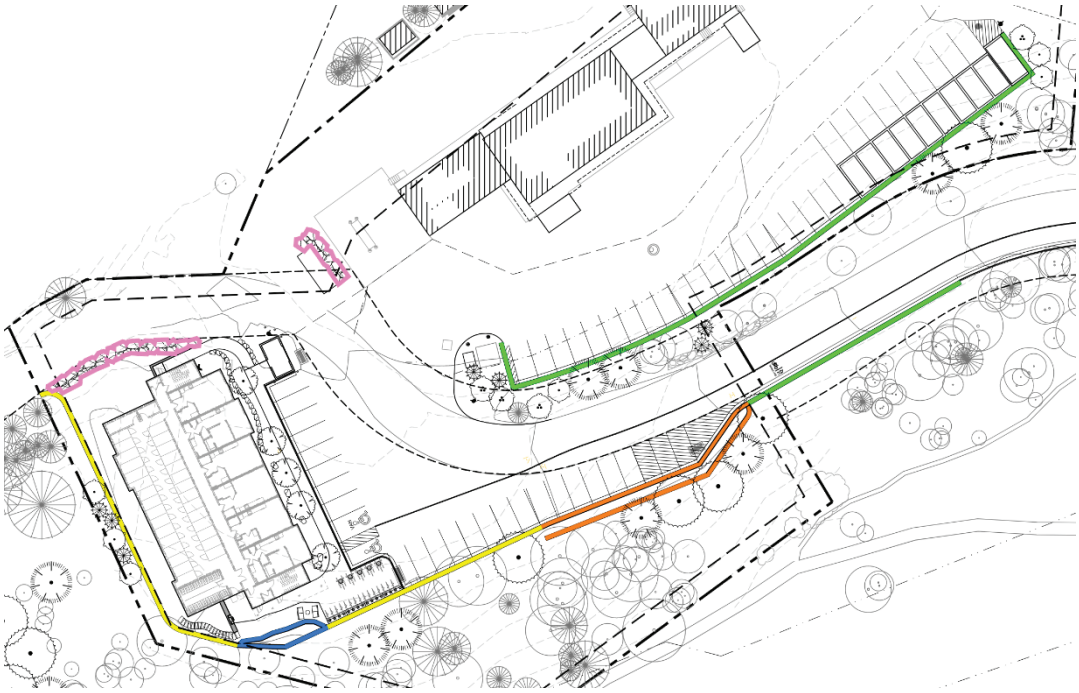


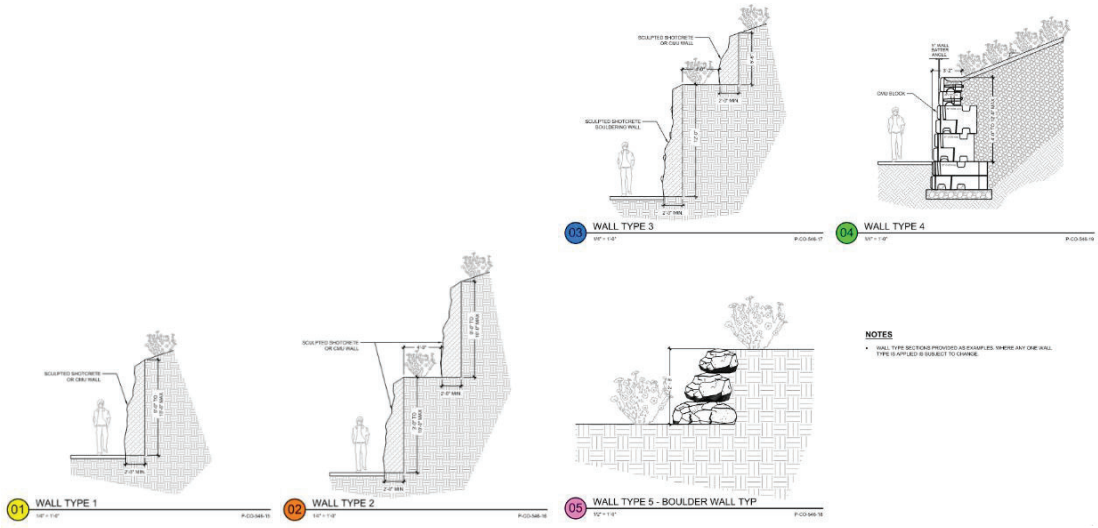

8. ***Retaining walls on the backside of the building (and construction thereof) shall be contained entirely within the subject property but shall offer as much distance as possible from building to offer the ample afternoon solar exposure for westerly facing residential units.***

**Response:**

Careful consideration has been given to the placement, materiality and design of all walls for the proposed development. The walls on the backside of the building will be fully contained and constructed within the subject property. The design intent will be to install soil nail walls with sculpted and modeled shotcrete finishes to emulate the surrounding geological nature or other similarly naturalistic thematic walls. The design will allow the walls to follow the slope of the

embankment and have ample articulation versus a traditional vertical construction. This will provide more natural light to the second floor units. This will also allow the project to protect as many existing trees and shrubs as possible. The plan and sections below provide additional detail on both the walls behind the building and those being implemented elsewhere as part of the project.





9. ***Any subsequent Preliminary Plan application shall include detailed traffic reports and analysis to provide information about the impacts of additional traffic and increased wear-and-tear on Divide Road.***

**Response:**

The project hired Fox Tuttle to complete a full Transportation Impact Analysis (TIA) for the project. This analysis can be found in Exhibits 10 and 11. Key findings from the analysis include:

- Understanding existing traffic volumes and capacity: Project counts were collected in 2024 and yielded the following results:

***Table 1 – Intersection Level of Service Summary – Existing Conditions***

| Intersections and Lane Groups | Existing | | | |
|---|---|---|---|---|
| | AM Peak | | PM Peak | |
| | Delay | LOS | Delay | LOS |
| **ROUNDABOUT CONTROL** | | | | |
| **Brush Creek Rd & Kearns Rd/Wood Rd** | **--** | **A** | **--** | **A** |
| Eastbound Approach | 5.7 | A | 5.5 | A |
| Westbound Approach | 5.8 | A | 4.9 | A |
| Northbound Approach | 3.2 | A | 4.1 | A |
| Southwestbound Approach | 4.4 | A | 3.9 | A |
| Southbound Approach | 5.6 | A | 5.5 | A |
| **STOP SIGN CONTROL** | | | | |
| **Brush Creek Rd & Divide Rd** | **2.0** | **A** | **3.0** | **A** |
| Eastbound Left + Right | 9.5 | A | 10.4 | B |
| Northbound Left + Through | 7.5 | A | 7.5 | A |
| Southbound Through + Right | 0.0 | A | 0.0 | A |
| **Divide Rd & Divide Dr/Divide Way** | **1.5** | **A** | **1.8** | **A** |
| Eastbound Left + Through + Right | 5.5 | A | 5.2 | A |
| Westbound Left + Through + Right | 0.0 | A | 0.0 | A |
| Northound Left + Through + Right | 1.7 | A | 1.9 | A |
| Southbound Left + Through + Right | 0.0 | A | 0.0 | A |

- Existing level of service for all roads is LOS "A" (indicating very good, free flow operations)
- The project is anticipated to generate 150 trips per day, 12 morning peak hour trips and 15 evening peak hour trips
- An addendum to the TIA (Exhibit 11) was completed by Fox Tuttle on January 2, 2025 comparing the trips generated by the proposed 30-unit SHOP project and the approved Phase 2 PUD commercial operations expansion. Page 2 of Exhibit 11 states... *"there are no significant differences between the two land use plans from a peak hour intersection operations standpoint and both would operate well within Town standards."*
- Regarding possible increased wear-and-tear on Divide Road, trips from the housing development are expected to be less than warehouse / commercial due to residential use having less truck trips generated than approved Phase 2 uses.

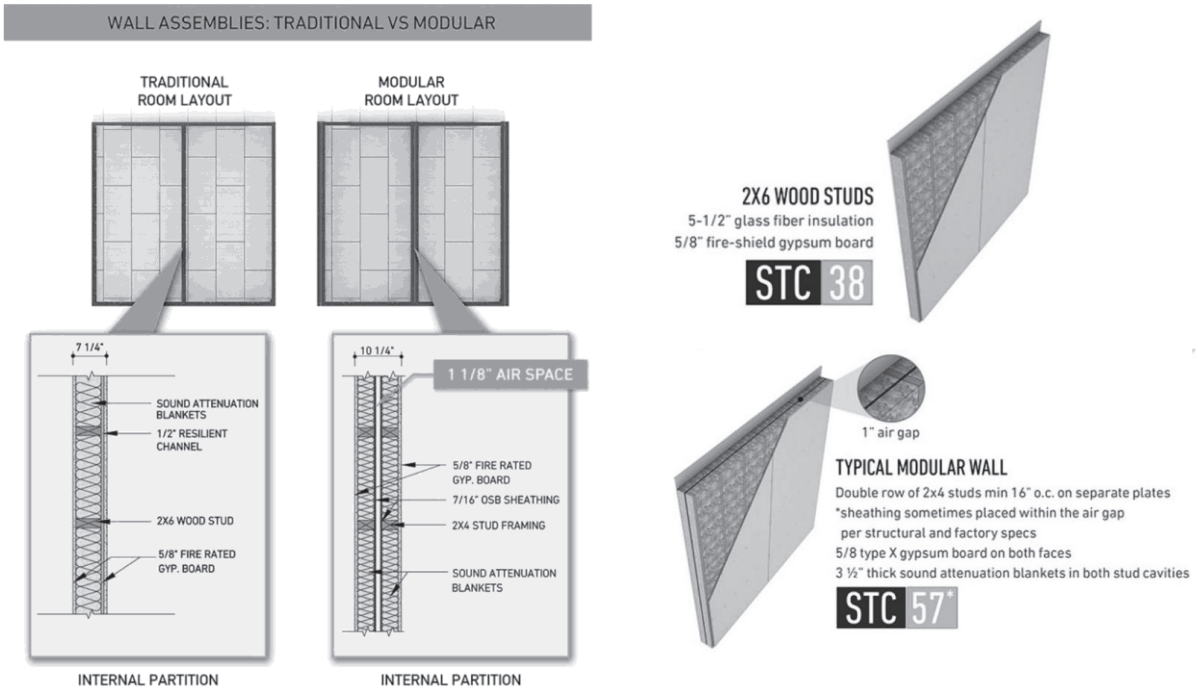
10. ***The floorplan(s) of adjacent units shall be "mirrored" to ensure optimum noise and nuisance control amongst neighbors residing in the building (see Dunlop Consulting referral comments attached) or demonstrate alternative adequate noise control measures.***

**Response:**

Aspen One has chosen to not mirror all units and will be providing alternative noise control measures. While some units are mirrored to provide for a more interesting building façade, mirroring is not being pursued as a noise control strategy because the proposed modular design offers excellent sound insulation characteristics. These characteristics include:

Acoustically isolated units: Modular factories prepare each volumetric box as a separate unit. This means that in the final product—i.e. the modular building—each stacked module has its own walls, floor, and ceiling. The result is that no two adjacent modules share a common surface—resulting in an average of 1" air gap and double the sound attenuating blankets between each set of modules. (See images below.)

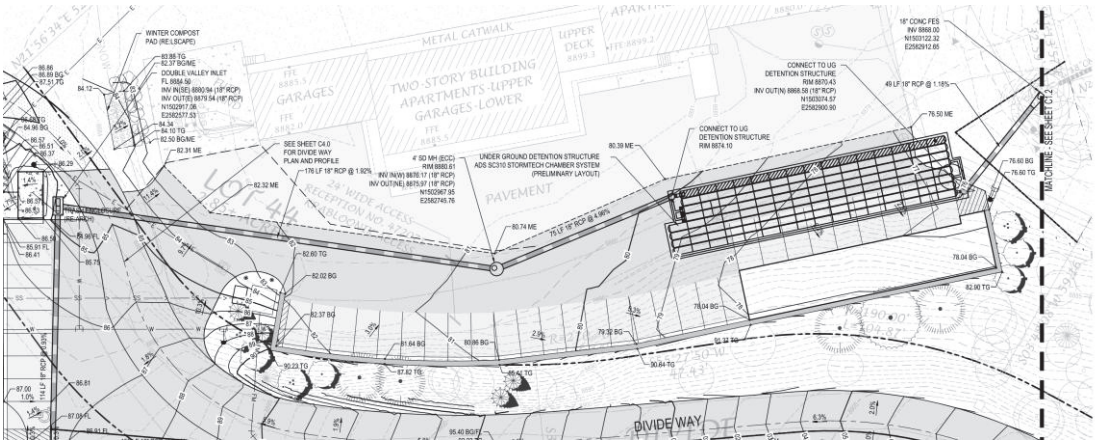
- Sound transfers mainly by vibration. Air gaps between walls disconnect the path for the vibration to travel.
- One of the most effective ways of providing a high STC rating in stick-built construction is to disrupt the path of sound transmission with separate plates and framing in the wall. In modular construction, the walls between modular units are automatically separated and insulated, providing a superior STC rating without the use of resilient channel (RC) or proprietary assemblies.
- The combination of the increased depth of the floor-ceiling assembly and the independent structure provides high STC ratings for both ambient and impact sound ratings.
- This method of using an increased air gap applies to both the walls and ceiling/floor assemblies, thus giving each module superior STC ratings on all sides.
- Since modular units are produced in a quality-controlled factory environment with precision cuts and quality materials, the chances of getting superior STC ratings are much higher than in traditional builds.



11. ***Any subsequent Preliminary Plan application shall include Civil Plans and analysis that address seasonal drainage from the subject parcel during and after construction. This shall include any potential impact on natural water resources including drainage ways and/or established wetland areas.***

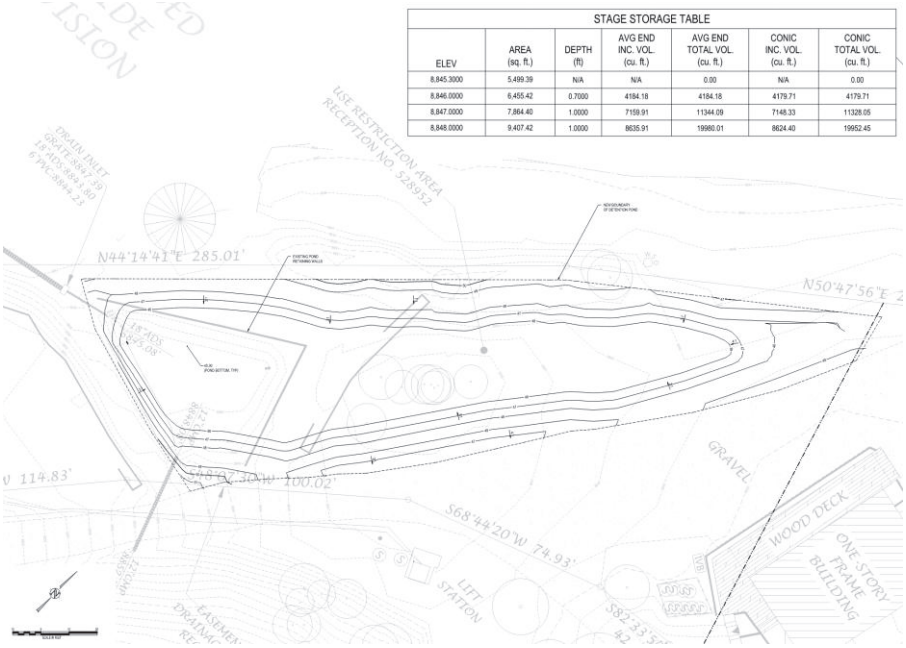
**Response:**

The Preliminary Drainage Report (see Exhibit 17) and the existing and developed Drainage Plans provide calculations and analysis illustrating the drainage behavior on site both before and after the proposed work. The proposed storm infrastructure around the development area will enhance the overall stormwater capture and conveyance on site. The report also discusses options for expanding stormwater detention. Potential impacts on natural water resources due to construction is also discussed. Plans have been reviewed with TOSV staff. Two alternative options for the management of surface runoff have been reviewed and provided in the drawings and discussed in the drainage narrative. Town staff will review and provide Aspen One with the preferred method of stormwater treatment.




**Proposed underground detention Plan**

| STAGE STORAGE TABLE | | | | | | |
|---|---|---|---|---|---|---|
| ELEV | AREA (sq. ft.) | DEPTH (ft) | AVG END INC. VOL. (cu. ft.) | AVG END TOTAL VOL. (cu. ft.) | CONIC INC. VOL. (cu. ft.) | CONIC TOTAL VOL. (cu. ft.) |
| 8,845.3000 | 5,499.39 | N/A | N/A | 0.00 | N/A | 0.00 |
| 8,846.0000 | 6,455.42 | 0.7000 | 4184.18 | 4184.18 | 4179.71 | 4179.71 |
| 8,847.0000 | 7,864.40 | 1.0000 | 7159.91 | 11344.09 | 7148.33 | 11328.05 |
| 8,848.0000 | 9,407.42 | 1.0000 | 8635.91 | 19980.01 | 8624.40 | 19952.45 |




**Proposed alternative expansion of existing detention facility Plan**

12. ***Any subsequent Preliminary Plan application shall include a Construction Management Plan that shall address (among other requirements) fugitive dust suppression during construction.***

**Response:**

A detailed construction management plan (CMP) is included in Exhibit 20. This plan outlines the strategies that will be used to control dust and other impacts during construction.

Air Quality and Dust Control measures include the application of water to any saw-cutting and sand-blasting operations and may include the installation of wind barriers to prevent the blowing of fugitive dust. It will also include the covering, watering, or application of erosion control measures of temporary soil stockpiles to avoid soil migration from wind and water. Vacuum or other means of dust collection systems, attached to construction tools will be implemented.

13. ***Any subsequent Preliminary Plan application shall explore the possibility of solar generation on the proposed building.***

**Response:**

Group 14 was hired to complete an energy analysis and energy conservation plan for the SHOP project. See Exhibit 14 for the full analysis. As part of this effort, Group 14 specifically examined the solar potential of the site. The report concludes on page 5 that due to limited solar exposure and production losses from snow – an onsite PV system is not recommended for this project. The site location, adjacent trees, annual snowfall, and limited winter direct sunlight all result in a poor location for an onsite PV system. Below is an excerpt from the report regarding solar.

Excerpt - Group 14 report regarding viability of solar in this location:

**Solar Analysis:**

The project will have about 6,000 SF of roof area that could be utilized for a solar PV array that could support a 60 kW system. The NREL PV Watts calculator estimates that the maximum production would be 1,500 hours per year, or 4.1 hours per day on average. With estimated production loss due to snow sitting on the PV panels the estimated production falls to 1,130 hours per year or 3.1 hours per day on average.

Holy Cross Energy provides electricity to this site and the electricity delivered to the site is on track to be 90% renewable by the end of 2025 and 100% renewable by 2050. Holy Cross Energy only allows 25 kW of solar PV to be net-metered with the remaining production only paid back at wholesale prices.

Based on the lack of PV production due to the site location and the availability of renewable low-carbon electricity from the grid an onsite PV system is not recommended for this project.

Rather than invest in onsite solar, Group 14 recommends investing in the following strategies:

**Passive & Active Technologies Proposed:**

The project is utilizing a full building energy model to perform a yearly energy analysis of the proposed design. This analysis focuses on optimizing the energy efficiency of the building through passive and active technologies. The driving energy efficiency strategies are:

- 100% all-electric design
  - Takes advantage of the renewable and low-carbon electricity from Holy Cross to reduce carbon emissions
- Offsite volumetric modular build
- High-performance envelope design with passive house principles
  - The energy model will be used to study insulation levels, thermal bridging, window performance, and infiltration to optimize performance
- Simply electric radiant heating
  - Energy-recovery ventilation will be studied
- No air-conditioning
  - Ceiling fans and natural ventilation will provide cooling

Excerpt - Group 14 report detailing recommended alternative energy efficiency measures:

**ENVELOPE ENERGY EFFICIENCY ANALYSIS**

- The base current design utilizes energy recovery in the units which significantly reduces heating energy. Due to that, the largest energy consumer in the building is domestic hot water.
- Reducing infiltration as far as possible will provide energy savings and increased occupancy comfort. Utilizing advanced air sealing details and / or Aeroseal is recommended to achieve a tight envelope.
- Triple pane glazing or double pane glazing with a floating low-e is recommended to improve building performance and occupant comfort.
- If blown-in batt systems can be utilized with the modular construction, they are recommended. This would increase the cavity insulation from R-21 to R-23 and can help reduce infiltration. Spray foam could be used in the cavity to further increase the R-value to 30 in the cavity, but the embodied carbon of spray foam results in higher lifetime emissions when compared to batt so it is not recommended.
- The thermal efficiency of exterior cladding systems is critical to the overall performance of the wall assembly. The analysis below only considers thermal efficiency. Structural, fire, and constructability considerations are not factored in. Z-furring cladding attachment systems de-rate the thermal insulation R-value by 50-70%. Below are the alternatives to achieve better exterior wall thermal performance. To achieve better performance, clip and rail systems are recommended, which consist of vertical or horizontal girts attached to or through clips that are attached back to the structure through the exterior insulation.
  - Fiberglass clips (see Figure 1) – thermal efficiency of 70-95% depending on clip spacing and type of screw fasteners used (galvanized vs stainless)
  - Long screws through insulation (see Figure 2) – thermal efficiency of 75-95%.
  - Armatherm™ Z Girt structural thermal break – made of reinforced, thermoset resin. Up to 98% thermal efficiency retained.

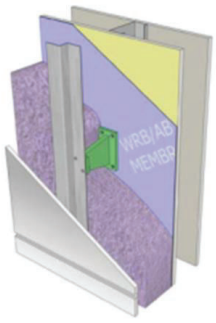


Figure 1 – FIBERGLASS CLIPS (SOURCE: RDH.COM)

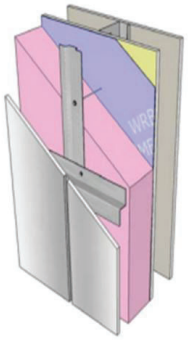


Figure 2 – LONG SCREWS THROUGH INSULATION (SOURCE RDH.COM)

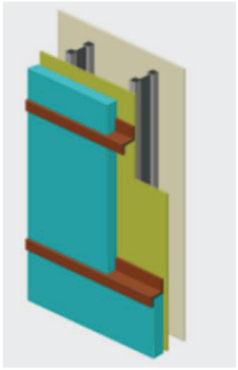


Figure 3 - ARMATHERM™ Z GIRT (SOURCE: ARMATHERM.COM)

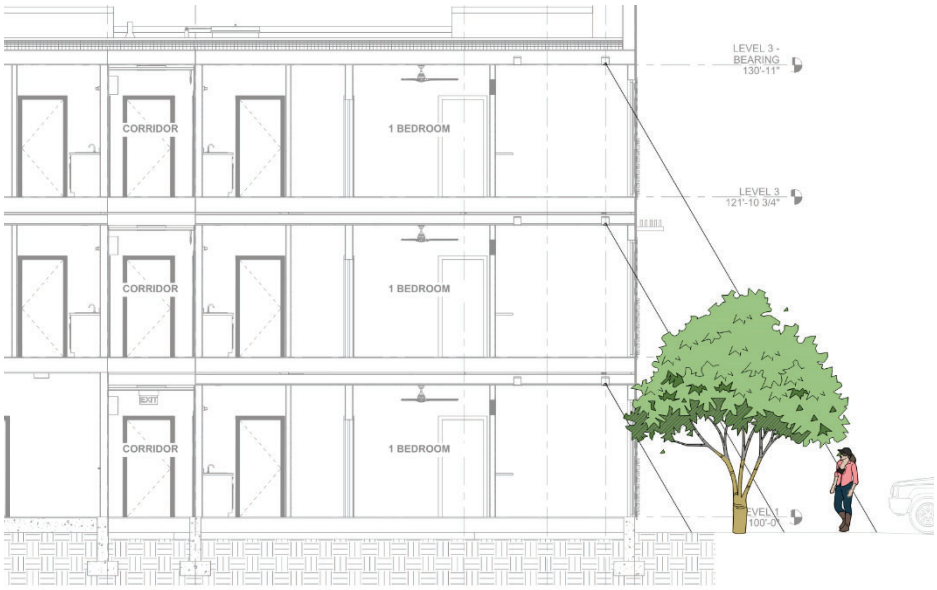
14. ***Any subsequent Preliminary Plan application shall include a study that demonstrates visibility of the proposed building (and associated lighting – interior and exterior) as seen from the Snowmass Creek valley and the greater Divide subdivision. The applicant shall explore ways to lessen the visual impact of the building and how make it better integrate with the site and surrounding natural environment. The applicant shall mitigate light pollution in accordance with the Land Use Code lighting standards.***

**Response:**

Aspen One supports this condition and has included lighting plans, both interior and exterior, into the Preliminary Plans that are in conformance with TOSVs newly adopted Lighting Standards. Alpenglow Lighting Design was hired to review and model the lighting impacts of the project.

Exterior lighting is kept low to the ground, mainly in the form of bollards at 42" AFG or lower. These fixtures are full-cutoff and well-shielded, and have been approved for use in Pitkin County, Aspen, and Carbondale. The pool of light below them is approximately 8' in diameter and will be along walkways and access to egress doors only for safety and security. The bollards have ¼-segment optics, allowing for distribution of 90, 180, 170, or 360-degrees, and are tailored per location. Most emit light in a 180-degree pattern, making a semi-circular pool approximately 4' from the fixture base. Code-mandated exterior lighting at exit doorways is provided by low-wattage, full-cutoff flat lens fixtures, which provide the required light levels for egress. All exterior lighting will meet dark sky regulations and fixtures have been approved by the dark sky association.

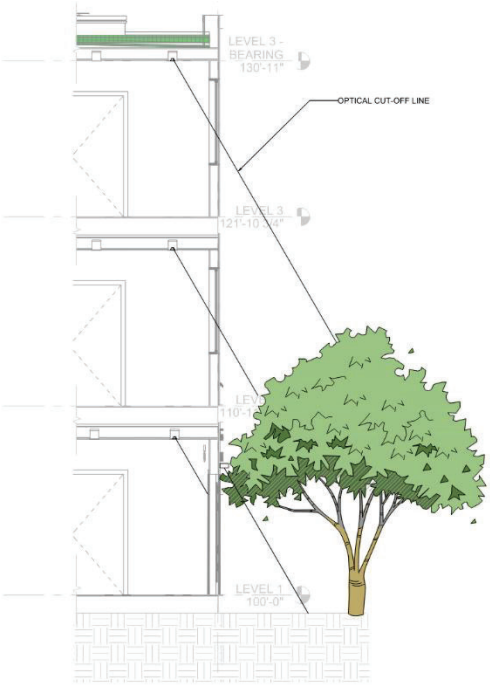
Interior lighting within 8' of window walls uses deep-recessed downlights with cutoff angles of 30 degrees. The LED emitter is recessed into the ceiling by approximately 2", and the aperture of the fixture is 4". The cutoff of the fixture will shield the light source from direct view beyond the centerline of the sidewalk, approximately 12-14' from the building façade. The section below depicts the optical cut-off line in diagrammatic form.




1 BUILDING SECTION THROUGH ONE BEDROOM

SCALE: 1/4" = 1'-0"

0 10' 20' 40'




1 NORTH SIDE STAIR 2 AT EGRESS

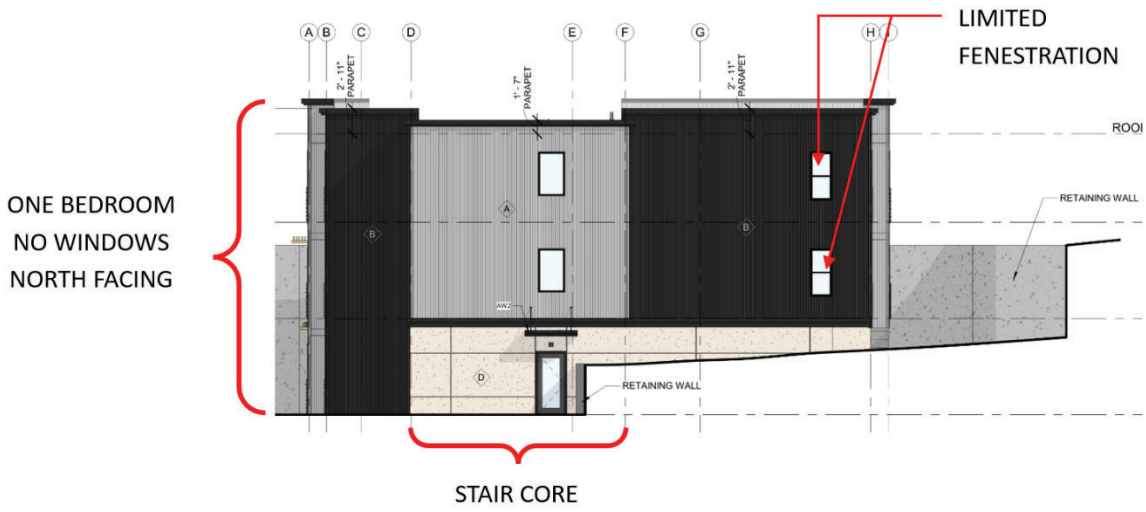
SCALE: 1/4" = 1'-0"

0 10' 20' 40'

Below is a comparison between the Sketch Plan North Side building elevation and the Preliminary Plan North Side elevation. As you can see, the design team and applicant have explored ways to lessen the visual impacts of the building and mitigate the impacts of light pollution.




Northern Elevation – presented in Sketch Plan




Updated Northern Elevation

***15. Applicant is strongly encouraged to reduce the scale, density, and height of the project.***

**Response:**

The Reduction of scale has been addressed by the elimination of the two-bedroom units in favor of a mix of 20 studios and 10 one-bedroom units. This adjustment, coupled with reconfiguring the layout of the units and bringing the stair cores outboard, has allowed for a reduction of approximately 6,461 square feet from the Sketch Plan proposal.

While still maintaining 30 overall units, the number of bedrooms and therefore residents is reduced, thereby reducing the overall density of the proposed building by 25%.

The Reduction of height is achieved through the removal of mechanical equipment on the roo The building mass appearance is further reduced with the application of exterior materials that break down the building forms into smaller horizontal and vertical masses.

With these changes the building size was reduced by approximately 6,461 square feet, which allowed for more amenity space, better access to waste services, space for ground located mechanical equipment, and more separation from the retaining wall along the west side of the building.

***16. The applicant shall explore the reduction in ceiling heights to reduce the overall height of the proposed building.***

**Response:**

The unit ceiling heights are proposed to be 9'-0" to provide a larger perceived volume of space within the smaller unit plans adding to the quality of the living space for the long term tenants. Due to the removal of mechanical equipment on the roof the taller ceiling heights will help to facilitate the routing of equipment. The building mass appearance is further reduced with the application of exterior materials that break down the building forms into smaller horizontal and vertical masses.

Every element of building height was explored to reduce the scale of the SHOP project.

- Building Form: The building footprint is stepped to provide more articulation which helps to minimize the visual monolithic impact. The building stairs on each end of the building are reduced in size to further break down the mass and height
- Flat Roof / Minimized Parapets: Gabled and shed roof features add to the building height and thus the use of stepped parapet walls allows for the reduction in building height, provides varying articulation and is excellent for snow management by holding snow on the roof rather than establishing snow drop areas. Flat roofs also minimize the need for gutters and downspouts.
- Reduced Rooftop Mechanical: Rooftop mechanical on multifamily buildings in snowy climates is often 48" to 60" in total height. In this location, equipment would need to be mounted several feet above the roof in order to clear anticipated snow. In order to reduce the visual impact of the project, the team implemented an all electrical mechanical equipment strategy that places NO

mechanical equipment on the roof. Additionally air conditioning will not be provided for the units and condensing units will not be required. All exhaust and ventilation ducts will route through the exterior walls and not through the roof.

- Reduced Ceiling Heights: Reduced ceiling heights and reduced wall/ceiling heights were also explored. After detailed analysis, it was determined that a 9ft internal ceiling height is a critical feature to create the sense of airiness and livability in smaller units which are proposed for this project. It was also determined that 9ft ceilings are also required to route ERV's and exhaust and intake ducting for a clean roof HVAC strategy.

17. ***Council strongly prefers that the roof be free and clear of significant mechanical and HVAC equipment. Applicant shall also explore the implementation of green roof(s) where possible. Applicant shall minimize the visual and acoustic impacts of the project on the Ditch Trail.***

**Response:**

Aspen One intends to provide a "clean" roof which will be free and clear of significant mechanical and HVAC equipment. The only rooftop protrusions on the SHOP roof will be code required plumbing vents. These will be consolidated so that multiple unit plumbing vents will combine into a total of 6 stacks to provide a clean roof. These will be uniform in height and painted a dark color to match the stone ballast covering the membrane roof. The stone ballast is intended to enhance wildfire protection and help the roof blend into the surroundings.

Due to wildfire concerns and other issues, Aspen One's insurer has determined that the green roof is not a viable option for this proposed building. Landscape screening is proposed along the Ditch Trail at key locations, see Appendix A, Sheet L.1.12 for plans and supporting graphics. The 3D representational image below demonstrates the intended venting and ballast appearance of the clean roof design.



Other concerns regarding a green roof on the SHOP site include the necessity to increase the structure of the roof to accommodate for soil/plants/irrigation water and potentially increase the building height and concerns regarding waterproofing and modular construction (roof leaks pose especially complicated issues with modular construction). The applicant is also highly concerned about the success of a green roof in the especially harsh conditions of high altitude, shade, and low water. With a very low probability of plant survival,

the roof would look significantly worse with dead plants and dirt than a well-designed clean roof profile with ballast colors that blend into the surroundings.

18. ***The applicant shall explore increasing the overall amount of communal gathering space(s) associated with the proposed building.***

**Response:**

Communal gathering space/amenity space has been enlarged in the revised plan. Aspen One is proposing an integrated bouldering wall with rubberized fall surfacing, outdoor grill/kitchen area, movable seating, and other outdoor community elements. This gathering area is located in a sunken courtyard with an effective 'sound wall' encapsulating the space. This allows for an enjoyable resident space with limited noise spillage beyond the project boundaries. Quiet hours for the outdoor space will also be strictly enforced as with all AO housing projects.

19. ***The applicant shall explore options to increase the separation of residential units from the Vehicle Maintenance operation area of the site.***

**Response:**

Aspen One acknowledges that this site is an operations site in nature and has functioned as a mixed-use property with shop space and living units since its original construction. The existing units are some of AO's most sought-after, with some residents have lived at this location for nearly a decade. The proximity to AO employee workspace has made this site a natural fit to expand for additional residential use. The current design accommodates proximity to work while allowing for maximum screening between units, parking, and VMF operations. Any additional separation between the SHOP and VMF would push the SHOP in the direction of its Divide HOA neighbors, who have reiterated their strong desire to maintain separation.

20. ***The applicant shall continue to work with the Divide HOA and other concerned entities throughout the duration of the land use process.***

**Response:**

Aspen One will continue to have open communications as much as possible. A meeting with representatives of the Divide HOA was held on May 29th. Aspen One appreciates their continued dialog regarding the SHOP project.

21. ***The Preliminary Plan application shall be subject to the applicable provisions of the Municipal Code in effect at the time said application is determined to be complete and accepted for review.***

**Response:**

Aspen One looks forward to the town review of the Preliminary Plan Application.

## Response to Referral comments:

Aspen One and the design team have reviewed and addressed the referral comments provided by Staff, included as Exhibit 2. Aspen One's response is provided below.

### Betsy Crum – Housing Director

1. ***See Exhibit 2 for full comment - "In, short, I fully support the proposed project and look forward to working with [Aspen One] on this and other workforce housing developments".***

**Response:**

Aspen One is also looking forward to working with Staff on how to make this and future projects successful.

### Mike Horvath – Town Engineer

### Anne Martens – Public Works Director

1. ***Per the survey below, there are existing utilities within the building envelope that will need to be relocated as part of this project. Drainage patterns need to remain the same.***

**Response:**

Within the proposed building footprint there is a run of 10" corrugated plastic pipe (CPP) that daylights to the south of the site on Lot 47 that will need to be entirely removed. There is an existing electrical meter and line that currently runs north to the transformer north of the VMF fuel island. The meter will have to be relocated, and the line rerouted to the new proposed splice vault near the northeast corner of the building. Additionally, there is a 10" existing raw water line running along the southern end of the proposed building site. SWSD does not believe that the location of this line as shown in the survey is correct, but the line will need to be relocated through our site, regardless. Contractor will need to verify location, size and depth of this line at start of construction.

2. ***Divide Way needs to be widened to 24' for its entirety, not only within Lot 44, to Divide Road.***

**Response:**

This has been designed to meet the current Town of Snowmass Village design guidelines.

3. ***The current application has the Divide [Road] easement listed as an access easement across Lot 44. This easement needs to be a right-of-way easement to accommodate both access and utilities.***

**Response:**

Understood, plans include this update, See Exhibit 19.

4. ***With road widening and utility work, easements for new infrastructure located outside existing easement on Lot 47 will need to be implemented.***

**Response:**

Understood, this will be updated for the Preliminary Plan and will be noted on the updated Right of Way easement, See Exhibit 19.

5. ***Intent to Serve Letters are required from all utility providers. Please provide as part of application.***

**Response:**

Understood, these will be provided for the Preliminary Plan application. Will-serve letters are provided in Exhibit 15.

6. ***Realigned roadway appears to extend onto neighboring property to the north. An easement will be required for this encroachment or realignment needs to be redesigned to prevent encroachment.***

**Response:**

The Preliminary Plans have redesigned the roadway to avoid encroachment to the neighboring property to the north, See Appendix A – Sheets C1.0, C1.1, C1.2, C4.0, and C4.1 for more information.

7. ***Retaining walls are proposed on the southern property line. Construction easements will be necessary to accomplish this work. Depending on the wall type, the wall, if soil nail wall for example, would require a permanent wall easement on Lot 47 as well.***

**Response:**

The Preliminary Plans have redesigned the wall alignments to avoid encroachment onto the neighboring properties. No permanent easements will be required.

## John Mele – Fire Marshal

1. ***Fire suppression systems for the new building.***

**Response:**

Per International Building Code and Roaring Fork Fire Rescue requirements the proposed building will be fully sprinklered with a NFPA 13R wet system. The fire suppression system will be installed in the modular components in the factory and the site components will be installed on site and connected together on site. The system will be designed and installed by the same certified fire suppression engineer for both scopes of the system per Colorado requirements.

2. ***Lithium Ion battery storage areas for electric bikes and mobility devices.***

**Response:**

The building has been designed to allow for a separate fire-rated room that would house all Lithium Ion battery chargers and E-Bikes.

3. ***Fire hydrant placement will be made by the Roaring Fork Fire Rescue Authority.***

**Response:**

Noted, the plans indicate where we think the relocated hydrants would be best placed, see Appendix A, Sheet C2.0 for the Civil Utility Plan. Plans identify the locations of the 3 hydrants requested by RFFRA. One existing hydrant at the southwest corner of the VMF parking lot will be relocated to the proposed landscaping/island area at the west end of the new VMF parking lot alignment. This hydrant will serve the building's fire suppression system via a 6" HDPE pipe.

Another existing hydrant at the east end of the VMF parking lot will also be relocated to provide room for the proposed storage units and additional parking. Per Roaring Fork Fire Rescue's request, a third proposed hydrant will be installed just north of the proposed trash enclosure structure to more adequately and directly serve the building. Reference Appendix A - Demolition Plan (Sheet C0.2) and Overall Utility Plan (Sheet C2.0).

4. ***Maintained Emergency Access within parking areas and widened Divide [Road] to 24' for the entire length.***

**Response:**

The Preliminary Plans show a widened and improved Divide Way from the intersection with Divide Road to the seasonal closure at the driveway to the existing VMF. Access within the parking area will be clear and meet the International Fire Code requirements for staging and proximity to buildings for aerial apparatus and other rescue vehicle requirements.

5. ***We would like to add that a "dedicated" emergency access easement be added to Tract 44 of the Snowmass Maintenance Facility parking area so that any future development would not interfere with our apparatus movement. This should include that an all-weather driving surface to be maintained for imposed weight loads of fire apparatus.***

**Response:**

A draft easement exhibit is provided per Exhibit 19. We welcome continued coordination with the final placement and language of the requested easement.

## Thomas Dunlop – Dunlop Environmental Consulting, Inc.

1. ***WATER QUALITY:***
   ***More detail is requested regarding ground and surface water management during construction and post-construction. For example, determine if a Brush Creek Impact statement is applicable, if a construction site de-watering permit will be necessary, and what influences groundwater might have during construction and post-construction? It is requested to provide more detail to a statement in the application that storm water from paved areas will "sheet flow over natural areas" and provide adequate filtration of the water to not be of further concern and provide a statement regarding the presence or absence of wetlands in the area.***

**Response:**

During the Building Permitting and pre-construction the contractor will look at the need for a de-watering permit during construction. The Preliminary Drainage Report (see Exhibit 17) and the existing and developed Drainage Plans provide calculations and analysis illustrating the drainage behavior on site both before and after the proposed work. Current plans for stormwater drainage post-construction do not involve any sheet flowing over natural areas. No wetlands are within our planned area of disturbance. All storm runoff will be conveyed through swale or flow over paved areas to inlets and piped to either an underground detention facility (currently proposed under the east end of the VMF parking lot) or to the existing detention pond northeast of the VMF facilities.

2. ***SNOW REMOVAL:***

***Snow removal and storage from the parking area, roofs and sidewalks is not addressed in the application. Further, what impact will snow storage areas have on drainage patterns and capacity when the snow melts, is a water detention plan necessary? Will any of the paved areas be snow melted? These are questions for the applicant to address as either being relative or not applicable to this project.***

**Response:**

Snow removal has been accounted for, please see Appendix A, Sheets L.1.06. The location of the snow storage areas are intended to have no impact on the drainage patterns and capacity when the snow melts. The drainage report (Exhibit 17) describes the site drainage and detention needs for the site. No areas will be snow melted, all current functions of the VMF winter snow operations will remain as it functions to date.

3. ***WASTEWATER TREATMENT***

***Wastewater treatment will be provided by the Snowmass Water and Sanitation District. The applicant has identified the need to replace and upgrade an existing sewage lift station to properly manage this residential byproduct.***

**Response:**

Correct. The current configuration of the VMF wastewater will remain unchanged. A new lift station for the proposed 30-unit building has been located and is shown on Sheet C2.0 in Exhibit 16 (Preliminary Utility Report). This lift station configuration has been reviewed by SWSD.

4. ***AIR QUALITY:***

***The residential units will be 100% electric. Therefore, there is no concern with emissions from natural gas or wood burning devices. It is requested the applicant provide a statement regarding increased vehicular traffic as the result of more vehicles congregating in this area. Since there is an existing abundance of vehicles in the immediate area from the vehicle maintenance garage, it is not anticipated that this project will significantly contribute to degrading air quality, but a statement from the applicant to this point, with subject matter expert support, is requested.***

**Response:**

The proposed Transportation Demand Management provides strategies to reduce single-occupancy vehicle use and Vehicle Miles Traveled (VMT). The co-location of employment and residential on the site, along with providing homes closer to jobs for workers that work in Snowmass Village, will allow for non-auto trips, shuttling, and much shorter vehicular trips to/from work vs. those currently commuting from down valley, thus reducing VMT and resulting emissions, while benefitting air quality. In addition, 50% of the spaces for this project are EV ready, and Aspen One is ready to accommodate the transition to fully electric vehicles which support clean air quality. The encouragement of residents' non-auto use with shuttle service, live-work residences, and biking and pedestrian strategies will further reduce the air quality effects of vehicle use.

5. ***Thirty parking spaces are proposed. Will any of these be identified for electric vehicles?***

**Response:**

Yes, there will be 4 EV spaces, and 12 EV ready spaces provided.

6. ***This project will be required to provide a fugitive dust control permit application to the TOSV. Included in the plan will be strategies identified in Ordinance 12, Series of 2007 of the TOSV Construction Management Plan.***

**Response:**

Noted, a Fugitive dust control permit will be applied for when appropriate. Refer to Exhibit 20 for the Construction Management Plan.

7. ***NOISE:***

   ***This project is not in a heavily populated area that could be impacted; however, the applicant will be required to comply with TOSV Municipal Building Code Section 18-3. This section covers workdays, hours, and noise levels at a construction site.***

**Response:**

Noted, Aspen One will ensure compliance with TOSV Municipal Building Code Section 18-3 regarding workdays, hours and noise levels.

8. ***In reviewing the design of the residential units in the application, concerns were identified that will affect occupants of the spaces. Some units share one common wall, others share two common walls. The location of the bed in one unit will share a wall with a kitchen (garbage grinder, dishwasher, sink) in the adjoining unit. The kitchen also tends to be a social gathering area. Experience I have with this type of multi-unit design and quality of life issues of occupants raises this concern. It will be critical that sound proofing materials be specified in walls, ceilings, and floors of this project. Common hallways can also be problematic unless sound dampening flooring is installed. These concerns are made with emphasis in this type of housing. Not everyone will be on the same work shift, some may work nights while others work days. Sleep patterns and personal entertainment choices can present conflicts. The TOSV may become engaged settling these conflicts.***

**Response:**

See response from comment 10 in "Response to Sketch Plan Issues and Concerns"

9. ***CONSTRUCTION MANAGEMENT PLAN:***

   ***Construction management plans are required by TOSV Ordinance 12, Series of 2007. The CMP is required prior to excavation and building permit issuance. It is important for the applicant to be aware of this Ordinance well in advance of a construction start date.***

**Response:**

Noted, Aspen One will ensure all parties are aware of TOSV Ordinance 12, Series of 2007. Refer to Exhibit 20 for the Construction Management Plan.

## Sam Guarino – Transportation

1. ***To support constrained parking and access to the site the applicant should consider alternative modes of travel to the single occupant vehicle. These could include bikeshare, carshare, employee shuttles, off-site vehicle storage, and any other transportation demand management measures that may be appropriate.***

**Response:**

The Transportation Demand Management Plan (TDM) (Exhibit 9), provides more detailed strategies and narrative regarding the methods Aspen One is proposing.

A summary of Strategies include:

- A live-work project that brings employees that currently commute from miles away to live right at their job
- Provide winter shuttle service
- Incorporate bike share and on-site bicycle facilities
- Improve non-auto safety
- Implement operational parking strategies
- Support transit and transit ridership
- Provide traffic calming on Divide Way
- Provide solar powered speed-display signs along Divide Road
- Widening Divide Way to 24 feet wide starting at the intersection with Divide Way
- Improving and maintaining the off-street "social" trial that runs uphill of Divide Way connecting it to the Ditch Trail.

2. ***Efforts should be made to ensure that residents of this development do not use the Divide "Lot E" parking adjacent to the site that is primarily used for Ditch Trail access.***

**Response:**

Aspen One has very strict parking enforcement policies, parking will be unbundled from unit leases, requiring an additional monthly cost to residents through lease controls, and will not be guaranteed to all residents. Stickers will be required to utilize these parking spaces and allow the parking to be effectively managed by Aspen One. These stickers will also provide identification of employee vehicles to allow for enforcement of the Ditch Trail parking area to keep employees from using these spaces and maintaining their use for trail visitors. Violators caught parking in restricted areas will be in violation of their AO lease.

3. ***Connectivity to trail networks is currently non-existent from the site. The applicant should consider safe connections to Brush Creek Rd. and Carriage Way. In particular direct connections Sleigh Ride and Ditch Trails for pedestrians and cyclists should be established.***

**Response:**

The Transportation Demand Management Plan (TDM), provides more detailed strategies and narrative regarding the methods Aspen One is proposing to provide.

A summary of Strategies Aspen One is proposing include:

- Widening of Divide Way to 24 feet wide from the intersection with Divide Road – allows for an improved pedestrian and bike access to the Sleigh Ride Trail and the town core.
- Addition of Solar Powered speed-display signs along Divide Road to encourage drivers to adhere to the posted speed limits.
- Improving and maintaining the off-street "social" trial that runs uphill of Divide Way, connecting it to the Ditch Trail.

4. ***The use of the numbered lots is often at capacity during the Winter. In an effort to protect these lots from overuse and as a means to store vehicles due to limited parking availability on site, recent developments have been prohibited from purchasing Resident Parking Passes for the Numbered Lots. It is the Transportation Department's opinion that this restriction should apply to this development.***

**Response:**

Aspen One supports this condition and will include this in the lease terms for the tenants. See Condition 3 of Resolution 8, Series 2025. Aspen One intends to prohibit this as requested by the Town.

## Planned Unit Development – Purpose; general restrictions.

*Section 16A-5-300(a),(c)*

***(a) Purpose. The purpose of the planned unit development (PUD) process is to permit variations from the strict application of certain standards of the Town's zone districts in order to allow flexibility for landowners to creatively plan for the overall development of their land and thereby, to achieve a more desirable environment than would be possible through the strict application of the minimum standards of this Development Code. Specifically, it is the purpose of the planned unit development process to:***

1. ***Allow creativity. Allow a creative approach to the development and use of land and related physical facilities to produce better developments and to obtain amenities for residents of the PUD and the public in general.***

**Response:**

The SHOP Divide project embodies the creative intent of Section 16A-5-300(a)(1) by applying a highly customized, site-sensitive approach to deliver an efficient, well-integrated workforce housing solution in a greyfield location — while generating measurable public benefits for both residents and the greater community.

**Creative Design Approach**

- The development aims to utilize off-site modular construction, minimizing site disruption, construction traffic, and duration — a forward-thinking method rarely seen in mountain communities.
- Building massing, retaining walls, and materials (e.g., sculpted shotcrete, native landscape buffers) are custom-tailored to the site's topography and visual constraints, allowing the project to integrate into a steep, complex site that would not suit traditional development.
- The design leverages vertical and terraced site organization with strong architectural identity, improving privacy, views, and energy performance.

**Innovative Use of Infrastructure**

- The plan incorporates a shared vehicle maintenance facility driveway and reuses disturbed land, reducing sprawl and avoiding unnecessary new infrastructure.
- It enhances Divide Way with widened shoulders and new trail connections, turning a service access road into a multimodal amenity for the public.
- Includes 16 EV-capable parking spaces, an indoor e-bike parking facility, and 15 WE-cycle docks — a highly integrated approach to sustainable transportation infrastructure.

**Public Amenities & Benefits**

- The SHOP provides **100% deed-restricted housing** at no public cost, directly supporting community workforce retention and economic health.
- The landscape plan preserves over 30,000 SF of open space, while enhancing **screening along the Ditch Trail** to protect visual character for nearby residents and trail users.
- The waste and snow management systems have been creatively designed to serve both this development and adjacent public infrastructure with minimal maintenance demand or visual intrusion.
- The WE-cycle station may also serve Divide Trail users and the Divide HOA.

The SHOP project takes full advantage of the PUD process by proposing a non-standard but contextually superior development. It utilizes an anticipated use in an anticipated location in the original PUD to support a new community need. It balances workforce housing needs with climate adaptation, site constraints, and design innovation — exactly the kind of creative solution the code section encourages.

2. ***Allow variations. Allow a developer variations from certain requirements of the underlying zone district, provided such variations are consistent with the Comprehensive Plan, and will result in benefits for the community.***

**Response:**

The project is not asking for variations to the LUDC, however there are adjustments or modifications to the PUD to accommodate the proposed design. The modifications include:

1. Increase the Allowable Floor Area Ratio
2. Increase the Building Square Footage and breakdown
3. Increase the employee housing unit amount

3. ***Maximize choice. Maximize choice in the type of developments available to the public.***

**Response:**

It has been determined early on in the process that a multi-family residential structure is the best possible model to achieve the maximum number of 100% privately funded workforce housing units that the Property can support.

4. ***Preserve natural features. Create patterns of development that preserve valued environmental resource lands and avoid the development of natural hazard areas.***

**Response:**

The proposed development features a creative design approach to the site and architecture that accommodates the existing natural features and elements. The building has been designed to be integrated into the adjacent hillside, which serves two purposes: providing storage and serving

as a retaining wall. This creative design solution decreases the perceived height, scale, and mass from the Ditch Trail and preserves and protects the hillside and mature vegetation.

5. ***Create efficient land use patterns. Relate residential, commercial and community facilities in a manner that promotes cost effective transportation systems and population distribution, and enhances pedestrian access and movement that might not otherwise be achieved under the strict application of the requirements of underlying zoning.***

**Response:**

The SHOP is an infill live/work employee housing project which brings employees closer to where they work and reduces the number of commuting vehicles. Employees gain the hours they had once spent commuting to enjoy the Snowmass Village community. The existing Black Saddle shuttle, serving Aspen One employees and already fuels up at the VMF, can add 30-minute stops to their winter employee route. Additionally, the WE-cycle system can easily expand to the SHOP while also serving Ditch Trail users and Divide HOA residents.

6. ***Ensure public input. Ensure appropriate levels of public input to the planning process, so that sensitive areas of the community can be developed in accordance with community goals and objectives.***

**Response:**

Public input has been provided during the Sketch Plan process at both Planning Commission and Town Council meetings. Future public comment will be open and considered during the Preliminary Plan process. The project has incorporated a wide range of ideas and feedback received in public meetings.

7. ***Increase community value. Allow flexibility for landowners to beneficially plan for the overall development of their land to the extent that the final product presents a net positive result for the community.***

**Response:**

The SHOP represents a **model for context-appropriate development outside node boundaries**. It provides **meaningful public benefit**, is grounded in **resilient, thoughtful design**, and contributes to the **long-term vision for Snowmass Village**. In both form and function, it reflects the Plan's directive to pursue projects that are "just big enough" — responding earnestly to current needs. Providing 30 workforce housing units that will help recruit and retain highly skilled and critical resort operational employees will help keep Snowmass Village as the aspirational "***leading multi-season, family-oriented inclusive resort community.***"

***(c) General Restrictions. Although one (1) of the purposes of these PUD regulations is to provide flexibility in the land development process, this Section is intended to define the limits of that flexibility. The following restrictions shall apply to all PUDs:***

1. ***Minimum land area. There shall be no minimum land area qualification in order to be eligible to apply for a PUD, provided that PUD approval shall not be granted solely to permit variations to develop a single lot, building or use.***
2. ***Location. A PUD may be developed on any land located within the Town.***

3. ***Uses. The land uses permitted in a PUD shall be limited to those uses that are allowed, or are allowed by special review, in the underlying zone district.***

**Response:**

Given the consideration of this application as a PUD amendment, the land area under consideration is not being modified pursuant to Criteria 1 and 2. Regarding Criteria 3, the proposed improvements are consistent with the current PUD land uses of the property, as the development is asking to amend the existing PUD to simply increase the square footage of development, not consider any new or previously undefined uses. The underlying zoning of the parcel is Mixed Use PUD which is consistent with the intended uses for the proposed development.

4. ***Maximum buildout. The Comprehensive Plan contains an analysis of future buildout of single-family subdivisions and other developments within the Town limits. It identifies the maximum number of future lots/units and commercial/other space that may be developed within each subdivision, parcel or other development. The Unit Equivalency Chart, found in Table 5-4, defines what constitutes a unit by distinguishing between the various dwelling types and sizes and specifying an equivalency factor to be utilized to establish the number of existing units within a currently developed parcel and/or the future buildout units that will be generated by the proposed new development. The buildout analysis, for the purpose of determining maximum buildout, shall be conducted as follows:***
    a. ***Undeveloped parcels. For undeveloped parcels containing no dwelling units, the Comprehensive Plan future buildout chart shall be used to establish the maximum number of future lots/units and commercial/other space that may be developed within the parcel, and the Unit Equivalency Chart shall be used to determine the number of future buildout units that are being proposed by the new development.***
    b. ***Partially developed parcels. For partially developed parcels, each existing dwelling unit or residential lot shall first be counted as one (1) unit. The total number shall then be subtracted from the future buildout number specified within the Comprehensive Plan buildout chart to establish the available buildout unit amount. The Unit Equivalency Chart shall then be used to evaluate the existing development and to establish the existing buildout unit amount. The total of the available and existing unit/lot amounts shall then be considered as the future buildout unit amount used for determining maximum buildout, and the Unit Equivalency Chart shall be used to determine the number of future buildout units that are being proposed by the new development.***
    c. ***Fully developed parcels. For parcels where the total number of the existing dwelling units, where each dwelling unit or residential lot is counted as one (1) unit, equals the future buildout number specified within the Comprehensive Plan buildout chart, the Unit Equivalency Chart shall be used to evaluate the existing development and to establish the existing buildout unit amount. The existing buildout unit amount shall then be considered as the future buildout unit amount for determining maximum buildout, and the Unit Equivalency Chart shall be used***

***to determine the number of future buildout units that are being proposed by the new development.***

***If the Town Council determines that the PUD complies with the applicable provisions of this Subsection (c), General Restrictions, the standards of Section 16A-5-310, Review Standards, and any other applicable provisions of this Code, then a PUD may develop up to, but not more than, sixty-five percent (65%) of the maximum number of future lots/units and commercial/other space identified for that subdivision or other development in the buildout analysis. The Town Council may approve a buildout that is less than or greater than sixty-five percent (65%), based on the following standards:***

- ***a. Lesser buildout. A lesser buildout may be approved by the Town if, during the evaluation of the compliance of the PUD with the applicable review standards, it is determined that there are site specific physical constraints on the property that would limit its appropriateness for buildout (such as the presence of wetlands, flood plains, steep slopes or wildlife habitat), or the applicant has been unable to adequately provide public improvements or services necessary for the development, or the buildout would be incompatible with surrounding land uses or with the character of the community as described in Section 16A-4-340, Building Design Guidelines to Preserve Community Character, or if other pertinent limitations are identified.***
- ***b. Greater buildout. A greater buildout may be approved if the Town Council finds that the PUD achieves one (1) or more of the purposes described in Subsection (c)(6), Community Purposes for PUDs, and the PUD complies with the other applicable provisions of this Subsection (c), General Restrictions, the standards of Section 16A-5-310, Review Standards, and any other applicable provisions of this Code. No buildout may be permitted to exceed one hundred percent (100%) of the maximum number of future lots/units and commercial/other space listed for that subdivision, parcel or other development, except that under unique and exceptional circumstances where it can be sufficiently demonstrated by the applicant that the resulting development will, for good cause shown, exceed the PUD review criteria standards, a reconsideration and amendment of the future buildout analysis chart allocation for that subdivision, parcel or other development may be considered. The Town Council shall then adopt an ordinance, approved by at least three-quarters (¾) of the members of the Town Council present and voting, amending the future buildout analysis chart and identifying the reasons why the amendment is warranted.***

**Response:**

Aspen One will continue to work with staff throughout the Preliminary Plan process to amend the Comprehensive Plan to update the buildout chart with the proposed unit mix. Per the LUDC, the Comprehensive Plan can only be amended via Ordinance, which is approved during Final Plan, however Aspen One and staff will have open dialog with Planning Commission and Town Council during Preliminary Plan to address any concerns prior to Final Plan and Ordinance Approval.

5. ***Dimensional limitations. Certain dimensional limitations applicable to the property may be varied within a PUD. The limitations that may be varied are those of the underlying zone district; or, for properties for which a PUD or other development plan has previously been approved, the limitations set by that approval. For any property designated PUD or SPA without an underlying zone district, the applicant shall submit an application for an amendment to the Official Zone District Map to designate the underlying zone district for the property. This application shall be submitted in conjunction with the preliminary PUD application and shall be used to rezone the property at the time of final PUD approval to a zone district containing dimensional limitations in order to establish the applicable dimensional limitations for the property. Only the following dimensional limitations may be varied:***
    a. ***Maximum allowable height of any structure within the PUD;***
    b. ***Minimum open space requirement for the PUD;***
    c. ***Maximum allowable floor area of the PUD;***
    d. ***Minimum area of lots within the PUD; and***
    e. ***Minimum setbacks for buildings within the PUD.***

***A dimensional limitation may be varied when the Town Council finds that the PUD achieves one (1) or more of the applicable purposes listed in Subsection (c)(6), Community Purposes for PUDs, that granting of the variation is necessary for that purpose to be achieved, and that the resulting development will be consistent with the provisions of Subsection (c)(7), Standards for Granting of Variations, and Section 16A-5-310, Review Standards.***

**Response:**

The approved PUD identified the dimensional requirements for the PUD. The table below identifies the approved dimensions for Lot 44 and the proposed dimensions. These dimensions are consistent with the underlying MU-PUD zone district and approved PUD.

| SHOP LOT 44 Dimensional Requirements | | | |
|---|---|---|---|
| | Lot 44 | | |
| | **Approved** | **Proposed** | **Change** |
| Lot Area (acres) | 2.85 Acres | 2.85 Acres | No change |
| Floor Area Ratio (F.A.R) | 25% | 28.9% | + 3.9% |
| Residential Units | Phase 1: 6 units/8 beds<br>Phase 2: 3 units/3 beds | Phase 1 Existing: 6 units/8 beds<br>Phase 2 Proposed: 30 units/30 beds<br>*20 studio, (10) 1-bedroom* | + 27 units / + 27 beds |
| Building Square Footage | Phase 1: 14,810 sf<br>Phase 2: 14,000 sf<br>– *1,600 sf housing*<br>– *7,600 sf storage*<br>– *4,800 multi-purpose* | Phase 1: 14,810 sf<br>Phase 2: 20,725 sf<br>– *17,834 sf housing*<br>– *2,891 sf internal storage*<br>– *2,031 sf external storage* | + 6,725 sf total for Phase 2<br>– *+ 16,234 sf housing*<br>– *- 4,709 sf internal storage*<br>– *- 2,769 sf external storage/multi-purpose* |
| Building Height | Max. 43'-5" from existing grade<br>Max 37'-5" from finished grade | 26'-0" from existing grade (SE Corner)<br>36'-0" from finished grade (SE Corner)<br>36'-4" from existing grade (NE Corner)<br>34'-1" from finished grade (NE Corner) | Under the maximum allowable heights |
| Parking Spaces | Phase 1: 30 spaces (VMF) | Phase 1: 31 spaces (VMF)<br>Phase 2: 32 spaces<br>Includes 2 ADA spaces<br>Total spaces: 63 | 1 space / 1 bedroom ratio per LUDC 16A-4-310 |
| Setbacks (feet) | 50' from northwest property line. | 50' from northwest property line, 10' on all other boundary lines | Addition of 10' setbacks |
| Minimum Open Space (%) | 0% | 0% | No change |

6. ***Community purposes for PUDs. The Comprehensive Plan identifies certain purposes the community intends to achieve as it develops. The following purposes shall be used in determining whether the buildout for a PUD may exceed sixty-five percent (65%) of that identified in the buildout analysis and whether any of the parcel's dimensional limitations should be varied.***
    a. ***Provision of restricted housing. A parcel's maximum buildout may be achieved and its dimensional limitations may be varied to offer an incentive to applicants to provide more restricted housing within the PUD than would otherwise be required by this Development Code, particularly in those priority locations for such housing identified within the Comprehensive Plan.***

**Response:**

14,000 square feet of mixed use was contemplated in the original PUD and this proposed amendment seeks to increase that by only 48% and entirely for the use of 100% workforce housing. The project is entirely employer funded, providing further incentive to support this buildout.

7. ***Community purposes for PUDs. The Comprehensive Plan identifies certain purposes the community intends to achieve as it develops. The following purposes shall be used in determining whether the buildout for a PUD may exceed sixty-five percent (65%) of that identified in the buildout analysis and whether any of the parcel's dimensional limitations should be varied.***
    a. ***Provision of restricted housing. A parcel's maximum buildout may be achieved and its dimensional limitations may be varied to offer an incentive to applicants to provide more restricted housing within the PUD than would otherwise be required by this Development Code, particularly in those priority locations for such housing identified within the Comprehensive Plan.***

    **Response:**

    For housing outside the three identified development nodes, a creative approach is encouraged which this project achieves through its support of the Guiding Principles of the Comprehensive Plan such as:

    1. **Stewardship.**
       A foundational premise of The SHOP project is that it provides the ability for our employees to live where they work. This project is intended to house employees that are struggling to find housing elsewhere, who live down valley and commute to work on Snowmass Mountain, or who are cost-burdened by their current housing. The SHOP also provides infill housing on an already developed site with existing infrastructure thereby stewarding the resources we hold dear.
    2. **Vibrant.**
       Nothing says vibrant like employees that live, work, and play in their community. The health of a business and community is only as good as its employees and we strive to ensure that ours can live sustainably and affordably.
    3. **Genuine.**
       Nothing says disingenuous like workers who pack up into their cars at the end of the day to commute hours and hours at the sacrifice of their own families and mental health. There are some who support the notion that those that work every day to service the 'resort' need not be a part of the 'community' and are better housed away and unseen. We disagree. Away where? Unseen by who? The SHOP provides the perfect opportunity to live, work, and play together with all walks of life – visitors, residents, part-time owners, long-time 'locals'. All of whom make up a GENUINE community.

4. **Active & Healthy.**
   Housing the workforce is synonymous with an active and healthy lifestyle. The SHOP housing project will focus all of its units on housing year-round staff critical to mountain operations. Those that work on Snowmass can now live directly adjacent to the mountain they cherish, and gain the hours once spent commuting.
5. **Balanced (Resilient).**
   The single greatest need in the community right now is housing. Ensuring that the next generation of residents can live and work in this community is the only way to maintain the balance and resiliency of our community.
6. **Sustainable/Replicable.**
   The SHOP will incorporate leading edge design. As owner operators, Aspen One is committed to high quality, 100% electric, high-efficiency building technology. Aspen One has assembled a team of off-site construction specialists to explore and hopefully implement a modular project. We will share learnings from this experience with those working on housing in the region.
7. **Connected.**
   This housing is designed to support Snowmass Mountain operations. As such, the majority of employees living here will walk to work. The Vehicle Maintenance Facility (VMF) is a critical employment hub and a strategic operations access portal to the mountain. Employees working outside the VMF can easily walk to AO-provided transportation (Black Saddle Shuttle) that will get them to their jobs around Snowmass Mountain. An added WE-Cycle station, infrastructure improvements to Divide Way, and trail improvements will connect pedestrians and cyclists safely to the Town's multi-modal transit network.
8. **Inclusive.**
   The Aspen One housing team is continually exploring ways to expand access to the housing continuum for its employees and in the community. The SHOP will meet a crucial need to house long-term key operational personnel who need to be close to the mountain and want a stable and financially accessible place to call home. These folks CANNOT access housing in the up valley right now and are no longer a part of the community. To provide this housing is the model for inclusive community building.

***b. Encourage sustainable development. A parcel's maximum buildout may be achieved and its dimensional limitations may be varied to encourage sustainable development within the Town that diversifies the mix of lodging, retail and dining uses and that is consistent with the intent of the Comprehensive Plan. Sustainable development may be of the type that creates a sense of place where one can live***

***and work within a small defined service area as well as where recreation, public transportation, open space, personal services and shopping are within reasonable walking distance. It may also be where the development includes positive social, environmental or economic benefits that significantly contribute to, greatly enhance or are determined necessary for the sustainability of the community as a whole.***

**Response:**

The SHOP project aligns with the Town's vision for sustainable development by utilizing a creative design approach to approach this project as an infill project and bring employees closer to where they work. Establishing a live work sense of place allows the residents to become a part of the community they cherish and gain back the hours they had once spent commuting.

The SHOP will incorporate leading-edge design and construction methods. Aspen One is committed to high quality, 100% electric, high-efficiency building technology to deliver an environmentally sustainable and functional building.

c. ***Provide open space and/or avoid wildlife habitat. A parcel's maximum buildout may be achieved and its dimensional limitations may be varied to provide necessary site planning flexibility to enable the development to provide more and higher quality open space or to conserve critical wildlife habitat lands. This shall be accomplished in such a way as to maintain these lands as large, contiguous areas. Such lands shall not be fragmented into small, unconnected areas by development, unless the applicant demonstrates that this arrangement will result in the most suitable development pattern for the property, and that the lands providing valued open space or critical wildlife habitat have been protected. Where applicable, connections of such lands on the site to such lands on adjacent properties shall be accomplished.***

**Response:**

The SHOP is first and foremost an infill project on a heavily disturbed site which has always contemplated a second phase of development. Providing housing on a greyfield site created less pressure on other undisturbed sites and Town funded projects.

d. ***Encourage better design. A parcel's dimensional limitations may be varied (but its maximum buildout may not be achieved) to allow for greater variety in the type, design and layout of buildings. Structures shall be designed to be compatible, in terms of height, mass, scale, orientation and configuration, with other buildings in the PUD and with surrounding uses, yet shall avoid uniformity of design. Various types of residential uses may be combined within the PUD (when allowed by the underlying zone district), to promote more efficient land use patterns and increased open space.***

**Response:**

The proposed development features a creative design approach to the site and architectural design that accommodates key uses for both workforce and AO operations. The building has been designed to be tucked into the adjacent hillside serving two purposes: providing much needed storage and serving as a retaining wall. This creative design solution decreases the perceived height, scale, and mass from the Ditch Trail. The full three-story massing is only perceived from Divide Way. The SHOP's massing is similarly-sized to the adjacent Vehicle Maintenance Facility (VMF) and surrounding single family homes – making it compatibly sized in context with its surrounding structures.

The 3D representational image below demonstrates the perceived height, scale and mass from the trail.



***e. Develop necessary public facilities. A parcel's maximum buildout may be achieved and its dimensional limitations may be varied to provide an incentive for an applicant to develop, or contribute to the development of, necessary public facilities, such as public parking and transportation facilities, public recreation facilities and other public facilities consistent with the intent of the Comprehensive Plan and the Town's goals and objectives. The facilities may be located within or outside of the PUD, but shall be facilities beyond the required mitigation for the project that meet the needs not only of project residents, but also of other residents of and visitors to the Town and shall promote, generally, the public health, safety and welfare.***

**Response:**

- The SHOP will help TOSV achieve its goal of being a leading family-oriented resort community by supporting the individuals needed to operate critical mountain and resort infrastructure.

- The SHOP project will preserve and protect open spaces and our environment by placing housing on an infill site with direct access to existing utilities, infrastructure, and alternative transportation.

- The SHOP project will promote environmental and economic sustainability and resiliency by ensuring the stability of the workforce to sustain critical mountain operations. The project plans to be 100% electric, aligning with the goals for a more sustainable building.

- The SHOP project will manage parking with operational limits on access to parking and by providing multi-modal connectivity options.

- The SHOP project demonstrates our commitment to workforce housing and the community by adding privately funded workforce housing to the pool of units available within the Town. By housing more of our employees we open up opportunities for others in the community to find housing.

- The SHOP project will add resilience to the Town's economy and increase vibrancy by providing housing for residents who cannot otherwise live and work in the Town.

***Achieving one (1) or more of the applicable purposes listed above does not, by itself, grant any development entitlement for the buildout of a PUD to exceed sixty-five percent (65%) of that identified in the buildout analysis or for any of the parcel's dimensional limitations to be varied.***

**Response:**

Aspen One will continue to work with staff throughout the Preliminary Plan process to amend the Comprehensive Plan to update the buildout chart with the proposed unit mix. Per the LUDC the Comprehensive Plan can only be amended via Ordinance, which is approved during Final Plan, however Aspen One and staff will have open dialog with Planning Commission and Town Council during Preliminary Plan to address any concerns prior to Final Plan and Ordinance Approval.

***8. Standards for granting of variations. Any PUD dimensional limitation variation authorized in Subsection (c)(5), Dimensional limitations, may be granted by the Town Council, provided that it complies with the following standards:***

***a. Height. Variations to increase the maximum allowable height of structures may be obtained pursuant to the following provisions:***

***i. A request to grant a variation to increase the maximum allowable height for any individual structure may be granted by the Town Council, provided that at least fifty percent (50%) of the structure for which the variation is sought, as measured utilizing the structure's footprint, conforms to the height limits of the underlying zone district, provided further that no***

***portion of the structure exceeds the height limit of the underlying zone district by more than seventy-five percent (75%).***

***ii. In exceptional and special circumstances, a request to grant a variation to increase the maximum allowable height for individual structures may be permitted to exceed the fifty-percent or seventy-five-percent limitation described in the preceding paragraph, if the applicant is able to sufficiently demonstrate to the satisfaction of the Town Council that:***

***1. Views from surrounding properties, as determined through the use of detailed view plane analysis, which may include computer-generated visualizations, story poles and other methods acceptable to the Planning Director, will not be substantially adversely affected. The surrounding properties to be considered will include those immediately adjacent to the PUD and those that are identified by the Planning Commission and the Town Council during their respective review and public comment periods.***

***2. The proposed structure will be compatible, in terms of height, mass, scale, orientation and configuration, with other structures in the PUD and with adjacent structures.***

***If the variation exceeds the fifty-percent or seventy-five-percent limitations described in the preceding paragraph, the variation and the Preliminary PUD Plan resolution must be approved by at least three-quarters (¾) of the Town Council members present and voting, for good cause shown and by identifying the reasons why the height variation is warranted.***

***iii. For the purposes of administering paragraph (7)a, the Town Council may grant by simple majority vote, a height variation for certain structures, such as flagpoles, antennas and other similar structures which have only a nominal footprint. Ski-lift towers and related facilities are exempt from requiring height variation approval.***

***iv. In circumstances where two (2) structures have been connected by an enclosed walkway, corridor, atrium or other enclosed space whose width or height is less than fifty percent (50%) of either the width or height of either of the otherwise separate structures measured from the side being connected, the provisions of paragraph (7) shall be applied to each structure separately rather than as one (1) structure.***

***b. Open space and minimum lot area. A variation to reduce the minimum open space requirement or to reduce minimum lot area (in order to cluster lots) may be permitted if:***

***i. Such variation will not be detrimental to the character of the proposed development or to surrounding properties;***

***ii. The proposed development shall include open space for the mutual benefit of the entire development; and***

iii. ***The open space that is provided is accessible and available to at least all dwelling units and lots for which the open space is intended.***

c. ***Minimum building setbacks. Minimum building setbacks shall be established by the PUD plan, provided adequate distance shall be left between buildings for necessary access and fire protection, and to ensure proper ventilation, light, air and snowmelt between buildings, and to minimize the effects of transmission of noise between units and between buildings.***

**Response:**

Aspen One is not requesting dimensional variations; therefore, this section is not applicable to the application.

9. ***Parking. The number of parking spaces in the PUD shall be that required for the underlying zone district, unless a reduction in that requirement is granted, pursuant to Section 16A-4-310(c), Reduction of Required Parking.***

**Response:**

The proposed development complies with the requirements of the LUDC section 16A-4-310.

10. ***Road standards. A PUD may be permitted to deviate from the Town's road standards, to enable the development to achieve greater efficiency of infrastructure design and installation through clustered or compact forms of development or to achieve greater sensitivity to environmental features, when the following minimum design principles are followed:***

    a. ***Safe, efficient access. The circulation system shall be designed to provide safe, convenient access to all areas of the proposed development using the minimum practical roadway length. Access shall be by a public right-of-way, private vehicular or pedestrian way or a commonly owned easement.***

    b. ***Internal pathways. Internal pathways shall be provided to form a logical, safe and convenient system for pedestrian access to dwelling units and common areas, with appropriate linkages off-site.***

    c. ***Emergency vehicles. Roadways shall be designed to permit access by emergency vehicles to all lots or units. An access easement shall be granted for emergency and utility vehicles, as applicable, to use private roadways in the development for the purpose of providing emergency services and for installation, maintenance and repair of utilities.***

    d. ***Principal access points. Principal vehicular access points shall be designed to provide for smooth traffic flow, minimizing hazards to vehicular, pedestrian or bicycle traffic. Where a PUD abuts a major collector, arterial road or highway, direct access to such road or highway from individual lots, units or buildings shall be prohibited when other reasonable access options are available.***

    e. ***Snow storage. Adequate areas shall be provided to store snow removed from the internal street network and from off-street parking areas.***

**Response:**

The proposed development complies with the road requirements for the Town. As requested by Town Staff and Referral Agencies, Aspen One is planning to widen and re-grade Divide Way (from the intersection with Divide Road to the VMF driveway) to meet the TOSV Public Works Design Standards. Refer the Appendix A Sheets C4.0 and C4.1 for the Roadway Profile and Details. All easements are being updated or amended to accommodate the new alignments or services as necessary. Snow storage and internal pathways have been carefully studied to both be functional and efficient to provide the most logical, safe and convenient linkage to both on and off-site facilities.

11. ***Adequate public facilities. A final plan shall not be approved unless the Town Council determines that public facilities will be adequate to support and service the area of the proposed development or that needed public facilities and services will be made available concurrently to offset the potential impacts of such development. Public facilities and services to be examined will include, but not be limited to: storm drainage, roads and their maintenance, public transportation service and facilities, pedestrian circulation, sewerage and sanitary facilities, water availability and serviceability, solid waste disposal, fire and emergency medical services and electrical service. The applicant shall show that:***

    a. ***Adequate facilities and carrying capacity exist at the time of development or will be provided to the PUD and affected areas prior to completion of each building or phase of the development necessitating the demand for said facilities or capacity;***
    **Response:**
    The adequate facilities and carrying capacity associated with storm drainage, existing roads, water and sewer service, electricity, cable and telecom are addressed in the Preliminary Utility and Drainage Reports provided by JVA Engineering. These services are currently available on the Property. Will-Serve letters are provided. Solid waste has been coordinated with TOSV Public Works, Aspen One will continue to work with Staff to determine the best approach for the overall facility for both winter and summer use.

    b. ***The PUD has been located so as to be reasonably convenient in relation to police and fire protection, emergency medical services and schools;***
    **Response:**
    The project site is located approximately two miles from the Roaring Fork Fire Rescue Authority Station 45 off Owl Creek Road, and a mile and a half from the TOSV Police Station near the Snowmass Village Center and Town Hall.

    c. ***The PUD will accommodate the efficient provision of local and regional transit facilities and services.***
    **Response:**
    The project will provide WE-cycle access and pedestrian facility enhancements, as well as employer-operated transit. These will serve to connect users to their local and regional workplaces and services.

# Review Standards

*Section 16A-5-310*
*In addition to demonstrating compliance with the provisions of Section 16A-5-300(c), General Restrictions, and with all other applicable provisions of this Code, a proposed PUD shall also comply with the following review standards*

1. ***Consistency with Comprehensive Plan. The PUD shall be consistent with the intent of the Town's Comprehensive Plan.***

**Response:**

The SHOP project aligns strongly with the core goals, values, and strategic initiatives of the 2018 Town of Snowmass Village Comprehensive Plan, even though it is located outside the designated Comprehensive Planning Areas (CPAs). The development reflects the Plan's overarching vision of Snowmass Village as an inclusive, multi-season resort community that prioritizes environmental stewardship, housing equity, and community resilience.

1. **Environmental Stewardship**
   - Supports Strategic Initiative A: Steward the Environment
     - Fundamentally located on an infill site and contemplated for decades as an expansion of the VMF facility, this project is an ideal location to creatively consider the expansion of housing while still stewarding the land. The project also incorporates robust sustainability features: all-electric infrastructure, goals for off-site modular construction to reduce site disturbance, and water-wise native landscaping. More than 30,000 SF of open space is preserved, and the site plan is sensitively designed to minimize grading and protect the surrounding ecosystem and visual character.

2. **Housing Affordability & Community Balance**
   - Supports Strategic Initiative B: Strengthen the Community
     - The project directly addresses the region's workforce housing shortage by providing 30 deed-restricted units (20 one-bedrooms, 10 studios) for AO operations staff. By delivering 100% workforce housing — entirely privately funded — it furthers the Plan's goal of maintaining a 60% in-town housing rate for the local workforce, supporting economic diversity and year-round community vitality.

3. **Transportation, Connectivity, and Access**
   - Supports Strategic Initiative C: Enhance Connectivity
     - The design promotes multi-modal transportation with winter AO shuttle service, WE-cycle bike share, secure e-bike and standard bike parking, and paid on-site parking to encourage transit use. The project is integrated into

nearby trail systems and is walkable to the transit network, consistent with the Plan's goals for sustainable mobility and connectivity.

**Other ways the SHOP meets or exceeds planning goals**

**Location & Land Use**

- While the Comprehensive Plan generally encourages focused growth within nodes, it also allows for creative out-of-node development when it clearly meets or exceeds planning goals.
- The SHOP site:
  - Is already zoned for employee housing via a prior PUD,
  - Utilizes a disturbed area adjacent to the VMF (Vehicle Maintenance Facility),
  - Preserves ridgelines and buffers sensitive areas,
  - Includes low-profile architecture and significant landscape screening,
  - Creates a live work scenario bringing people closer to work and allowing them to engage in the community.

**Resiliency & Infrastructure Integration**

- Snow management, fire access, defensible space, and waste handling have all been thoughtfully planned. The project integrates well with existing infrastructure and sets a model for climate-ready, operationally resilient housing — a critical need identified in the Plan's long-range vision.

2. ***Preservation of community character. The development proposed for the PUD shall be consistent with the standards of Section 16A-4-340, Building Design Guidelines to Preserve Community Character, shall be compatible with, or an enhancement of, the character of existing land uses in the area and shall not adversely affect the future development of the surrounding area.***

**Response:**

The development is consistent with the standards of Section 16A-4-340 by situating the building into the existing hillside, minimizing the height as viewed from neighboring parcels. The mass and scale of the building are consistent with the existing Vehicle Maintenance Facility. The appearance of scale/mass is reduced through the articulation of the proposed design, nestling the building into the hillside, and the preservation of the existing mature. Maintaining the lowest overall building height possible has been a central focus of the design. A flat roof was chosen to minimize the overall height of the building and allow views to the grove behind the building. Pedestrian entrances at either end of the building provide interest with an overhang to both protect those entering the building from the weather and bring the scale down at the entrances. There are moderate grade changes between the parking and the building and the design provides direct, ADA paths of travel that are safe and easy to maintain in winter and summer. The proposed building materials are high quality, low maintenance, and provide connection to the indigenous textures and colors of the area. The units will have Juliet balconies to allow a significant amount of light and air into each unit. The orientation allows for east

facing units to gain morning sun and west facing units to enjoy evening sun. The development was planned as a second phase of the original PUD, and will remain consistent with the original intent and not adversely affect future developments.

3. ***Creative approach. The development proposed for the PUD represents a creative approach to the development and use of land and related physical facilities to produce better developments and to provide amenities for residents of the PUD and the public in general.***

**Response:**

The SHOP project, while located outside the established Comprehensive Planning Areas, advances the central goals and values of the 2018 Comprehensive Plan by delivering a **community-driven, environmentally sensitive, and infrastructure-efficient housing solution** tailored to local workforce needs.

**Directly Advancing Core Plan Goals**

The Comprehensive Plan calls for creative development that supports **community balance, environmental stewardship, and long-term resiliency**. This project delivers on those goals by:

- **100% Workforce Housing**: All 30 units are dedicated to AO employees, addressing a critical regional housing shortfall.
- **Privately Funded Solution**: Reduces pressure on municipally-finded housing resources while supporting Snowmass Village's target of 60% in-town employee housing.
- **Diverse Unit Mix**: **10** one-bedrooms and **20** studio units respond to **tenured and full-time** year-round demand.

**Exemplary Site Design for Out-of-Node Development**

Per the Plan, development outside nodes must meet a higher standard. The SHOP project satisfies this through:

- **Sensitive Land Use**: Sited to minimize visual and environmental impacts with sculpted shotcrete retaining walls, preserved tree canopy, and a compact footprint tucked below the ridgeline.
- **Significant Open Space Preservation**: Over 30,000 square feet of open space maintained and additional areas restored, including newly planted native planting areas and protected view corridors.
- **Smart Circulation & Access**: Includes a widened access road with shoulder improvements for pedestrian/cyclist safety, a new dirt trail connection, and proximity to the Town's trail and path network and access to transit and other private shuttle ride share opportunities.

**Supporting Strategic Initiatives**

- **Initiative A – Steward the Environment**: 100% electric infrastructure, stormwater management with snowmelt integration, erosion control, and fire defensible zones all demonstrate climate-sensitive planning. Implementation of a live/work project is a creative problem-solving mechanism which improves residents lives, and decreases vehicle commuting.

- **Initiative B – Strengthen the Community**: Offers essential housing for Aspen One's Snowmass operational workforce, ensuring livability and economic diversity.
- **Initiative C – Enhance Connectivity**: Includes a WE-cycle station, e-bike parking, sidewalk improvements, widened pedestrian/bike shoulder on Divide Way, and integration with town trails. The WE-cycle station would also serve Ditch Trail users and the Divide HOA.

**Infrastructure Integration**

- **Snow Storage & Emergency Access**: Thoughtfully integrated snow management areas and detailed fire access plans ensure safe year-round functionality.
- **Waste & Utilities**: Enclosed waste facilities with full composting, recycling, and trash management; electric vehicle charging stations and enclosed garages support sustainable and functional operations.

**Conclusion**

The SHOP represents a **model for context-appropriate development outside node boundaries**. It provides **meaningful public benefit**, is grounded in **resilient, thoughtful design**, and contributes to the **long-term vision for Snowmass Village**. In both form and function, it reflects the Plan's directive to pursue projects that are "just big enough" — responding to current needs while preserving future options.

4. ***Landscaping. Proposed landscaping for the PUD shall provide sufficient buffering of uses from one another (both within the PUD and between the PUD and surrounding lands) to minimize noise, glare and other adverse impacts, shall create attractive streetscapes and parking areas and shall be consistent with the character of the Town.***

**Response:**

A combination of building design and landscape screening strategies will be used to screen/buffer the project. Landscape screening will be accomplished on the project site and is also being proposed for areas adjacent to the trail. Plantings along the trail will require approval of the Divide HOA and will benefit trail users and provide additional screening for adjacent landowners. The design balances screening with compliance with wildfire mitigation and applicant insurance requirements. Refer to Appendix A – Sheets L.1.11 and L.1.12 for the landscape plan and screening graphics.

5. ***Comply with development evaluation standards. The PUD shall comply with all applicable provisions of Article IV of this Development Code, Development Evaluation Standards.***

**Response:**

Compliance with the provisions of Article IV is addressed toward the end of this application.

6. ***Suitability for development. The property proposed for the PUD shall be suitable for development, considering its topography, environmental features and any natural or man-made hazards that affect its development potential.***

**Response:**

The development is an infill project on an already disturbed, greyfield site. As such, the property has all necessary utilities and services available to accommodate the proposed development. The site and building design have carefully considered the existing topography and other features. Working with the Geotech and Civil team members the team located the building to avoid any detrimental hazards that were identified. According to the Geotech Report, *"The hillside geologic deposits appear to be mainly colluvial with glacial moraine forming the topographic ridge in the northwest part of the property. Mancos Shale underlies the surficial deposits and outcrops just to the southwest of the property near the ditch trail. The bowl shape topographic feature within the central-west part of the property is roughly the boundary between the hillside colluvial and morainal deposits."*

7. ***Spatial pattern shall be efficient. The PUD shall be located to avoid creating spatial patterns that cause inefficiencies in the delivery of public services, or that require duplication or premature extension of public facilities.***
    a. ***Roads. Any new road developed to serve the PUD shall be continuous and in alignment with existing platted streets to which the street is to be connected. Where appropriate, new streets shall be planned so that they can create an interconnected Town road network, with provision for adequate road and utility easements. Where cul-de-sacs are used in the development, the applicant is encouraged to provide a trail or similar pedestrian link between them.***
    b. ***Water and sewer lines. Any water or sewer line extension necessary to serve the PUD shall be consistent with the Snowmass Water and Sanitation District's service plan and the Town's Comprehensive Plan.***

**Response:**

All roads, water and sewer lines have been designed to meet all Town and District design guidelines and requirements.

8. ***Phasing. If the PUD is to be developed in phases, then each phase shall contain the required streets, utilities, landscaping and other public facilities or improvements that are necessary and desirable for residents of the project. If the PUD incorporates any amenities for the benefit of the Town, such as trail connections, these shall be constructed within the first phase of the project, or, if this is not possible, then as early in the project as is reasonable. The pace and phasing shall be evaluated with regard to construction impacts along with possible interruption of construction as it would affect the community as a whole.***

**Response:**

The SHOP project is anticipated to be built all at one time and not phased in the traditional sense of the word. The project will be sequenced in two main steps. First, is site construction where all deep utilities, grading and earthwork, site wall construction, and road widening will occur. The next step is building construction when the volumetric boxes will be placed, stitched together, and finish work on the building completed. This second step is also where all finish work such as irrigation and landscape will be completed. The first step of construction is

anticipated to begin in Spring of 2026 with box placement by fall and final work over the winter/spring of 2026/27. During building permit the contractor will provide a construction sequencing plan per Town of Snowmass Village requirements.

9. ***Construction interruptions. The development application shall provide a reasonable restoration and/or remediation contingency plan to mitigate impacts resulting from any potential extended interruption of construction affecting the community as a whole. Surety or security may be necessary to ensure implementation of the plan.***

**Response:**

Being that the project is at the 'end of the road,' impact on the community will be limited. Aspen One's contingency plan will be focused on communication with the community of construction timelines and clear procedures for maintaining safety, controlling noise, managing debris and ensuring access to adjacent properties and roadways.

## Preliminary Plan - Purpose

*Section 16A-5-340(a)*

***The purpose of preliminary plan review is for the applicant to formulate detailed, properly designed/engineered solutions to the issues and concerns identified during sketch plan review, and to address, in a detailed manner, all other issues that are relevant to the preliminary plan. For minor PUD applications, where no sketch plan was submitted, the purpose of the preliminary plan is to present detailed, properly designed/engineered plans for consideration by the Town and the public. The burden at the preliminary plan stage is on the applicant to provide detailed information and mitigation proposals to be evaluated by the Town and the public. For any PUD application that also involves subdivision or that requires approval of an amendment of the Official Zone District Map, the application for subdivision or rezoning shall be submitted with, and considered at the same time as, the preliminary PUD plan review.***

### Response:

The list of issues and concerns identified during Sketch Plan review has been provided in the "Response to Sketch Plan Issues and Concerns" section of this application, along with a reference to the appropriate report(s) and drawing(s) that have been prepared by the project team to address each issue. Because Aspen One is requesting to amend an existing PUD, the application includes the criteria for a PUD Preliminary Plan application, including an easement amendment to adjust existing easements as required per the proposed development. In addition, Aspen One is requesting to amend the buildout chart within the Comprehensive Plan via Ordinance at Final Plan, and will work with Town Staff, Council, and Planning Commission during Preliminary Plan process to understand the best fit to make requested adjustment.

## Preliminary Plan Review Intent and Issues -

***(Section 16A-5-340(b))***

***The questions the Planning Commission and Town Council should consider in a detailed manner during review of the preliminary plan (depending upon the size and complexity of the proposal) include the following:***

1. ***Response to sketch plan issues and concerns. Has the applicant provided detailed, sufficient and appropriate responses to each of the issues and concerns identified during the sketch plan review?***

   **Response:**

   See "Response to Issues and Concerns" sections of this application.

2. ***Zone district limitations. Does the proposed development comply with all of the limitations of the underlying zone district? If the applicant proposes to vary any of the property's dimensional limitations, then does the application comply with all of the applicable standards for granting of the variation?***

   **Response:**

   See response to Section 16A-5-300(c)(5) - Dimensional Limitations in this application. Aspen One does not propose to vary any dimensional limitations to the underlying zone district, however Aspen One wishes to amend or adjust the PUD Design Guidelines.

3. ***Comprehensive Plan. Is the proposed development consistent with all relevant policies and recommendations of the Town's Comprehensive Plan? If the applicant proposes a buildout in excess of sixty-five percent (65%) of that identified in the Comprehensive Plan, then will the community purposes that are most appropriate to be accomplished by the proposed development be achieved?***

   **Response:**

   The proposed SHOP project aligns strongly with the core goals, values, and strategic initiatives of the 2018 Town of Snowmass Village Comprehensive Plan, even though it is located outside the designated Comprehensive Planning Areas (CPAs). The development reflects the Plan's overarching vision of Snowmass Village as an inclusive, multi-season resort community that prioritizes environmental stewardship, housing equity, and community resilience. While meeting the goals and objectives of the Comprehensive Plan, the SHOP project also meets the TOSV PUD development guidelines and requirements as outlined within the LUDC. Aspen One feels strongly that the proposed development is consistent and the proposed buildout is appropriate.

4. ***Architectural plans. Are the proposed mass, scale, height, density, volume, materials, colors and detailed design elements of the buildings compatible with, appropriate for or an enhancement of the character of the community and with surrounding buildings?***

   **Response:**

   See Response in Section 16A-5-340 and Architectural Plans provided in Appendix A.

5. ***Landscaping and open space. Is the type, amount, size, species and location of proposed landscaping adequate and suitable for the development? Has adequate landscaping been provided as a buffer between uses and around the perimeter of the development? Has the applicant demonstrated that existing vegetation and trees on the site that should be protected will be so protected? Which specific areas of the site will be designated as open space; what is the proposed size, use and landscaping of each area? What are the preliminary plans for the homeowner's association or condominium association to maintain said open space?***

   **Response:**

   See Response in Section 16A-15-310(4) of this application and the landscape plans provided in Appendix A, Sheet L.1.11. The PUD does not require a specific open space requirement for the parcel. The Property will continue to be maintained by Aspen One's maintenance staff.

6. ***Natural hazard areas. What is the site specific location and characteristics of any geologic hazards, steep slopes, flood plains and similar hazards on the property? Will any of these natural areas pose a potential threat to life or property? If so, what specific measures will be employed to avoid, minimize or mitigate these dangers?***

   **Response:**

   Natural hazard areas has been addressed previously in the application – see response to Section 16A-5-310(6).

7. ***Natural resource areas. What is the site specific location and characteristics of any wildlife habitat areas, riparian areas, wetlands and other valued natural features on the property? What are the anticipated impacts of the proposed development on these features? Has the proposed development been designed so it will comply with the standards of this Development Code that apply to these natural resource areas?***

   **Response:**

   The proposed site was evaluated for the presence of wildlife habitat, use by wildlife, potential for impacts to species protected under the federal Endangered Species Act (ESA), wetlands, and riparian areas (see attached report from Colorado Wildlife Science). The property does not contain any ecologically important areas or sensitive wildlife habitat as defined by the Land Use and Development Code. Only CPW mapped elk and mule deer summer range overlaps the property, and there is no bighorn sheep habitat on or within proximity to the property. There are no wetlands, natural water features, or riparian areas on the property. No species protected under the ESA have a reasonable likelihood of using the property for winter habitat, breeding, or denning. No raptor nests occur on the property.

8. ***Grading and drainage. What is the extent of soil and vegetation disturbance planned for the site? How will disturbed areas be stabilized both during construction and following completion of the project? Where will excavated materials be stockpiled? Will any retaining structures be employed and, if so, what will be their design specifications and materials? How will storm water be handled both during construction and following completion of the project?***

   **Response:**

Refer to the Preliminary Drainage Report and the existing and developed Drainage Plans, Erosion Control Plan Drawings, and Landscape Plans. The total planned disturbance area is roughly 1.86 acres.

9. ***Transportation impact. How many vehicle trips will be generated, and what is the anticipated public transportation ridership from the proposed development? What is the capacity of the intersections that the proposed development will impact? What will be the impacts of the proposed development on the Town's public transportation system, road capacities and parking facilities and how will these impacts be mitigated? What measures will the project employ to ensure that following development roadways within the Town will continue to function at the adopted level of service standard? Have roads on- and off-site been designed in a safe and efficient manner, to connect the site to other activity areas and destination points?***

   **Response:**

   Please refer to the Transportation Impact Analysis memo and Transportation Demand Management memo prepared by Fox Tuttle. The project is anticipated to generate 150 trips daily, 12 AM peak hour and 15 PM peak hour trips, with some of these trips of accommodated by transit and non-auto transportation. The traffic analysis showed that the available capacity of intersections serving the project is more than sufficient to accommodate the projected added volumes and maintain very good levels of service. Improvements to Divide Way are proposed to improve conditions for biking and walking to/from the site with improved connectivity to the roadway and trail system to/from Snowmass Village, as noted previously.

10. ***Necessary facilities. Has the applicant provided detailed engineering plans and reports demonstrating the type, location and capacity of the water supply, sewage disposal, solid waste disposal, fire protection and other necessary facilities that will be constructed to serve the project? Will needed public facilities and services be made available concurrently to offset the potential impacts of such development?***

    **Response:**

    This section has been addressed previously in the application – see response to Section 16A-5-300(c)(10) and refer to Exhibits and Appendix.

11. ***Pace and phasing. Has the applicant provided a sufficiently detailed phasing proposal to ensure that the development phasing will occur in an efficient and orderly manner with consideration given to construction and other impacts to the community? Have all phases, including the initial phase, been designed to sustain itself and function as a complete development not reliant on subsequent phases to operate in an efficient and orderly manner? Has the applicant provided a reasonable contingency plan to mitigate impacts resulting from any possible interruption of construction as it would affect the community as a whole?***

    **Response:**

    Construction Phasing has been addressed previously in this application, see response to Section 16A-5-310(8).

12. ***Restricted housing. What is the specific mix and configuration of housing that will be provided to meet the Town's restricted housing requirements? What guarantees has the applicant agreed to provide to ensure that such housing will be available at the time it has been required by the Town?***

    **Response:**

    The proposed development is 100% employee housing for Aspen One.

13. ***Fiscal impact. Will the proposed development have a positive or negative fiscal impact upon the Town and other taxing districts that provide services to it? If the proposal is shown to have a negative fiscal impact, then what measures will the applicant employ to mitigate those costs?***

    **Response:**

    The proposed development expects to yield a positive fiscal impact upon the Town by contributing additional revenue that can bolster the local economy by retaining residents who support local businesses. In addition, this proposed workforce housing project can help alleviate housing shortages in the Town and provide a stable and economically active population. 30 units of privately funded housing is a tremendous contributor to the overall goal of 383 new workforce housing units. At the current estimates for the Town funded workforce housing projects, this is housing contribution equivalent to nearly $30 million dollars (Draw project estimated at $1 million/unit).

    Aspen One remains committed to collaborating with the Town to incorporate creative and sustainable design features that provide net positive impacts for the Town.

14. ***Energy conservation. What will be the energy utilization of the significant energy-consuming elements of the project (such as heating systems, swimming pools, saunas, Jacuzzis, etc.). What specific active and passive techniques will the development employ to promote energy conservation and take advantage of solar and alternative energy source opportunities?***

    **Response:**

    The project will be all-electric. The design utilizes energy recovery ventilators (ERV's) within the units and the corridors to significantly reduce heating energy loss. The driving energy efficiency strategic goals are:

    - 100% all-electric design
        - Takes advantage of the renewable and low-carbon electricity from Holy Cross to reduce carbon emissions
    - All-electric/induction cooking
    - Offsite volumetric modular build with majority of vertical construction built in the factory. This reduces construction waste, abbreviates site work, and reduces on site material storage, construction traffic, and impacts to the surrounding developments.
    - High-performance envelope design with passive building envelope principles
        - The energy model will be used to optimize insulation levels, thermal bridging, and window performance.
    - Simple electric radiant heating

    - Energy-recovery ventilation will be utilized
- No air-conditioning for reduced energy and carbon footprint
    - Ceiling fans and natural ventilation will provide cooling
- Domestic hot water
    - Electric resistance and heat pump water heater options will be studied. This will result in a highly efficient and all-electric workforce housing project.

15. ***Air quality. What will be the primary sources of air pollution from the project? What will be the quantity and composition of pollutants that will be discharged on a daily and seasonal basis and what are the dispersal qualities of the site that will affect the pollutants that are generated? What geographic area will be impacted by these pollutants? What techniques will the development employ to reduce the impacts of these pollutants?***

    **Response:**

    The goal for modular delivery for this project keeps on-site pollutants to a minimum.

    Air quality and dust control measures include the application of water to any sawcutting and sand-blasting operations and may include the installation of wind barriers to prevent the blowing of fugitive dust. It may also include the covering of temporary soil stockpiles to avoid soil migration from wind and water. Vacuum or other means of dust collection systems, attached to construction tools will be implemented.

    Refer to the Construction Management Plans for more information regarding the fugitive dust control methods and other air quality standards.

16. ***Construction management plan. What is the proposed plan for phasing of the project? What is its construction schedule? What measures will be employed to mitigate construction impacts?***

    **Response:**

    Refer to the Construction Management Plans and response to Section 16A-5-310(8),(9).

17. ***Community welfare. Does the proposed development in its totality promote the public health, safety and welfare?***

    **Response:**

    The proposed development's foundational premise is to provide employees the ability to live where they work. The targeted employee type for this project is an existing full-time employee struggling to find housing elsewhere, an employee who lives down valley and commutes to work on Snowmass Mountain, or an employee who is cost-burdened by their current housing. The development proposes to build an infill project within an already developed and disturbed site, maintaining the open space and existing resources we all hold dear. The development promotes health, safety, and welfare by allowing people to live closer to where they work, engage in their local community, and support local businesses.

# Review Criteria Compliance

## Article IV Development Evaluation Standards

***This Article establishes evaluation standards for the review of development within the Town. These provisions are necessary and desirable in order to: (1) protect ecologically and environmentally sensitive areas; (2) use land, public and private services and facilities efficiently; (3) ensure development occurs in an orderly and timely fashion; and (4) ensure that a project's design is compatible with the existing scale and character of the Town.***

**Response:**
Section 16A-5-310 of the PUD review standards requires showing compliance with all applicable provisions of Article IV of the LUDC. Article IV contains five divisions, Protection of Environmentally Sensitive Areas, Improvements Standards, Site Design Standards, Standards of Restricted Housing, and Sign Standards. A majority of these topics have been addressed elsewhere in the application narrative. The following responses are to the provisions of Article IV that have not been directly addressed.

**Division 1 – Environmentally Sensitive Areas**

***Section 16A-4-10 – Purpose***

***Protect environmental, aesthetic and natural resources of the Brush Creek and Owl Creek valleys, including wildlife habitat, stream corridors, sensitive hillsides and other unique lands and significant natural features. This Division establishes standards to ensure that as development occurs, these environmentally sensitive areas are protected and to ensure that development does not contribute significantly to the degradation of air quality and does not generate noise which would result in materially adverse impacts relating to the use of the land in question or adjacent land or occupants thereof.***

***Section 16A-4-20 – Sensitive wildlife habitat areas.***

***(a) Purpose. This Section establishes procedures and standards to ensure that development is located, designed and used in such a way that these sensitive wildlife habitat areas are protected. Protection of wildlife habitat and promotion of biodiversity is important. Because wildlife habitat is sensitive to human activity, the Town intends to manage development such that it does not diminish wildlife habitat and ensures the continuing existence of species in the area. The Comprehensive Plan includes maps that portray elk production areas, elk concentration areas, elk severe winter range, elk migration corridors, mule deer severe winter range, bighorn sheep winter range and the nest sites of golden eagles, goshawks and red-tailed hawks within and adjacent to the Town limits.***

**Response:**
As shown on the following maps from the current Town of Snowmass Village Comprehensive Plan, none of the wildlife habitat areas are mapped for the proposed development property. Sections E-F are not applicable as the proposed development is not within the wildlife habitats identified on the maps provided per the 2018 Comprehensive Plan.

**Figure 1**

Mule Deer Habitat Map

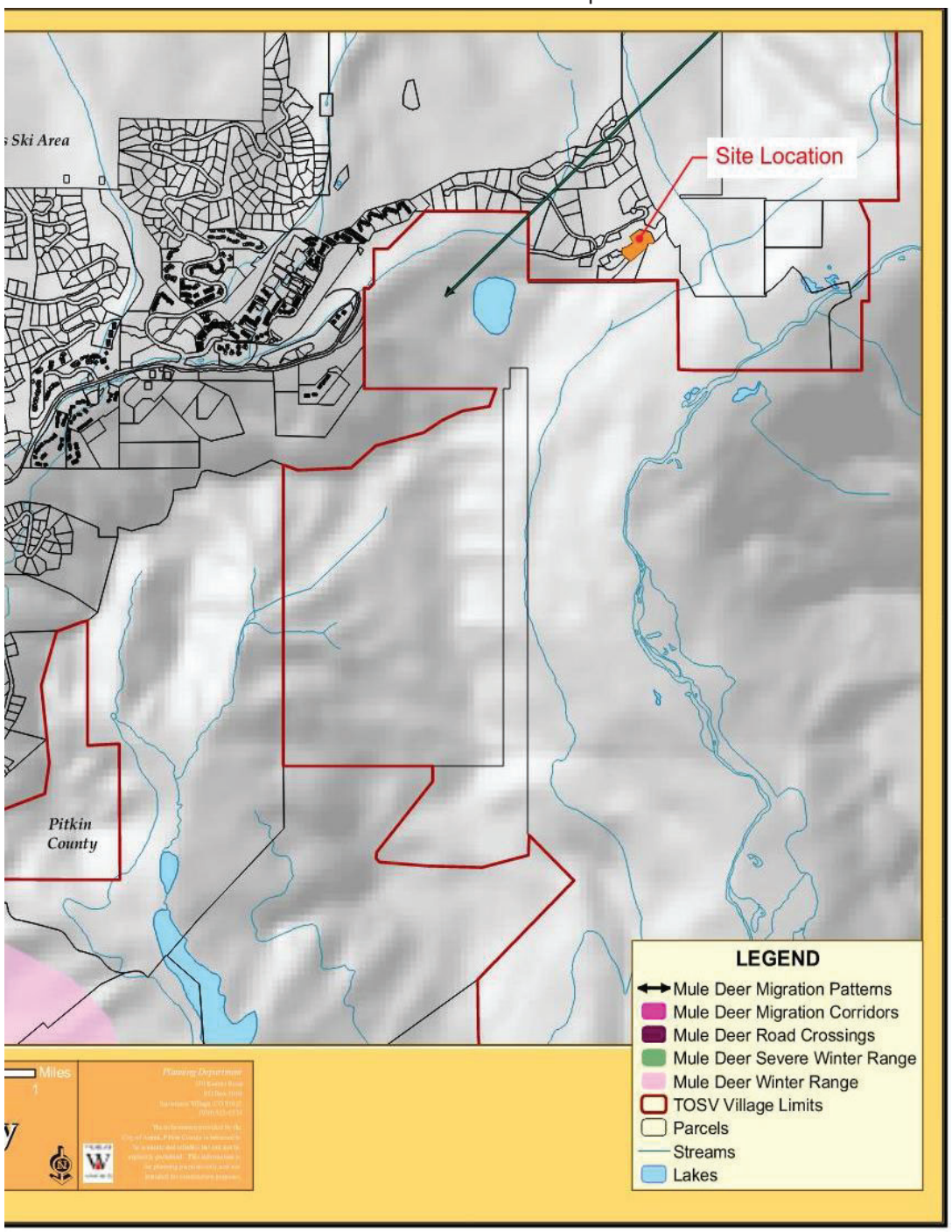


**Figure 2**
Elk Habitat Map

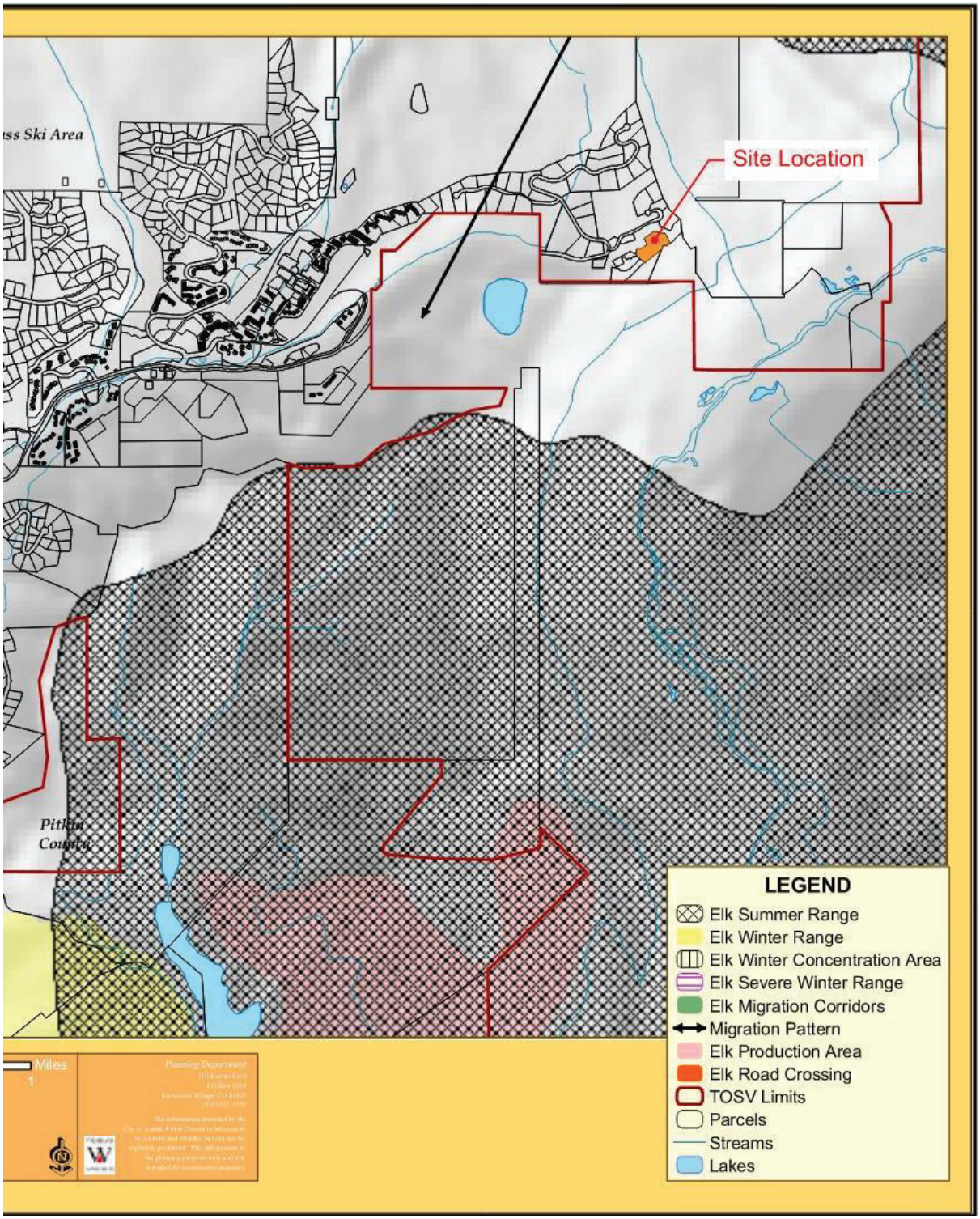
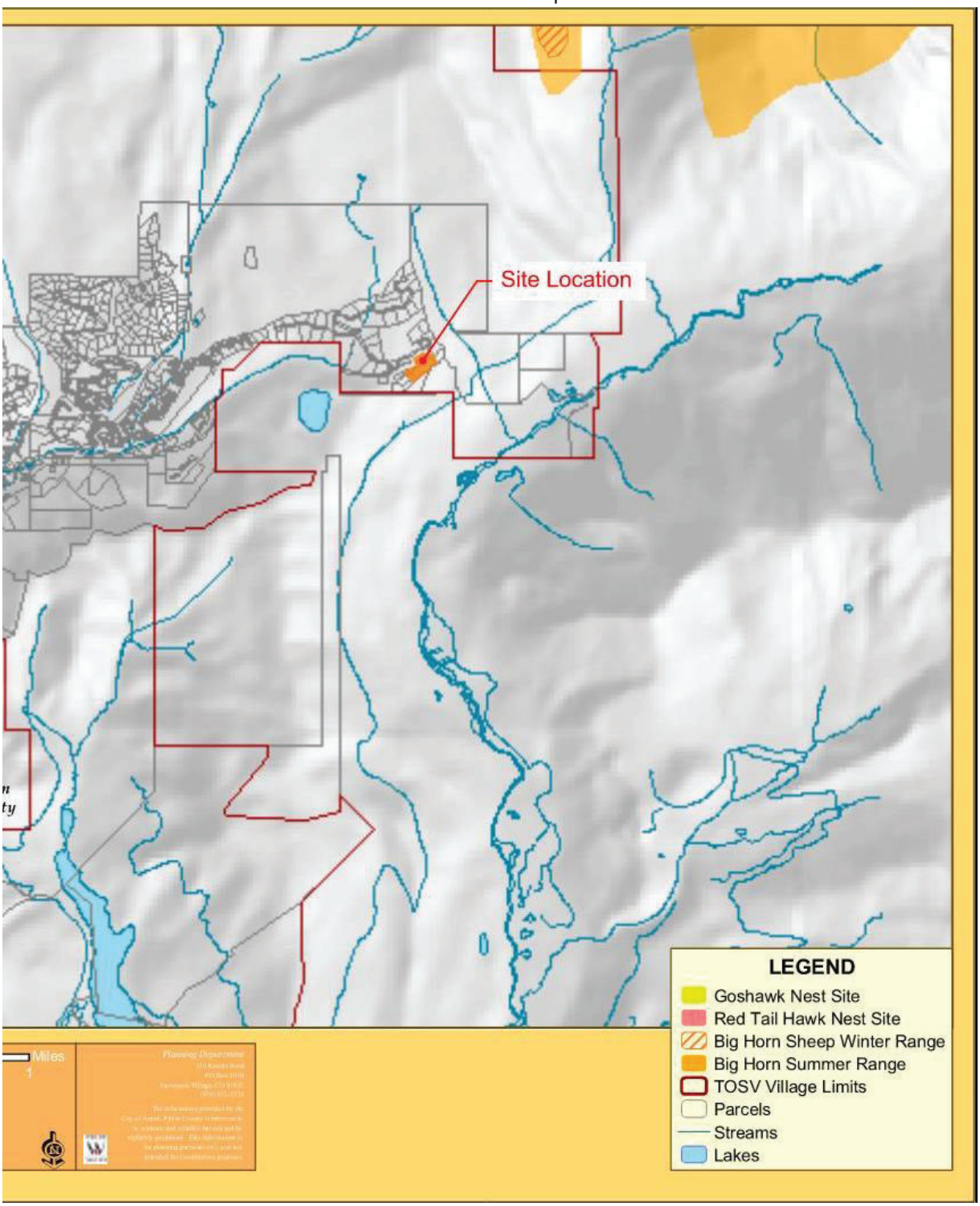


**Figure 3**
Wildlife Map



***(d) Wildlife Habitat Analysis. An applicant proposing development on lands designated as sensitive wildlife habitat on the maps and for lands not so designated on the maps that are determined to be sensitive wildlife habitat shall complete a site specific wildlife habitat analysis. The analysis shall evaluate the relevant physical features of the property, shall make a site specific determination of the locations of wildlife habitat on the property and shall describe how the proposed development will comply with Subsection (e), General Standard. The analysis shall be prepared and submitted by a qualified wildlife biologist/ecologist or similar qualified expert, and shall contain the following materials:***

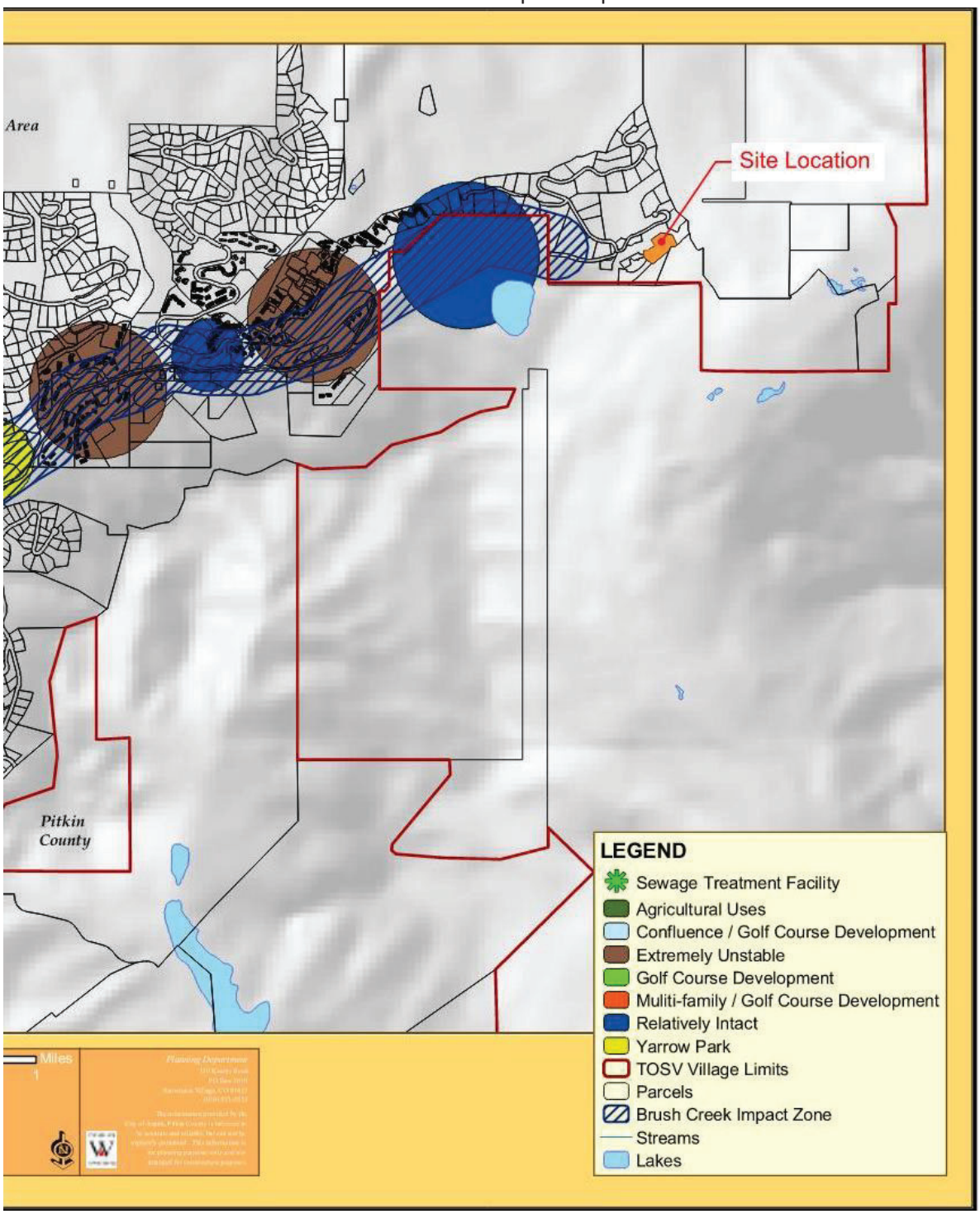
1. ***Map. A map of the property depicting the activity patterns of the wildlife using the sensitive wildlife habitat, identifying migration routes, travel corridors or patterns, calving, nesting, feeding and watering areas, riparian areas, and any connections or relationships with habitat adjoining but outside the project site.***
2. ***Report. A report that describes the activity patterns of the wildlife using the habitat and identifies any species that use the property that are listed by the U.S. Department of the Interior or the State of Colorado as endangered, threatened or species of special concern. The report shall also evaluate the potential impacts of the proposed development on the sensitive wildlife habitat and the species using that habitat.***
3. ***Mitigation and enhancement plan. If the applicant proposes development within any of the sensitive wildlife habitat areas listed above, then the applicant shall submit a wildlife habitat mitigation and enhancement plan that describes how the proposed development will comply with Subsection (f), Wildlife Mitigation and Enhancement Standards, providing detail regarding the wildlife mitigation and enhancement techniques that will be employed. The plan shall include schedules for the applicant to report to the Town Council on progress and shall include provisions to ensure both implementation and monitoring of the plan by the applicant. As applicable, the report shall refer to any other wildlife enhancement or management plan that has been approved by the Town for this or other properties that would affect this property, to ensure consistency between previously approved and newly proposed mitigation and enhancement measures.***

**Response:**
See report from Colorado Wildlife Science.

***Section 16A-4-30 – Brush Creek Impact Areas.***
***30.(B)* Applicability. The provisions of this Section 16A-4-30 shall apply to any development proposed within the areas described in Subsection (c), Map Incorporated.**

**Response:**
As shown on the map below from the current Town of Snowmass Village Comprehensive Plan, the proposed development property is not within the Brush Creek Impact Area.

**Figure 4**
Brush Creek Impact Map



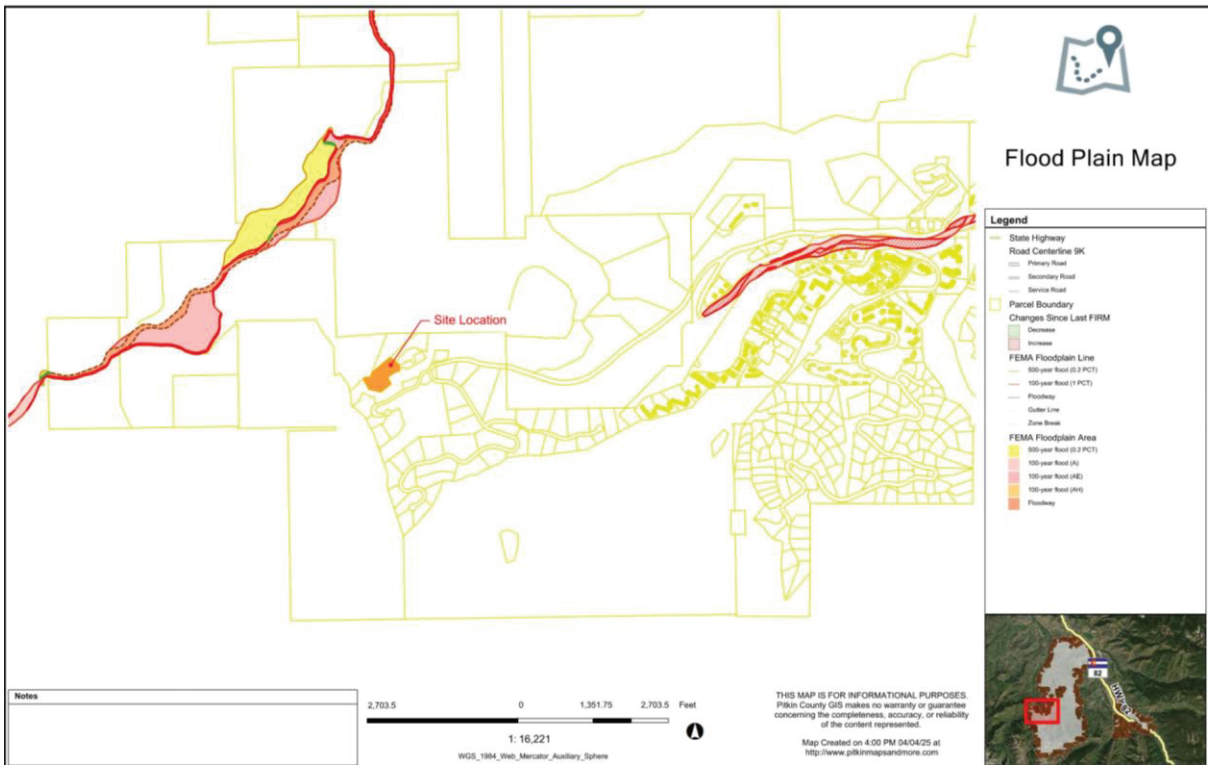
***Section 16A-4-40 – Floodplain and wetland areas.***

**Response:**

As shown on the map below from Pitkin County GIS, the proposed development property is not within a FEMA floodplain or wetland.

**Figure 5**

Floodplain Map




**Division 2 – Improvements Standards**

**Response:**

All applicable provisions of this division have been addressed elsewhere in this application or in the included exhibits and drawings at a level of detail appropriate for preliminary plan level review.

**Division 3 – Site Design Standards**

***Sections 16A-4-300-340 – Building design guidelines to preserve community character***

***This Division establishes standards for the design of development sites, including standards for off-street parking, landscaping, grading, outdoor storage and energy conservation.***

***(a) Purpose. The building design guidelines contained within this Section are intended to preserve the character of the Town as a unique mountain setting, in which development is an element of the natural environment, and does not dominate those natural features. These guidelines are not intended to restrict imagination, innovation or variety in design, but rather are intended to assist in***

***focusing on design principles that can result in creative solutions that are consistent with the character of the Town.***

**Response:**

Aspen One is focused on implementing an architectural design that draws inspiration from the natural environment and surrounding landscape. This can be achieved by utilizing colors and materials that blend with natural features, such as earth-toned palettes.

***(b) Applicability. The provisions of this Section 16A-4-340 shall apply to any development application for PUD, amended PUD, subdivision, special review or building permit for nonresidential development or redevelopment. These provisions shall not apply to development of a single-family detached dwelling unit or a two-family dwelling (duplex) on a lot subdivided prior to the effective date of this Development Code (September 2, 1998).***

**Response:**
Noted, this development will meet all applicable provisions of section 16A-4-340.

***(c) Building Design Guidelines.***

***(1) Site integration. Building design shall be influenced by, and shall respond to, the natural features and mountain setting that surround the property. Structures shall be designed so they do not overwhelm the surrounding mountain environment.***

***a. Minimize modification. Developments should be planned to minimize the extent to which it is necessary to modify the natural terrain and natural watercourses. Where earthmoving techniques are necessary, man-made forms should be soft and natural in appearance. Natural water features should be preserved and enhanced.***

**Response:**
The overall design intent is to minimize impacts to the site as much as possible, and disturb only previously disturbed areas. As described below, the placement of the building, the design of the walls, and proposed materials all reflect the intent of the development to minimize modifications to the adjacent natural terrain and drainage.

***b. Indigenous details. Indigenous details and landscape accents, such as streams, boulders, trees and wildflowers, should be used to connect the development to natural conditions.***

**Response:**
The proposed landscape design integrates native vegetation, cobble, and boulder treatments to help blend the site and landscape into the existing environment. The site design requires extensive retaining walls, the design intent is to install soil nail walls with molded shotcrete finish to emulate the surrounds earth tones and rock outcroppings to allow the walls to “disappear” into the landscape.

***c. Complement natural landforms. New buildings should be designed to complement natural landforms, by setting them into the slope, or by reflecting the angles and shapes found in the natural***

***landscape. Building massing should be broken up or stepped along a slope, to conform to the shape, aspect and scale of the natural terrain.***

**Response:**
The proposed building has been designed to be tucked into the adjacent hillside to provide much needed storage, and to serve as a retaining wall. This creative design solution allows for a decreased perceived height, scale, and mass from the ditch trail. The building reads from the ditch trail vantage point primarily as a two-story building, with the focus being looking across the architecture to the landscape vistas beyond. The full three-story height, scale, and mass is only seen in context from Divide Way.

***d. Signs. Interpretive information and signs should be used to draw attention to nature and mountain ecology.***

**Response:**
Aspen One may incorporate signage as necessary for wayfinding and tenant informational knowledge once needs are identified.

***e. Grade. Awkward changes of grade in public spaces should be avoided. Natural grade changes should be used to separate and define activity areas. The needs of disabled persons should be considered in the layout of uses and in circulation patterns, as circulation on sloping terrain can be an obstacle to the disabled.***

**Response:**
The grading design has been carefully designed to accommodate steep slopes of the roadway and adjacent hillsides, while limiting the heights of the retaining walls. The primary circulation routes and pedestrian zones are all within the ADA requirements and devoid of awkward changes in grade.

***(2) Scale and mass. Buildings shall be designed to ensure that they are not perceived as being monumental in scale.***

***a. Relation to scale of surrounding buildings. The height and mass of new buildings should be related to the prevailing scale, form and proportion of surrounding buildings, to avoid overwhelming or dominating the existing character of the area.***

**Response:**
The proposed building is designed to utilize the existing site topography features by nestling into the hillside along the Divide Way curve allowing for site lines over the building from the ditch trail above. The existing adjacent VMF building on the same site is of similar massing scale but with a smaller footprint. The articulation of the proposed building, both horizontally and vertically, work to break down the building into smaller compartmentalized components with naturally toned exterior finishes to compliment the surrounding developments and natural elements. The roof parapet walls are staggered in height to simulate a meandering rock outcropping and further break down the top of the building mass.

***b. Design articulation. Groups of buildings should be located to avoid creating a "wall" or "row" effect. Individual buildings should incorporate offsets or projections that relieve the visual effect of a single long wall, help to articulate individual units or groups of units and give the appearance the building is made up of a collection of smaller structures. Buildings should be sited so their longest frontages are not on their most visible sides.***

**Response:**
The proposed building will utilize composite wood, metal and stucco siding materials to break down the composition of the building into smaller groups both vertically and horizontally. These smaller groups are reinforced by the articulation in the building footprint with the larger 1 bedroom units projecting out beyond the central studio units and the stair cores on each end of the building further stepping back to reduce the scale at the building ends. The roof parapets will also step in relation to each building group to provide additional articulation along the roof line. Additional infill elements will compliment window and door groupings to further break down the building group massing.

***c. Human scale. People spaces should respect human scale. The design should include articulated building and roof configurations; staggered roof lines; sloping roof forms with overhangs; setbacks of upper stories; variations in grade level, floor plane and wall textures; spatial enclosure; and the use of design elements that break up the volume of space.***

**Response:**
The proposed building will provide articulation within the footprint at the 1 bedroom building group elements and at the recessed stair cores at each end of the building that are further reinforced with exterior material selections at each building group movement to break down the scale and massing of the building. Additional horizontal breaks and infill elements provide spatial variation and texture. The roof lines are staggered respective to the building group elements to provide building massing breaks. The building entry points are defined by canopy elements to create a human scale entry experience.

***d. Screen mechanical equipment. The roofs of structures containing nonresidential or multi-family uses should be designed to screen heating, ventilation and mechanical equipment from view from neighboring properties and public rights-of-way.***

**Response:**
The proposed building will not contain any mechanical equipment on the roof. All equipment will be ground mounted on the north side of the building and towards the rear of the building, and screened from the primary face of the building. All exhaust and intake vents will be located on the front and rear of the building facade. Only plumbing vents will penetrate the roof and will be finished to match the roofing material.

***(3) Building materials. Buildings shall be designed with natural materials and details that are indigenous to Colorado and that are nonreflective.***

***a. Authenticity. Materials should be predominantly authentic in their appearance, with natural textures and weathering.***

**Response:**
The proposed building primary exterior materials are vertical and horizontal composite wood siding with wood grain textures in a warm earth tone finish, vertical corrugated metal siding in a lighter and darker finish and stucco with a stone texture finish in a light finish. These materials will be accented with composite wood and metal canopy at the building entrances, horizontal composite wood railings at the Juliet balconies and awnings at the 1 bedroom bumpout facades.

***b. Materials. The indigenous materials of the surrounding mountains should be conveyed by integrating heavy timbers, natural siding materials and rock into the building design.***

**Response:**
The proposed building will utilize composite wood siding with realistic grain variations and warm earth tones, corrugated metal siding for durability and mountain historical context, and stucco with stone texture to tie into the surrounding mountain stone and canopy. Railing and awning elements will add wood (composite) accents.

***(4) Climate/solar orientation. Buildings should be located to maximize their exposure to winter sun and natural light, and for protection from wind and temperature extremes. The sizing, height and placement of windows should take advantage of the sun's seasonal track and the intensity of solar radiation that is found in the area.***

**Response:**
The site offers limited options for building placement. The proposed orientation allows for easterly morning sun or westerly afternoon sun for the units. This orientation provides an equal distribution of sunlight at all of the units through the year. The sliding door and window placement at each unit allows natural light deep into the units. Refer to the Shadow Studies in the Energy Conservation Plan.

***(5) Views. Buildings should be oriented to take advantage of views and view corridors, and to frame views and enclose open space, but should also preserve important sight lines, overlooks and landmarks as viewed from public roadways and other public spaces, and as viewed from neighboring developments. Buildings shall be located to comply with the provisions of Section 16A-4-50(f), Ridgeline Protection Areas.***

**Response:**
The proposed building is nestled in the curve of Divide Way offering up valley vegetated views to the west and open down valley views to the east. Extensive effort has been taken to lower the building into the site and reduce the building height with flat roofs and shortened parapet walls to maintain the down valley site lines over the building from the Ditch Trail. Refer to the Trail Views on sheet L1.12.

**Division 4 – Standards for Restricted Housing**

***Section 16A-4-400***

***To provide adequate housing for persons of low, moderate or middle income, provisions for comfortable and affordable housing in locations approved by the Town Council shall be made to accommodate sixty percent (60%) of new employees generated by development and redevelopment within the Town.***

**Response:**
This project is exempt from this Standard, due to providing 100% employee or workforce housing.

**Division 5 – Sign Standards**

***Section 16A-4-500***

> ***The purpose of this Division is to create the framework for a comprehensive but balanced system of signs in the community. This Division is intended to serve the following purposes:***

1. ***Authorize signs. To authorize and promote the use of signs that are:***
    a. ***Compatible. Compatible with their surroundings;***
    b. ***Appropriate. Appropriate to the type of activity to which they pertain;***
    c. ***Expressive. Expressive of the identity of both individual proprietors and the community as a whole; and***
    d. ***Legible. Legible in the circumstances in which they are seen.***
2. ***Promote orderly display. To enhance the economy and the businesses within the Town by promoting the reasonable, orderly and effective display of signs and encouraging better communication with the public.***
3. ***Preserve open character. To preserve the open and uncluttered feeling characteristic of the Town.***

**Response:**
Aspen One supports authorized signs compatible with their surroundings and appropriate to the type of activity to which they pertain for both occupants and for the community at large.

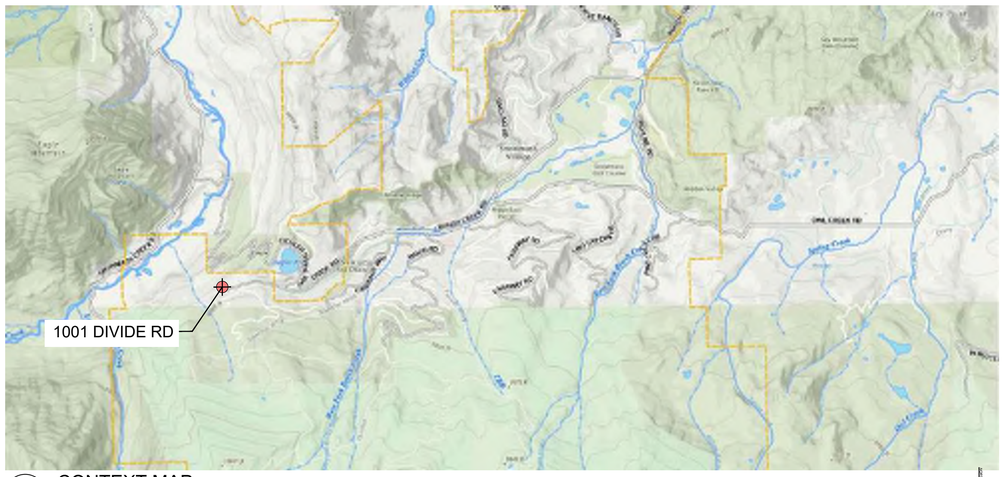
In alignment with Division 5, our proposed project is committed to promoting and preserving the open character of authorized signs. Aspen One has historically demonstrated a proven ability to promote orderly display within the Town and remains committed to preserving the open character, providing signage only when necessary.

Aspen One plans to incorporate building mounted signage which focuses on orderly display and legibility. In addition, Aspen One proposes multiple wayfinding signs to increase residents and visitors' safety on site.

# APPENDIX A

# SHEETSET COVER






CONTEXT MAP
NOT TO SCALE

## SHEET INDEX


| SHEET | DESCRIPTION |
|---|---|
| CVR | COVER |
| L.1.01 | CONTEXT & SURROUNDING STRUCTURES PLAN |
| L.1.02 | ILLUSTRATIVE PLAN |
| L.1.03 | SITE PLAN |
| L.1.04 | PARKING PLAN |
| L.1.05 | WASTE MANAGEMENT PLAN |
| L.1.06 | SNOW STORAGE PLAN |
| L.1.07.S | FIRE ACCESS PLAN - SUMMER |
| L.1.07.W | FIRE ACCESS PLAN - WINTER |
| L.1.08 | WALL TYPE PLAN |
| L.1.09 | OPEN SPACE MAP |
| L.1.10 | TREE REMOVAL PLAN |
| L.1.11 | LANDSCAPE PLAN |
| L.1.12 | DITCH TRAIL SCREENING |
| L.1.13 | MAINTAINED AREAS DIAGRAM |
| L.1.14 | TRANSPORTATION IMPROVEMENT PLAN |
| C0.1 | GENERAL LEGEND, NOTES & ABBREVIATIONS |
| C0.2 | DEMOLITION PLAN |
| CE1.0 | EROSION CONTROL PLAN |
| CE1.1 | SWMP NOTES AND EROSION CONTROL DETAILS |
| CE1.2 | EROSION CONTROL DETAILS |
| CE1.3 | EROSION CONTROL DETAILS |
| C1.0 | OVERALL GRADING AND DRAINAGE PLAN |
| C1.1 | DETAILED GRADING AND DRAINAGE PLAN |
| C1.2 | DETAILED GRADING AND DRAINAGE PLAN |
| CD1.0 | GRADING AND DRAINAGE DETAILS |
| CD1.1 | GRADING AND DRAINAGE DETAILS |
| C2.0 | OVERALL UTILITY PLAN |
| CD2.0 | UTILITY DETAILS |
| CD2.1 | UTILITY DETAILS |
| C3.0 | OVERALL HORIZONTAL CONTROL PLAN |
| C3.1 | DETAILED HORIZONTAL CONTROL PLAN |
| C3.2 | DETAILED HORIZONTAL CONTROL PLAN |
| CD3.0 | SITE DETAILS |
| CD3.1 | SITE DETAILS |
| C4.0 | DIVIDE WAY PLAN AND PROFILE |
| C4.1 | DIVIDE WAY PLAN AND PROFILE |
| FIG 1 | DRAINAGE PLAN - EXISTING |
| FIG 2 | DRAINAGE PLAN - PROPOSED |
| FIG 3.0 | ALT DRAINAGE PLAN - EXISTING DETENTION POND EXPANSION |
| FIG 3.1 | EXISTING DETENTION POND EXPANSION PLAN |
| A101 | FLOOR PLAN - LEVEL 1 |
| A102 | FLOOR PLAN - LEVEL 2 |
| A103 | FLOOR PLAN - LEVEL 3 |
| A104 | UNIT FLOOR PLAN - STUDIO (TYPE A) |
| A105 | UNIT FLOOR PLAN - STUDIO (TYPE B) |
| A106 | UNIT FLOOR PLAN - 1 BEDROOM |
| A107 | LEVEL 1 REFLECTED CEILING PLAN |
| A108 | LEVEL 2 REFLECTED CEILING PLAN |
| A109 | LEVEL 3 REFLECTED CEILING PLAN |
| A125 | ROOF PLAN |
| A203 | ELEVATIONS |
| A204 | ELEVATIONS |
| A401 | PERSPECTIVES |
| A402 | PERSPECTIVES |
| LIGHT-000 | LIGHTING LEGEND |
| LIGHT-100 | SITE LIGHTING |
| LIGHT-200 | SITE LIGHTING |
| LIGHT-300 | SITE LIGHTING |
| LIGHT-400 | LIGHTING CUT SHEETS |
| SURVEY 1 OF 3 | EXISTING CONDITIONS SURVEY |
| SURVEY 2 OF 3 | EXISTING CONDITIONS SURVEY - TREES |
| SURVEY 3 OF E | EXISTING CONDITIONS SURVEY - TREE ID |
| ESMT 1 OF 2 | PUBLIC RIGHT-OF-WAY & UTILITY EASEMENT |
| ESMT 2 OF 2 | ACCESS EASEMENT |
| CMP | CONSTRUCTION MANAGEMENT PLAN |


## PROJECT DIRECTORY


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hzurbrugg@symmcos.com


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350 MARKET STREET | SUITE 307 | BASALT | CO | 81621
WWW.CONNECTONEDESIGN.COM | 970.279.2437

# SNOWMASS OPS EMPLOYEE HOUSING

1001 DIVIDE RD
SNOWMASS VILLAGE, CO 81615

Drawn By: EW Checked By: DD

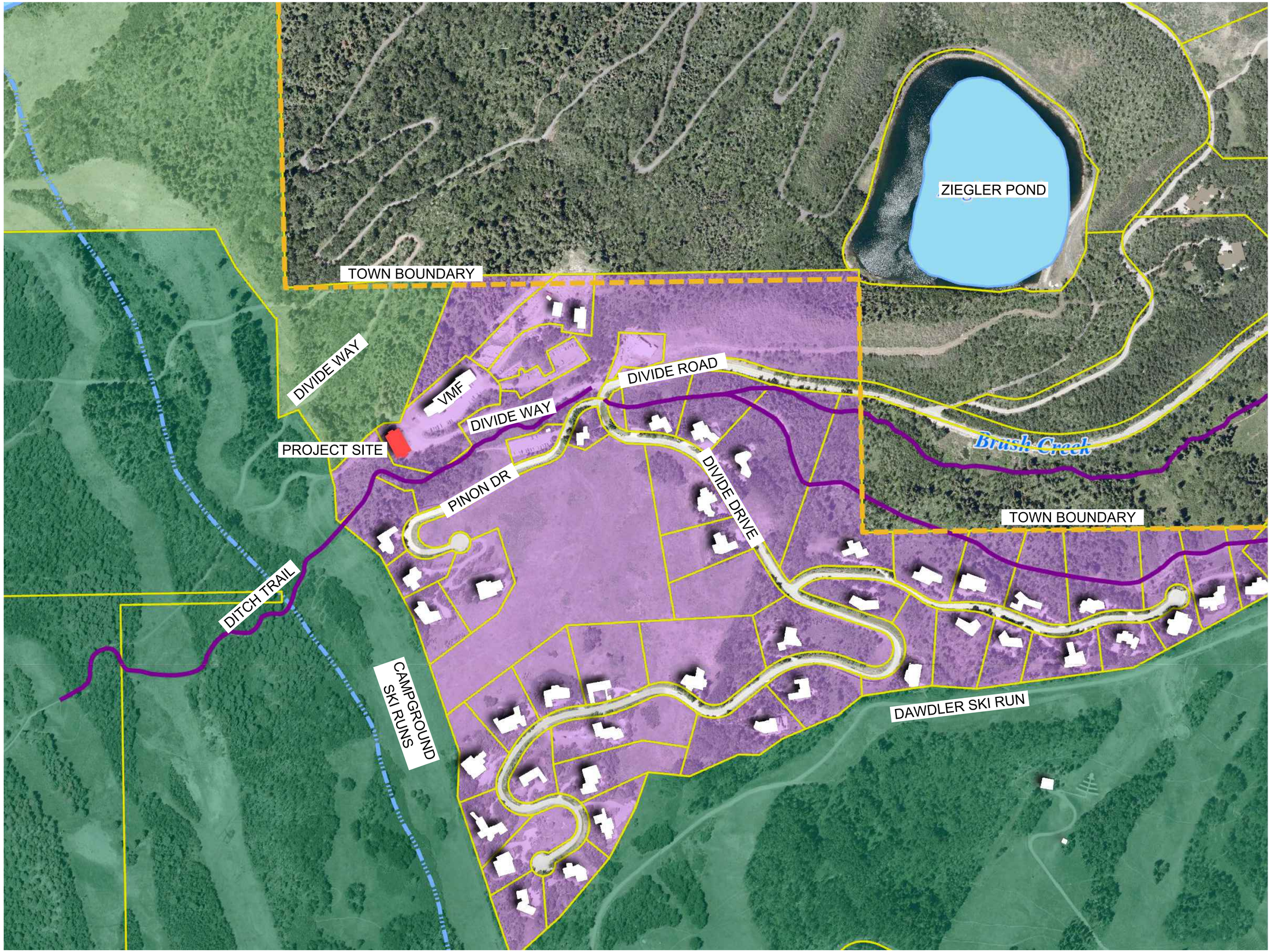
| ISSUE & REVISION DATES | |
|---|---|
| SKETCH PLAN | 09/01/2024 |
| PRELIMINARY PLAN | 06/06/2025 |
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Plot Date: 06/06/25 Project #: 546

## COVER

# APPENDIX A

# LANDSCAPE / PLANNING SHEETS




connect one DESIGN
LANDSCAPE ARCHITECTURE • LAND PLANNING
130 WATER STREET, SUITE 207 | BASALT, CO | 81621
WWW.CONNECTONEDESIGN.COM | 970.927.4197

# SNOWMASS OPS EMPLOYEE HOUSING

1001 DIVIDE RD
SNOWMASS VILLAGE, CO 81615

Drawn By: EW Checked By: DD

| ISSUE & REVISION DATES | |
|---|---|
| SKETCH PLAN | 09/01/2024 |
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Plot Date: 06/06/25 Project #: 546

## CONTEXT & SURROUNDING STRUCTURES PLAN

## L.1.01




**SCALE:** 1"=20'

0' 20' 40'

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# SNOWMASS OPS EMPLOYEE HOUSING

1001 DIVIDE RD
SNOWMASS VILLAGE, CO 81615

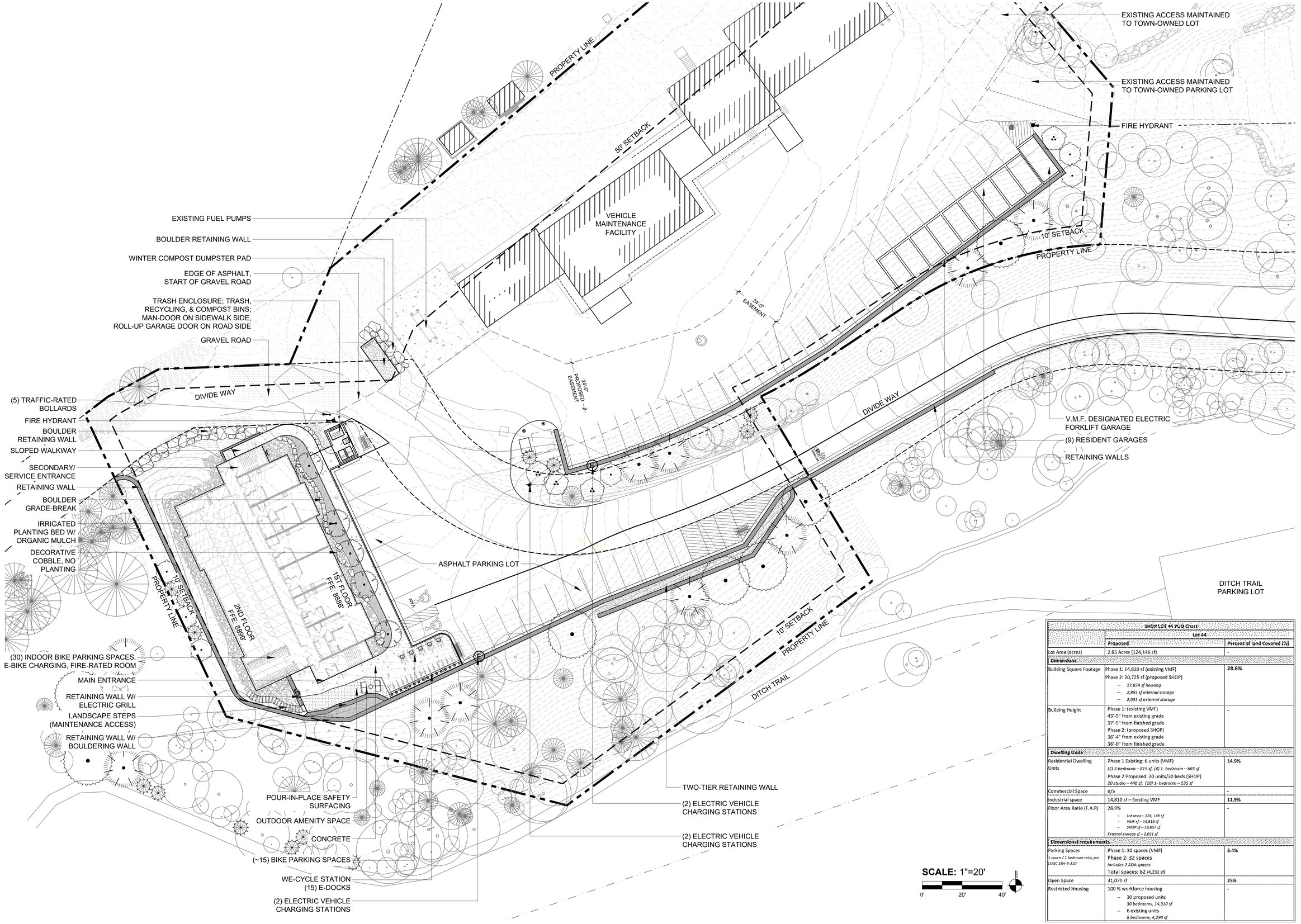
Drawn By: EW Checked By: DD

| ISSUE & REVISION DATES | |
|---|---|
| SKETCH PLAN | 09/01/2024 |
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Plot Date: 06/06/25 Project #: 546

## ILLUSTRATIVE PLAN

## L.1.02




| SHOP LOT 44 PUD Chart | | |
|---|---|---|
| | Lot 44 | |
| | Proposed | Percent of land Covered (%) |
| Lot Area (acres) | 2.85 Acres (124,146 sf) | - |
| **Dimensions** | | |
| Building Square Footage | Phase 1: 14,810 sf (existing VMF)<br>Phase 2: 20,725 sf (proposed SHOP)<br>– *17,834 sf housing*<br>– *2,891 sf internal storage*<br>– *2,031 sf external storage* | **28.6%** |
| Building Height | Phase 1: (existing VMF)<br>43'-5" from existing grade<br>37'-5" from finished grade<br>Phase 2: (proposed SHOP)<br>36'-4" from existing grade<br>36'-0" from finished grade | - |
| **Dwelling Units** | | |
| Residential Dwelling Units | Phase 1 Existing: 6 units (VMF)<br>*(2) 2-bedroom – 815 sf, (4) 1- bedroom – 665 sf*<br>Phase 2 Proposed: 30 units/30 beds (SHOP)<br>*20 studio – 448 sf, (10) 1- bedroom – 535 sf* | **14.9%** |
| Commercial Space | n/a | - |
| Industrial space | 14,810 sf – Existing VMF | **11.9%** |
| Floor Area Ratio (F.A.R) | 28.9%<br>– *Lot area – 124, 146 sf*<br>– *VMF sf – 14,810 sf*<br>– *SHOP sf – 19,057 sf*<br>*External storage sf – 2,031 sf* | - |
| **Dimensional requirements** | | |
| Parking Spaces<br>*1 space / 1 bedroom ratio per UDC 16A-4-310* | Phase 1: 30 spaces (VMF)<br>Phase 2: 32 spaces<br>*Includes 2 ADA spaces*<br>Total spaces: 62 *(4,232 sf)* | **3.4%** |
| Open Space | 31,070 sf | **25%** |
| Restricted Housing | 100 % workforce housing<br>– 30 proposed units<br>*30 bedrooms, 14,310 sf*<br>– 6 existing units<br>*8 bedrooms, 4,290 sf* | - |

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# SNOWMASS OPS EMPLOYEE HOUSING

**1001 DIVIDE RD**

**SNOWMASS VILLAGE, CO 81615**

Drawn By: EW Checked By: DD

| ISSUE & REVISION DATES | |
|---|---|
| SKETCH PLAN | 09/01/2024 |
| PRELIMINARY PLAN | 06/06/2025 |
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Plot Date: 06/06/25 Project #: 546

## SITE PLAN

# L.1.03

VEHICULAR PARKING

32 S.H.O.P. SPACES
(INCLUDING 2 ADA SPACES)

31 VMF SPACES

63 VEHICLE SPACES TOTAL

BIKE PARKING

15 EXTERIOR BIKE PARKING SPACES

15 WE-CYCLE DOCKS

30 INTERIOR BIKE PARKING SPACES
(CHARGING CAPABILITY PROVIDED)

60 BIKE SPACES TOTAL

ELECTRIC VEHICLE INFRASTRUCTURE

CHARGING STATION

4 EV PARKING SPACES

12 EV-READY PARKING SPACES

16 EV CAPABLE SPACES TOTAL
(50% OF PARKING IS ELECTRIC-READY)

WINTER COMPOST
DUMPSTER PAD

VEHICLE
MAINTENANCE
FACILITY

V.M.F. ELECTRIC FORKLIFT
PARKING SPACE

DESIGNATED BLACK
SADDLE VAN PARKING

24'-0"
EASEMENT

(2) EV PARKING SPACES

DIVIDE WAY

(1) WALL-MOUNTED
CHARGER
SERVING (2) SPACES

(12) EV-READY PARKING
SPACES. CONDUIT RUN
THROUGH WALL

(2) EV PARKING SPACES

(3) OVERFLOW PARKING
SPACES (SUMMER ONLY,
SNOW STORAGE IN WINTER)

DITCH TRAIL
PARKING LOT

(1) WALL-MOUNTED CHARGER
SERVING (2) SPACES

(30) INDOOR SECURE CONDITIONED
BIKE PARKING W/ SEPARATE
ENTRANCE & E-CHARGING
CAPABILITY (FIRE SEPARATED)

(~15) EXTERIOR BIKE SPACES

(15) WE-CYCLE DOCKS

DITCH TRAIL

**SCALE:** 1"=20'

0' 20' 40'

connect one DESIGN
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# SNOWMASS OPS EMPLOYEE HOUSING

1001 DIVIDE RD

SNOWMASS VILLAGE, CO 81615

Drawn By: EW Checked By: DD

| ISSUE & REVISION DATES | |
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## PARKING PLAN

## L.1.04

WINTER COMPOST DUMPSTER PAD

END OF ASPHALT =
WINTER ROAD CLOSURE

ROLL UP GARAGE DOORS.
WASTE COLLECTOR WILL HAND
ROLL BINS OUT TO TRUCK

TRASH - 6 YD DUMPSTER W/ WHEELS
RECYCLING - 3 YD DUMPSTER W/ WHEELS
COMPOST - 95 GAL BIN

4' WIDE PED DOOR W/ SLIDE
LOCKS FOR WILDLIFE PROTECTION

RESIDENTS TAKE INDIVIDUAL
TRASH OUTSIDE TO EXTERIOR
TRASH ENCLOSURE. WHEELED
ACCESS PROVIDED FOR LARGE
TRASH HAULS

SNOW ROUTE

VEHICLE
MAINTENANCE
FACILITY

24'-0"
EASEMENT

BACKING MOTIONS
CONTAINED WITHIN
ACCESS EASEMENT

FLATBED
TRUCK

GARBAGE
TRUCK

DIVIDE WAY

DIVIDE WAY

RESIDENT PARKING
ACCESS
MAINTAINED
DURING PICK UP

BOLLARD, TYP

DITCH TRAIL
PARKING LOT

DITCH TRAIL

THIS SHEET CONTAINS LINES, SYMBOLS, ETC THAT ARE IN A COLOR OTHER THAN BLACK AND IS INTENDED TO BE VIEWED AND PRINTED IN COLOR VS BLACK AND WHITE

**SCALE:** 1"=20'

0' 20' 40'

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# SNOWMASS OPS EMPLOYEE HOUSING

**1001 DIVIDE RD**
**SNOWMASS VILLAGE, CO 81615**

Drawn By: EW Checked By: DD

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## WASTE MANAGEMENT PLAN

## L.1.05

LEGEND

AREAS OF SNOW STORAGE 8,902 SF

SNOW GUN

TRANSITIONAL BERMED ZONE BETWEEN SNOW STORAGE DUMP & MAINTENANCE OF THE MTN OPS SNOW ROUTE

SNOW ROUTE

SNOW GUN

22'-25' COMFORTABLE CAT CLEARANCE

14'-16'-0" MIN CAT CLEARANCE

18'-0" MIN CAT + TILLER CLEARANCE

2,866 SF

DIESEL PUMP SIDE

EDGE OF ASPHALT & WINTER ROAD CLOSURE

BOLLARDS

FIRE HYDRANT

PROPERTY LINE

50' SETBACK

VEHICLE MAINTENANCE FACILITY

24'-0" EASEMENT

24'-0" PROPOSED EASEMENT

1,860 SF

1,010 SF

530 SF

10' SETBACK

PROPERTY LINE

DIVIDE WAY

415 SF

825 SF

1,025 SF

185 SF

10' SETBACK

PROPERTY LINE

DITCH TRAIL

DITCH TRAIL PARKING LOT

THIS SHEET CONTAINS LINES, SYMBOLS, ETC THAT ARE IN A COLOR OTHER THAN BLACK AND IS INTENDED TO BE VIEWED AND PRINTED IN COLOR VS B L A C K A N D W H I T E

**SCALE:** 1"=20'

0' 20' 40'

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# SNOWMASS OPS EMPLOYEE HOUSING

1001 DIVIDE RD

SNOWMASS VILLAGE, CO 81615

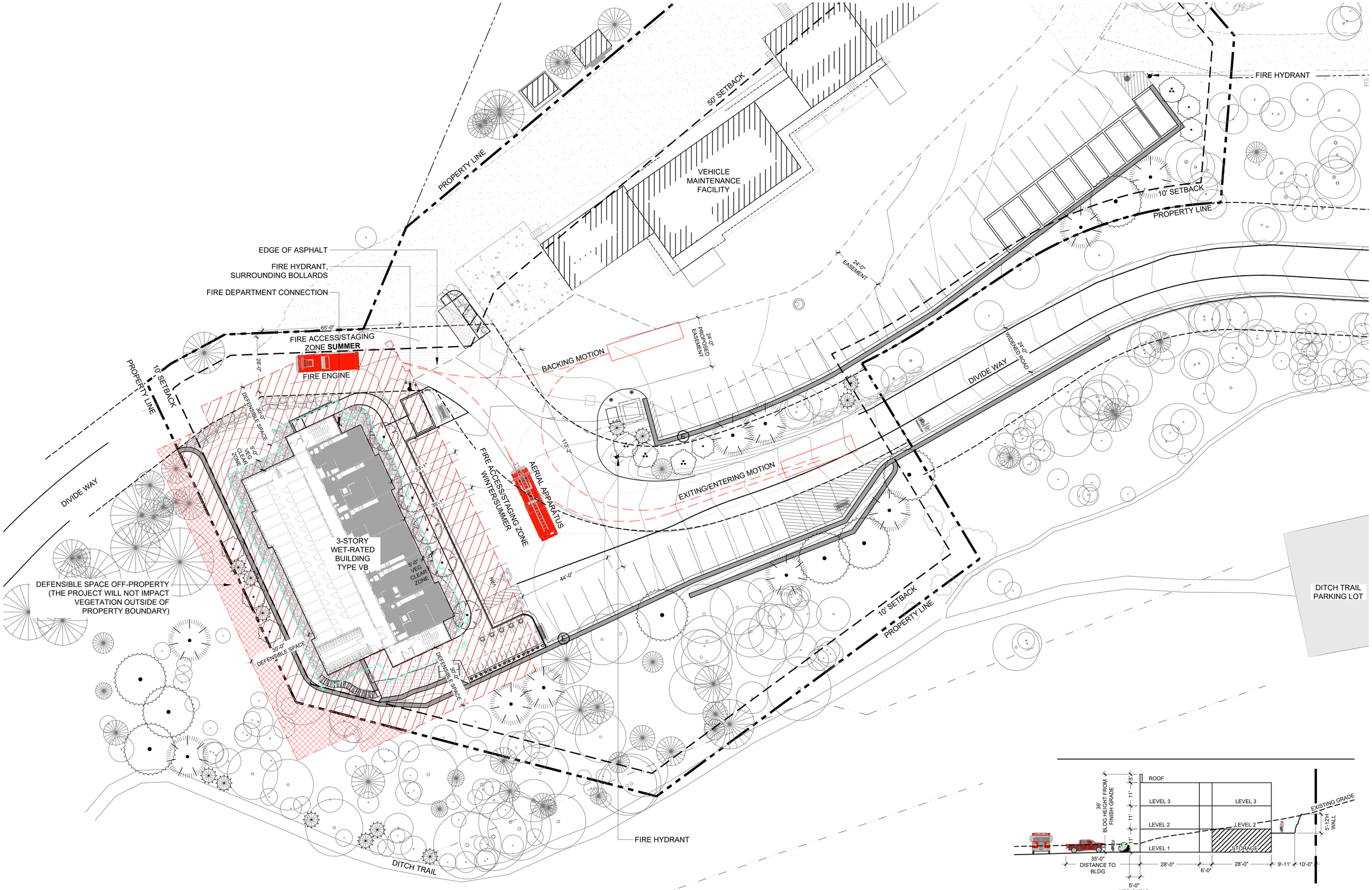
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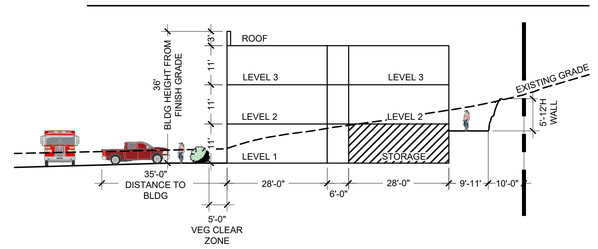
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|---|---|
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## SNOW STORAGE PLAN

## L.1.06




THIS SHEET CONTAINS LINES, SYMBOLS, ETC THAT ARE IN A COLOR OTHER THAN BLACK AND IS INTENDED TO BE VIEWED AND PRINTED IN COLOR VS BLACK AND WHITE

**SCALE:** 1"=20'

0' 20' 40'

connect one DESIGN
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# SNOWMASS OPS EMPLOYEE HOUSING

1001 DIVIDE RD

SNOWMASS VILLAGE, CO 81615

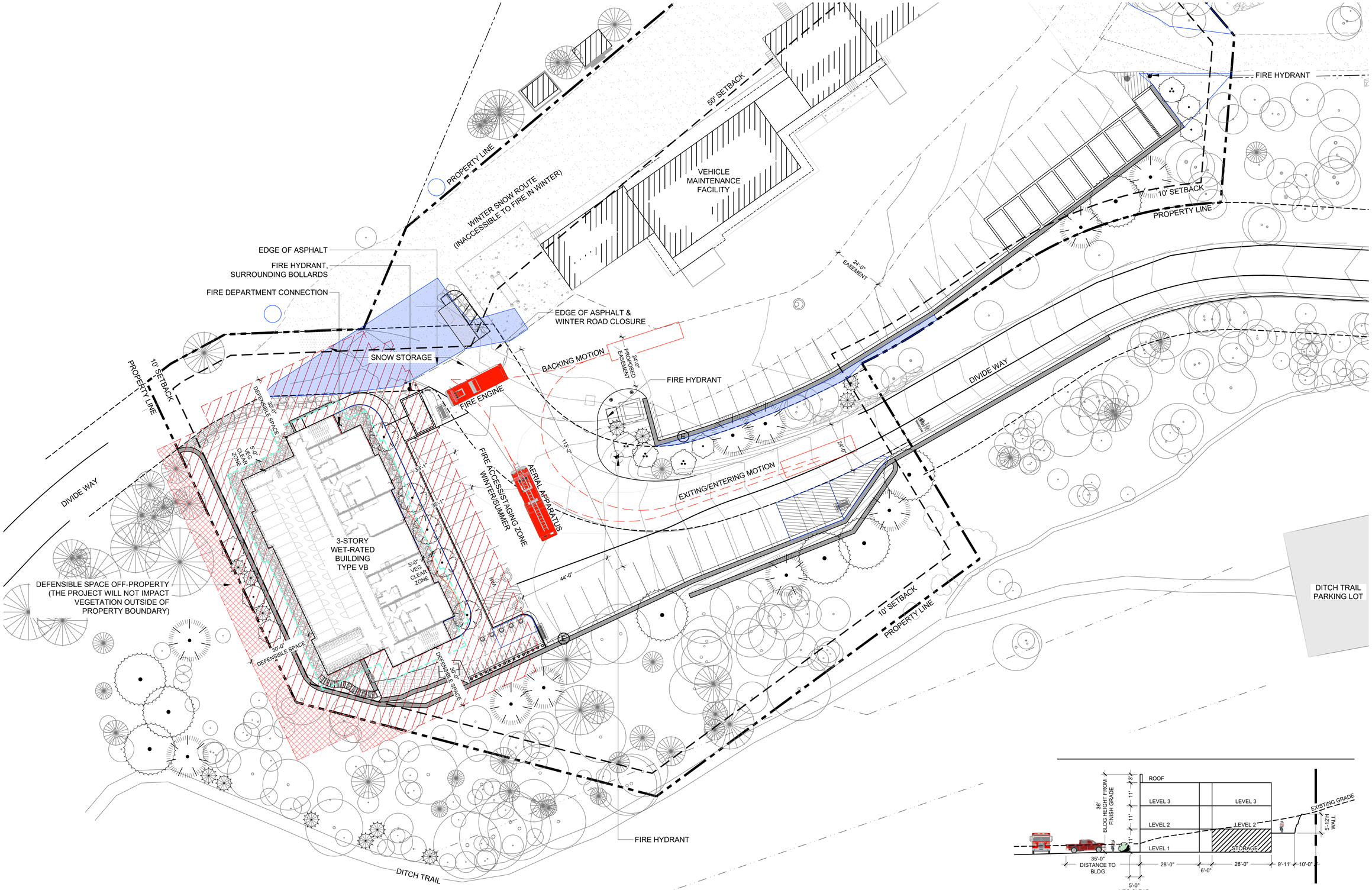
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## FIRE ACCESS PLAN - SUMMER

# L.1.07.S







THIS SHEET CONTAINS LINES, SYMBOLS, ETC THAT ARE IN A COLOR OTHER THAN BLACK AND IS INTENDED TO BE VIEWED AND PRINTED IN COLOR VS BLACK AND WHITE

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0' 20' 40'

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# SNOWMASS OPS EMPLOYEE HOUSING

1001 DIVIDE RD
SNOWMASS VILLAGE, CO 81615

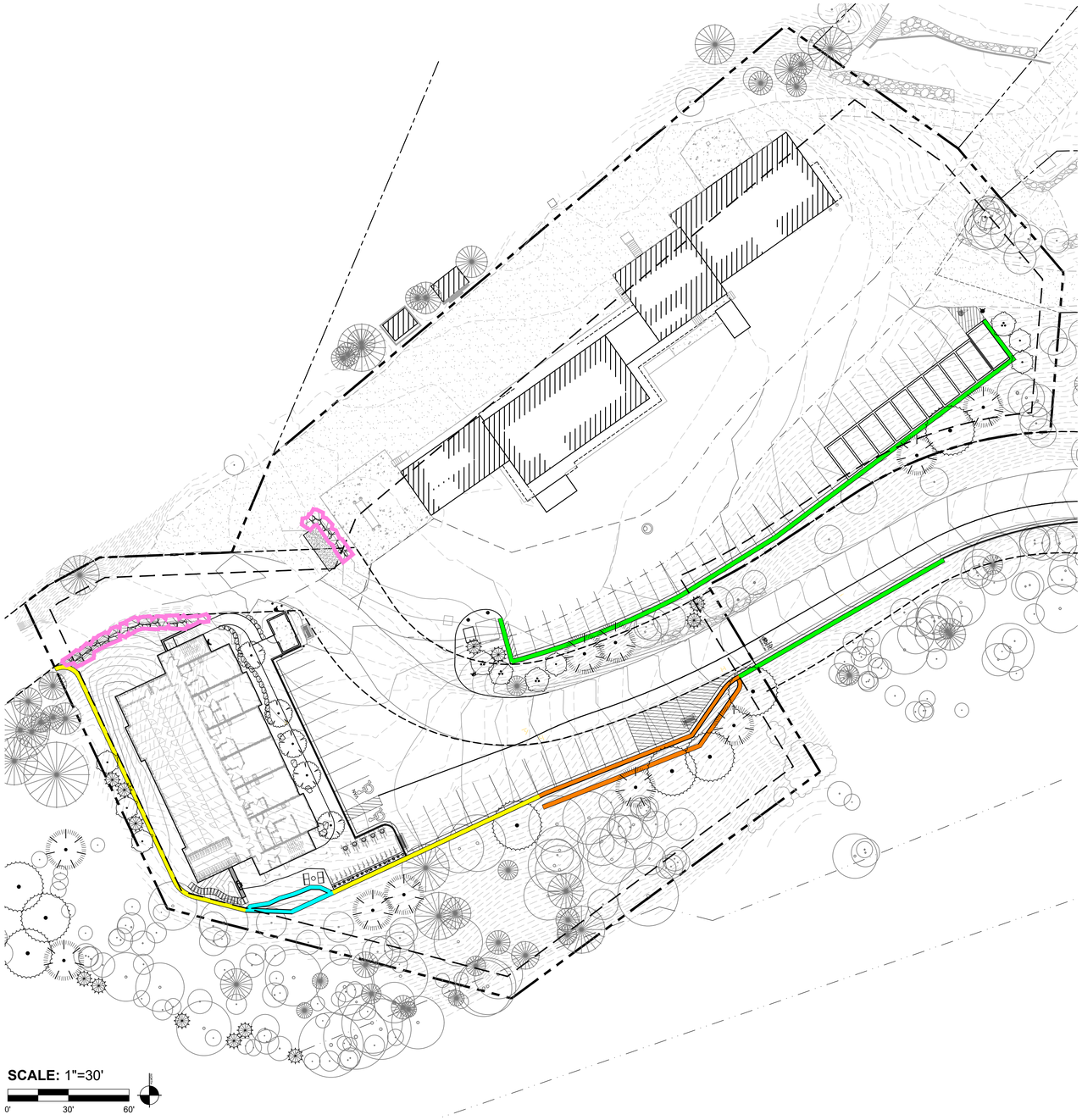
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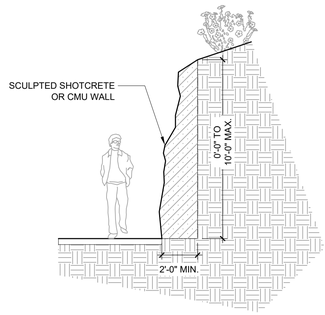
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## FIRE ACCESS PLAN - WINTER

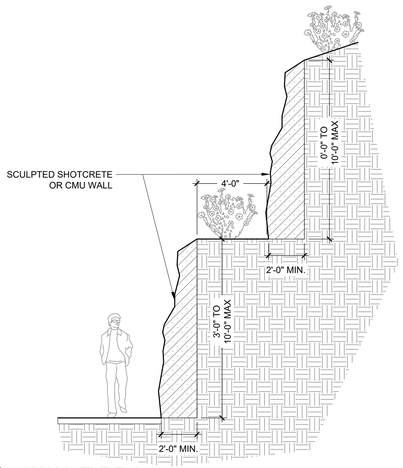
## L.1.07.W




01 WALL TYPE 1

1/4" = 1'-0" P-CO-546-15




02 WALL TYPE 2

1/4" = 1'-0" P-CO-546-16



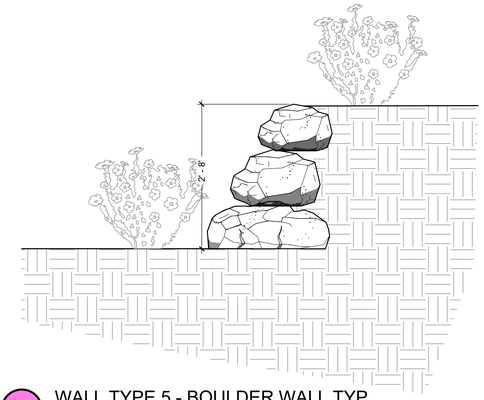

03 WALL TYPE 3

1/4" = 1'-0" P-CO-546-17




04 WALL TYPE 4

1/4" = 1'-0" P-CO-546-19




05 WALL TYPE 5 - BOULDER WALL TYP

1/2" = 1'-0" P-CO-546-18

**NOTES**

- WALL TYPE SECTIONS PROVIDED AS EXAMPLES. WHERE ANY ONE WALL TYPE IS APPLIED IS SUBJECT TO CHANGE.

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0' 20' 40'

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# SNOWMASS OPS EMPLOYEE HOUSING

1001 DIVIDE RD

SNOWMASS VILLAGE, CO 81615

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Plot Date: 06/06/25 Project #: 546

## WALL TYPE PLAN

# L.1.08

LEGEND

| | | |
|---|---|---|
| RESIDENT - BENEFITTING - AMENITY SPACE | 4,290 SQ. FT. |
| INACCESSIBLE OPEN SPACE - | 26,780 SQ. FT. |
| TOTAL - 31,070 SQ. FT. | |

VEHICLE MAINTENANCE FACILITY

24'-0" EASEMENT

DIVIDE WAY

DIVIDE WAY

DITCH TRAIL

THIS SHEET CONTAINS LINES, SYMBOLS, ETC THAT ARE IN A COLOR OTHER THAN BLACK AND IS INTENDED TO BE VIEWED AND PRINTED IN COLOR VS B L A C K A N D W H I T E

**SCALE:** 1"=20'

0' 20' 40'

RESIDENT AMENITY SPACE ENLARGEMENT

1" = 10'-0"

**SCALE:** 1"=10'

0' 10' 20'

connect one DESIGN
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# SNOWMASS OPS EMPLOYEE HOUSING

**1001 DIVIDE RD**

**SNOWMASS VILLAGE, CO 81615**

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## OPEN SPACE MAP

## L.1.09

EXISTING TREE LEGEND

LIMIT OF DISTURBANCE

EXISTING EVERGREEN TREE TO REMAIN & PROTECT

EXISTING DECIDUOUS TREE TO REMAIN & PROTECT

EXISTING EVERGREEN TREE TO BE REMOVED

EXISTING DECIDUOUS TREE TO BE REMOVED

PROPOSED TREES

PROPERTY LINE

50' SETBACK

VEHICLE MAINTENANCE FACILITY

10' SETBACK

PROPERTY LINE

LIMIT OF DISTURBANCE

24'-0" EASEMENT

LIMIT OF DISTURBANCE

LIMIT OF DISTURBANCE

DIVIDE WAY

24'-0" PROPOSED EASEMENT

DIVIDE WAY

PROPOSED EVERGREEN TREE

PROPOSED DECIDUOUS TREE

EXISTING DECIDUOUS TREE TO BE REMOVED

10' SETBACK

PROPERTY LINE

DITCH TRAIL PARKING LOT

10' SETBACK

PROPERTY LINE

EXISTING DECIDUOUS TREE TO BE REMOVED

LIMIT OF DISTURBANCE

EXISTING DECIDUOUS TREE TO REMAIN

EXISTING EVERGREEN TREE TO REMAIN

DITCH TRAIL

PROPOSED EVERGREENS BEYOND PROPERTY BOUNDARY ARE SUBJECT TO HOA AND TOWN STAFF APPROVAL.

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0' 20' 40'

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# SNOWMASS OPS EMPLOYEE HOUSING

1001 DIVIDE RD

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Plot Date: 06/06/25 Project #: 546

## TREE REMOVAL PLAN

## L.1.10

## PLANT SCHEDULE

| SYMBOL | CODE | BOTANICAL / COMMON NAME | CONT | QTY |
|---|---|---|---|---|
| TREES | | | | |
| | AF | ACER GINNALA 'FLAME' / FLAME AMUR MAPLE | RE: CALIPER | 5 |
| | | PICEA ENGELMANNII / ENGELMANN SPRUCE | RE: HEIGHT | 8 |
| | PCT | PINUS CONTORTA 'TAYLOR'S SUNBURST' / TAYLOR'S SUNBURST SHORE PINE | RE: HEIGHT | 13 |
| | PT | POPULUS TREMULOIDES / QUAKING ASPEN | B&B | 6 |
| | PTM | POPULUS TREMULOIDES 'CLUMP FORM' / CLUMP FORM QUAKING ASPEN | B&B | 4 |
| | PD | PSEUDOTSUGA MENZIESII / DOUGLAS FIR | RE: HEIGHT | 10 |

| SYMBOL | CODE | BOTANICAL / COMMON NAME | CONT | QTY |
|---|---|---|---|---|
| SHRUBS | | | | |
| | CSK | CORNUS SERICEA 'KELSEYI' / KELSEYI DOGWOOD | 5 GAL | 6 |
| | MRC | MAHONIA REPENS / CREEPING MAHONIA | 5 GAL | 36 |
| | PG | PICEA PUNGENS 'GLOBOSA' / DWARF GLOBE BLUE SPRUCE | 5 GAL | 14 |
| | PP | PINUS MUGO 'PUMILIO' / DWARF MUGO PINE | 3 GAL | 8 |
| | RA | RIBES ALPINUM / ALPINE CURRANT | 3 GAL | 43 |
| | SAC | SYMPHORICARPOS ALBUS / COMMON SNOWBERRY | 5 GAL | 5 |
| PERENNIALS | | | | |
| | ACR | AQUILEGIA CAERULEA 'RED HOBBIT' / RED HOBBIT COLUMBINE | 1 GAL | 26 |
| | HSF | HEUCHERA SANGUINEA 'FIREFLY' / FIREFLY CORAL BELLS | 1 GAL | 13 |
| | PMP | PENSTEMON X MEXICALI 'PSMYERS' / SHADOW MOUNTAIN® PENSTEMON | 1 GAL | 27 |
| | SOR | SAPONARIA OCYMOIDES / ROCK SOAPWORT | 1 GAL | 50 |
| | SBS | STACHYS BYZANTINA 'SILVER CARPET' / SILVER CARPET LAMB'S EARS | 1 GAL | 25 |

## REVEG LEGEND

| | |
|---|---|
| SHADE TOLERANT REVEGETATION MIX | 11,801 SF |
| BROMUS MARGINATUS / MOUNTAIN BROME | 4,130 SF |
| ELYMUS GLAUCUS / BLUE WILDRYE | 5,310 SF |
| PHACELIA SERICEA / SILKY PHACELIA | 1,180 SF |
| SYMPHYOTRICHUM LAEVE / SMOOTH ASTER | 1,180 SF |

VEHICLE MAINTENANCE FACILITY

SNOW ROUTE

DIVIDE WAY

DIVIDE WAY

5'-0" VEG CLEAR ZONE

5'-0" VEG CLEAR ZONE

5'-0" VEG CLEAR ZONE

DITCH TRAIL VIEW CONE 1

DITCH TRAIL VIEW CONE 2

DITCH TRAIL VIEW CONE 3

DITCH TRAIL VIEW CONE 4

DITCH TRAIL

DITCH TRAIL PARKING LOT

PROPOSED EVERGREENS BEYOND PROPERTY BOUNDARY ARE SUBJECT TO HOA AND TOWN STAFF APPROVAL.

