Planning Commission
Wednesday, September 17, 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: 243 876 748 351 3
Passcode: QD7ox3Fz

Agenda

1. **Roll Call**
2. **Approval of Minutes**

   2.A. Approval of September 3, 2025 Meeting Minute
3. **Items for Discussion**

   3.A. Divide (SHOP) Workforce Housing – Major PUD Amendment

   3.B. Willows – Minor Preliminary PUD
4. **Adjournment**

TOWN OF SNOWMASS VILLAGE

PLANNING COMMISSION MEETING MINUTES

September 3, 2025

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

Staff Present:
Dave Shinneman
Jim Wahlstrom
Ashleigh Huff

Members Absent:
None

Others Present:
Dwayne Romero, Gyles Thornely, and Michael Sura.

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 August 20, 2025:
The minutes from the August 20, 2025, meeting were presented for approval. No edits or comments were made. Commissioner Faurer motioned to approve the minutes, seconded by Commissioner Clauson. Approved 7-0.

Item 2:Divide (SHOP) Workforce Housing – Major Preliminary Plan:
The Commission began with the continuation of the SHOP Workforce Housing project. As this was a public hearing, Chair Dube formally opened the item to allow for public comment; however, no members of the audience chose to speak. A motion was made by Chair Dube, seconded by Commissioner Seglin, to continue the discussion of the SHOP Workforce Housing Major Preliminary Plan to September 17th. The motion passed unanimously.

Item 3: Snowmass Mall Comprehensive Sign Plan Amendment:
Jim Wahlstrom, Senior Planner, explained that the proposal sought to consolidate several outdated sign plans from the 1980s into a single unified plan to address long-standing issues with inconsistent and non-compliant signage. Mr. Wahlstrom noted that while comprehensive sign plans were originally

intended to provide flexibility for large commercial centers, that flexibility must still align with the community's interests. Staff expressed concern that the proposed amendment, which would allow larger signage and additional exceptions, could primarily benefit the mall owner rather than balance community character with business needs. Photographs were presented illustrating both compliant and non-compliant signs, including wall signs, projecting signs, window decals, sandwich boards, and banners—showing a mix of orderly signage alongside cluttered or unauthorized displays.

The applicant's team, led by planner Giles Thornley and property owner Dwane Romero, gave a detailed presentation. The applicant emphasized that the consolidation effort would simplify rules, bring roughly 90% of existing signs into compliance, and reduce future enforcement conflicts. Mr. Thornley argued the plan preserved the mall's character, which they described as historic, entrepreneurial, and locally driven, contrasting it with the more standardized, "sterile" feel of Base Village. Mr. Romero stressed the economic importance of the mall, noting its 80,000 square feet of commercial space, nearly 50 local businesses, and more than 200 jobs, all without national corporate tenants. He argued that updated signage rules would directly support the survival of locally owned businesses that rely on attracting visitors in a competitive resort environment.

Commissioners discussed issues of sign size, design consistency, window clings, temporary signage, safety, and obstruction concerns. Input emphasized the importance of clear wayfinding, incorporating tenant feedback, and establishing compliance timelines. Concerns were raised that overly large signs could overwhelm the mall's character and obscure building architecture, while others noted the value of preserving a lively, slightly "rough around the edges" aesthetic as part of Snowmass Village's identity. Temporary signs, such as sandwich boards and banners, were acknowledged as both a source of clutter and a useful tool for upper-level or hard-to-find businesses. Window clings and decals also prompted debate: some commissioners viewed them as contributing to clutter or blocking visibility, while others considered them a distinctive element of the mall's character, particularly when used artistically or to screen service areas. Several commissioners emphasized that, because the mall is under single ownership, the landlord bears primary responsibility for appropriate signage. However, they also noted the importance of maintaining town oversight to safeguard community interests, particularly given the potential for future changes in ownership. Commissioner Clauson left the meeting at 5:56 pm.

The Commission expressed general support for the consolidation effort but requested refinements, particularly regarding sign size limits, clearer treatment of window signage, consistency in materials and design, and coordination with other mall-area property owners. Staff were directed to prepare revisions and return with a resolution for conditional approval at the next meeting.

Item 4: Community Development Director Updates:

- Divide Workforce housing discussion on September 17th
- Willows PUD will also be on September 17th
- Timbermill CSP has also come in
- The Drawsite (preliminary PUD) application is in as well

Adjournment: The meeting adjourned at 6:15 p.m.

DRAFT

Town of Snowmass Village

Planning Commission

Meeting

Date: September 17, 2025

Agenda Item: Divide (SHOP) Workforce Housing - Major PUD Amendment

Presented By: Brian McNellis, Senior Planner AICP/MLA

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 of 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 respective projects.

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

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 E). 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 F).*

(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 E) 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 D). 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 E).*

(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*

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 if warranted. 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 review draft resolution No. 7 of 2025 drafted in the affirmative and attached for consideration.

Attachments:

A. Resolution No. 25 of 2025 (draft not signed)
B. Draft PC Resolution No. 7 of 2025
C. Preliminary Plan Application narrative
D. Plan Sets
E. Exhibits
F. Referral Comments
G. Public Comments
H. Sketch Plan approval – Reso No. 8 of 2025

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

RESOLUTION No. 25
SERIES OF 2025

A RESOLUTION OF TOWN COUNCIL PROVIDING DIRECTION, IDENTIFYING SPECIFIC COMPONENTS, AREAS OF THE CODE, OR CORE ISSUES FOR THE PLANNING COMMISSION'S REVIEW OF THE MAJOR PUD AMENDMENT PRELIMINARY PLAN APPLICATION FOR THE DIVIDE, LOT 44 WORKFORCE HOUSING PROPOSAL

WHEREAS, on June 9, 2025 the Aspen Skiing Company formally submitted a Major PUD, Preliminary Plan application; and

WHEREAS, the application was deemed adequately complete for a formal referral and evaluation of the proposal on July 8, 2025; and

WHEREAS, a joint meeting of the Planning Commission and the Town Council was scheduled on August 4th to hear a presentation of the proposal by the applicant as required pursuant to 16A-5-340(d) of the Land Use and Development Code; and

WHEREAS, pursuant to the Land Use and Development Code and following the joint meeting or at the next regularly scheduled meeting, the Town Council shall identify the specific components or project elements, areas of the code or core issues for the Planning Commission's review of the Major PUD, Preliminary Plan application involving Lot 44 of the Divide PUD as addressed in this resolution.

NOW, THEREFORE, BE IT RESOLVED, by the Town Council of the Town of Snowmass Village, as follows:

Section One: Action. Town Council Direction to the Planning Commission.
The Town Council directs the Planning Commission to begin focusing upon the following specific components or project elements, areas of the code or core issues:

1. Assure compliance and compatibility of the proposed development as it pertains to the underlying 'MU-PUD' zone district's intent and development parameters.

2. Evaluate the project's consistency with the 2018 Comprehensive Plan's Guiding Principles and Strategic Initiatives.

3. Consider the compatibility and appropriateness of the architectural character in accordance with the municipal code's Development Evaluation Standards.

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Study whether the design and materials are appropriate for the site.