EXISTING DECIDUOUS TREE TO REMAIN

EXISTING EVERGREEN TREE TO REMAIN

**SCALE:** 1"=20'

0' 20' 40'

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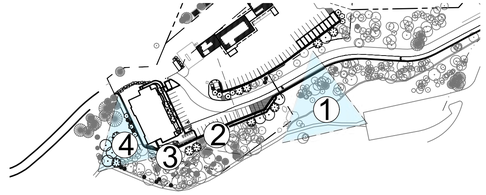
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## LANDSCAPE & SCREENING PLAN

# L.1.11

## 3D REPRESENTATION NOTES

- THE IMAGES SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY, AND ARE INCLUDED TO CONVEY SCALE, PROPORTION, AND MASS ONLY




KEY PLAN
NOT TO SCALE




1 TRAIL VIEW 1 - DITCH TRAILHEAD PARKING LOT
NOT TO SCALE




2 TRAIL VIEW 2
NOT TO SCALE




3 TRAIL VIEW 3
NOT TO SCALE




4 TRAIL VIEW 4
NOT TO SCALE

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# SNOWMASS OPS EMPLOYEE HOUSING

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## DITCH TRAIL SCREENING

## L.1.12

## MAINTAINED AREAS

SKI-CO MAINTAINED AREAS

TOSV MAINTAINED AREAS

DIVIDE HOA

PROPERTY LINE

50' SETBACK

VEHICLE MAINTENANCE FACILITY

SNOWMASS VALLEY PROPERTIES INC

SNOW ROUTE

EDGE OF ASPHALT & WINTER ROAD CLOSURE

ROAD MAINTAINED BY PITKIN COUNTY WEST OF HERE

PROPOSED R.O.W. 30'-0"

EXISTING R.O.W. 34'-0"

DIVIDE WAY

SHOP DIVIDE HOUSING

VAN

DIVIDE HOA

10' SETBACK

PROPERTY LINE

24'-0" ACCESS EASEMENT

24'-0" PROPOSED ACCESS EASEMENT

PROPOSED R.O.W. 40'-0"

PROPERTY LINE

LOT 47 ACCESS

LOT 51 ACCESS

PLATTED DRAINAGE EASEMEMENT

LOT 51 ACCESS

PROPERTY LINE

10' SETBACK

PROPERTY LINE

EXISTING R.O.W. 60'-0"

DIVIDE WAY

DIVIDE HOA

10' SETBACK

PROPERTY LINE

DITCH TRAIL

DITCH TRAIL PARKING LOT

PUBLIC SKI EASEMENT

DIVIDE HOA

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**SCALE:** 1"=20'

0' 20' 40'

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# SNOWMASS OPS EMPLOYEE HOUSING

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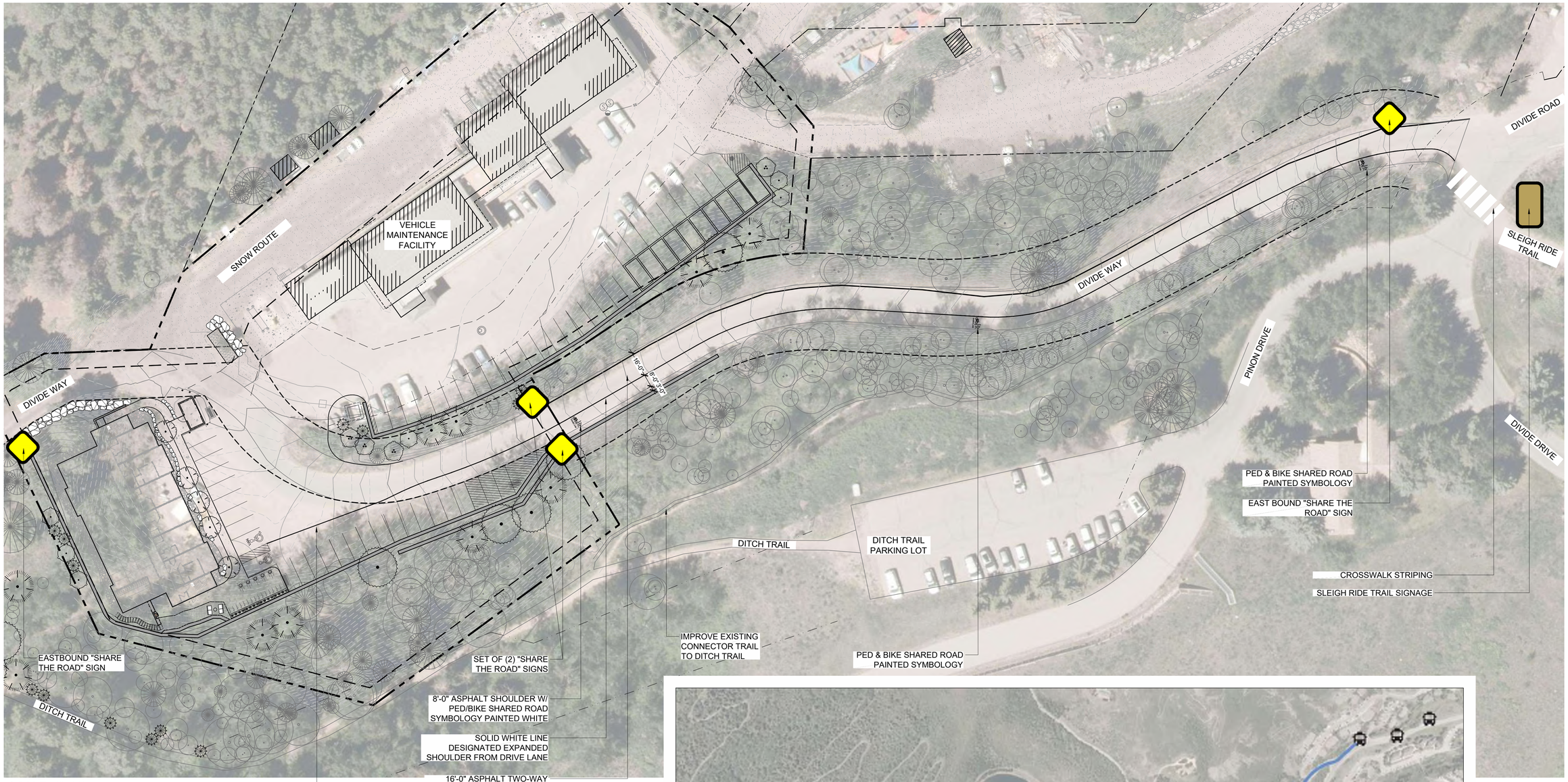
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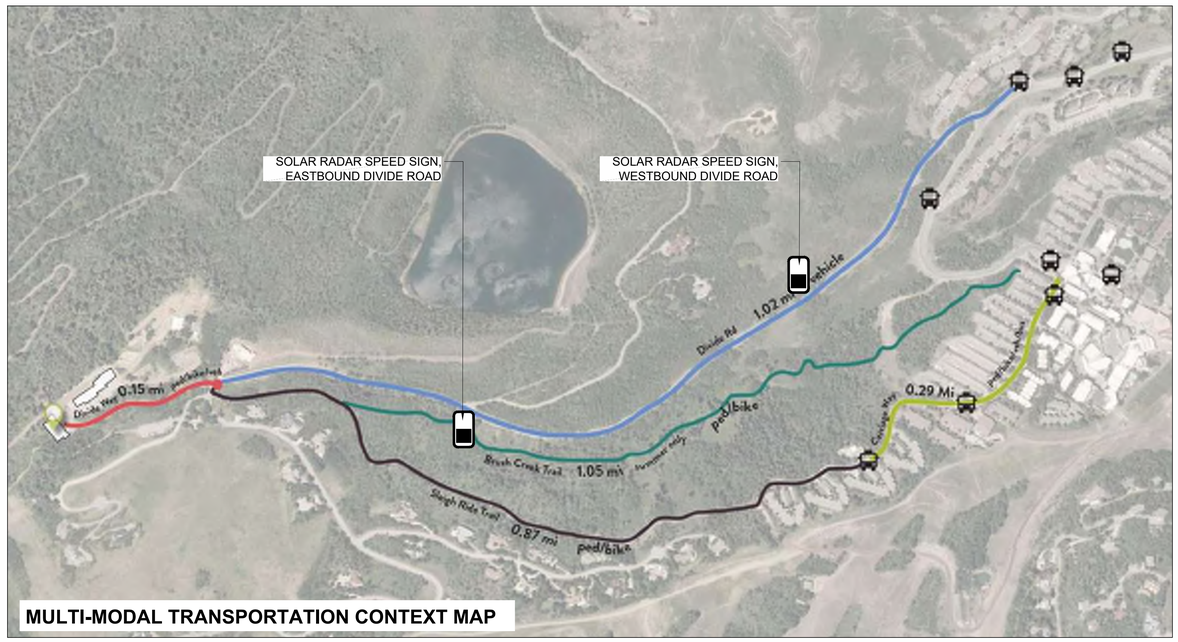
## MAINTAINED AREAS DIAGRAM

# L.1.13




**SCALE:** 1"=30'

0' 30' 60'




**MULTI-MODAL TRANSPORTATION CONTEXT MAP**

connect one DESIGN
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# SNOWMASS OPS EMPLOYEE HOUSING

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## TRANSPORTATION IMPROVEMENT PLAN

**L.1.14**

# APPENDIX A

# CIVIL SHEETS

## ABBREVIATIONS

| | |
|---|---|
| AASHTO | AMERICAN ASSOC. OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS |
| ABAN | ABANDON |
| AC | ASPHALTIC CONCRETE PAVING |
| ADDL | ADDITIONAL |
| ADDM | ADDENDUM |
| ADJ | ADJUSTABLE |
| AL | ALUMINUM |
| ALT | ALTERNATE |
| AMT | AMOUNT |
| APPROX | APPROXIMATE |
| ARCH | ARCHITECT(URAL) |
| ARV | AIR RELIEF VALVE |
| ASTM | AMERICAN SOCIETY FOR TESTING AND MATERIALS |
| ASPH | ASPHALT |
| ASSY | ASSEMBLY |
| ASYM | ASYMMETRICAL |
| AUTO | AUTOMATIC |
| AVG | AVERAGE |
| AWWA | AMERICAN WATER WORKS ASSOC. |
| | |
| BC | BACK OF CURB |
| BFV | BUTTERFLY VALVE |
| BG | FINISHED GRADE ADJACENT TO BOTTOM OF WALL |
| BLDG | BUILDING |
| BLK | BLOCK |
| BM | BENCH MARK |
| BMP | BEST MANAGEMENT PRACTICE |
| BS | BACKSIGHT |
| BOS | BOTTOM OF STEP |
| BOT | BOTTOM |
| BSMT | BASEMENT |
| BVCE | BEGIN VERTICAL CURVE ELEVATION |
| BVCS | BEGIN VERTICAL CURVE STATION |
| BW | BOTTOM OF WALL |
| | |
| CB | CATCH BASIN |
| CCW | COUNTER CLOCKWISE |
| CDOT | COLORADO DEPARTMENT OF TRANSPORTATION |
| CIP | CAST IRON PIPE |
| CJ | CONSTRUCTION JOINT |
| CL | CENTER LINE OR CHAIN LINK |
| CLR | CLEAR |
| CMP | CORRUGATED METAL PIPE |
| CMU | CONCRETE MASONRY UNIT |
| CO | CLEANOUT |
| CONC | CONCRETE |
| CONST | CONSTRUCTION |
| CONT | CONTINUOUS(ATION) |
| COR | CORNER |
| CR | CONCENTRIC REDUCER |
| CTR | CENTER |
| CY | CUBIC YARDS |
| | |
| DEMO | DEMOLITION |
| DET | DETAIL |
| DIA | DIAMETER |
| DIAG | DIAGONAL |
| DIP | DUCTILE IRON PIPE |
| DOM | DOMESTIC |
| DN | DOWN |
| DR | DRAIN |
| DWG | DRAWING |
| DWL | DOWEL |
| | |
| E | EAST |
| EA | EACH |
| ECC | ECCENTRIC |
| EJ | EXPANSION JT |
| EL | ELEVATION |
| ELB | ELBOW |
| ELEC | ELECTRICAL |
| ENGR | ENGINEER |
| EOP | EDGE OF PAVEMENT |
| EQ | EQUAL |
| EQUIP | EQUIPMENT |
| EQUIV | EQUIVALENT |
| ESMT | EASEMENT |
| EST | ESTIMATE |
| EVCE | END VERTICAL CURVE ELEVATION |
| EVCS | END VERTICAL CURVE STATION |
| EW | EACH WAY |
| EXP | JT EXPANSION JOINT |
| EXIST | EXISTING |
| | |
| FND | FOUNDATION |
| FES | FLARED END SECTION |
| FF | FINISH FLOOR |
| FG | FINISH GRADE |
| FH | FIRE HYDRANT |
| FL | FLOW LINE |
| FN | FENCE |
| FOC | FACE OF CONCRETE |
| FPM | FEET PER MINUTE |
| FPS | FEET PER SECOND |
| FT | FEET |
| FTG | FOOTING OR FITTING |
| | |
| G | GAS |
| GA | GAUGE |
| GAL | GALLON |
| GALV | GALVANIZED |
| GB | GRADE BREAK |
| GCO | GRADE CLEANOUT |
| GIP | GALVANIZED IRON PIPE |
| GND | GROUND |
| GPD | GALLONS PER DAY |
| GPM | GALLONS PER MINUTE |
| GR | GRATE |
| GRTG | GRATING |
| GSP | GALVANIZED STEEL PIPE |
| GV | GATE VALVE |
| | |
| H | HIGH |
| HB | HOSE BIB |
| HE | HORIZONTAL ELLIPTICAL |
| HDWL | HEADWALL |
| HNDRL | HAND RAIL |
| HORIZ | HORIZONTAL |
| HP | HIGH POINT |
| HR | HOUR |
| HVAC | HEATING, VENTILATION, AIR CONDITIONING |
| HWY | HIGHWAY |
| HWL | HIGH WATER LINE |
| HYD | HYDRANT |

| | |
|---|---|
| INCL | INCLUDED |
| ID | INSIDE DIAMETER |
| IN | INLET |
| INSUL | INSULATION |
| INV | INVERT |
| IRR | IRRIGATION |
| | |
| JTS | JOINTS |
| | |
| KO | KNOCKOUT |
| KPL | KICK PLATE |
| KWY | KEYWAY |
| | |
| L | LEFT OR LITER |
| LSCAPE | LANDSCAPE(ING) |
| LF | LINEAR FOOT |
| LP | LOW POINT OR LIGHT POLE |
| LT | LIGHT |
| LWL | LOW WATER LEVEL |
| | |
| MAINT | MAINTENANCE |
| MAN | MANUAL |
| MATL | MATERIAL |
| MAX | MAXIMUM |
| ME | MATCH EXISTING |
| MECH | MECHANICAL |
| MEP | MECHANICAL, ELECTRICAL, PLUMBING (ARCH) |
| MFR | MANUFACTURER |
| MH | MANHOLE |
| MIN | MINIMUM |
| MISC | MISCELLANEOUS |
| MJ | MECHANICAL JOINT |
| | |
| N | NORTH |
| NA | NOT APPLICABLE |
| NIC | NOT IN CONTRACT |
| NPT | NATIONAL PIPE THREAD |
| NTS | NOT TO SCALE |
| | |
| OS | OFFSET |
| OC | ON CENTER |
| OD | OUTSIDE DIAMETER |
| OPP | OPPOSITE |
| OPT | OPTIONAL |
| | |
| PC | POINT OF CURVATURE |
| PCO | PRESSURE CLEAN OUT |
| PCR | POINT OF CURVE RETURN |
| PI | POINT OF INTERSECTION |
| PVI | POINT OF VERTICAL INTERSECTION |
| PL | PROPERTY LINE |
| PE | POLYETHYLENE |
| PREFAB | PREFABRICATED |
| PRELIM | PRELIMINARY |
| PREP | PREPARATION |
| PROP | PROPOSED |
| PRV | PRESSURE REDUCING VALVE OR PRESSURE RELIEF VALVE |
| PSF | POUNDS PER SQUARE FOOT |
| PSI | POUNDS PER SQUARE INCH |
| PT | POINT OF TANGENCY |
| PV | PLUG VALVE |
| PVC | POLYVINYL CHLORIDE OR POINT OF VERTICAL CURVATURE |
| PVMT | PAVEMENT |
| | |
| QTY | QUANTITY |
| R | RIGHT |
| RAD | RADIUS |
| RCP | REINFORCED CONCRETE PIPE |
| RD | ROOF DRAIN |
| RE | REFERENCE |
| RECT | RECTANGULAR |
| REINF | REINFORCE (D) (ING) (MENT) |
| REQD | REQUIRED |
| ROW | RIGHT OF WAY |
| | |
| SAN | SANITARY |
| SC | SAWCUT |
| SD | STORM DRAIN |
| SECT | SECTION |
| SPD | STANDARD PROCTOR DENSITY |
| SPEC | SPECIFICATION |
| SQ | SQUARE |
| SQ IN | SQUARE INCH |
| SQ FT | SQUARE FOOT |
| SQ YD | SQUARE YARD |
| SS | SANITARY SEWER |
| SST | STAINLESS STEEL |
| STA | STATION |
| STD | STANDARD |
| STL | STEEL |
| STRUCT | STRUCTURAL |
| SVC | SERVICE |
| SWMP | STORMWATER MANAGEMENT PLAN |
| SYM | SYMMETRICAL |
| | |
| TB | THRUST BLOCK |
| TBC | TOP BACK OF CURB |
| TBM | TEMPORARY BENCH MARK |
| TEMP | TEMPORARY |
| TG | FINISHED GRADE ADJACENT TO TOP OF WALL |
| THK | THICK |
| TOB | TOP OF BANK |
| TOC | TOP OF CONCRETE OR TOP OF CURB |
| TOS | TOP OF STEP |
| TOT | TOTAL |
| TW | TOP OF WALL OR CAP OF WALL |
| TYP | TYPICAL |
| | |
| UBC | UNIFORM BUILDING CODE |
| UGE | UNDERGROUND ELECTRIC |
| UTIL | UTILITY |
| VERT | VERTICAL |
| VC | POINT OF VERTICAL CURVATURE |
| VCP | VITRIFIED CLAY PIPE |
| | |
| W | WIDE OR WIDTH |
| W/ | WITH |
| W/O | WITHOUT |
| WQCV | WATER QUALITY CONTROL VOLUME |
| WSE | WATER SURFACE ELEVATION |
| WW | WASTEWATER |
| | |
| X | SECT CROSS SECTION |
| XFMR | ELECTRICAL TRANSFORMER |
| | |
| YH | YARD HYDRANT |

## DESIGN LEGEND

- BENCHMARK
- MANHOLE
- AREA DRAIN
- COMBINATION INLET
- TYPE R INLET
- TYPE 13 FIELD INLET
- FLARED END SECTION W/ RIPRAP
- TEE W/ THRUST BLOCK
- BEND W/ THRUST BLOCK
- END CAP W/ THRUST BLOCK
- GATE VALVE
- BUTTERFLY VALVE
- REDUCER/INCREASER
- WATER METER
- FIRE HYDRANT
- SD — STORM - 12" AND SMALLER
- STORM - LARGER THAN 12"
- RD — ROOF DRAIN
- TD — TRENCH DRAIN
- UD — UNDERDRAIN
- SS — SANITARY SEWER - 12" AND SMALLER
- SANITARY SEWER - LARGER THAN 12"
- FM — FORCE MAIN
- W — WATER - 12" AND SMALLER
- WATER - LARGER THAN 12"
- NPW — NON POTABLE WATER
- PW — POTABLE WATER
- IRR — IRRIGATION - 12" AND SMALLER
- IRRIGATION - LARGER THAN 12"
- CATV — CABLE TV
- D — DRAIN
- E — ELECTRIC
- UE — UNDERGROUND ELECTRIC
- OE — OVERHEAD ELECTRIC
- T — TELEPHONE
- FO — FIBER OPTIC
- FUEL — FUEL
- G — GAS
- PVC — PVC PIPE (MISC)

- FENCE
- FLOW LINE OF DITCH OR WASH
- 5.0% — SLOPE ARROW
- + 03.54 — PROPOSED SPOT ELEVATION
- + 03.3 — EXIST SPOT ELEVATION
- 5220 — EXIST INDEX CONTOUR
- 5221 — EXIST INTERMEDIATE CONTOUR
- 20 — PROPOSED INDEX CONTOUR
- 21 — PROPOSED INTERMEDIATE CONTOUR
- CURB AND GUTTER
- SPILL/CATCH CURB TRANSITION
- SIGN W/ POST
- CURB RAMP
- SIDEWALK CHASE
- SIDEWALK
- CONCRETE PAVING
- HEAVY DUTY CONCRETE PAVING
- HEAVY DUTY ASPHALT PAVING
- LIGHT DUTY ASPHALT PAVING
- GRAVEL
- PROPOSED BUILDING
- BUILDING ACCESS
- RETAINING WALL
- BOULDER/ROCK WALL
- LIMITS OF SAWCUT
- LIMITS OF WORK
- EASEMENT LINE
- PROPERTY LINE
- ADJACENT PROPERTY LINE/ROW
- MATCHLINE

### DETAIL TITLE

DETAIL TITLE
SCALE

1 / .

- DETAIL NUMBER IDENTIFICATION
- SHEET WHERE THE SECTION OR ELEVATION IS CUT OR CALLED OUT - INDICATES SAME DRAWING

1 / C1.0

- DETAIL NUMBER IDENTIFICATION
- SHEET WHERE THE DETAIL IS DRAWN - INDICATES SAME DRAWING

### SECTION CALLOUT

A / .

- SECTION NUMBER IDENTIFICATION
- SHEET WHERE THE SECTION IS - INDICATES SAME DRAWING

### DETAIL MARKER

- REVISION CLOUD
- REVISION NUMBER

## SURVEY LEGEND

- W — WATER LINE
- WV — WATER VALVE
- WM — WATER METER
- FIRE HYDRANT
- SS — SANITARY SEWER LINE
- SANITARY SEWER MANHOLE
- SD — STORM DRAINAGE LINE
- STORM DRAINAGE MANHOLE
- CURB INLET
- UE — UNDERGROUND ELECTRICAL LINE
- OE — OVERHEAD ELECTRICAL LINE
- ELECTRICAL POLE
- GUY WIRE
- ELECTRICAL TRANSFORMER
- ER — ELECTRICAL RISER
- EV — ELECTRIC VAULT
- LIGHT POLE
- DECORATIVE LIGHT
- FO — FIBEROPTIC LINE
- T — TELEPHONE LINE
- TR — TELEPHONE RISER
- G — GAS LINE
- INDICATION OF ACCESS
- BUILDING

- BM — BENCHMARK AS DESCRIBED
- FOUND MONUMENT
- FOUND MONUMENT
- TS — TEST CP
- (m) — UTILITY LOCATED FROM MAP
- (AM) — AS MEASURED AT TIME OF SURVEY
- (C) — CALCULATED FROM RECORD AND AS MEASURED INFORMATION
- (P) — PLAT
- (R) — RECORDED
- MB — MAILBOX
- CONCRETE
- EDGE OF ASPHALT
- GRAVEL
- X — FENCE
- GUARDRAIL
- BOLLARD
- SIGN
- X" /X' — CONIFEROUS TREE (TRUNK DIAMETER/DRIP LINE RADIUS)
- X" /X' — DECIDUOUS TREE (TRUNK DIAMETER/DRIP LINE RADIUS)
- BOULDER

NOTE: SHADED ITEMS REPRESENT EXIST FEATURES

811 Know what's below. Call before you dig.

## GENERAL NOTES

1. ALL MATERIALS AND WORKMANSHIP SHALL BE IN CONFORMANCE WITH THE LATEST STANDARDS AND SPECIFICATIONS OF THE TOWN OF SNOWMASS VILLAGE, SNOWMASS WATER AND SANITATION DISTRICT, COLORADO DEPARTMENT OF TRANSPORTATION, ROARING FORK FIRE RESCUE FIRE PROTECTION REQUIREMENTS, AND APPLICABLE STATE AND LOCAL STANDARDS AND SPECIFICATIONS. THE CONTRACTOR SHALL HAVE IN POSSESSION AT THE JOB SITE AT ALL TIMES ONE (1) SIGNED COPY OF APPROVED PLANS, STANDARDS AND SPECIFICATIONS. CONTRACTOR SHALL CONSTRUCT AND MAINTAIN EMERGENCY ACCESS ROUTES TO THE SITE AND STRUCTURE AT ALL TIMES PER THE APPLICABLE ROARING FORK FIRE RESCUE FIRE PROTECTION DISTRICT REQUIREMENTS. THE CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL FOR ANY VARIANCE TO THE ABOVE DOCUMENTS. NOTIFY ENGINEER OF ANY CONFLICTING STANDARDS OR SPECIFICATIONS. IN THE EVENT OF ANY CONFLICTING STANDARD OR SPECIFICATION, THE MORE STRINGENT OR HIGHER QUALITY STANDARD, DETAIL OR SPECIFICATION SHALL APPLY.
2. THE CONTRACTOR SHALL OBTAIN, AT THEIR OWN EXPENSE, ALL APPLICABLE CODES, LICENSES, STANDARD SPECIFICATIONS, PERMITS, BONDS, ETC., WHICH ARE NECESSARY TO PERFORM THE PROPOSED WORK, INCLUDING, BUT NOT LIMITED TO A LOCAL AND STATE GROUNDWATER DISCHARGE AND COLORADO DEPARTMENT OF HEALTH AND ENVIRONMENT (CDPHE) STORMWATER DISCHARGE PERMIT ASSOCIATED WITH CONSTRUCTION ACTIVITY.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE REQUIRED PARTY AT LEAST 48 HOURS PRIOR TO START OF ANY CONSTRUCTION, PRIOR TO BACKFILLING, AND AS REQUIRED BY JURISDICTIONAL AUTHORITY AND/OR PROJECT SPECIFICATIONS. THE CONTRACTOR SHALL CONTINUE WITH NOTIFICATIONS THROUGHOUT THE PROJECT AS REQUIRED BY THE STANDARDS AND SPECIFICATIONS.
4. THE LOCATIONS OF EXISTING UTILITIES ARE SHOWN IN THE APPROXIMATE LOCATION BASED ON INFORMATION BY OTHERS. NOT ALL UTILITIES MAY BE SHOWN. THE CONTRACTOR SHALL DETERMINE THE EXACT SIZE, LOCATION AND TYPE OF ALL EXISTING UTILITIES WHETHER SHOWN OR NOT BEFORE COMMENCING WORK. THE ENGINEER AND/OR OWNER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS SHOWN ON PLANS. THE CONTRACTOR SHALL BE FULLY AND SOLELY RESPONSIBLE FOR ANY AND ALL DAMAGES AND COSTS WHICH MIGHT OCCUR BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES. THE CONTRACTOR SHALL NOTIFY ALL PUBLIC AND PRIVATE UTILITY COMPANIES AND DETERMINE THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO PROCEEDING WITH GRADING AND CONSTRUCTION. ALL WORK PERFORMED IN THE AREA OF UTILITIES SHALL BE PERFORMED AND INSPECTED ACCORDING TO THE REQUIREMENTS OF THE UTILITY OWNER. LIKEWISE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND MAPPING ANY EXISTING UTILITY (INCLUDING DEPTH) WHICH MAY CONFLICT WITH THE PROPOSED CONSTRUCTION, AND FOR RELOCATING ENCOUNTERED UTILITIES AS DIRECTED BY THE ENGINEER. CONTRACTOR SHALL CONTACT AND RECEIVE APPROVAL FROM SNOWMASS WATER AND SANITATION DISTRICT AND HOLY CROSS ENERGY BEFORE RELOCATING ANY ENCOUNTERED UTILITIES. CONTRACTOR RESPONSIBLE FOR SERVICE CONNECTIONS, AND RELOCATING AND RECONNECTING AFFECTED UTILITIES AS COORDINATED WITH UTILITY OWNER AND/OR ENGINEER, INCLUDING NON-MUNICIPAL UTILITIES (TELEPHONE, GAS, CABLE, ETC., WHICH SHALL BE COORDINATED WITH THE UTILITY OWNER). THE CONTRACTOR SHALL IMMEDIATELY CONTACT ENGINEER UPON DISCOVERY OF A UTILITY DISCREPANCY OR CONFLICT. AT LEAST 48 HOURS PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY NOTIFICATION CENTER OF COLORADO (1-800-922-1987, WWW.UNCC.ORG). SEE SURVEY UTILITY LOCATION INFORMATION BELOW.
5. THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS AT AND ADJACENT TO THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING THE PERFORMANCE OF THE WORK. THE CONTRACTOR SHALL PREPARE A TRAFFIC CONTROL PLAN FOR OWNER AND/OR CITY APPROVAL AND PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FENCING, FLAGMEN OR OTHER DEVICES NECESSARY TO PROVIDE FOR PUBLIC SAFETY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR AGREES TO COMPLY WITH THE PROVISIONS OF THE TRAFFIC CONTROL PLAN AND THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES," PART VI, FOR CONSTRUCTION SIGNAGE AND TRAFFIC CONTROL. ALL TEMPORARY AND PERMANENT TRAFFIC SIGNS SHALL COMPLY TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) WITH REGARD TO SIGN SHAPE, COLOR, SIZE, LETTERING, ETC. UNLESS OTHERWISE SPECIFIED. IF APPLICABLE, PART NUMBERS ON SIGNAGE DETAILS REFER TO MUTCD SIGN NUMBERS.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ANY GROUNDWATER ENCOUNTERED DURING THE CONSTRUCTION OF ANY PORTION OF THIS PROJECT. GROUNDWATER SHALL BE PUMPED, PIPED, REMOVED AND DISPOSED OF IN A MANNER WHICH DOES NOT CAUSE FLOODING OF EXISTING STREETS NOR EROSION ON ABUTTING PROPERTIES IN ORDER TO CONSTRUCT THE IMPROVEMENTS SHOWN ON THESE PLANS. GROUNDWATER TO BE PUMPED SHALL BE TESTED, PERMITTED, AND PUMPED PER THE STATE OF COLORADO AND LOCAL GROUNDWATER DISCHARGING PERMIT REQUIREMENTS.
7. RIM AND GRATE ELEVATIONS SHOWN ON PLANS ARE APPROXIMATE ONLY AND ARE NOT TO BE TAKEN AS FINAL ELEVATIONS. THE CONTRACTOR SHALL ADJUST RIMS AND OTHER IMPROVEMENTS TO MATCH FINAL PAVEMENT AND FINISHED GRADE ELEVATIONS. ALL MANHOLES SHALL BE FINAL ADJUSTED AFTER PAVING SUCH THAT THE RIM IS ¼" TO ½" BELOW FINISHED ASPHALT. MANHOLES IN UNPAVED AREAS SHALL BE SET SO THAT THE RIM IS 6" ABOVE FINISHED GRADE.
8. THE EXISTING AND PROPOSED ELEVATIONS OF FLATWORK, SIDEWALKS, CURBS, THRESHOLDS, PAVING, ETC. AS SHOWN HEREON ARE BASED ON EXTRAPOLATION OF FIELD SURVEY DATA, EXISTING CONDITIONS, AND DATA PROVIDED BY OTHERS. AT CRITICAL AREAS AND SITE FEATURES, CONTRACTOR SHALL HAVE FORMWORK INSPECTED AND APPROVED BY OWNER, OWNER'S REPRESENTATIVE, OR ENGINEER PRIOR TO PLACING CONCRETE. MINOR ADJUSTMENTS, AS APPROVED, TO PROPOSED GRADES, INVERTS, ETC. MAY BE REQUIRED TO PREVENT PONDING OR SLOPE NOT IN CONFORMANCE WITH MUNICIPAL STANDARDS. ALL FLATWORK MUST PREVENT PONDING AND PROVIDE POSITIVE DRAINAGE AWAY FROM EXISTING AND PROPOSED BUILDINGS, WALLS, ROOF DRAIN OUTFALLS, ACROSS DRIVES AND WALKS, ETC., TOWARDS THE PROPOSED INTENDED DRAINAGE FEATURES AND CONVEYANCES.
9. FINAL LIMITS OF REQUIRED ASPHALT SAWCUTTING AND PATCHING MAY VARY FROM LIMITS SHOWN ON PLANS. CONTRACTOR TO PROVIDE SAWCUT AND PATCH WORK TO ACHIEVE POSITIVE DRAINAGE AND A SMOOTH TRANSITION TO EXISTING ASPHALT WITHIN SLOPES ACCEPTABLE TO THE ENGINEER AND WITHIN MUNICIPAL STANDARDS. CONTRACTOR SHALL PROVIDE ADDITIONAL SAWCUTTING AND PATCHING AT UTILITY WORK, CONNECTION POINTS TO EXISTING PAVEMENT AND FEATURES, ETC. THAT MAY NOT BE DELINEATED ON PLANS.
10. ANY EXISTING MONITORING WELLS, CLEANOUTS, VALVE BOXES, ETC. TO BE PROTECTED AND TO REMAIN IN SERVICE. IF FEATURES EXIST, EXTEND OR LOWER TO FINAL SURFACE WITH LIKE KIND CAP WITH STANDARD CAST ACCESS LID WITH SAME MARKINGS. IN LANDSCAPED AREAS PROVIDE A CONCRETE COLLAR (18"x18"x6" THICK) AT ALL EXISTING AND PROPOSED MONITORING WELLS, CLEANOUTS, VALVE BOXES, ETC.
11. OWNER TO APPROVE ALL PRIVATE CONCRETE FINISHING, JOINT PATTERNS AND COLORING REQUIREMENTS PRIOR TO CONSTRUCTION. SUBMIT JOINT LAYOUT PLAN TO OWNER FOR APPROVAL PRIOR TO CONSTRUCTION.
12. PIPE LENGTHS AND HORIZONTAL CONTROL POINTS SHOWN ARE FROM CENTER OF STRUCTURES, END OF FLARED END SECTIONS, ETC. SEE STRUCTURE DETAILS FOR EXACT HORIZONTAL CONTROL LOCATION. CONTRACTOR IS RESPONSIBLE FOR ADJUSTING ACTUAL PIPE LENGTHS TO ACCOUNT FOR STRUCTURES AND LENGTH OF FLARED END SECTIONS.
13. ALL SURPLUS MATERIALS, TOOLS, AND TEMPORARY STRUCTURES, FURNISHED BY THE CONTRACTOR, SHALL BE REMOVED FROM THE PROJECT SITE BY THE CONTRACTOR. ALL DEBRIS AND RUBBISH CAUSED BY THE OPERATIONS OF THE CONTRACTOR SHALL BE REMOVED, AND THE AREA OCCUPIED DURING CONSTRUCTION ACTIVITIES SHALL BE RESTORED TO ITS ORIGINAL CONDITION, WITHIN 48 HOURS OF PROJECT COMPLETION, UNLESS OTHERWISE DIRECTED BY THE MUNICIPALITY OR OWNER'S REPRESENTATIVE.
14. THE CONTRACTOR IS REQUIRED TO PROVIDE AND MAINTAIN EROSION AND SEDIMENT CONTROL MEASURES IN ACCORDANCE WITH THE LOCAL JURISDICTION, THE STATE OF COLORADO, MILE HIGH FLOOD DISTRICT "URBAN STORM DRAINAGE CRITERIA MANUAL VOLUME 3", THE M-STANDARD PLANS OF THE COLORADO DEPARTMENT OF TRANSPORTATION, AND THE APPROVED EROSION CONTROL PLAN. JURISDICTIONAL AUTHORITY MAY REQUIRE THE CONTRACTOR TO PROVIDE ADDITIONAL EROSION CONTROL MEASURES AT THE CONTRACTOR'S EXPENSE DUE TO UNFORESEEN EROSION PROBLEMS OR IF THE PLANS DO NOT FUNCTION AS INTENDED. THE CONTRACTOR IS RESPONSIBLE FOR PROHIBITING SILT AND DEBRIS LADEN RUNOFF FROM LEAVING THE SITE, AND FOR KEEPING ALL PUBLIC AREAS FREE OF MUD AND DEBRIS. THE CONTRACTOR IS RESPONSIBLE FOR RE-ESTABLISHING FINAL GRADES AND FOR REMOVING ACCUMULATED SEDIMENTATION FROM ALL AREAS INCLUDING SWALES AND DETENTION/WATER QUALITY AREAS. CONTRACTOR SHALL REMOVE TEMPORARY EROSION CONTROL MEASURES AND REPAIR AREAS AS REQUIRED AFTER VEGETATION IS ESTABLISHED AND ACCEPTED BY OWNER AND MUNICIPALITY.
15. ADA COMPLIANCE: THE CROSS-SLOPE OF ALL WALKS MUST BE LESS THAN 1:48 (2.0%) PERPENDICULAR TO DIRECTION OF TRAVEL. RUNNING SLOPE OF ACCESSIBLE WALKS MUST BE NOT STEEPER THAN 1:20 (5.0%) IN DIRECTION OF TRAVEL. MAXIMUM GRADE OF ACCESSIBLE CURB RAMPS AND RAMPS IS 1:12 (8.3%). CURB RAMPS SHALL PROVIDE A LANDING AT THE TOP AND RAMP RUNS PROVIDE LANDINGS AT THE BOTTOM AND TOP OF EACH RAMP RUN AT A SLOPE NOT TO EXCEED 1:48. RAMPS RUNS EXCEEDING SIX INCHES SHALL INCLUDE HANDRAILS. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL NOT EXCEED 1:48 IN ALL DIRECTIONS. CONTRACTOR SHALL NOTIFY ENGINEER PRIOR TO PLACEMENT OF FLATWORK OF SITE CONDITIONS OR DISCREPANCIES WHICH PREVENT TYPICAL REQUIRED GRADES FROM BEING ACHIEVED. ALL RAMPS, STAIRS, EDGE PROTECTION, AND RAILINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH CURRENT ADA STANDARDS. ACCESSIBLE CURB RAMPS SHALL CONFORM TO THE CDOT M-STANDARDS (SEE DETAIL M-608-1, ETC). ACCESSIBLE FEATURE WITHIN THE PUBLIC RIGHTS-OF-WAY SHALL BE CONSTRUCTED TO CONFORM TO THE LOCAL AUTHORITY HAVING JURISDICTION REQUIREMENTS.
16. PROTECT ALL TREES AND VEGETATION. PLACE CONSTRUCTION FENCING AT DRIP LINE OF TREES AND PLANTS NEAR THE WORK ZONE. DEEP WATER TREES WEEKLY. HAND EXCAVATION REQUIRED AT ROOT ZONES WHERE PROPOSED PAVING OR UTILITY WORK IS WITHIN DRIPLINE OF TREES.
17. LOCATIONS OF CLEANOUTS, LIGHTS, SIGNAGE, JUNCTION BOXES, AND OTHER SIGNIFICANT SITE FEATURES TO BE STAKED FOR ENGINEER AND OR OWNER APPROVAL PRIOR TO WORK. CLEANOUTS, JUNCTION BOXES, AND ADJACENT GRADES TO BE RAISED ONE-HALF INCH AT ASPHALT/CONCRETE (OR 1" AT LANDSCAPING) TO PROVIDE POSITIVE DRAINAGE AWAY FROM FEATURES.
18. SURVEY INFORMATION:
    - 18.1. BENCHMARK INFORMATION: TOPOGRAPHIC INFORMATION WAS PROVIDED BY TRUE NORTH COLORADO, LLC. SEE ASPEN SKIING COMPANY, LLC & TOWN OF SNOWMASS VILLAGE EXISTING CONDITIONS SURVEY DATED 07/26/2024, REVISED ON 05/05/2025. PROJECT BENCHMARK: FOUND 2-1/2" GLO BRASS CAP (AP2-TRACT 50 & AP1-TRACT 53) AT ELEVATION 8865.97. THE DATUM IS PER SURVEY. COORDINATE AND VERIFY ALL VERTICAL AND HORIZONTAL DATA SHOWN IN SURVEY AND REPORT ANY IRREGULARITIES OR DISCREPANCIES TO ENGINEER PRIOR TO CONSTRUCTION.
    - 18.2. BASIS OF BEARINGS: SEE PLANS.
    - 18.3. HORIZONTAL CONTROL INFORMATION: HORIZONTAL CONTROL COORDINATES ARE BASED ON THE REFERENCED SURVEY AND ARE PROVIDED BY THE FOLLOWING POINTS AS SHOWN ON THE PLANS:

      CP-__ N_____.__ E_____.__ ELEV_____.__ <USE DESCRIPTION IF NO CP OR CP NUMBER IS GIVEN>
      CP-__ N_____.__ E_____.__ ELEV_____.__ <USE DESCRIPTION IF NO CP OR CP NUMBER IS GIVEN>
      CP-__ N_____.__ E_____.__ ELEV_____.__ <USE DESCRIPTION IF NO CP OR CP NUMBER IS GIVEN>

    - 18.4 SURVEY UTILITY LOCATION INFORMATION PER THE SURVEYOR: SUBSURFACE UTILITIES ARE SHOWN IN APPROXIMATE HORIZONTAL AND VERTICAL LOCATIONS CONSISTENT WITH ASCE 38-02 QUALITY LEVEL "B" (INFORMATION OBTAINED BY THE APPLICATION OF APPROPRIATE SURFACE GEOPHYSICAL METHODS TO DETERMINE THE EXISTENCE AND HORIZONTAL POSITION OF VIRTUALLY ALL UTILITIES WITHIN THE PROJECT LIMITS. THE INFORMATION OBTAINED IN THIS MANNER IS SURVEYED TO PROJECT CONTROL.) AND QUALITY LEVEL "C" (INFORMATION OBTAINED BY SURVEYING AND PLOTTING VISIBLE ABOVE-GROUND UTILITY FEATURES AND BY USING PROFESSIONAL JUDGMENT IN CORRELATING THIS INFORMATION TO QUALITY LEVEL D; INFORMATION DERIVED FROM EXISTING RECORDS OR ORAL RECOLLECTIONS), AND BASED ON FIELD MEASUREMENTS PROVIDED BY THE OWNER AND THE CONTRACTOR. SUBSURFACE UTILITIES ARE NOT DEPICTED TO THE EXTENT SET FORTH IN ASCE 38-02 QUALITY LEVELS "A" (INFORMATION OBTAINED THROUGH THE NONDESTRUCTIVE EXPOSURE OF UNDERGROUND UTILITIES, AND ALSO PROVIDES THE TYPE, SIZE, CONDITION, MATERIAL AND OTHER CHARACTERISTICS OF UNDERGROUND FEATURES.). TO THE EXTENT DEEMED NECESSARY FOR THE PROTECTION OF PERSONS AND PROPERTY, POTHOLING OR OTHER PRECISE MAPPING MAY BE COMPLETED TO CONFIRM THE EXACT LOCATION OF ANY SUBSURFACE UTILITIES. NOTIFY OWNER AND ENGINEER WITH ALL UTILITY INFORMATION PRIOR TO CONSTRUCTION.VISIT HTTPS://WWW.FHWA.DOT.GOV/PROGRAMADMIN/SUEINDEX.CFM FOR MORE INFORMATION.
19. THE CONTRACTOR AT THE CONTRACTORS EXPENSE SHALL FURNISH THE OWNER AND ENGINEER OF RECORD A COMPLETE SET OF CONSTRUCTION RECORD DRAWINGS ("AS-BUILTS") FOR THE CONSTRUCTED IMPROVEMENTS. THE AS-BUILT SET SHALL SHOW SUFFICIENT DIMENSION TIES TO PERMANENT SURFACE FEATURES OR NORTHING/EASTING POINTS FOR ALL BURIED FACILITIES TO ALLOW FOR FUTURE LOCATING. THE AS-BUILT SET SHALL SHOW AS-BUILT CONTOURS AND ELEVATIONS OF ASPHALT AND CONCRETE FLATWORK, FLOWLINES, GRADE BREAKS, STAIRS, CROSS-SLOPES, HIGH AND LOW POINTS, AND ADDITIONAL ELEVATIONS TO DEMONSTRATE IMPROVEMENTS WERE CONSTRUCTED PER PLANS. THE AS-BUILT SET SHALL SHOW ELEVATIONS OF ALL DETENTION/WATER QUALITY FACILITIES, INCLUDING BUT NOT LIMITED TO BERMS, SPILLWAYS, BASIN BOTTOM, PIPE INVERTS, AND CONTROL STRUCTURE FEATURES (AS SURVEYED AND STAMPED BY A CERTIFIED P.L.S.). THE AS-BUILT SET SHALL ALSO INCLUDE ELEVATIONS OF MANHOLES, PIPES, INLETS, GRATES, AND SIZES OF ALL UTILITIES. THE AS-BUILT SET SHALL SHOW ANY AND ALL VARIATIONS FROM THE APPROVED PLAN. ENGINEER WILL PRODUCE FINAL RECORD DRAWINGS.


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| NO. | DATE | DES'D | DWN |
|---|---|---|---|
| 1 | 6/4/25 | AJC | AJC |
| 0 | 9/1/24 | AJC | AJC |

REVISION DESCRIPTION
SKETCH PLAN
PRELIMINARY PLAN

PRELIMINARY NOT FOR CONSTRUCTION

| | |
|---|---|
| DESIGNED BY: | AJC/RMM |
| DRAWN BY: | AJC/CCE |
| CHECKED BY: | JLS |
| JOB #: | 240949.CIV |
| DATE: | 06/04/2025 |

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SNOWMASS OPS EMPLOYEE HOUSING
1001 DIVIDE RD
SNOWMASS VILLAGE, CO 81615

GENERAL LEGEND, NOTES AND ABBREVIATIONS

SHEET NO.
C0.1

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## DEMOLITION NOTES:

1. CONTRACTOR TO FIELD VERIFY ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. REFER TO GENERAL NOTES FOR UTILITY LOCATION AND PROTECTION.
2. ACTUAL LIMITS MAY VARY. CONTRACTOR IS RESPONSIBLE FOR ADJUSTING LIMITS OF DEMOLITION AND CONSTRUCTION AS NECESSARY. COORDINATE DEMOLITION REQUIREMENTS, LIMITS OF DEMOLITION, SALVAGE ITEMS, PROTECTION OF ITEMS TO REMAIN, TREES, FENCING, ETC. WITH OWNER, ARCHITECT, ENGINEER, AND RELEVANT CONSTRUCTION AND PHASING PLANS.
3. IF PARTIAL BUILDING DEMOLITION IS REQUIRED, CONTRACTOR TO PROTECT ARCHITECTURAL AND STRUCTURAL ELEMENTS CONNECTED TO BUILDING. REFER TO ARCHITECT AND APPLICABLE ENGINEERS FOR DETAILED BUILDING DEMOLITION INFORMATION INCLUDING, COLUMNS, STOOPS, FOOTINGS, ETC.
4. REPLACE EXISTING FLATWORK AT UTILITY TRENCHES AS REQUIRED.
5. ALL SAWCUTTING AND PAVEMENT REMOVAL SHOULD BE TO THE NEAREST JOINT.
6. ALL DRY UTILITY AND ELECTRIC DEMOLITION OR RELOCATION SHOULD BE COORDINATED WITH PROPERTY OWNER, UTILITY OWNER, MECHANICAL ENGINEER, AND ARCHITECT PRIOR TO CONSTRUCTION.
7. ALL NECESSARY EROSION AND SEDIMENTATION CONTROLS MUST BE INSTALLED PRIOR TO SITE DISTURBANCE.
8. CONTRACTOR TO COMPLY WITH ALL REGULATORY REQUIREMENTS FOR HAZARDOUS MATERIAL REMOVAL AND DISPOSAL.
9. REFER TO GENERAL NOTES FOR TREE PROTECTION. COORDINATE WITH LANDSCAPE ARCHITECT FOR TREE REMOVAL.
10. CONTRACTOR TO MAINTAIN SAFE PEDESTRIAN ACCESS. PROVIDE TEMPORARY ROUTE AND SIGNAGE AS NEEDED.
11. CONTRACTOR TO TAKE NECESSARY PRECAUTIONS TO PROTECT AND MAINTAIN SERVICES DURING CONSTRUCTION.
12. CONTRACTOR TO REPAIR/REPLACE ALL DAMAGE TO EXISTING FLATWORK OR SITE FEATURES NOT INTENDED FOR DEMOLITION.

## DEMOLITION LEGEND

- DEMO SUBSURFACE FEATURE
- DEMO SURFACE FEATURE
- DEMO BUILDING
- ABANDON SUBSURFACE FEATURE
- LIMITS OF SAWCUT
- REMOVE EXISTING TREE
- PROTECT EXISTING TREE

DEMO 18" CMP STORM FOR PROPOSED UNDERGROUND DETENTION FACILITY

REMOVE AND RELOCATE EXISTING FIRE HYDRANT AND WATER LINE

REMOVE AND REPLACE 113 LF GUARDRAIL

LIMITS OF SAWCUT

CONTRACTOR TO REALIGN EXISTING ELECTRIC CONDUITS AS REQUIRED. COORDINATE WITH HOLY CROSS

REMOVE AND RELOCATE EXISTING FIRE HYDRANT AND WATER LINE

RELOCATE EXIST ELEC SPLICE VAULT

LIMITS OF SAWCUT (TYP)

REMOVE EXIST TREES (RE:LSCAPE, TYP)

DEMO EXIST ASPHALT PAVING FOR NEW ROAD ALIGNMENT (TYP)

PROTECT ALL EXIST UTILITIES IN DIVIDE WAY FROM ROAD STA 5+60, EASTWARD.

DEMO EXIST 10" CPP STORM LINE

DEMO EXIST RETAINING WALL

PROTECT EXIST TREES NEAR WORK LIMITS (RE:LSCAPE, TYP)

DEMO EXIST GRAVEL PARKING FOR NEW ROAD ALIGNMENT (TYP)

PROTECT EXIST IRR LINE (CONTRACTOR TO VERIFY LOCATION AT START OF CONSTRUCTION AND LOWER, IF NECESSARY)

DIVIDE ROAD (60' ROW)

DIVIDE WAY

PINON DRIVE (60' ROW)

LOT 47

LOT 51
0.729± ACRES

LOT 44

LOT 45

LOT 46

LOT 47

LOT 48

LOT 49

LOT 50

LOT 51

LOT 52

LOT 53

LOT 54

LOT 55

LOT 56

LOT 57

LOT 58

LOT 59

LOT 60

LOT 61

LOT 62

LOT 63

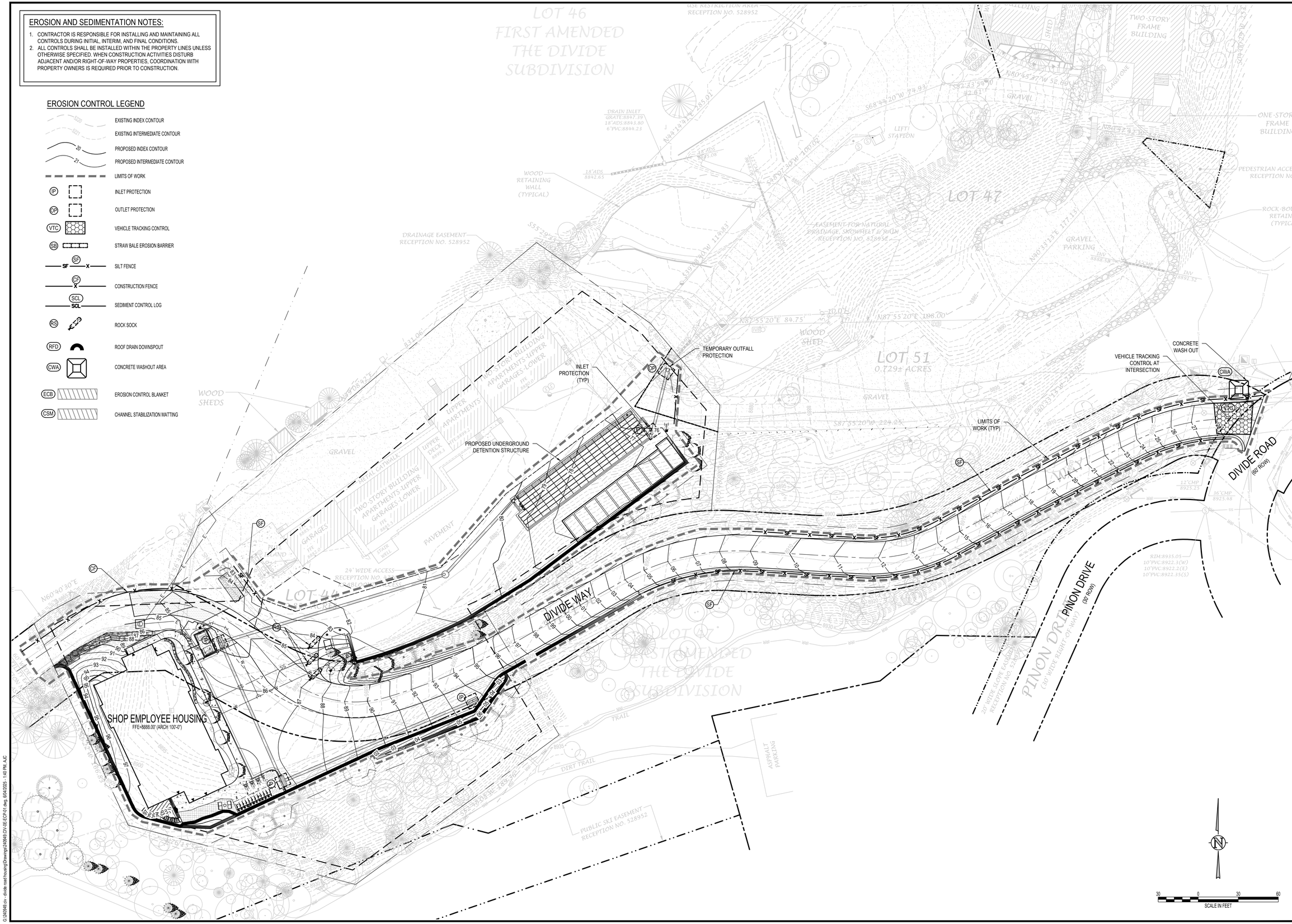
LOT

## EROSION AND SEDIMENTATION NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR INSTALLING AND MAINTAINING ALL CONTROLS DURING INITIAL, INTERIM, AND FINAL CONDITIONS.
2. ALL CONTROLS SHALL BE INSTALLED WITHIN THE PROPERTY LINES UNLESS OTHERWISE SPECIFIED. WHEN CONSTRUCTION ACTIVITIES DISTURB ADJACENT AND/OR RIGHT-OF-WAY PROPERTIES, COORDINATION WITH PROPERTY OWNERS IS REQUIRED PRIOR TO CONSTRUCTION.

## EROSION CONTROL LEGEND

- EXISTING INDEX CONTOUR
- EXISTING INTERMEDIATE CONTOUR
- PROPOSED INDEX CONTOUR
- PROPOSED INTERMEDIATE CONTOUR
- LIMITS OF WORK
- (IP) INLET PROTECTION
- (OP) OUTLET PROTECTION
- (VTC) VEHICLE TRACKING CONTROL
- (SB) STRAW BALE EROSION BARRIER
- (SF) SILT FENCE
- (CF) CONSTRUCTION FENCE
- (SCL) SEDIMENT CONTROL LOG
- (RS) ROCK SOCK
- (RFD) ROOF DRAIN DOWNSPOUT
- (CWA) CONCRETE WASHOUT AREA
- (ECB) EROSION CONTROL BLANKET
- (CSM) CHANNEL STABILIZATION MATTING





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EROSION CONTROL PLAN

SHEET NO.
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# STORMWATER MANAGEMENT PLAN (SWMP)

THIS STORMWATER MANAGEMENT PLAN IS TO BE RETAINED AND MAINTAINED ONSITE INCLUDING FINAL LANDSCAPING PLANS AND ANY OTHER EROSION CONTROL DOCUMENTATION. A SWMP ADMINISTRATOR WILL BE DESIGNATED BY THE CONTRACTOR AND IS RESPONSIBLE FOR DEVELOPING, IMPLEMENTING, MAINTAINING, AND REVISING THIS SWMP. THE SWMP ADMINISTRATOR IS THE CONTACT FOR ALL SWMP-RELATED ISSUES AND IS RESPONSIBLE FOR ITS ACCURACY, COMPLETENESS, AND IMPLEMENTATION. THE FOLLOWING HAS BEEN DESIGNATED AS THE SWMP ADMINISTRATOR FOR THIS PROJECT:

NAME: _____

CONTACT INFO: _____

_____

THE SITE IS LOCATED AT ACROSS FROM 1001 DIVIDE ROAD, AND AT APPROXIMATELY 39°N 12' 17" LATITUDE, 106°W 58' 23" LONGITUDE. THE PROPOSED PROJECT CONSISTS OF UTILITY SERVICE CONNECTIONS, BUILDING CONSTRUCTION, PAVING OF SIDEWALKS, PARKING LOTS, ENTRANCE DRIVES, ROADWAY IMPROVEMENTS AND UTILITY INFRASTRUCTURE CONSTRUCTION IN THE TOWN OF SNOWMASS VILLAGE. THE TOTAL SITE AREA IS APPROXIMATELY 3.65 ACRES WITH AT TOTAL DISTURBANCE OF 1.62 ACRES. NO AREAS GREATER THAN 40 ACRES SHALL BE DISTURBED AT ANY GIVEN TIME. NO CONSTRUCTION ACTIVITIES SHALL OCCUR OFFSITE OR OUTSIDE OF THE CONSTRUCTION LIMITS SHOWN ON THE CONSTRUCTION DOCUMENTS. THE SEQUENCE OF CONSTRUCTION STARTS IS AS FOLLOWS:

| PHASE | ESTIMATED | ACTUAL |
|---|---|---|
| CONSTRUCTION START | MONTH YEAR | _____ |
| ROAD AND OVERLOT GRADING | MONTH YEAR | _____ |
| UTILITY CONSTRUCTION | MONTH YEAR | _____ |
| BUILDING CONSTRUCTION | MONTH YEAR | _____ |
| PAVING | MONTH YEAR | _____ |
| SITE RESTORATION | MONTH YEAR | _____ |

THE EXISTING SITE CONSISTS OF PARTLY DEVELOPED LAND AND PARTLY NATIVE GRASSLAND AND VEGETATION AND IS APPROXIMATELY 49% COVERED WITH VEGETATIVE GROUND COVER. THE ESTIMATED HISTORIC AND DEVELOPED RUNOFF COEFFICIENTS ARE 0.71 AND 0.82, RESPECTIVELY.

OFFSITE RUNOFF FLOWS ONTO THE PROPERTY EITHER DOWN THE EXISTING DIVIDE WAY ALIGNMENT FLOWING SOUTHWEST FROM THE DIVIDE ROAD INTERSECTION OR FLOWS DOWN THE HILL SOUTH OF THE PROPOSED WORK AREA. ONSITE FLOWS CURRENTLY FLOW TOWARDS A LOW POINT AT THE EAST END OF THE EXISTING VMF FACILITY PARKING LOT AND RUNOFF GETS PIPED OFF SITE TO THE NORTHEAST. ONSITE DETENTION IS PROVIDED AT AN EXISTING POND OT THE NORTHEAST OF THE VMF FACILITY. STORMWATER IS DISCHARGED FROM THIS SITE TO ____ (____CREEK/RIVER, REGIONAL DETENTION POND, _____* PUBLIC STORM SYSTEM THAT ULTIMATELY OUTFALLS TO ____.) A DRAINAGE REPORT FOR THIS DEVELOPMENT HAS BEEN SUBMITTED TO THE ENGINEER OF THE TOWN OF SNOWMASS VILLAGE.

OTHER POTENTIAL POLLUTION SOURCES SUCH AS VEHICLE FUELING AND LOADING/ UNLOADING AREAS ARE LOCATED TO THE NORTHEAST OF THE PROPOSED HOUSING COMPLEX AT THE VMF FACILITY. NON-STORMWATER COMPONENTS OF THE DISCHARGE, DO NOT EXIST ON SITE.

BEST MANAGEMENT PRACTICES FOR STORMWATER MANAGEMENT

NON STRUCTURAL BMPS WILL BE IMPLEMENTED TO THE MAXIMUM EXTENT POSSIBLE. THE UTILIZATION OF NON STRUCTURAL BMPS WILL BE AN ONGOING PROCESS DIRECTED AT PREVENTING EROSION. THE NON STRUCTURAL BMPS WILL RECEIVE CONTINUOUS EMPHASIS THROUGHOUT CONSTRUCTION BECAUSE THEY AVERT PROBLEMS BEFORE THEY OCCUR AND REDUCE THE NEED FOR STRUCTURAL BMPS. NON STRUCTURAL BMPS WILL CONSIST PRIMARILY OF PRESERVATION OF EXISTING MATURE VEGETATION AND TREES, PLANNING AND SCHEDULING CONSTRUCTION ACTIVITIES AIMED AT ACHIEVING THE GOAL OF MINIMIZING EROSION. FURTHERMORE, CONSTRUCTION PERSONNEL WILL BE INSTRUCTED AND SUPERVISED IN CONSTRUCTION METHODS CONSISTENT WITH EROSION PREVENTION PRACTICES.

PLANNED STRUCTURAL BMPS FOR EROSION AND SEDIMENT CONTROL ARE SHOWN ON THE EROSION AND SEDIMENTATION CONTROL PLAN. IMPLEMENTING THESE MEASURES SHOULD MINIMIZE NUISANCE SILT AND SEDIMENTATION EXITING THE SITE AND PREVENT CLOGGING EXISTING STORM SEWERS AND STREET GUTTERS.

APPLICATION OF THESE BMPS FOR STORMWATER MANAGEMENT ARE FOR CONSTRUCTION PERIODS AND ARE CONSIDERED TEMPORARY. POST-DEVELOPMENT STORMWATER MANAGEMENT IS PROVIDED THROUGH (VEGETATED LANDSCAPED AREAS, GRASSED SWALES, RIPRAP PROTECTION, STORM COLLECTION SYSTEM, AND THE UTILIZATION OF THE PERMANENT DETENTION AND WATER QUALITY POND, OTHER? _____)

VEHICLE TRACKING CONTROL (VTC):
A STABILIZED CONSTRUCTION ENTRANCE WILL BE PROVIDED AT THE DIVIDE WAY/DIVIDE ROAD INTERSECTION. THE CONSTRUCTION ACCESS AND PARKING WILL BE GRADED AND COVERED WITH A CRUSHED STONE BASE COURSE DURING CONSTRUCTION. THE VEHICLE TRACKING CONTROL WILL BE RELOCATED WITH THE CONSTRUCTION ACCESS AS NECESSARY.

SILT FENCING (SF) AND SEDIMENT CONTROL LOGS (SCL):
SILT FENCING AND SEDIMENT CONTROL LOGS SHALL BE INSTALLED WITH RESPECT TO PROPOSED DRAINAGE PATTERNS. SILT FENCE AND SEDIMENT CONTROL LOGS SHALL BE CONSTRUCTED ALONG THE PORTIONS OF THE (EAST, WEST, SOUTH, NORTH, OTHER? _____) SIDE OF THE PROPERTY AND ALONG ANY DRAINAGE AREAS SUBJECT TO EROSION. THE SILT FENCING AND SEDIMENT CONTROL LOGS SHALL BE INSTALLED AT THE DOWNHILL SIDE OF THE EXISTING SLOPES ACROSS THE SITE AND AT ALL POINT DISCHARGE AREAS WHETHER SHOWN OR NOT, SILT FENCE AND SEDIMENT CONTROL LOGS SHALL BE MAINTAINED AS NEEDED THROUGHOUT THE CONSTRUCTION PROCESS. THE TEMPORARY SILT FENCE AND SEDIMENT CONTROL LOGS WILL REMAIN UNTIL THE STORM SEWER STRUCTURES ARE COMPLETED AND GROUND COVER IS EFFECTIVE.

INLET PROTECTION (IP):
THE INLET PROTECTION WILL BE INSTALLED AS THE STORM SEWER STRUCTURES ARE CONSTRUCTED. EACH INLET ON THE PROPOSED STORM SEWER SYSTEM WILL HAVE A TEMPORARY INLET SEDIMENT TRAP CONSTRUCTED AROUND IT. IN PAVED AREAS, THIS TRAP CONSISTS OF (WIRE MESH SOCKS, CONCRETE BLOCKS, AND/OR SCREENS, OTHER? _____) TO FILTER THE STORM RUNOFF AND ALLOW ANY SILT TO SETTLE OUT. IN FIELDS OR LANDSCAPED AREAS THIS TRAP CONSISTS OF (WIRE MESH SOCKS, STRAW BALE BARRIERS, OTHER? _____).

STRAW BALE DROP STRUCTURES DAMS (SB):
STRAW BALE BARRIERS WILL BE INSTALLED TO PROTECT THE PROPOSED SWALE(S) PRIOR TO LANDSCAPING THE SITE. THESE BARRIERS WILL REDUCE THE FLOW VELOCITY IN THE SWALE(S) AND ALLOW THE DISTURBED SOIL TO SETTLE OUT.

ROCK CHECK DAMS (RCD):
ROCK CHECK DAMS WILL BE INSTALLED AS SHOWN AND MAINTAINED AT LOCATIONS AROUND THE SITE WHERE FUTURE GRASS LINES SWALES WILL CARRY THE STORM RUNOFF. PRIOR TO LANDSCAPING OF THE SITE, THESE BARRIERS WILL REDUCE THE FLOW VELOCITIES IN THESE SWALES AND ALLOW THE DISTURBED SOIL TO SETTLE OUT. THE ROCK CHECK DAMS WILL BE LEFT IN PLACE AS PART OF THE PERMANENT STORMWATER MANAGEMENT PLAN.

OUTLET PROTECTION (OP):
THE STORM SEWER OUTLETS WILL BE PROTECTED WITH RIPRAP. PLACING RIPRAP AT PIPE OUTFALLS REDUCES EXIT VELOCITIES AND REDUCES SCOUR. THIS RIPRAP WILL BE LEFT IN PLACE AS PART OF THE PERMANENT STORMWATER MANAGEMENT PLAN.

DIVERSIONS DIKES (DD):
SEVERAL DIVERSION DIKES ARE TO BE INSTALLED TO DIRECT STORMWATER TO PROPOSED SWALES OR PROPOSED GUTTER PLANS. THESE TEMPORARY DIVERSIONS WILL BE NECESSARY UNTIL ALL INLETS BECOME FUNCTIONAL, SURROUNDED WITH PAVEMENT.

OVERLOT GRADING:
ALL OPEN AREAS WILL BE TREATED WITHIN 14 DAYS OF COMPLETION OF THE OVERLOT GRADING. ALL OVERLOT GRADING IN THE NON-IRRIGATED AREAS WILL HAVE THE SURFACE ROUGHENED AND WILL BE PERMANENTLY LANDSCAPED OR TEMPORARILY SEEDED UNTIL THE PLANNED INSTALLATIONS ARE COMPLETED. AT THE COMPLETION OF THE MASS GRADING, ALL EXPOSED SOIL AREAS WILL HAVE THE SURFACE ROUGHENED AND PLANTED WITH A REVEGETATION SEED MIX. VEGETATION IS TO BE MAINTAINED THROUGHOUT CONSTRUCTION BY THE CONTRACTOR UNTIL AREAS ARE PERMANENTLY LANDSCAPED. ALTERNATELY, ROUGH-CUT DRIVEWAYS OR PROPOSED PAVED AREAS CAN BE COVERED WITH A LAYER OF AGGREGATE, ROAD BASE OR ASPHALT PAVING.

DUST CONTROL MEASURES:
DISTURBED AREAS NOT YET READY TO BE SEEDED, LANDSCAPED, PAVED, OR OTHERWISE STABILIZED SHALL BE WATERED, OR RIPPED AS NECESSARY TO PRECLUDE VISIBLE DUST EMISSIONS.

ITEMS ARE SCHEDULED TO BE IMPLEMENTED ACCORDING TO THE CONSTRUCTION SCHEDULE. AS WORK PROCEEDS, IMPLEMENTATION OF INDIVIDUAL BMPS IS TO COINCIDE WITH THE CONSTRUCTION THEREBY MINIMIZING THE EXPOSURE OF UNPROTECTED AREAS. THE SILT FENCE, INLET PROTECTION (FOR EXISTING INLETS), AND GRAVELING OF THE CONSTRUCTION ENTRANCE WILL BE PERFORMED WHEN THE GRADING BEGINS. THE INLET PROTECTION WILL BE INSTALLED AS THE STORM SEWER STRUCTURES ARE CONSTRUCTED. THE RIPRAP PROTECTION WILL BE INSTALLED AS THE STORM SEWER OUTFALLS OR CULVERTS ARE CONSTRUCTED. THE STRUCTURAL BMPS THAT DO NOT BECOME PART OF THE PERMANENT STORMWATER MANAGEMENT PLAN ARE TO BE REMOVED, AS THE PAVING, LANDSCAPING, AND OTHER PERMANENT GROUNDCOVER INSTALLATIONS ARE COMPLETED. FUGITIVE DUST EMISSIONS RESULTING FROM GRADING ACTIVITIES AND/OR WIND SHALL BE CONTROLLED USING THE BEST AVAILABLE CONTROL TECHNOLOGY AS DEFINED BY THE COLORADO DEPARTMENT OF HEALTH AT THE TIME OF GRADING. THE GRAVELING IS TO BE MAINTAINED AS EXTENDED CONSTRUCTION PROGRESSES ESPECIALLY AROUND THE BUILDING SITE. THE STRUCTURAL BMPS ARE TO BE REMOVED, AS THE PERMANENT LANDSCAPING INSTALLATIONS ARE COMPLETED.

THE EROSION AND SEDIMENT CONTROL PLAN MAY BE MODIFIED BY THE (DEPARTMENT OF HIGHWAYS AND TRANSPORTATION, OWNER'S ENGINEER, COUNTY ENGINEERING INSPECTORS, MUNICIPALITY, OTHER? OF _____) OR ITS AUTHORIZED REPRESENTATIVE AS FIELD CONDITIONS WARRANT.

STORMWATER DETENTION AND WATER QUALITY:
STORMWATER DETENTION IS PROVIDED (ONSITE IN DETENTION AREA, OTHER? _____.) WATER QUALITY TREATMENT IS PROVIDED (ONSITE IN WATER QUALITY AREA, OTHER? _____.) THE PROPOSED DETENTION AREA WILL BE UTILIZED AS (A SEDIMENT BASIN, OTHER? _____.)

TEMPORARY SEEDING AND MULCHING:
ALL SEEDS FURNISHED SHALL BE FREE FROM NOXIOUS SEEDS (SUCH AS RUSSIAN OR CANADIAN THISTLE, COURSE FESCUE, EUROPEAN BINDWEED, JOHNSON GRASS, KNAPWEED, AND LEAFY SPURGE, OTHER? _____.) THE FORMULA USED FOR DETERMINING THE QUALITY OF PURE LIVE SEED (PLS) SHALL BE (POUNDS OF SEED) X (PURITY) X (GERMINATION) = POUNDS OF PURE LIVE SEED (PLS). SEEDING RECOMMENDATIONS ARE PROVIDED BELOW, BUT MAY BE MODIFIED WITH THE OWNER'S APPROVAL TO MAKE THE BEST USE OF EXISTING CLEARINGS AND GRUBBINGS:

| SPECIES | COMMON NAME | VARIETY | LBS/ACRE |
|---|---|---|---|
| AGROPYRON SMITHI | WESTERN WHEATGRASS | ARRIBA | 8.0 |
| ARRHENATHERUM ELATES | TALL OATGRASS | | 3.0 |
| LOLIUM PERENNE | PERENNIAL RYEGRASS | PENNFINE | 2.0 |
| (NAME? _____) | (NAME? _____) | (?_____) | (?_) |

ALL SEEDS SHALL BE DRILLED NOT HYDROSEEDED. ALL DISTURBED AREAS SHALL BE SEEDED AND CRIMP MULCHED IF PERMANENT VEGETATION IS NOT IMMEDIATELY INSTALLED. AFTER SEEDING HAS BEEN COMPLETED, A RATE OF 4,000 LBS. OF STRAW PER ACRE SHALL BE APPLIED UNIFORMLY, CRIMPED IN WITH A CRIMPER OR OTHER APPROVED EQUIPMENT OR OTHERWISE ATTACHED. A TACKIFIER OR JUTE NETTING TO ATTACH MULCH MAY BE USED WITH THE OWNER'S APPROVAL. THE SEEDED AREA SHALL BE CRIMPED MULCHED AND THE MULCH ATTACHED WITHIN TWENTY-FOUR (24) HOURS AFTER SEEDING. AREAS NOT MULCHED AND ATTACHED WITHIN TWENTY-FOUR (24) HOURS AFTER SEEDING MUST BE RESEEDED WITH THE SPECIFIED MIX AT THE CONTRACTOR'S EXPENSE, PRIOR TO MULCHING AND ATTACHING. ON STEEP SLOPES OR OTHER SPECIFIED AREAS AS SHOWN ON THE PLANTING PLAN, WHICH ARE DIFFICULT TO MULCH AND ATTACH BY CONVENTIONAL METHOD, BURLAP OR OTHER BLANKETING MATERIALS PROPERLY ANCHORED AND SECURED MAY BE USED WHEN APPROVED BY THE (CITY/TOWN/COUNTY/OTHER OF _____) ENGINEER.

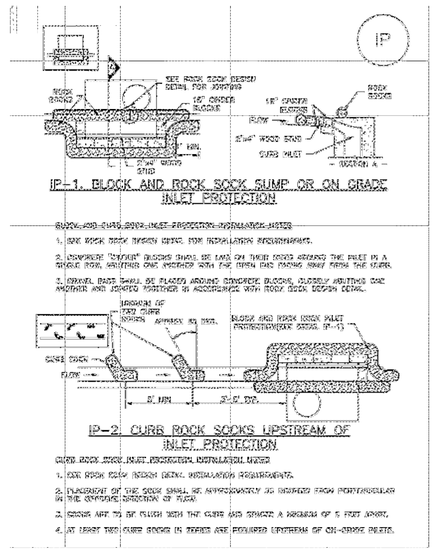
PERMANENT STABILIZATION MEASURES:
RIPRAP FOR STORM DRAIN OUTFALLS AND ROCK CHECK DAMS WILL BECOME PART OF THE PERMANENT STORMWATER MANAGEMENT PLAN AND WILL NOT BE REMOVED. PERMANENT LANDSCAPING WILL INCLUDE (SODDING, SEEDING, TREES, SHRUBS, OR OTHER VEGETATIVE COVER, OTHER? _____.) TO OPEN AREAS. NATIVE PERENNIAL SEEDING WILL BE ESTABLISHED IN NON-IRRIGATED AREAS AND SOD OR OTHER VEGETATIVE COVER WILL BE ESTABLISHED IN IRRIGATED OPEN AREAS. ALL PERMANENT STABILIZATION MEASURES WILL BE SPECIFIED BY THE LANDSCAPE ARCHITECT OR OWNER.

MATERIALS AND SPILL PREVENTION:
THE CONTRACTOR WILL STORE CONSTRUCTION MATERIALS AND EQUIPMENT IN CONFINED AREAS ON SITE FROM WHICH RUNOFF WILL BE CONTAINED AND FILTERED. MATERIALS WILL BE STORED OFF THE GROUND AND PROTECTED FROM THE WEATHER BY A COVER OR STORED IN A CONTAINER SUCH AS A VAN OR TRAILER. AN EARTHEN DIKE WILL BE CONSTRUCTED AROUND THE PERIMETER OF THE FUEL STORAGE AREA TO PREVENT MATERIALS FROM CONTACT WITH SURFACE RUNOFF. EQUIPMENT MAINTENANCE WILL BE PERFORMED IN A DESIGNATED AREA AND STANDARD MAINTENANCE PROCEDURES, SUCH AS THE USE OF DRIP PANS, WILL BE USED TO CONTAIN PETROLEUM PRODUCTS.

INSPECTION AND MAINTENANCE:
THE EROSION CONTROL MEASURES WILL BE INSPECTED DAILY DURING CONSTRUCTION BY THE CONTRACTOR AND AFTER EACH RAIN EVENT. ALL INSPECTIONS SHALL BE DOCUMENTED AND SHALL INCLUDE THE DATE OF INSPECTION, ANY INCIDENCE OF NON-COMPLIANCE, SIGNED CERTIFICATION THAT THE SITE IS IN COMPLIANCE, AND ANY NOTES, DRAWINGS, MAPS, ETC. PERTAINING TO REPAIRS. COPIES OF ALL DOCUMENTATION SHALL BE DISTRIBUTED TO MUNICIPALITIES AND OWNER ON A REGULAR BASIS AS SPECIFIED BY OWNER. SILT FENCE AND STRAW BALE BARRIERS WILL BE CHECKED FOR UNDERMINING AND BYPASS AND REPAIRED OR EXPANDED AS NEEDED. SEDIMENT SHOULD BE REMOVED FROM INLET FILTERS AND SILT FENCING BEFORE ONE HALF OF THE DESIGN DEPTH HAS BEEN FILLED. SEDIMENTS DEPOSITED IN THE PUBLIC RIGHTS-OF-WAY WILL BE REMOVED IMMEDIATELY. THE TEMPORARY VEGETATION OF BARE SOILS WILL BE CHECKED REGULARLY AND AREAS WHERE IT IS LOST OR DAMAGED WILL BE RESEEDED. AT MINIMUM THE CONTRACTOR OR HIS AGENT SHALL INSPECT ALL BMPS EVERY 14 DAYS AND AFTER SIGNIFICANT PRECIPITATION OR SNOWMELT EVENTS. INSTALLATIONS AND MODIFICATIONS AS REQUIRED BY THE (CITY/TOWN/COUNTY/OTHER? OF _____) WILL BE IMPLEMENTED WITHIN 48 HOURS OF NOTIFICATION. CONTRACTOR SHALL REMOVE TEMPORARY EROSION CONTROL MEASURES AND REPAIR AREAS AS REQUIRED AFTER VEGETATION IS ESTABLISHED AND ACCEPTED BY OWNER AND MUNICIPALITY.

FINAL STABILIZATION AND LONG-TERM STORMWATER QUALITY:
FINAL STABILIZATION IS REACHED WHEN ALL SOIL DISTURBING ACTIVITIES AT THE SITE HAVE BEEN COMPLETED, AND UNIFORM VEGETATIVE COVER HAS BEEN ESTABLISHED WITH A DENSITY OF AT LEAST 70% OR PRE-DISTURBANCE LEVELS OR EQUIVALENT PERMANENT, PHYSICAL EROSION REDUCTION METHODS HAVE BEEN EMPLOYED. FINAL STABILIZATION WILL BE ACHIEVED USING SOD, NATIVE SEEDING, PERMANENT BMP'S, AND OTHER METHODS. CONTRACTOR SHALL BE RESPONSIBLE FOR FINAL STABILIZATION REGARDLESS OF ACCEPTANCE BY OWNER OF THE CONTRACTOR ITEM.

**SC-6 Inlet Protection (IP)**




IP-1, BLOCK AND ROCK SOCK SUMP OR ON GRADE INLET PROTECTION

BLOCK AND CURB SOCK INLET PROTECTION INSTALLATION NOTES

1. SEE ROCK SOCK DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
2. CONCRETE FILTRANT BLOCKS SHALL BE LAID ON THEIR SIDES ADJACENT THE INLET IN A SINGLE ROW, ABUTTING ONE ANOTHER WITH THE OPEN END FACING AWAY FROM THE INLET.
3. GRAVEL BAGS SHALL BE PLACED AROUND CONCRETE BLOCKS, CLOSELY ABUTTING ONE ANOTHER AND SPACED TOGETHER AS NECESSARY TO PROVIDE SOCK DESIGN DETAIL.



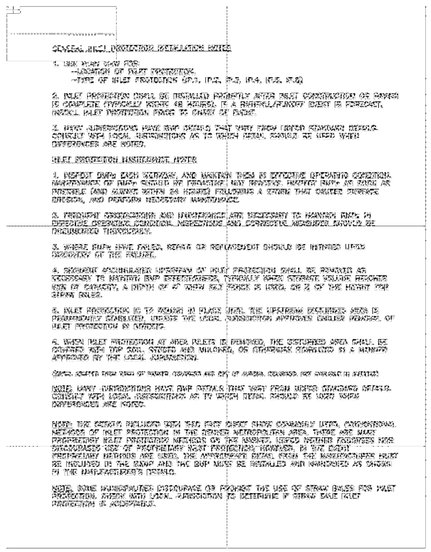

IP-2, CURB ROCK SOCKS UPSTREAM OF INLET PROTECTION

CURB ROCK SOCK INLET PROTECTION INSTALLATION NOTES

1. SEE ROCK SOCK DESIGN DETAIL INSTALLATION REQUIREMENTS.
2. PLACEMENT OF THE SOCK SHALL BE APPROXIMATELY 20 DEGREES FROM PERPENDICULAR IN THE DOWNSTREAM DIRECTION OF FLOW.
3. GRADE AHEAD TO BE FLUSH WITH THE CURB AND SPACED A MINIMUM OF 5 FEET APART.
4. AT LEAST TWO CURB SOCKS IN SERIES ARE REQUIRED UPSTREAM OF ON-GRADE INLETS.



**SC-6 Inlet Protection (IP)**



GENERAL INLET PROTECTION INSTALLATION NOTES

1. USE MORE THAN ONE TYPE:
   --LOCATION OF INLET PROTECTION.
   --TYPE OF INLET PROTECTION (IP-1, IP-2, IP-3, IP-4, IP-5, IP-6)
2. INLET PROTECTION SHALL BE INSTALLED IMMEDIATELY AFTER INLET CONSTRUCTION OR BEFORE IF CONSIDERED TYPICALLY NEEDED AS REQUIRED. IF A DOWNHILL/UPWARD INLET IS FORGOTTEN, INSTALL INLET PROTECTION PRIOR TO CHANGE OF GRADE.
3. WHERE SUBDIVISIONS HAVE BEEN DEVELOPED THAT VARY FROM DENVER STANDARDS REQUIRE, CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

INLET PROTECTION MAINTENANCE NOTES

1. INSPECT SWPPS EACH WEEKDAY AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. REPLACEMENT OF MESH SCREENS OR STRUCTURE, ANY DEVICES DAMAGED DUE TO SWEEPING OR PARKING AND ALWAYS WITHIN 24 HOURS FOLLOWING A STORM THAT CAUSES DAMAGE DIVERSION, AND PERFORM NECESSARY MAINTENANCE.
2. FREQUENT INSPECTIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN INLETS IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
3. WHERE STRUCTURE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
4. SEDIMENT ACCUMULATED UPSTREAM OF INLET PROTECTION SHALL BE REMOVED AS NECESSARY TO MAINTAIN BMP EFFECTIVENESS, TYPICALLY WHEN SEDIMENT VOLUME REACHES 50% OF CAPACITY, A DEPTH OF 6" BELOW SILT FENCE IS REACH, OR IS 1/2 CY THE HEIGHT FOR STRAW BALES.
5. INLET PROTECTION IS TO REMAIN IN PLACE UNTIL THE UPSTREAM DEVELOPED AREA IS PERMANENTLY STABILIZED, UNLESS THE LOCAL JURISDICTION APPROVES EARLIER REMOVAL OF INLET PROTECTION IN WRITING.
6. WHEN INLET PROTECTION AT INLET PLACE IS REMOVED, THE DISTURBED AREA SHALL BE COVERED WITH TOP SOIL, SEEDED AND MULCHED, OR OTHERWISE STABILIZED TO A MINIMUM APPROVED BY THE LOCAL JURISDICTION.

STAKES SPACED EVEN WITH OF MARKED CROSSES AND 6" OF WIRES, COVERED NOT OVERLAP IS SPACED

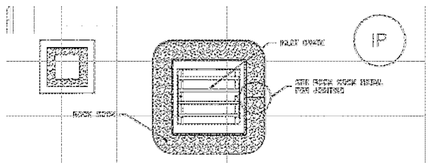
NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM DENVER STANDARDS DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

NOTE: THE DETAILS INCLUDED WITH THIS FACT SHEET SHOW COMMONLY USED, CONVENTIONAL METHODS OF INLET PROTECTION IN THE DENVER METROPOLITAN AREA. THERE ARE MANY PROPRIETARY INLET PROTECTION METHODS ON THE MARKET, USERS MUST EVALUATE THE EFFECTIVENESS AND APPROPRIATE USE OF PROPRIETARY INLET PROTECTION HOWEVER, TO THE EXTENT PRACTICABLE METHODS ARE USED, THE MAINTENANCE DETAIL FROM THE MANUFACTURER MUST BE INCLUDED IN THE PLANS AND THE BMP MUST BE INSTALLED AND MAINTAINED AS SHOWN IN THE MANUFACTURER'S DETAILS.

NOTE: SOME MUNICIPALITIES DISCOURAGE OR PROHIBIT THE USE OF STRAW BALES FOR INLET PROTECTION. AVOID BMP WITH LOCAL JURISDICTION TO DETERMINE IF STRAW BALE INLET PROTECTION IS ACCEPTABLE.



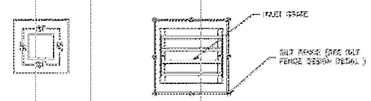
**Inlet Protection (IP) SC-6**




IP-3, ROCK SOCK SUMP/AREA INLET PROTECTION

ROCK SOCK SUMP/AREA INLET PROTECTION INSTALLATION NOTES

1. SEE ROCK SOCK DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
2. STRAW WATTLES/SEDIMENT CONTROL LOGS MAY BE USED IN PLACE OF ROCK SOCKS FOR AREAS IN PERVIOUS AREAS. INSTALL PER SEDIMENT CONTROL LOG DETAIL.




IP-4, SILT FENCE FOR SUMP INLET PROTECTION

SILT FENCE INLET PROTECTION INSTALLATION NOTES

1. SEE SILT FENCE DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
2. POSTS SHALL BE PLACED AT EACH CORNER OF THE INLET AND AROUND THE EDGE AT A MAXIMUM SPACING OF 3 FEET.
3. STRAW WATTLES/SEDIMENT CONTROL LOGS MAY BE USED IN PLACE OF SILT FENCE FOR AREAS IN PERVIOUS AREAS. INSTALL PER SEDIMENT CONTROL LOG DETAIL.



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Glenwood Springs • Denver

| NO. | DATE | DES'D | DWN |
|---|---|---|---|
| 1 | 6/4/25 | AJC | AJC |
| 0 | 9/1/24 | AJC | |

REVISION DESCRIPTION
SKETCH PLAN
PRELIMINARY PLAN

PRELIMINARY NOT FOR CONSTRUCTION

| | |
|---|---|
| DESIGNED BY: | AJC/RMM |
| DRAWN BY: | AJC/CCE |
| CHECKED BY: | JLS |
| JOB #: | 240949.CIV |
| DATE: | 06/04/2025 |

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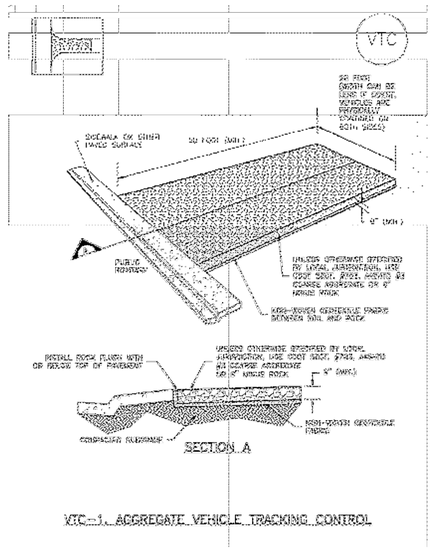
SNOWMASS OPS EMPLOYEE HOUSING
1001 DIVIDE RD
SNOWMASS VILLAGE, CO 81615

SWMP NOTES AND EROSION CONTROL DETAILS

SHEET NO.
CE1.1

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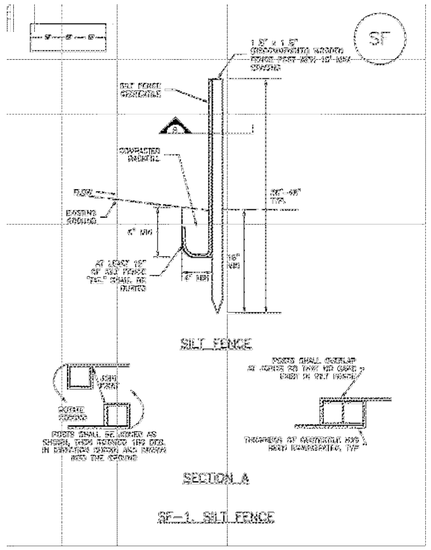
## Vehicle Tracking Control (VTC) SM-4




VTC-1, AGGREGATE VEHICLE TRACKING CONTROL



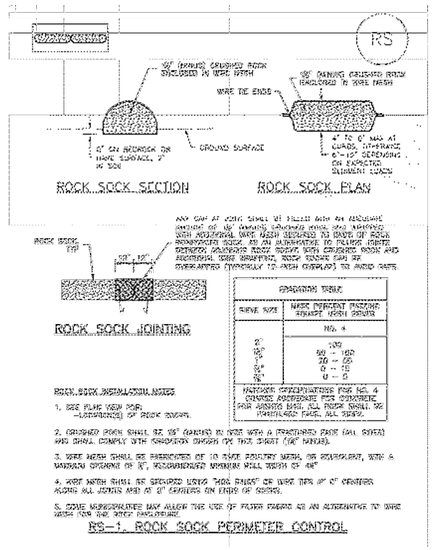
## Silt Fence (SF) SC-1




SF-1, SILT FENCE



## SC-5 Rock Sock (RS)




ROCK SOCK INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   -LOCATION(S) OF ROCK SOCKS.

2. CRUSHED ROCK SHALL BE 18" DIAMETER IN SIZE WITH A FRACTURED FACE (ALL SIDES) AND SHALL COMPLY WITH GRADATION SHOWN ON THIS SHEET (USE RANGE).

3. WIRE MESH SHALL BE PERMEATED OF 10 GAGE GALVANIZED MESH, OR EQUIVALENT, WITH A MAXIMUM OPENING OF 6", REASONABLY MINIMUM ROLL WIDTH OF 48".

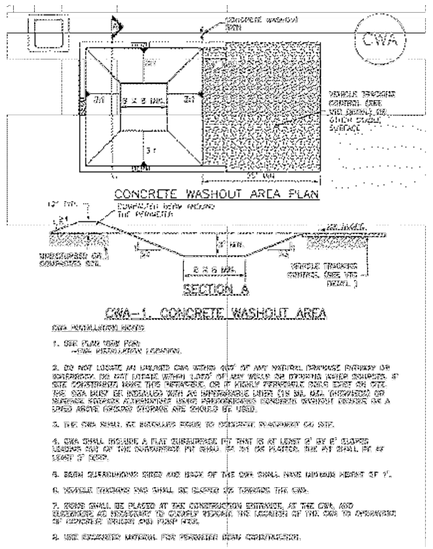
4. ROCK SOCK SHALL BE SECURED USING TWO STAKES OR WIRE TIES AT 6" CENTERS ALONG ALL JOINTS AND AT 6" CENTERS ON ENDS OF SOCKS.

5. SOME MANUFACTURERS MAY ALLOW THE USE OF FILTER FABRIC AS AN ALTERNATIVE TO SOME MESH FOR ROCK SOCKS.

RS-1, ROCK SOCK PERIMETER CONTROL



## Concrete Washout Area (CWA) MM-1




CWA-1, CONCRETE WASHOUT AREA

CWA INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   -CWA LOCATION(S).

2. DO NOT LOCATE AN UNLINED CWA WITHIN 400' OF ANY NATURAL DRAINAGE FEATURE OR WATERBODY. DO NOT LOCATE WITHIN 1,000' OF ANY WELL OR SPRING UNLESS APPROVED BY LOCAL JURISDICTION. IF SITE CONSTRAINTS MAKE THIS IMPOSSIBLE, OR IF HIGHLY PERMEABLE SOILS EXIST ON SITE, THE CWA MAY BE RELOCATED WITH AN IMPERMEABLE LINER (16 MIL MIN. THICKNESS) OR EQUIVALENT IMPERVIOUS CONTAINMENT UNDER PREFABRICATED CONCRETE WASHOUT STRUCTURES OR A LINED ABOVE GROUND STRUCTURE ARE SHOWN ON THE PLANS.

3. THE CWA SHALL BE ACCESSIBLE USING THE CONSTRUCTION ENTRANCE/EXIT.

4. CWA SHALL INCLUDE A FLAT SUBSURFACE PIT THAT IS AT LEAST 3' BY 4' (LARGER SIZES MAY BE NEEDED DEPENDING ON THE ANTICIPATED VOLUME OF CONCRETE WASTE TO BE PLACED). THE PIT SHALL BE AT LEAST 1' DEEP.

5. BERM DIMENSIONS SHOWN ARE MINIMUMS. THE BERM SHALL HAVE A MINIMUM HEIGHT OF 1'.

6. VEHICLE TRACKING PAD SHALL BE PLACED AT THE CWA.

7. SIGNS SHALL BE PLACED AT THE CONSTRUCTION ENTRANCE, AT THE CWA, AND ELSEWHERE AS NECESSARY TO CLEARLY REGARDING THE LOCATION OF THE CWA TO APPROPRIATE OPERATORS (ENGLISH AND SPANISH).

8. USE SECONDARY CONTAINMENT FOR PORTABLE CWA CONTAINERS.



## SM-4 Vehicle Tracking Control (VTC)

STABILIZED CONSTRUCTION ENTRANCE/EXIT INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   -LOCATION OF CONSTRUCTION ENTRANCE(S)/EXIT(S).
   -TYPE OF CONSTRUCTION ENTRANCE/EXIT (WITH/WITHOUT WHEEL WASH, CONSTRUCTION MAT OR TRAP).

2. CONSTRUCTION MAT OR TRU STABILIZED CONSTRUCTION ENTRANCE/EXIT ARE ONLY TO BE USED ON SHORT DURATION PROJECTS (TYPICALLY RANGING FROM A WEEK TO A MONTH) WHERE THERE WILL BE LIMITED VEHICLE ACCESS.

3. A STABILIZED CONSTRUCTION ENTRANCE/EXIT SHALL BE LOCATED AT ALL ACCESS POINTS WHERE VEHICLES ACCESS THE CONSTRUCTION SITE FROM PAVED RIGHT-OF-WAYS.

4. STABILIZED CONSTRUCTION ENTRANCE/EXIT SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBING ACTIVITIES.

5. A NON-WOVEN GEOTEXTILE FABRIC SHALL BE PLACED UNDER THE STABILIZED CONSTRUCTION ENTRANCE/EXIT PRIOR TO THE PLACEMENT OF ROCK.

6. UNLESS OTHERWISE SPECIFIED BY LOCAL JURISDICTION, ROCK SHALL CONSIST OF 100 PERCENT 6 INCH MINIMUM TO LARGER AGGREGATE OR 6" MINUS ROCK.

STABILIZED CONSTRUCTION ENTRANCE/EXIT MAINTENANCE NOTES

1. PERIODIC INSPECTION AND MAINTENANCE SHALL BE PROVIDED AS NECESSARY TO PREVENT OR REMEDY RUTTING OR OTHER DEFORMATION OF THE ENTRANCE/EXIT WHICH IMPAIRS ITS FUNCTION.

2. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.

3. WHEEL WASHING SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.

4. PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER OR OWNER'S REPRESENTATIVE. IT WILL BE NECESSARY TO PERIODICALLY REMOVE AND REPLACE OR CLEAN STONE THAT BECOMES EMBEDDED IN SOIL OR MUD.

5. ALL DRAINAGE STRUCTURES WITHIN 500 FEET OF THE CONSTRUCTION ENTRANCE/EXIT SHALL BE INSPECTED FOR SEDIMENT DEPOSITION AFTER EACH STORM EVENT AND REMOVED PROMPTLY.

6. ENTRANCE/EXIT SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND.

7. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.

8. ALL VEGETATED AREAS WITHIN THE LIMITS OF THE CONSTRUCTION ENTRANCE/EXIT SHALL BE PROTECTED FROM EXCESSIVE EQUIPMENT AND VEHICULAR TRAFFIC.

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## SC-1 Silt Fence (SF)

SILT FENCE INSTALLATION NOTES

1. SILT FENCE MUST BE PLACED AWAY FROM THE TOE OF THE SLOPE TO ALLOW FOR WATER STORAGE. THE FENCE IS TO BE AS PLACE PARALLEL AS POSSIBLE TO A LEVEL LOCATION AT LEAST SEVERAL FEET (2-5 FT) FROM THE TOE OF THE SLOPE TO ALLOW ROOM FOR PONDING AND DEPOSITION.

2. A UNIFORM 8" (4" MINIMUM) TRENCH SHALL BE EXCAVATED USING TRENCHER OR SILT FENCE INSTALLATION MACHINE. ON VERY SHALLOW BEDROCKED, OR SANDY EXPOSURES WHERE EXCAVATION IS NOT POSSIBLE, SILT FENCE MAY BE PLACED ON TOP OF GROUND WITH EQUIVALENT HEIGHT BUT MUST BE KEPT.

3. CONSTANT MINIMUM TENSION IS TO BE MAINTAINED ALONG THE FENCE BY HAND WITH A "TENSIONING WRENCH" OR BY SMALL STRETCHING. COMPACTION SHALL BE SUCH THAT SILT FENCE REMAINS DURING PUMPED OUT OF ANOTHER TRENCH BY HAND.

4. SILT FENCE SHALL BE PLACED EIGHT 4" IF IS ANCHORED TO THE STAKES. THERE SHOULD BE NO NOTICEABLE SAG BETWEEN STAKES AFTER IT HAS BEEN ANCHORED TO THE STAKES.

5. SILT FENCE FABRIC SHALL BE ANCHORED TO THE STAKES USING 1" HEAVY DUTY STAPLES, OR NAILS WITH 1" HEADS. STAPLES AND NAILS SHOULD BE PLACED 3" ALONG THE FABRIC FROM THE STAKE.

6. AT THE END OF A RUN OF SILT FENCE ALONG A CONTOUR, THE SILT FENCE SHOULD BE TURNED PERPENDICULAR TO THE CONTOUR TO CREATE A "J-HOOK". THE "J-HOOK" RATIONING PERPENDICULAR TO THE CONTOUR SHOULD BE OF SUFFICIENT LENGTH TO KEEP RUNOFF FROM FLOWING AROUND THE END OF THE SILT FENCE (TYPICALLY 10' - 20').

7. SILT FENCE SHALL BE REMOVED PRIOR TO ANY LAND DISTURBING ACTIVITIES.

SILT FENCE MAINTENANCE NOTES

1. PERIODIC EARLY (EVEN SUNDAY) AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF EARLY SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT EARLY AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.

2. PERIODIC EARLY (EVEN SUNDAY) AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF EARLY SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT EARLY AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.

3. WHERE EARLY HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE PROVIDED UPON DISCOVERY OF THE FAILURE.

4. ROCK SHALL BE REMOVED OR REGRADED AS NECESSARY TO THE STABILIZED ENTRANCE/EXIT TO MAINTAIN A CONSISTENT GRADE.

5. CONSTANT TRACKED SOILS HAVING SHOULD BE TO BE REMOVED IMMEDIATELY THE DAY AND IN THE END OF THE DAY BY SWEEPING OR SHOVELING. SEDIMENT MAY NOT BE WASHED DOWN STORM SEWER DRAINS.

NOTE: MANY JURISDICTIONS HAVE EARLY DETAILS THAT VARY FROM UDFCD STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

EXAMPLE MEASURES FROM CITY OF BROOMFIELD, MODIFIED FOR PURPOSES OF EXERCISE.



## Rock Sock (RS) SC-5

ROCK SOCK MAINTENANCE NOTES

1. INSPECT EARLY (EVEN SUNDAY) AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF ROCK SOCK INSTALLATION IN THE PROVIDED DISTURBING AREA. THERE ARE MANY OTHER SIMILAR ENVIRONMENT PROVIDED ON THE MARKET, LISTED BELOW REPRESENTS SOME OVERSIMPLIFIED USE OF RESPECTIVE PRODUCTION PROVIDERS. HOWEVER, IN THE EVENT INFORMATION BETWEEN ARE HERE, THE INFORMATION HERE, THEN THE MANUFACTURER MUST BE INCLUDED IN THE PLANS AND THEY MUST BE INSTALLED AND MAINTAINED AS SHOWN BY THE MANUFACTURER'S METHOD.



## MM-1 Concrete Washout Area (CWA)

CWA MAINTENANCE NOTES

1. INSPECT EARLY (EVEN SUNDAY) AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF EARLY SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT EARLY AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.

2. FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN EARLY IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.

3. WHERE EARLY HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE PROVIDED UPON DISCOVERY OF THE FAILURE.

4. THE CWA SHALL BE REPAIRED, CLEANED OR ENLARGED AS NECESSARY TO MAINTAIN CAPACITY FOR CONCRETE WASTE. CONCRETE ACCUMULATED IN PIT SHALL BE REMOVED ONCE THE MATERIALS HAVE REACHED A DEPTH OF 2".

5. CONCRETE WASHOUT WASTE PIECES OF CONCRETE AND ANY OTHER DEBRIS IN THE SUBSURFACE PIT SHALL BE TRANSPORTED FROM THE JOB SITE IN A WATER-TIG

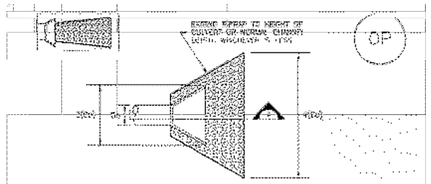



TABLE OP-1, TEMPORARY OUTLET PROTECTION SIZING TABLE

| PIPE DIAMETER, Do (INCHES) | DISCHARGE, Q (CFS) | APRON LENGTH, La (FT) | APRON STONE DIAMETER, d50 (INCHES) |
|---|---|---|---|
| 8 | 2.5<br>5 | 5<br>10 | 6<br>6 |
| 12 | 5<br>10 | 10<br>13 | 6<br>9 |
| 18 | 10<br>20<br>30<br>40 | 10<br>15<br>20<br>25 | 6<br>9<br>12<br>15 |
| 24 | 20<br>40<br>70<br>90 | 15<br>25<br>29<br>30 | 9<br>9<br>12<br>15 |

OP-1, TEMPORARY OUTLET PROTECTION





TEMPORARY OUTLET PROTECTION INSTALLATION NOTES

1. SEE PLANS FOR TOP:
   -LOCATION OF OUTLET PROTECTION.
   -DIMENSIONS OF OUTLET PROTECTION.

2. CHECK IF INTENDED FOR PIPES WITH SLOPE < 10%. ADDITIONAL EVALUATION OF STREET FLOWS AND OUTLET PROTECTION DIMENSIONS REQUIRED FOR STEEPER SLOPES.

3. TEMPORARY OUTLET PROTECTION INTENDED TO FUNCTION FOR OUTLETS INTENDED TO BE UTILIZED LESS THAN 2 YEARS.

TEMPORARY OUTLET PROTECTION INSPECTION AND MAINTENANCE NOTES

1. INSPECT EACH INLET SEDIMENT AND MAINTAIN TRAP IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF TRAPS SHOULD BE PROACTIVE, NOT REACTIVE. REPAIRS SHALL BE DONE AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SIGNIFICANT EROSION AND REQUIRES IMMEDIATE MAINTENANCE.

2. FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN TRAPS IN SATISFACTORY OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.

3. WHERE TRAPS HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE DETAILED UPON RECOVERY OF THE FAILURE.

NOTE: MANY JURISDICTIONS HAVE THEIR DETAILS THAT MAY VARY FROM UDFCD STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL CRITERIA TO USE WHEN DIFFERENCES ARE NOTED.

DETAILS ADAPTED FROM NOTES, PROCESS AND METHOD TAKING OF VOLUME 3, MS HANDBOOK OF EROSION.



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| NO. | DATE | DES'D | DWN |
|---|---|---|---|
| 1 | 6/4/25 | AJC | AJC |
| 0 | 9/1/24 | AJC | AJC |

PRELIMINARY PLAN
SKETCH PLAN
REVISION DESCRIPTION

PRELIMINARY NOT FOR CONSTRUCTION

DESIGNED BY: AJC/RMM
DRAWN BY: AJC/CCE
CHECKED BY: JLS
JOB #: 240949.CIV
DATE: 06/04/2025

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EROSION CONTROL DETAILS

SHEET NO.
CE1.3

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## GRADING AND DRAINAGE NOTES:

1. CONTRACTOR TO FIELD VERIFY ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. REFER TO GENERAL NOTES FOR UTILITY LOCATION AND PROTECTION.
2. CONTRACTOR TO POTHOLE EXISTING UTILITIES AT PROPOSED UTILITY CROSSINGS IN ROW PRIOR TO CONSTRUCTION.
3. REFER TO HORIZONTAL CONTROL PLAN FOR FURTHER INFORMATION PERTAINING TO CURB & GUTTER, CHASES, AND DRAINAGE PANS.
4. CONTRACTOR IS RESPONSIBLE FOR RESTORING ALL DISTURBED AREAS TO THEIR ORIGINAL CONDITIONS.
5. ALL SPOT ELEVATIONS ARE TO FINISHED GRADE OR FLOWLINE UNLESS OTHERWISE SPECIFIED.
6. IF WALL IS SHOWN, TG DENOTES THE FINISHED GRADE ADJACENT TO THE HIGH SIDE OF THE WALL. BG DENOTES THE FINISHED GRADE ADJACENT TO THE LOW SIDE OF THE WALL. REFER TO ARCH PLANS/DETAILS FOR WALL ELEVATIONS BEYOND THE ADJACENT FINISHED GRADES (EXPOSED WALL, CAP/FOOTER, ETC.)

C1.1

C1.2

SHOP EMPLOYEE HOUSING
FFE=8888.00' (ARCH 100'-0")

DIVIDE WAY

DIVIDE ROAD (60' ROW)

PINON DRIVE (80' ROW)

LOT 46 FIRST AMENDED THE DIVIDE SUBDIVISION

LOT 47

LOT 44 FIRST AMENDED THE DIVIDE SUBDIVISION

LOT 51
0.729± ACRES

LIFT STATION

GRAVEL PARKING

TWO STORY BUILDING APARTMENTS-UPPER GARAGES-LOWER

UPPER APARTMENTS

WOOD SHEDS

WOOD RETAINING WALL (TYPICAL)

DRAINAGE EASEMENT RECEPTION NO. 528952

USE RESTRICTION AREA RECEPTION NO. 528952

EASEMENT FOR NATURAL DRAINAGE, SNOWMELT & RAIN RECEPTION NO. 828952

PUBLIC SKI EASEMENT RECEPTION NO. 528952

24' WIDE ACCESS RECEPTION NO. 472...

20' WIDE SLOPE EASEMENT RECEPTION NO. 528952

DRAIN INLET
GRATE:8847.39
18"ADS:8843.80
6"PVC:8844.23

RIM:8935.05
10"PVC:8922.1(W)
10"PVC:8922.2(E)
10"PVC:8922.35(S)

12"CMP 8925.25

16"CMP 8925.48

GRAVEL

DIRT TRAIL

ASPHALT PARKING

SCALE IN FEET
30 0 30 60


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|---|---|---|---|
| 1 | 6/4/25 | AJC | PRELIMINARY PLAN |
| 0 | 9/1/24 | AJC | SKETCH PLAN |

PRELIMINARY NOT FOR CONSTRUCTION

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|---|---|
| DESIGNED BY: | AJC/RMM |
| DRAWN BY: | AJC/CCE |
| CHECKED BY: | JLS |
| JOB #: | 240949.CIV |
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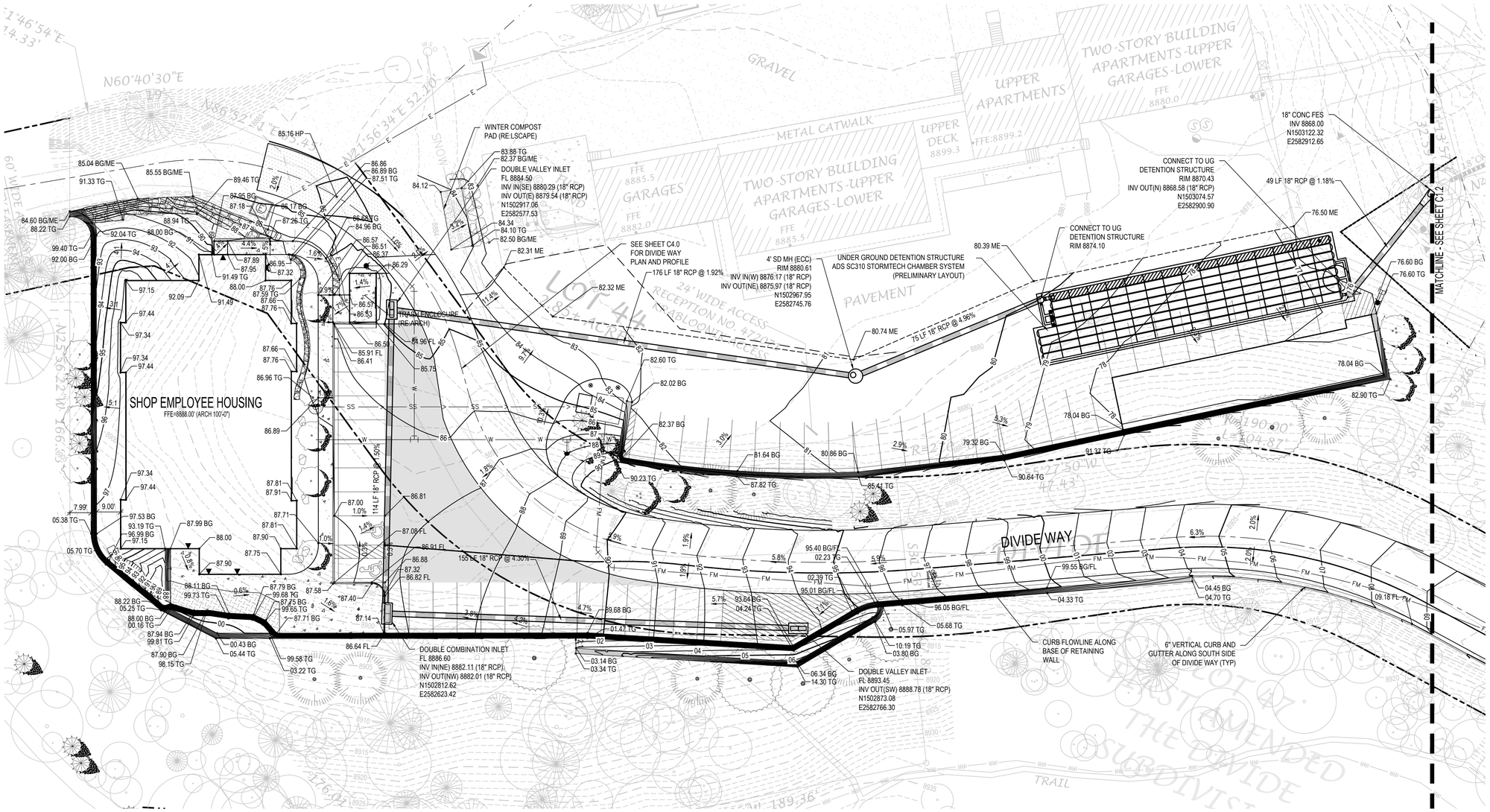
OVERALL GRADING AND DRAINAGE PLAN

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## GRADING AND DRAINAGE NOTES:

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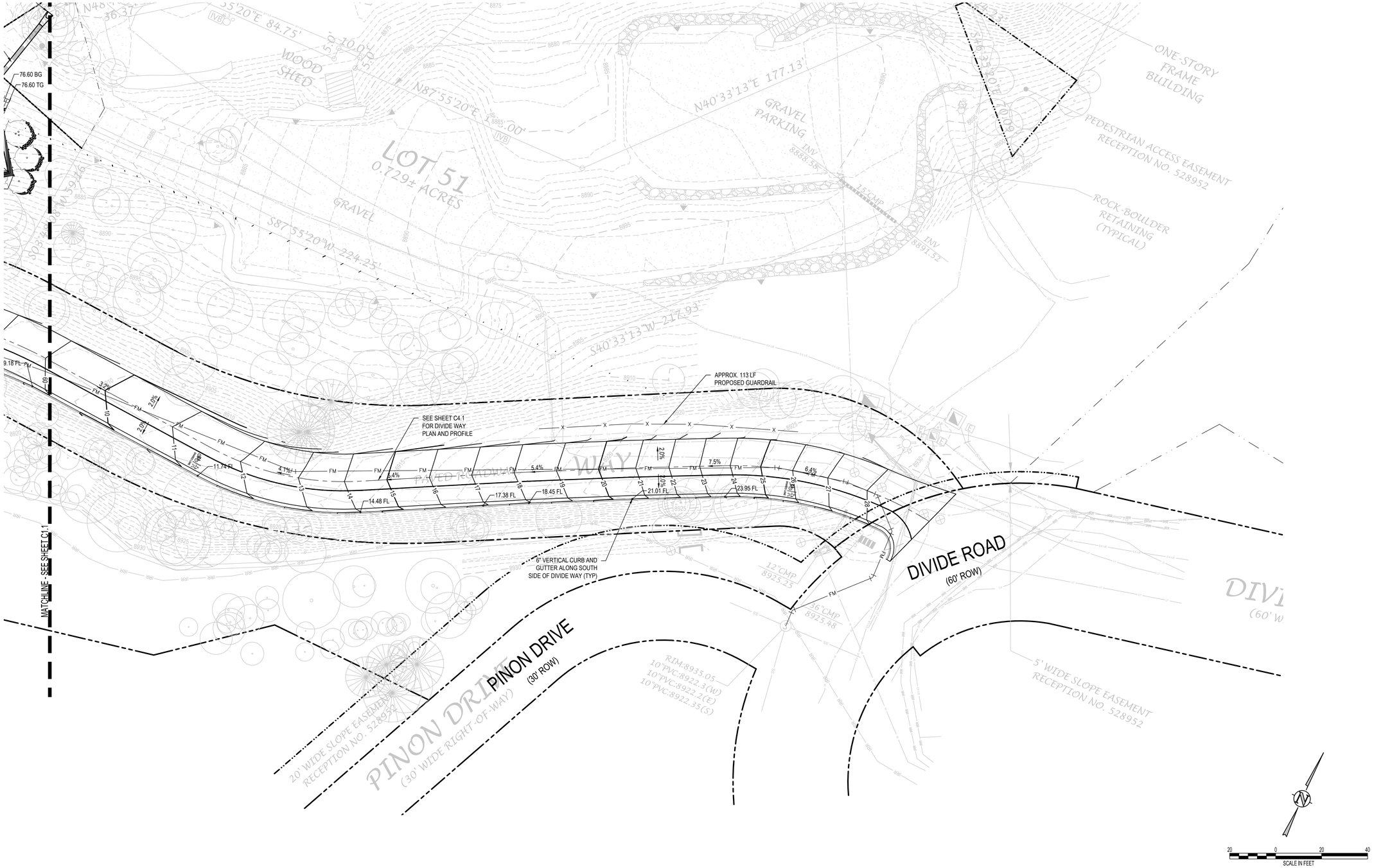
DETAILED GRADING AND DRAINAGE PLAN

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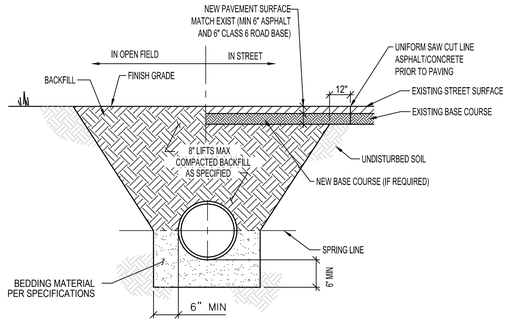
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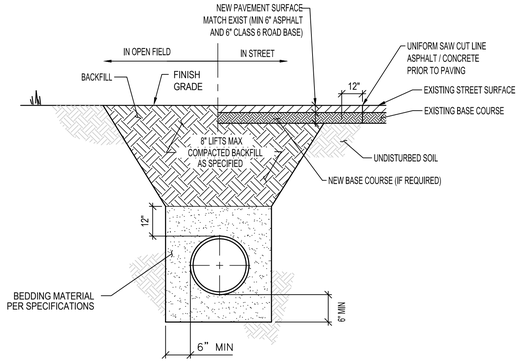
DETAILED GRADING AND DRAINAGE PLAN

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REINFORCED CONCRETE PIPE

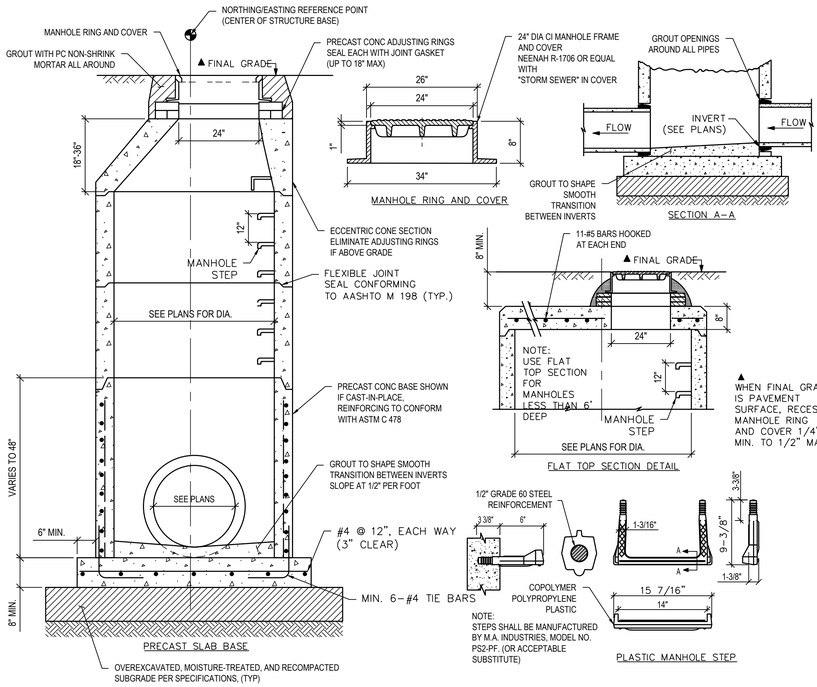



CMP/PVC/HDPE PIPE (SEE PLANS FOR MATERIAL)

NOTES:

1. IF UNSTABLE MATERIALS ARE FOUND IN TRENCH, OVEREXCAVATED PER SPECIFICATIONS OR AS REQUIRED.
2. TRENCH TO BE BRACED OR SHEETED AS NECESSARY FOR THE SAFETY OF THE WORKERS AND THE PROTECTION OF OTHER UTILITIES.
3. MINIMUM COVER IS 18" BELOW FINISHED GRADE.

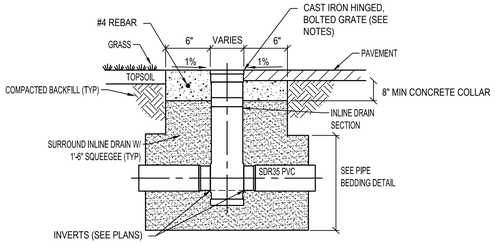
STORM SEWER PIPE BEDDING DETAIL
NTS




STORM MANHOLE DETAIL
NTS

NOTES:

1. SINCE ALL PIPE ENTRIES INTO THE BASE ARE VARIABLE, THE DIMENSIONS SHOWN ARE TYPICAL. ACTUAL DIMENSIONS AND QUANTITIES FOR CONCRETE AND REINFORCEMENT SHALL BE AS REQUIRED IN THE WORK.
2. THE PRECAST FLAT TOP MAY BE USED ON ANY MANHOLE.
3. THE MANHOLE RING FRAME SHALL BE SET IN A BED OF GROUT. THE FRAME SHALL BE SURROUNDED WITH A CEMENT GROUT IN UNPAVED AREA, OR A CONCRETE COLLAR IN PAVED AREA.
4. DESIGN OF BOX BASE IS BASED ON STRAIGHT RUNS OF PIPE OR CHANGE IN DIRECTION OF LESS THAN 45°. SPECIAL DESIGN IS REQUIRED FOR 45° OR GREATER.
5. PRECAST MANHOLES AND REINFORCEMENT SHALL CONFORM TO AASHTO M 199 (ASTM C 478).
6. CAST-IN-PLACE MANHOLES SHALL BE CLASS B CONCRETE.
7. STEPS SHALL BE REQUIRED WHEN THE MANHOLE DEPTH EXCEEDS 3 FT.-6 IN. AND SHALL CONFORM TO AASHTO M 199.
8. ALL REINFORCING STEEL SHALL BE GRADE 60 AND EPOXY COATED. VERTICAL STEEL SHALL BE PLACED AT CENTERLINE OF WALL. ALL BARS SHALL HAVE A 2 IN. MINIMUM CLEARANCE.
9. ALL PIPE ENTRIES INTO THE BASE OF MANHOLE SHALL BE CONNECTED BY OPEN CHANNELIZATION ADJUSTED FOR PIPE SIZE, SHAPE, SLOPE, AND DIRECTION OF FLOW. DETAILS SHOWN ARE TYPICAL FOR INSTALLATIONS WITH ALL INVERTS OF SAME RELATIVE ELEVATION. FOR EXCESSIVE ELEVATION DIFFERENCE BETWEEN INVERTS, SPECIAL BASE/CHANNEL DETAILS WILL BE SHOWN ON THE PLANS.
10. FLOW CHANNELS AND INVERTS SHALL BE FORMED BY SHAPING WITH CLASS B CONCRETE OR APPROVED GROUT.
11. STUB-OUTS SHALL EXTEND 2 FT. MINIMUM BEYOND OUTSIDE WALL SURFACE OF MANHOLE AND BE SATISFACTORILY PLUGGED.
12. THE SLOPE OF THE MANHOLE COVER SHALL MATCH THE ROADWAY PROFILE AND CROSS SLOPE.
13. BASE SLABS SHALL BE POURED MONOLITHICALLY WITH BOTTOM RISER SECTION.
14. PRECAST MANHOLE BASES SHALL FIT THE CONDITIONS AND LOCATIONS FOR WHICH THEY ARE INTENDED WITHOUT ANY FIELD MODIFICATIONS. ANY MANHOLE BASE WHICH REQUIRES FIELD CUTTING OR MODIFICATION IN ORDER TO FIT THE LOCATIONS INTENDED WILL BE REJECTED BY THE ENGINEER AND REMOVED AND REPLACED BY THE CONTRACTOR AT NO COST TO THE OWNER.
15. FOR FULL DETAIL, SEE CDOT DETAIL M-604-20.

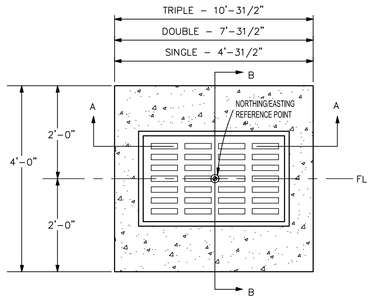


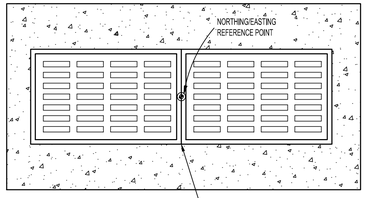

8" TO 30" NYLOPLAST DRAIN
(SEE PLANS FOR SIZE)

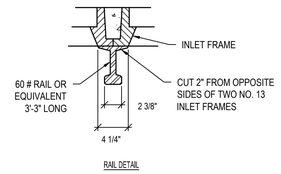
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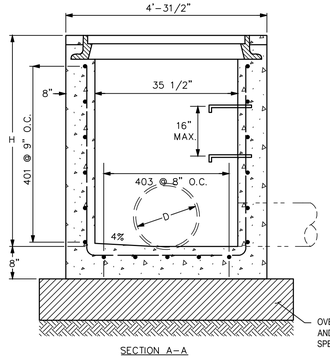
1. AREA DRAIN COVER TO BE NYLOPLAST CAST HS-20 RATED BOLTED AND HINGED GRATE OR APPROVED EQUAL IN TRAFFIC AREAS.
2. AREA DRAIN INLETS IN PEDESTRIAN AREAS SHALL BE INSTALLED WITH PEDESTRIAN RATED GRATES (1/4" MAX OPENING, TYPICAL) AND BE PLACED WHERE ELONGATED GRATE OPENINGS ARE PERPENDICULAR TO PREDOMINANT DIRECTION OF TRAVEL.

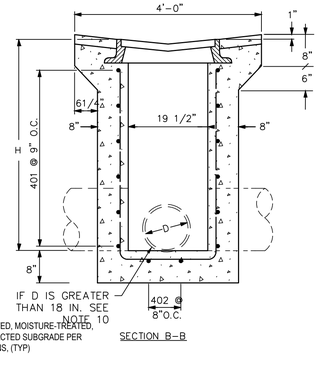
AREA DRAIN DETAIL
NTS




NOTES:

1. CONCRETE SHALL BE CLASS B. INLET MAY BE CAST-IN-PLACE OR PRECAST.
2. CAST-IN-PLACE CONCRETE WALLS SHALL BE FORMED ON BOTH SIDES.
3. CHAMFERED 3/4 IN.
4. REINFORCING BARS SHALL BE DEFORMED #4 AND SHALL HAVE A 2 IN. MINIMUM CLEARANCE. ALL REINFORCING BARS SHALL BE EPOXY COATED.
5. STEPS SHALL BE PROVIDED WHEN INLET DIMENSION "H" IS EQUAL TO OR GREATER THAN 3 FT-6 IN. AND SHALL CONFORM TO AASHTO M 199.
6. GRAY OR DUCTILE CAST IRON IN ACCORDANCE WITH SUBSECTION 712.06. GRATES AND FRAMES SHALL BE DESIGNED TO WITHSTAND HS 20 LOADING.
7. GRATE SHALL HAVE "DUMP NO WASTE DRAINS TO STREAM" MESSAGE CAST ON SURFACE.
8. FOR FULL DETAIL INCLUDING BAR LIST, DIMENSIONS AND QTY. TABLE, SEE CDOT DETAIL M-604-13
9. STATION POINT IS AT THE CENTER OF THE INLET.
10. ALL CONNECTED PIPES WITH A DIAMETER (D) GREATER THAN 30" FRONT AND 18" SIDE AND/OR ENTERING AT AN ANGLE GREATER THAN 80° A CUSTOM CONC BOX MUST BE CONSTRUCTED. CONTRACTOR TO COORDINATE BOX DIMENSIONS AND SPECS WITH MANUFACTURER.

VALLEY INLET DETAIL
NTS


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| NO. | DATE | DES'D |
|---|---|---|
| 0 | 9/1/24 | AJC |
| 1 | 6/4/25 | AJC |

REVISION DESCRIPTION
SKETCH PLAN
PRELIMINARY PLAN

PRELIMINARY NOT FOR CONSTRUCTION

| | |
|---|---|
| DESIGNED BY: | AJC/RMM |
| DRAWN BY: | AJC/CCE |
| CHECKED BY: | JLS |
| JOB #: | 240949.CIV |
| DATE: | 06/04/2025 |

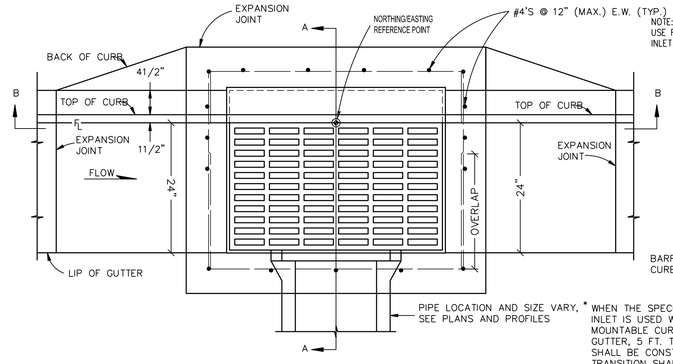
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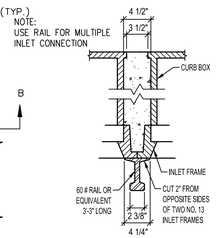
GRADING AND DRAINAGE DETAILS

SHEET NO.
CD1.0

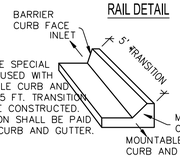
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PLAN VIEW



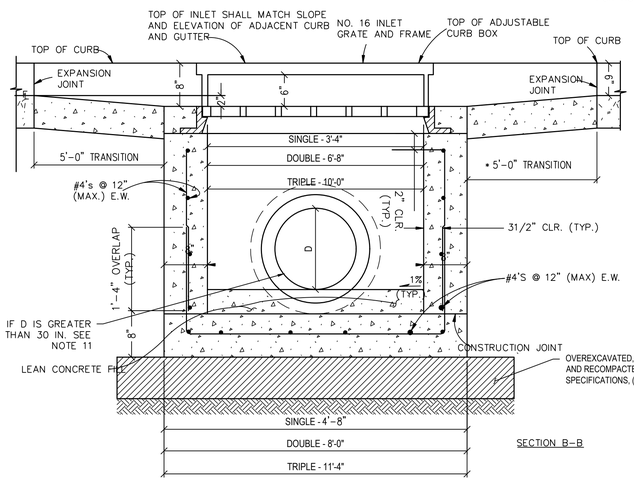

RAIL DETAIL




WHEN THE SPECIAL INLET IS USED WITH MOUNTABLE CURB AND GUTTER, 5 FT. TRANSITION SHALL BE CONSTRUCTED. TRANSITION SHALL BE PAID FOR AS CURB AND GUTTER.

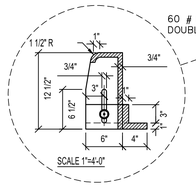
**NOTES:**

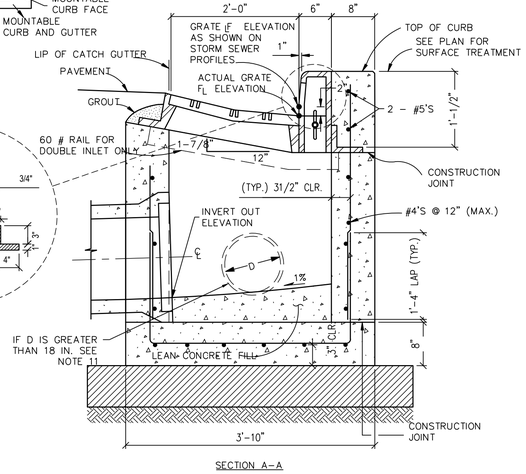
1. ALL CASTING SHALL CONFORM TO ASTM A-48(C1 35b) WITH A MINIMUM STRENGTH OF 35 ksi.
2. ALL CASTINGS SHALL BE HEAVY DUTY, AND CAPABLE OF WITHSTANDING AASHTO H20 LOADING.
3. FLOOR SLOPE MAY BE POURED MONOLITHIC WITH BASE.
4. ALL REINFORCING STEEL SHALL BE ASTM A-615, GRADE 60 DEFORMED BARS. DIAMETER OF BEND MEASURED ON THE INSIDE OF THE BAR SHALL BE A MINIMUM OF 6 BAR DIAMETER.
5. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS APPLICABLE TO THE PROJECT.
6. CONCRETE SHALL HAVE A 28 DAY STRENGTH OF 4000 PSI.
7. SUBGRADE SHALL HAVE A GRADATION EQUAL TO CLASS B BEDDING COMPACTED TO 100% MAXIMUM DRY DENSITY, AASHTO T-99.
8. NO FORMWORK SHALL REMAIN INSIDE STRUCTURE WHEN COMPLETE.
9. INLET WALLS SHALL BE FORMED BOTH INSIDE AND OUTSIDE. CASTING OF SIDEWALLS AGAINST EARTH IS NOT PERMITTED.
10. LEAN CONCRETE FILL TO BE f' = 2000 PSI.
11. ALL CONNECTED PIPES WITH A DIAMETER (D) GREATER THAN 30" FRONT AND 18" SIDE AND/OR ENTERING AT AN ANGLE GREATER THAN 80° A CUSTOM CONC BOX MUST BE CONSTRUCTED. CONTRACTOR TO COORDINATE BOX DIMENSIONS AND SPECS WITH MANUFACTURER.




SECTION B-B

TRANSITION CURB




SECTION A-A

## COMBINATION INLET DETAIL

NTS

G:\240949.civ - divide road housing\Drawings\240949.CIV-01-GRP-DET-01.dwg, 6/04/2025 - 1:42 PM, AJC

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PRELIMINARY PLAN
SKETCH PLAN
REVISION DESCRIPTION

PRELIMINARY NOT FOR CONSTRUCTION

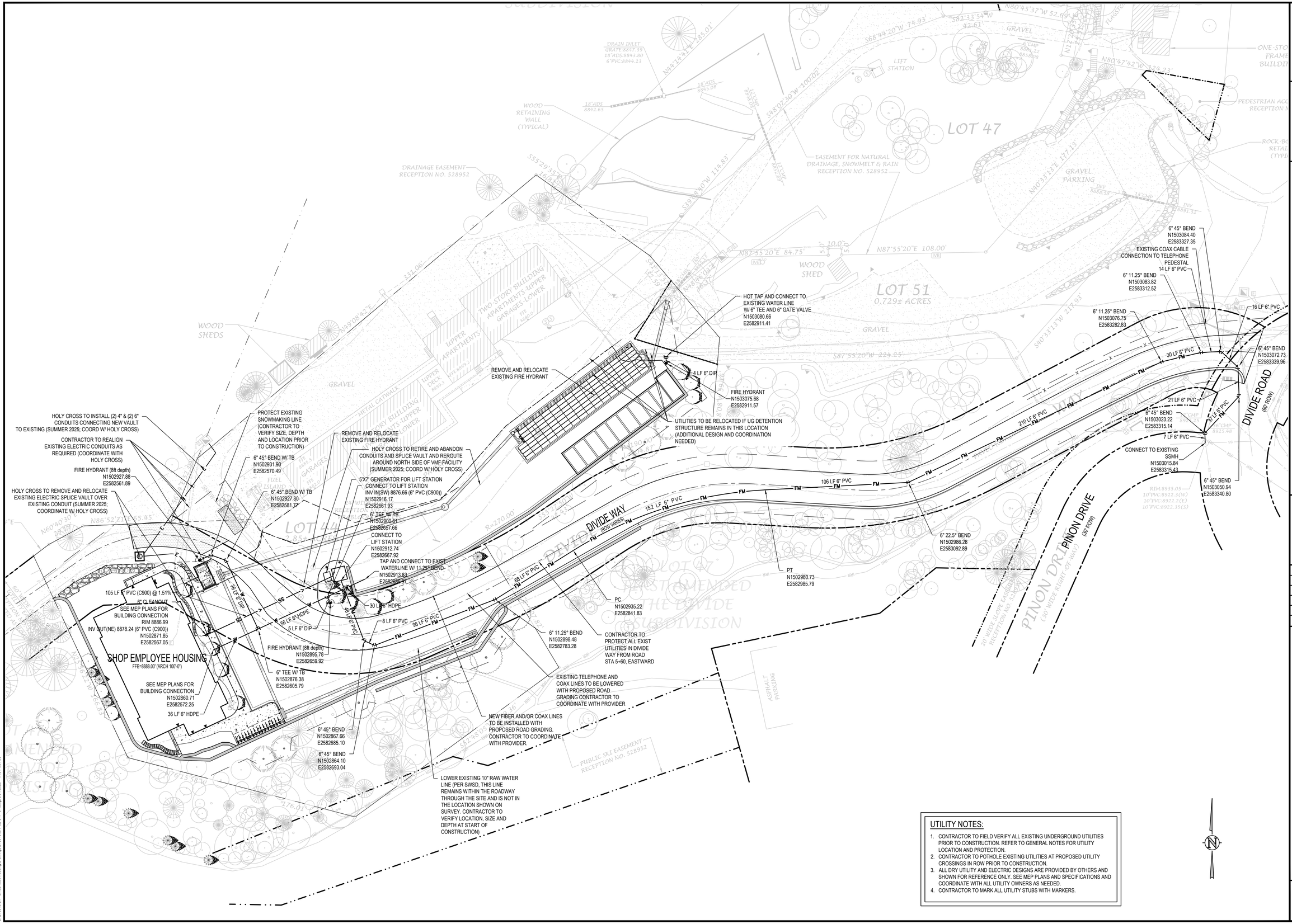
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| DESIGNED BY: | AJC/RMM |
| DRAWN BY: | AJC/CCE |
| CHECKED BY: | JLS |
| JOB #: | 240949.CIV |
| DATE: | 06/04/2025 |

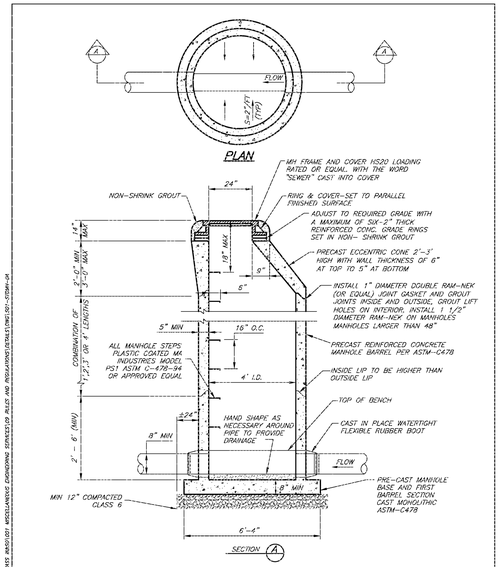
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GRADING AND DRAINAGE DETAILS

SHEET NO.
CD1.1


HOLY CROSS TO INSTALL (2) 4" & (2) 6" CONDUITS CONNECTING NEW VAULT TO EXISTING (SUMMER 2025; COORD W/ HOLY CROSS)
CONTRACTOR TO REALIGN EXISTING ELECTRIC CONDUITS AS REQUIRED (COORDINATE WITH HOLY CROSS)
FIRE HYDRANT (8ft depth) N1502927.88 E2582561.89
HOLY CROSS TO REMOVE AND RELOCATE EXISTING ELECTRIC SPLICE VAULT OVER EXISTING CONDUIT (SUMMER 2025; COORDINATE W/ HOLY CROSS)
PROTECT EXISTING SNOWMAKING LINE (CONTRACTOR TO VERIFY SIZE, DEPTH AND LOCATION PRIOR TO CONSTRUCTION)
6" 45° BEND W/ TB N1502931.90 E2582570.49
6" 45° BEND W/ TB N1502927.80 E2582581.77
REMOVE AND RELOCATE EXISTING FIRE HYDRANT
HOLY CROSS TO RETIRE AND ABANDON CONDUITS AND SPLICE VAULT AND REROUTE AROUND NORTH SIDE OF VMF FACILITY (SUMMER 2025; COORD W/ HOLY CROSS)
5'X7' GENERATOR FOR LIFT STATION CONNECT TO LIFT STATION INV IN(SW) 8876.66 (6" PVC (C900)) N1502916.17 E2582661.93
6" TEE W/ TB N1502900.61 E2582657.66
CONNECT TO LIFT STATION N1502912.74 E2582667.92
TAP AND CONNECT TO EXIST WATERLINE W/ 11.25° BEND N1502913.83 E2582655.97
HOT TAP AND CONNECT TO EXISTING WATER LINE W/ 6" TEE AND 6" GATE VALVE N1503080.66 E2582911.41
REMOVE AND RELOCATE EXISTING FIRE HYDRANT
4 LF 6" DIP
FIRE HYDRANT N1503075.68 E2582911.57
UTILITIES TO BE RELOCATED IF UG DETENTION STRUCTURE REMAINS IN THIS LOCATION (ADDITIONAL DESIGN AND COORDINATION NEEDED)
105 LF 6" PVC (C900) @ 1.51%
6" CLEANOUT
SEE MEP PLANS FOR BUILDING CONNECTION RIM 8886.99 INV SLOT(NE) 8878.24 (6" PVC (C900)) N1502871.85 E2582567.05
SHOP EMPLOYEE HOUSING
FFE=8888.00' (ARCH 100'-0")
SEE MEP PLANS FOR BUILDING CONNECTION N1502860.71 E2582572.25
36 LF 6" HDPE
76 LF 6" DIP
56 LF 6" HDPE
5 LF 6" DIP
30 LF 6" HDPE
36 LF 6" PVC
8 LF 6" PVC
96 LF 6" PVC
FIRE HYDRANT (8ft depth) N1502895.78 E2582659.92
6" TEE W/ TB N1502876.38 E2582605.79
6" 45° BEND N1502867.66 E2582685.10
6" 45° BEND N1502864.10 E2582693.04
LOWER EXISTING 10" RAW WATER LINE (PER SWSD, THIS LINE REMAINS WITHIN THE ROADWAY THROUGH THE SITE AND IS NOT IN THE LOCATION SHOWN ON SURVEY. CONTRACTOR TO VERIFY LOCATION, SIZE AND DEPTH AT START OF CONSTRUCTION)
NEW FIBER AND/OR COAX LINES TO BE INSTALLED WITH PROPOSED ROAD GRADING. CONTRACTOR TO COORDINATE WITH PROVIDER.
EXISTING TELEPHONE AND COAX LINES TO BE LOWERED WITH PROPOSED ROAD GRADING CONTRACTOR TO COORDINATE WITH PROVIDER
6" 11.25" BEND N1502898.48 E2582783.28
CONTRACTOR TO PROTECT ALL EXIST UTILITIES IN DIVIDE WAY FROM ROAD STA 5+60, EASTWARD
PC N1502935.22 E2582841.83
PT N1502980.73 E2582985.79
6" 22.5° BEND N1502986.28 E2583092.89
106 LF 6" PVC
152 LF 6" PVC
68 LF 6" PVC
DIVIDE WAY (ROW VARIES)
6" 45° BEND N1503084.40 E2583327.35
EXISTING COAX CABLE CONNECTION TO TELEPHONE PEDESTAL
14 LF 6" PVC
6" 11.25" BEND N1503083.82 E2583312.52
6" 11.25" BEND N1503076.75 E2583282.83
16 LF 6" PVC
6" 45° BEND N1503072.73 E2583339.96
30 LF 6" PVC
21 LF 6" PVC
21 LF 6" PVC
210 LF 6" PVC
6" 45° BEND N1503023.22 E2583315.14
7 LF 6" PVC
CONNECT TO EXISTING SSMH N1503015.84 E2583315.43
6" 45° BEND N1503050.94 E2583340.80
DIVIDE ROAD (60' ROW)
PINON DRIVE (30' ROW)
LOT 47
LOT 51 0.729± ACRES
LOT 44
GRAVEL
GRAVEL PARKING
WOOD SHEDS
WOOD SHED
WOOD RETAINING WALL (TYPICAL)
TWO STORY BUILDING APARTMENTS-UPPER GARAGES-LOWER
UPPER APARTMENTS
UPPER DECK
LOWER GARAGES
METAL CATWALK
FUEL ISLAND
LIFT STATION
ASPHALT PARKING
EASEMENT FOR NATURAL DRAINAGE, SNOWMELT & RAIN RECEPTION NO. 528952
DRAINAGE EASEMENT RECEPTION NO. 528952
PUBLIC SKI EASEMENT RECEPTION NO. 528952
DRAIN INLET GRATE:8897.39 18"ADS:8893.80 6"PVC:8894.23
18"ADS 8892.65
18"ADS 8883.08
12"CMP 8882.99
6"CMP 8886.22 8858.08
INV 8888.38
INV 8891.32
RIM:8935.05 10"PVC:8922.3(W) 10"PVC:8922.2(E) 10"PVC:8922.35(S)
RIM:8925.48
RIM:8935.03
RIM:8935.52
RIM:8935.63
RIM:8935.68
RIM:8935.69
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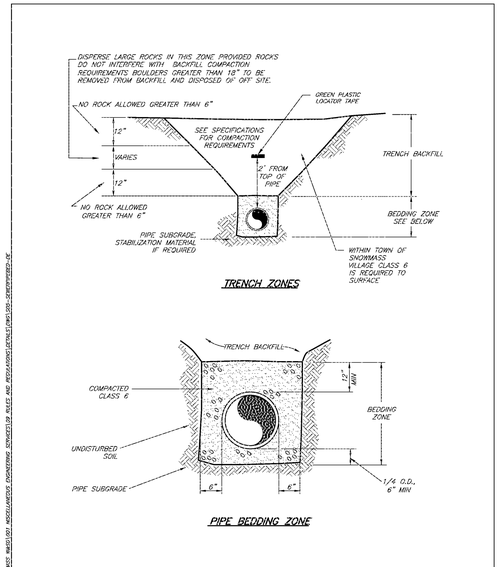

## STANDARD MANHOLE

GENERAL NOTES:

1. ALL CONCRETE WORK SHALL COMPLY WITH LATEST CI-318 SPECIFICATIONS
2. USE 5' I.D. WHEN PIPE SIZE 15"- 24".
3. SET ECCENTRIC MANHOLE RIM SECTION SO THAT THE RIM IS AWAY FROM THE EDGE OF ASPHALT AS MUCH AS POSSIBLE.

DETAIL "S01"

Prepared By: SGM SNOWMASS WATER & SAN. DISTRICT Date: 10/03/13 By: FBLACKWELDER

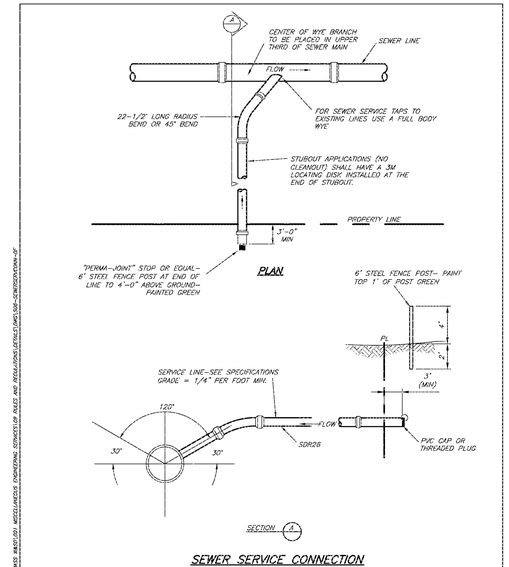



## SEWER PIPE BEDDING

NOTE: 3/4 SCREENED ROCK IN WET AREAS IN PLACE OF CLASS 6 ONLY APPROVED AS NEEDED

DETAIL "S05"

Prepared By: SGM SNOWMASS WATER & SAN. DISTRICT Date: 10/03/13 By: FBLACKWELDER



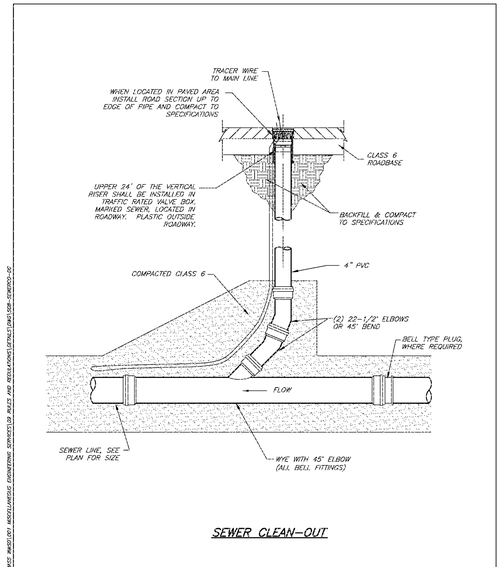

## SEWER SERVICE CONNECTION

NOTES:

1. MINIMUM SEPARATION BETWEEN TAPS SHALL BE 18"
2. BACKFILL UNDER WYE TO BE CLASS 6 AGGREGATE BASE COURSE. 95% COMPACTION DENSITY PER ASTM D-698.

DETAIL "S06"

Prepared By: SGM SNOWMASS WATER & SAN. DISTRICT Date: 10/03/13 By: FBLACKWELDER



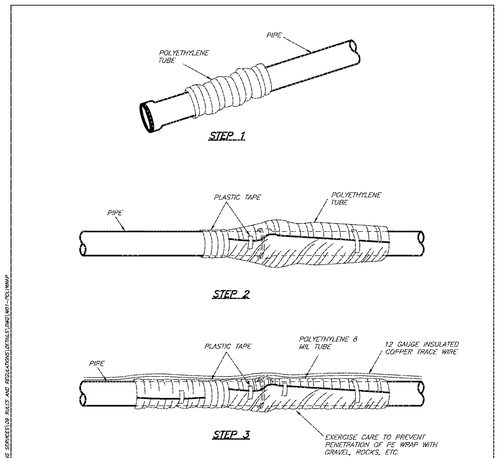

## SEWER CLEAN-OUT

NOTES:

1. FOR SKIMAY APPLICATIONS WHERE MANHOLE AND RINGS ARE USED TO COVER CLEANOUT, 3M LOCATING DISK SHALL ALSO BE INSTALLED 1' TO 2' BELOW MANHOLE.
2. MUST BE TRAFFIC RATED IF INSTALLED IN TRAFFIC AREAS.

DETAIL "S08"

Prepared By: SGM SNOWMASS WATER & SAN. DISTRICT Date: 10/03/13 By: FBLACKWELDER




## POLYETHYLENE WRAP

FIELD INSTALLATION - POLYETHYLENE WRAP
WHERE SPECIFICALLY REQUIRED FOR SOIL APPLICATIONS

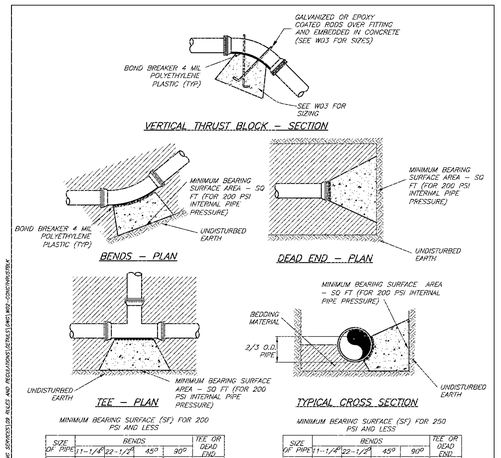
STEP 1 – PLACE TUBE OF POLYETHYLENE MATERIAL ON PIPE PRIOR TO LOWERING IT INTO PLACE

STEP 2 – PULL THE TUBE OVER THE LENGTH OF THE PIPE. TAPE TUBE TO PIPE AT JOINT. FOLD MATERIAL AROUND THE ADJACENT SPIGOT END AND WRAP WITH TAPE TO HOLD THE PLASTIC TUBE IN PLACE.

STEP 3 – OVERLAP FIRST TUBE WITH ADJACENT TUBE AND SECURE WITH PLASTIC ADHESIVE TAPE. THE POLYETHYLENE TUBE MATERIAL COVERING THE PIPE SHALL BE LOOSE. EXCESS MATERIAL SHALL BE NEATLY DRAWN UP AROUND THE PIPE BARREL, FOLDED ON TOP OF PIPE AND TAPED IN PLACE.

DETAIL "W01"

Prepared By: SGM SNOWMASS WATER & SAN. DISTRICT Date: 10/03/13 By: FBLACKWELDER




MINIMUM BEARING SURFACE (SF) FOR 200 PSI AND LESS

| SIZE OF PIPE | BENDS 11-1/4° | 22-1/2° | 45° | 90° | TEE OR DEAD END |
|---|---|---|---|---|---|
| 6" | 1.3 | 2.5 | 5.0 | 9.0 | 6.4 |
| 8" | 1.3 | 2.5 | 5.0 | 9.0 | 6.4 |
| 10" | 1.9 | 3.8 | 7.4 | 13.7 | 9.7 |
| 12" | 2.7 | 5.4 | 10.5 | 19.3 | 13.7 |
| 16" | 4.7 | 9.3 | 9.1 | 33.6 | 23.9 |
| 20" | 7.2 | 14.3 | 28.0 | 51.8 | 36.6 |

MINIMUM BEARING SURFACE (SF) FOR 250 PSI AND LESS

| SIZE OF PIPE | BENDS 11-1/4° | 22-1/2° | 45° | 90° | TEE OR DEAD END |
|---|---|---|---|---|---|
| 6" | 1.6 | 3.1 | 6.2 | 11.4 | 8.0 |
| 8" | 1.6 | 3.1 | 6.2 | 11.4 | 8.0 |
| 10" | 2.4 | 4.7 | 9.25 | 17.1 | 12.0 |
| 12" | 3.4 | 6.7 | 13.1 | 24.2 | 17.1 |
| 16" | 5.8 | 11.6 | 22.7 | 42.0 | 29.7 |
| 20" | 9.0 | 17.9 | 35.0 | 64.8 | 45.8 |

## CONCRETE THRUST BLOCKS

NOTES:

1. FOR 200 PSI INTERNAL PRESSURE, INCLUDING WATER HAMMER
2. MEGALUG RESTRAINTS MAY BE USED IN CONJUNCTION WITH THRUST BLOCKS WITH PRIOR APPROVAL FROM THE DISTRICT
3. MINIMUM AREA REQUIRED WILL BE THAT OF AN 8-INCH MAIN
4. ALL THRUST BLOCKS SHALL BE FORMED. THE MINIMUM THICKNESS FORM MATERIAL SHALL BE 3/8" PLYWOOD
5. BEARING AREA BASED ON SOIL BEARING PRESSURE OF 2000 LB/SF
6. CONCRETE SHALL HAVE A 28 DAY COMPRESSION STRENGTH OF 3000 PSI

DETAIL "W02"

Prepared By: SGM SNOWMASS WATER & SAN. DISTRICT Date: 10/03/13 By: FBLACKWELDER

VOLUME OF THRUST BLOCK IN CUBIC YARDS (VERTICAL DOWNWARD BENDS)

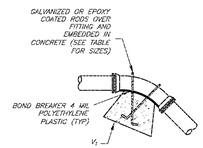
| FITTING SIZE (IN) | $V_T$ 45° BEND (CY) | 22 1/2° BEND (CY) | 11 1/4° BEND (CY) | ROD SIZE | EMBEDMENT (FT) |
|---|---|---|---|---|---|
| 6 | 2.0 | 1.1 | 0.5 | #6 | 2.5 |
| 8 | 2.0 | 1.1 | 0.5 | #6 | 2.5 |
| 10 | 3.1 | 1.7 | 0.9 | #6 | 2.5 |
| 12 | 4.4 | 2.4 | 1.2 | #8 | 2.5 |
| 14 | 6.1 | 3.3 | 1.7 | #8 | 3.0 |
| 16 | 7.9 | 4.3 | 2.2 | #8 | 3.0 |

VERTICAL DOWNWARD BENDS:

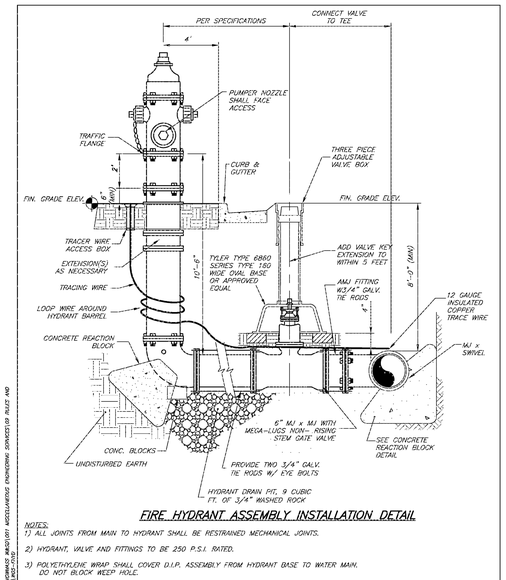
1. VERTICAL BENDS THAT REQUIRE A THRUST BLOCK VOLUME EXCEEDING 5 CUBIC YARDS, REQUIRE SPECIAL BLOCKING DETAILS. SEE DRAWINGS FOR VOLUMES SHOWN TO LEFT OF HEAVY BOLD LINE IN TABLE.
2. THRUST BLOCK VOLUMES (IN TABLE) FOR VERTICAL DOWNWARD BENDS HAVING UPWARD RESULTANT THRUSTS ARE BASED ON TEST PRESSURE OF 150 PSI, THE WEIGHT OF CONCRETE = 4050 LBS/CUBIC YARD, AND A SAFETY FACTOR OF 1.5. TO COMPUTE VOLUMES FOR DIFFERENT TEST PRESSURES AND CONCRETE WEIGHTS, USE THE FOLLOWING EQUATION:

   VOLUME = (TEST PRESSURE / 150) X (4050 / CONCRETE WEIGHT) X (TABLE VALUE)

3. VOLUME OF THRUST BLOCK IN CUBIC YARDS FOR VALVES SHALL BE THE SAME VOLUME USED FOR 11 1/4 BENDS.




DETAIL "W03"




## FIRE HYDRANT ASSEMBLY INSTALLATION DETAIL

NOTES:

1) ALL JOINTS FROM MAIN TO HYDRANT SHALL BE RESTRAINED MECHANICAL JOINTS.
2) HYDRANT, VALVE AND FITTINGS TO BE 250 P.S.I. RATED.
3) POLYETHYLENE WRAP SHALL COVER D.I.P. ASSEMBLY FROM HYDRANT BASE TO WATER MAIN. DO NOT BLOCK WEEP HOLE.
4) ALL HYDRANT LEAD PIPING TO BE 6" CLASS 250 D.I.P. UNLESS OTHERWISE NOTED
5) CENTERLINE OF HYDRANT TO BE 4'-0" FROM BACK OF CURB UNLESS OTHERWISE NOTED.
6) INSTALL VALVE STEM EXTENSION AS NEEDED TO INSURE THE DISTANCE FROM VALVE BOX LID TO TOP OF NUT SHALL NOT EXCEED 5'-0"

DETAIL "W05"

Prepared By: SGM SNOWMASS WATER & SAN. DISTRICT Date: 10/03/13 By: FBLACKWELDER


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PRELIMINARY PLAN
SKETCH PLAN
REVISION DESCRIPTION

PRELIMINARY NOT FOR CONSTRUCTION

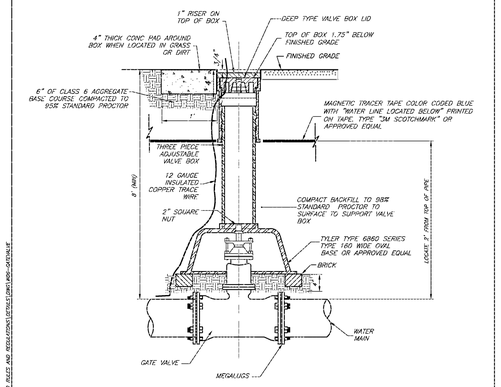
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UTILITY DETAILS

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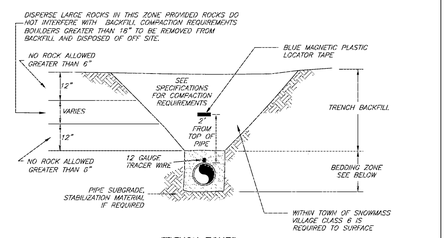



## TYPICAL GATE VALVE

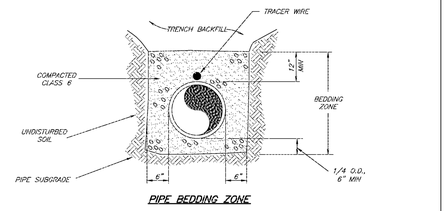
NOTES:
1. ALL VALVES ADJACENT TO FITTING SHALL BE MJ. IN LINE VALVES TO BE MJ x MJ. DESIGN LOCATIONS OF VALVES ARE OUTSIDE OF CONCRETE, CURB/GUTTER AND VALLEY PANS.
2. INSTALLED VALVES WHICH CONFLICT WITH CONCRETE AREAS SHALL BE RELOCATED AT THE CONTRACTOR'S EXPENSE.
3. THIS DETAIL DOES NOT APPLY TO HYDRANT ASSEMBLY VALVES.
4. INSTALL VALVE STEM EXTENSION AS NEEDED TO INSURE THE DISTANCE FROM VALVE BOX LID TO TOP OF NUT SHALL NOT EXCEED 5'-0"
5. THE TRACER WIRE SHALL BE EXTENDED TO THE SURFACE AT ALL VALVES AND FIRE HYDRANTS. THE WIRE SHALL BE EXTENDED TOWARDS THE GROUND ON THE OUTSIDE OF THE VALVE BOX UNTIL THE WIRE IS WITHIN FOUR INCHES (4") OF THE TOP OF THE LID, AT WHICH POINT IT SHALL BE BROUGHT BACK INSIDE THE BOX AND SECURELY FASTENED. SUFFICIENT SLACK IN THE OUTSIDE OF THE WIRE SHALL BE PROVIDED TO COMPENSATE FOR ANY FUTURE ADJUSTMENT TO THE VALVE BOX.
6. ADD SOLID PIPE FOR VALVE BOX OVER 9 FEET

DETAIL "W06"

Prepared By: SGM SNOWMASS WATER & SAN. DISTRICT Date: 10/03/13 By: FBLACKWELDER




## TRENCH ZONES



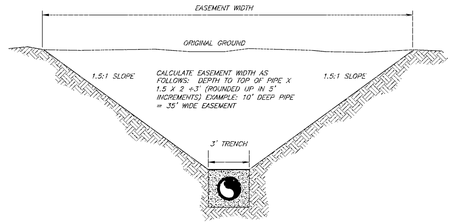

## PIPE BEDDING ZONE

NOTE: 3/4 SCREENED ROCK IN WET AREAS IN PLACE OF CLASS 6 ONLY APPROVED AS NEEDED

## WATER PIPE BEDDING

DETAIL "W08"

Prepared By: SGM SNOWMASS WATER & SAN. DISTRICT Date: 10/03/13 By: FBLACKWELDER



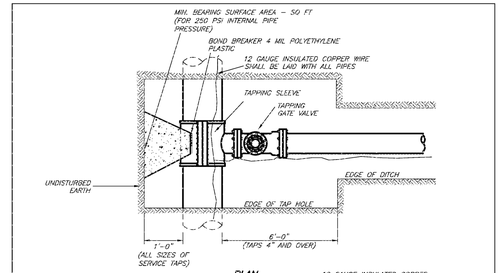

## MINIMUM EASEMENT WIDTH

## EASEMENT WIDTH

GENERAL NOTES:
1. MINIMUM EASEMENT WIDTH OF 20 FEET FOR 1 LINE
2. MINIMUM EASEMENT WIDTH OF 30 FEET FOR 2 LINES
3. NO PERMANENT IMPROVEMENTS SHALL BE INSTALLED WITHIN EASEMENT AREA SUCH AS LANDSCAPING, CONCRETE, ETC.

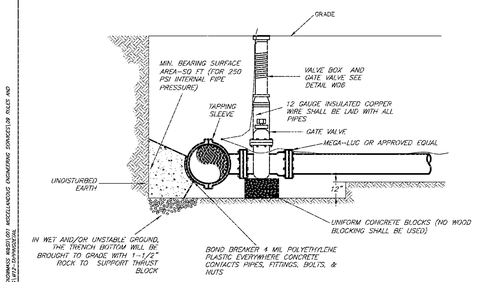
DETAIL "W10"

Prepared By: SGM SNOWMASS WATER & SAN. DISTRICT Date: 10/03/13 By: FBLACKWELDER




## PLAN

12 GAUGE INSULATED COPPER WIRE SHALL BE LAID WITH ALL PIPES

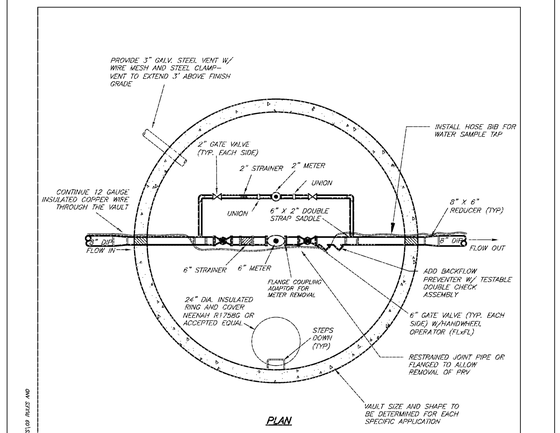



## ELEVATION

## TAPPING DETAIL

DETAIL "W12"

Prepared By: SGM SNOWMASS WATER & SAN. DISTRICT Date: 10/03/13 By: FBLACKWELDER




## PLAN

## MAINLINE WATER METER

NOTES:
1. VAULT SHALL BE PRECAST CONCRETE AND CAPABLE OF WITHSTANDING HS 20-44 TRAFFIC LOADING CONDITIONS
2. WHERE PIPES PENETRATE WALLS, USE LINK SEAL OR FILL ANNULAR SPACE W/ NON-SHRINK GROUT
3. COAT ALL EXTERIOR VAULT SURFACES WITH BITUMINOUS DAMPROOFING
4. ALL 2" PIPE SHALL BE BRASS W/ALL OTHER PIPE AND FITTINGS BEING FLANGED DUCTILE IRON
5. ALL TIE-RODS SHALL BE 3/4" ALL-THREAD OR MEGA-LUGS ON EXTERIOR CONNECTIONS
6. CONTRACTOR SHALL SUBMIT VAULT PIPING SCHEMATIC W/ VAULT DIMENSIONS TO DISTRICT PRIOR TO ORDERING MATERIALS OR EQUIPMENT
7. PIPE MATERIAL TO BE FLANGED OR RESTRAINED JOINT PIPE.

DETAIL "W16"

Prepared By: SGM SNOWMASS WATER & SAN. DISTRICT Date: 10/03/13 By: FBLACKWELDER


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PRELIMINARY PLAN

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| CHECKED BY: | JLS |
| JOB #: | 240949.CIV |
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## HORIZONTAL CONTROL NOTES:

1. ALL DIMENSIONS AND RADII ARE TO FACE OF CURB, FACE OF BUILDING AND EDGE OF WALK UNLESS OTHERWISE NOTED.
2. CONTRACTOR TO REPAIR/REPLACE ALL DAMAGE TO EXISTING FLATWORK OR SITE FEATURES NOT INTENDED FOR DEMOLITION.
3. REFER TO GRADING AND DRAINAGE PLAN FOR FURTHER INFORMATION PERTAINING TO CURB & GUTTER, CHASES, AND DRAINAGE PANS.

## HORIZONTAL CONTROL LEGEND

- ASPHALT PAVING
- HEAVY-DUTY ASPHALT PAVING
- CONCRETE PAVING
- HEAVY-DUTY CONCRETE PAVING
- MILL AND OVERLAY
- LIMITS OF SAWCUT

C3.1

C3.2

SHOP EMPLOYEE HOUSING
FFE=8888.00' (ARCH 100'-0")

DIVIDE WAY

DIVIDE ROAD (60' ROW)

PINON DRIVE (60' ROW)

LOT 46 FIRST AMENDED THE DIVIDE SUBDIVISION

LOT 47

LOT 51 0.729± ACRES

LOT 44 2.85± ACRES

TWO-STORY BUILDING APARTMENTS-UPPER GARAGES-LOWER

LIFT STATION

WOOD SHEDS

WOOD RETAINING WALL (TYPICAL)

GRAVEL PARKING

DRAINAGE EASEMENT RECEPTION NO. 528952

EASEMENT FOR NATURAL DRAINAGE, SNOWMELT & RAIN RECEPTION NO. 528952

24' WIDE ACCESS RECEPTION NO. 528952 (PUBLIC ACCESS)

PUBLIC SKI EASEMENT RECEPTION NO. 528952

30 0 30 60
SCALE IN FEET


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CHECKED BY: JLS
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OVERALL HORIZONTAL CONTROL PLAN

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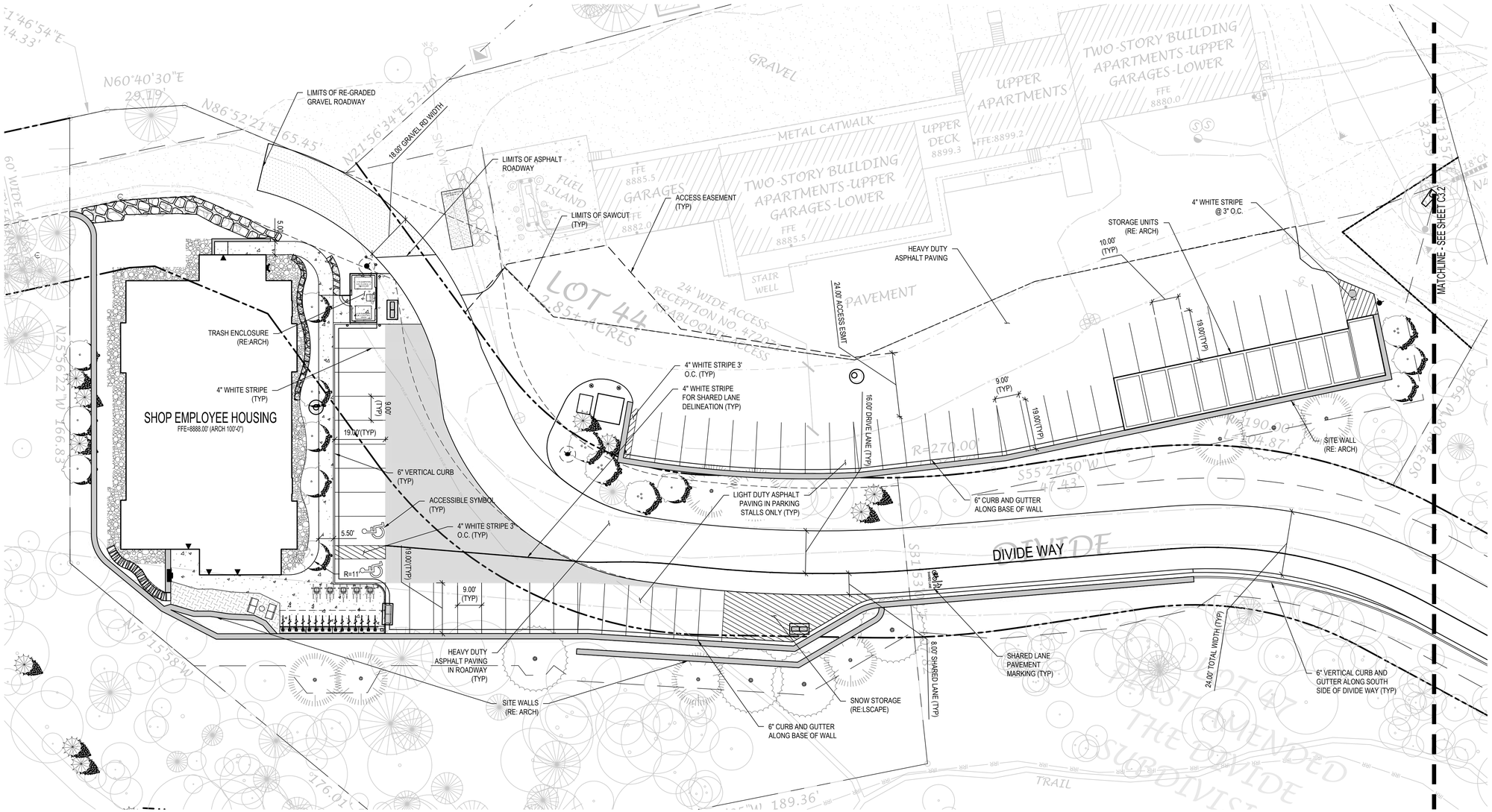
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## HORIZONTAL CONTROL NOTES:

1. ALL DIMENSIONS AND RADII ARE TO FACE OF CURB, FACE OF BUILDING AND EDGE OF WALK UNLESS OTHERWISE NOTED.
2. CONTRACTOR TO REPAIR/REPLACE ALL DAMAGE TO EXISTING FLATWORK OR SITE FEATURES NOT INTENDED FOR DEMOLITION.
3. REFER TO GRADING AND DRAINAGE PLAN FOR FURTHER INFORMATION PERTAINING TO CURB & GUTTER, CHASES, AND DRAINAGE PANS.

## HORIZONTAL CONTROL LEGEND

- ASPHALT PAVING
- HEAVY-DUTY ASPHALT PAVING
- CONCRETE PAVING
- HEAVY-DUTY CONCRETE PAVING
- MILL AND OVERLAY
- LIMITS OF SAWCUT





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| 1 | 6/4/25 | AJC | AJC | JLS |

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DETAILED HORIZONTAL CONTROL PLAN

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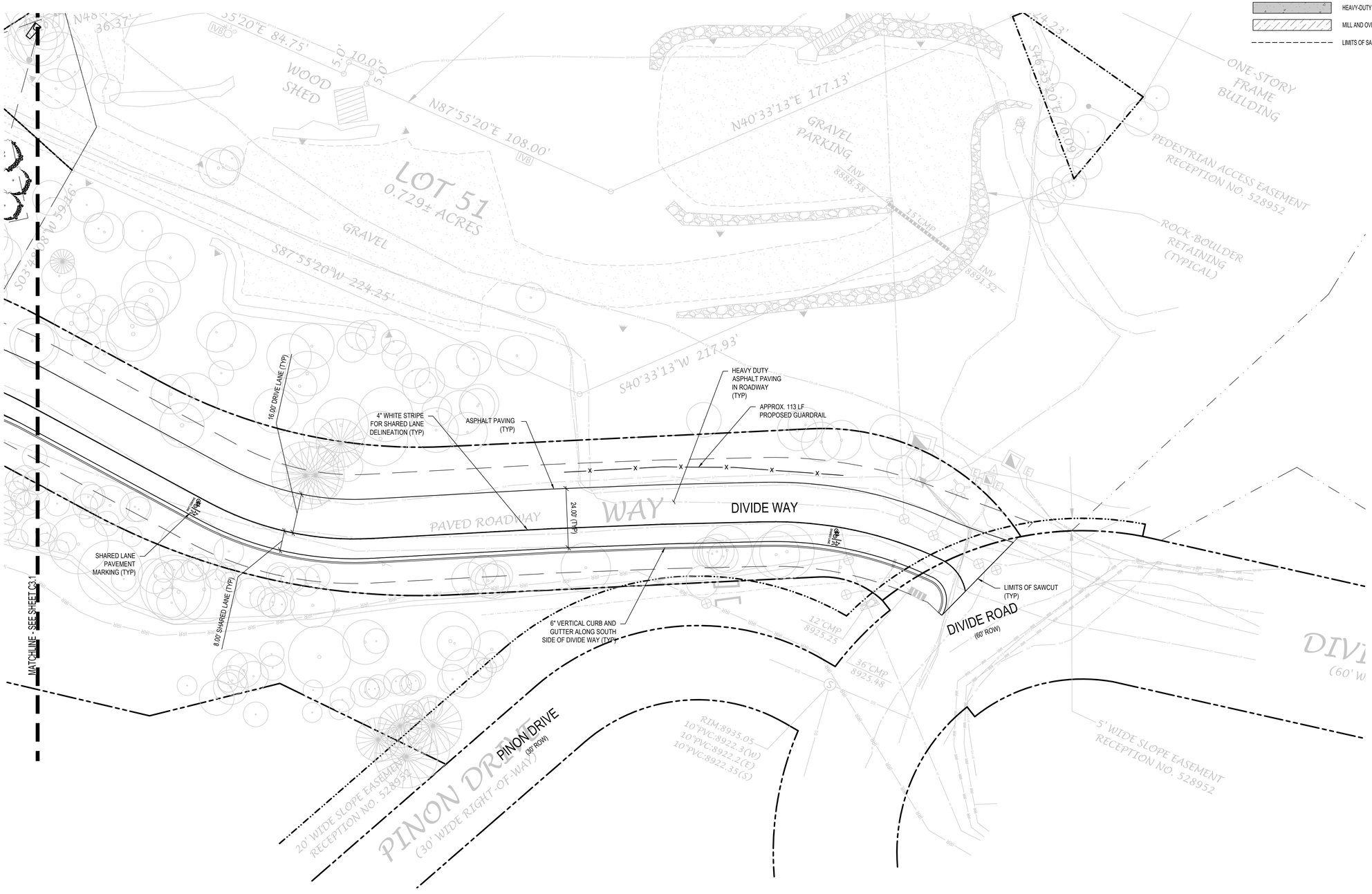
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## HORIZONTAL CONTROL NOTES:

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## HORIZONTAL CONTROL LEGEND

- ASPHALT PAVING
- HEAVY-DUTY ASPHALT PAVING
- CONCRETE PAVING
- HEAVY-DUTY CONCRETE PAVING
- MILL AND OVERLAY
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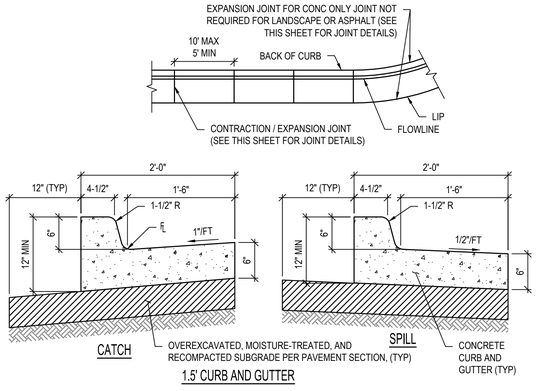
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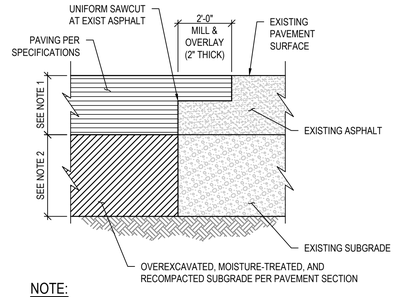



NOTES:

1. ALL CONCRETE SHALL HAVE FIBERMESH REINFORCEMENT PER SPECIFICATIONS.

## PRIVATE CURB AND GUTTER DETAIL

NTS

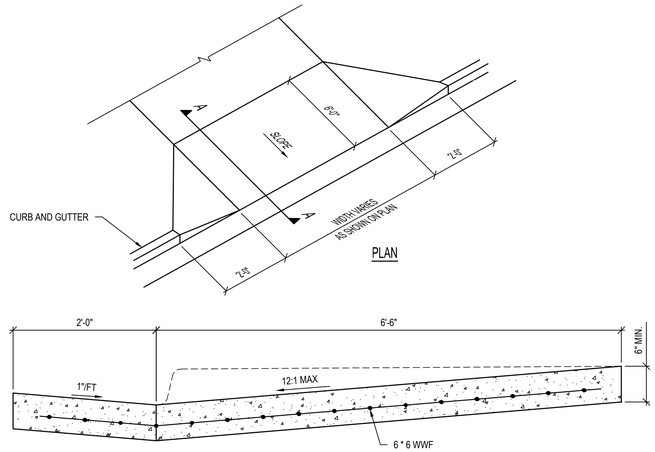



NOTE:

1. MATCH EXISTING DEPTH +1"
2. MATCH EXIST SUBGRADE DEPTH UNLESS OTHERWISE SPECIFIED
3. APPLY TACKIFIER AT SAWCUT AND MILL PRIOR TO PAVING.

## ASPHALT "T" PATCH DETAIL

NTS



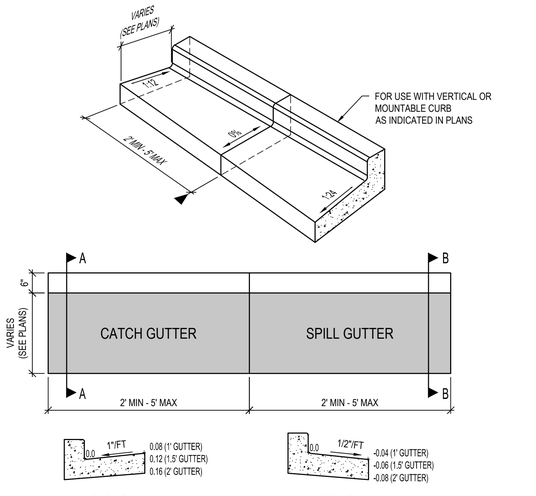

SECTION A-A

NOTES:

1. COARSE BROOM FINISH SURFACE OF RAMP ACROSS THE SLOPE
2. MAINTAIN NORMAL GUTTER FLOW AND PROFILE THROUGH RAMP AREA PROVIDE 1/2" EXPANSION JOINT WHERE CONCRETE RAMP JOINS ANY
3. RIGID PAVEMENT OR STRUCTURE
4. RAMP, CURB AND GUTTER CONSTRUCTION MAY BE POURED MONOLITHICALLY
5. RAMP CONCRETE SAME THICKNESS AS SIDEWALK
6. ALL CONCRETE SHALL HAVE FIBERMESH REINFORCEMENT PER SPECIFICATIONS.

## VEHICLE ACCESS RAMP DETAIL

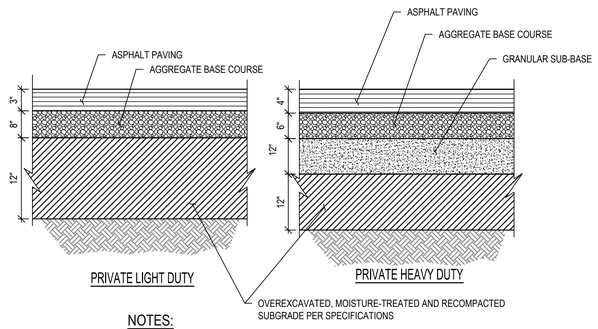
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SECTION A-A SECTION B-B

## GUTTER CATCH SPILL TRANSITION DETAIL

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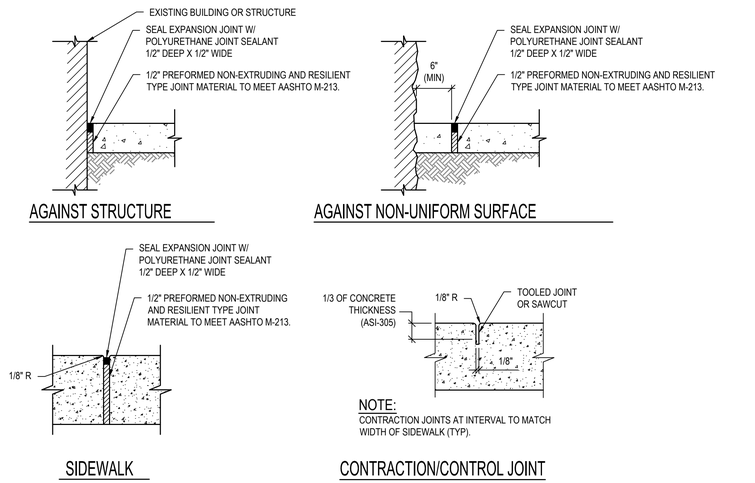



NOTES:

1. USE HEAVY DUTY ASPHALT SECTION FOR AREAS SUBJECTED TO COMBINED AUTOMOBILE AND OCCASIONAL TRUCK TRAFFIC.
2. USE LIGHT DUTY ASPHALT SECTION FOR AREA SUBJECTED TO AUTOMOBILE TRAFFIC ONLY.

## COMPOSITE ASPHALT PAVEMENT SECTION DETAIL

NTS




NOTES:

1. CURB EXPANSION JOINTS EVERY 100' MAX AND WHEREVER SIDEWALK ABUTS EXISTING & PROPOSED CONCRETE STRUCTURES (TYP) - SEE PLAN
2. REMOVE PLASTIC FORMING MATERIAL ("ZIP STRIPS") FROM PREFORMED JOINT MATERIAL PRIOR TO PLACING SEALANT

## CONCRETE JOINT DETAIL

NTS


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REVISION DESCRIPTION
SKETCH PLAN
PRELIMINARY PLAN

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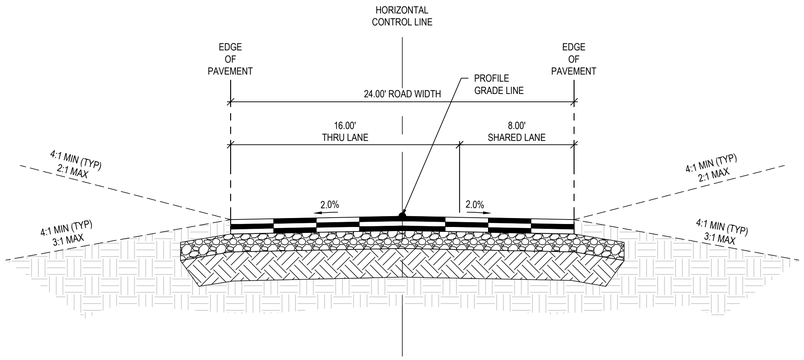
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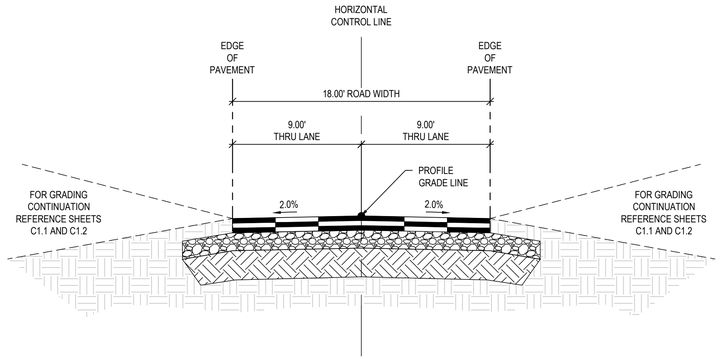
SITE DETAILS

SHEET NO.
CD3.0

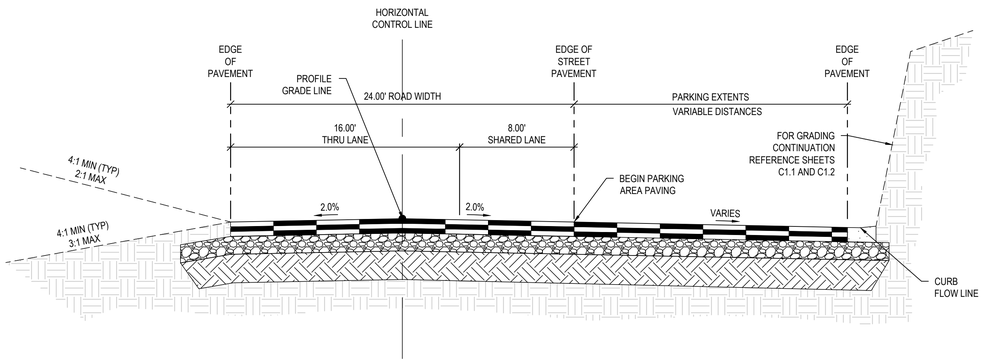
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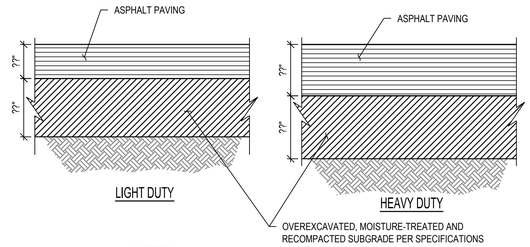

24' ROAD WIDTH SECTION VIEW
1:5




18' ROAD WIDTH SECTION VIEW
1:5

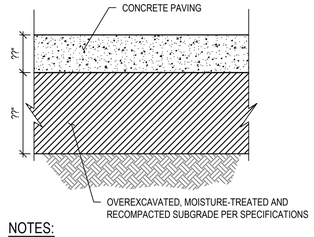



24' ROAD WIDTH (W/ PARKING) SECTION VIEW
1:5



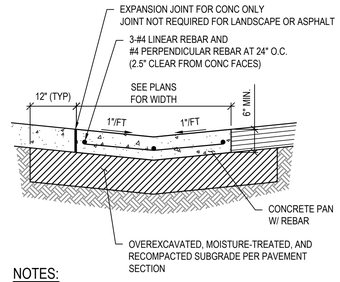

NOTES:
1. USE HEAVY DUTY ASPHALT SECTION FOR SERVICE DRIVES, ACCESS DRIVE LANES, & BUS LOOP
2. USE LIGHT DUTY ASPHALT SECTION FOR CAR PARKING STALLS.

FULL DEPTH ASPHALT PAVEMENT SECTION DETAIL
NTS



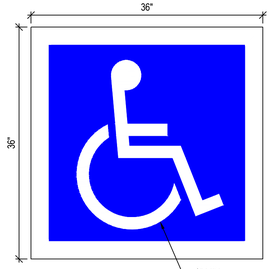

NOTES:
1. CONCRETE THICKNESS:
   6" FOR DRIVES AND WALKS
   8" FOR TRASH PADS AND LOADING AREAS
2. SEE CONTRACTION JOINT AND EXPANSION JOINT DETAILS.
3. ALL CONCRETE SHALL HAVE FIBERMESH REINFORCEMENT PER SPECIFICATIONS.

CONCRETE PAVEMENT SECTION DETAIL
NTS




NOTES:
1. THIS PAN IS INTENDED FOR USE AT DRIVE AREAS.
2. SEE PLANS FOR INVERT ELEVATIONS AND HORIZONTAL CONTROLS.
3. SEE CONTRACTION AND EXPANSION JOINT DETAILS.
4. PROVIDE JOINT LAYOUT PLAN TO OWNER FOR APPROVAL PRIOR TO CONSTRUCTION. JOINTS TO MATCH ADJOINING SIDEWALK.
5. ALL CONCRETE SHALL HAVE FIBERMESH REINFORCEMENT PER SPECIFICATIONS

REINFORCED CONCRETE PAN DETAIL
NTS




NOTES:
1. PAINT PER SPECIFICATIONS.
2. APPLY WITH STENCIL FOR "MODIFIED INTERNATIONAL SYMBOL OF ACCESS" OR APPROVED SUBSTITUTION.

ACCESSIBLE SYMBOL DETAIL
NTS


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|---|---|---|---|---|
| 1 | 6/4/25 | AJC | AJC | PRELIMINARY PLAN |
| 0 | 9/1/24 | AJC | AJC | SKETCH PLAN |

PRELIMINARY NOT FOR CONSTRUCTION

| | |
|---|---|
| DESIGNED BY: | AJC/RMM |
| DRAWN BY: | AJC/CCE |
| CHECKED BY: | JLS |
| JOB #: | 240949.CIV |
| DATE: | 06/04/2025 |

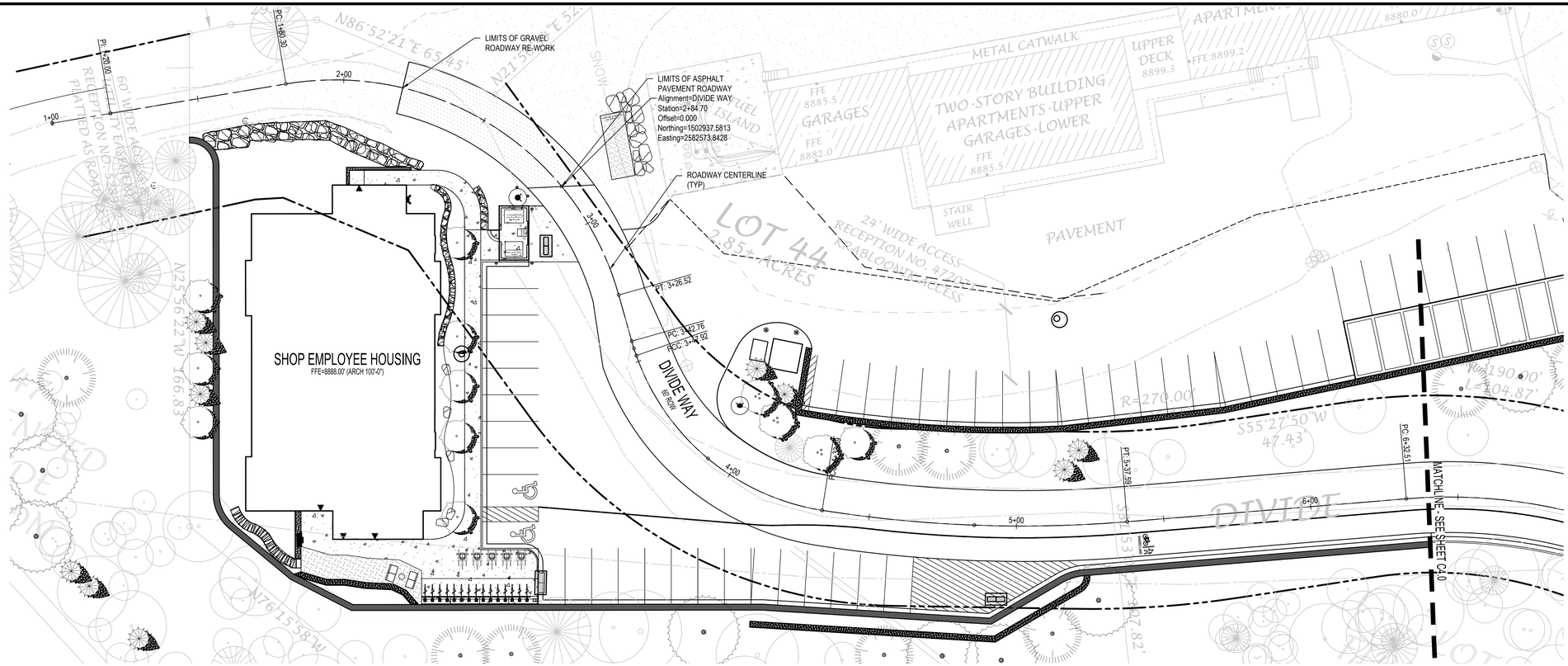
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SITE DETAILS

SHEET NO.
CD3.1

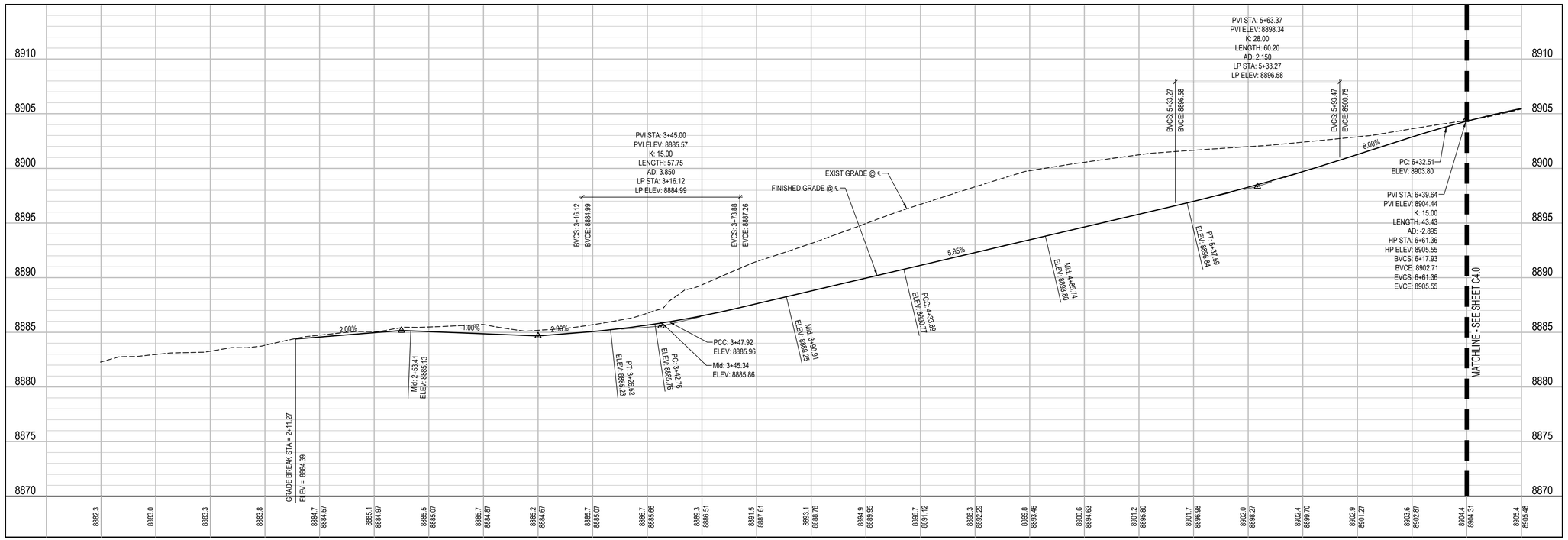
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DIVIDE WAY PLAN

SCALE: 1" = 20'

SCALE IN FEET




DIVIDE WAY PROFILE

SCALE: 1"=20' HORIZ
1"=5' VERT


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| 0 | 9/1/24 | AJC | AJC |

PRELIMINARY PLAN
SKETCH PLAN
REVISION DESCRIPTION

PRELIMINARY NOT FOR CONSTRUCTION

| | |
|---|---|
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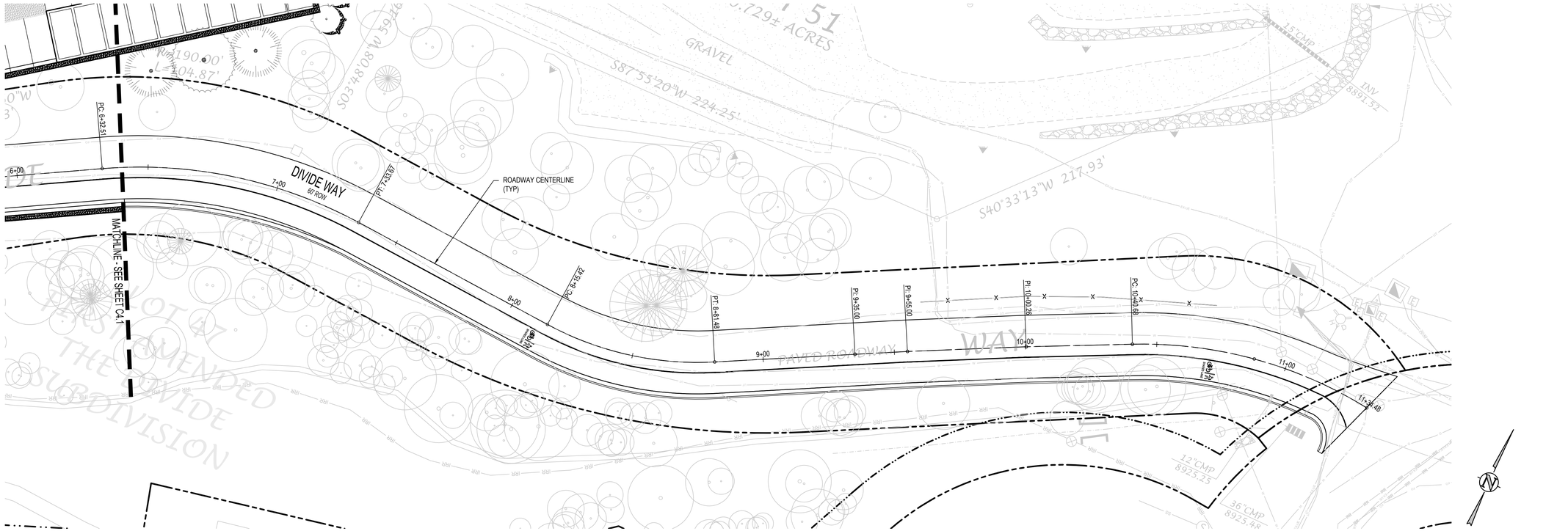
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DIVIDE WAY PLAN AND PROFILE

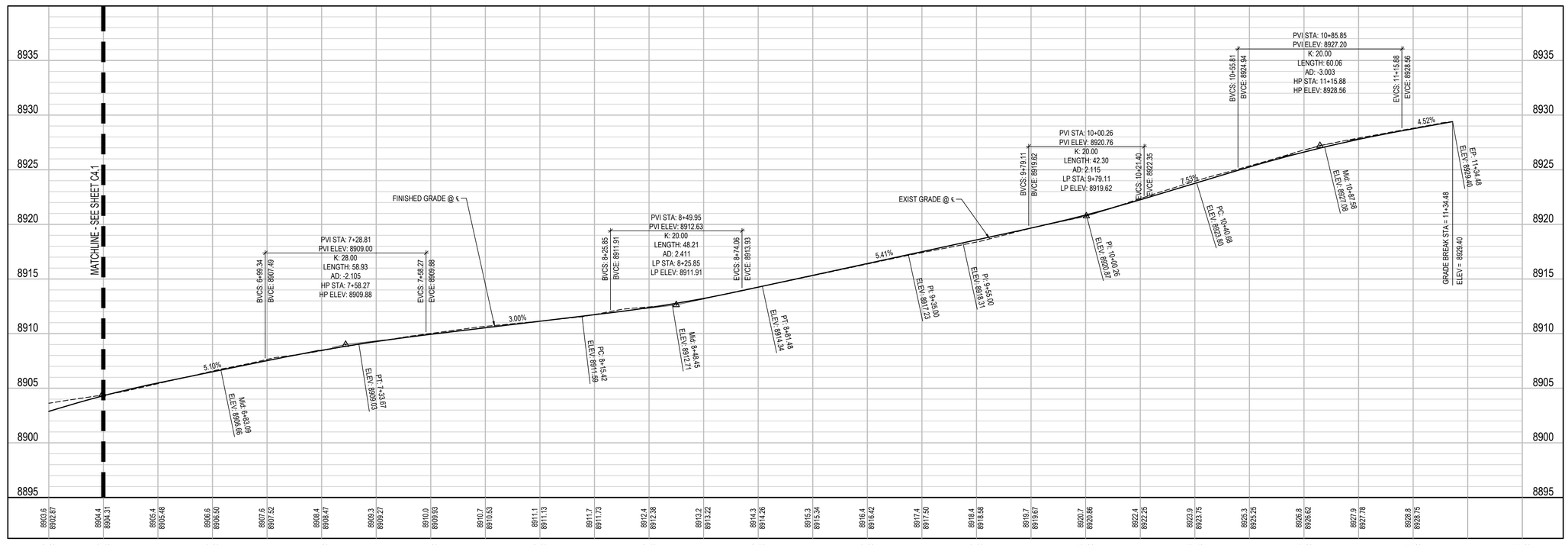
SHEET NO.
C4.0

G:\240949.civ - divide road housing\Drawings\240949.CIV-01-STR-PNP-01.dwg, 6/4/2025 - 1:43 PM, AJC




DIVIDE WAY PLAN

SCALE: 1" = 20'




DIVIDE WAY PROFILE

SCALE: 1"=20' HORIZ
1"=5' VERT


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|---|---|---|---|
| 1 | 6/4/25 | AJC | AJC |
| 0 | 9/1/24 | AJC | |

REVISION DESCRIPTION

SKETCH PLAN

PRELIMINARY PLAN

PRELIMINARY NOT FOR CONSTRUCTION

| | |
|---|---|
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DIVIDE WAY PLAN AND PROFILE

SHEET NO.
C4.1

G:\240949.civ - divide road housing\Drawings\240949.CIV-01-STR-PNP-01.dwg, 6/04/2025 - 1:43 PM, AJC

## DRAINAGE MAP LEGEND

- EXISTING INDEX CONTOUR
- EXISTING INTERMEDIATE CONTOUR
- PROPOSED INDEX CONTOUR
- PROPOSED INTERMEDIATE CONTOUR
- + 03.3 — EXISTING SPOT ELEVATION
- + 03.54 — PROPOSED SPOT ELEVATION
- HISTORIC DRAINAGE BASIN BOUNDARY (MAJOR BASIN)
- HISTORIC DRAINAGE BASIN BOUNDARY (SUB BASIN)
- DEVELOPED DRAINAGE BASIN BOUNDARY (MAJOR BASIN)
- DEVELOPED DRAINAGE BASIN BOUNDARY (SUB BASIN)
- DIRECTION OF FLOW (HISTORIC)
- DIRECTION OF FLOW (DEVELOPED)
- OVERFLOW PATH
- BASIN DESIGN POINT
- DRAINAGE BASIN IDENTIFICATION BUBBLE

A = DEVELOPED BASIN DESIGNATION
.50 = 100-YR RUNOFF COEFFICIENT
1.0 = AREA ACRES

LOT 46 FIRST AMENDED THE DIVIDE SUBDIVISION

LOT 47

LOT 51
0.729± ACRES

LOT 44
2.85± ACRES

DIVIDE WAY

DIVIDE ROAD (60' ROW)

PINON DRIVE (60' ROW)

H-2
0.63 | 0.15

H-1
0.72 | 1.47

SCALE IN FEET: 30 0 30 60


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PRELIMINARY PLAN
SKETCH PLAN
REVISION DESCRIPTION

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DRAINAGE PLAN - EXISTING

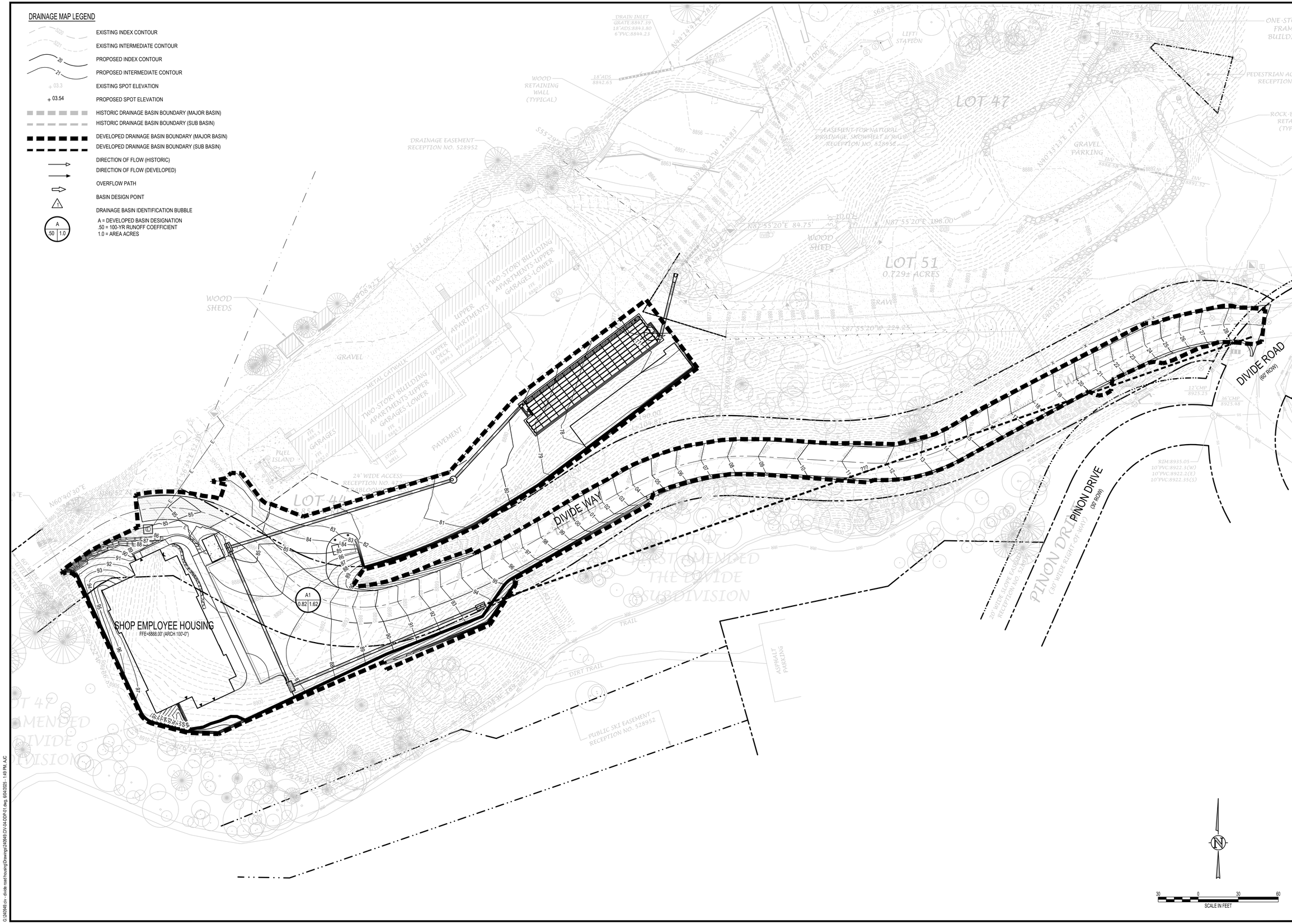
SHEET NO.
FIG 1

G:\240949 civ - divide road housing\Drawings\240949.CIV-SX-DDE-01.dwg, 6/4/2025 - 1:48 PM, AJC

## DRAINAGE MAP LEGEND

- EXISTING INDEX CONTOUR
- EXISTING INTERMEDIATE CONTOUR
- PROPOSED INDEX CONTOUR
- PROPOSED INTERMEDIATE CONTOUR
- + 03.3 — EXISTING SPOT ELEVATION
- + 03.54 — PROPOSED SPOT ELEVATION
- HISTORIC DRAINAGE BASIN BOUNDARY (MAJOR BASIN)
- HISTORIC DRAINAGE BASIN BOUNDARY (SUB BASIN)
- DEVELOPED DRAINAGE BASIN BOUNDARY (MAJOR BASIN)
- DEVELOPED DRAINAGE BASIN BOUNDARY (SUB BASIN)
- DIRECTION OF FLOW (HISTORIC)
- DIRECTION OF FLOW (DEVELOPED)
- OVERFLOW PATH
- BASIN DESIGN POINT
- DRAINAGE BASIN IDENTIFICATION BUBBLE

A = DEVELOPED BASIN DESIGNATION
.50 = 100-YR RUNOFF COEFFICIENT
1.0 = AREA ACRES





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DRAINAGE PLAN - PROPOSED

SHEET NO.
FIG 2

G:\240949.civ - divide road housing\Drawings\240949.CIV-04-DDP-01.dwg, 6/4/2025 - 1:49 PM, AJC

## GRADING AND DRAINAGE NOTES:

1. CONTRACTOR TO FIELD VERIFY ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. REFER TO GENERAL NOTES FOR UTILITY LOCATION AND PROTECTION.
2. CONTRACTOR TO POTHOLE EXISTING UTILITIES AT PROPOSED UTILITY CROSSINGS IN ROW PRIOR TO CONSTRUCTION.
3. REFER TO HORIZONTAL CONTROL PLAN FOR FURTHER INFORMATION PERTAINING TO CURB & GUTTER, CHASES, AND DRAINAGE PANS.
4. CONTRACTOR IS RESPONSIBLE FOR RESTORING ALL DISTURBED AREAS TO THEIR ORIGINAL CONDITIONS.
5. ALL SPOT ELEVATIONS ARE TO FINISHED GRADE OR FLOWLINE UNLESS OTHERWISE SPECIFIED.
6. IF WALL IS SHOWN, TG DENOTES THE FINISHED GRADE ADJACENT TO THE HIGH SIDE OF THE WALL. BG DENOTES THE FINISHED GRADE ADJACENT TO THE LOW SIDE OF THE WALL. REFER TO ARCH PLANS/DETAILS FOR WALL ELEVATIONS BEYOND THE ADJACENT FINISHED GRADES (EXPOSED WALL, CAP/FOOTER, ETC.)

18" CMP CULVERT
DAYLIGHT INTO EXPANDED POND
INV 8847.00
N1503269.34
E2582977.40

REPLACE EXIST 12" CMP W/ 18" CMP TO ADEQUATELY CONVEY STORM FLOWS TO EXPANDED POND

44 LF 18" CMP @ 12.92%

18" CMP CULVERT
INV 8852.69
N1503228.09
E2582992.85

18" CONC FES
INV 8868.00
N1503122.32
E2582912.65

49 LF 18" RCP @ 8.15%

30" AREA DRAIN
GR 8875.96
INV IN(SW) 8872.21 (18" RCP)
INV OUT(N) 8872.01 (18" RCP)
N1503074.57
E2582900.90

188 LF 18" RCP @ 2.00%

4' SD MH (ECC)
RIM 8880.61
INV IN(W) 8876.17 (18" RCP)
INV OUT(NE) 8875.97 (18" RCP)
N1502967.95
E2582745.76

DOUBLE VALLEY INLET
FL 8884.50
INV IN(SE) 8880.29 (18" RCP)
INV OUT(E) 8879.54 (18" RCP)
N1502917.06
E2582577.53

176 LF 18" RCP @ 1.92%

DOUBLE VALLEY INLET
FL 8893.45
INV OUT(SW) 8888.78 (18" RCP)
N1502873.08
E2582766.30

155 LF 18" RCP @ 4.30%

DOUBLE COMBINATION INLET
FL 8886.60
INV IN(NE) 8882.11 (18" RCP)
INV OUT(NW) 8882.01 (18" RCP)
N1502812.62
E2582623.42

114 LF 18" RCP @ 1.50%

SHOP EMPLOYEE HOUSING
FFE=8888.00' (ARCH 100'-0")

DIVIDE WAY

DIVIDE ROAD (60' ROW)

PINON DRIVE (50' ROW)

LOT 51
0.729± ACRES

LOT 47

LOT 46
FIRST AMENDED
THE DIVIDE
SUBDIVISION

LOT 42
2.85± ACRES

TWO-STORY BUILDING
APARTMENTS UPPER
GARAGES-LOWER

WOOD SHEDS

WOOD RETAINING WALL (TYPICAL)

DRAINAGE EASEMENT
RECEPTION NO. 528952

PUBLIC SKI EASEMENT
RECEPTION NO. 528952

ASPHALT PARKING

GRAVEL PARKING

LIFT STATION

SCALE IN FEET
30 0 30 60


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| 1 | 6/4/25 | AJC | PRELIMINARY PLAN |

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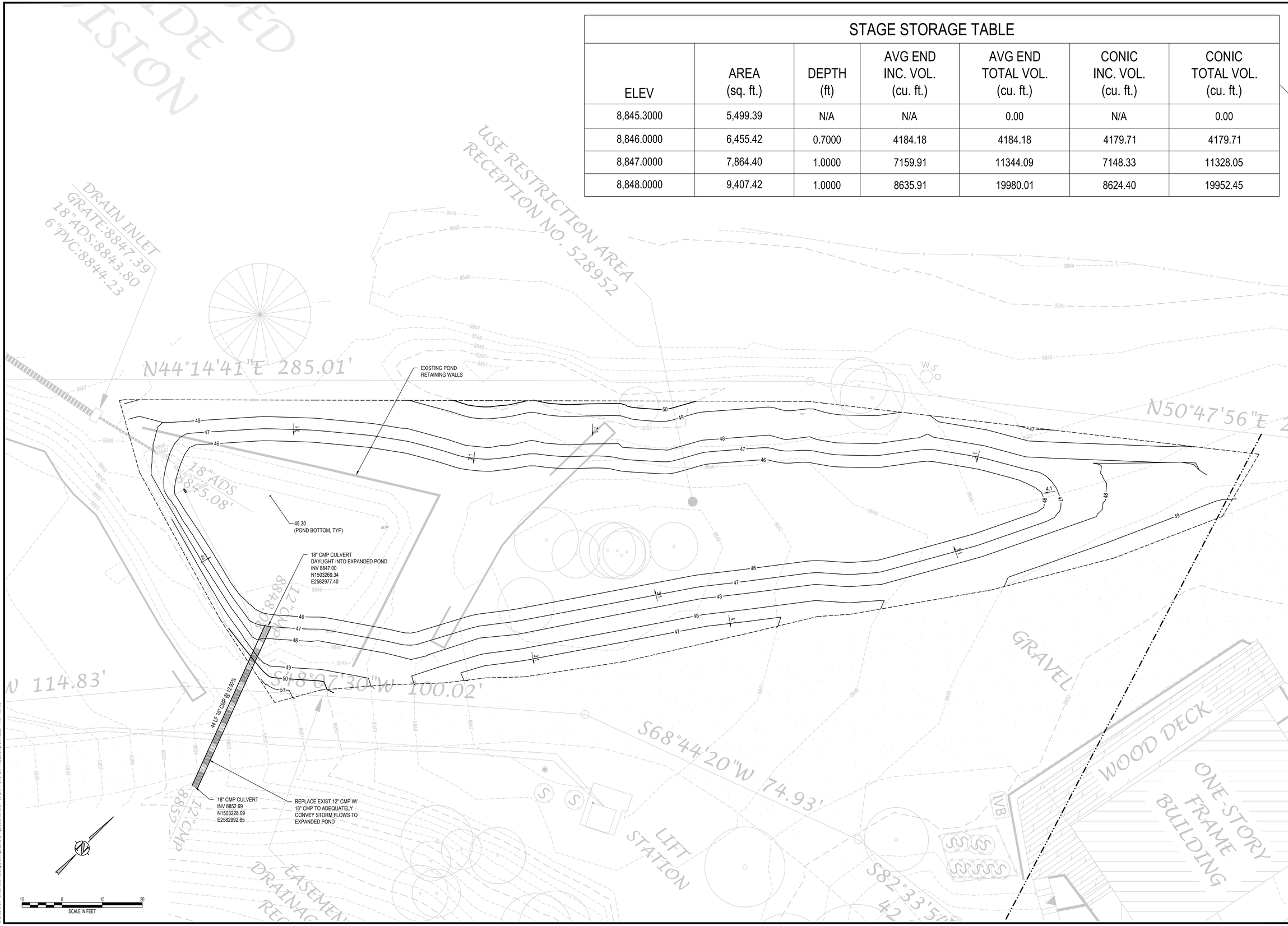
ALT DRAINAGE PLAN - EXISTING DETENTION POND EXPANSION

SHEET NO.
FIG 3.0

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## STAGE STORAGE TABLE

| ELEV | AREA (sq. ft.) | DEPTH (ft) | AVG END INC. VOL. (cu. ft.) | AVG END TOTAL VOL. (cu. ft.) | CONIC INC. VOL. (cu. ft.) | CONIC TOTAL VOL. (cu. ft.) |
|---|---|---|---|---|---|---|
| 8,845.3000 | 5,499.39 | N/A | N/A | 0.00 | N/A | 0.00 |
| 8,846.0000 | 6,455.42 | 0.7000 | 4184.18 | 4184.18 | 4179.71 | 4179.71 |
| 8,847.0000 | 7,864.40 | 1.0000 | 7159.91 | 11344.09 | 7148.33 | 11328.05 |
| 8,848.0000 | 9,407.42 | 1.0000 | 8635.91 | 19980.01 | 8624.40 | 19952.45 |





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| 0 | 9/1/24 | AJC | |

PRELIMINARY PLAN
SKETCH PLAN
REVISION DESCRIPTION

PRELIMINARY NOT FOR CONSTRUCTION

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|---|---|
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EXISTING DETENTION POND EXPANSION PLAN

SHEET NO.
FIG 3.1

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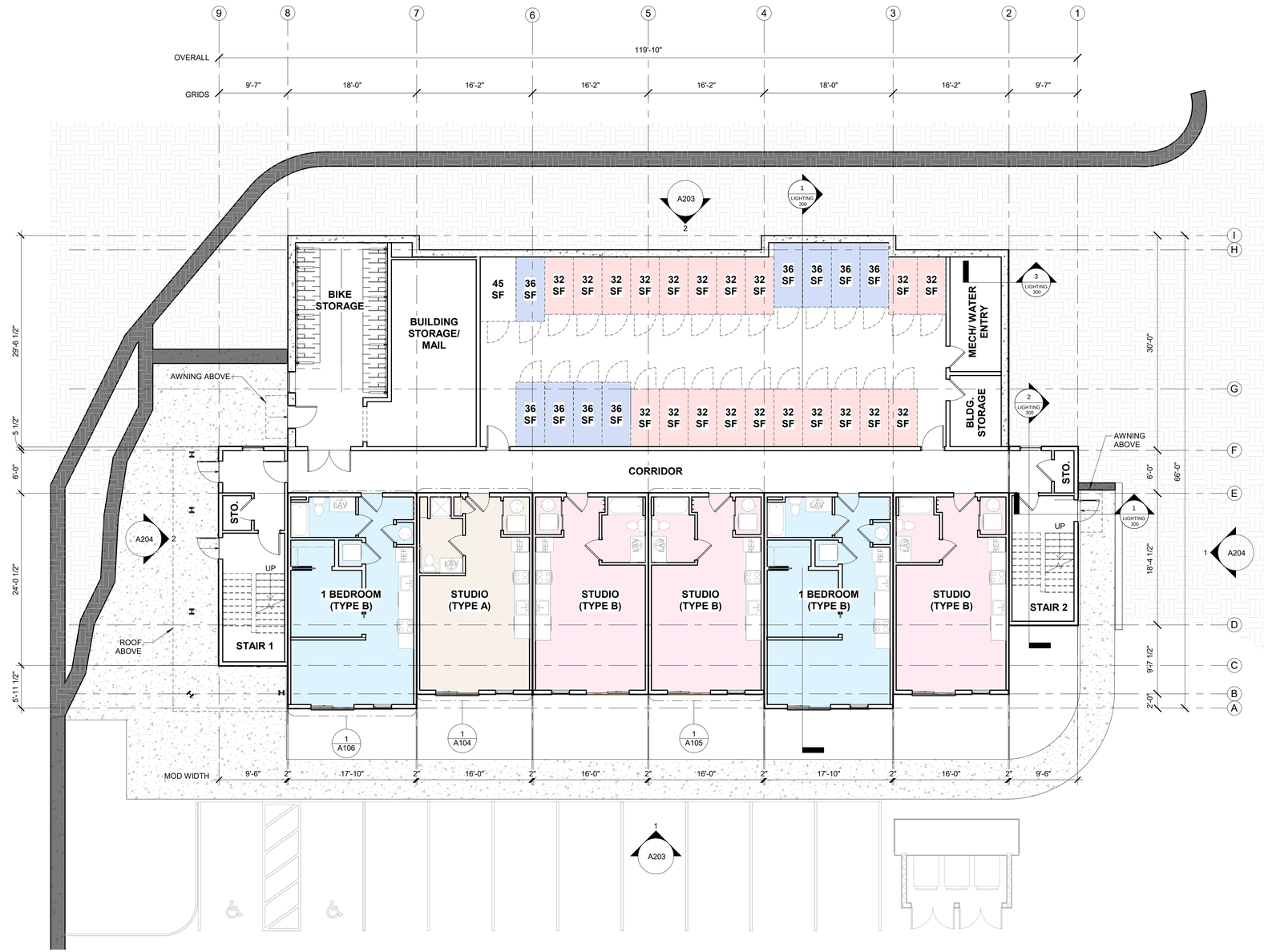
# APPENDIX A

# ARCHITECTURE SHEETS

## STORAGE LEGEND

- DEDICATED STORAGE FOR 1 BEDROOM UNITS
- DEDICATED STORAGE FOR STUDIO UNITS

**NOTE:**
REFER TO ALPENGLOW LIGHTING DESIGN, INC. SHEETS FOR LIGHT STUDY SECTIONS. (SHEETS LIGHT - 200, LIGHT -300)




1 LEVEL 1
1/8" = 1'-0"

8 6 4 2 0 8 16
SCALE: 1/8"=1'-0"


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PRELIMINARY PLAN
DATE: 05/16/2025
DRAWN BY: GN
CHECKED BY: GD/RW

FLOOR PLAN
LEVEL 1

A101

5/15/2025 12:26:42 PM

**NOTE:**
REFER TO ALPENGLOW LIGHTING DESIGN, INC. SHEETS FOR LIGHT STUDY SECTIONS. (SHEETS LIGHT - 200, LIGHT -300)




1 LEVEL 2
1/8" = 1'-0"

8 6 4 2 0 8 16
SCALE: 1/8"=1'-0"


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FLOOR PLAN
LEVEL 2

A102

5/19/2025 12:56:42 PM

**NOTE:**
REFER TO ALPENGLOW LIGHTING DESIGN, INC. SHEETS FOR LIGHT STUDY SECTIONS. (SHEETS LIGHT - 200, LIGHT -300)




1 LEVEL 3
1/8" = 1'-0"

8 6 4 2 0 8 16
SCALE: 1/8"=1'-0"


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|---|---|---|
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PRELIMINARY PLAN
DATE: 05/16/2025
DRAWN BY: GN
CHECKED BY: GD/RW

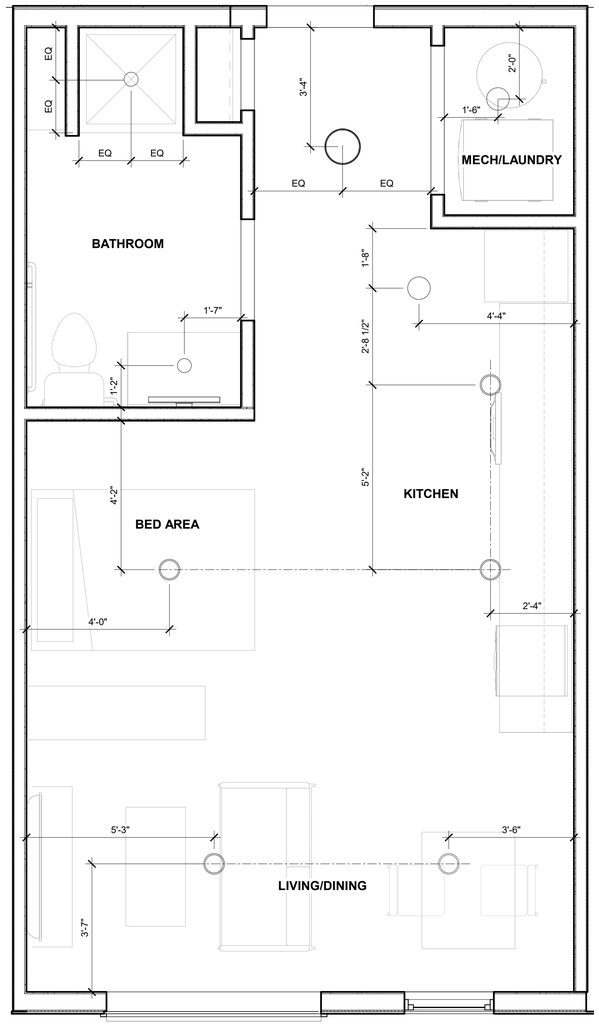
FLOOR PLAN
LEVEL 3

A103

5/16/2025 1:07:19 PM

## RCP LEGEND

- LINEAR LIGHT SCONCE
- 6" RECESSED CAN LIGHT
- 12" SURFACE MOUNTED LIGHT
- 6" SURFACE MOUNTED LIGHT
- 4" SURFACE MOUNTED LIGHT
- FAN WITH LIGHT




3 RCP UNIT PLAN STUDIO - TYPE A
1/2" = 1'-0"

SCALE: 1/2"=1'-0"

| TYPE OF UNIT | MIN SIZE (SQ. FT) | MAX SIZE (SQ. FT) |
|---|---|---|
| STUDIO | 448 | 550 |
| ONE BED | 550 | 750 |

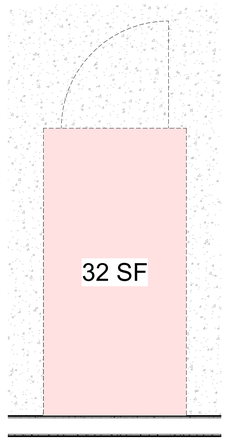
PER SNOWMASS VILLAGE MUNICODE SEC 16A-4-410

STORAGE CAGES FOR EACH UNIT IN THE BASEMENT OF THE BUILDING CAN ADD UP TO 5% OF THE AREA OF THE DWELLING UNIT MIN SQUARE.

STUDIO UNIT SIZE: 448 SQ FT (MIN. REQ)
448 SQ FT X 5% = 22.4 SQ FT
448 SQ FT - 22.4 SQ FT = 426 SQ FT
STUDIO CAN BE REDUCED TO 426 SQ FT IF ADDITIONAL STORAGE IS PROVIDED

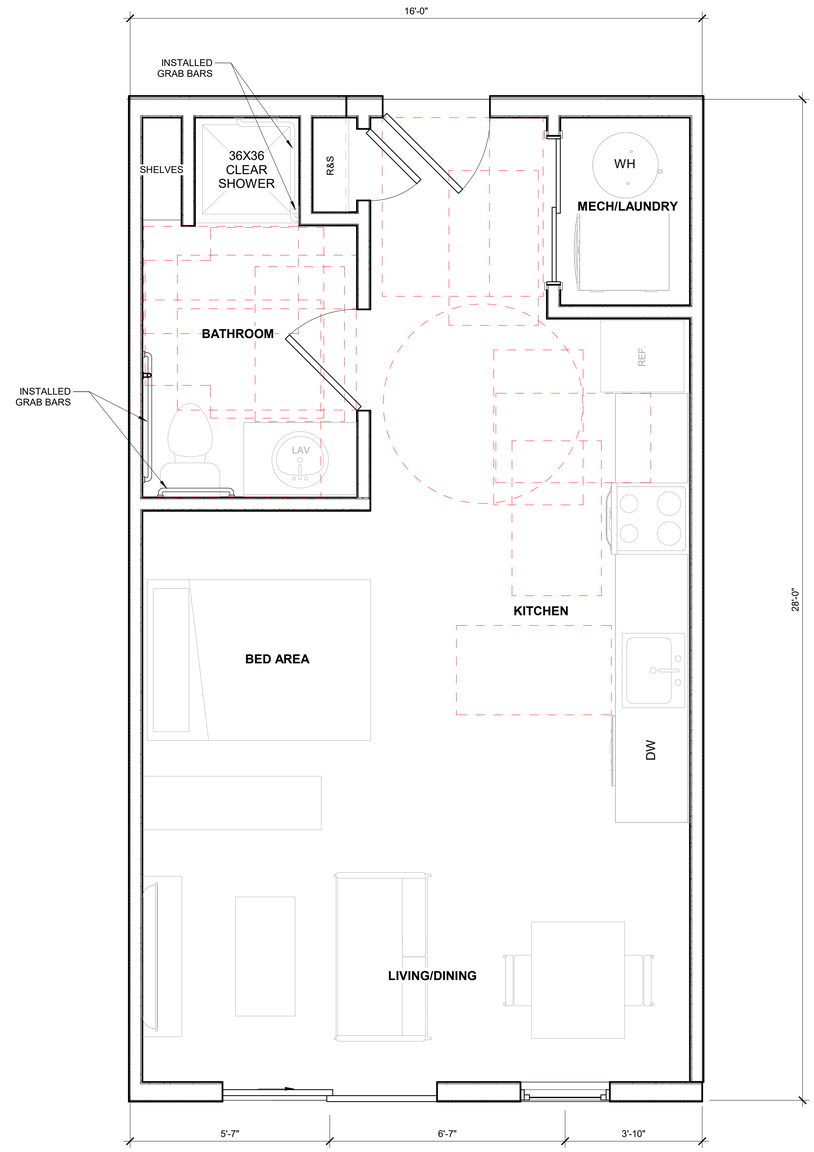
**ACTUAL PROVIDED SQ FT OF STUDIO UNIT AND STORAGE**
SHOP STUDIO: 448 SQ FT
SHOP DEDICATED STUDIO STORAGE: 32 SQ FT
SHOP STUDIO TOTAL SQ FT: 448 SQ FT + 32 SQ FT = 480 SQ FT

480 SQ FT > 448 SQ FT (MIN. SQ FT)
480 SQ FT < 550 SQ FT (MAX. SQ FT)




2 DEDICATED IN BUILDING STORAGE FOR DWELLING UNIT
1/2" = 1'-0"

**TYPE A STUDIO**
448 SQ FT




1 ENLARGED UNIT PLAN STUDIO - TYPE A
1/2" = 1'-0"

448 SQ FT.

SCALE: 1/2"=1'-0"


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# SNOWMASS OPS HOUSING
# EMPLOYEE HOUSING APT.

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| 1 | SKETCH PLAN | 09/01/2024 |

PRELIMINARY PLAN
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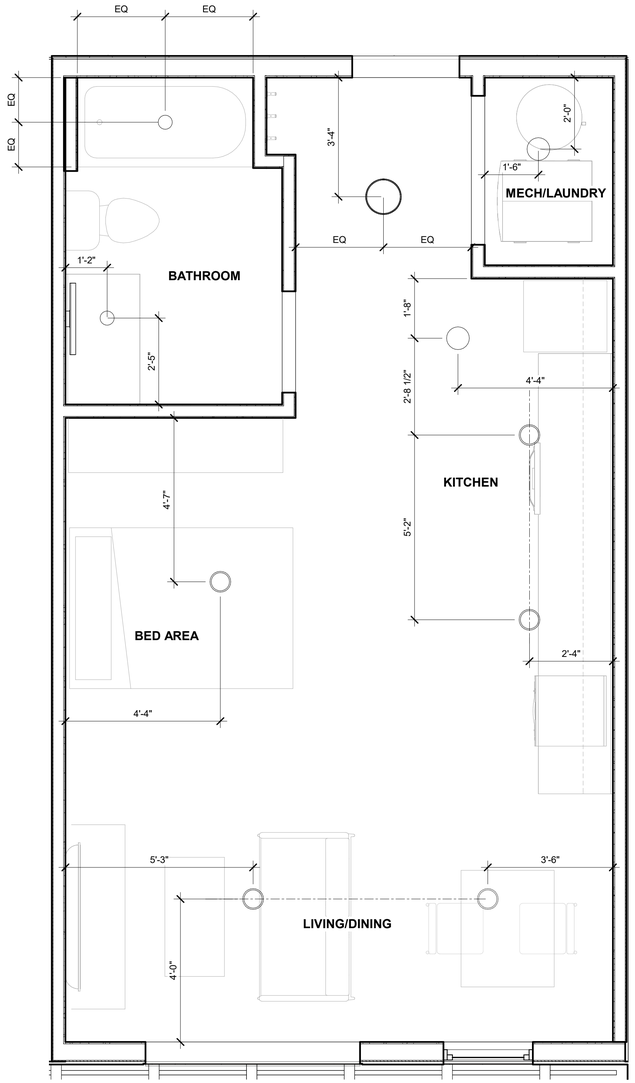
UNIT FLOOR PLANS - STUDIO (TYPE A)

A104

5/15/2025 12:56:43 PM

## RCP LEGEND

- LINEAR LIGHT SCONCE
- 6" RECESSED CAN LIGHT
- 12" SURFACE MOUNTED LIGHT
- 6" SURFACE MOUNTED LIGHT
- 4" SURFACE MOUNTED LIGHT
- FAN WITH LIGHT




3 RCP UNIT PLAN STUDIO - TYPE B
1/2" = 1'-0"

SCALE: 1/2"=1'-0"

| TYPE OF UNIT | MIN SIZE (SQ. FT) | MAX SIZE (SQ. FT) |
|---|---|---|
| STUDIO | 448 | 550 |
| ONE BED | 550 | 750 |

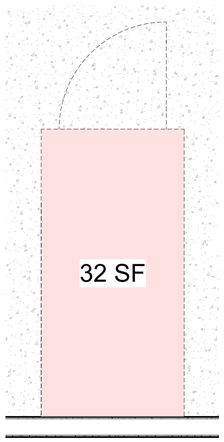
PER SNOWMASS VILLAGE MUNICODE SEC 16A-4-410

STORAGE CAGES FOR EACH UNIT IN THE BASEMENT OF THE BUILDING CAN ADD UP TO 5% OF THE AREA OF THE DWELLING UNIT MIN SQUARE.

STUDIO UNIT SIZE: 448 SQ FT (MIN. REQ)
448 SQ FT X 5% = 22.4 SQ FT
448 SQ FT - 22.4 SQ FT = 426 SQ FT
STUDIO CAN BE REDUCED TO 426 SQ FT IF ADDITIONAL STORAGE IS PROVIDED

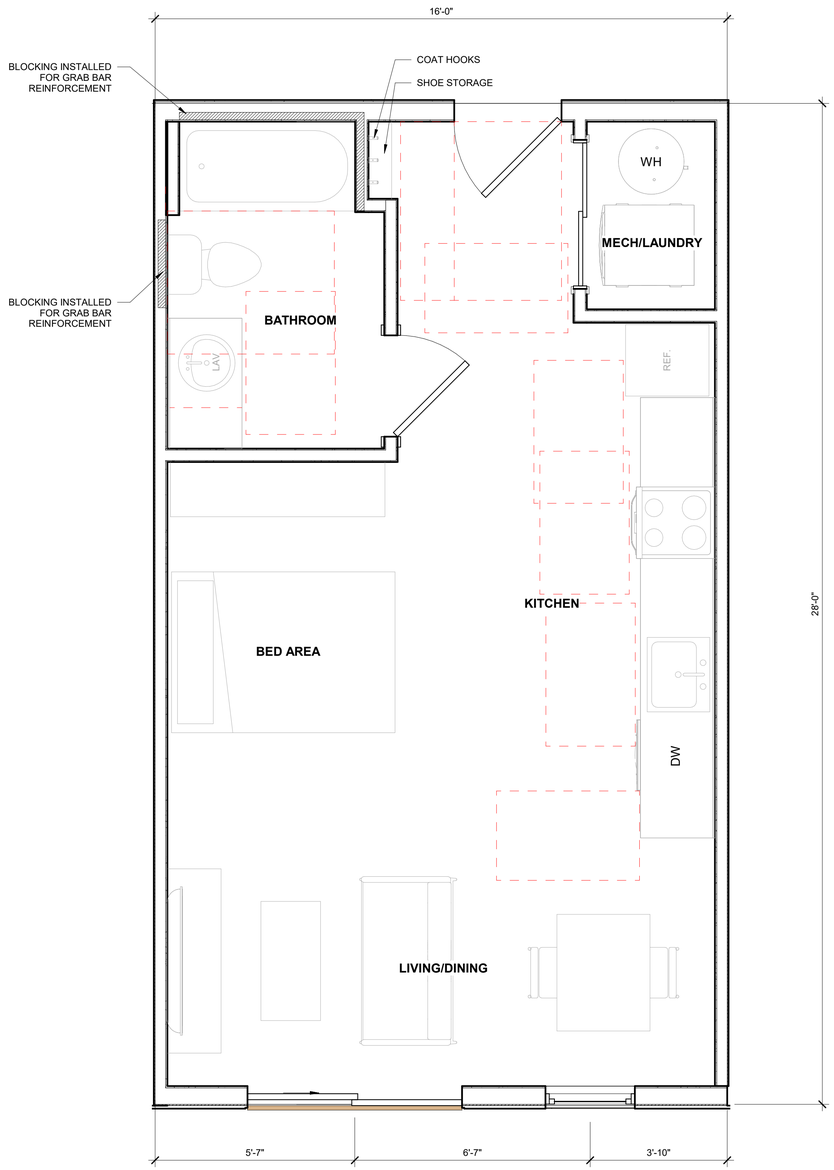
**ACTUAL PROVIDED SQ FT OF STUDIO UNIT AND STORAGE**
SHOP STUDIO: 448 SQ FT
SHOP DEDICATED STUDIO STORAGE: 32 SQ FT
SHOP STUDIO TOTAL SQ FT: 448 SQ FT + 32 SQ FT = 480 SQ FT

480 SQ FT > 448 SQ FT (MIN. SQ FT)
480 SQ FT < 550 SQ FT (MAX. SQ FT)




2 DEDICATED IN BUILDING STORAGE FOR DWELLING UNIT
1/2" = 1'-0"

**TYPE B STUDIO**
448 SQ FT




1 ENLARGED UNIT PLAN STUDIO
1/2" = 1'-0"

448 SQ FT.

SCALE: 1/2"=1'-0"


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# SNOWMASS OPS HOUSING
# EMPLOYEE HOUSING APT.

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| 1 | SKETCH PLAN | 09/01/2024 |

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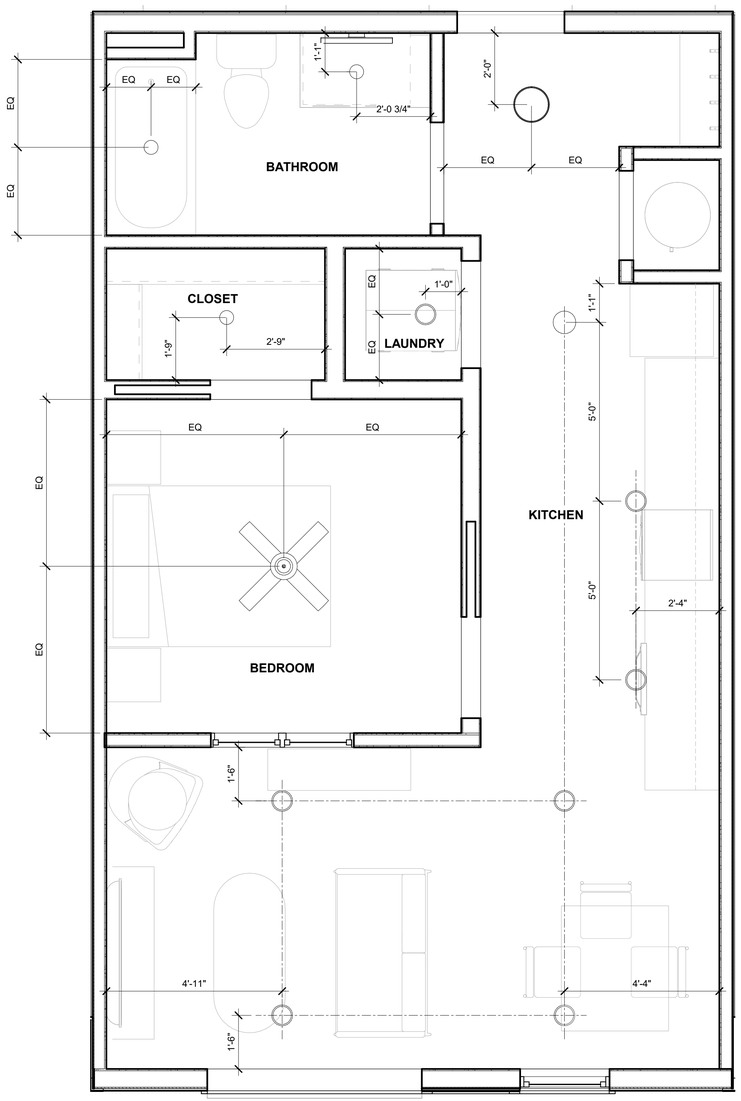
## UNIT FLOOR PLANS - STUDIO (TYPE B)

# A105

5/15/2025 12:56:44 PM

## RCP LEGEND

- LINEAR LIGHT SCONCE
- 6" RECESSED CAN LIGHT
- 12" SURFACE MOUNTED LIGHT
- 6" SURFACE MOUNTED LIGHT
- 4" SURFACE MOUNTED LIGHT
- FAN WITH LIGHT




3 RCP UNIT PLAN 1 BEDROOM
1/2" = 1'-0"

SCALE: 1/2"=1'-0"

| TYPE OF UNIT | MIN SIZE (SQ. FT) | MAX SIZE (SQ. FT) |
|---|---|---|
| STUDIO | 448 | 550 |
| ONE BED | 550 | 750 |

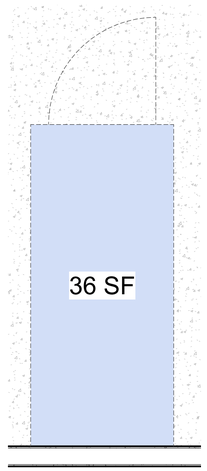
PER SNOWMASS VILLAGE MUNICODE SEC 16A-4-410

STORAGE CAGES FOR EACH UNIT IN THE BASEMENT OF THE BUILDING CAN ADD UP TO 5% OF THE AREA OF THE DWELLING UNIT MIN SQUARE.

1-BEDROOM UNIT SIZE: 550 SQ FT (MIN. REQ)
550 SQ FT X 5% = 27.5 SQ FT
550 SQ FT - 27.5 SQ FT = 523 SQ FT
1-BEDROOM CAN BE REDUCED TO 523 SQ FT IF ADDITIONAL STORAGE IS PROVIDED

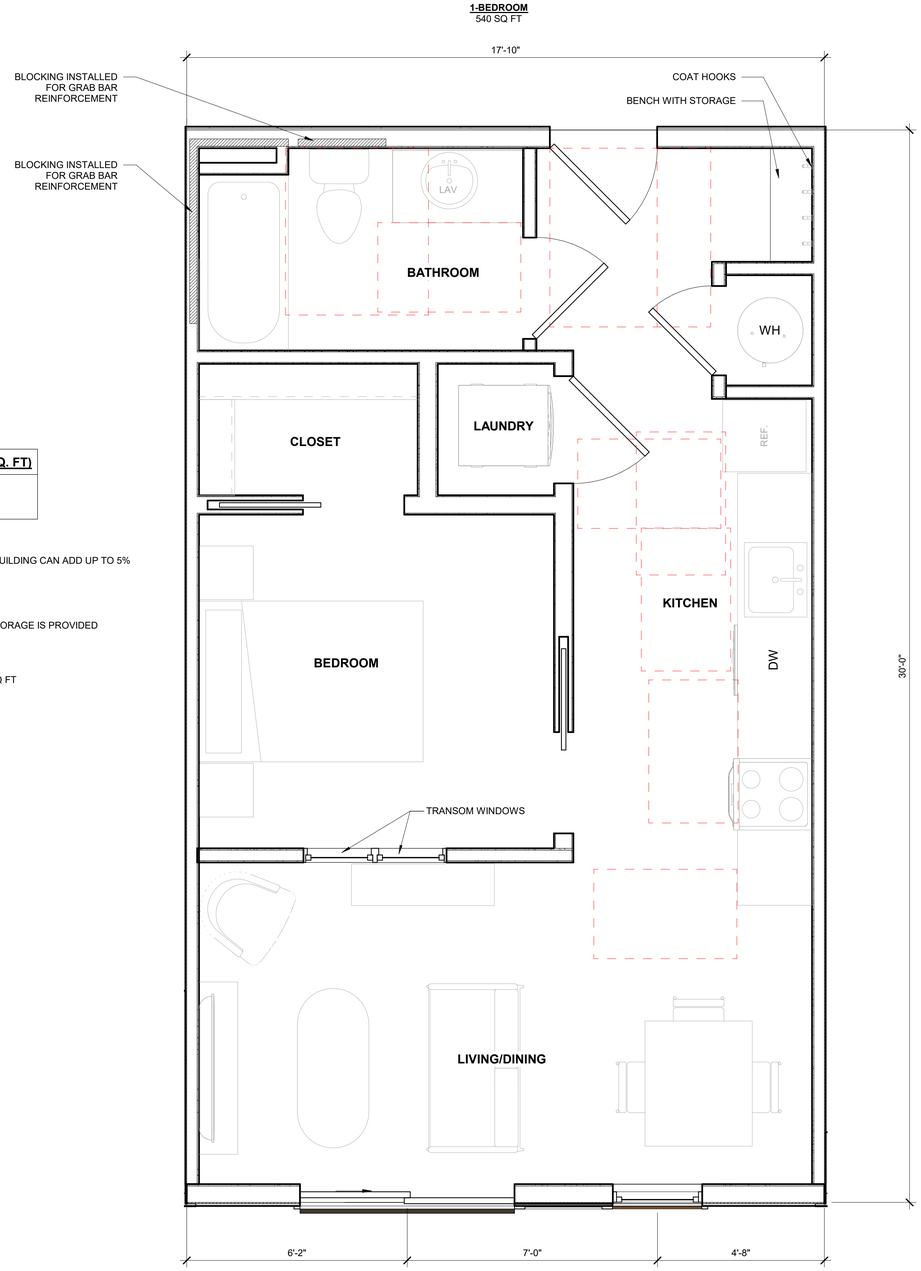
**ACTUAL PROVIDED SQ FT OF 1-BEDROOM AND STORAGE**
SHOP 1-BEDROOM: 540 SQ FT
SHOP DEDICATED 1-BEDROOM STORAGE: 36 SQ FT
SHOP 1-BEDROOM TOTAL SQ FT: 540 SQ FT + 36 SQ FT = 576 SQ FT

576 SQ FT > 550 SQ FT (MIN. SQ FT)




2 DEDICATED IN BUILDING STORAGE FOR DWELLING UNIT
1/2" = 1'-0"

**1-BEDROOM**
540 SQ FT




1 ENLARGED UNIT 1 BEDROOM
1/2" = 1'-0"

540 SQ FT.

SCALE: 1/2"=1'-0"


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| 1 | SKETCH PLAN | 09/01/2024 |

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UNIT FLOOR PLAN - 1 BEDROOM

A106

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## RCP LEGEND

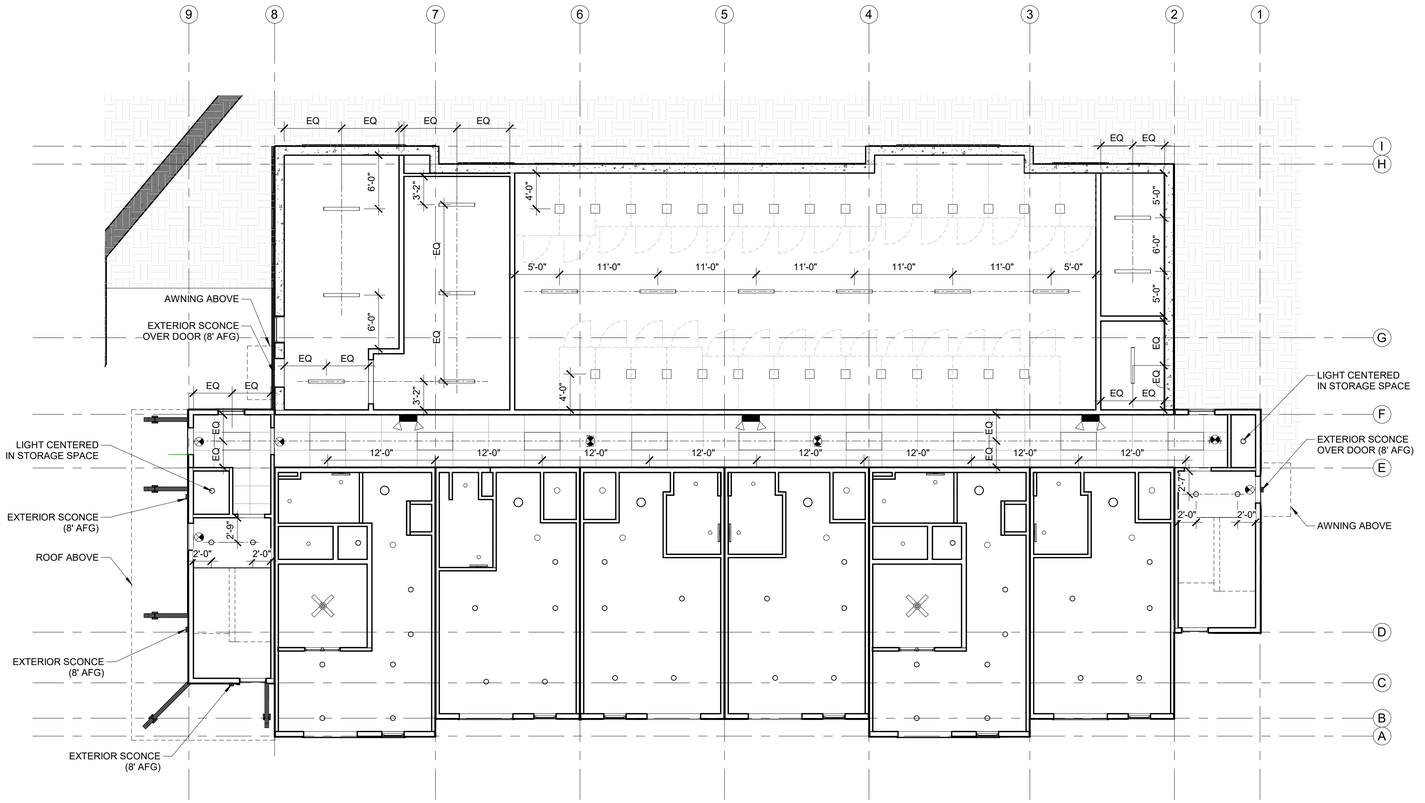
GYP. BOARD CEILING

SUSPENDED CEILING PANELS

CEILINGS ARE SHOWN FOR REFERENCE ONLY. VERIFY FINISH WITH THE INTERIOR DESIGN DOCUMENTS.

## RCP LEGEND

- LINEAR LIGHT SCONCE
- 6" RECESSED CAN LIGHT
- 12" SURFACE MOUNTED LIGHT
- 6" SURFACE MOUNTED LIGHT
- 4" SURFACE MOUNTED LIGHT
- SURFACE MOUNTED LINEAR LIGHT
- FAN WITH LIGHT
- RECESSED TROFFER LIGHT
- 1x1 SURFACE MOUNTED LIGHT
- EXIT SIGN
- EMERGENCY LIGHT




1 LEVEL 1 - RCP
1/8" = 1'-0"

8 6 4 2 0 8 16
SCALE: 1/8"=1'-0"


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|---|---|---|
| 1 | SKETCH PLAN | 09/01/2024 |

PRELIMINARY PLAN
DATE: 05/16/2025
DRAWN BY: GN
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LEVEL 1
REFELECTED
CEILING PLAN

A107

5/15/2025 12:56:44 PM

**RCP LEGEND**

GYP. BOARD CEILING

SUSPENDED CEILING PANELS

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## RCP LEGEND

- LINEAR LIGHT SCONCE
- 6" RECESSED CAN LIGHT
- 12" SURFACE MOUNTED LIGHT
- 6" SURFACE MOUNTED LIGHT
- 4" SURFACE MOUNTED LIGHT
- SURFACE MOUNTED LINEAR LIGHT
- FAN WITH LIGHT
- RECESSED TROFFER LIGHT
- 1x1 SURFACE MOUNTED LIGHT
- EXIT SIGN
- EMERGENCY LIGHT




1 LEVEL 2 - RCP
1/8" = 1'-0"

8 6 4 2 0 8 16
SCALE: 1/8"=1'-0"

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LEVEL 2
REFELECTED
CEILING PLAN

A108

5/19/2025 12:56:43 PM

**RCP LEGEND**

GYP. BOARD CEILING

SUSPENDED CEILING PANELS

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## RCP LEGEND

- LINEAR LIGHT SCONCE
- 6" RECESSED CAN LIGHT
- 12" SURFACE MOUNTED LIGHT
- 6" SURFACE MOUNTED LIGHT
- 4" SURFACE MOUNTED LIGHT
- SURFACE MOUNTED LINEAR LIGHT
- FAN WITH LIGHT
- RECESSED TROFFER LIGHT
- 1x1 SURFACE MOUNTED LIGHT
- EXIT SIGN
- EMERGENCY LIGHT




1 LEVEL 3 - RCP
1/8" = 1'-0"

8 6 4 2 0 8 16
SCALE: 1/8"=1'-0"


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# SNOWMASS OPS HOUSING
# EMPLOYEE HOUSING APT.

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|---|---|---|
| 1 | SKETCH PLAN | 09/01/2024 |

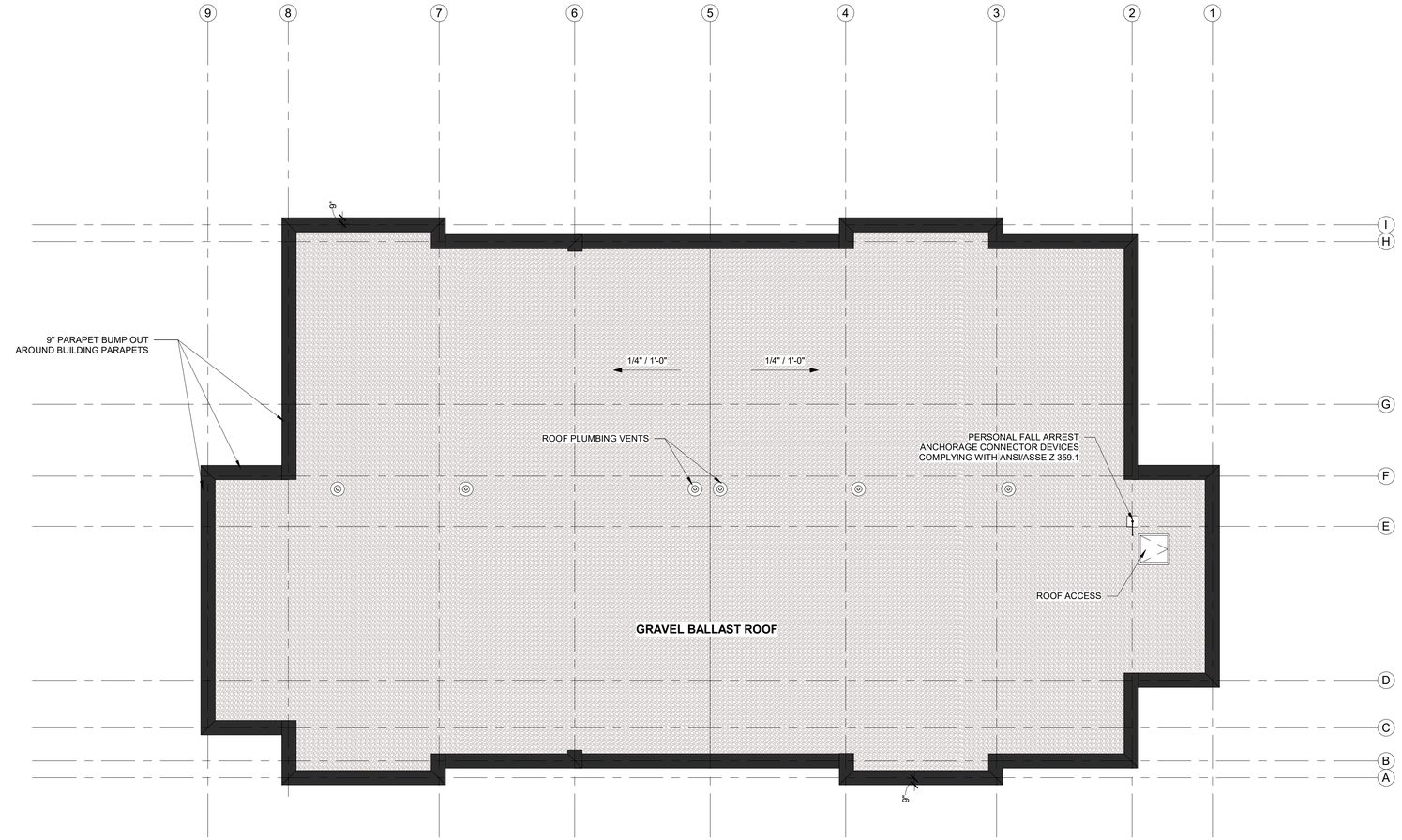
PRELIMINARY PLAN
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LEVEL 3
REFELECTED
CEILING PLAN

A109

5/15/2025 12:06:43 PM

**NOTE:**
1) NO MECHANICAL EQUIPMENT ON ROOF
2) GRAVEL MIX USED ON ROOF TO MATCH THE
NATURAL OCCURRING MIX TO MATCH WITH SURROUNDINGS




1 ROOF PLAN
1/8" = 1'-0"

8 6 4 2 0 8 16
SCALE: 1/8"=1'-0"


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ROOF PLAN

A125

5/19/2025 12:56:48 PM

## FACADE




**A/B-** CORRUGATED METAL




**C-** BOARD & BATTEN COMPOSITE SIDING




**D-** GRANITE FINISH STUCCO

## RAILING OPTION



**R1** - HORIZONTAL COMPOSITE/ METAL SLAT RAILING

## AWNING/COLUMNS



**AW1** - COMPOSITE OR METAL SLAT AWNING



**AW2** - LOUVERED METAL TIE BACK AWNING



**CO1** - STEEL AND COMPOSITE WOOD CANOPY

**PER SNOWMASS VILLAGE MUNICODE SEC. 16A-3-210. - MEASUREMENT OF DIMENSIONAL LIMITATIONS.**

MEASURING HEIGHT. THE HEIGHT OF A BUILDING SHALL BE THE MAXIMUM DISTANCE POSSIBLE MEASURED VERTICALLY FROM EXISTING GRADE AT ANY POINT WITHIN THE INTERIOR OF THE BUILDING; AND FROM EXISTING OR FINISHED GRADE (WHICHEVER IS THE MOST RESTRICTIVE) AT ANY POINT AROUND THE PERIMETER OF THE BUILDING, TO THE TOP OF A FLAT OR PITCHED ROOF OR OTHER PORTION OF A STRUCTURE. ANTENNAS, CHIMNEYS, FLUES, VENTS, ELEVATOR OVERRIDES OR SIMILAR STRUCTURES THAT CANNOT COMPLY DUE TO REQUIREMENTS OF CHAPTER 18 OF THE MUNICIPAL CODE SHALL NOT EXTEND MORE THAN TEN (10) FEET ABOVE THE MAXIMUM HEIGHT LIMIT. A CHIMNEY FLUE CAP MAY EXTEND AN ADDITIONAL TWO (2) FEET ABOVE THE MAXIMUM HEIGHT LIMIT. WATER TOWERS AND MECHANICAL EQUIPMENT MAY NOT EXTEND MORE THAN FIVE (5) FEET ABOVE THE MAXIMUM HEIGHT LIMIT UNLESS OTHERWISE APPROVED BY THE TOWN COUNCIL.

**PER SNOWMASS VILLAGE MUNICODE SEC. 16A-3-200 - SONE DISTRICT DIMENSIONAL LIMITATIONS**

**TABLE 3-2**
**SCHEDULE OF DIMENSIONAL LIMITATIONS**

| MAXIMUM HEIGHT OF PRINCIPAL BUIDLING | ZONE DISTRICT |
|---|---|
| 38 FEET | MU/PUD |

**HIGHEST POINT OF BUILDING (36'-4") < 38'**

| | MATERIAL LEGEND | BASIS OF DESIGN/ COLOR |
|---|---|---|
| A | - VERTICAL CORRUGATED METAL | --- / LIGHT GRAY |
| A1 | - HORIZONTAL CORRUGATED METAL | --- / LIGHT GRAY |
| B | - VERTICAL CORRUGATED METAL | --- / BLACK |
| B1 | - HORIZONTAL CORRUGATED METAL | --- / BLACK |
| C | - VERTICAL ORIENTED COMPOSITE SIDING | DARK WOOD TONE |
| C1 | - HORIZONTAL ORIENTED COMPOSITE SIDING | DARK WOOD TONE |
| D | - STUCCO SIDING | STOCREATIV GRANITE / YOSEMITE |




2 WEST ELEVATION
1/8" = 1'-0"

8 6 4 2 0 8 16
SCALE: 1/8"=1'-0"




1 EAST ELEVATION
1/8" = 1'-0"

8 6 4 2 0 8 16
SCALE: 1/8"=1'-0"


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# SNOWMASS OPS HOUSING
# EMPLOYEE HOUSING APT.

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ELEVATIONS

A203

5/15/2025 12:37:08 PM

## FACADE




**A/B-** CORRUGATED METAL




**C-** BOARD & BATTEN COMPOSITE SIDING




**D-** GRANITE FINISH STUCCO

## RAILING OPTION



**R1** - HORIZONTAL COMPOSITE/ METAL SLAT RAILING

## AWNING/COLUMNS



**AW1** - COMPOSITE OR METAL SLAT AWNING



**AW2** - LOUVERED METAL TIE BACK AWNING



**CO1** - STEEL AND COMPOSITE WOOD CANOPY

**PER SNOWMASS VILLAGE MUNICODE SEC. 16A-3-210. - MEASUREMENT OF DIMENSIONAL LIMITATIONS.**

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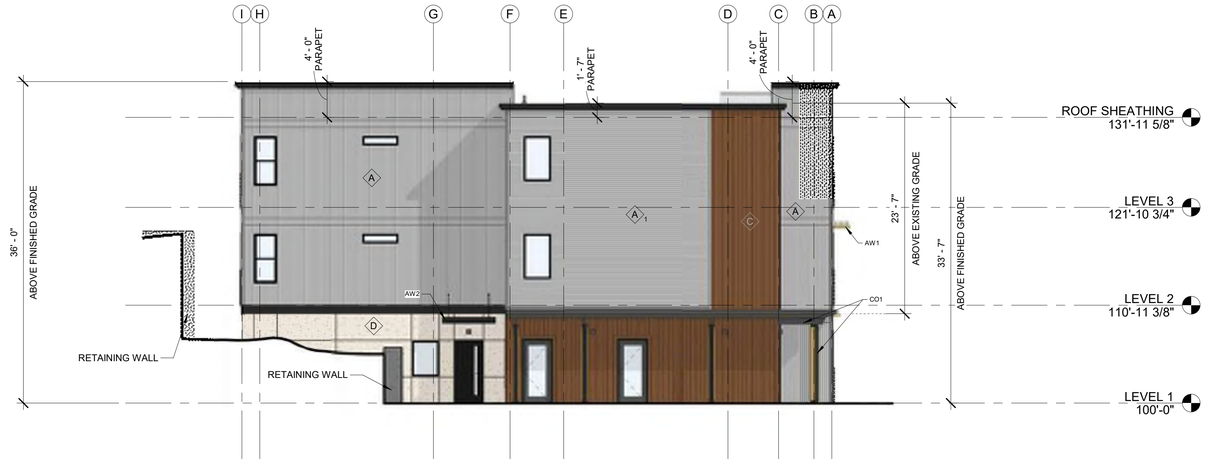
**PER SNOWMASS VILLAGE MUNICODE SEC. 16A-3-200 - SONE DISTRICT DIMENSIONAL LIMITATIONS**

**TABLE 3-2**
**SCHEDULE OF DIMENSIONAL LIMITATIONS**

| MAXIMUM HEIGHT OF PRINCIPAL BUIDLING | ZONE DISTRICT |
|---|---|
| 38 FEET | MU/PUD |

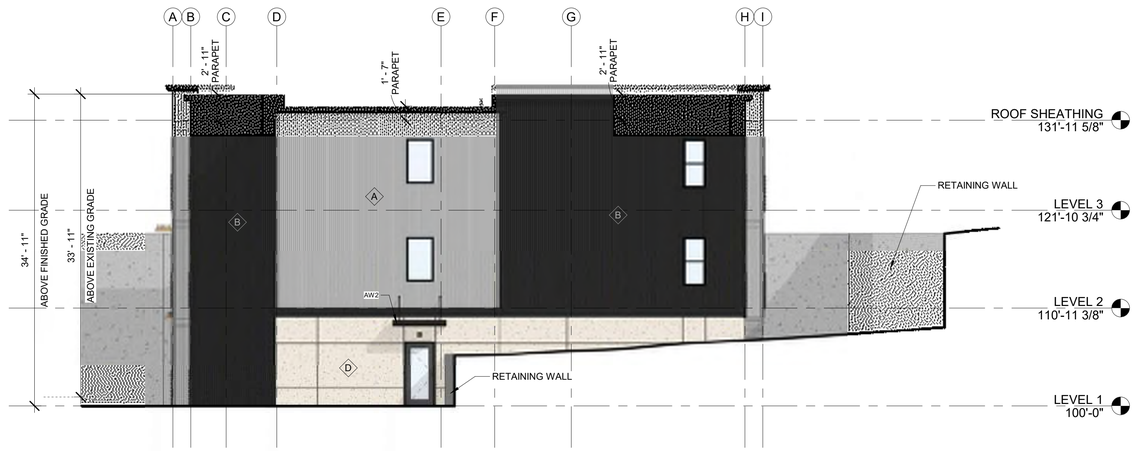
**HIGHEST POINT OF BUILDING (36'-4") < 38'**

| | MATERIAL LEGEND | BASIS OF DESIGN/ COLOR |
|---|---|---|
| A | - VERTICAL CORRUGATED METAL | --- / LIGHT GRAY |
| A 1 | - HORIZONTAL CORRUGATED METAL | --- / LIGHT GRAY |
| B | - VERTICAL CORRUGATED METAL | --- / BLACK |
| B 1 | - HORIZONTAL CORRUGATED METAL | --- / BLACK |
| C | - VERTICAL ORIENTED COMPOSITE SIDING | DARK WOOD TONE |
| C 1 | - HORIZONTAL ORIENTED COMPOSITE SIDING | DARK WOOD TONE |
| D | - STUCCO SIDING | STOCREATIV GRANITE / YOSEMITE |




2 SOUTH ELEVATION
1/8" = 1'-0"

SCALE: 1/8"=1'-0"




1 NORTH ELEVATION
1/8" = 1'-0"

SCALE: 1/8"=1'-0"


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# SNOWMASS OPS HOUSING
# EMPLOYEE HOUSING APT.

1001 DIVIDE RD SNOWMASS VILLAGE, CO 81615

AC24502

NOT FOR REGULATORY APPROVAL, PERMITTING OR CONSTRUCTION


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**REVISION:**

| | | |
|---|---|---|
| 1 | SKETCH PLAN | 09/01/2024 |

PRELIMINARY PLAN
DATE: 05/16/2025
DRAWN BY: GN
CHECKED BY: GD/RW

ELEVATIONS

A204

5/15/2025 12:37:24 PM

## 3D REPRESENTATION NOTES

- THE IMAGES SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY, AND ARE INCLUDED TO CONVEY SCALE, PROPORTION, AND MASS ONLY



1 VIEW TOWARD SITE FROM DIVIDE RD
NOT TO SCALE



2 VIEW TOWARD BUILDING FROM SITE PARKING
NOT TO SCALE



3 VIEW OF AMENITY SPACE AND MAIN ENTRANCE
NOT TO SCALE



4 VIEW TOWARD BUILDING AND TRASH ENCLOSURE FROM SEASONAL CLOSURE LOCATION
NOT TO SCALE

connect one DESIGN
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# SNOWMASS OPS EMPLOYEE HOUSING

1001 DIVIDE RD
SNOWMASS VILLAGE, CO 81615

Drawn By: EW Checked By: DD

| ISSUE & REVISION DATES | |
|---|---|
| SKETCH PLAN | 09/01/2024 |
| PRELIMINARY PLAN | 05/16/2025 |
| | |
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| | |
| | |
| | |

Plot Date: 05/16/25 Project #: 546

**PERSPECTIVES**

**A401**

## 3D REPRESENTATION NOTES

- THE IMAGES SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY, AND ARE INCLUDED TO CONVEY SCALE, PROPORTION, AND MASS ONLY



5 AERIAL VIEW OF FRONT FACADE & VEGETATIVE BUFFER
NOT TO SCALE



6 VIEW OF SITE/VMF PARKING & RETAINING WALLS
NOT TO SCALE



7 VMF (LEFT) & VMF PARKING (RIGHT)
NOT TO SCALE



8 VIEW BACK TOWARD HOUSING BUILDING FROM STORAGE GARAGES
NOT TO SCALE

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# SNOWMASS OPS EMPLOYEE HOUSING

1001 DIVIDE RD
SNOWMASS VILLAGE, CO 81615

Drawn By: EW Checked By: DD

| ISSUE & REVISION DATES | |
|---|---|
| SKETCH PLAN | 09/01/2024 |
| PRELIMINARY PLAN | 05/16/2025 |
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Plot Date: 05/16/25 Project #: 546

**PERSPECTIVES**

**A402**

# APPENDIX A

# LIGHTING SHEETS

# GENERAL NOTES

1. THE CONTRACTOR SHALL PROVIDE ALL LABOR AND MATERIAL NECESSARY FOR A COMPLETE AND FUNCTIONING LIGHTING SYSTEM.
2. THE GENERAL CONTRACTOR, ELECTRICAL CONTRACTOR(S), AND LOW VOLTAGE CONTRACTOR(S) SHALL REFER TO THE LIGHTING PLANS, SCHEDULES, AND DETAILS HEREIN, INCLUDING ANY ATTACHED LIGHTING SPECIFICATIONS AND PRODUCT CUTSHEETS FOR ADDITIONAL INFORMATION.
3. THE CONTRACTOR SHALL LAY OUT ALL LIGHT FIXTURE LOCATIONS AND TRANSFORMER LOCATIONS PRIOR TO INSTALLATION FOR APPROVAL BY ALPENGLOW LIGHTING DESIGN, INC., ARCHITECT, INTERIOR DESIGNER, ENGINEER(S), AND OWNER.
4. MATERIALS AND INSTALLATION SHALL COMPLY WITH CODES, LAWS, AND ORDINANCES OF FEDERAL, STATE AND LOCAL GOVERNING BODIES HAVING JURISDICTION.
5. MATERIALS AND EQUIPMENT SHALL BE LISTED AND/OR LABELED BY UL., ETL, GSA OR ANOTHER RECOGNIZED TESTING LAB.
6. THE CONTRACTOR SHALL SECURE AND PAY FOR ALL PERMITS, GOVERNMENTAL FEES, TAXES AND LICENSES NECESSARY FOR THE PROPER EXECUTION AND COMPLETION OF THE ELECTRICAL WORK.
7. THE CONTRACTOR SHALL PREPARE AND SUBMIT TO GOVERNMENTAL AGENCIES AND UTILITY COMPANIES ANY SHOP DRAWINGS AS REQUIRED BY THESE AGENCIES FOR THEIR APPROVAL.
8. THE CONTRACTOR SHALL NOTIFY THE ARCHITECT, OWNER, AND LIGHTING DESIGNER OF ANY MATERIALS OR APPARATUS BELIEVED TO BE INADEQUATE, UNSUITABLE, IN VIOLATION OF LAWS, ORDINANCES, RULES OR REGULATIONS OF AUTHORITIES HAVING JURISDICTION.
9. THE CONTRACTOR SHALL CAREFULLY EXAMINE THE CONTRACT DOCUMENTS, VISIT THE SITE, AND THOROUGHLY BECOME FAMILIAR WITH THE BUILDING AND STANDARDS AND LOCAL CONDITIONS RELATING TO THE WORK. FAILURE TO DO SO WILL NOT RELIEVE THE CONTRACTOR OF THE OBLIGATIONS OF THE CONTRACT.
10. ALL MATERIALS, AND EQUIPMENT SHALL BE ERECTED, INSTALLED, CONNECTED, CLEANED, ADJUSTED, TESTED, CONDITIONED, AND PLACED IN SERVICE IN ACCORDANCE WITH THE MANUFACTURER'S DIRECTIONS AND RECOMMENDATIONS.
11. ALL CUTTING, DRILLING, AND PATCHING OF MASONRY, STEEL OR IRON WORK BELONGING TO THE BUILDING MUST BE DONE BY THIS CONTRACTOR IN ORDER THAT HIS WORK MAY BE PROPERLY INSTALLED, BUT UNDER NO CONDITIONS MAY STRUCTURAL WORK BE CUT, EXCEPT AT THE DIRECTION OF THE ARCHITECT, ENGINEER, OR THEIR REPRESENTATIVE.
12. ALL MATERIAL, EQUIPMENT, WIRING DEVICES, ETC. SHALL BE NEW UNLESS SPECIFICALLY INDICATED AS EXISTING TO BE REUSED.
13. EXCEPT AS NOTED OTHERWISE, ALL WORK REQUIRED FOR THE INSTALLATION AS SHOWN ON DRAWINGS INCLUDING LABOR, EQUIPMENT, AND MATERIALS SHALL BE IN STRICT COMPLIANCE WITH THE BUILDING STANDARDS.
14. COMMERCIAL APPLICATIONS: THE CONTRACTOR MAY PROVIDE COMPLETE METAL RACEWAY SYSTEMS AND ENCLOSURES FOR ALL WIRING THROUGHOUT THE EXTENT OF THE REQUIRED SYSTEM. RESIDENTIAL APPLICATIONS MAY USE NON METALLIC WIRE (ROMEX).
15. MC CABLE MAY BE USED FOR ALL BRANCH CIRCUITING. MC CABLE SHALL NOT ENTER INTO PANELBOARDS. ELECTRICAL CONTRACTOR SHALL UTILIZE EMT OUT OF THE PANELBOARD INTO A FULL BOX, GUTTER, OR SIMILAR DEVICE, AND THEN RUN MC CABLE FOR THE REMAINDER OF BRANCH CIRCUITING RUN. MINIMUM RACEWAY SIZE SHALL BE 1/2" UNLESS OTHERWISE INDICATED. MC CABLE MAY ONLY BE USED IN CONCEALED LOCATIONS.
16. FLEXIBLE CONDUIT CONNECTIONS TO RECESSED LIGHTING FIXTURES SHALL BE MADE WITH FLEXIBLE STEEL CONDUIT, ¾" MINIMUM.
17. ALL NEW CIRCUITS SHALL HAVE A GROUND WIRE INSTALLED.
18. ALL WIRE NOT INSTALLED IN CONDUIT AND IN THE CEILING SHALL BE PLENUM RATED.
19. REMOTE POWER SUPPLIES AND TRANSFORMERS SHALL BE CONCEALED IN ATTICS, CRAWL SPACES, OR SIMILAR ACCESSIBLE LOCATIONS. MAXIMUM WIRE RUN TO THE END OF THE FIXTURE SHALL NOT EXCEED 75 FEET.
20. IN SUSPENDED CEILINGS, SUPPORT CONDUIT AND JUNCTION BOXES DIRECTLY FROM THE STRUCTURAL SLAB, DECK, OR FRAMING PROVIDED FOR THAT PURPOSE. LIGHTING BRANCH CIRCUIT CONDUITS SHALL NOT BE CLIPPED TO THE CEILING SUPPORT WIRES OR SPLINE UNLESS THE CEILING HAS BEEN SPECIFICALLY DESIGNED FOR THAT PURPOSE.
21. SHOULD ACTUAL FIELD CONDITIONS REQUIRE INDICATED CIRCUIT DESIGNATIONS TO VARY, INDICATE THE CIRCUIT NUMBER USED ON THE AS-BUILT DRAWINGS.
22. ALL FACE PLATE AND DEVICE COLORS SHALL BE APPROVED BY ARCHITECT, INTERIOR DESIGNER, AND OWNER.
23. ALL BATTERY BACKUP EMERGENCY LIGHTING AND EXIT LIGHTS SHALL BE WIRED AHEAD OF ANY LOCAL SWITCHING, UNLESS OTHERWISE NOTED.
24. THE CONTRACTOR SHALL VERIFY THE CEILING TYPE BEFORE ORDERING LIGHTING FIXTURES.
25. THE CONTRACTOR IS TO REFER TO ARCHITECTURAL PLANS AND SPECIFICATIONS FOR ALL FIRE-RATED PENETRATION INSTALLATION REQUIREMENTS.
26. THE CONTRACTOR IS TO NOTIFY THE ARCHITECT PRIOR TO INSTALLING ANY FIXTURES WITHIN A FIRE RATED CEILING OR WALL. FIRE RATING MUST BE MAINTAINED FOR THIS TYPE OF INSTALLATION WITH DRYWALL TENTING OR LISTED FIREBOX ASSEMBLY.
27. BIDS SHALL HAVE LINE-ITEM PRICING. BIDS WHICH SHOW LOT PRICING FOR LIGHTING FIXTURES AND/OR LIGHTING CONTROLS SHALL BE REJECTED WITHOUT CONSIDERATION. BIDDER SHALL HAVE FIVE (5) BUSINESS DAYS TO RESUBMIT LINE-ITEM PRICING. AFTER FIVE (5) BUSINESS DAYS, BID SHALL BE CONSIDERED TO BE NULL AND VOID AND WILL BE REJECTED. BIDDERS WARRANT THEIR COMPLIANCE WITH THE ROBINSON-PATMAN AND CLAYTON ACTS.
28. SUBMIT PRODUCT DATA DESCRIBING FIXTURES, LAMPS, BALLASTS, AND EMERGENCY LIGHTING UNITS WITHIN 30 DAYS OF DIRECTION TO PROCEED FROM THE OWNER. ALL NOTATIONS SHALL BE .PDF FORMAT OR LASER PRINTED. ARRANGE PRODUCT DATA FOR FIXTURES IN ORDER OF FIXTURE DESIGNATION. AFTER 30 DAYS, A MINIMUM OF EIGHT HOURS OF PROFESSIONAL TIME TO CONSIDER ANY SUBMITTAL SHALL BE PAID FOR BY THE CONTRACTOR. SUCH PAYMENT DOES NOT GUARANTEE APPROVAL. COSTS INCURRED TO THE PROJECT DUE TO PROBLEMS ARISING FROM LATE SUBMITTALS ARE TO BE PAID BY THE CONTRACTOR. TWO (2) RESUBMITTALS SHALL BE ALLOWED PER PROJECT. AFTER TWO (2) RESUBMITTALS, A MINIMUM OF EIGHT HOURS OF PROFESSIONAL TIME TO CONSIDER ANY RESUBMITTALS SHALL BE PAID FOR BY THE CONTRACTOR. SUCH PAYMENT DOES NOT GUARANTEE APPROVAL. COSTS INCURRED TO THE PROJECT DUE TO PROBLEMS ARISING FROM MULTIPLE RESUBMITTALS ARE TO BE PAID FOR BY THE CONTRACTOR.
29. THE EXPRESSION "..OR AS APPROVED" OR "..OR APPROVED EQUAL" OR "..OR EQUAL" MEANS THAT COMPETING PRODUCTS OF A SIMILAR NATURE ARE THOUGHT TO EXIST. THE CONTRACTOR IS ENCOURAGED TO PROPOSE SUBSTITUTION REQUESTS OF SUCH EQUIVALENT PRODUCTS AS LONG AS THE PRODUCT CONFORMS TO ALL PARTS OF THIS SPECIFICATION. WHERE THE ABOVE NOTED EXPRESSIONS ARE OMITTED OR EXPRESSION SUCH AS "NO SUBSTITUTIONS" APPEARS THE CONTRACTOR SHALL PROVIDE ONLY THE PRODUCT INDICATED.
30. SUBSTITUTION REQUESTS AND VALUE ENGINEERING RECOMMENDATIONS FROM THE CONTRACTOR WILL BE CONSIDERED IF SUBMITTED WITHIN 30 DAYS OF DIRECTION TO PROCEED FROM THE OWNER. EACH LUMINAIRE SUBSTITUTION REQUEST SHALL INDICATE THE ESTIMATED OR POTENTIAL SAVINGS TO THE OWNER FOR THAT LUMINAIRE FROM THE SPECIFIED DESIGN. THE PROFESSIONAL TIME TO CONSIDER ANY SUBSTITUTION REQUEST OR V.E. REQUEST SHALL BE PAID FOR BY THE CONTRACTOR, AT A MINIMUM OF EIGHT HOURS. SUCH PAYMENT DOES NOT GUARANTEE APPROVAL. AFTER 30 DAYS, A MINIMUM OF EIGHT HOURS OF PROFESSIONAL TIME TO CONSIDER ANY SUCH REQUEST SHALL BE PAID FOR BY THE CONTRACTOR. SUBMITTAL OF ANY SUBSTITUTION REQUEST OR VALUE ENGINEERING RECOMMENDATION SHALL NOT BE CONSTRUED AS APPROVAL IN ANY WAY. THE OWNER, ARCHITECT AND LIGHTING DESIGNER RESERVE THE RIGHT TO REJECT ANY SUBSTITUTION OR VALUE ENGINEERING RECOMMENDATION WITHOUT EXPLANATION.
31. CONTRACTOR MAY BE REQUIRED TO PROVIDE TABLE TOP SAMPLES AND/OR A FAIR MOCKUP OF SPECIFIED FIXTURE AND PROPOSED ALTERNATE. THIS REQUIREMENT SHALL BE EXERCISED AT THE OPTION OF OWNER, ARCHITECT, OR LIGHTING DESIGNER. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL COSTS INCURRED BY SUBSTITUTION REQUEST SAMPLE AND/OR MOCKUP PRODUCTION AND REVIEW INCLUDING PROFESSIONAL TIME AND TRAVEL EXPENSES.
32. SUBSTITUTIONS OR VALUE ENGINEERING RECOMMENDATIONS SHALL ACCOMMODATE THE IMPACT ON OTHER SPECIFIED SYSTEMS OR PRODUCTS, SUCH AS BALLASTS, DRIVERS, AND DIMMING SYSTEMS. THE LIGHTING SYSTEMS ARE DESIGNED AS COMPLETE AND IT IS THE CONTRACTOR'S RESPONSIBILITY FOR ANY IMPACTS OF ANY CHANGE RECOMMENDED. CONTRACTOR SHALL SUBMIT PRODUCTS WHICH RESULT IN A FULLY FUNCTIONING LIGHTING SYSTEM WHICH OPERATES AS ORIGINALLY DESIGNED.
33. SUBSTITUTION REQUESTS AND VALUE ENGINEERING RECOMMENDATIONS SHALL BE DESCRIBED ON CSI STANDARD FORMS AND SHALL INCLUDE PRODUCT CUTSHEET. PRODUCTS SUBMITTED WITHOUT PROPER CSI FORMS SHALL NOT BE APPROVED.
34. WHEN REQUESTING A SUBSTITUTION, CONTRACTOR SHALL PROVIDE UNIT AND EXTENDED PRICING FOR SPECIFIED LIGHT FIXTURE, UNIT AND EXTENDED PRICING FOR PROPOSED ALTERNATE, AND UNIT AND EXTENDED DELTA SAVINGS TO OWNER TO BE REALIZED BY USING PROPOSED ALTERNATE. CONTRACTOR SHALL PROVIDE UNIT PRICING FOR EACH FIXTURE TYPE SPECIFIED TO PROVIDE BASELINE COMPARISON FOR SUBSTITUTION REQUEST. CONTRACTOR SHALL GUARANTEE PRICING ON ALL FIXTURE TYPES FOR WHICH A SUBSTITUTION REQUEST HAS BEEN GRANTED. THIS PRICE GUARANTEE SHALL BE PER UNIT AND SHALL BE MAINTAINED THROUGH THE END OF CONSTRUCTION REGARDLESS OF QUANTITY PURCHASED. LIGHTING FIXTURE SUBSTITUTION REQUESTS FOR PRODUCTS USED AS EGRESS OR EMERGENCY LIGHTING SYSTEMS OR EXTERIOR SITE AND ROADWAY LIGHTING SHALL INCLUDE LIGHTING CALCULATION DATA DEMONSTRATING COMPLIANCE WITH RELEVANT CODES AND ORDINANCES. PROVIDE HARDCOPY CALCULATIONS AND DATAFILE IN DIALUX (.evo) FORMAT. SUBSTITUTION REQUESTS WITHOUT SUCH DATA WILL BE REJECTED WITHOUT CONSIDERATION. VE REVIEW TIME SHALL BE PAID FOR BY THE CONTRACTOR.
35. EQUIPMENT DELIVERY LEAD-TIME SHALL NOT BE HELD AS A VALID REASON FOR REQUESTING FIXTURE SUBSTITUTION UNLESS FIXTURE LEAD-TIME FROM SPECIFIED MANUFACTURER IS IN EXCESS OF 14 WEEKS. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE NECESSARY EQUIPMENT LEAD TIMES, DELIVER SUBMITTALS FOR REVIEW IN A TIMELY FASHION, AND PLACE ORDERS ACCORDINGLY TO ENSURE TIMELY DELIVERY.
36. CONTRACTOR SHALL ADJUST AIMABLE LUMINARIES AS DIRECTED BY LIGHTING DESIGNER. CONTRACTOR SHALL PROVIDE MANPOWER AND EQUIPMENT, INCLUDING LADDERS, LIFTS, TOOLS, ETC., AND ALLOW FOR THIS ACTIVITY TO OCCUR DURING PREMIUM NIGHT AND/OR WEEKEND TIME. CONTRACTOR SHALL INCLUDE A MINIMUM OF 20 HOURS IN HIS BID FOR THIS EFFORT.
37. THE GENERAL CONTRACTOR, ELECTRICAL CONTRACTOR(S), AND LOW VOLTAGE CONTRACTOR(S) SHALL ASK QUESTIONS VIA TELEPHONE, EMAIL, OR WRITTEN CORRESPONDENCE PRIOR TO MAKING A COMPLETE MESS OF THINGS. CONTRACTORS WHO FAIL TO ASK QUESTIONS SHALL BE FED TO THE RAVENOUS BUGBLATTER BEAST OF TRAAL.
38. THE GENERAL CONTRACTOR SHALL CONFIRM THAT ALL BIDDERS AND SUBCONTRACTORS HAVE READ THE PRECEDING THIRTY-EIGHT NOTES BY SUBMITTING A SCAN OR PHOTOGRAPH OF THIS NOTE, SIGNED BY THE BIDDER(S). BIDDERS WHO FAIL TO SUBMIT THIS NOTE SHALL HAVE THEIR BIDS REJECTED WITHOUT CONSIDERATION.
39. THE GENERAL CONTRACTOR SHALL PROVIDE A MINIMUM OF TWELVE (12) PERFORATED PASTRY UNITS AND COFFEE AT ALL CONSTRUCTION MEETINGS. DECAFFEINATED COFFEE SHALL BE REJECTED WITHOUT CONSIDERATION. THE CONTRACTOR SHALL PROTECT THE CONSTRUCTION DOCUMENTS FROM DIRECT CONTACT WITH THE PERFORATED PASTRY UNITS.

# POWER DEVICES

| SYMBOL | DESCRIPTION |
|---|---|
| | SIMPLEX RECEPTACLE - WALL, CEILING, ON ALT. |
| | DUPLEX RECEPTACLE - WALL, CEILING, ON ALT. |
| | DOUBLE DUPLEX RECEPTACLE - WALL, CLG, ON ALT. |
| AB | RECEPTACLE TYPE SHOWN -WALL -ABOVE COUNTER BACKSPLASH. SEE ARCHITECTURAL DRAWINGS. |
| "ON ALT." | SHADED RECEPTACLES NOTED "ON ALT." ABOVE ARE CONNECTED TO ALTERNATE POWER SOURCE (EMERG., STANDBY, UPS, ETC.) PER CIRCUITING INDICATED |
| | DUPLEX RECEPTACLE - WALL - HALF SWITCHED |
| | COMBINATION SWITCH/DUPLEX RECEPTACLE |
| GFCI | DUPLEX RECEPTACLE - WALL - WITH INTEGRAL GROUND FAULT CIRCUIT INTERRUPTER |
| WP | RECEPT. TYPE SHOWN W/ WEATHERPROOF COVER |
| +42" | RECEPT. TYPE SHOWN AT SPECIAL HEIGHT |
| | CLOCK HANGER RECEPTACLE |
| | MOTORIZED SHADE. VERIFY MOTOR LOCATIONS WITH SHADE VENDOR AND INSTALLER. |
| | FLUSH FLOOR BOX DEVICE - DEVICE TYPE PER SYMBOLS ABOVE |
| | PEDESTAL FLOOR DEVICE - DEVICE TYPE PER SYMBOLS ABOVE |
| | IN RAISED FLOOR - SEE ARCH DWGS; WITH MULTI-SERVICE FLOOR BOX CAST IN CONC. OR RECEPTACLES & SIGNAL OUTLETS AS NOTED. |
| J | JUNCTION BOX<br>PROVIDE BLANK COVER U.N.O. |

# LIGHTING

| SYMBOL | DESCRIPTION |
|---|---|
| | RECESSED LENSED TROFFER (SIZE/SHAPE VARIES) |
| | RECESSED PARABOLIC TROFFER (SIZE/SHAPE VARIES) |
| | SURFACE LENSED LUMINAIRE (SIZE/SHAPE VARIES) |
| | SURFACE PARABOLIC TROFFER (SIZE/SHAPE VARIES) |
| | SHADING OF ANY LUMINAIRE INDICATES CONNECTION TO ALTERNATE POWER SOURCE (EMERGENCY, UPS, STANDBY, ETC.) PER CIRCUITING INDICATED |
| | SUSPENDED LINEAR PENDANT (SIZE/SHAPE VARIES) |
| | NON LINEAR PENDANT (SIZE, SHAPE VARIES) |
| | DOWNLIGHT OR POINT SOURCE - SURFACE, RECESSED CEILING MTD. |
| | DIRECTIONAL OR WALLWASH - SURFACE, RECESSED CEILING MTD. |
| | RECESSED BATH FAN OR FAN/LIGHT |
| | SURFACE OR PENDANT CEILING FAN - PROVIDE APPROPRIATE BRACED JUNCTION BOX |
| | LINEAR LOW VOLTAGE COVE OR UNDERCABINET |
| | TRACK OR LOW VOLTAGE LIGHTING WITH HEADS |
| | STRIPLIGHT |
| | STRIPLIGHT WITH REFLECTOR OR LENS |
| | SCONCE, "FOOT" INDICATES WALL MOUNTING. VERIFY HEIGHT WITH ARCHITECT, INTERIOR DESIGNER. |
| | WALL MOUNTED LINEAR (SIZES VARY) |
| | RECESSED STEPLIGHT |
| | BATTERY POWER EMERGENCY UNIT EQUIPMENT (SEE LUMINARE SCHEDULE FOR QUANTITY OF HEADS) - WALL, CEILING MOUNTED. |
| | ILLUMINATED EXIT SIGN, SHADED QUADRANT INDICATES FACES, ARROWS AS SHOWN |
| | FLOOR OR GRADE MOUNTED BOLLARD |
| | FLUSH GRADE POINT SOURCE |
| | POLE MOUNTED LUMINAIRE- SINGLE OR DUAL HEAD ARROW INDICATES OPTICAL ORIENTATION |
| | POLE TOP MOUNTED LUMINAIRE |

L# 1071

D# 1071 1071DC

X# 1071

LUMINAIRE MARKING CONVENTIONS:
LETTER DESIGNATION FOLLOWED BY SEQUENTIAL NUMBER

L# = LED
D# = DECORATIVE
S# = SITE SPECIFIC
X# = EXIT SIGN
E# = EMERGENCY SPECIFIC

CIRCUITING CONVENTION:
107# = ARCHITECTURAL ROOM NUMBER
###1 = SEQUENTIAL CIRCUIT IN ROOM.
####DC = 0-10VDC CONTROL CIRCUIT

# SWITCHING & CONTROLS

| SYMBOL | DESCRIPTION |
|---|---|
| $S_a$ | SINGLE POLE SWITCH (SUPERSCRIPT DENOTES SIMILARLY MARKED LUMINAIRES CONTROLLED TOGETHER. NO SUBSCRIPT INDICATES SWITCH TO CONTROL ALL LIGHTING WITHIN ROOM, U.O.N.). |
| $S^2$ | TWO POLE SWITCH |
| $S^3$ | THREE WAY SWITCH |
| $S^4$ | FOUR WAY SWITCH |
| $S^K$ | KEY OPERATED SWITCH |
| D | DIMMER SWITCH. NUMBER INDICATES WATTAGE RATING. IF NOT SHOWN THEN EQUAL TO LOAD. |
| $S_{JAMB}$ | JAMB SWITCH |
| $S^{TS}$ | TIMER SWITCH |
| $S^{XP}$ | EXPLOSION PROOF SWITCH |
| $S^{WP}$ | WEATHERPROOF SWITCH |
| $S^{FAN}$ | LINE VOLTAGE, VARIABLE SPEED FAN CONTROL LOCATE ADJACENT TO ADJACENT TO LIGHT SWITCHES. |
| $S_{(\#)}$ | MULTI-BUTTON LIGHTING CONTROL SWITCH INDIVIDUAL SWITCH CONFIGURATION VARIES. |
| PC | PHOTOCELL |
| TC | TIME CLOCK |
| OS | OCCUPANCY SENSOR - WALL MOUNTED |
| OS | 360 DEGREE OCCUPANCY SENSOR - CEILING MTD. |
| OS | 180 DEGREE OCCUPANCY SENSOR - CEILING MTD. |
| OS | CORRIDOR/AISLE OCCUPANCY SENSOR - CEILING MOUNTED |
| $S^b$ OS$^a$ | OCCUPANCY SENSOR & SWITCH GANGED UNDER A COMMON COVER PLATE. OCCUPANY SENSOR TO CONTROL ALL LIGHT FIXTURES IN ROOM WITH 1/2 LIGHT REDUCTION CONTROLLED BY SWITCH, DESIGNATED BY LETTER. |
| LCP # | LIGHTING CONTROL PANEL AND ASSOCIATED COMPONENTS. PROVIDE 120V OR 277V CONTROL POWER AS REQUIRED OR AS INDICATED. |
| T | REMOTE MOUNTED LINE TO LOW-VOLTAGE FUSED TRANSFORMER OR POWER SUPPLY. CONCEAL FROM VIEW. |

# LIGHTING REFERENCES

1. IESNA HANDBOOK 9TH EDITION, 2010
2. NATIONAL ELECTRIC CODE VERSION 2023
3. IECC 2021
4.

# LIGHTING SHEET INDEX


LIGHT-000 LIGHTING LEGEND
LIGHT-100 LIGHTING PLAN
LIGHT-200 LIGHTING SECTION AT UNIT
LIGHT-300 LIGHTING SECTIONS AT STAIR 2
LIGHT-400 LIGHTING PLANS


original issue date:
5/14/25
revision dates:

SNOWMASS EMPLOYEE HOUSING
1001 DIVIDE ROAD
SNOWMASS VILLAGE, CO 81615

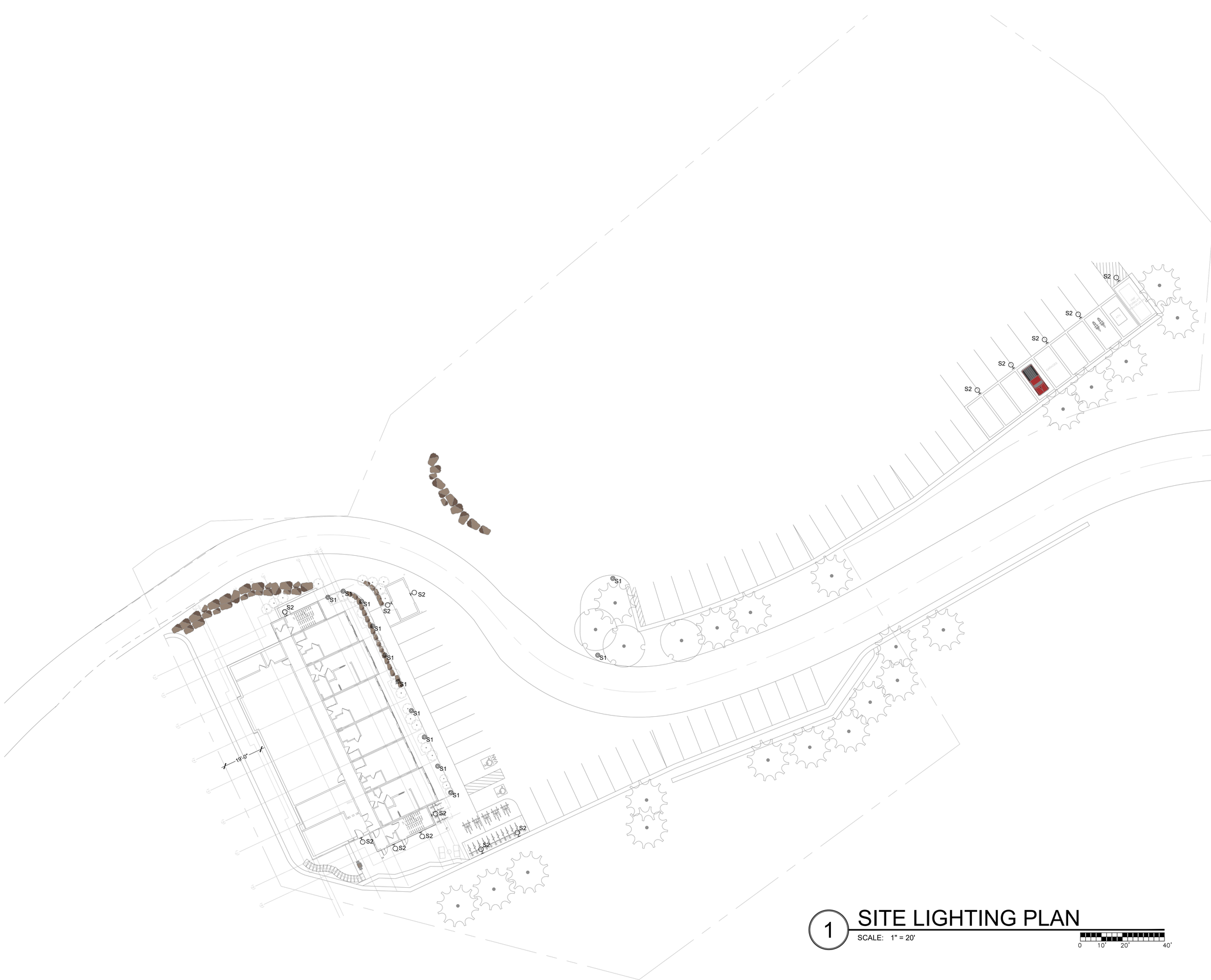

ALPENGLOW LIGHTING DESIGN, INC
4941 county road 113, carbondale, colorado 81623
(970) 948-2637 aaron@alpenglowinc.com



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LIGHTING LEGEND

LIGHT-000




1 SITE LIGHTING PLAN

SCALE: 1" = 20'

0 10' 20' 40'

original issue date:
5/14/25
revision dates:

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1001 DIVIDE ROAD
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SITE LIGHTING

LIGHT-100




## 1 BUILDING SECTION THROUGH ONE BEDROOM

SCALE: 1/4" = 1'-0"

0 10' 20' 40'

original issue date:
5/14/25
revision dates:

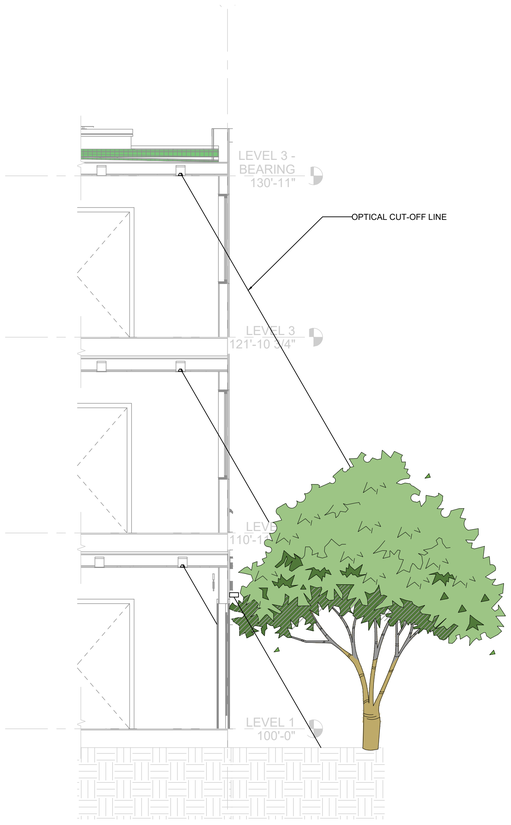
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SITE LIGHTING

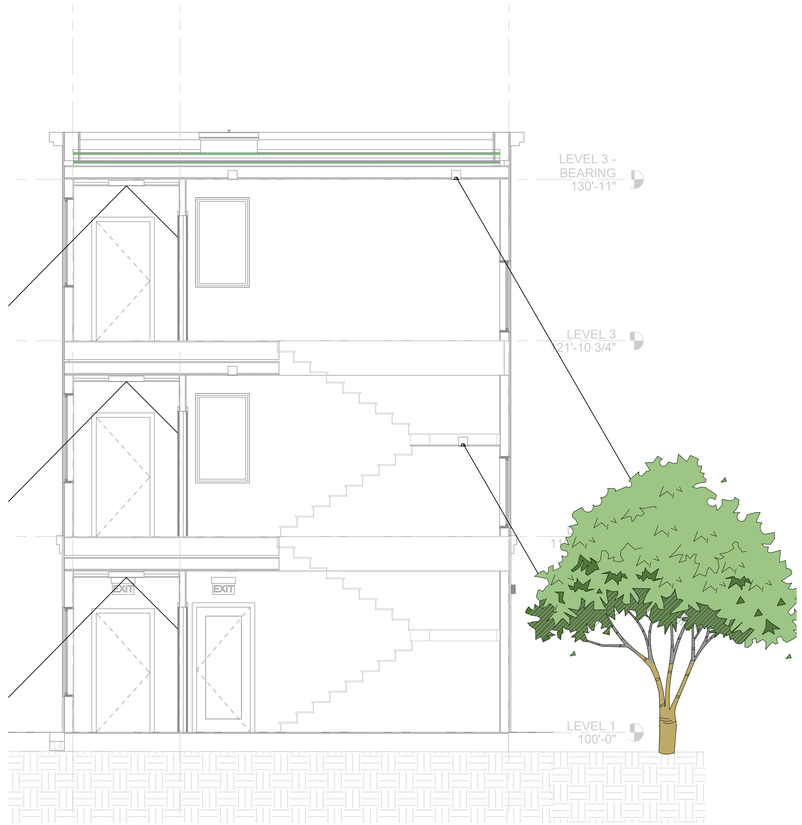
LIGHT-200




## 1 NORTH SIDE STAIR 2 AT EGRESS

SCALE: 1/4" = 1'-0"

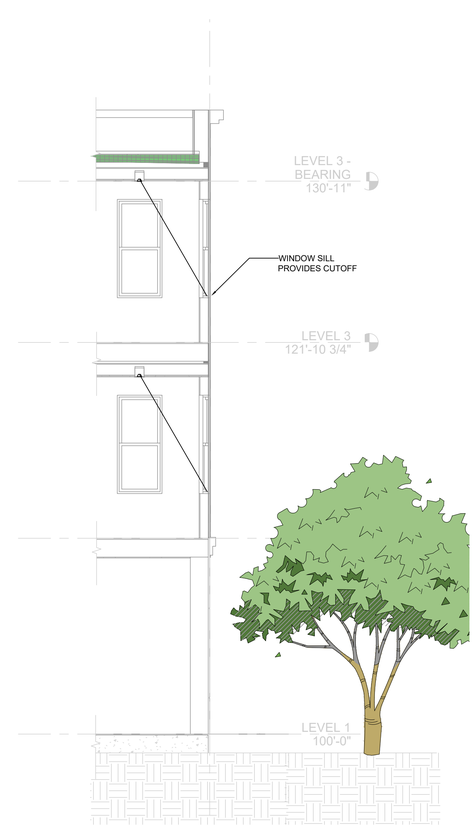
0 10' 20' 40'




## 2 STAIR 2 LONGITUDINAL SECTION

SCALE: 1/4" = 1'-0"

0 10' 20' 40'




## 3 NORTH SIDE STUDIO

SCALE: 1/4" = 1'-0"

0 10' 20' 40'

original issue date:
5/14/25
revision dates:

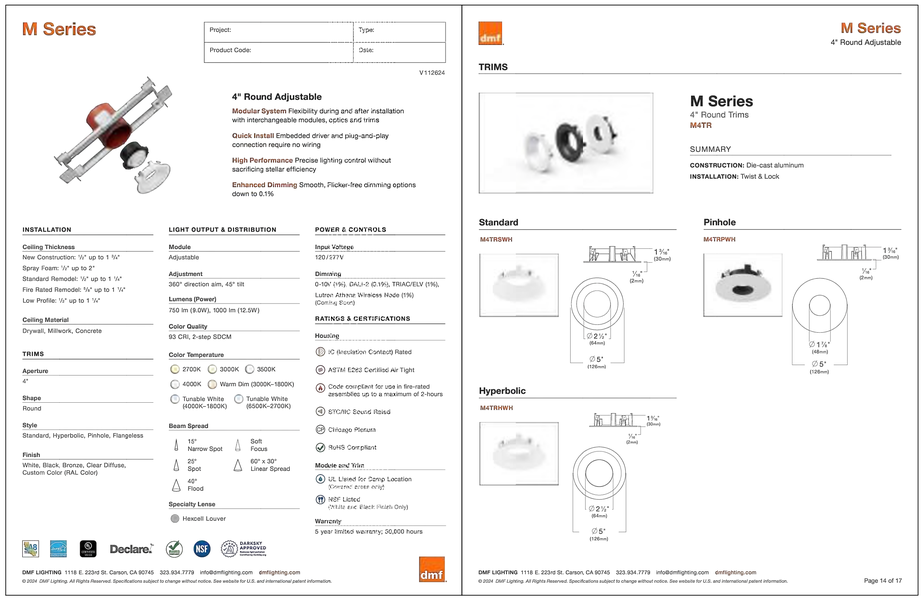
SNOWMASS EMPLOYEE HOUSING
1001 DIVIDE ROAD
SNOWMASS VILLAGE, CO 81615

ALPENGLOW LIGHTING DESIGN, INC
4541 county road 113, carbondale, colorado 81623
(970) 948-2657 aaron@alpenglowinc.com

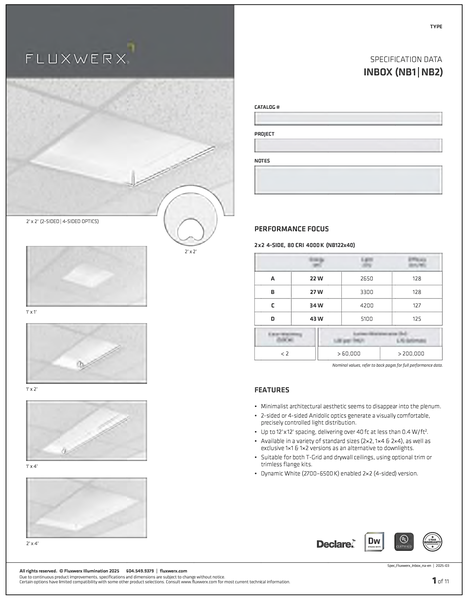
Lighting design, arrangements, plans, specifications, and ideas presented by these drawings are the sole property and copyright of Alpenglow Lighting Design, Inc. and shall not be used without written permission.

SITE
LIGHTING

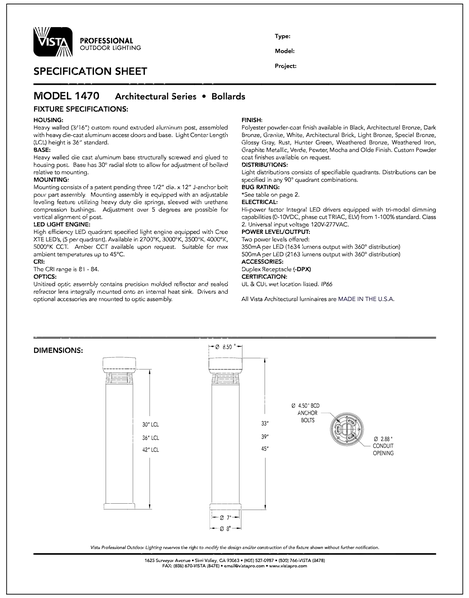
LIGHT-
300



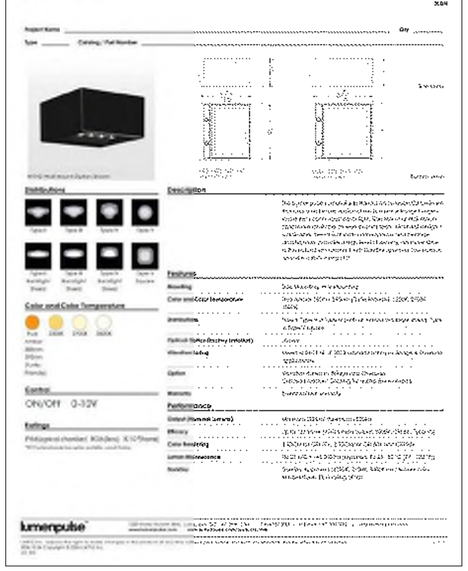

1 RECESSED INTERIOR DOWNLIGHT
SCALE: NONE




2 RECESSED CORRIDOR LIGHT
SCALE: NONE




3 S1 BOLLARD
SCALE: NONE




4 S2 WALLPACK
SCALE: NONE

original issue date:
5/14/25
revision dates:

SNOWMASS EMPLOYEE HOUSING
1001 DIVIDE ROAD
SNOWMASS VILLAGE, CO 81615

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LIGHTING CUTSHEETS

LIGHT-400

# APPENDIX A

# EXISTING SURVEY SHEETS

# EXISTING CONDITIONS SURVEY

## LOTS 44, 45 & 51 AND PORTION OF LOT 47
## THE FIRST AMENDED PLAT OF THE DIVIDE SUBDIVISION
### SECTION 2, TOWNSHIP 10 SOUTH, RANGE 86 WEST OF THE 6TH PM
### TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO

N

0 20' 40' 80'

SCALE: 1" = 40'

LEGEND

- CLEAN-OUT
- SEPTIC LID
- CATV PEDESTAL
- TELEPHONE PEDESTAL
- GAS VALVE
- GAS METER
- GAS MARKER
- GAS TANK LID
- FIRE HYDRANT
- WATER SPIGOT
- WATER VALVE BOX
- IRRIGATION CONTROL BOX
- WATER MANHOLE
- ELECTRIC VAULT
- ELECTRICAL TRANSFORMER
- ELECTRIC PEDESTAL
- LANDSCAPE LIGHT
- ELECTRICAL METER
- ELECTRICAL SERVICE BOX
- IRRIGATION LINE
- WATER LINE
- SEWER LINE
- TELEPHONE LINE
- FIBER OPTIC LINE
- GAS LINE
- ELECTRIC LINE
- SNOW MAKING LINE
- WIRE FENCE
- WOOD FENCE

SLOPE LEGEND

- 0% to 15%
- 15% TO 30%
- 30% TO 45%
- 45% & GREATER

LOT 45
1.798± ACRES

LOT 47

LOT 46
FIRST AMENDED
THE DIVIDE
SUBDIVISION

LOT 47
FIRST AMENDED
THE DIVIDE
SUBDIVISION

LOT 42
FIRST AMENDED
THE DIVIDE
SUBDIVISION

LOT 44
2.85± ACRES

LOT 51
0.729± ACRES

LOT 47
FIRST AMENDED
THE DIVIDE
SUBDIVISION

LOT 47
FIRST AMENDED
THE DIVIDE
SUBDIVISION

SITE BENCH MARK
AP2-TRACT 50 & AP1-TRACT 53
FOUND 2-1/2" GLO BRASS CAP
ELEVATION: 8865.97

ONE-STORY FRAME BUILDING
TWO-STORY FRAME BUILDING
WOOD DECK
SHED
GRAVEL
FLAGSTONE
OLD WOOD STEPS & WATER SPIGOT
ROCK-BOULDER RETAINING (TYPICAL)
USE RESTRICTION AREA RECEPTION NO. 528952
DRAIN INLET GRATE:8847.39 18"ADS:8843.80 6"PVC:8844.23
LIFT STATION
WOOD RETAINING WALL (TYPICAL)
DRAINAGE EASEMENT RECEPTION NO. 528952
EASEMENT FOR NATURAL DRAINAGE, SNOWMELT & RAIN RECEPTION NO. 528952
PEDESTRIAN ACCESS EASEMENT RECEPTION NO. 528952
GRAVEL PARKING
WOOD SHEDS
TWO-STORY BUILDING APARTMENTS-UPPER GARAGES-LOWER
UPPER APARTMENTS
METAL CATWALK
UPPER DECK
GARAGES
FUEL ISLAND
PAVEMENT
24' WIDE ACCESS RECEPTION NO. 472071 KRABLOONIK ACCESS
50' WIDE ACCESS & UTILITY EASEMENT RECEPTION NO. 478952 PLATTED AS ROAD D
DIVIDE
PAVED ROADWAY
WAY
TRAIL
DIRT TRAIL
ASPHALT PARKING
PUBLIC SKI EASEMENT RECEPTION NO. 528952
20' WIDE SLOPE EASEMENT RECEPTION NO. 528952
5' WIDE SLOPE EASEMENT RECEPTION NO. 528952
DIVIDE ROAD
(60' WIDE RIGHT-OF-WAY)
PINON DRIVE
(100' WIDE RIGHT-OF-WAY)
8913.22 ABOVE GROUND
RIM:8935.05 10"PVC:8922.31(W) 10"PVC:8922.2(E) 10"PVC:8922.35(S)
12"CMP 8925.25
36"CMP 8925.48

S89°45'37"E 153.98'
N59°47'56"E 213.64'
N80°45'27"W 52.69'
S89°11'54"W 42.61'
S68°44'20"W 54.93'
N14°14'41"E 265.01'
S43°08'24"W 70.07'
S55°39'35"E 476.02'
S30°00'40"W 114.83'
S34°58'42"E 131.06'
S54°33'18"W 21.03'
S87°55'20"E 84.75'
S87°55'20"W 124.25'
N87°55'20"E 196.00'
S40°00'29"W 253.72'
N80°47'42"W 124.23'
S16°52'20"E 210.09'
N10°30'38"E 127.18'
S54°33'18"W 21.03'
S54°47'05"W 149.39'
S52°48'05"W 149.39'
N26°15'56"W 176.01'
N51°46'54"E 14.33'
N66°40'30"E 79.14'
N86°52'51"E 65.45'
S74°56'42"E 54.38'
S51°46'54"W 47.43'
N12°56'22"W 166.85'
R=190.00' L=104.87'
R=270.00' L=48.14'

NOTES:

1. DATE OF FIELD SURVEY: JUNE 25, 26, 27, 2024 AND JULY 3, 2024.
2. LINEAR UNITS USED TO PERFORM THIS SURVEY WERE U.S. SURVEY FEET.
3. THIS EXISTING CONDITIONS SURVEY IS BASED ON THE DIVIDE SUBDIVISION, THE FIRST AMENDED PLAT OF LOTS 42, 45 AND 47 OF THE DIVIDE SUBDIVISION RECORDED SEPTEMBER 26, 2006 IN PLAT BOOK 81 AT PAGE 45 MONUMENTS FOUND IN PLACE AS SHOWN HEREON.
4. THIS EXISTING CONDITIONS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY TRUE NORTH COLORADO, LLC, FOR ALL INFORMATION REGARDING EASEMENT, RIGHTS-OF-WAY AND/OR TITLE OF RECORD, TRUE NORTH COLORADO, LLC. RELIED UPON TITLE COMMITMENT NO. Q62015073-2 ISSUED BY LAND TITLE GUARANTEE COMPANY, EFFECTIVE DATE: FEBRUARY 24, 2023.
5. ELEVATIONS SHOWN HEREON ARE BASED ON FIELD GPS OBSERVATIONS AND ARE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
6. CONTOUR INTERVAL EQUALS 1-FOOT.
7. UNDERGROUND UTILITIES SHOWN HEREON WERE LOCATED BY ROARING FORK UTILITY LOCATORS LLC. AND ARE FOR PLANNING PURPOSES ONLY. PLEASE CALL COLORADO 811 PRIOR TO ANY DIGGING OR EARTHWORK CONSTRUCTION FOR UTILITY VERIFICATION.

REVISED: MAY 5, 2025: ADDITIONAL TREE LOCATIONS, TRAIL LOCATIONS AND SLOPES ANALYSIS.

SURVEYOR'S STATEMENT

I, RODNEY P. KISER, DO HEREBY STATE THAT THIS EXISTING CONDITIONS SURVEY WAS PREPARED BY TRUE NORTH COLORADO, LLC. FOR ASPEN SKIING COMPANY, LLC AND THE TOWN OF SNOWMASS VILLAGE THAT SAID SURVEY WAS PREPARED BY ME OR UNDER MY SUPERVISION AND RESPONSIBLE CHARGE AND THAT IT IS TRUE AND CORRECT TO THE BEST OF MY BELIEF AND KNOWLEDGE.

RODNEY P. KISER
LICENSED PROFESSIONAL LAND SURVEYOR
COLORADO REGISTRATION NO. 38215
TRUE NORTH COLORADO, LLC.

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

TRUE NORTH COLORADO
A LAND SURVEYING AND MAPPING COMPANY

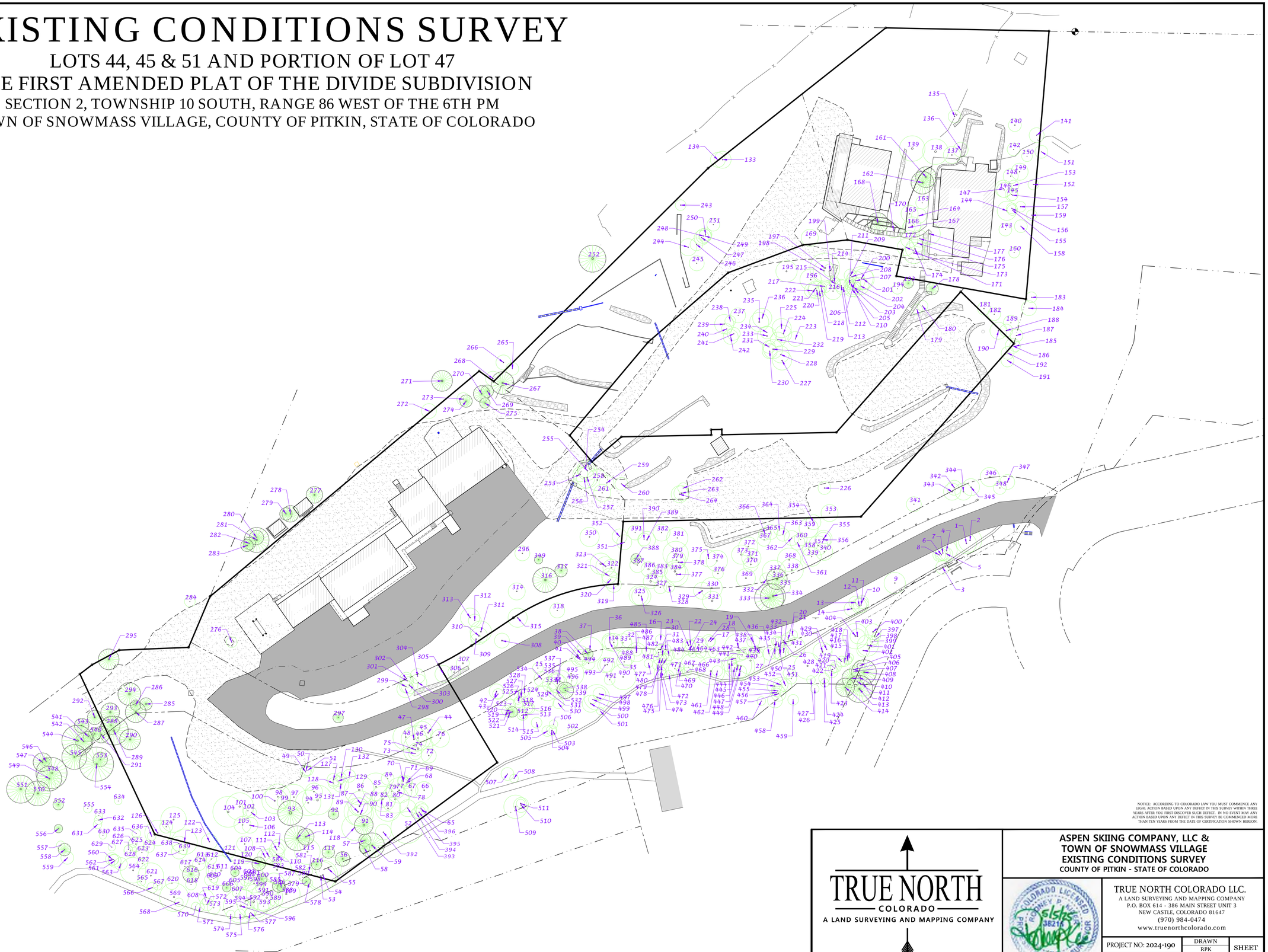
**ASPEN SKIING COMPANY, LLC & TOWN OF SNOWMASS VILLAGE EXISTING CONDITIONS SURVEY**
**COUNTY OF PITKIN - STATE OF COLORADO**

TRUE NORTH COLORADO LLC.
A LAND SURVEYING AND MAPPING COMPANY
P.O. BOX 614 - 386 MAIN STREET UNIT 3
NEW CASTLE, COLORADO 81647
(970) 984-0474
www.truenorthcolorado.com

| PROJECT NO: 2024-190 | DRAWN | SHEET |
|---|---|---|
| | RPK | 1 OF 3 |
| DATE:JULY 26, 2024 | SURVEYED | |
| | GBL-DJB | |

# EXISTING CONDITIONS SURVEY

## LOTS 44, 45 & 51 AND PORTION OF LOT 47
## THE FIRST AMENDED PLAT OF THE DIVIDE SUBDIVISION
SECTION 2, TOWNSHIP 10 SOUTH, RANGE 86 WEST OF THE 6TH PM
TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO



NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

TRUE NORTH COLORADO
A LAND SURVEYING AND MAPPING COMPANY

**ASPEN SKIING COMPANY, LLC &**
**TOWN OF SNOWMASS VILLAGE**
**EXISTING CONDITIONS SURVEY**
**COUNTY OF PITKIN - STATE OF COLORADO**


TRUE NORTH COLORADO LLC.
A LAND SURVEYING AND MAPPING COMPANY
P.O. BOX 614 - 386 MAIN STREET UNIT 3
NEW CASTLE, COLORADO 81647
(970) 984-0474
www.truenorthcolorado.com


| PROJECT NO: 2024-190 | DRAWN: RPK | SHEET 2 OF 3 |
|---|---|---|
| DATE: JULY 26, 2024 | SURVEYED: GBL-DJB | |

# EXISTING CONDITIONS SURVEY

## LOTS 44, 45 & 51 AND PORTION OF LOT 47
## THE FIRST AMENDED PLAT OF THE DIVIDE SUBDIVISION
### SECTION 2, TOWNSHIP 10 SOUTH, RANGE 86 WEST OF THE 6TH PM
### TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO

| TREE | TYPE | TRUNK | DRIP |
|---|---|---|---|
| 1 | ASPEN | 11" | 19' |
| 2 | ASPEN | 12" | 22' |
| 3 | ASPEN | 7" | 13' |
| 4 | ASPEN | 11" | 20' |
| 5 | ASPEN | 7" | 12' |
| 6 | ASPEN | 7" | 12' |
| 7 | ASPEN | 8" | 14' |
| 8 | ASPEN | 6" | 12' |
| 9 | ASPEN | 11" | 20' |
| 10 | ASPEN | 7" | 12' |
| 11 | ASPEN | 8" | 14' |
| 12 | ASPEN | 8" | 14' |
| 13 | ASPEN | 7" | 12' |
| 14 | ASPEN | 8" | 14' |
| 15 | ASPEN | 6" | 10' |
| 16 | ASPEN | 6" | 10' |
| 17 | ASPEN | 6" | 10' |
| 18 | ASPEN | 7" | 12' |
| 19 | ASPEN | 7" | 12' |
| 20 | ASPEN | 6" | 10' |
| 21 | ASPEN | 7" | 12' |
| 22 | ASPEN | 6" | 10' |
| 23 | ASPEN | 7" | 12' |
| 24 | ASPEN | 6" | 10' |
| 25 | ASPEN | 6" | 10' |
| 26 | ASPEN | 6" | 10' |
| 27 | ASPEN | 6" | 10' |
| 28 | ASPEN | 14" | 26' |
| 29 | ASPEN | 10" | 16' |
| 30 | ASPEN | 6" | 10' |
| 31 | ASPEN | 6" | 10' |
| 32 | ASPEN | 10" | 17' |
| 33 | ASPEN | 10" | 17' |
| 34 | ASPEN | 10" | 17' |
| 35 | ASPEN | 8" | 15' |
| 36 | ASPEN | 8" | 15' |
| 37 | ASPEN | 12" | 24' |
| 38 | CONIFEROUS | 6" | 10' |
| 39 | ASPEN | 8" | 15' |
| 40 | ASPEN | 10" | 16' |
| 41 | ASPEN | 6" | 10' |
| 42 | ASPEN | 6" | 10' |
| 43 | ASPEN | 8" | 14' |
| 44 | ASPEN | 14" | 26' |
| 45 | ASPEN | 11" | 19' |
| 46 | ASPEN | 12" | 24' |
| 47 | ASPEN | 12" | 24' |
| 48 | ASPEN | 12" | 24' |
| 49 | ASPEN | 6" | 10' |
| 50 | ASPEN | 6" | 10' |
| 51 | ASPEN | 6" | 10' |
| 52 | ASPEN | 18" | 30' |
| 53 | ASPEN | 16" | 28' |
| 54 | ASPEN | 16" | 28' |
| 55 | ASPEN | 12" | 24' |
| 56 | CONIFEROUS | 10" | 14' |
| 57 | CONIFEROUS | 8" | 12' |
| 58 | CONIFEROUS | 6" | 10' |
| 59 | CONIFEROUS | 12" | 24' |
| 60 | ASPEN | 8" | 15' |
| 61 | ASPEN | 10" | 16' |
| 62 | ASPEN | 6" | 10' |
| 63 | ASPEN | 7" | 12' |
| 64 | ASPEN | 7" | 12' |
| 65 | ASPEN | 7" | 12' |
| 66 | ASPEN | 10" | 16' |
| 67 | ASPEN | 7" | 13' |
| 68 | ASPEN | 6" | 10' |
| 69 | ASPEN | 6" | 10' |
| 70 | ASPEN | 6" | 10' |
| 71 | ASPEN | 6" | 10' |
| 72 | ASPEN | 8" | 14' |
| 73 | ASPEN | 7" | 12' |
| 74 | ASPEN | 18" | 28' |
| 75 | ASPEN | 7" | 12' |

| TREE | TYPE | TRUNK | DRIP |
|---|---|---|---|
| 76 | ASPEN | 10" | 17' |
| 77 | ASPEN | 12" | 24' |
| 78 | ASPEN | 7" | 12' |
| 79 | ASPEN | 7" | 12' |
| 80 | ASPEN | 14" | 26' |
| 81 | ASPEN | 13" | 24' |
| 82 | ASPEN | 12" | 24' |
| 83 | ASPEN | 8" | 14' |
| 84 | ASPEN | 7" | 12' |
| 85 | ASPEN | 13" | 26' |
| 86 | ASPEN | 18" | 28' |
| 87 | ASPEN | 12" | 24' |
| 88 | ASPEN | 10" | 16' |
| 89 | ASPEN | 16" | 26' |
| 90 | ASPEN | 12" | 24' |
| 91 | CONIFEROUS | 22" | 18' |
| 92 | CONIFEROUS | 6" | 10' |
| 93 | CONIFEROUS | 30" | 24' |
| 94 | ASPEN | 12" | 24' |
| 95 | ASPEN | 20" | 28' |
| 96 | ASPEN | 10" | 16' |
| 97 | ASPEN | 12" | 24' |
| 98 | ASPEN | 12" | 24' |
| 99 | ASPEN | 6" | 12' |
| 100 | ASPEN | 13" | 24' |
| 101 | ASPEN | 14" | 26' |
| 102 | ASPEN | 6" | 10' |
| 103 | ASPEN | 6" | 10' |
| 104 | ASPEN | 18" | 29' |
| 105 | ASPEN | 10" | 16' |
| 106 | ASPEN | 8" | 15' |
| 107 | ASPEN | 8" | 15' |
| 108 | ASPEN | 7" | 15' |
| 109 | ASPEN | 7" | 15' |
| 110 | ASPEN | 7" | 15' |
| 111 | ASPEN | 7" | 14' |
| 112 | ASPEN | 7" | 14' |
| 113 | CONIFEROUS | 18" | 24' |
| 114 | CONIFEROUS | 10" | 16' |
| 115 | ASPEN | 12" | 24' |
| 116 | CONIFEROUS | 6" | 10' |
| 117 | CONIFEROUS | 7" | 12' |
| 118 | ASPEN MULTI | 12" | 24' |
| 119 | CONIFEROUS | 8" | 13' |
| 120 | ASPEN | 6" | 10' |
| 121 | ASPEN | 7" | 12' |
| 122 | ASPEN | 8" | 15' |
| 123 | ASPEN | 12" | 24' |
| 124 | ASPEN | 7" | 12' |
| 125 | ASPEN | 12" | 24' |
| 126 | ASPEN | 12" | 24' |
| 127 | ASPEN | 7" | 12' |
| 128 | ASPEN | 6" | 10' |
| 129 | ASPEN | 6" | 10' |
| 130 | ASPEN | 6" | 10' |
| 131 | ASPEN | 8" | 15' |
| 132 | ASPEN | 7" | 12' |
| 133 | ASPEN | 8" | 16' |
| 134 | ASPEN | 7" | 14' |
| 135 | ASPEN MULTI | 7" | 12' |
| 136 | ASPEN | 7" | 14' |
| 137 | ASPEN | 10" | 16' |
| 138 | ASPEN MULTI | 20" | 24' |
| 139 | ASPEN MULTI | 19" | 24' |
| 140 | ASPEN | 8" | 12' |
| 141 | ASPEN | 6" | 14' |
| 142 | ASPEN | 6" | 12' |
| 143 | ASPEN | 6" | 12' |
| 144 | ASPEN MULTI | 10" | 18' |
| 145 | ASPEN | 6" | 12' |
| 146 | ASPEN | 7" | 14' |
| 147 | ASPEN | 7" | 16' |
| 148 | ASPEN MULTI | 7" | 14' |
| 149 | ASPEN MULTI | 8" | 16' |
| 150 | ASPEN | 6" | 10' |

| TREE | TYPE | TRUNK | DRIP |
|---|---|---|---|
| 151 | ASPEN | 6" | 12' |
| 152 | ASPEN | 6" | 10' |
| 153 | ASPEN | 6" | 10' |
| 154 | ASPEN | 6" | 10' |
| 155 | ASPEN | 6" | 10' |
| 156 | ASPEN | 6" | 10' |
| 157 | ASPEN | 6" | 10' |
| 158 | ASPEN | 6" | 12' |
| 159 | ASPEN | 6" | 10' |
| 160 | ASPEN | 6" | 10' |
| 161 | CONIFEROUS | 13" | 20' |
| 162 | CONIFEROUS | 16" | 22' |
| 163 | ASPEN MULTI | 6" | 12' |
| 164 | ASPEN | 7" | 14' |
| 165 | ASPEN | 11" | 16' |
| 166 | ASPEN | 10" | 16' |
| 167 | ASPEN | 7" | 12' |
| 168 | CONIFEROUS | 12" | 20' |
| 169 | ASPEN MULTI | 8" | 16' |
| 170 | ASPEN | 7" | 14' |
| 171 | ASPEN MULTI | 8" | 16' |
| 172 | ASPEN | 8" | 16' |
| 173 | ASPEN MULTI | 12" | 20' |
| 174 | ASPEN MULTI | 10" | 18' |
| 175 | ASPEN MULTI | 10" | 16' |
| 176 | ASPEN | 6" | 16' |
| 177 | ASPEN MULTI | 14" | 20' |
| 178 | CONIFEROUS | 6" | 12' |
| 179 | ASPEN | 6" | 10' |
| 180 | ASPEN | 6" | 10' |
| 181 | ASPEN | 7" | 12' |
| 182 | ASPEN | 6" | 12' |
| 183 | ASPEN | 6" | 10' |
| 184 | ASPEN MULTI | 8" | 14' |
| 185 | ASPEN | 6" | 10' |
| 186 | ASPEN MULTI | 8" | 14' |
| 187 | ASPEN MULTI | 7" | 12' |
| 188 | ASPEN MULTI | 7" | 12' |
| 189 | ASPEN MULTI | 8" | 14' |
| 190 | ASPEN MULTI | 9" | 16' |
| 191 | ASPEN | 6" | 12' |
| 192 | ASPEN | 6" | 12' |
| 193 | CONIFEROUS | 6" | 10' |
| 194 | ASPEN | 6" | 10' |
| 195 | ASPEN MULTI | 13" | 20' |
| 196 | ASPEN MULTI | 10" | 20' |
| 197 | ASPEN MULTI | 19" | 28' |
| 198 | ASPEN | 10" | 20' |
| 199 | ASPEN | 8" | 12' |
| 200 | ASPEN MULTI | 12" | 22' |
| 201 | ASPEN | 7" | 20' |
| 202 | ASPEN | 6" | 16' |
| 203 | ASPEN | 6" | 14' |
| 204 | ASPEN | 7" | 14' |
| 205 | ASPEN | 6" | 14' |
| 206 | ASPEN | 6" | 12' |
| 207 | ASPEN | 8" | 18' |
| 208 | ASPEN | 6" | 8' |
| 209 | ASPEN | 6" | 12' |
| 210 | ASPEN | 6" | 10' |
| 211 | ASPEN | 6" | 10' |
| 212 | ASPEN | 7" | 14' |
| 213 | ASPEN MULTI | 7" | 12' |
| 214 | ASPEN | 6" | 10' |
| 215 | ASPEN | 6" | 10' |
| 216 | ASPEN | 7" | 16' |
| 217 | ASPEN MULTI | 8" | 12' |
| 218 | ASPEN | 6" | 10' |
| 219 | ASPEN MULTI | 6" | 10' |
| 220 | ASPEN MULTI | 9" | 16' |
| 221 | ASPEN | 6" | 14' |
| 222 | ASPEN MULTI | 7" | 14' |
| 223 | ASPEN | 6" | 14' |
| 224 | ASPEN | 8" | 16' |
| 225 | ASPEN MULTI | 7" | 18' |

| TREE | TYPE | TRUNK | DRIP |
|---|---|---|---|
| 226 | ASPEN MULTI | 8" | 12' |
| 227 | ASPEN MULTI | 11" | 18' |
| 228 | ASPEN MULTI | 7" | 16' |
| 229 | ASPEN MULTI | 11" | 18' |
| 230 | ASPEN | 7" | 14' |
| 231 | ASPEN | 6" | 12' |
| 232 | ASPEN | 7" | 14' |
| 233 | ASPEN MULTI | 11" | 18' |
| 234 | ASPEN | 7" | 12' |
| 235 | ASPEN MULTI | 13" | 18' |
| 236 | ASPEN | 11" | 18' |
| 237 | ASPEN | 6" | 14' |
| 238 | ASPEN | 6" | 10' |
| 239 | ASPEN MULTI | 10" | 18' |
| 240 | ASPEN | 6" | 10' |
| 241 | ASPEN MULTI | 8" | 12' |
| 242 | ASPEN | 6" | 14' |
| 243 | ASPEN | 7" | 10' |
| 244 | ASPEN | 8" | 16' |
| 245 | ASPEN | 6" | 14' |
| 246 | ASPEN | 6" | 12' |
| 247 | ASPEN | 7" | 14' |
| 248 | ASPEN | 6" | 14' |
| 249 | ASPEN | 7" | 12' |
| 250 | ASPEN | 6" | 12' |
| 251 | ASPEN | 7" | 12' |
| 252 | CONIFEROUS | 19" | 26' |
| 253 | ASPEN | 7" | 14' |
| 254 | ASPEN | 7" | 16' |
| 255 | ASPEN | 8" | 18' |
| 256 | ASPEN | 12" | 20' |
| 257 | ASPEN MULTI | 12" | 20' |
| 258 | ASPEN MULTI | 12" | 20' |
| 259 | ASPEN | 7" | 14' |
| 260 | ASPEN | 7" | 12' |
| 261 | ASPEN MULTI | 9" | 16' |
| 262 | ASPEN | 6" | 10' |
| 263 | ASPEN MULTI | 10" | 14' |
| 264 | ASPEN MULTI | 11" | 16' |
| 265 | ASPEN | 6" | 12' |
| 266 | ASPEN | 8" | 14' |
| 267 | CONIFEROUS | 16" | 22' |
| 268 | ASPEN | 10" | 14' |
| 269 | CONIFEROUS | 7" | 12' |
| 270 | CONIFEROUS | 10" | 16' |
| 271 | CONIFEROUS | 18" | 20' |
| 272 | ASPEN | 8" | 14' |
| 273 | ASPEN | 10" | 12' |
| 274 | CONIFEROUS | 7" | 12' |
| 275 | CONIFEROUS | 6" | 10' |
| 276 | ASPEN | 7" | 10' |
| 277 | CONIFEROUS | 11" | 16' |
| 278 | CONIFEROUS | 11" | 16' |
| 279 | CONIFEROUS | 7" | 12' |
| 280 | CONIFEROUS | 11" | 14' |
| 281 | CONIFEROUS | 14" | 24' |
| 282 | CONIFEROUS | 7" | 12' |
| 283 | CONIFEROUS | 10" | 12' |
| 284 | ASPEN | 6" | 10' |
| 285 | CONIFEROUS MULTI | 12" | 12' |
| 286 | CONIFEROUS | 7" | 10' |
| 287 | CONIFEROUS | 16" | 20' |
| 288 | CONIFEROUS | 12" | 18' |
| 289 | CONIFEROUS | 18" | 28' |
| 290 | CONIFEROUS | 13" | 20' |
| 291 | CONIFEROUS | 12" | 16' |
| 292 | CONIFEROUS | 10" | 14' |
| 293 | CONIFEROUS | 14" | 18' |
| 294 | CONIFEROUS | 18" | 22' |
| 295 | CONIFEROUS | 13" | 20' |
| 296 | ASPEN | 8" | 14' |
| 297 | CONIFEROUS | 6" | 10' |
| 298 | ASPEN MULTI | 8" | 16' |
| 299 | ASPEN MULTI | 7" | 12' |
| 300 | ASPEN | 10" | 16' |

| TREE | TYPE | TRUNK | DRIP |
|---|---|---|---|
| 301 | ASPEN MULTI | 7" | 12' |
| 302 | ASPEN MULTI | 6" | 12' |
| 303 | ASPEN MULTI | 8" | 16' |
| 304 | ASPEN | 7" | 14' |
| 305 | ASPEN | 8" | 16' |
| 306 | ASPEN | 13" | 12' |
| 307 | ASPEN | 13" | 12' |
| 308 | ASPEN | 12" | 14' |
| 309 | ASPEN | 11" | 10' |
| 310 | ASPEN | 11" | 16' |
| 311 | ASPEN | 11" | 20' |
| 312 | ASPEN | 6" | 12' |
| 313 | ASPEN | 10" | 18' |
| 314 | ASPEN | 11" | 16' |
| 315 | ASPEN | 12" | 18' |
| 316 | CONIFEROUS | 18" | 24' |
| 317 | CONIFEROUS | 8" | 12' |
| 318 | ASPEN | 8" | 14' |
| 319 | ASPEN | 11" | 14' |
| 320 | DECIDUOUS | 7" | 16' |
| 321 | DECIDUOUS | 7" | 14' |
| 322 | ASPEN | 11" | 16' |
| 323 | DECIDUOUS MULTI | 13" | 18' |
| 324 | ASPEN MULTI | 19" | 14' |
| 325 | ASPEN | 10" | 18' |
| 326 | ASPEN | 11" | 18' |
| 327 | ASPEN | 11" | 12' |
| 328 | ASPEN | 11" | 10' |
| 329 | ASPEN | 11" | 16' |
| 330 | ASPEN MULTI | 17" | 20' |
| 331 | ASPEN MULTI | 18" | 18' |
| 332 | ASPEN | 6" | 12' |
| 333 | CONIFEROUS | 20" | 28' |
| 334 | CONIFEROUS | 18" | 24' |
| 335 | ASPEN | 7" | 12' |
| 336 | CONIFEROUS | 18" | 20' |
| 337 | ASPEN | 13" | 22' |
| 338 | ASPEN MULTI | 16" | 22' |
| 339 | ASPEN | 9" | 18' |
| 340 | ASPEN | 8" | 16' |
| 341 | ASPEN | 8" | 14' |
| 342 | ASPEN | 8" | 14' |
| 343 | ASPEN MULTI | 11" | 16' |
| 344 | ASPEN MULTI | 12" | 16' |
| 345 | ASPEN MULTI | 11" | 16' |
| 346 | ASPEN MULTI | 14" | 18' |
| 347 | ASPEN | 8" | 14' |
| 348 | ASPEN | 7" | 12' |
| 349 | CONIFEROUS MULTI | 7" | 8' |
| 350 | ASPEN | 9" | 18' |
| 351 | ASPEN | 7" | 14' |
| 352 | ASPEN | 7" | 14' |
| 353 | ASPEN MULTI | 9" | 16' |
| 354 | ASPEN | 7" | 14' |
| 355 | ASPEN | 8" | 16' |
| 356 | ASPEN | 7" | 14' |
| 357 | ASPEN MULTI | 11" | 18' |
| 358 | ASPEN | 7" | 12' |
| 359 | ASPEN MULTI | 11" | 18' |
| 360 | ASPEN | 6" | 12' |
| 361 | ASPEN | 7" | 14' |
| 362 | ASPEN MULTI | 7" | 14' |
| 363 | ASPEN | 6" | 12' |
| 364 | ASPEN | 6" | 10' |
| 365 | ASPEN MULTI | 8" | 14' |
| 366 | ASPEN | 6" | 12' |
| 367 | ASPEN | 6" | 12' |
| 368 | ASPEN | 12" | 22' |
| 369 | ASPEN | 13" | 18' |
| 370 | ASPEN | 12" | 14' |
| 371 | ASPEN | 12" | 18' |
| 372 | ASPEN | 10" | 18' |
| 373 | ASPEN MULTI | 14" | 18' |
| 374 | ASPEN | 12" | 20' |
| 375 | ASPEN | 8" | 16' |

| TREE | TYPE | SIZE | DRIP |
|---|---|---|---|
| 376 | ASPEN | 7" | 10' |
| 377 | ASPEN MULTI | 17" | 22' |
| 378 | ASPEN | 8" | 12' |
| 379 | ASPEN | 12" | 18' |
| 380 | ASPEN MULTI | 18" | 24' |
| 381 | ASPEN | 9" | 20' |
| 382 | ASPEN | 7" | 16' |
| 383 | ASPEN | 10" | 12' |
| 384 | ASPEN MULTI | 18" | 20' |
| 385 | ASPEN | 10" | 12' |
| 386 | ASPEN MULTI | 16" | 14' |
| 387 | ASPEN | 7" | 14' |
| 388 | CONIFEROUS | 6" | 10' |
| 389 | ASPEN MULTI | 10" | 16' |
| 390 | ASPEN | 6" | 12' |
| 391 | ASPEN | 6" | 14' |
| 392 | ASPEN | 8" | 15' |
| 393 | ASPEN | 10" | 14' |
| 394 | ASPEN | 6" | 10' |
| 395 | ASPEN | 7" | 12' |
| 396 | ASPEN | 7" | 12' |
| 397 | ASPEN | 5" | 8' |
| 398 | ASPEN | 5" | 8' |
| 399 | ASPEN | 6" | 10' |
| 400 | ASPEN | 12" | 15' |
| 401 | ASPEN MULTI | 12" | 20' |
| 402 | ASPEN | 7" | 12' |
| 403 | ASPEN | 8" | 14' |
| 404 | ASPEN | 16" | 24' |
| 405 | ASPEN MULTI | 5" | 10' |
| 406 | ASPEN | 5" | 8' |
| 407 | ASPEN | 5" | 8' |
| 408 | CONIFEROUS | 12" | 24' |
| 409 | CONIFEROUS | 11" | 18' |
| 410 | ASPEN | 6" | 10' |
| 411 | ASPEN MULTI | 11" | 18' |
| 412 | ASPEN MULTI | 16" | 24' |
| 413 | CONIFEROUS | 16" | 26' |
| 414 | CONIFEROUS | 11" | 18' |
| 415 | ASPEN | 4" | 8' |
| 416 | ASPEN | 4" | 8' |
| 417 | ASPEN | 4" | 8' |
| 418 | ASPEN | 4" | 8' |
| 419 | ASPEN | 6" | 10' |
| 420 | ASPEN | 5" | 10' |
| 421 | ASPEN | 5" | 8' |
| 422 | ASPEN | 5" | 8' |
| 423 | ASPEN MULTI | 7" | 12' |
| 424 | ASPEN | 6" | 10' |
| 425 | ASPEN | 5" | 8' |
| 426 | ASPEN | 5" | 8' |
| 427 | ASPEN | 5" | 8' |
| 428 | ASPEN | 16" | 25' |
| 429 | ASPEN | 6" | 10' |
| 430 | ASPEN | 11" | 18' |
| 431 | ASPEN MULTI | 11" | 18' |
| 432 | ASPEN | 6" | 10' |
| 433 | ASPEN | 6" | 10' |
| 434 | ASPEN | 7" | 12' |
| 435 | ASPEN | 6" | 10' |
| 436 | ASPEN | 7" | 12' |
| 437 | ASPEN | 5" | 8' |
| 438 | ASPEN | 5" | 8' |
| 439 | ASPEN | 5" | 8' |
| 440 | ASPEN | 16" | 26' |
| 441 | ASPEN | 5" | 9' |
| 442 | ASPEN | 5" | 9' |
| 443 | ASPEN | 5" | 8' |
| 444 | ASPEN | 5" | 8' |
| 445 | ASPEN | 5" | 8' |
| 446 | ASPEN | 16" | 26' |
| 447 | ASPEN | 13" | 14' |
| 448 | ASPEN | 14" | 26' |
| 449 | ASPEN | 7" | 12' |
| 450 | ASPEN | 6" | 10' |

| TREE | TYPE | TRUNK | DRIP |
|---|---|---|---|
| 451 | ASPEN | 6" | 10' |
| 452 | ASPEN | 7" | 12' |
| 453 | ASPEN | 8" | 14' |
| 454 | ASPEN MULTI | 8" | 14' |
| 455 | ASPEN | 7" | 12' |
| 456 | ASPEN | 5" | 8' |
| 457 | ASPEN | 8" | 14' |
| 458 | ASPEN | 8" | 14' |
| 459 | ASPEN | 6" | 10' |
| 460 | ASPEN | 5" | 8' |
| 461 | ASPEN | 16" | 26' |
| 462 | ASPEN | 6" | 10' |
| 463 | ASPEN | 5" | 8' |
| 464 | ASPEN | 6" | 10' |
| 465 | ASPEN | 5" | 8' |
| 466 | ASPEN | 12" | 24' |
| 467 | ASPEN | 5" | 8' |
| 468 | ASPEN | 5" | 8' |
| 469 | ASPEN | 5" | 8' |
| 470 | ASPEN | 5" | 8' |
| 471 | ASPEN | 7" | 12' |
| 472 | ASPEN | 4" | 8' |
| 473 | ASPEN | 4" | 8' |
| 474 | ASPEN | 7" | 12' |
| 475 | ASPEN | 6" | 10' |
| 476 | ASPEN | 6" | 10' |
| 477 | ASPEN | 5" | 8' |
| 478 | ASPEN | 7" | 12' |
| 479 | ASPEN | 5" | 8' |
| 480 | ASPEN | 6" | 10' |
| 481 | ASPEN | 6" | 10' |
| 482 | ASPEN | 7" | 12' |
| 483 | ASPEN | 6" | 10' |
| 484 | ASPEN | 6" | 10' |
| 485 | ASPEN | 5" | 8' |
| 486 | ASPEN | 6" | 10' |
| 487 | ASPEN | 11" | 18' |
| 488 | ASPEN | 10" | 16' |
| 489 | ASPEN | 8" | 14' |
| 490 | ASPEN | 12" | 24' |
| 491 | ASPEN | 6" | 10' |
| 492 | ASPEN | 10" | 14' |
| 493 | ASPEN | 10" | 14' |
| 494 | ASPEN | 8" | 12' |
| 495 | ASPEN | 12" | 24' |
| 496 | ASPEN | 6" | 10' |
| 497 | ASPEN | 7" | 12' |
| 498 | ASPEN | 12" | 24' |
| 499 | ASPEN | 5" | 8' |
| 500 | ASPEN | 10" | 16' |
| 501 | ASPEN | 4" | 7' |
| 502 | ASPEN | 4" | 7' |
| 503 | ASPEN | 4" | 7' |
| 504 | ASPEN | 6" | 10' |
| 505 | ASPEN | 6" | 10' |
| 506 | ASPEN | 5" | 8' |
| 507 | ASPEN MULTI | 7" | 12' |
| 508 | ASPEN | 5" | 8' |
| 509 | ASPEN MULTI | 12" | 22' |
| 510 | ASPEN | 8" | 14' |
| 511 | ASPEN | 8" | 8' |
| 512 | ASPEN | 5" | 8' |
| 513 | ASPEN | 6" | 10' |
| 514 | ASPEN | 5" | 8' |
| 515 | ASPEN | 6" | 10' |
| 516 | ASPEN | 6" | 10' |
| 517 | ASPEN | 6" | 10' |
| 518 | ASPEN | 5" | 7' |
| 519 | CONIFEROUS | 6" | 10' |
| 520 | ASPEN | 6" | 10' |
| 521 | ASPEN | 5" | 8' |
| 522 | ASPEN MULTI | 6" | 10' |
| 523 | ASPEN | 6" | 10' |
| 524 | ASPEN | 5" | 7' |
| 525 | ASPEN MULTI | 6" | 10' |

| TREE | TYPE | TRUNK | DRIP |
|---|---|---|---|
| 526 | ASPEN MULTI | 6" | 10' |
| 527 | ASPEN | 5" | 8' |
| 528 | ASPEN | 5" | 8' |
| 529 | ASPEN | 12" | 24' |
| 530 | ASPEN | 6" | 10' |
| 531 | ASPEN | 11" | 18' |
| 532 | ASPEN | 11" | 18' |
| 533 | ASPEN | 8" | 14' |
| 534 | ASPEN | 8" | 14' |
| 535 | ASPEN | 10" | 16' |
| 536 | ASPEN | 11" | 18' |
| 537 | ASPEN | 12" | 22' |
| 538 | CONIFEROUS | 5" | 8' |
| 539 | CONIFEROUS | 10" | 16' |
| 540 | CONIFEROUS | 7" | 12' |
| 541 | CONIFEROUS | 6" | 10' |
| 542 | CONIFEROUS | 10" | 16' |
| 543 | CONIFEROUS | 8" | 14' |
| 544 | CONIFEROUS | 19" | 30' |
| 545 | CONIFEROUS | 12" | 24' |
| 546 | CONIFEROUS | 5" | 8' |
| 547 | CONIFEROUS | 11" | 18' |
| 548 | CONIFEROUS | 17" | 30' |
| 549 | CONIFEROUS | 12" | 24' |
| 550 | CONIFEROUS | 12" | 24' |
| 551 | CONIFEROUS | 14" | 27' |
| 552 | CONIFEROUS | 6" | 10' |
| 553 | CONIFEROUS | 8" | 14' |
| 554 | CONIFEROUS | 17" | 33' |
| 555 | ASPEN | 5" | 8' |
| 556 | CONIFEROUS | 5" | 8' |
| 557 | ASPEN | 5" | 8' |
| 558 | CONIFEROUS | 7" | 12' |
| 559 | ASPEN | 7" | 12' |
| 560 | ASPEN | 7" | 12' |
| 561 | ASPEN | 7" | 12' |
| 562 | ASPEN | 6" | 10' |
| 563 | ASPEN | 7" | 12' |
| 564 | ASPEN | 12" | 24' |
| 565 | ASPEN | 5" | 8' |
| 566 | ASPEN | 6" | 10' |
| 567 | ASPEN | 5" | 8' |
| 568 | ASPEN | 5" | 8' |
| 569 | ASPEN | 14" | 27' |
| 570 | ASPEN | 5" | 8' |
| 571 | ASPEN | 5" | 8' |
| 572 | ASPEN | 7" | 12' |
| 573 | ASPEN | 7" | 12' |
| 574 | ASPEN | 5" | 8' |
| 575 | ASPEN | 6" | 10' |
| 576 | ASPEN | 6" | 10' |
| 577 | ASPEN | 6" | 10' |
| 578 | ASPEN | 4" | 7' |
| 579 | CONIFEROUS | 5" | 8' |
| 580 | ASPEN | 4" | 7' |
| 581 | ASPEN | 4" | 7' |
| 582 | ASPEN | 4" | 7' |
| 583 | ASPEN | 14" | 27' |
| 584 | ASPEN | 5" | 8' |
| 585 | ASPEN | 20" | 20' |
| 586 | CONIFEROUS | 7" | 12' |
| 587 | CONIFEROUS | 5" | 8' |
| 588 | ASPEN | 16" | 26' |
| 589 | ASPEN | 5" | 8' |
| 590 | ASPEN | 17" | 30' |
| 591 | ASPEN | 17" | 30' |
| 592 | ASPEN | 20" | 32' |
| 593 | ASPEN | 6" | 10' |
| 594 | ASPEN | 4" | 7' |
| 595 | ASPEN | 4" | 7' |
| 596 | ASPEN | 19" | 32' |
| 597 | ASPEN | 4" | 7' |
| 598 | ASPEN | 11" | 18' |
| 599 | ASPEN | 5" | 8' |
| 600 | CONIFEROUS | 6" | 10' |

| TREE | TYPE | TRUNK | DRIP |
|---|---|---|---|
| 601 | ASPEN | 5" | 8' |
| 602 | ASPEN | 7" | 10' |
| 603 | ASPEN | 17" | 28' |
| 604 | ASPEN | 5" | 8' |
| 605 | ASPEN | 4" | 7' |
| 606 | CONIFEROUS | 5" | 8' |
| 607 | ASPEN | 4" | 7' |
| 608 | ASPEN | 4" | 7' |
| 609 | ASPEN | 7" | 12' |
| 610 | ASPEN | 5" | 8' |
| 611 | ASPEN | 16" | 28' |
| 612 | ASPEN | 6" | 10' |
| 613 | ASPEN | 6" | 10' |
| 614 | ASPEN | 7" | 12' |
| 615 | ASPEN | 4" | 7' |
| 616 | CONIFEROUS | 10" | 16' |
| 617 | ASPEN | 6" | 10' |
| 618 | ASPEN | 6" | 10' |
| 619 | ASPEN | 8" | 14' |
| 620 | ASPEN | 7" | 12' |
| 621 | ASPEN | 12" | 24' |
| 622 | ASPEN | 6" | 10' |
| 623 | ASPEN | 7" | 12' |
| 624 | ASPEN | 6" | 10' |
| 625 | ASPEN | 8" | 14' |
| 626 | ASPEN | 5" | 8' |
| 627 | ASPEN | 5" | 8' |
| 628 | ASPEN | 7" | 12' |
| 629 | ASPEN | 4" | 7' |
| 630 | ASPEN | 4" | 7' |
| 631 | ASPEN | 4" | 8' |
| 632 | ASPEN | 4" | 8' |
| 633 | ASPEN | 4" | 8' |
| 634 | ASPEN | 4" | 7' |
| 635 | ASPEN | 5" | 8' |
| 636 | ASPEN | 5" | 8' |
| 637 | ASPEN | 8" | 14' |
| 638 | ASPEN MULTI | 8" | 14' |
| 639 | ASPEN | 5" | 8' |

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COLORADO
A LAND SURVEYING AND MAPPING COMPANY

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

**ASPEN SKIING COMPANY, LLC &**
**TOWN OF SNOWMASS VILLAGE**
**EXISTING CONDITIONS SURVEY**
**COUNTY OF PITKIN - STATE OF COLORADO**




TRUE NORTH COLORADO LLC.
A LAND SURVEYING AND MAPPING COMPANY
P.O. BOX 614 - 386 MAIN STREET UNIT 3
NEW CASTLE, COLORADO 81647
(970) 984-0474
www.truenorthcolorado.com

PROJECT NO: 2024-190
DATE: JULY 26, 2024
DRAWN: RPK
SURVEYED: GBL-DJB
SHEET 3 OF 3

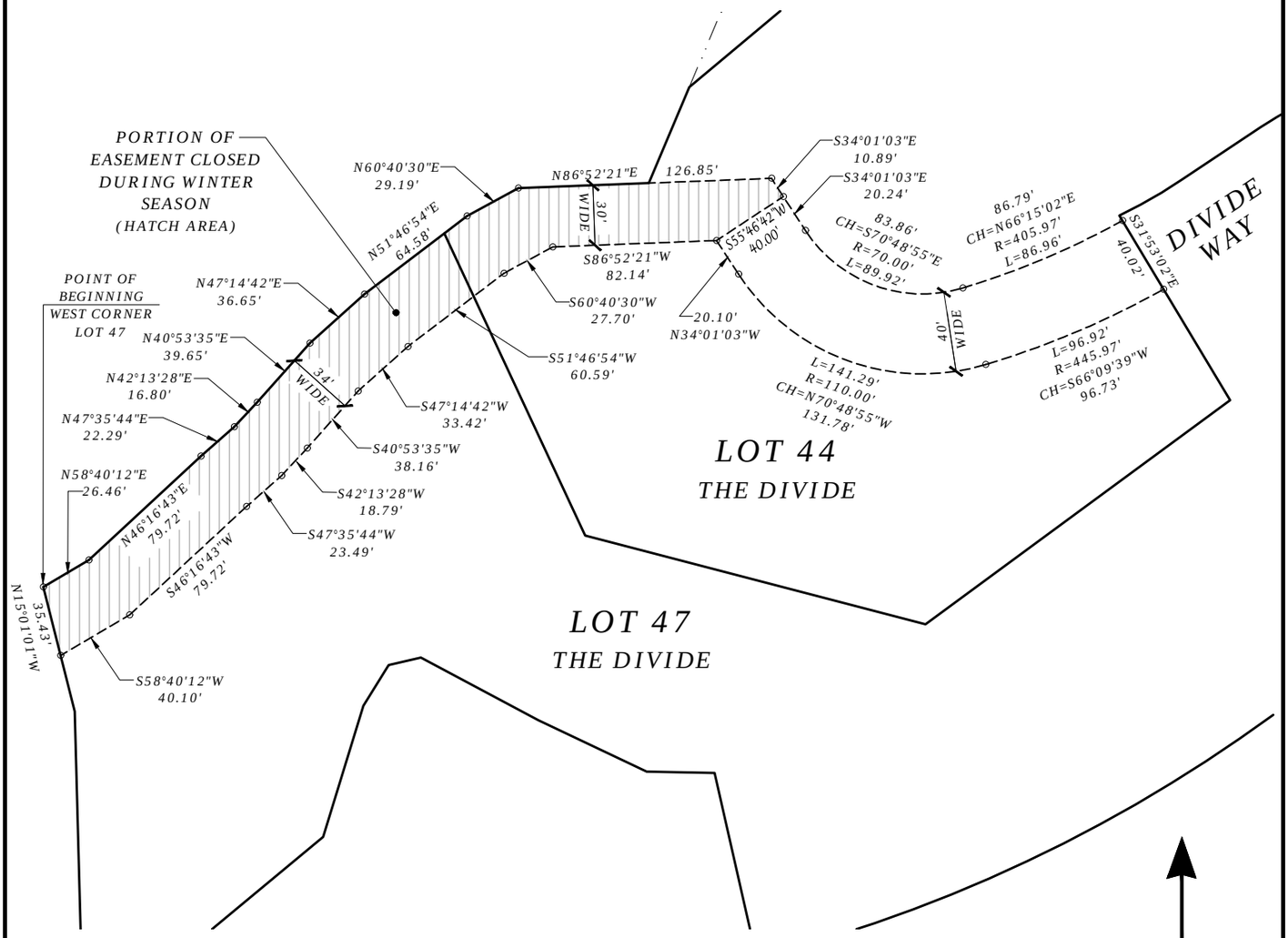
# APPENDIX A

# ACCESS AND RIGHT-OF-WAY EASEMENT MODIFICATIONS

EXHIBIT A

# PUBLIC RIGHT-OF-WAY & UTILITY EASEMENT

## LOTS 44 & 47, THE FIRST AMENDED PLAT OF THE DIVIDE SUBDIVISION
## SECTION 2, TOWNSHIP 10 SOUTH, RANGE 86 WEST OF THE 6TH PM
## TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO




PUBLIC RIGHT-OF-WAY & UTILITY EASEMENT

A PARCEL OF LAND SITUATED IN SECTION 2, TOWNSHIP 10 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF PITKIN, STATE OF COLORADO; SAID PARCEL OF LAND LYING WITHIN LOT 44 AND LOT 47 OF THE FIRST AMENDED PLAT OF THE DIVIDE SUBDIVISION RECORDED IN PLAT BOOK 81 AT PAGE 45 OF THE PITKIN COUNTY RECORDS AND IS FURTHER DESCRIBED AS FOLLOWS:

BEGINNING AT THE WEST CORNER OF SAID LOT 47; THENCE N58°40'12"E A DISTANCE OF 26.46 FEET; THENCE N46°16'43"E A DISTANCE OF 79.72 FEET; THENCE N47°35'44"E A DISTANCE OF 22.29 FEET; THENCE N42°13'28"E A DISTANCE OF 16.80 FEET; THENCE N40°53'35"E A DISTANCE OF 39.65 FEET; THENCE N47°14'42"E A DISTANCE OF 36.65 FEET; THENCE N51°46'54"E A DISTANCE OF 64.58 FEET; THENCE N60°40'30"E A DISTANCE OF 29.19 FEET; THENCE N86°52'21"E A DISTANCE OF 126.85 FEET; THENCE S34°01'03"E A DISTANCE OF 31.13 FEET; THENCE 89.82 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 70.00 FEET AND A CHORD THAT BEARS: S70°48'55"E A DISTANCE OF 83.86 FEET; THENCE 86.96 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 405.97 FEET AND A CHORD THAT BEARS: N66°15'02"E A DISTANCE OF 86.79 FEET; THENCE S31°53'02"E A DISTANCE OF 40.02 FEET; THENCE 96.92 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 445.97 FEET AND A CHORD THAT BEARS: S66°09'39"W A DISTANCE OF 96.73 FEET; THENCE 141.29 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 110.00 FEET AND A CHORD THAT BEARS: N70°48'55"W A DISTANCE OF 131.78 FEET; THENCE N34°01'03"W A DISTANCE OF 20.10 FEET; THENCE S86°52'21"W A DISTANCE OF 82.14 FEET; THENCE S60°40'30"W A DISTANCE OF 27.70 FEET; THENCE S51°46'54"W A DISTANCE OF 60.59 FEET; THENCE S47°14'42"W A DISTANCE OF 33.42 FEET; THENCE S40°53'35"W A DISTANCE OF 38.16 FEET; THENCE S42°13'28"W A DISTANCE OF 18.79 FEET; THENCE S47°35'44"W A DISTANCE OF 23.49 FEET; THENCE S46°16'43"W A DISTANCE OF 79.72 FEET; THENCE S58°40'12"W A DISTANCE OF 40.10 FEET; THENCE N15°01'01"W A DISTANCE OF 35.43 FEET TO THE POINT OF BEGINNING; SAID PARCEL OF LAND CONTAINS 23,239 SQUARE FEET MORE OR LESS.