4. Evaluate whether the height and scale of the multi-family development is aesthetically in keeping with surrounding land uses. Study the effects of the proposed mass development as seen from neighboring properties.

5. Determine if the proposed surface parking layout is practical regarding its relation to Divide Way and whether the design adequately satisfies the parking needs of the residential development, including EV expansion.

6. Reference whether the engineering plans and reports adequately address the impacts of surface drainage, runoff, bio-swales, detention, and water treatment associated with the development while considering overall capacity and incorporating best management practices.

7. Assure that all roadway and utility easements (existing and proposed) accurately correspond with the proposed development and associated improvements of the site.

8. Study whether the proposal adequately addresses the storage needs for all residential and commercial aspects of the development.

9. Determine if exterior common areas are adequately sized and located to foster a comfortable, safe, and enjoyable community living environment.

10. Address the widening and realignment of Divide Way to determine if it fosters safe/efficient pedestrian, bicycle, and vehicular travel. Assure that access meets all emergency requirements, accommodates transit, and delivery while allowing for proper maintenance, snow storage, and waste management operations.

11. Address whether the proposed trail and sidewalk connections are properly located and adequate for safe pedestrian and bicycle access to from the project site.

12. Evaluate the proposed Landscape Plan and determine if there is adequacy of plantings that offer sufficient screening of the proposed structure(s) – especially as seen from the Ditch Trail.

Section Two: Severability. If any provision of this Resolution or application hereof to any person or circumstance is held invalid, the invalidity shall not affect any other provision or application of this Resolution which can be given effect without the invalid provision or application, and, to this end, the provisions of this Resolution are severable.

READ, APPROVED AND ADOPTED, by the Town Council of the Town of Snowmass Village on August 4, 2025 upon a motion by Council Member_____second of Council Member _____and upon a vote of____ in favor and____against.

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

_____
Alyssa Shenk, Mayor

ATTEST:

_____
Megan Harris Boucher, Town Clerk

APPROVED AS TO FORM:

_____
Jeff Conklin, Town Attorney

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 AUTHOIRIZING THE APPLICANT 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 4, 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 17, 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 existing 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 required, the applicant shall be responsible for the realignment.

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 shall 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 on/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 be 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 within 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 Lot 44 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. The SHOP shall be deed-restricted for use by Aspen One employees and subject to a Restricted Housing Agreement to be entered into between Aspen One and the Town of Snowmass Village articulating rental rates and any other rental restrictions determined as part of the approval process, as well as enumerating how the SHOP may be used to satisfy housing mitigation requirements for approved Aspen One projects within the Town of Snowmass Village.'

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 17th 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

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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:

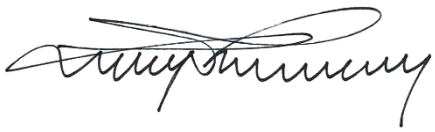
- Targeted reduction in building mass
- Enhanced livability and functionality
- Direct response to Town and community feedback
- Comprehensive planning, engineering, and public benefit

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
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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.

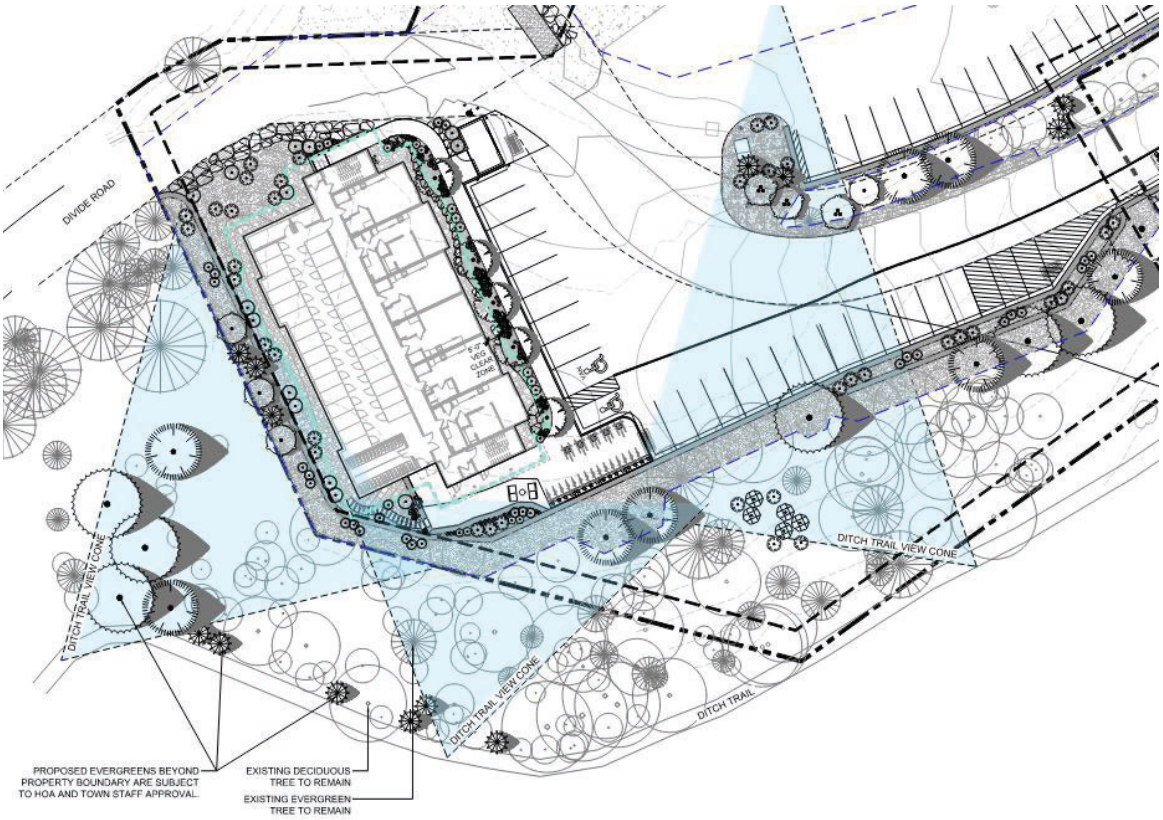
1. ***Divide Way shall be widened to no less than 24 feet (with dedicated access easement) from the intersection with Divide Road, westwardly to the access area of the existing Vehicle Maintenance Facility on Lot 44 to ensure emergency access and adequate turnaround for the Fire District and maintenance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