N

SCALE: 1" = 80'

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**ASPEN SKIING COMPANY, LLC**
**1001 DIVIDE DRIVE - TOWN OF SNOMASS VILLAGE**
**COUNTY OF PITKIN, STATE OF COLORADO**

FOR PRELIMINARY REVIEW

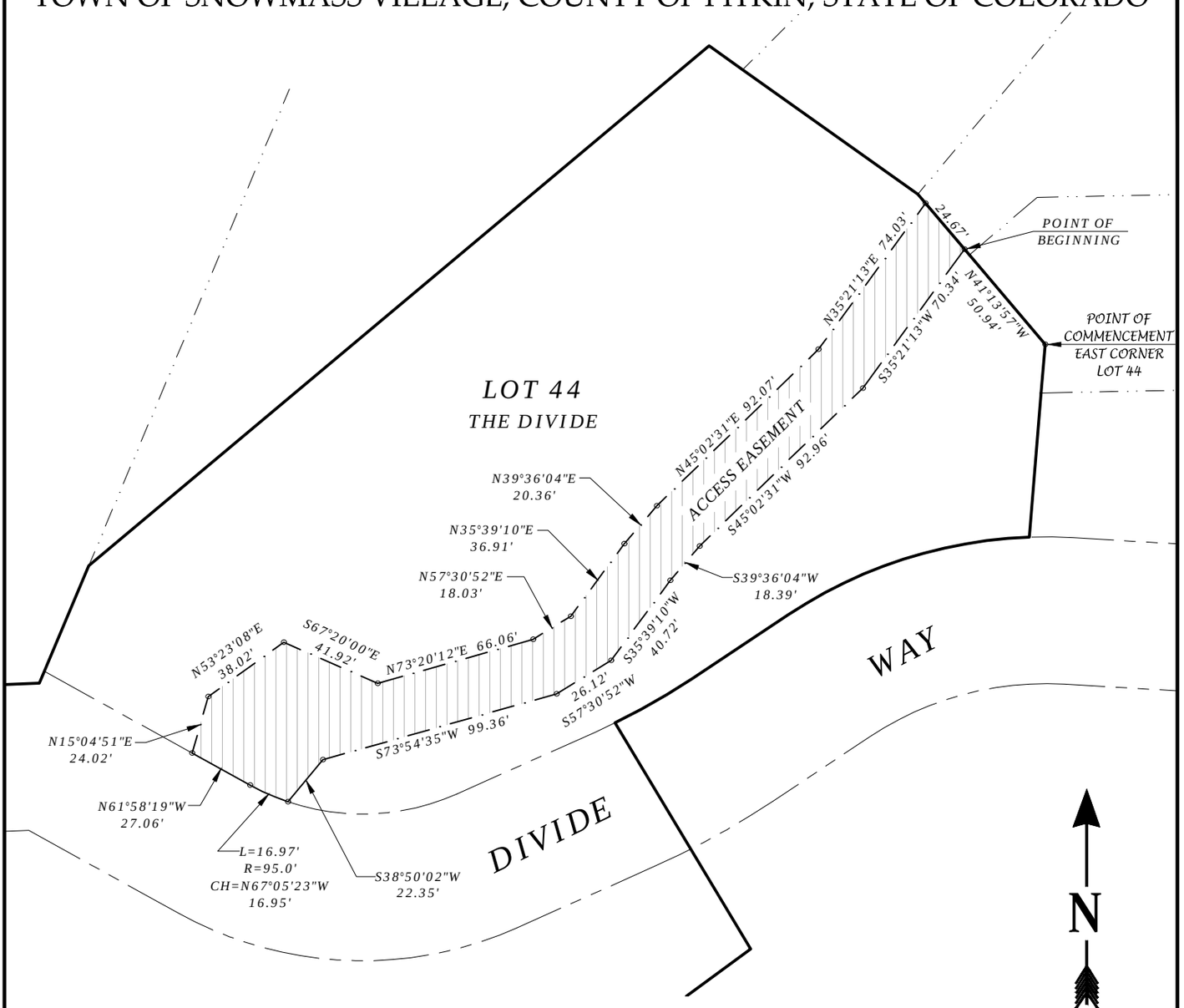

TRUE NORTH COLORADO LLC.
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P.O. BOX 614 - 386 MAIN STREET UNIT 3
NEW CASTLE, COLORADO 81647
(970) 984-0474
www.truenorthcolorado.com


| PROJECT NO: 2024-190 | DRAWN: RPK | SHEET 1 OF 2 |
|---|---|---|
| DATE: April 4, 2025 | SURVEYED: GBL | |

EXHIBIT A

# ACCESS EASEMENT

## LOT 44, THE FIRST AMENDED PLAT OF THE DIVIDE SUBDIVISION
## SECTION 2, TOWNSHIP 10 SOUTH, RANGE 86 WEST OF THE 6TH PM
## TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO




SCALE: 1" = 60'

ACCESS EASEMENT

A PARCEL OF LAND SITUATED IN SECTION 2, TOWNSHIP 10 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF PITKIN, STATE OF COLORADO; SAID PARCEL OF LAND LYING WITHIN LOT 44 OF THE FIRST AMENDED PLAT OF THE DIVIDE SUBDIVISION RECORDED IN PLAT BOOK 81 AT PAGE 45 OF THE PITKIN COUNTY RECORDS AND BEING FURTHER DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST CORNER OF SAID LOT 44; THENCE N41°13'57"W ALONG THE EAST LINE OF LOT 44 A DISTANCE OF 50.94 FEET TO THE POINT OF BEGINNING; THENCE S35°21'13"W A DISTANCE OF 70.34 FEET; THENCE S45°02'31"W A DISTANCE OF 92.96 FEET; THENCE S39°36'04"W A DISTANCE OF 18.39 FEET; THENCE S35°39'10"W A DISTANCE OF 40.72 FEET; THENCE S57°30'52"W A DISTANCE OF 26.12 FEET; THENCE S73°54'35"W A DISTANCE OF 99.36 FEET; THENCE S38°50'02"W A DISTANCE OF 22.35 FEET TO A POINT ON THE NORTH LINE OF A 60-FOOT WIDE ACCESS & UTILITY EASEMENT RECORDED IN RECEPTION NO. 314584 OF THE PITKIN COUNTY RECORDS; THENCE ALONG SAID NORTH LINE, 16.97 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 95.00 FEET AND A CHORD THAT BEARS: N67°05'23"W A DISTANCE OF 16.95 FEET; THENCE CONTINUING ALONG SAID NORTH LINE, N61°58'19"W A DISTANCE OF 27.06 FEET; THENCE LEAVING SAID NORTH LINE, N15°04'51"E A DISTANCE OF 24.02 FEET; THENCE N53°23'08"E A DISTANCE OF 38.02 FEET; THENCE S67°20'00"E A DISTANCE OF 41.92 FEET; THENCE N73°20'12"E A DISTANCE OF 66.06 FEET; THENCE N57°30'52"E A DISTANCE OF 18.03 FEET; THENCE N35°39'10"E A DISTANCE OF 36.91 FEET; THENCE N39°36'04"E A DISTANCE OF 20.36 FEET; THENCE N45°02'31"E A DISTANCE OF 92.07 FEET; THENCE N35°21'13"E A DISTANCE OF 74.03 FEET TO THE EAST LINE OF SAID LOT 44; THENCE S41°13'57"E ALONG SAID EAST LINE A DISTANCE OF 24.67 FEET TO THE POINT OF BEGINNING; SAID PARCEL OF LAND CONTAINS 10,703 SQUARE FEET MORE OR LESS.

TRUE NORTH
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A LAND SURVEYING AND MAPPING COMPANY

**ASPEN SKIING COMPANY, LLC**
**1001 DIVIDE DRIVE - TOWN OF SNOMASS VILLAGE**
**COUNTY OF PITKIN, STATE OF COLORADO**

FOR PRELIMINARY REVIEW


TRUE NORTH COLORADO LLC.
A LAND SURVEYING AND MAPPING COMPANY
P.O. BOX 614 - 386 MAIN STREET UNIT 3
NEW CASTLE, COLORADO 81647
(970) 984-0474
www.truenorthcolorado.com


| PROJECT NO: 2024-190 | DRAWN: RPK | SHEET 2 OF 2 |
|---|---|---|
| DATE: April 23, 2025 | SURVEYED: GBL | |

# APPENDIX A

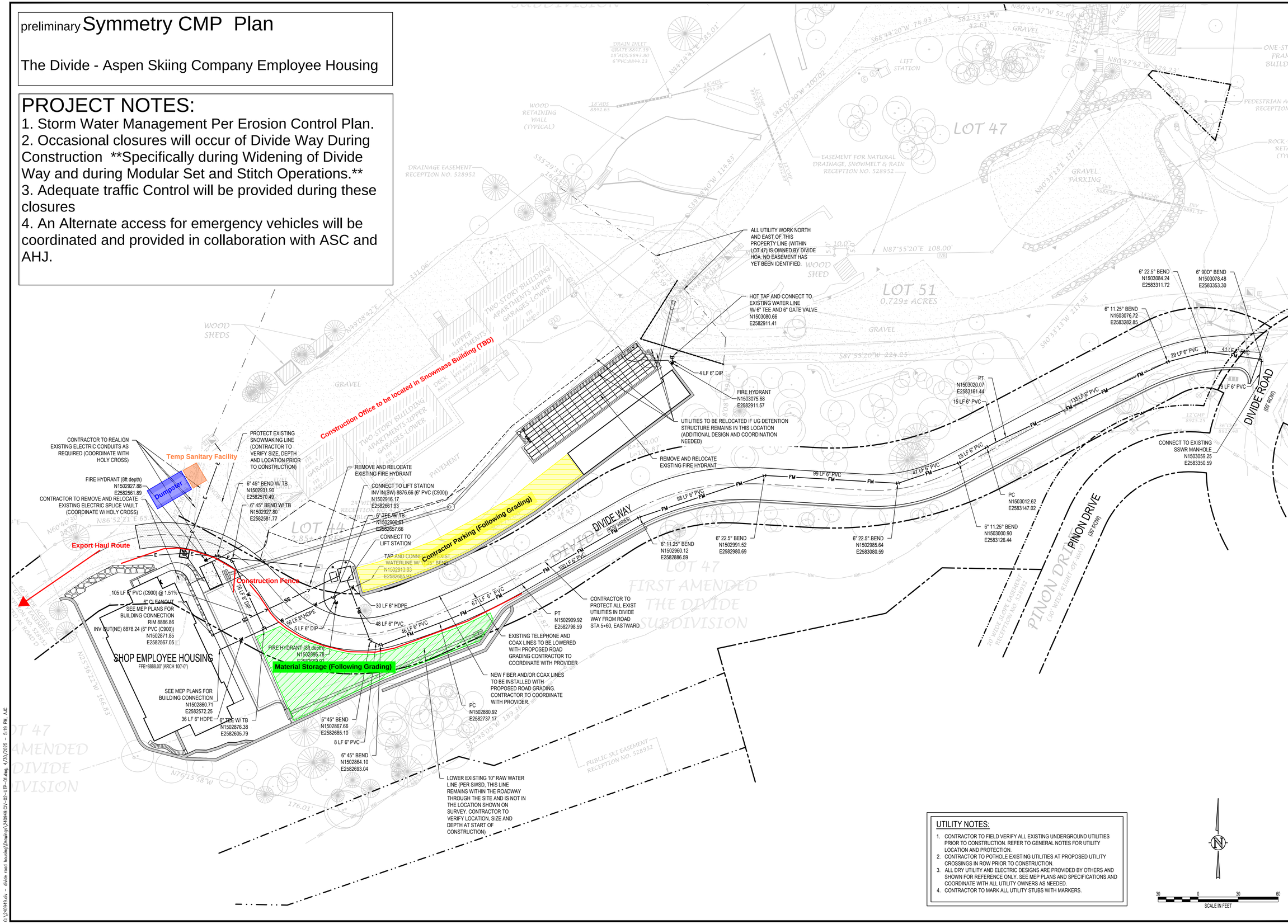
# CONSTRUCTION MANAGEMENT PLAN

preliminary **Symmetry CMP Plan**

The Divide - Aspen Skiing Company Employee Housing

# PROJECT NOTES:

1. Storm Water Management Per Erosion Control Plan.
2. Occasional closures will occur of Divide Way During Construction **Specifically during Widening of Divide Way and during Modular Set and Stitch Operations.**
3. Adequate traffic Control will be provided during these closures
4. An Alternate access for emergency vehicles will be coordinated and provided in collaboration with ASC and AHJ.




## UTILITY NOTES:

1. CONTRACTOR TO FIELD VERIFY ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. REFER TO GENERAL NOTES FOR UTILITY LOCATION AND PROTECTION.
2. CONTRACTOR TO POTHOLE EXISTING UTILITIES AT PROPOSED UTILITY CROSSINGS IN ROW PRIOR TO CONSTRUCTION.
3. ALL DRY UTILITY AND ELECTRIC DESIGNS ARE PROVIDED BY OTHERS AND SHOWN FOR REFERENCE ONLY. SEE MEP PLANS AND SPECIFICATIONS AND COORDINATE WITH ALL UTILITY OWNERS AS NEEDED.
4. CONTRACTOR TO MARK ALL UTILITY STUBS WITH MARKERS.

N

30 0 30 60
SCALE IN FEET

| NO. | DATE | DES'D | DWN | REVISION DESCRIPTION |
|---|---|---|---|---|

PRELIMINARY NOT FOR CONSTRUCTION

| | |
|---|---|
| DESIGNED BY: | AJC/RMM |
| DRAWN BY: | AJC/CCE |
| CHECKED BY: | JLS |
| JOB #: | 240949.CIV |
| DATE: | 04/30/2025 |

© JVA, INC.

SNOWMASS OPS EMPLOYEE HOUSING
1001 DIVIDE RD
SNOWMASS VILLAGE, CO 81615

CONSTRUCTION MANAGEMENT PLAN

SHEET NO.
CMP

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# Erosion Control Plan

The Divide - Aspen Skiing Company Employee Housing

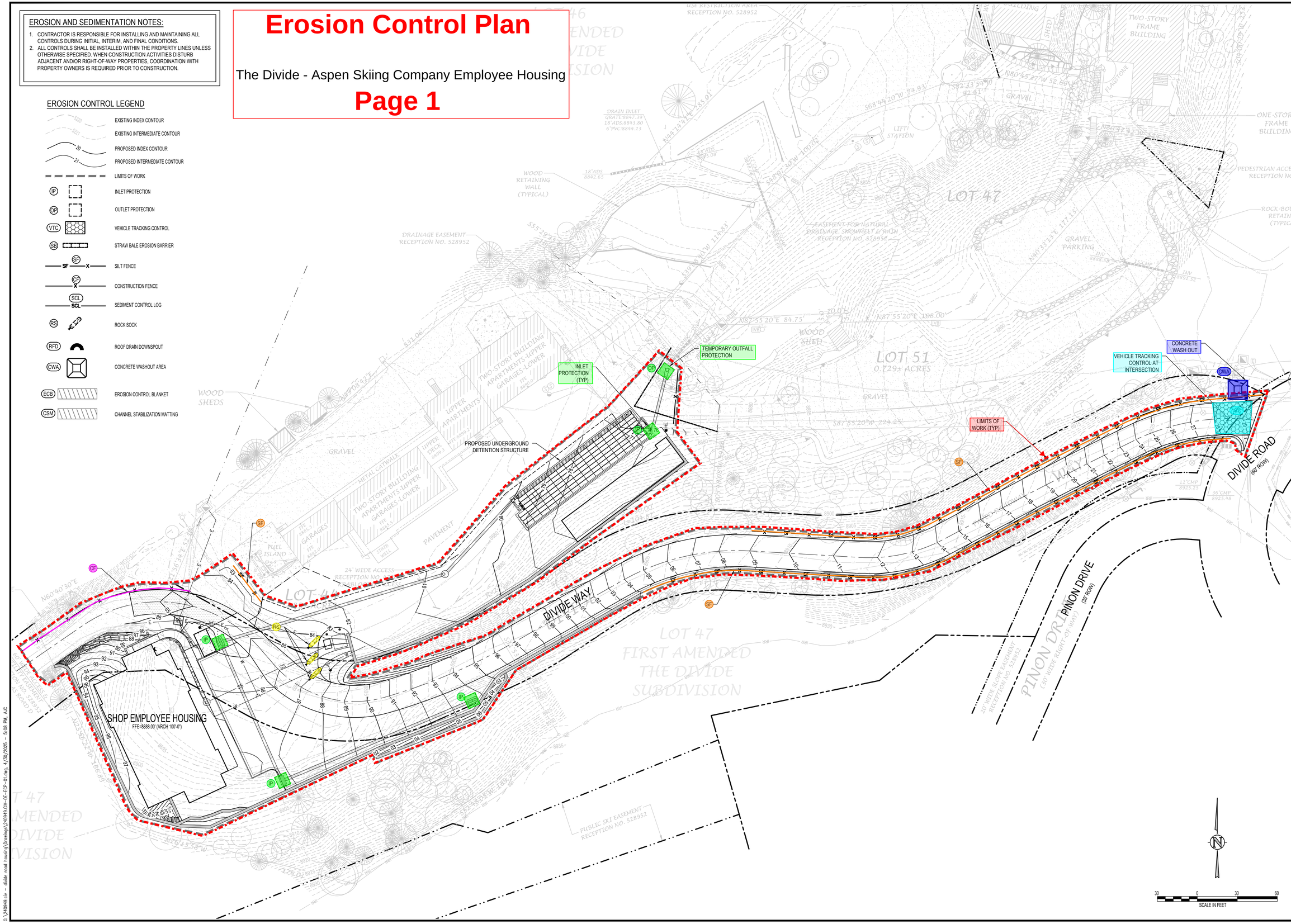
**Page 1**

## EROSION AND SEDIMENTATION NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR INSTALLING AND MAINTAINING ALL CONTROLS DURING INITIAL, INTERIM, AND FINAL CONDITIONS.
2. ALL CONTROLS SHALL BE INSTALLED WITHIN THE PROPERTY LINES UNLESS OTHERWISE SPECIFIED. WHEN CONSTRUCTION ACTIVITIES DISTURB ADJACENT AND/OR RIGHT-OF-WAY PROPERTIES, COORDINATION WITH PROPERTY OWNERS IS REQUIRED PRIOR TO CONSTRUCTION.

## EROSION CONTROL LEGEND

- EXISTING INDEX CONTOUR
- EXISTING INTERMEDIATE CONTOUR
- PROPOSED INDEX CONTOUR
- PROPOSED INTERMEDIATE CONTOUR
- LIMITS OF WORK
- IP — INLET PROTECTION
- OP — OUTLET PROTECTION
- VTC — VEHICLE TRACKING CONTROL
- SB — STRAW BALE EROSION BARRIER
- SF — SILT FENCE
- CF — CONSTRUCTION FENCE
- SCL — SEDIMENT CONTROL LOG
- RS — ROCK SOCK
- RFD — ROOF DRAIN DOWNSPOUT
- CWA — CONCRETE WASHOUT AREA
- ECB — EROSION CONTROL BLANKET
- CSM — CHANNEL STABILIZATION MATTING





CONSULTING ENGINEERS

JVA, Inc. 817 Colorado Ave., Suite 301
Glenwood Springs, CO Zip 81601
970.404.3100
www.jvajva.com
Boulder ● Fort Collins ● Winter Park
Glenwood Springs ● Denver


| NO. | DATE | DES'D | DWN | REVISION DESCRIPTION |
|---|---|---|---|---|

PRELIMINARY NOT FOR CONSTRUCTION

| | |
|---|---|
| DESIGNED BY: | AJC/RMM |
| DRAWN BY: | AJC/CCE |
| CHECKED BY: | JLS |
| JOB #: | 240949.CIV |
| DATE: | 04/30/2025 |

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SNOWMASS OPS EMPLOYEE HOUSING
1001 DIVIDE RD
SNOWMASS VILLAGE, CO 81615

CMP EROSION CONTROL PLAN

SHEET NO.

CMP

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# Exhibits Section

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# EXHIBIT 1

# RESOLUTION NO. 8

**TOWN OF SNOWMASS VILLAGE**
**TOWN COUNCIL**

**RESOLUTION NO. 08**
**SERIES OF 2025**

**A RESOLUTION REGARDING THE DIVIDE (SHOP) SKETCH PLAN – MAJOR AMENDMENT TO A FINAL PLANNED UNIT DEVELOPMENT (PUD) APPLICATION FOR DIVIDE LOT 44 (PARCEL C - PHASE II), WORKFORCE HOUSING DEVELOPMENT AND AUTHORIZING THE APPLICANT TO SUBMIT A PRELIMINARY PLAN**

WHEREAS, the Aspen Skiing Company, ("Applicant") submitted a Major Amendment to a Final PUD on September 11, 2024 as a requested modification to the land use approval on Lot 44 of the Divide Subdivision pursuant to Ordinance No. 16, Series of 1989 which allows for the development of a Snowcat Maintenance & Repair Facility combined with 3 Employee Housing Units as part of Phase II of the PUD approval; and

WHEREAS, said application wishes to eliminate the Maintenance Facility component of Phase II and instead construct a partially pre-fabricated residential development of 30 employee housing units comprising 27,186 square feet of new building space in lieu of the previously approved 14,000 square feet; and

WHEREAS, a joint meeting between the Town Council and the Planning Commission was held on October 21, 2024 to hear a description of the proposed project by the Applicant; and

WHEREAS, public meetings were held before the Planning Commission on December 18th, 2024, as well as January 8th and 22nd, 2025 to review the application at which time a Resolution was forwarded to the Town Council; and

WHEREAS, a public hearing was held before the Town Council on February 3rd, 2025 to review the application and recommendation from Planning Commission.

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Snowmass Village, Colorado:

**Section One: General Findings.** The Town Council hereby generally finds that:

1) The Applicant submitted the application for a Major Amendment to a final PUD in accordance with the provisions of the Municipal Code. The application provided the Minimum Contents required pursuant to Section

16A-5-390 and included written and graphic materials in sufficient detail to deem the application complete for review.

2) The Major Amendment identifies land uses proposed for the subject parcel which are generally consistent with the intent of the 2021 Workforce Housing Master Plan and the Town of Snowmass Village 2018 Comprehensive Plan (the "Comprehensive Plan").

3) To the extent necessary for and pertinent to a Sketch Plan level of evaluation and review, the application is also consistent with the provisions of Section 16A-5-300(c), General Restrictions, of the Development Code, subject to satisfying the applicable conditions contained within Section Three of this resolution.

4) To the extent necessary for and pertinent to a Sketch Plan level of evaluation and review, the application is also consistent with the provisions of Section 16A-5-310, Review Standards, of the Development Code, subject to satisfying the applicable conditions contained within Section Three of this resolution.

**Section Two: Action.** The Town Council accepts the Planning Commission Resolution and hereby authorizes the applicant to submit a Preliminary PUD plan for the Divide Workforce Housing project subject to the conditions stated in Section Three below.

**Section Three: Conditions.** The approval granted in Section Two above shall be subject to satisfying the following conditions:

1. Divide Way shall be widened to no less than 24 feet (with a dedicated access easement) from the intersection with Divide Road, westwardly to the access area of the existing Vehicle Maintenance Facility on Lot 44 to ensure emergency access and adequate turnaround for the Fire District and maintenance vehicles.

2. A detailed landscape plan shall be submitted with any subsequent Preliminary Plan application to ensure screening of the proposed building (with appropriate and native plantings) as seen from Ditch Trail.

3. The residents of the proposed building shall not be eligible to obtain resident parking permits for the Town public parking lots pursuant to Section 8 Article II of the Municipal Code.

4. To support constrained parking and access to the site the applicant shall consider alternative modes of travel. These may include bikeshare, carshare, employee shuttles, off-site vehicle storage, and any other transportation demand management measures that may be appropriate.

5. The reduction in Code parking standards is appropriate only if substantial alternative modes of travel (mentioned in the previous condition) are implemented and no less than one space per unit is provided. This does not include handicap spaces. The applicant may explore other options which include less housing units and/or more parking spaces.

6. The applicant shall consider safe pedestrian and bicycle connections to Brush Creek Road and Carriage Way which may include a direct connection between Sleigh Ride and Ditch Trails for pedestrians and cyclists.

7. The proposed development shall implement no less than 2 parking spaces equipped for electric vehicle charging, which may occur within the existing Vehicle Maintenance Facility area. Up to 50% of the parking spaces shall have the ability of being converted EV parking spaces in the future.

8. Retaining walls on the backside of the building (and construction thereof) shall be contained entirely within the subject property but shall offer as much distance as possible from building to offer the ample afternoon solar exposure for westerly facing residential units.

9. Any subsequent Preliminary Plan application shall include detailed traffic reports and analysis to provide information about the impacts of additional traffic and increased wear-and-tear on Divide Road.

10. The floorplan(s) of adjacent units shall be "mirrored" to ensure optimum noise and nuisance control amongst neighbors residing in the building (see Dunlop Consulting referral comments attached) or demonstrate alternative adequate noise control measures.

11. Any subsequent Preliminary Plan application shall include Civil Plans and analysis that address seasonal drainage from the subject parcel during and after construction. This shall include any potential impact on natural water resources including drainage ways and/or established wetland areas.

12. Any subsequent Preliminary Plan application shall include a Construction Management Plan that shall address (among other requirements) fugitive dust suppression during construction.

13. Any subsequent Preliminary Plan application shall explore the possibility of solar generation on the proposed building.

14. Any subsequent Preliminary Plan shall include a study that demonstrates visibility of the proposed building (and associated lighting – interior and exterior) as seen from the Snowmass Creek valley and the greater Divide subdivision. The applicant shall explore ways to lessen the visual impact of the building and how make it better integrate with the site and surrounding natural environment.

The applicant shall mitigate light pollution in accordance with the Land Use Code lighting standards.

15. Applicant is strongly encouraged to reduce the scale, density, and height of the project.

16. The applicant shall explore the reduction in ceiling heights to reduce the overall height of the proposed building.

17. Council strongly prefers that the roof be free and clear of significant mechanical and HVAC equipment. Applicant shall also explore the implementation of green roof(s) where possible. Applicant shall minimize the visual and acoustic impacts of the project on the Ditch Trail.

18. The applicant shall explore increasing the overall amount of communal gathering space(s) associated with the proposed building.

19. The applicant shall explore options to increase the separation of residential units from the Vehicle Maintenance operation area of the site.

20. The applicant shall continue to work with the Divide HOA and other concerned entities throughout the duration of the land use process.

21. The Preliminary Plan application shall be subject to the applicable provisions of the Municipal Code in effect at the time said application is determined to be complete and accepted for review.

INTRODUCED, READ, AND ADOPTED by the Town Council of the Town of Snowmass Village, Colorado on this 3rd day of February 2025, with a motion made by Council member Fridstein and a second by Councilmember Gustafson, by a vote of 5 in favor and 0 opposed.

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

Alyssa Shenk, Mayor

ATTEST:

Megan Harris Boucher, Town Clerk

Exhibits:
A. Site Plan



EXHIBIT 2

# REFERRAL COMMENTS

Attachment E

**INTEROFFICE MEMORANDUM**

**TO:** BRIAN MCNELLIS, SENIOR PLANNER
**FROM:** BETSY CRUM, HOUSING DIRECTOR
**SUBJECT:** DIVIDE ROAD – SHOP HOUSING SKETCH PLAN
**DATE:** OCTOBER 31, 2024

I am writing to comment on the Aspen Ski Company's application for a Workforce Housing project located at the Divide, known as SHOP. This application will go before the Planning Commission for sketch plan consideration.

I would like to state my strong support for SkiCo's plan to move forward on this site with a workforce housing development. It has been some time since a local employer has considered building their own new workforce housing units here in the Village, and I applaud SkiCo's vision and commitment to being part of the affordable housing landscape. The Housing Departments rents to more SkiCo employees than any other employer, and the greatest number of people on our waiting list for them. This plan will certainly make a dent in their housing needs.

I also support the location of the proposed SHOP development. It is a beautiful and peaceful location for people to live and is in close proximity to SkiCo's maintenance facility. There are abundant trails and natural amenities in the area, and I believe it will be a very desirable location for their employees. The proposed reduction in parking spaces to one per unit should be sufficient, based on our experience in our own rental developments, and can be enhanced by a car share and/or bicycles. It is likely that, over time, these apartments will serve more than just maintenance facility employees, so consideration should be given to some type of SkiCo-provided transportation that can bring people to work and services.

At 505 sf and 708 sf respectively, the one- and two-bedroom apartments are appropriately sized for year-round living, and each will have ample storage space (50 sf) in a separate basement storage area. I would note that, due to the lack of windows, the one-bedroom apartments are not "true" one-bedrooms but have been designed to make the best use of space, offer a closet and provide privacy for sleeping. My only comment is that the design for these units allows for only a window and sliding door on one side. This should be sufficient with proper air exchange but may not allow in much light on the end that backs up to the hill.

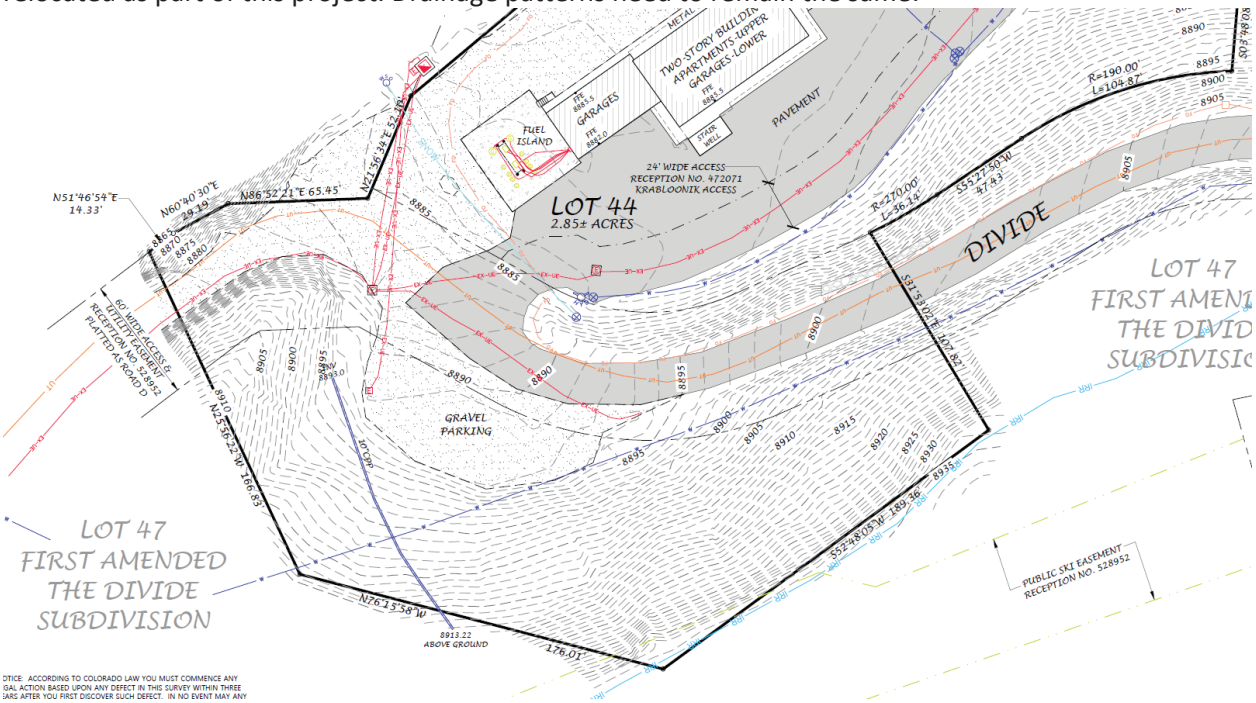
In short, I fully support the proposed project and look forward to working with SkiCo on this and other workforce housing developments.

## INTEROFFICE MEMORANDUM

**TO:** BRIAN MCNELLIS, SENIOR PLANNER
**FROM:** MIKE HORVATH, TOWN ENGINEER
ANNE MARTENS, PUBLIC WORKS DIRECTOR
**SUBJECT:** SPECIAL REVIEW – DIVIDE HOUSING COMMENTS
**DATE:** OCTOBER 7, 2024

These comments are in response to the proposed Aspen Skiing Company's application (dated August 5, 2024) for a Special Review for the redevelopment of the Divide Housing.

1. Per the survey below, there are existing utilities within the building envelop that will need to be relocated as part of this project. Drainage patterns need to remain the same.




2. Divide Way needs to be widened to 24' for its entirety, not only within Lot 44, to Divide Rd.
3. The current application has the Divide Way easement listed as an access easement across Lot 44. This easement needs to be a right-of-way easement to accommodate both access and utilities.
4. With road widening and utility work, easements for new infrastructure located outside existing easement on Lot 47 will need to be implemented.
5. Intent to Serve Letters are required from all utility providers. Please provide as part of application.
6. Realigned roadway appears to extend onto neighboring property to the north. An easement will be required for this encroachment or realignment needs to be redesigned to prevent encroachment.

7. Retaining walls are proposed on the southern property line. Construction easements will be necessary to accomplish this work. Depending on wall type, the wall, if soil nail wall for example, would require a permanent wall easement on Lot 47 as well.

Thank you for the opportunity to comment. Please let me know if you have any questions.

Roaring Fork Fire Rescue Authority
1089 JW Drive
Carbondale, CO 81623
970.340.7040
roaringforkfire.org

ROARING FORK FIRE RESCUE

SCOTT THOMPSON
FIRE CHIEF

December 11, 2024

Brian McNellis, Senior planner
Town of Snowmass Village

Re: Divide (SHOP) Workforce Housing Application
100 Divide Road
Snowmass Village, Co.

Brian,

The Roaring Fork Fire Rescue Authority has been working with the Applicant land planner, Connect One, on fire department emergency access and the new orientation of the workforce housing building.

We have received positive feedback and verbal resolve on several of our initial concerns as below:

1. Fire suppression systems for the new housing building.
2. Lithium Ion battery storage areas for electric bikes and mobility devices.
3. Fire hydrant placement will be made by the Roaring Fork Fire Rescue Authority.
4. Maintained Emergency Access within parking areas and widened Divide Way road width to 24’ for the entire length.

We would like to add that a “dedicated” emergency access easement be added to Tract 44 of the Snowmass Maintenance Facility parking area so that any future development would not interfere with our apparatus movement. This should include that an all-weather driving surface to be maintained for imposed weight loads of fire apparatus.

Thank you for the opportunity to make comment at this planning stage of the development.

John Mele
Fire Marshal

**Dunlop Environmental Consulting, Inc.**
Environmental Public Health Planning for the Future

October 3, 2024

Town of Snowmass Village
Community Development Department
Brian McNellis, Senior Planner AICP/MLA
130 Kearns Road
Snowmass Village, CO 81615-5010

Re: Major PUD Amendment Aspen Skiing Company Vehicle Maintenance Facility Parcel C, Lot 44, Divide Subdivision – The SHOP Snowmass Housing for Ops Personnel Major PUD Amendment

Dear Mr. McNellis,

As per your request, Dunlop Environmental Consulting has reviewed the above referenced application for compliance with appropriate Town of Snowmass Village (TOSV) Codes. The focus of this review will be on water quality, air quality, noise management and the Construction Management Plan (CMP). There is general discussion in the application regarding project location and function, but with minimal detail regarding statements around environmental impacts.

To summarize the application, the Aspen Skiing Company (ASC) is proposing to add 30 living units to 2.85 acres of land near the existing Snowmass Mtn. Vehicle Maintenance Facility. There will be 20 one-bedroom units and 10 two-bedroom units available year-round for fulltime employees. These will be rental units owned by the ASC. The residences will be 100% electric, prefabricated modular construction made off-site and assembled on parcel C, Lot 44 of the Divide Subdivision. The project is proposed to be completed within 12-18 months after the start date.

WATER QUALITY:

More detail is requested regarding ground and surface water management during construction and post-construction. For example, determine if a Brush Creek Impact statement is applicable, if a construction site de-watering permit will be necessary, and what influences groundwater might have during construction and post-construction? It is requested to provide more detail to a statement in the application that storm water from paved areas will "sheet flow over natural areas" and provide adequate filtration of the water to not be of further concern and provide a statement regarding the presence or absence of wetlands in the area.

245 Woodruff Road Glenwood Springs, CO 81601
(970) 945-4820 Office (970) 379-4028 Cell

Snow removal and storage from the parking area, roofs and sidewalks is not addressed in the application. Further, what impact will snow storage areas have on drainage patterns and capacity when the snow melts, is a water detention plan necessary? Will any of the paved areas be snow melted? These are questions for the applicant to address as either being relative or not applicable to this project.

Wastewater treatment will be provided by the Snowmass Water and Sanitation District. The applicant has identified the need to replace and upgrade an existing sewage lift station to properly manage this residential byproduct.

AIR QUALITY:

The residential units will be 100% electric. Therefore, there is no concern with emissions from natural gas or wood burning devices.

It is requested the applicant provide a statement regarding increased vehicular traffic as the result of more vehicles congregating in this area. Since there is an existing abundance of vehicles in the immediate area from the vehicle maintenance garage, it is not anticipated that this project will significantly contribute to degrading air quality, but a statement from the applicant to this point, with subject matter expert support, is requested.

Thirty parking spaces are proposed. Will any of these be identified for electric vehicles?

This project will be required to provide a fugitive dust control permit application to the TOSV. Included in the plan will be strategies identified in Ordinance 12, Series of 2007 of the TOSV Construction Management Plan.

NOISE:

This project is not in a heavily populated area that could be impacted; however, the applicant will be required to comply with TOSV Municipal Building Code Section 18-3. This section covers workdays, hours, and noise levels at a construction site.

In reviewing the design of the residential units in the application, concerns were identified that will affect occupants of the spaces. Some units share one common wall, others share two common walls. The location of the bed in one unit will share a wall with a kitchen (garbage grinder, dishwasher, sink) in the adjoining unit. The kitchen also tends to be a social gathering area. Experience I have with this type of multi-unit design and quality of life issues of occupants raises this concern. It will be critical that sound proofing materials be specified in walls, ceilings, and floors of this project. Common hallways can also be problematic unless sound dampening flooring is installed. These concerns are made with emphasis in this type of housing. Not everyone will be on the same work shift, some may

work nights while others work days. Sleep patterns and personal entertainment choices can present conflicts. The TOSV may become engaged settling these conflicts.

CONSTRUCTION MANAGEMENT PLAN:

Construction management plans are required by TOSV Ordinance 12, Series of 2007. The CMP is required prior to excavation and building permit issuance. It is important for the applicant to be aware of this Ordinance well in advance of a construction start date.

This concludes findings of this review.

Sincerely,

Thomas S. Dunlop, MPH, REHS
President

# Dunlop Environmental Consulting, Inc.

Environmental Public Health Planning for the Future


November 29, 2024

Town of Snowmass Village
Community Development Department
Brian McNellis, Senior Planner AICP/MLA
130 Kearns Road
PO Box 5010
Snowmass Village, CO 81615

Re: Major PUD Amendment Aspen Skiing Company Vehicle Maintenance Facility Parcel C, Lot 44, Divide Subdivision – The SHOP Snowmass Housing for Ops Personnel Major PUD Amendment – November 22, 2024 Sketch Plan Amendments

Dear Mr. McNellis,

As per your request, Dunlop Environmental Consulting (DEC) has reviewed the above referenced application for compliance with appropriate Town of Snowmass Village (TOSV) Codes.

DEC reviewed the initial sketch plan submittal and presented findings to you dated October 3, 2024. The significant change noted between the October 3rd application review and the November 22nd amendment is the significant shift in structure and vehicle parking orientation. A statement is made on p.9 (5) in the amendment that there are no identified wetlands on this property. It is understood that more detail will emerge following the sketch plan review process.

After reviewing the recent submittal and comparing it to the original application, there are no significant additional findings to submit. This conclusion was supported after the TOSV Design Review Team meeting discussion held on November 27, 2024. Findings in DEC's October 3rd report remain as submitted.

Sincerely,

Thomas S Dunlop, MPH, REHS
President


245 Woodruff Road Glenwood Springs, CO 81601
(970) 945-4820 Office (970) 379-4028 Cell

# TRANSPORTATION DEPARTMENT MEMO

**To: Brian McNellis**

**From: Sam Guarino**

**CC: Dave Shinneman**

**Date: 12/13/2024**

**Re: Aspen SkiCo SHOP Sketch Plan**

---

Find below Transportation Department comments as it relates to the Aspen Skiing company's sketch plan for the SHOP project:

- **To support constrained parking and access to the site the applicant should consider alternative modes of travel to the single occupant vehicle. These could include bikeshare, carshare, employee shuttles, off-site vehicle storage, and any other transportation demand management measures that may be appropriate.**
- **Efforts should be made to ensure that residents of this development do not use the Divide "Lot E" parking adjacent to the site that is primarily used for Ditch Trail access.**
- **Connectivity to trail networks is currently non-existent from the site. The applicant should consider safe connections to Brush Creek Rd. and Carriage Way. In particular direct connections Sleigh Ride and Ditch Trails for pedestrians and cyclists should be established.**
- **The use of the numbered lots is often at capacity during the Winter. In an effort to protect these lots from overuse and as a means to store vehicles due to limited parking availability on site, recent developments have been prohibited from purchasing Resident Parking Passes for the Numbered Lots. It is the Transportation Department's opinion that this restriction should apply to this development.**

EXHIBIT 3

# PRELIMINARY PLAN PRE-APPLICATION REVIEW VERIFICATION

**From:** Brian McNellis <bmcnellis@tosv.com>
**Sent:** Wednesday, March 19, 2025 8:52 AM
**To:** Darren Duroux; Henry, Heather; Dave Shinneman; Clint Kinney; Jeffreys, Philip
**Subject:** RE: The SHOP Preliminary Plan Pre-app Review

Darren,

This email should suffice as verification that Aspen Skiing Company (Applicant – and authorized representatives) for the Divide Workforce Housing "SHOP" Major PUD Amendment attended a pre-application meeting with TOSV Community Development and Administration Staff on Tuesday, March 17th 2025 to discuss pertinent issues related to the forthcoming Preliminary Plan Application submittal. The application should address Land Use Code sections included below as well as all necessary reports and documentation specified for Preliminary Plan review:

**16A-5-300**
**16A-5-310**
**16A-5-340 (b)**
**Article 4**
Division 1 Protection of Environmentally Sensitive Areas
Division 2 Improvement Standards
Division 3 Site Design Standards

Should you require a more formal correspondence in this regard, please let me know.

Kindest regards,

**Brian McNellis, Senior Planner AICP/MLA**
Town of Snowmass Village
130 Kearns Road
Snowmass Village, CO 81615-5010
T: 970-923-5524 ext 639
bmcnellis@tosv.com
www.tosv.com

EXHIBIT 4

# PRE-APPLICATION CONFERENCE SUMMARY

# Divide Employee Housing
# Pre-Application Conference Summary
## Amendment of a Final Planned Unit Development
## Held June 11, 2024

**Written Summary of Meeting**
**Forwarded to Applicant June 14, 2024**

**(a) Project Description.** The Aspen Skiing Company (hereafter Applicant) wishes to build **36** employee housing units on Lot 44 of the Divide PUD approved in 1989 pursuant to Ordinance No. 16, Series of 1989. The property currently contains a Vehicle Maintenance Facility which contains several employee residential units in accordance with Ordinance No, 16 of 2001 (Phase I). The original PUD approval also allows for the consideration of another "operation building" on Lot 44 (located on the south side of Divide Way) that would contain 3 employee units (Phase II). The current proposal would not pursue the operations facility and would rather prioritize the area for the expansion of deed restricted housing.

**(b) Purpose of Pre-Application Conference**. The Town's development procedures and standards for a Sketch Plan under Section 16A-5-320 of the Municipal Code were explained. As stated in the Land Use Code, future development improvements will be reviewed pursuant to the procedures and standards of Article V, Division 3, Planned Unit Development, which do not require an amendment to the Official Zone District Map. The current zoning on the property is MU-PUD as a parcel within the Divide PUD established in 1989.

In general, for a proposed Major PUD Amendment shall address the following Land Use Code Sections:

- The Municipal Code sections that apply include Article V, Division 3 for an Amendment of a final Planned Unit Development in Section 16A-5-390(2) for the procedures for a Major Amendment which also reference Section 16A-5-300 and more specifically 16A-5-320 in accordance with Sketch Plan Review.

- For zoning compliance, refer to Section 16A-5-300(c)(5) 'Dimensional Limitations' to justify any proposed variations from established limitations for development in Article III, Division 2 of the Land Use & Development Code, the MU zone district, as well as the established Divide PUD referenced above.

- The Applicant shall also address the request to amend the Comprehensive Plan's Buildout Chart at it pertains to Section 16A-1-50 of the Land Use Code.

**(c) Contents of Pre-Application Conference**. Items discussed during the pre-application conference

included a verbal description of the proposed development accompanied with initially rendered graphics of the multi-family building being proposed.

According to the Land Use Code, the purpose of the initial Sketch Plan review "is an opportunity for the Town and the Applicant to engage in an exploratory discussion of a development proposal, to raise issues and concerns and to examine alternative approaches to development of the property. The Applicant is encouraged to provide a written or graphic description of any alternative ideas that were considered as the Sketch Plan was being prepared. It should be expected that the development proposal may evolve during the course of the Sketch Plan review."

Staff encouraged the Applicant to seek input from referral agencies (most specifically the Divide HOA) prior to submittal, in order to address any potential concerns prior to formal application submittal to the Town and before the proposal is presented at public meetings/hearings with the Town's review boards.

Among the issues identified, the core concerns at this time, preliminarily, include:

1. Public transportation
2. Architecture
3. Viewsheds and ridgelines
4. Watersheds and utilities
5. Environmental considerations
6. Solar exposure
7. Parking
8. Consistency with the Comprehensive Plan and the Workforce Housing Master Plan
9. Phasing and timetable for development

**(d) Review procedure**. The Community Development Director identified that the proposal would entail, per the code, a Major PUD Amendment pursuant to Section 16A-5-390 of the Land Use Code.

For a Major PUD Amendment, the Applicant should refer to Code Section 16A-5-390. The process begins with the pre-application conference pursuant to Sec. 16A-5-30. The application may be submitted to be reviewed by Staff for completeness. Minimum contents for the application are specified in Section 16A-5-40(b) for Minimum Contents and Section 16A-5-320(c)(2). If Staff determines the application is complete, the application will be referred and reviewed (within 30 days) pursuant to Section 16A-5-50. A joint meeting with Planning Commission and Town Council will be scheduled after proper legal notice pursuant to Section 16A-5-60(b), Manner and Timing of Notice. Subsequently, Planning Commission shall consider all relevant materials and testimony and review standards, and shall, by resolution, approve, approve with conditions, or deny authorization to submit a Preliminary Plan.

Thereafter, the Town Council shall hold a public hearing to consider the application and Planning Commission's resolution and its recommendations, conducted pursuant to Section 16A-5-70(2). The Council shall consider all relevant materials and testimony and review standards, and shall, by resolution, approve, approve with conditions or deny the application. Upon approval by Town Council, the Applicant may proceed with the submittal of a Preliminary PUD application. A pre-application meeting for the Preliminary PUD is mandatory.

**(e) Review agencies**. For a review for a Major PUD Amendment, the Community Development Director, in the meeting and/or per this correspondence, identified the agencies at minimum that

should review the development application per the list below. Further referral may be necessary during the review of the application.

Minimum Town Departments and Agencies for Referral of a Major PUD Amendment:

- Town's Community Development Department staff, 970-923-5524
- Jeff Conklin, Town Attorney, 970-923-3777
- Anne Martens, Town Public Works Department, 970-923-5110
- Sam Guarino, Director of Transportation, 970-923-2543
- Andy Worline, Director of Parks & Recreation 970-922-2240
- Kit Hamby, Snowmass Water & Sanitation District, 923-2056
- John Mele, Fire Marshall, Roaring Fork Fire Protection District 970-923-2212
- Aspen Public School District

**(f) Application contents**. The Community Development Director described or referenced in the meeting or per this correspondence the materials required to be submitted as part of the development application, as outlined in Code Section 16A-5-40 and 16A-5-320(c)(2). The subsequent application materials may be submitted in an entirely digital format of choosing by the Applicant (and acceptable to Community Development)

**(g) Supplemental Reports/Studies or materials**. Refer to Code Section 16A-5-40 and 16A-5-300, and 16A-5-320 for any other required supplemental information, reports, studies, graphics, or materials.

Should you have any questions regarding this pre-application summary, please feel free to call Brian McNellis – Senior Planner at the Community Development Department 970-923-5524 or bmcnellis@tosv.com

# EXHIBIT 5

# APPLICATION FORM

# TOWN OF SNOWMASS VILLAGE
# PUD APPLICATION

PLANNED UNIT DEVELOPMENT (PUD) REVIEW REQUIRES A PROCESS TO PERMIT VARIATIONS FROM THE STRICT APPLICATION OF CERTAIN STANDARDS OF THE TOWN'S ZONE DISTRICTS IN ORDER TO ALLOW FLEXIBILITY FOR LANDOWNERS. THE GOAL IS TO CREATIVELY PLAN FOR THE OVERALL DEVELOPMENT OF LAND AND THEREBY, TO ACHIEVE A MORE DESIRABLE ENVIRONMENT THAN WOULD BE POSSIBLE THROUGH THE STRICT APPLICATION OF THE MINIMUM STANDARDS OF THE TOWN'S DEVELOPMENT CODE. SPECIFICALLY, IT IS THE PRUPSOSE OF THE PUD DEVELOPMENT PROCESS TO: (1) ALLOW CREATIVITY, 2) ALLOW VARIATIONS, (3) MAXIMIZE CHOICE, (4) PRESERVE NATURAL FEATURES, (5) CREATE EFFICIENT LAND USE PATTERNS, (6) ENSURE PUBLIC INPUT, AND (7) INCREASE COMMUNITY VALUE.

PUD APPLICATION TYPE REQUESTED (Select One):

___ **PRE-SKETCH PLAN PURPOSE**: SECTION 16A-1-55 OF THE MUNICIPAL CODE.
___ **SKETCH PLAN PURPOSE**: SECTION 16A-5-320 OF THE MUNICIPAL CODE.
_x_ **PRELIMINARY PLAN PURPOSE**: SECTION 16A-5-340 OF THE MUNICIPAL CODE.
___ **FINAL PLAN PURPOSE**: SECTION 16A-5-360 OF THE MUNICIPAL CODE

## GENERAL DATA REQUIREMENTS

Date: 05/16/2025

Name of Owner: Aspen Skiing Company, LLC

Address: 117 AABC Aspen, CO 81611 Phone: E-mail:

Name of Applicant (if different than owner): Heather Henry, Vice President of Housing and Childcare

Address: Phone: E-mail: hhenry@aspen.com

Address/Location of Property: 1001 Divide Road Snowmass Village, CO 81615

Legal Description (Lot, Block, Subdivision, Filing):

Lot 44, First Amended Plat of the Divide Subdivision

## EXISTING CONDITIONS INFORMATION

Present Zoning: MU-PUD Approval Date/Ordinance (if known): 8/22/89, 11/19/01

Lot Area (sq. ft.): 124,146 sf Building Setbacks (ft.):50' @ NW corner

Allowable Floor Area Ratio per Zoning: .25 - 25%

Square Footage of All Areas Calculated as Floor Area by LUC: 14,810 sf

Square Footage of Exempted Areas:

Existing Building Height: 37'-5" from finished grade, 43'-5" from existing grade

# of Dwelling Units: 6 Commercial space: resort operations/maintenance use

# of Parking Spaces and/or Parking Space/Bedroom Ratio: 29 spaces

Percent Open Space: n/a

## PROPOSAL DATA
## (Complete as proposed on development plan)

Zoning Proposed with PUD Overlay: no change

Proposed Lot Area (sq. ft.): no change, 124,146 sf. Proposed Building Setbacks: 10' w/ 50' @ NW corner

Proposed Floor Area Ratio: 0.289 28.9%

Proposed Total Square Footage of Improvements: 19,057 sf proposed building, 2,031 sf proposed external storage

Proposed Square Footage of Exempted Areas: 1,668 sf

Proposed Building Height: 36'-4" from existing grade, 36'-0" from finished grade

Proposed # of Dwelling Units: 30 units Commercial space: n/a

Proposed # of Parking Spaces and/or Parking Space/Bedroom Ratio: 30 spaces, 2 Accessible spaces, 1:1 ratio

Proposed Percent Open Space: n/a

Other Standards:

## GENERAL DESCRIPTION OF PROPOSED PUD APPLICATION TYPE:

Major Amendment to the Aspen Skiing Company's Vehicle Maintenance Facility Phase II Employee Housing on Lot 44 of the Divide PUD Subdivision for Snowmass Ops Housing - Preliminary Plan.

## SUBMISSION DATA REQUIREMENTS

- FOR ALL PRE-SKETCH PLANS:
  1. **Disclosure of Ownership.** The applicant shall include in the application the name of all property owners.
  2. **Site Plan.** The application shall include a plan displaying the existing improvements, as well as the pre-sketch development proposal, for the property.
  3. **Narrative.** The applicant shall submit a narrative describing the proposed uses and activities.
  4. **Owner's Permission**. If the applicant is not the owner of the subject property, then the applicant shall include either evidence that the property is under contract or a letter containing the written consent of the landowner to the submission of the pre-sketch plan application.
  5. **Base Fee.** The application shall be accompanied by the applicable base fee from the Building and Planning Department's fee schedule. The applicant shall reimburse the Town for such amounts in excess of the base fee as determined by the Planning Director. The reimbursement to the Town by the applicant shall be due and payable within fifteen (15) days of the date of billing.

- FOR ALL MINOR AND MAJOR PUD PROCESSES, INCLUDING SKETCH, PRELIMINARY AND/OR FINAL PLANS:

1. **Owner's Permission**. If the applicant is not the owner of the land, or is a contract purchaser of the land, the applicant shall submit a letter signed by the owner consenting to the submission of the application. If the applicant is not the sole owner of the land, the applicant shall submit a letter signed by the other owners, or an association representing the owners, consenting to or joining in the development application.

2. **Name, Address, Telephone Number and Power of Attorney.** The applicant's name, address and telephone number. If the applicant is to be represented by an agent, a letter signed by the applicant granting power of attorney to the agent shall be submitted, authorizing the agent to represent the applicant and stating the representative's name, address and phone number.

3. **Disclosure of Ownership.** A certificate from a title insurance company or attorney licensed in the State which shall set forth the names of all owners of property included in the application and shall include a list of all mortgages, judgments, liens, contracts, easements or agreements of record that affect the property. At the Town's option, the holders or owners of such mortgages, judgments, liens, contracts, easements or agreements of record may be required to consent to the application before it is acted upon by the Town.

4. **Vicinity Map.** An eight and one-half inch by eleven inch (8 1/2" x 11") vicinity map locating the subject parcel within the Town of Snowmass Village.

5. **Other Maps.** All other maps required for the application shall be prepared at a scale of one inch equals one hundred feet (1" = 100') or larger, on sheets no larger than thirty inches by forty-two inches (30" x 42"), with an unencumbered margin of one and one-half inches (1.5") on the left hand side of the sheet and one-half inch (0.5") around the other three (3) sides of the sheet. Sheets of twenty-four by thirty-six inches (24" x 36") are preferred. If it is necessary to place information on more than one (1) sheet, an index shall be included on the first sheet. Report-size versions of all maps, reduced to a sheet size of no greater than eleven inches by seventeen inches (11" x 17"), shall also be submitted.

6. **Site Plan.** A site plan of the subject property, showing existing improvements and proposed development features that are relevant to the review of the proposed variance application.

7. **Base Fee.** The application shall be accompanied by the applicable base fee from the Building and Planning Department's fee schedule. The applicant shall reimburse the Town for such amounts in excess of the base fee as determined by the Planning Director. The reimbursement to the Town by the applicant shall be due and payable within fifteen (15) days of the date of billing.

8. **Other Information.** The applicant shall submit such other written or graphic information as is necessary to describe and evaluate the proposed PUD application, as follows:

   - FOR SKETCH PLANS:

1. **Review and Intent Issues**. Section 16A-5-320(b) of the Municipal Code.
2. **Review Procedure**. Section 16A-5-320(c) of the Municipal Code.
3. **Location Map**. Section 16A-5-320(c)(2)b. A scale map showing the location and size of the site, and existing land uses, zone districts and major roads within 300 feet of the site. The name, location and boundaries of any subdivisions that are part of the larger tract shall also be shown.
4. **Statement of objectives**. Section 16A-5-320(c)(2)c. A written statement of the proposed development. This shall include a statement of the objectives to be achieved by the PUD and a conceptual description of any proposed variations from the standards of the underlying zone district that are being requested.
5. **Sketch plan**. Section 16A-5-320(c)(2)d. A sketch development plan, which shall include the following (reference Code for the specific information needed):
    - **General information**.
    - **Site characteristics**.
    - **Utilities**.
    - **Proposed land use**.
    - **Landscaping**.
6. **Simple sketches**. Reference Section 16A-5-320(c)(2)e for the information desired.
7. **Summary**. Section 16A-5-320(c)(2)f. A sketch plan summary containing the following (reference Code for the specific information needed):
    - **Type.**
    - **Size.**
    - **Floor area.**
    - **Population.**
    - **Market.**
    - **Open space.**
    - **Height.**
    - **Employees.**
    - **Water supply and sewage disposal.**
    - **Access and easements.**
    - **Parking, circulation and tansit.**
    - **Timetable.**

○ FOR PRELIMINARY PLANS:

1. **Review and Intent Issues, including applicant response to sketch plan issues and concerns**. Section 16A-5-340(b) of the Municipal Code.
2. **Review Procedure**. Section 16A-5-340(c) of the Municipal Code.
3. **Preliminary development plan**. Section 16A-5-340(c)(2)b. A preliminary development plan, which shall include the following (reference Code for the specific information needed):
    - **General information**.
    - **Proposed development**.
    - **Surrounding structures**.

- **Chart, including a) dimensions, b) dwelling units, c) size of commercial space, d) floor area, e) parking, f) open space, g) restricted housing**

4. **Comparison to sketch plan**. Reference Section 16A-5-340(c)(2)c for the information needed.
5. **Listing of proposed variations**. Section 16A-5-340(c)(2)d.
6. **Architectural plans, including 1) Elevations, 2) Floor Plans, 3) Block model, or computer generated images if acceptable, 4) Color and materials**. Reference Section 16A-5-340(c)(2)e for the specific information needed.
7. **Landscape plan**. Reference Section 16A-5-340(c)(2)f.
8. **Fiscal impact report**. Reference Section 16A-5-340(c)(2)g.
9. **Solid waste disposal plan**. Reference Section 16A-5-340(c)(2)h
10. **Energy conservation plan**. Reference Section 16A-5-340(c)(2)i.
11. **Development in proximity to ski lift**. Reference Section 16A-5-340(c)(2)j.
12. **Open space map**. Reference Section 16A-5-340(c)(2)k.
13. **Homeowner's or condominium association documents, including 1) Articles of incorporation, 2) Bylaws, 3) Master deed, and 4) Covenants**. Reference Section 16A-5-340(c)(2)l for specific information needed.
14. **Water supply and sewage disposal**. Reference Section 16A-5-340(c)(2)m for specific information needed.
15. **Clearing, grading and drainage plans, including 1) Limits of clearing, and 2) Grading plan**. Reference Section 16A-5-340(c)(2)n for specific information required.
16. **Transportation impact analysis, including 1) Daily traffic counts, 2) Trip generation rates, 3) Existing conditions, 4) Anticipated ridership, 5) Trip generation and design hour volumes, 6) Trip distribution, 7) Trip assignments, 8) Existing and projected traffic volumes (including a) Peak hour traffic, b) Future peak hour traffic, c) Other peak hours), and 9) Capacity analysis, 10) Level of service, 11) Traffic accidents, and 12) Conclusions.** Reference Section 16A-5-340(c)(2)o for specific requirements.
17. **Air quality analysis, including 1) Dispersal qualities, 2) Pollutants to be discharged, 3) Trip generation and impacts, 4)Construction impacts, 5) Special mitigation techniques, 6) Improvements of site characteristics, 7) Conform with regulations, and 8) Description of area to be impacted**. Reference Section 16A-5-340(c)(2)p for specific requirements.
18. **Geologic report, including 1) Potential geologic hazards, and 2) Soils study**. Reference Section 16A-5-340(c)(2)q for specific information required.
19. **Brush Creek impact report**. Reference Section 16A-5-340(c)(2)r.
20. **Wildlife habitat analysis**. Reference Section 16A-5-340(c)(2)s.
21. **Construction management plan**. Reference Section 16A-5-340(c)(2)t.
22. **Adequate public facilities report, including 1) Identify the public facilities, service levels and carrying capacity that exist prior to the submission of the development application, 2) Specifically identify and describe the additional**

**public facilities, service levels and carrying capacity that will be necessary and provided to the PUD and affected areas prior to completion of each phase and/or building within the development necessitating the demand for said facilities, services or capacity; and 3) Describe the intended provisions to be made for the timing location and financing of the public facilities, service levels and carrying capacity that will be needed to adequately support and service the areas of the proposed development.** Reference Section 16A-5-340(c)(2)u.

- FOR FINAL PLANS:
  1. **Review and Intent Issues, including applicant responses to preliminary plan conditions**. Section 16A-5-360(b) of the Municipal Code.
  2. **Review Procedure**. Section 16A-5-360(c) of the Municipal Code.
  3. **Final plat**. Section 16A-5-320(c)(2)b. A final subdivision plat that conforms to the specifications of Section 16A-5-430(3), Plat.
  4. **Other drawings, including final development plans and PUD Guide**. Section 16A-5-320(c)(2)c for specific information required.
  5. **Covenants (final versions)**. Section 16A-5-320(c)(2)d.
  6. **Guarantee of public improvements, including 1) the applicant's responsibility for public improvements, 2) the required public improvements, 3) Subdivision improvement agreement, [including, a) Security, b) Form of security, c) Agreement to repair, d) Partial release of security, and e) Recording], 4) Warranty, and 5) Default.** Reference Section 16A-5-320(c)(2)e for the information required.
  7. **Landscape guarantee**. Reference Section 16A-5-320(c)(2)f of Municipal Code.
  8. **Development agreement**, including without limitation, the provisions outlined more specifically in Section 16A-5-320(c)(2)g of Municipal Code.

9. **Other Miscellaneous.**

A. Verification that the proposed improvements are not in primary constraint areas (e.g. 30% slopes, drainage ways, wetlands, Brush Creek impact areas, other geological hazards, wildlife impact areas, etc.).

B. If rezoning is being requested, a petition in favor of the rezoning signed by either real property owners representing 80% of the land area included in the application, or certified board of directors of homeowners association representing the interests of the property(s) in question.

C. Note: Affidavit of mailing and posting, copy of information mailed and the names and addresses of the owners to whom said information was mailed (required prior to the public hearing).

**ADDITIONAL INFORMATION MAY BE REQUESTED BY THE COMMUNITY DEVELOPMENT DEPARTMENT TO MAKE A FAIR AND WELL INFORMED DECISION. NO APPLICATION WILL BE PROCESSED UNTIL ALL REQUIRED INFORMATION IS PROVIDED.**

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## RULES OF PROCEDURE

- FOR PRE-SKETCH PLANS:

  SUBMISSION OF APPLICATION. Pursuant to Code Section 16A-1-55.

  PUBLIC NOTICE. The Town will notice the item in a newspaper of general circulation in the area.

  JOINT MEETING. Pursuant to Code Section 16A-1-550(3), a complete copy of the application will be forwarded to the Town Council and Planning Commission and a joint meeting will be scheduled during a Town Council work session at their discretion.

  PUBLIC MEETING MINUTES. The Town Council and the Planning Commission shall comment on the proposal and such comments shall be reflected in the minutes of the public meeting.

- FOR SKETCH PLANS:

  PRE-APPLICATION CONFERENCE. Pursuant to Code Section 16A-5-320(c)(1), and prior to formal submission of a request, the applicant shall meet with the Community Development Director in order to review the nature of the submission and the procedures that will be required in order to process the application.

  SUBMISSION OF APPLICATION. Pursuant to Code Section 16A-5-320(c)(2).

  STAFF REVIEW (including completion review, referral and review by outside agencies and districts, and the collection of comments). Pursuant to Code Section 16A-5-320(c)(3) and 16A-5-50.

  PUBLIC NOTICE. Within 10 days of meeting between Staff and Applicant to share review comments or of receipt of supplemental information responding to comments, a public notice shall be prepared for a scheduled Joint Planning Commission and Town Council meeting.

  JOINT MEETING. Pursuant to Code Section 16A-5-320(c)(4), and with a staff report of the review, the joint Planning Commission and Town Council meeting shall be held to hear the initial presentation of the application by the applicant. Thereafter, the Planning Commission shall conduct their review of the application.

  RESOLUTION BY PLANNING COMMISSION. Pursuant to Code Section 16A-5-320(c)(5), and after Planning Commission has reviewed the application, providing direction to the

applicant on the Sketch Plan and authorizing the applicant to submit a preliminary plan or to submit a new sketch plan prior to proceeding to preliminary plan.

PUBLIC HEARING AND TOWN COUNCIL ACTION. Pursuant to Code Section 16A-5-320(c)(6), the Town Council shall hold a public hearing to consider the application and the Planning Commission's resolution. Town Council shall then prepare its own resolution taking action on the resolution that may accept the Planning Commission's resolution, or modification thereof.

EFFECT OF RESOLUTION. Pursuant to Code Section 16A-5-320(c)(7), the adoption of the resolution shall not constitute approval of a PUD or permission to proceed with construction, but only grant applicant to proceed to preliminary plan stage.

EXPIRATION. Pursuant to Code Section 16A-5-320(c)(8), the preliminary plan application must be submitted within 12 months of the Sketch Plan resolution approval.

- FOR PRELIMINARY PLANS:

PRE-APPLICATION CONFERENCE. Pursuant to Code Section 16A-5-340(c)(1), and prior to formal submission of a request, the applicant shall meet with the Community Development Director in order to review the nature of the submission and the procedures that will be required in order to process the application.

SUBMISSION OF APPLICATION. Pursuant to Code Section 16A-5-340(c)(2). To be determined complete by Town Staff.

JOINT MEETING. Pursuant to Code Section 16A-5-340(d)(1), a **complete** copy of the application shall be forwarded to the Planning Commission and Town Council to hear the initial presentation of the application by the applicant. The Town Council shall identify issues that the Planning Commission should focus upon during their review.

REFERRAL OF APPLICATION. Pursuant to Code Section 16A-5-340(d)(1), the **complete** application may be referred and review comments collected while the joint Planning Commission and Town Council meeting occurs.

TOWN COUNCIL DETERMINATION AND DIRECTIVES. Pursuant to Code Section 16A-5-340(d)(2), and at a regularly scheduled meeting, the Town Council shall adopt their determination and direction by adopting a resolution.

SUBSEQUENT REVIEWS. Pursuant to Code Section 16A-5-340(d)(2) & (3), the Planning Commission shall commence conducting their review pursuant to the Town Council resolution of determination and directives, and the Town Council shall commence their review of the negligible potential impacts of the proposed development that do not warrant referral to the Planning Commission.

STAFF REVIEW (including referral and review by outside agencies and districts, and the collection of comments). Pursuant to Code Section 16A-5-340(e) and 16A-5-50, staff shall conduct their review, collect comments, meet with applicant, address issues and request

additional information necessary to adequately evaluate the proposal and make recommendations. The applicant will have opportunity to amend their application or provide additional information in response to the review comments. Following a response by the applicant, the complete copy of the amended or supplemental information shall be forwarded to the Planning Commission and Town Council together with the staff review.

CONCURRENT TOWN COUNCIL AND PLANNING COMMISSION REVIEW. Pursuant to Code Section 16A-5-340(f), and following the Joint Meeting, both boards may begin reviewing the application. The Planning Commission shall direct its attention to the direction of focus by the Town Council resolution plus other components the Planning Commission may wish to make recommendations. The Town Council may review other components until the Planning Commission concludes their review, and the Planning Commission may forward their recommendations in segments.

PLANNING COMMISSION PUBLIC HEARING. Pursuant to Code Section 16A-5-340(g), the Planning Commission shall hold a public hearing within 21 days of the Joint Meeting (***Note: requires advance publication notice prior to Joint Meeting***).

PLANNING COMMISSION RESOLUTION. Pursuant to Code Section 16A-5-340(g), and following closure of the public hearing, the Planning Commission shall provide its recommendations by resolution to the Town Council.

TOWN COUNCIL PUBLIC HEARING. Pursuant to Code Section 16A-5-340(h) & (i), the Town Council shall hold a public hearing and consider the recommendations by the Planning Commission and whether the application has responded to the directives provided during the Sketch Plan review. Following closure of the public hearing, the Council shall by resolution approve, approve with conditions or deny the application. The Town Council may require as a condition of approval that the Planning Commission review the Final Plan prior to review by Town Council.

FURTHER REVIEW BY PLANNING COMMISSION. Pursuant to Code Section 16A-5-340(j), and at any time during their review, the Town Council may request further review by the Planning Commission and any matter of the application, while the Town Council continues to conduct their review of the application, or may table further review until it has received the Planning Commission's recommendation.

AMENDMENT AND REMAND. If the applicant wishes to amend their application after a Planning Commission recommendation thereon, then the review procedures for such requests shall be followed pursuant to the provisions in Code Section 16A-5-340 (k) & (l).

EFFECT OF RESOLUTION. Pursuant to Code Section 16A-5-340(m), approval of a preliminary plan shall not constitute approval of a PUD or permission to proceed with construction, but only grant applicant to proceed with a Final PUD.

EXPIRATION. Pursuant to Code Section 16A-5-340(n), the Final PUD application must be submitted within 12 months after the preliminary plan approval.

- FOR FINAL PLANS:

  PRE-APPLICATION CONFERENCE. Pursuant to Code Section 16A-5-360(c)(1), attendance at a pre-application conference is optional, but recommended, prior to submission of an application for Final PUD plan review.

  SUBMISSION OF APPLICATION. Pursuant to Code Section 16A-5-360(c)(2). To be determined complete by Town Staff.

  STAFF REVIEW (including referral and review by outside agencies and districts, and the collection of comments). Pursuant to Code Section 16A-5-360(e) and 16A-5-50, staff shall conduct their review, collect comments, meet with applicant, address issues and request additional information necessary to adequately evaluate the proposal and make recommendations. The applicant will have opportunity to amend their application or provide additional information in response to the review comments.

  SCHEDULING OF PLANNING COMMISSION AND/OR TOWN COUNCIL MEETINGS. Pursuant to Code Section 16A-5-360(c)(3) and upon receipt of requested information by staff or within 10 days of the staff and application meeting, the Planning Commission and/or Town Council meetings shall be scheduled by the Community Development Director.

  PLANNING COMMISSION REVIEW. If required as a condition with the preliminary plan approval, the complete application together with the staff review shall be forwarded to the Planning Commission, and then provide its recommendations to the Town Council via a resolution.

  TOWN COUNCIL PUBLIC HEARING. Pursuant to Code Section 16A-5-360(5), the Town Council shall hold a public hearing to consider a major amendment to an approved PUD only (per Code Section 16A-5-390(1)c). A complete application together with the staff review shall be forwarded to the Town Council to determine the application's consistency with the approved preliminary plan; and, when applicable, the Planning Commission's recommendations, and shall by ordinance approve, approve with conditions or deny the application.

  EFFECT OF RESOLUTION. Pursuant to Code Section 16A-5-360(6), approval of a final PUD plan shall confer upon the owner of all or a portion of the property right to apply for a building permit for the development consistent with the final PUD plan, including recording of the final plat, with final PUD plan vested for not more than 3 years, unless extended by Town Council.

  RECORDING. Pursuant to Code Section 16A-5-360(7), 3 copies of the final PUD plan and PUD Guide and any other documents (executed and suitable for recording), including digital format, shall be submitted to the Community Development Director.

## PUBLIC HEARING NOTICE

1. The Community Development Department shall tentatively set public meeting and hearing dates to be held before the Planning Commission and/or Town Council.

2. The Planning Department shall publish notice of the public hearing in the Snowmass Sun prior to the scheduled hearing (10 days for Sketch Plan Joint Meeting; 10 days for Sketch Plan Town Council review; 30 days for Preliminary Plan review before Planning Commission and Town Council; but no notice required for Final PUD plan review, except for major amendments to Final PUDs).

3. The applicant shall mail notice of the hearing in advance of the public hearing to all property owners within three hundred feet (300') of the affected property. The notice shall contain the following information:

    a. A description of the proposal with reference to the appropriate section of the Code pursuant to which the application will be processed and the name of the decision making body.

    b. A description of the property affected.

    c. Any drawings or plans that detail the proposal.

    d. A vicinity map showing the location of the property in the Town.

    e. A Notice of Public Hearing from the Community Development Department, including the date, time and place of the hearing.

    f. If the proposed action is a rezoning, the notice shall indicate what the present zoning is and what the new zoning will be and shall set forth the area and bulk requirements for the proposed zone as set forth in the area and build requirements set forth in Section 16A-3-50 and Table 3-2 of the Municipal Code. Such notice shall state what the present zoning is and what the new zoning will be and shall set forth the dimensional limitations for the proposed zone, as established in the Code.

    g. If the proposed action is for approval of a subdivision, the notice shall contain a description of the types of uses proposed and shall specify the gross residential density proposed.

4. The applicant shall submit to the Planning Department, an affidavit of mailing and posting, copy of information mailed and the names and addresses of the owners to whom said information was mailed.

DETERMINING PROPERTY OWNERS

The party responsible for such mailing shall utilize as the source of names and addresses of such owners the most current list of property owners on file with the Pitkin County Tax Assessor or an official list of owners maintained by condominium and homeowners association which is current within thirty (30) days prior to mailing, or such other sources as approved in advance by the Town Community Development Department. If any party responsible to give such notice follows the indicated procedures in good faith, the failure of any particular property owner or owners to receive actual notice shall not affect the validity of proceedings which require such notice.

POSTING OF PROPERTY

Posting of a public hearing notice shall be made by the applicant. A sign noticing the public hearing date, time, location, purpose and the name of the decision making body conducting the hearing, shall be located in a conspicuous place on the property. The sign shall be made of suitable waterproof material, shall not be less then twenty-two inches (22”) wide by twenty-six inches (26”) high, and shall be composed of letters not less than one inch (1”) in height.

**Note**: Affidavit of mailing and posting, copy of information mailed and the names and addresses of the owners to whom said information was mailed (required prior to the public hearing).

EXHIBIT 6

# PROPERTY OWNERS CONTACT INFORMATION

# OWNER CONTACT INFORMATION

## OWNER:

Aspen Skiing Company LLC
PO BOX 1248 Aspen, CO 81612

Representative:
Heather Henry, VP Housing and Childcare
Email: hhenry@aspen.com
Phone: 970-618-3324

# EXHIBIT 7

# LEGAL DESCRIPTION

# LEGAL DESCIRPTION

Lot 44, The First Amended Plat of The Divide Subdivision Section 2, Township 10 South, Range 86 West of the 6th PM Town of Snowmass Village, County of Pitkin, State of Colorado.

# EXHIBIT 8

# VICINITY MAP

# VICINITY MAP

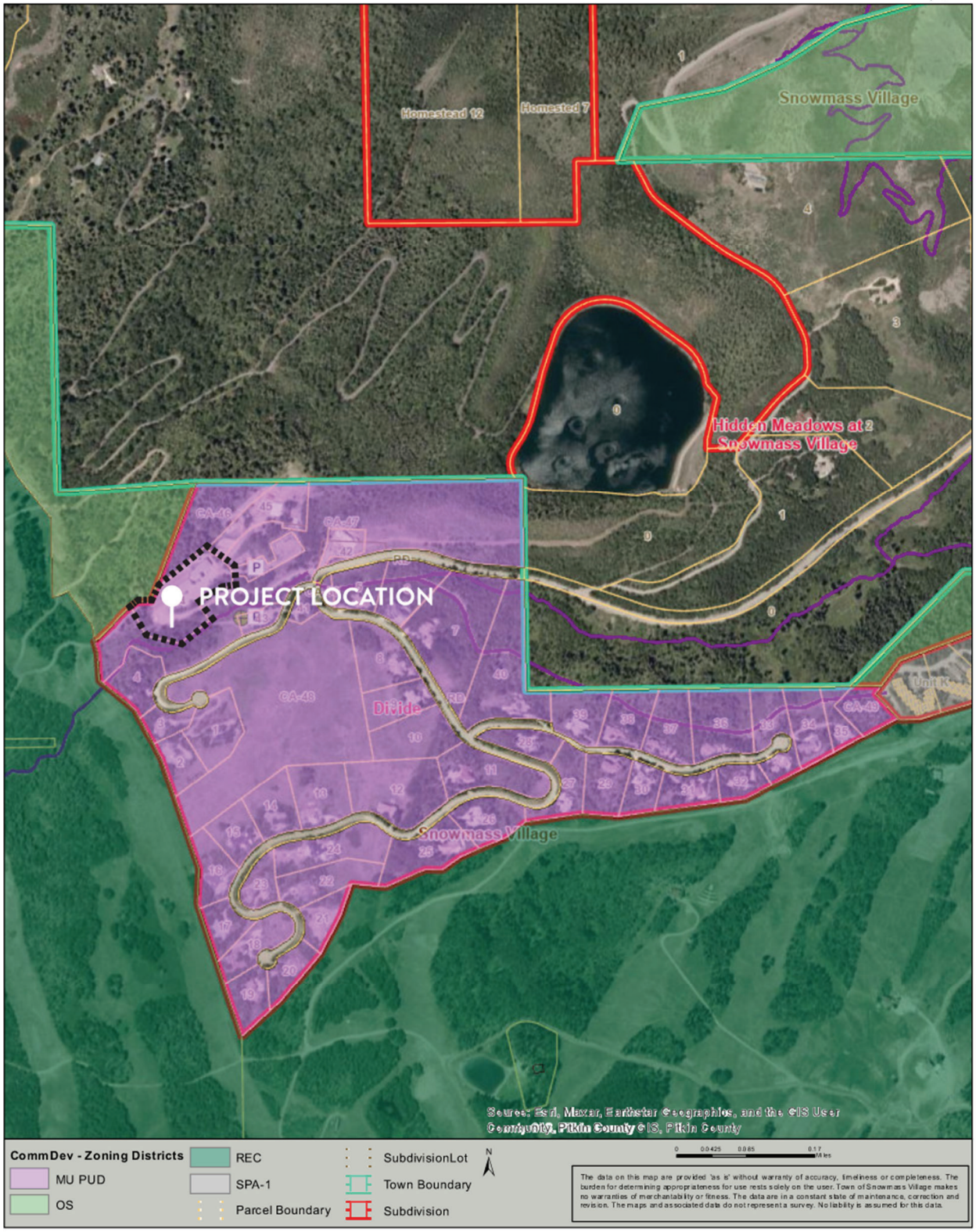


EXHIBIT 9

# TRANSPORTATION DEMAND MANAGEMENT PLAN

**MEMORANDUM**

**To:** Jonathan Tapper
Planning & Development Manager
Aspen One

**From:** Steve Tuttle, PE, PTOE

**Date:** May 30, 2025

**Project:** Snowmass Housing for Ops Personnel (SHOP)

**Subject:** Transportation Demand Management Plan

The Fox Tuttle Transportation Group has developed this Transportation Demand Management (TDM) plan for the proposed Snowmass Housing for Ops Personnel (SHOP) project located at the intersection of Divide Road and Divide Way in Snowmass Village. The project is proposing to develop 30 housing units in a new 3-story building located adjacent to the existing vehicle maintenance facility at the west end of Divide Road. Access is proposed via Divide Way.

The goal of this TDM plan is to document recommended strategies that the project can implement to reduce single occupancy vehicle (SOV) trips generated by the project and encourage sustainable transportation options. Fundamentally a TDM plan involves programs, facilities and infrastructure which encourage people-powered transportation, encourage multiple occupancy trips, or eliminate the need for trips to be made. This TDM Plan is a vital component of the project's vision to fully utilize its location, improve resident quality of life, decrease carbon output, and reduce impacts of the project on local roadways.

## Existing Multi-Modal Facilities

Existing roadways that serve the site include Brush Creek Road, Divide Road, and Divide Way. Brush Creek Road is a two-lane roadway with a 30 mile per hour posted speed limit that serves as the primary east-west roadway through the base area and provides access to residential, resort, and commercial uses. There are no sidewalks or bikeable shoulders on these roadways within the project vicinity. The Sleigh Ride Trail is a gravel surface trail which is plowed in winter and provides off-street walking and biking access to/from the east and Snowmass Village, retail, employment and recreational uses, transit connections, and multimodal access to areas further east down the valley. There are also connections to recreational trails from the site, via the Ditch Trail (to/from the west), Nature Trail (to/from the east), South Rim trail (via Nature Trail), and the mountain/resort trails.

Existing bus service is provided along Brush Creek Road at Divide Road (approximately 1 mile east of the site) with both the Village Shuttle (Route #4) and regional connectivity via Roaring Fork Transportation Authority (RFTA) from the Snowmass Mall. While there are year-round transit services available in Snowmass Village, additional route options are available during winter season.

## Transportation Demand Management Strategies

TDM measures will be an important part of managing safe and efficient transportation operations within and in the areas around the project site. The goal of implementing TDM is to:

- Eliminate or shorten trips,
- Change the mode of travel,
- Increase participation of carpooling, vanpooling, shuttling and transit, and
- Encourage bicycling and walking in place of driving.

Aspen One will provide the following TDM measures in support of reducing single occupancy vehicle trips, reducing vehicle miles traveled, and maximizing traveler choice:

### *Site Design*

1. **Live-Work**: As a workforce housing development, at least 50% of the residents are anticipated to access their work at the adjacent Vehicle Maintenance Facility (VMF) / mountain portal, eliminating the need for work-related vehicular travel for these residents. The remaining 50% of the residents will work within the Town of Snowmass Village at locations less than 2 miles from the site. This co-location has a significant reduction on single-occupancy vehicle trips since employment-related vehicular trips represent roughly 15% of the typical total daily household trips. It is anticipated that the live-work element of this project will have a significant impact on the reduction of vehicle miles traveled (VMT) by not only having many residents able to walk to their jobs on site without traveling by vehicle, but also shortening any trips that do occur due to the proximity of their jobs in and around Snowmass Village vs. traveling from down-valley areas such as Carbondale (28+ miles each way to/from Snowmass Village, for example). For employees that would otherwise be traveling from down-valley, this would thus result in a reduction of 50+ miles per workday per employee. For employees with work at other Snowmass locations, the miles travel to work locally would be a fraction of the same trip originating from down-valley.

2. **On-Site Bicycle and Micromobility Facilities:** The project proposes to provide the following on-site accommodations for bicycle and micromobility modes to encourage use of these modes of travel:

    - Exterior dedicated and secured parking for employee/resident bicycles (15 bicycle rack spots) located conveniently near the new south building access.

    - A first-floor indoor, climate-controlled, secure area for 30 bikes, e-bikes, and scooters, with charging stations in the new south building

    - Parking/charging docks for WE-cycle bike share e-bikes (15 docks), located at the southeast corner of the new south building. See the next section for more details on the WE-cycle program.

    Making bike parking available in desirable, easy to access locations will provide the employees with the opportunity to make biking a more reasonable option and reduce the need for motor vehicle ownership or the use of a motor vehicle for certain trips.

### *Programs and Education*

The project proposes various programs depending on the season (i.e.: winter, summer, year-long) to maximize the effectiveness of TDM measures. These are described in the following bullets:

1. **WE-cycle Community Bike Share *[Summer]***: The all-e-bike bike share program was recently launched by Snowmass Village this year. As noted above, the SHOP project has committed to providing a 15-spot WE-cycle station on site with this project.

2. **Transit *[Year-Long]***: The up-valley RFTA transit services include bus service along Brush Creek Road at Divide Road (approximately 1 mile east of the site) with both the Village Shuttle (Route #4) and regional connectivity via the Snowmass Mall. Enhanced transit service is available in the winter.

3. **Site Area Transportation Improvements *[Year-Long]***: The project proposes physical improvements to make non-auto more comfortable and safer in the area, including:

    - Widening Divide Road to 24 feet between Pinon Drive and the site (approx. 700') with striping to narrow the travel lanes and provide shoulder area for walking/biking. The narrower travel lane will require on-coming vehicles to slow to pass one another, similar to how vehicles operate on some low-volume residential streets, though given the low frequency of traffic anticipated at this west end of Divide Road this tradeoff will provide width for employees/residents to walk and bike more comfortably on this short stretch of roadway. Improving pedestrian / bike access along this short stretch creates a more comfortable and safer connection to the Sleigh Ride Trail and Snowmass Village.

    - Improving and maintaining the off-street "social" trail that runs along this stretch of roadway along the south side of Divide Road from the site to Pinon Drive to provide better off-street connectivity for walking to/from the site.

    - Work with the Town on maintenance agreements to ensure year-round use of the Sleigh Ride trail for traveling between the site and Snowmass Village.

    - Adding solar powered, speed-display signs along Divide Road (one eastbound, one westbound) to encourage vehicular drivers to adhere to the 30 mile-per-hour posted speed limit. This will improve conditions for those biking along this

roadway. Using solar powered signs provides feasibility for installation of these signs by eliminating the need for a wired power source.

4. **Black Saddle Shuttle *[Winter]***: Aspen One currently runs a shuttle between the Black Saddle parking lot (adjacent to rodeo lot) and mountain / hotels during the winter season. This service would be expanded to include a stop at the project site every half hour. This would enable any residents who work off-site to get to work without taking their personal vehicle. Additional details for the existing and proposed operation of the Black Saddle shuttle to service the site and reduce vehicle trips include:

   Current Hours of Operation:
   - 6am – 9:15am Morning
   - 3:23 pm - 5:23 pm Afternoon
   - Frequency interval (10-30 min depending on time of day)
   - Season starts November, ends ~ April 20th

   Proposed service for the Project Site:
   - Prioritize housing a Black Saddle shuttle driver on site
   - 1 shuttle to be parked overnight on-site (will fuel on-site)
   - The first run of the morning could deliver lifts and ops personnel from the site to the mountain
   - 30-minute shuttle service to the site during hours of shuttle operation

5. **Ride Share *[Winter]*:** There is a winter season Mall Transports after-hours service available to transport residents and guests from the Village Mall to their home or lodge in Snowmass Village. In addition, there is Dial-a-Ride: any Snowmass Village resident or guest not serviced by the Village Shuttle can call to receive transportation within Snowmass Village and a Village Shuttle or High Mountain Taxi will be dispatched to serve them. Cost is $1 per person. For residents who travel to Aspen, the Downtowner ride share service is available for travel in and around Aspen.

6. **Education & Awareness *[Year-Long]*:** Aspen One will provide employees with important travel information including transit maps and schedules, bicycle maps, local and regional marketing campaigns, and information on the commute benefits provided to employees. They will also provide periodic surveys of employee travel behavior to evaluate the TDM Plan. The survey is designed to collect anonymous travel information and takes less than 10 minutes to complete. Electronic orientation packets for employees will include non-SOV program information and incentives.

## Parking Strategies

Parking management is a critical element of a robust and successful TDM plan. The following types of parking are recommended to meet the TDM goal of encouraging employees to utilize non-auto options and create a more sustainable transportation system:

- ***Shared*** Parking is a system where multiple users or land uses share parking spaces instead of each having separate, dedicated parking facilities. This approach optimizes parking supply, reduces the overall number of spaces needed, and enhances land use efficiency.
- ***Unbundled*** separates the cost of parking from the cost of housing, office space, or other real estate. Instead of automatically including parking in rent or property costs, users pay for parking separately, creating a more market-driven approach to parking demand.
- ***Managed*** parking, using hang tags, stickers, sensors, and smart systems to allocate and allow enforcement of parking restrictions and limitations.

The SHOP project proposes thirty (30) new parking spaces at a ratio of one (1) space per bedroom. This parking accommodation meets the Town of Snowmass Village parking requirements.

Parking will be unbundled from unit leases, requiring an additional monthly cost to residents through lease controls, and will not be guaranteed to all residents. Stickers will be required to utilize these parking spaces and allow the parking to be effectively managed by Aspen One. These stickers will also provide identification of employee vehicles to allow for enforcement of the Ditch Trail parking area to keep employees from using these spaces and maintaining their use for trail visitors.

In addition, one of the 30 VMF parking spaces will be dedicated for the Black Saddle shuttle on site. The Vehicle Maintenance Facility parking will also be “shared”, allowing off-hour use by visitors when available.

## Seasonal Adjustments & Monitoring

Aspen One will evaluate transportation and parking usage throughout the season and adjust policies as needed to meet the goals of the TDM program. As noted above, this will include transportation usage surveys to residents and employees to identify barriers to non-driving modes and inform adjustments to the program.

## Conclusions

The Aspen One SHOP development team understands the importance of an effective and implementable TDM plan. These strategies build upon the project being planned as a live-work development where residents have numerous resources to allow them to work, live and recreate without relying on single-occupancy vehicle trips. The co-location of uses and limited/managed, parking strategies with paid/unbundled parking, multimodal transportation accommodations and options, and transit/carshare/vanshare options are expected to result in a significant reduction in single-auto occupancy trips and vehicle miles traveled.

Hopefully this TDM plan is helpful and meets the needs of the project. If you have any questions, please feel free to contact me.

Sincerely,
**FOX TUTTLE TRANSPORTATION GROUP, LLC**



Steve Tuttle, PE, PTOE
Principal

EXHIBIT 10

# TRANSPORTATION IMPACT ANALYSIS

# MEMORANDUM

**To:** Jonathan Tapper
Planning & Development Manager
Aspen One

**From:** Steve Tuttle, PE, PTOE

**Date:** May 30, 2025

**Project:** The Divide at Snowmass (SHOP)

**Subject:** Transportation Impact Analysis

The Fox Tuttle Transportation Group has completed a transportation impact analysis for the proposed Snowmass Housing for Ops Personnel (SHOP) project located at the intersection of Divide Road and Divide Way in Snowmass Village. A Vicinity Map is shown on **Figure 1**. The purpose of this memorandum is to assess potential access and site transportation impacts to the study area and surrounding roadway and intersection network and provide recommended mitigation measures, if required.

The project is proposing to develop 30 housing units in a new 3-story building located adjacent to the existing vehicle maintenance facility at the west end of Divide Road. Access is proposed via Divide Way. Thirty (30) new parking spaces are proposed (1 per dwelling unit) on the site. The project site and access plan is shown on **Figure 2**.

Existing roadways that serve the site include Brush Creek Road, Divide Road, and Divide Way. Brush Creek Road is a two-lane roadway with a 30 mile per hour (mph) posted speed limit that serves as the primary east-west roadway through the base area and provides access to residential, resort, and commercial uses. The intersection of Brush Creek Road and Kearns Road/Wood Road is controlled with a single-lane roundabout. Divide Road is a two-lane roadway with a 30-mph posted speed limit that provides east-west access through the study area, providing access to residential and recreational uses. The intersection of Divide Road with Brush Creek Road is controlled with side-street stop control. Divide Way is a two-lane roadway that provides access to the existing vehicle maintenance facility and is closed in winters to the west of the facility. The intersection of Divide Road/Divide Way/Divide Dr is controlled with a 3-way stop sign.

Existing bus service is provided along Brush Creek Road at Divide Road (approximately 1 mile east of the site) with both the Village Shuttle and regional connectivity via Roaring Fork Transportation Authority (RFTA) from the Snowmass Mall. While there are year-round transit services available in Snowmass Village, additional route options are available during winter season.

**Existing Traffic Volumes and Capacity Analysis**

Existing traffic counts were collected for this project in July 2024. These volumes included morning (AM) and evening (PM) peak hour intersection counts at the intersections of (1) Brush Creek Rd/Kearns Rd/Wood Rd, (2) Brush Creek Road/Divide Road, and (3) Divide Road/Divide Drive/Divide Way, as well as daily traffic counts along Divide Road just west of Brush Creek Road. The existing traffic volumes are summarized on **Figure 3**.

Capacity analysis was conducted to evaluate existing traffic operations within the study area and to serve as a baseline for future short-term conditions with development of the site, as proposed. To measure and describe the operational status of the study intersections, transportation engineers and planners commonly use a grading system referred to as “Level of Service” (LOS) that is defined by the Highway Capacity Manual (HCM). LOS characterizes the operational conditions of an intersection’s traffic flow, ranging from LOS A (indicating very good, free flow operations) and LOS F (indicating congested and sometimes oversaturated conditions). These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with traveling through the intersections. The intersection LOS is represented as a delay in seconds per vehicle for the intersection as a whole and for each turning movement.

Typically, LOS A through C is considered to be good for the overall intersection operations. Within the Town of Snowmass Village, LOS C or better, on all but the ten (1) peak traffic data within the year, is the desired standard for intersection and roadway operations.

HCM capacity analysis was performed using Synchro/SimTraffic v12 software (for signalized and stop-controlled intersections) and SIDRA software for the existing Brush Creek Road/Kearns Road/Wood Road roundabout.

The results of the capacity analyses for existing conditions are summarized on **Table 2**. As shown, all intersections, approaches, and individual lanes are shown to operate acceptably at LOS B or better. There are no existing capacity deficiencies identified within the study area.

***Table 1 – Intersection Level of Service Summary – Existing Conditions***

| Intersections and Lane Groups | Existing | | | |
|---|---|---|---|---|
| | AM Peak | | PM Peak | |
| | Delay | LOS | Delay | LOS |
| **ROUNDABOUT CONTROL** | | | | |
| **Brush Creek Rd & Kearns Rd/Wood Rd** | **--** | **A** | **--** | **A** |
| Eastbound Approach | 5.7 | A | 5.5 | A |
| Westbound Approach | 5.8 | A | 4.9 | A |
| Northbound Approach | 3.2 | A | 4.1 | A |
| Southwestbound Approach | 4.4 | A | 3.9 | A |
| Southbound Approach | 5.6 | A | 5.5 | A |
| **STOP SIGN CONTROL** | | | | |
| **Brush Creek Rd & Divide Rd** | **2.0** | **A** | **3.0** | **A** |
| Eastbound Left + Right | 9.5 | A | 10.4 | B |
| Northbound Left + Through | 7.5 | A | 7.5 | A |
| Southbound Through + Right | 0.0 | A | 0.0 | A |
| **Divide Rd & Divide Dr/Divide Way** | **1.5** | **A** | **1.8** | **A** |
| Eastbound Left + Through + Right | 5.5 | A | 5.2 | A |
| Westbound Left + Through + Right | 0.0 | A | 0.0 | A |
| Northound Left + Through + Right | 1.7 | A | 1.9 | A |
| Southbound Left + Through + Right | 0.0 | A | 0.0 | A |

## Trip Generation and Distribution Analysis

The project is proposing to develop 30 employee housing units (one bedroom and studios). Trip generation analysis for the proposed use was performed using Town of Snowmass Village trip rates for “multifamily dwelling” and using Institute of Transportation Engineers (ITE) trip rates for the “Multifamily Low-Rise” (#220) land use category. The Town rates provide a daily trip generation of 5.0 trips per dwelling unit. In order to estimate AM and PM peak hour trips, ITE morning and evening peak hour trip rates were applied. Using these rates, the estimated vehicular trip generation estimates were calculated for the project:

***Table 2 – Trip Generation Estimates***

| Land Use | Size | Unit | Average Weekday Trips | | Weekday AM Peak Hour Trips | | | | Weekday PM Peak Hour Trips | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Rate | Total | Rate | Total | In | Out | Rate | Total | In | Out |
| Multi-family dwelling unit | 30 | D.U. | 5 | 150 | 0.40 | 12 | 3 | 9 | 0.51 | 15 | 9 | 6 |

As shown on **Table 2** above, the project is anticipated to generate 150 trips per day, 12 AM peak hour trips and 15 evening peak hour trips. Although employees/residents have access to transit, walking and biking facilities for some trips, no reductions were applied for this analysis in order to provide a conservative estimate of area vehicular traffic impacts.

The estimated site trips from **Table 2** were assigned to the existing roadway and intersection network based on existing and anticipated future traffic patterns in the area and based on existing and future area land uses, trip generators, origins, and destinations. The distribution assumptions, summarized on **Figure 4**, reflect that primary access to/from the site will be along Brush Creek Road and Divide Road, with 90% of vehicular trips to/from the site continuing on Brush Creek Road to/from the east.

The resulting site-generated traffic volumes are shown on **Figure 4**. These site trips were added to the existing traffic volumes to estimate the short-term total area volumes with development of the project, as shown on **Figure 5.** This figure includes projected total average daily traffic (ADT) volumes along Divide Road west of Brush Creek Road.

**Existing + Project Capacity Analysis**

Capacity analysis within the study area with the addition of project trips was performed using the analysis tools and methodologies previously described. The results of the LOS analysis with the addition of site trips to the existing traffic volumes, to represent short-term conditions within the study area with the build out of the site, are summarized on **Table 3**.

As shown, all intersections, approaches, and individual lanes are shown to continue to operate acceptably at LOS B or better with marginal increases to average delays for all intersections and movements. There are no capacity deficiencies identified within the study area with build out of the project in the short-term planning horizon, as proposed.

***Table 3 – Intersection Level of Service Summary – Existing + Project***

| Intersections and Lane Groups | Existing + Project | | | |
|---|---|---|---|---|
| | AM Peak | | PM Peak | |
| | Delay | LOS | Delay | LOS |
| **ROUNDABOUT CONTROL** | | | | |
| **Brush Creek Rd & Kearns Rd/Wood Rd** | **--** | **A** | **--** | **A** |
| Eastbound Approach | 5.8 | A | 5.5 | A |
| Westbound Approach | 5.9 | A | 5.0 | A |
| Northbound Approach | 3.3 | A | 4.1 | A |
| Southwestbound Approach | 4.4 | A | 4.0 | A |
| Southbound Approach | 5.6 | A | 5.6 | A |
| **STOP SIGN CONTROL** | | | | |
| **Brush Creek Rd & Divide Rd** | **2.4** | **A** | **3.2** | **A** |
| Eastbound Left + Right | 9.6 | A | 10.5 | B |
| Northbound Left + Through | 7.5 | A | 7.5 | A |
| Southbound Through + Right | 0.0 | A | 0.0 | A |
| **Divide Rd & Divide Dr/Divide Way** | **2.1** | **A** | **1.9** | **A** |
| Eastbound Left + Through + Right | 4.3 | A | 5.2 | A |
| Westbound Left + Through + Right | 0.0 | A | 0.0 | A |
| Northound Left + Through + Right | 7.5 | A | 1.6 | A |
| Southbound Left + Through + Right | 0.0 | A | 0.0 | A |

On the basis of this analysis, it is anticipated that the proposed project can be accommodated on the existing transportation network with negligible effects. All area roadway and intersections are operating above the Town's Level of Service "C" standard and will continue to do so with the addition of site generated vehicular traffic.

**Parking and Transportation Demand Management**

Parking for the development will be surface parking with 30 parking spaces, at a ratio of 1 space per unit, which includes two accessible parking spaces. Parking will be unbundled from unit leases, requiring an additional monthly cost to residents through lease controls, and will not be guaranteed to all residents. Stickers will be required to utilize these parking spaces and allow the parking to be effectively managed by Aspen One. These stickers will also provide identification of

employee vehicles to allow for enforcement of the Ditch Trail parking area to keep employees from using these spaces and maintaining their use for trail visitors.

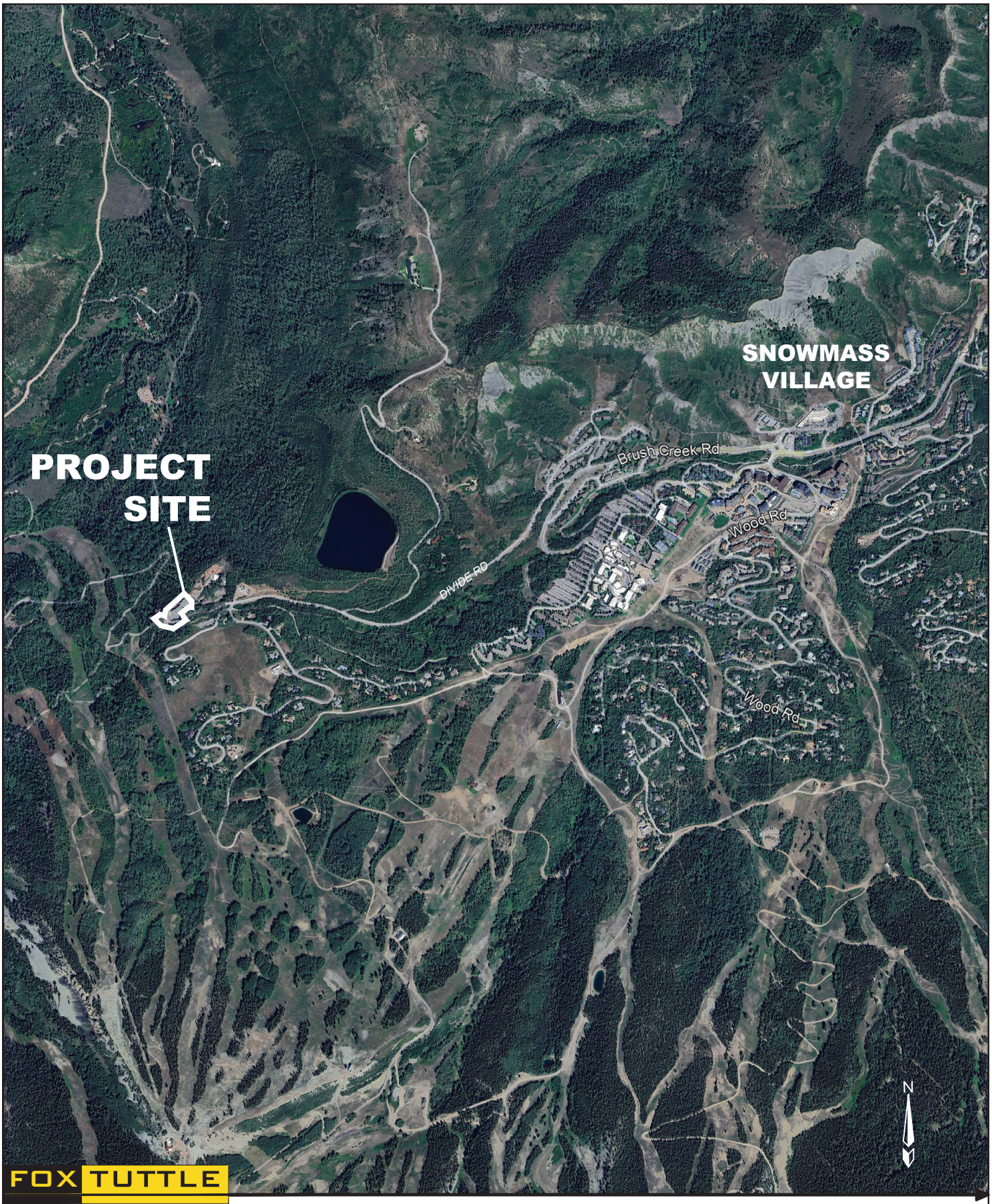
A Transportation Demand Management (TDM) Plan has been prepared separately which details the existing multimodal facilities, seasonal and year-long TDM strategies and programs, and additional parking strategy details to encourage non-single-occupancy vehicle (SOV) and multimodal trips. These TDM strategies include live-work co-location, on-site bicycle, bike-share and micromobility accommodations, site area transportation improvements, and shuttle service.

I hope the contents of this memorandum are helpful. Please contact me if you have any questions or would like to discuss our analysis and findings in more detail.

/SGT

Attachments:
Figure 1 – Vicinity Map
Figure 2 – Site Plan
Figure 3 – Existing Traffic Volumes
Figure 4 – Site-Generated Traffic Volumes
Figure 5 – Existing + Project Traffic Volumes

Appendix:
Traffic Count Sheets
Synchro/SimTraffic LOS Worksheets
SIDRA Worksheets




FOX TUTTLE
TRANSPORTATION GROUP

THE DIVIDE AT SNOWMASS TRAFFIC IMPACT STUDY

VICINITY MAP

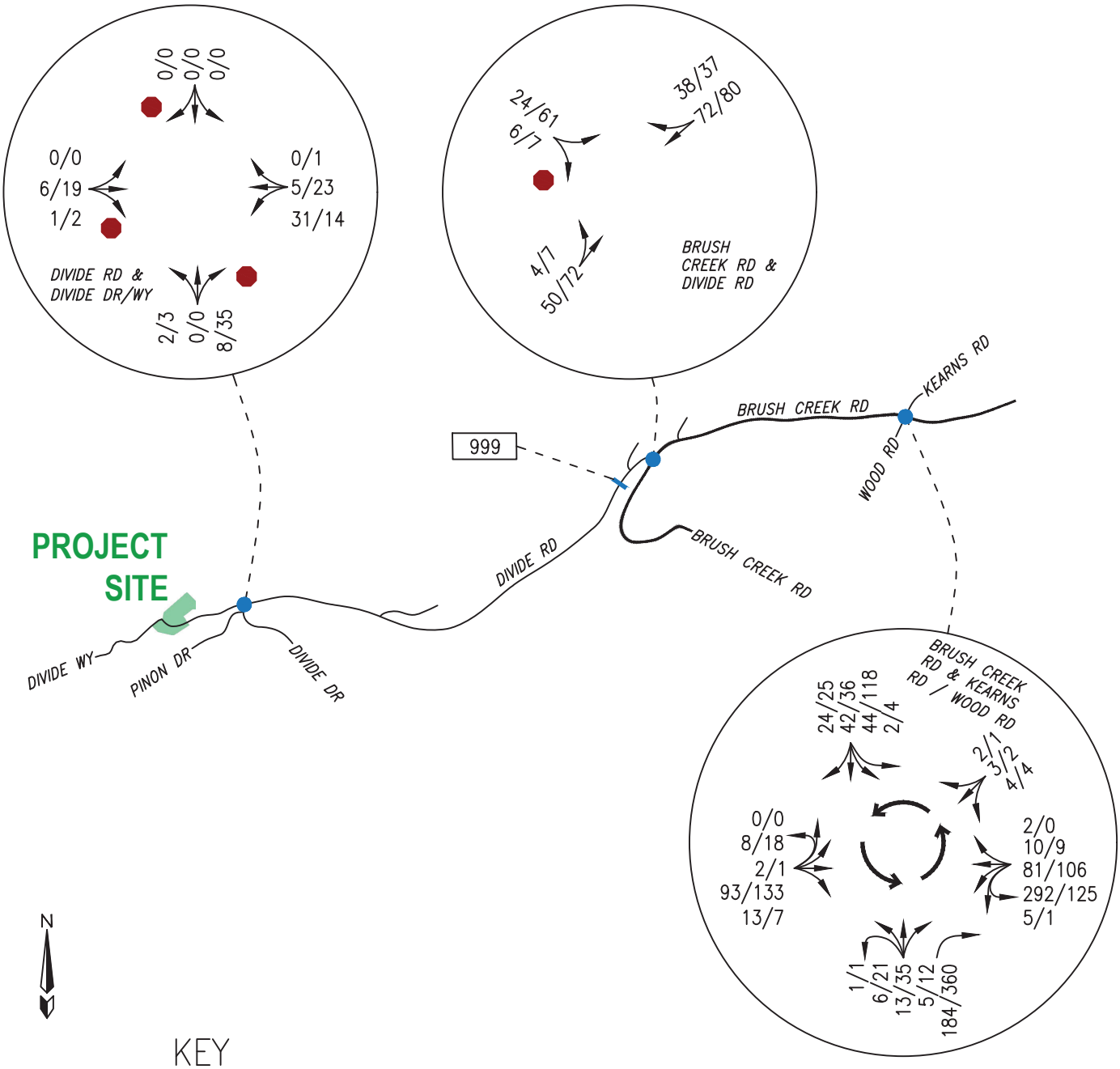
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FOX TUTTLE
TRANSPORTATION GROUP

THE DIVIDE AT SNOWMASS TRAFFIC IMPACT STUDY
SITE PLAN

| FT Project # | 24053 | Original Scale | 1"=100' | Date | 5/13/25 | Drawn by | SGT | Figure # | 2 |
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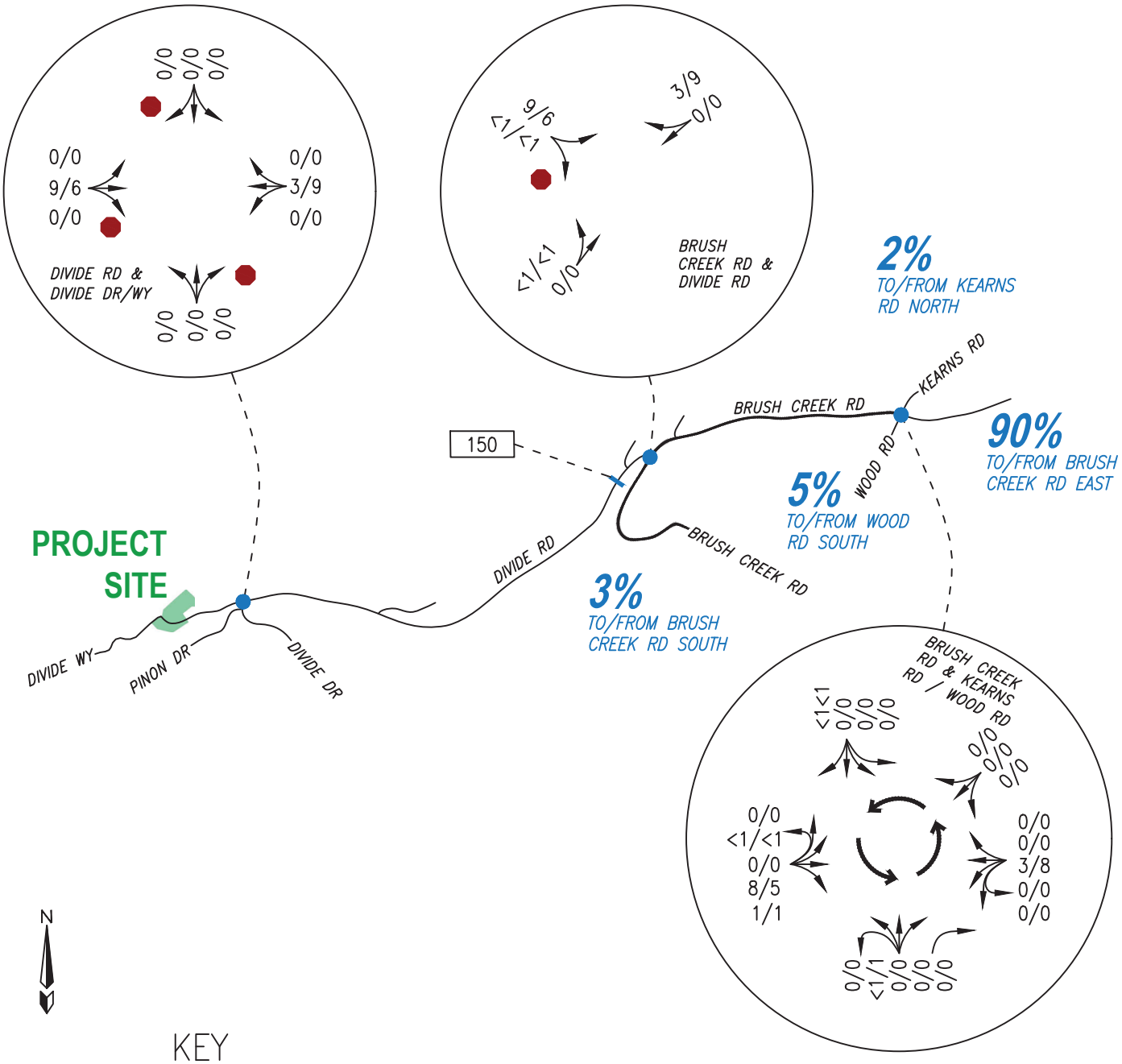



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THE DIVIDE AT SNOWMASS TRAFFIC IMPACT STUDY

EXISTING TRAFFIC VOLUMES

| FT # | 24053 | Original Scale | NTS | Date | 8/6/24 | Drawn by | SGT | Figure # | 3 |
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KEY

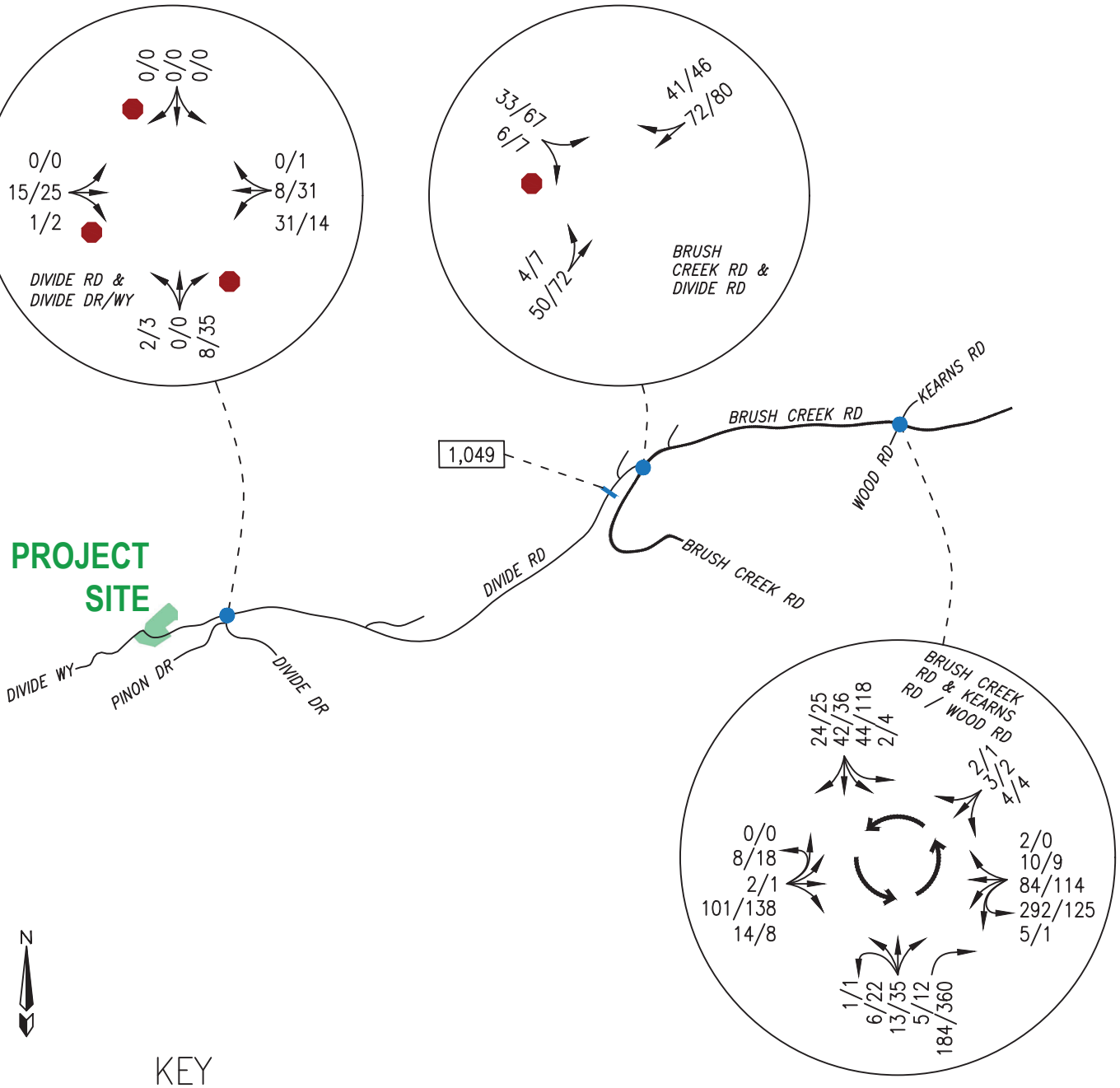
| | |
|---|---|
| XXX/XXX | AM/PM PEAK HOUR TRAFFIC VOLUME |
| XXX | DAILY TRAFFIC VOLUME |

FOX TUTTLE
TRANSPORTATION GROUP

THE DIVIDE AT SNOWMASS TRAFFIC IMPACT STUDY

SITE-GENERATED TRAFFIC VOLUMES

| FT # | 24053 | Original Scale | NTS | Date | 8/6/24 | Drawn by | SGT | Figure # | 4 |
|---|---|---|---|---|---|---|---|---|---|




KEY

| | |
|---|---|
| XXX/XXX | AM/PM PEAK HOUR TRAFFIC VOLUME |
| XXX | DAILY TRAFFIC VOLUME |

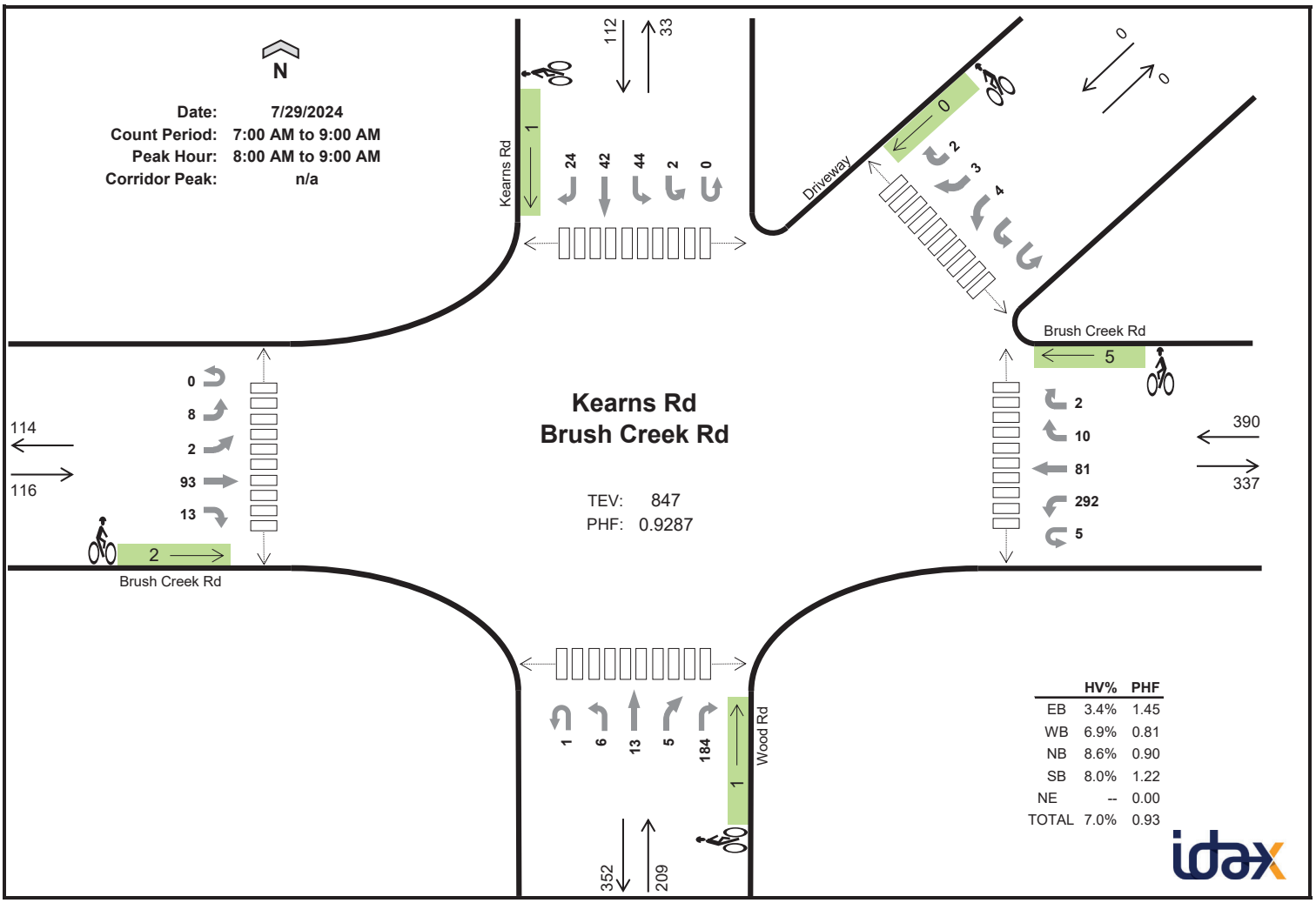
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THE DIVIDE AT SNOWMASS TRAFFIC IMPACT STUDY

EXISTING + SITE-GENERATED TRAFFIC VOLUMES

| FT # | 24053 | Original Scale | NTS | Date | 8/6/24 | Drawn by | SGT | Figure # | 5 |
|---|---|---|---|---|---|---|---|---|---|

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TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

## Peak Hour Count Summaries

| Peak Hour Interval Start | Brush Creek Rd Eastbound | | | | | Brush Creek Rd Westbound | | | | | Wood Rd Northbound | | | | | Kearns Rd Southbound | | | | | Driveway Southwestbound | | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | BL | TH | RT | UT | LT | TH | RT | HR | UT | LT | TH | BR | RT | UT | HL | LT | TH | RT | UT | HL | BL | BR | HR | | |
| 8:00 AM | 0 | 3 | 0 | 25 | 1 | 0 | 66 | 23 | 3 | 1 | 0 | 3 | 3 | 1 | 48 | 0 | 0 | 9 | 9 | 5 | 0 | 1 | 1 | 0 | 0 | 202 | 0 |
| 8:15 AM | 0 | 3 | 1 | 29 | 3 | 2 | 59 | 15 | 4 | 1 | 0 | 1 | 3 | 1 | 37 | 0 | 1 | 9 | 10 | 6 | 0 | 2 | 1 | 1 | 1 | 190 | 0 |
| 8:30 AM | 0 | 1 | 1 | 17 | 1 | 1 | 93 | 24 | 2 | 0 | 0 | 1 | 6 | 2 | 49 | 0 | 0 | 11 | 8 | 4 | 0 | 4 | 1 | 2 | 0 | 228 | 0 |
| 8:45 AM | 0 | 1 | 0 | 22 | 8 | 2 | 74 | 19 | 1 | 0 | 1 | 1 | 1 | 1 | 50 | 0 | 1 | 15 | 15 | 9 | 0 | 4 | 1 | 0 | 1 | 227 | 847 |
| Pk Hr All | 0 | 8 | 2 | 93 | 13 | 5 | 292 | 81 | 10 | 2 | 1 | 6 | 13 | 5 | 184 | 0 | 2 | 44 | 42 | 24 | 0 | 11 | 4 | 3 | 2 | 847 | |
| Pk Hr HV | 0 | 0 | 0 | 4 | 0 | 0 | 17 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 17 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 59 | |
| Pk Hr HV% | - | 0% | 0% | 4% | 0% | 0% | 6% | 12% | 0% | 0% | 0% | 17% | 0% | 0% | 9% | - | 0% | 11% | 10% | 0% | - | 0% | 0% | 33% | 0% | 7% | |

*Note: For complete count summary (all intervals), see following pages.*
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | | Bicycle Totals | | | | | | Pedestrians (Crossing Leg) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | SWB | Total | EB | WB | NB | SB | SWB | Total | E | W | N | S | NE | Total |
| 8:00 AM | 2 | 6 | 6 | 2 | 0 | *16* | 0 | 2 | 1 | 0 | 0 | *3* | 3 | 13 | 0 | 4 | 0 | *20* |
| 8:15 AM | 1 | 4 | 4 | 3 | 1 | *13* | 0 | 2 | 0 | 1 | 1 | *4* | 4 | 2 | 0 | 1 | 0 | *7* |
| 8:30 AM | 0 | 9 | 3 | 2 | 0 | *14* | 0 | 0 | 0 | 0 | 0 | *0* | 7 | 10 | 3 | 4 | 2 | *26* |
| 8:45 AM | 1 | 8 | 5 | 2 | 0 | *16* | 2 | 1 | 0 | 0 | 0 | *3* | 7 | 13 | 2 | 4 | 4 | *30* |
| Peak Hour | 4 | 27 | 18 | 9 | 1 | *59* | 2 | 5 | 1 | 1 | 1 | *10* | 21 | 38 | 5 | 13 | 6 | *83* |

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## Count Summaries - All Vehicles

| Interval Start | Brush Creek Rd Eastbound | | | | | Brush Creek Rd Westbound | | | | | Wood Rd Northbound | | | | | Kearns Rd Southbound | | | | | Driveway Southwestbound | | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | BL | TH | RT | UT | LT | TH | RT | HR | UT | LT | TH | BR | RT | UT | HL | LT | TH | RT | UT | HL | BL | BR | HR | | |
| 7:00 AM | 0 | 4 | 1 | 17 | 2 | 0 | 43 | 15 | 4 | 0 | 0 | 0 | 3 | 0 | 39 | 0 | 0 | 8 | 12 | 1 | 0 | 0 | 1 | 0 | 0 | 150 | 0 |
| 7:15 AM | 0 | 2 | 0 | 22 | 1 | 1 | 38 | 16 | 0 | 0 | 0 | 0 | 10 | 0 | 31 | 0 | 0 | 5 | 10 | 5 | 0 | 2 | 0 | 0 | 0 | 143 | 0 |
| 7:30 AM | 0 | 2 | 0 | 19 | 1 | 2 | 47 | 27 | 1 | 0 | 1 | 0 | 1 | 2 | 27 | 0 | 0 | 9 | 7 | 1 | 0 | 1 | 1 | 0 | 0 | 149 | 0 |
| 7:45 AM | 0 | 1 | 0 | 26 | 3 | 2 | 49 | 25 | 5 | 0 | 0 | 1 | 3 | 2 | 39 | 0 | 1 | 11 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 175 | 617 |
| **8:00 AM** | **0** | **3** | **0** | **25** | **1** | **0** | **66** | **23** | **3** | **1** | **0** | **3** | **3** | **1** | **48** | **0** | **0** | **9** | **9** | **5** | **0** | **1** | **1** | **0** | **0** | **202** | **669** |
| **8:15 AM** | **0** | **3** | **1** | **29** | **3** | **2** | **59** | **15** | **4** | **1** | **0** | **1** | **3** | **1** | **37** | **0** | **1** | **9** | **10** | **6** | **0** | **2** | **1** | **1** | **1** | **190** | **716** |
| **8:30 AM** | **0** | **1** | **1** | **17** | **1** | **1** | **93** | **24** | **2** | **0** | **0** | **1** | **6** | **2** | **49** | **0** | **0** | **11** | **8** | **4** | **0** | **4** | **1** | **2** | **0** | **228** | **795** |
| **8:45 AM** | **0** | **1** | **0** | **22** | **8** | **2** | **74** | **19** | **1** | **0** | **1** | **1** | **1** | **1** | **50** | **0** | **1** | **15** | **15** | **9** | **0** | **4** | **1** | **0** | **1** | **227** | **847** |
| Count Total | 0 | 17 | 3 | 177 | 20 | 10 | 469 | 164 | 20 | 2 | 2 | 7 | 30 | 9 | 320 | 0 | 3 | 77 | 74 | 31 | 0 | 15 | 9 | 3 | 2 | 1,464 | |
| Pk Hr All | **0** | **8** | **2** | **93** | **13** | **5** | **292** | **81** | **10** | **2** | **1** | **6** | **13** | **5** | **184** | **0** | **2** | **44** | **42** | **24** | **0** | **11** | **4** | **3** | **2** | **847** | |
| Pk Hr HV | **0** | **0** | **0** | **4** | **0** | **0** | **17** | **10** | **0** | **0** | **0** | **1** | **0** | **0** | **17** | **0** | **0** | **5** | **4** | **0** | **0** | **0** | **0** | **1** | **0** | **59** | |
| Pk Hr HV% | **-** | **0%** | **0%** | **4%** | **0%** | **0%** | **6%** | **12%** | **0%** | **0%** | **0%** | **17%** | **0%** | **0%** | **9%** | **-** | **0%** | **11%** | **10%** | **0%** | **-** | **0%** | **0%** | **33%** | **0%** | **7%** | |

| Interval Start | Heavy Vehicle Totals EB | WB | NB | SB | SWB | Total | Bicycle Totals EB | WB | NB | SB | SWB | Total | Pedestrians (Crossing Leg) E | W | N | S | NE | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:00 AM | 0 | 6 | 5 | 3 | 1 | *15* | 0 | 0 | 0 | 0 | 0 | *0* | 2 | 18 | 1 | 12 | 0 | *33* |
| 7:15 AM | 1 | 3 | 7 | 2 | 0 | *13* | 0 | 0 | 0 | 0 | 0 | *0* | 3 | 12 | 2 | 4 | 2 | *23* |
| 7:30 AM | 0 | 5 | 4 | 3 | 0 | *12* | 0 | 0 | 0 | 0 | 0 | *0* | 2 | 21 | 5 | 10 | 3 | *41* |
| 7:45 AM | 0 | 7 | 5 | 2 | 0 | *14* | 0 | 0 | 2 | 0 | 0 | *2* | 8 | 9 | 0 | 7 | 0 | *24* |
| **8:00 AM** | **2** | **6** | **6** | **2** | **0** | **16** | **0** | **2** | **1** | **0** | **0** | **3** | **3** | **13** | **0** | **4** | **0** | **20** |
| **8:15 AM** | **1** | **4** | **4** | **3** | **1** | **13** | **0** | **2** | **0** | **1** | **1** | **4** | **4** | **2** | **0** | **1** | **0** | **7** |
| **8:30 AM** | **0** | **9** | **3** | **2** | **0** | **14** | **0** | **0** | **0** | **0** | **0** | **0** | **7** | **10** | **3** | **4** | **2** | **26** |
| **8:45 AM** | **1** | **8** | **5** | **2** | **0** | **16** | **2** | **1** | **0** | **0** | **0** | **3** | **7** | **13** | **2** | **4** | **4** | **30** |
| Count Total | 5 | 48 | 39 | 19 | 2 | *113* | 2 | 5 | 3 | 1 | 1 | *12* | 36 | 98 | 13 | 46 | 11 | *204* |
| **Peak Hour** | **4** | **27** | **18** | **9** | **1** | ***59*** | **2** | **5** | **1** | **1** | **1** | ***10*** | **21** | **38** | **5** | **13** | **6** | ***83*** |

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## Count Summaries - Heavy Vehicles

| Interval Start | Brush Creek Rd Eastbound | | | | | Brush Creek Rd Westbound | | | | | Wood Rd Northbound | | | | | Kearns Rd Southbound | | | | | Driveway Southwestbound | | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | BL | TH | RT | UT | LT | TH | RT | HR | UT | LT | TH | BR | RT | UT | HL | LT | TH | RT | UT | HL | BL | BR | HR | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 15 | 0 |
| 7:15 AM | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 54 |
| **8:00 AM** | **0** | **0** | **0** | **2** | **0** | **0** | **3** | **3** | **0** | **0** | **0** | **1** | **0** | **0** | **5** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **16** | **55** |
| **8:15 AM** | **0** | **0** | **0** | **1** | **0** | **0** | **2** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** | **2** | **1** | **0** | **0** | **0** | **0** | **1** | **0** | **13** | **55** |
| **8:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **7** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **14** | **57** |
| **8:45 AM** | **0** | **0** | **0** | **1** | **0** | **0** | **5** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **16** | **59** |
| Count Total | 0 | 0 | 0 | 5 | 0 | 0 | 30 | 18 | 0 | 0 | 0 | 1 | 1 | 0 | 37 | 0 | 0 | 10 | 9 | 0 | 0 | 0 | 1 | 1 | 0 | 113 | |
| **Pk Hr Heavy** | **0** | **0** | **0** | **4** | **0** | **0** | **17** | **10** | **0** | **0** | **0** | **1** | **0** | **0** | **17** | **0** | **0** | **5** | **4** | **0** | **0** | **0** | **0** | **1** | **0** | **59** | |

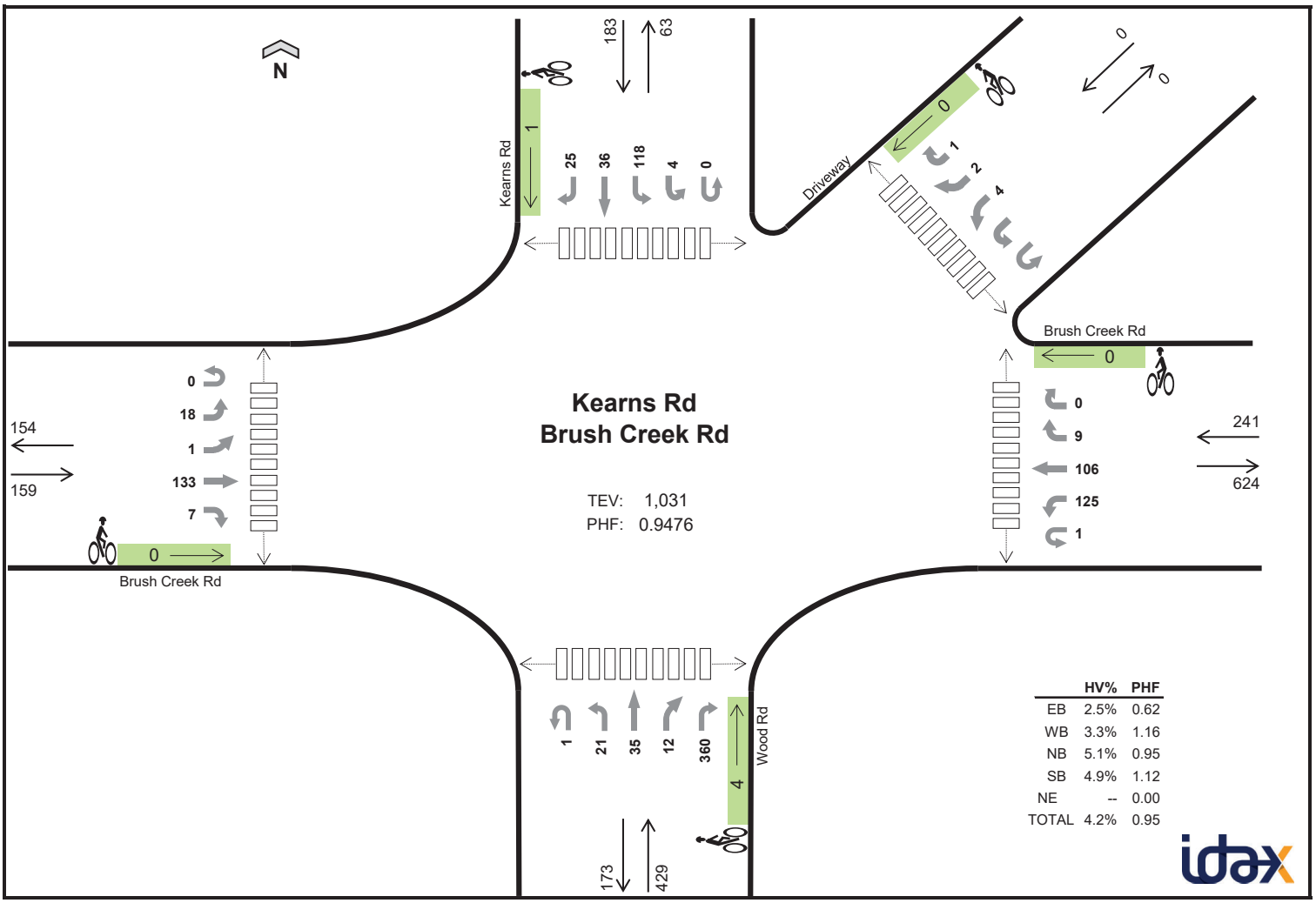
## Count Summaries - Bikes

| Interval Start | Brush Creek Rd Eastbound | | | | | Brush Creek Rd Westbound | | | | | Wood Rd Northbound | | | | | Kearns Rd Southbound | | | | | Driveway Southwestbound | | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | BL | TH | RT | UT | LT | TH | RT | HR | UT | LT | TH | BR | RT | UT | HL | LT | TH | RT | UT | HL | BL | BR | HR | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **5** |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **4** | **9** |
| **8:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **9** |
| **8:45 AM** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **10** |
| Count Total | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **2** | **0** | **0** | **2** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **10** | |

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## Peak Hour Count Summaries

| Peak Hour Interval Start | Brush Creek Rd Eastbound | | | | | Brush Creek Rd Westbound | | | | | Wood Rd Northbound | | | | | Kearns Rd Southbound | | | | | Driveway Southwestbound | | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | BL | TH | RT | UT | LT | TH | RT | HR | UT | LT | TH | BR | RT | UT | HL | LT | TH | RT | UT | HL | BL | BR | HR | | |
| 4:30 PM | 0 | 4 | 0 | 21 | 2 | 0 | 33 | 27 | 3 | 0 | 0 | 9 | 11 | 4 | 84 | 0 | 1 | 27 | 11 | 6 | 0 | 5 | 1 | 1 | 1 | 251 | 0 |
| 4:45 PM | 0 | 3 | 0 | 33 | 0 | 0 | 30 | 22 | 4 | 0 | 0 | 5 | 11 | 6 | 92 | 0 | 0 | 28 | 10 | 8 | 0 | 2 | 0 | 1 | 0 | 255 | 0 |
| 5:00 PM | 0 | 7 | 0 | 55 | 2 | 0 | 26 | 25 | 1 | 0 | 0 | 5 | 11 | 2 | 95 | 0 | 1 | 29 | 5 | 6 | 0 | 1 | 1 | 0 | 0 | 272 | 0 |
| 5:15 PM | 0 | 4 | 1 | 24 | 3 | 1 | 36 | 32 | 1 | 0 | 1 | 2 | 2 | 0 | 89 | 0 | 2 | 34 | 10 | 5 | 0 | 4 | 2 | 0 | 0 | 253 | 1,031 |
| Pk Hr All | 0 | 18 | 1 | 133 | 7 | 1 | 125 | 106 | 9 | 0 | 1 | 21 | 35 | 12 | 360 | 0 | 4 | 118 | 36 | 25 | 0 | 12 | 4 | 2 | 1 | 1,031 | |
| Pk Hr HV | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 4 | 3 | 1 | 14 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 43 | |
| Pk Hr HV% | - | 0% | 0% | 3% | 0% | 0% | 2% | 6% | 0% | - | 0% | 19% | 9% | 8% | 4% | - | 0% | 3% | 11% | 4% | - | 0% | 0% | 0% | 0% | 4% | |

*Note: For complete count summary (all intervals), see following pages.*
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | | Bicycle Totals | | | | | | Pedestrians (Crossing Leg) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | SWB | Total | EB | WB | NB | SB | SWB | Total | E | W | N | S | NE | Total |
| 4:30 PM | 0 | 4 | 9 | 2 | 0 | *15* | 0 | 0 | 1 | 1 | 0 | *2* | 0 | 2 | 4 | 1 | 1 | *8* |
| 4:45 PM | 1 | 2 | 4 | 3 | 0 | *10* | 0 | 0 | 1 | 0 | 0 | *1* | 0 | 7 | 5 | 0 | 7 | *19* |
| 5:00 PM | 2 | 0 | 6 | 2 | 0 | *10* | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 13 | 3 | 0 | 1 | *17* |
| 5:15 PM | 1 | 2 | 3 | 2 | 0 | *8* | 0 | 0 | 2 | 0 | 0 | *2* | 0 | 9 | 0 | 2 | 0 | *11* |
| Peak Hour | 4 | 8 | 22 | 9 | 0 | *43* | 0 | 0 | 4 | 1 | 0 | *5* | 0 | 31 | 12 | 3 | 9 | *55* |

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## Count Summaries - All Vehicles

| Interval Start | Brush Creek Rd | | | | | Brush Creek Rd | | | | | Wood Rd | | | | | Kearns Rd | | | | | Driveway | | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | | Westbound | | | | | Northbound | | | | | Southbound | | | | | Southwestbound | | | | | | |
| | UT | LT | BL | TH | RT | UT | LT | TH | RT | HR | UT | LT | TH | BR | RT | UT | HL | LT | TH | RT | UT | HL | BL | BR | HR | | |
| 4:00 PM | 0 | 5 | 0 | 32 | 2 | 0 | 44 | 28 | 5 | 0 | 1 | 9 | 9 | 3 | 87 | 0 | 0 | 35 | 8 | 8 | 0 | 4 | 0 | 0 | 1 | 281 | 0 |
| 4:15 PM | 0 | 2 | 0 | 20 | 1 | 2 | 37 | 13 | 3 | 0 | 1 | 2 | 11 | 0 | 85 | 0 | 1 | 18 | 9 | 9 | 0 | 1 | 0 | 0 | 0 | 215 | 0 |
| **4:30 PM** | **0** | **4** | **0** | **21** | **2** | **0** | **33** | **27** | **3** | **0** | **0** | **9** | **11** | **4** | **84** | **0** | **1** | **27** | **11** | **6** | **0** | **5** | **1** | **1** | **1** | **251** | **0** |
| **4:45 PM** | **0** | **3** | **0** | **33** | **0** | **0** | **30** | **22** | **4** | **0** | **0** | **5** | **11** | **6** | **92** | **0** | **0** | **28** | **10** | **8** | **0** | **2** | **0** | **1** | **0** | **255** | **1,002** |
| **5:00 PM** | **0** | **7** | **0** | **55** | **2** | **0** | **26** | **25** | **1** | **0** | **0** | **5** | **11** | **2** | **95** | **0** | **1** | **29** | **5** | **6** | **0** | **1** | **1** | **0** | **0** | **272** | **993** |
| **5:15 PM** | **0** | **4** | **1** | **24** | **3** | **1** | **36** | **32** | **1** | **0** | **1** | **2** | **2** | **0** | **89** | **0** | **2** | **34** | **10** | **5** | **0** | **4** | **2** | **0** | **0** | **253** | **1,031** |
| 5:30 PM | 0 | 1 | 0 | 27 | 5 | 2 | 40 | 14 | 1 | 0 | 0 | 2 | 2 | 0 | 66 | 0 | 1 | 22 | 7 | 8 | 0 | 1 | 0 | 0 | 0 | 199 | 979 |
| 5:45 PM | 0 | 2 | 0 | 18 | 4 | 1 | 28 | 31 | 2 | 0 | 0 | 0 | 2 | 0 | 57 | 0 | 0 | 17 | 4 | 7 | 0 | 1 | 0 | 0 | 0 | 174 | 898 |
| Count Total | 0 | 28 | 1 | 230 | 19 | 6 | 274 | 192 | 20 | 0 | 3 | 34 | 59 | 15 | 655 | 0 | 6 | 210 | 64 | 57 | 0 | 19 | 4 | 2 | 2 | 1,900 | |
| Pk Hr All | **0** | **18** | **1** | **133** | **7** | **1** | **125** | **106** | **9** | **0** | **1** | **21** | **35** | **12** | **360** | **0** | **4** | **118** | **36** | **25** | **0** | **12** | **4** | **2** | **1** | **1,031** | |
| Pk Hr HV | **0** | **0** | **0** | **4** | **0** | **0** | **2** | **6** | **0** | **0** | **0** | **4** | **3** | **1** | **14** | **0** | **0** | **4** | **4** | **1** | **0** | **0** | **0** | **0** | **0** | **43** | |
| Pk Hr HV% | **-** | **0%** | **0%** | **3%** | **0%** | **0%** | **2%** | **6%** | **0%** | **-** | **0%** | **19%** | **9%** | **8%** | **4%** | **-** | **0%** | **3%** | **11%** | **4%** | **-** | **0%** | **0%** | **0%** | **0%** | **4%** | |

| Interval Start | Heavy Vehicle Totals | | | | | | Bicycle Totals | | | | | | Pedestrians (Crossing Leg) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | SWB | Total | EB | WB | NB | SB | SWB | Total | E | W | N | S | NE | Total |
| 4:00 PM | 0 | 4 | 6 | 3 | 0 | *13* | 0 | 0 | 3 | 0 | 0 | *3* | 0 | 6 | 0 | 6 | 2 | *14* |
| 4:15 PM | 1 | 4 | 6 | 3 | 0 | *14* | 0 | 0 | 1 | 0 | 0 | *1* | 12 | 5 | 5 | 1 | 5 | *28* |
| **4:30 PM** | **0** | **4** | **9** | **2** | **0** | **15** | **0** | **0** | **1** | **1** | **0** | **2** | **0** | **2** | **4** | **1** | **1** | **8** |
| **4:45 PM** | **1** | **2** | **4** | **3** | **0** | **10** | **0** | **0** | **1** | **0** | **0** | **1** | **0** | **7** | **5** | **0** | **7** | **19** |
| **5:00 PM** | **2** | **0** | **6** | **2** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **13** | **3** | **0** | **1** | **17** |
| **5:15 PM** | **1** | **2** | **3** | **2** | **0** | **8** | **0** | **0** | **2** | **0** | **0** | **2** | **0** | **9** | **0** | **2** | **0** | **11** |
| 5:30 PM | 2 | 0 | 6 | 3 | 0 | *11* | 0 | 0 | 1 | 0 | 0 | *1* | 2 | 15 | 3 | 5 | 3 | *28* |
| 5:45 PM | 0 | 5 | 3 | 2 | 0 | *10* | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 8 | 5 | 5 | 6 | *24* |
| Count Total | 7 | 21 | 43 | 20 | 0 | *91* | 0 | 0 | 9 | 1 | 0 | *10* | 14 | 65 | 25 | 20 | 25 | *149* |
| **Peak Hour** | **4** | **8** | **22** | **9** | **0** | ***43*** | **0** | **0** | **4** | **1** | **0** | ***5*** | **0** | **31** | **12** | **3** | **9** | ***55*** |

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## Count Summaries - Heavy Vehicles

| Interval Start | Brush Creek Rd Eastbound | | | | | Brush Creek Rd Westbound | | | | | Wood Rd Northbound | | | | | Kearns Rd Southbound | | | | | Driveway Southwestbound | | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | BL | TH | RT | UT | LT | TH | RT | HR | UT | LT | TH | BR | RT | UT | HL | LT | TH | RT | UT | HL | BL | BR | HR | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 |
| 4:15 PM | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** | **0** | **0** | **0** | **1** | **2** | **1** | **5** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **15** | **0** |
| **4:45 PM** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** | **1** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **10** | **52** |
| **5:00 PM** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **1** | **0** | **2** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **10** | **49** |
| **5:15 PM** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **8** | **43** |
| 5:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 39 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 39 |
| Count Total | 0 | 0 | 0 | 5 | 2 | 1 | 6 | 14 | 0 | 0 | 0 | 5 | 3 | 2 | 33 | 0 | 0 | 9 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 91 | |
| **Pk Hr Heavy** | **0** | **0** | **0** | **4** | **0** | **0** | **2** | **6** | **0** | **0** | **0** | **4** | **3** | **1** | **14** | **0** | **0** | **4** | **4** | **1** | **0** | **0** | **0** | **0** | **0** | **43** | |

## Count Summaries - Bikes

| Interval Start | Brush Creek Rd Eastbound | | | | | Brush Creek Rd Westbound | | | | | Wood Rd Northbound | | | | | Kearns Rd Southbound | | | | | Driveway Southwestbound | | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | BL | TH | RT | UT | LT | TH | RT | HR | UT | LT | TH | BR | RT | UT | HL | LT | TH | RT | UT | HL | BL | BR | HR | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **7** |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **5** |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | |

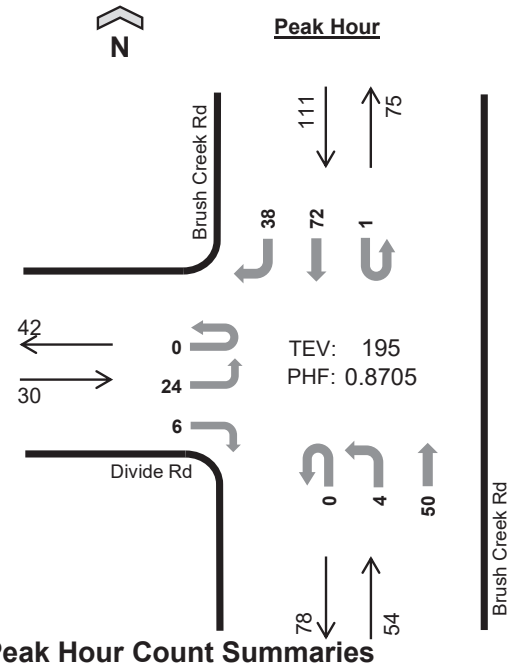
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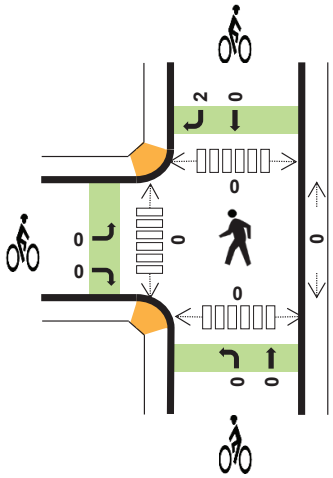
# Brush Creek Rd
# Divide Rd

**Peak Hour**

**Date:** 7/29/2024
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:15 AM to 8:15 AM




| | HV% | PHF |
|---|---|---|
| EB | 0% | 0.68 |
| WB | -- | -- |
| NB | 9% | 0.96 |
| SB | 13% | 0.90 |
| TOTAL | 10% | 0.87 |




## Peak Hour Count Summaries

| Peak Hour Interval Start | | Divide Rd Eastbound | | | | n/a Westbound | | | | Brush Creek Rd Northbound | | | | Brush Creek Rd Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:15 AM | | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 17 | 5 | 43 | 0 |
| 7:30 AM | | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 0 | 19 | 10 | 46 | 0 |
| 7:45 AM | | 0 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 0 | 1 | 0 | 19 | 11 | 56 | 0 |
| 8:00 AM | | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 0 | 0 | 0 | 17 | 12 | 50 | 195 |
| Pk Hr | All | 0 | 24 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 4 | 50 | 0 | 1 | 0 | 72 | 38 | 195 | |
| | HV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 11 | 3 | 19 | |
| | HV% | - | 0% | - | 0% | - | - | - | - | - | 25% | 8% | - | 0% | - | 15% | 8% | 10% | |

*Note: For complete count summary (all intervals), see following pages.*
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 7:15 AM | 0 | 0 | 1 | 2 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:30 AM | 0 | 0 | 1 | 4 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:45 AM | 0 | 0 | 0 | 5 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:00 AM | 0 | 0 | 3 | 3 | *6* | 0 | 0 | 0 | 2 | *2* | 0 | 0 | 0 | 0 | *0* |
| Peak Hour | 0 | 0 | 5 | 14 | *19* | 0 | 0 | 0 | 2 | *2* | 0 | 0 | 0 | 0 | *0* |

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## Count Summaries - All Vehicles

| Interval Start | Divide Rd | | | | n/a | | | | Brush Creek Rd | | | | Brush Creek Rd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 0 | 0 | 10 | 0 | 28 | 0 |
| **7:15 AM** | **0** | **9** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **12** | **0** | **0** | **0** | **17** | **5** | **43** | **0** |
| **7:30 AM** | **0** | **3** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **1** | **10** | **0** | **0** | **0** | **19** | **10** | **46** | **0** |
| **7:45 AM** | **0** | **9** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **2** | **12** | **0** | **1** | **0** | **19** | **11** | **56** | **173** |
| **8:00 AM** | **0** | **3** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **16** | **0** | **0** | **0** | **17** | **12** | **50** | **195** |
| 8:15 AM | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 15 | 7 | 43 | 195 |
| 8:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 0 | 15 | 11 | 38 | 187 |
| 8:45 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 0 | 17 | 13 | 49 | 180 |
| Count Total | 0 | 41 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 7 | 98 | 0 | 1 | 0 | 129 | 69 | 353 | |
| Pk Hr All | **0** | **24** | **0** | **6** | **0** | **0** | **0** | **0** | **0** | **4** | **50** | **0** | **1** | **0** | **72** | **38** | **195** | |
| Pk Hr HV | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **4** | **0** | **0** | **0** | **11** | **3** | **19** | |
| Pk Hr HV% | **-** | **0%** | **-** | **0%** | **-** | **-** | **-** | **-** | **-** | **25%** | **8%** | **-** | **0%** | **-** | **15%** | **8%** | **10%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 7:00 AM | 0 | 0 | 0 | 1 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:15 AM** | **0** | **0** | **1** | **2** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:30 AM** | **0** | **0** | **1** | **4** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:45 AM** | **0** | **0** | **0** | **5** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **8:00 AM** | **0** | **0** | **3** | **3** | **6** | **0** | **0** | **0** | **2** | **2** | **0** | **0** | **0** | **0** | **0** |
| 8:15 AM | 0 | 0 | 0 | 3 | *3* | 0 | 0 | 1 | 1 | *2* | 0 | 1 | 0 | 0 | *1* |
| 8:30 AM | 0 | 0 | 0 | 3 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 0 | 0 | 1 | 5 | *6* | 0 | 0 | 2 | 1 | *3* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 0 | 0 | 6 | 26 | *32* | 0 | 0 | 3 | 4 | *7* | 0 | 1 | 0 | 0 | *1* |
| **Peak Hour** | **0** | **0** | **5** | **14** | ***19*** | **0** | **0** | **0** | **2** | **2** | **0** | **0** | **0** | **0** | **0** |

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## Count Summaries - Heavy Vehicles

| Interval Start | Divide Rd | | | | n/a | | | | Brush Creek Rd | | | | Brush Creek Rd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **2** | **0** | **3** | **0** |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **4** | **0** | **5** | **0** |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **2** | **5** | **14** |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **2** | **1** | **6** | **19** |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 19 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 17 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 2 | 6 | 18 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 18 | 8 | 32 | |
| **Pk Hr Heavy** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **4** | **0** | **0** | **0** | **11** | **3** | **19** | |

## Count Summaries - Bikes

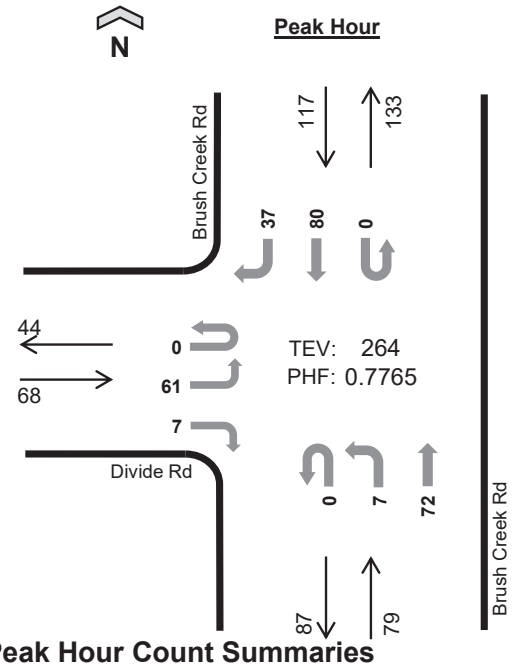
| Interval Start | Divide Rd | | | | n/a | | | | Brush Creek Rd | | | | Brush Creek Rd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** | **2** |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 4 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 3 | 7 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 3 | 7 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** | |

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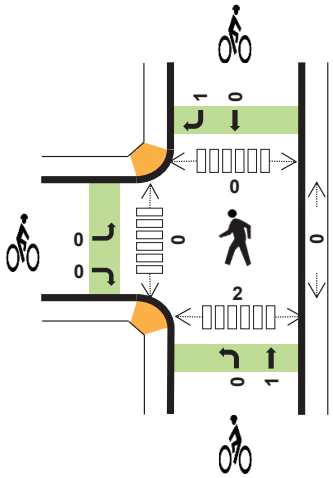
# Brush Creek Rd
# Divide Rd

**Peak Hour**

**Date:** 7/29/2024
**Count Period:** 4:00 PM to 6:00 PM
**Peak Hour:** 4:30 PM to 5:30 PM




| | HV% | PHF |
|---|---|---|
| EB | 9% | 0.74 |
| WB | -- | -- |
| NB | 1% | 0.64 |
| SB | 9% | 0.94 |
| TOTAL | 6% | 0.78 |




## Peak Hour Count Summaries

| Peak Hour Interval Start | | Divide Rd Eastbound | | | | n/a Westbound | | | | Brush Creek Rd Northbound | | | | Brush Creek Rd Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:30 PM | | 0 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 0 | 0 | 0 | 23 | 12 | 64 | 0 |
| 4:45 PM | | 0 | 13 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 20 | 0 | 0 | 0 | 15 | 10 | 64 | 0 |
| 5:00 PM | | 0 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 29 | 0 | 0 | 0 | 20 | 11 | 85 | 0 |
| 5:15 PM | | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 0 | 22 | 4 | 51 | 264 |
| Pk Hr | All | 0 | 61 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 72 | 0 | 0 | 0 | 80 | 37 | 264 | |
| | HV | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 4 | 17 | |
| | HV% | - | 7% | - | 29% | - | - | - | - | - | 0% | 1% | - | - | - | 8% | 11% | 6% | |

*Note: For complete count summary (all intervals), see following pages.*
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 4:30 PM | 0 | 0 | 1 | 4 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:45 PM | 2 | 0 | 0 | 2 | *4* | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 0 | 0 | *0* |
| 5:00 PM | 3 | 0 | 0 | 3 | *6* | 0 | 0 | 0 | 1 | *1* | 0 | 0 | 0 | 0 | *0* |
| 5:15 PM | 1 | 0 | 0 | 1 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 2 | *2* |
| Peak Hour | 6 | 0 | 1 | 10 | *17* | 0 | 0 | 1 | 1 | *2* | 0 | 0 | 0 | 2 | *2* |

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## Count Summaries - All Vehicles

| Interval Start | Divide Rd | | | | n/a | | | | Brush Creek Rd | | | | Brush Creek Rd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 21 | 0 | 1 | 0 | 19 | 13 | 69 | 0 |
| 4:15 PM | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 14 | 3 | 30 | 0 |
| **4:30 PM** | **0** | **16** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **2** | **9** | **0** | **0** | **0** | **23** | **12** | **64** | **0** |
| **4:45 PM** | **0** | **13** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **2** | **20** | **0** | **0** | **0** | **15** | **10** | **64** | **227** |
| **5:00 PM** | **0** | **22** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **2** | **29** | **0** | **0** | **0** | **20** | **11** | **85** | **243** |
| **5:15 PM** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **14** | **0** | **0** | **0** | **22** | **4** | **51** | **264** |
| 5:30 PM | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 9 | 7 | 38 | 238 |
| 5:45 PM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 13 | 0 | 0 | 0 | 23 | 4 | 49 | 223 |
| Count Total | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 15 | 125 | 0 | 1 | 0 | 145 | 64 | 450 | |
| Pk Hr All | **0** | **61** | **0** | **7** | **0** | **0** | **0** | **0** | **0** | **7** | **72** | **0** | **0** | **0** | **80** | **37** | **264** | |
| Pk Hr HV | **0** | **4** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **6** | **4** | **17** | |
| Pk Hr HV% | **-** | **7%** | **-** | **29%** | **-** | **-** | **-** | **-** | **-** | **0%** | **1%** | **-** | **-** | **-** | **8%** | **11%** | **6%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 4:00 PM | 0 | 0 | 0 | 3 | *3* | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 0 | 0 | 1 | 3 | *4* | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 0 | 0 | *0* |
| **4:30 PM** | **0** | **0** | **1** | **4** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:45 PM** | **2** | **0** | **0** | **2** | **4** | **0** | **0** | **1** | **0** | **1** | **0** | **0** | **0** | **0** | **0** |
| **5:00 PM** | **3** | **0** | **0** | **3** | **6** | **0** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **0** |
| **5:15 PM** | **1** | **0** | **0** | **1** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** |
| 5:30 PM | 2 | 0 | 0 | 1 | *3* | 1 | 0 | 1 | 0 | *2* | 0 | 1 | 0 | 0 | *1* |
| 5:45 PM | 0 | 0 | 0 | 4 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 8 | 0 | 2 | 21 | *31* | 1 | 0 | 4 | 1 | *6* | 0 | 1 | 0 | 2 | *3* |
| **Peak Hour** | **6** | **0** | **1** | **10** | ***17*** | **0** | **0** | **1** | **1** | ***2*** | **0** | **0** | **0** | **2** | ***2*** |

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## Count Summaries - Heavy Vehicles

| Interval Start | Divide Rd | | | | n/a | | | | Brush Creek Rd | | | | Brush Creek Rd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **2** | **2** | **5** | **0** |
| **4:45 PM** | **0** | **1** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **4** | **16** |
| **5:00 PM** | **0** | **2** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **2** | **6** | **19** |
| **5:15 PM** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **2** | **17** |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 15 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 15 |
| Count Total | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 16 | 5 | 31 | |
| **Pk Hr Heavy** | **0** | **4** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **6** | **4** | **17** | |

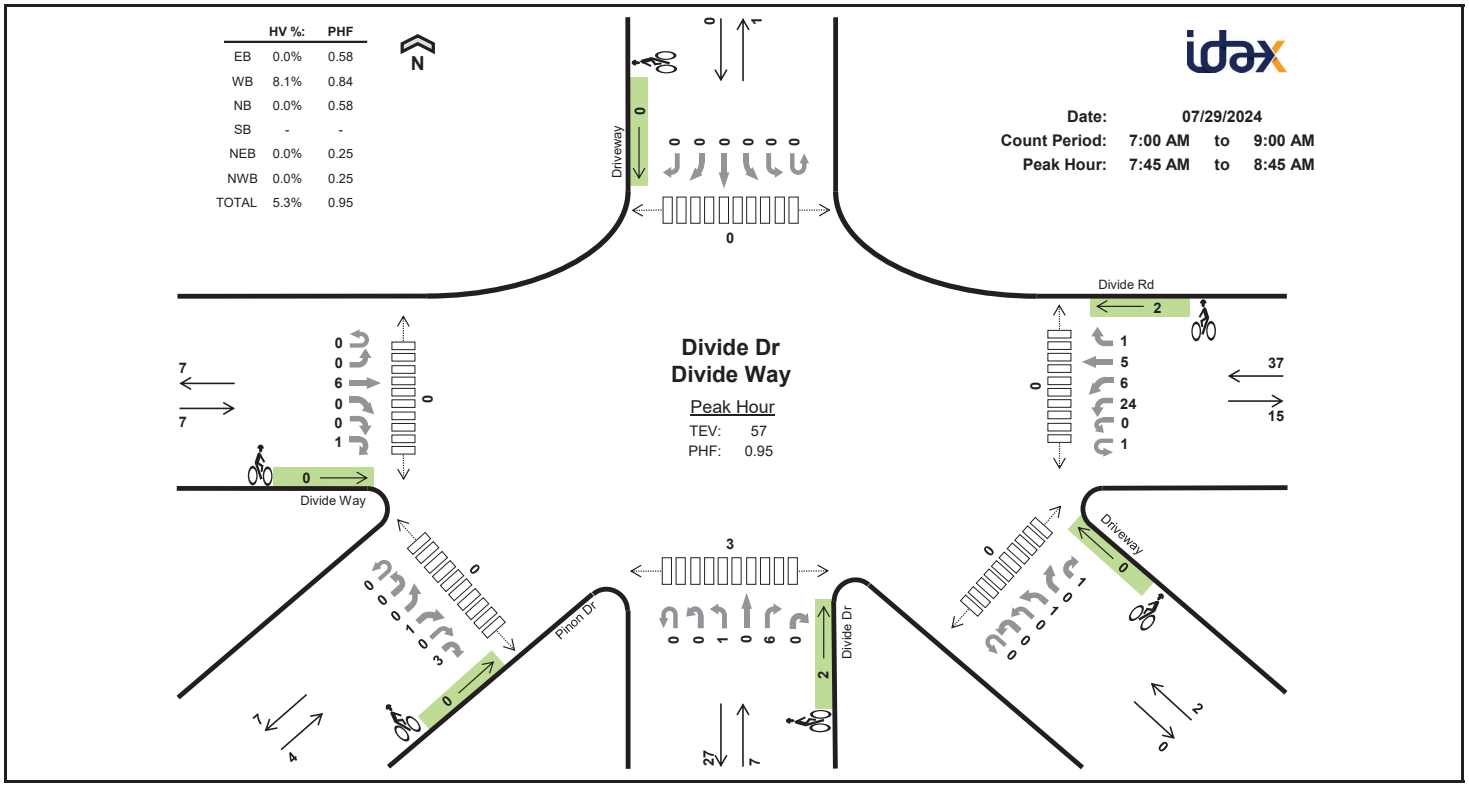
## Count Summaries - Bikes

| Interval Start | Divide Rd | | | | n/a | | | | Brush Creek Rd | | | | Brush Creek Rd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **3** |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **3** |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** |
| 5:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 4 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Count Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 6 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1** | **2** | |