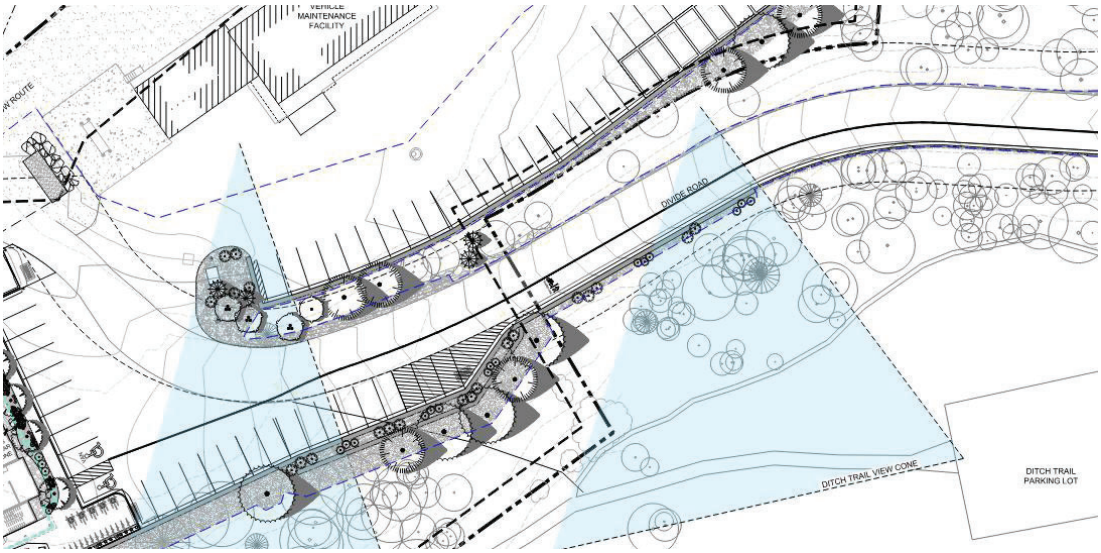
2. ***A detailed landscape plan shall be submitted with any subsequent Preliminary Plan application to ensure screening of the proposed building (with appropriate and native plantings) as seen from Ditch Trail.***

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.***

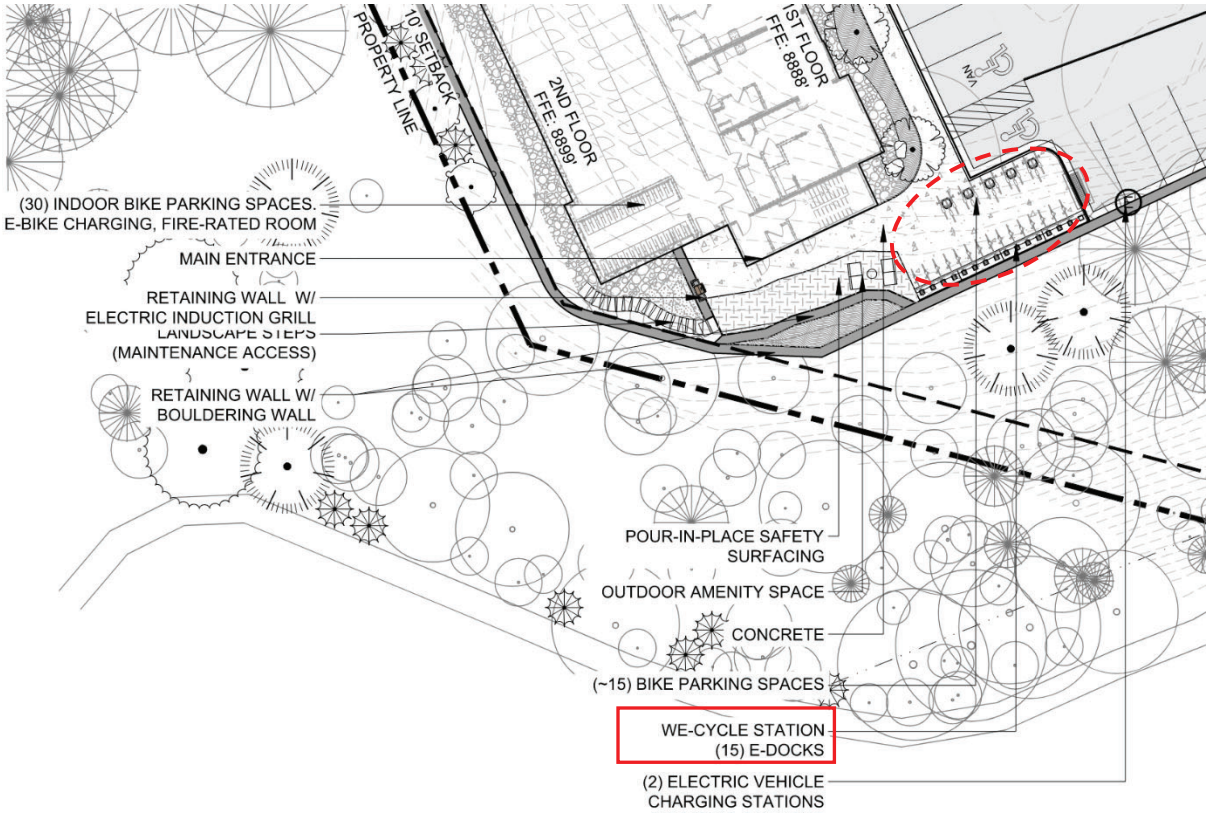
Response:

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:

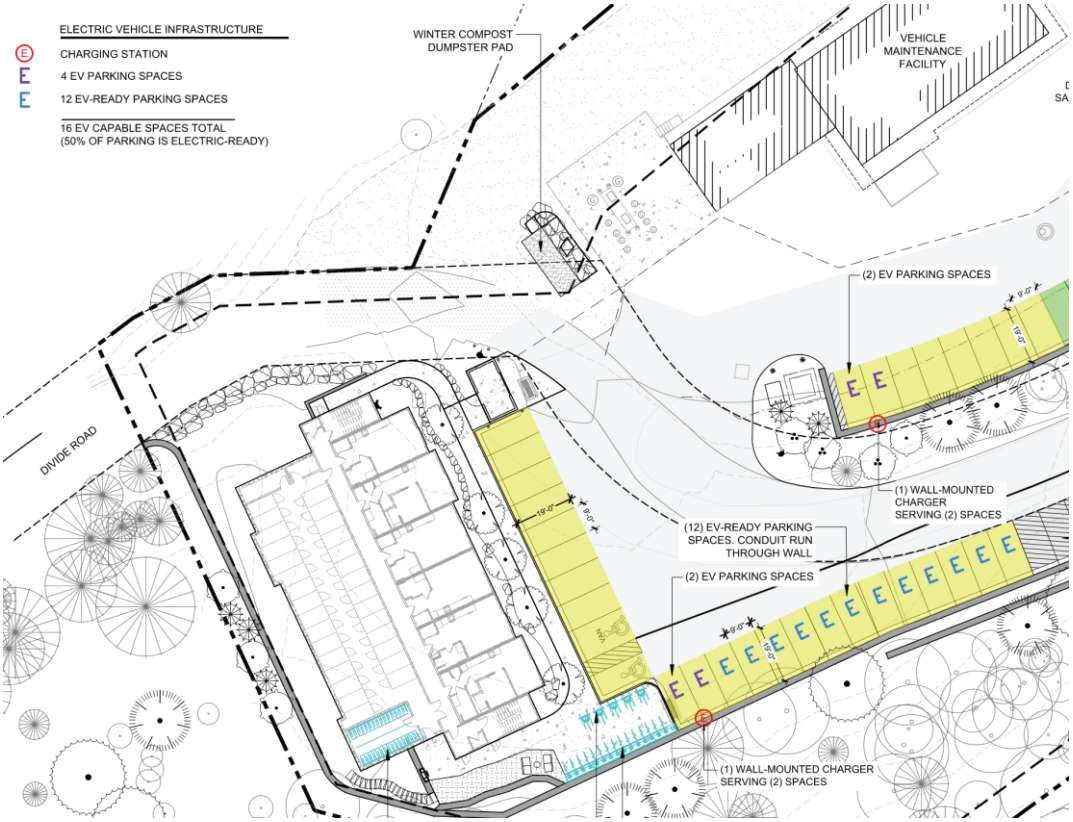
A. Traffic calming on Divide Road with the addition of solar powered speed-display signs along Divide Road to encourage drivers to adhere to the posted speed limits.
B. Improving and maintaining the off-street "social" trial that runs uphill of Divide Way, connecting it to the Ditch Trail.

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.

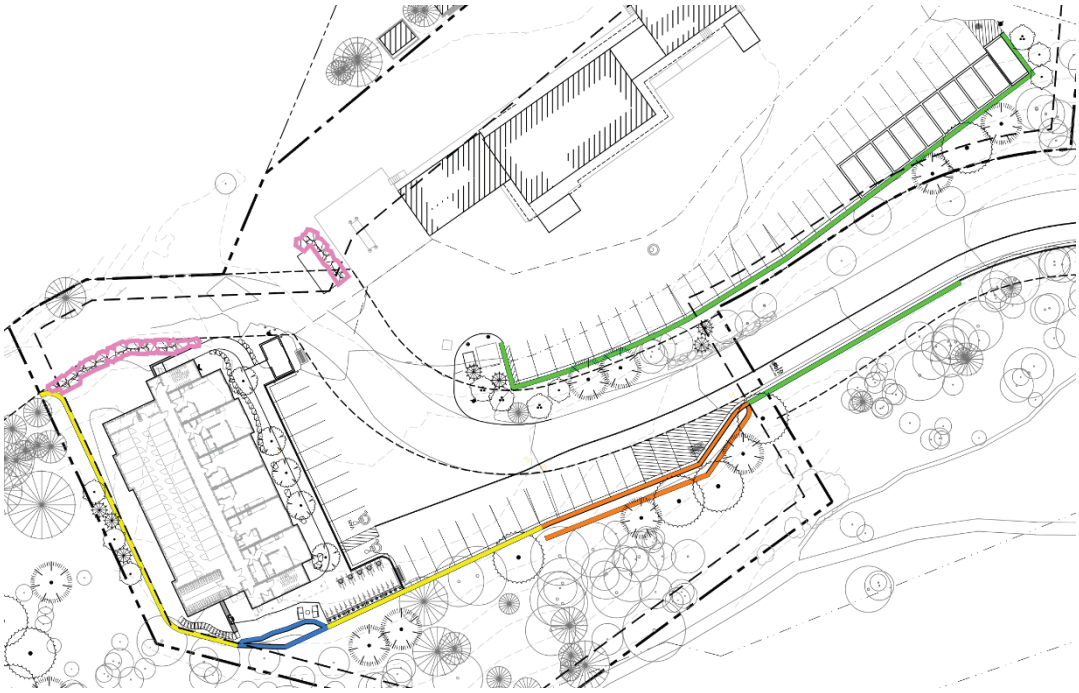


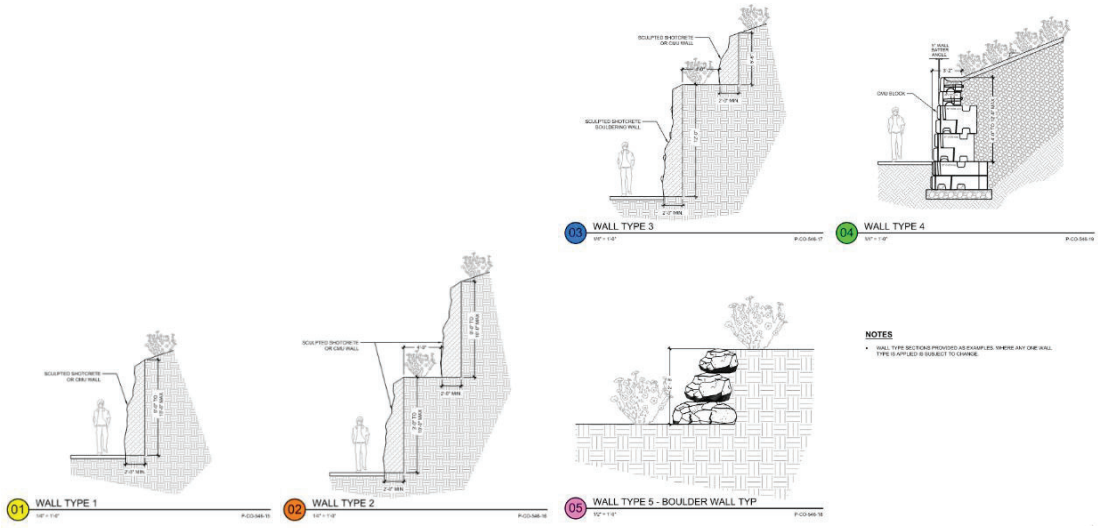
8. ***Retaining walls on the backside of the building (and construction thereof) shall be contained entirely within the subject property but shall offer as much distance as possible from building to offer the ample afternoon solar exposure for westerly facing residential units.***

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.

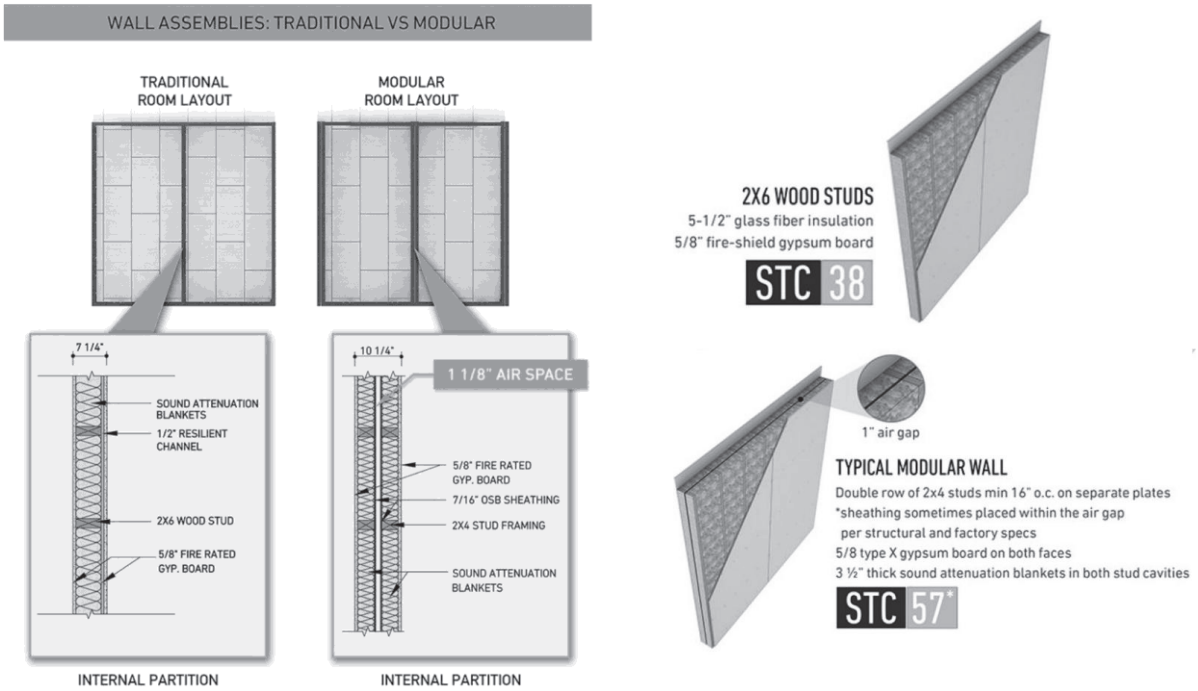
10. ***The floorplan(s) of adjacent units shall be "mirrored" to ensure optimum noise and nuisance control amongst neighbors residing in the building (see Dunlop Consulting referral comments attached) or demonstrate alternative adequate noise control measures.***