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**Two-Hour Count Summaries**

| Interval Start | Divide Way Eastbound | | | | | | Divide Rd Westbound | | | | | | Divide Dr Northbound | | | | | | Driveway Southbound | | | | | | Pinon Dr Northeastbound | | | | | | Driveway Northwestbound | | | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | BR | RT | HR | UT | HL | LT | BL | TH | RT | UT | HL | LT | TH | RT | HR | UT | LT | BL | TH | BR | RT | UT | HL | BL | BR | RT | HR | UT | HL | LT | BL | BR | HR | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 |
| 7:15 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| 7:30 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 |
| **7:45 AM** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **5** | **2** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **15** | 39 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **0** | **6** | **1** | **3** | **0** | **0** | **0** | **1** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **15** | 49 |
| **8:15 AM** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **7** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **14** | 55 |
| **8:30 AM** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **6** | **3** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **13** | **57** |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 57 |
| Count Total | 0 | 0 | 9 | 1 | 0 | 1 | 1 | 1 | 36 | 13 | 8 | 1 | 0 | 2 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 96 | 0 |
| **Peak Hour All** | **0** | **0** | **6** | **0** | **0** | **1** | **1** | **0** | **24** | **6** | **5** | **1** | **0** | **0** | **1** | **0** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **3** | **0** | **0** | **0** | **1** | **0** | **1** | **57** | **0** |
| **Peak Hour HV** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** |
| **Peak Hour HV%** | **-** | **-** | **0%** | **-** | **-** | **0%** | **0%** | **-** | **8%** | **0%** | **0%** | **100%** | **-** | **-** | **0%** | **-** | **0%** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **0%** | **-** | **0%** | **-** | **-** | **-** | **0%** | **-** | **0%** | **5%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | | | Bicycles | | | | | | | Pedestrians (Crossing Leg) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | NEB | NWB | Total | EB | WB | NB | SB | NEB | NWB | Total | East | West | North | South | SE | SW | Total |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | 0 | 0 | *0* |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | 0 | 0 | *0* |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | 0 | 0 | *0* |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **1** | **0** | **0** | ***1*** |
| **8:00 AM** | **0** | **1** | **0** | **0** | **0** | **0** | ***1*** | **0** | **1** | **0** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **1** | **0** | **0** | ***1*** |
| **8:15 AM** | **0** | **1** | **0** | **0** | **0** | **0** | ***1*** | **0** | **1** | **2** | **0** | **0** | **0** | ***3*** | **0** | **0** | **0** | **0** | **0** | **0** | ***0*** |
| **8:30 AM** | **0** | **1** | **0** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **1** | **0** | **0** | ***1*** |
| 8:45 AM | 0 | 2 | 1 | 0 | 0 | 0 | *3* | 0 | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | 0 | 0 | *0* |
| Count Total | 0 | 5 | 1 | 0 | 0 | 0 | *6* | 0 | 2 | 2 | 0 | 0 | 0 | *4* | 0 | 0 | 0 | 3 | 0 | 0 | *3* |
| **Peak Hr** | **0** | **3** | **0** | **0** | **0** | **0** | ***3*** | **0** | **2** | **2** | **0** | **0** | **0** | ***4*** | **0** | **0** | **0** | **3** | **0** | **0** | ***3*** |

**Two-Hour Count Summaries - Heavy Vehicles**

| Interval Start | Divide Way Eastbound | | | | | | Divide Rd Westbound | | | | | | Divide Dr Northbound | | | | | | Driveway Southbound | | | | | | Pinon Dr Northeastbound | | | | | | Driveway Northwestbound | | | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | BR | RT | HR | UT | HL | LT | BL | TH | RT | UT | HL | LT | TH | RT | HR | UT | LT | BL | TH | BR | RT | UT | HL | BL | BR | RT | HR | UT | HL | LT | BL | BR | HR | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | 1 |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | 2 |
| **8:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **3** |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 3 | **0** |

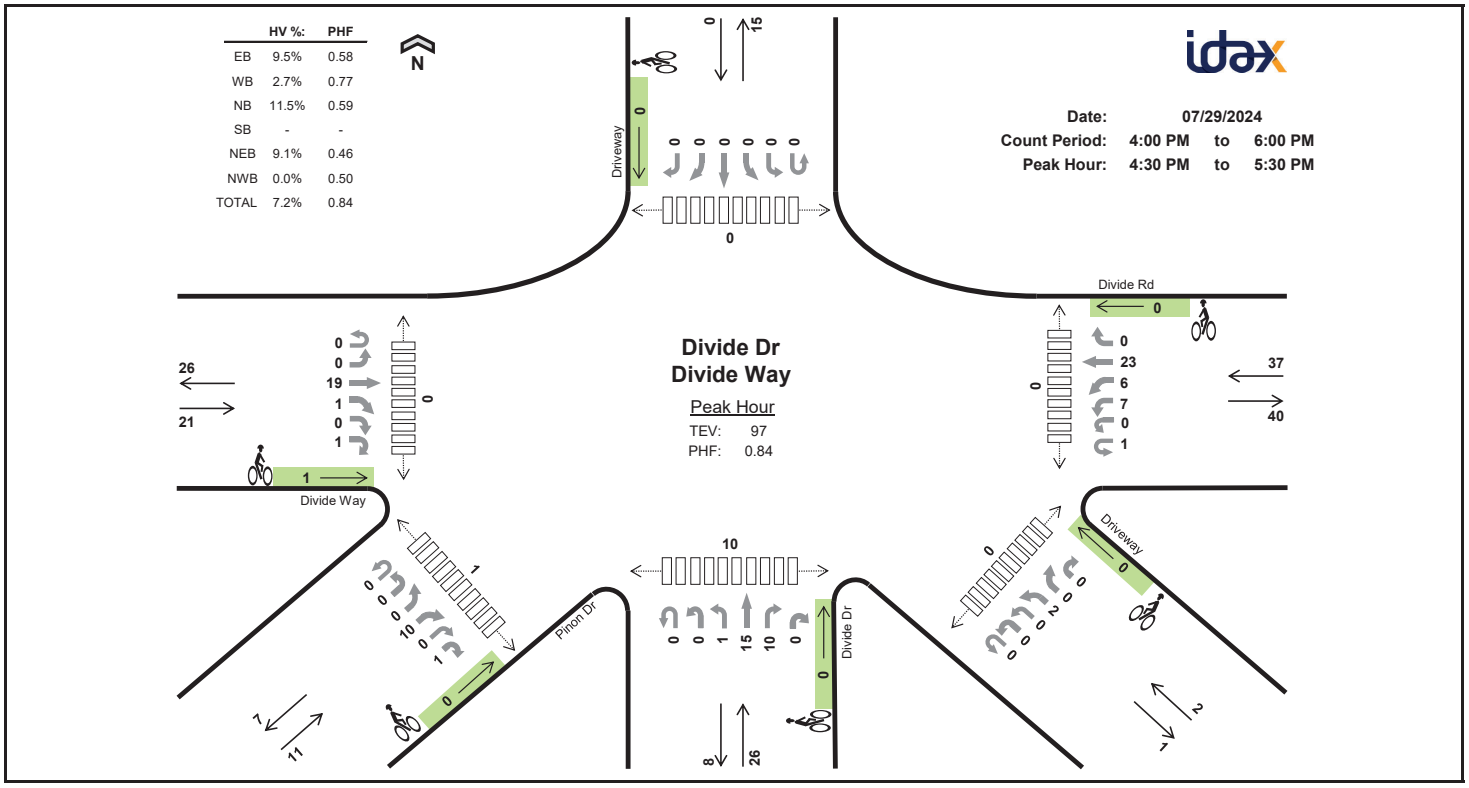
**Two-Hour Count Summaries - Bikes**

| Interval Start | Divide Way Eastbound | | | | | | Divide Rd Westbound | | | | | | Divide Dr Northbound | | | | | | Driveway Southbound | | | | | | Pinon Dr Northeastbound | | | | | | Driveway Northwestbound | | | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | BR | RT | HR | UT | HL | LT | BL | TH | RT | UT | HL | LT | TH | RT | HR | UT | LT | BL | TH | BR | RT | UT | HL | BL | BR | RT | HR | UT | HL | LT | BL | BR | HR | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | 1 |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | 4 |
| **8:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 4 | **0** |

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**Two-Hour Count Summaries**

| Interval Start | Divide Way Eastbound | | | | | | Divide Rd Westbound | | | | | | Divide Dr Northbound | | | | | | Driveway Southbound | | | | | | Pinon Dr Northeastbound | | | | | | Driveway Northwestbound | | | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | BR | RT | HR | UT | HL | LT | BL | TH | RT | UT | HL | LT | TH | RT | HR | UT | LT | BL | TH | BR | RT | UT | HL | BL | BR | RT | HR | UT | HL | LT | BL | BR | HR | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 8 | 0 |
| **4:30 PM** | **0** | **0** | **3** | **1** | **0** | **0** | **1** | **0** | **2** | **0** | **7** | **0** | **0** | **0** | **0** | **0** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **27** | 0 |
| **4:45 PM** | **0** | **0** | **7** | **0** | **0** | **1** | **0** | **0** | **1** | **1** | **10** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **28** | 80 |
| **5:00 PM** | **0** | **0** | **9** | **0** | **0** | **0** | **0** | **0** | **2** | **3** | **4** | **0** | **0** | **0** | **1** | **10** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **29** | 92 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** | **2** | **0** | **0** | **0** | **0** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **13** | **97** |
| 5:30 PM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 82 |
| 5:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 61 |
| Count Total | 0 | 0 | 23 | 1 | 0 | 1 | 1 | 0 | 14 | 13 | 29 | 0 | 0 | 1 | 1 | 18 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 141 | 0 |
| **Peak Hour All** | **0** | **0** | **19** | **1** | **0** | **1** | **1** | **0** | **7** | **6** | **23** | **0** | **0** | **0** | **1** | **15** | **10** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **10** | **0** | **1** | **0** | **0** | **0** | **2** | **0** | **0** | **97** | **0** |
| **Peak Hour HV** | **0** | **0** | **1** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **7** | **0** |
| **Peak Hour HV%** | **-** | **-** | **5%** | **0%** | **-** | **100%** | **0%** | **-** | **0%** | **0%** | **4%** | **-** | **-** | **-** | **0%** | **20%** | **0%** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **0%** | **-** | **100%** | **-** | **-** | **-** | **0%** | **-** | **-** | **7%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals EB | WB | NB | SB | NEB | NWB | Total | Bicycles EB | WB | NB | SB | NEB | NWB | Total | Pedestrians (Crossing Leg) East | West | North | South | SE | SW | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 2 | 0 | 0 | *2* |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | 0 | 0 | *0* |
| **4:30 PM** | **0** | **1** | **0** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **1** | **0** | **0** | ***1*** |
| **4:45 PM** | **2** | **0** | **0** | **0** | **1** | **0** | ***3*** | **0** | **0** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **2** | **0** | **0** | ***2*** |
| **5:00 PM** | **0** | **0** | **2** | **0** | **0** | **0** | ***2*** | **1** | **0** | **0** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **1** | **0** | **1** | ***2*** |
| **5:15 PM** | **0** | **0** | **1** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **6** | **0** | **0** | ***6*** |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 3 | 2 | 1 | *6* |
| Count Total | 2 | 2 | 3 | 0 | 1 | 0 | *8* | 1 | 0 | 0 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 15 | 2 | 2 | *19* |
| **Peak Hr** | **2** | **1** | **3** | **0** | **1** | **0** | ***7*** | **1** | **0** | **0** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **10** | **0** | **1** | ***11*** |

**Two-Hour Count Summaries - Heavy Vehicles**

| Interval Start | Divide Way Eastbound | | | | | | Divide Rd Westbound | | | | | | Divide Dr Northbound | | | | | | Driveway Southbound | | | | | | Pinon Dr Northeastbound | | | | | | Driveway Northwestbound | | | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | BR | RT | HR | UT | HL | LT | BL | TH | RT | UT | HL | LT | TH | RT | HR | UT | LT | BL | TH | BR | RT | UT | HL | BL | BR | RT | HR | UT | HL | LT | BL | BR | HR | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | 0 |
| **4:45 PM** | **0** | **0** | **1** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | 5 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | 6 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **7** |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Count Total | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| **Peak Hour** | **0** | **0** | **1** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | 7 | **0** |

**Two-Hour Count Summaries - Bikes**

| Interval Start | Divide Way Eastbound | | | | | | Divide Rd Westbound | | | | | | Divide Dr Northbound | | | | | | Driveway Southbound | | | | | | Pinon Dr Northeastbound | | | | | | Driveway Northwestbound | | | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | BR | RT | HR | UT | HL | LT | BL | TH | RT | UT | HL | LT | TH | RT | HR | UT | LT | BL | TH | BR | RT | UT | HL | BL | BR | RT | HR | UT | HL | LT | BL | BR | HR | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **5:00 PM** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | 1 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Count Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 1 | **0** |

TJ Wethington
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Location: Divide Rd_W-O Brush Creek Rd
Date: 07/29/2024
Count Duration: 24 HRS
Site Code: ADT1

| Time | Light Vehicles Volume NB | Light Vehicles Volume SB | Heavy Vehicles Volume NB | Heavy Vehicles Volume SB | Total |
|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | |
| 0:30 | 0 | 0 | 0 | 0 | |
| 0:45 | 0 | 1 | 0 | 0 | |
| 1:00 | 1 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | |
| 1:30 | 0 | 0 | 0 | 0 | |
| 1:45 | 0 | 0 | 0 | 0 | |
| 2:00 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | |
| 2:30 | 0 | 0 | 0 | 0 | |
| 2:45 | 0 | 0 | 0 | 0 | |
| 3:00 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | |
| 3:30 | 0 | 0 | 0 | 0 | |
| 3:45 | 0 | 0 | 0 | 0 | |
| 4:00 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | |
| 4:30 | 0 | 0 | 0 | 0 | |
| 4:45 | 0 | 0 | 0 | 0 | |
| 5:00 | 0 | 0 | 0 | 0 | 5 |
| 5:15 | 0 | 1 | 0 | 0 | |
| 5:30 | 0 | 1 | 0 | 0 | |
| 5:45 | 2 | 1 | 0 | 0 | |
| 6:00 | 1 | 2 | 0 | 0 | 28 |
| 6:15 | 1 | 10 | 0 | 0 | |
| 6:30 | 2 | 1 | 0 | 0 | |
| 6:45 | 9 | 2 | 0 | 0 | |
| 7:00 | 3 | 2 | 0 | 0 | 50 |
| 7:15 | 7 | 4 | 0 | 0 | |
| 7:30 | 6 | 9 | 0 | 0 | |
| 7:45 | 6 | 12 | 0 | 1 | |
| 8:00 | 3 | 10 | 0 | 1 | 58 |
| 8:15 | 9 | 8 | 0 | 1 | |
| 8:30 | 2 | 10 | 0 | 2 | |
| 8:45 | 3 | 8 | 0 | 1 | |
| 9:00 | 11 | 16 | 2 | 2 | 90 |
| 9:15 | 10 | 6 | 2 | 0 | |
| 9:30 | 13 | 8 | 1 | 0 | |
| 9:45 | 11 | 7 | 0 | 1 | |
| 10:00 | 9 | 12 | 1 | 2 | 85 |
| 10:15 | 6 | 11 | 0 | 0 | |
| 10:30 | 17 | 7 | 2 | 1 | |
| 10:45 | 6 | 10 | 1 | 0 | |
| 11:00 | 13 | 19 | 0 | 0 | 86 |
| 11:15 | 13 | 9 | 2 | 2 | |
| 11:30 | 5 | 6 | 0 | 1 | |
| 11:45 | 7 | 9 | 0 | 0 | |
| 12:00 | 15 | 12 | 2 | 0 | 106 |
| 12:15 | 13 | 8 | 0 | 1 | |
| 12:30 | 14 | 15 | 0 | 0 | |
| 12:45 | 15 | 9 | 1 | 1 | |
| 13:00 | 14 | 9 | 1 | 3 | 92 |
| 13:15 | 3 | 11 | 1 | 1 | |
| 13:30 | 11 | 10 | 1 | 2 | |
| 13:45 | 11 | 11 | 3 | 0 | |
| 14:00 | 11 | 6 | 0 | 1 | 72 |
| 14:15 | 10 | 8 | 2 | 2 | |
| 14:30 | 10 | 3 | 1 | 0 | |
| 14:45 | 7 | 11 | 0 | 0 | |
| 15:00 | 11 | 9 | 0 | 0 | 59 |
| 15:15 | 4 | 3 | 1 | 0 | |
| 15:30 | 9 | 6 | 1 | 1 | |
| 15:45 | 7 | 6 | 1 | 0 | |
| 16:00 | 11 | 9 | 0 | 1 | 80 |
| 16:15 | 3 | 2 | 0 | 0 | |
| 16:30 | 17 | 10 | 0 | 1 | |
| 16:45 | 14 | 12 | 0 | 0 | |
| 17:00 | 18 | 10 | 2 | 0 | 65 |
| 17:15 | 7 | 5 | 1 | 0 | |
| 17:30 | 8 | 4 | 0 | 0 | |
| 17:45 | 4 | 6 | 0 | 0 | |
| 18:00 | 12 | 10 | 0 | 0 | 50 |
| 18:15 | 6 | 2 | 0 | 0 | |
| 18:30 | 5 | 6 | 0 | 0 | |
| 18:45 | 2 | 7 | 0 | 0 | |
| 19:00 | 5 | 2 | 0 | 0 | 24 |
| 19:15 | 4 | 4 | 0 | 0 | |
| 19:30 | 3 | 4 | 0 | 0 | |
| 19:45 | 2 | 0 | 0 | 0 | |
| 20:00 | 10 | 2 | 0 | 0 | 26 |
| 20:15 | 3 | 6 | 0 | 0 | |
| 20:30 | 2 | 3 | 0 | 0 | |
| 20:45 | 0 | 0 | 0 | 0 | |
| 21:00 | 3 | 1 | 0 | 0 | 16 |
| 21:15 | 3 | 1 | 0 | 0 | |
| 21:30 | 1 | 2 | 0 | 0 | |
| 21:45 | 3 | 2 | 0 | 0 | |
| 22:00 | 0 | 2 | 0 | 0 | 5 |
| 22:15 | 1 | 1 | 0 | 0 | |
| 22:30 | 0 | 1 | 0 | 0 | |
| 22:45 | 0 | 0 | 0 | 0 | |
| 23:00 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | |
| 23:30 | 0 | 0 | 0 | 0 | |
| 23:45 | 0 | 0 | 0 | 0 | |
| 24-HOUR TOTAL | 488 | 453 | 29 | 29 | 999 |

| Time | Bikes on Road Volume NB | Bikes on Road Volume SB | Total |
|---|---|---|---|
| 0:00 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | |
| 0:30 | 0 | 0 | |
| 0:45 | 0 | 0 | |
| 1:00 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | |
| 1:30 | 0 | 0 | |
| 1:45 | 0 | 0 | |
| 2:00 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | |
| 2:30 | 0 | 0 | |
| 2:45 | 0 | 0 | |
| 3:00 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | |
| 3:30 | 0 | 0 | |
| 3:45 | 0 | 0 | |
| 4:00 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | |
| 4:30 | 0 | 0 | |
| 4:45 | 0 | 0 | |
| 5:00 | 0 | 0 | 1 |
| 5:15 | 0 | 1 | |
| 5:30 | 0 | 0 | |
| 5:45 | 0 | 0 | |
| 6:00 | 0 | 0 | 1 |
| 6:15 | 0 | 0 | |
| 6:30 | 0 | 0 | |
| 6:45 | 1 | 0 | |
| 7:00 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | |
| 7:30 | 0 | 0 | |
| 7:45 | 0 | 0 | |
| 8:00 | 0 | 2 | 4 |
| 8:15 | 2 | 0 | |
| 8:30 | 0 | 0 | |
| 8:45 | 0 | 0 | |
| 9:00 | 0 | 0 | 1 |
| 9:15 | 0 | 0 | |
| 9:30 | 0 | 1 | |
| 9:45 | 0 | 0 | |
| 10:00 | 0 | 0 | 3 |
| 10:15 | 1 | 0 | |
| 10:30 | 0 | 1 | |
| 10:45 | 1 | 0 | |
| 11:00 | 1 | 1 | 5 |
| 11:15 | 1 | 1 | |
| 11:30 | 1 | 0 | |
| 11:45 | 0 | 0 | |
| 12:00 | 0 | 0 | 4 |
| 12:15 | 1 | 0 | |
| 12:30 | 0 | 0 | |
| 12:45 | 1 | 2 | |
| 13:00 | 4 | 1 | 8 |
| 13:15 | 1 | 1 | |
| 13:30 | 0 | 0 | |
| 13:45 | 0 | 1 | |
| 14:00 | 0 | 0 | 5 |
| 14:15 | 1 | 1 | |
| 14:30 | 1 | 2 | |
| 14:45 | 0 | 0 | |
| 15:00 | 0 | 0 | 3 |
| 15:15 | 1 | 2 | |
| 15:30 | 0 | 0 | |
| 15:45 | 0 | 0 | |
| 16:00 | 0 | 0 | 1 |
| 16:15 | 0 | 0 | |
| 16:30 | 0 | 1 | |
| 16:45 | 0 | 0 | |
| 17:00 | 1 | 0 | 1 |
| 17:15 | 0 | 0 | |
| 17:30 | 0 | 0 | |
| 17:45 | 0 | 0 | |
| 18:00 | 0 | 1 | 1 |
| 18:15 | 0 | 0 | |
| 18:30 | 0 | 0 | |
| 18:45 | 0 | 0 | |
| 19:00 | 1 | 0 | 2 |
| 19:15 | 0 | 0 | |
| 19:30 | 1 | 0 | |
| 19:45 | 0 | 0 | |
| 20:00 | 0 | 0 | 0 |
| 20:15 | 0 | 0 | |
| 20:30 | 0 | 0 | |
| 20:45 | 0 | 0 | |
| 21:00 | 0 | 0 | 0 |
| 21:15 | 0 | 0 | |
| 21:30 | 0 | 0 | |
| 21:45 | 0 | 0 | |
| 22:00 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | |
| 22:30 | 0 | 0 | |
| 22:45 | 0 | 0 | |
| 23:00 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | |
| 23:30 | 0 | 0 | |
| 23:45 | 0 | 0 | |
| 24-HOUR TOTAL | 21 | 19 | 40 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 24 | 6 | 4 | 50 | 72 | 38 |
| Future Vol, veh/h | 24 | 6 | 4 | 50 | 72 | 38 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 68 | 68 | 96 | 96 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 35 | 9 | 4 | 52 | 80 | 42 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 162 | 101 | 122 | 0 | - | 0 |
| Stage 1 | 101 | - | - | - | - | - |
| Stage 2 | 60 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 829 | 954 | 1465 | - | - | - |
| Stage 1 | 923 | - | - | - | - | - |
| Stage 2 | 962 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 827 | 954 | 1465 | - | - | - |
| Mov Cap-2 Maneuver | 827 | - | - | - | - | - |
| Stage 1 | 920 | - | - | - | - | - |
| Stage 2 | 962 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 9.47 | 0.55 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 133 | - | 850 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | 0.052 | - | - |
| HCM Control Delay (s/veh) | 7.5 | 0 | 9.5 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

## 3: Divide Dr/Driveway & Divide Way/Divide Rd Performance by movement

| Movement | EBT | WBL | NBR | All |
|---|---|---|---|---|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 5.5 | 0.0 | 1.7 | 1.5 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 61 | 7 | 7 | 72 | 80 | 37 |
| Future Vol, veh/h | 61 | 7 | 7 | 72 | 80 | 37 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 74 | 74 | 64 | 64 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 82 | 9 | 11 | 113 | 85 | 39 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 239 | 105 | 124 | 0 | - | 0 |
| Stage 1 | 105 | - | - | - | - | - |
| Stage 2 | 134 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 749 | 950 | 1462 | - | - | - |
| Stage 1 | 919 | - | - | - | - | - |
| Stage 2 | 892 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 743 | 950 | 1462 | - | - | - |
| Mov Cap-2 Maneuver | 743 | - | - | - | - | - |
| Stage 1 | 912 | - | - | - | - | - |
| Stage 2 | 892 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 10.39 | 0.66 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 159 | - | 760 | - | - |
| HCM Lane V/C Ratio | 0.007 | - | 0.121 | - | - |
| HCM Control Delay (s/veh) | 7.5 | 0 | 10.4 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.4 | - | - |

## 3: Divide Dr/Driveway & Divide Way/Divide Rd Performance by movement

| Movement | EBT | EBR | WBT | NBR | All |
|---|---|---|---|---|---|
| Denied Del/Veh (s) | 0.1 | | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 5.2 | 2.1 | 0.0 | 1.9 | 1.8 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 33 | 6 | 4 | 50 | 72 | 41 |
| Future Vol, veh/h | 33 | 6 | 4 | 50 | 72 | 41 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 68 | 68 | 96 | 96 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 49 | 9 | 4 | 52 | 80 | 46 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 163 | 103 | 126 | 0 | - | 0 |
| Stage 1 | 103 | - | - | - | - | - |
| Stage 2 | 60 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 828 | 952 | 1461 | - | - | - |
| Stage 1 | 921 | - | - | - | - | - |
| Stage 2 | 962 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 825 | 952 | 1461 | - | - | - |
| Mov Cap-2 Maneuver | 825 | - | - | - | - | - |
| Stage 1 | 919 | - | - | - | - | - |
| Stage 2 | 962 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 9.59 | 0.55 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 133 | - | 842 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | 0.068 | - | - |
| HCM Control Delay (s/veh) | 7.5 | 0 | 9.6 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

## 3: Divide Dr/Driveway & Divide Way/Divide Rd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | All |
|---|---|---|---|---|---|---|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 4.3 | 2.7 | 0.0 | 0.0 | 7.5 | 2.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 67 | 7 | 7 | 72 | 80 | 46 |
| Future Vol, veh/h | 67 | 7 | 7 | 72 | 80 | 46 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 74 | 74 | 64 | 64 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 91 | 9 | 11 | 113 | 85 | 49 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 244 | 110 | 134 | 0 | - | 0 |
| Stage 1 | 110 | - | - | - | - | - |
| Stage 2 | 134 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 744 | 944 | 1451 | - | - | - |
| Stage 1 | 915 | - | - | - | - | - |
| Stage 2 | 892 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 738 | 944 | 1451 | - | - | - |
| Mov Cap-2 Maneuver | 738 | - | - | - | - | - |
| Stage 1 | 908 | - | - | - | - | - |
| Stage 2 | 892 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 10.5 | 0.66 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 159 | - | 754 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | 0.133 | - | - |
| HCM Control Delay (s/veh) | 7.5 | 0 | 10.5 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.5 | - | - |

## 3: Divide Dr/Driveway & Divide Way/Divide Rd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBR | All |
|---|---|---|---|---|---|---|
| Denied Del/Veh (s) | 0.1 | 0.4 | 0.1 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 5.2 | 3.0 | 0.0 | 0.2 | 1.6 | 1.9 |

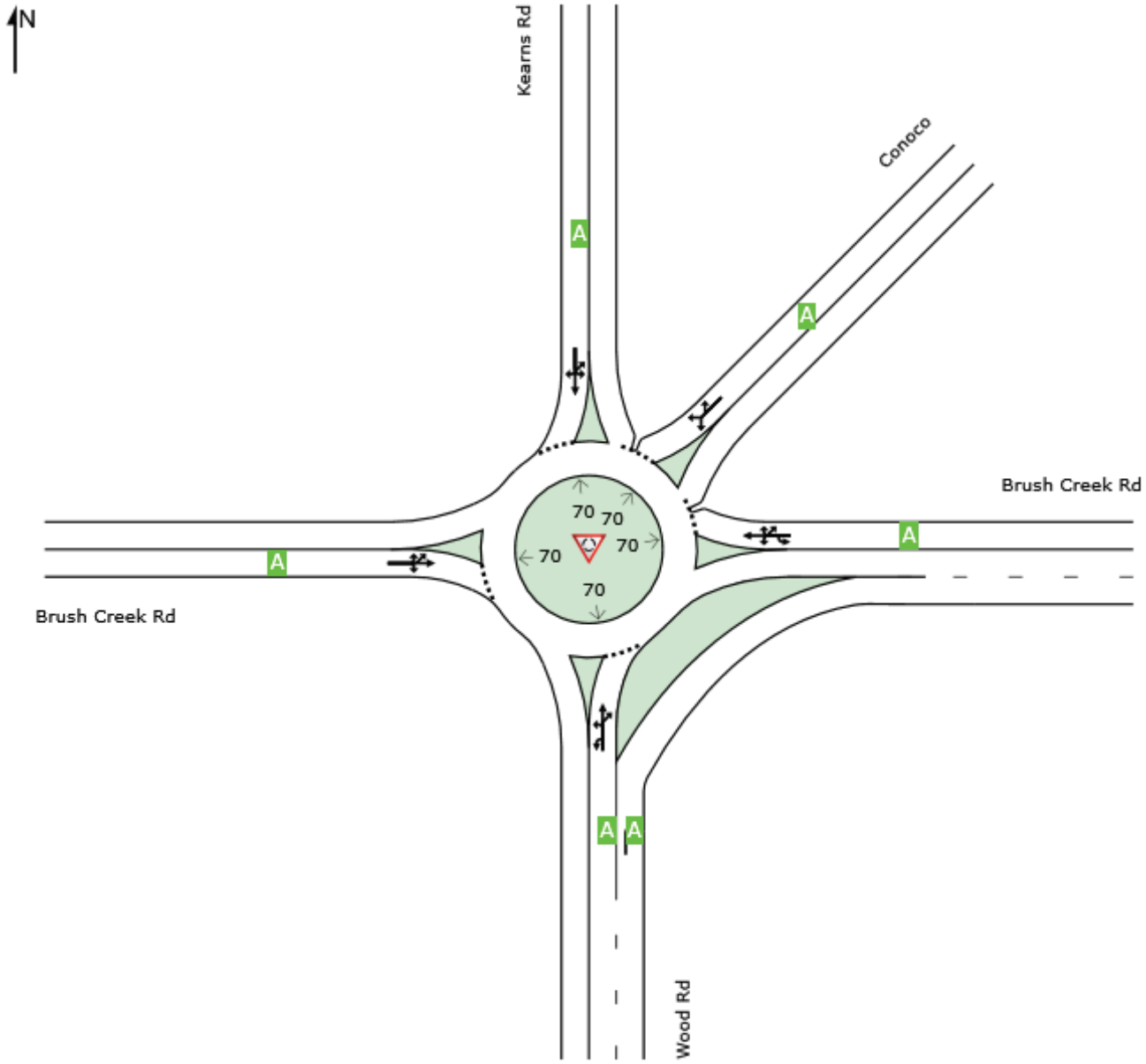
# LANE LEVEL OF SERVICE

## Lane Level of Service

### Site: 01 [Brush Creek RAB - Existing AM (Site Folder: General)]

Site Category: (None)
Roundabout

| | Approaches | | | | | Intersection |
|---|---|---|---|---|---|---|
| | South | East | Northeast | North | West | |
| LOS | A | A | A | A | A | A |




Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

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# DELAY (CONTROL)

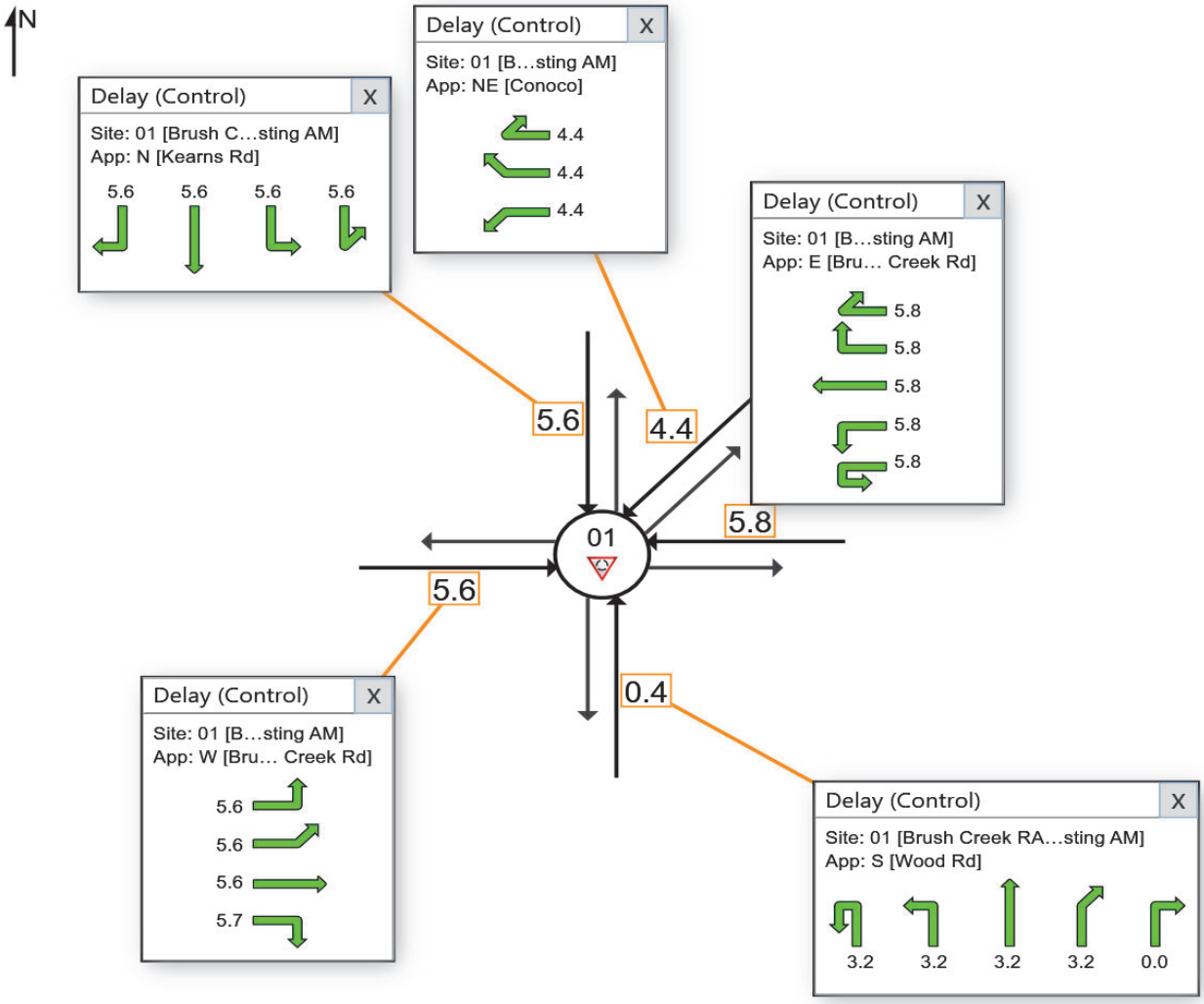
**Average control delay per vehicle, or average pedestrian delay (seconds)**

## Site: 01 [Brush Creek RAB - Existing AM (Site Folder: General)]

Site Category: (None)
Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



# QUEUE DISTANCE (PERCENTILE)

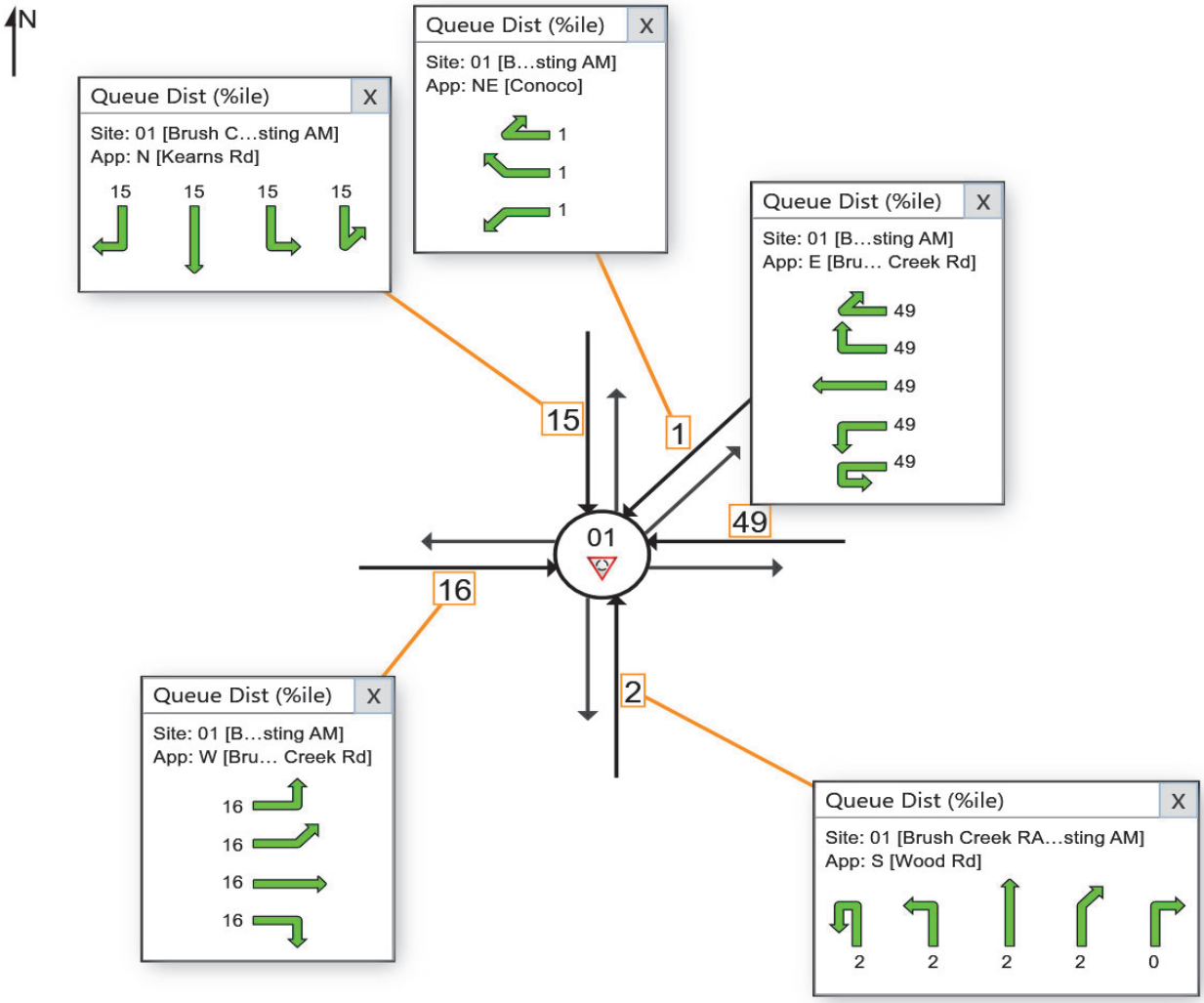
**Largest 95% Back of Queue Distance for any lane used by the vehicle movement (feet)**

## Site: 01 [Brush Creek RAB - Existing AM (Site Folder: General)]

Site Category: (None)
Roundabout

Use the button below to open or close all popups. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



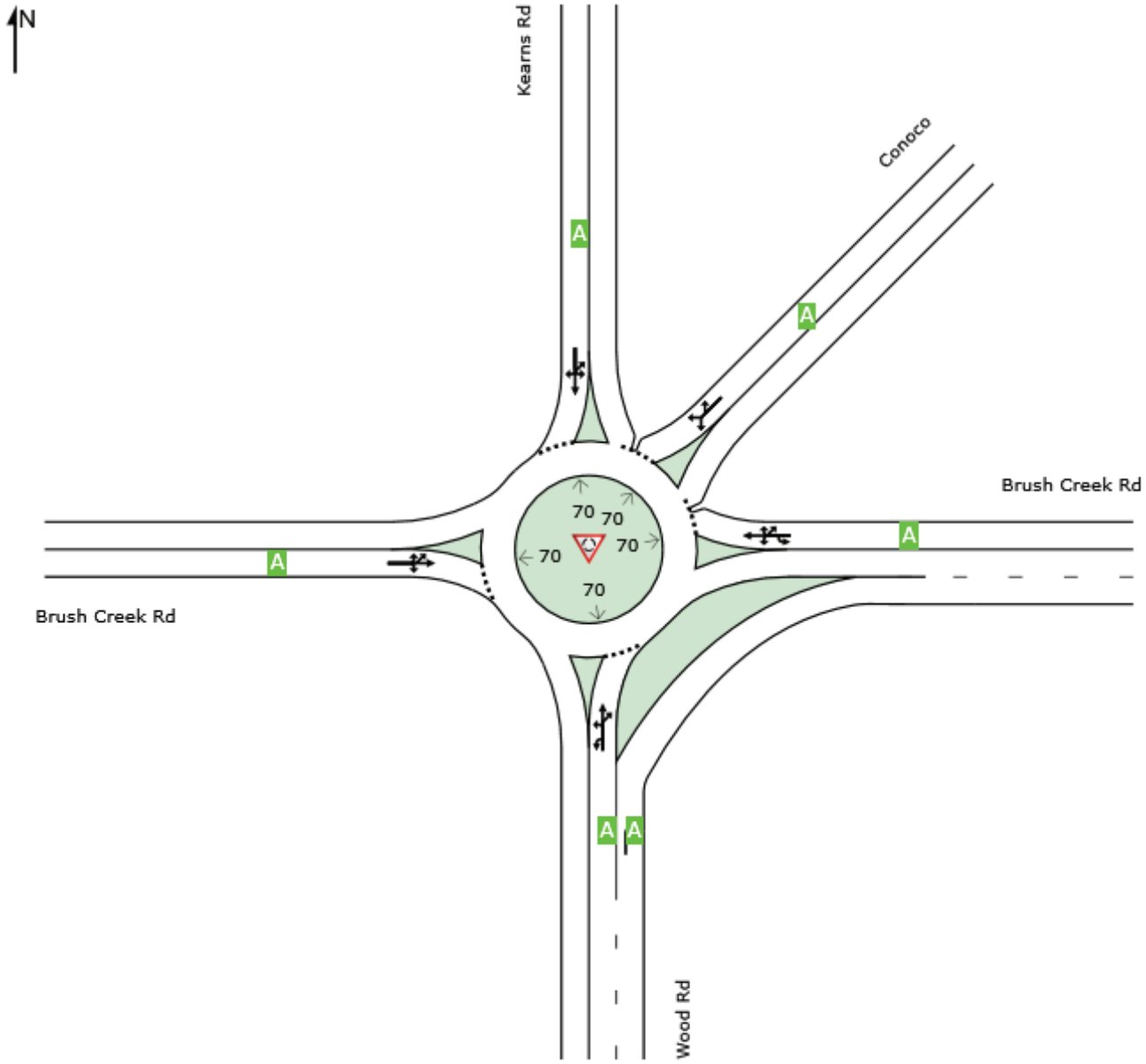
# LANE LEVEL OF SERVICE

## Lane Level of Service

### Site: 01 [Brush Creek RAB - Existing PM (Site Folder: General)]

Site Category: (None)
Roundabout

| | Approaches | | | | | Intersection |
|---|---|---|---|---|---|---|
| | South | East | Northeast | North | West | |
| LOS | A | A | A | A | A | A |




Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

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# DELAY (CONTROL)

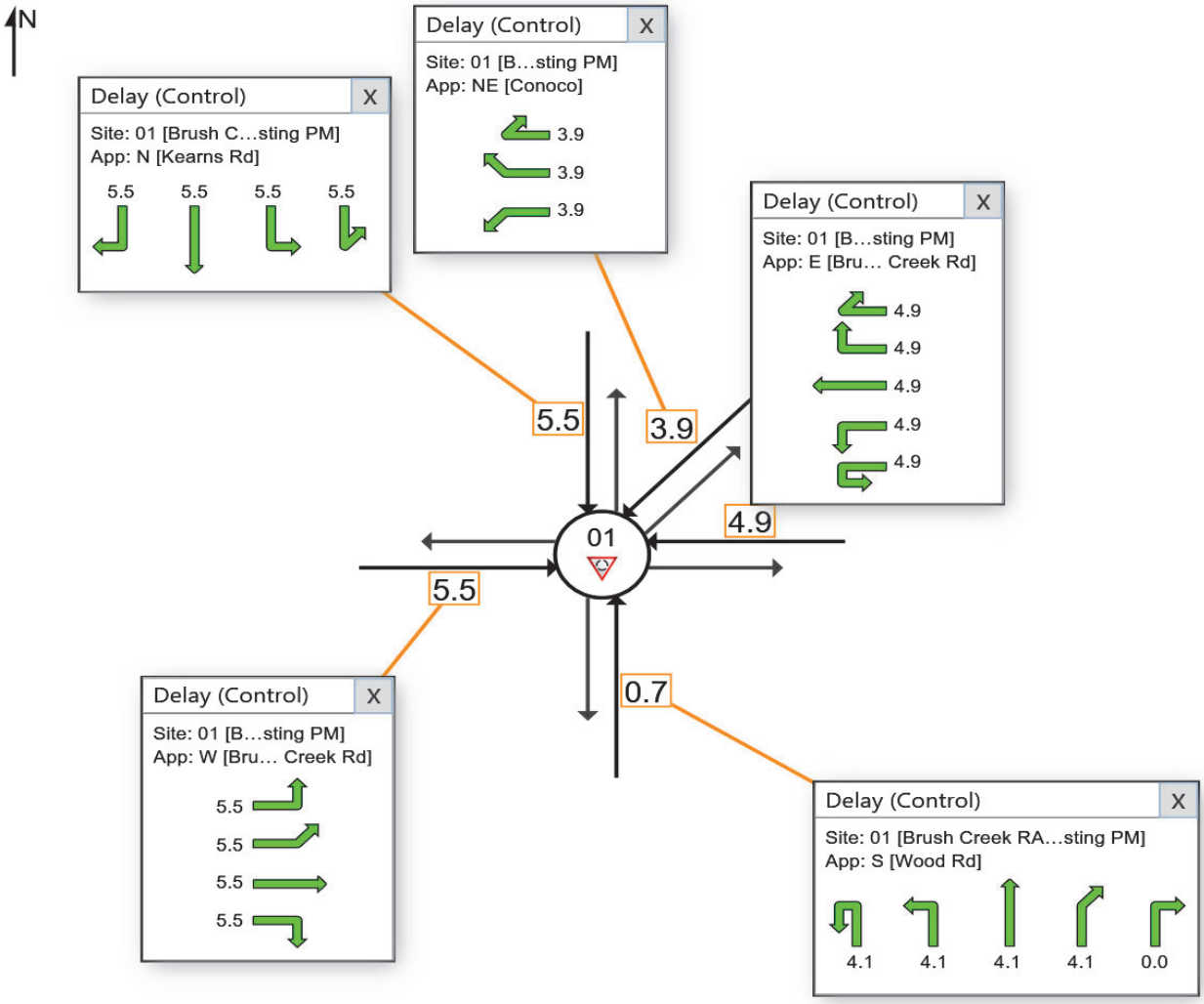
**Average control delay per vehicle, or average pedestrian delay (seconds)**

## Site: 01 [Brush Creek RAB - Existing PM (Site Folder: General)]

Site Category: (None)
Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



# QUEUE DISTANCE (PERCENTILE)

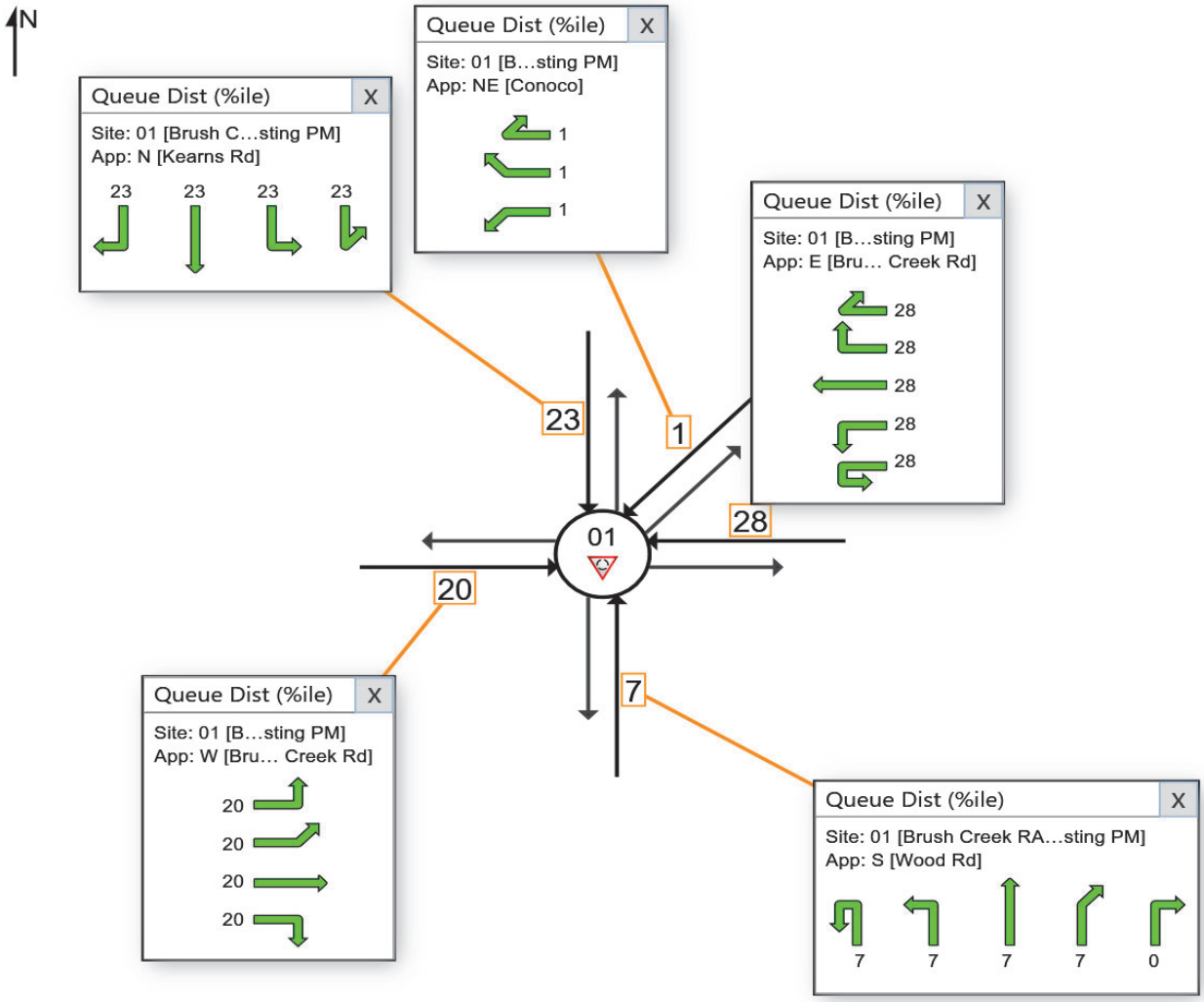
**Largest 95% Back of Queue Distance for any lane used by the vehicle movement (feet)**

## Site: 01 [Brush Creek RAB - Existing PM (Site Folder: General)]

Site Category: (None)
Roundabout

Use the button below to open or close all popups boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



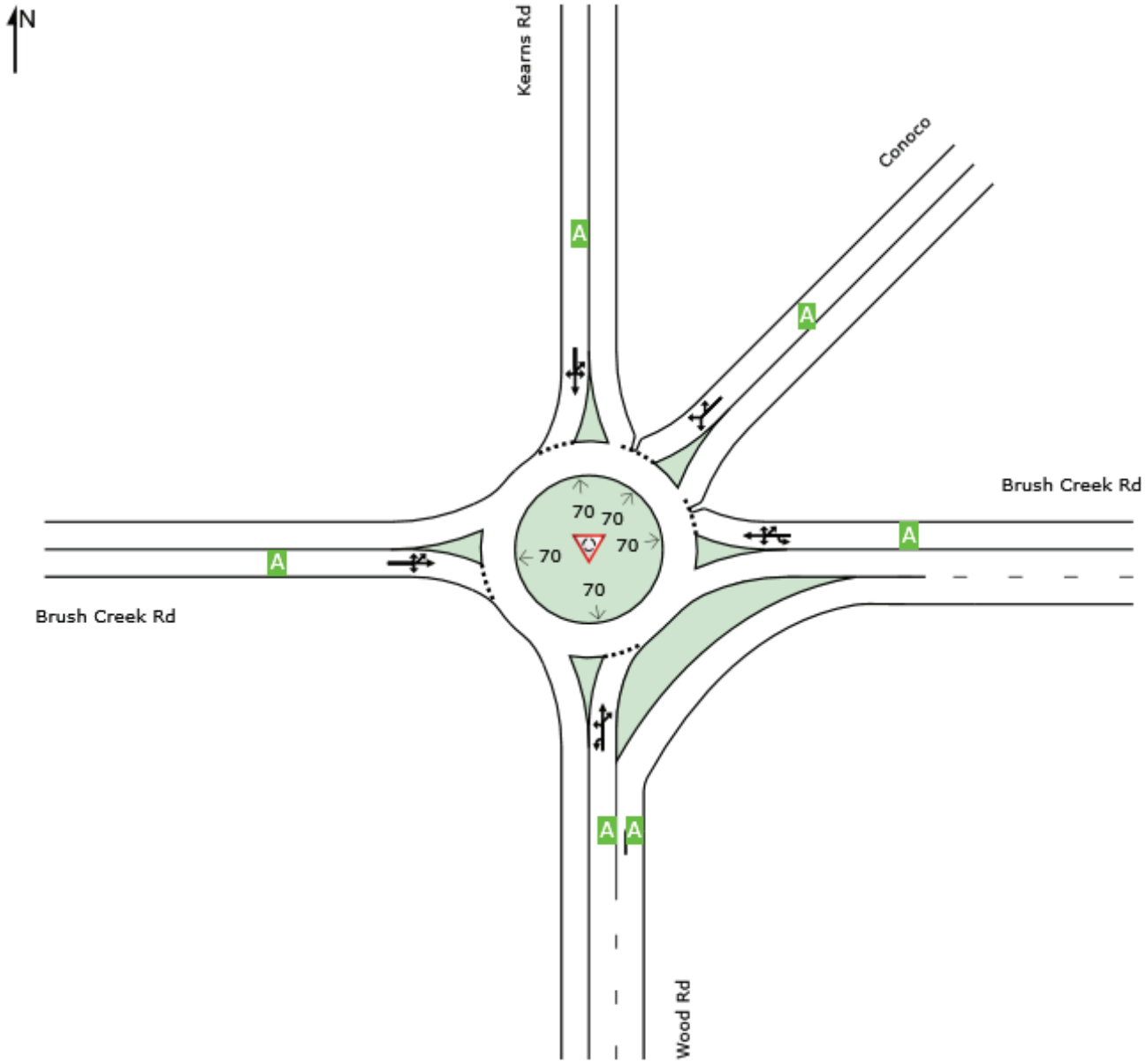
# LANE LEVEL OF SERVICE

## Lane Level of Service

### Site: 01 [Brush Creek RAB - Existing+Project AM (Site Folder: General)]

Site Category: (None)
Roundabout

| | Approaches | | | | | Intersection |
|---|---|---|---|---|---|---|
| | South | East | Northeast | North | West | |
| LOS | A | A | A | A | A | A |




Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

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# DELAY (CONTROL)

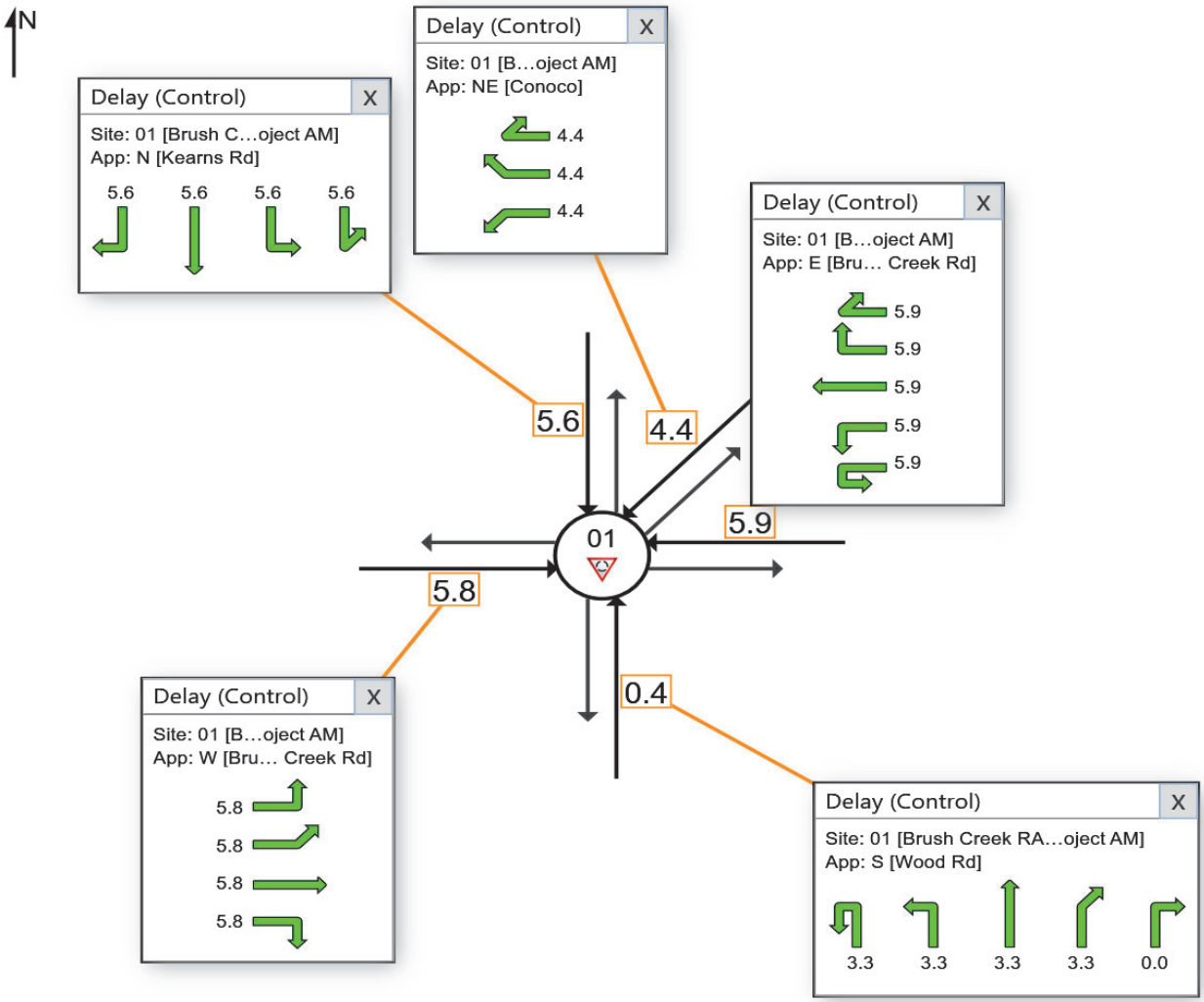
**Average control delay per vehicle, or average pedestrian delay (seconds)**

## Site: 01 [Brush Creek RAB - Existing+Project AM (Site Folder: General)]

Site Category: (None)
Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



# QUEUE DISTANCE (PERCENTILE)

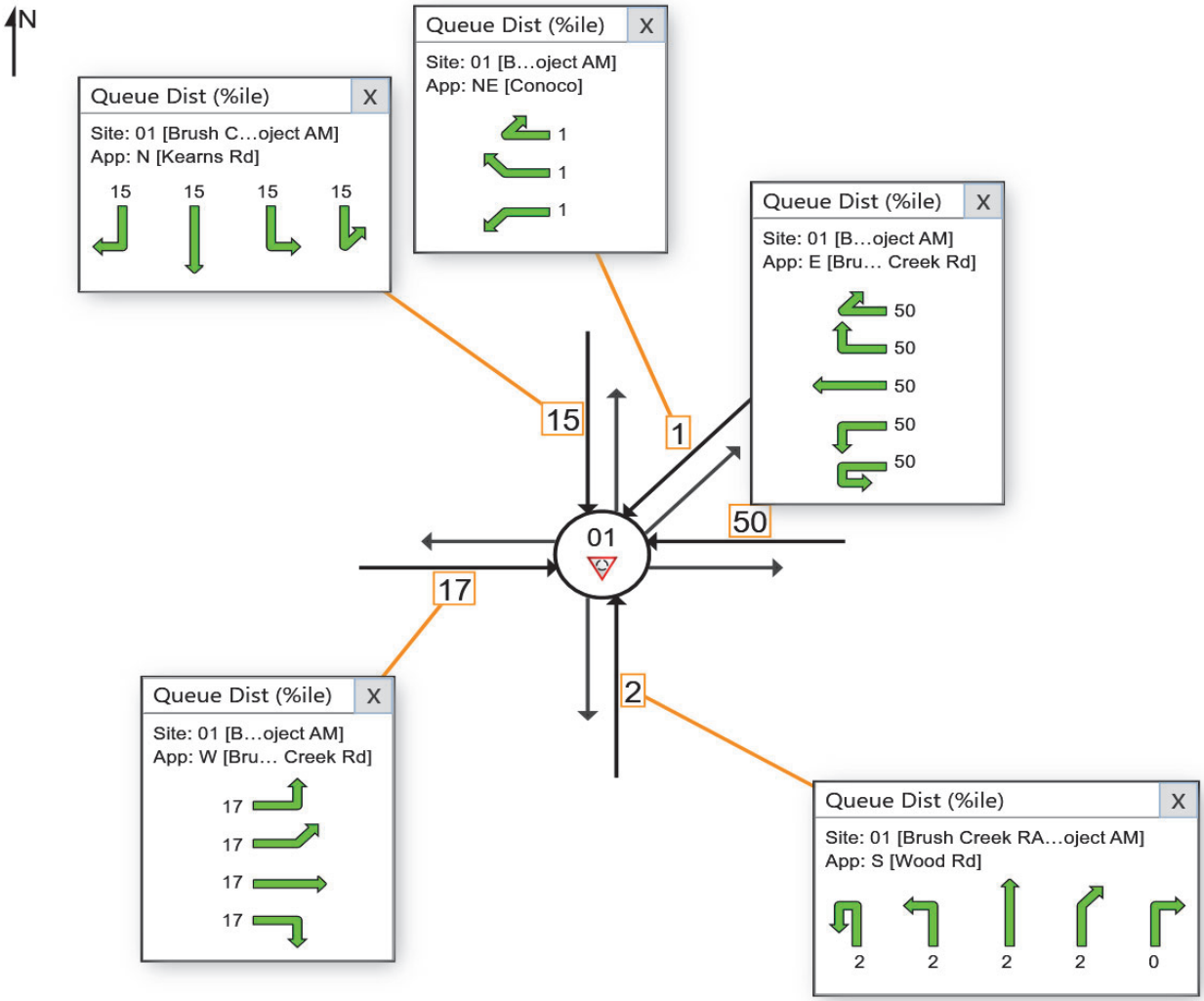
**Largest 95% Back of Queue Distance for any lane used by the vehicle movement (feet)**

## Site: 01 [Brush Creek RAB - Existing+Project AM (Site Folder: General)]

Site Category: (None)
Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



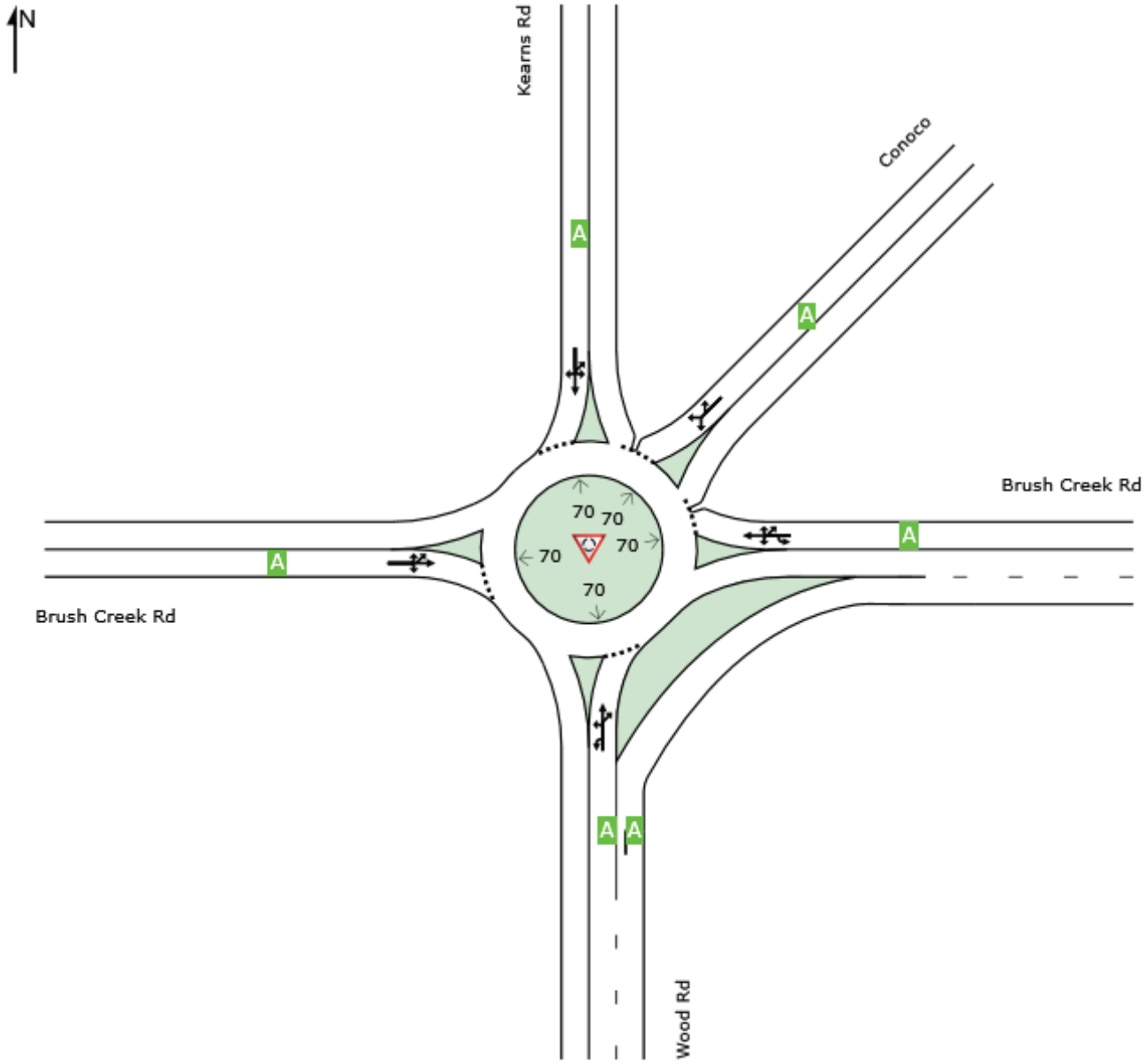
# LANE LEVEL OF SERVICE

## Lane Level of Service

### Site: 01 [Brush Creek RAB - Existing+Project PM (Site Folder: General)]

Site Category: (None)
Roundabout

| | Approaches | | | | | Intersection |
|---|---|---|---|---|---|---|
| | South | East | Northeast | North | West | |
| LOS | A | A | A | A | A | A |




Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

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# DELAY (CONTROL)

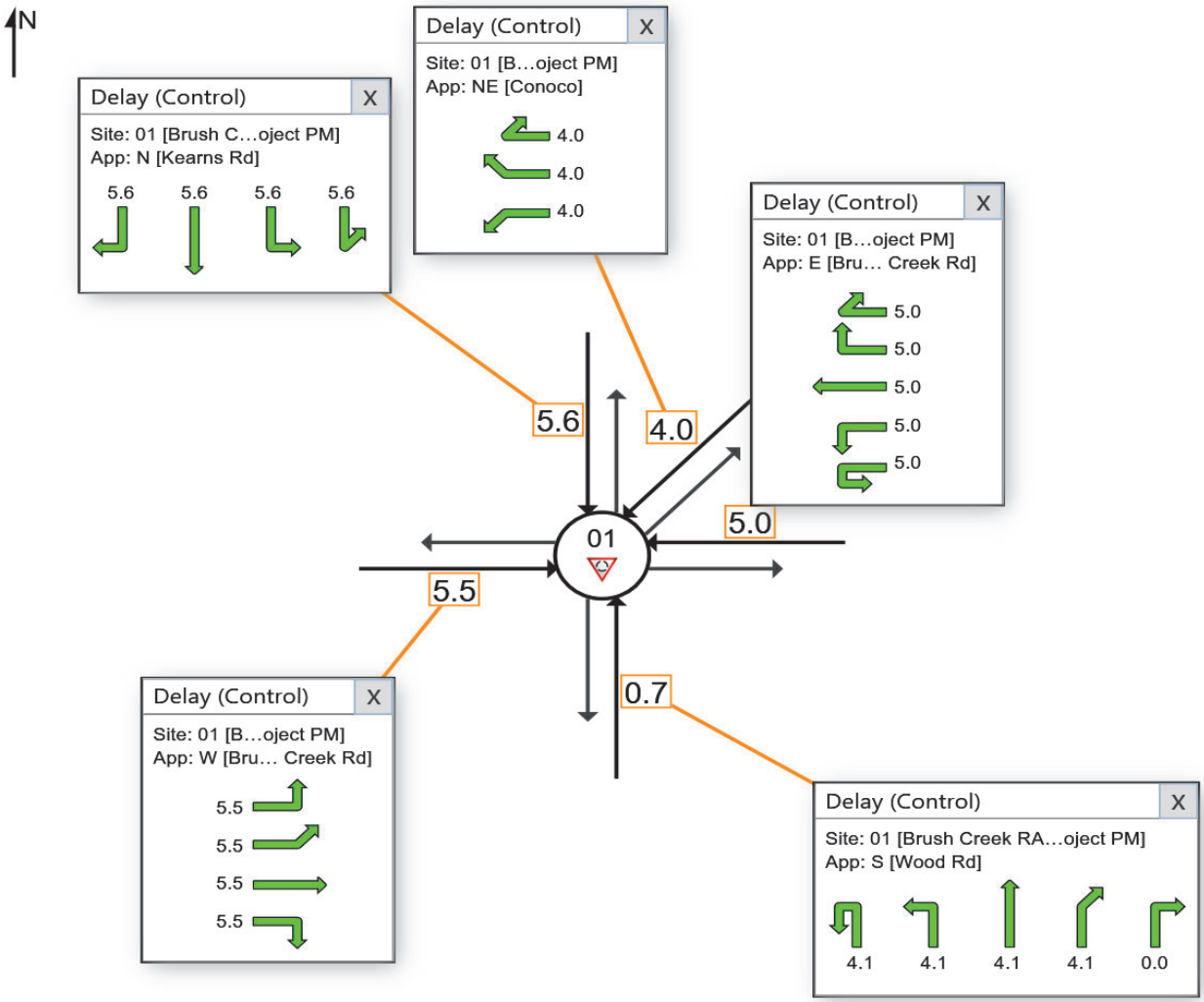
**Average control delay per vehicle, or average pedestrian delay (seconds)**

## Site: 01 [Brush Creek RAB - Existing+Project PM (Site Folder: General)]

Site Category: (None)
Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



# QUEUE DISTANCE (PERCENTILE)

**Largest 95% Back of Queue Distance for any lane used by the vehicle movement (feet)**

## Site: 01 [Brush Creek RAB - Existing+Project PM (Site Folder: General)]

Site Category: (None)
Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups

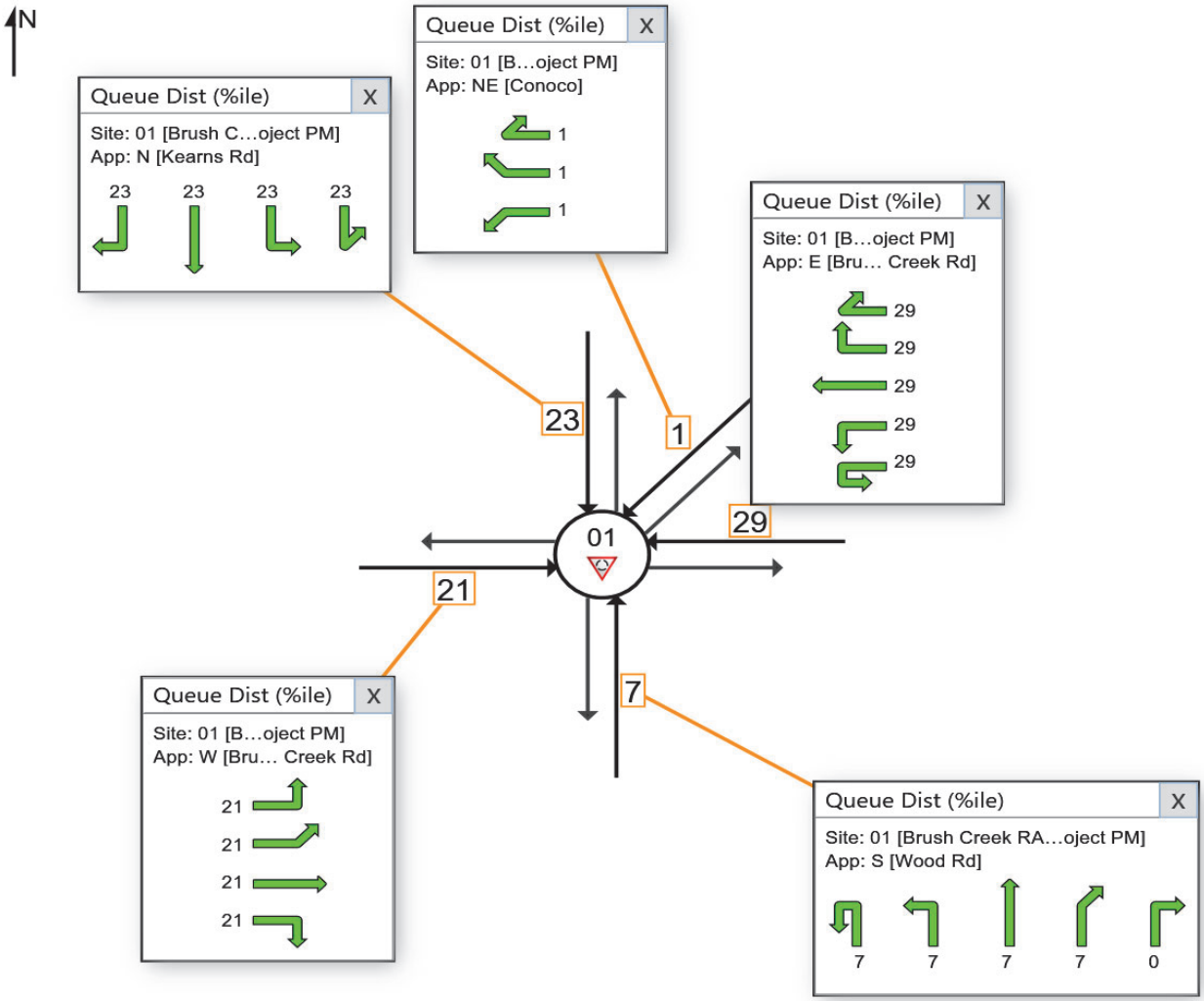


EXHIBIT 11

# TRANSPORTATION IMPACT ANALYSIS ADDENDUM

**MEMORANDUM**

**To:** Jonathan Tapper
Planning & Development Manager
Aspen Skiing Company

**From:** Steve Tuttle, PE, PTOE

**Date:** January 2, 2025

**Project:** The Divide at Snowmass

**Subject:** Transportation Impact Analysis Addendum

The Fox Tuttle Transportation Group has completed this addendum to The Divide at Snowmass Transportation Impact Analysis (Fox Tuttle Transportation Group, August 14, 2024) to compare the proposed land use plan, as analyzed in that study, with the previously approved Phase II site plan consistent with the Planned Unit Development Plan (PUD). The purpose of this memo is to compare what the site trip generation and potential transportation system impacts would have been if the approved plan was built vs. what is currently proposed.

The previous/approved land use plan included 14,000 total square feet (SF) to include 3 residential (employee housing) dwelling units, 7,600 SF of storage/restaurant receiving space, and 4,800 SF of ski patrol/office/multipurpose space. The current land use proposal, as analyzed in the Transportation Impact Analysis (TIA) included 30 employee housing dwelling units.

Trip generation analysis for the proposed use was performed using Town of Snowmass Village trip rates for "multifamily dwelling" and using Institute of Transportation Engineers (ITE) trip rates and equations for the "Multifamily Low-Rise" (#220), Small Office Building (ITE #712), and Warehousing (ITE #150) land use categories as these most accurately represent the potential site uses. For the residential uses, the Town rates provide a daily trip generation of 5.0 trips per dwelling unit. In order to estimate AM and PM peak hour trips for residential, ITE morning and evening peak hour trip rates were applied. For the Warehousing use, fitted equations were utilized given the relatively small size of the Warehousing use vs. an average Warehousing use as studied to develop the ITE rates, consistent with ITE methodology. Using these rates and equations, the estimated vehicular trip generation comparison was calculated for the project for the current/proposed use and previously approved PUD use:

## Table 1 - Trip Generation Comparison

***Proposed (Current) Land Use Plan:***

| Land Use | Size | Unit | Weekday Trips | | Weekday AM Peak Hour Trips | | | | Weekday PM Peak Hour Trips | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Rate | Total | Rate | Total | In | Out | Rate | Total | In | Out |
| Multi-family dwelling unit | 30 | D.U. | 5 | 150 | 0.40 | 12 | 3 | 9 | 0.51 | 15 | 9 | 6 |

***Previously Approved (PUD) Land Use Plan:***

| Land Use | Size | Unit | Weekday Trips | | Weekday AM Peak Hour Trips | | | | Weekday PM Peak Hour Trips | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Rate | Total | Rate | Total | In | Out | Rate | Total | In | Out |
| Multi-family dwelling unit | 3 | D.U. | 5 | 15 | 0.40 | 1 | 0 | 1 | 0.51 | 2 | 1 | 1 |
| Small Office Building (ITE #712) | 4.8 | T.S.F. | 14.39 | 69 | 1.67 | 8 | 7 | 1 | 2.16 | 10 | 4 | 6 |
| Warehousing (ITE #150) | 7.6 | T.S.F. | Used Fitted Equation | 50 | Used Fitted Equation | 25 | 19 | 6 | Used Fitted Equation | 27 | 8 | 19 |
| | | *Total Trips:* | | *134* | | *34* | *26* | *8* | | *39* | *13* | *26* |
| ***Net Added Trips w/Proposed Land Use:*** | | | | ***+16*** | | ***-22*** | ***-23*** | ***+1*** | | ***-24*** | ***-3*** | ***-21*** |

As shown on **Table 1** above, the proposed (current) land use plan represents a potential increase of 16 daily trips, reduction of 22 AM peak hour trips, and reduction of 24 PM peak hour trips vs. what was previously approved.

The peak hour Level of Service (LOS) and Highway Capacity Manual (HCM) capacity analysis performed for the TIA was reanalyzed using the previously approved (PUD) trip estimates to determine if there are any notable changes in projected intersection operations vs. the proposed (current) land use plan. The Synchro and SIDRA worksheets for this additional analysis are attached.

It was determined that with the additional peak hour trips of the previously approved land use, intersections would operate at the same overall (and acceptable) LOS grades for each intersection and approach, with negligible differences in peak hour delay values despite the higher peak hour volumes. This is due to sufficient capacity in the roadway and intersection network with either land use scenario. **Thus, it was determined that there are no significant differences between the two land use plans from a peak hour intersection operations standpoint and both would operate well within Town standards.**

I hope the contents of this memorandum are helpful. Please contact me if you have any questions or would like to discuss our analysis and findings in more detail.

/SGT

Attachments:
Synchro/SimTraffic LOS Worksheets
SIDRA Worksheets

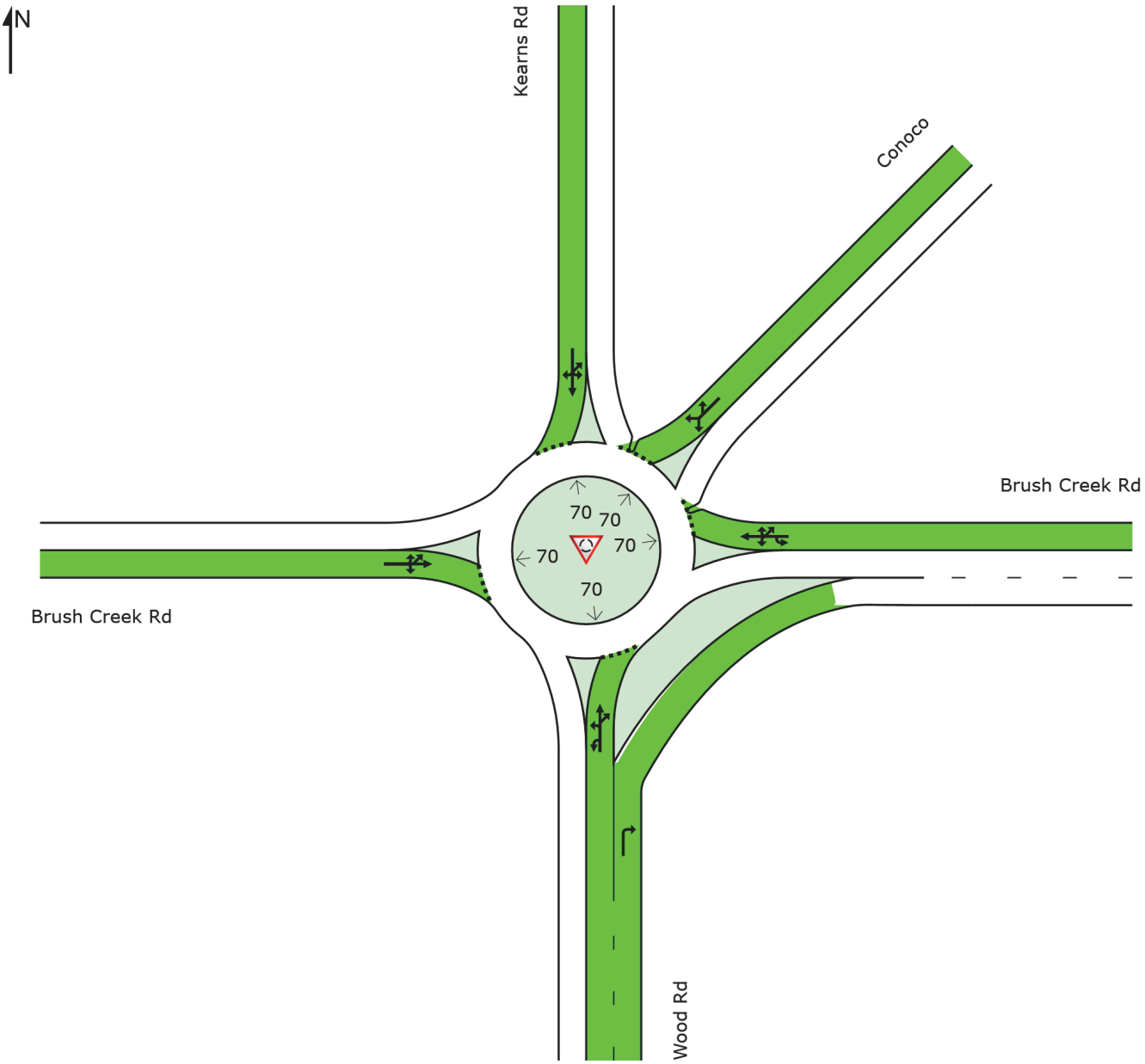
# LEVEL OF SERVICE

## Lane Level of Service

### Site: 01 [Brush Creek RAB - Existing+PUD Approved AM (Site Folder: General)]

Site Category: (None)
Roundabout

| | Approaches | | | | | Intersection |
|---|---|---|---|---|---|---|
| | South | East | Northeast | North | West | |
| LOS | A | A | A | A | A | A |



# DELAY (CONTROL)

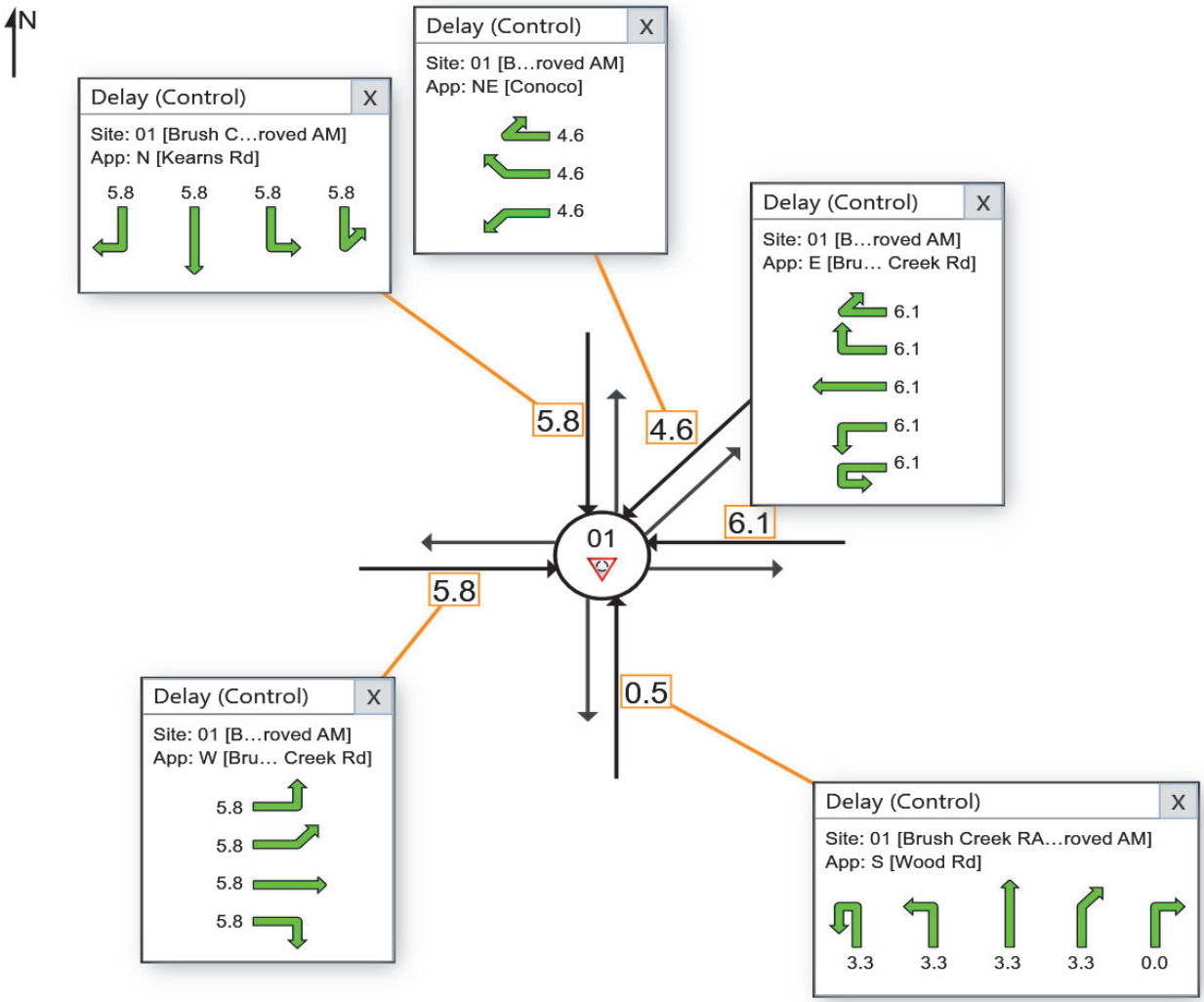
**Average control delay per vehicle, or average pedestrian delay (seconds)**

## Site: 01 [Brush Creek RAB - Existing+PUD Approved AM (Site Folder: General)]

Site Category: (None)
Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
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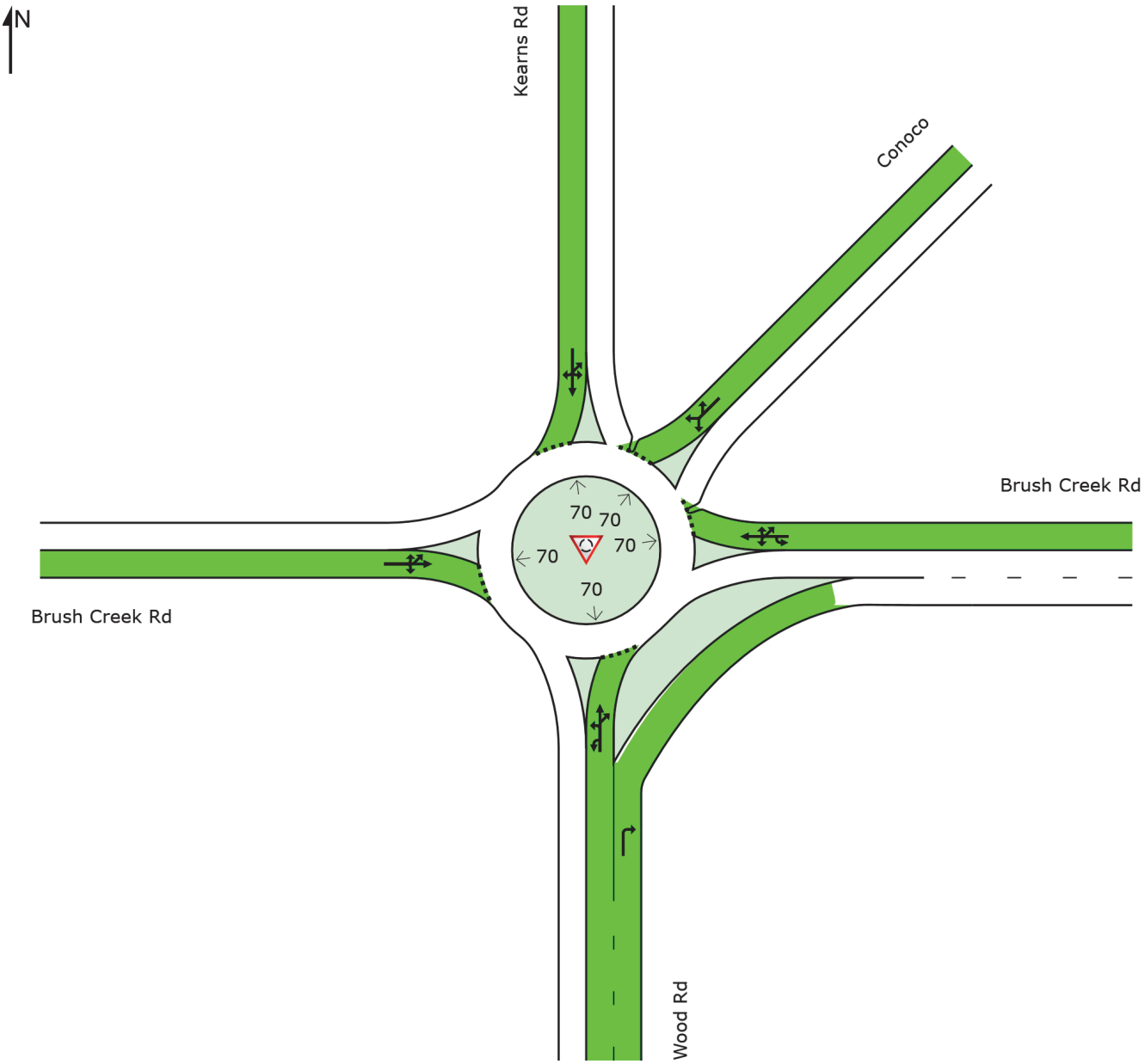
# LEVEL OF SERVICE

## Lane Level of Service

### Site: 01 [Brush Creek RAB - Existing+PUD Approved PM (Site Folder: General)]

Site Category: (None)
Roundabout

| | Approaches | | | | | Intersection |
|---|---|---|---|---|---|---|
| | South | East | Northeast | North | West | |
| LOS | A | A | A | A | A | A |



# DELAY (CONTROL)

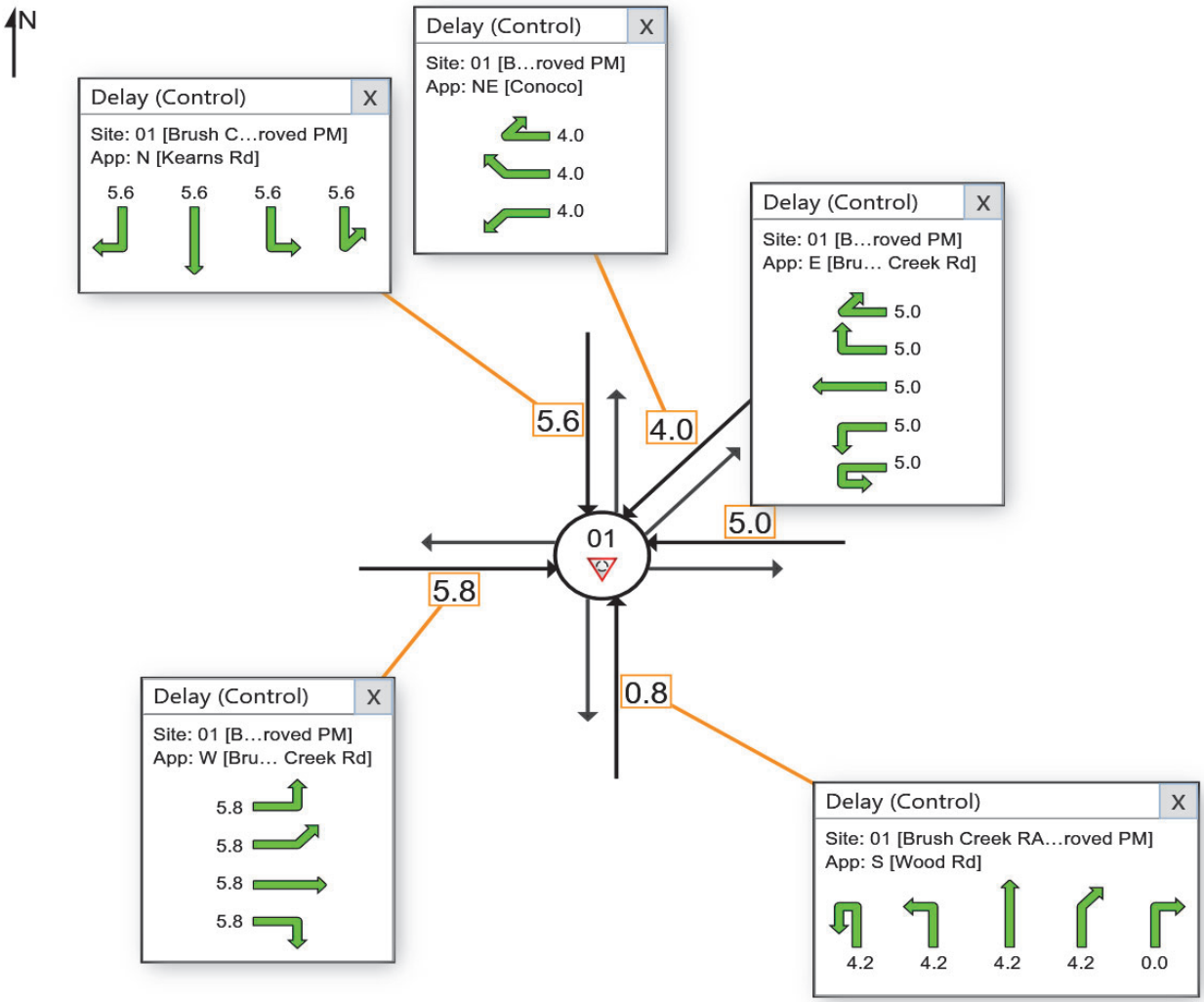
**Average control delay per vehicle, or average pedestrian delay (seconds)**

## Site: 01 [Brush Creek RAB - Existing+PUD Approved PM (Site Folder: General)]

Site Category: (None)
Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



| Intersection | |
|---|---|
| Int Delay, s/veh | 2.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 32 | 6 | 4 | 50 | 72 | 64 |
| Future Vol, veh/h | 32 | 6 | 4 | 50 | 72 | 64 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 68 | 68 | 96 | 96 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 47 | 9 | 4 | 52 | 80 | 71 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 176 | 116 | 151 | 0 | - | 0 |
| Stage 1 | 116 | - | - | - | - | - |
| Stage 2 | 60 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 814 | 937 | 1430 | - | - | - |
| Stage 1 | 909 | - | - | - | - | - |
| Stage 2 | 962 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 811 | 937 | 1430 | - | - | - |
| Mov Cap-2 Maneuver | 811 | - | - | - | - | - |
| Stage 1 | 907 | - | - | - | - | - |
| Stage 2 | 962 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 9.66 | 0.56 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 133 | - | 829 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | 0.067 | - | - |
| HCM Control Delay (s/veh) | 7.5 | 0 | 9.7 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 87 | 7 | 7 | 72 | 80 | 50 |
| Future Vol, veh/h | 87 | 7 | 7 | 72 | 80 | 50 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 74 | 74 | 64 | 64 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 118 | 9 | 11 | 113 | 85 | 53 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 246 | 112 | 138 | 0 | - | 0 |
| Stage 1 | 112 | - | - | - | - | - |
| Stage 2 | 134 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 742 | 941 | 1445 | - | - | - |
| Stage 1 | 913 | - | - | - | - | - |
| Stage 2 | 892 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 736 | 941 | 1445 | - | - | - |
| Mov Cap-2 Maneuver | 736 | - | - | - | - | - |
| Stage 1 | 906 | - | - | - | - | - |
| Stage 2 | 892 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 10.79 | 0.67 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 159 | - | 748 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | 0.17 | - | - |
| HCM Control Delay (s/veh) | 7.5 | 0 | 10.8 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.6 | - | - |

## 3: Divide Dr/Driveway & Divide Way/Divide Rd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | All |
|---|---|---|---|---|---|---|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 4.2 | 2.7 | 0.0 | 0.0 | 7.5 | 2.3 |

## 3: Divide Dr/Driveway & Divide Way/Divide Rd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBR | All |
|---|---|---|---|---|---|---|
| Denied Del/Veh (s) | 0.1 | 0.6 | 0.1 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 4.8 | 4.0 | 0.0 | 0.2 | 1.6 | 2.1 |

# EXHIBIT 12

# GEOLOGIC REPORT

Kumar & Associates, Inc.®
Geotechnical and Materials Engineers
and Environmental Scientists

An Employee Owned Company

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Glenwood Springs, CO 81601
phone: (970) 945-7988
fax: (970) 945-8454
email: kaglenwood@kumarusa.com
www.kumarusa.com

Office Locations: Denver (HQ), Parker, Colorado Springs, Fort Collins, Glenwood Springs, and Summit County, Colorado

# PRELIMINARY GEOTECHNICAL STUDY
# PROPOSED WORKFORCE HOUSING
# 1001 DIVIDE ROAD
# SNOWMASS VILLAGE, COLORADO

**PROJECT NO. 24-7-388**

**SEPTEMBER 27, 2024**

**PREPARED FOR:**

**ASPEN SKIING COMPANY**
**ATTN: PHILIP JEFFREYS/JONATHAN TAPPER**
**P.O. BOX 1248**
**ASPEN, COLORADO 81612**
**pjeffreys@aspensnowmass.com**
**jtapper@aspensnowmass.com**

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FIGURES 1A and 1B - LOCATION OF EXPLORATORY BORINGS

FIGURE 2 - LOGS OF EXPLORATORY BORINGS

FIGURE 3 - LEGEND AND NOTES

FIGURE 4 – SWELL-CONSOLIDATION TEST RESULTS

FIGURES 5 through 7 - GRADATION TEST RESULTS

TABLE 1 – SUMMARY OF LABORATORY TEST RESULTS

## PURPOSE AND SCOPE OF STUDY

This report presents the results of a preliminary geotechnical study for the proposed workforce housing to be located at 1001 Divide Road, Snowmass Village, Colorado. The project site is shown on Figure 1A. The purpose of the study was to assess feasibility of the proposed development and to develop recommendations for the foundation and grading designs. The study was conducted in general accordance with our proposal for geotechnical engineering services to Aspen Skiing Company dated June 6, 2024.

A field exploration program consisting of exploratory borings was conducted to obtain information on the subsurface conditions. Samples of the subsoils obtained during the field exploration were tested in the laboratory to determine their classification and other engineering characteristics. The results of the field exploration and laboratory testing were analyzed to develop recommendations for foundation types, depths and allowable pressures for the proposed building foundation. This report summarizes the data obtained during this study and presents our conclusions, preliminary design recommendations and other geotechnical engineering considerations based on the proposed construction and the subsurface conditions encountered.

## PROPOSED CONSTRUCTION

Development plans for the property were conceptual at the time of our study. In general, the proposed building will consist of a multi-level structure with partial below grade areas assumed to be located in the less steep, lower middle part of the property. Another building alternative extending into the steep hillside of the southern part of the property is shown on Figure 1B. Ground floors could be structural over crawlspace or slab-on-grade. Grading for the structure is assumed to be relatively minor to extensive with cut depths up to around 15 feet depending on the selected building alternative. We assume relatively light to moderate foundation loadings for the proposed multi-level type of construction.

When building loadings, location and grading plans have been better defined, we should be notified to re-evaluate the recommendations contained in this report and conduct additional evaluations as needed.

## SITE CONDITIONS

The project site is located across from the existing Aspen Skiing Company vehicle maintenance facilty and fronts along the south side of Divide Road as shown on Figure 1A. The terrain is generally natural, mainly north facing hillside of variable grade, gently sloping in the north part to very steeply sloping in the southeast part with around 40 feet of total elevation difference. The central part along Divide Road appears to have been flattened by shallow cut into the hillside for equipment/vehicle parking and storage. The ditch trail is a pedestrian path underlain by a raw waterline for the Town of Snowmass Village. The hillside geologic deposits appear to

be mainly colluvial with glacial moraine forming the topographic ridge in the northwest part of the property. Mancos Shale underlies the surficial deposits and outcrops just to the southwest of the property near the ditch trail. The bowl shape topographic feature within the central-west part of the property is roughly the boundary between the hillside colluvial and morainal deposits. The southern part of the property is heavily impacted by surface and subsurface seepage which was observed to be flowing across the property at the time of our study. Vegetation in the seepage area consists of relatively large and dense aspens with ground cover of grass, weeds and skunk cabbage. The western part is more open with grass and weeds ground cover and scattered trees.

## FIELD EXPLORATION

The field exploration for the current project was initially conducted on July 31 and August 6 & 7, 2024 and consisted of Borings 1 through 6 then one additional exploratory boring (Boring 4A) was drilled on September 10, 2024 at the locations shown on Figure 1 to evaluate the subsurface conditions. The borings were advanced with 4-inch diameter continuous flight augers powered by a track-mounted CME-45 drill rig. The borings were logged by a representative of Kumar & Associates. Exploratory borings in the steep hillside with slope greater than 30% is not possible without access trail cutting.

Samples of the subsoils were taken with 1⅜ inch and 2 inch I.D. spoon samplers. The samplers were driven into the subsurface materials at various depths with blows from a 140 pound hammer falling 30 inches. This test is similar to the standard penetration test described by ASTM Method D-1586. The penetration resistance values are an indication of the relative density or consistency of the subsoils and hardness of the bedrock. Depths at which the samples were taken and the penetration resistance values are shown on the Logs of Exploratory Borings, Figure 2. The samples were returned to our laboratory for review by the project engineer and testing.

## SUBSURFACE CONDITIONS

Graphic logs of the subsurface conditions encountered at the site are shown on Figure 2. The subsoils encountered, below about 2 to 3 feet of topsoil and 3 to 8 feet of medium dense/stiff clayey sand and sandy clay with gravel, typically consist of medium dense to dense, silty clayey sand and gravel with cobbles and possible boulders. Borings 1 and 2 along Divide Road mainly encountered the sand and clay soils to the boring depths of 10 feet. Boring 6 drilled in the morainal deposit encountered dense, silty sandy gravel, cobbles and boulders. Claystone/siltstone bedrock was encountered at depths of about 12 to 22 feet in Borings 3 through 5 and Boring 4A. Drilling in the coarse granular soils at Boring 6 with auger equipment was difficult due to the cobbles and boulders and drilling refusal was encountered in the deposit.

Laboratory testing performed on samples obtained from the borings included natural moisture content and density, gradation analyses and liquid and plastic limits. Swell-consolidation tests performed on claystone/siltstone samples, shown on Figure 4, indicate relatively low compressibility under loading and minor expansion potential wetted under light load. The results of gradation analyses performed on small diameter drive samples (minus 1½-inch fraction) of the natural coarse granular subsoils are shown on Figures 5 through 7. The laboratory test results are summarized in Table 1.

Free water was encountered in the 4 borings located in the central to southern part of the property at the time of drilling and when checked at later dates with the highest level generally between about 7 to 14 feet below existing ground surface. The water levels are expected to fluctuate with the highest level in the spring and lowest in the winter. The upper soils were generally moist to wet with depth and the bedrock was slightly moist. No free water was encountered in Borings 1, 2 and 6 located within the northern part of the property.

## GEOTECHNICAL DEVELOPMENT CONSIDERATIONS

Building location, structural plans and grading plans had not been developed at the time of our study. Based on the relatively shallow water levels encountered within the central to southern part of the property and the steep hillside, it is likely that groundwater will be encountered in excavations and could severely impact proposed construction. Where the below grade areas are proposed to be constructed near to below high groundwater level, a comprehensive underdrain system will be needed to intercept and lower groundwater level to below the structure. We can assist with evaluating possible types of groundwater mitigation methods when building location and design grades of lower levels have been determined. We expect that pre-excavation dewatering such as with a trench drain that extends down into bedrock will be needed for building development in the central to southern part of the property including site retaining walls uphill of the building footprint such as shown on Figure 1B. The additional evaluations could include slope stabiliby analysis of proposed cut grading into the steep hillside.

The natural soils encountered within proposed building areas at the site mainly consist of relatively dense, clayey sand and gravel with cobbles suitable for support of lightly to moderately loaded spread footings with low settlement potential. Lightly loaded, non-settlement sensitive facilities such as landscape walls, pavements and walkways can probably be supported by the upper fine-grained soils encountered in some areas of the site. Depending on development plans in the southern part of the property, building and site retaining walls could extend down into the underlying bedrock probably also suitable for support of lightly to moderately loaded spread footings with low settlement potential. At the assumed lowest cut elevation shown on Figure 2, the building excavation will probably transition variable soil and bedrock conditions with a risk of differential foundation movement which should be further evaluated for possible mitigation methods when building location and grading plans have been developed.

Presented below are recommendations for preliminary foundation, grading and drainage designs of the proposed development. When building location and other proposed site improvements plans have been developed, we should review them for compliance with the geotechnical conditions encountered at the site and perform additional evaluation as needed.

## DESIGN RECOMMENDATIONS

### FOUNDATIONS

Considering the subsurface conditions encountered in the exploratory borings and the nature of the proposed construction, we recommend the building and other settlement sensitive structures be founded with spread footings bearing on the natural, relatively dense granular soils or bedrock.

The design and construction criteria presented below should be observed for a spread footing foundation system.

1) Footings placed on the undisturbed natural granular soils, bedrock or compacted structural fill should be designed for an allowable bearing pressure of 3,000 psf. Footing that support non-settlement sensitive facilities placed on the upper fine-grained soils should be designed for allowable bearing pressure of 1,500 psf. Based on experience, we expect settlement of footings designed and constructed as discussed in this section will be up to around 1 inch but should be further evaluated when building plans have been developed.
2) The footings should have a minimum width of 18 inches for continuous walls and 2 feet for isolated pads.
3) Exterior footings and footings beneath unheated areas should be provided with adequate soil cover above their bearing elevation for frost protection. Placement of foundations at least 42 inches below exterior grade is typically used in this area.
4) Continuous foundation walls should be reinforced top and bottom to span local anomalies such as by assuming an unsupported length of at least 12 feet. Foundation walls acting as retaining structures should also be designed to resist lateral earth pressures as discussed in the "Foundation and Retaining Walls" section of this report.
5) The topsoil, existing fill and loose disturbed soils should be removed and the footing bearing level extended down to the natural soils or bedrock. The exposed soils in footing areas should then be moisture adjusted to near optimum and compacted. Water seepage should be collected from outside of footing areas as needed to keep bearing soils dry before concrete placement. Structural fill, if needed, should consist of relatively well graded granular soils compacted to at

least 98% of standard Proctor density at near optimum moisture content and extend beyond the footing edges a distance at least equal to one-half the depth of fill below the footing. The depth of structural fill below footings should not exceed about 5 feet.

6) A representative of the geotechnical engineer should observe all footing excavations prior to concrete placement to evaluate bearing conditions.

FOUNDATION AND RETAINING WALLS

Foundation walls and retaining structures up to about 12 feet high which are laterally supported and can be expected to undergo only a slight amount of deflection should be designed for a lateral earth pressure computed on the basis of an equivalent fluid unit weight of at least 50 pcf for backfill consisting of the on-site or imported granular soils. Walls that are taller than 12 feet should be designed for a lateral earth pressure of 25H in psf where H is the retained wall height in feet. Cantilevered retaining structures which are separate from the structures and can be expected to deflect sufficiently to mobilize the full active earth pressure condition should be designed for a lateral earth pressure computed on the basis of an equivalent fluid unit weight of at least 40 pcf for backfill consisting of the on-site or imported granular soils. Backfill should not contain organics, debris or rock larger than about 6 inches.

All foundation and retaining structures should be designed for appropriate hydrostatic and surcharge pressures such as adjacent footings, traffic, construction materials and equipment. The pressures recommended above assume drained conditions behind the walls and a horizontal backfill surface. The buildup of water behind a wall or an upward sloping backfill surface will increase the lateral pressure imposed on a foundation wall or retaining structure. An underdrain should be provided to prevent hydrostatic pressure buildup behind walls.

Backfill should be placed in uniform lifts and compacted to at least 90% of the maximum standard Proctor density at a moisture content near optimum. Backfill placed in pavement and walkway areas should be compacted to at least 95% of the maximum standard Proctor density. Care should be taken not to overcompact the backfill or use large equipment near the wall, since this could cause excessive lateral pressure on the wall. Some settlement of deep foundation wall backfill should be expected, even if the material is placed correctly, and could result in distress to facilities constructed on the backfill. Backfilling walls with an imported, relatively well graded granular soil such as road base and compaction to at least 98% of standard Proctor density can be used to reduce the settlement risk.

The lateral resistance of foundation or retaining wall footings will be a combination of the sliding resistance of the footing on the foundation materials and passive earth pressure against the side of the footing. Resistance to sliding at the bottoms of the footings can be calculated based on a coefficient of friction of 0.45. Passive pressure of compacted backfill against the

sides of the footings can be calculated using an equivalent fluid unit weight of 400 pcf. The coefficient of friction and passive pressure values recommended above assume ultimate soil strength. Suitable factors of safety should be included in the design to limit the strain which will occur at the ultimate strength, particularly in the case of passive resistance. Fill placed against the sides of the footings to resist lateral loads should be a granular material compacted to at least 95% of the maximum standard Proctor density at a moisture content near optimum.

FLOOR SLABS

The natural on-site soils, exclusive of topsoil, are suitable to support lightly loaded slab-on-grade construction. To reduce the effects of some differential movement, non-structural floor slabs should be separated from all bearing walls and columns with expansion joints which allow unrestrained vertical movement. Floor slab control joints should be used to reduce damage due to shrinkage cracking. The requirements for joint spacing and slab reinforcement should be established by the designer based on experience and the intended slab use. A minimum 4-inch layer of free-draining gravel should be placed beneath basement level slabs to facilitate drainage and should be connected to the perimeter foundation drain such as with interior subdrains. This material should consist of minus 2-inch aggregate with at least 50% retained on the No. 4 sieve and less than 2% passing the No. 200 sieve.

All fill materials for support of floor slabs should be compacted to at least 95% of maximum standard Proctor density at a moisture content near optimum. Required fill can consist of the onsite or imported granular soils devoid of vegetation, topsoil and oversized rock.

We recommend vapor retarders conform to at least the minimum requirements of ASTM E1745 Class C material. Certain floor types are more sensitive to water vapor transmission than others. For floor slabs bearing on angular gravel or where flooring system sensitive to water vapor transmission are utilized, we recommend a vapor barrier be utilized conforming to the minimum requirements of ASTM E1745 Class A material. The vapor retarder should be installed in accordance with the manufacturers' recommendations and ASTM E1643.

UNDERDRAIN SYSTEM

Groundwater was encountered at relatively shallow depth during our exploration and it has been our experience in the area that the water level can rise and local perched groundwater can develop during times of heavy precipitation or seasonal runoff. Frozen ground during spring runoff can create a perched condition. We recommend below-grade construction, such as retaining walls, crawlspace and basement areas, be protected from wetting and hydrostatic pressure buildup by an underdrain system.

The drains should consist of rigid slotted PVC drainpipe placed in the bottom of the wall backfill surrounded above the invert level with free-draining granular material. Wall drainage mat and interior subdrains should also be provided to collect and dispose of the groundwater seepage.

The drain lines should be placed at each level of excavation and at least 1 foot below lowest adjacent finish grade and sloped at a minimum ½% to a suitable gravity outlet. Special protection of the steep escarpment will be needed to prevent erosion if underdrain flow discharged near or onto the slope. Free-draining granular material used in the underdrain system should contain less than 2% passing the No. 200 sieve, less than 50% passing the No. 4 sieve and have a maximum size of 2 inches. The drain gravel backfill should be at least 1½ feet deep and extend up to at least the line of seepage in the cut face.

SITE GRADING

There is a risk of construction-induced slope instability at the site due to the steep hillside and shallow groundwater possibly requiring pre-excavation dewatering. Construction-induced instability of dry slopes appears low provided cut and fill depths are limited and the cut slopes are laid back to a stable grade. We assume cut and fill depths will not exceed about 15 feet without providing excavation slope stabilization such as pre-excavation dewatering and bracing. Embankment fills should be compacted to at least 95% of the maximum standard Proctor density near optimum moisture content. Prior to fill placement, the subgrade should be carefully prepared by removing existing vegetation and topsoil and compacting to at least 95% of the maximum standard Proctor density.

Permanent unretained dry cut and fill slopes should be graded at 2 horizontal to 1 vertical or flatter and protected against erosion by revegetation or other means. The risk of slope instability will be increased if seepage is encountered in cuts and flatter slopes may be necessary. If seepage is encountered in permanent cuts, an investigation should be conducted to determine if the seepage will adversely affect the cut stability. This office should review site grading plans for the project prior to construction.

SURFACE DRAINAGE

The following grading and drainage precautions should be observed during construction and maintained at all times after the development has been completed:

1) Inundation of the foundation excavations and underslab areas should be avoided during construction.
2) Exterior backfill should be adjusted to near optimum moisture and compacted to at least 95% of the maximum standard Proctor density in pavement and slab areas and to at least 90% of the maximum standard Proctor density in landscape areas.
3) The ground surface surrounding the exterior of the building should be sloped to drain away from the foundation in all directions. We recommend a minimum slope of 6 inches in the first 10 feet in unpaved areas and a minimum slope of 2 inches in the first 10 feet in paved areas. Free-draining wall backfill should be covered with filter fabric and capped with at least 2 feet of the on-site finer graded soils to reduce surface water infiltration.

4) Roof downspouts and drains should discharge well beyond the limits of all backfill.

PAVEMENT SECTIONS

We assume that asphalt pavement is proposed for the parking and driveway areas. Traffic loadings were not available at the time of our study. The upper natural soils encountered at the site are generally low plasticity sand and clay which are considered a relatively poor support for pavement sections. Based on the assumed development conditions, a subgrade Hveem stabilometer 'R' value of 10, an 18 kip EDLA of 10, a Regional Factor of 2.0 and a serviceability index of 2.0, we recommend the minimum pavement section thickness consist of 4 inches of asphalt on 6 inches of aggregate base course on 12 inches of granular subbase for areas subjected to combined automobile and occasional truck traffic. In areas of automobile traffic only, we recommend the minimum pavement section thickness consist of 3 inches of asphalt on 8 inches of base course.

As an alternative to asphalt pavement and in areas where truck turning movements are concentrated, the pavement section can consist of a minimum 6 inches of portland cement concrete on 4 inches of aggregate base course.

The section thicknesses assume structural coefficients of 0.14 for aggregate base course, 0.44 for asphalt surface and design strength of 4,500 psi for portland cement concrete. The material properties and compaction should be in accordance with the project specifications. The asphalt should be a batched hot mix, approved by the engineer and placed and compacted to the project specifications. The aggregate base course and subbase should meet CDOT Class 6 and Class 2 specifications, respectively. All base course, subbase and required subgrade fill should be compacted to at least 95% of the maximum standard Proctor density at a moisture content within 2% of optimum.

Required fill to establish design subgrade level can consist of the onsite predominantly granular soils or imported granular soils evaluated for suitability by the geotechnical engineer. Prior to fill placement the subgrade should be stripped of vegetation, topsoil and existing fill, scarified to a depth of 8 inches, adjusted to near optimum moisture and compacted to at least 95% of standard Proctor density. In soft or wet areas, the subgrade may require drying or stabilization prior to fill placement. A geogrid and/or sub-excavation and replacement with aggregate base soils may be needed for the stabilization. The subgrade should be proofrolled. Areas that deflect excessively should be corrected before placing pavement materials. The subgrade improvements and placement and compaction of base and asphalt materials should be monitored on a regular basis by a representative of the geotechnical engineer. Once traffic loadings are better known, we should review our pavement section recommendations.

## LIMITATIONS

This study has been conducted in accordance with generally accepted geotechnical engineering principles and practices in this area at this time. We make no warranty either express or implied. The conclusions and recommendations submitted in this report are based upon the data obtained from the exploratory borings drilled at the locations indicated on Figure 1, the proposed type of construction and our experience in the area. Our services do not include determining the presence, prevention or possibility of mold or other biological contaminants (MOBC) developing in the future. If the client is concerned about MOBC, then a professional in this special field of practice should be consulted. Our findings include interpolation and extrapolation of the subsurface conditions identified at the exploratory borings and variations in the subsurface conditions may not become evident until excavation is performed. If conditions encountered during construction appear different from those described in this report, we should be notified so that re-evaluation of the recommendations may be made.

This report has been prepared for the exclusive use by our client for planning and preliminary design purposes. We are not responsible for technical interpretations by others of our information. As the project evolves, we should provide continued consultation and field services during construction to review and monitor the implementation of our recommendations, and to verify that the recommendations have been appropriately interpreted. Significant design changes may require additional analysis or modifications to the recommendations presented herein. We recommend on-site observation of excavations and foundation bearing strata and testing of structural fill by a representative of the geotechnical engineer.

Respectfully Submitted,

**Kumar & Associates, Inc.**

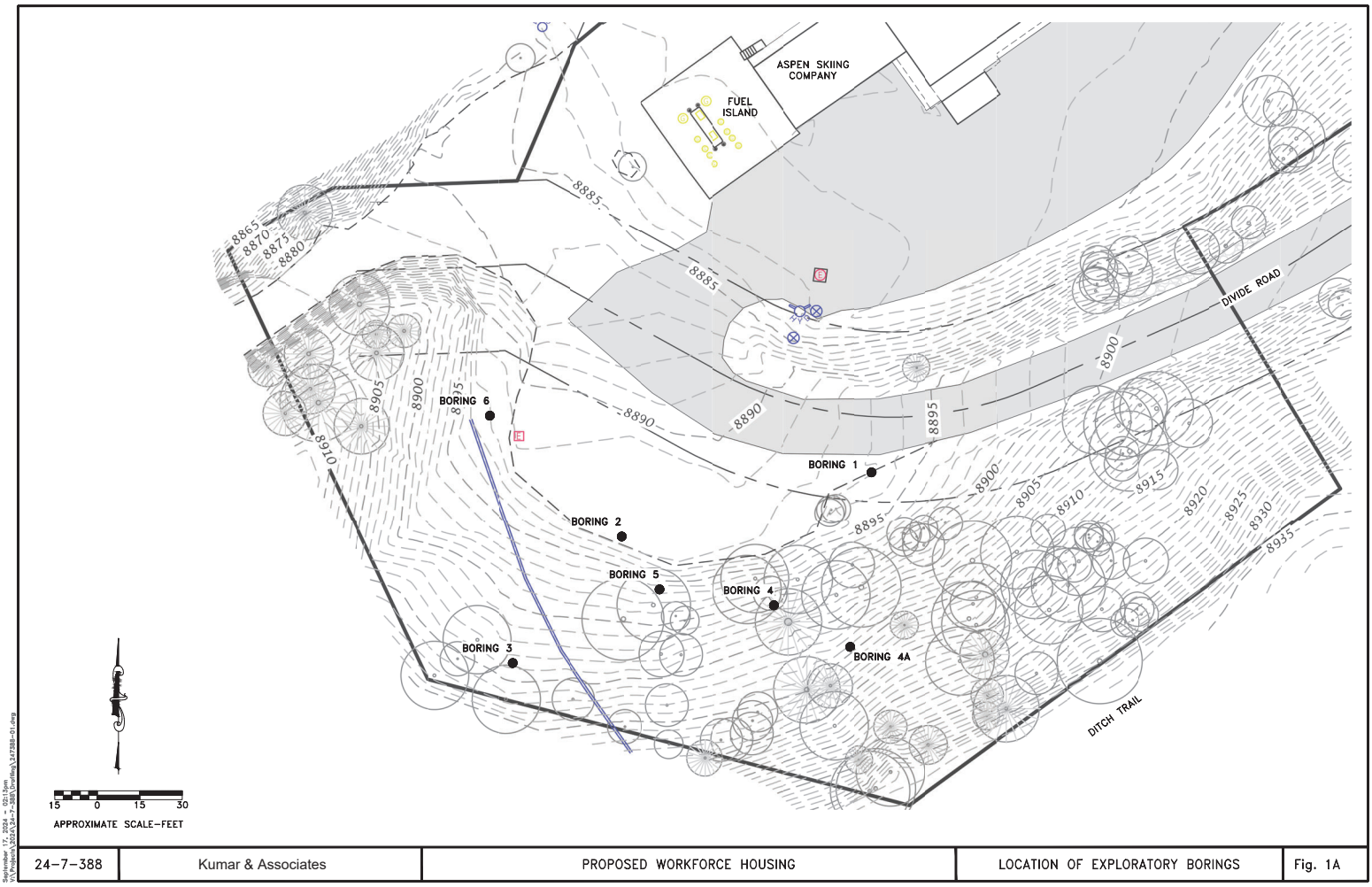
Steven L. Pawlak, P.E.

Reviewed by:

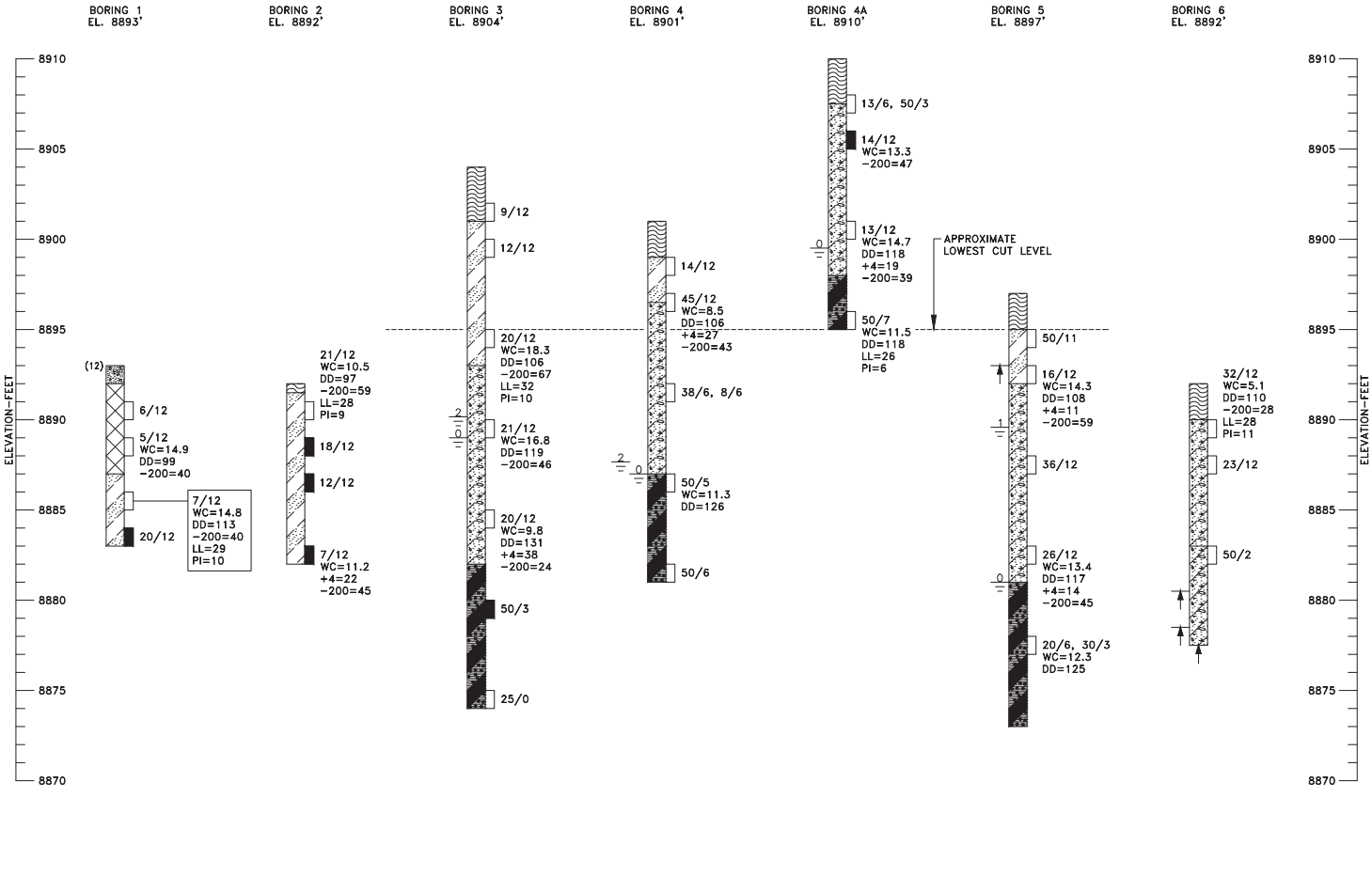
COLORADO REGISTERED DANIEL E. HARDIN 24443 9/27/24 PROFESSIONAL ENGINEER

Daniel E. Hardin, P.E.

SLP/kac




| 24–7–388 | Kumar & Associates | PROPOSED WORKFORCE HOUSING | LOCATION OF EXPLORATORY BORINGS | Fig. 1A |
|---|---|---|---|---|




| 24–7–388 | Kumar & Associates | PROPOSED WORKFORCE HOUSING | LOGS OF EXPLORATORY BORINGS | Fig. 2 |
|---|---|---|---|---|

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## LEGEND

(12) BASE COURSE, THICKNESS IN INCHES SHOWN IN PARENTHESES TO LEFT OF THE LOG.

TOPSOIL; ORGANIC SANDY SILTY CLAY, SCATTERED GRAVEL, FIRM, MOIST, DARK BROWN.

FILL; SILTY SAND AND CLAY WITH GRAVEL AND ORGANICS, MEDIUM STIFF/LOOSE, MOIST, DARK BROWN.

SAND AND CLAY (SC-CL); SILTY, SCATTERED GRAVEL TO GRAVELLY, SCATTERED COBBLES, MEDIUM DENSE/STIFF, MOIST, MIXED BROWN.

SAND AND GRAVEL (SC-GC); SILTY, CLAYEY, COBBLES, POSSIBLE BOULDERS, MEDIUM DENSE, MOIST TO WET WITH DEPTH, MIXED GRAY-BROWN.

GRAVEL, COBBLES & BOULDERS (GM); SILTY, SANDY, DENSE TO VERY DENSE, SLIGHTLY MOIST, RED-BROWN.

CLAYSTONE/SILTSTONE BEDROCK; HARD TO VERY HARD, MOIST TO SLIGHTLY MOIST, DARK GRAY. MANCOS SHALE.

DRIVE SAMPLE, 2-INCH I.D. CALIFORNIA LINER SAMPLE.

DRIVE SAMPLE, 1 3/8-INCH I.D. SPLIT SPOON STANDARD PENETRATION TEST.

6/12 DRIVE SAMPLE BLOW COUNT. INDICATES THAT 6 BLOWS OF A 140-POUND HAMMER FALLING 30 INCHES WERE REQUIRED TO DRIVE THE SAMPLER 12 INCHES.

0.2 ▽ DEPTH TO WATER LEVEL AND NUMBER OF DAYS AFTER DRILLING MEASUREMENT WAS MADE.

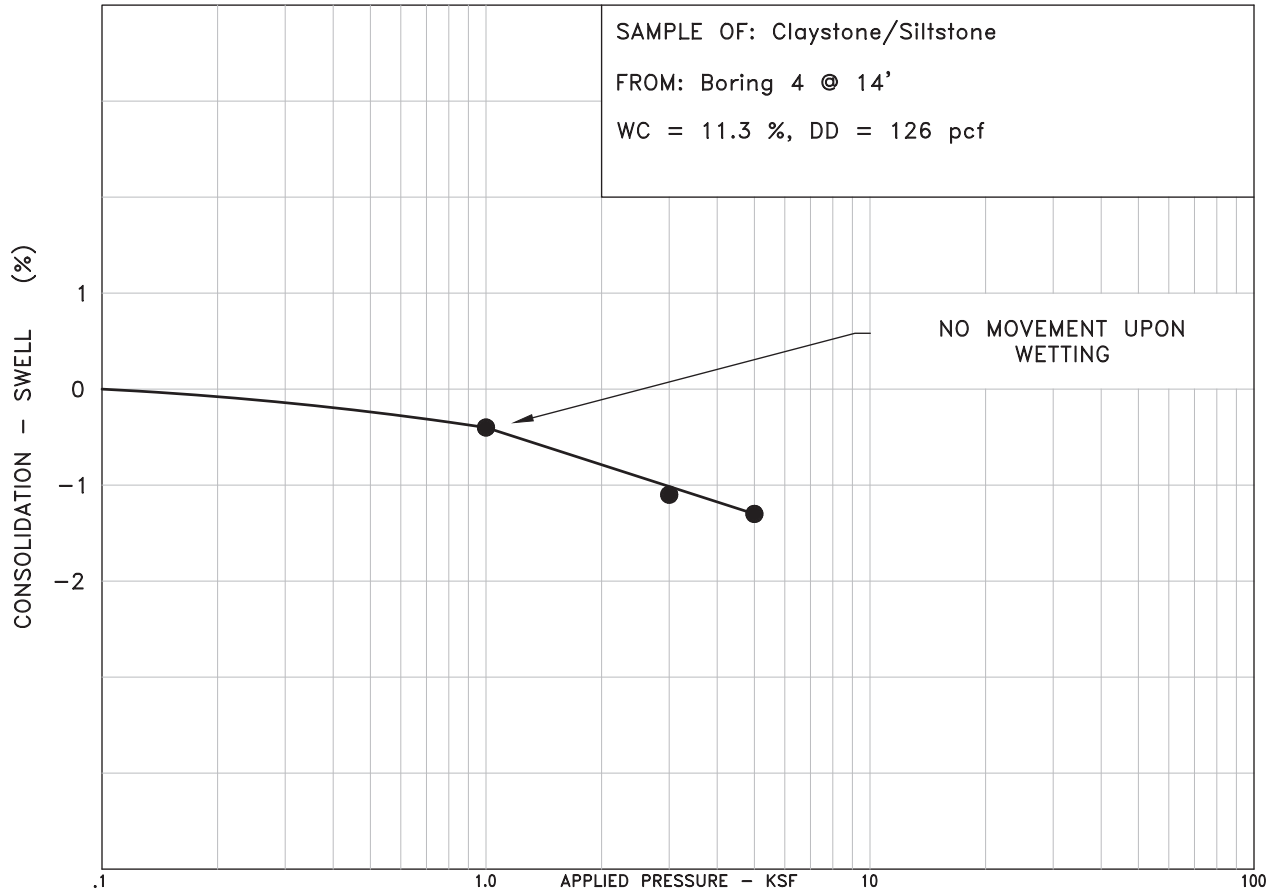
PRACTICAL AUGER REFUSAL. WHERE SHOWN ABOVE BOTTOM OF BORING, INDICATES THAT MULTIPLE ATTEMPTS WHERE MADE TO ADVANCE THE HOLE.

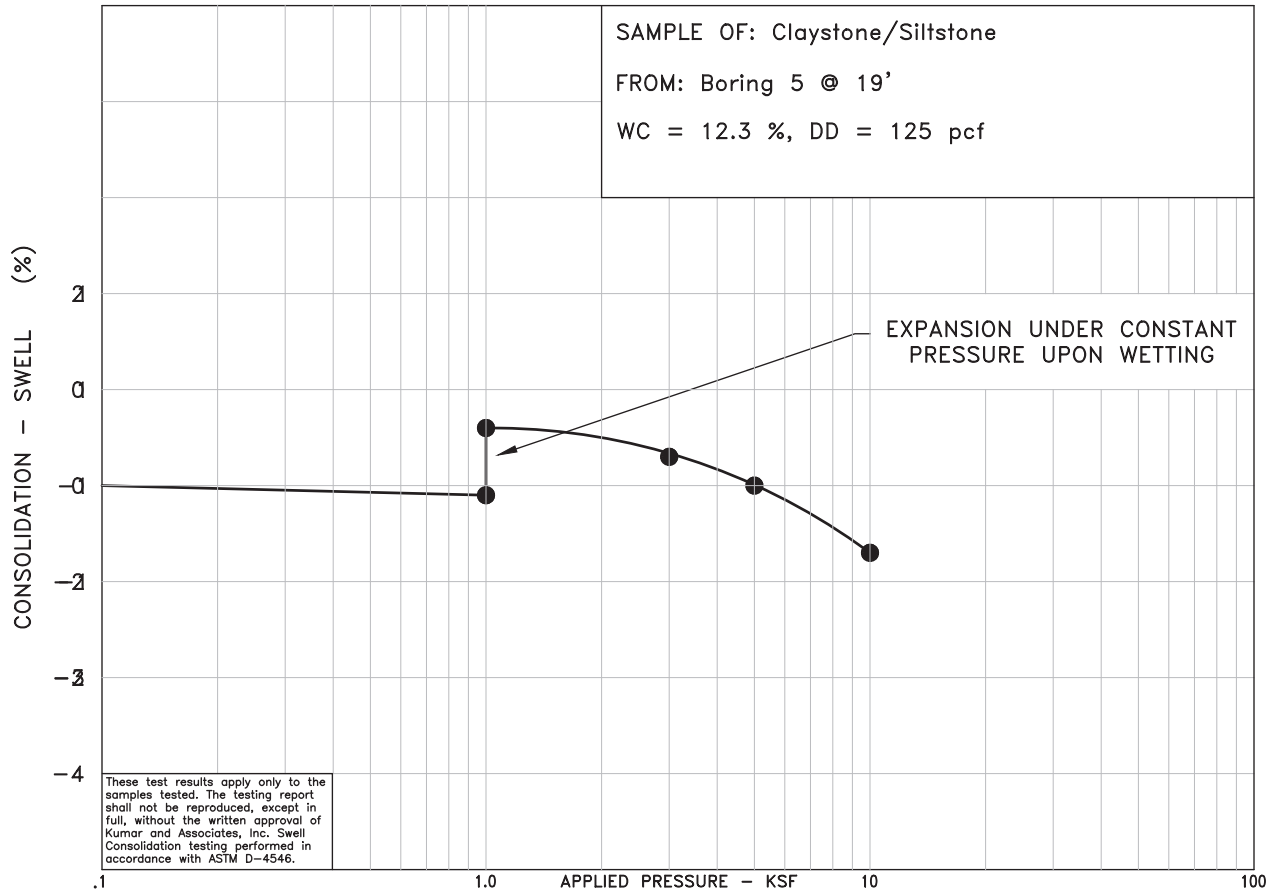
## NOTES

1. EXPLORATORY BORINGS 1 THROUGH 6 WERE DRILLED ON JULY 31, AUGUST 6 AND 7, 2024 AND BORING 4A WAS DRILLED ON SEPTEMBER 10, 2024 WITH A 4-INCH-DIAMETER CONTINUOUS-FLIGHT POWER AUGER.
2. THE LOCATIONS OF THE EXPLORATORY BORINGS WERE MEASURED APPROXIMATELY BY PACING FROM FEATURES SHOWN ON THE SITE PLAN PROVIDED.
3. THE ELEVATIONS OF THE EXPLORATORY BORINGS WERE OBTAINED BY INTERPOLATION BETWEEN CONTOURS ON THE SITE PLAN PROVIDED.
4. THE EXPLORATORY BORING LOCATIONS AND ELEVATIONS SHOULD BE CONSIDERED ACCURATE ONLY TO THE DEGREE IMPLIED BY THE METHOD USED.
5. THE LINES BETWEEN MATERIALS SHOWN ON THE EXPLORATORY BORING LOGS REPRESENT THE APPROXIMATE BOUNDARIES BETWEEN MATERIAL TYPES AND THE TRANSITIONS MAY BE GRADUAL.
6. GROUNDWATER LEVELS SHOWN ON THE LOGS WERE MEASURED AT THE TIME AND UNDER CONDITIONS INDICATED. FLUCTUATIONS IN THE WATER LEVEL MAY OCCUR WITH TIME.
7. LABORATORY TEST RESULTS:
   WC = WATER CONTENT (%) (ASTM D2216);
   DD = DRY DENSITY (pcf) (ASTM D2216);
   +4 = PERCENTAGE RETAINED ON NO. 4 SIEVE (ASTM D6913);
   -200= PERCENTAGE PASSING NO. 200 SIEVE (ASTM D1140);
   LL = LIQUID LIMIT (ASTM D4318);
   PI = PLASTICITY INDEX (ASTM D4318).

| 24-7-388 | Kumar & Associates | PROPOSED WORKFORCE HOUSING | LEGEND AND NOTES | Fig. 3 |
|---|---|---|---|---|

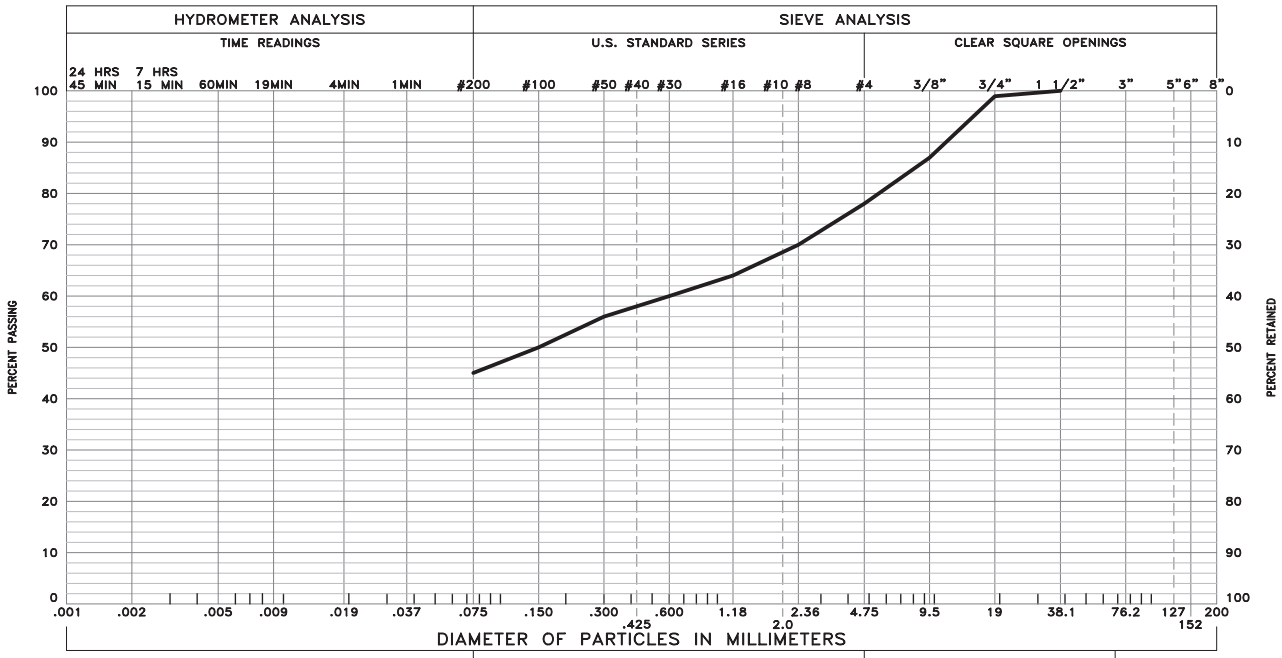
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| 24-7-388 | Kumar & Associates | SWELL-CONSOLIDATION TEST RESULTS | Fig. 4 |
|---|---|---|---|

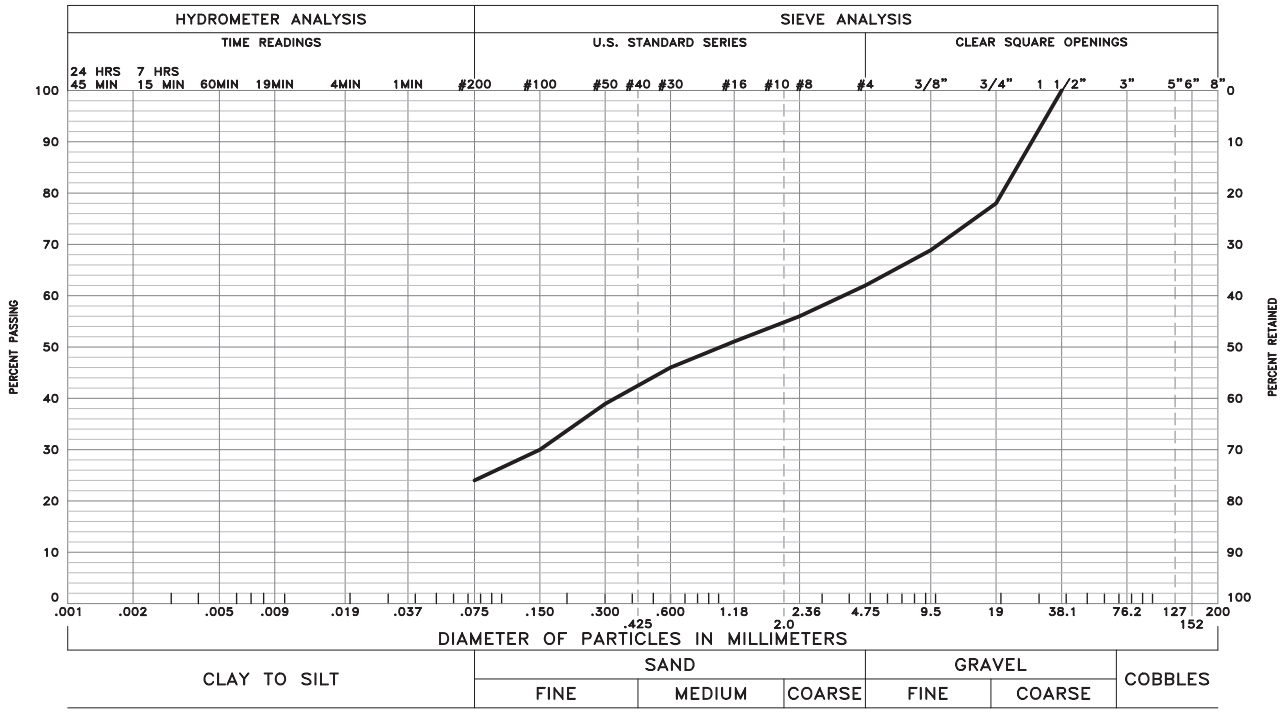
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GRAVEL 22 % SAND 33 % SILT AND CLAY 45 %

LIQUID LIMIT – PLASTICITY INDEX –

SAMPLE OF: Very Clayey Sand with Gravel FROM: Boring 2 @ 9'




GRAVEL 38 % SAND 38 % SILT AND CLAY 24 %

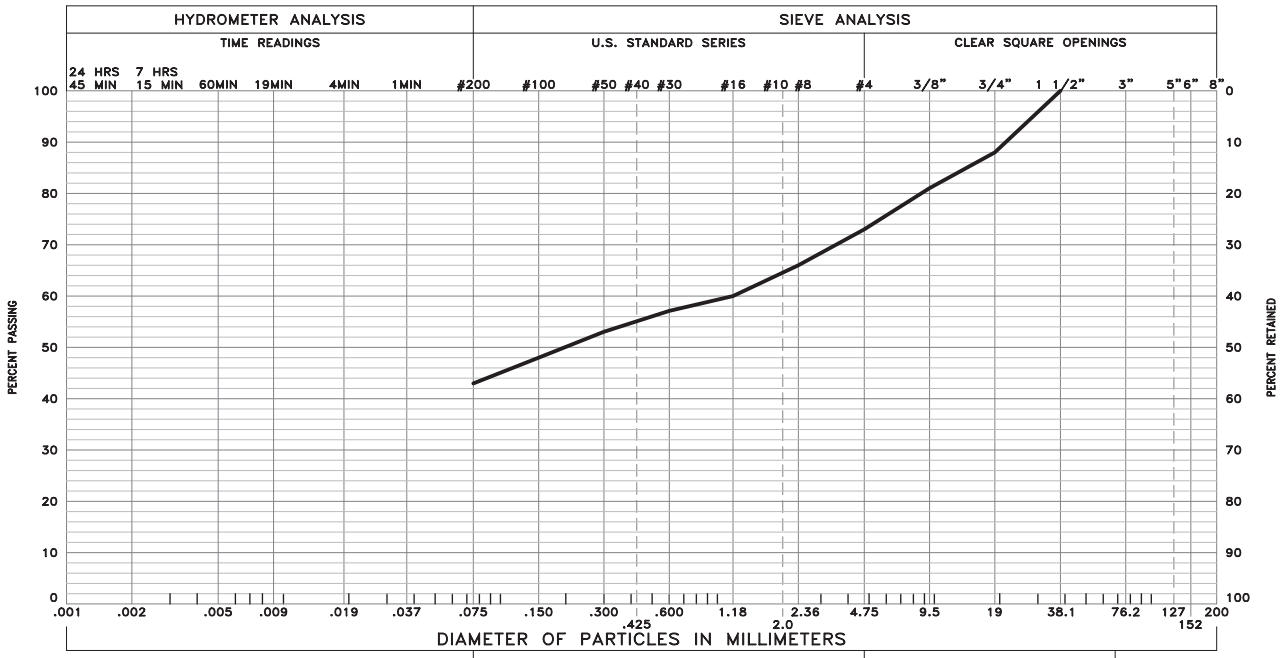
LIQUID LIMIT – PLASTICITY INDEX –

SAMPLE OF: Clayey Sand and Gravel FROM: Boring 3 @ 19'

These test results apply only to the samples which were tested. The testing report shall not be reproduced, except in full, without the written approval of Kumar & Associates, Inc. Sieve analysis testing is performed in accordance with ASTM D6913, ASTM D7928, ASTM C136 and/or ASTM D1140.

| 24-7-388 | Kumar & Associates | GRADATION TEST RESULTS | Fig. 5 |
|---|---|---|---|

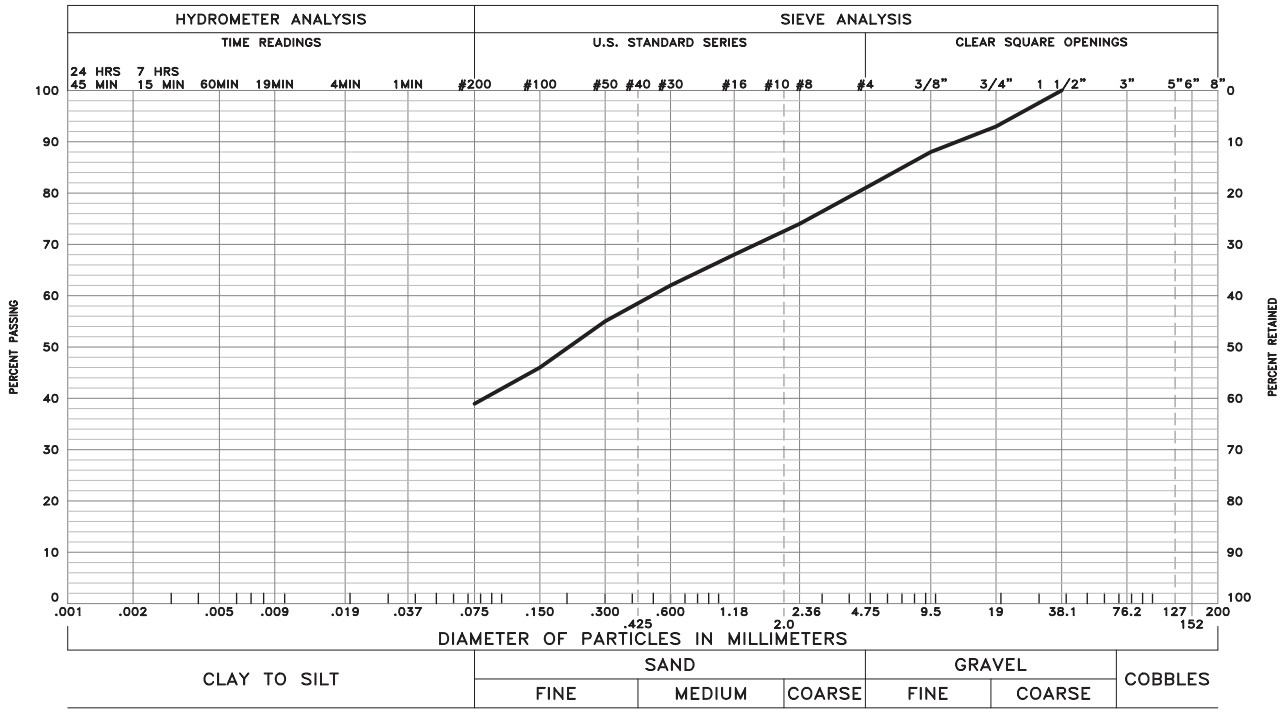
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GRAVEL 27 % SAND 30 % SILT AND CLAY 43 %

LIQUID LIMIT – PLASTICITY INDEX –

SAMPLE OF: Very Clayey Sand with Gravel FROM: Boring 4 @ 4'




GRAVEL 19 % SAND 42 % SILT AND CLAY 39 %

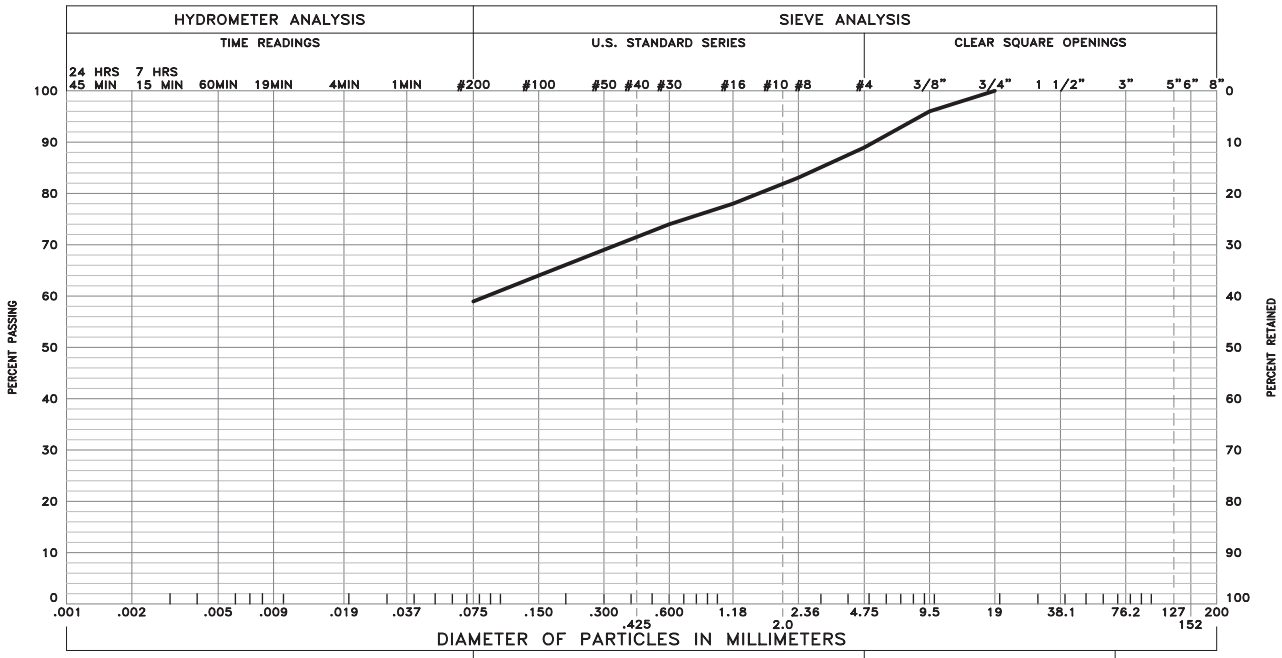
LIQUID LIMIT – PLASTICITY INDEX –

SAMPLE OF: Clayey Sand with Gravel FROM: Boring 4A @ 9'

These test results apply only to the samples which were tested. The testing report shall not be reproduced, except in full, without the written approval of Kumar & Associates, Inc. Sieve analysis testing is performed in accordance with ASTM D6913, ASTM D7928, ASTM C136 and/or ASTM D1140.

| 24-7-388 | Kumar & Associates | GRADATION TEST RESULTS | Fig. 6 |
|---|---|---|---|

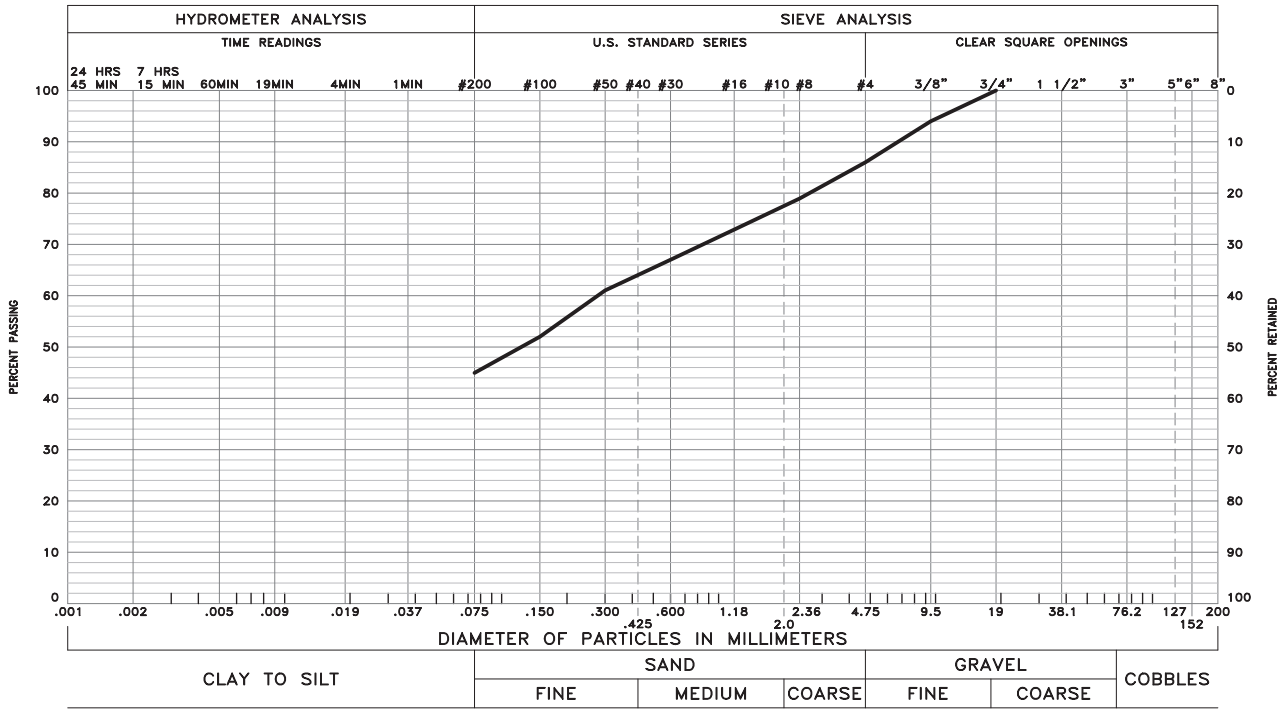
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GRAVEL 11 % SAND 30 % SILT AND CLAY 59 %

LIQUID LIMIT – PLASTICITY INDEX –

SAMPLE OF: Sandy Clay with Gravel FROM: Boring 5 @ 4'




GRAVEL 14 % SAND 41 % SILT AND CLAY 45 %

LIQUID LIMIT – PLASTICITY INDEX –

SAMPLE OF: Very Clayey Sand with Gravel FROM: Boring 5 @ 14'

These test results apply only to the samples which were tested. The testing report shall not be reproduced, except in full, without the written approval of Kumar & Associates, Inc. Sieve analysis testing is performed in accordance with ASTM D6913, ASTM D7928, ASTM C136 and/or ASTM D1140.

| 24-7-388 | Kumar & Associates | GRADATION TEST RESULTS | Fig. 7 |
|---|---|---|---|

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Geotechnical and Materials Engineers
and Environmental Scientists

## TABLE 1
## SUMMARY OF LABORATORY TEST RESULTS



| SAMPLE LOCATION | | NATURAL MOISTURE CONTENT | NATURAL DRY DENSITY | GRADATION | | PERCENT PASSING NO. 200 SIEVE | ATTERBERG LIMITS | | UNCONFINED COMPRESSIVE STRENGTH | AASHTO CLASS | SOIL TYPE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| BORING | DEPTH (ft) | (%) | (pcf) | GRAVEL (%) | SAND (%) | | LIQUID LIMIT (%) | PLASTIC INDEX (%) | (psf) | | |
| 1 | 4 | 14.9 | 99 | | | 40 | | | | | Clayey Sand with Gravel and Organics (Fill) |
| | 7 | 14.8 | 113 | | | 40 | 29 | 10 | | A-4 (1) | Clayey Sand with Gravel |
| | | | | | | | | | | | |
| 2 | 1 | 10.5 | 97 | | | 59 | 28 | 9 | | A-4 (2) | Sandy Clay with Gravel |
| | 9 | 11.2 | | 22 | 33 | 45 | | | | | Very Clayey Sand with Gravel |
| | | | | | | | | | | | |
| 3 | 9 | 18.3 | 106 | | | 67 | 32 | 10 | | A-4 (5) | Sandy Clay with Gravel |
| | 14 | 16.8 | 119 | | | 46 | | | | | Very Clayey Sand with Gravel |
| | 19 | 9.8 | 131 | 38 | 38 | 24 | | | | | Clayey Sand and Gravel |
| | | | | | | | | | | | |
| 4 | 4 | 8.5 | 106 | 27 | 30 | 43 | | | | | Very Clayey Sand with Gravel |
| | 14 | 11.3 | 126 | | | | | | | | Claystone/Siltstone |
| | | | | | | | | | | | |
| | | | | | | | | | | | |

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and Environmental Scientists

## TABLE 1
## SUMMARY OF LABORATORY TEST RESULTS



| SAMPLE LOCATION | | NATURAL MOISTURE CONTENT | NATURAL DRY DENSITY | GRADATION | | PERCENT PASSING NO. 200 SIEVE | ATTERBERG LIMITS | | UNCONFINED COMPRESSIVE STRENGTH | AASHTO CLASS | SOIL TYPE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| BORING | DEPTH (ft) | (%) | (pcf) | GRAVEL (%) | SAND (%) | | LIQUID LIMIT (%) | PLASTIC INDEX (%) | (psf) | | |
| 5 | 4 | 14.3 | 108 | 11 | 30 | 59 | | | | | Sandy Clay with Gravel |
| | 14 | 13.4 | 117 | 14 | 41 | 45 | | | | | Very Clayey Sand with Gravel |
| | 19 | 12.3 | 125 | | | | | | | | Claystone/Siltstone |
| | | | | | | | | | | | |
| 6 | 2 | 5.1 | 110 | | | 28 | 28 | 11 | | A-2-6 (0) | Clayey Sand with Gravel |
| | | | | | | | | | | | |
| 4A | 4 | 13.3 | | | | 47 | | | | | Very Clayey Sand with Gravel |
| | 9 | 14.7 | 118 | 19 | 42 | 39 | | | | | Clayey Sand with Gravel |
| | 14 | 11.5 | 118 | | | | 26 | 6 | | | Weathered Claystone/Siltstone |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |

EXHIBIT 13

# WILDLIFE RESOURCE REPORT & WILDFIRE RISK ASSESSMENT

# Wildlife Resources Report & Wildfire Risk Assessment

## The SHOP
## Snowmass Housing for Ops Personnel

Snowmass Village, Colorado
May 16, 2025



***Prepared for:***
**ASPEN ONE**
127 W. Hopkins Ave.
Aspen, CO 81611

***Prepared by:***
**COLORADO WILDLIFE SCIENCE. LLC**
0100 Elk Run Drive STE 128
Basalt, CO  1621

Colorado Wildlife Science

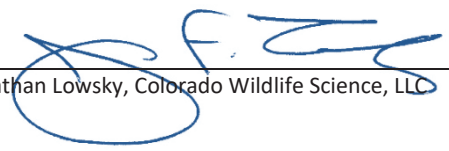
# Wildlife Resources Report & Wildfire Risk Assessment

## The SHOP
## Snowmass Housing for Ops Personnel
### Snowmass Village, Colorado
May 16, 2025

***Prepared for:***
**ASPEN ONE**
127 W. Hopkins Ave.
Aspen, CO 81611

***Prepared by:***
**COLORADO WILDLIFE SCIENCE. LLC**
0100 Elk Run Drive STE 128
Basalt, CO 1621

I hereby certify that the information contained herein is true and accurate.



Jonathan Lowsky, Colorado Wildlife Science, LLC — May 16, 2025 (Date)

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# EXECUTIVE SUMMARY

Aspen One proposes to develop a 30-unit, three-story modular workforce housing project known as the Snowmass Housing for Operations Personnel (SHOP) on Lot 44 of the Divide Subdivision in Snowmass Village, Colorado. The project encompasses a 20,804 square-foot building footprint with approximately 78,500 square feet of site disturbance. In compliance with the Town of Snowmass Village Land Use Development Code (LUDC), Colorado Wildlife Science (CWS) conducted an integrated wildlife resources and wildfire risk assessment to determine potential ecological impacts and provide mitigation guidance.

The site is currently developed and partially vegetated, located within a quaking aspen-dominated woodland with scattered Engelmann spruce and nearby stands of Douglas fir and mixed conifer. Field surveys and GIS analyses determined that the property is not situated within or adjacent to any sensitive wildlife habitat designated under §16A-4-20 of the LUDC, such as production areas, winter ranges, migration corridors, or raptor nest sites. While the property intersects a large black bear fall concentration area, the affected area is minimal (<1 acre), and expected impacts are negligible. Development will likely increase the potential for human-bear encounters, requiring bear-aware design and operational practices.

The U.S. Fish and Wildlife Service identified several threatened and endangered species with potential to occur near the site, including Canada lynx, gray wolf, and monarch butterfly. The property itself does not offer suitable habitat for these species, and the impacts were assessed as “No Effect” or “May Affect, Not Likely to Adversely Affect.” Additionally, the site was confirmed not to support suitable habitat for raptors, boreal toad, or other species of special concern. Importantly, the proposed development lies entirely within an established 180-meter zone of influence from existing adjacent development, qualifying it as a clustered project under LUDC §16A-4-20(g), thereby minimizing additional indirect wildlife habitat loss.

From a wildfire risk perspective, the site is characterized by moderate to steep slopes and is vegetated primarily by young aspen woodland with minimal conifer understory. These vegetation types naturally resist wildfire spread. According to Colorado State Forest Service data, the area has a “Low Risk” wildfire designation; however, based on site-specific conditions including adjacent fuels and slope, CWS categorizes the project site as “Moderate Wildfire Risk” under national fire danger rating criteria. Key contributing factors include the proximity of mixed conifer stands and moderately steep topography.

To mitigate wildfire hazards, a comprehensive suite of fuel management and construction recommendations is proposed. These include tiered defensible space zones extending 100 feet from structures, vegetation thinning, herbicide treatment of regrowth, use of Class A roofing and fire-resistant materials, screening of all vents, and minimum spacing for trees and shrub clusters. The report also calls for fire-safe access design and property owner responsibility for long-term vegetation maintenance.

Ecological mitigation measures are also detailed. These include leash requirements for pets, restrictions on outdoor feeding, mandatory use of bear-proof waste containers, limitations on fencing to allow wildlife movement, and revegetation with native species. Together, these actions aim to preserve habitat quality while ensuring public safety.

In conclusion, the SHOP project is designed to align with local ecological and fire safety standards and avoids significant impacts on sensitive wildlife resources or increasing wildfire risks. With implementation of the prescribed mitigation strategies, the development can proceed with minimal ecological disruption and enhanced resilience to wildfire.

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# 1.0 INTRODUCTION

This report presents an evaluation of the wildlife and ecological resources potentially affected by proposed development of Lot 44 of the Divide Subdivision in Snowmass Village, CO (the property). The information contained herein is submitted in support of a Town of Snowmass Village (TOSV or the Town) Preliminary Plan Application. An assessment of wildfire hazard conditions on the property and the proposed development site is also presented within this report.

This analysis addresses significant wildlife use of the project area, evaluates potential effects of the proposal on wildlife and other important ecological resources as regulated by §16A-4-10 of the TOSV Land Use and Development Code (the LUDC), evaluates existing conditions for compliance with §16A-4-240 of the LUDC, and recommends actions and mitigation measures to reduce ecological impacts and actions to reduce the threat of wildfire. Sensitive wildlife habitat areas as defined by the LUDC discussed in this report include: winter range, severe winter range; winter concentration areas; migration corridors; Rocky Mountain elk (*Cervus canadensis*) production areas; nest sites of golden eagles, American goshawks and red-tailed hawks; and habitat of species protected by or candidates to be protected by the federal Endangered Species Act (ESA).

# 2.0 PROJECT DESCRIPTION

Aspen One (the applicant) is submitting an application to formally request Preliminary Plan approval for a Major PUD Amendment to the Aspen Skiing Company's Vehicle Maintenance Facility on Lot 44 of the Divide Subdivision. The project consists of 30 units of employer-based workforce funded solely by Aspen One and for the benefit of Aspen One employees. The project includes a 3-story, 30 unit modular employee housing development. Parking is provided per code. The total gross square footages for the building without the onsite parking is 20,804 gsf and the total site disturbance is calculated at approximately 78,500 sf.

# 3.0 METHODS

This report is based on: (1) an April 9, 2025 site assessment and reconnaissance of the site; (2) a detailed evaluation of the mapped and potential wildlife habitat on and within proximity to the site; (3) a review of current Colorado Parks and Wildlife (CPW) Species Activity Mapping (SAM) (Colorado Parks & Wildlife 2022); (4) a review of Pitkin County wildfire hazard mapping; (5) review of the wildfire risk model for the site produced by the Colorado State Forest Service Risk Reduction Planner (Colorado State Forest Service 2022); (6) consultation with the project team; (7) consultation with the United States Fish & Wildlife Service (USFWS) via the IPaC system (U.S. Fish and Wildlife Service 2022) regarding federally listed Threatened, Endangered, or Candidate species that may occur on or within proximity to the site or may be affected by implementation of the proposal; and (8) the author's experience assessing wildlife habitat and wildfire risk in Snowmass Village, Pitkin County, and western Colorado.

A preliminary desktop review of the site using Pitkin County 2022 digital orthophotos was conducted to familiarize Colorado Wildlife Science (CWS) with the site and as an aid to help determine the potential presence of wildlife habitat regulated by the LUDC and any threatened, endangered, or candidate species. Site surveys concentrated on habitat mapping, developing an

ecological understanding of the site, field verifying SAM maps, searching for evidence of specific species presence (as described in species accounts, below), and assessing the plant communities, and hydrological/geomorphic characteristics of the site. A CWS biologist conducted pedestrian surveys of the site to identify and locate wildlife species, wildlife sign, wildlife habitats, and plant communities. Raptor nest surveys were conducted on foot through suitable habitat on and in proximity to the site. Vegetation types were determined through field identification of plants, aerial photography, and on-the-ground assessments of plant abundance. Field data collected and photographs taken during the survey were georeferenced using a submeter GPS.

# 4.0 SITE DESCRIPTION & EXISTING CONDITIONS

The property is located within the North-Central Highlands and Rocky Mountain Section of the Southern Rocky Mountains Steppe - Open Woodland - Coniferous Forest - Alpine Meadow Physiographic Province (Bailey 1976, 1995, Bailey et al. 1998). It is located at approximately 8,890 feet on the divide between the Brush Creek and Snowmass Creek drainages of the Roaring Fork River watershed. Given that the property itself is developed with access roads, parking areas, and commercial-residential development, it is largely devoid of vegetation (Map 1).

## 4.1 VEGETATION

Quaking aspen (*Populus tremuloides*) woodland occupies the southwestern end of the property where the proposed development site is located (Photo 1). This stand is relatively young with primarily pole sized trees with a few mature aspens as well as varying age-class Engelmann spruce (*Picea engelmannii*) trees dispersed throughout (Photo 2). The understory is mostly grass-forb with a few serviceberries (*Amelanchier alnifolia*) and chokecherries (*Prunus virginiana*) scattered beneath the aspen canopy. In addition, a stand of mature Douglas fir (*Pseudotsuga menziesii*) occurs at the northwest corner of the property south of Divide Way (Photo 3). The northern boundary of the greater property is adjacent to a dense stand of mixed conifer dominated by Engelmann spruce on a moderately steep to steep slope (Photo 4).

# 5.0 SENSITIVE WILDLIFE HABITAT AREAS - §16A-4-20

Per the LUDC, the purpose of this section is to establish "…procedures and standards to ensure that development is located, designed and used in such a way that these sensitive wildlife habitat areas are protected" and "…to manage development such that it does not diminish wildlife habitat and ensures the continuing existence of species in the area."

## 5.1 HABITAT FOR BIGHORN SHEEP, ELK, & MULE DEER

In general, Colorado's native ungulates have adapted to the increased human activity and habitat degradation resulting from recreation, residential, and infrastructure development in the area by altering diel activity patterns and spending a greater period of time during winter, migration, and transition (i.e., the period before significant snow accumulation in the late fall and early winter and the period in early spring prior to significant movement to production areas and summer range) in areas where human disturbance is relatively lower. This finding is

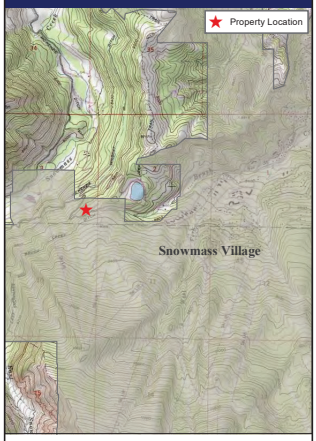


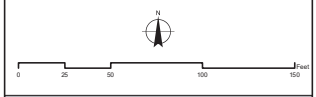

# Wildlife Resources Report & Wildfire Hazard Assessment

## The SHOP
## Snowmass Housing for Ops Personnel

Snowmass Village, CO

**Map 1. Existing Conditions**




Legend:

- Parcel Boundary
- Intermittent Stream
- Perennial Stream

*Coordinate System: NAD83 State Plane Colorado Central*

*Project No. 25120*

*Date Prepared: 05-MAY-2025*

Basemap Sources:
Pitkin County GIS
2022 Orthophotos


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as expected based upon peer reviewed literature (Edge and Marcum 1985, Edge et al. 1988, Morrison et al. 1995, Cole et al. 1997, Burcham et al. 1999, Phillips and Alldredge 2000, Conner et al. 2001).

**Limiting Factors**

Limiting factors are influences that determine whether a wildlife population increases, decreases or remains stable. It is important to understand that there is seldom one factor that, by itself, causes a reduction or an increase in an ungulate population. It is usually the interaction of several factors that determine the fate of a population. For example, predation may seem to be a factor causing an elk population to decline when in fact restricted winter habitat, deep snow or the lack of alternate prey may be what allows predation to have a major impact. Traditionally, we have looked at the concept of food, water, cover and space as the primary components that determine how suitable a habitat is for wildlife. While this is true, it oversimplifies our understanding of how various factors affect habitat. Several other factors may not be as important on their own, but when they are combined with the four primary habitat components, the value of the habitat may be immediately enhanced or reduced. For example, other land uses can greatly impact elk use of suitable range. Limiting factors for bighorn sheep (*Ovis canadensis*), elk, and mule deer *(Odocoileus hemionus)* in the Roaring Fork Valley most affected by residential development are winter concentration habitat, severe winter range, production habitat, and migration habitat (R. Cote, pers. comm.; K. Wright, pers. comm.; J. Mao, pers. comm.; Mao et. al 2013; Mao et. al 2011).

### 5.1.1 Production Areas – §16A-4-20(c)(1)(a), §16A-4-20(f)(1)(a)

Elk calving grounds or production areas are carefully selected by cows and are generally in locations where cover, forage, and water are in close proximity (Seidel 1977, Phillips and Alldredge 2000, Barbknecht et al. 2011, Rearden et al. 2011). Calving sites occur in the lower to middle portions of summer range and often occur in the same general area each year. Although selected sites are used for a brief period in the spring or early summer, elk production habitat is often a limiting factor for a given population. Sites must provide security from harassment and be within or adjacent to high quality summer range. Elk are considered a hider species because the calf remains bedded at a location and responds to threats by remaining prone while the female moves away to forage, returning periodically to nurse (Altmann 1963, Phillips 1974, Boyce and Sauer 1978, Toweill et al. 2002, Barbknecht et al. 2011) .

Webb et. al (2011) found that female elk show high levels of site fidelity even in the presence of increasing annual land development. Females did not appear to abandon previously established areas, but used ranges in a manner that minimized interaction with development within these areas based on reductions in range use size and fidelity as land development increased. Phillips and Alldredge (2000), however, found that reproductive success and calf survival decreased during years of disturbance suggesting a significant impact on population growth. In Colorado, habitat fragmentation as a result of housing developments and associated road and infrastructure construction may cause elk to avoid patches of habitat less than 0.04 $km^2$ (9.88 ac). Elk prefer habitat patches greater than 0.24 $km^2$ (59.3 ac) with available hiding cover (Wait and McNally 2004).





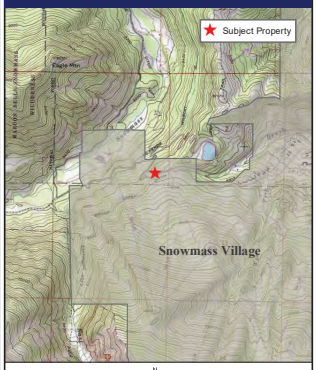


## Wildlife Resources Report & Wildfire Hazard Assessment

**The SHOP**
**Snowmass Housing for Ops Personnel**

Snowmass Village, CO

**Map 2. Field Verified CPW Mule Deer & Elk Seasonal Habitat**




N

0 50 100 200 300 400 500 Feet

**Legend**

- Parcel Boundary
- Production Area
- Resident Population
- Winter Range
- Migration Corridor
- Severe Winter Range
- Summer Range
- Winter Concentration Area

*Coordinate System: NAD83 State Plane Colorado Central*

*Project No. 25120*

*Date Prepared: 05-MAY-2025*

Basemap Source: Pitkin County GIS 2022 Orthophotos

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There is no mapped or field verified production habitat within proximity to the site (Map 2). The closest mapped or field verified production habitat is more than 2 miles to the east-southeast of the property. As such, **the proposed development will not result in the direct or indirect loss of production habitat.**

### 5.1.2 Winter Range, Severe Winter Range, Concentration Areas – §16A-4-20(c)(1)(b), §16A-4-20(c)(1)(c), §16A-4-20(c)(1)(e), §16A-4-20(c)(1)(f), §16A-4-20(f)(1)(a)

Both elk and mule deer on winter range continuously seek the most moderate ambient weather conditions, and other factors influencing habitat selection are secondary (Toweill et al. 2002). In winter, elk move between foraging and bedding sites in response to changing ambient temperatures, increasing snow depths, and to enhance control of body temperature. On the coldest days and/or when snow depths are greatest, both species seek southerly and westerly facing slopes where snows typically melt quickly. Snow depths greater than 12 inches begin to reduce the available winter range (USFWS 1982). In general, mule deer and elk do not tolerate snow depths greater than chest height and are impeded when snow is knee-deep (Loveless 1967, Kelsall and Prescott 1971, Parker et al. 1984, Toweill et al. 2002, Ungulate Winter Range Technical Advisory Team 2005). Consequently, winter range of larger elk covers a greater areal extent of lands with greater snow depths than that of mule deer (Parker et al. 1984).