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.)

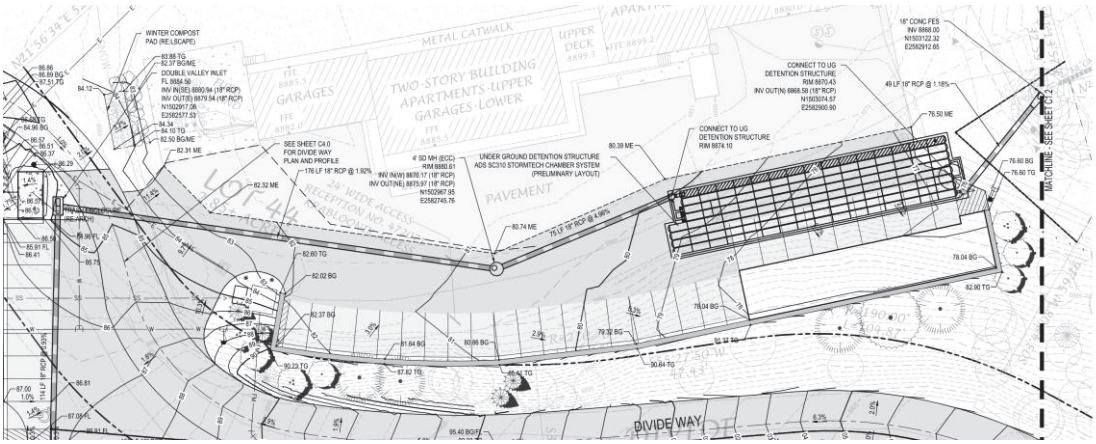
- Sound transfers mainly by vibration. Air gaps between walls disconnect the path for the vibration to travel.
- One of the most effective ways of providing a high STC rating in stick-built construction is to disrupt the path of sound transmission with separate plates and framing in the wall. In modular 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.

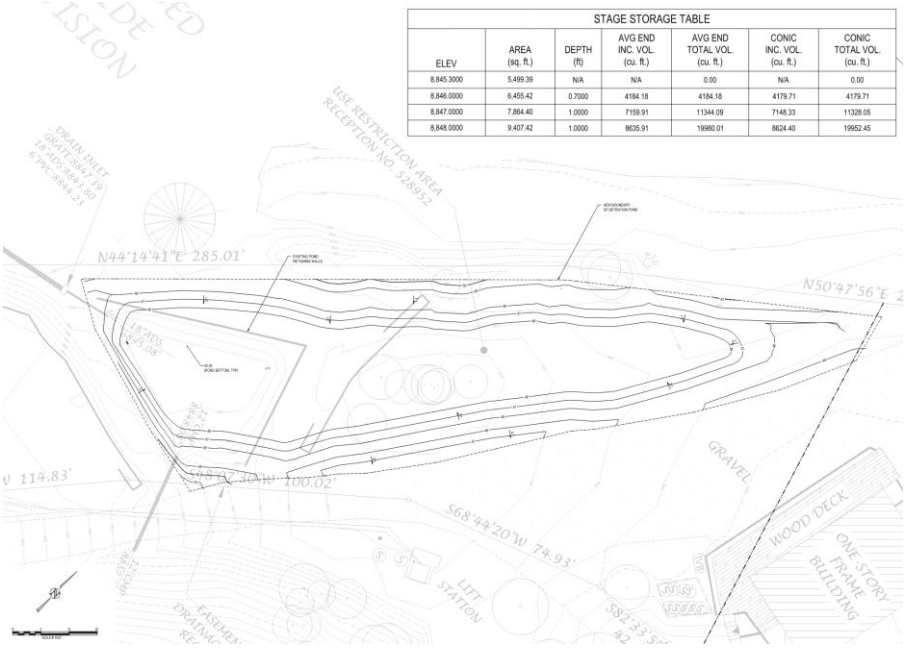
Response:

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.

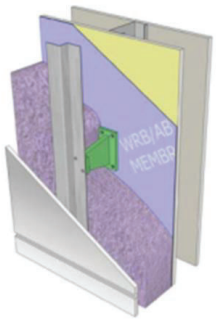


Figure 1 – FIBERGLASS CLIPS (SOURCE: RDH.COM)

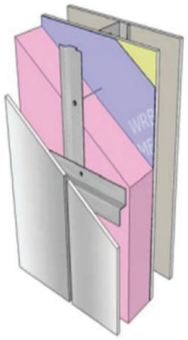


Figure 2 – LONG SCREWS THROUGH INSULATION (SOURCE RDH.COM)

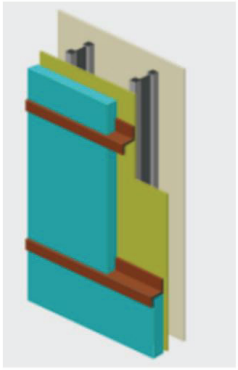


Figure 3 - ARMATHERM™ Z GIRT (SOURCE: ARMATHERM.COM)

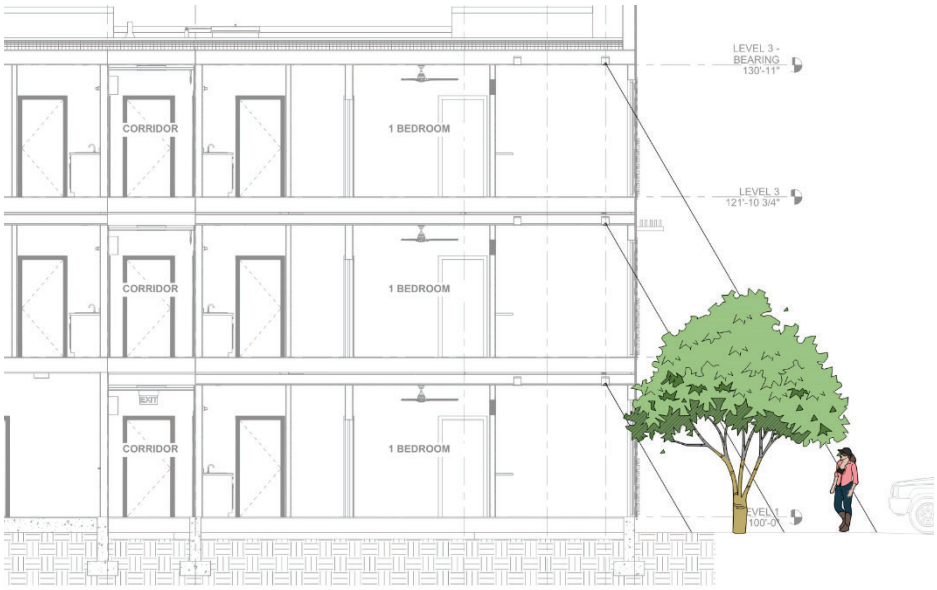
14. ***Any subsequent Preliminary Plan application shall include a study that demonstrates visibility of the proposed building (and associated lighting – interior and exterior) as seen from the Snowmass Creek valley and the greater Divide subdivision. The applicant shall explore ways to lessen the visual 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.

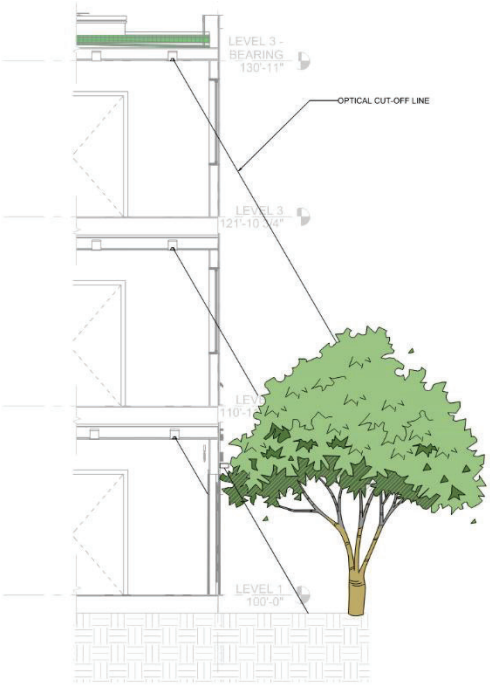
Interior lighting within 8' of window walls uses deep-recessed downlights with cutoff angles of 30 degrees. The LED emitter is recessed into the ceiling by approximately 2", and the aperture of the fixture is 4". The cutoff of the fixture will shield the light source from direct view beyond the centerline 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

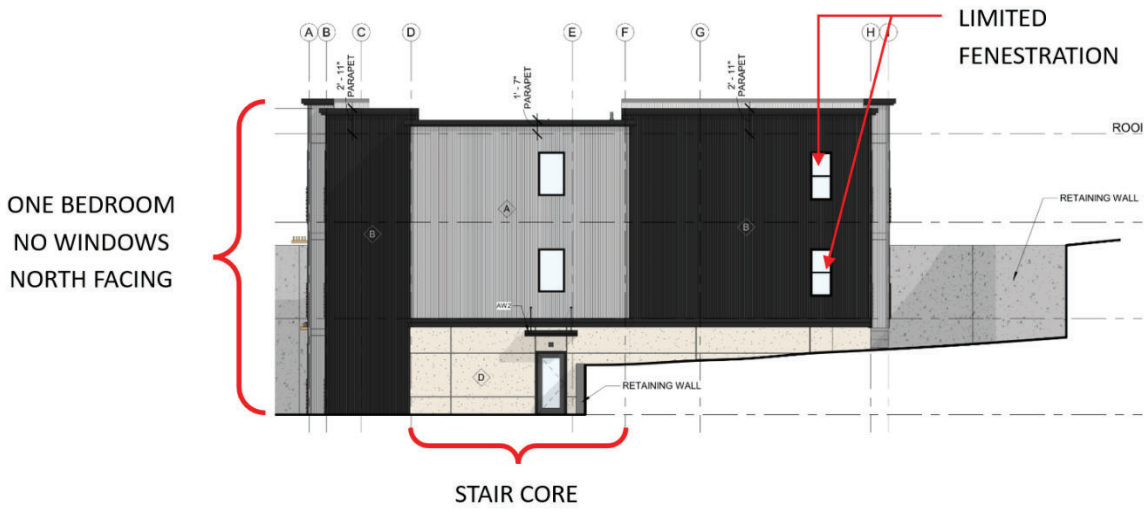
SCALE: 1/4" = 1'-0"

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 Phase 2: 3 units/3 beds	Phase 1 Existing: 6 units/8 beds Phase 2 Proposed: 30 units/30 beds *20 studio, (10) 1-bedroom*	+ 27 units / + 27 beds
Building Square Footage	Phase 1: 14,810 sf Phase 2: 14,000 sf – *1,600 sf housing* – *7,600 sf storage* – *4,800 multi-purpose*	Phase 1: 14,810 sf Phase 2: 20,725 sf – *17,834 sf housing* – *2,891 sf internal storage* – *2,031 sf external storage*	+ 6,725 sf total for Phase 2 – *+ 16,234 sf housing* – *- 4,709 sf internal storage* – *- 2,769 sf external storage/multi-purpose*
Building Height	Max. 43'-5" from existing grade Max 37'-5" from finished grade	26'-0" from existing grade (SE Corner) 36'-0" from finished grade (SE Corner) 36'-4" from existing grade (NE Corner) 34'-1" from finished grade (NE Corner)	Under the maximum allowable heights
Parking Spaces	Phase 1: 30 spaces (VMF)	Phase 1: 31 spaces (VMF) Phase 2: 32 spaces Includes 2 ADA spaces 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