The site is neither mapped by CPW nor field-verified by CWS as winter range, severe winter range, or a winter concentration area for bighorn sheep, elk, or mule deer (Map 2). Accordingly, **development of the proposed site will not directly or indirectly affect these seasonal habitat types.**

### 5.1.3 Migration Corridors – §16A-4-20(c)(1)(d), §16A-4-20(f)(1)(a)

The ability to migrate is essential for native ungulates to travel to, and access, important seasonal habitats. Throughout their range, bighorn sheep, elk, and mule deer migrate in the fall and spring as animals travel between winter and summer ranges. Migration allows mule deer to avoid deep snow and other harsh conditions during winter and take advantage of high quality forage during summer. Because migration corridors serve as the critical link between summer and winter ranges, they must be unimpeded by physical barriers (e.g., game-proof fences, roads, etc.) and protected from various forms of development and human disturbance (e.g., housing and energy development). We differentiate between “migration corridors” and “transition range” since migration corridors are areas typically constrained by some feature – either natural (e.g., topography) or anthropogenic (e.g., residential development) – whereas transition range is simply the habitat that these animals live in as they move between seasonal habitats (e.g., winter range and production areas).

There are no mapped or otherwise known migration corridors within proximity to the property and **development of the site will not affect bighorn sheep, elk, or mule deer migration.**

### 5.1.4 Excessive Intrusion – §16A-4-20(f)(1)(b)

**Development of the site will not generate excessive human intrusion during periods when elk, mule deer or bighorn sheep use the area** since the property is not within or in proximity to sensitive habitat areas.

## 5.2 RAPTORS

### 5.2.1 Nest Sites of Golden Eagles, Northern Goshawks & Red-Tailed Hawks – §16A-4-20(c)(1)(d), §16A-4-20(f)(2)

The area within a quarter-mile of the site was surveyed for raptor nests. No raptor nests or roost sites were observed near the site. The site is adjacent to suitable habitat for red-tailed hawks (*Buteo jamaicensis*), golden eagles (*Aquila chrysaetos*), American goshawks (*Astur atricapillus*), and various owl species, but no individuals or nests were observed during the surveys. In addition, CPW SAM data and the White River National Forest "All Known Raptor Nests" database were reviewed for nesting records near the site, and none were documented within 0.5 miles.

## 5.3 HABITAT FOR BLACK BEARS

The site encompasses a small portion of a 570,145 acre black bear (*Ursus americanus*) fall concentration area (Folk et al. 1976, Nelson et al. 1983, Rogers and Durst 1987, Hellgren 1998). In the upper Roaring Fork Valley, black bear fall concentration areas are most often located in Gambel oak and mixed montane shrublands where most of the shrubs produce sufficient forage for the hyperphagic and fall transition stages of a bear's annual cycle (Folk et al. 1976, Nelson et al. 1983). **Development of the site will result in the loss of a negligible area (less than 1 ac) of black bear fall concentration area**. The site is adjacent to a human-black bear conflict area and bears should be expected to occur on the site once it is developed.

## 5.4 ENDANGERED, THREATENED & SPECIES OF SPECIAL CONCERN

### 5.4.1 Federal and State Listed Threatened & Endangered Species – §16A-4-20(d)(2)

The subject parcel was submitted to USFWS on April 12, 2025 via the IPaC system (http://ecos.fws.gov/ipac/) requesting an official list of Threatened, Endangered, or Candidate species that may occur on or within proximity to the site or may be affected by implementation of the proposal. An official list was received on April 30, 2025 and is attached as Appendix D. The species list fulfills the requirements of the USFWS under section 7(c) of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 *et seq*.).

Per the consultation with USFWS, species protected under the ESA that may occur within the boundary of the site are listed below in Table 1. Some of the species listed below are typically found within habitats that do not occur on the site or within areas that cannot be affected by actions associated with the project. There will be no effect on these off-site species.

**Table 1.** Threatened or Endangered Species that may occur on the property or may be affected by development therein

| Common Name<br>*Latin Name* | Occurrence<br>Habitat | Status‡ | Potential Habitat w/in the Property | Surveys Conducted?<br>Effect |
|---|---|---|---|---|
| **BIRDS** | | | | |
| Mexican Spotted Owl<br>*Strix occidentalis lucida* | Occurs in forested mountains and canyonlands throughout the SW U.S. & Mexico. Ranges from UT, CO, AZ, NM & western portions of TX, south into several states of Mexico. Does not occur uniformly throughout its range. Instead, it occurs in disjunct areas that correspond with isolated mountain ranges and canyon systems. | FT, ST | No | No |

**Table 1.** Threatened or Endangered Species that may occur on the property or may be affected by development therein

| Common Name *Latin Name* | Occurrence: Habitat | Status‡ | Potential Habitat w/in the Property | Surveys Conducted? Effect |
|---|---|---|---|---|
| | Complex forest or rocky canyons that contain uneven-aged, multi-level and old-aged, thick forests below 9,500 feet elevation. Nests in standing snags and hollow trees (Rinkevich et al. 1995) | | | No Effect |
| Yellow-Billed Cuckoo *Coccyzus americanus* | In Colorado west of the Continental Divide, the species was probably never common (Bailey and Niedrach 1965, Kingery 1998) and is now extremely rare (Kingery 1998). One confirmed nesting observation occurred along the Yampa River near Hayden during the Breeding Bird Atlas surveys conducted from 1987-1994 (Kingery 1998) and one cuckoo, representing a probable nesting pair in surveyed lowland river riparian habitat along six rivers in west-central Colorado (Dexter 1998). | FT, SC | No | No |
| | Wooded habitat with dense cover and water nearby, including woodlands with low, scrubby, vegetation, overgrown orchards, abandoned farmland, and dense thickets along streams and marshes. | | | No Effect |
| **MAMMALS** | | | | |
| Canada Lynx *Lynx canadensis* | Colorado is the southern limit of the North American distribution of the species, and the population is considered isolated from those in the Northern Rockies (McKelvey et al. 2000). | FT, SE | No | No |
| | Found primarily within the subalpine and upper montane forests zones typically from 8,000 to 12,000 feet in elevation. Early successional spruce/fir and lodgepole pine forests used for foraging, mature and old growth spruce/ fir and lodgepole pine containing large downed woody debris used for denning. Riparian areas, mixed aspen/conifer, mature spruce/fir, and shrublands to forested lynx habitat also used for foraging. | | | May Affect, Not Likely to Adversely Affect* |
| Gray Wolf[1] *Canis lupus* | CO is part of the gray wolf's native range, but wolves were eradicated by the 1940s. Individual wolves have ventured into CO from WY. The USFWS designated the CPW reintroduced gray wolf in Colorado as EPNE. It is possible that wolves from the south may do so someday as well. As the result of a statewide voter-led initiative passed in November 2020, CPW has reintroduced wolves in a portion of the species' historical range in Colorado, including Pitkin County. To date, no wolves have been observed within the upper RF Valley. | EPNE, SE | Yes | No |
| | No particular habitat preference. In Minnesota and Wisconsin, usually occurs in areas with few roads, which increase human access and incompatible land uses (Thiel 1985, Mech et al. 1988, Mech 1989) but can occupy semi-wild lands if ungulate prey are abundant and if not killed by humans (Mladenoff et al. 1997). Young are born in an underground burrow that has been abandoned by another mammal or dug by wolf. | | | No Effect |
| **FISH** | | | | |
| Colorado pikeminnow *Ptychocheilus lucius* | Large, swift-flowing muddy rivers with quiet warm backwaters in the Green, Yampa, White, Colorado, Gunnison, San Juan, and Dolores Rivers. | FE, ST | No | No |
| | | | | No Effect |
| Razorback sucker *Xyrauchen texanus* | Often associated with sand, mud, and rock substrate in areas with sparse aquatic vegetation, where temperatures are moderate to warm within the Colorado River system. | FE, SE | No | No |
| | | | | No Effect |
| Humpback chub *Gila cypha* | Prefers deep, fast-moving, turbid waters often associated with large boulders and steep cliffs in the Green, Yampa, and Colorado Rivers. | FE, ST | No | No |
| | | | | No Effect |
| Bonytail chub *Gila elegans* | Large, swift-flowing waters of the Colorado River system. | FE, SE | No | No |
| | | | | No Effect |

[1] This species only needs to be considered under the following conditions (See Appendix A: Lone, dispersing gray wolves may be present throughout the state of Colorado. This species should only be considered in an environmental review if the proposed activity includes a predator management program.

On November 8, 2023, the USFWS promulgated an ESA section 10(j) (i.e., experimental population) rule (10(j) rule) for gray wolf within the State of Colorado (88 FR 77014). In promulgating a section 10(j) rule, supporting factual basis, on whether the experimental population is, or is not, essential to the In our final section 10(j) rule for gray wolf in Colorado, it has been determined that the reintroduced population of gray wolf in Colorado is nonessential to the continued existence of the gray wolf in wild, meaning the loss of the gray wolf population in Colorado will not appreciably reduce the likelihood of the survival of the species in the wild (see 50 CFR § 17.80(b)) .

**Table 1.** Threatened or Endangered Species that may occur on the property or may be affected by development therein

| Common Name *Latin Name* | Occurrence: Habitat | Status‡ | Potential Habitat w/in the Property | Surveys Conducted? Effect |
|---|---|---|---|---|
| **INVERTEBRATES** | | | | |
| Monarch butterfly *Danaus plexippus* | The monarch is globally distributed throughout 90 countries. They are well known for their long-distance migration in the North American populations. Descendants of these migratory monarch populations expanded from North America to other areas of the world where milkweed (*Asclepias* spp.; their larval host plant) was already present or introduced. The monarch is widely distributed across the United States. | FC | No | No |
| | Monarchs occur in a variety of urban & rural habitat types especially those that have milkweed, *Gomphocarpus* spp., and *Calotropis* spp. (closely related genera), and other flowering forbs that are foraged upon for nectar. Monarchs lay eggs on plants in the milkweed family (*Asclepiadaceae*) and larvae feed only on milkweeds, primarily those in the genus *Asclepias*, of which monarchs are known to use more than 30 species in the wild (deRoode 2015). | | | May Affect, Not Likely to Adversely Affect (No milkweed present on the property) |
| Great Basin silverspot *Speyeria nokomis nokomis* | The Great Basin silverspot butterfly has a fairly restricted distribution in eastern Utah, western Colorado, northern New Mexico, and northeastern Arizona. It is known to occur on or near the Grand Mesa/ Uncompahgre/ Gunnison, San Juan, and Rio Grande national forests in Colorado and may occur north and south of the town of Rifle and far western Garfield, Mesa, western Pitkin [e.g., N. Thompson Ck drainage], and Rio Blanco counties. | FC | No | No |
| | Associated with the Upper Sonoran (pinyon-juniper, various shrubs) and Canadian (fir-spruce, some pine, aspen-maple-birch-alder) Life Zones of the southwestern United States and northern Mexico. Habitats are generally described as permanent spring-fed meadows, seeps, marshes, and boggy streamside meadows associated with flowing water in arid country. | | | No Effect (Does not occur in Roaring Fork watershed) |
| Suckley's cuckoo bumble bee *Bombus suckleyi* | Suckley's cuckoo bumble bee is an obligate social parasite of social bumble bees in the genus *Bombus*. Suckley's cuckoo bumble bee is described as a semi-specialist parasite and is confirmed to usurp nests of Western bumble bees (*Bombus occidentalis*) and Nevada bumble bees (*Bombus nevadensis*), with other potential hosts in subgenus *Bombus* throughout the extent of its range. Known to occur in Boulder, Chaffee, Clear Creek, Conejos, Eagle, Gilpin, Grand, Gunnison, Jackson, La Plata, Las Animas, Larimer, Mesa, Pitkin, Routt, San Juan, San Miguel, and Teller Counties. | PE | Yes | No |
| | Occurs in various habitat types from 6 to 10,500 feet in elevation. Host nests are often located in abandoned underground holes, such as rodent burrows, in a wide array of habitat types including meadows, fallow fields, croplands, urban areas, and forests. | | | No Effect |
| **PLANTS** | | | | |
| Ute ladies'-tresses orchid *Spiranthes diluvialis* | Eastern slope of Rocky Mountains in southeastern WY and NE, north central and central CO; in the upper Colorado River Basin, particularly the Uinta Basin; and in the Bonneville Basin along the Wasatch Front and westward in the eastern Great Basin, in north-central and western Utah, extreme eastern Nevada and southeastern Idaho. Nearest location is near Catherine, CO. | FT | No | No |
| | Subirrigated, alluvial soils along streams, and in open meadows, in floodplains. 4500 to 6800 ft. | | | No Effect |

‡Status: T = Threatened ; E = Endangered; PE = Proposed Endangered; FC = Candidate for federal listing; SC = State species of concern; EPNE = Experimental Population, Non-Essential

*Effects: *No Effect* - The proposed action will have no effect on listed species, their suitable habitat, or critical habitat; *May Affect, Not Likely to Adversely Affect* – the appropriate conclusion when effects on a listed species or critical habitat are expected to be discountable, insignificant, or completely beneficial; *May Affect, Likely to Adversely Affect* – the appropriate finding if any adverse effect may occur to listed species or critical habitat as a direct or indirect result of the proposed action or its interrelated or interdependent actions, and the effect is not discountable, insignificant, or beneficial.

**Canada Lynx**. The property is adjacent to Canada lynx (*Lynx canadensis*) secondary habitat as categorized by the White River National Forest. The Engelmann spruce/mixed conifer forest type northwest of the property is suitable denning, foraging, and winter habitat. The property itself

does not provide effective lynx habitat since it is already developed with substantial human activity and absent of the mature conifer habitat required by lynx and their primary prey, snowshoe hares (*Lepus americanus*). As a result, this proposal will not result in the direct or indirect loss of effective lynx habitat and is **unlikely to adversely affect individuals or populations of Canada lynx**.

**Gray wolf** (*Canis lupus*) has the potential to occur in the area. Although gray wolves are wide-ranging species that may occasionally travel through the property, predator control is not a part of this proposal, and no known den or rendezvous sites occur on or in proximity to the property. Therefore, there would be no direct, indirect, or cumulative impacts to the gray wolf from implementation of this project. Consequently, **the project would have no effect on the species**.

**Suckley's Cuckoo Bumble Bee**. On December 17, 2024, the critically imperiled (NatureServe 2025) Suckley's cuckoo bumble bee was proposed as an endangered species by the USFWS (USFWS 2024a). Critical habitat is not proposed for the species at this time. Although habitat descriptions and distribution data indicate that these bees have the potential to occur on the property, a variety of databases were reviewed for observations of Suckley's cuckoo bumble bee and no records of this bee were found within the vicinity of the property. Consequently, **the project would have no effect on the species**.

**Monarch butterflies** (*Danaus plexippus*), currently a candidate for listing under the federal Endangered Species Act, may occur on the property. The monarch is widely distributed across the U.S. They occur in a variety of urban & rural habitat types especially those that have milkweed and other flowering forbs that are foraged upon for nectar. Monarchs lay eggs on plants in the milkweed family (*Asclepiadaceae*) and larvae feed only on milkweeds, primarily those in the genus *Asclepias*, of which monarchs are known to use more than 30 species in the wild (deRoode 2015). No milkweed stands were observed during the site assessment and it is unlikely that any occurrences of milkweed occur on the property. Accordingly, **the project may affect individual monarch butterflies but is unlikely to adversely affect monarch populations**.

### 5.4.2 State Threatened, Endangered, or Species of Special Concern – §16A-4-20(d)(2)

The State of Colorado designates threatened and endangered animal species under State Statute 33-2-105. CPW has developed two categories of imperilment for these animal species. The categories are:

- "Threatened species" means any species or subspecies of wildlife which, as determined by the commission, is not in immediate jeopardy of extinction but is vulnerable because it exists in such small numbers or is so extremely restricted throughout all or a significant portion of its range that it may become endangered.
- "Endangered species" means any species or subspecies of native wildlife whose prospects for survival or recruitment within this state are in jeopardy as determined by the commission.

Based on a review of the CPW Threatened and Endangered List and CPW SAM data, there are state-threatened (ST), state-endangered (SE), and state species of special concern (SC) with the potential to be impacted by the proposed development. These species are Canada lynx (SE), gray

wolf (SE), grizzly bear (*Ursus arctos horribilis*; SE), and boreal (western) toad (*Anaxyrus boreas boreas*; SE).

CWS reviewed the habitat and distribution of each species and assigned a potential for occurrence for each species based on site conditions. No suitable habitat was noted within the study area for boreal toads, therefore, there is low potential for these species to occur in the project area. Lynx and wolves are addressed above and grizzly bears were extirpated from Colorado by the 1950s (Mattson and Merrill 2002).

#### 5.4.2.1 Boreal Toad

Boreal toads live in a wide range of habitats including wetlands, forests, woodlands, sagebrush, meadows, and floodplains in the mountains and valleys of Colorado and other mountain states (Livo and Yeakley 1997, Keinath and Bennett 2000, Loeffler 2001). While they primarily use wetland habitats, which is required for breeding and tadpole development, boreal toads may be observed in other habitats during dispersal to and from breeding sites.

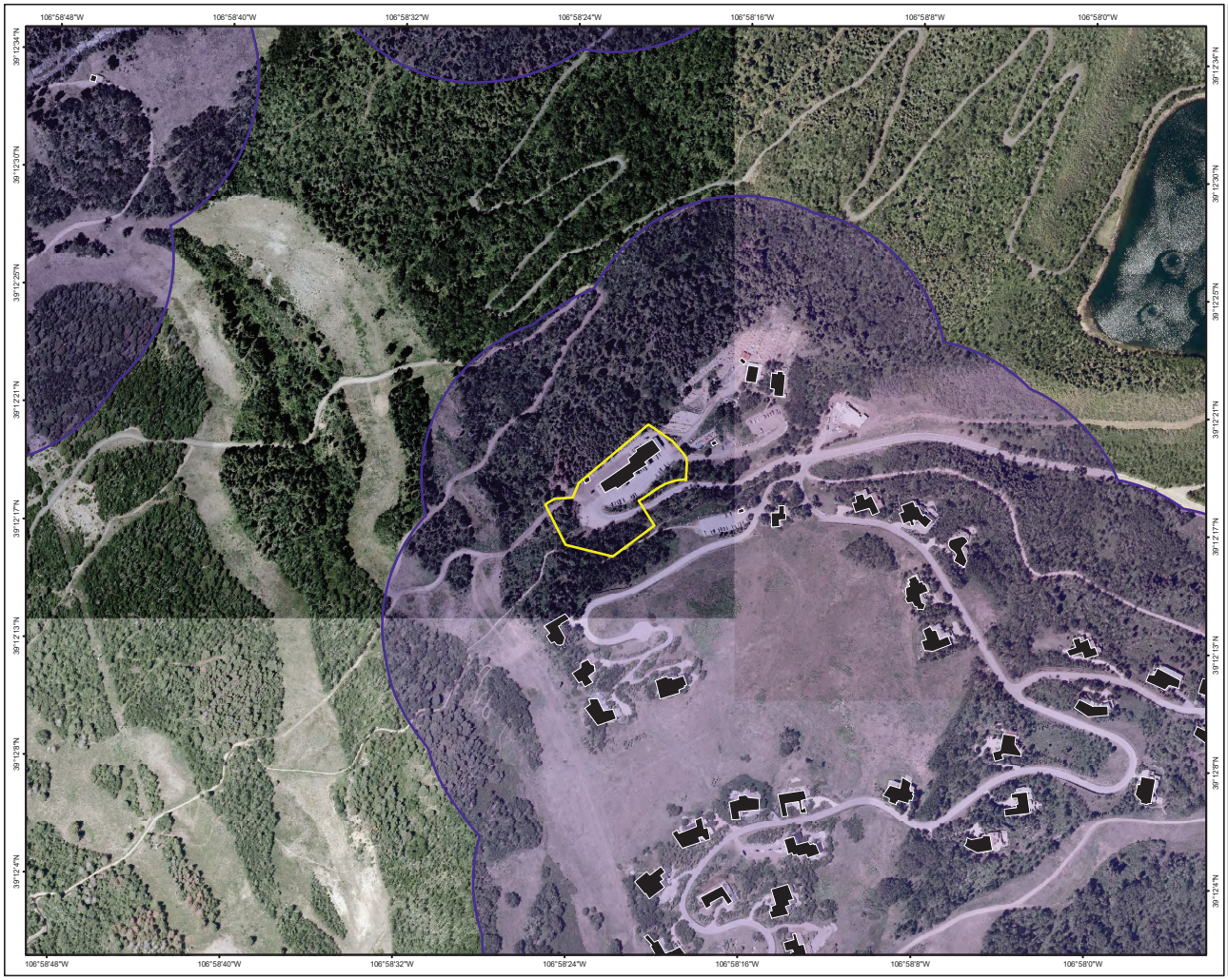
This species has not been recorded below 6,000 feet in USFS Region 2, and generally occurs from 7,500 to 12,000 feet (Hammerson 1999). The boreal toad was once widely distributed in Region 2 from the mountains of southeastern Wyoming through the Rocky Mountains in Colorado to the San Juan Range in northern New Mexico (USFWS 1995). Their populations declined dramatically in the late 1990's due to chytrid fungus (*Batrachochytrium dendrobatidis*).

There is no breeding habitat within or adjacent to the property. Although adult boreal toad habitat is still not well understood , the mixed conifer forest to the northwest of the property has the potential to support adults (Hammerson 1999). Species-specific surveys for boreal toad have not been conducted for this project but there are no known, extant boreal toad breeding sites in the vicinity of the property and no boreal toads have been documented within the lower Snowmass or Brush Creek watersheds (Spackman et al. 1999).

## 5.5 CLUSTERING TO MINIMIZE IMPACT ON WILDLIFE

A geospatial buffer model was created in ArcGIS 10.5 (ESRI 2017) to approximate indirect[2] impacts and loss of habitat effectiveness associated with the implementation of the proposed residential development (Map 3). This is based on the premise that human activities, noise, fugitive light, and road noise would diminish the habitat effectiveness on the property. Clustering residential development allows for more opportunities to conserve large patches of wildlife habitats; land containing a few large patches is less fragmented than land containing smaller patches within the same area. The buffer distances used for this analysis are based on available scientific and land management literature (Odell and Knight 2001, Odell et al. 2003, Fraterrigo and Wiens 2005, Glennon and Kretser 2005, Hansen et al. 2005, Lenth et al. 2006, Merenlender et al. 2009). Specifically, Odell and Knight (2001) found that houses and areas of frequent human activity in Pitkin County have a zone of influence (ZOI) that extends approximately 180 meters in all directions into adjacent habitat. Their study showed that human-sensitive species were less

[2] Indirect Impacts: those effects of the proposed development which are reasonably certain, but would occur later in time or are spatially separated from the project. Examples of indirect impacts (effects) would include increased traffic, noise and activities from residents, fugitive lighting, etc. Direct Impacts: would include the impacts (and effects) associated with implementation of the proposed project. Direct impacts would include direct conversion or manipulation of habitats (including beneficial or detrimental changes) or direct impacts to a species, (including road and home building, occupancy of developed areas, reclamation of open space areas, use of soft path trails).

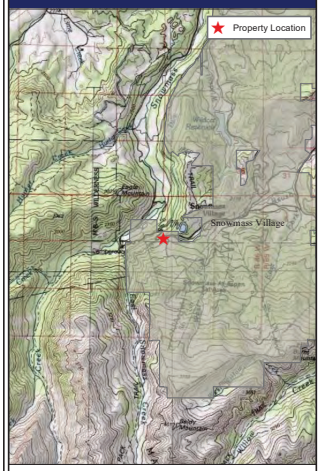



# Wildlife Resources Report & Wildfire Hazard Assessment

## The SHOP
## Snowmass Housing for Ops Personnel

Snowmass Village, CO

**Map 3. Clustering & Zone of Influence**




Legend:

- Subject Parcel
- Residence or Other Structure
- 180 m Zone of Influence from Existing Structures

| | |
|---|---|
| *Coordinate System: NAD83 State Plane Colorado Central* | Basemap Sources: |
| *Project No. 25120* | Pitkin County GIS 2022 Orthophotos |
| *Date Prepared: 05-MAY-2025* | |


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common up to 180 meters from human disturbance. Bird and medium sized mammal population densities were affected by the arrangement and density of exurban housing developments, with both species groups avoiding seemingly intact habitat up to 180 meters from residential development (Odell and Knight 2001). Smith et al. (1989) suggest that mule deer habitat use is influenced up to 82.3 meters from houses during the winter but Vogel (1989) reported mule deer use declined significantly within 400 meters of existing residential development.

The proposed activity envelope is entirely encompassed by the ZOI extending from existing structures on the property and on adjacent parcels. Thus, from a wildlife perspective, **the site should be considered clustered with existing development thus eliminating indirect habitat loss**.

## 6.0 BRUSH CREEK IMPACT AREA - §16A-4-30

The site is not within the Brush Creek Impact Area.

## 7.0 DISCUSSION – WILDLIFE RESOURCES

Residential development has the potential to cause animals to abandon traditional home ranges (Peek et al. 1982). Two factors, however, may alleviate the necessity to abandon established ranges. First, animals may not abandon home ranges if they are able to exploit undeveloped areas of their home range (Hershey and Leege 1976). Second, forest and shrubland cover mitigates some of the effects development and human activity have on animal behavior (Edge et al. 1985) because animals are able to retreat to safe environments. Therefore, it is of value to wildlife, and specifically deer and elk, to minimize both the direct and indirect effects of development on adjacent habitat. The proposed development succeeds in this effort by proposing all development in agricultural fields outside important wildlife habitat areas.

As discussed above, the project area is not within or adjacent to any sensitive wildlife habitat area regulated by the LUDC. The site provides minimal habitat for mule deer and elk in the non-winter months and does not provide any winter habitat. In addition, no legally protected or special conservation designation will be affected by the proposed development. CWS believes that development of the site can be implemented with minimal wildlife impacts. In addition, the site is considered clustered with existing development on and in proximity to the property thus reducing indirect habitat loss.

Due to existing development, limited vegetation, and the site's elevation, the property offers only marginal habitat for mule deer and elk and no production (calving) habitat exists within proximity to the property. Per §16A-4-20 of the LUDC, neither mule deer nor elk summer ranges are designated as Sensitive Wildlife Habitat Areas. Bighorn sheep do not occur on or adjacent to the property and CPW does not map the property within any bighorn sheep seasonal habitat. Since the property does not provide elk, mule deer, or bighorn sheep habitat the proposed development will be in compliance with §16A-4-20(f)(1)(a) and (b).

## 8.0 CONDITIONS TO REDUCE WILDLIFE & ECOLOGICAL IMPACTS

The following conditions will further protect the wildlife and ecological resources of the site and surrounding area and reduce potential negative effects of development:

1. Domestic Animal Controls – Dogs running at large have the potential to pose a significant threat to wildlife.
    a. When outside, all dogs should be leashed and under human supervision. This should include roads, open space, or other common property.
2. Black Bears – The proposed activity envelope is within a black bear fall concentration area and adjacent to a human-bear conflict area and the site encompasses areas that provide excellent black bear habitat. Precautions will likely reduce human-bear conflicts:
    a. Any refuse containers stored outside where food waste is deposited must meet or exceed the standards required by the Snowmass Village Wildlife Protection Ordinance (Chapter 7, Article VI – Ordinance 13-23).
    b. Pets should not be fed outside during the non-winter months.
    c. Wherever possible, lever style door handles should be avoided on the exterior of structures.
    d. Bird feeders should be avoided from April 1st through November 1st.
    e. Composting should be contained in an approved bear-proof enclosure if it is to be included in the project.
3. Protection of existing native vegetation:
    a. Native vegetation should be preserved to the maximum extent possible except where management is necessary to reduce wildfire hazards in accordance with §16A-4-20(f)(c) of the LUDC.
    b. An orange safety fence should be placed around the activity envelope during construction to prevent any unnecessary vegetation disturbance during construction.
    c. Vegetation disturbed outside the approved activity envelope should be revegetated using native materials and seed.
4. A revegetation plan should be submitted to the Town concurrent with the application for a building permit. Implementation of the revegetation plan should be completed within one growing season of completion of the project.
5. Fences:
    a. Fences on the site will be compliant with §16A-4-20(h) of the LUDC.
6. Perimeter fences should be prohibited to allow for the daily, periodic, and seasonal movement of wildlife through the property.

# 9.0 WILDFIRE HAZARDS - §16A-4-240

## 9.1 SLOPES

According to the slope analysis provided by True North (Appendix B), the proposed development site is comprised of areas of moderate slopes (15%-30%) to moderately steep (30%-45%) with patches exceeding 45%. The existing gravel parking area is relatively flat (0% to 15%).

## 9.2 FUELS

As described above (Section 4.2), the site is occupied by deciduous fuels (quaking aspen). This aspen stand is relatively young with primarily pole sized trees with a few mature aspens with a few varying age-class conifers (Engelmann spruce) scattered throughout. The understory is mostly grass-forb with a few deciduous shrubs beneath the aspen canopy. A stand of mature conifers (Douglas fir) at the northwest corner of the property south of Divide Way. The northern boundary of the greater property is adjacent to a dense stand of mixed conifer on a moderately steep to steep slope.

Given the high moisture content of the aspen fuels, they do not represent a significant wildfire hazard. Fire ignition rates in quaking aspen stands are less than half those for all other cover types in Colorado. These stands do not support rapidly spreading or intense fires due to their low burning index and spread component (Fechner and Barrows 1976). In fact, quaking aspen stands often act as natural fuelbreaks during wildfires (Fechner and Barrows 1976, Bevins 1984); crown fires drop to the ground when they reach quaking aspen stands, and prior to autumn leaf fall, fire spreads only a short distance into the stands.

The most applicable fire behavior fuel model for this vegetation type is TU1 Low Load Dry Climate Timber-Grass-Shrub (Scott and Burgan 2005). Spread rate within this fuel type is low due to the prevalence of aspen in the standing and down fuel; flame length is typically low as well. Fuels on this site are fairly typical of this fuel type. The site is a mix of primarily live deciduous fuels mixed with live herbaceous loads and moderate standing and down dead woody fuel load. This fuel type is dynamic, meaning that the live herbaceous fuel load is allocated between live and dead as a function of live herbaceous moisture content. The effect of live herbaceous moisture content on spread rate and intensity is strong. Fuel load, spread rate, and flame length are all expected to be low on this site. A secondary type, TU3, may also apply to portions of the lower portions of the property. This model represents stands with moderate understory fuel loads, where surface fires can spread more actively, and occasional torching may occur under dry conditions. If an aspen stand contains significant dead and downed woody material, it may also exhibit characteristics of Timber Litter (TL3 or TL8) fuel models (Scott and Burgan 2005).

## 9.3 EXISTING DEFENSIBLE SPACE

Existing defensible space for the existing structures on the property is very good with a minimum of approximately 50 feet of hardscaping or bare soil between existing structures and the top of the mixed conifer covered slopes northwest of the property. As described in Section 7.5, below, defensible space will have to be established at the southwest end of the property adjacent to the proposed structures.

## 9.4 FIRE HAZARD RATING

The Colorado State Forest Service (CSFS) Atlas Risk Reduction Planner rates the wildfire risk at the site as “Low Risk” (Colorado State Forest Service 2022). Wildfire Risk is a composite risk rating obtained by combining the probability of a fire occurring with the individual values at risk layers. Risk is defined as the possibility of loss or harm occurring from a wildfire. It identifies areas with the greatest potential impacts from a wildfire – i.e. those areas most at risk - considering all values and assets combined together (Colorado State Forest Service 2022). The CSFS Risk Reduction Planner also rates the burn

probability of the site as "moderate." Burn probability is the annual probability of any location burning due to a wildfire. Given that the site is within the Town of Snowmass Village, Pitkin County (Pitkin County 2022) does not map the site.

Based on existing vegetation, hydrology, fuel loads and types, defensible space, and topography within and adjacent to the site, and in consideration of the CSFS wildfire hazard modeling, CWS has determined that **the site should be considered a Moderate Wildfire Risk**[3] area as defined by the U.S. National Fire Danger Rating System (Schlobohm and Brain 2002); implementation of fuel reduction and other mitigation measures (below) on the site can further reduce wildfire risk.

## 9.5 FIRE HAZARD BUILDING STANDARDS & MITIGATION

Given the existing conditions on the site, implementation of the following mitigation measures will reduce the threat of wildfire. The fuels criteria below should apply to both new and existing landscaping materials and new and existing structures.

### 9.5.2 Wildfire Mitigation Recommendations

Given the existing conditions on the property, the following structure ignition zone (SIZ) mitigation and other measures should be implemented to reduce the threat of wildfire and create effective defensible space. SIZ mitigation involves using appropriate construction design and materials, as well as designing defensible space surrounding the building. Defensible space mitigation focuses on intensive surface fuel management within the first 30 feet of a structure and less intensive vegetation management from 30 feet out to 100 feet (slope adjusted).

These mitigation measures include the standards in §7-20-60 for all wildfire hazard areas and those specific to low wildfire hazard areas but have been modified in some cases for the conditions specific to this property.

1. **Defensible Space:** The primary goal for creating a successful defensible space is fuel reduction – limiting the amount of flammable vegetation and materials surrounding the home and increasing the moisture content of remaining vegetation. It should be noted that most of the shrubs that will be cut are vigorous sprouting plants (i.e., vegetative reproduction), and with the approval of Pitkin County and the property owner, all cut ends may be treated with a woody plant herbicide such as Garlon® by a licensed applicator to prevent regeneration. All cut materials should be either removed or chipped and spread.
    a. **Zone 1** is the area of maximum modification and treatment. It consists of an area within 15 feet of the structure where all flammable vegetation is removed. The distance should be measured from the outside edge of the furthermost projection of combustible construction.
        i. The area should be of primarily noncombustible hardscape surfaces, low-growing perennials, flowerbeds, cut grass, and deciduous, well-trimmed, and irrigated plants.

[3] Moderate Wildfire Risk - Fires start easily and spread at a moderate rate. Fires can start from most accidental causes, but with the exception of lightning fires in some areas, the number of starts is generally low. Fires in open-cured grassland will burn briskly and spread rapidly on windy days. Woods fires spread slowly to moderately fast. The average fire is of moderate intensity, although heavy concentrations of fuel may burn hot. Short-distance spotting may occur, but is not persistent. Fires are not likely to become serious, and control is relatively easy (Schlobohm and Brain 2002).

ii. A 'fire-free' area should be created and maintained within 5 feet of the structure, using non-flammable landscaping materials, hardscaping, and/or high-moisture-content annuals and perennials.

a) No flammable mulches should be placed within 5 feet of structures.

iii. Woody shrubs and/or trees should not be planted within this area and existing trees and shrubs should be removed within this zone.

iv. Plants should be carefully spaced, low-growing, and free of resins, oils, and waxes that burn easily.

v. Grasses or lawns should be irrigated and maintained at a height of 6 inches or less.

vi. Remove all branches that extend from outside this zone over roof eaves and all branches within 15 feet of heat sources such as chimneys, dryer vents, etc.

vii. Fuel/propane tanks should not be stored within this area.

viii. Firewood should not be stored within this area.

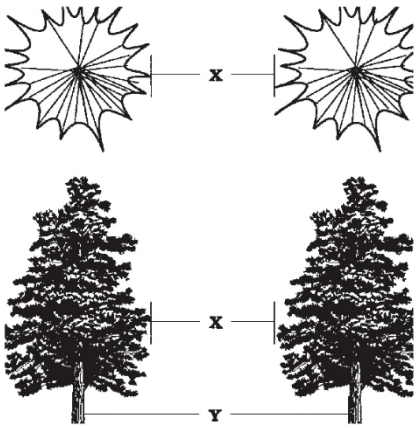



**Figure 4.** X = crown spacing; Y = stem spacing. Do not measure between stems for crown — measure between the edges of tree crowns (Source: Dennis 2006).

b. **Zone 2** is an area of fuel reduction. It is a transitional area between Zones 1 and 3. It should extend 30 feet beyond Zone 1 or at least 45 feet (or to the property boundary, whichever is closer) from the furthermost projection of combustible construction (i.e., buildings, structures, and decks):

i. Any trees used in landscaping should have a minimum crown separation of 10 feet between the edges of the crowns (Figure 1).

ii. All deadfall greater than 3 inches in diameter should be removed.

iii. Standing dead shrubs and all deadfall should be removed from the mitigation area.

iv. Gambel oak, serviceberry, and other tall (including ornamental) shrubs within this zone should be clustered with separation from each other by a distance of at least 3 times the height of the mature vegetation. Also, the diameter of a cluster should be limited to 3 times the height of the mature vegetation. For example: If the expected mature height of the vegetation is 10 feet, then the diameter of the cluster should be no greater than 30 feet, and the distance between clusters should be greater than 30 feet.

a) The ideal plant material growing between trees and clusters of shrubs is grass maintained at 6 inches or less.
b) Thin & remove the lower branches of shrubs within clusters or individual shrubs to eliminate ladder fuel.
c) Shrubs which, when mature, will be tall enough to act as ladder fuels should be removed around the base of retained shrub clusters.

c. **Zone 3** is the remaining area extending from 45 feet from buildings, structures, and decks out to 100 feet or the property boundaries, whichever is closer. It is an area of forest and/or vegetation management.

   i. Any deadfall greater than 3 inches in diameter shall be removed.

   ii. Standing dead shrubs and all deadfall should be removed from the mitigation area.

   iii. Ladder fuels that are or could, in the future, reach the aspen forest canopy should be removed.

d. The property owner should be responsible for the continued maintenance of the vegetation requirements listed above.

**2. Access:**

a. All understory brush should be thinned and cut to the surface of the ground within 10 feet of either side of access roads and driveways.

b. All deadfall and standing dead vegetation greater than 3 inches in diameter should be removed within 20 feet of driveways.

c. Where feasible, looped routes of access/egress to a public road should be incorporated in the design of the proposed development. Looped routes of access/egress is defined as two or more dedicated access roads to the main artery for widely separated ingress/egress; looped drives with one entrance point or divided single entrances do not satisfy this condition. Where this is not feasible, vehicular turnaround areas a maximum of seven hundred fifty feet apart should be installed between the road intersection and its terminus.

d. Cul-de-sac turnaround pads should have a minimum of a thirty foot drivable surface inside turning radius or a hammerhead or other T-turn area acceptable to Snowmass-Wildcat Fire Protection District (SWFPD).

**3. Water Supply for Fire Safety:**

a. Any SWFPD recommendation for individual structure water supply and storage should be accessible to fire fighting vehicles from the exterior of structures through SWFPD approved mechanisms (such as fire hydrants). The amount of storage capacity should be determined by SWFPD with a minimum of one thousand gallons of storage capacity per structure.

b. All structures greater than five thousand square feet in size should be required to install interior residential fire sprinkler systems that meet SWFPD standards and the adopted Building Code. At building permit submittal, the local fire protection district may require smaller structures to be sprinkled due to hazard considerations, emergency access difficulties and lack of proximity to fire protection services.

**4. Roofing Materials, Roofing Vents, and Projections at and Below Roof Line:**

a. Roofing Materials

   i) Should be Class A covering or Class A assembly. Class A roof coverings include asphalt fiberglass composition shingles, concrete and flat/barrel-shaped tiles. Some materials have a “by assembly” Class A fire rating which means, additional materials must be used between the roof covering and sheathing to attain that rating. Examples of roof coverings

with a "by assembly" fire rating include aluminum and Insurance Institute for Business & Home Safety approved recycled plastic and rubber.

ii) Wood shakes or shingles should not be used.

b. Roof Venting

i) Soffit venting should be located in the outer 1/3rd portion of the overhang.

ii) Attic, soffit and other roof venting shall be of non-corrosive metal mesh with maximum ¼" openings.

c. Projections at the Roofline, including Soffits, Rafters, Porch or Deck Roofs, Fascias, or Other

i) Sheath with non-combustible materials, or

ii) Combustible materials underlain with 5/8" Type X gypboard or equal, or

iii) Minimum 4x6 rafters with 2x T&G decking.

d. Decks, Decking, Cantilevered Floors, or Other Projections Below the Roofline

i) Minimum 6x6 posts, 6x10 beams, 3x8 joists, 3x decking, and 2x railings, or equivalent log construction.

5. Maintenance and Miscellaneous Requirements:

a. All defensible space requirements should be maintained by the owner.

b. Roofs and gutters should be kept clear of debris.

c. Yards should be kept clear of all litter, slash, and flammable debris.

d. All flammable materials to be stored outdoors should be stored on a parallel contour a minimum of 15 feet away from any structure.

e. Weeds and grasses within a 10-foot perimeter of the structure(s) should be maintained to a height of not more than 6 inches.

f. Firewood/wood piles should be stacked on a parallel contour a minimum of 15 feet away from the structure.

g. Swimming pools and ponds, if any, should be accessible by the local fire district.

h. Fences should be kept clear of brush and debris.

i. Wood fences should not connect to other structures.

j. Fuel/propane tanks should be installed underground within an approved container.

k. Location, placement, and number of fire extinguishers should meet the National Fire Protection Association (NFPA) guidelines (available at https://www.nfpa.org/-/media/Files/Code-or-topic-fact-sheets/FireExtinguisherFactSheet.ashx).

l. Addresses should be clearly marked with 2-inch non-combustible letters and should be visible at the primary point of access from the public or common access road and installed on a non-combustible surface.

While no residential structure is truly "fire-proof," these recommendations are provided to improve defensibility of a home in the event of a wildfire. These recommendations are provided

as minimum standards for defensibility, and long-term maintenance of fuel conditions is necessary and under the responsibility of the homeowner to ensure defensibility. For further information on defensible space and structural ignitability, I recommend that the applicant and representatives obtain and review FireWise Construction: Site Design & Building Materials available from CSFS online at https://www.coloradowildfirerisk.com/Help/FireWiseHome.

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# APPENDIX A. SITE PHOTOS



**Photo 1.** Proposed development site



**Photo 2.** Open canopied quaking aspen woodland with variably aged Engelmann spruce scattered within at the proposed site.



**Photo 3.** Mature Douglas fir stand at northwestern corner of the property

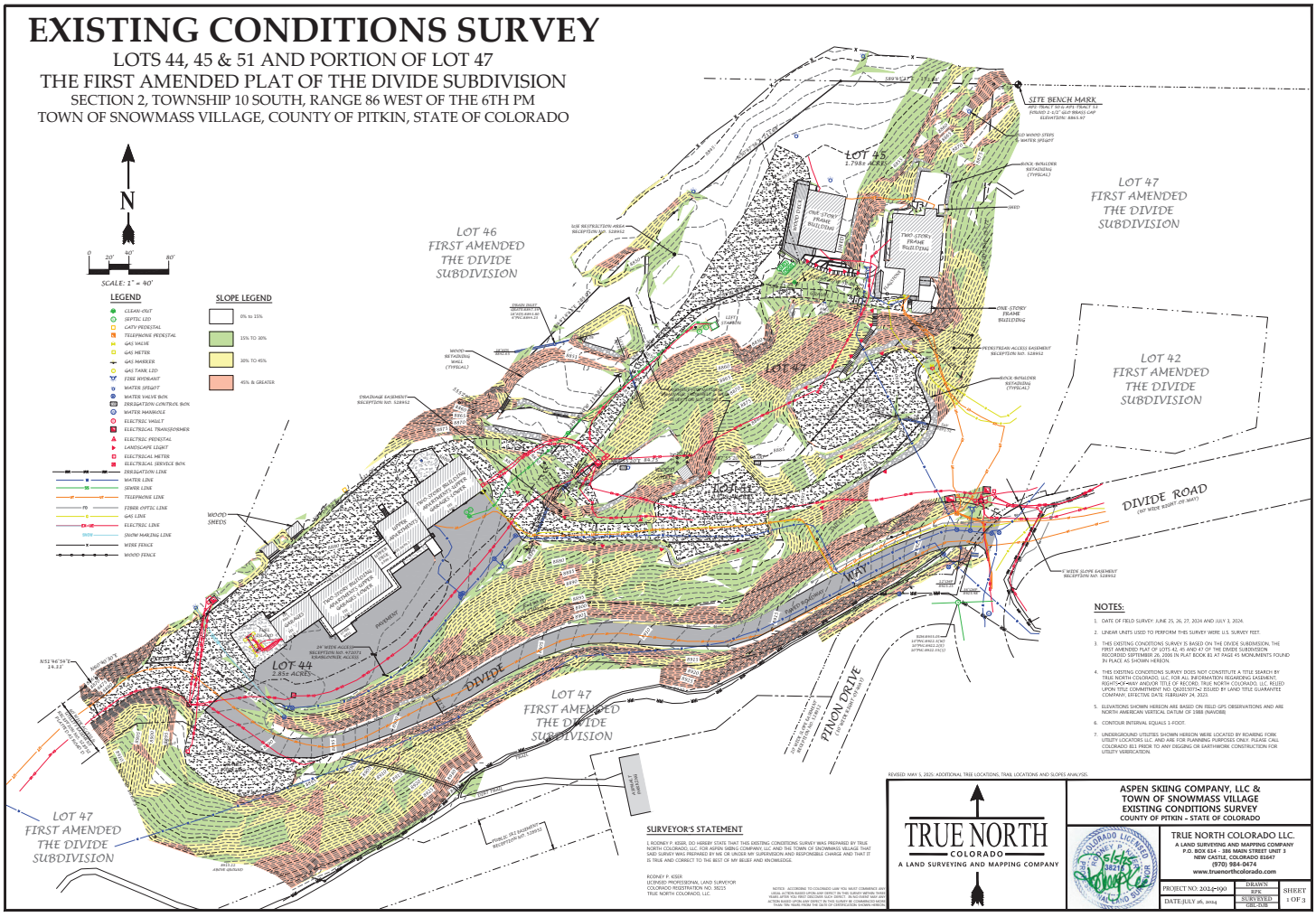


**Photo 4.** Moderately dense mixed conifer on northwesterly facing slopes adjacent to the northwestern property boundary

# APPENDIX B. SLOPE ANALYSIS

# EXISTING CONDITIONS SURVEY

LOTS 44, 45 & 51 AND PORTION OF LOT 47
THE FIRST AMENDED PLAT OF THE DIVIDE SUBDIVISION
SECTION 2, TOWNSHIP 10 SOUTH, RANGE 86 WEST OF THE 6TH PM
TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO




NOTES:

1. DATE OF FIELD SURVEY: JUNE 25, 26, 27, 2024 AND JULY 3, 2024.
2. LINEAR UNITS USED TO PERFORM THIS SURVEY WERE U.S. SURVEY FEET.
3. THIS EXISTING CONDITIONS SURVEY IS BASED ON THE DIVIDE SUBDIVISION, THE FIRST AMENDED PLAT OF LOTS 42, 45 AND 47 OF THE DIVIDE SUBDIVISION RECORDED SEPTEMBER 26, 2006 IN PLAT BOOK 81 AT PAGE 45. MONUMENTS FOUND IN PLACE AS SHOWN HEREON.
4. THIS EXISTING CONDITIONS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY TRUE NORTH COLORADO, LLC, FOR ALL INFORMATION REGARDING EASEMENT, RIGHT-OF-WAY AND/OR TITLE OF RECORD, TRUE NORTH COLORADO, LLC, RELIED UPON TITLE COMMITMENT NO. Q0151075-C2 ISSUED BY LAND TITLE GUARANTEE COMPANY, EFFECTIVE DATE: FEBRUARY 24, 2023.
5. ELEVATIONS SHOWN HEREON ARE BASED ON FIELD GPS OBSERVATIONS AND ARE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
6. CONTOUR INTERVAL EQUALS 1-FOOT.
7. UNDERGROUND UTILITIES SHOWN HEREON WERE LOCATED BY ROARING FORK UTILITY LOCATORS LLC. AND ARE FOR PLANNING PURPOSES ONLY. PLEASE CALL COLORADO 811 PRIOR TO ANY DIGGING OR EARTHWORK CONSTRUCTION FOR UTILITY VERIFICATION.

SURVEYOR'S STATEMENT

I, RODNEY P. KISER, DO HEREBY STATE THAT THIS EXISTING CONDITIONS SURVEY WAS PREPARED BY TRUE NORTH COLORADO, LLC. FOR ASPEN SKIING COMPANY, LLC AND THE TOWN OF SNOWMASS VILLAGE THAT SAID SURVEY WAS PREPARED BY ME OR UNDER MY SUPERVISION AND RESPONSIBLE CHARGE AND THAT IT IS TRUE AND CORRECT TO THE BEST OF MY BELIEF AND KNOWLEDGE.

RODNEY P. KISER
LICENSED PROFESSIONAL LAND SURVEYOR
COLORADO REGISTRATION NO. 38225
TRUE NORTH COLORADO, LLC

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

REVISED: MAY 5, 2025: ADDITIONAL TREE LOCATIONS, TRAIL LOCATIONS AND SLOPES ANALYSIS.

TRUE NORTH COLORADO
A LAND SURVEYING AND MAPPING COMPANY

ASPEN SKIING COMPANY, LLC &
TOWN OF SNOWMASS VILLAGE
EXISTING CONDITIONS SURVEY
COUNTY OF PITKIN – STATE OF COLORADO


TRUE NORTH COLORADO LLC.
A LAND SURVEYING AND MAPPING COMPANY
P.O. BOX 614 - 386 MAIN STREET UNIT 3
NEW CASTLE, COLORADO 81647
(970) 984-0474
www.truenorthcolorado.com


| PROJECT NO: 2024-190 | DRAWN: RPK |
|---|---|
| DATE: JULY 26, 2024 | SURVEYED: |
| | CHECKED: |

SHEET 1 OF 3

# APPENDIX C. CPW NDIS DEER & ELK HABITAT DEFINITIONS

## ROCKY MOUNTAIN ELK

HIGHWAY CROSSING: Those areas where elk movements traditionally cross roads, presenting potential conflicts between elk and motorists.

MIGRATION CORRIDORS: A specific Mappable site through which large numbers of animals migrate and loss of which would change migration routes.

PRODUCTION AREA: That part of the overall range of elk occupied by the females from May 15 to June 15 for calving. (Only known areas are Mapped and this does not include all production areas for the DAU).

RESIDENT POPULATION: An area used year-round by a population of elk. Individuals could be found in any part of the area at any time of the year; the area cannot be subdivided into seasonal ranges. It is most likely included within the overall range of the larger population.

SEVERE WINTER: That part of the range of a species where 90 percent of the individuals are located when the annual snowpack is at its maximum and/or temperatures are at a minimum in the two worst winters out of ten. The winter of 1983-84 is a good example of a severe winter.

SUMMER CONCENTRATION: Those areas where elk concentrate from mid-June through mid-August. High quality forage, security, and lack of disturbance are characteristics of these areas to meet the high energy demands of lactation, calf rearing, antler growth, and general preparation for the rigors of fall and winter.

SUMMER RANGE: That part of the range of a species where 90% of the individuals are located between spring green-up and the first heavy snowfall, or during a site specific period of summer as defined for each DAU. Summer range is not necessarily exclusive of winter range; in some areas winter range and summer range may overlap.

WINTER CONCENTRATION: That part of the winter range of a species where densities are at least 200% greater than the surrounding winter range density during the same period used to define winter range in the average five winters out of ten.

WINTER RANGE: That part of the overall range of a species where 90 percent of the individuals are located during the average five winters out of ten from the first heavy snowfall to spring green-up, or during a site specific period of winter as defined for each DAU.

## MULE DEER

CONCENTRATION AREA: That part of the overall range where higher quality habitat supports significantly higher densities than surrounding areas. These areas are typically occupied year round and are not necessarily associated with a specific season. Includes rough break country, riparian areas, small drainages, and large areas of irrigated cropland.

HIGHWAY CROSSING: Those areas where mule deer movements traditionally cross roads, presenting potential conflicts between mule deer and motorists.

MIGRATION CORRIDORS: A specific Mappable site through which large numbers of animals migrate and loss of which would change migration routes.

RESIDENT POPULATION: An area that provides year-round range for a population of mule deer. The resident mule deer use all of the area all year; it cannot be subdivided into seasonal ranges although it may be included within the overall range of the larger population.

SEVERE WINTER: That part of the overall range where 90% of the individuals are located when the annual snowpack is at its maximum and/or temperatures are at a minimum in the two worst winters out of ten.

SUMMER RANGE: That part of the overall range where 90% of the individuals are located between spring green-up and the first heavy snowfall. Summer range is not necessarily exclusive of winter range; in some areas winter range and summer range may overlap.

WINTER CONCENTRATION: That part of the winter range where densities are at least 200% greater than the surrounding winter range density during the same period used to define winter range in the average five winters out of ten.

WINTER RANGE: That part of the overall range where 90 percent of the individuals are located during the average five winters out of ten from the first heavy snowfall to spring green-up, or during a site specific period of winter as defined for each DAU.

# APPENDIX D. U.S. FISH & WILDLIFE CONSULTATION LETTER

# United States Department of the Interior

FISH AND WILDLIFE SERVICE
Western Colorado Ecological Services Field Office
445 West Gunnison Avenue, Suite 240
Grand Junction, CO 81501-5711
Phone: (970) 628-7180 Fax: (970) 245-6933

In Reply Refer To: 04/30/2025 14:55:16 UTC
Project Code: 2025-0090223
Project Name: THE SHOP - SNOWMASS HOUSING FOR OPS PERSONNEL

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at: https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

**Migratory Birds**: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

# OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

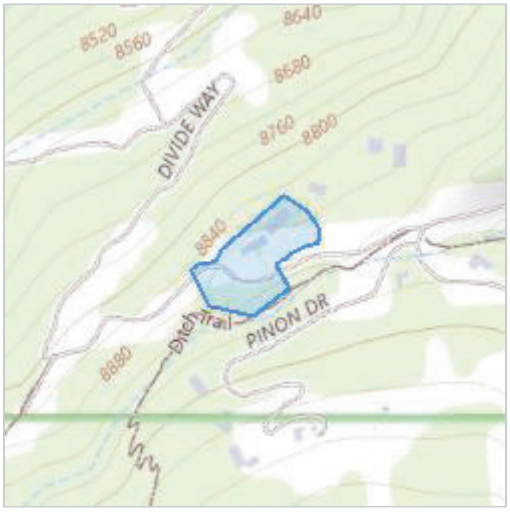
**Western Colorado Ecological Services Field Office**
445 West Gunnison Avenue, Suite 240
Grand Junction, CO 81501-5711
(970) 628-7180

# PROJECT SUMMARY

Project Code: 2025-0090223
Project Name: THE SHOP - SNOWMASS HOUSING FOR OPS PERSONNEL
Project Type: Residential Construction
Project Description: THE SHOP - SNOWMASS HOUSING FOR OPS PERSONNEL
Major PUD Amendment
Preliminary Plan Application

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@39.2050955,-106.97278620524935,14z




Counties: Pitkin County, Colorado

# ENDANGERED SPECIES ACT SPECIES

There is a total of 11 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 4 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

## MAMMALS

| NAME | STATUS |
|---|---|
| Canada Lynx *Lynx canadensis*<br>Population: Wherever Found in Contiguous U.S.<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: https://ecos.fws.gov/ecp/species/3652 | Threatened |
| Gray Wolf *Canis lupus*<br>Population: CO<br>No critical habitat has been designated for this species.<br>Species profile: https://ecos.fws.gov/ecp/species/4488 | Experimental Population, Non-Essential |

## BIRDS

| NAME | STATUS |
|---|---|
| Mexican Spotted Owl *Strix occidentalis lucida*<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: https://ecos.fws.gov/ecp/species/8196 | Threatened |

## FISHES

| NAME | STATUS |
|---|---|
| Bonytail *Gila elegans*<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>This species only needs to be considered under the following conditions:<br>▪ Water depletions in the upper Colorado River basin adversely affect this species and its critical habitat. Effects of water depletions must be considered even outside of occupied range.<br>Species profile: https://ecos.fws.gov/ecp/species/1377 | Endangered |
| Colorado Pikeminnow *Ptychocheilus lucius*<br>Population: Wherever found, except where listed as an experimental population<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>This species only needs to be considered under the following conditions:<br>▪ Water depletions in the upper Colorado River basin adversely affect this species and its critical habitat. Effects of water depletions must be considered even outside of occupied range.<br>Species profile: https://ecos.fws.gov/ecp/species/3531 | Endangered |
| Humpback Chub *Gila cypha*<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>This species only needs to be considered under the following conditions:<br>▪ Water depletions in the upper Colorado River basin adversely affect this species and its critical habitat. Effects of water depletions must be considered even outside of occupied range.<br>Species profile: https://ecos.fws.gov/ecp/species/3930 | Threatened |
| Razorback Sucker *Xyrauchen texanus*<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat. | Endangered |

| NAME | STATUS |
|---|---|
| This species only needs to be considered under the following conditions:<br>▪ Water depletions in the upper Colorado River basin adversely affect this species and its critical habitat. Effects of water depletions must be considered even outside of occupied range.<br>Species profile: https://ecos.fws.gov/ecp/species/530 | |

## INSECTS

| NAME | STATUS |
|---|---|
| Monarch Butterfly *Danaus plexippus*<br>There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: https://ecos.fws.gov/ecp/species/9743 | Proposed Threatened |
| Silverspot *Speyeria nokomis nokomis*<br>No critical habitat has been designated for this species.<br>Species profile: https://ecos.fws.gov/ecp/species/2813 | Threatened |
| Suckley's Cuckoo Bumble Bee *Bombus suckleyi*<br>Population:<br>No critical habitat has been designated for this species.<br>Species profile: https://ecos.fws.gov/ecp/species/10885 | Proposed Endangered |

## FLOWERING PLANTS

| NAME | STATUS |
|---|---|
| Ute Ladies'-tresses *Spiranthes diluvialis*<br>No critical habitat has been designated for this species.<br>Species profile: https://ecos.fws.gov/ecp/species/2159 | Threatened |

## CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

# USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

# BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

---

1. The Bald and Golden Eagle Protection Act of 1940.
2. The Migratory Birds Treaty Act of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

BALD & GOLDEN EAGLES INFORMATION WAS NOT AVAILABLE WHEN THIS SPECIES LIST WAS GENERATED. PLEASE CONTACT THE FIELD OFFICE FOR FURTHER INFORMATION.

# MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service). The incidental take of migratory birds is the injury or death of birds that results from, but is not the purpose, of an activity. The Service interprets the MBTA to prohibit incidental take.

---

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

MIGRATORY BIRD INFORMATION WAS NOT AVAILABLE WHEN THIS SPECIES LIST WAS GENERATED. PLEASE CONTACT THE FIELD OFFICE FOR FURTHER INFORMATION.

# WETLANDS

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

# IPAC USER CONTACT INFORMATION


| | |
|---|---|
| Agency: | Private Entity |
| Name: | Jonathan Lowsky |
| Address: | Colorado Wildlife Science, LLC |
| Address Line 2: | 0100 Elk Run Drive STE 128 |
| City: | Basalt |
| State: | CO |
| Zip: | 81621 |
| Email | jonathan@coloradowildlifescience.com |
| Phone: | 9706184740 |

## BACKGROUND & QUALIFICATIONS

Established in 2004, Colorado Wildlife Science, LLC (CWS) is a small wildlife and ecological consulting firm based in Basalt, Colorado, specializing in wildlife research, management, and monitoring, ecological assessments, wildfire hazard assessments, baseline inventories, ecological planning, habitat management, and ecological restoration. CWS applies a scientifically sound approach to biological resource studies and management. Our work combines professional integrity and strong academic training with extensive experience working for government, private, and non-profit clients. With an extensive network of professional collaborators that includes plant ecologists, foresters, hydrologists, and soil scientists, CWS leverages the collective knowledge of experienced professionals working toward practical, effective and cost saving solutions.

CWS provides expert services to a diverse array of clients. Since we are a small company, personal attention is ensured. We combine full in-house GIS (ArcGIS) with real-time, sub-meter GPS to provide state-of-the-art spatial data, analyses, maps, and presentations. Owner and Wildlife Biologist Jonathan Lowsky, M.S. Wildlife Biology, Colorado State University, has a broad range of knowledge. With more than 26 years of professional experience with federal (US Forest Service), state (Colorado Division of Wildlife), and county agencies as well as two major universities (Colorado State University and University of Washington), Jonathan's career has focused on a diverse array of wildlife. Mr. Lowsky's experience includes biological assessments and evaluations for NEPA compliance, conservation planning, GIS mapping and modeling, wildlife research, and ecological monitoring design and implementation, as well as wetland and riparian delineations, evaluations, and restoration. He has authored management plans and conservation easement baseline inventory reports and published scientific papers.

Jonathan has been directly involved in fire mitigation since 1995 when he directed ponderosa pine fuel reduction, thinning, and habitat improvement efforts on the North Kaibab Ranger District of the Kaibab National Forest. Over the course of 30 years as a professional ecologist he has gained intimate knowledge of ecosystem processes in western Colorado that lead to increased fuel loads, over-mature forest and shrublands, and measures that can be taken to reduce the threat and intensity of wildfires. In addition, I am experienced in mechanical treatments of forest, woodland, and shrubland for the purpose of wildfire mitigation and habitat improvement. Mr. Lowsky strongly believes that these two resource goals are mutually beneficial and measures that prioritize either wildfire mitigation or habitat improvement should consider both goals in the design and implementation of those actions.

In addition, Mr. Lowsky is a certified wildland fire mitigation expert and has completed two wildland fire mitigation certification courses: (1) Wildland Fire Assessment Program and (2) National Fire Protection Association (NFPA) FIREWISE - Conducting an Assessment in the Wildland/Urban Interface.

A detailed description of Mr. Lowsky's professional experience and references are available. For additional information, please visit our website at www.coloradowildlifescience.com.

EXHIBIT 14

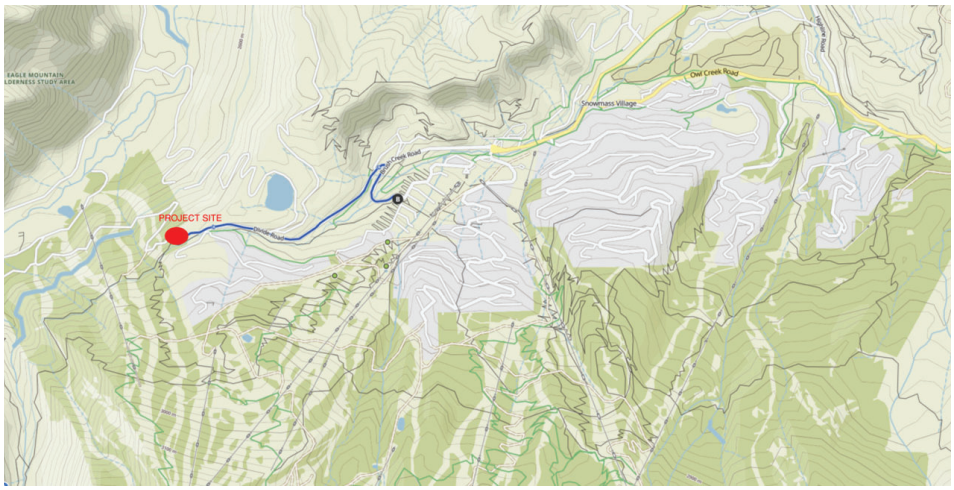
# ENERGY CONSERVATION PLAN

# ENERGY CONSERVATION PLAN

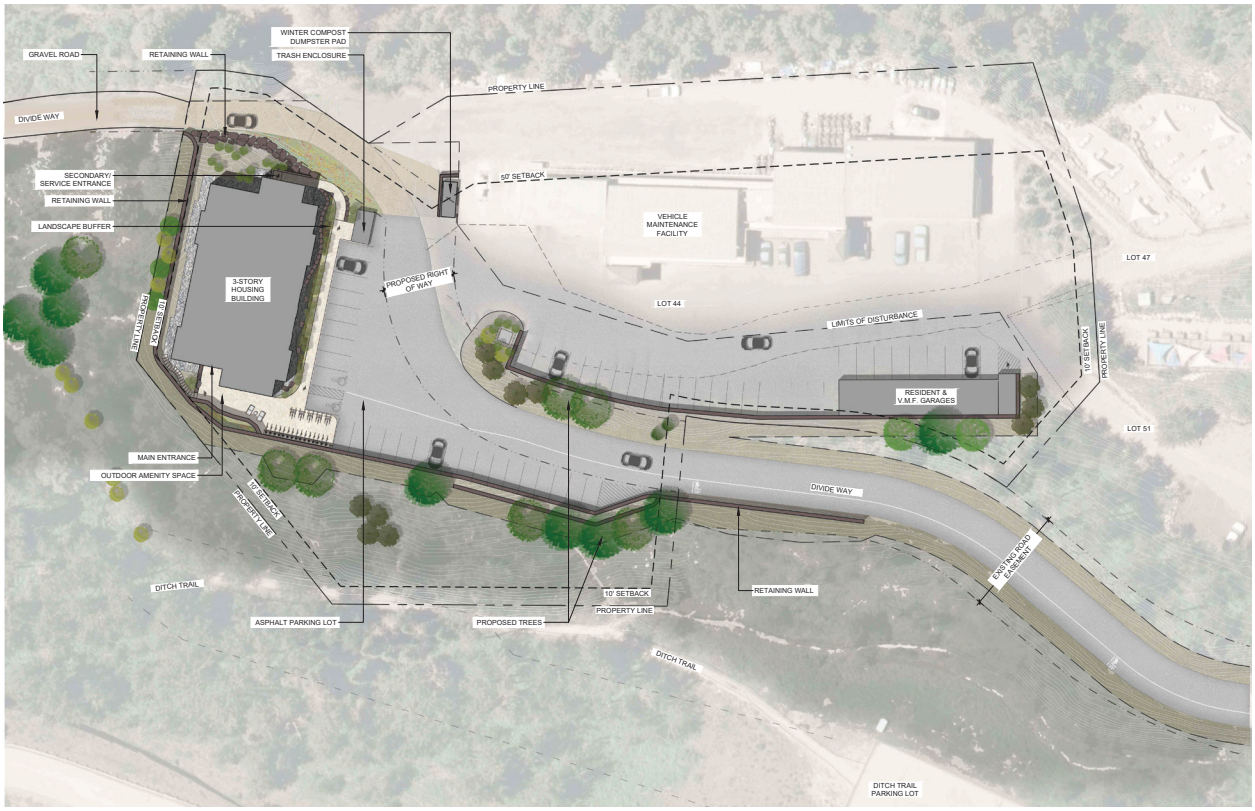
## April 16, 2025

**General Description:** SHOP Snowmass consists of approximately 25,000 SF of workforce housing in Snowmass, Colorado.

## Map:





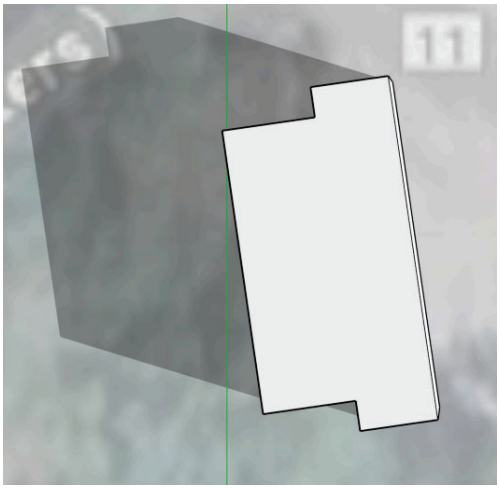




Key site constraints include Snowmass Mountain directly to the south which limits solar exposure and an extremely tight lot line with significant grade change. This results in the orientation of the building being determined by the site constraints and programming requirements.

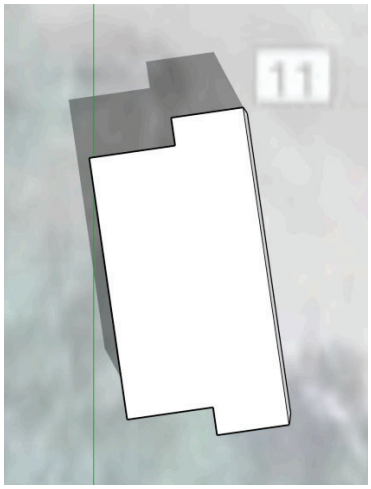
## Shadow Study:

March 21st

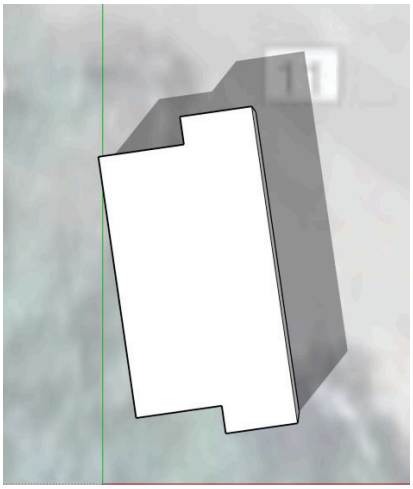
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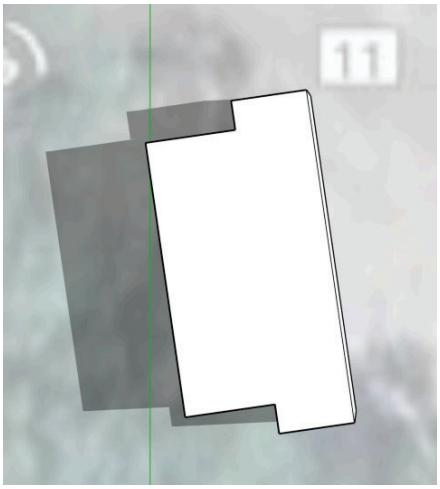


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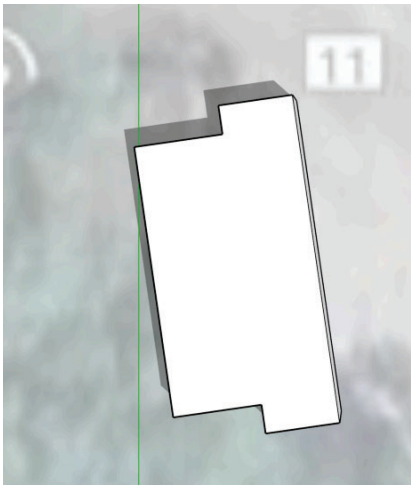


June 21st

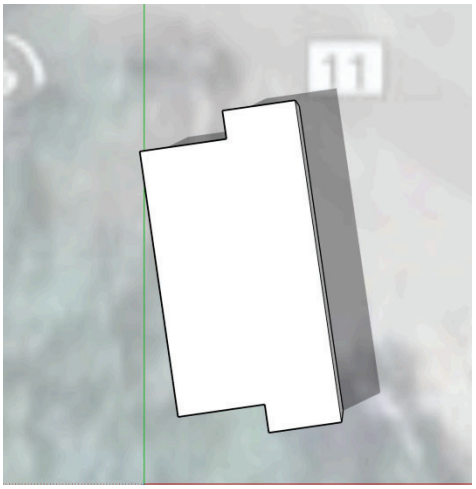
9AM



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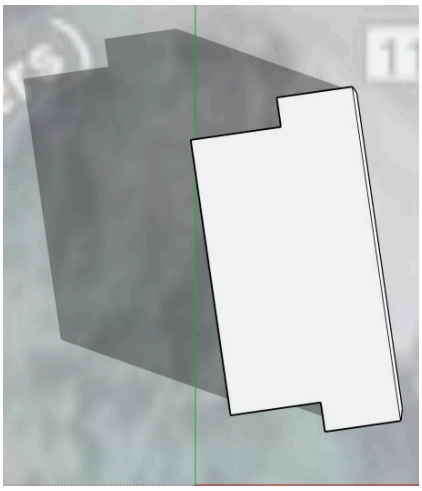


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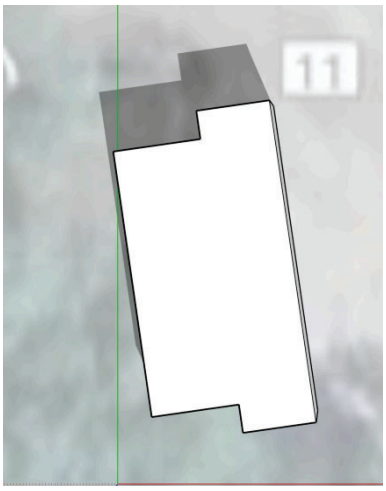


September 21st

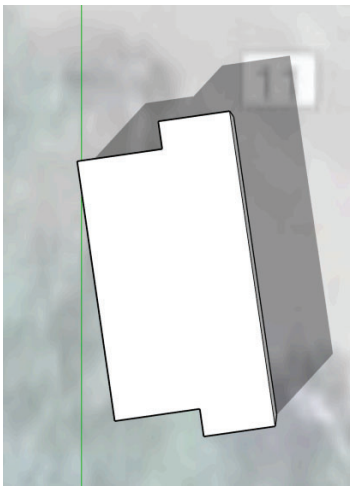
9AM



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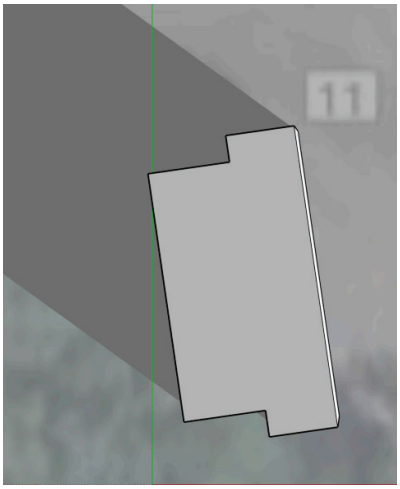


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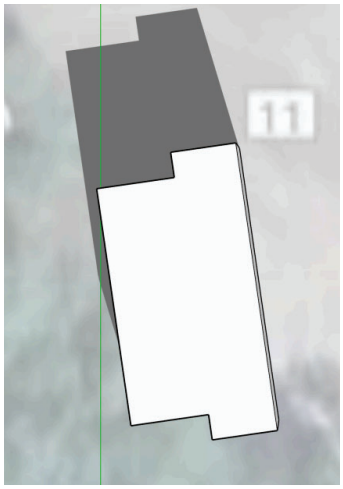


December 21st

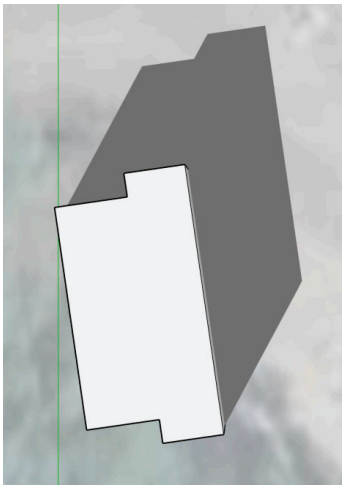
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## Solar Analysis:

The project will have about 6,000 SF of roof area that could be utilized for a solar PV array that could support a 60 kW system. The NREL PV Watts calculator estimates that the maximum production would be 1,500 hours per year, or 4.1 hours per day on average. With estimated production loss due to snow sitting on the PV panels the estimated production falls to 1,130 hours per year or 3.1 hours per day on average.

Holy Cross Energy provides electricity to this site and the electricity delivered to the site is on track to be 90% renewable by the end of 2025 and 100% renewable by 2050. Holy Cross Energy only allows 25 kW of solar PV to be net-metered with the remaining production only paid back at wholesale prices.

Based on the lack of PV production due to the site location and the availability of renewable low-carbon electricity from the grid an onsite PV system is not recommended for this project.

**Passive & Active Technologies Proposed:**

The project is utilizing a full building energy model to perform a yearly energy analysis of the proposed design. This analysis focuses on optimizing the energy efficiency of the building through passive and active technologies. The driving energy efficiency strategies are:

- 100% all-electric design
  - Takes advantage of the renewable and low-carbon electricity from Holy Cross to reduce carbon emissions
- Offsite volumetric modular build
- High-performance envelope design with passive house principles
  - The energy model will be used to study insulation levels, thermal bridging, window performance, and infiltration to optimize performance
- Simply electric radiant heating
  - Energy-recovery ventilation will be studied
- No air-conditioning
  - Ceiling fans and natural ventilation will provide cooling
- Domestic hot water
  - Electric resistance and heat pump water heater options will be studied

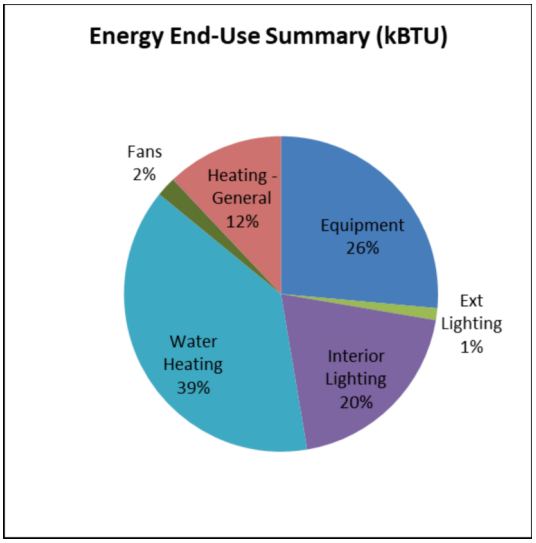
This will result in a highly efficient and all-electric workforce housing project.

## Energy Analysis:

A whole building annual energy simulation was performed to analyze the different energy efficiency measures proposed. The OpenStudio 3.3 interface for EnergyPlus 9.6 building energy simulation program was used for this analysis. OpenStudio performs a detailed analysis of all energy flows within, into, and out of a building, doing a separate calculation for each hour of the year. The model includes details of architectural, mechanical, and lighting systems, as well as all interior loads such as occupants and plug loads.

Baseline case (2021 IECC) energy model inputs:

- Envelope
  - Roof - R-60 (U-0.024)
  - Walls - R-20 batt + R-5 continuous insulation (U-0.045)
  - Below grade walls - R-15 exterior plus R-19 batt interior (U-0.050)
  - Glazing - Double pane low-e in non-metal framing (U-0.30)
  - Floors - R-38 batt (U-0.028)
  - Infiltration - 3 ACH
- Lighting
  - Interior lighting power density
    - Apartments - 0.45 W/sf
    - Corridors - 0.66 Ws/f
    - Storage - 0.46 W/sf
    - Stairs - 0.58 W/sf
  - Exterior lighting power of 0.5 kW
- HVAC
  - Units
    - Electric radiant heating
    - ERVs provide ventilation
  - Corridors, stairs, and storage
    - Electric unit heaters
- DHW
  - Electric storage water heaters
  - Fixtures - 2.0 gpm showers, 1.5 gpm lavs, 2.0 gpm sinks



## TABLE 1: ENVELOPE ENERGY EFFICIENCY STRATEGIES

| *Strategy* | *Annual Energy Cost* | *Annual Savings* | *EUI (kBtu/sf/yr)* | *EUI Savings* |
|---|---|---|---|---|
| Base - 2018 IECC | $17,316 | - | 29.6 | - |
| Walls - R-21 batt with R-6.5 continuous insulation (U-0.041) | $16,863 | $453 | 28.8 | 0.8 |
| Walls - R-21 batt with R-13 continuous insulation (U-0.032) | $16,608 | $708 | 28.4 | 1.2 |
| Walls - R-21 batt with R-20 continuous insulation (U-0.026) **Passive House Level** | $16,441 | $875 | 28.1 | 1.5 |
| Roof - R-38 batt + R-22 continuous minimum (U-0.016) **Passive House Level** | $17,065 | $251 | 29.2 | 0.4 |
| Glazing - Triple pane glazing with argon fill in fiberglass framing (U-0.13) **Passive House Level** | $16,132 | $1,184 | 27.5 | 2.1 |
| Infiltration - 1.5 ACH | $16,858 | $458 | 28.8 | 0.8 |
| Infiltration - 0.5 ACH **Passive House Level** | $16,579 | $737 | 28.3 | 1.3 |

### ENVELOPE ENERGY EFFICIENCY ANALYSIS

- The base current design utilizes energy recovery in the units which significantly reduces heating energy. Due to that, the largest energy consumer in the building is domestic hot water.
- Reducing infiltration as far as possible will provide energy savings and increased occupancy comfort. Utilizing advanced air sealing details and / or Aeroseal is recommended to achieve a tight envelope.
- Triple pane glazing or double pane glazing with a floating low-e is recommended to improve building performance and occupant comfort.
- If blown-in batt systems can be utilized with the modular construction, they are recommended. This would increase the cavity insulation from R-21 to R-23 and can help reduce infiltration. Spray foam could be used in the cavity to further increase the R-value to 30 in the cavity, but the embodied carbon of spray foam results in higher lifetime emissions when compared to batt so it is not recommended.
- The thermal efficiency of exterior cladding systems is critical to the overall performance of the wall assembly. The analysis below only considers thermal efficiency. Structural, fire, and constructability considerations are not factored in. Z-furring cladding attachment systems de-rate the thermal insulation R-value by 50-70%. Below are the alternatives to achieve better exterior wall thermal performance. To achieve better performance, clip and rail systems are recommended, which consist of vertical or horizontal girts attached to or through clips that are attached back to the structure through the exterior insulation.

- Fiberglass clips (see Figure 1) – thermal efficiency of 70-95% depending on clip spacing and type of screw fasteners used (galvanized vs stainless)
- Long screws through insulation (see Figure 2) – thermal efficiency of 75-95%.
- Armatherm™ Z Girt structural thermal break – made of reinforced, thermoset resin. Up to 98% thermal efficiency retained.

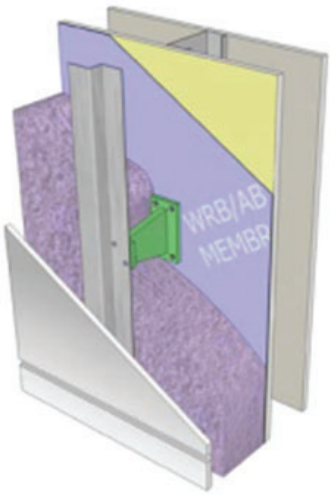


Figure 1 – FIBERGLASS CLIPS (SOURCE: RDH.COM)

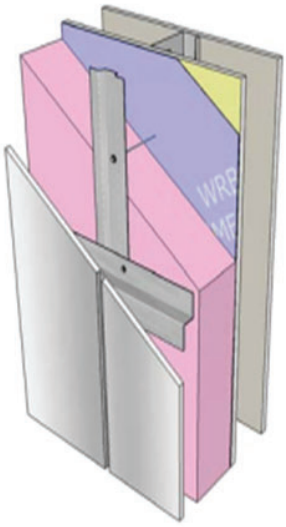


Figure 2 – LONG SCREWS THROUGH INSULATION (SOURCE RDH.COM)

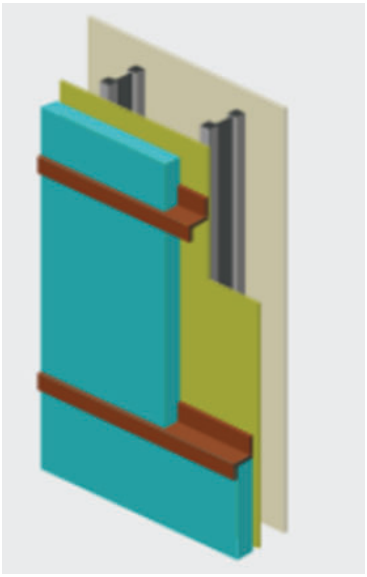


Figure 3 - ARMATHERM™ Z GIRT (SOURCE: ARMATHERM.COM)

**TABLE 2: HVAC ENERGY EFFICIENCY STRATEGIES**

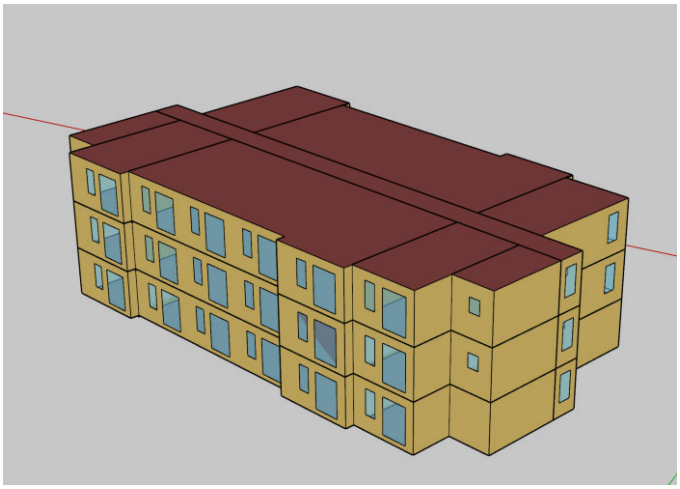
| *Strategy* | *Annual Energy Cost* | *Annual Savings* | *EUI (kBtu/sf/yr)* | *EUI Savings* |
|---|---|---|---|---|
| Base - 2018 IECC | $17,316 | - | 29.6 | - |
| Apartments - Mini-split cold climate DX heat pump | $17,259 | $57 | 29.4 | 0.2 |
| DHW fixtures - 1.5 gpm showers, 0.5 gpm lavs, 1.5 gpm sinks | $15,050 | $2,266 | 25.6 | 4.0 |
| DHW heaters - Individual hybrid heat pump water heaters with ducting (AO Smith) | $14,085 | $3,231 | 24.0 | 5.6 |
| DHW heaters - Central heat pump water heaters (SANCO2) | $13,186 | $4,130 | 22.2 | 7.4 |

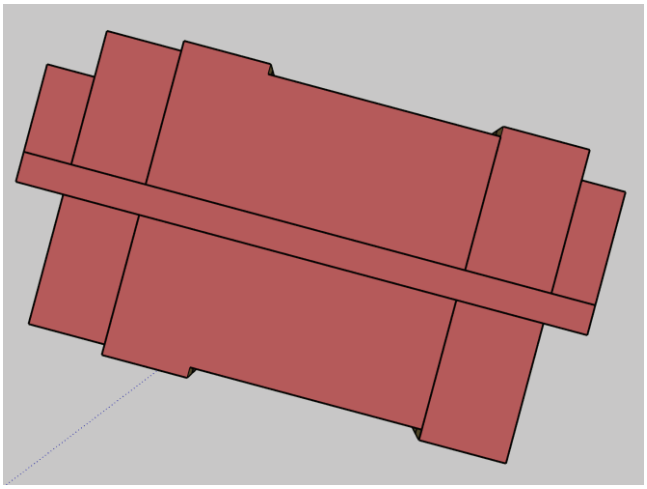
## HVAC ENERGY EFFICIENCY ANALYSIS

- Mini-split heat pumps provide more efficient heating but also provide air conditioning that increases energy use.
- Reducing domestic hot water energy consumption leads to significant savings. Low flow fixtures are highly recommended. Central heat pump water heaters are difficult to integrate into modular construction. Individual heat pump water heaters are not recommended due to their size, ducting requirements, and high cutoff temperatures for the heat pump operation.

**Energy Model Appendix**

The two figures below show sketches of the OpenStudio model building envelope geometry and zoning. The geometry is typically simplified for modeling purposes to accurately simulate energy transfer through all surfaces in the building. Windows on the same orientation and zone are often grouped together to decrease simulation time; this does not affect results of the model. The building was zoned for perimeter versus core spaces, and for differing space uses.





Energy metering for the building will be assumed to be on a commercial rate structure for the entire building, with submetering for the units. Utility rates are shown below.

| COMMERCIAL UTILITY RATES | |
|---|---|
| **Electricity (Holy Cross General Large) *** | |
| Customer Charger per Month | $62 |
| Cost per kWh | $0.078 |
| Charge per kW | $6.11 |

| LOCATION & CLIMATE DATA | |
|---|---|
| **Location** | Aspen, CO |
| **Weather File** | TMY3 from Leadville |
| **Latitude** | 39° 22’ N |
| **Longitude** | 106° 32’ W |
| **Elevation (feet)** | 9,928 |
| **Heating Deg Days (base 65°F)** | 10,911 |
| **Cooling Deg Days (base 50°F)** | 375 |
| **Heating Design Temp (99%)** | -14°F |
| **Cooling Design Dry Bulb (0.4%)** | 81°F |
| **Cooling Design Wet Bulb (0.4%)** | 51°F |
| **ASHRAE Climate Zone** | 7B |

# EXHIBIT 15

# WILL-SERVE LETTERS

3799 HIGHWAY 82 · P.O. BOX 2150
GLENWOOD SPRINGS, COLORADO 81602
(970) 945-5491 · FAX (970) 945-4081

APRIL 28th, 2025

Arlo Carpenter
JVA Consulting Engineers

RE: SNOWMASS – DIVIDE RD ASPEN SKI CO HOUSING WO#25571

Dear Mr. ARLO CARPENTER,

The above-mentioned project is within the certified service area of Holy Cross Energy.

Holy Cross Energy has adequate power supply to provide electric power to the development, subject to tariffs, rules and regulations on file. Any power line enlargements, relocations, and new extensions necessary to deliver adequate power to and within the development will be undertaken by Holy Cross Energy upon completion of appropriate contractual agreements and subject to necessary governmental approvals.

Sincerely,
HOLY CROSS ENERGY

Luke Pagni

Luke Pagni,
Engineer 2
lpagni@holycross.com
(970) 947-5524

May 19, 2025

**RE:**
**Aspen Skiing Housing Project**
**1001 Divide Rd**
**Snowmass Village, CO 81615**

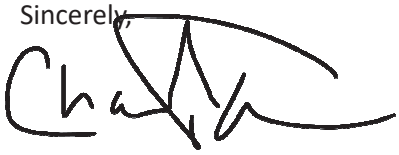
Dear Philip Jeffries,

Thank you for notifying Comcast regarding 1001 Divide Rd in Snowmass.

We have reviewed your request and have determined that we have NO OBJECTIONs to the project and will be able to provide service to the 36 units (30 new, 6 existing), the backbone for the cell booster, and enhanced connectivity to the Vehicle Maintenance Facility.

If you have any questions, feel free to contact me. Please retain this letter in your permanent records and provide to any future owner.

Sincerely,



**Chad K. Slagle**
Manager 1 of Construction
Comcast Cable Corporation
970-657-6595
chad_slagle@comcast.com

June 23, 2025

Via E-mail: pjeffreys@aspensnowmass.com

Mr. Philip Jeffreys
Director – Housing Development
Aspen Skiing Company

**RE: SWSD – Snowmass Housing for Operations Personal (The S.H.O.P.) – Will Serve**

Dear Philip:

The purpose of this letter is to provide a can and will serve letter for the Snowmass Housing for Operations Personal (The S.H.O.P.) located at the Divide near the vehicle maintenance facility (VMF) in Snowmass Village. SWSD provides water and sewer service to the existing VMF at 6.8 EQRs. The Aspen Skiing Company is proposing to add an additional 30 EQRs for the S.H.O.P. project and construct a new sewer lift station to serve both buildings. Previously, the waste water was pumped via a lift station below the Krabloonik. Water is provided to the VMF with an 8-inch DIP located within an easement. SWSD can and will serve the project with sewer with the following conditions.

1. The District can and will serve the expansion with sewer if there is adequate capacity in the wastewater treatment facility at the time of the project.

2. The location of the proposed lift station does not have the ability to collect wastewater from the Town owned Krabloonik site. If the Town wishes to develop this site in the future, SWSD recommends sizing and locating the lift station to serve any proposed future development.

3. The lift station proposed, as noted in the engineering report, will require CDPHE permitting and a licensed operator due to the amount of flow the lift station will pump. If SWSD is to own and operate this lift station, SWSD will plan, design, permit and construct this lift station at SKICO's cost. An easement shall be provided for lift station and force main. The lift station will also have a custom operational surcharge on top of the normal wastewater rates.

4. SWSD will perform an EQR audit on the final construction drawings when they are ready to determine the system development fees owed to SWSD. The system development fees are due at the time of building permit and then when the project is completed, an onsite audit is completed to verify the EQRs. The difference in EQRs are required to be paid for.

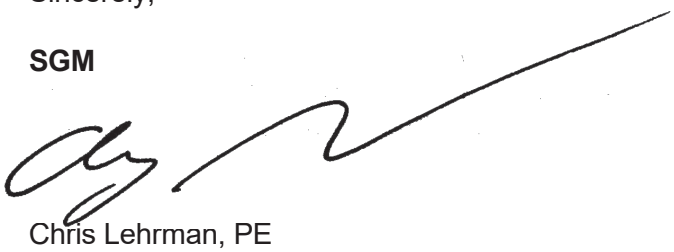
5. The construction drawings shall be reviewed and approved by SWSD prior to construction.

6. The Aspen Skiing Company will pay for all costs associated with review, inspection and construction of the associated water and wastewater infrastructure.

If you have any questions, please call.

Sincerely,

**SGM**



Chris Lehrman, PE
District Engineer

Cc e-mail: Kit Hamby

EXHIBIT 16

# PRELIMINARY UTILITY REPORT

May 16, 2025

Will Johnson
Development Review Engineer
Town of Snowmass Village – City Hall
130 Kearns Rd
Snowmass Village, CO 81615

RE: Preliminary Utility Report for SHOP Divide Road Housing
JVA, Inc. Project No. 240949.CIV

Dear Will,

As requested by the Town of Snowmass Village, JVA has prepared an analysis of the proposed utility design and conditions for the proposed development near 1001 Divide Road. The following report is primarily intended to provide the water and wastewater demands based on the proposed site improvements. This report has been produced in accordance with the Town of Snowmass Village and Snowmass Water and Sanitary District Standards.

It is our understanding that the information provided herein meets the requirements of the Town of Snowmass Village for the utility submission required for the Preliminary Plan submittal.

Please contact us if you have any questions regarding this submission.

Sincerely,

JVA, Inc.

_____
Arlo Carpenter, P.E.
Project Engineer

# Preliminary Utility Report

**FOR**

SHOP Divide Road Housing

**AT**

**1001 DIVIDE ROAD, SNOWMASS VILLAGE, CO 81615**

**FOR**

Aspen One

**JVA, Inc.**

**Consulting Engineers**

817 Colorado Ave, Suite 301

Glenwood Springs, CO 81601

(970) 404-3100

JVA, Inc. Project No. 240949.CIV

May 16, 2025

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# SHOP Divide Road Housing- Utility Report

## General Location

SHOP Divide Road Housing proposes to develop and improve a total of 1.62-acres located around the existing VMF facility at 1001 Divide Road in Snowmass Village, Colorado. The property is in Lots 44, 45, 51 and a portion of Lot 47 of the Divide Subdivision, situated in Section 2, Township 10 South, Range 86 West of the 6th Principal Meridian. A vicinity map illustrating the property's location is provided in Appendix A.

## Project Description

The proposed development proposes to develop the vacant lot directly west of the existing VMF facility and to improve the existing Divide Way roadway from the intersection with Divide Road west. The project will include the housing building with comprehensive landscape improvements, a new parking lot, expansion of the existing VMF parking lot, and roadway improvements – including a new shared pedestrian/bicyclist lane up to the Divide Road intersection.

Currently, a portion of the 1.62-acre area of proposed development includes the undeveloped area along the west property line of Lot 44, west of the existing VMF facility, and is characterized by native landscaping and vegetation, with no permanent existing structures or improvements. A portion of this development area includes the existing VMF facility itself – with apartments, garages, fuel island and parking lot. A portion of this development area includes the existing asphalt pavement roadway of Divide Way that intersects Divide Road to the east.

The proposed 6” PVC sewer service connection to the proposed building will gravity feed down to a proposed lift station at the southwest corner of the existing VMF parking lot and will be pumped by 6” PVC force main up to connect to the existing Town sanitary main at the manhole at the Divide Road/Pinon Drive intersection. The proposed 6” HDPE water service will tap and connect with an existing water main

An existing conditions survey detailing all the existing utilities surrounding the site has been provided by True North Colorado, LLC, and is included in Appendix A.

## Water Demands and Surrounding Water System

The proposed building is to be equipped with dedicated domestic and fire service infrastructure. A proposed 6” HDPE service line will tap off the existing waterline near the western edge of the existing VMF parking lot and will serve the proposed housing complex for both domestic and fire service demands. Final meter sizing will be determined by the project plumbing engineer before Construction Documents are issued.

Two existing hydrants – one located at the existing west end of the VMF parking lot, and the other located near the east end of the VMF parking lot – will be relocated and teed off the existing water main running along the southern edge of the parking lot by means of 6" DIP lateral lines. A third proposed fire hydrant will be located just north of the proposed trash enclosure structure near the northeast corner of the housing and will be teed off the proposed 6" HDPE service line to the building via 6" DIP lateral.

The project anticipates a Type VB construction as defined by the International Building Code for the proposed building. The proposed building square footage is currently 20,725 SF. Fire flow requirements per International Fire Codes (IFC) will be determined, and a full fire protection design will be summarized once the building footprint is closer to design completion.

All proposed water and fire protection improvements comply with the current Snowmass Water and Sanitation District and Town of Snowmass Village Standards.

## Proposed Lift Station and Sanitary Service

The existing lift station northeast of the VMF facility was installed in 2002, lacks a legal easement and currently only serves the Divide Maintenance Facility, as the adjacent Krabloonik Restaurant is unoccupied. Due to these constraints, a new lift station dedicated to the development is required.

Sanitary flow projections for the new housing complex were calculated using CDPHE Regulation 43 for average daily flows and the International Plumbing Code's Tournament Peak Hour Flow (PHF) method for peak flows. With 30 housing units, and a conservative estimate of 1.25 residents per unit, the projected average daily flow is 2,813 gallons per day—exceeding the 2,000 gpd threshold that triggers a permitting requirement through CDPHE. Using fixture counts, the peak hourly flow is estimated at 71.7 gallons per minute. The development will add 18 Equivalent Residential Units (EQRs) to the Snowmass Water and Sanitation District.

JVA recommends constructing a new lift station on the development site, complete with a 4-inch force main connecting to the sanitary main at the Divide Road/Pinon Drive intersection. Pumps should be sized for 75 gpm at 65 feet of head. The wet well should provide at least 563 gallons of operating volume, though a larger structure—7 feet by 7 feet by 11.5 feet deep—is proposed to offer approximately 985 gallons for added reliability and to reduce pump cycling.

The estimated total cost for the lift station and its related components – including the lift station package, site work, wet well, roughly 900 linear feet of 6" C900 PVC force main piping, electrical service, backup generator, and engineering and permitting – is roughly $950,700. With this design in place, the next step is to for JVA's Environmental team to submit the memo to the Snowmass Water and Sanitation District and initiate the site location application with CDPHE, which may take up to six months for approval.

The proposed sanitary service and cleanout from the building to this lift station located at the southwest corner of the VMF parking lot will be 6" C900 PVC. There will be additional coordination with the plumbing engineer to determine final sizing and building connection location for this service.

All proposed wastewater improvements comply with the current Snowmass Water and Sanitation District and Town of Snowmass Village Standards.

## Storm Sewer System

The storm runoff from the development area will be captured by a series of valley and combination inlets around the proposed housing complex and conveyed by RCP to either a proposed underground detention facility or will be conveyed an expanded detention pond to the northeast of the VMF facility. See the Preliminary Drainage Narrative prepared by JVA Inc., for reference.

## Electric Services/Dry Utility System

Due to the proposed building footprint, an existing splice vault will need to be removed and replaced with a new 208/120-volt transformer that will be installed northwest of the VMF fuel island and will serve the electrical needs of the proposed housing complex.

Additional dry utilities and the construction of new building services will be coordinated between Holy Cross Energy and the Owner.

## Conclusions

This proposed development and associated infrastructure for this project near 1001 Divide Road meets International Fire Code requirements with sprinkler systems and fire hydrant loads, will not overly stress the District's water or wastewater systems and residual pressures will comply with Snowmass Water and Sanitation District Standards. Final fire sprinkler and irrigation demands will be determined during subsequent design phases. All proposed utility infrastructure complies with current Town of Snowmass Village and Snowmass Water & Sanitation District Standards.

# REFERENCES


1. "Town of Snowmass Village Public Works Department, Right-of-Way Regulations & Standards," 2021 Edition.
2. "Snowmass Water & Sanitation District Rules and Regulations", 2014 Edition.
3. "International Fire Code," 2021 Edition.

# APPENDIX A – SITE MAPS

**SHOP DIVIDE ROAD HOUSING**

NEAR

1001 DIVIDE ROAD

SNOWMASS VILLAGE, COLORADO 81615

**VICINITY MAP – NOT TO SCALE**

# EXISTING CONDITIONS SURVEY

LOTS 44, 45 & 51 AND PORTION OF LOT 47
THE FIRST AMENDED PLAT OF THE DIVIDE SUBDIVISION
SECTION 2, TOWNSHIP 10 SOUTH, RANGE 86 WEST OF THE 6TH PM
TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO




## NOTES:

1. DATE OF FIELD SURVEY: JUNE 25, 26, 27, 2024 AND JULY 3, 2024.
2. LINEAR UNITS USED TO PERFORM THIS SURVEY WERE U.S. SURVEY FEET.
3. THIS EXISTING CONDITIONS SURVEY IS BASED ON THE DIVIDE SUBDIVISION, THE FIRST AMENDED PLAT OF LOTS 42, 45 AND 47 OF THE DIVIDE SUBDIVISION, RECORDED SEPTEMBER 26, 2006 IN PLAT BOOK 81 AT PAGE 45 MONUMENTS FOUND IN PLACE AS SHOWN HEREON.
4. THIS EXISTING CONDITIONS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY TRUE NORTH COLORADO, LLC, FOR ALL INFORMATION REGARDING EASEMENT, RIGHTS-OF-WAY AND/OR TITLE OF RECORD, TRUE NORTH COLORADO, LLC, RELIED UPON TITLE COMMITMENT NO. Q62015077-2 ISSUED BY LAND TITLE GUARANTEE COMPANY, EFFECTIVE DATE FEBRUARY 24, 2023.
5. ELEVATIONS SHOWN HEREON ARE BASED ON FIELD GPS OBSERVATIONS AND ARE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
6. CONTOUR INTERVAL EQUALS 1 FOOT.
7. UNDERGROUND UTILITIES SHOWN HEREON WERE LOCATED BY ROARING FORK UTILITY LOCATORS LLC. AND ARE FOR PLANNING PURPOSES ONLY. PLEASE CALL COLORADO 811 PRIOR TO ANY DIGGING OR EARTHWORK CONSTRUCTION FOR UTILITY VERIFICATION.

REVISED: MAY 5, 2025: ADDITIONAL TREE LOCATIONS, TRAIL LOCATIONS AND SLOPES ANALYSIS.

## SURVEYOR'S STATEMENT

I, RODNEY P. KISER, DO HEREBY STATE THAT THIS EXISTING CONDITIONS SURVEY WAS PREPARED BY TRUE NORTH COLORADO, LLC. FOR ASPEN SKIING COMPANY, LLC AND THE TOWN OF SNOWMASS VILLAGE THAT SAID SURVEY WAS PREPARED BY ME OR UNDER MY SUPERVISION AND RESPONSIBLE CHARGE AND THAT IT IS TRUE AND CORRECT TO THE BEST OF MY BELIEF AND KNOWLEDGE.

RODNEY P. KISER
LICENSED PROFESSIONAL LAND SURVEYOR
COLORADO REGISTRATION NO. 38215
TRUE NORTH COLORADO, LLC.

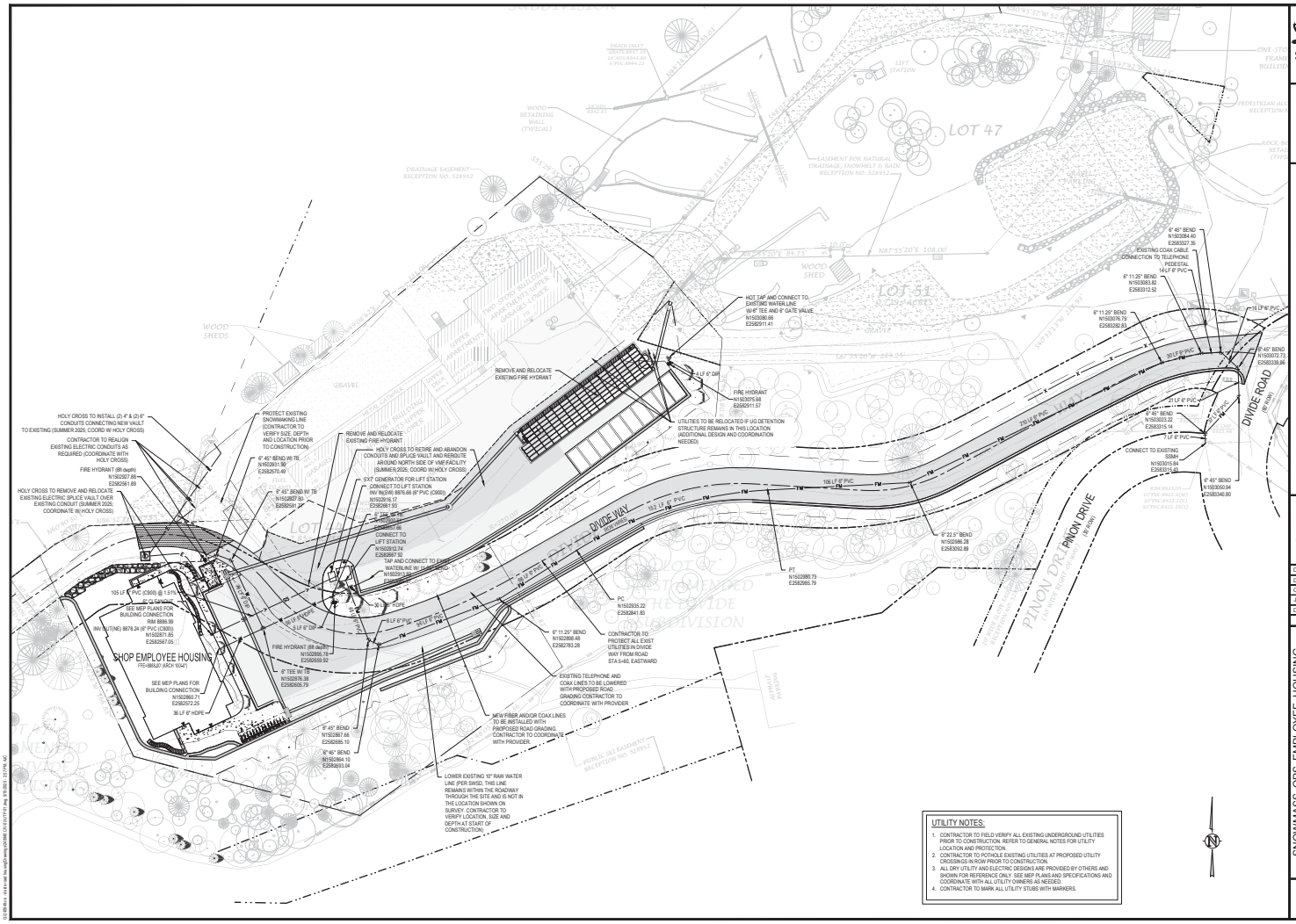
NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

TRUE NORTH
COLORADO
A LAND SURVEYING AND MAPPING COMPANY

ASPEN SKIING COMPANY, LLC &
TOWN OF SNOWMASS VILLAGE
EXISTING CONDITIONS SURVEY
COUNTY OF PITKIN - STATE OF COLORADO


TRUE NORTH COLORADO LLC.
A LAND SURVEYING AND MAPPING COMPANY
P.O. BOX 614 - 386 MAIN STREET UNIT 3
NEW CASTLE, COLORADO 81647
(970) 984-0474
www.truenorthcolorado.com


| PROJECT NO: 2024-190 | DRAWN: RPK | SHEET: 1 OF 3 |
|---|---|---|
| DATE: JULY 26, 2024 | SURVEYED: CHECKED: | |




JVA, Inc. 937 Colorado Ave., Suite 301 Glenwood Springs, CO 81601 Tel: 970.945.2100 www.jvajva.com Boulder • Fort Collins • Winter Park Glenwood Springs • Denver

| NO. | DATE | BY | REVISION DESCRIPTION |
|---|---|---|---|
| 1 | 9/30/25 | AJC | PRELIMINARY PLAN |
| 0 | 9/1/24 | AJC | SKETCH PLAN |

PRELIMINARY NOT FOR CONSTRUCTION

DESIGNED BY: AJC/RMM
DRAWN BY: AJC/CCE
CHECKED BY: ALS
JOB #: 240949.CIV
DATE: 05/16/2025

© JVA, INC.

SNOWMASS OPS EMPLOYEE HOUSING
1001 DIVIDE RD
SNOWMASS VILLAGE, CO 81615

OVERALL UTILITY PLAN

SHEET NO.
C2.0

EXHIBIT 17

# PRELIMINARY DRAINAGE REPORT

# DRAINAGE NARRATIVE
FOR
# SHOP DIVIDE ROAD HOUSING

NEAR
**1001 DIVIDE ROAD**

**SNOWMASS VILLAGE, CO**

**JVA, Inc.**

817 Colorado Ave, Suite 301
Glenwood Springs, CO 81601
phone: 970-404-3100

JVA Project No.
240949.CIV

May 16, 2025

## HISTORIC RUNOFF VOLUMES

Table 1 below shows the imperviousness and runoff volumes of the existing site conditions within the intended 1.62-acre area of proposed improvements. Slopes across the site range from 2.0% to 15.0% and generally flow south and west along the existing Divide Way alignment.

Basin H-1 includes most of the subject study area – most of the asphalt portions of Divide Way, the existing gravel parking west of the VMF parking, and portions of the asphalt parking for the VMF facility. All runoff from this basin sheet flows to a low point at the southeast corner the existing VMF parking lot and gets piped to the existing detention pond to the northeast of the VMF facility.

Basin H-2 includes a small portion of the existing slope south of the gravel service road D and a small portion of the gravel roadway. Runoff from this basin currently either flows west along the existing service road or down the existing slope north of the service road.

**Table 1**

| Basin | Basin Area (acres) | Imperviousness (%) | 100-yr Runoff (cfs) |
|---|---|---|---|
| H-1 | 1.47 | 58.4 | 3.84 |
| H-2 | 0.15 | 36.4 | 0.41 |
| **TOTAL SITE** | **1.62** | **56.4** | **4.25** |

## ANTICIPATED RUNOFF VOLUMES

Table 2 below shows the anticipated imperviousness and runoff volumes of the area of the site which is tributary to the proposed underground detention facility at the southeast corner of the VMF parking lot. Site improvements include asphalt pavement (roadway and parking), concrete curb and gutter, concrete & gravel walks, retaining walls, associated landscaping, and storm and utility infrastructure.

Basin A1 contains the entire subject study area. Runoff from this basin sheet ultimately flows to the existing low point at the southeast corner of the existing VMF parking lot area and will be detained in the ADS underground detention facility.

**Table 2**

| Basin | Basin Area (acres) | Imperviousness (%) | 100-yr Runoff (cfs) |
|---|---|---|---|
| A1 | 1.62 | 81.7 | 5.91 |

## PROPOSED DRAINAGE DESIGN – UNDERGROUND DETENTION

Runoff along the northern portion of the crowned Divide Way roadway generally sheet flows off to the north of the roadway and down the existing slope onto the adjacent Lot 51 where it ultimately gets conveyed to the existing detention pond offsite. Runoff along the southern portion of the crowned Divide Way roadway gets conveyed along catch curb and gutter that flows along the southern edge of the road and the eastern end of the proposed retaining wall and deposits to a proposed double valley inlet at the east end of the parking lot for the employee housing building.

Runoff from the east end of the parking lot sheet flows to a double combination inlet near the bike parking area southeast of the proposed building. Runoff from around the south side of the building and the flatwork areas south of the building also flow to this double combination inlet. Additional runoff from portions of Divide Way, the north section of parking and the walkway around the northeast corner and along the east side of the building sheet flow to a double valley inlet east of the proposed trash enclosure structure. Small areas of runoff along the north side of the building will flow through the proposed retaining wall and onto the existing gravel service road and down the existing slope to the north off site.

Runoff collected by these three inlet structures gets conveyed through 18” RCP under the parking stalls to the double valley inlet near the trash enclosure structure and continues east under the VMF facility parking via 18” RCP and deposits in a proposed underground detention facility.

This proposed ADS SC-310 StormTech Chamber System to be used for the underground detention facility at the east end of the existing VMF parking lot has been designed to detain the anticipated runoff for a 25-year storm event for the entire development area with a detention volume of roughly 4,050 cubic feet. Flows released from this detention system will be released through 18” RCP and connect to existing storm infrastructure that flows to the existing detention pond northeast of the VMF facility where it will be released offsite over a period of 40 hours. Additional product information and preliminary calculations for the underground detention design are provided in Appendix A.

The above discussed drainage infrastructure and facilities for the SHOP Divide Road Housing project have been designed to maintain historic drainage patterns and mitigate flows resulting from the increased imperviousness associated with the improvements. It is not anticipated that any of the proposed improvements will negatively impact any downstream facilities.

## ALTERNATIVE DRAINAGE DESIGN – DETENTION POND EXPANSION

An option is being considered to eliminate the need for a costly underground detention facility, and instead expand the existing detention pond to the northeast of site to provide the required stormwater detention. All of the storm runoff would follow the same flow pattern to the existing low point at the southeast corner of the VMF parking lot and is conveyed via swales and CMP to the detention pond. One section of existing 12" CMP running south to north under the Krabloonik gravel access road and into the pond would have to be upsized to 18" CMP to adequately convey the proposed storm runoff.

At the request of the Town of Snowmass Village, JVA will continue to study the drainage of the overall site, including the condition of the existing pond, outlet structure and current flow rates at the pond outfall to determine the viability of this option and to what extent this pond should be expanded. The expanded detention pond could also serve future development of the overall site.

Exhibits for this alternative design (FIG 3.0 and FIG 3.1) have been provided in the Preliminary Plan sheet set detailing the overall alternative drainage plan and the potential pond extents, grading, and storage volumes.

# APPENDIX A

| PROJECT INFORMATION | |
|---|---|
| ENGINEERED PRODUCT MANAGER | |
| ADS SALES REP | |
| PROJECT NO. | |

Advanced Drainage Systems, Inc.

SiteAssist®
FOR STORMTECH INSTALLATION INSTRUCTIONS VISIT OUR APP

# DIVIDE ROAD HOUSING

## SNOWMASS VILAGE, CO, USA

## SC-310 STORMTECH CHAMBER SPECIFICATIONS

1. CHAMBERS SHALL BE STORMTECH SC-310.
2. CHAMBERS SHALL BE ARCH-SHAPED AND SHALL BE MANUFACTURED FROM VIRGIN, IMPACT-MODIFIED POLYPROPYLENE OR POLYETHYLENE COPOLYMERS.
3. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2922 (POLETHYLENE) OR ASTM F2418 (POLYPROPYLENE), "STANDARD SPECIFICATION FOR CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
4. CHAMBER ROWS SHALL PROVIDE CONTINUOUS, UNOBSTRUCTED INTERNAL SPACE WITH NO INTERNAL SUPPORTS THAT WOULD IMPEDE FLOW OR LIMIT ACCESS FOR INSPECTION.
5. THE STRUCTURAL DESIGN OF THE CHAMBERS, THE STRUCTURAL BACKFILL, AND THE INSTALLATION REQUIREMENTS SHALL ENSURE THAT THE LOAD FACTORS SPECIFIED IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SECTION 12.12, ARE MET FOR: 1) LONG-DURATION DEAD LOADS AND 2) SHORT-DURATION LIVE LOADS, BASED ON THE AASHTO DESIGN TRUCK WITH CONSIDERATION FOR IMPACT AND MULTIPLE VEHICLE PRESENCES.
6. CHAMBERS SHALL BE DESIGNED, TESTED AND ALLOWABLE LOAD CONFIGURATIONS DETERMINED IN ACCORDANCE WITH ASTM F2787, "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS". LOAD CONFIGURATIONS SHALL INCLUDE: 1) INSTANTANEOUS (<1 MIN) AASHTO DESIGN TRUCK LIVE LOAD ON MINIMUM COVER 2) MAXIMUM PERMANENT (75-YR) COVER LOAD AND 3) ALLOWABLE COVER WITH PARKED (1-WEEK) AASHTO DESIGN TRUCK.
7. REQUIREMENTS FOR HANDLING AND INSTALLATION:
   - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
   - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 2".
   - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT SHALL BE GREATER THAN OR EQUAL TO 400 LBS/FT/% THE ASC IS DEFINED IN SECTION 6.2.8 OF ASTM F2418. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.
8. ONLY CHAMBERS THAT ARE APPROVED BY THE SITE DESIGN ENGINEER WILL BE ALLOWED. UPON REQUEST BY THE SITE DESIGN ENGINEER OR OWNER, THE CHAMBER MANUFACTURER SHALL SUBMIT A STRUCTURAL EVALUATION FOR APPROVAL BEFORE DELIVERING CHAMBERS TO THE PROJECT SITE AS FOLLOWS:
   - THE STRUCTURAL EVALUATION SHALL BE SEALED BY A REGISTERED PROFESSIONAL ENGINEER.
   - THE STRUCTURAL EVALUATION SHALL DEMONSTRATE THAT THE SAFETY FACTORS ARE GREATER THAN OR EQUAL TO 1.95 FOR DEAD LOAD AND 1.75 FOR LIVE LOAD, THE MINIMUM REQUIRED BY ASTM F2787 AND BY SECTIONS 3 AND 12.12 OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOR THERMOPLASTIC PIPE.
   - THE TEST DERIVED CREEP MODULUS AS SPECIFIED IN ASTM F2922 SHALL BE USED FOR PERMANENT DEAD LOAD DESIGN EXCEPT THAT IT SHALL BE THE 75-YEAR MODULUS USED FOR DESIGN.
9. CHAMBERS AND END CAPS SHALL BE PRODUCED AT AN ISO 9001 CERTIFIED MANUFACTURING FACILITY.
10. MANIFOLD SIZE TO BE DETERMINED BY SITE DESIGN ENGINEER. SEE TECH NOTE #6.32 FOR MANIFOLD SIZING GUIDANCE. DUE TO THE ADAPTATION OF THIS CHAMBER SYSTEM TO SPECIFIC SITE AND DESIGN CONSTRAINTS, IT MAY BE NECESSARY TO CUT AND COUPLE ADDITIONAL PIPE TO STANDARD MANIFOLD COMPONENTS IN THE FIELD.
11. ADS DOES NOT DESIGN OR PROVIDE MEMBRANE LINER SYSTEMS. TO MINIMIZE THE LEAKAGE POTENTIAL OF LINER SYSTEMS, THE MEMBRANE LINER SYSTEM SHOULD BE DESIGNED BY A KNOWLEDGEABLE GEOTEXTILE PROFESSIONAL AND INSTALLED BY A QUALIFIED CONTRACTOR.

©2025 ADS, INC.

## IMPORTANT - NOTES FOR THE BIDDING AND INSTALLATION OF THE SC-310 SYSTEM

1. STORMTECH SC-310 CHAMBERS SHALL NOT BE INSTALLED UNTIL THE MANUFACTURER'S REPRESENTATIVE HAS COMPLETED A PRE-CONSTRUCTION MEETING WITH THE INSTALLERS.
2. STORMTECH SC-310 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/DC-780 CONSTRUCTION GUIDE".
3. CHAMBERS ARE NOT TO BE BACKFILLED WITH A DOZER OR AN EXCAVATOR SITUATED OVER THE CHAMBERS. STORMTECH RECOMMENDS 3 BACKFILL METHODS:
   - STONESHOOTER LOCATED OFF THE CHAMBER BED.
   - BACKFILL AS ROWS ARE BUILT USING AN EXCAVATOR ON THE FOUNDATION STONE OR SUBGRADE.
   - BACKFILL FROM OUTSIDE THE EXCAVATION USING A LONG BOOM HOE OR EXCAVATOR.
4. THE FOUNDATION STONE SHALL BE LEVELED AND COMPACTED PRIOR TO PLACING CHAMBERS.
5. JOINTS BETWEEN CHAMBERS SHALL BE PROPERLY SEATED PRIOR TO PLACING STONE.
6. MAINTAIN MINIMUM - 3" (80 mm) SPACING BETWEEN THE CHAMBER ROWS.
7. EMBEDMENT STONE SURROUNDING CHAMBERS MUST BE A CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE; AASHTO M43 #3, 357, 4, 467, 5, 56, OR 57.
8. THE CONTRACTOR MUST REPORT ANY DISCREPANCIES WITH CHAMBER FOUNDATION MATERIALS BEARING CAPACITIES TO THE SITE DESIGN ENGINEER.
9. ADS RECOMMENDS THE USE OF "FLEXSTORM CATCH IT" INSERTS DURING CONSTRUCTION FOR ALL INLETS TO PROTECT THE SUBSURFACE STORMWATER MANAGEMENT SYSTEM FROM CONSTRUCTION SITE RUNOFF.

## NOTES FOR CONSTRUCTION EQUIPMENT

1. STORMTECH SC-310 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/DC-780 CONSTRUCTION GUIDE".
2. THE USE OF CONSTRUCTION EQUIPMENT OVER SC-310 & SC-740 CHAMBERS IS LIMITED:
   - NO EQUIPMENT IS ALLOWED ON BARE CHAMBERS.
   - NO RUBBER TIRED LOADERS, DUMP TRUCKS, OR EXCAVATORS ARE ALLOWED UNTIL PROPER FILL DEPTHS ARE REACHED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/DC-780 CONSTRUCTION GUIDE".
   - WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT CAN BE FOUND IN THE "STORMTECH SC-310/SC-740/DC-780 CONSTRUCTION GUIDE".
3. FULL 36" (900 mm) OF STABILIZED COVER MATERIALS OVER THE CHAMBERS IS REQUIRED FOR DUMP TRUCK TRAVEL OR DUMPING.

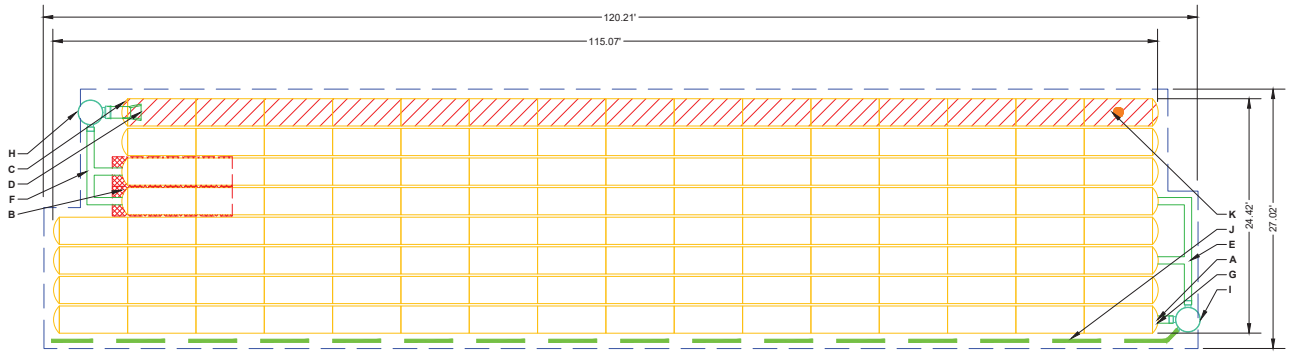
**USE OF A DOZER TO PUSH EMBEDMENT STONE BETWEEN THE ROWS OF CHAMBERS MAY CAUSE DAMAGE TO THE CHAMBERS AND IS NOT AN ACCEPTABLE BACKFILL METHOD. ANY CHAMBERS DAMAGED BY THE "DUMP AND PUSH" METHOD ARE NOT COVERED UNDER THE STORMTECH STANDARD WARRANTY.**

CONTACT STORMTECH AT 1-800-821-6710 WITH ANY QUESTIONS ON INSTALLATION REQUIREMENTS OR WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT.

| PROPOSED LAYOUT | | CONCEPTUAL ELEVATIONS: | |
|---|---|---|---|
| 124 | STORMTECH SC-310 CHAMBERS | MAXIMUM ALLOWABLE GRADE (TOP OF PAVEMENT/UNPAVED): | 9.83 |
| 16 | STORMTECH SC-310 END CAPS | MINIMUM ALLOWABLE GRADE (UNPAVED WITH TRAFFIC): | 3.67 |
| 6 | STONE ABOVE (in) | MINIMUM ALLOWABLE GRADE (UNPAVED NO TRAFFIC): | 3.17 |
| 6 | STONE BELOW (in) | MINIMUM ALLOWABLE GRADE (TOP OF RIGID CONCRETE PAVEMENT): | 3.17 |
| 40 | STONE VOID | MINIMUM ALLOWABLE GRADE (BASE OF FLEXIBLE PAVEMENT): | 3.17 |
| 4054 | INSTALLED SYSTEM VOLUME (CF) (PERIMETER STONE INCLUDED) (COVER STONE INCLUDED) (BASE STONE INCLUDED) | TOP OF STONE: | 2.33 |
| | | TOP OF SC-310 CHAMBER: | 1.83 |
| | | 8" x 8" TOP MANIFOLD INVERT: | 0.75 |
| | | 12" ISOLATOR ROW PLUS INVERT: | 0.58 |
| 3167 | SYSTEM AREA (SF) | 8" x 8" BOTTOM MANIFOLD INVERT: | 0.55 |
| 294.5 | SYSTEM PERIMETER (ft) | 8" BOTTOM CONNECTION INVERT: | 0.55 |
| | | BOTTOM OF SC-310 CHAMBER: | 0.50 |
| | | UNDERDRAIN INVERT: | 0.00 |
| | | BOTTOM OF STONE: | 0.00 |

*INVERT ABOVE BASE OF CHAMBER

| PART TYPE | ITEM ON LAYOUT | DESCRIPTION | INVERT* | MAX FLOW |
|---|---|---|---|---|
| PRE-CORED END CAP | A | 8" BOTTOM PRE-CORED END CAP, PART#: SC310EPE08BPC / TYP OF ALL 8" BOTTOM CONNECTIONS | 0.60" | |
| PRE-CORED END CAP | B | 8" TOP PRE-CORED END CAP, PART#: SC310EPE08TPC / TYP OF ALL 8" TOP CONNECTIONS | 3.50" | |
| PREFABRICATED EZ END CAP | C | 12" BOTTOM PREFABRICATED EZ END CAP, PART#: SC310ECEZ / TYP OF ALL 12" BOTTOM CONNECTIONS AND ISOLATOR PLUS ROWS | 0.90" | |
| FLAMP | D | INSTALL FLAMP ON 12" ACCESS PIPE / PART#: SC31012RAMP | | |
| MANIFOLD | E | 8" x 8" BOTTOM MANIFOLD, MOLDED FITTINGS | 0.60" | |
| MANIFOLD | F | 8" x 8" TOP MANIFOLD, MOLDED FITTINGS | 3.50" | |
| PIPE CONNECTION | G | 8" BOTTOM CONNECTION | 0.60" | |
| NYLOPLAST (INLET W/ ISO PLUS ROW) | H | 30" DIAMETER (24.00" SUMP MIN) | | 1.8 CFS IN |
| NYLOPLAST (OUTLET) | I | 30" DIAMETER (DESIGN BY ENGINEER) | | 1.4 CFS OUT |
| UNDERDRAIN | J | 4" ADS N-12 DUAL WALL PERFORATED HDPE UNDERDRAIN | | |
| INSPECTION PORT | K | 4" SEE DETAIL | | |




ISOLATOR ROW PLUS (SEE DETAIL)

PLACE MINIMUM 12.50' OF ADSPLUS625 WOVEN GEOTEXTILE OVER BEDDING STONE AND UNDERNEATH CHAMBER FEET FOR SCOUR PROTECTION AT ALL CHAMBER INLET ROWS

BED LIMITS

**NOTES**

- THE SITE DESIGN ENGINEER MUST REVIEW ELEVATIONS AND IF NECESSARY ADJUST GRADING TO ENSURE THE CHAMBER COVER REQUIREMENTS ARE MET.
- **NOT FOR CONSTRUCTION**: THIS LAYOUT IS FOR DIMENSIONAL PURPOSES ONLY TO PROVE CONCEPT & THE REQUIRED STORAGE VOLUME CAN BE ACHIEVED ON SITE.

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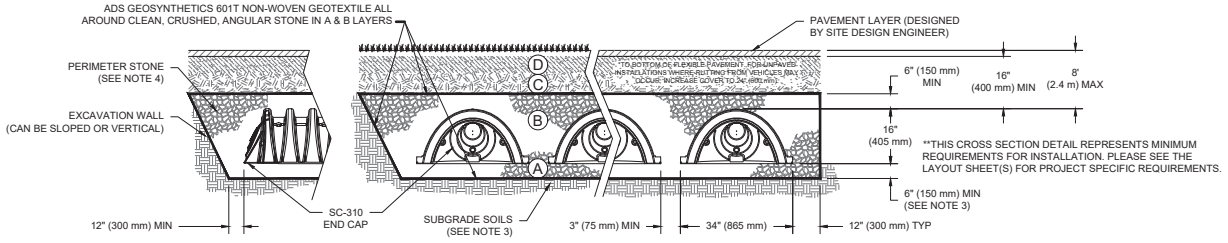
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SHEET
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## ACCEPTABLE FILL MATERIALS: STORMTECH SC-310 CHAMBER SYSTEMS

| | MATERIAL LOCATION | DESCRIPTION | AASHTO MATERIAL CLASSIFICATIONS | COMPACTION / DENSITY REQUIREMENT |
|---|---|---|---|---|
| D | **FINAL FILL:** FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER. | ANY SOIL/ROCK MATERIALS, NATIVE SOILS, OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS. | N/A | PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS. |
| C | **INITIAL FILL:** FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE ('B' LAYER) TO 16" (400 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER. | GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES OR PROCESSED AGGREGATE.<br>MOST PAVEMENT SUBBASE MATERIALS CAN BE USED IN LIEU OF THIS LAYER. | AASHTO M145[1]<br>A-1, A-2-4, A-3<br>OR<br>AASHTO M43[1]<br>3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10 | BEGIN COMPACTIONS AFTER 12" (300 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 6" (150 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS. ROLLER GROSS VEHICLE WEIGHT NOT TO EXCEED 12,000 lbs (53 kN). DYNAMIC FORCE NOT TO EXCEED 20,000 lbs (89 kN). |
| B | **EMBEDMENT STONE:** FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE ('A' LAYER) TO THE 'C' LAYER ABOVE. | CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE5 | AASHTO M43[1]<br>3, 357, 4, 467, 5, 56, 57 | NO COMPACTION REQUIRED. |
| A | **FOUNDATION STONE:** FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER. | CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE5 | AASHTO M43[1]<br>3, 357, 4, 467, 5, 56, 57 | PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE.[2,3] |

PLEASE NOTE:
1. THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE".
2. STORMTECH COMPACTION REQUIREMENTS ARE MET FOR 'A' LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 6" (150 mm) (MAX) LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
3. WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.
4. ONCE LAYER 'C' IS PLACED, ANY SOIL/MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.
5. WHERE RECYCLED CONCRETE AGGREGATE IS USED IN LAYERS 'A' OR 'B' THE MATERIAL SHOULD ALSO MEET THE ACCEPTABILITY CRITERIA OUTLINED IN TECHNICAL NOTE 6.20 "RECYCLED CONCRETE STRUCTURAL BACKFILL".




## NOTES:

1. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2922 (POLETHYLENE) OR ASTM F2418 (POLYPROPYLENE), "STANDARD SPECIFICATION FOR CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
2. SC-310 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
3. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS. REFERENCE STORMTECH DESIGN MANUAL FOR BEARING CAPACITY GUIDANCE.
4. PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
5. REQUIREMENTS FOR HANDLING AND INSTALLATION:
   - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
   - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 2".
   - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT SHALL BE GREATER THAN OR EQUAL TO 400 LBS/FT/%. THE ASC IS DEFINED IN SECTION 6.2.8 OF ASTM F2418. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.

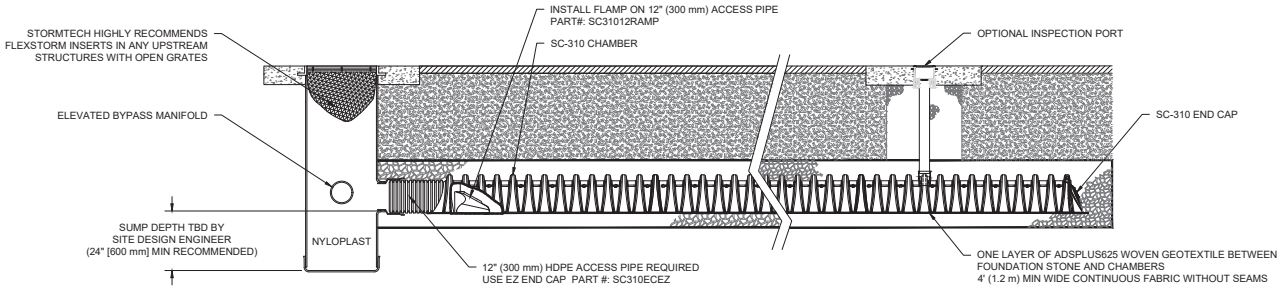
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**SC-310 ISOLATOR ROW PLUS DETAIL**
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## INSPECTION & MAINTENANCE

STEP 1) INSPECT ISOLATOR ROW PLUS FOR SEDIMENT
- A. INSPECTION PORTS (IF PRESENT)
  - A.1. REMOVE/OPEN LID ON NYLOPLAST INLINE DRAIN
  - A.2. REMOVE AND CLEAN FLEXSTORM FILTER IF INSTALLED
  - A.3. USING A FLASHLIGHT AND STADIA ROD, MEASURE DEPTH OF SEDIMENT AND RECORD ON MAINTENANCE LOG
  - A.4. LOWER A CAMERA INTO ISOLATOR ROW PLUS FOR VISUAL INSPECTION OF SEDIMENT LEVELS (OPTIONAL)
  - A.5. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
- B. ALL ISOLATOR PLUS ROWS
  - B.1. REMOVE COVER FROM STRUCTURE AT UPSTREAM END OF ISOLATOR ROW PLUS
  - B.2. USING A FLASHLIGHT, INSPECT DOWN THE ISOLATOR ROW PLUS THROUGH OUTLET PIPE
    - i) MIRRORS ON POLES OR CAMERAS MAY BE USED TO AVOID A CONFINED SPACE ENTRY
    - ii) FOLLOW OSHA REGULATIONS FOR CONFINED SPACE ENTRY IF ENTERING MANHOLE
  - B.3. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.

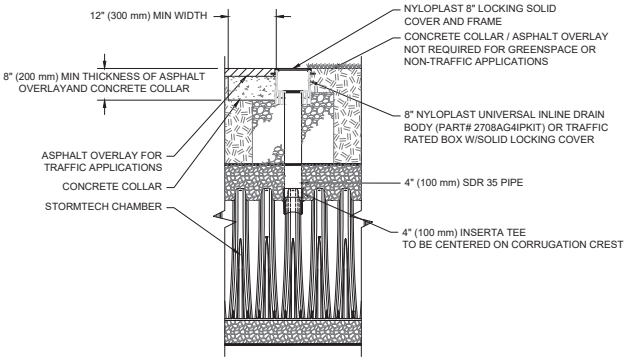
STEP 2) CLEAN OUT ISOLATOR ROW PLUS USING THE JETVAC PROCESS
- A. A FIXED CULVERT CLEANING NOZZLE WITH REAR FACING SPREAD OF 45° (1.1 m) OR MORE IS PREFERRED
- B. APPLY MULTIPLE PASSES OF JETVAC UNTIL BACKFLUSH WATER IS CLEAN
- C. VACUUM STRUCTURE SUMP AS REQUIRED

STEP 3) REPLACE ALL COVERS, GRATES, FILTERS, AND LIDS; RECORD OBSERVATIONS AND ACTIONS.

STEP 4) INSPECT AND CLEAN BASINS AND MANHOLES UPSTREAM OF THE STORMTECH SYSTEM.

## NOTES

1. INSPECT EVERY 6 MONTHS DURING THE FIRST YEAR OF OPERATION. ADJUST THE INSPECTION INTERVAL BASED ON PREVIOUS OBSERVATIONS OF SEDIMENT ACCUMULATION AND HIGH WATER ELEVATIONS.
2. CONDUCT JETTING AND VACTORING ANNUALLY OR WHEN INSPECTION SHOWS THAT MAINTENANCE IS NECESSARY.




NOTE:
INSPECTION PORTS MAY BE CONNECTED THROUGH ANY CHAMBER CORRUGATION CREST.

**4" PVC INSPECTION PORT DETAIL**
**(SC SERIES CHAMBER)**
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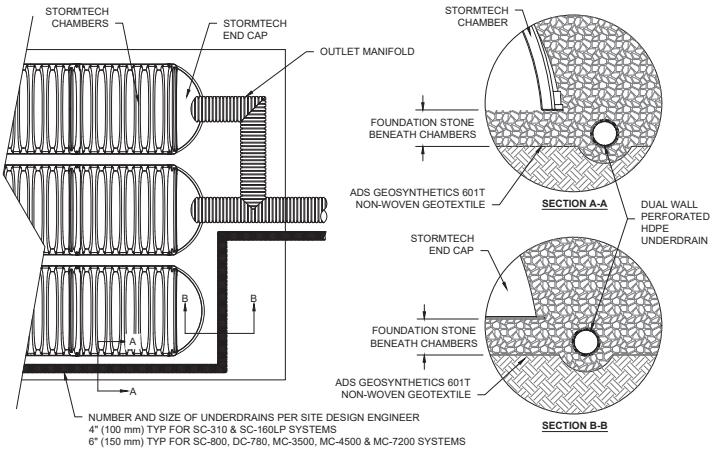
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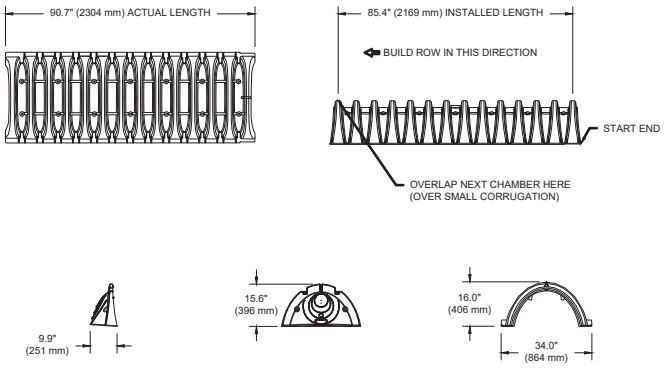
## UNDERDRAIN DETAIL

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## SC-310 TECHNICAL SPECIFICATION

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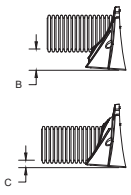



**NOMINAL CHAMBER SPECIFICATIONS**

| | | |
|---|---|---|
| SIZE (W X H X INSTALLED LENGTH) | 34.0" X 16.0" X 85.4" | (864 mm X 406 mm X 2169 mm) |
| CHAMBER STORAGE | 14.7 CUBIC FEET | (0.42 m³) |
| MINIMUM INSTALLED STORAGE* | 29.3 CUBIC FEET | (0.83 m³) |
| WEIGHT | 35.0 lbs. | (16.8 kg) |

*ASSUMES 6" (152 mm) ABOVE, BELOW, AND 3" (75 mm) BETWEEN CHAMBERS

| PART # | STUB | B | C |
|---|---|---|---|
| SC310EPE06TPC | 6" (150 mm) | 5.8" (147 mm) | --- |
| SC310EPE06BPC | | --- | 0.5" (13 mm) |
| SC310EPE08TPC | 8" (200 mm) | 3.5" (89 mm) | --- |
| SC310EPE08BPC | | --- | 0.6" (15 mm) |
| SC310EPE10TPC | 10" (250 mm) | 1.4" (36 mm) | --- |
| SC310EPE10BPC | | --- | 0.7" (18 mm) |
| SC310ECEZ* | 12" (300 mm) | --- | 0.9" (23 mm) |




ALL STUBS, EXCEPT FOR THE SC310ECEZ ARE PLACED AT BOTTOM OF END CAP SUCH THAT THE OUTSIDE DIAMETER OF THE STUB IS FLUSH WITH THE BOTTOM OF THE END CAP. FOR ADDITIONAL INFORMATION CONTACT STORMTECH AT 1-888-892-2694.

* FOR THE SC310ECEZ THE 12" (300 mm) STUB LIES BELOW THE BOTTOM OF THE END CAP APPROXIMATELY 0.25" (6 mm). BACKFILL MATERIAL SHOULD BE REMOVED FROM BELOW THE N-12 STUB SO THAT THE FITTING SITS LEVEL.

NOTE: ALL DIMENSIONS ARE NOMINAL; PRE-CORED END CAPS END WITH "PC"

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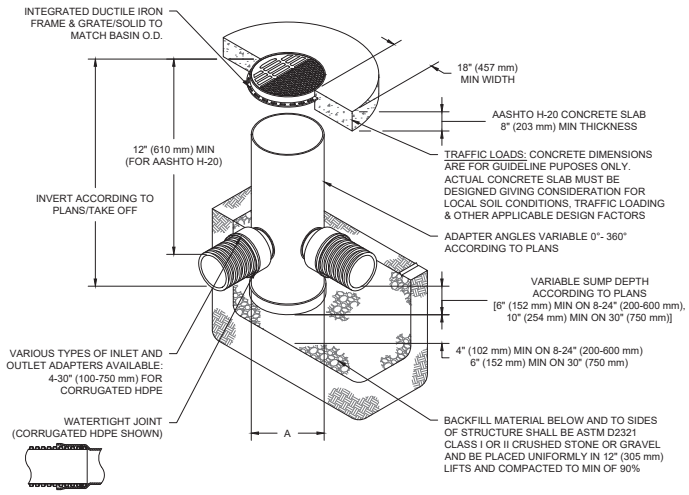
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## NYLOPLAST DRAIN BASIN

NTS




## NOTES

1. 8-30" (200-750 mm) GRATES/SOLID COVERS SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05
2. 12-30" (300-750 mm) FRAMES SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05
3. DRAIN BASIN TO BE CUSTOM MANUFACTURED ACCORDING TO PLAN DETAILS
4. DRAINAGE CONNECTION STUB JOINT TIGHTNESS SHALL CONFORM TO ASTM D3212 FOR CORRUGATED HDPE (ADS & HANCOR DUAL WALL) & SDR 35 PVC
5. FOR COMPLETE DESIGN AND PRODUCT INFORMATION: **WWW.NYLOPLAST-US.COM**
6. TO ORDER CALL: **800-821-6710**

| A | PART # | GRATE/SOLID COVER OPTIONS | | |
|---|---|---|---|---|
| 8" (200 mm) | 2808AG | PEDESTRIAN LIGHT DUTY | STANDARD LIGHT DUTY | SOLID LIGHT DUTY |
| 10" (250 mm) | 2810AG | PEDESTRIAN LIGHT DUTY | STANDARD LIGHT DUTY | SOLID LIGHT DUTY |
| 12" (300 mm) | 2812AG | PEDESTRIAN AASHTO H-10 | STANDARD AASHTO H-20 | SOLID AASHTO H-20 |
| 15" (375 mm) | 2815AG | PEDESTRIAN AASHTO H-10 | STANDARD AASHTO H-20 | SOLID AASHTO H-20 |
| 18" (450 mm) | 2818AG | PEDESTRIAN AASHTO H-10 | STANDARD AASHTO H-20 | SOLID AASHTO H-20 |
| 24" (600 mm) | 2824AG | PEDESTRIAN AASHTO H-10 | STANDARD AASHTO H-20 | SOLID AASHTO H-20 |
| 30" (750 mm) | 2830AG | PEDESTRIAN AASHTO H-20 | STANDARD AASHTO H-20 | SOLID AASHTO H-20 |

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# Technical Note

**TN 6.50** Thermoplastic Liners for Detention Systems

## Overview

StormTech chambers offer the distinct advantage and versatility that allow them to be designed as an open bottom detention or retention system. In fact, the vast majority of StormTech installations and designs are open bottom detention systems. Using an open bottom system enables treatment of the storm water through the underlying soils and provides a volume safety factor based on the infiltrative capacity of the underlying soils.

In some applications, however, open bottom detention systems may not be allowed. This memo provides guidance for the design and installation of thermoplastic liners for detention systems using StormTech chambers. The major points of the memo are:

- Infiltration of stormwater is generally a desirable stormwater management practice, often required by regulations. Lined systems should only be specified where unique site conditions preclude significant infiltration.
- Thermoplastic liners provide cost effective and viable means to contain stormwater in StormTech subsurface systems where infiltration is undesirable.
- PVC and LLDPE are the most cost effective, installed membrane materials.
- Enhanced puncture resistance from angular aggregate on the water side and from protrusions on the soil side can be achieved by placing a non-woven geotextile on each side of the geomembrane. A sand underlayment in lieu of the geotextile on the soil side may be considered when cost effective.
- StormTech does not design, fabricate, sell or install thermoplastic liners. StormTech recommends consulting with liner professionals for final design and installation advice.

## Membrane Materials

***Polyvinyl chloride (PVC)*** is an effective liner material for StormTech systems. PVC offers good chemical resistance to contaminant concentrations typical of highway runoff and to chlorides from road salting applications. Non-reinforced 30 mil PVC liners are recommended for StormTech systems. PVC is flexible. It can be folded without damage and is typically prefabricated and shipped to the jobsite. Panels as large as 20,000 sq. ft. can be prefabricated into a 4000 lb panel (30 mil is 0.195 lbs/sq. ft., SG = 1.2). PVC has the versatility to be field solvent welded, taped or field heat welded. A very significant advantage of PVC is that an excavation contractor can install a PVC liner without specialty crews. Solvent welding of seams, patches and pipe boots can all be done by the excavation contractor making PVC the lowest cost liner alternative.

The PVC compound includes fillers and plasticizers to reduce cost and UV inhibitors to extend the service life under exposure to sunlight. Under prolonged sunlight exposures such as in a permanent surface pool, these additives can leach into the pool and reach concentrations harmful to aquatic life. PVC compounds referred to as “fish safe” are sometimes used for surface pond liners and may be considered for StormTech liners. However, since StormTech systems are subsurface, there is no opportunity for UV attack by sunlight. Also, since stormwater is detained for short durations, typically 48 hours or less, there is little opportunity for accumulation of leachates. Therefore, PVC is an excellent membrane material for thermoplastic liner detention systems.

*Recommended Configuration:* 30 mil PVC with 8-ounce non-woven geotextile underlayment and overlayment, open top with high flow bypass.

*Recommended Restriction:* Do not use for fuel spill containment.

***Linear low density polyethylene (LLDPE)*** is a very inert material that offers excellent chemical resistance and is “fish safe”. LLDPE is an effective liner system for StormTech systems, particularly for small projects where the entire liner can be prefabricated in one piece or when using taped seams. LLDPE is flexible up to 30 mil but thicknesses greater than 30 mil should not be folded without potential damage. 30 mil LLDPE is recommended. Extra care should be taken to protect against puncture. A minimum 8-ounce non-woven fabric underlayment and 12-ounce overlayment should be specified. The underlayment should be increased to 12-ounce where water tightness is essential and increased puncture risk exists. Panels as large as 27,000 sq. ft. can be prefabricated into a 4000 lb roll (30 mil is 0.15 lbs/sq. ft.). LLDPE has a specific gravity less than 1.0. LLDPE seams can be taped or field heat welded. Installation costs may increase if field seaming by a specialty contractor is required.

*Recommended Configuration:* 30 mil LLDPE with 8-ounce non-woven geotextile underlayment and 12-ounce overlayment, open top with high flow bypass.

*Recommended Restriction:* Do not use for fuel spill containment.

***Reinforced Polypropylene (RPP), EPDM*** *and* ***XR-5*** are excellent materials for lining systems due to their flexibility, durability and excellent chemical and UV resistance. Although excellent lining materials, they generally exceed the engineering requirements for typical applications and are higher in cost than PVC or LLDPE. For fuel and oil concentrations normally found in storm water from parking and roadways, PVC, LLDPE and PP are suitable. However, if containment of aggressive contaminants, fuels or fuel spills are anticipated, a liner professional should be consulted. XR-5 in thicknesses of 30 mil or more, with welded seams may be suitable.

***Polyethylene (PE)*** materials are generally inert, offer excellent chemical resistance and are “fish safe”. Although ***medium density polyethylene (MDPE)*** liners are widely used for sanitary landfills and fish ponds, they are generally much higher in total cost and are not likely to be cost effective lining materials. ***High density polyethylene (HDPE)*** is not flexible enough to resist puncture and conform to the excavation. Cost aside, MDPE is an acceptable liner material for StormTech systems but should be limited to subgrades that are well prepared, without protrusions and must be field seamed.

## Geotextile Materials

| | |
|---|---|
| 6-ounce | AASHTO M288 Class 2 non-woven separation geotextile over the top of stone (ADS 601 or equal) |
| 8-ounce | AASHTO M288 Class 2 non-woven geotextile for use as protection layer for PVC, RPP and LLDPE (ADS 801 or equal) |
| 12-ounce | AREMA Chapter 1 Part 10 Category “Regular” non-woven geotextile for use as protection layer for LLDPE and other PE membranes (ADS 1201 or equal) |

## Seaming Options

1. ***Prefabricated vs. Field*** Prefabricated seams are preferable to field seams for all liner materials whenever possible.
2. ***Solvent Welded*** PVC only, low cost
3. ***Heat Welded*** Costly, require trained seamer, for all liner materials
4. ***Taped*** Cost effective, M50-RC Gray distributed by Titus Industrial Group recommended, single sided, 4” width, for all liner materials. No water tightness data is available.
5. ***Overlapped*** Not water tight, no leakage rates available, suggest 4 ft overlap for all materials.

Pipe “boots” are used to seal pipe penetrations through the liner. Boots can either be prefabricated by the liner fabricator or field fabricated by the contractor. The boot is then solvent cemented, heat welded or taped to the liner. A pipe clamp is normally used to seal the boot around the pipe. Seaming and sealing pipe boots at low temperatures (32° F minimum) requires preheating of the material.

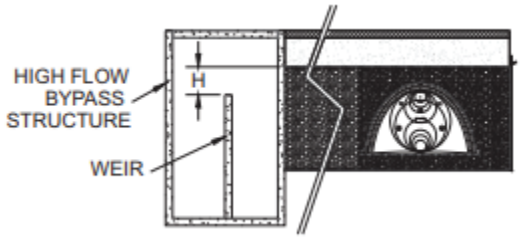
## Design

***General*** The design of a lined system must be performed by the consulting engineer and, at minimum, requires knowledge of design storage, peak flow rates and maximum seasonal high groundwater elevation. This information is used to design the peak flow control structure, maximum liner height and groundwater control (if necessary).

***High Flow Bypass*** A high flow control is an important component for any lined system. The high flow control is designed to pass the peak flow while ensuring that the liner is not overtopped. The control structure can be an upstream high flow bypass or a downstream overflow structure. In both cases, a high flow weir, very similar to the high flow control in a pond outlet control structure, is normally used. The high flow weir should be sized such that the water surface elevation based on the maximum head on the weir is less than the top of the liner. Additional freeboard should be provided.

In a typical upstream bypass design, the calculated depth of flow over the weir (H) is subtracted from the maximum water surface elevation in the chamber system to establish the weir crest elevation. The storage in the chamber system associated with the weir crest elevation may be a design constraint. The designer may choose to increase the weir length and therefore decrease the flow depth to establish a higher weir crest.

The equation for a rectangular weir is:

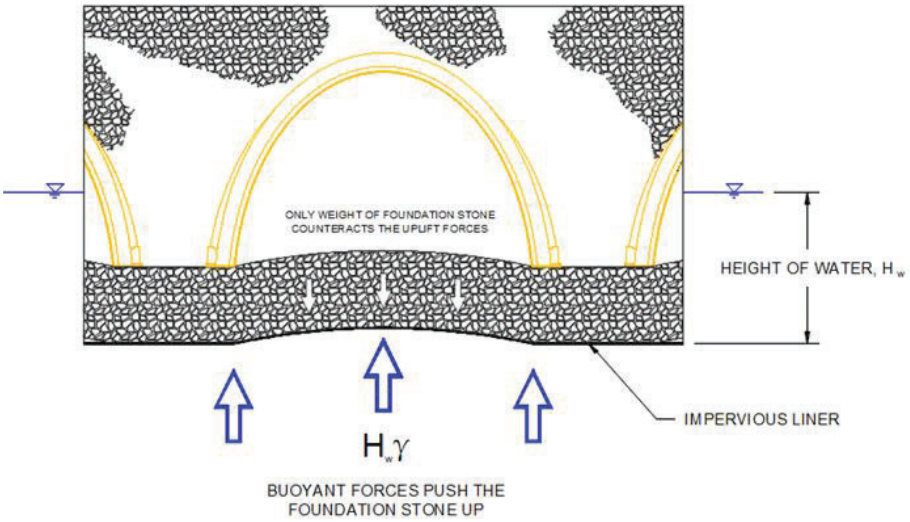



$$H = (Q / (C_d \times L))^{2/3}$$

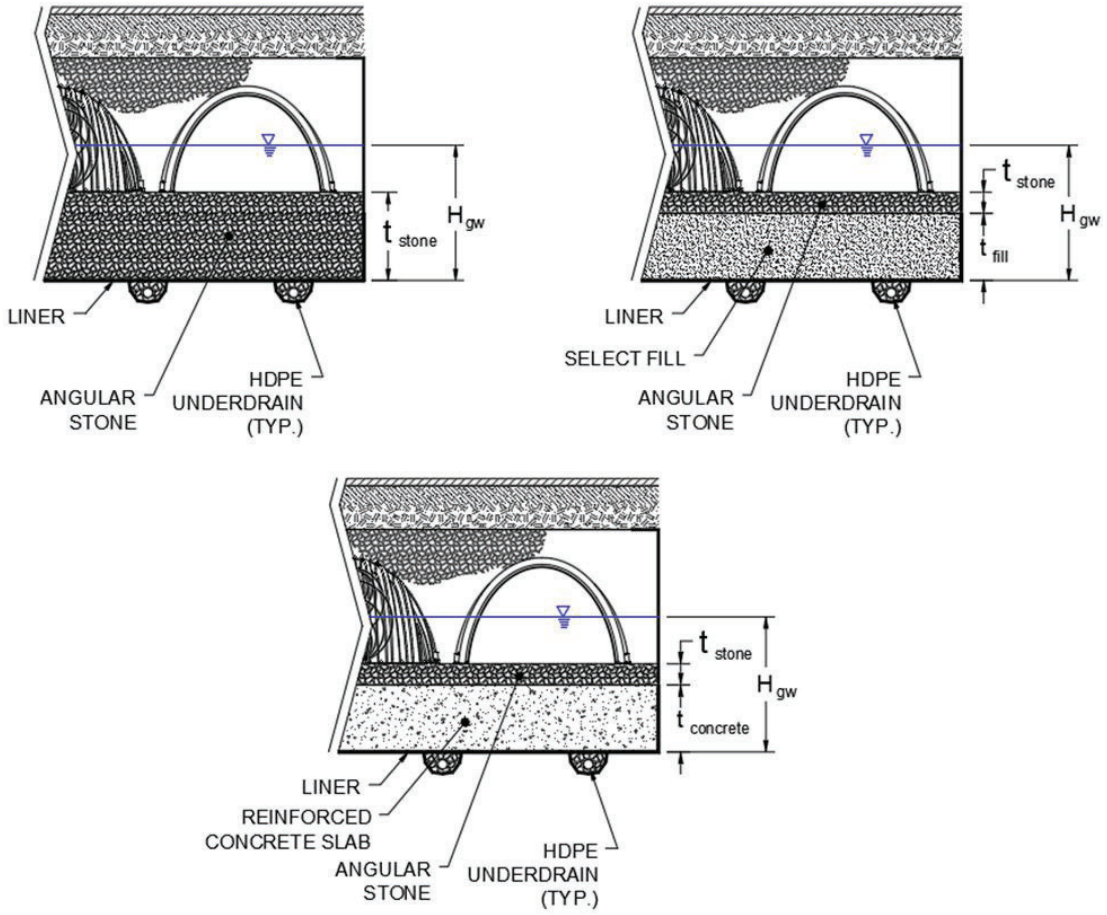
Where:
- $Q$ = flow over the weir (cfs)
- $C_d$ = discharge coefficient = 3.3
- $H$ = Depth of flow over crest (ft)
- $L$ = length of weir (ft)

In a typical downstream overflow design, the designer may incorporate one or more low flow orifices into the high flow weir wall. The weir crest is established as described above but hydraulic losses from the inlet to chamber to the outlet structure may need to be considered. Losses may be factored in by lowering the weir crest or increasing the liner freeboard.

***Buoyancy*** ADS recommends against installing lined chamber systems below groundwater. Although the total weight of a chamber system generally exceeds the buoyant force, a limiting stability condition may result when the buoyant pressure exceeds the resistance pressure directly under the chamber. This could result in a heave of the bedding under the chamber leading to instability.



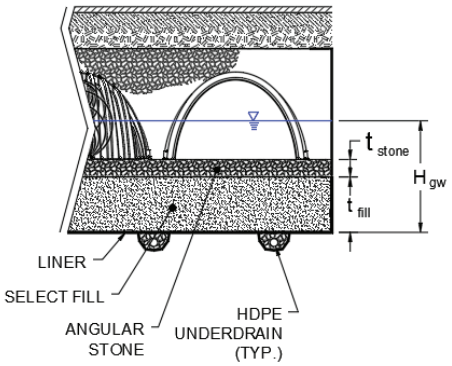

To prevent adverse impacts from ground water, where gravity discharge is possible, ADS recommends the installation of an underdrain system under the liner. Where there is a potential buoyant force, ADS recommends a sufficient bedding thickness, such that the weight of bedding exceeds the maximum buoyant force. The additional bedding thickness can be either increasing the foundation stone or adding a combination of foundation stone and select fill beneath the feet of the chamber and inside the liner to counteract these uplift forces.




The bedding thickness calculation is simplified by ignoring any structural contribution from the liner and reinforcing material and considering only the weight of the stone or stone/fill in the thinnest area of the bedding, which is located under the chamber.

The relationship between bedding thickness and maximum allowable groundwater elevation is:

Select Fill and Foundation Stone Option




$H_{gw} \times (62.4\ lb/ft^3) = [(Y_{stone} \times t) + [(Y_{fill} \times t)] / SF$

Where:

$YH_{gw}$= height of groundwater above liner bottom (in)

$Y_{stone}$ = bulk density of bedding stone ($lb/ft^3$)

$t_{fill}$ = thickness of fill bedding (in)

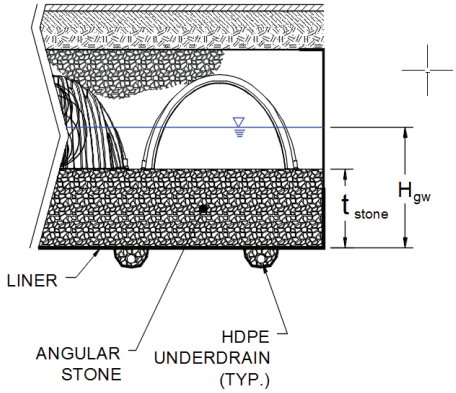
$t_{stone}$ = thickness of stone bedding (in)

SF = safety factor (1.25 typical minimum)*

The bulk density of the open graded stone bedding materials varies from about 75 lbs/ft3 to over 100 $lbs/ft^3$. The bulk density of select fill materials varies from about 90 $lbs/ft^3$ to over 120 $lbs/ft^3$. Without specific bulk density information for the stone actually used, ADS recommends using not more than 75 $lbs/ft^3$.

* The consulting engineer may apply a lower or higher safety factor.

Increased Foundation Stone Option




$H_{gw}$ x (62.4 lb/ft$^3$) = [($\gamma_{stone}$ x t) / SF

Where:

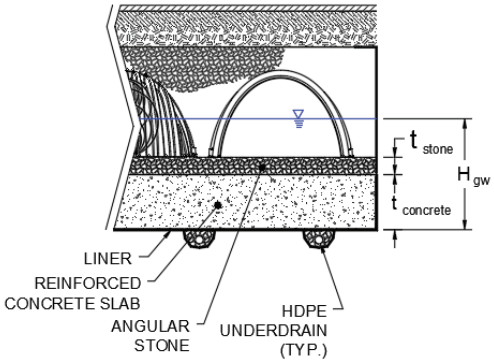
$\gamma H_{gw}$= height of groundwater above liner bottom (in)

$\gamma_{stone}$ = bulk density of bedding stone (lb/ft$^3$)

t = thickness of stone bedding (in)

SF = safety factor (1.25 typical minimum)*

Reinforced Concrete Slab




Alternatively, an engineer can design a reinforced concrete slab. The slab should be designed to handle the uplift forces from groundwater while transferring live & dead loads to the underlying material.

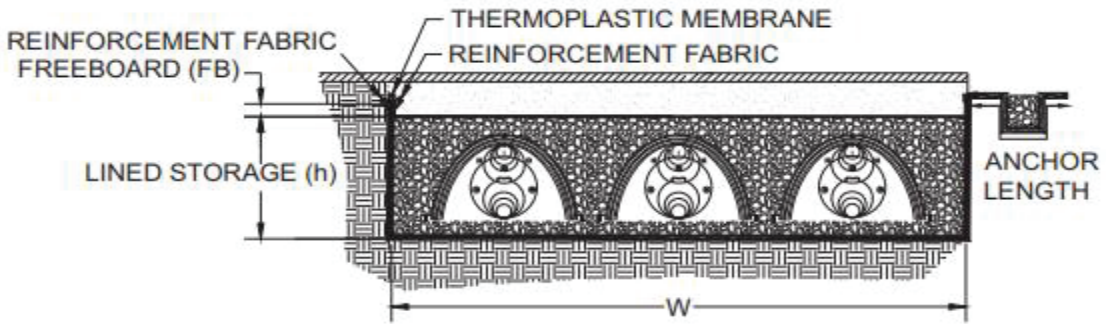
## Installation

Installation should be in accordance with the liner manufacturer's instructions. Associations representing membrane materials have developed installation standards and other support documents for the respective lining materials. Visit their web sites for additional information.

- PVC Geomembrane Institute, University of Illinois, web: http://Pgi-tp.cee.uiuc.edu/forweb
- "HDPE Geomembrane Installation Specification" by the International Association of Geosynthetic Installers. Revised February 2000: http://www.iagi.org/specifications.htm

PVC and LLDPE liners should not be installed at temperatures less than 32° F or on windy days. Wind can catch the liner and be extremely dangerous to laborers. Stones and other protrusions should always be removed from the excavation. Rolling or compacting is recommended to knock down any remaining protrusions. The non-woven underlayment fabric is then placed in the excavation, the membrane placed, and a fabric reinforcement placed over the membrane. Liners are flapped by laborers to get air under the liner to enable easy drag across bed. Corners are generally formed by folding or "pleating" excess liner material.

An “anchor trench” about 12” deep by 12” wide may be dug around the top of the excavation to anchor the top of the reinforcement fabric and thermoplastic liner at the top of the excavation. Similarly, additional care must be taken when spreading and compacting bedding stone to prevent stones from puncturing the liner during construction.




## Estimating Liner Material

Liner fabricators require dimensional details to design panels and provide firm material quotations. The liner and reinforcing fabric quantities should include sidewalls and extra material for anchoring during installation. The excavation contractor should use care not to over excavate since a larger excavation would require additional liner materials.

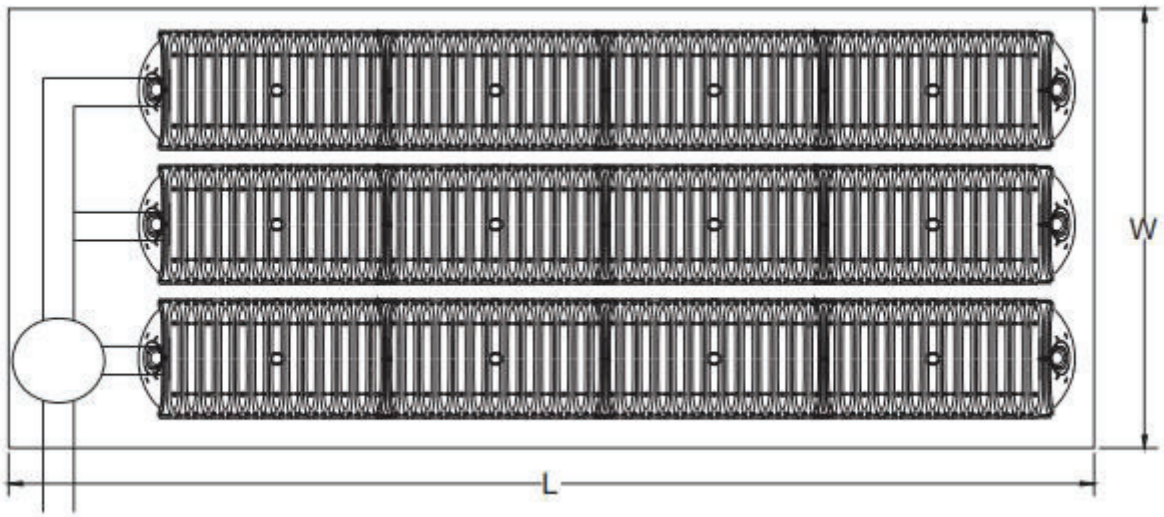
The fabricated sheet size for estimating purposes is calculated as follows:

Panel Size = [W + 2(h + FB + AL)] x [L + 2(h + FB + AL)]

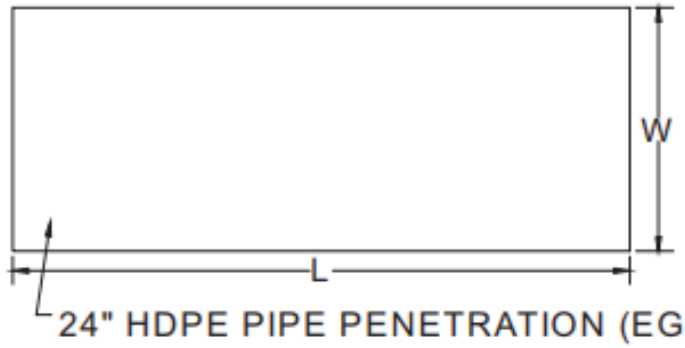
Where:

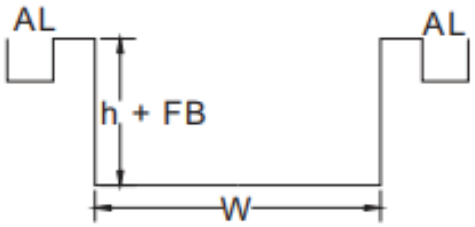
W = system width from StormTech layout drawing
L = system length from StormTech layout drawing
FB = freeboard based on engineer’s advice (0.5’ typical)
AL = anchor length of membrane and reinforcement to tie back sidewall material during installation and backfill of chambers (4’ typical)

The location and size of pipe penetrations should also be summarized for the fabricator.



Estimating Worksheet:




Panel Size = [W + 2(h + FB + AL)] x [L + 2(h + FB + AL)]

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EXHIBIT 18

# DEVELOPMENT CHART

| SHOP LOT 44 PUD Chart | | |
|---|---|---|
| | Lot 44 | |
| | **Proposed** | **Percent of land Covered (%)** |
| Lot Area (acres) | 2.85 Acres (124,146 sf) | - |
| **Dimensions** | | |
| Building Square Footage | Phase 1: 14,810 sf (existing VMF)<br>Phase 2: 20,725 sf (proposed SHOP)<br>– *17,834 sf housing*<br>– *2,891 sf internal storage*<br>– *2,031 sf external storage* | **28.6%** |
| Building Height | Phase 1: (existing VMF)<br>43'-5" from existing grade<br>37'-5" from finished grade<br>Phase 2: (proposed SHOP)<br>36'-4" from existing grade<br>36'-0" from finished grade | - |
| **Dwelling Units** | | |
| Residential Dwelling Units | Phase 1 Existing: 6 units (VMF)<br>*(2) 2-bedroom – 815 sf, (4) 1- bedroom – 665 sf*<br>Phase 2 Proposed: 30 units/30 beds (SHOP)<br>*20 studio – 448 sf, (10) 1- bedroom – 535 sf* | **14.9%** |
| Commercial Space | n/a | - |
| Industrial space | 14,810 sf – Existing VMF | **11.9%** |
| Floor Area Ratio (F.A.R) | 28.9%<br>– *Lot area – 124, 146 sf*<br>– *VMF sf – 14,810 sf*<br>– *SHOP sf – 19,057 sf*<br>*External storage sf – 2,031 sf* | - |
| **Dimensional requirements** | | |
| Parking Spaces<br>*1 space / 1 bedroom ratio per LUDC 16A-4-310* | Phase 1: 31 spaces (VMF)<br>Phase 2: 32 spaces<br>Includes 2 ADA spaces<br>Total spaces: 63 (4,232 sf) | **3.4%** |
| Open Space | 31,070 sf | **25%** |
| Restricted Housing | 100 % workforce housing<br>– 30 proposed units<br>*30 bedrooms, 14,310 sf*<br>– 6 existing units<br>*8 bedrooms, 4,290 sf* | - |

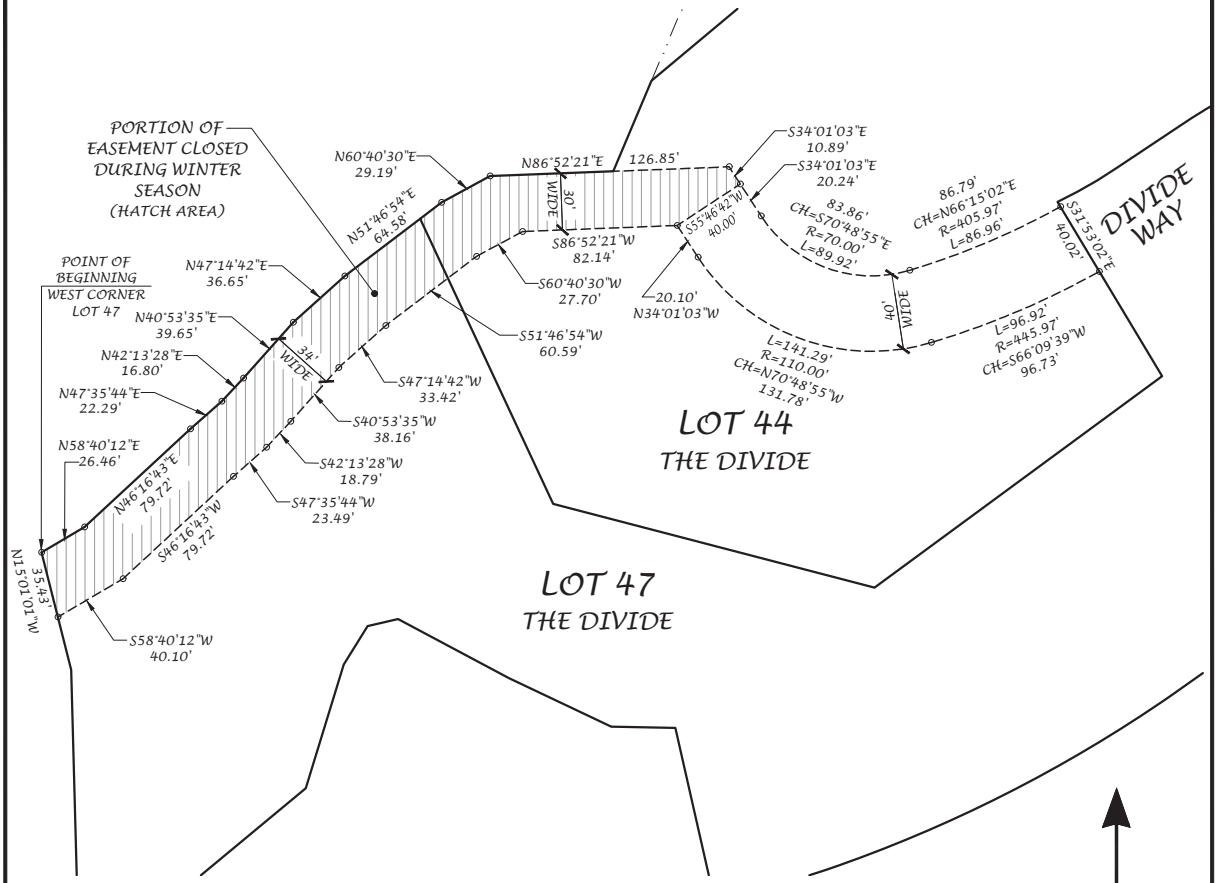
EXHIBIT 19

# ACCESS AND RIGHT-OF-WAY EASEMENT MODIFICATIONS

EXHIBIT A

# PUBLIC RIGHT-OF-WAY & UTILITY EASEMENT

## LOTS 44 & 47, THE FIRST AMENDED PLAT OF THE DIVIDE SUBDIVISION
## SECTION 2, TOWNSHIP 10 SOUTH, RANGE 86 WEST OF THE 6TH PM
## TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO




N

SCALE: 1" = 80'

PUBLIC RIGHT-OF-WAY & UTILITY EASEMENT

A PARCEL OF LAND SITUATED IN SECTION 2, TOWNSHIP 10 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF PITKIN, STATE OF COLORADO; SAID PARCEL OF LAND LYING WITHIN LOT 44 AND LOT 47 OF THE FIRST AMENDED PLAT OF THE DIVIDE SUBDIVISION RECORDED IN PLAT BOOK 81 AT PAGE 45 OF THE PITKIN COUNTY RECORDS AND IS FURTHER DESCRIBED AS FOLLOWS:

BEGINNING AT THE WEST CORNER OF SAID LOT 47; THENCE N58°40'12"E A DISTANCE OF 26.46 FEET; THENCE N46°16'43"E A DISTANCE OF 79.72 FEET; THENCE N47°35'44"E A DISTANCE OF 22.29 FEET; THENCE N42°13'28"E A DISTANCE OF 16.80 FEET; THENCE N40°53'35"E A DISTANCE OF 39.65 FEET; THENCE N47°14'42"E A DISTANCE OF 36.65 FEET; THENCE N51°46'54"E A DISTANCE OF 64.58 FEET; THENCE N60°40'30"E A DISTANCE OF 29.19 FEET; THENCE N86°52'21"E A DISTANCE OF 126.85 FEET; THENCE S34°01'03"E A DISTANCE OF 31.13 FEET; THENCE 89.82 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 70.00 FEET AND A CHORD THAT BEARS: S70°48'55"E A DISTANCE OF 83.86 FEET; THENCE 86.96 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 405.97 FEET AND A CHORD THAT BEARS: N66°15'02"E A DISTANCE OF 86.79 FEET; THENCE S31°53'02"E A DISTANCE OF 40.02 FEET; THENCE 96.92 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 445.97 FEET AND A CHORD THAT BEARS: S66°09'39"W A DISTANCE OF 96.73 FEET; THENCE 141.29 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 110.00 FEET AND A CHORD THAT BEARS: N70°48'55"W A DISTANCE OF 131.78 FEET; THENCE N34°01'03"W A DISTANCE OF 20.10 FEET; THENCE S86°52'21"W A DISTANCE OF 82.14 FEET; THENCE S60°40'30"W A DISTANCE OF 27.70 FEET; THENCE S51°46'54"W A DISTANCE OF 60.59 FEET; THENCE S47°14'42"W A DISTANCE OF 33.42 FEET; THENCE S40°53'35"W A DISTANCE OF 38.16 FEET; THENCE S42°13'28"W A DISTANCE OF 18.79 FEET; THENCE S47°35'44"W A DISTANCE OF 23.49 FEET; THENCE S46°16'43"W A DISTANCE OF 79.72 FEET; THENCE S58°40'12"W A DISTANCE OF 40.10 FEET; THENCE N15°01'01"W A DISTANCE OF 35.43 FEET TO THE POINT OF BEGINNING; SAID PARCEL OF LAND CONTAINS 23,239 SQUARE FEET MORE OR LESS.