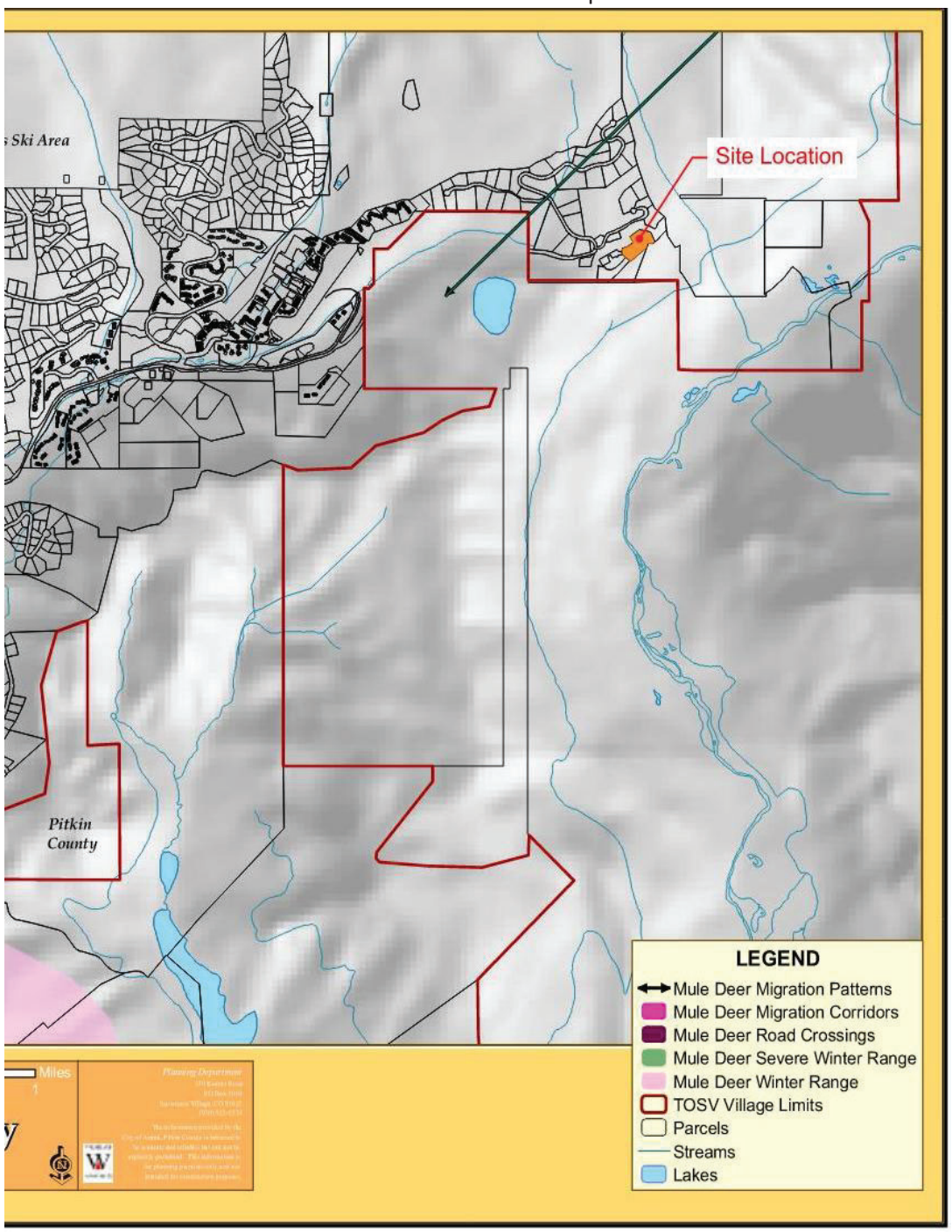


Figure 2
Elk Habitat Map

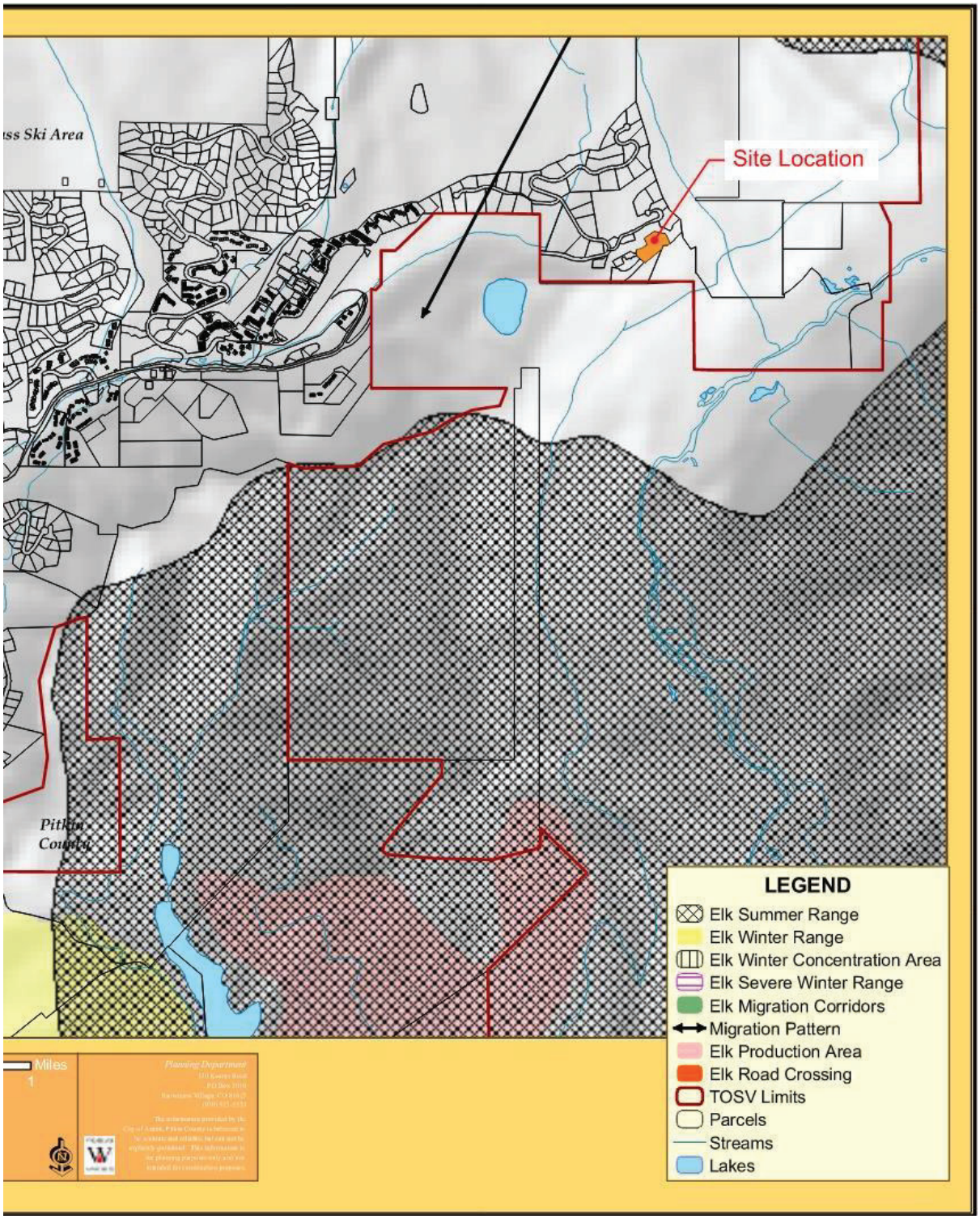
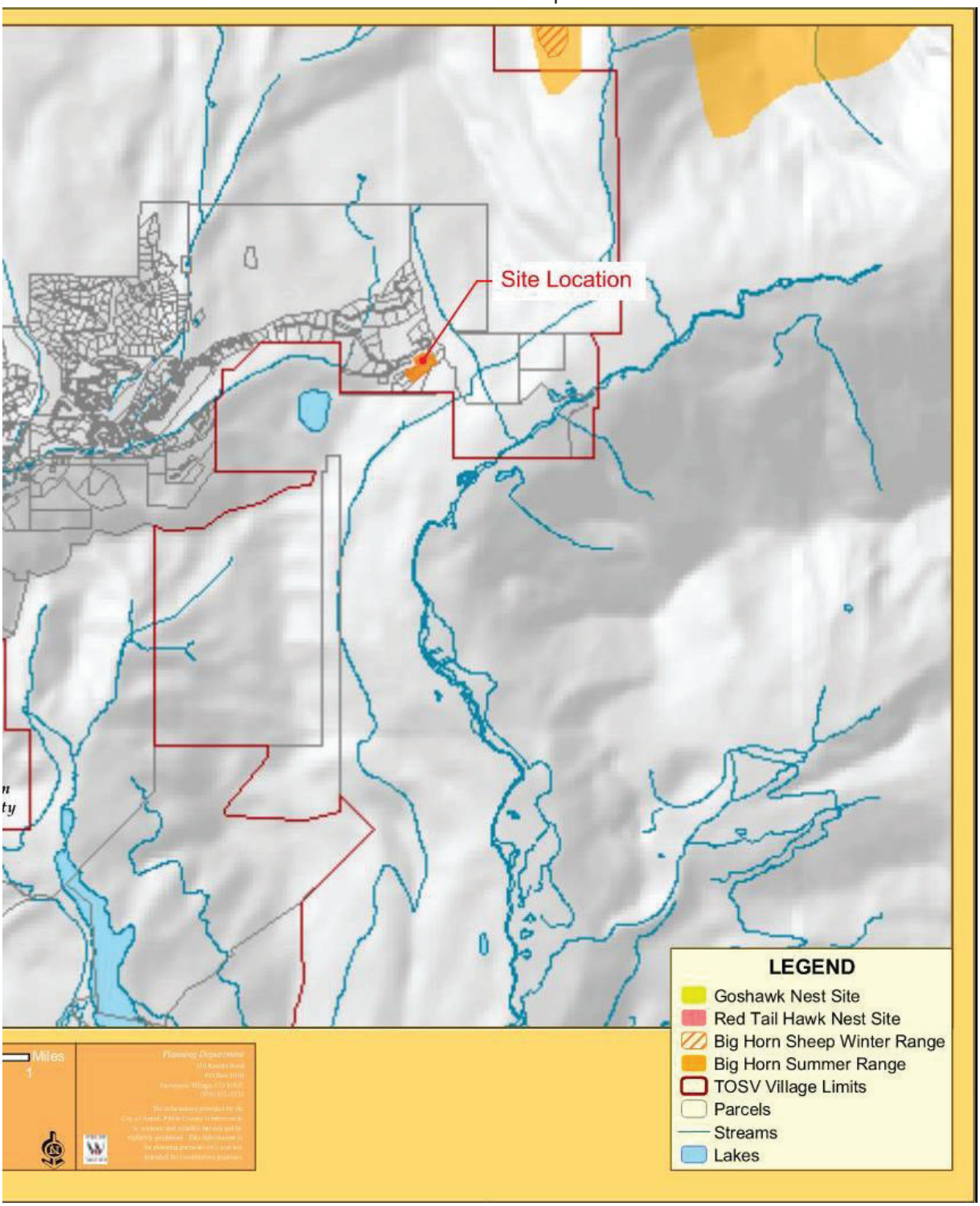