TRUE NORTH COLORADO
A LAND SURVEYING AND MAPPING COMPANY

**ASPEN SKIING COMPANY, LLC**
**1001 DIVIDE DRIVE - TOWN OF SNOMASS VILLAGE**
**COUNTY OF PITKIN, STATE OF COLORADO**

FOR PRELIMINARY REVIEW

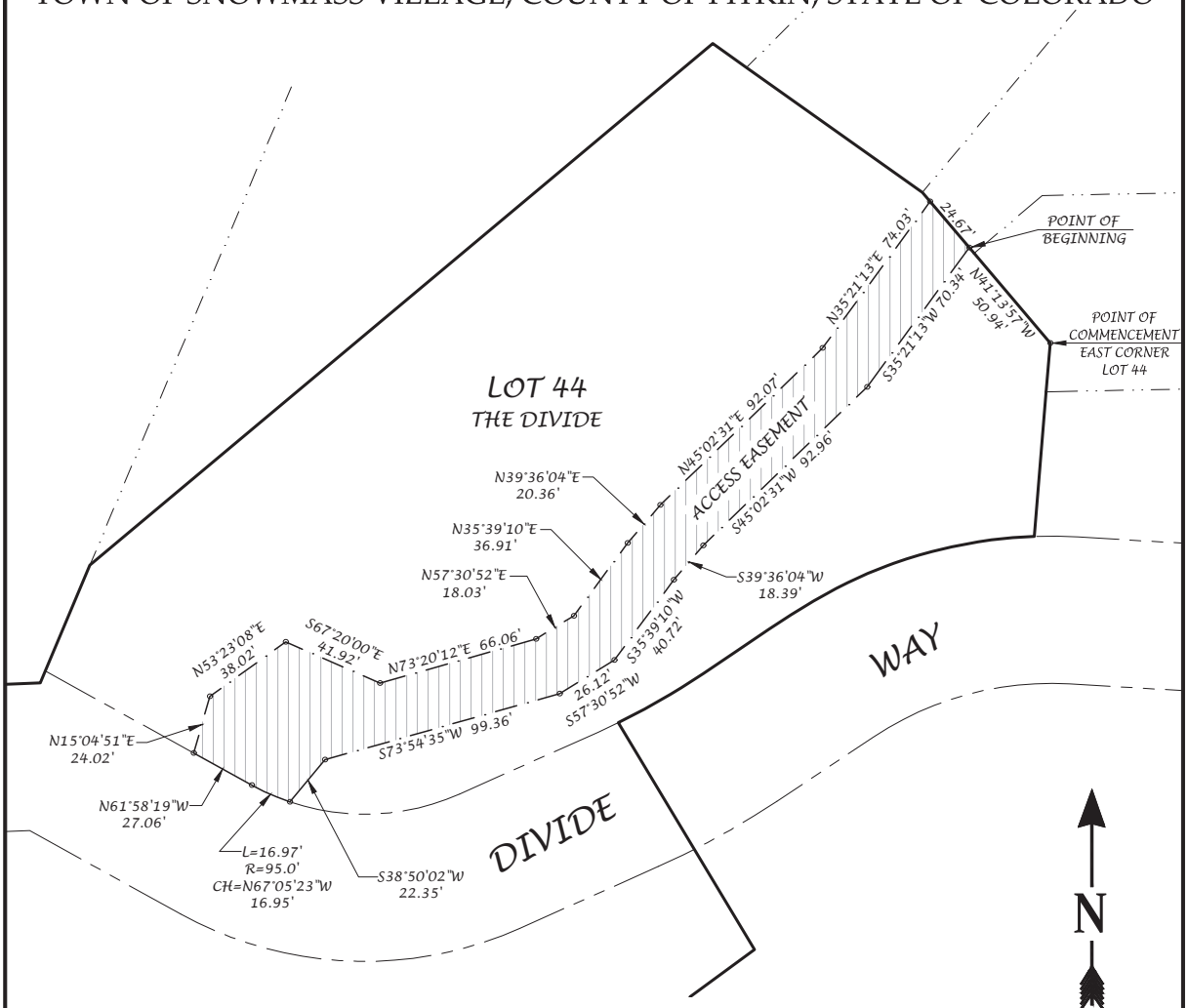

TRUE NORTH COLORADO LLC.
A LAND SURVEYING AND MAPPING COMPANY
P.O. BOX 614 - 386 MAIN STREET UNIT 3
NEW CASTLE, COLORADO 81647
(970) 984-0474
www.truenorthcolorado.com


| PROJECT NO: 2024-190 | DRAWN: RPK | SHEET 1 OF 2 |
|---|---|---|
| DATE: April 4, 2025 | SURVEYED: GBL | |

EXHIBIT A

# ACCESS EASEMENT

## LOT 44, THE FIRST AMENDED PLAT OF THE DIVIDE SUBDIVISION
## SECTION 2, TOWNSHIP 10 SOUTH, RANGE 86 WEST OF THE 6TH PM
## TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO




SCALE: 1" = 60'

ACCESS EASEMENT

A PARCEL OF LAND SITUATED IN SECTION 2, TOWNSHIP 10 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF PITKIN, STATE OF COLORADO; SAID PARCEL OF LAND LYING WITHIN LOT 44 OF THE FIRST AMENDED PLAT OF THE DIVIDE SUBDIVISION RECORDED IN PLAT BOOK 81 AT PAGE 45 OF THE PITKIN COUNTY RECORDS AND BEING FURTHER DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST CORNER OF SAID LOT 44; THENCE N41°13'57"W ALONG THE EAST LINE OF LOT 44 A DISTANCE OF 50.94 FEET TO THE POINT OF BEGINNING; THENCE S35°21'13"W A DISTANCE OF 70.34 FEET; THENCE S45°02'31"W A DISTANCE OF 92.96 FEET; THENCE S39°36'04"W A DISTANCE OF 18.39 FEET; THENCE S35°39'10"W A DISTANCE OF 40.72 FEET; THENCE S57°30'52"W A DISTANCE OF 26.12 FEET; THENCE S73°54'35"W A DISTANCE OF 99.36 FEET; THENCE S38°50'02"W A DISTANCE OF 22.35 FEET TO A POINT ON THE NORTH LINE OF A 60-FOOT WIDE ACCESS & UTILITY EASEMENT RECORDED IN RECEPTION NO. 314584 OF THE PITKIN COUNTY RECORDS; THENCE ALONG SAID NORTH LINE, 16.97 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 95.00 FEET AND A CHORD THAT BEARS: N67°05'23"W A DISTANCE OF 16.95 FEET; THENCE CONTINUING ALONG SAID NORTH LINE, N61°58'19"W A DISTANCE OF 27.06 FEET; THENCE LEAVING SAID NORTH LINE, N15°04'51"E A DISTANCE OF 24.02 FEET; THENCE N53°23'08"E A DISTANCE OF 38.02 FEET; THENCE S67°20'00"E A DISTANCE OF 41.92 FEET; THENCE N73°20'12"E A DISTANCE OF 66.06 FEET; THENCE N57°30'52"E A DISTANCE OF 18.03 FEET; THENCE N35°39'10"E A DISTANCE OF 36.91 FEET; THENCE N39°36'04"E A DISTANCE OF 20.36 FEET; THENCE N45°02'31"E A DISTANCE OF 92.07 FEET; THENCE N35°21'13"E A DISTANCE OF 74.03 FEET TO THE EAST LINE OF SAID LOT 44; THENCE S41°13'57"E ALONG SAID EAST LINE A DISTANCE OF 24.67 FEET TO THE POINT OF BEGINNING; SAID PARCEL OF LAND CONTAINS 10,703 SQUARE FEET MORE OR LESS.

TRUE NORTH COLORADO
A LAND SURVEYING AND MAPPING COMPANY

**ASPEN SKIING COMPANY, LLC**
**1001 DIVIDE DRIVE - TOWN OF SNOMASS VILLAGE**
**COUNTY OF PITKIN, STATE OF COLORADO**

FOR PRELIMINARY REVIEW


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P.O. BOX 614 - 386 MAIN STREET UNIT 3
NEW CASTLE, COLORADO 81647
(970) 984-0474
www.truenorthcolorado.com


| PROJECT NO: 2024-190 | DRAWN: RPK | SHEET 2 OF 2 |
|---|---|---|
| DATE: April 23, 2025 | SURVEYED: GBL | |

EXHIBIT 20

# CONSTRUCTION MANAGEMENT PLAN

Symmetry Builders

**April 22. 2025**

**Attention:** **Darren Duroux, PLA**
**Connect One Design**
**350 Market Street, Suite 307**
**Basalt, CO 81621**

**RE:** **pCMP (preliminary Construction Management Plan)**
**The Divide - Aspen Skiing Company Employee Housing**
**1001 Divide Road**
**Divide Lot 44, Parcel C - Phase II**
**Snowmass CO 81615**

**Project Narrative:**

The projects includes a 3-story, 30 unit modular employee housing development (20 Studios & 10 1-Bedroom Units)
Parking is provided per code and includes 57 surface parked and 9 covered parking stalls. EV charging stalls and bike parking are provided per code.
The total gross square footages for the building without the onsite parking is 20,804 gsf.
The total site disturbance is calculated at approximately 78,500 sf.

**Proposed Schedule:**

Depending on site approval and (local & state) permitting, we propose a start of construction 10.1.2025, with an overall duration of 52 weeks, suggesting a completion of 10.1.2026.
Modular construction allows us to accelerate the completion dates over conventional construction by 36% to 48%, thus limiting the overall impact on public and private neighbors.

**Public Impact:**

There are no businesses impacted within a radius of 1,000 feet of the proposed development perimeters.
Local residents were given the opportunity to be involved thru the required public hearings.

| | |
|---|---|
| | A neighborhood meeting to review a traffic plan, showing the use of public ROW spaces, travel lanes and pedestrian corridor will be conducted prior to Town approval. |
| **Approvals:** | In addition to all the required documentation submitted to the Chief Building Official and State of Colorado, projects within the boundaries of the United States Forest Service (USFS) are required to receive the approvals of the USFS and Tram Board (if required) |
| **Construction Parking:** | Private parking arrangements will be negotiated by the Owner or Contractor to allow parking on the current site of ASC's maintenance facility, or via carpooling or busing of employees and subcontractors. The use of public parking facilities / lots is discouraged or not allowed. |
| **Working Hours:** | Typical work hours M-S are from 07:00AM to 06:00PM. Weekend and Holiday work hours, if required, are from 08:00AM to 05:00PM.<br>No noise producing construction or excessive vehicle traffic will be allowed on Sundays and legal Holidays. Special events, should they occur during construction, shall have precedence over construction activities and will be coordinated with the Chief Building Official. |
| **Site Survey / Plan:** | A Survey / Site Plan prepared by Connect One and Symmetry Builders is submitted showing the required items reference in Section 18-11(c) (1) |
| **Job-site Management:** | The project will be staffed by Symmetry Builders employees and will include 100% on-site supervision. On-site personnel will also include safety and QC managers, project manager, project engineers and project principals. |

**High Impact Events:**

The pouring of more then 250 cy of concrete or hauling of more then 500 cy of materials is not anticipated. If such an event is necessary, written approvals from the Chief Building Official will be attained. Written notices to residents within 500 feet of the project will be provided within 48 hours of such event.

**Job-site Safety / Security:**

The job site area and public will be protected by temporary fencing and active site surveillance equipment. Motion sensor systems will be installed to secure trailers and temporary offices. Depending on phases and other requirements, a security guard will be available to patrol the project during nights and weekends.

All construction activities will be in compliance with the United States Occupational Safety and Health Administration (OSHA).

The Street address, building permit information and site safety requirements, including a 24 hour emergency contact will be posted on site.

Temporary site lighting to increase job-site safety will be provided as needed and will conform with Article XIII of the Snowmass Village M.C.

**Hazardous Material Storage:**

We do NOT anticipate any Hazmat usage on this project. For any materials used on site, Symmetry Builders will provide all Material Safety Data Sheets (MSDS) on the job site, pursuant to all Federal Regulations.

**Temporary Heating:**

Should the project require any form of temporary heating, a temporary permit will be obtained from the Chief Building Official or the Snowmass / Wildcat Fire Protection District. Temp. Heating provisions will comply with Section 1403 of the International Fire Code.

**Noise, Dust & Erosion Control:**

A Stormwater management plan and system, approved by the State of CO and local JHA will be implemented and maintained as required. This plan includes silt fences, vehicle traffic control, inlet protection and concrete wash-out facilities.
Street and Vehicle cleaning during site construction activities will occur daily and BMP's (best management practices) will be applied in protecting the public from any extensive dust and noise disturbances throughout the project duration.
Using a modular delivery system, will reduce the construction duration by 36% to 48% overall, and therefore reduce the overall disruption, noise and dust disturbances significantly.

**Construction Waste:**

Using the modular delivery for the construction of this project will result in a significant reduction to the carbon footprint. A large reduction in daily subcontractor travel to and from the project site and a 34% to 39% reduction in construction waste.

A construction waste and recycling plan will be provided, and all activities will be monitored and recorded by Symmetry Builders.

**Traffic Control / Site Access:**

A traffic control plan will be provided for review and approval. It will indicates the primary access routes from and to the site. Traffic Control, affecting any public ROW's will be provided for deliveries requiring unloading and the crane scope required for the setting of the modular units.

Minimum required means of egress will be maintained at all times to allow emergency vehicle access to the site.

Key / Lock Box(s), if required, will be provided.

**Road & Sidewalk Closures:**

It is our intent to minimized vehicle & pedestrian traffic interruptions as much as possible. With the modular delivery of the project, a much shorter period of disruption will occur.

To receive and set the modular pods, a one-lane road closure (possible full road closure) along the entire access road is required. This duration should not exceed 10 working days. The road will be available for the public evenings, weekends and holidays.

**Shoring:**

No engineered shoring system will be required. Structurally designed retaining walls are designed to provide the required grade control.

**Mass Excavation:**

The excess of the required mass excavation will be disposed within less then 1/2 mile of the project at an ASC owned site. The required erosion control measures will be put in place after completion.

**Damage Management:**

Before the start of construction, a complete inventory / survey of neighboring properties within 500 feet of the proposed project will be conducted to accurately determine potential damages from construction activities.

**Modular Unit Staging:**

A staging and shuttling plan will be submitted for approval prior to execution. Our preferred option would include the use of a public or private staging lot within the City limits to avoid a costly and long shuttling sequence. (The closer to the final destination the better).
The required usage of such a lot is short term and should not exceed 20 working days.

**INTEROFFICE MEMORANDUM**

**TO:** BRIAN MCNELLIS, SENIOR PLANNER
**FROM:** BETSY CRUM, HOUSING DIRECTOR
**SUBJECT:** DIVIDE ROAD – SHOP HOUSING PRELIMINARY PLAN SUBMISSION
**DATE:** AUGUST 6, 2025

I am writing to comment on the Aspen Ski Company's application for a Workforce Housing project located at the Divide, known as SHOP. This application will go before the Planning Commission and Town Council for preliminary plan consideration.

I would like to state my continued strong support for SkiCo's plan to move forward on this site with a workforce housing development. The SHOP project is a model for other businesses to look to as an example of how they might be able to support their employees' housing needs. Since TOSV first started building workforce housing, most businesses have looked to the Town's housing stock to meet the housing needs of their workers. SkiCo has chosen to be part of the affordable housing landscape and part of the solution to our local needs.

I also support the location of the proposed SHOP development. It is a beautiful and peaceful location for people to live in and is near SkiCo's maintenance facility. There is very little traffic that passes by the site. There are abundant trails and natural amenities in the area, and I believe it will be a very desirable location for their employees. Their design team has made numerous changes to soften the visual impact and to ensure adequate parking and access to transportation. The apartments are appropriately sized for year-round living, and each will have ample storage space.

In short, I fully support the proposed project and look forward to working with SkiCo on this and other workforce housing developments.

# TRANSPORTATION DEPARTMENT MEMO

**To: Brian McNellis**

**From: Sam Guarino**

**CC: Dave Shinneman**

**Date: 8/7/25**

**Re: SHOP Preliminary Plan**

---

Find below Transportation Department comments as it relates to the SHOP Preliminary PUD Plan. Overall, the Transportation Department is supportive of this project as it relates to transportation and parking.

- **Traffic:** The traffic study conducted confirms that the project would not take the roads and intersections beyond a level of service “A”. Ensuring that a super priority would be given to employees that begin their day at the maintenance facility on site should further reduce traffic created by the project and could create an overall reduction of traffic on Divide Rd. with employees not commuting from other areas. Furthermore, there will be an overall reduction in traffic to Snowmass Village and on Highway 82 with less commuters because of this project.
- **Transportation:** The applicant has taken several steps to ensure adequate transportation to and from the site including an Employee Shuttle and a WE-cycle station which will be installed and operated at the cost of the applicant, while remaining accessible to the public. They are also taking adequate steps to ensure bicycle safety on Divide Way and Divide Rd. The applicant could continue to consider a car-share system to allow more flexibility to avoid the need for a personal automobile.
- **Parking:** The revised parking plan meets Town parking requirements. They have also agreed that the residents of the SHOP will not be eligible for Resident Parking Permits which should limit traffic on Divide Rd. during the winter and the impact on the numbered lots.

**Dunlop Environmental Consulting, Inc.**
Environmental Public Health Planning for the Future

July 28, 2025

Town of Snowmass Village
Community Development Department
Brian McNellis, Senior Planner AICP/MLA
130 Kearns Road
Snowmass Village, CO 81615-5010

Re: Preliminary Plan Major PUD Amendment Aspen One's Vehicle Maintenance Facility
Parcel C, Lot 44, Divide Subdivision – The SHOP Snowmass Housing for Ops Personnel

Dear Mr. McNellis,

At your request, Dunlop Environmental Consulting, Inc (DEC). has reviewed the above referenced development application for compliance with Town of Snowmass Village (TOSV) requirements. This review will compare prior DEC review findings to the applicant's response to those findings, specifically DEC reviews dated October 3, 2024, and November 29, 2024.

To summarize the application, Aspen One (AO) is proposing to add 30 residential living units on 1.68 acres near the existing Snowmass Mtn. Vehicle Maintenance Facility. The 30 units will comprise 20 studio units and 10 one-bedroom units. The dwelling units will be reserved for full-time AO employees who are employed year-round. The residences will be 100% electric, prefabricated modular construction, made off-site and assembled on the property mentioned above. The project is proposed to begin the Spring 2026 and be completed Spring 2027.

WATER QUALITY:

This application provides storm water management detail requested by DEC in previous reviews. There is a comprehensive discussion of engineering options to collect and treat storm water from and near the project site. Two options to address storm water treatment are provided, an expansion of an existing surface detention pond or collection in a subsurface array of detention chambers with release to the existing detention pond.

Arlo Carpenter and JR Spung, engineers from JVA consulting, added clarity to the two options in a phone conversation with me on July 23, 2025. A decision which option will be selected has not been finalized at this preliminary phase. The subsurface chambered system is more complex in design and installation than simply enlarging the existing detention pond. This treatment choice is more of a review by TOSV Public Works than DEC. However, DEC's review is focused on storm water quality prior to discharge to the environment from the detention pond, regardless of which treatment option is chosen.

245 Woodruff Road Glenwood Springs, CO 81601
(970) 945-4820 Office (970) 379-4028 Cell

A concern with either collection and treatment option is if it be able to manage any site runoff containing fuel, oil, antifreeze, or other similar products common to vehicle parking lots. A statement should be provided regarding the possible need for an oil/sand separator vault installed prior to discharge to the environment. Surface drainage from parking areas may be a source of concern. If the chambered system is selected the location of access ports for maintenance and/or repair should be provided for review. A responsible party should also be named should repair or maintenance be required for either option.

TOSV Ordinance 12, series of 2007, 18-10.2(n)8, Stormwater and Sediment Control requires a Colorado Stormwater Construction Permit or Waiver for construction sites that disturb one acre or more. The project site is 1.68 acres. The applicant should address this point prior to issuance of an excavation permit.

Maps and narrative provided in this application confirm that the project is outside the Brush Creek Impact Study Area. This was confirmed by DEC.

The application narrative states there are no wetlands present in the immediate area of this project. This was confirmed by DEC.

The application narrative states there will be no snow-melted areas of this project.

The application narrative states that a site dewatering permit will be investigated prior to construction. This investigation should include a close review of the Kumar geology report that identifies groundwater present at a depth of 7-14 feet in four of seven borings. Also, a statement appears in the Kumar report that groundwater will be encountered during construction and that an underdrain system is recommended. Dewatering the site is recommended by Kumar. The applicant should discuss where this underdrain system will discharge pre and post construction.

AIR QUALITY:

The proposed traffic demand reduction explanation provided in the application is logical and is responsive to questions raised during the sketch plan review. By example, found in the transportation section of the application is the projection that approximately 50% of the residential occupants of the project will work at the Vehicle Maintenance Facility (VMF) located across the road from the project. This will reduce vehicle emissions and traffic from employees commuting from outside the immediate area to the VMF.

Additional commitments in the application are the encouraged use of electric vehicles (4 EV parking spaces and12 EV ready parking spaces). Installation of 15 WEcycle docking stations, AO supported employer shuttle, and multi-modal connecting options will also support claims of reduced air quality impacts from this project.

A concern with either collection and treatment option is if it be able to manage any site runoff containing fuel, oil, antifreeze, or other similar products common to vehicle parking lots. A statement should be provided regarding the possible need for an oil/sand separator vault installed prior to discharge to the environment. Surface drainage from parking areas may be a source of concern. If the chambered system is selected the location of access ports for maintenance and/or repair should be provided for review. A responsible party should also be named should repair or maintenance be required for either option.

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Additional commitments in the application are the encouraged use of electric vehicles (4 EV parking spaces and12 EV ready parking spaces). Installation of 15 WEcycle docking stations, AO supported employer shuttle, and multi-modal connecting options will also support claims of reduced air quality impacts from this project.

The residential units will be 100% electric with no solid fuel or fossil fuel combustion on site. No air quality impacts are predicted.

NOISE:

The applicant has agreed to comply with TOSV Municipal Building Code Section 18-3 regarding hours of work and intensity of noise.

In earlier reviews of this project, DEC mentioned that attention should be paid to room configuration of the modular residential units. Specifically, to be aware of possible quality of life issues with occupants of the units and possible sound interferences between occupied spaces. The applicant provided a detailed explanation of design criteria that are intended to minimize noise transmission between spaces. Modular construction is detailed, including noise control features built into the units to acoustically minimize noise. The modular construction is rated at a sound transmission class (STC) of 57. On a graduated scale of construction performance, 57 is towards the higher end of reducing sound transmission. A STC range between 50-60 is adequate to dampen loud sounds that may be faintly heard by the neighboring spaces. There is also a commitment made that there will be "quiet" hours in the outside common area after 10pm. It is important to understand that community noise standards are not intended to achieve silence, but rather a comfortable level accepted to the majority of the population.

CONSTRUCTION MANAGEMENT PLAN:

The Construction Management Plan (CMP) submitted in the application appears adequate at this stage of the review process. Prior to actual construction and during construction the CMP may be revisited, determined by on-site conditions.

This concludes findings of this review.

Sincerely,

Thomas S Dunlop, MPH, REHS
President

**INTEROFFICE MEMORANDUM**

**TO:** BRIAN MCNELLIS, SENIOR PLANNER
**FROM:** MIKE HORVATH, TOWN ENGINEER
ANNE MARTENS, PUBLIC WORKS DIRECTOR
**SUBJECT:** MAJOR PUD AMENDMENT – DIVIDE HOUSING COMMENTS
**DATE:** JULY 29, 2025

These comments are in response to the proposed Aspen Skiing Company's application (dated June 6, 2025) for a Major PUD Amendment – Preliminary Plan Review for the redevelopment of the Divide Housing.

1. Plan development needs to verify the location of the raw water line to ensure no conflict exists or propose relocation at time of final plan submittal.
2. Parking along Divide way is proposed at 18' deep to face of wall. With future wall mounted EV charging stations, this limits usable parking area creating a conflict with parked cars and roadway. Location of future EV charging stations must not decrease size of parking stalls.
3. Access easement to Lot 51 must be provided through Lot 44.
4. The guardrail located adjacent to Divide Way near the intersection of Divide Rd must be replaced and brought into compliance as part of this development. Please include this in the final plan submittal.
5. A draft Maintenance Agreement of Sleigh Ride Trail needs to be included in final plan submittal.
6. The proposed underground detention structure appears to conflict with existing water line, electrical line and fire hydrant. Exact location and/or utility relocation will need to be examined at time of final plan submittal.
7. The proposed underground detention structure overflows into existing downstream infrastructure. This drainage system appears to increase the flow to this area. Applicant must confirm downstream infrastructure has capacity to handle additional flow at time of final plan submittal.
8. Retaining walls are proposed on the southern property/easement line. Construction easements may be necessary to accomplish this work. Depending on wall type, the wall, if soil nail wall for example, would require a permanent wall easement on Lot 47 as well.
9. Striping on Divide Way to mimic photo below with a 4' dashed bike/ped way in each direction and 16' vehicle area in center.



10. The existing easement across Lot 44 needs to be examined to ensure the language grants the proper uses for the development. Language should mirror a ROW easement across Lot 44.
11. The project proposes walls within easements on Lot 44. A draft Maintenance Agreement must be included in the final plan submittal.
12. The wall within the Lot 44 easement is adjacent to the roadway. A guardrail or other protective measure must be installed to prevent plow damage of the wall. Drainage from the roadway must also be conveyed out of the wall area.
13. The easement exhibits must be depicted with infrastructure and utility locations in the plan submittal for final plan to ensure all infrastructure and utilities lie within the proposed/existing easements.
14. A draft Maintenace Agreement for the roadway needs to be included in the final plan submittal.

Thank you for the opportunity to comment. Please let me know if you have any questions.

**Brian McNellis**

**From:** Norman, John <jnorman@aspensnowmass.com>
**Sent:** Tuesday, August 19, 2025 7:58 AM
**To:** bmcnellis@tosv.com
**Cc:** Henry, Heather
**Subject:** SHOP housing

You don't often get email from jnorman@aspensnowmass.com. Learn why this is important

Dear Mr. McNellis,
I am unable to attend the Planning Commissions meeting on 8/20/25 regarding the Aspen One SHOP housing project.

I had the pleasure of living in Snowmass Village for a couple winters back in 1998, 1999 and in 2001 to 2003. It was awesome! I loved it! The last few winters I lived in Brush Creek subdivision and free market housing, which was still pretty affordable back then. However, the landlord sold the house, I had a dog, and it was off to Carbondale for me, where I have been commuting 60 miles round trip per day for 22 years as an extremely happy employee of Aspen Skiing Co.

The SHOP housing project is vital to keep Snowmass vibrant and operating like it has since the first time I was blessed to ski here back in 1976.
We cannot operate this World Class Resort without employees who; make snow, groom trails, open lifts, maintain lifts, rent skis, winter patrol, sell retail, work at on mountain restaurants, sell vacation packages to our guests, work summer camps, bike rangers, ticket sales etc. Many of these employees also fall in Love with this area and want to be part of this mountain community, but cannot due to housing!
Not only are current housing prices (rent or own) insane in this area and all of Colorado, there is nothing available to rent or buy even if you could afford it.

Please help Aspen One/ Aspen Skiing Co. retain our quality employees and allow them the opportunity to be a part of the Snowmass Village community year round by approving this very necessary housing project.

Thank you for your time and understanding.
John Norman aka Norm.

**NORM**
TUNE MANAGER
FOUR MOUNTAIN SPORTS
ASPEN SKIING COMPANY
O: +1 970-429-3212
M: +1 970-274-6676
ASPENSNOWMASS.COM

**Brian McNellis**

---

**From:** Scott Gilbert <scottgilbert1114@gmail.com>
**Sent:** Wednesday, August 20, 2025 11:27 AM
**To:** Brian McNellis
**Subject:** Support for the SHOP Housing Opportunity... from someone who spent 15 years building affordable housing in our valley

You don't often get email from scottgilbert1114@gmail.com. Learn why this is important

Brian,

I wanted to share my perspective on why I strongly believe that the SHOP Housing opportunity should be approved.

Everyone knows we need more affordable housing for the people who work here... and importantly closer to their work vs. adding the the insane rush hour tariff on highway 82 (and even I-70.)

In my 15 years leading Habitat for Humanity of the Roaring Fork Valley (from 2005 - 2020 before retiring), I learned first hand a significant amount about the challenges for creating affordable housing, as well as the impact on people's lives and the community, if they have the housing vs. if they do not have the opportunity.

Much of the learning was fast and quite obvious and I will not waste your time reiterating the things everyone sees... but, I want to underscore what critical observation: that is how much more effective and meaningful "aspirational" affordable housing (which feels like "winning the lottery") vs. ordinary or substandard affordable housing can be, which reinforces the feeling that "I just can't live here."

For example, Habitat's Basalt Vista project (27 Net Zero homes) is not only affordable, but is in such a nice location and was built to such a high standard, that people truly wanted that housing (as opposed to settling the other less desirable dense possibilities in locations with no redeeming qualities.)

The location of the SHOP opportunity will provide housing that people will LOVE to have and it will contribute mightily to help them enjoy thriving lives in our valley... where they can afford to live here

and they feel good about where they live... This will lead to engaged members of the community... who are more likely to stay here longer and be more positive contributions to the community.

Oftentimes, in my work with Habitat for Humanity, it was excruciatingly difficult to find affordable land and also a 24/7 job to raise the funds to build/subsidize the housing. In this case, there is a piece of land that is already available and there is a willing community member, Aspen One, that is able to allocate the funds to make this a reality. I wish I had situations that were this easy... from my perspective this is a no-brainer.

(And in my projects I dealt with Nimbyism, which is distasteful... and undermines our community.)

Sincerely,

Scott Gilbert

Snowmass

(9700 948-8264

**SNOWMASS HOMEOWNERS ASSOCIATION, INC.**

8.4.25

Dear Snowmass Village Planning Commission and Town Council

As President of the Snowmass Homeowners Association, I want to express the concerns of the 850 homeowners who we represent. The potential action of the town to disregard existing PUD's sets a dangerous precedent that threatens the stability of our community. Abiding by Planned Unit Developments is a crucial component that many of our members relied upon when they purchased homes in the Village.

We respectfully urge the planning commission and town council members to consider the negative impact the proposed amendments to the PUD will have on our community The major PUD amendment is inconsistent with the original legal document between the developers and the town. It is also inconsistent with the Town's comprehensive plan. We recognize the need for workforce housing but are concerned about changing the nature of our neighborhoods.

Thank you,

Gene Burrus

Gene Burrus

President

Snowmass Homeowners Association

OTTENJOHNSON
ROBINSON NEFF + RAGONETTI PC

August 15, 2025

BRAD W. SCHACHT
303 575 7527
BSCHACHT@OTTENJOHNSON.COM

**VIA E-MAIL - DSHINNEMAN@TOSV.COM**

Town of Snowmass Village
Attn: Dave Shinneman, Community Development Director
130 Kearns Road
P.O. Box 5010
Snowmass Village, CO 81615

Re: Notice of Snowmass Land Company Objection to Application for a Major Planned Unit Development Amendment to the Aspen Skiing Company's Vehicle Maintenance Facility on Lott 44 of the Divide Subdivision (**'Application'**)

Dear: Mr. Shinneman:

As you know, this firm represents the Divide Homeowners Association (the "**Divide HOA**") in connection with the Application. We wanted to make you aware of an objection by Snowmass Land Company ("**SLC**") to the Application. A copy of that objection is attached hereto. As explained in the letter, SLC retained certain approval rights when it conveyed Lot 44 to Aspen Skiing Company. We also enclose a copy of the deed containing those rights.

SLC's approval is a jurisdictional prerequisite to the Town's approval of the Application. Therefore, on behalf of the Divide HOA we request that further proceedings on the Application be halted.

Please forward this letter and the enclosures to the bodies considering the Application and make it part of the Town's official record for the Application.

Sincerely,



Brad W. Schacht
For the Firm

BWS/stm
Enclosures

cc: Brian McNellis (By Email Bmcnellis@tosv.com)
Deidre Boineau (By email divide@sopris.net)

BOOK 600 PAGE 882

AUG 31 11 11 AM '89
SILVIA DAVIS
PITKIN COUNTY RECORDER

D.F. $50.00

317534

# SPECIAL WARRANTY DEED

In consideration of the sum of $10.00 and other valuable consideration, the receipt of which is hereby acknowledged, Snowmass Land Company, an Illinois general partnership, as Grantor, sells and conveys to Aspen Skiing Company, a Colorado general partnership, whose address is P. O. Box 1248, Aspen, CO 81612, as Grantee, the following described real property in the County of Pitkin, State of Colorado, to wit:

Lot 44, The Divide, as shown on the plat thereof recorded in Plat Book 23 at Page 27.

with all its appurtenances.

Reserving to the Grantor, and its successors and assigns:

1. A perpetual easement 20 feet in width over and across that portion of Lot 44 shown on the map attached hereto as Exhibit B and designated thereon as "Easement Area" for pedestrian and vehicular access from Road D as shown on the Plat of The Divide to Lot 45 as shown on the Plat of The Divide. The Grantee shall have the right, at Grantee's cost, to relocate this easement in the event that the present location thereof shall interfere with the Grantee's use of Lot 44; provided that the relocation thereof shall continue to provide Grantor with reasonable access from said Road D to said Lot 45 for the purposes set forth herein. In the event of the relocation of this easement, the Grantee and the Grantor shall cause to be recorded in the office of the Clerk and Recorder of Pitkin County, Colorado, a supplemental instrument providing for the relocation of this easement and setting forth the legal description of this easement as so relocated.

2. The right of approval of the architectural quality of all buildings and other structures erected thereon, and subject to the restriction that no buildings or other structures shall be erected thereon without the prior written approval of the Grantor as to such architectural quality.

3. The right of re-entry and power of termination exercisable upon the abandonment of said Lot 44 for use in skiing operations.

This deed is given pursuant to the provisions of that certain Agreement between the Grantor and the Grantee dated April 1, 1989 and recorded in Book 593 at Page 916 in the office of the Clerk and Recorder of Pitkin County, Colorado, and shall be subject to the terms and provisions thereof and shall constitute the conveyance of "Base Operations Land" as set forth in Paragraph 1.05 thereof.

Grantor warrants title (i) against all liens and encumbrances securing payment of money, except for general real estate taxes for 1989, and (ii) against all persons claiming under Grantor, subject to those reservations, exceptions, easements and restrictions set forth in Exhibit A attached hereto.

Signed and delivered this 28th day of August, 1989.

SNOWMASS LAND COMPANY

By Kenneth R Sontheim
Kenneth R. Sontheim, its Attorney-in-fact pursuant to Power of Attorney recorded in Book 590 at Page 443 in the office of the Clerk and Recorder of Pitkin County, Colorado

AUG 31 1989
$ 50.00

PCT-3793

88-31

STATE OF COLORADO )
) ss.
COUNTY OF PITKIN )

BOOK 600 PAGE 883

The foregoing instrument was acknowledged before me this 28th day of August, 1989 by Kenneth R. Sontheim as Attorney-in-fact for Snowmass Land Company, an Illinois general partnership.

WITNESS my hand and official seal.
My commission expires: 8-28-91.

Peter Van Domelen
Notary Public

COLORADO NOTARY PUBLIC

3-31-89

A14:18.1.1 89

EXHIBIT A
TO
SPECIAL WARRANTY DEED

1. Right of way for ditches or canals constructed by the authority of the United States as reserved in United States Patent recorded in Book 55 at Page 543.

2. Terms and provisions of Grant of Ski Easements as set forth in instrument recorded August 28, 1989 in Book 600 at Page 694.

3. Easements, rights of way and other matters as disclosed on Plat of The Divide recorded August 28, 1989 in Plat Book 23 at Page 27.

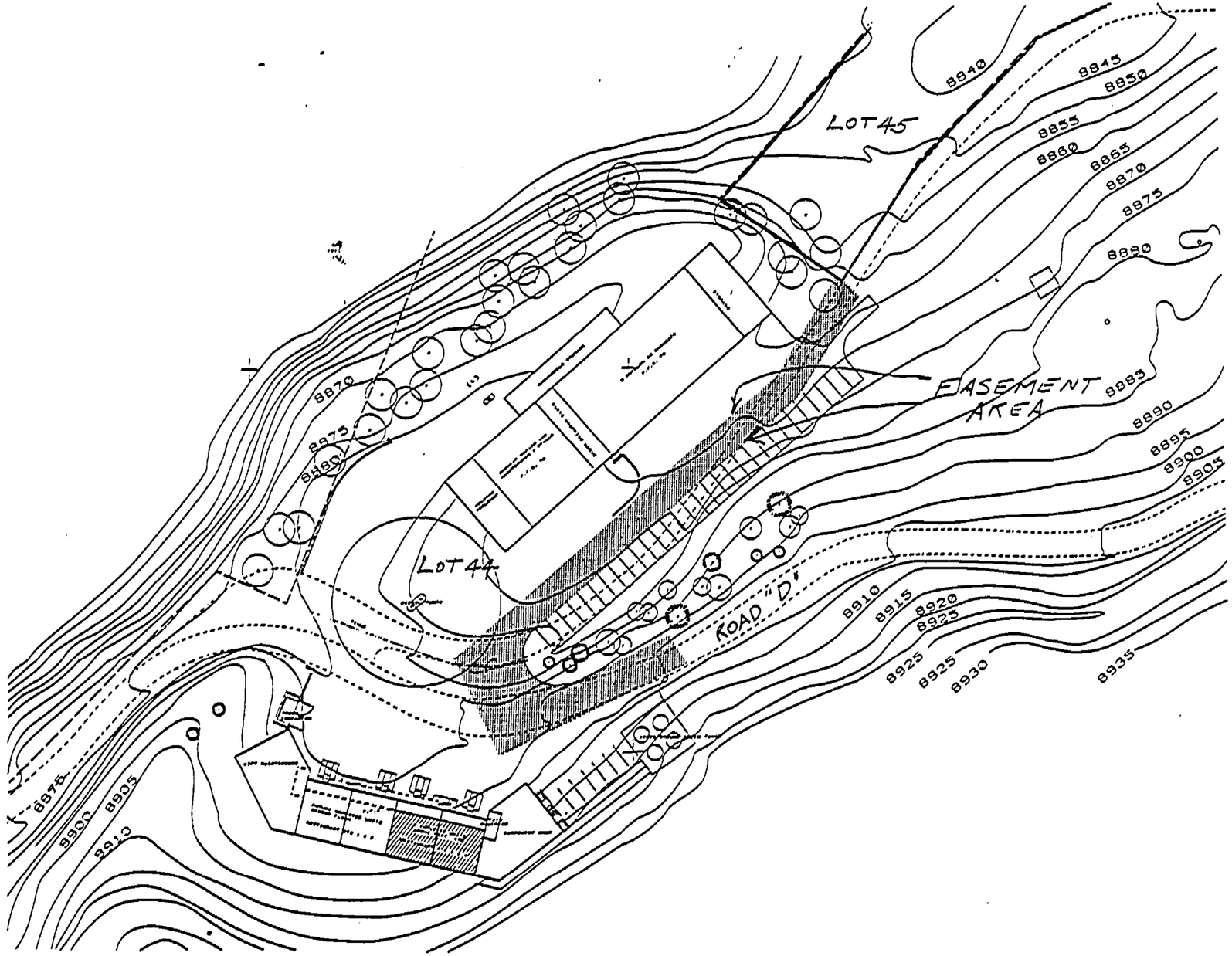
4. Terms, conditions, obligations and provisions of Subdivision Improvements Agreement recorded August 28, 1989 in Book 600 at Page 633.

5. Matters as shown on the Land Use Map Plan of The Divide recorded August 28, 1989 in Plat Book 23 at Page 30.

31-89

8-31-89

BOOK 600 PAGE 885




N

EXHIBIT B

POOR COPY

ACCESS EASEMENT

HAIRABEDIAN AIA
ARCHITECTS · PLANNERS · URBAN DESIGN

PROPOSED SNOWMASS MAINTENANCE FACILITY LOWER DIVIDE LOT SNOWMASS VILLAGE

*Perlmutter Investment Company*

Norman Perlmutter
*Chairman*

August 12, 2025

Aspen One,
Aspen Skiing Company
255 Gold Rivers CT
Basalt, CO 81612
Attn: Heather Henry

Re: Preliminary Plan Application for Major PUD Amendment to the Aspen One Vehicle Maintenance Facility on Lot 44 of the Divide Subdivision

Dear Ms. Henry:

I am writing to you on behalf of the Snowmass Land Company, the developer of The Divide (1989-1990); Horse Ranch (1991-1993); Two Creeks (1994-1995); and, The Pines (1997-1999).

We recently learned of your Preliminary Plan Application for Major PUD Amendment to the Aspen One's Vehicle Maintenance Facility on Lot 44 of the Divide Subdivision (the "Application").

Out of courtesy to everyone, SLC wishes to advise you it does **not** approve of the buildings and other structures proposed by the Application. Our approval of the buildings and other structures proposed is required prior to the construction of any buildings or structures on Lot 44. SLC requests that your Application be withdrawn.

As you know, Lot 44 was conveyed by SLC to the Aspen Skiing by that Special Warranty Deed, recorded August 31, 1989 in Book 600 at Page 882, Office of the Pitkin County Clerk and Recorder, and provided in relevant part, as follows:

> *The right of approval of the architectural quality of all buildings and other structures erected thereon, and subject to the restriction that no buildings or other structures shall be erected thereon without the prior written approval of the Grantor as to such architectural quality.*

Clearly, as the developer of the home sites comprising the Divide PUD, we and the Aspen Skiing Company purposely included this provision in the deed to limit the future use of Lot 44. The purpose was simply to ensure the character of the immediate neighborhood for the future Divide homeowners, who would make significant investments in their home sites. The conveyance was to provide Aspen Skiing Company with land for an unobtrusive, low-profile maintenance facility, as shown on Exhibit B attached to the deed, but certainly not for the development contemplated in the Application, which is incompatible with the architectural quality of the Divide PUD home sites.

Lot 44 is neither an appropriate site for the employee housing development proposed in the Application nor is it consistent with existing immediate neighborhood development and architectural quality. The deed of conveyance precludes such construction by first requiring SLC's approval.

To be clear, SLC believes there is a serious need for additional employee housing in the Town of Snowmass Village, and we fully support the development of additional employee housing units. However, good town planning demands that it be located and designed to be consistent with the existing immediate neighborhood development and architectural quality. This Application does not so do.

We believe that the Town of Snowmass Village and the Aspen Skiing Company have an obligation to facilitate affordable employee housing construction for the workers who support the town's economy. Residents, full-time and second homeowners, all benefit from their services, and, of course, the business of the Aspen Skiing Company depends on its workers. We commend the Aspen Skiing Company in their willingness to undertake the responsibility of providing employee housing, but these basic planning demands of location and architectural quality must be satisfied for everyone's benefit.

Years ago, when SLC was the primary developer of residential sites in Snowmass Village, we gladly contributed land and funds to build employee housing, located at Horse Ranch off Brush Creek Road, where we continue to own significant undeveloped land.

Sincerely,



CC: Town of Snowmass Village, Clint Kinney Town Manager, ckinney@tosv.com
Rana Dershowitz, General Counsel, Aspen Skiing Company, rdershowitz@aspen.com

OTTENJOHNSON
ROBINSON NEFF + RAGONETTI PC

August 15, 2025

BILL E. KYRIAGIS
303 575 7506
BKYRIAGIS@OTTENJOHNSON.COM

BRAD W. SCHACHT
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**VIA E-MAIL - DSHINNEMAN@TOSV.COM**

Town of Snowmass Village Planning Commission
Attn: Dave Shinneman, Community Development Director
130 Kearns Road
Box 5010
Snowmass Village, CO 81615

Re: Application for a Major Planned Unit Development Amendment to the Aspen Skiing Company's Vehicle Maintenance Facility on Lot 44 of the Divide Subdivision – Public Comment

To Whom it May Concern:

As you know, this firm represents the Divide Homeowners Association (the "**Divide HOA**"). We are writing to submit public comment to the Town of Snowmass Village (the "**Town**") Planning Commission, for the Planning Commission's August 20, 2025 meeting, at which it will be considering the application by the Aspen Skiing Company LLC ("**SkiCo**") for a Major Planned Unit Development Amendment to the Aspen Skiing Company's Vehicle Maintenance Facility on Lot 44 ("**Lot 44**") of the Divide Subdivision (the "**Application**"). The Application seeks approval to develop an additional 30 housing units, to be located in a new three-story building, along with parking spaces and storage on Lot 44 (the "**Project**"). Please include this letter in the materials provided to the Planning Commission and in the Town's record for the Application.

In the current iteration of the Application, SkiCo is still trying to advance an urban-scale housing development project in a location that is plainly not appropriate under the Town's own planning documents. Lot 44 is not an appropriate location, nor is the site suitable for a 30-unit apartment building housing up to 60 full-time residents. Affordable/workforce housing is an important goal, but it does not trump all other planning priorities. SkiCo is simply trying to cram too many units and residents, and a building that is too large, onto a constrained site located over a mile from transit and well outside the "existing nodes." The Application should be denied because it is inconsistent with the Town's Comprehensive Plan and violates the Town's land use regulations.

The Divide HOA previously expressed openness to supporting some kind of compromise that would involve some increase in the existing 3 additional housing units that are currently approved for Lot 44. However, in the only meeting between SkiCo and the Divide HOA since the sketch plan review, there was no meaningful opportunity to discuss a potential compromise. Instead, without having sought any input from the Divide

HOA, SkiCo presented its revisions to the Application as already complete. SkiCo has not sought any input from the Divide HOA and does not appear interested in a compromise approach here.

The following is a detailed description of the problems that the Divide HOA has identified in its initial review of the current Application. This letter is lengthy, but there are a significant number of issues that must be evaluated. As proposed, the Project would constitute an unprecedented departure from the well-thought-out development patterns that have defined the growth and character of the Town. As such, an approval would have wide-ranging negative impacts well beyond the Divide subdivision. The Divide HOA appreciates the Town's careful consideration of these concerns.

**History**

Lot 44 was originally platted with the Divide subdivision, and the two were planned together. For context, as depicted below, Lot 44 is surrounded on almost all sides by private property owned by the Divide HOA.




The existing PUD approvals for Lot 44 have been in place for almost 25 years and are reflected in a 2001 PUD approval as set forth in Ordinance No. 16, Series of 2001 (the "**Existing PUD**"). The Existing PUD contemplated development of the Vehicle Maintenance Facility (the "**VMF**") would occur in two "Phases." The VMF's "Phase I" included a total of 14,810 sf of building area, which included six employee housing units in a total of 4,800 sf, and 10,010 sf of snowcat storage and maintenance, restaurant receiving and ski patrol and multi-purpose space. Phase I was constructed and completed in or about 2002 or 2003 and has not been materially changed since. There have been no subsequent changes to the Existing PUD.

The Existing PUD allows for only 3 additional housing units—consisting of a maximum of 1,600 sf of building area—to be developed as part of "Phase II" of the VMF. The vast majority of the planned Phase II under the Existing PUD (22,410 sf) was to be comprised of snowcat storage and maintenance, restaurant receiving and ski patrol and multi-purpose space. In other words, employee housing was always intended to be a small portion and the predominant focus to be on the vehicle maintenance uses. The Divide HOA believes that the existing 6 housing units have generally existed compatibly with the neighborhood and surrounding land uses and believes the proposed additional 3 housing units approved in the Existing PUD for Phase II could have also been operated compatibly.

In late summer 2024, SkiCo submitted the Application, seeking a major amendment to the Existing PUD. Pursuant to the Town's Land Use and Development Code (the "**LUC**"), the first step in the PUD approval process is sketch plan review. After initially proposing an amendment that would have located a new 30-unit

housing building on the south side of Lot 44, SkiCo amended the Application in November of 2024 to propose a new 30-unit housing building on the west side of Lot 44.

This proposal (the "**Sketch Plan Proposal**") represented a complete change from the concept for Phase II of the VMF as reflected in the Existing PUD. Instead of a Phase II development consisting of 14,810 sf of building area, most of which was vehicle maintenance uses, the Sketch Plan Proposal contemplated that all of Phase II would be devoted to housing and related storage. Specifically, the Sketch Plan Proposal was for a new three-story building, containing 30 new housing units, along with parking spaces and storage on Lot 44. The maximum building area for Phase II under the Sketch Plan Proposal was to be 27,186 sf, almost doubling the approved Phase II limitation. Of the 30 new housing units, 10 were to be two-bedroom units and 20 were to be one-bedroom units.

During the Town's review of the Sketch Plan Proposal, the Divide HOA expressed numerous concerns that the proposed project represented a massive and unwarranted departure from the Existing PUD, that would not be appropriate for the location or the constraints of the site.

Ultimately, the Town Council approved the Sketch Plan Proposal at its meeting on February 10, 2025, which approval is reflected in Council Resolution No. 08, Series of 2025 (the "**Sketch Plan Resolution**"). However, the Sketch Plan Resolution included significant conditions which required SkiCo to make material modifications to the Sketch Plan Proposal prior to any future submission. Those conditions include:

> 1. Divide Way shall be widened to no less than 24 feet (with a dedicated access easement) from the intersection with Divide Road, westwardly to the access area of the existing Vehicle Maintenance Facility on Lot 44 to ensure emergency access and adequate turnaround for the Fire District and maintenance vehicles.
>
> . . .
>
> 5. The reduction in Code parking standards is appropriate only if substantial alternative modes of travel (mentioned in the previous condition) are implemented and no less than one space per unit is provided. This does not include handicap spaces. The applicant may explore other options which include less housing units and/or more parking spaces.
>
> . . .
>
> 10. The floorplan(s) of adjacent units shall be "mirrored" to ensure optimum noise and nuisance control amongst neighbors residing in the building (see Dunlop Consulting referral comments attached) or demonstrate alternative adequate noise control measures.
>
> . . .
>
> 14. Any subsequent Preliminary Plan shall include a study that demonstrates visibility of the proposed building (and associated lighting - interior and exterior as seen from the Snowmass Creek valley and the greater Divide subdivision. The applicant shall explore ways to lessen the visual impact of the

> building and how make it better integrate with the site and surrounding natural environment. The applicant shall mitigate light pollution in accordance with the Land Use Code lighting standards.
>
> 15. Applicant is strongly encouraged to reduce the scale, density, and height of the project.
>
> . . .
>
> 20. The applicant shall continue to work with the Divide HOA and other concerned entities throughout the duration of the land use process.

Following Town Council's approval of the Sketch Plan Resolution, the Divide HOA reached out to SkiCo in March of 2025, prepared to discuss compromises. SkiCo did not respond until over a month later. When we were able to meet with SkiCo representatives, SkiCo had already made its planned revisions to the Application and presented Divide HOA representatives with a fully-formed concept on which SkiCo said it would be submitting a preliminary plan application in the following week or two.

The concept SkiCo presented to the Divide HOA representatives in May 2025 is what is reflected in the Application for the current preliminary plan review phase, which is set forth in materials dated June 6, 2025 (the "**Preliminary Plan Proposal**"). Many of the primary characteristics of the Preliminary Plan Proposal are the same as the Sketch Plan Proposal, particularly because both concepts include a three-story apartment building containing 30 housing units, located generally at the west end of Lot 44. The primary difference between the two proposals is that, for the Preliminary Plan Proposal, SkiCo changed the 10 two-bedroom units to one-bedroom units, and the 20 one-bedroom units to studios. Oddly, the Application does not appear to state anywhere the number of residents that will be allowed to reside in each unit. However, at the August 4, 2025 joint meeting of the Planning Commission and Town Council, SkiCo stated that each of the 30 units could house two residents, plus pets. This means that a total of 60 additional people (and possibly that many pets) could be residing on Lot 44 if the Preliminary Plan Proposal were approved. This is urban-scale density in one of the most remote locations in the Town.

**Objections to the Preliminary Plan Proposal**

The Preliminary Plan Proposal represents a drastic change to the Existing PUD, by eliminating the additional vehicle maintenance uses from Phase II, increasing the approved additional housing units tenfold (from 3 to 30), and increasing the building square footage by almost 40% over the approved Phase II (from 14,810 sf to 20,725 sf). The Divide neighborhood has been an area of stability and predictability for nearly 25 years. Homeowners in the neighborhood relied on the Existing PUD in making decisions to purchase lots. While affordable/employee housing is an important priority for the community, nothing justifies the substantial departure from the Existing PUD, the Town's Comprehensive Plan and the LUC presented by the Application.

In its review of a major PUD amendment, the Town Council is required to consider: "all relevant materials and testimony; the Planning Commission's recommendation if and when available; whether the application complies with Section 16A-5-300(c), General Restrictions and Section 16A-5-310, Review Standards; and, as applicable, whether the preliminary plan has responded to the direction given by the Town concerning the sketch plan." LUC, Sec. 16A-5-340(i).

The "General Restrictions" are included in LUC Sec. 16A-5-300(c), and the "Review Standards" are set forth in LUC Sec. 16A-5-310. The Preliminary Plan Proposal fails to satisfy many of these restrictions and standards.

Inconsistency with the Comprehensive Plan.

Section 16A-5-310(1) states that a PUD "shall be consistent with the intent of the Town's Comprehensive Plan." The Comprehensive Plan was developed as a result of an extensive effort of public outreach and engagement and is intended to reflect the Town's own values and vision for itself. It is not a document to be discarded or disregarded lightly.

The Comprehensive Plan is very clear on its purpose and its highest priorities:

> The 2018 Comprehensive Plan is designed to ensure that the small village character and unique natural splendor of Snowmass Village will be protected well into the future. The intent of this Plan is to ensure that capital projects, development proposals and strategic initiatives be evaluated through the framework created by the Aspiration Statement, the Guiding Principles, and the Just Big Enough economic analysis, fundamentally understanding the obligation to only grow as necessary and only be "Just Big Enough". **The fundamental goal of the 2018 Comprehensive Plan is to recognize the intimate connection the Town has with the environment, to focus on conservation first and allow a limited amount of development and redevelopment in appropriate locations to assure our future as a sustainable resort community.**

Comprehensive Plan, p. II (emphasis added). To achieve this goal, the Comprehensive Plan directs future development to the "existing nodes." Countless quotes illustrate the point, but a few are included here:

> Input from participants in the Comprehensive Plan update process supported the concept of a conservation and development approach, **focusing on conservation first and then on redevelopment of the existing nodes**, i.e., Town Park, the Mall and Snowmass Center (as well as continued development of Base Village as approved), **which can include the addition of new workforce housing units to help the Town meet its goal, while protecting existing residential neighborhoods and remaining rural lands.** This approach reaffirms the community's feeling that redevelopment of existing development sites or buildings should happen first to make the most efficient use of Town services while ensuring that carrying capacity of existing infrastructure is carefully addressed and not exceeded.

Comprehensive Plan, p. 13 (emphasis added).

The very first goal in the Comprehensive Plan is Sustainability, Conservation and Environmental Stewardship, the heading to which states, in part:

> Snowmass Village should continue to capitalize on its abundance of natural resources within close proximity to its evolving mixed-use nodes. Additional protection of open spaces, updated land use policies, and **aggressive strategies to direct any future development to the already developed nodes are needed to sustain and maintain the Town's quality of life.**

Comprehensive Plan, p. 25 (emphasis added). Implementation of "aggressive strategies to direct any future development" to the nodes, would not allow the development of an urban-scale apartment building in one of the most remote parts of the Town. That is especially true for a location like Lot 44, which is directly adjacent to the heavily used Ditch Trail—one of the most beloved gateways to the natural landscapes that are so critical to the Town.

Lest there be any suggestion that "housing trumps all other considerations," the Comprehensive Plan specifically addressed this issue in the context of continuing Town support for workforce housing:

> **E.1 Focus New Housing within the Nodes**
>
> Based on the limited amount of land available for development within Snowmass Village, **new housing should be concentrated in and around the existing nodes of activity**, i.e.: the Mall, Base Village, Snowmass Center and Town Park. Future redevelopment and new development in and around these areas present opportunities to increase the amount of available housing, with limited impact on the natural environment. Close proximity to local and regional transit and alternative transportation services at these locations would also allow residents to reduce their transportation costs, traveling on foot to reach their employment locations and for day-to-day shopping.

Comprehensive Plan, p. 40 (heading bolded in original; emphasis added in body). In other words, the Town recognizes that increasing affordable housing is important, but the Comprehensive Plan gives clear guidance on *where* such housing should be developed. The Preliminary Plan Proposal violates that guidance.

Focusing development on the nodes is also discussed as important to "Preserving the Town's Unique Character." Comprehensive Plan, p. 106. Shifting the kind of dense housing development SkiCo is contemplating for the Project to one of the nodes could support creating "a larger, more cohesive center will give the community a stronger sense of place while reinforcing the distinct character of Snowmass Village." *Id*.

The Comprehensive Plan also expressly *discourages* "development outside of the three CPAs [i.e., the Town Park CPA, Faraway Ranch North CPA and West Village CPA] . . ." Comprehensive Plan, p. 18. While the Comprehensive Plan states that "creative development is encouraged," the Preliminary Plan Proposal is not creative. It is an attempt to fit as many units on Lot 44 as SkiCo can get away with. SkiCo has highlighted

the privately funded nature of the Project as something that makes it "creative," but that does not change the nature of the development, itself. It is an overly dense proposal in the wrong location, no matter who funds it. Moreover, if SkiCo had been focused on developing an adequate amount of employee housing in the past, it may have been able to do so in a more cost-effective manner in the locations where that kind of development makes sense—in the nodes. Instead, SkiCo has created significant new and increasing affordable housing requirements (and associated mitigation obligations) through its own continuing expansion of its for-profit operations. In satisfying those obligations, SkiCo should follow the same rules as everyone else.

The Comprehensive Plan includes a Unit Equivalency Chart in Table 5-4. LUC Section 16A-5-300(c)(4) includes mandatory language relating to the Unit Equivalency Chart, stating:

> No buildout may be permitted to exceed one hundred percent (100%) of the maximum number of future lots/units and commercial/other space listed for that subdivision, parcel or other development, except that under unique and exceptional circumstances where it can be sufficiently demonstrated by the applicant that the resulting development will, for good cause shown, exceed the PUD review criteria standards, a reconsideration and amendment of the future buildout analysis chart allocation for that subdivision, parcel or other development may be considered.

In the Application, SkiCo expressly admits that the Preliminary Plan Proposal violates these provisions and the limits of the Unit Equivalency Chart and simply says it will "continue to work with staff throughout the Preliminary Plan Process to amend the Comprehensive Plan to update the building chart with the proposed unit mix." Application, p. 44. The fact that the Preliminary Plan Proposal requires an amendment to the Comprehensive Plan indicates it is incompatible. The Comprehensive Plan should not be amended on an ad hoc basis to accommodate the development plans of individual, for-profit developers/employers.

In the context of discussing safe connectivity as one of the "Principles of Good Planning and Design That Should be Embraced by Snowmass Village," the Comprehensive Plan states:

> Participants in the Plan Snowmass process often discussed connectivity in terms of increasing pedestrian and cyclist access throughout the community, along streets, with walking paths and trails. Of particular concern was the ability to move to and from the three primary nodes of West Village (the Mall), Base Village and Snowmass Center, and from residential areas to these nodes. To encourage locals and visitors to move around by foot, seamless and easily-accessed connections are necessary. **Of particular note is the lack of any safe and direct connection between the employee housing complexes on Upper Brush Creek Road and the Snowmass Center.**

Comprehensive Plan, p. 103 (emphasis added). The Preliminary Plan Proposal's transportation plan has many problems, which are addressed in more detail below. However, it should be noted that approving this level of dense housing development in this location would greatly *exacerbate* the problem identified in this component

of the Preliminary Plan as *already existing* on Upper Brush Creek Road. Lot 44 is in an even more remote location.

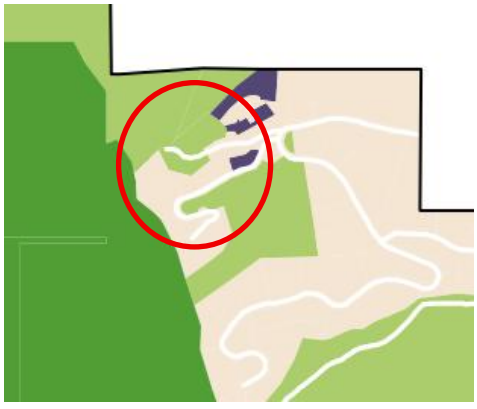
This also plays into the Town's Goals concerning Climate Change, where the Comprehensive Plan states: ". . . by promoting a more compact development pattern closer to the existing major nodes of the Village as well as ensuring the construction of green buildings, we not only have the potential of reducing vehicle miles traveled (traffic congestion) but also gaining measurable savings in energy expenses. We also reduce air pollution." Comprehensive Plan, p. 149. Similarly, development in a remote part of Town near the Ditch Trail should not be allowed in light of the following guidance: "**the Town wants to be sure that it is not encouraging new development in places that have significant impacts on its pristine natural environment.** Redevelopment and/or mixed-use, compact development in and around the existing nodes will help create a more vibrant and sustainable Snowmass Village." Comprehensive Plan, p. 150 (emphasis added).

A similar statement reflects a vision incompatible with the concept of the Preliminary Plan Proposal:

> Increasing compact mixed-use development patterns within the nodes, wherein complementary land uses would be located within easy walking distance from one another, could result in reduced reliance on vehicular transportation. Imagine more housing options over and around a redesigned and expanded Snowmass Center for example - creating more places where people can live, shop and work without the need to get into their cars. This type of development pattern in Snowmass Village can make it easier for people to reduce car ownership and reduce the amount of miles they drive every day.

Comprehensive Plan, p. 150.

Finally, the Comprehensive Plan includes a Future Land Use Map, which is "is intended to guide where and to what extent conservation and development are to be encouraged and directed." Comprehensive Plan, p. 14. As shown below, the Future Land Use Map classifies Lot 44 as "Privately-owned Recreation / Open Space Areas":



Comprehensive Plan, p. 15 (excerpt from Future Land Use Map, with red circle added to highlight location of Lot 44). These areas are defined as:

> These are privately-owned areas that are or should be preserved for recreational purposes that enhance the resort amenities that locals and visitors alike treasure and are attractions within Snowmass Village. They include the golf course and open space set-asides within residential and other developments. **These areas are suitable only for supplemental minor development that enhances these amenities, and should not be considered developable land.**

Comprehensive Plan, p. 14 (emphasis added).

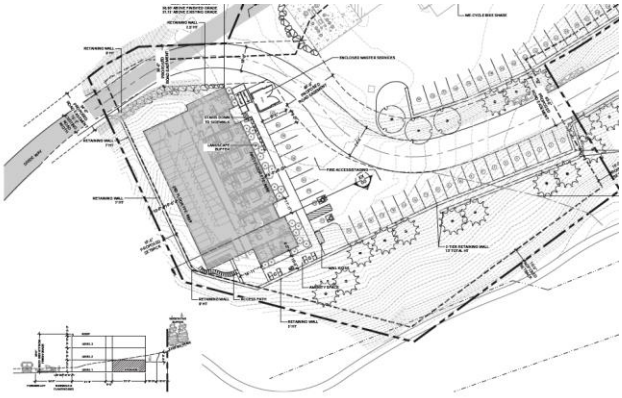
In short, there is no way to read the Comprehensive Plan as allowing, let alone encouraging, a project of this scale or nature in this location.

Failure to Reduce Scale, Density and Height of the Project

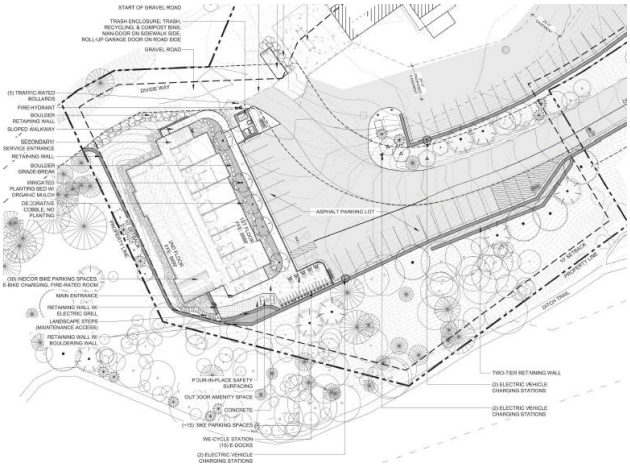
The Sketch Plan Proposal contemplated a 30-unit housing project in a 3-story building. Despite the direction from Town Council in the Sketch Plan Resolution that "the applicant is strongly encouraged to reduce the scale, density, and height of the project," the Preliminary Plan Proposal still seeks approval of a 30-unit housing project in a 3-story building. The primary change SkiCo made on this issue is to convert the two-bedroom units to one-bedroom units, and the one-bedroom units to studio units. However, the density (30 units, housing up to 60 residents) remains the same, and the scale and height remain essentially the same (a 3-story building) as previously proposed.

A side-by-side comparison of the site plans from the Sketch Plan Proposal and the Preliminary Plan Proposal show layouts that are not readily distinguishable.

Sketch Plan Proposal Site Plan:



Preliminary Plan Proposal Site Plan:



Transportation

In addition to provisions of the Comprehensive Plan that emphasize the importance of focusing development in the nodes and near transit, Section LUC Section 16A-5-300(c)(10) prohibits the Town from approving a PUD amendment:

> unless the Town Council determines that public facilities will be adequate to support and service the area of the proposed development or that needed public facilities and services will be made available concurrently to offset the potential impacts of such development. Public facilities and services to be examined will include, but not be limited to: storm drainage, roads and their maintenance, public transportation service and facilities, pedestrian circulation, sewerage and sanitary facilities, water availability and serviceability, solid waste disposal, fire and emergency medical services and electrical service.

The LUC specifically requires the applicant to show: "The PUD will accommodate the efficient provision of local and regional transit facilities and services." LUC Sec. 16A-5-300(c)(10)(c). Developing a 30-unit apartment building that could house up to 60 residents in this location cannot satisfy these requirements. Lot 44 is located over one mile from transit, and there are no indications that transit will *ever* be available at the site.

As its primary refrain regarding concerns about traffic, transit and transportation, SkiCo has repeatedly emphasized its traffic engineer's conclusion that, as a result of the Project, adjacent roads will continue to operate at an "excellent" level of service. However, this ignores the reality that residents of the Town know from their own lived experience. Divide Road is a steep, narrow, and winding mountain road with no shoulder, and no lighting. It is cold, dark and icy in the winter. The reality is that the Project, if developed in accordance

with the Preliminary Plan Proposal, will force a huge increase in traffic—particularly pedestrian, bicycle and e-bike traffic, but also vehicular traffic—onto Divide Road, creating significant safety hazards for those residents, existing residents of the Divide, and members of the public using Divide Road to access amenities like the Ditch Trail.

One of the Town Council's express conditions of approval for the Sketch Plan Resolution required SkiCo to widen Divide Way to no less than 24 feet from the intersection with Divide Road, westwardly to the access area of the existing VMF. The Preliminary Plan Proposal contemplates that Divide Way will include an 8-foot wide designated "pedestrian/bike shoulder", meaning that the actual drive lanes for vehicles will only be a total of 16 feet in width. That is more narrow than the roadway for Divide Way today and defeats the purpose of requiring the enlargement. If two vehicles, especially larger delivery trucks, are passing in opposite directions, they would need to move into the pedestrian/bicycle portion of Divide Way. Note that while SkiCo is proposing this "pedestrian/bike designated shoulder" for Divide Way, no similar shoulder exists or would be provided on Divide Road.

SkiCo's other suggestions don't come close to solving the problem. SkiCo places significant reliance on its installation of a WE-cycle station on Lot 44, as well as its dedicated space in the proposed building for residents' personally owned "e-mobility" devices. In public meetings, SkiCo has repeatedly referenced the Sleigh Ride trail as a way for residents to use such e-bikes and e-mobility devices to connect from Lot 44 to the Snowmass Mall and transit, including Town shuttles and RFTA buses. However, not once in any of these discussions did SkiCo acknowledge that the Town expressly prohibits all e-bikes (including WE-cycle e-bikes, which are considered "class 1"[1]) from all unpaved bike and pedestrian paths or trails. Town Code, Sec. 10-31. Regular bicycles can, of course, use the Sleigh Ride trail, but the westward route involves a significant climb, rising about 300 feet over about one mile of distance from the Snowmass Mall to the intersection of Divide Road and Divide Way. Many residents would prefer to use an e-bike to make that climb, and they would be forced onto Divide Road. Additionally, bikes, whether e-bikes or otherwise, cannot be considered viable as a safe form of transportation for the winter months. To be clear, WE-cycle bicycles would not be available at all during the winter.

SkiCo's other purported solution, the Black Saddle Van, is also not a viable transportation solution. It only operates during the ski season, and only during working hours. SkiCo is proposing housing as many as 60 individuals on Lot 44 as part of the Project. They will work different hours. They will want to leave their homes at times outside of working hours to run errands, to see friends, and engage with the community. Many will be forced onto Divide Road on foot or by car for these trips during much of the year.

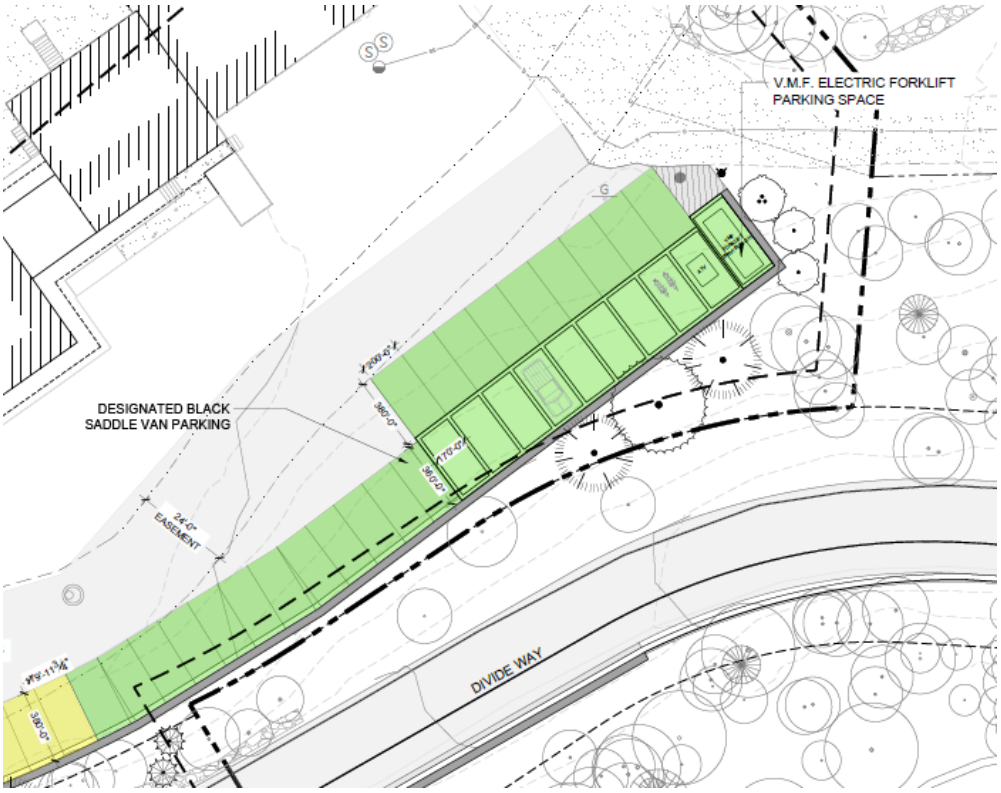
Parking

Section LUC Section 16A-5-300(c)(8) states that, for parking, "The number of parking spaces in the PUD shall be that required for the underlying zone district, unless a reduction in that requirement is granted, pursuant to Section 16A-4-310(c), Reduction of Required Parking." Additionally, condition 5 in the Sketch Plan Resolution stated:

[1] See https://www.we-cycle.org/we-cycle-basics/ ("WE-cycle e-bikes are Class 1 pedal-assist bikes, . . .")

5. The reduction in Code parking standards is appropriate only if substantial alternative modes of travel (mentioned in the previous condition) are implemented and no less than one space per unit is provided. This does not include handicap spaces. The applicant may explore other options which include less housing units and/or more parking spaces.

The required parking here is one space per unit. SkiCo claims that, by virtue of changes made from the Sketch Plan, it is now achieving the required minimum number of parking spaces by supposedly providing 32 spaces (including 2 ADA spaces) for the housing component of Phase II, and 31 spaces for the existing Phase I VMF. However, there are only 31 spaces for the existing VMF if you count the 9 spaces that will be double parked (with an entire row of 9 parking spaces apparently located within a building and behind 9 other parking spaces), one space dedicated to the Black Saddle Van, and one space designated for the VMF forklift:




Excerpt from Parking Plan, Application, Sheet L.1.04. There is no explanation of how this situation will be managed. Again, SkiCo is stretching the site to the max—trying but still failing to barely meet the minimum requirements set by the Town.

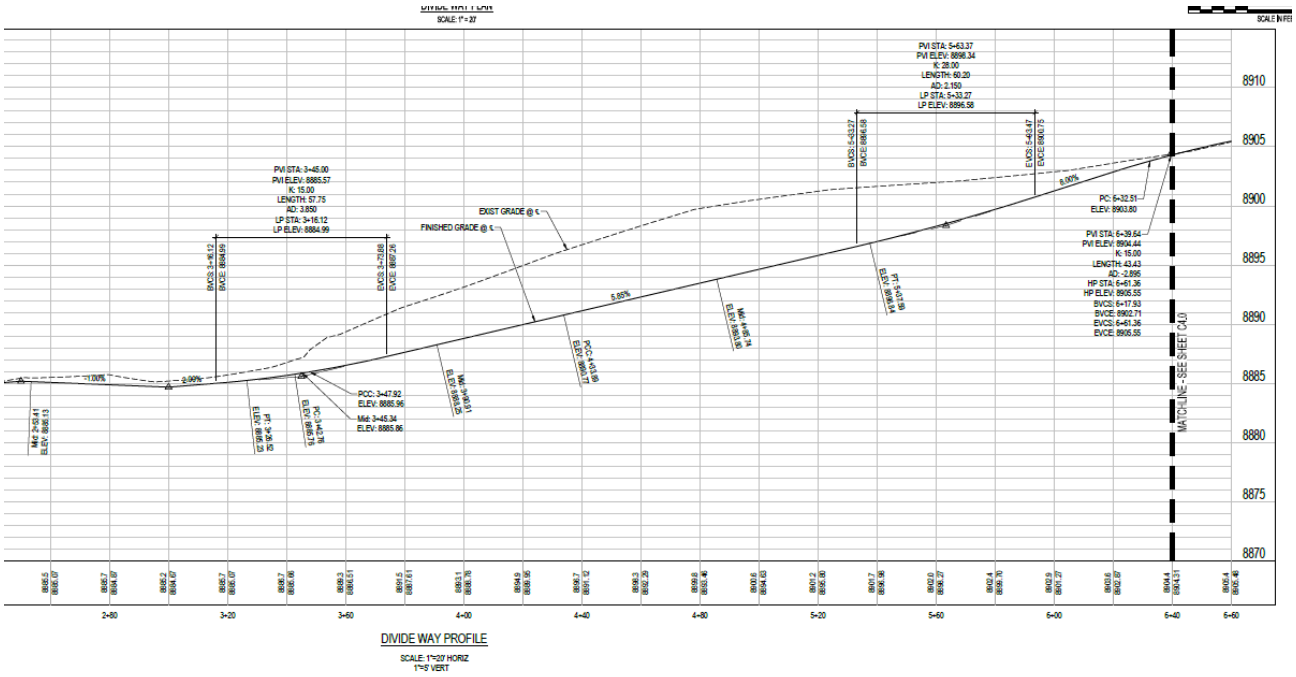
Additionally, while it is true that the minimum parking requirement under the LUC is only one space per unit, and not one space per *resident*, given the lack of any access to transit, and the lack of other alternative transportation options, the parking will not be adequate for up to 60 full-time, year-round residents. The

appropriate solution here is not more parking and more cars, but rather locating housing near the existing nodes, as directed in the Comprehensive Plan, to reduce vehicle trips, and maximize transit and other transportation options.

Physical Constraints of the Site

In order to approve a PUD amendment, LUC Sec. 16A-5-310(9) requires a consideration of the physical condition of the property proposed for development, including: "Suitability for development. The property proposed for the PUD shall be suitable for development, considering its topography, environmental features and any natural or man-made hazards that affect its development potential." LUC Sec. 16A-5-340(b) requires consideration of any geologic hazards, steep slopes, flood plains and similar hazards, and the nature of retaining walls required, and LUC Sec. 16A-4-50 prohibits development on slopes greater than 30% unless a limited exception applies.

There are myriad problems with the site relating to these issues. First, as previously noted, SkiCo is planning changes to Divide Way, including widening the roadway, and dedicated 8 feet of width to a "pedestrian/bike designated shoulder." Additionally, though not highlighted in the Application, SkiCo is proposing to substantially reduce the grade of Divide Way from locations 3+50 to 6+50, which includes lowering the road surface by more than 6 feet at location 4+80. An excerpt from Page C4.0 of the Application reflects the intensity of this change:



DIVIDE WAY PROFILE
SCALE: 1"=20' HORIZ
1"=5' VERT

The apparent reason for this change is to have Divide Way reach a lower elevation more quickly as it enters

the site, which potentially allows SkiCo to create several additional parking spaces at the bottom of the hill. These parking spaces would still be on a relatively steep sideways grade.

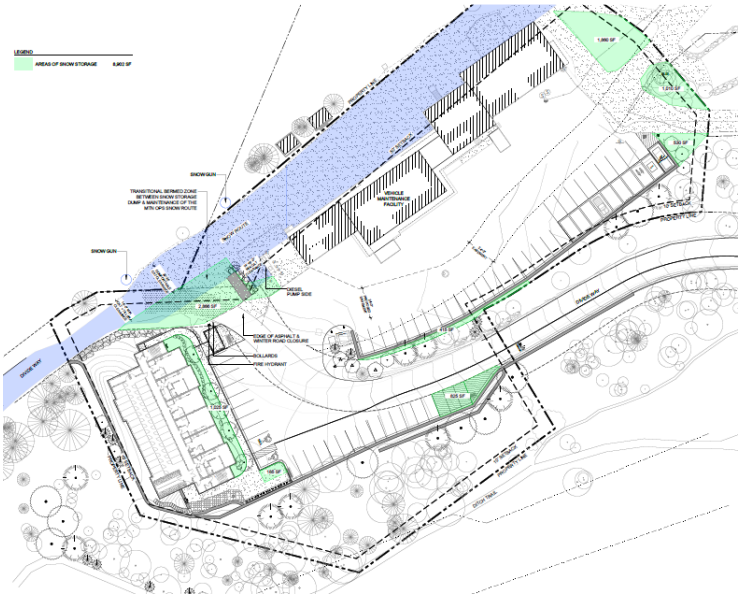
The combination of the lowering and widening the Divide Way Road surface compound to require significant re-grading. It may also require additional retaining structures, but no road cross-sections were shown. No effort was made to reduce the grade of Divide Way as it approaches the intersection with Divide Road. This grade has a 4.52% slope. It is already difficult to see over the top of this intersection from the other side, and the slope makes it hard to stop and get going again in winter conditions.

There is also a water pipe below the road, with no particular detail provided as to whether it will be lowered or moved, and/or how the slope for that pipe will be maintained as required following the change in grade.

In order to cram the large building and parking spaces into the site, the Preliminary Plan Proposal contemplates development on slopes greater than 30%, which has historically been prohibited, and also includes many very large retaining walls. Some retaining walls are located within setback areas. It appears retaining walls will tower to as much as 18 feet in height. The Application indicates the retaining wall types but provides no indication of how much excavation will be required during installation. However, it is anticipated to be substantial, likely requiring more site disruption and loss of vegetation than disclosed, especially at the higher levels. Additional retention may be necessary due to the lowering and widening of Divide Way.

Note that the Preliminary Geotechnical Study prepared by Kumar & Associates (Application, Exhibit 12), was prepared prior to any plans being prepared for the Project. Their report recommended a re-analysis after plans are developed. (Ex. 12 page 1). Excavation and retention are serious life safety issues that need to be studied more carefully and completely.

The snow storage plan shows that SkiCo will need to store snow all over the site, including in apparently very small areas, such as in narrow strips at the top of retaining walls that could be as tall as 12’ high. See teal-colored areas in excerpt below. This is not realistic. It also contemplates significant snow storage directly in front of the first-floor units and in areas overflowing into the existing easement that provides access to the Krabloonik site. Again, this is a result of trying to cram too much into the site.



Excerpt of Snow Storage Plan from Application

Livability

In order to maximize the number of units and residents that SkiCo can squeeze into the site, it is proposing very small units—each of which could house up to two people. The one-bedroom units are proposed to be only 540 sf each. This is smaller than the minimum one-bedroom unit size pursuant to LUC Sec. 16A-4-410. It is only when the "dedicated 36 sf storage area" for the one-bedroom units is counted that the one-bedroom units meet the minimum requirements of the LUC. Additionally, the one-bedroom units appear to contemplate interior windows for the bedrooms that "look into" the living area. The bedrooms have no apparent outside ventilation.

Despite the requirement of the Sketch Plan Resolution, the units are not going to be mirrored.

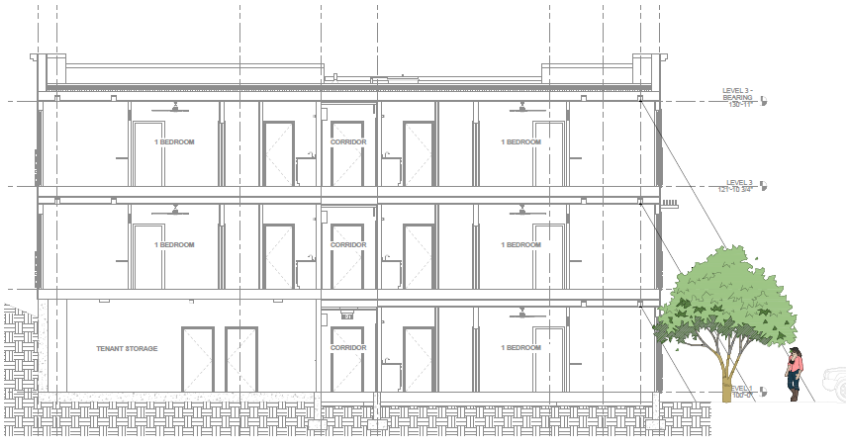
SkiCo touts an "amenity space" at the south side of the building that will include "an integrated bouldering wall with rubberized fall surfacing, outdoor grill/ kitchen area, movable seating, and other outdoor community elements." This is depicted in the image below, where the teal coloring is on the ground. The area appears to be very small—about the size of three parking spaces—and will be sandwiched between an approximately 18-foot-tall retaining wall to the south and west, and the approximately 31-foot-tall building to the north. On the east, this area will be constrained by WE-cycle and bike parking in the summer and a large snow storage pile winter. This will create a "canyon" effect and will not make this small space inviting. It will certainly not be sufficient for up to 60 residents.



Similar to the "canyon" effect, the units on the second level and southwest side of the building, would have an approximately 12-foot-tall wall about 5 feet away from the windows.

Lighting

One condition from the Sketch Plan Proposal was that the Application for any preliminary plan "include a study" demonstrating visibility of lighting from Snowmass Creek valley and requiring SkiCo to lessen visual impact of lighting. While the Application includes lighting sheets, it does not appear to include a lighting study. Additionally, the depictions of lighting provided, as shown by this example from Sheet Light-200, are not realistic.



Light does not travel in a straight beam, nor is it all blocked by a single tree.

Unanswered Questions

During the Town's review of the Sketch Plan Proposal, a constant refrain from SkiCo was that it was only a conceptual review, and that everything would be addressed in detail at the preliminary plan phase. However, many questions remain unanswered. Some are identified above. Additional questions remain concerning issues like grading, drainage and utility issues, without adequate detail provided. An additional example is the relocation of the mechanical equipment. SkiCo touts the removal of the mechanical equipment from the roof but does not clearly specify or depict where the mechanical equipment will be located. We believe SkiCo may be avoiding providing detail on some issues because of the challenges inherent in trying to fit this much density on the small, constrained site.

**Conclusion**

In the Sketch Plan Resolution, the Town Council expressly directed the SkiCo to "continue to work with the Divide HOA and other concerned entities throughout the duration of the land use process." It has not done that.

Following the Town Council's approval of the Sketch Plan Resolution, the Divide HOA reached out to SkiCo in March, prepared to discuss potential compromises. However, SkiCo did not respond for over a month. When the parties finally met, it was clear that SkiCo was not looking for input from the Divide HOA. SkiCo presented the Divide HOA's representatives with an essentially final version of the Preliminary Plan Proposal and advised that SkiCo would be submitting the preliminary plan Application in the week or two that followed.

During that discussion, the Divide HOA representatives asked whether SkiCo had even considered making changes like removing one story from the proposed building. Heather Henry responded that they had not considered such a change, as it would result in a loss of 10 units. She explained that SkiCo has economic viability considerations and site costs to account for, and it could not reduce the size of the Project.

If any other developer were to propose a tenfold increase in existing approved density on a site like this for economic viability reasons, the Town would certainly reject the proposal. Frankly, the reality of providing affordable housing in a community like Snowmass is that it is often constructed at a loss. That does not mean that the Town should abandon all of its other planning priorities just because a private party is proposing to build affordable housing.

While SkiCo has spent a lot of time justifying the Project on the basis of a widespread need for additional affordable housing in the Town and throughout the Roaring Fork Valley, SkiCo continues to expand its operations, which, in turn, continues to increase its affordable housing mitigation obligations. Like any other private, for-profit business, SkiCo should follow the rules and visions laid out for the Town in the Comprehensive Plan. As discussed above, the Comprehensive Plan acknowledged the need for additional affordable housing, while still stressing the importance of focusing additional housing development on the existing nodes. The fact that SkiCo is proposing an unprecedented level of development in one of the most

remote and pristine parts of the Town requires the Town to scrutinize the Project much *more* closely than it would for a similar proposal in a more suitable location.

Sincerely,



Bill E. Kyriagis



Brad W. Schacht
For the Firm

BWS/stm

cc: Brian McNellis (By Email Bmcnellis@tosv.com)
Deidre Boineau (By email divide@sopris.net)

**TOWN OF SNOWMASS VILLAGE**
**TOWN COUNCIL**

**RESOLUTION NO. 08**
**SERIES OF 2025**

**A RESOLUTION REGARDING THE DIVIDE (SHOP) SKETCH PLAN – MAJOR AMENDMENT TO A FINAL PLANNED UNIT DEVELOPMENT (PUD) APPLICATION FOR DIVIDE LOT 44 (PARCEL C - PHASE II), WORKFORCE HOUSING DEVELOPMENT AND AUTHORIZING THE APPLICANT TO SUBMIT A PRELIMINARY PLAN**

WHEREAS, the Aspen Skiing Company, ("Applicant") submitted a Major Amendment to a Final PUD on September 11, 2024 as a requested modification to the land use approval on Lot 44 of the Divide Subdivision pursuant to Ordinance No. 16, Series of 1989 which allows for the development of a Snowcat Maintenance & Repair Facility combined with 3 Employee Housing Units as part of Phase II of the PUD approval; and

WHEREAS, said application wishes to eliminate the Maintenance Facility component of Phase II and instead construct a partially pre-fabricated residential development of 30 employee housing units comprising 27,186 square feet of new building space in lieu of the previously approved 14,000 square feet; and

WHEREAS, a joint meeting between the Town Council and the Planning Commission was held on October 21, 2024 to hear a description of the proposed project by the Applicant; and

WHEREAS, public meetings were held before the Planning Commission on December 18th, 2024, as well as January 8th and 22nd, 2025 to review the application at which time a Resolution was forwarded to the Town Council; and

WHEREAS, a public hearing was held before the Town Council on February 3rd, 2025 to review the application and recommendation from Planning Commission.

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Snowmass Village, Colorado:

**Section One: General Findings.** The Town Council hereby generally finds that:

1) The Applicant submitted the application for a Major Amendment to a final PUD in accordance with the provisions of the Municipal Code. The application provided the Minimum Contents required pursuant to Section

16A-5-390 and included written and graphic materials in sufficient detail to deem the application complete for review.

2) The Major Amendment identifies land uses proposed for the subject parcel which are generally consistent with the intent of the 2021 Workforce Housing Master Plan and the Town of Snowmass Village 2018 Comprehensive Plan (the "Comprehensive Plan").

3) To the extent necessary for and pertinent to a Sketch Plan level of evaluation and review, the application is also consistent with the provisions of Section 16A-5-300(c), General Restrictions, of the Development Code, subject to satisfying the applicable conditions contained within Section Three of this resolution.

4) To the extent necessary for and pertinent to a Sketch Plan level of evaluation and review, the application is also consistent with the provisions of Section 16A-5-310, Review Standards, of the Development Code, subject to satisfying the applicable conditions contained within Section Three of this resolution.

**Section Two: Action.** The Town Council accepts the Planning Commission Resolution and hereby authorizes the applicant to submit a Preliminary PUD plan for the Divide Workforce Housing project subject to the conditions stated in Section Three below.

**Section Three: Conditions.** The approval granted in Section Two above shall be subject to satisfying the following conditions:

1. Divide Way shall be widened to no less than 24 feet (with a dedicated access easement) from the intersection with Divide Road, westwardly to the access area of the existing Vehicle Maintenance Facility on Lot 44 to ensure emergency access and adequate turnaround for the Fire District and maintenance vehicles.

2. A detailed landscape plan shall be submitted with any subsequent Preliminary Plan application to ensure screening of the proposed building (with appropriate and native plantings) as seen from Ditch Trail.

3. The residents of the proposed building shall not be eligible to obtain resident parking permits for the Town public parking lots pursuant to Section 8 Article II of the Municipal Code.

4. To support constrained parking and access to the site the applicant shall consider alternative modes of travel. These may include bikeshare, carshare, employee shuttles, off-site vehicle storage, and any other transportation demand management measures that may be appropriate.

5. The reduction in Code parking standards is appropriate only if substantial alternative modes of travel (mentioned in the previous condition) are implemented and no less than one space per unit is provided. This does not include handicap spaces. The applicant may explore other options which include less housing units and/or more parking spaces.

6. The applicant shall consider safe pedestrian and bicycle connections to Brush Creek Road and Carriage Way which may include a direct connection between Sleigh Ride and Ditch Trails for pedestrians and cyclists.

7. The proposed development shall implement no less than 2 parking spaces equipped for electric vehicle charging, which may occur within the existing Vehicle Maintenance Facility area. Up to 50% of the parking spaces shall have the ability of being converted EV parking spaces in the future.

8. Retaining walls on the backside of the building (and construction thereof) shall be contained entirely within the subject property but shall offer as much distance as possible from building to offer the ample afternoon solar exposure for westerly facing residential units.

9. Any subsequent Preliminary Plan application shall include detailed traffic reports and analysis to provide information about the impacts of additional traffic and increased wear-and-tear on Divide Road.

10. The floorplan(s) of adjacent units shall be "mirrored" to ensure optimum noise and nuisance control amongst neighbors residing in the building (see Dunlop Consulting referral comments attached) or demonstrate alternative adequate noise control measures.

11. Any subsequent Preliminary Plan application shall include Civil Plans and analysis that address seasonal drainage from the subject parcel during and after construction. This shall include any potential impact on natural water resources including drainage ways and/or established wetland areas.

12. Any subsequent Preliminary Plan application shall include a Construction Management Plan that shall address (among other requirements) fugitive dust suppression during construction.

13. Any subsequent Preliminary Plan application shall explore the possibility of solar generation on the proposed building.

14. Any subsequent Preliminary Plan shall include a study that demonstrates visibility of the proposed building (and associated lighting – interior and exterior) as seen from the Snowmass Creek valley and the greater Divide subdivision. The applicant shall explore ways to lessen the visual impact of the building and how make it better integrate with the site and surrounding natural environment.

The applicant shall mitigate light pollution in accordance with the Land Use Code lighting standards.

15. Applicant is strongly encouraged to reduce the scale, density, and height of the project.

16. The applicant shall explore the reduction in ceiling heights to reduce the overall height of the proposed building.

17. Council strongly prefers that the roof be free and clear of significant mechanical and HVAC equipment. Applicant shall also explore the implementation of green roof(s) where possible. Applicant shall minimize the visual and acoustic impacts of the project on the Ditch Trail.

18. The applicant shall explore increasing the overall amount of communal gathering space(s) associated with the proposed building.

19. The applicant shall explore options to increase the separation of residential units from the Vehicle Maintenance operation area of the site.

20. The applicant shall continue to work with the Divide HOA and other concerned entities throughout the duration of the land use process.

21. The Preliminary Plan application shall be subject to the applicable provisions of the Municipal Code in effect at the time said application is determined to be complete and accepted for review.

INTRODUCED, READ, AND ADOPTED by the Town Council of the Town of Snowmass Village, Colorado on this 3rd day of February 2025, with a motion made by Council member Fridstein and a second by Councilmember Gustafson, by a vote of 5 in favor and 0 opposed.

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

Alyssa Shenk, Mayor

ATTEST:

Megan Harris Boucher, Town Clerk

Exhibits:
A. Site Plan

# MEMORANDUM

TO: Snowmass Village Planning Commission

FROM: Jim Wahlstrom, AICP, Senior Planner
Community Development Department

DATE: September 3, 2025 meeting

SUBJECT: **CONTINUATION OF SNOWMASS MALL AND PARCEL C GATEWAY BUILDINGS CONSOLIDATED COMPREHENSIVE SIGN PLAN AMENDMENT**

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## I. PURPOSE AND ACTIONS REQUESTED OF PLANNING COMMISSION

On April 24, 2025, the Connect One Design ('Applicant') on behalf of the Snowmass Mall Investment Group, LLC ('Owner') as managed by the Romero Group, LLC, submitted an application to consolidate, update, revise and/or replace the prior Comprehensive Sign Plans for the Snowmass Mall and Gateway Buildings into an 11-page document. Town Staff initially issued completeness and some preliminary evaluation comments on May 9, 2025, which were meant to clarify and describe the actual standards rather than the exceptions and variation allowances for the CSP. Following subsequent communications and replies on July 11 and 21, 2025, the Applicant resubmitted an elaborate update of the application and CSP with further exceptions expanded to 16 pages on August 4, 2025.

The Town's Planning Commission should review the updated Consolidated CSP against the prior approved CSPs and for compliance with the municipal code's procedures in *Section 16A-4-560, 'Comprehensive sign plan*,' and its review standards relative to revisions of prior CSP approvals following Subsection (6), *'Amendment*.'

## II. SUMMARY DESCRIPTION

Reference the updated Consolidated CSP Amendment, which is organized in different sections of proposed procedures and standards, via this Town website link: https://portal.laserfiche.com/Portal/Browse.aspx?id=244653&repo=r-b27e3aff

Also reference the attached Town Staff prepared matrix for a summary comparison analysis of the prior approved CSPs against the proposed Consolidated CSP.

## III. BACKGROUND

The prior CSPs approved by the Town via Ordinance 28, 1984 for the Snowmass Village Mall CSP (enclosed), Ordinance 12, 1985 for the Alpine Bank CSP, Ordinance 8, 1989 for the Parcel 'C' Gateway Building CSP (enclosed), and Ordinance 20, 1990 for the CSP involving the 4 Mall Directory and Directional signs. The standards are summarized in the attached matrix along with the new standards and provisions of the updated Consolidated CSP.

## IV. APPLICABLE REGULATIONS

**Sec. 16A-4-560. Comprehensive sign plan.**

*(a) Purpose. There are special circumstances within the Town that deserve flexibility from the standards prescribed in this Division, when such flexibility is in the best interest of the community. The purpose of this Section is to authorize a comprehensive sign plan to be submitted so as to afford such flexibility, while still meeting the purpose of this Division.*

*(b) Applicability. The Town Council may permit the utilization of comprehensive sign plans for multiple businesses located in a single building, or for building complexes that are located on one (1) lot or parcel or two (2) or more continuous parcels, that are held in unified control.*

*(c) Plan Requirements.*

*(1) Submission of application.*

*a. Minimum contents (*for application materials*) per Section 16A-5-40(b) of the municipal code.*

*b. Detailed sign plan. A detailed sign plan with an accurate survey map or sufficient legal description describing the area in which the plan will be in effect. The plan shall include written stipulations that address all relevant concerns, including but not limited to the location of proposed signs and their size, height, color, lighting, orientation, construction material and copy. If there are signs within the plan area that will not conform to the standards described in the comprehensive sign plan, procedures and time frames for securing the removal of nonconforming signs shall be detailed.*

*c. All parties must join. All parties affected by provisions of the comprehensive sign plans must join in the application for such plans. If multiple businesses in a single building, building complexes or portions thereof are governed by a management agreement, the duly constituted representative of the management association or firm shall join in such plan. It is unnecessary for owners or lessees to join if said representative has joined on their behalf.*

*(2) Staff review. Staff review of the application shall be accomplished, as specified in Section 16A-5-50, Staff Review of Application.*

*(3) Planning Commission review. A complete copy of the application shall be forwarded to the Planning Commission, together with a copy of the staff review. The Planning Commission shall review the application, and shall make its recommendations to the Town Council, considering whether the comprehensive sign plan contains appropriate limitations within its plan stipulations to ensure that the sign plan will minimize its impact on surrounding land uses and is compatible with the purposes of this Division.*

*(6) Amendment. Once authorized by the Town Council, a comprehensive sign plan may only be amended as follows:*

a. *Procedure. The Planning Director shall submit notice of the requested change and all relevant material to the Planning Commission for its review and recommendation to the Town Council.*
b. *Standards. The Planning Commission may recommend approval, and the Town Council may approve the proposed change only if the following standards are met:*

    1. *Not adversely affect sign plan. The proposed amendment will not adversely affect the development and preservation of the entire sign plan;*
    2. *Not adversely affect surrounding uses. The proposed amendment will not adversely affect surrounding land uses;*
    3. *Not conflict with purposes. The proposed amendment will not conflict with the purposes of this Division; and*
    4. *Not confer special benefit. The proposed amendment will not be granted solely to confer a special benefit upon any party.*

## V. STAFF ANALYSIS AND RECOMMENDATION REGARDING THE PROPOSED CONSOLIDATED CSP AMENDMENT.

Following its review and deliberations, the Planning Commission should determine whether the proposed Consolidated CSP Amendment complies with the first three key standards outlined in the CSP Code above. A primary consideration is whether the updated CSP would result in **adverse impacts** or **adversely affect** surrounding properties. Additionally, the Commission should assess whether the amendment aligns with the overarching purpose of the CSP Code—namely, promoting **flexibility in a manner that serves the best interest of the community**.

**Staff Perspective:**

Staff find that the proposed Consolidated CSP promotes flexibility, but in a manner that appears to primarily benefit the applicant rather than the broader community. This conclusion is based on several elements of the proposal:

- **Increased Maximum Sign Allowances** (Section 4: Dimensional Standards), which expand the scope of signage beyond previously approved limits.
- **Design Flexibility Provisions**, including allowances for window clings in one section of the CSP while another section incorporates commercial branding and product advertising within window clings, which also extends beyond the limitations set in the sign standards.
- **Permissions for Permanent Operational Signage** (Section 5: Temporary Signage Standards), such as menu boards, sandwich signs, and additional directional signs, which may blur the line between temporary and permanent signage.
- **Special Design Requirements** (Section 6), which introduce exceptions without square footage limitations, effectively undermining the quantifiable standards established earlier in the updated CSP.
- **Wildcard/Variation Provisions** (Section 8), which allow broad exceptions to the dimensional standards, potentially creating further enforcement challenges.

- **The Abatement Procedures** for non-conforming signs seem elongated considering many of the signs have already been nonconforming for an extended time.

Taken together, these provisions suggest a shift away from a structured and enforceable signage framework toward a more ambiguous and lenient system. While the document is well-organized, the cumulative effect of these flexibilities may result in a **disorganized, confusing, and difficult-to-enforce signage environment** at the Mall, requiring increased interpretation and oversight.

**Additional Considerations:**

The Planning Commission should also evaluate whether certain proposed standards, waivers, or exceptions confer **special benefits** to the applicant and its managed tenants. For instance, the proposal may be interpreted as a mechanism to legitimize existing nonconforming or unpermitted signage, or to allow future modifications that deviate from previously approved, more restrictive standards. This could be seen as inconsistent with the goals of adjacent or nearby CSPs (as well as the prior Mall CSPs), which maintain stricter signage controls.

Conversely, the applicant suggests that more flexible signage regulations could support **business retention and vitality**, a goal that may align with broader community interests. The Commission should weigh these competing interpretations carefully.

Overall, the proliferation of sign variations and exceptions, if left unchecked, risks creating a landscape of unregulated visual clutter within a scenic area like Snowmass Village. Without consistent design standards and enforcement, the cumulative effect could undermine community character, distract from natural surroundings, and reduce the effectiveness of wayfinding. A more structured approach to signage regulation is essential to preserve visual harmony and ensure equitable treatment across developments. With a bit more effort in complying with the currently approved CSPs, it would benefit the broader community while still retaining the existing flexible sign standards.

## VI. STAFF RECOMMENDATION

**Staff Recommendation:**

Town Staff recommends that the updated Consolidated CSP **not be approved in its current form or content**. The proposed amendment raises concerns regarding its alignment with the CSP Code's standards, particularly in terms of potential adverse impacts on surrounding properties and whether the additional flexibility it introduces serves the broader community interest. Staff further recommends hearing from the community, Planning Commission, and the applicant to amend the application in the best interests of the Community and the Mall area.

**Staff Presentation Overview – September 3, 2025 Planning Commission Meeting**

Town Staff will provide an introductory presentation to the Planning Commission regarding the proposed Consolidated CSP Amendment for the Mall and Gateway

Buildings. This will be followed by a presentation from the applicant outlining the details and intent of the amendment.

Following discussion and deliberation, the Planning Commission may choose to schedule a group site visit, inspect individually, and/or **direct Staff to draft a resolution** for formal consideration at the next scheduled meeting.

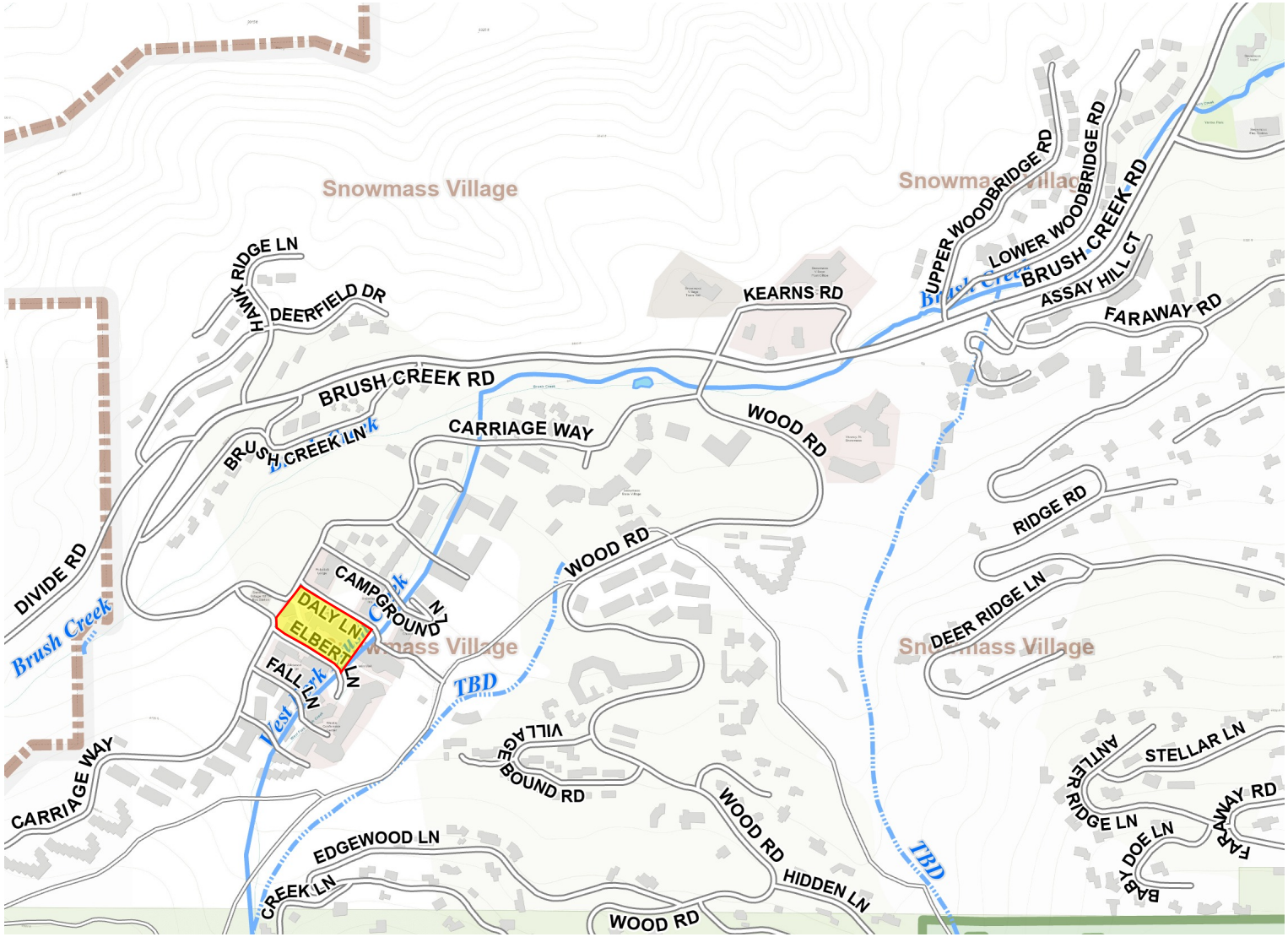
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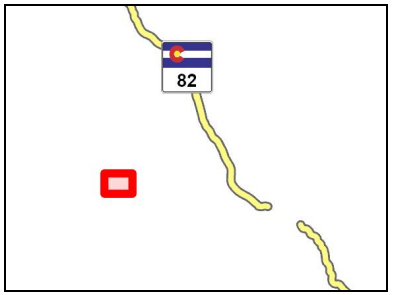
- Vicinity map;
- Updated Consolidated Comprehensive Sign Plan Amendment, or via the this link: https://portal.laserfiche.com/Portal/Browse.aspx?id=244653&repo=r-b27e3aff
- Ordinance 28, 1984 for the Snowmass Village Mall CSP;
- Ordinance 8, 1989 for the Parcel 'C' Gateway Buildings CSP;
- Town Staff prepared matrix of a summary comparison analysis of the prior approved CSPs' standards against the proposed updated Consolidated CSP standards.
- 2017 Survey of the Snowmass Village Mall (on its Parcels A-D) and the Gateway Buildings (on Lot C-1 of the Parcel C Subdivision);
- Prior Snowmass Village Mall SPA Final Plat Map and Survey of the Snowmass Mall buildings showing its Parcels A-D (**Note**: the properties for the Mall and Gateway Buildings do not include the real estate office, the Timbermill Building or its tenants, and the Viewline Hotel and its commercial tenants which are under separate ownerships and served by different CSPs);
- Prior Parcel C Subdivision plat showing its Lot C-1 where the Gateway buildings are located (**Note**: Lot C-2 is the Town owned local shuttle terminal property next to Daly Lane).
- Prior condo map and survey of the Gateway buildings on Lot C-1.
- Legal description;
- Photos of the Village Mall signs as of July 31 and August 9, 2025.

# Vicinity Map - Snowmass Mall

Pitkin Maps & More

Map Created on 1:28 PM 04/22/25 at http://www.pitkinmapsandmore.com




**Legend**

- Road
  - State Highway
  - Primary Road
  - Secondary Road
  - Service Road
- Rivers and Creeks
  - Continuous
  - Intermittent
- River, Lake or Pond
- Town Boundary
- Federal Land Boundary
  - BLM
  - State of Colorado
  - USFS
- Project Location

**Notes**

2,000.0 0 1,000.00 2,000.0 Feet

1: 12,000

WGS_1984_Web_Mercator_Auxiliary_Sphere

THIS MAP IS FOR INFORMATIONAL PURPOSES. Pitkin County GIS makes no warranty or guarantee concerning the completeness, accuracy, or reliability of the content represented.

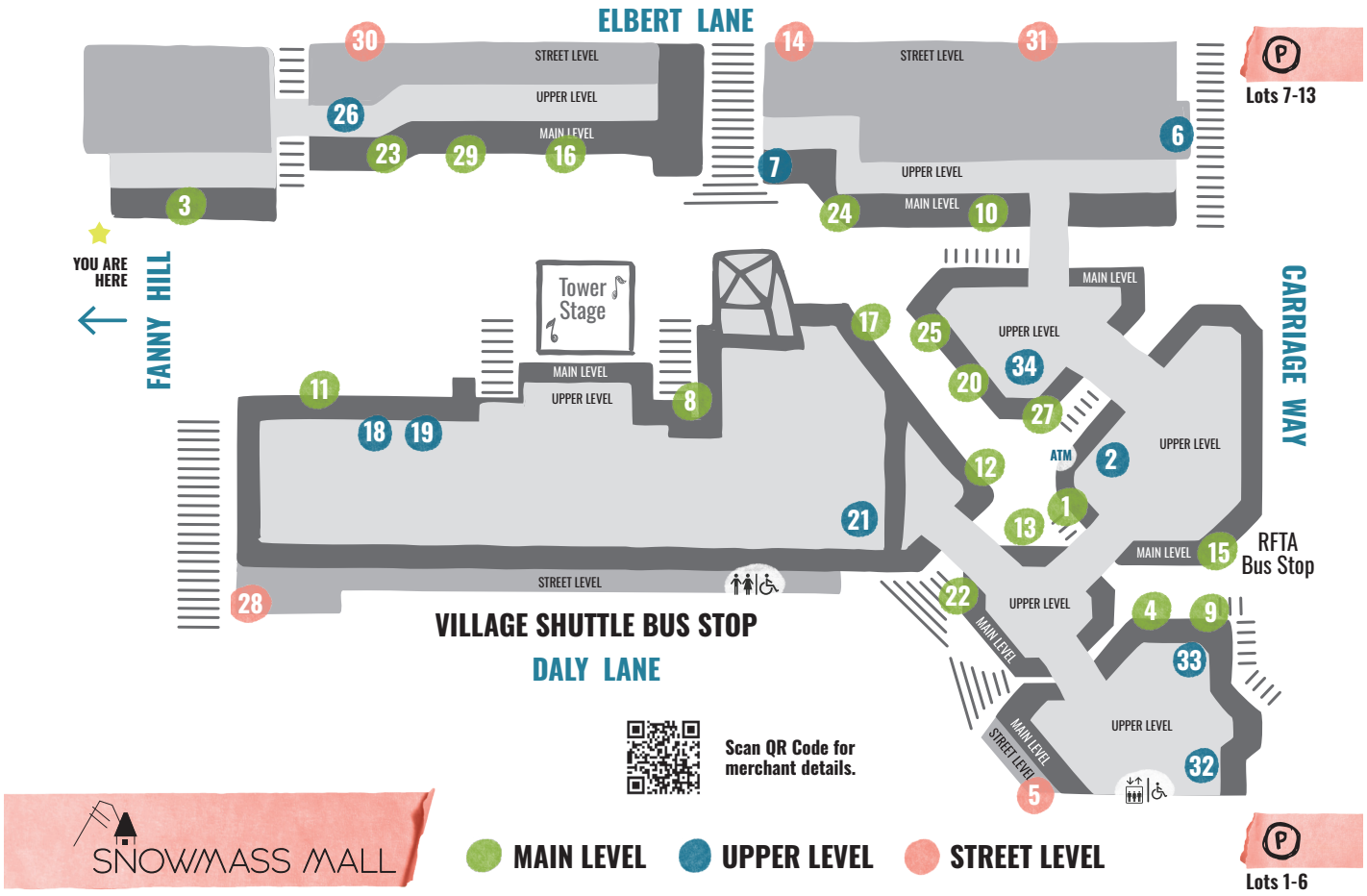
RECEIVED
04/24/2025




# CONSOLIDATED COMPREHENSIVE SIGN PLAN

SNOWMASS VILLAGE MALL & GATEWAY BUILDING (PARCEL C)

AUGUST 4, 2025




1 81615
2 Challenge Aspen
3 Christy Sports
4 Daly Bottle Shop and Grain Fine Food & General Store
5 Dr. Michael Check
6 Engage Coworking
7 Engel & Völkers Real Estate
8 Four Mountain Sports
9 Fuel
10 Gene Taylor's Sporting Goods
11 Gorsuch
12 Grub Thai
13 GuapoDog Pet Supply
14 iL Poggio
15 Incline Ski & Board Shop
16 Local Rebels/Local Color
17 NapoliExpress
18 Rock Island Oyster Bar & Grill
19 Romero Group Realty
20 Sidewinder Sports
21 Slightly Used Sporting Goods
22 Snowmass T-Shirt Company
23 Snowmass Trading Company
24 Strafe Outerwear
25 Sunglass Panache
26 Sunset Ski
27 Surefoot
28 The Snowmass Fitness Room
29 The Stew Pot
30 The Tavern Kitchen & Bar
31 TOSV Transportation Dept.
32 Verde Natural
33 Wienerstube
34 Zane's Tavern

Figure 1. Snowmass Mall Tenant Directory as of July 30 2025

# CONSOLIDATED COMPREHENSIVE SIGN PLAN

SNOWMASS VILLAGE MALL & GATEWAY BUILDING (PARCEL C)

## PREAMBLE

### PURPOSE AND AUTHORITY OF COMPREHENSIVE SIGN PLANS

This Consolidated Comprehensive Sign Plan ("CSP") is a regulatory document authorized under Section 16A-4-560 of the Town of Snowmass Village Municipal Code. Comprehensive Sign Plans serve as specialized zoning overlays that may supersede portions of the Town's general Sign Code when circumstances warrant flexibility in the best interest of the community.

Unlike the Town's general Sign Code, which establishes uniform standards for all properties, this CSP recognizes that the Snowmass Village Mall area has special circumstances that deserved tailored regulations while still meeting the overall purposes of the Town's sign regulations. This plan operates in addition to, not in replacement of, the Town Sign Code-modifying only those specific provisions explicitly addressed herein.



Figure 2. Signs are constructed of appropriate, durable materials.

### RELATIONSHIP TO TOWN CODE

- Town Sign Code remains in effect for all matters not specifically addressed in this CSP
- Town permits are still required for all signage under Section 16A-4-550(a)
- This CSP provides the framework within which Town Permits are evaluated for this district
- Only the provisions specifically contained within this CSP supersede general Town sign regulations

### CONSOLIDATION OF PRIOR APPROVALS

This Consolidated CSP rescinds and replaces the following CSP's to create unified regulation under one comprehensive framework:

- Ordinance No. 28, Series of 1984 - Snowmass Village Mall CSP
- Ordinance No. 8, Series of 1989 - Gateway Building Parcel C CSP
- Ordinance No. 12, Series of 1985 - Alpine Bank CSP
- Ordinance No. 20, Series of 1990 - 4 Mall Directory & Directional Signs CSP

All prior CSPs listed above are hereby rescinded in their entirety and replaced by this Consolidated CSP to eliminate potential conflicts and provide unified regulatory framework

### COMMUNITY BENEFIT JUSTIFICATION

The Snowmass Village Mall stands as the original commercial heart of Snowmass Village – the authentic "Old Town" where shopping, dining, and entertainment all began. As newer developments have emerged, including Base Village which has added hundreds of residential units and over 60,000 square feet of new commercial space, the Mall faces increased competition for visitor attention and foot traffic. The Town-owned activities and events center in Base Village further draws and keeps visitors anchored in that area throughout both winter and summer seasons.

Simultaneously, businesses at the Mall face numerous economic challenges, including:

- Housing scarcity for the working class throughout Snowmass Village and the Roaring Fork Valley
- Rising labor costs
- Increased costs of goods sold
- Higher occupancy costs
- Increased regulations and taxes

In this environment, the Mall's distinctive identity as the original, authentic heart of Snowmass Village becomes its greatest competitive advantage. The Mall uniquely stands as Snowmass Village's birthplace, representing the "Old Guard" with authentic character and local spirit absent in newer, homogenized North American ski villages. As an international destination, the Mall welcomes visitors from around the world, many of whom may have limited English proficiency, creating both challenges and opportunities for effective communication through signage.




Figure 3. All signs shall be constructed with quality materials and design, while still expressing individuality and creativity.

This signage plan therefore deliberately moves away from standardization, conformity, and sterilization. Instead, it celebrates creativity, personality, and the unique heritage of the Mall. The storefronts and their signage contribute significantly to creating an environment that is more innovative, interesting, stylized, and enjoyable for both guests and locals alike. This approach honors the Mall's position as not only the first commercial center in Snowmass Village but also as the most authentic place to be

This flexibility benefits the community by:

1. **Preserving Economic Vitality:** Supporting the Mall's unique businesses in an increasingly challenging economic environment helps maintain the diverse commercial ecosystem that serves both residents and the international visitors who seek authentic mountain town experiences.
2. **Maintaining Community Character:** The CSP's creative flexibility prevents the sterilization and standardization that would diminish the Mall's role as Snowmass Village's distinctive birthplace and authentic gathering place.
3. **Supporting Tourism:** Enhanced signage communication (including multilingual elements) better serves our international visitor base, supporting the broader tourism economy that benefits the entire community.
4. **Economic Resilience:** Allowing businesses to effectively communicate their identity and offerings helps ensure the long-term viability of the Mall as a commercial center, preventing potential vacancy and economic decline in our historic core.




Figure 4. The predominant text on the sign shall be the business name or logo, and any additional text should enhance the communication of the business identity and offerings.

With this context in mind, this CSP aims to provide guidelines that ensure quality while encouraging the creative expression that makes the Snowmass Village Mall a memorable destination.

## SECTION 1: DEFINITIONS

**Acrylic:** A type of plastic material known for its clarity, weather resistance, and durability when used for signage. Often used for illuminated signs, dimensional letters, or panels.

**Awning:** A roof-like cover extending over or in front of a doorway or window as a shelter or decorative element, typically made of canvas or similar material on a frame.

B**anner:** A temporary sign made of flexible material (such as vinyl, fabric, or canvas) with no enclosing framework, typically used for special promotions, events, or announcements.

**Bracket:** A structural support designed to hold a projecting or hanging sign securely to a building wall, column, or other structural element.

**Composite Materials**: Engineered materials made from two or more constituent materials with significantly different physical or chemical properties. When combined, they create a material with characteristics different from the individual components. Examples include aluminum composite panels or fiber-reinforced composites.

**CSP: Comprehensive Sign Plan** - This document, which establishes signage guidelines for the Snowmass Village Mall and Gateway Building.

**Gateway Building:** The property known as Parcel "C" Gateway Building in Snowmass Village Mall, as referenced in Ordinance No. 8, Series of 1989.

**Hardware:** The collection of physical components used to mount, attach, or support a sign, including brackets, bolts, screws, hinges, and other fasteners.

**High Density Urethane (HDU):** A closed-cell rigid foam material commonly used in the sign industry as an alternative to wood. It offers excellent durability, weather resistance, and can be routed, carved, and painted for dimensional signage.

**Incandescent Light:** A traditional form of lighting that produces light through a heated filament, typically enclosed in a glass bulb. These lights emit a warm glow but are less energy-efficient than newer lighting technologies.

**Landlord:** The owner of the Snowmass Village Mall and/ or the Gateway Building properties, responsible for administering and enforcing this Comprehensive Sign Plan.

**LED Light:** Light Emitting Diode lighting, a highly energy-efficient lighting technology that uses semiconductor devices to convert electricity into light. LED "neon-look" technology is specifically permitted and not considered prohibited "neon"

**Mall:** The Snowmass Village Mall property, as referenced in Ordinance No. 28, Series of 1984.

**Neon Light:** Traditional gas-filled glass tube lighting technology, which is prohibited. Modern LED technology that mimics neon appearance is permitted.

**Pennants**: Small, often triangular flags, typically connected in a series on a string or line and used as a decorative element or attention-getting device.

**Pictogram:** A symbol or simple picture that represents an object, place, or concept and communicates meaning across language barriers.

**Primary Locations:** Areas designated as most suitable for particular sign types,

typically offering optimal visibility, accessibility, or alignment with the intended function of the sign.

**Projecting Sign:** A sign attached to and projecting from a building wall or column and not parallel to the wall or column.

**Sandwich Board:** A portable, self-supporting, A-frame sign with two sign faces, typically placed on a sidewalk or exterior area adjacent to a business entrance to advertise daily specials or attract foot traffic.

**Secondary Locations:** Areas that are acceptable but not optimal for particular sign types, often with limitations or additional requirements to ensure appropriate integration.

**Shop Drawings:** Detailed technical drawings created by a sign manufacturer or fabricator that show exact dimensions, materials, construction methods, mounting details, and other specifications needed to fabricate and install a sign accurately.

**Tenant:** Any business or entity leasing space within the Snowmass Village Mall or Gateway Building properties.

**Wall Mounted Sign:** A sign attached parallel to the wall of a building or structure.

**Wildcard Variance:** An approved exception to the standard requirements of this Comprehensive Sign Plan, granted by the Landlord based on criteria outlined in the Wildcard/Variation Provisions section.

**Window Cling**: A vinyl or similar material applied directly to glass surfaces, typically printed with graphics, text or designs. May be perforated or solid.

**Window Sign:** Any sign, symbol, or display installed on, affixed to, painted on, or visible through a window.

## SECTION 2: GENERAL OBJECTIVES

In order to achieve high quality and consistency throughout the Snowmass Village Mall and Gateway Building (Parcel C), The Landlord has developed the following set of signage and graphics guidelines to be applied to these properties. The intent is to set forth guidelines that will ensure a baseline of construction quality, while strongly encouraging individuality and creativity from sign to sign. This policy is written expressly to promote the unique character, heritage, and spirited approach that distinguishes the Mall from newer, more standardized developments.




Figure 5. The store signage and graphics promote unique character and spirit of the Mall, while maintaining quality.

The CSP establishes clear standards for:

- Construction quality and safety requirements
- Professional design and installation standards
- Landlord review and approval processes
- Specific dimensional and placement guidelines
- Material durability and appropriateness requirements

The following guidelines apply to all businesses located within the Snowmass Village Mall and Gateway Subdivisions.

# SECTION 3: APPROVALS & PERMITS




Figure 6. Additional signage may be included with the approval of the landlord.

### Landlord Review Authority

All sign designs shall be reviewed and approved by the Landlord prior to installation. Landlord approval establishes compliance with this CSP but does not eliminate the requirement for Town sign permits.

### Town Permit Requirements

All signs require Town permits pursuant to Section 16A-4-550(a) of the Sign Code, including signs approved under this CSP. The CSP approval establishes the framework within which individual permits shall be evaluated

### Permit Process

- Obtain Landlord approval under this CSP
- Submit Town permit application with Landlord authorization
- Town permit approval based on CSP compliance

### Submission Requirements

The following information must be included in all submissions to the Landlord in order to secure approval for manufacturing or installation of a sign:

1. **Detailed shop drawing or mockup** of the proposed sign showing dimensions, materials, colors, and attachment methods
2. **Mall/Gateway Building map** keying the location of the proposed sign or signs
3. **Name of intended sign manufacturer** to be used
4. **Material specifications** demonstrating compliance with durability and aesthetic requirements
5. **Electrical plans** if illumination is proposed, showing wiring methods and light sources

### Non-Conforming Signs

Any sign which does not conform to this consolidated CSP will be permitted to remain in place, provided it received prior Town permits or approval under previously adopted CSPs, meets current safety standards, and does not adversely affect the aesthetic quality of the Mall or Gateway Building. Non-conforming signs may be replaced or substantially altered only in conformance with this CSP or alternatively may apply for a formal Town variance as described in Section 16A-4-580.

### Tenant Education and Compliance

All existing and new tenants shall be provided with a copy of this Comprehensive Sign Plan upon lease signing or renewal. Landlord will ensure that tenants acknowledge receipt and understanding of these guidelines as part of their lease agreement. This process ensures consistent application and understanding of CSP requirements throughout the Mall and Gateway Building properties.




Figure 7. Branding helps reinforce the Mall's distinctive identity and character.

# SECTION 4: DIMENSIONAL STANDARDS

## WALL MOUNTED SIGNS

### Size standards by storefront width

- Small Storefronts (≤25 linear feet): Maximum 10 square feet
- Medium Storefronts (26-40 linear feet): Maximum 18 square feet
- Large Storefronts (41-60 linear feet): Maximum 28 square feet
- Extra Large Storefronts (>60 linear feet): Maximum 35 square feet

### Dimensional Limits

- Maximum Height: 36 inches
- Maximum Width: 144 inches
- Projection from Wall: 8 inches maximum
- Minimum Ground Clearance: 8 feet when over pedestrian areas

### Building Identification Signs

Large format building identification signs may exceed standard limitations with Landlord approval, maximum 50 square feet.




Figure 8. This is an example of a 'Wall Mounted Sign', as found in the definitions section of this document.

## PROJECTING SIGNS (HANGING/BRACKET-MOUNTED)

### Size Standards

- Circular Signs: Maximum 42-inch diameter (9.6 square feet)
- Rectangular Signs: Maximum 60" x 36" (15 square feet)
- Custom Shapes: Maximum 15 square feet total area
- Double-Sided: Area calculated per side, both sides may be utilized

### Installation Requirements

- Minimum Ground Clearance: 8 feet over pedestrian walkways, 6 feet over planted areas
- Maximum Projection: 48 inches from building face
- Hardware: Professional-grade brackets colored to complement building




Figure 8. This is an example of a 'Projecting Sign', as found in the definitions section of this document.

## WINDOW SIGNS

### Coverage Standards

- Primary Storefront Windows: Maximum 10% window coverage (Town Code compliance)
- Secondary/Side Windows: Maximum 10% window coverage
- Measurement: Calculated as percentage of total window area

### Permitted Types

- Hand painting, decals, window clings (excluding commercial advertising content)
- Silk-screening on glass, gold leaf, etching
- LED "neon-look" technology
- No solid or structural backing permitted




Figure 10. Window sign size is proportional to the window area and appropriate to the scale of the business.

## WINDOW CLINGS

Window clings shall be approved by the Landlord prior to installation and adhere to the following guidelines:

### Primary Locations:

- Window clings may be used in service areas where privacy is desired
- Window clings may be used to mask storage or back-of-house areas
- Window clings with compelling graphics or design elements may be used as part of an overall storefront design

### Secondary Locations:

Storefront windows where visibility into the store is important for customer engagement areas where window clings would create a "blocked off" appearance that diminishes the vibrancy of the Mall



Figure 9. Window clings may be used in service areas where privacy is desired or used to mask 'back of house' areas.

### Design Quality:

- Window clings shall be of professional design and print quality
- Graphics shall contribute positively to the aesthetic of the Mall
- Excessively busy or cluttered designs may be denied approval

### Content:

- Window clings may include business branding, artistic elements, and product information
- Window clings shall not be used primarily for posting sale information or temporary announcements
- Content shall not contain offensive imagery or text

### Coverage:

- Full window coverage may be approved in appropriate locations
- Partial coverage shall be designed to complement the overall storefront appearance

## AWNING SIGNS

### Size Limitations

- Letter Height: Maximum 8 inches (Mall level or below), 10 inches (above Mall level)
- Text Width: Maximum 84 inches (7 feet) total

### Area Inclusion

- Tenant awning sign areas shall be included within projecting, wall or overhanging sign area limitations for that particular unit
- On-premise building awnings shall obtain specific size, location and design approval from Landlord




Figure 11. Tenant awning signs shall be included within the sign limitations for that particular unit.

### Design Standards

Awning signs shall complement the overall building architecture and contribute to the cohesive visual character of the Mall while allowing individual business expression through appropriate use of graphics, colors, and text.




Figure 12. This is an example of a 'Awning', as found in the definitions section of this document.

## BUILDING DIRECTORIES AND WAYFINDING SIGNS

### Landlord-Installed Directories

Building directories may be erected by the Landlord at egress and stairway locations throughout the properties. These directories serve essential wayfinding functions and are not subject to individual tenant sign limitations.

### Size Standards

- Upper Level Directories: Maximum 6 square feet in size
- Mall-Wide Directories: May exceed 6 square feet as needed to ensure legibility and functionality (such as maps at shuttle stops and comprehensive tenant listings)
- Additional Directional Signage: Limited dimensions, approved by Landlord only as necessary to improve pedestrian circulation

### Operational Status

Mall-wide directories and maps shall be considered permanent installations. Additional directional signage of limited dimensions shall be considered temporary signage and subject to periodic review for continued necessity.

## SECTION 5: TEMPORARY SIGNAGE STANDARDS

### Short-Term Temporary Signs (Maximum 14 days, Town permit required)

- Freestanding: Maximum 9 square feet (Town Code compliance)
- Banners: Maximum 3 feet high x 12 feet long
- Event Signage: Maximum 12 square feet
- Permit Required: All temporary signs require Town permits with Landlord authorization

### Operational Signage (Permanent fixtures with design standards)

- Menu Boards/Daily Specials
- Maximum Size: 12 square feet
- Professional Standards: Weatherproof construction, consistent design
- Changeable Copy: Permitted for restaurants and food service

### Sandwich Boards

- Dimensions: Maximum 24" wide x 36" high
- Professional Standards: Weatherproof construction, consistent design
- Placement: Within 6 feet of business entrance, cannot obstruct pedestrian flow
- Storage: Must be stored indoors when business closed
- Status: Treated as permanent operational signage, not temporary

### Directional Signs

- Maximum Size: 6 square feet
- Content: Wayfinding, parking, facility information only




Figure 13. Temporary signage may be installed under approval by the Landlord.




Figure 14. Sandwich boards shall have a professional quality appearance and be approved by the Landlord.

## SECTION 6: SPECIAL DESIGN REQUIREMENTS

### Design Flexibility Standards

**Shape Requirements**: All proposed sign shapes will be approved on an individual basis. Creative and distinctive shapes that reflect the business identity and contribute to the unique character of the Mall are encouraged. Custom shapes may include but are not limited to organic forms, geometric designs, business-related silhouettes, and architectural elements that complement the building design.

**Size Evaluation Criteria:** Businesses are permitted signs of appropriate size for their storefront, with no absolute square footage limitation. Sign size will be evaluated based on the following factors:

- Proportionality to the storefront and building scale
- Visibility needs and pedestrian sightlines
- Aesthetic harmony with surrounding signage
- Contribution to the overall character of the Mall
- Impact on neighboring businesses and public areas

The Landlord reserves the right to limit sign size if a proposed sign would overwhelm neighboring businesses or detract from the overall appearance of the property.

### Sign Quantity Standards

**Primary Sign** Allocation: Each business frontage with an actively used access point is permitted one primary sign, which may be wall mounted, projecting, or hanging style. Signs may be double or single face depending on the installation location as determined by the Landlord.

#### Additional Sign Provisions

- **Hardship Exception:** Where strict application may result in exceptional practical difficulty due to unique physical proximity of a tenant's unit, one additional sign of limited dimensions may be allowed subject to Landlord approval
- **Large Frontage Exception:** Businesses with more than thirty (30) linear feet of frontage may be permitted one additional sign, subject to special consideration and Landlord approval

### Installation Requirements

#### Height Clearances

- Pedestrian Areas: Minimum 7'-6" clearance from bottom of sign to ground plane
- Planted Areas: Minimum 6' clearance from bottom of sign to ground plane over columns
- Design Consideration: Height requirements may affect shape design and should be reviewed before completing submission packages

#### Lighting and Hardware Standards

Each tenant may provide and install lighting and brackets for signs, with the following requirements:

- **Fixture Consistency**: All fixtures and brackets must be consistent with the overall design aesthetic of the Mall or Gateway Building
- **Lighting Types**: All lights shall be indirect LED, LED "neon-look" strips and tubes, or incandescent lighting
- **Hardware Integration**: Brackets and mounting systems shall be colored to complement building design and sign aesthetics

### Content and Communication Standards

**Primary Content Requirements:** Except for public direction or information signs, the predominant text or graphic on any wall mounted, projecting, or hanging sign shall be the business name or logo.

**Secondary Content Permitted:**Signs may include the following additional elements when they enhance communication of business identity or offerings:

- Business taglines and descriptive text
- Product or service information
- Operational details (hours, contact information)
- Multilingual elements for international visitors




Figure 15. The Landlord may grant variation exceptions based on material, size, or unique design, or heritage recognition.

### Safety and Code Compliance

**Fire Lane Restrictions:** No sign, banner, or associated support features may project within the fire lane in a manner that obstructs width or height clearance needed for emergency response vehicles.

**Structural Safety Requirements:** All signs must comply with applicable building codes and safety standards as outlined in Section 10: Construction & Safety Standards of this CSP.

## SECTION 7: MULTILINGUAL AND UNIVERSAL DESIGN

Snowmass Village Mall and Gateway Building welcome visitors from around the world, many of whom may have limited English proficiency. Effective communication with international visitors enhances their experience and helps businesses better serve this important customer base. The following guidelines address multilingual communication through signage:

### Encouraged Elements

- Multilingual elements for international visitors (Spanish, Portuguese, Japanese, Mandarin)
- Internationally recognized symbols and pictograms
- QR codes linking to multilingual information
- Universal design elements that communicate across language barriers

### Design Integration

Multilingual elements shall be designed as integrated parts of overall sign design, maintaining aesthetic quality and professional appearance.

### Approval Process

- All multilingual elements must meet the same quality standards as English text
- Professional translation services are recommended to ensure accuracy
- The Landlord may request verification of translation accuracy

## SECTION 8: WILDCARD/VARIATION PROVISIONS

To accommodate creative expression, unique business needs, and existing signage conditions, the Landlord may grant exceptions to the standards established in this CSP through the following provisions:

### Types of Variations Permitted

Size Variations: The Landlord may approve signs that exceed the standard size limitations where the larger sign is proportional to the storefront or building area, the design is of exceptional quality and enhances the character of the property, and the sign does not negatively impact adjacent tenants or public areas.

**Material Variations:** The Landlord may approve alternative materials that maintain high quality and durability standards, complement the building architecture, and represent innovative design or technology.

**Unique Designs:** The Landlord may approve unique or non-standard sign designs that represent creative excellence, enhance the vibrant, eventful character of the Mall, and add visual interest and appeal to the property.

**Historical/Heritage Recognition:** The Landlord may approve variations to standard requirements for signs that pay tribute to the historical aspects of the Mall or a singular building, commemorate significant historical figures involved with the early Mall era, reinforce the authentic "Old Town" character that distinguishes the Mall, and incorporate design elements that reference the Mall's history and heritage.




Figure 16. Historic and heritage signage that reinforces the authentic "Old Town" character is encouraged.

### Approval Thresholds

**Automatic Landlord Approval (No Town notification required)**

- Size Variations: Up to 110% of CSP dimensional standards
- Material Substitutions: Equivalent quality alternatives
- Minor Design Modifications: Color, font, layout adjustments

**Landlord Approval + Town Notification Required**

- Size Variations: 110% to 125% of CSP dimensional standards
- Placement Variations: Alternative mounting locations within CSP parameters
- Technology Upgrades: New lighting or display technologies

**Town Variance Required (Formal Section 16A-4-580 process)**

- Size Variations: Over 125% of CSP dimensional standards
- Code Conflicts: Any provisions conflicting with other Town regulations
- Precedent-Setting: Unique designs requiring formal Town review




Figure 17. The Landlord may approve signage that is visually interesting and enhances the Mall's character.

### Exception Process

To request a variation from the standard requirements:

- Submit a detailed proposal to the Landlord including rationale for the exception
- Provide visual examples, materials samples, or mockups as appropriate
- Address how the variation maintains the overall intent and quality of the CSP




Figure 18. Additional signage may be included with the approval of the landlord.

The Landlord will use professional discretion in evaluating requests for

variations, with the goal of fostering creativity while maintaining a cohesive, high-quality visual environment throughout the properties.

### Complaint Revocation

Landlord authority for approved variations may be revoked if signs receive public complaints. Denied sign applications may be appealed through Town's signage process.

## SECTION 9: NON-CONFORMING SIGNS

### Legal Non-Conforming Status

Existing signs that received prior Town permits or approval under previously adopted CSPs shall be considered legal non-conforming and may remain in place.

### Triggered Compliance

Legal non-conforming signs shall be brought into CSP compliance only when:

- Sign requires structural repair exceeding 50% of replacement cost
- Business ownership changes and new signage is desired
- Voluntary upgrade is undertaken by tenant

### Voluntary Upgrades

- Fast-track approval process for compliance upgrades
- Landlord design assistance coordination
- Multi-year phased implementation plans accepted

### Required Compliance Timeline

- Upon triggered event: 180 days to submit compliant design
- Installation completion: Within 12 months of approval
- Interim safety requirements: Immediate compliance for safety violations

## SECTION 10: CONSTRUCTION & SAFETY STANDARDS

### Materials

Signs may be constructed of any durable material appropriate for exterior use including but not limited to: wood, metal, high-density urethane, acrylic, glass, stone, or composite materials. Materials shall be selected for their durability, aesthetic quality, and appropriateness to the building architecture and business identity. Innovative and unique material choices are encouraged when they contribute to the creative character of the Mall environment.

### Color Usage

Any color may be considered for background or any graphic design or illustration to be incorporated into the design. Creative and distinctive use of color is encouraged to contribute to the vibrant character of the Mall. Bracket and hardware shall be colored to complement the design and building architecture.

### Construction Requirements

- Professional-grade construction and installation meeting all applicable building codes
- Structural integrity: All sign structures shall be designed and constructed in a manner that is safe, and shall be free of any exposed extra bracing, angle iron, guy wires, cables, etc.
- Safety standards: No sign structure shall have any nails, wires or sharp metal edges protruding therefrom
- Concealed wiring: The wiring of all signs shall be contained in raceways or enclosed in poles or comply with the Electrical Code as adopted by the Town. In no case shall the wiring be exposed to the view of the public
- Glass requirements: Any glass forming a part of any sign shall be heavy safety glass, having a minimum thickness of one-fourth (¼) inch. Where any single piece or pane of glass has an area exceeding three (3) square feet, it shall be wired glass




Figure 19. Any color, design, or illustration can be incorporated to enhance Mall character.

### Hardware Standards

All brackets and mounting hardware shall be:

- Colored to complement building design and sign aesthetics
- Professional-grade materials appropriate for exterior mountain weather conditions
- Free of exposed bracing, guy wires, or sharp edges that could pose safety hazards
- Concealed fastening systems where possible to maintain clean appearance




Figure 20. Signs may be constructed of any durable material, and bracket and hardware shall be colored to compliment the design of the building.

### Shape and Design Flexibility

All proposed sign shapes will be approved on an individual basis. Creative and distinctive shapes that reflect the business identity and contribute to the unique character of the Mall are encouraged. Signs may be double or single face depending on installation location and landlord approval.

## SECTION 11: ENFORCEMENT & COMPLIANCE

### Landlord Responsibilities

- Review and approve all signage under CSP standards
- Ensure tenant compliance with approved designs
- Coordinate with Town permit processes
- Annual reporting of sign modifications to Town
- Maintain current inventory of all signs within CSP area

### Town Authority

- Issue all required sign permits
- Inspect for code compliance and safety
- Enforce violations of Town regulations
- Review variance requests exceeding CSP parameters

## SECTION 12: AMENDMENTS

Any revisions or amendments to this CSP shall follow the formal amendment process established in Town Code Section 16A-4-560(6), including Planning Director review, Planning Commission recommendation, and Town Council approval.

No amendments may be made at the sole discretion of the Landlord. All amendments require the same procedural standards applied to this initial CSP application.

## SECTION 13: SUPERSEDING REGULATIONS

This CSP supersedes previous Town sign regulations for the designated area only with respect to provisions specifically contained within this plan. All other Town ordinances remain in full effect. Private covenants, restrictions, or agreements between property owners remain separate private matters to be addressed by affected parties.

Private covenants, restrictions, or agreements between property owners remain separate private matters to be addressed by affected parties. The Town's adoption of this CSP does not modify, amend, or supersede any private agreements.

END

TOWN OF SNOWMASS VILLAGE

TOWN COUNCIL

ORDINANCE NO. 28

SERIES OF 1984

AN ORDINANCE APPROVING THE SNOWMASS VILLAGE MALL COMPREHENSIVE SIGN PLAN AND DECLARING AN EMERGENCY.

WHEREAS, on August 20, 1984 in response to a concern about the proliferation of commercial signs within the community, the Town Council adopted Ordinance No. 16, Series of 1984, imposing a moratorium on the installation of commercial signs within Snowmass Village; and

WHEREAS, the Town Council adopted Ordinance No. 25, Series of 1984, amending the Land Use Code and providing specific regulations for all commercial signs within Snowmass Village and rescinding the sign moratorium; and

WHEREAS, due to unique signage requirements in several areas of the community, a provision for a Comprehensive Sign Plan which would allow flexibility in signage regulations if approved by the Town Council was also adopted; and

WHEREAS, Shell Management Corporation of Colorado has submitted for review and in accordance with the provisions of the Land Use Code a Comprehensive Sign Plan for the Snowmass Village Mall; and

WHEREAS, the Planning Commission has reviewed the proposed Plan and recommended conditional approval; and

WHEREAS, the Town Council has also reviewed the proposed Comprehensive Sign Plan in accordance with the provisions of the Land Use Code.

NOW, THEREFORE, BE IT ORDAINED by the Town Council of the Town of Snowmass Village, Colorado:

Section One. Findings

That the Snowmass Village Mall Comprehensive Sign Plan is consistent with the Land Use Code and meets the intent of the Comprehensive Sign Plan provision described therein.

Section Two. Conditional Approval

That the Comprehensive Sign Plan for the Snowmass Village Mall, attached hereto as Exhibit A, is hereby approved subject to the following condition:

1. That the Comprehensive Sign Plan for the Snowmass Village Mall be amended to include an abatement provision for the elimination of individual signs that do not conform to the provisions of said Plan to be effective on the termination date and/or renewal date of each individual business' lease.

Section Three.

That the Town Council finds and determines that the adoption of this Ordinance as an emergency measure is necessary and proper in order to preserve the welfare of the public. Accordingly, this Ordinance shall become effective upon passage in accordance with the provisions of Section 4.10 of the Home Rule Charter.

INTRODUCED, READ AND ADOPTED on First Reading by the Town Council of the Town of Snowmass Village, Colorado, on the 26th day of November, 1984, by a vote of 7 to 0.

INTRODUCED, READ AND ADOPTED on Second Reading by the Town Council of the Town of Snowmass Village, Colorado, on the _____ day of _____, 1984, by a vote of _____ to _____.

TOWN OF SNOWMASS VILLAGE, COLORADO

By: _____
Jefferson Tippett, Mayor

ATTEST:

_____
Susan Garrison, Town Clerk

EXHIBIT A

VILLAGE MALL CODE
INTERNAL SIGNAGE

GENERAL OBJECTIVES: In order to work toward an improvement in the overall quality and consistency of the Snowmass Village Mall, Snowmass Village Limited Partnership's agent, (hereinafter referred to as Landlord's Agent) has developed the following set of signage and graphics guidelines to be applied to all tenants on the Mall. The intent is to set forth guidelines that will insure a certain standardization of size, construction quality, and color, while allowing for individuality and creativity from sign to sign. This policy is written expressly to promote an image of elegance and good taste along with a spirited, eventful approach to merchandising.

The following guidelines apply to all office, retail and restaurant signage:

CONFORMANCE: Any sign which conforms to the old signage code, but which does not conform to this code, must be replaced when a new lease or option begins. Any sign which does not conform to the old signage code should be replaced in Spring, 1985.

APPROVALS AND PERMITS: Because the Snowmass Village Mall signage policy will be considered a "comprehensive sign plan" within the context of the Town of Snowmass Village sign code, all sign layouts within the Mall must be reviewed and approved by Landlord's Agent prior to filing a permit application with the Town.

SUBMISSION REQUIREMENTS: The following information must be included in all submissions to both the Landlord's Agent and the Town in order to secure a permit to begin manufacturing or installation of a sign.

a. Items 1 through 8 under Section 11.045 PERMIT REQUIREMENT in the Town sign code;

b. Mall map (to be provided by Landlord's Agent) keying the location of the proposed sign or signs;

c. Name of intended sign manufacturer to be used.

SPECIAL DESIGN REQUIREMENTS: Main identification signs (including wall mounted, projecting, or hanging).

a. Materials. 2" stock redwood (clear heart vertical grain kiln-dried only). If painted, use high quality exterior latex. If natural finish, use high linseed oil or weatherproofing stain.

b. Color Usage. As in the Town Sign Code, any color may be considered for background or any graphic design or illustration to be incorporated into the design. This policy does, however, encourage color selection in the softer tones for backgrounds, and bright tones for illustration of graphic vignettes.

What will be required of merchants, however, is gold raised, carved, routed, or sandblasted letter. Gold epoxy paint or gold leaf techniques may be used to achieve this effect. All other lettering on the sign, such as the type of product sold, may be painted in any color, and need not be raised of carved into the wood.

c. Display Area and Measurement.

1. Shape: All proposed shin shapes will be approved on an individual basis; however, simpler shapes such as ovals, circles, rectangles, and squares are less costly to construct and less distracting to the overall message.

2. Size: Mall Level. Businesses are limited to 4.5 square feet per sign face.

3 Size: Second and Third Levels. Businesses are limited to 6 square feet per sign face.

4. Quantity of Signs: Signs may be double or single face and will depend on the installation location which will be determined by the Landlord's Agent. In the case of stores with more than 30 feet of linear frontage, more signs may be allowed. This will be a special consideration to be approved by the Landlord's Agent. In the case of a business with more than one actively used access point, they will be allowed one sign per doorway at the same size requirements.

5. Installation Height: No sign that will be installed above a pedestrian area may hang lower than 7'6" from the bottom of the sign to the ground pane. In some walkway areas this will affect the shape design and should be looked at before completing a submission package. In the case of signs to project off columns, over a planted area, these may be lowered to a height of 6' from the bottom of the sign to the ground plane.

6. Lighting and Hardware: Each tenant will provide and install lighting and brackets for signs but both fixtures and brackets will be designed by Landlord's Agent and be part of the required signage program.

AWNING SIGNS: Awning signs will be considered as an alternative to main identification signs if approved on an individual basis. Stringent maintenance requirements will be part of the approval conditions.

WINDOW SIGNS: All window signs will be limited to decals, silk-screening on glass, gold leaf, or etching. No solid or structural backing will be permitted. It is recommended that the store name be placed on the front door, with hours of operation and other pertinent information in small lettering underneath. If a business has additional window bays, the name and logo may be repeated once per window. Total square footage for all window lettering may not exceed 6 square feet, with any individual

letter of logo height not exceeding 4" at the mall level and 7" on the second and third levels. In the case of businesses with more than 30 feet of linear frontage, theses will be considered on an individual basis.

TEMPORARY SIGNS: All other signage not discussed above will be considered temporary unless specifically approved by the Landlord's Agent. These include the following types of signs: Sale signs, pennants, banners, daily specials, etc. These must all be approved prior to installation and will be stamped with an expiration date. Poorly executed hand written signs are not acceptable. Miscellaneous product signs provided by manufacturers displayed in windows are not acceptable. Those signs considered exempted signs under the town code are considered temporary signs under this code.

MENU BOARDS: Standard menu boards for each restaurant will be provided by the Landlord's Agent, and will be available for the exclusive use of each restaurant.

PRECEDING SIGN COVENANTS: This document will replace any and all documents previously applicable to the Mall signage. Since this will be considered a "comprehensive sign plan" by the Town of Snowmass Village, it will be part and parcel of their sign code and should not be considered a complete replacement.

AS SET FORTH IN THE LEASE, THE FOREGOING SIGNAGE GUIDELINES MAY FROM TIME TO TIME BE REVISED AT THE SOLE DISCRETION OF LANDLORD.

CW&HLTD

156 MEDITERRANEAN AVENUE SUITE E

P.O. BOX 11748

ASPEN, COLORADO 81612

303-925-6256

October 29, 1984

Snowmass Village Mall
Comprehensive Sign Plan

The Snowmass Village Mall is an ideal application in the "Comprehensive Sign Plan" (CSP) category of the Town's new sign code.

Shell Management Corporation of Colorado, the new owner of the Mall, has determined that a stringent sign policy, along with other improvements, will be beneficial to the long-term viability of the Mall as a shopping destination.

Then intent of the improvements is to enhance the Mall as a "special place" - a commercial activity area distinct from the residential nature of the rest of the Village. This has translated to the development of plans for a unified and upscale retail sign program which includes standardized sign mounting brackets and light fixtures, special Mall entry signs, standard directories to upper level stores and the addition of permanent banners to promote a festive and eventful appeal to the Mall.

In most cases, the comprehsive sign plan for the Mall conforms with, or is more stringent than Town sign code regulations. We have outlined those deviations on the attached sheets.

The Snowmass Village Mall Comprehensive Sign Plan will conform to all provisions as stated in the Town of Snowmass Village sign code with the following exceptions:

11.010 GENERAL PROVISIONS
E.1 Number of signs permitted
One sign (wall-mounted, hanging, projecting or window sign) per business frontage with an access point.

SNOWMASS VILLAGE MALL COMPREHENSIVE SIGN PLAN

Business would be allowed one wall projecting, hanging or awning sign per access point.

In addition, businesses would be allowed window signs with the following restrictions:

Decals, silkscreening on glass, gold leaf or etching only.

No solid or structural backing will be premitted.

If a business has additional window bays, the name and logo may be repeated once per window.

Total square footage for all window lettering may not exceed 6 square feet, with any individual letter or logo height not exceeding 4" at the mall level and 7" on the second and third levels.

Reason: Many signs on the mall do not hang directly over entrance doors. For pedestrians to identify these businesses clearly, window signs would be appropriate. Please note that under the CSP no free standing signs would be allowed for any retail business.

11.010 GENERAL PROVISIONS
E .2 Either one free standing, on premise sign or one joint identification sign shall be permitted at each vehicular access point to a business or the group of businesses advertised on the sign.

SNOWMASS VILLAGE MALL COMPREHENSIVE SIGN PLAN

The SMVM owners would be allowed joint identification signs at key stairway positions to identify the businesses on the 2nd and 3rd levels of the Mall.

These joint identification signs are geared to the pedestrian (as vehicles have no access to the Mall) and will only use 10 square feet of the allowed 27 square feet for joint identification signs.

Reason: By placing directories at key positions, business owners on the 2nd and 3rd levels would be assured of clear communication with pedestrians on the Mall level. By restricting free standing signs the Mall can preserve an uncluttered feeling.

11.015 PERMITTED SIGNS
B.7 Joint Identification Signs - The copy on any commercial joint identification sign shall list either the specific names of all businesses within a building or complex who wish to advertise on the sign or it shall list only the general nature of the businesses in the building or complex.

SNOWMASS VILLAGE MALL COMPREHENSIVE SIGN PLAN

Businesses would be identified by the specific name and generic name of the business on a joint identification (directory) sign.

Reason: By allowing owners identification by both generic and specific terms their exposure will be maximized.

11.015 PERMITTED SIGNS
E.2 Length of Display
Temporary signs may be displayed no more than two weeks prior to the commencement of the event advertised and shall be promptly removed upon its termination.

SNOWMASS VILLAGE MALL COMPREEHENSIVE SIGN PLAN

Mall owner's (only) would be allowed to hang banners at the entrance ways as permanent fixtures in the Mall.

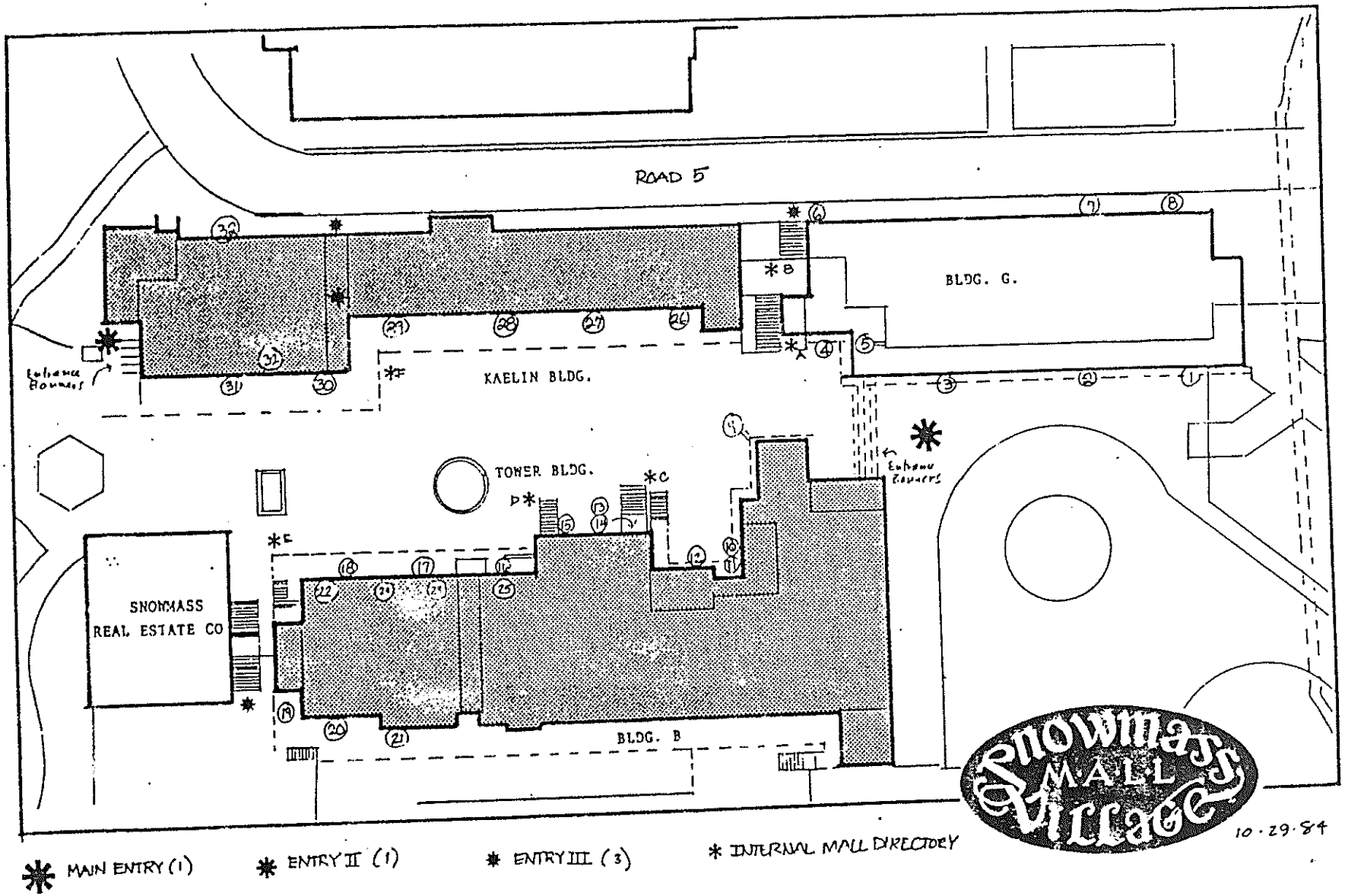
Reason: To enhance the appeal of the Mall to the public as a special place.

11.015 PERMITTED
G.2 Clearance of Hanging Signs
Hanging signs must allow eight (8) feet of clearance between the bottom of the sign and ground.

SNOWMASS VILLAGE MALL COMPREHENSIVE SIGN PLAN

Hanging signs will be permitted to a have 7'6" clearance over pedestrian walkway.

Reason: Low ceiling heights of the walkways.


ROAD 5
BLDG. G.
KAELIN BLDG.
TOWER BLDG.
SNOWMASS
REAL ESTATE CO
BLDG. B
Exhaust Hoods
Exhaust Towers
Snowmass Mall Village
10·29·84
MAIN ENTRY (1)
ENTRY II (1)
ENTRY III (3)
INTERNAL MALL DIRECTORY

# THE SNOWMASS VILLAGE SUN

Box 5770
Snowmass Village, CO 81611

## PROOF OF PUBLICATION

ATE OF COLORADO

County of Pitkin

Karla M. Bidlanski do solemnly swear that I

i the Asst. Publisher of THE SNOWMASS SUN;
a the same is a weekly newspaper printed, in whole or in part, and
blished in the County of Pitkin State of Colorado, and has a
nera! circulation therein; that said newspaper has been published
ntinuously and uninterruptedly in said County of Pitkin, for a
riod of more than fifty-two consecutive weeks next prior to the
st publication of the annexed legal notice or advertisement; that
d newspaper has been addmitted to the United States mails as
:ond-class matter under the provisions of the Act of March 3,
79, or any amendments thereof, and that said newpaper is a
:ekly newspaper duly qualified for publishing legal notices and
vertisements with the meaning of the laws of the State of
lorado.

That the annexed legal notice or advertisement was published
the regular and entire issue of every number of said weekly

wspaper for the period of 1 consecutive insertions; and
at the first publication of said notice was in the issue of said

wspaper dated December 20 A.D., 1984, and that
e last publication of said notice was in the issue of said newspaper

ited_____A.D., 19____.

Karla M. Bidlanski

Subscribed and sworn to before me, a notary public in and for
e County of Pitkin, State of Colorado, this 16 day of

Jan A.D., 19 85

Susan Garrison

Notary Public

My commission expires 9-25-88

Copy of Notice

## Legal Notice

**Town of Snowmass Village**
**TOWN COUNCIL**
**ORDINANCE NO. 28**
**SERIES OF 1984**

**AN ORDINANCE APPROVING THE SNOWMASS VILLAGE MALL COMPREHENSIVE SIGN PLAN AND DECLARING AN EMERGENCY.**

**WHEREAS, on August 20, 1984 in response to a concern about the proliferation of commercial signs within the community, the Town Council adopted Ordinance No. 16, Series of 1984, imposing a moratorium on the installation of commercial signs within Snowmass Village; and**

**WHEREAS, the Town Council adopted Ordinance No. 25, Series of 1984, amending the Land Use Code and providing specific regulations for all commercial signs within Snowmass Village and rescinding the sign moratorium; and**

**WHEREAS, due to unique signage requirements in several areas of the community, a provision for a Comprehensive Sign Planwhich would allow felxibility in signage regulations if approved by the Town Council was also adopted; and**

**WHEREAS, Shell Management Corporation of Colorado has submitted for review and in accordance with the provisions of the Land Use Code a Comprehensive Sign Plan for the Snowmass Village Mall; and**

**WHEREAS, the Planning Commission has reviewed the proposed Plan and recommended conditional approval; and**

**WHEREAS, the Town Council has also reviewed the proposed Comprehensive Sign Plan in accordance with the provisions of the Lane Use Code.**

**NOW, THEREFORE, BE IT ORDAINED by the Town Council of the Town of Snowmass Village, Colorado:**

**Section One. Findings**
**That the Snowmass Village Mall Comprehensive Sign Plan is consistent with the Land Use Code and meets the intent of the Comprehensive Sign Plan**

**Section Two. Conditional Approval**
**That the Comprehensive Sign Plan for the Snowmass Village Mall, attached hereto as Exhibit A, is hereby approved subject to the following condition:**

**1. That the Comprehensive Sign Plan for the Snowmass Village Mall be amended to include an abatement provision for the elimination of individual signs that do not conform to teh provisions of said Plan to be effective on the termination date and/or renewal date of each individual business' lease.**

**Section Three.**
**That the Town Council finds and determines that the adoption of this Ordinance as an emergency measure is necessary and proper in order to preserve the welfare of the public. Accordingly, this Ordinance shall become effective upon passage in accordance with the provisions of Section 4.10 of the Home Rule Charter.**

**INTRODUCED, READ AND ADOPTED on First Reading by the Town Council of the Town of Snowmass Village, Colorado, on the 26th day of November, 1984, by a vote of 7 to 0.**

**Town of Snowmass Village, Colorado**
**By: Jefferson Tippett, Mayor**

**ATTEST:**
**Susan Garrison, Town Clerk**

**EXHIBIT A**

**VILLAGE MALL CODE**
**INTERNAL SIGNAGE**

**GENERAL OBJECTIVES: In order to work toward an improvement in the overall quality and consistency of the Snowmass Village Mall, Snowmass Village Limited Partnership's agent, (hereinafter referred to as Landlord's Agent) has developed the following set of signage and graphics guidelines to be applied to all tenants on the Mall. The intent is to set foth guidelines that will insure a certain standardization of size, construction quality, and color, while allowing for individuality and creativity from sign to sign. This policy is written expressly to promote an image of elegance and good taste along with a spirited, eventful approach to merchandising.**

SNOWMASS VILLAGE TOWN COUNCIL

ORDINANCE NO. 8

SERIES OF 1989

AN ORDINANCE APPROVING THE PARCEL "C" GATEWAY BUILDING (RESORT DEVELOPMENT RESOURCES) COMPREHENSIVE SIGN PLAN.

WHEREAS, the Snowmass Village Town Council adopted Ordinance No. 25, Series of 1984, amending the Land Use Code and establishing regulations for signage within the community; and

WHEREAS, Section 16.030 of the Land Use Code establishes a provision for a Comprehensive Sign Plan, the intent of which is to provide flexibility from the adopted sign standards when said Plan receives special review by the Town; and

WHEREAS, Resort Development Resources has submitted a Comprehensive Sign for the Parcel "C" Gateway Building in accordance with the provisions established in the Land Use Code; and

WHEREAS, a public hearing was held on April 17, 1989 before the Town Council to receive public comment; and

WHEREAS, the Town Council finds the following:

1. Parcel "C" Gateway Building has presented special circumstances which deserve flexibility from the standards prescribed in Chapter 16.0 of the Land Use Code and that said flexibility is in the best interest of the community.

2. The Plan has been submitted in accordance with requirements of the Land Use Code, as described in Section 16.030.

3. The Plan is consistent with the signage of surrounding uses and does not present any adverse impacts.

4. The Plan is in conformance with the general interest of the Town sign regulations.

NOW, THEREFORE, BE IT ORDAINED by the Town Council of the Town of Snowmass Village, Colorado, that:

Section One: Action

The Town Council hereby approves the Comprehensive Sign Plan, as attached hereto as Exhibit A, for the Parcel "C" Gateway Building. Said plan shall supersede the Town's sign regulations, as described in Chapter 16.0 of the Land Use Code, only with respect to those provisions or regulations

specifically contained within this Comprehensive Sign Plan which are at variance with the Community Signage regulations.

INTRODUCED, READ AND ADOPTED on first reading by the Town Council of the Town of Snowmass Village, Colorado on the 1st day of May, 1989 by a vote of 4 to 1. Councilmember Unger opposed. Councilmembers Aiken and Mercatoris were absent.

INTRODUCED, READ AND ADOPTED on second reading by the Town Council of the Town of Snowmass Village, Colorado on the 5th day of June, 1989 by a vote of 7 to 0.

RICHARD G. WALL, Mayor

ATTEST:

AMBER HARMON, Town Clerk

# EXHIBIT "A"
# ORDINANCE NO. 8
# SERIES 1989

## GATEWAY BUILDING
## PARCEL C
## SNOWMASS VILLAGE MALL

## INTERNAL SIGNAGE

**General Objectives**: In order to achieve high quality and consistency of the Gateway Building (Parcel C) in Snowmass Village Mall, Parcel C Condominium Association (hereinafter referred to as Association) has developed the following set of signage and graphics guidelines to be applied to the development. The intent is to set forth guidelines that will insure a certain standardization of size and construction quality, while allowing for individuality and creativity from sign to sign. This policy is written expressly to promote an image of contemporary good taste, along with a spirited, eventful approach to merchandising.

The following guidelines apply to all office, retail and restaurant signage:

**Conformance**: Any sign which conforms to the old signage code but which does not conform to this code must be replaced no later than June 5, 1992 or condominium unit conveyance, whichever occurs first.

**Approvals and Permits**: Because the Snowmass Village Mall signage policy will be considered a "comprehensive sign plan" within the context of the Town of Snowmass Village sign code, all sign layouts within the Mall must be reviewed and approved by the Association prior to filing a permit application with the Town.

**Submission Requirements**: The following information must be included in all submissions to both the Association and the Town in order to secure a permit to begin manufacturing or installation of a sign.

'(a) Items 1 through 8 under Section 16.045 PERMIT REQUIREMENT in the Town sign code;

(b) Mall map (to be approved by Association) keying the location of the proposed sign or signs;

(c) Name of intended sign manufacturer to be used.

**Special Design Requirements**: Main identification signs (including wall mounted, projecting or hanging):

(a) Materials. Two inch wood material. If painted, use high quality exterior latex. If natural finish, use linseed oil or weather proofing stain. If natural wood, it must be redwood. If totally painted, it could be any type of wood.

(b) Color Usage. As in the Town Sign Code, any color may be considered for background or any graphic design or illustration to be incorporated into the design. This policy does, however, encourage color selection in the softer tones for backgrounds, and bright tones for illustration of graphic vignettes. Bracket and hardware shall be colored to compliment the design and building.

(c) Display Area Measurement.

1. Shape. All proposed sign shapes will be approved on an individual basis; however, simpler shapes such as ovals, circles, rectangles, and squares are less costly to construct and less distracting to the overall message.

2. Size: Mall Level. Businesses are limited to four and one half (4.5) square feet per sign face.

3. Size: All Other Levels. Businesses are limited to six (6) square feet per sign face for each primary sign; however, additional window signs may be permitted.

4. Quality of Signs. Signs may be double or single face and will depend on the installation location which will be determined by the Association. Each business will be permitted, per business frontage with an actively used access point, either one wall mounted, projecting or hanging sign. Where the strict application of this paragraph may result in an exceptional practical difficulty or hardship due to the unique physical

proximity of an individual tenant's unit, an additional sign of limited dimensions may be allowed, subject to Association and Town Planner approval. In the case of businesses with more than thirty (30) feet of linear frontage, one additional sign may be permitted, subject to special consideration and approval of the Association. In the event an additional sign of this type is permitted by the Association or Town Planner, the total window signage may not exceed six (6) square feet.

5. Installation Height. No sign shall be installed above a pedestrian area may hang lower than 7'6" from the bottom of the sign to the ground plane. In some walkway areas, this will affect the shape design and should be looked at before completing a submission package. In the case of signs to project off columns over a planted area, these may be lowered to a height of 6' from the bottom of the sign to the ground plane.

6. Lighting and Hardware. Each tenant may provide and install lighting and brackets for signs, but both fixtures and brackets must be consistent with bracket and fixtures designs (2 each) submitted by the Association, authorized by the Town Planner, and on file with the Town Planning Office. Brackets shall satisfy construction requirements of the Town Community Signage Regulations, except that bracket cross bracing may be allowed with the Association's approval. All lights shall be indirect and incandescent, with the exception of the Mall identification signs, which may incorporate a neon light source providing indirect illumination, which shall in no way adversely affect adjoining properties, pedestrians or vehicular traffic.

7. Content. Except for public direction or information signs, the predominant text or graphic on any wall mounted, projecting or hanging sign shall be the business name or logo. No such sign shall exclusively describe product or services.

8. No sign, banner or associated support features may project within the fire lane so as to obstruct width or height clearance needed for emergency response.

**Window Signs**. All window signs will be limited to handpainting, decals, silk-screening on glass, gold leaf, or etching. No solid or structural backing will be permitted. On the Mall level, if a business has additional window bays, the name and logo may be repeated once per window. Total

square footage for all window lettering may not exceed 6 square feet, with any individual letter of logo height not exceeding 6" at the Mall level and 10" on the first, second and fourth levels. In the case of businesses with more than 30 feet of linear frontage, additional square footage may be allowed. These will be considered on an individual basis at the discretion of the Association. The additional square footage may not be applied to any individual window whereby that window's signage area exceeds ten (10) percent of its glass area. In the event additional square footage is permitted by the Association, that business will be restricted to one (1) mounted, projecting or hanging sign per business frontage with an actively used access point.

**Temporary Signs**. All other signage not discussed above will be considered temporary, unless specifically approved by the Association. These include the following types of signs: Sale signs, pennants, banners, daily specials, etc. These must all be approved by the Association prior to installation and will be marked with an expiration date. Signs intended for display in excess of seven (7) days shall be considered as window signs with respect to letter height and total square footage limitations. Total square footage for all building temporary signs not considered individual unit signs as exempted under the Town Code shall not exceed 20 square feet. Poorly executed handwritten signs lacking a professional quality appearance or miscellaneous product signs provided by manufacturers displayed in windows are not acceptable. Those signs considered exempted signs under the Town Code are considered temporary signs under this code.

**Building Directories**. Building directories, as shown, may be erected by the Association at those egress and stairway locations as shown on Exhibit A. Directories located on the upper level shall not exceed 6 square feet in size. All other directories shall be limited to 8 square feet each. Additional directional signage of limited dimensions may be approved by the Town Planner, but only as necessary to improve pedestrian circulation, and shall be considered a temporary sign. Approved directory sign designs A through D, attached as Exhibit D, identify the sign type to be placed at the various locations shown on Exhibit A.

**Menu Boards**. Standard menu boards for each restaurant will be provided by the Association and will be available for the exclusive use of each restaurant. Event announcements and posters may be displayed by tenant for a maximum of seven (7) days.

**Preceding Sign Covenants**. This document will replace any and all documents previously applicable to signage. Since this will be considered a "comprehensive sign plan" by the Town of Snowmass Village, it will be part and parcel of their sign code and should not be considered a complete replacement.

**Snowmass Mall Identification Signs**. Snowmass Mall identification signs may be installed at no more than three (3) locations. These unique signs are subject to specific location, size and design approval by Town Council. Approved signs are as located on Exhibit A and shown on Exhibits B and C.

**Awning Signs**.

1. Size. The lettering on any awning sign shall not exceed eight (8) inches in height for the Mall level or below, or ten (10) inches in height above the Mall level. The wording of any awning sign shall not exceed seven (7) inches in width.

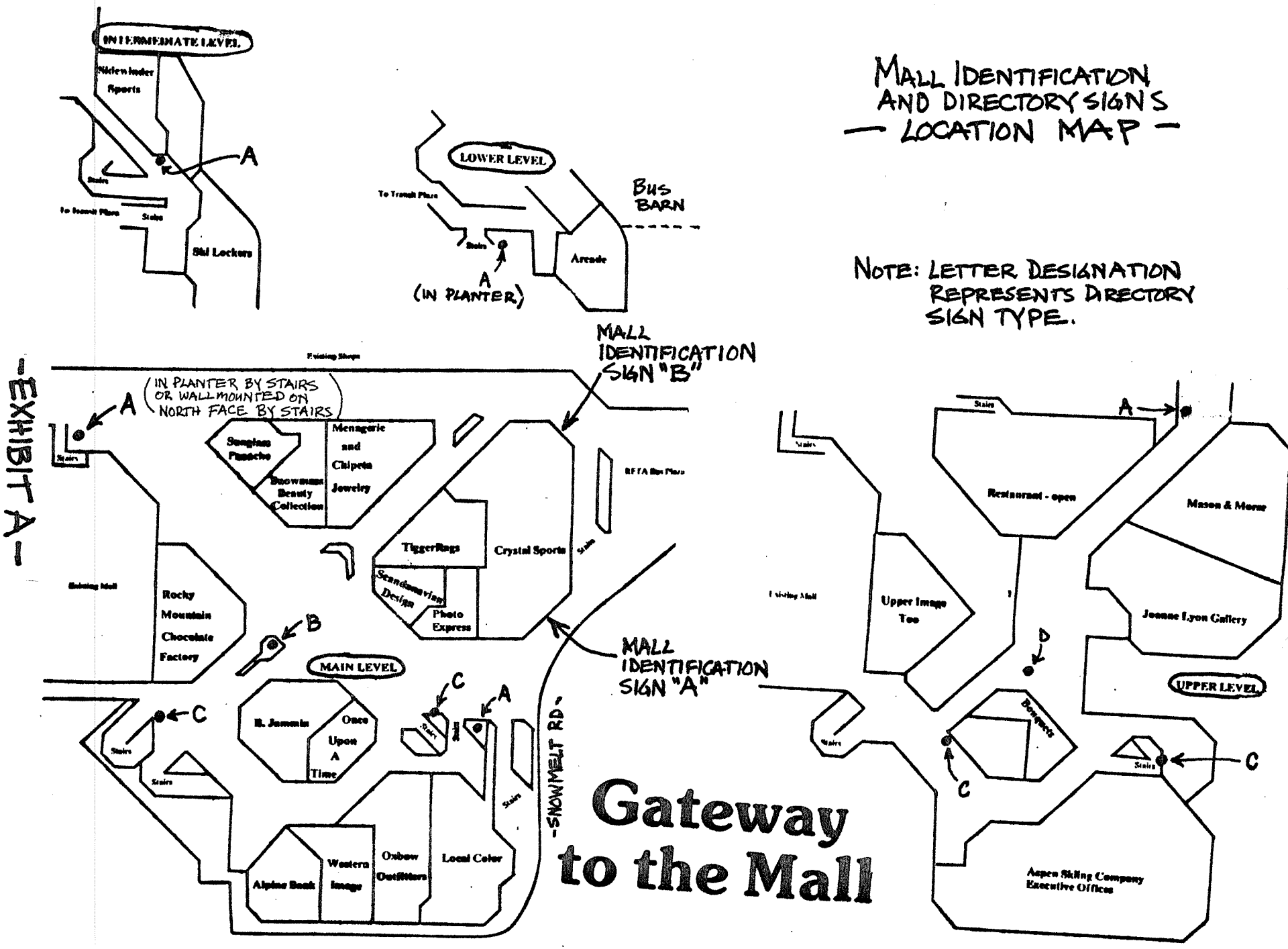
2. Tenant awning sign areas shall be included within projecting, wall or overhanging sign area limitations for that particular unit.

3. On premise building awnings shall obtain specific size, location and design approval from Town Council.

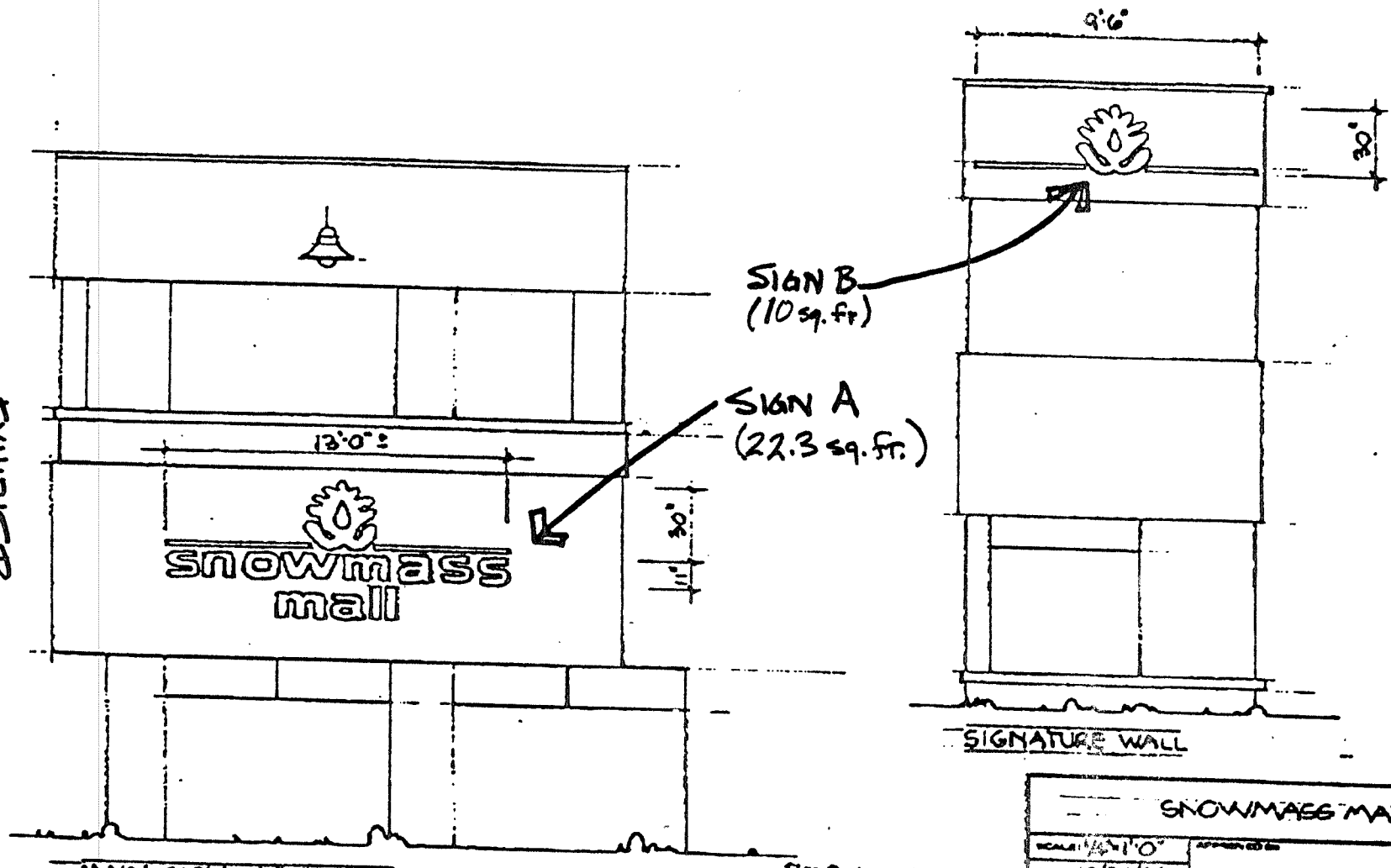
**AS SET FORTH IN THE LEASE, THE FOREGOING SIGNAGE GUIDELINES MAY, FROM TIME TO TIME, BE REVISED AT THE SOLE DISCRETION OF THE ASSOCIATION, SUBJECT TO TOWN APPROVAL.**

# MALL IDENTIFICATION AND DIRECTORY SIGNS — LOCATION MAP —

NOTE: LETTER DESIGNATION REPRESENTS DIRECTORY SIGN TYPE.



-EXHIBIT B-




Sign Systems, Inc.
700 W. Mississippi, Unit B-4
Denver, CO 80223

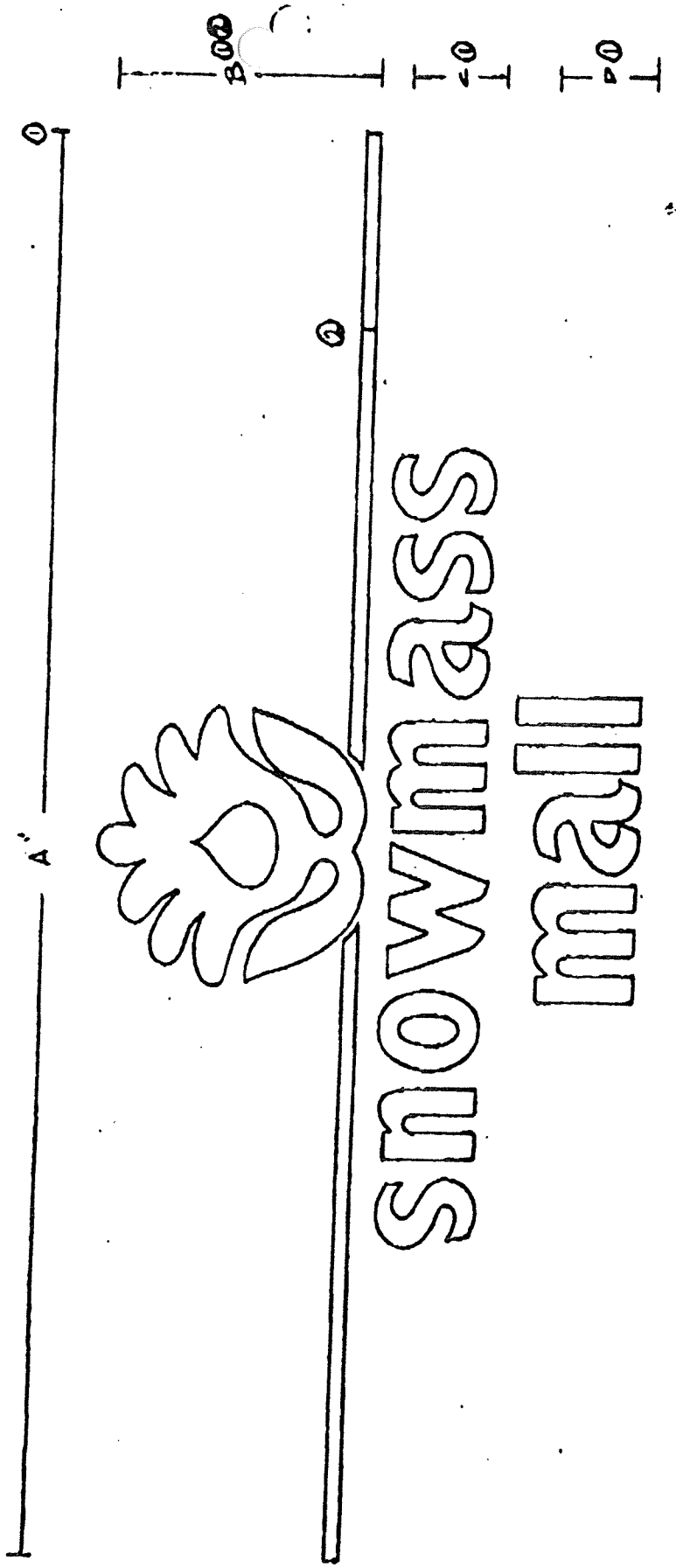
SNOWMASS MALL

SCALE: 1/4"=1'-0" | DRAWN BY: JLJ

DATE: 12/24/86

MALL IDENTIFICATION SIGNS

1 of 2



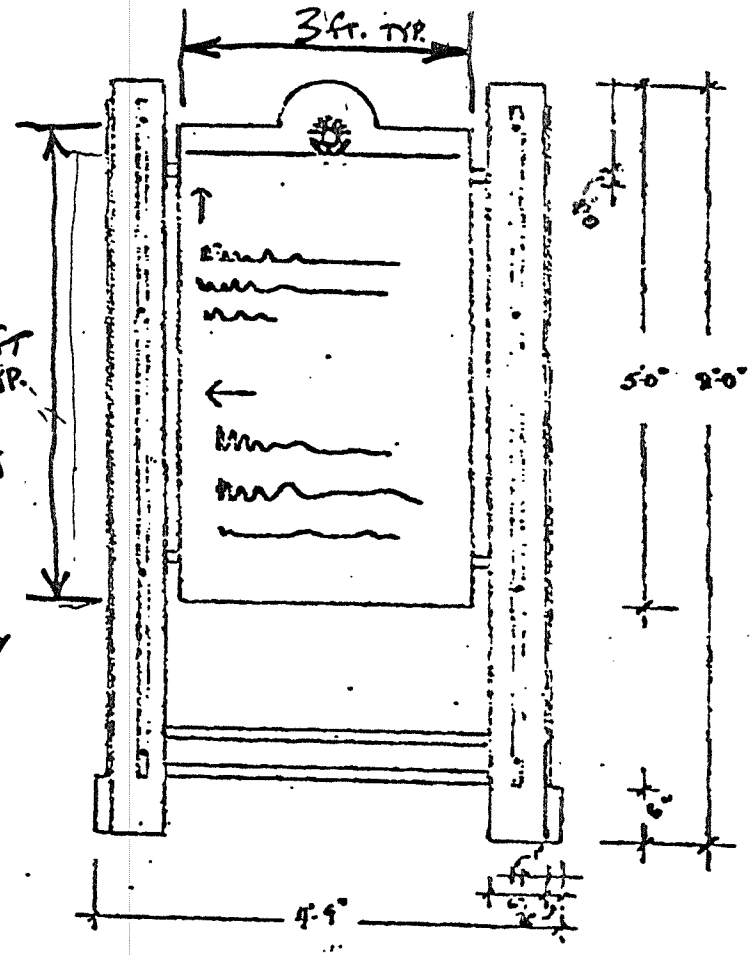

TYP. MALL IDENTIFICATION SIGNS

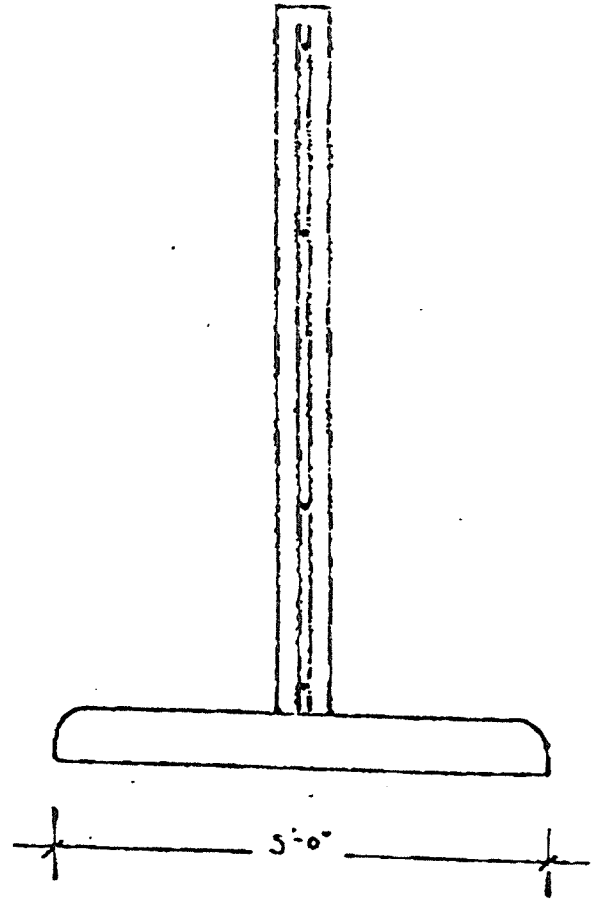
| SIGN SIZES: "A" & "B" | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| SIGN B | | | | SIGN BA | | | | | |
| A | B | C | D | A | B | | | | |
| 5' | 22' | 8" | 11" | 9'6" | 22' | | | | |

-EXHIBIT C-

SIGN SYSTEMS, INC.
700 W. MISSISSIPPI
DENVER, COLORADO
80223
303-871-0308

| Project | Type | Date | Revised | Drawing |
|---|---|---|---|---|
| Shawmass mall | Reverse pan channel letters | 11/16/88 | | 1 of 1 |




## Notes

- Natural Wood Frame
- 1½" ϕ pipe painted to match railing
- 1'-1" trim to match railing

Signtype A 3' x 5' non-illuminated single face directory on a wood and pipe frame to match existing building accents. Wood frame is 8'-0" in height with skids and levelers for uneven surfaces.

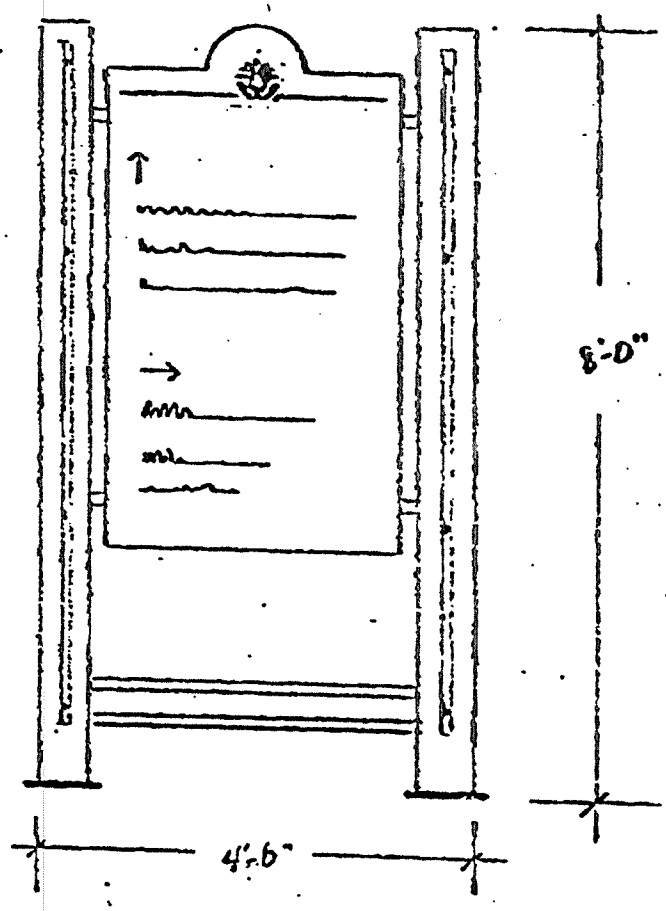
½" = 1'-0"

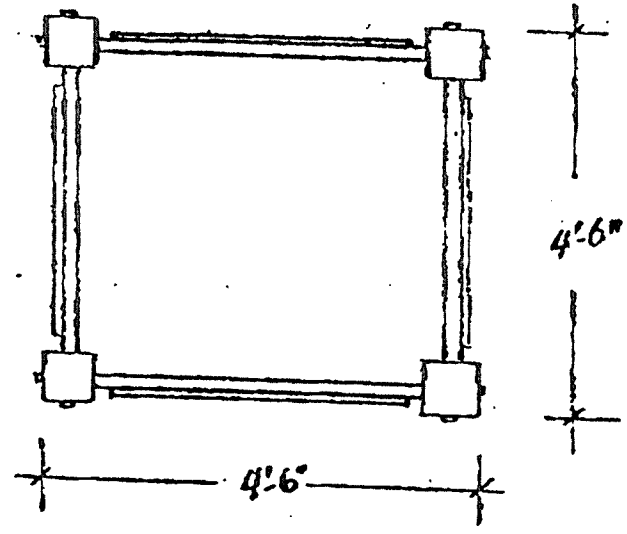
- EXHIBIT D - (PAGE 1 OF 3)

SIGN SYSTEMS, INC.
700 W. MISSISSIPPI B4
DENVER, COLORADO
80223
303-871-6200

| Project | Type | Date | Revised | Drawing |
|---|---|---|---|---|
| Snowmass Mall | A | 11/9/89 | | 1 of 3 |

-EXHIBIT D-
(PAGE 2 OF 3)




Signtype B 4 sided non-illuminated directory in same format as type A.

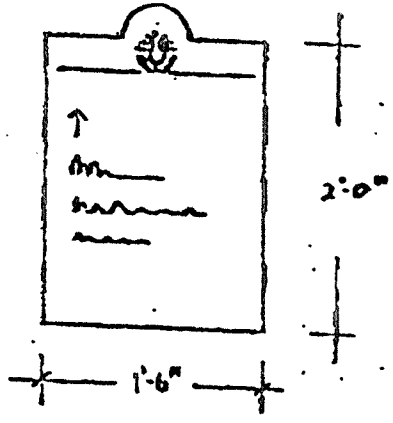
SIGN SYSTEMS, INC.
700 W. MISSISSIPPI #4
DENVER, COLORADO
80223
303-871-8200

½" = 1'-0"

| Project | Type | Date | Revised | Drawing |
|---|---|---|---|---|
| Snowmass Mall | B | 11/19/89 | | 2 of 3 |

Signtype C OPTION 1
18"w x 24"h x 1"d Singleface non-illuminated wall mount, wooden, directional plaque. Stud mount to existing masonry surface.

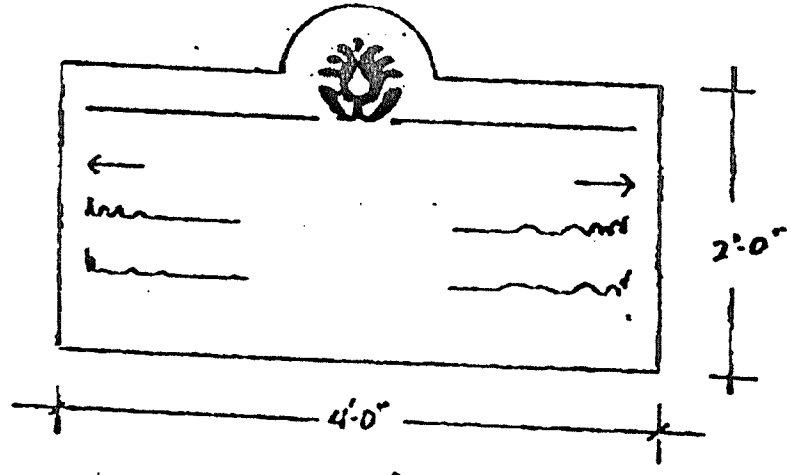
Signtype C OPTION 2
same as above except wooden edge has a finished laminate edge.




C

Signtype D OPTION 1
24"h x 48"w x 1"d singleface non-illuminated wall mount, wooden directional plaque. Stud mount to existing masonry surface.

Signtype D OPTION 2
same as above except wooden edge has a finished laminate edge.




D

Upper deck

3/4 = 1

EXHIBIT D - (PAGE 3 of 3)

SIGN SYSTEMS, INC.
700 W. MISSISSIPPI #4
DENVER, COLORADO
80223
303-871-8208

| Project | Type | Date | Revised | Drawing |
|---|---|---|---|---|
| Snowmass Mall | C, D | 11/15/89 | | 3 of 3 |

**Box 5770 Snowmass Village, CO 81611**

# PROOF OF PUBLICATION

STATE OF COLORADO

County of Pitkin

I, Lynda Hadley do solemnly swear that I am the general Mgr of THE SNOWMASS SUN; tha the same is a weekly newspaper printed, in whole or in part, and published in the County of Pitkin, State of Colorado, and has a general circulation therein; that said newspaper has been published continuously and uninterruptedly in said County of Pitkin, for a period of more than fifty-two consecutive weeks next prior to the first publication of the annexed legal notice or advertisement; that said newspaper has been admitted to the United States mails as second-class matter under the provisions of the Act of March 3, 1879, or any amendments thereof, and that said newpaper is a weekly newspaper duly qualified for publishing legal notices and advertisements with the meaning of the laws of the State of Colorado.

That the annexed legal notice or advertisement was published in the regular and entire issue of every number of said weekly newspaper for the period of one consecutive insertions; and that the first publication of said notice was in the issue of said newspaper dated June 7 A.D., 19 89, and that the last publication of said notice was in the issue of said newspaper dated June 7 A.D., 19 89.

Lynda Hadley

Subscribed and sworn to before me, a notary public in and for the County of Pitkin, State of Colorado, this 10th day of July A.D., 19 89

amber harmon
Notary Public

My commission expires 6-15-91

Copy of Notice

## Legal Notice

**Snowmass Village**
**Town Council**
**ORDINANCE SUMMARY**

**ORDINANCE NO. 8, SERIES OF 1989 APPROVING THE PARCEL "C" GATEWAY BUILDING (RESORT DEVELOPMENT RESOURSES) COMPREHENSIVE SIGN PLAN.**

**WHEREAS, the Town Council adopted Ordinance 25, Series of 1989 establishing regulations for signage with in the community; and**

**WHEREAS, Section 16.030 establishes a provision for a Comprehensive Sign Plan; and**

**WHEREAS, Resort Development Resources have submitted a comprehensive sign plan in accordance with the provisions; and**

**WHEREAS, a public hearing was held April 17, 1989; and**

**WHEREAS, the Town Council finds the following:**

**1.Resort Development Resourses have presented special circumstances which deserve flexibility from the standards in the best interest of the community.**

**2.The plan has been submitted in accordance with requirements.**

**3.The plan is consistent with surrounding uses and does not present adverse impacts.**

**4.The plan is in conformance with general Town sign regualtions.**

**NOW, THEREFORE, BE IT ORDAINED, by the Town Council of Snowmass Village, Colorado:**

**Section One: Action**

**The Town Council approves the Comprehensive Sign Plan.**

**INTRODUCED, READ AND ADOPTED by the Town Council of Snowmass Village, Colorado on the 1st day of May, 1989 by a vote of 4-1. Councilmember Unger opposed. Councilmembers Aiken and Mercatoris were absent.**

**INTRODUCED, READ AND ADOPTED by the Town Council of Snowmass Village, Colorado on the 5th day of June, 1989 by a vote of 7 to 0.**

**The Ordinance will become effective June 20, 1989. A copy of the Ordinance is available for review at the office of the Town Clerk.**

**Respectfully submitted,**
**Amber Harmon, Town Clerk**

**Posted June 6, 1989**
**Published June 7, 1989 in the Snowmass Sun.**

**Box 5770 Snowmass Village, CO 81611**

# PROOF OF PUBLICATION

STATE OF COLORADO

County of Pitkin

**Copy of Notice**

I, Dave Puddle do solemnly swear that I am the Assoc Publisher of THE SNOWMASS SUN; tha the same is a weekly newspaper printed, in whole or in part, and published in the County of Pitkin, State of Colorado, and has a general circulation therein; that said newspaper has been published continuously and uninterruptedly in said County of Pitkin, for a period of more than fifty-two consecutive weeks next prior to the first publication of the annexed legal notice or advertisement; that said newspaper has been admitted to the United States mails as second-class matter under the provisions of the Act of March 3, 1879, or any amendments thereof, and that said newpaper is a weekly newspaper duly qualified for publishing legal notices and advertisements with the meaning of the laws of the State of Colorado.

That the annexed legal notice or advertisement was published in the regular and entire issue of every number of said weekly newspaper for the period of one consecutive insertions; and that the first publication of said notice was in the issue of said newspaper dated May 3 A.D., 1989, and that the last publication of said notice was in the issue of said newspaper dated May 3 A.D., 1989.

David B. Puddle

Subscribed and sworn to before me, a notary public in and for the County of Pitkin, State of Colorado, this 2 day of June A.D., 1989.

Lynda A. Hadley
Notary Public

My commission expires 11-16-91



Town of Snowmass Village, Colorado

ORDINANCE NO. 89-09 WAS NEVER USED

| SUMMARY COMPARISON ANALYSIS<br>PRIOR 1980s CSPs AND PROPOSED 2025 CSP<br>SNOWMASS VILLAGE MALL & PARCEL C GATEWAY BUILDING SITES | | | |
|---|---|---|---|
| **Category** | **Snowmass Village Mall CSP – Ordinance 28, 1984** | **Parcel 'C' Gateway Building – Ordinance 8, 1989** | **Proposed 2025 Snowmass Village Mall & Parcel 'C' Gateway Building - Consolidated CSP updated 8-4-25** |
| **Conformance** | Signs must be replaced with new lease or option begins. | Signs to be replaced by date deadline in 1992 or condominium unit conveyance, whichever occurs first. | Proposed CSP "deliberately moves away from standardization, conformity, and sterilization." (See the 'Preamble' of CSP application under 'Community Benefit Justification' on pp. 3 & 4).<br>Any sign not in conformance with proposed consolidate CSP "will be permitted to remain in place if prior Town sign permit obtained."<br>(See section 3: 'Approvals & Permits' under 'Non-Conforming Signs,' on pg. 7).<br>**NOTE**: Procedures and time frames for securing the removal of nonconforming signs is not detailed per Town's CSP code Section 16A-5-450(c)(1)b. However, the Variance procedure is identified under the current code. |
| **Approvals & Permits** | All signs must be reviewed and approved by Landlord's Agent prior to filing a permit application to the Town. | All signs to be reviewed and approved by the Association prior to filing a permit application to the Town. | Proposed process under the Consolidated CSP is as follows:<br>• Obtain Landlord approval;<br>• Submit Town sign permit application with landlord authorization;<br>• Town permit approval based upon CSP compliance.<br>(See CSP Section 3: 'Approvals & Permits,' under 'Permit Process' on pg. 7).<br>**NOTE**: Town's Sign Code per in Section 16A-4-550(a) also requires Town Sign permit for CSPs). |
| **Submission Requirements** | Permit required per the Town's Sign Code;<br>Mall map with keying sign locations;<br>Sign manufacturer. | Same | All submissions to be made initially to Landlord with shop drawings or mockup, map with key sign locations, sign manufacturer, material specifications, and electrical plans.<br>(See CSP Section 3: 'Approvals & Permits,' under 'Submission Requirements' on pg. 7). |

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| **Materials** | 2" stock redwood; If painted, high quality latex required; Otherwise, use linseed oil or weatherproofing stain. | 2" wood material; If painted, high quality latex required; If natural finish, use linseed oil or weatherproofing stain. If natural wood, it must be redwood; If totally painted, it could be any type of wood. | Not specifically addressed.<br>(See CSP Section 3: 'Approvals & Permits' under the 'Submission Requirements' on pg. 7).<br>**NOTE**: Additional material and hardware standards are proposed in CSP Section 10: 'Construction & Safety Standards' (pp. 10-12) which might be better addressed in Section 6: 'Special Design Requirements' (on pp. 14 & 15). |
| **Color Usage** | Encourages colors in softer tones for backgrounds and brighter tones for illustration of graphic vignettes; Gold epoxy paint or gold leaf lettering;<br>Other informational letter may be of any color. | Any color may be considered for background or any graphic design or illustration to be incorporated into the design; Encourages colors in softer tones for backgrounds and brighter tones for illustration into the design. | Not specifically addressed.<br>(See CSP Section 3: 'Approvals & Permits' under the 'Submission Requirements' on pg. 7).<br>**NOTE**: Additional color and hardware standards are proposed in CSP Section 10: 'Construction & Safety Standards' (pp. 10-12) which might be better addressed in Section 6: 'Special Design Requirements' (on pp. 14 & 15). |
| **Shape** | Simpler shapes such as ovals, circles, rectangles, & squares. | Generally the same. | Various shapes allowed from 9.6 sq. ft. to 15 sq. ft.; Double-sided signs are calculated on both sides. Maximum projection is 4 ft. with 8' pedestrian clearance. (See CSP Section 4, 'Projecting Signs' on pg. 8).<br>**NOTE**: Additional color and hardware standards are proposed in CSP Section 10: 'Construction & Safety Standards' (pp. 10-12) which might be better addressed in Section 6: 'Special Design Requirements' (on pp. 14 & 15). |
| **Size (Mall Level)** | 4.5 sq. ft. per sign face. | 4.5 sq. ft.; additional window signs may be permitted. | Depending on storefront length, sizes range from 10 sq. ft. to 35 sq. ft. with height limited to 36" and width limited to 144" (or 12 ft.); |

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| | | | Sign projections up to 8" from storefront wall with pedestrian clearance of 8 ft.; 6 ft. over planted areas.<br>(See CSP Section 4, 'Wall Mounted Signs' on pg. 8.)<br>**NOTE**: Maximum number of wall mounted signs per tenant or storefront length is not indicated but should be noted in this section, rather than in the CSP Section 6: 'Special Design Requirements.' |
| **Size (2nd & 3rd Levels)** | 6 sq. ft. per sign face. | 6 sq. ft.; additional window signs may be permitted. | Same as stated above.<br>However, new standard added for Building ID Signs up to 35 sq. ft.<br>(See CSP Section 4, 'Building Identification Signs' on pg. 8.)<br>**NOTE**: The maximum number of wall mounted building ID signs not indicated. Recommend maximum one building ID sign at each perimeter entrance into the Mall area. |
| **Quantity** | 1 wall-mounted, hanging, projecting or window sign per business frontage with an access point;<br>Double or single-faced determined by Landlord;<br>Greater than 30-foot store frontage allows more sign area but additional window sign area may not exceed 6 sq. ft.. | 1 wall-mounted, hanging, projecting or window sign per business frontage with an access point;<br>Content to include business name or logo;<br>Double or single-faced determined by the Association;<br>Greater than 30-foot store frontage allows more sign area; but additional window sign area is allowed. Also, each access point allows one sign per doorway. | Not specified in CSP Section 4: 'Dimensional Standards.'<br>**NOTE**: Recommend maximum one (1) wall or projecting sign for small-medium storefront tenants; Maximum 2 wall or projecting signs for large-extra large storefront tenants.<br>This should be identified in the Section 4: 'Dimensional Standards' of the proposed CSP rather than in Section 6: 'Special Design Requirements' where additional Sign Quantity Standards are also listed. Sign standards and Design requirements should be separate. |

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| **Installation Height** | Minimum 7'-6" from bottom of sign to the ground; 6' over a planted area. | Same; but...<br>No sign in a fire lane. | Minimum 8 ft. over pedestrian walkways; 6 ft. over planters.<br>(See CSP Section 4: 'Dimensional Standards' on pg. 8).<br>**NOTE**: CSP Section 6: Special Design Requirements indicates slightly different clearance standards. Sign standards and Design requirements should be separated. |
| **Lighting & Hardware** | Each tenant to provide, but designed by Landlord's Agent. | Each tenant to provide, but bracket and fixtures to be designed consistently, submitted by Association, and authorized by Town Planner.<br>All lights to be indirect and incandescent, minus the Mall ID signs which may allow indirect neon lighting. | Hardware to include professional-grade brackets colored to complement building.<br>(See CSP Section 4: 'Dimensional Standards,' under 'Installation Requirements' on pg. 8)<br>**NOTE**: Proposed lighting standards are not specified, so it would follow the Illumination standards under current TOSV sign code. More elaborate construction and hardware standards are addressed in CSP Section 10: 'Construction & Safety Standards.' |
| **Awning Signs** | An alternative to main ID signs. | Lettering not to exceed 8" in height at Mall level or below; 10" in height above the Mall level; all limited to 7 ft. in width.<br>Approval by Town Council required. | Lettering not to exceed 8" on Mall Level or below; maximum 10" in height above the Mall Level. Wording not to exceed 84" or 7 ft. in width. Awning signs to be within the sign area limits for the tenant space.<br>(See CSP Section 4: 'Dimensional Standards,' under 'Awning Signs' on pg. 9). |
| **Window Signs** | Limited to decals, silk screening on glass, gold leaf, or etching; Name & Logo may be repeated once per window not exceeding 6 sq. ft.; Logo height limited to 4" at Mall level & 7" on 2nd & 3rd Levels; | Limited to decals, silk screening on glass, gold leaf, or etching; Name & Logo may be repeated once per window not exceeding 6 sq. ft.; Maximum height limited to 6" at Mall Level and 10" on above levels. | Maximum 10% window signs for primary storefront and secondary/side windows (following Town Code compliance).<br>Window Clings allowed under the Window Signs but noted as excluding commercial advertising content.<br>(See CSP Section 4: 'Dimensional Standards,' under 'Window Signs' and 'Window Clings' on pp. 8 & 9). |

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| | Tenants with more than 30 feet of frontage considered on individual basis. | Limited to decals, silk screening on glass, gold leaf, or etching; Name & Logo may be repeated once per window at discretion of the Association, and not exceeding 10% of window area; | **NOTE**: There should be clarity that Window Clings used for privacy or for screening purposes should also exclude commercial advertising content, including business branding and product information. Public art commissions should be explored for window clings, especially for full window coverage. This could be part of CSP Section 6: 'Special Design Requirements.' |
| **Temporary signs** | All other signs (pennants, banners, daily specials, etc.) considered temporary signs.<br>Poorly executed hand written signs are not acceptable; Exempt signs in Town's Sign Code considered temporary sign under this CSP. | All other signs (pennants, banners, daily specials, etc.) considered temporary signs. Displays in excess of 7 days limited to window signs; Maximum 20 sq. ft. allowed;<br>Poorly executed hand written signs are not acceptable; Exempt signs in Town's Sign Code considered temporary signs under this CSP. | 4 types proposed:<br>1. **Short-term**, maximum 14 days (freestanding max, 9 sq. ft., banners 3' x 12', event sign at 12 sq. ft., all requiring Town sign permits);<br>2. **Operational signage** (permanent) – for menu boards / daily specials at maximum 12 sq. ft.;<br>3. **Sandwich boards** at maximum 24" wide x 36" high<br>4. **Directional signs** at maximum 6 sq. ft.<br>(See CSP Section 4: 'Temporary Signage Standards,' on pg. 10).<br>**NOTE**: The short-term temporary signs are compliant with the TOSV sign code. It is recommended that the Mall directional signs and only one menu board on a movable podium for each restaurant should suffice in lieu of the additional requested sandwich boards and directional signs. |
| **Menu Boards** | Allowed for each restaurant provided by Landlord's Agent. | Standard menu board for each restaurant provided by the Association; Announcements & posters display limit is 7 days. | The proposed Consolidated CSP addresses Menu boards under its Temporary Sign standards.<br>(See CSP Section 4: 'Temporary Signage Standards,' on pg. 10).<br>**NOTE**: It is recommended that the Mall directional signs and only one menu board on a movable podium for each |

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| | | | restaurant should suffice in lieu of the additional requested sandwich boards and directional signs under the proposed temporary sign provisions. |
| **Building Directories** | Not addressed; Ordinance 20, 1990 approved 4 Mall Directory and Directional signs each at 7 ft. tall and 36 sq. ft.~ (placed at west and east ends, and by the transit areas). | At egress and stairway locations; limited to 6 sq. ft. on upper level and 8 sq. ft. elsewhere.<br>NOTE: Ordinance 20, 1990 approved 4 Mall Directory and Directional signs each at 7 ft. tall and 36 sq. ft.~ (placed at west and east ends, and by the transit areas). | Building directories may be erected by Landlord at egress and stairs throughout the properties, and limited to 6 sq. ft. in size, but may be exceed in size to accommodate maps at bus stops and tenant listings. Additional directory signs added (and considered as temporary signs) at Landlord discretion only as necessary to improve pedestrian circulation.<br>(See CSP Section 4: 'Dimensional Standards,' under 'Building Directories and Wayfinding Signs' on pp. 9 & 10). |
| **Preceding Sign Covenants** | This CSP considered part and parcel of Town's Sign Code and should not be considered a complete replacement. | Same | This consolidated CSP Amendment to replace all previous CSP documents. Consolidated CSP concurs that it would be part and parcel to the Town's Sign Code. (See the CSP's 'Preamble' under 'Relationship to Town Code' and 'Consolidation of Prior Approvals' on pg. 3).<br>**NOTE**: Recommend removing last 3 sentences in CSP Section 13: 'Superseding Regulations' as it may cause confusion. |
| **Revisions and Amendments** | Not specifically addressed in the CSP; would follow CSP Amendment procedures in the Town's CSP Code. | Not specifically addressed in the CSP; would follow CSP Amendment procedures in the Town's CSP Code. | See CSP Section 12: 'Amendments,' which essentially summarizes the Town Code procedures.<br>**NOTE**: Town Approval for changes already follows the Town's CSP Sign Code regarding 'Amendments' to a CSP per Section 16A-4-560(6), 'Amendments,' and doesn't necessarily need to be repeated in the proposed Consolidated CSP. |

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| | | | |

GENERAL NOTES

1. THE BASIS OF BEARINGS IS THE SOUTHERLY LINE OF THE SUBJECT PROPERTY, BEING MONUMENTED AS SHOWN HEREON, WITH THE LINE ASSUMED TO BEAR N60°29'39"W.

2. SET 2" ALUMINUM CAPS STAMPED "DB & CO. LS 27275" AT ALL EXTERIOR BOUNDARY CORNERS OF THE SUBJECT PROPERTY UNLESS OTHERWISE NOTED.

3. DREXEL BARRELL & CO. RELIED UPON TITLE COMMITMENT NO. 0705362-C, ISSUED BY STEWART TITLE GUARANTY COMPANY, WITH AN EFFECTIVE DATE OF SEPTEMBER 25, 2017 FOR ALL INFORMATION REGARDING THE LEGAL DESCRIPTION, EASEMENTS AND RIGHTS-OF-WAYS.

4. THIS SITE IS WITHIN ZONE X (AREAS DETERMINED TO BE OUTSIDE 500-YEAR FLOOD PLAIN) AS DETERMINED BY THE FLOOD INSURANCE RATE MAP FOR PITKING COUNTY, COLORADO, MAP NUMBER 08097C0183D, WITH A MAP REVISED DATE OF SEPTEMBER 30, 1988.

5. ALL REFERENCES TO BOOKS, PAGES, MAPS AND RECEPTION NUMBERS ARE PUBLIC DOCUMENTS ON FILE WITH THE CLERK AND RECORDER OF PITKIN COUNTY, STATE OF COLORADO.

6. ALL TIES TO THE RECORD TITLE LINES FROM THE IMPROVEMENTS SHOWN HEREON ARE PERPENDICULAR TO THE RECORD TITLE LINES.

7. ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT OR LAND BOUNDARY MONUMENT OR ACCESSORY, COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE 18-4-508 C.R.S.

8. BURIED UTILITIES AND/OR PIPE LINES ARE SHOWN PER VISIBLE SURFACE EVIDENCE AND AS MARKED BY UNDERGROUND CONSULTING SERVICES ON OCTOBER 23, 2017. IF ANY UNDERGROUND UTILITY LOCATIONS ARE REQUIRED, THEY WILL HAVE TO BE VERIFIED BY FIELD POTHOLING THE UTILITIES. DREXEL, BARRELL & CO. AND THE SURVEYOR OF RECORD SHALL NOT BE LIABLE FOR THE LOCATION OF OR THE FAILURE TO NOTE THE LOCATION OF NON-VISIBLE UTILITIES.

9. EASEMENTS AND PUBLIC DOCUMENTS SHOWN OR NOTED HEREON WERE EXAMINED AS TO LOCATION AND PURPOSE AND WERE NOT EXAMINED AS TO RESERVATIONS, RESTRICTIONS, EXCLUSIONS, CONDITIONS, OBLIGATIONS, TERMS OR AS TO THE RIGHT TO GRANT THE SAME.

10. THE LINEAL UNITS SHOWN HEREON ARE US SURVEY FEET.

11. THE FOLLOWING RESTRICTIONS ARE PER A ZONING ANALYSIS REPORT, PREPARED BY AEI CONSULTANTS, DATED SEPTEMBER 14, 2017.

    CURRENT ZONING CLASSIFICATION: GATEWAY CENTER; MIXED USE SNOWMASS MALL; SPA-1; SPECIAL PLANNING AREA.

    LOT SIZE REQUIREMENTS PER ZONING ORDINANCE: MINIMUM LOT AREA: 3,000 SF, MINIMUM LOT WIDTH: 50 FEET

    MAXIMUM LOT COVERAGE PERMITTED PER ZONING ORDINANCE: MAXIMUM BUILDING COVERAGE REQUIREMENTS ARE NOT SET FORTH IN THE ORDINANCE FOR PROPERTIES LOCATED WITHIN THE MU: MIXED- USE ZONING DISTRICT.

    MAXIMUM FLOOR AREA RATION PERMITTED PER ZONING ORDINANCE: ACCORDING TO TABLE 3-2 SCHEDULE OF DIMENSIONAL LIMITATIONS, THE MAXIMUM FLOOR AREA RATIO (FAR) PERMITTED IS 1.0 FOR PROPERTIES LOCATED WITH THE MU: MIXED-USE ZONING DISTRICT.

    MAXIMUM BUILDING HEIGHT PERMITTED PER ZONING ORDINANCE: ACCORDING TO TABLE 3-2 SCHEDULE OF DIMENSIONAL LIMITATIONS, THE MAXIMUM BUILDING HEIGHT PERMITTED IS 38' FOR PROPERTIES LOCATED WITHIN THE MU: MIXED-USE ZONING DISTRICT.

    YARD SETBACK REQUIREMENTS
    FRONT OF PROPERTY: NONE SPECIFIED IN ORDINANCE 13, SERIES 1987.
    REAR OF PROPERTY: NONE SPECIFIED IN ORDINANCE 13, SERIES 1987.
    SIDES OF PROPERTY: NONE SPECIFIED IN ORDINANCE 13, SERIES 1987.

    PARKING SPACES REQUIRED PER ZONING ORDINANCE: ACCORDING TO THE CLIENT, "THE APPROVAL FOR THE MALL IS UNDER A SPA AND THERE IS NO SPECIFIED MAX OR MINIMUM NUMBER OF RESTAURANT SEATS REQUIRED. ADDITIONALLY, THE APPROVALS FOR WHAT IS BUILT DOES NOT REQUIRE ONSITE PARKING. PARKING FOR GUESTS IS CURRENTLY AVAILABLE IN THE PARKING LOTS ADJACENT TO THE PROPERTY WHICH ARE OWNED AND OPERATED BY THE TOWN OF SNOWMASS VILLAGE."

12. THE SQUARE FOOTAGE OF THE BUILDINGS AS SHOWN HEREON WAS OBTAINED BY USING THE EXTERIOR HATCHED BUILDING LINES AS SHOWN HEREON.

13. THE HEIGHT OF THE STRUCTURE AS NOTED HEREON IS THE DISTANCE FROM THE ROOF AS VISIBLE FROM THE GROUND TO A POINT ON THE GROUND DIRECTLY BELOW THE ROOF POINT.

14. DREXEL BARRELL & CO. DID NOT OBSERVE ANY EARTH MOVING EQUIPMENT, BUILDING CONSTRUCTION OR BUILDING ADDITIONS BEING CONDUCTED ON THE EXTERIOR OF THE BUILDINGS ON THE DATE OF LAST FIELD INSPECTION AS NOTED HEREON. THIS OBSERVATION ONLY APPLIES TO THE EXTERIOR OF THE BUILDING.

15. DREXEL BARRELL & CO. HAS NO KNOWLEDGE OF PROPOSED CHANGES IN STREET RIGHT-OF-WAY LINES.

16. DREXEL BARRELL & CO. DID NOT OBSERVE ANY MARKERS DELINEATING WETLANDS ON THE SUBJECT PROPERTY ON THE DATE OF LAST FIELD INSPECTION.

17. THE LAST FIELD INSPECTION OF THE SITE WAS ON OCTOBER 25, 2017.

18. THE SUBJECT PROPERTY HAS PEDESTRIAN ACCESS TO CARRIAGE WAY, DALY LANE AND ELBERT LANE, OF WHICH ALL ARE PUBLIC STREETS.

TITLE COMMITMENT NOTES

THE PROPERTY AS SHOWN HEREON IS SUBJECT TO THE FOLLOWING PER TITLE COMMITMENT NO. 0705362-C, ISSUED BY STEWART TITLE GUARANTY COMPANY, WITH AN EFFECTIVE DATE OF SEPTEMBER 25, 2017. NOT ALL EXCEPTIONS CONTAINED WITHIN THIS TITLE COMMITMENT ARE NOTED BELOW AND NOT ALL THE EXCEPTIONS LISTED BELOW ARE SHOWN HEREON.

PARCEL A:

7. RIGHT OF THE PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM, SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES HEREBY GRANTED, AS RESERVED IN UNITED STATES PATENT RECORDED IN BOOK 55 AT PAGE 93, AT RECEPTION NO. 64243. THIS IS NOT A SURVEY RELATED ITEM.

8. AGREEMENT BETWEEN SNOWMASS AMERICAN CORPORATION AND SNOWMASS WATER AND SANITATION DISTRICT RECORDED APRIL 22, 1971, IN BOOK 254 AT PAGE 831, AT RECEPTION NO. 145287, APRIL 22, 1971, IN BOOK 254 AT PAGE 837, AT RECEPTION NO. 145288 AND SEPTEMBER 29, 1971, IN BOOK 258 AT PAGE 164, AT RECEPTION NO. 147716. THIS IS NOT A SURVEY RELATED ITEM

9. INTENTIONALLY OMITTED.

10. EASEMENT GRANTED TO THE SNOWMASS WATER AND SANITATION DISTRICT RECORDED MARCH 14, 1978, IN BOOK 344 AT PAGE 701, AT RECEPTION NO. 202453, AS SHOWN ON THE SURVEY PREPARED BY DREXEL, BARRELL & CO DATED MARCH 29, 2005 AND LAST REVISED SEPTEMBER 13, 2012 AS JOB NO. 4717-61C. EASEMENTS PER THIS DOCUMENT ARE SHOWN HEREON.

11. EASEMENTS, RIGHTS WAY AND ALL OTHER MATTERS AS SHOWN ON THE PLAT OF PARCEL C SUBDIVISION FILED JUNE 1, 1989, IN PLAT BOOK 22 AT PAGE 60, AT RECEPTION NO. 311957; AND THE MAP OF PARCEL C CONDOMINIUM FILED JUNE 1, 1989, IN PLAT BOOK 22 AT PAGE 61, AT RECEPTION NO. 311962, AS SHOWN ON THE SURVEY PREPARED BY DREXEL, BARRELL & CO DATED MARCH 29, 2005 AND LAST REVISED SEPTEMBER 13, 2012 AS JOB NO. 4717-61C. EASEMENTS PER THIS DOCUMENT ARE SHOWN HEREON.

12. THOSE COVENANTS, CONDITIONS, RESTRICTIONS AND LIMITATIONS THAT ARE A BURDEN TO SUBJECT PROPERTY AS SET FORTH IN INSTRUMENTS RECORDED APRIL 9, 1986, IN BOOK 508 AT PAGE 603, BOOK 508 AT PAGE 620, AT RECEPTION NO. 277090 AND RECEPTION NO. 277091. THIS IS NOT A SURVEY RELATED ITEM.

13. EASEMENT AGREEMENT BETWEEN THE FEDERAL DEPOSIT INSURANCE CORPORATION AND RESORT DEVELOPMENT RESOURCES RECORDED APRIL 18, 1988, IN BOOK 561 AT PAGE 453, AT RECEPTION NO. 299251 AND RERECORDED APRIL 28, IN BOOK 562 AT PAGE 512, AT RECEPTION NO. 299641, AS SHOWN ON THE SURVEY PREPARED BY DREXEL, BARRELL & CO DATED MARCH 29, 2005 AND LAST REVISED SEPTEMBER 13, 2012 AS JOB NO. 4717-61C. EASEMENTS PER THIS DOCUMENT ARE SHOWN HEREON.

14. THOSE COVENANTS, CONDITIONS, RESTRICTIONS AND LIMITATIONS THAT ARE A BURDEN TO SUBJECT PROPERTY AS SET FORTH IN THAT CERTAIN ACCESS AND ENCROACHMENT AGREEMENT BETWEEN RESORT DEVELOPMENT RESOURCES AND SNOWMASS VILLAGE LIMITED PARTNERSHIP RECORDED APRIL 26, 1988, IN BOOK 562 AT PAGE 196, AT RECEPTION NO. 299562, FIRST SUPPLEMENTAL ENCROACHMENT AND ACCESS AGREEMENT RECORDED AUGUST 14, 1996 AT RECEPTION NO. 396002. THIS IS NOT A SURVEY RELATED ITEM.

15. THOSE COVENANTS, CONDITIONS, RESTRICTIONS AND LIMITATIONS THAT ARE A BURDEN TO SUBJECT PROPERTY AS SET FORTH IN THAT CERTAIN SUPPLEMENTAL QUIT CLAIM DEED AND EASEMENT AGREEMENT BETWEEN SNOWMASS RESORT ASSOCIATION AND RESORT DEVELOPMENT RESOURCES RECORDED APRIL 20, 1989, IN BOOK 590 AT PAGE 417. THIS IS NOT A SURVEY RELATED ITEM.

16. THOSE COVENANTS, CONDITIONS, OBLIGATIONS, EASEMENTS AND RESTRICTIONS WHICH ARE A BURDEN TO THE CONDOMINIUM UNIT DESCRIBED IN SCHEDULE A, AND SET FORTH IN THE CONDOMINIUM DECLARATION RECORDED JUNE 1, 1989, IN BOOK 593 AT PAGE 732, AT RECEPTION NO. 311962 AND RE-RECORDED APRIL 16, 1993, IN BOOK 709 AT PAGE 57, AT RECEPTION NO. 356000. EASEMENTS PER THIS DOCUMENT ARE SHOWN HEREON.

17. THOSE COVENANTS, CONDITIONS, RESTRICTIONS AND LIMITATIONS THAT ARE A BURDEN TO SUBJECT PROPERTY OF PROHIBITED USE RESTRICTION AS SET FORTH IN DEED FROM THE TOWN OF SNOWMASS VILLAGE, COLORADO TO RESORT DEVELOPMENT RESOURCES RECORDED DECEMBER 22, 1987, IN BOOK 553 AT PAGE 733, AT RECEPTION NO. 296026. THIS IS NOT A SURVEY RELATED ITEM.

18. PERMANENT EASEMENTS FOR ENCROACHMENT AS SET FORTH IN BARGAIN AND SALE DEEDS RECORDED AUGUST 14, 1996, AT RECEPTION NO. 396003 AND AUGUST 14, 1996, AT RECEPTION NO. 396005. EASEMENTS PER THIS DOCUMENT ARE SHOWN HEREON.

19. ENCROACHMENT AND EASEMENT AGREEMENTS BETWEEN TOWN OF SNOWMASS VILLAGE, AND RESORT DEVELOPMENT RESOURCES RECORDED JUNE 1, 1989, IN BOOK 593 AT PAGE 720. EASEMENTS PER THIS DOCUMENT ARE SHOWN HEREON.

20. COST SHARING AGREEMENT BETWEEN RESORT DEVELOPMENT RESOURCES AND THE TOWN OF SNOWMASS VILLAGE RECORDED JUNE 1, 1989, IN BOOK 593 AT PAGE 725. THIS IS NOT A SURVEY RELATED ITEM.

LEGAL DESCRIPTION

PARCEL A:

CONDOMINIUM UNITS 015, 102, 104, 104A, 106, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 215, 216, 301, 302, 306, 309, 310, 311A, 311B, 315 AND 316, PARCEL C CONDOMINIUM, ACCORDING TO THE MAP THEREOF FILED JUNE 1, 1989, IN PLAT BOOK 22 AT PAGE 61, AT RECEPTION NO. 311957, AND ACCORDING TO THE CONDOMINIUM DECLARATION FOR PARCEL C CONDOMINIUM RECORDED JUNE 1, 1989, IN BOOK 593 AT PAGE 732, AT RECEPTION NO. 311962 AND RE-RECORDED APRIL 16, 1993, IN BOOK 709 AT PAGE 57, AT RECEPTION NO. 356000.

TOGETHER WITH THE UNDIVIDED INTERESTS IN THE COMMON ELEMENTS AS DEFINED AND DESCRIBED IN THE CONDOMINIUM DECLARATION FOR PARCEL C CONDOMINIUM RECORDED JUNE 1, 1989, IN BOOK 593 AT PAGE 732, AT RECEPTION NO. 311962 AND RE-RECORDED APRIL 16, 1993, IN BOOK 709 AT PAGE 57, AT RECEPTION NO. 356000.

TOGETHER WITH PERMANENT EASEMENTS FOR ALL ENCROACHMENTS AS SET FORTH IN BARGAIN AND SALE DEED RECORDED AUGUST 14, 1996, AT RECEPTION NO. 396005. EXCEPTING THEREFROM EASEMENTS FOR ENCROACHMENTS AS SET FORTH IN BARGAIN AND SALE DEED RECORDED AUGUST 14, 1996, AT RECEPTION NO. 396003 AND THE REAL PROPERTY CONVEYED BY SPECIAL WARRANTY DEED TO SNOWMASS VILLAGE LIMITED PARTNERSHIP RECORDED AUGUST 14, 1996, AT RECEPTION NO. 396009.

PARCEL B:

PARCELS A, B, C AND D, SNOWMASS VILLAGE MALL, ACCORDING TO THE SPECIALLY PLANNED AREA (S.P.A.)DETAILED FINAL PLAT FILED NOVEMBER 6, 1996, IN PLAT BOOK 40 AT PAGE 83 AT RECEPTION NO. 398808.

TITLE COMMITMENT NOTES CONT'D

PARCEL B:

21. RIGHT OF THE PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM, SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES HEREBY GRANTED, AS RESERVED IN UNITED STATES PATENT RECORDED FEBRUARY 5, 1908, IN BOOK 55 AT PAGE 165, AND JANUARY 30, 1917, IN BOOK 55 AT PAGE 545. THIS IS NOT A SURVEY RELATED ITEM.

22. RIGHT OF WAY FOR DITCHES OR CANALS CONSTRUCTED BY THE AUTHORITY OF THE UNITED STATES, AS RESERVED IN UNITED STATES PATENT RECORDED FEBRUARY 5, 1908, IN BOOK 55 AT PAGE 165, NOVEMBER 1, 1926, IN BOOK 55 AT PAGE 290, DECEMBER 18, 1933, IN BOOK 55 AT PAGE 303 AND JANUARY 30, 1917, IN BOOK 55 AT PAGE 545. THIS IS NOT A SURVEY RELATED ITEM.

23. EASEMENT AND LICENSE AGREEMENT BETWEEN THE SNOWMASS COMPANY, A COLORADO JOINT VENTURE AND SNOWMASS VILLAGE LIMITED PARTNERSHIP RECORDED APRIL 9, 1986, IN BOOK 508 AT PAGE 603 AND BOOK 508 AT PAGE 620, AT RECEPTION NO. 277090 AND RECEPTION NO. 277091. EASEMENTS PER THIS DOCUMENT ARE SHOWN HEREON.

24. ENCROACHMENT AGREEMENT BETWEEN RESORT DEVELOPMENT RESOURCES, SHELL PROPERTIES CORPORATION/WEST AND SNOWMASS VILLAGE LIMITED PARTNERSHIP RECORDED APRIL 26, 1988, IN BOOK 562 AT PAGE 196; FIRST SUPPLEMENTAL ENCROACHMENT AND ACCESS AGREEMENT RECORDED AUGUST 14, 1996 AT RECEPTION NO. 396002. THIS IS NOT A SURVEY RELATED ITEM.

25. MAINTENANCE AND COST SHARING AGREEMENT BETWEEN THE SNOWMASS VILLAGE LIMITED PARTNERSHIP, AN ILLINOIS LIMITED PARTNERSHIP AND THE SNOWMASS CORPORATION, A COLORADO CORPORATION, RECORDED OCTOBER 8, 1990, IN BOOK 631 AT PAGE 435. THIS IS NOT A SURVEY RELATED ITEM.

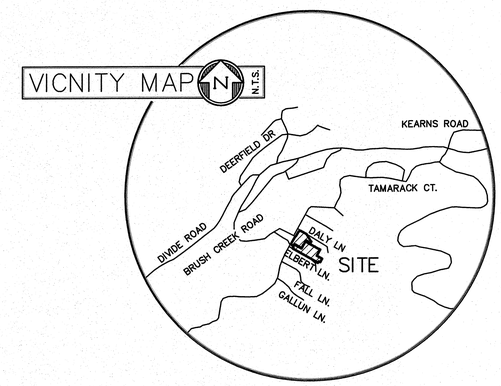
26. EASEMENTS, RIGHTS OF WAY AND ALL OTHER MATTERS AS DISCLOSED ON PLATS OF SUBJECT PROPERTY RECORDED JUNE 1, 1989, IN PLAT BOOK 22 AT PAGE 60 AND NOVEMBER 6, 1996 IN PLAT BOOK 40 AT PAGE 83. EASEMENTS PER THIS DOCUMENT ARE SHOWN HEREON.

27. MEMORANDUM OF RESTRICTIVE COVENANT RECORDED MAY 27, 2008, AT RECEPTION NO. 549606. THIS IS NOT A SURVEY RELATED ITEM.

28. AGREEMENTS BETWEEN SNOWMASS AMERICAN CORPORATION AND SNOWMASS WATER AND SANITATION DISTRICT AS SET FORTH IN INSTRUMENTS RECORDED APRIL 22, 1971, IN BOOK 254 AT PAGE 831 AT RECEPTION NO. 145287, RECORDED APRIL 22, 1971 IN BOOK 254 AT PAGE 837 AT RECEPTION NO. 145286, AND RECORDED SEPTEMBER 29, 1971 IN BOOK 258 AT PAGE 164 AT RECEPTION NO. 147716. THIS IS NOT A SURVEY RELATED ITEM.

29. EASEMENT GRANTED TO THE SNOWMASS WATER AND SANITATION DISTRICT RECORDED MARCH 14, 1978 IN BOOK 244 AT PAGE 701, AT RECEPTION NO. 202453. EASEMENTS PER THIS DOCUMENT ARE SHOWN HEREON.

30. ANY AND ALL LEASES AND TENANCIES THIS IS NOT A SURVEY RELATED ITEM.




SURVEYOR: MATHEW E. SELDERS
DREXEL, BARRELL & CO.
1800 38TH STREET
BOULDER, COLORADO 80301
(303) 442-4338

CERTIFIED TO: CANTOR COMMERCIAL REAL ESTATE LENDING, L.P., A DELAWARE LIMITED PARTNERSHIP
SNOWMASS HOLDING COMPANY LLC
ROYAL ABSTRACT OF NEW YORK LLC
STEWART TITLE GUARANTY COMPANY
ROYAL ABSTRACT CORP. OF NEW JERSEY LLC
TITLE COMPANY OF THE ROCKIES

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1,2,3,4,6(A),7(A),7(B)(1),7(C),8,9,11,13,14,16,17,18, AND 20 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON OCTOBER 25, 2017.

DATE OF PLAT OR MAP: 10-25-17

IN ACCORDANCE WITH THE STATE BOARD OF LICENSURE FOR ARCHITECTS, PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS RULE 6.2.2, THE UNDERSIGNED FURTHER CERTIFIES THAT THIS MAP OR PLAT REFLECTS THE RESULTS OF A SURVEY MADE BY ME OR UNDER MY RESPONSIBLE CHARGE, IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, WAS PREPARED IN ACCORDANCE WITH APPLICABLE STANDARDS OF PRACTICE AND IS NOT A GUARANTY OR WARRANTY, EITHER EXPRESSED OR IMPLIED.




MATHEW E. SELDERS
COLORADO LICENSED PROFESSIONAL
LAND SURVEYOR NO. 27275

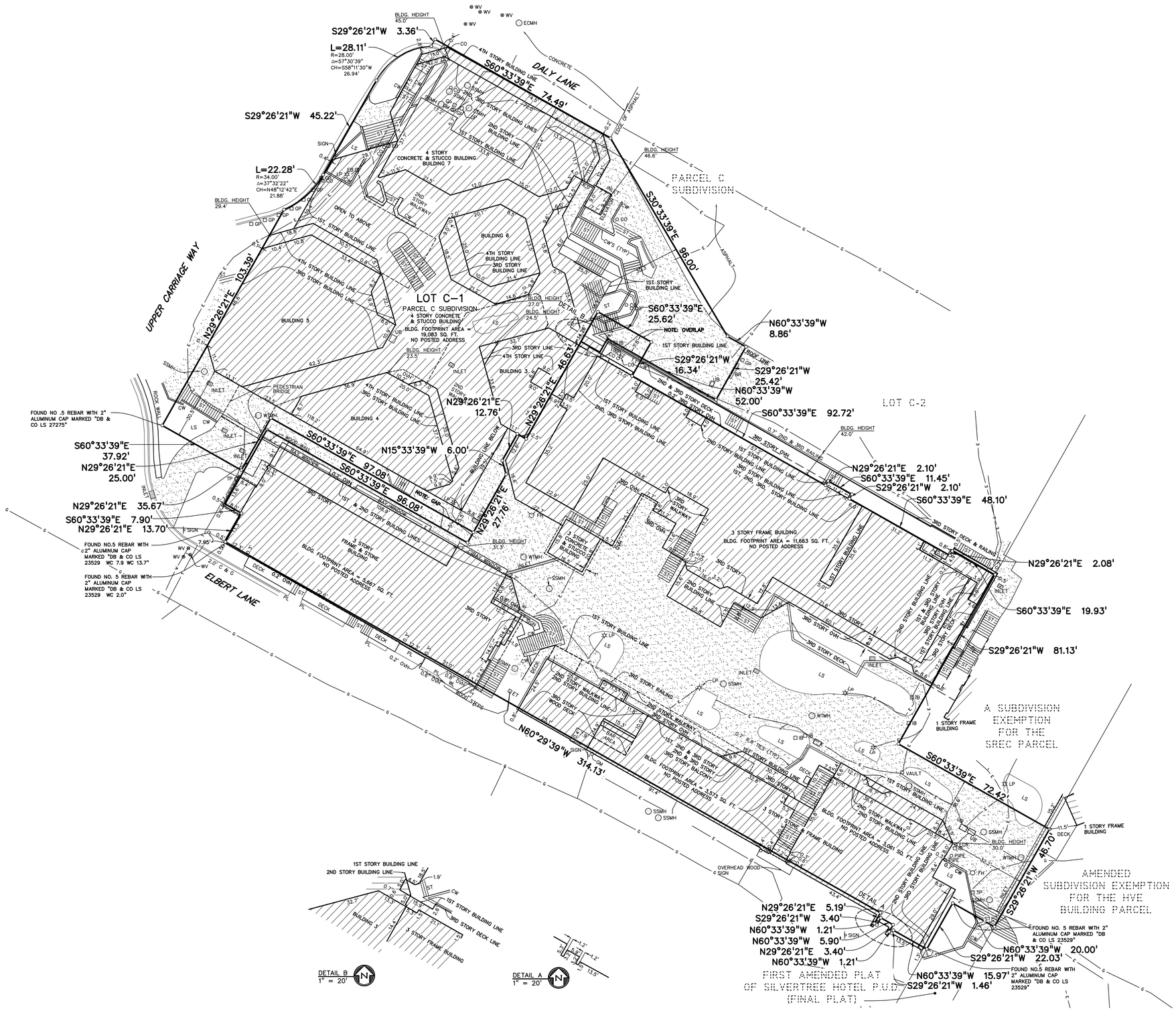
# ALTA/NSPS LAND TITLE SURVEY OF PARCELS A, B, C, AND D, SNOWMASS VILLAGE MALL ALONG WITH PARCEL C CONDOMINIUM, LOCATED IN SECTION 1 AND 2, T10S, R86W OF THE 6TH P.M., TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO.
FOR: RELATED COMPANIES.

IN ACCORDANCE WITH CRS 13-80-105;
NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

Drexel, Barrell & Co. Engineers/Surveyors
1800 38TH STREET BOULDER, COLORADO 80301 (303) 442-4338
BOULDER, COLORADO (303) 442-4338
COLORADO SPRINGS, COLORADO (719) 260-0887
GREELEY, COLORADO (970) 351-0845

| Revisions - Date | Date | Drawn By | Job No. |
|---|---|---|---|
| 10-4-17 RECERTIFY | 8-27-17 | JRF | 4717-99A |
| 10-25-17 | Scale | Checked By | Drawing No. |
| | 1" =20' | MES | B88-99C |

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LEGEND

| | |
|---|---|
| BR | BIKE RACK |
| C & G | CURB & GUTTER |
| CO | CLEANOUT |
| CW | CONCRETE WALL |
| EB | ELECTRIC BOX |
| FH | FIRE HYDRANT |
| GM | GAS METER |
| GP | GUARD POST |
| HCR | HANDICAP RAMP |
| IB | IRRIGATION BOX |
| LP | LIGHT POLE |
| LS | LANDSCAPING |
| OVH | OVERHANG |
| PL | PLANTER |
| PS | PARKING SPACE |
| RCP | REINFORCED CONCRETE PIPE |
| S | SIGN |
| ST | STAIRS |
| SSMH | SANITARY SEWER MANHOLE |
| TP | TELEPHONE PEDESTAL |
| UB | UTILITY BOX |
| WM | WATER METER |
| WTMH | WATER MANHOLE |
| WV | WATER VALVE |
| E | UNDERGROUND ELECTRIC |
| G | GAS LINE |
| W | WATER LINE |
| T | TELEPHONE LINE |
| | CONCRETE |

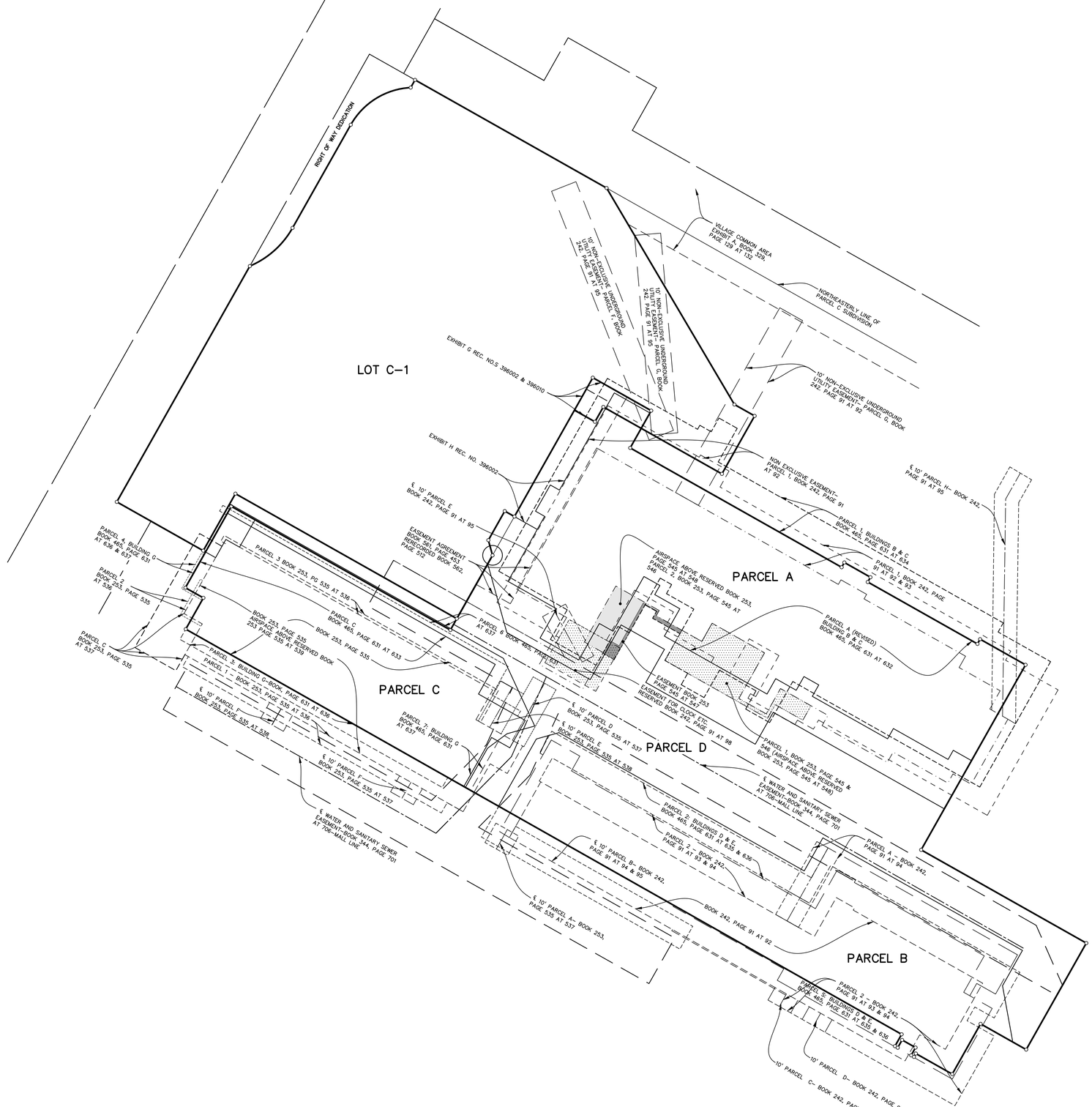
# ALTA/NSPS LAND TITLE SURVEY OF PARCELS A, B, C, AND D, SNOWMASS VILLAGE MALL ALONG WITH PARCEL C CONDOMINIUM, LOCATED IN SECTION 1 AND 2, T10S, R86W OF THE 6TH P.M., TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO.
FOR: RELATED COMPANIES

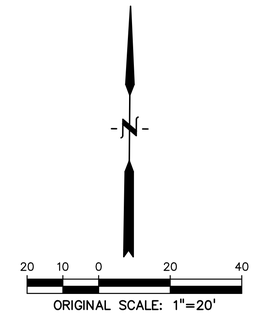
IN ACCORDANCE WITH CRS 13-80-105;
NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

Drexel, Barrell & Co. Engineers/Surveyors
1800 38TH STREET BOULDER, COLORADO 80301 (303) 442-4338
BOULDER, COLORADO (303) 442-4338
COLORADO SPRINGS, COLORADO (719) 260-0887
GREELEY, COLORADO (970) 351-0645

| Revisions – Date | Date | Drawn By | Job No. |
|---|---|---|---|
| 10-4-17 RECERTIFY | 8-22-17 | JRF | 4717-99A |
| 10-25-17 | Scale | Checked By | Drawing No. |
| | 1" = 20' | MES | B88-99D |

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# ALTA/NSPS LAND TITLE SURVEY OF PARCELS A, B, C, AND D, SNOWMASS VILLAGE MALL ALONG WITH PARCEL C CONDOMINIUM, LOCATED IN SECTION 1 AND 2, T10S, R86W OF THE 6TH P.M., TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO.
FOR: RELATED COMPANIES.

IN ACCORDANCE WITH CRS 13-80-105;
NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

Drexel, Barrell & Co. Engineers/Surveyors
1800 38TH STREET BOULDER, COLORADO 80301 (303) 442-4338
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GREELEY, COLORADO (970) 351-0645

| Revisions – Date | Date | Drawn By | Job No. |
|---|---|---|---|
| 10-4-17 RECERTIFY | 8-27-17 | JRF | 4717-99A |
| 10-25-17 | Scale | Checked By | Drawing No. |
| | 1" =20' | MES | B88-99E |

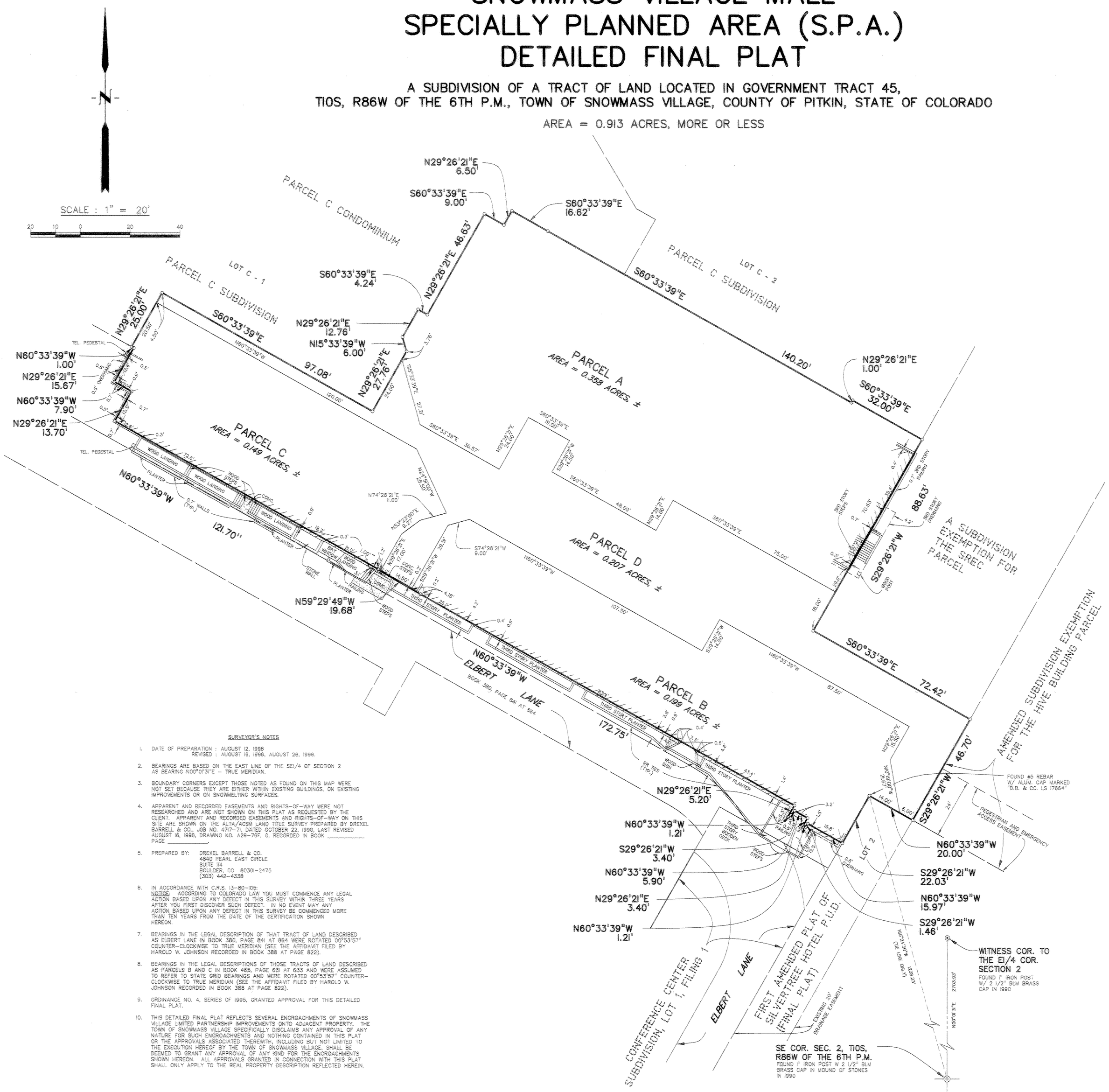
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B40 P83

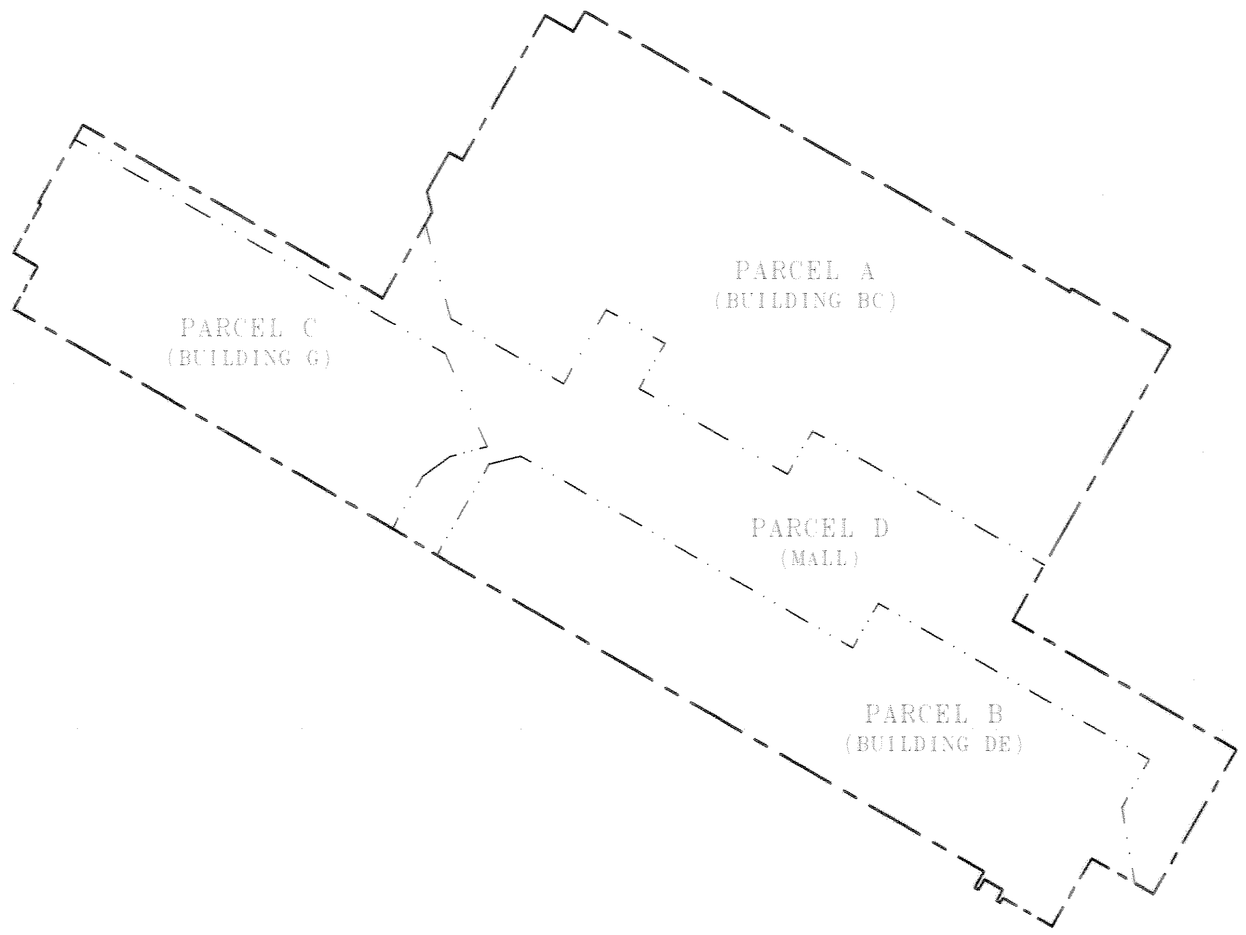
# SNOWMASS VILLAGE MALL
# SPECIALLY PLANNED AREA (S.P.A.)
# DETAILED FINAL PLAT

A SUBDIVISION OF A TRACT OF LAND LOCATED IN GOVERNMENT TRACT 45,
T10S, R86W OF THE 6TH P.M., TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO

AREA = 0.913 ACRES, MORE OR LESS


N
SCALE : 1" = 20'
20 10 0 20 40
PARCEL C CONDOMINIUM
LOT C - 1
PARCEL C SUBDIVISION
LOT C - 2
PARCEL A
AREA = 0.358 ACRES, ±
PARCEL C
AREA = 0.149 ACRES, ±
PARCEL D
AREA = 0.207 ACRES, ±
PARCEL B
AREA = 0.199 ACRES, ±
A SUBDIVISION EXEMPTION FOR THE SREC PARCEL
AMENDED SUBDIVISION EXEMPTION FOR THE HIVE BUILDING PARCEL
ELBERT LANE
BOOK 380, PAGE 841 AT 864
FIRST AMENDED PLAT OF SILVERTREE HOTEL P.U.D. (FINAL PLAT)
CONFERENCE CENTER SUBDIVISION, LOT 1, FILING 1
N29°26'21"E 6.50'
S60°33'39"E 9.00'
S60°33'39"E 16.62'
N29°26'21"E 46.63'
S60°33'39"E 4.24'
N29°26'21"E 12.76'
N15°33'39"W 6.00'
N29°26'21"E 27.76'
S60°33'39"E 140.20'
N29°26'21"E 1.00'
S60°33'39"E 32.00'
N29°26'21"E 25.00'
S60°33'39"E 97.08'
N60°33'39"W 1.00'
N29°26'21"E 15.67'
N60°33'39"W 7.90'
N29°26'21"E 13.70'
N60°33'39"W 121.70'
N59°29'49"W 19.68'
N60°33'39"W 172.75'
N29°26'21"E 5.20'
N60°33'39"W 1.21'
S29°26'21"W 3.40'
N60°33'39"W 5.90'
N29°26'21"E 3.40'
N60°33'39"W 1.21'
S29°26'21"W 88.63'
S60°33'39"E 72.42'
S29°26'21"W 46.70'
N60°33'39"W 20.00'
S29°26'21"W 22.03'
N60°33'39"W 15.97'
S29°26'21"W 1.46'
FOUND #5 REBAR W/ ALUM. CAP MARKED "D.B. & CO. LS 17664"
PEDESTRIAN AND EMERGENCY ACCESS EASEMENT
WITNESS COR. TO THE E1/4 COR. SECTION 2
FOUND IT IRON POST W/ 2 1/2" BLM BRASS CAP IN 1990
SE COR. SEC. 2, T10S, R86W OF THE 6TH P.M.
FOUND IT IRON POST W 2 1/2" BLM BRASS CAP IN MOUND OF STONES IN 1990
N00°01'31"E 2703.53'
EXISTING 70' DRAINAGE EASEMENT
TEL. PEDESTAL
WOOD LANDING
WOOD STEPS
PLANTER
STONE WALL
WOOD WALL
THIRD STORY PLANTER
THIRD STORY OVERHANG
WOOD POST
CONC. STEPS
METAL STEPS
WOOD STEPS (TYP.)
WOOD LANDING (TYP.)
METAL HANDRAIL
CONC. WALL
CONC. PLANTER
CONC. LANDING
CONC. STEPS
WOOD STEPS
WOOD LANDING
WOOD PLANTER
WOOD WALL
STONE WALL

B40 P84




LAND USE MAP

SCALE 1" = 50' 0"

## SNOWMASS MALL LAND USE MAP

Approved as the Final Land Use Plan by
Ordinance No. 04, Series of 1995
Town of Snowmass Village, Colorado

The Snowmass Village Mall Specially Planned Area includes all of the real property shown on the Snowmass Village Mall Specially Planned Area (S.P.A.) Detailed Final Plat recorded in Plat Book _____ at Page _____
in the records of the Clerk and Recorder, Pitkin County, Colorado, containing 0.913 acres more or less.

## TOWN COUNCIL APPROVAL

The undersigned accept and approve this final Land Use Map as part of the Town of Snowmass Village, Colorado, Ordinance No. 4, Series of 1995.

Attest: Town of Snowmass Village

Trudy Worline – Town Clerk  James H. Hooker – Mayor

Approved as to form:  Approved as to content:

Stephen R. Conner – Town Attourney  [illegible], Town Planner

### PARCELS A, B & C

A. Permitted Uses by Right:
1. Commercial offices, retail businesses, service businesses, and accesory uses;
2. Restaurants and bars;
3. Mechanical and storage;
4. Public and private utilities;
5. Outdoor events tent structure;
6. Outdoor food and beverage services, including carts and wagons;
7. Outdoor retail sales;
8. Special events activities;
9. Open space (both hard surface and landscaped);
10. Business signage.

B. Major Structures:
1. One building per parcel for a total of three major structures. Buildings may cover up to 100% of the parcels with no minimum setbacks.

C. Land Use Parameters:
1. Maximum building height: limited to 36 ft. above existing mall elevation (not including the existing tower in Parcel A).
Exception: The outdoor events tent structure.

2. Occupied floors: existing occupied floor levels, including service areas, may be expanded. No new occupied floor levels above the highest existing occupied level in each building are permitted.
Exception: The tower in Parcel A may not be considered to determine the highest occupied level of that building.

3. Allowable building square footage: total, cumulative expansion of up to 3,500 net additional s.f. is permitted to the existing buildings after the date of this ordinance.

4. Parcel Area Information (all areas in SF):

| Parcel: Area (approx.) | Existing Floor Area | Proposed New Floor Area | Proposed Total Floor Area | Maximum F.A.R. |
|---|---|---|---|---|
| A: 15,600 | 33,746 | up to 3,500 | up to 37,246 | 2.39 |
| B: 8,683 | 18,076 | up to 3,500 | up to 21,576 | 2.49 |
| C: 6,500 | 16,886.5 | up to 2,500 | up to 19,386.5 | 2.98 |

TOTAL NEW FLOOR AREA NOT TO EXCEED 3,500 SF FOR PARCELS A, B & C COMBINED.

### PARCEL D

A. Permitted Uses by Right:
1. Mechanical and storage;
2. Public and private utilities;
3. Outdoor eventsstage and tent structure;
4. Outdoor food and beverage service, including carts and wagons;
5. Outdoor retail sales;
6. Special events activities;
7. Open space (both hard surface and landscaped);
8. Business signage.
9. Stairs, roof overhangs and projections from Parcels A, B & C, subject to Town Council review and approval.

B. Major Structures:
1. None.

C. Land Use Parameters:
1. Maximum building height: limited to 36 ft. above existing mall elevation.
Exception: The outdoor events tent structure.
2. Open space: minimum open space requirement is 100% for Parcel D.

DAVID RITCHIE
& ASSOCIATES, INC
350 MAIN STREET, SUITE 310
CARBONDALE, CO 81623
(303) 963-0123 FAX
(303) 963-9335

SNOWMASS VILLAGE MALL
SPECIALLY PLANNED AREA (SPA)
LAND USE PLAN MAP
SNOWMASS VILLAGE, COLORADO

DRAWN: DLR
SCALE: 1"=50'-0"
DATE: 8/28/95
STYLE:
FINAL SPA EXHIBIT
REVISED PER TOV COMMENTS
SPA-LUM

LAND USE
PLAN MAP

2

COPYRIGHT DAVID RITCHIE & ASSOC. '95

PLAN HOLD CORPORATION • IRVINE, CALIFORNIA
REVISED BY AUTHORITY OF
PLAN HOLD CORPORATION • IRVINE, CALIFORNIA
REVISED BY AUTHORITY OF

B40 P85
DRAWING NUMBER
PLAN HOLD CORPORATION • IRVINE, CALIFORNIA
RECORDED AS DRAWING NUMBER
IN THE RECORDS OF PITKIN COUNTY

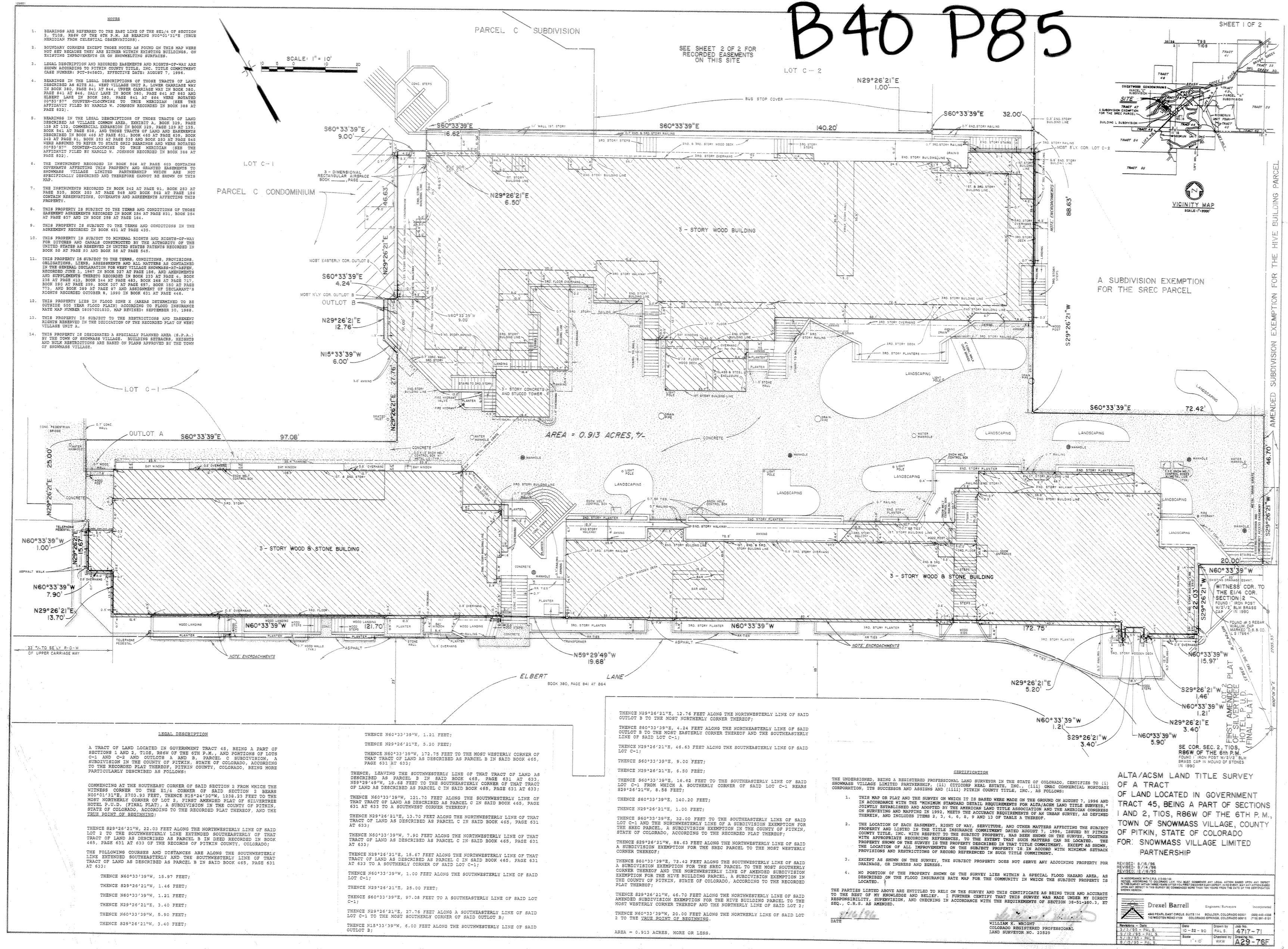
SHEET 1 OF 2

# A SUBDIVISION EXEMPTION FOR THE SREC PARCEL

## AMENDED SUBDIVISION EXEMPTION FOR THE HIVE BUILDING PARCEL

NOTES

1. BEARINGS ARE REFERRED TO THE EAST LINE OF THE SE1/4 OF SECTION 2, T10S, R86W OF THE 6TH P.M. AS BEARING N00°01'32"E (TRUE MERIDIAN FROM CELESTIAL OBSERVATIONS).
2. BOUNDARY CORNERS EXCEPT THOSE NOTED AS FOUND ON THIS MAP WERE NOT SET BECAUSE THEY ARE EITHER WITHIN EXISTING BUILDINGS, ON EXISTING IMPROVEMENTS OR ON SNOWMELTING SURFACES.
3. LEGAL DESCRIPTION AND RECORDED EASEMENTS AND RIGHTS-OF-WAY ARE SHOWN ACCORDING TO PITKIN COUNTY TITLE, INC. TITLE COMMITMENT CASE NUMBER: PCT-94582, EFFECTIVE DATE: AUGUST 7, 1996.
4. BEARINGS IN THE LEGAL DESCRIPTIONS OF THOSE TRACTS OF LAND DESCRIBED AS SITE A1, WEST VILLAGE UNIT A, LOWER CARRIAGE WAY IN BOOK 380, PAGE 841 AT 844, UPPER CARRIAGE WAY IN BOOK 380, PAGE 841 AT 846, DALY LANE IN BOOK 380, PAGE 841 AT 863 AND ELBERT LANE IN BOOK 380, PAGE 841 AT 864 WERE ROTATED 00°52'57" COUNTER-CLOCKWISE TO TRUE MERIDIAN (SEE THE AFFIDAVIT FILED BY HAROLD W. JOHNSON RECORDED IN BOOK 388 AT PAGE 822).
5. BEARINGS IN THE LEGAL DESCRIPTIONS OF THOSE TRACTS OF LAND DESCRIBED AS VILLAGE COMMON AREA, EXHIBIT A, BOOK 328, PAGE 128 AT 132, COMMERCIAL EXPANSION IN BOOK 329, PAGE 129 AT 135, BOOK 541 AT PAGE 838, AND THOSE TRACTS OF LAND AND EASEMENTS DESCRIBED IN BOOK 465 AT PAGE 631, BOOK 465 AT PAGE 638, BOOK 542 AT PAGE 81, BOOK 283 AT PAGE 539 AND BOOK 283 AT PAGE 545 WERE ASSUMED TO REFER TO STATE GRID BEARINGS AND WERE ROTATED 00°52'57" COUNTER-CLOCKWISE TO TRUE MERIDIAN (SEE THE AFFIDAVIT FILED BY HAROLD W. JOHNSON RECORDED IN BOOK 388 AT PAGE 822).
6. THE INSTRUMENT RECORDED IN BOOK 504 AT PAGE 403 CONTAINS COVENANTS AFFECTING THIS PROPERTY AND GRANTED EASEMENTS TO SNOWMASS VILLAGE LIMITED PARTNERSHIP WHICH ARE NOT SPECIFICALLY DESCRIBED AND THEREFORE CANNOT BE SHOWN ON THIS MAP.
7. THE INSTRUMENTS RECORDED IN BOOK 242 AT PAGE 91, BOOK 283 AT PAGE 525, BOOK 283 AT PAGE 548 AND BOOK 562 AT PAGE 196 CONTAIN RESERVATIONS, COVENANTS AND AGREEMENTS AFFECTING THIS PROPERTY.
8. THIS PROPERTY IS SUBJECT TO THE TERMS AND CONDITIONS OF THOSE EASEMENT AGREEMENTS RECORDED IN BOOK 284 AT PAGE 831, BOOK 254 AT PAGE 837 AND IN BOOK 258 AT PAGE 144.
9. THIS PROPERTY IS SUBJECT TO THE TERMS AND CONDITIONS IN THE AGREEMENT RECORDED IN BOOK 491 AT PAGE 435.
10. THIS PROPERTY IS SUBJECT TO MINERAL RIGHTS AND RIGHTS-OF-WAY FOR DITCHES AND CANALS CONSTRUCTED BY THE AUTHORITY OF THE UNITED STATES AS RESERVED IN UNITED STATES PATENTS RECORDED IN BOOK 95 AT PAGE 93 AND BOOK 95 AT PAGE 545.
11. THIS PROPERTY IS SUBJECT TO THE TERMS, CONDITIONS, PROVISIONS, OBLIGATIONS, LIENS, ASSESSMENTS AND ALL MATTERS AS CONTAINED IN THE GENERAL DECLARATION FOR WEST VILLAGE SNOWMASS-AT-ASPEN, RECORDED JUNE 1, 1967 IN BOOK 227 AT PAGE 186, AND AMENDMENTS AND SUPPLEMENTS THERETO RECORDED IN BOOK 233 AT PAGE 4, BOOK 235 AT PAGE 412, BOOK 244 AT PAGE 483, BOOK 268 AT PAGE 717, BOOK 280 AT PAGE 299, BOOK 307 AT PAGE 657, BOOK 350 AT PAGE 772, AND BOOK 389 AT PAGE 87 AND ASSIGNMENT OF DECLARANT'S RIGHTS RECORDED OCTOBER 8, 1990 IN BOOK 631 AT PAGE 446.
12. THIS PROPERTY LIES IN FLOOD ZONE X (AREAS DETERMINED TO BE OUTSIDE 500 YEAR FLOOD PLAIN) ACCORDING TO FLOOD INSURANCE RATE MAP NUMBER 080976C1830, MAP REVISED: SEPTEMBER 30, 1988.
13. THIS PROPERTY IS SUBJECT TO THE RESTRICTIONS AND EASEMENT RIGHTS RESERVED IN THE DEDICATION OF THE RECORDED PLAT OF WEST VILLAGE UNIT A.
14. THIS PROPERTY IS DESIGNATED A SPECIALLY PLANNED AREA (S.P.A.) BY THE TOWN OF SNOWMASS VILLAGE. BUILDING SETBACKS, HEIGHTS AND BULK RESTRICTIONS ARE BASED ON PLANS APPROVED BY THE TOWN OF SNOWMASS VILLAGE.




## LEGAL DESCRIPTION

A TRACT OF LAND LOCATED IN GOVERNMENT TRACT 45, BEING A PART OF SECTIONS 1 AND 2, T10S, R86W OF THE 6TH P.M., AND PORTIONS OF LOTS C-1 AND C-2 AND OUTLOTS A AND B, PARCEL C SUBDIVISION, A SUBDIVISION IN THE COUNTY OF PITKIN, STATE OF COLORADO, ACCORDING TO THE RECORDED PLAT THEREOF, PITKIN COUNTY, COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 2 FROM WHICH THE WITNESS CORNER TO THE E1/4 CORNER OF SAID SECTION 2 BEARS N00°01'31"E, 2703.93 FEET, THENCE N15°24'30"W, 1238.23 FEET TO THE MOST NORTHERLY CORNER OF LOT 2, FIRST AMENDED PLAT OF SILVERTREE HOTEL P.U.D. (FINAL PLAT), A SUBDIVISION IN THE COUNTY OF PITKIN, STATE OF COLORADO, ACCORDING TO THE RECORDED PLAT THEREOF, AND THE TRUE POINT OF BEGINNING;

THENCE S29°26'21"W, 22.03 FEET ALONG THE NORTHWESTERLY LINE OF SAID LOT 2 TO THE SOUTHWESTERLY LINE EXTENDED SOUTHEASTERLY OF THAT TRACT OF LAND AS DESCRIBED AS PARCEL B IN DEED RECORDED IN BOOK 465, PAGE 631 AT 633 OF THE RECORDS OF PITKIN COUNTY, COLORADO;

THE FOLLOWING COURSES AND DISTANCES ARE ALONG THE SOUTHWESTERLY LINE EXTENDED SOUTHEASTERLY AND THE SOUTHWESTERLY LINE OF THAT TRACT OF LAND AS DESCRIBED AS PARCEL B IN SAID BOOK 465, PAGE 631 AT 633:

THENCE N60°33'39"W, 15.97 FEET;

THENCE S29°26'21"W, 1.46 FEET;

THENCE N60°33'39"W, 1.21 FEET;

THENCE N29°26'21"E, 3.40 FEET;

THENCE N60°33'39"W, 5.90 FEET;

THENCE S29°26'21"W, 3.40 FEET;

THENCE N60°33'39"W, 1.21 FEET;

THENCE N29°26'21"E, 5.20 FEET;

THENCE N60°33'39"W, 172.75 FEET TO THE MOST WESTERLY CORNER OF THAT TRACT OF LAND AS DESCRIBED AS PARCEL B IN SAID BOOK 465, PAGE 631 AT 633;

THENCE, LEAVING THE SOUTHWESTERLY LINE OF THAT TRACT OF LAND AS DESCRIBED AS PARCEL B IN SAID BOOK 465, PAGE 631 AT 633, N59°29'49"W, 19.68 FEET TO THE SOUTHEASTERLY CORNER OF THAT TRACT OF LAND AS DESCRIBED AS PARCEL C IN SAID BOOK 465, PAGE 631 AT 633;

THENCE N60°33'39"W, 121.70 FEET ALONG THE SOUTHWESTERLY LINE OF THAT TRACT OF LAND AS DESCRIBED AS PARCEL C IN SAID BOOK 465, PAGE 631 AT 633 TO A SOUTHWEST CORNER THEREOF;

THENCE N29°26'21"E, 13.70 FEET ALONG THE NORTHWESTERLY LINE OF THAT TRACT OF LAND AS DESCRIBED AS PARCEL C IN SAID BOOK 465, PAGE 631 AT 633;

THENCE N60°33'39"W, 7.90 FEET ALONG THE NORTHWESTERLY LINE OF THAT TRACT OF LAND AS DESCRIBED AS PARCEL C IN SAID BOOK 465, PAGE 631 AT 633;

THENCE N29°26'21"E, 15.67 FEET ALONG THE NORTHWESTERLY LINE OF THAT TRACT OF LAND AS DESCRIBED AS PARCEL C IN SAID BOOK 465, PAGE 631 AT 633 TO A SOUTHERLY CORNER OF SAID LOT C-1;

THENCE N60°33'39"W, 1.00 FEET ALONG THE SOUTHWESTERLY LINE OF SAID LOT C-1;

THENCE N29°26'21"E, 25.00 FEET;

THENCE S60°33'39"E, 97.08 FEET TO A SOUTHEASTERLY LINE OF SAID LOT C-1;

THENCE N29°26'21"E, 27.76 FEET ALONG A SOUTHEASTERLY LINE OF SAID LOT C-1 TO THE MOST SOUTHERLY CORNER OF SAID OUTLOT B;

THENCE N15°33'39"W, 6.00 FEET ALONG THE SOUTHWESTERLY LINE OF SAID OUTLOT B;

THENCE N29°26'21"E, 12.76 FEET ALONG THE NORTHWESTERLY LINE OF SAID OUTLOT B TO THE MOST NORTHERLY CORNER THEREOF;

THENCE S60°33'39"E, 4.24 FEET ALONG THE NORTHEASTERLY LINE OF SAID OUTLOT B TO THE MOST EASTERLY CORNER THEREOF AND THE SOUTHEASTERLY LINE OF SAID LOT C-1;

THENCE N29°26'21"E, 46.63 FEET ALONG THE SOUTHEASTERLY LINE OF SAID LOT C-1;

THENCE S60°33'39"E, 9.00 FEET;

THENCE N29°26'21"E, 6.50 FEET;

THENCE S60°33'39"E, 16.62 FEET TO THE SOUTHEASTERLY LINE OF SAID LOT C-1 FROM WHICH A SOUTHERLY CORNER OF SAID LOT C-1 BEARS S29°26'21"W, 8.58 FEET;

THENCE S60°33'39"E, 140.20 FEET;

THENCE N29°26'21"E, 1.00 FEET;

THENCE S60°33'39"E, 32.00 FEET TO THE SOUTHEASTERLY LINE OF SAID LOT C-1 AND THE NORTHWESTERLY LINE OF A SUBDIVISION EXEMPTION FOR THE SREC PARCEL, A SUBDIVISION EXEMPTION IN THE COUNTY OF PITKIN, STATE OF COLORADO, ACCORDING TO THE RECORDED PLAT THEREOF;

THENCE S29°26'21"W, 88.63 FEET ALONG THE NORTHWESTERLY LINE OF SAID A SUBDIVISION EXEMPTION FOR THE SREC PARCEL TO THE MOST WESTERLY CORNER THEREOF;

THENCE S60°33'39"E, 72.42 FEET ALONG THE SOUTHWESTERLY LINE OF SAID A SUBDIVISION EXEMPTION FOR THE SREC PARCEL TO THE MOST SOUTHERLY CORNER THEREOF AND THE NORTHWESTERLY LINE OF AMENDED SUBDIVISION EXEMPTION FOR THE HIVE BUILDING PARCEL, A SUBDIVISION EXEMPTION IN THE COUNTY OF PITKIN, STATE OF COLORADO, ACCORDING TO THE RECORDED PLAT THEREOF;

THENCE S29°26'21"W, 46.70 FEET ALONG THE NORTHWESTERLY LINE OF SAID AMENDED SUBDIVISION EXEMPTION FOR THE HIVE BUILDING PARCEL TO THE MOST WESTERLY CORNER THEREOF AND THE NORTHERLY LINE OF SAID LOT 2;

THENCE N60°33'39"W, 20.00 FEET ALONG THE NORTHERLY LINE OF SAID LOT 2 TO THE TRUE POINT OF BEGINNING.

AREA = 0.913 ACRES, MORE OR LESS.

## CERTIFICATION

THE UNDERSIGNED, BEING A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, CERTIFIES TO (i) SNOWMASS VILLAGE LIMITED PARTNERSHIP, (ii) CITICORP REAL ESTATE, INC., (iii) GMAC COMMERCIAL MORTGAGE CORPORATION, ITS SUCCESSOR AND ASSIGNS AND (iiii) PITKIN COUNTY TITLE, INC., AS FOLLOWS:

1. THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE ON THE GROUND ON AUGUST 7, 1996 AND IN ACCORDANCE WITH THE "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS," JOINTLY ESTABLISHED AND ADOPTED BY THE AMERICAN LAND TITLE ASSOCIATION AND THE AMERICAN CONGRESS ON SURVEYING AND MAPPING IN 1992, MEETS THE ACCURACY REQUIREMENTS OF AN URBAN SURVEY, AS DEFINED THEREIN, AND INCLUDES ITEMS 2, 3, 4, 6, 8 AND 13 OF TABLE A THEREOF.
2. THE LOCATION OF EACH EASEMENT, RIGHT OF WAY, SERVITUDE, AND OTHER MATTERS AFFECTING THE SUBJECT PROPERTY AND LISTED IN THE TITLE INSURANCE COMMITMENT DATED AUGUST 7, 1996, ISSUED BY PITKIN COUNTY TITLE, INC. WITH RESPECT TO THE SUBJECT PROPERTY, HAS BEEN SHOWN ON THE SURVEY, TOGETHER WITH APPROPRIATE RECORDING REFERENCES, TO THE EXTENT THAT SUCH MATTERS CAN BE LOCATED. THE PROPERTY SHOWN ON THE SURVEY IS THE PROPERTY DESCRIBED IN THAT TITLE COMMITMENT. EXCEPT AS SHOWN, THE LOCATION OF ALL IMPROVEMENTS ON THE SUBJECT PROPERTY IS IN ACCORD WITH MINIMUM SETBACK PROVISIONS AND RESTRICTIONS OF RECORD REFERENCED IN SUCH TITLE COMMITMENT.
3. EXCEPT AS SHOWN ON THE SURVEY, THE SUBJECT PROPERTY DOES NOT SERVE ANY ADJOINING PROPERTY FOR DRAINAGE, OR INGRESS AND EGRESS.
4. NO PORTION OF THE PROPERTY SHOWN ON THE SURVEY LIES WITHIN A SPECIAL FLOOD HAZARD AREA, AS DESCRIBED ON THE FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH THE SUBJECT PROPERTY IS LOCATED.

THE PARTIES LISTED ABOVE ARE ENTITLED TO RELY ON THE SURVEY AND THIS CERTIFICATE AS BEING TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF. I FURTHER CERTIFY THAT THIS SURVEY WAS MADE UNDER MY DIRECT RESPONSIBILITY, SUPERVISION, AND CHECKING IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 38-51-100.3, ET SEQ., C.R.S. AS AMENDED.

8/16/96
DATE

WILLIAM K. WRIGHT
COLORADO REGISTERED PROFESSIONAL
LAND SURVEYOR NO. 23529

# ALTA/ACSM LAND TITLE SURVEY OF A TRACT OF LAND LOCATED IN GOVERNMENT TRACT 45, BEING A PART OF SECTIONS 1 AND 2, T10S, R86W OF THE 6TH P.M., TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO

FOR: SNOWMASS VILLAGE LIMITED PARTNERSHIP

REVISED: 8/6/96
REVISED: 8/14/96
REVISED: 12/18/96

IN ACCORDANCE WITH C.R.S. 13-80-105:
NOTICE: ACCORDING TO COLORADO LAW, YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

Drexel Barrell — Engineers/Surveyors — Incorporated
4940 PEARL EAST CIRCLE, SUITE 114, BOULDER, COLORADO 80301 (303) 443-1358
740 WOOTEN ROAD #109, COLORADO SPRINGS, COLORADO 80915 (719) 591-3101

| Revisions - Date | Date | Drawn by | Job No. |
|---|---|---|---|
| 5/13/96 - PAL'S | 10 - 22 - 90 | PAL'S | 4717 - 71 |
| 5/13/96 - PAL'S | | | |
| 5/13/96 - PAL'S | Scale | Checked by | Drawing No. |
| 8/15/96 - PAL'S | 1" = 10' | WKW | A29 - 76F |

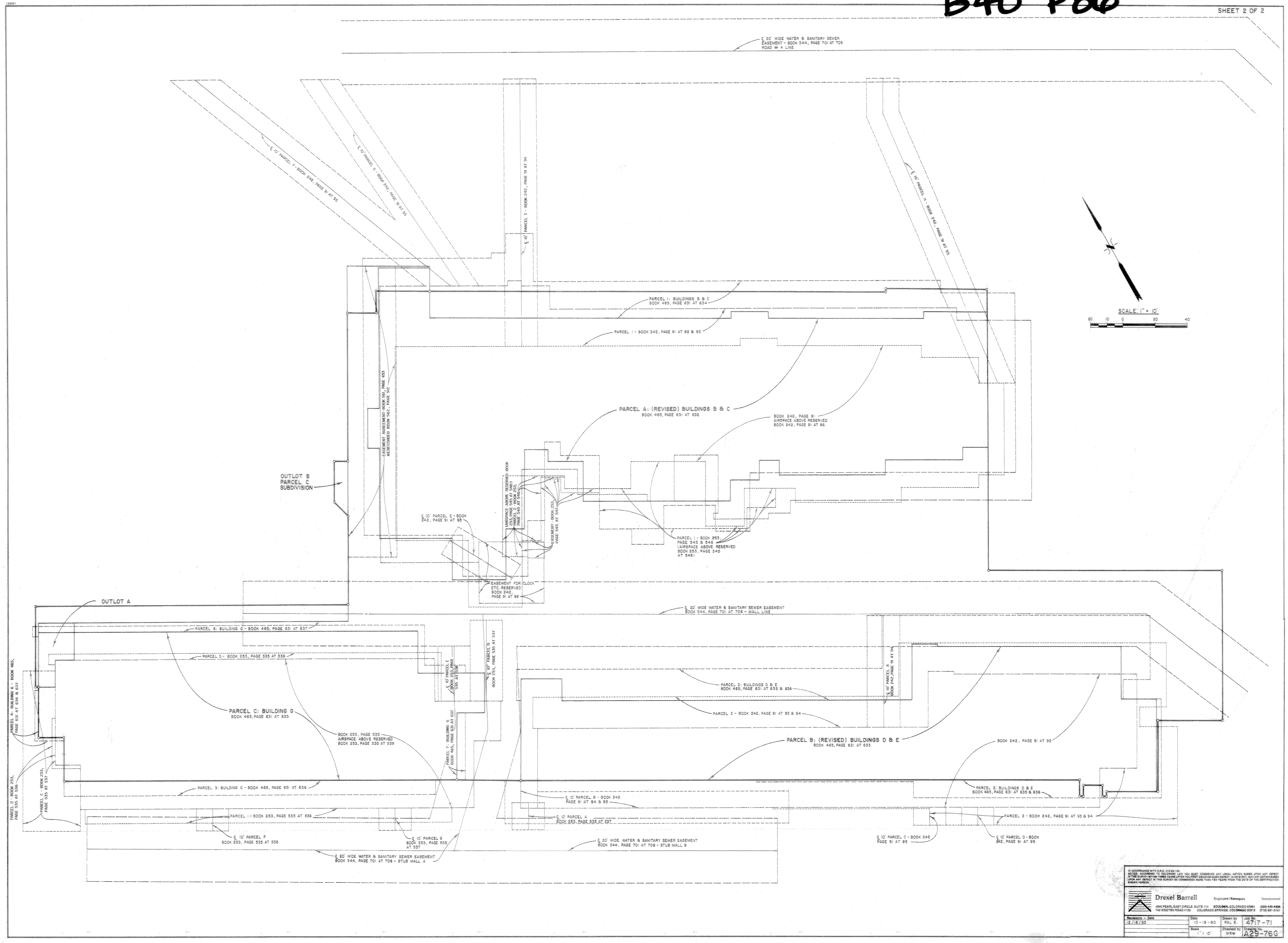
SE COR. SEC. 2, T10S, R86W OF THE 6th P.M.
FOUND 1" IRON POST W/ 2 1/2" BLM BRASS CAP IN MOUND OF STONES IN 1990

FOUND #5 REBAR W/ALUM. CAP MARKED D.B.B.CO. L.S.17664

WITNESS COR. TO THE E1/4 COR. SECTION 12
FOUND: IRON POST W/2 1/2" BLM BRASS CAP IN 1990

B40 P86






IN ACCORDANCE WITH C.R.S. 13-80-105:
NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

Drexel Barrell Engineers/Surveyors Incorporated
4640 PEARL EAST CIRCLE, SUITE 114 BOULDER, COLORADO 80301 (303) 443-4338
740 WOOTEN ROAD #103 COLORADO SPRINGS, COLORADO 80915 (719) 591-5191

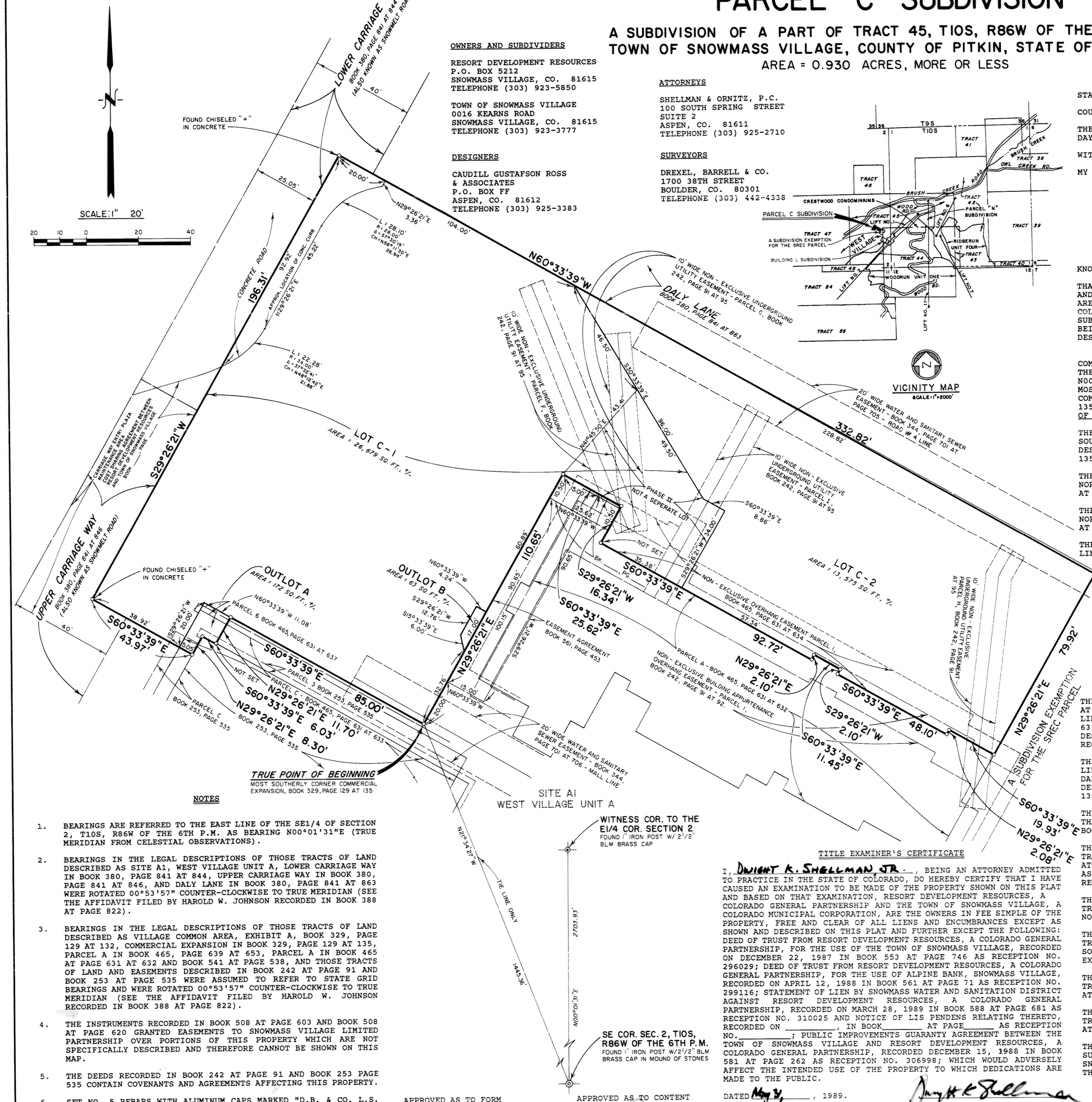
| Revisions — Date | Date | Drawn by | Job No. |
|---|---|---|---|
| 12/18/95 | 10-19-90 | PAL S. | 4717-71 |
| | Scale | Checked by | Drawing No. |
| | 1" = 10' | WKW | A29-76G |

BOOK 22 PAGE 60

# PARCEL C SUBDIVISION

## A SUBDIVISION OF A PART OF TRACT 45, T10S, R86W OF THE 6TH P.M., TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO

AREA = 0.930 ACRES, MORE OR LESS







VICINITY MAP
SCALE: 1" = 2000'

### OWNERS AND SUBDIVIDERS

RESORT DEVELOPMENT RESOURCES
P.O. BOX 5212
SNOWMASS VILLAGE, CO. 81615
TELEPHONE (303) 923-5850

TOWN OF SNOWMASS VILLAGE
0016 KEARNS ROAD
SNOWMASS VILLAGE, CO. 81615
TELEPHONE (303) 923-3777

### DESIGNERS

CAUDILL GUSTAFSON ROSS & ASSOCIATES
P.O. BOX FF
ASPEN, CO. 81612
TELEPHONE (303) 925-3383

### ATTORNEYS

SHELLMAN & ORNITZ, P.C.
100 SOUTH SPRING STREET
SUITE 2
ASPEN, CO. 81611
TELEPHONE (303) 925-2710

### SURVEYORS

DREXEL, BARRELL & CO.
1700 38TH STREET
BOULDER, CO. 80301
TELEPHONE (303) 442-4338

### NOTES

1. BEARINGS ARE REFERRED TO THE EAST LINE OF THE SE1/4 OF SECTION 2, T10S, R86W OF THE 6TH P.M. AS BEARING N00°01'31"E (TRUE MERIDIAN FROM CELESTIAL OBSERVATIONS).
2. BEARINGS IN THE LEGAL DESCRIPTIONS OF THOSE TRACTS OF LAND DESCRIBED AS SITE A1, WEST VILLAGE UNIT A, LOWER CARRIAGE WAY IN BOOK 380, PAGE 841 AT 844, UPPER CARRIAGE WAY IN BOOK 380, PAGE 841 AT 846, AND DALY LANE IN BOOK 380, PAGE 841 AT 863 WERE ROTATED 00°53'57" COUNTER-CLOCKWISE TO TRUE MERIDIAN (SEE THE AFFIDAVIT FILED BY HAROLD W. JOHNSON RECORDED IN BOOK 388 AT PAGE 822).
3. BEARINGS IN THE LEGAL DESCRIPTIONS OF THOSE TRACTS OF LAND DESCRIBED AS VILLAGE COMMON AREA, EXHIBIT A, BOOK 329, PAGE 129 AT 132, COMMERCIAL EXPANSION IN BOOK 329, PAGE 129 AT 135, PARCEL A IN BOOK 465, PAGE 639 AT 653, PARCEL A IN BOOK 465 AT PAGE 631 AT 632 AND BOOK 541 AT PAGE 538, AND THOSE TRACTS OF LAND AND EASEMENTS DESCRIBED IN BOOK 242 AT PAGE 91 AND BOOK 253 AT PAGE 535 WERE ASSUMED TO REFER TO STATE GRID BEARINGS AND WERE ROTATED 00°53'57" COUNTER-CLOCKWISE TO TRUE MERIDIAN (SEE THE AFFIDAVIT FILED BY HAROLD W. JOHNSON RECORDED IN BOOK 388 AT PAGE 822).
4. THE INSTRUMENTS RECORDED IN BOOK 508 AT PAGE 603 AND BOOK 508 AT PAGE 620 GRANTED EASEMENTS TO SNOWMASS VILLAGE LIMITED PARTNERSHIP OVER PORTIONS OF THIS PROPERTY WHICH ARE NOT SPECIFICALLY DESCRIBED AND THEREFORE CANNOT BE SHOWN ON THIS MAP.
5. THE DEEDS RECORDED IN BOOK 242 AT PAGE 91 AND BOOK 253 PAGE 535 CONTAIN COVENANTS AND AGREEMENTS AFFECTING THIS PROPERTY.
6. SET NO. 5 REBARS WITH ALUMINUM CAPS MARKED "D.B. & CO. L.S. 17664" AT ALL EXTERIOR BOUNDARY CORNERS UNLESS OTHERWISE NOTED.

APPROVED AS TO FORM
TOWN ATTORNEY

APPROVED AS TO CONTENT
TOWN PLANNER

### TITLE EXAMINER'S CERTIFICATE

I, DWIGHT K. SHELLMAN JR., BEING AN ATTORNEY ADMITTED TO PRACTICE IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT I HAVE CAUSED AN EXAMINATION TO BE MADE OF THE PROPERTY SHOWN ON THIS PLAT AND BASED ON THAT EXAMINATION, RESORT DEVELOPMENT RESOURCES, A COLORADO GENERAL PARTNERSHIP AND THE TOWN OF SNOWMASS VILLAGE, A COLORADO MUNICIPAL CORPORATION, ARE THE OWNERS IN FEE SIMPLE OF THE PROPERTY, FREE AND CLEAR OF ALL LIENS AND ENCUMBRANCES EXCEPT AS SHOWN AND DESCRIBED ON THIS PLAT AND FURTHER EXCEPT THE FOLLOWING: DEED OF TRUST FROM RESORT DEVELOPMENT RESOURCES, A COLORADO GENERAL PARTNERSHIP, FOR THE USE OF THE TOWN OF SNOWMASS VILLAGE, RECORDED ON DECEMBER 22, 1987 IN BOOK 553 AT PAGE 746 AS RECEPTION NO. 296029; DEED OF TRUST FROM RESORT DEVELOPMENT RESOURCES, A COLORADO GENERAL PARTNERSHIP, FOR THE USE OF ALPINE BANK, SNOWMASS VILLAGE, RECORDED ON APRIL 12, 1988 IN BOOK 561 AT PAGE 71 AS RECEPTION NO. 299116; STATEMENT OF LIEN BY SNOWMASS WATER AND SANITATION DISTRICT AGAINST RESORT DEVELOPMENT RESOURCES, A COLORADO GENERAL PARTNERSHIP, RECORDED ON MARCH 28, 1989 IN BOOK 588 AT PAGE 681 AS RECEPTION NO. 310025 AND NOTICE OF LIS PENDENS RELATING THERETO, RECORDED ON _____, IN BOOK _____ AT PAGE _____ AS RECEPTION NO. _____; PUBLIC IMPROVEMENTS GUARANTY AGREEMENT BETWEEN THE TOWN OF SNOWMASS VILLAGE AND RESORT DEVELOPMENT RESOURCES, A COLORADO GENERAL PARTNERSHIP, RECORDED DECEMBER 15, 1988 IN BOOK 581 AT PAGE 262 AS RECEPTION NO. 306998; WHICH WOULD ADVERSELY AFFECT THE INTENDED USE OF THE PROPERTY TO WHICH DEDICATIONS ARE MADE TO THE PUBLIC.

DATED May 3, , 1989.

Dwight K. Shellman

IN WITNESS WHEREOF, RESORT DEVELOPMENT RESOURCES, A COLORADO GENERAL PARTNERSHIP, AND THE TOWN OF SNOWMASS VILLAGE, A COLORADO MUNICIPAL CORPORATION, HAVE CAUSED THEIR NAMES TO BE HEREUNTO SUBSCRIBED THIS 26th DAY OF MAY, 1989.

RESORT DEVELOPMENT RESOURCES, A COLORADO GENERAL PARTNERSHIP

BY: Thomas L. Blake
GENERAL PARTNER

TOWN OF SNOWMASS VILLAGE, A COLORADO MUNICIPAL CORPORATION

ATTEST: amber harmon, TOWN CLERK — Ed Lace, MAYOR

### ACKNOWLEDGEMENT

STATE OF COLORADO )
) SS
COUNTY OF PITKIN )

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 31st DAY OF May, 1989, BY DWIGHT K. SHELLMAN, JR.

WITNESS MY HAND AND OFFICIAL SEAL.

MY COMMISSION EXPIRES MARCH 16, 1991

Shannon E. Luchini
NOTARY PUBLIC
600 E. Hopkins, #102
Aspen, CO 81611
ADDRESS

### DEDICATION

KNOW ALL MEN BY THESE PRESENTS:

THAT RESORT DEVELOPMENT RESOURCES, A COLORADO GENERAL PARTNERSHIP, AND THE TOWN OF SNOWMASS VILLAGE, A COLORADO MUNICIPAL CORPORATION, ARE THE OWNERS OF THAT REAL PROPERTY SITUATED IN PITKIN COUNTY, COLORADO, AND LYING WITHIN THE EXTERIOR BOUNDARY OF "PARCEL C SUBDIVISION", A SUBDIVISION OF A PORTION OF GOVERNMENT TRACT 45, BEING A PART OF SECTIONS 1 AND 2, T10S, R86W OF THE 6TH P.M., DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 2 FROM WHICH THE WITNESS CORNER TO THE E1/4 CORNER OF SAID SECTION 2 BEARS N00°01'31"E, 2703.93 FEET, THENCE N21°34'27"W, 1445.36 FEET TO THE MOST SOUTHERLY CORNER OF THAT TRACT OF LAND AS DESCRIBED AS COMMERCIAL EXPANSION IN DEED RECORDED IN BOOK 329 AT PAGE 129 AT 135 OF THE RECORDS OF PITKIN COUNTY, COLORADO AND THE TRUE POINT OF BEGINNING;

THENCE N29°26'21"E, 110.65 FEET ALONG A SOUTHEASTERLY LINE AND A SOUTHEASTERLY LINE EXTENDED NORTHEASTERLY OF THAT TRACT OF LAND AS DESCRIBED AS COMMERCIAL EXPANSION IN SAID BOOK 329 AT PAGE 129 AT 135;

THENCE S60°33'39"E, 25.62 FEET TO A SOUTHEASTERLY LINE EXTENDED NORTHEASTERLY OF PARCEL A AS DESCRIBED IN DEED RECORDED IN BOOK 465 AT PAGE 631 AT 632 OF THE RECORDS OF PITKIN COUNTY, COLORADO;

THENCE S29°26'21"W, 16.34 FEET ALONG A SOUTHEASTERLY LINE EXTENDED NORTHEASTERLY AND A SOUTHEASTERLY LINE OF PARCEL A IN SAID BOOK 465 AT PAGE 631 AT 632;

THE FOLLOWING COURSES AND DISTANCES ARE ALONG THE NORTHEASTERLY LINE OF PARCEL A IN SAID BOOK 465 AT PAGE 631 AT 632;

THENCE S60°33'39"E, 92.72 FEET;

THENCE N29°26'21"E, 2.10 FEET;

THENCE S60°33'39"E, 11.45 FEET;

THENCE S29°26'21"W, 2.10 FEET;

THENCE S60°33'39"E, 48.10 FEET;

THENCE N29°26'21"E, 2.08 FEET;

THENCE S60°33'39"E, 19.93 FEET TO THE MOST EASTERLY CORNER OF PARCEL A IN SAID BOOK 465 AT PAGE 631 AT 632;

THENCE, LEAVING THE NORTHEASTERLY LINE OF PARCEL A IN SAID BOOK 465 AT PAGE 631 AT 632, N29°26'21"E, 79.92 FEET ALONG THE SOUTHEASTERLY LINE EXTENDED NORTHEASTERLY OF PARCEL A IN SAID BOOK 465 AT PAGE 631 AT 632 TO THE SOUTHERLY RIGHT-OF-WAY LINE OF DALY LANE AS DESCRIBED IN DEED RECORDED IN BOOK 380 AT PAGE 841 AT 863 OF THE RECORDS OF PITKIN COUNTY, COLORADO;

THENCE N60°33'39"W, 332.82 FEET ALONG THE SOUTHERLY RIGHT-OF-WAY LINE AND THE SOUTHERLY RIGHT-OF-WAY LINE EXTENDED WESTERLY OF SAID DALY LANE TO THE NORTHWESTERLY LINE OF THAT TRACT OF LAND AS DESCRIBED AS COMMERCIAL EXPANSION IN SAID BOOK 329 AT PAGE 129 AT 135;

THENCE S29°26'21"W, 196.31 FEET ALONG THE NORTHWESTERLY LINE OF THAT TRACT OF LAND AS DESCRIBED AS COMMERCIAL EXPANSION IN SAID BOOK 329 AT PAGE 129 AT 135 TO THE MOST WESTERLY CORNER THEREOF;

THENCE S60°33'39"E, 43.97 FEET ALONG THE SOUTHWESTERLY LINE OF THAT TRACT OF LAND AS DESCRIBED AS COMMERCIAL EXPANSION IN SAID BOOK 329 AT PAGE 129 AT 135 TO THE NORTHWESTERLY LINE OF THAT TRACT OF LAND AS DESCRIBED IN DEED RECORDED IN BOOK 253 AT PAGE 535 OF THE RECORDS OF PITKIN COUNTY, COLORADO;

THENCE N29°26'21"E, 8.30 FEET ALONG THE NORTHWESTERLY LINE OF THAT TRACT OF LAND AS DESCRIBED IN SAID BOOK 253 AT PAGE 535 TO THE MOST NORTHERLY CORNER THEREOF;

THENCE S60°33'39"E, 6.03 FEET ALONG THE NORTHEASTERLY LINE OF THAT TRACT OF LAND AS DESCRIBED IN SAID BOOK 253 AT PAGE 535 TO THE SOUTHWESTERLY LINE OF THAT TRACT OF LAND AS DESCRIBED AS COMMERCIAL EXPANSION IN SAID BOOK 329 AT PAGE 129 AT 135;

THENCE N29°26'21"E, 11.70 FEET ALONG THE SOUTHWESTERLY LINE OF THAT TRACT OF LAND AS DESCRIBED AS COMMERCIAL EXPANSION IN SAID BOOK 329 AT PAGE 129 AT 135;

THENCE S60°33'39"E, 85.00 FEET ALONG THE SOUTHWESTERLY LINE OF THAT TRACT OF LAND AS DESCRIBED AS COMMERCIAL EXPANSION IN SAID BOOK 329 AT PAGE 129 AT 135 TO THE TRUE POINT OF BEGINNING.

THAT THEY HAVE CAUSED SAID REAL PROPERTY TO BE LAID OUT AND SURVEYED AS "PARCEL C SUBDIVISION", A SUBDIVISION IN THE TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO, SUBJECT TO THE EASEMENTS AND ENCUMBRANCES SHOWN HEREON.

### ACKNOWLEDGEMENT

STATE OF COLORADO )
) SS
COUNTY OF PITKIN )

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 26th DAY OF May, A.D., 1989, BY THOMAS L. BLAKE AS GENERAL PARTNER OF RESORT DEVELOPMENT RESOURCES, A COLORADO GENERAL PARTNERSHIP.

WITNESS MY HAND AND OFFICIAL SEAL.

MY COMMISSION EXPIRES 10-22-91. Kay Daunt, NOTARY PUBLIC

BOX 5010
ADDRESS Snowmass Village Colo.

### ACKNOWLEDGEMENT

STATE OF COLORADO )
) SS
COUNTY OF PITKIN )

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 26th DAY OF May, A.D., 1989, BY RICHARD JALL AS MAYOR AND AMBER HARMON AS TOWN CLERK OF THE TOWN OF SNOWMASS VILLAGE, A COLORADO MUNICIPAL CORPORATION.

WITNESS MY HAND AND OFFICIAL SEAL.

MY COMMISSION EXPIRES 10-22-91. Kay Daunt, NOTARY PUBLIC

BOX 5010
ADDRESS Snowmass Village Colo.

### TOWN COUNCIL'S APPROVAL AND ACCEPTANCE

THIS PLAT IS HEREBY ACCEPTED AND APPROVED BY THE TOWN COUNCIL OF THE TOWN OF SNOWMASS VILLAGE, COLORADO, THIS 22 DAY OF MAY, 1989.

ATTEST: amber harmon, TOWN CLERK — BY: Ed Lace, MAYOR

### PLANNING COMMISSION APPROVAL

APPROVED BY THE PLANNING COMMISSION OF THE TOWN OF SNOWMASS VILLAGE THIS 26th DAY OF May, 1989.

ATTEST: amber harmon, TOWN CLERK — BY: _____, CHAIRMAN

### TOWN ENGINEER'S APPROVAL

APPROVED FOR CONTENT AND FORM ONLY AND NOT THE ACCURACY OF SURVEYS, CALCULATIONS OR DRAFTING, PURSUANT TO C.R.S. 1973, 38-51-102, AS AMENDED, BY THE TOWN ENGINEER OF THE TOWN OF SNOWMASS VILLAGE THIS 24th DAY OF MAY, 1989.

ATTEST: amber harmon, TOWN CLERK

SCHMUESER GORDON MEYER, INC.
BY: DEAN GORDON, TOWN ENGINEER

### SURVEYOR'S CERTIFICATE

I, RICHARD G. SETTERGREN, A DULY REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS PLAT OF "PARCEL C SUBDIVISION" TRULY AND CORRECTLY REPRESENTS THE RESULTS OF A SURVEY MADE UNDER MY DIRECT SUPERVISION, WHICH SURVEY WAS PREPARED IN ACCORDANCE WITH ARTICLE 51 OF TITLE 38 OF THE COLORADO REVISED STATUTES.

RICHARD G. SETTERGREN
COLORADO REGISTERED PROFESSIONAL LAND SURVEYOR NO. 17664

### CLERK AND RECORDER'S CERTIFICATE

STATE OF COLORADO )
) SS
COUNTY OF PITKIN )

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT 2:14 O'CLOCK P. M., THIS 1st DAY OF JUNE, 1989, AND IS DULY RECORDED IN PLAT BOOK 22 AT PAGE 60, AS RECEPTION NO. 314957

Reception #

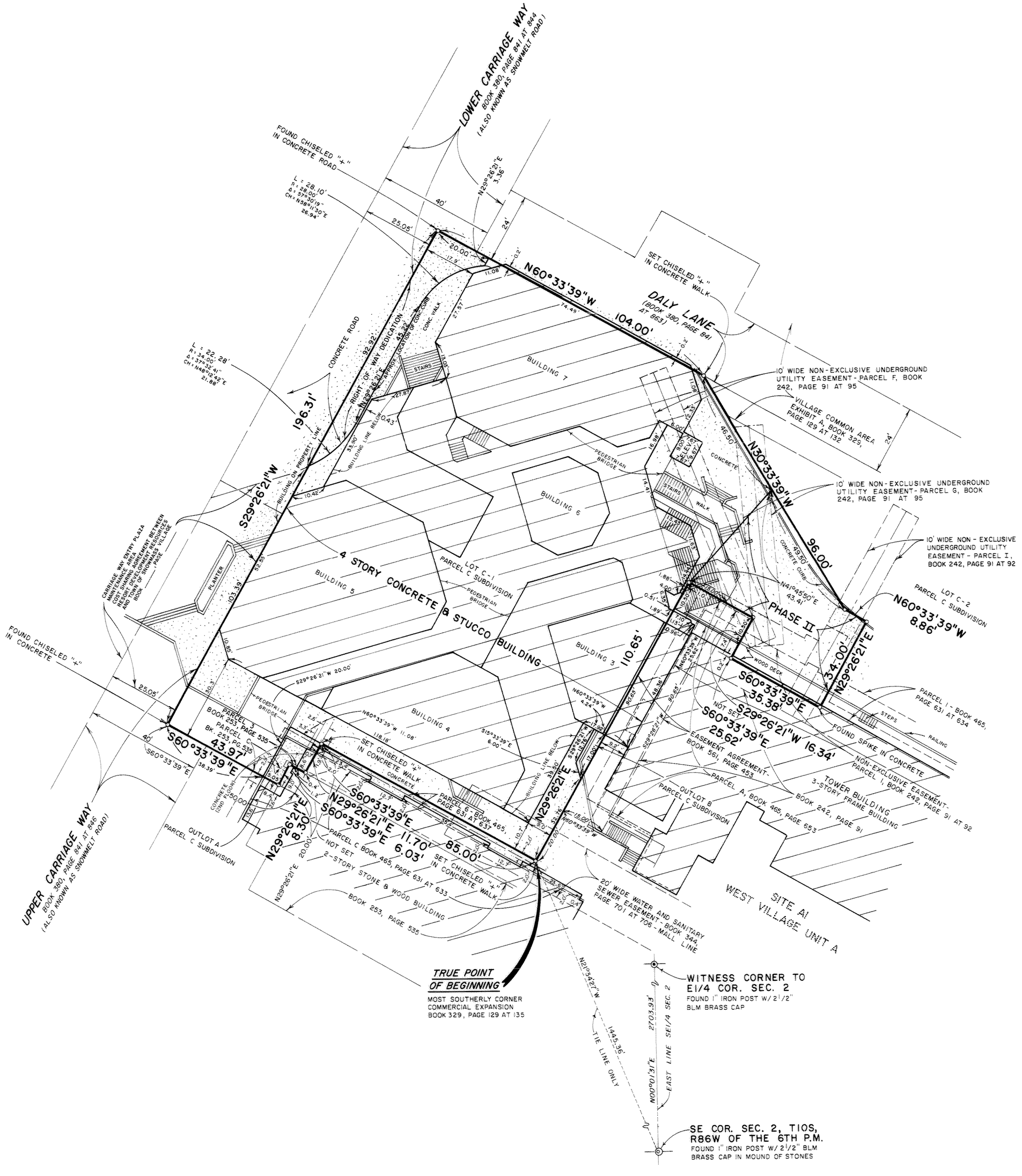
PITKIN COUNTY CLERK AND RECORDER
By: _____

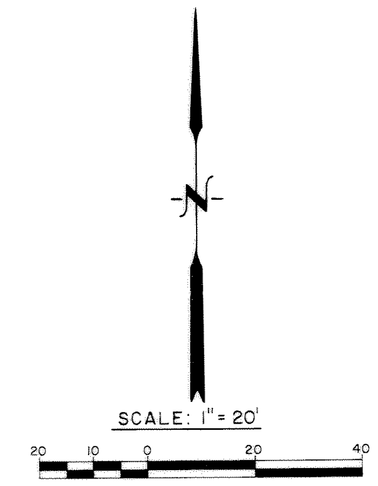
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Book 22 Page 61



# THE MAP OF
# PARCEL C CONDOMINIUM




APPROVED AS TO FORM

Stephen R. Olenn
TOWN ATTORNEY

APPROVED AS TO CONTENT

Doug Peterson
TOWN PLANNER

## TOWN COUNCIL'S APPROVAL AND ACCEPTANCE

THIS PLAT IS HEREBY ACCEPTED AND APPROVED BY THE TOWN COUNCIL OF THE TOWN OF SNOWMASS VILLAGE, COLORADO, THIS 24th DAY OF MAY, 1989.

ATTEST: amber harmon
TOWN CLERK

BY: Bill Ball
MAYOR

## PLANNING COMMISSION APPROVAL

APPROVED BY THE PLANNING COMMISSION OF THE TOWN OF SNOWMASS VILLAGE THIS 24th DAY OF MAY, 1989.

ATTEST: amber harmon
TOWN CLERK

BY: J. Nichols
CHAIRMAN

## TOWN ENGINEER'S APPROVAL

APPROVED FOR CONTENT AND FORM ONLY AND NOT THE ACCURACY OF SURVEYS, CALCULATIONS OR DRAFTING, PURSUANT TO C.R.S. 1973, 38-51-102, AS AMENDED, BY THE TOWN ENGINEER OF THE TOWN OF SNOWMASS VILLAGE THIS 24th DAY OF May, 1989.

ATTEST: amber harmon
TOWN CLERK

SCHMUESER GORDON MEYER, INC.
BY: DEAN GORDON, TOWN ENGINEER

## NOTES

1. BEARINGS ARE REFERRED TO THE EAST LINE OF THE SE1/4 OF SECTION 2, T10S, R86W OF THE 6TH P.M. AS BEARING N00°01'31"E (TRUE MERIDIAN FROM CELESTIAL OBSERVATIONS).

2. BEARINGS IN THE LEGAL DESCRIPTIONS OF THOSE TRACTS OF LAND DESCRIBED AS LOWER CARRIAGE WAY IN BOOK 380, PAGE 841 AT 844, UPPER CARRIAGE WAY IN BOOK 380, PAGE 841 AT 846, AND DALY LANE IN BOOK 380, PAGE 841 AT 863 WERE ROTATED 00°53'57" COUNTER-CLOCKWISE TO TRUE MERIDIAN (SEE THE AFFIDAVIT FILED BY HAROLD W. JOHNSON RECORDED IN BOOK 388 AT PAGE 822).

3. BEARINGS IN THE LEGAL DESCRIPTIONS OF THOSE TRACTS OF LAND DESCRIBED AS VILLAGE COMMON AREA, EXHIBIT A, BOOK 329, PAGE 129 AT 132, COMMERCIAL EXPANSION IN BOOK 329, PAGE 129 AT 135, AND PARCEL A IN BOOK 465, PAGE 639 AT 653 AND THOSE TRACTS OF LAND AND EASEMENTS DESCRIBED IN BOOK 242 AT PAGE 91, BOOK 253 AT PAGE 535 AND BOOK 465 AT PAGE 631 WERE ASSUMED TO REFER TO STATE GRID BEARINGS AND WERE ROTATED 00°53'57" COUNTER-CLOCKWISE TO TRUE MERIDIAN (SEE THE AFFIDAVIT FILED BY HAROLD W. JOHNSON RECORDED IN BOOK 388 AT PAGE 822).

4. THE INSTRUMENTS RECORDED IN BOOK 508 AT PAGE 603 AND BOOK 508 AT PAGE 620 GRANTED EASEMENTS TO SNOWMASS VILLAGE LIMITED PARTNERSHIP OVER PORTIONS OF THIS PROPERTY WHICH ARE NOT SPECIFICALLY DESCRIBED AND THEREFORE CANNOT BE SHOWN ON THIS MAP.

5. THE DEEDS RECORDED IN BOOK 242 AT PAGE 91 AND BOOK 253 AT PAGE 535 CONTAIN COVENANTS AND AGREEMENTS AFFECTING THIS PROPERTY.

6. ALL TIES FROM EXTERIOR BOUNDARY LINES TO BUILDING CORNERS ARE AT RIGHT ANGLES TO THE EXTERIOR BOUNDARY LINES.

7. THE PRIMARY BENCHMARK USED TO ESTABLISH THE FINISHED FLOOR ELEVATIONS IS A CHISELED "+" IN CONCRETE 104 FEET SOUTHEASTERLY OF THE MOST NORTHERLY PROPERTY CORNER. ELEVATION = 8587.70- USGS DATUM.

8. SET NO. 5 REBARS WITH ALUMINUM CAPS MARKED "D.B. & CO. L.S. 17664" AT ALL EXTERIOR BOUNDARY CORNERS UNLESS OTHERWISE NOTED.

## LEGAL DESCRIPTION

LOT C - 1 AND OUTLOTS A AND B, PARCEL C SUBDIVISION, A SUBDIVISION IN THE TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO, ACCORDING TO THE RECORDED PLAT THEREOF.

## STATEMENT OF OWNERSHIP AND DEDICATION

RESORT DEVELOPMENT RESOURCES, A COLORADO GENERAL PARTNERSHIP, AS OWNER OF THE ABOVE DESCRIBED PROPERTY, HAS CAUSED THE SAME TO BE SURVEYED AS SHOWN ON THIS MAP OF PARCEL C CONDOMINIUM PURSUANT TO THE PURPOSES STATED IN THE CONDOMINIUM DECLARATION FOR PARCEL C CONDOMINIUM, RECORDED IN BOOK _____ AT PAGE _____ OF THE RECORDS OF THE CLERK AND RECORDER OF PITKIN COUNTY, COLORADO, AND DOES HEREBY DEDICATE THE PORTION OF THE STREET AS SHOWN HEREON TO THE USE OF THE PUBLIC FOREVER.

RESORT DEVELOPMENT RESOURCES,
A COLORADO GENERAL PARTNERSHIP

BY: Thomas J. Bolke
GENERAL PARTNER

## ACKNOWLEDGEMENT

STATE OF COLORADO )
)SS
COUNTY OF PITKIN )

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 26th DAY OF May A.D., 1989, BY Thomas J. Bolke AS GENERAL PARTNER OF RESORT DEVELOPMENT RESOURCES, A COLORADO GENERAL PARTNERSHIP.

WITNESS MY HAND AND OFFICIAL SEAL.

MY COMMISSION EXPIRES 10/22/91. NOTARY PUBLIC Kay Lamont

ADDRESS 80X 5010 Snowmass Vlg, Colo

## SURVEYOR'S CERTIFICATE

I, RICHARD G. SETTERGREN, A DULY REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THE SUBDIVISION OF THE AIR SPACE OF PARCEL C CONDOMINIUM WAS MADE UNDER MY SUPERVISION AND THAT THE ACCOMPANYING MAP SUBSTANTIALLY DEPICTS THE LOCATIONS AND HORIZONTAL AND VERTICAL MEASUREMENTS OF THE BUILDINGS, THE UNITS, THE UNIT DESIGNATIONS, THE DIMENSIONS OF THE UNITS, AND THE ELEVATIONS OF THE CONSTRUCTED FINISHED FLOORS AND CEILINGS. THE MAP WAS PREPARED SUBSEQUENT TO SUBSTANTIAL COMPLETION OF THE IMPROVEMENTS SHOWN THEREON.

RICHARD G. SETTERGREN
COLORADO REGISTERED PROFESSIONAL
LAND SURVEYOR NO. 17664

## CLERK AND RECORDER'S CERTIFICATE

STATE OF COLORADO )
)SS
COUNTY OF PITKIN )

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT 2:51 O'CLOCK P M. THIS 1st DAY OF June A.D., 1989 AND IS DULY RECORDED IN PLAT BOOK 22 AT PAGES 61-64.

Reception # 311961

PITKIN COUNTY CLERK AND RECORDER
Deputy

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Page 62
Book 22

Book 72 page 62

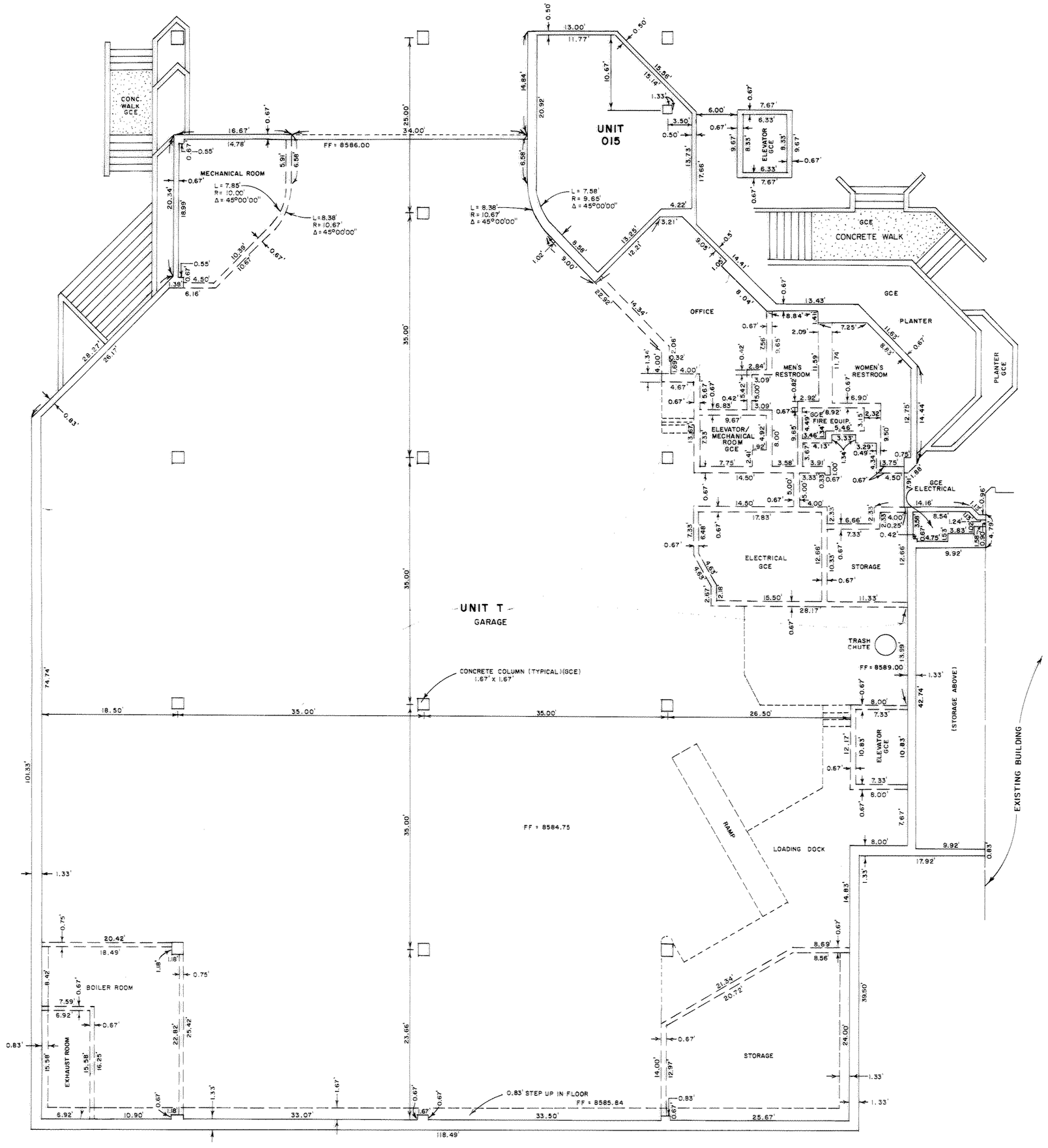


THE MAP OF

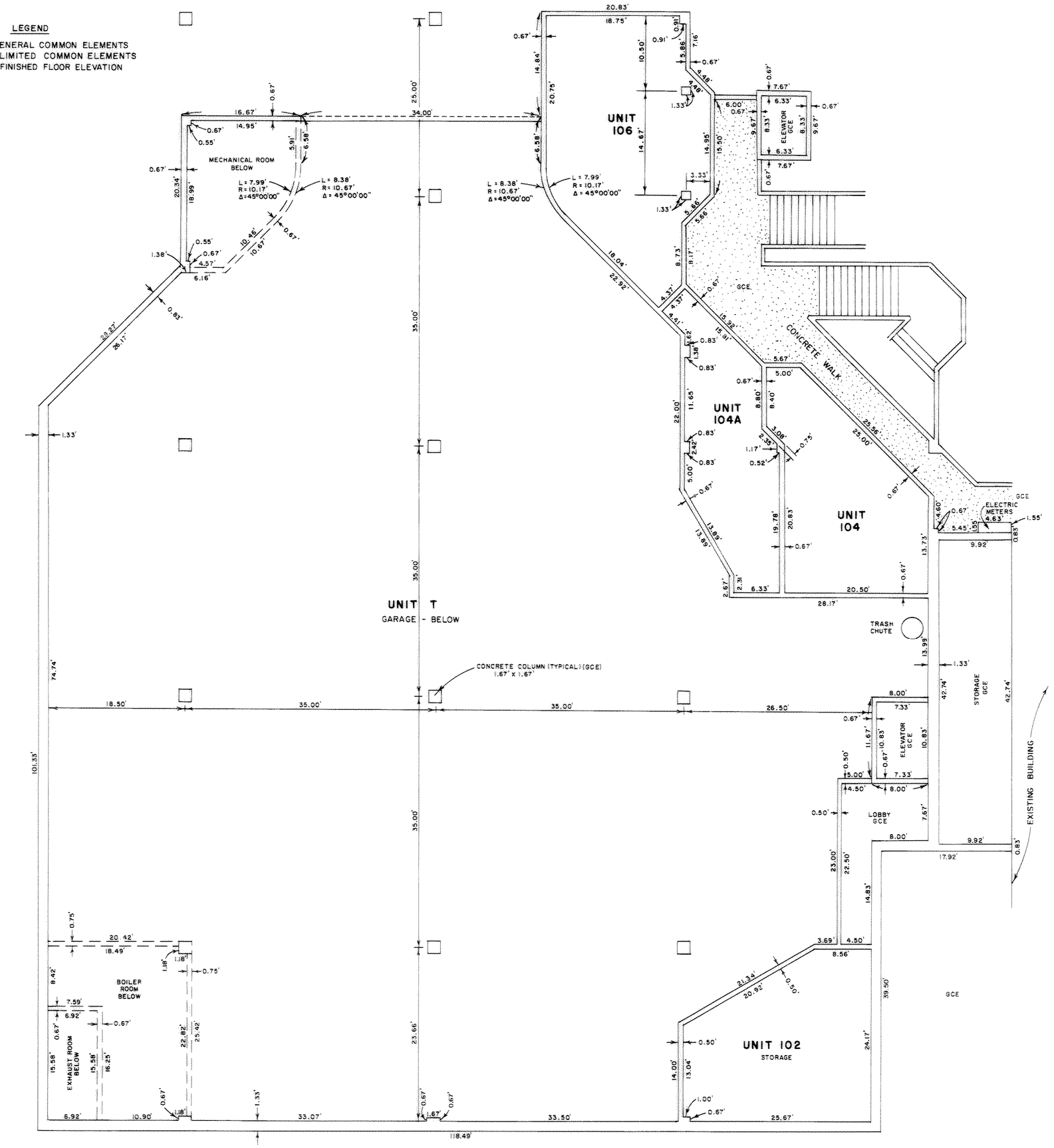
# PARCEL C CONDOMINIUM

LEGEND

GCE - DENOTES GENERAL COMMON ELEMENTS
LCE - DENOTES LIMITED COMMON ELEMENTS
FF - DENOTES FINISHED FLOOR ELEVATION




LOWER LEVEL




INTERMEDIATE LEVEL

## FLOOR PLANS OF AIR SPACE

SCALE: 1" = 10'

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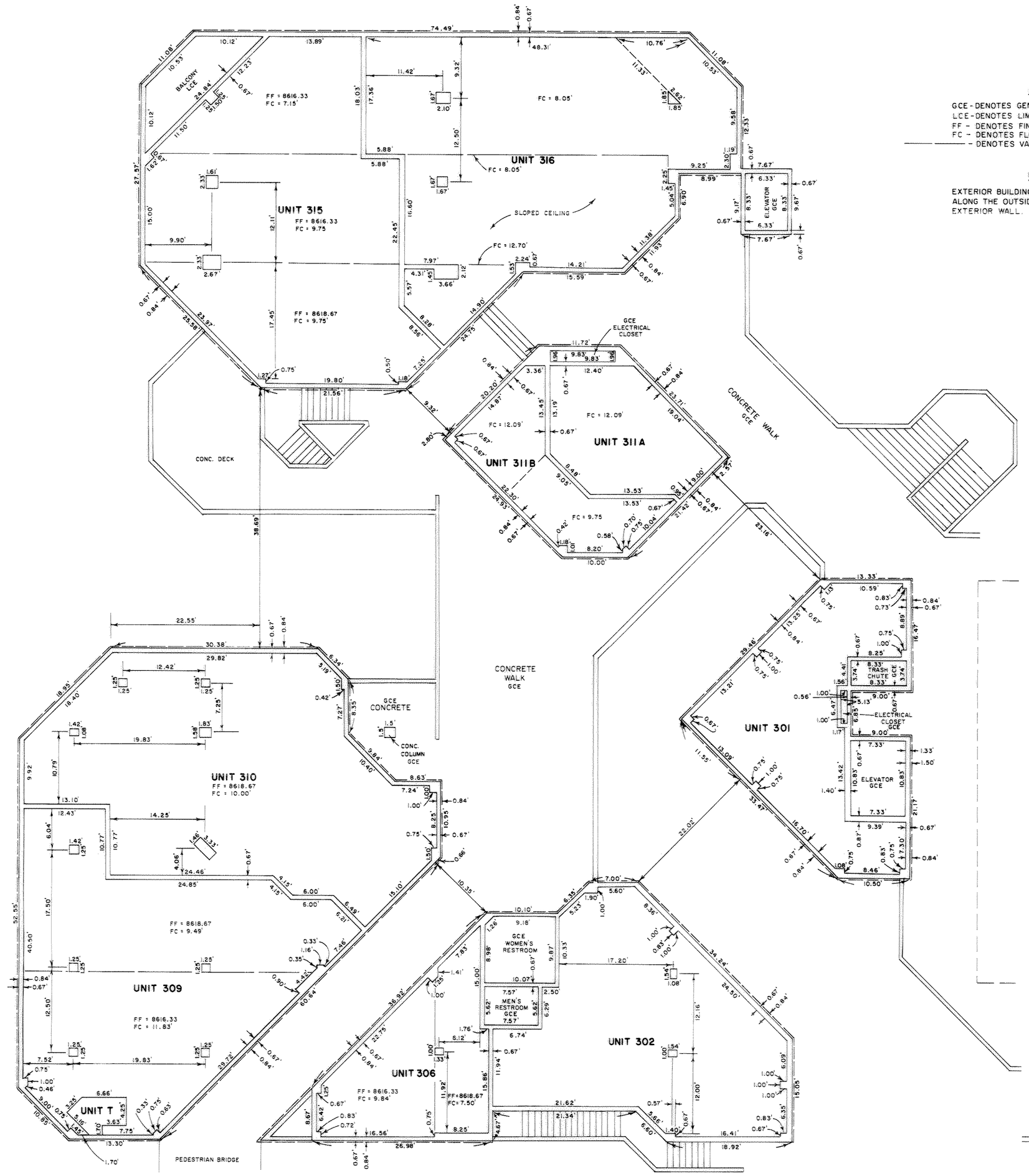
# THE MAP OF
# PARCEL C CONDOMINIUM

LEGEND

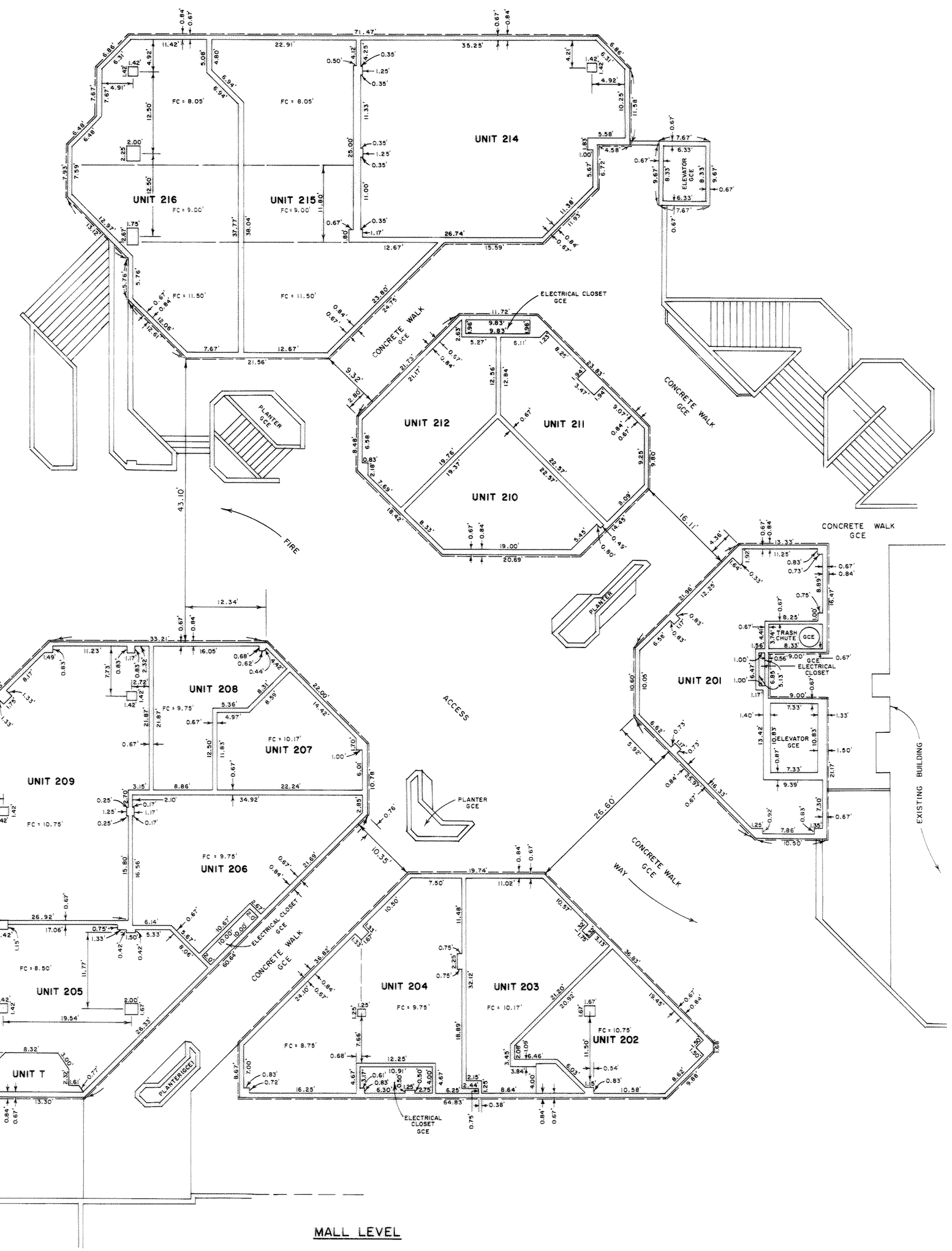
GCE - DENOTES GENERAL COMMON ELEMENTS
LCE - DENOTES LIMITED COMMON ELEMENTS
FF - DENOTES FINISHED FLOOR ELEVATION
FC - DENOTES FLOOR TO CEILING HEIGHT
~~~ - DENOTES VARYING CEILING HEIGHTS

NOTE

EXTERIOR BUILDING DIMENSIONS SHOWN ARE ALONG THE OUTSIDE EDGE OF THE 0.67' WIDE EXTERIOR WALL.




UPPER LEVEL




MALL LEVEL

## FLOOR PLANS OF AIR SPACE

SCALE: 1" = 10'

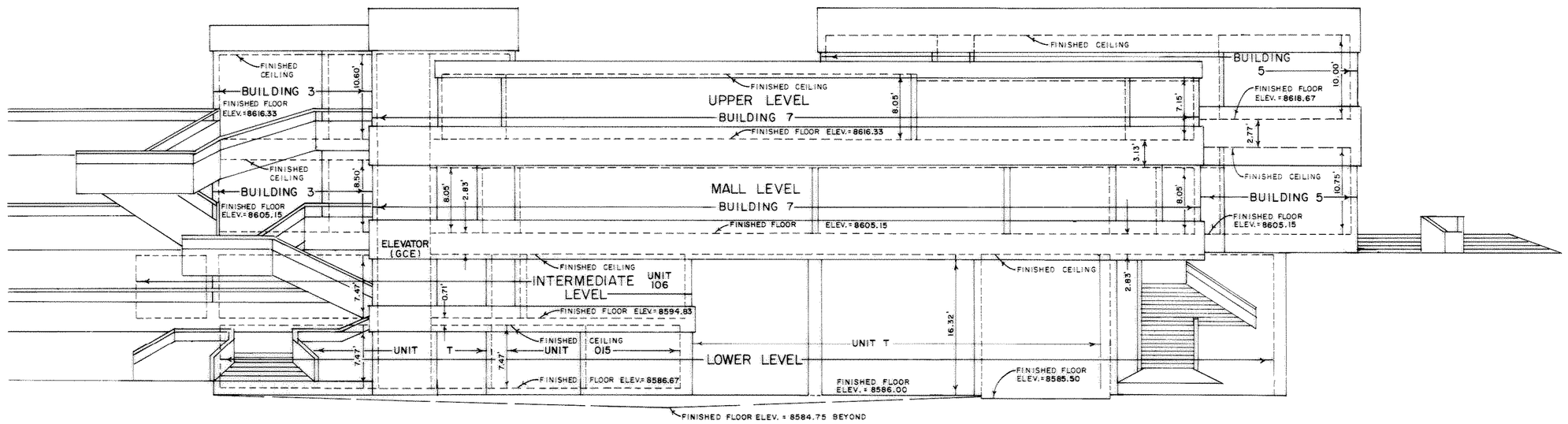
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PAGE 64
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BOOK 22
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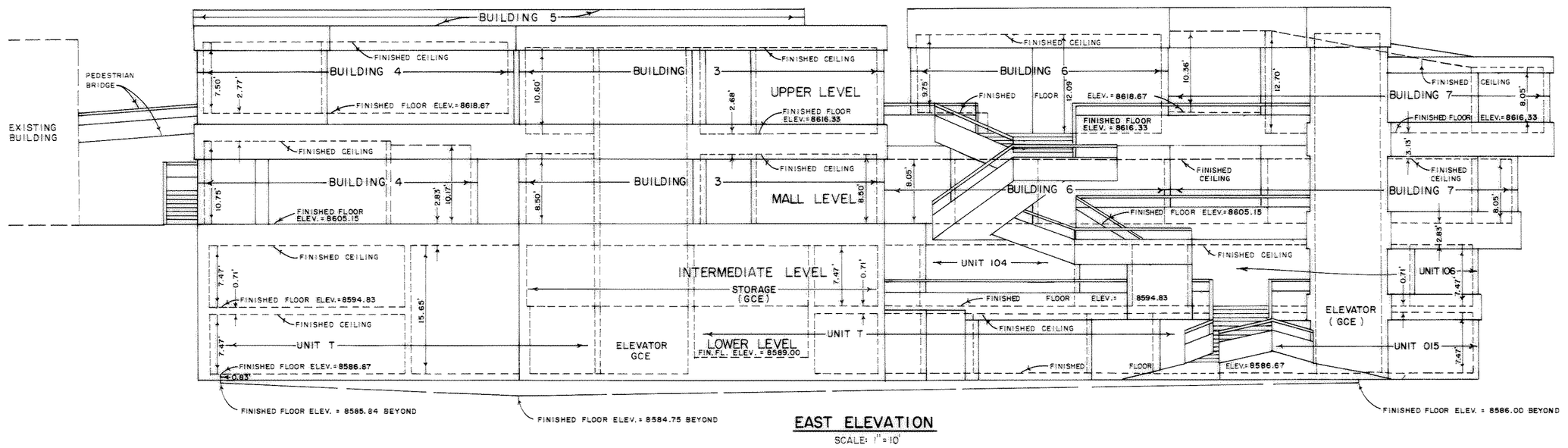
THE MAP OF

# PARCEL C CONDOMINIUM




NORTH ELEVATION

SCALE: 1"=10'




EAST ELEVATION

SCALE: 1"=10'

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LEGAL DESCRIPTION

PARCEL A:

CONDOMINIUM UNITS 015, 102, 104, 104A, 106, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 215, 216, 301, 302, 306, 309, 310, 311A, 311B, 315 AND 316, PARCEL C CONDOMINIUM, ACCORDING TO THE MAP THEREOF FILED JUNE 1, 1989, IN PLAT BOOK 22 AT PAGE 61, AT RECEPTION NO. 311957, AND ACCORDING TO THE CONDOMINIUM DECLARATION FOR PARCEL C CONDOMINIUM RECORDED JUNE 1, 1989, IN BOOK 593 AT PAGE 732, AT RECEPTION NO. 311962 AND RE-RECORDED APRIL 16, 1993, IN BOOK 709 AT PAGE 57, AT RECEPTION NO. 356000.

TOGETHER WITH THE UNDIVIDED INTERESTS IN THE COMMON ELEMENTS AS DEFINED AND DESCRIBED IN THE CONDOMINIUM DECLARATION FOR PARCEL C CONDOMINIUM RECORDED JUNE 1, 1989, IN BOOK 593 AT PAGE 732, AT RECEPTION NO. 311962 AND RE-RECORDED APRIL 16, 1993, IN BOOK 709 AT PAGE 57, AT RECEPTION NO. 356000.

TOGETHER WITH PERMANENT EASEMENTS FOR ALL ENCROACHMENTS AS SET FORTH IN BARGAIN AND SALE DEED RECORDED AUGUST 14, 1996, AT RECEPTION NO. 396005. EXCEPTING THEREFROM EASEMENTS FOR ENCROACHMENTS AS SET FORTH IN BARGAIN AND SALE DEED RECORDED AUGUST 14, 1996, AT RECEPTION NO. 396003 AND THE REAL PROPERTY CONVEYED BY SPECIAL WARRANTY DEED TO SNOWMASS VILLAGE LIMITED PARTNERSHIP RECORDED AUGUST 14, 1996, AT RECEPTION NO. 396009.

PARCEL B:

PARCELS A, B, C AND D, SNOWMASS VILLAGE MALL, ACCORDING TO THE SPECIALLY PLANNED AREA (S.P.A.)DETAILED FINAL PLAT FILED NOVEMBER 6, 1996, IN PLAT BOOK 40 AT PAGE 83 AT RECEPTION NO. 398808.

**PHOTOGRAPHS OF**
**SNOWMASS MALL & GATEWAY BUILDINGS**
**UPPER AND MAIN LEVELS**
**JULY 31 AND AUGUST 9, 2025**

## Upper Level at Parcel C Gateway Buildings, 7-31-25




Per current Parcel C Gateway Buildings CSP, generally meets the 6 sq. ft. sign limitation, but additional sign area may be considered on the upper level.

Also, if more than 30 foot frontage, additional signs allowed for consideration by the Association and/or the Town.

Additional window sign may not exceed 6 sq. ft.; however, additional signs window signs may be considered by the Association subject to meeting lettering height standards.




Per current Parcel C Gateway Buildings CSP, generally meets the 6 sq. ft. sign limitation on the upper level per business frontage.




Wall sign itself seems noncompliant with maximum 6 sq. ft. standard, but extra sign area may have been considered and allowed by Association if business frontage more than 30 feet.

Generally complies with maximum 6 sq. ft. current CSP standard and 10% window coverage, but extra signs may be considered by Association if business frontage more than 30 feet.







Generally complies with 6 sq. ft. current CSP.

## Photos of Main Level Parcel C Gateway Building signs, 7-31-25




Per the current Parcel C Gateway Buildings CSP, menu boards are to be provided by the Association / Landlord for use by restaurants.
It doesn't address sidewalk signs for other businesses.




Hanging sign meets the 4.5 sq. ft. standard under the CSP.




Mall level signs limited to 4.5 sq. ft., but for business frontages greater than 30 feet, additional signs may be considered by the Association or Town.






Projecting signs seem compliant with the 4.5 sq. ft. CSP standard as well as the window sign 6 sq. ft. with 6” lettering height.

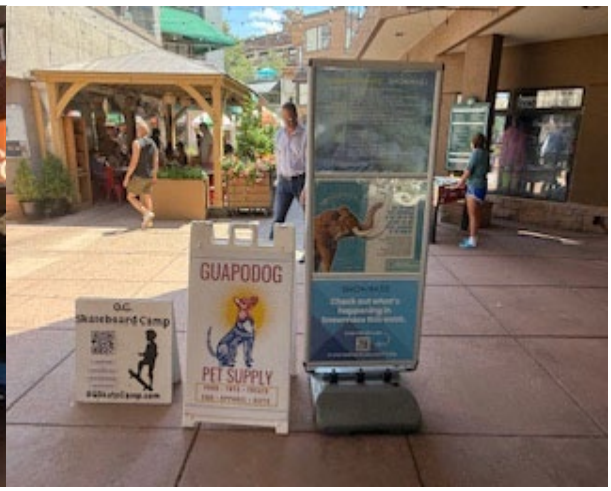





Sidewalk signs, banners considered temporary signs, approved by the Association / Landlord not to exceed 20 sq. ft., but must be stamped with an expiration date per the current Parcel C Gateway Buildings CSP.






Sidewalk signs, banners considered temporary signs, approved by the Association / Landlord not to exceed 20 sq. ft., but must be stamped with an expiration date per the current Parcel C Gateway Buildings CSP.






Window Cling background with window signs and lettering per the existing Parcel C Gateway Buildings to be maximum 6 sq. ft., 10% of window area, and 6” lettering height; although additional sign area may be considered at discretion of the Association if building frontage greater than 30 feet.






Projecting wall signs generally meeting the 4.5 sq. ft. limitation on the main Mall Level in the existing Parcel C Gateway Buildings CSP.






Per current Parcel C Gateway Buildings CSP, Awning signs generally meet maximum 8” lettering height and 7-foot width on Mall level (generally interpreted for each building frontage).




Projecting wall signs generally meeting the 4.5 sq. ft. limitation in the existing Parcel C Gateway Buildings CSP.




Parcel C Gateway Buildings on the left (with 4.5 sq. ft. sign limit) and Snowmass Mall buildings on the right (with 6 sq. ft. sign limit).












Parcel C Gateway Buildings on the right and Snowmass Mall buildings on the right (both with 4.5 sq. ft. sign limit on the main Mall level.).




Wall art not considered advertising sign. Sidewalk sign not addressed in CSP for other businesses or activities.




Maximum 4.5 sq. ft. projecting sign limit under the existing Snowmass Mall CSP.




Generally acceptable window sign maximum 6 sq. ft., 10% of total window coverage for total window area, and 4” lettering height at the Mall




Generally compliant projecting sign at maximum 4.5 sq. ft.




Generally compliant projecting sign at maximum 4.5 sq. ft.;
Allowed at additional active entry point per current Snowmass Mall CSP.

Other tenants in the Snowmass Mall with compliant 4.5 sq. ft. projecting signs.







Generally compliant projecting sign at 6 sq. ft.
(allowed on the upper level)
per Current Snowmass Mall




Current CSP limits projecting signs on Upper-Level of Mall to 6 sq. ft.




Current CSP requires Lower-Level Mall sign areas of maximum 4.5 sq.




Current CSP requires Lower-Level Mall sign areas of maximum 6 sq. ft.




Current CSP requires Lower-Level Mall sign areas of maximum 4.5 sq. ft.




Current CSP sign area limit is 6 sq. ft. wall sign on upper level.
Maximum 10% of window area.
Lettering height limit is 7” on upper level.
Other window panels exist in linear arrangement along the frontage.




Window signs generally meet maximum 6 sq. ft. and 10% of the window area.
Per current CSP for Mall, Awning signs “*approved on individual basis*.”




Window signs generally meet maximum 6 sq. ft. and 10% of the window area.

Lower-level window sign meets 4” lettering height limit.

Awnings approved “on an individual basis" per the CSP.

Hanging sign on upper-level generally compliant with the 4.5 sq. ft. sign area limit.




Current CSP standards for Quantity of Signs allows additional signs
for tenant frontages more than 30 feet;
Businesses with more than one actively used access point allows one sign per doorway
at same size requirements (4.5 sq. ft. on Upper-Level & 6 sq. ft. on Lower-Level).




Non-conforming wall signs -
(more than one sign per frontage with one entrance, both beyond the maximum 6 sq. ft.,
and generally out of character with most other signs in Snowmass Village Mall
relative to materials and ability to backlit).

**WINDOW SIGNS**

**SNOWMASS MALL & GATEWAY BUILDINGS**
**AUGUST 8, 2025**

**GENERALLY COMPLIANT WITH 6 SQ. FT. WINDOW SIGN AND MAXIMUM 10% WINDOW AREA STANDARDS IN PRIOR CSP APPROVAL**




Frontage facing west might be considered upper level with lettering limit of 7”, But generally complies with maximum 10% window coverage.




Generally compliant with maximum 6 sq. ft., 10% window coverage and 4” letter height, but copied more than once per windowpane.




Generally compliant with maximum 6 sq. ft., 10% window coverage and 4” letter height; Only repeated once per window bay per current CSP sign standards.






Window Sign compliant with prior CSP standards.
Window Display predominantly advertise the merchandise,
which is the preferred alternative over excessive window signs and decals.






Compliant window sign at maximum 6 sq. ft.
with maximum 10% of window area;
The window display predominantly advertises the merchandise.



**EXAMPLES OF ACCEPTABLE WINDOW CLINGS**
**FOR PRIVACY OR SCREENING PURPOSES**
**WITHOUT THE COMMERCIAL BRANDING OR PRODUCT ADVERTISEMENTS**



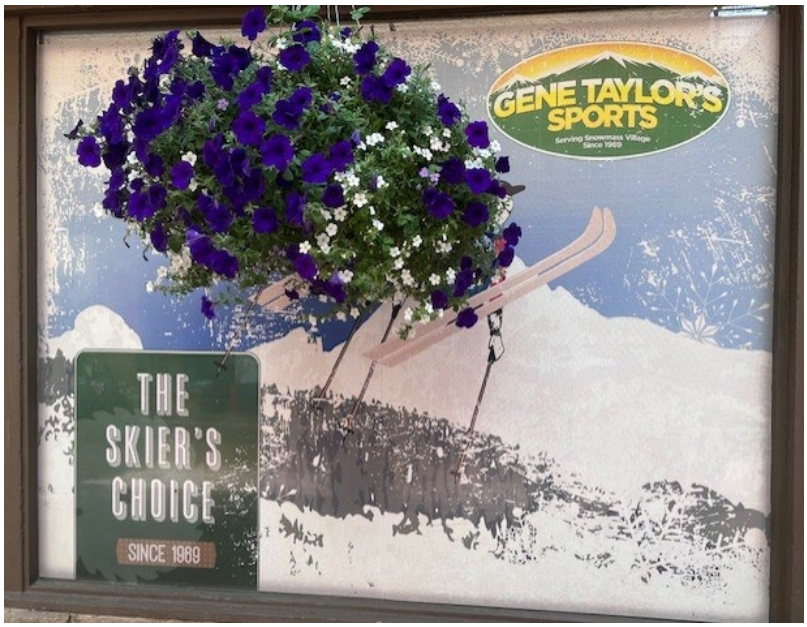

An acceptable window clings
with no specific commercial branding or product advertisements,
except for supporting the general area.




Window Clings showing the history of the area,
Also intended for privacy or screening purposes seem acceptable;
but without the additional off-premise advertising.




Mostly window cling screening,
With general compliance with 10% maximum window area standard
for this building frontage, but with noncompliant multiple brand signs.




Window cling with maximum 6 sq. ft. window sign with 10% coverage.



Local Artists could be utilized to create
Window Clings for privacy or screening purposes,
but without the commercial branding or product advertisements.

## NONCOFORMING WINDOW CLINGS




Window Cling used as
a nonconforming permanent advertising banner.




Decals used akin to window clings
with multiple advertisements meant to draw attention.



Preferred alternatives over decals are window displays
for purposes of attracting attention or advertising merchandise
with maximum 10% window signs coverage.

Per the current Snowmass Mall CSP, generally acceptable window displays with window signs meeting maximum 6 sq. ft., 10% window coverage, and 4” lettering height per each window bay.









**EXAMPLES OF SIGNS NEARBY**
**IN THE PEDESTIAN MALL VICINITY**
**August 8, 2025**

**VIEWLINE HOTEL**
**COMMERCIAL TENANTS**

Compliant wall projecting signs.









Per current hotel CSP, Arcade style signs with square and rectangular background shapes. Compliant projecting sign with maximum 6 sq. ft. but additional signed permitted for business with frontage of more than 30 feet with up to 25 sq. ft. of sign area.

Generally compliant projecting wall signs with a multiple business frontage tenant.
Per current hotel CSP, a business front of more than 30 feet can install signs up to 25 sq. ft.



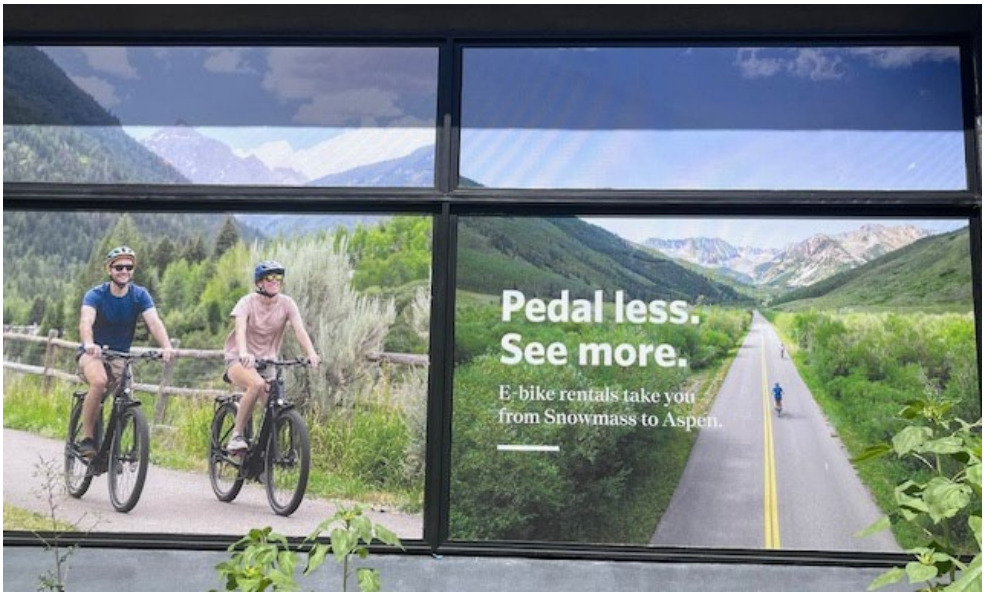






## ACCEPTABLE WINDOW CLINGS, SCREENS ON ADJACENT PROPERTIES






Generally acceptable Window Cling with maximum 10% window coverage advertisement with low-profile lettering.




Per current Timbermill CSP, 6 sq. ft. is the sign limit for business frontage under 30 feet; greater than a 30-foot frontage, up to 25 sq. ft. sign area allowed.
One additional sign may be allowed for a business frontage more than 30 feet in length subject to Owner consideration. Total window signs may not exceed 6 sq. ft., but may be repeated for multiple window bays.




Multiple decals are meant to draw attention.
Inconsistent with typical maximum 6 sq. ft. of window signs and 10% window coverage per business frontage; although multiple window bays may repeat a business name and logo per current Timbermill CSP.
Preferred alternatives are tasteful window displays,
which should better assist in advertising the merchandise