Figure 3
Wildlife Map



(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:

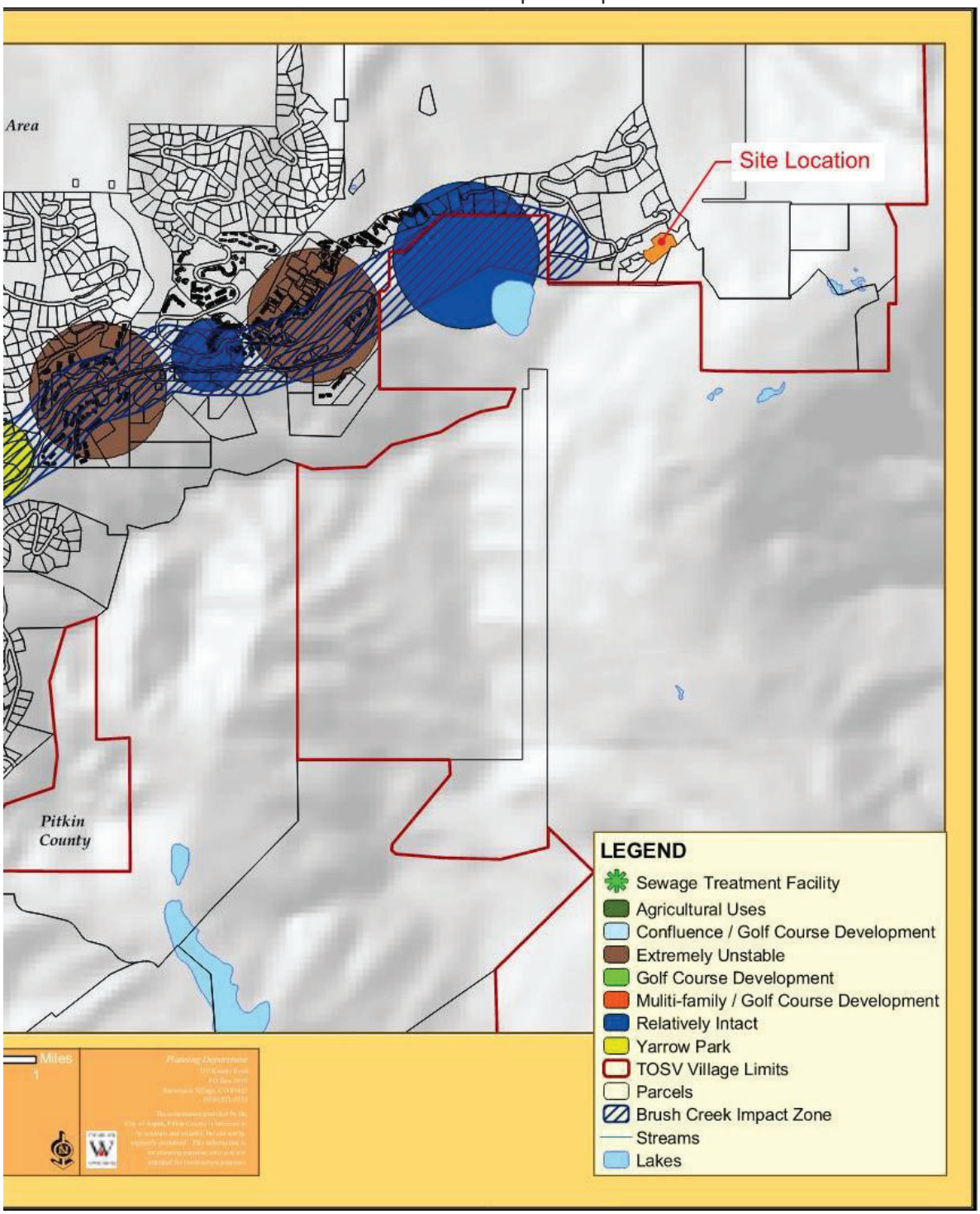
1. ***Map. A map of the property depicting the activity patterns of the wildlife using the sensitive wildlife habitat, identifying migration routes, travel corridors or patterns, calving, nesting, feeding and watering areas, riparian areas, and any connections or relationships with habitat adjoining 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



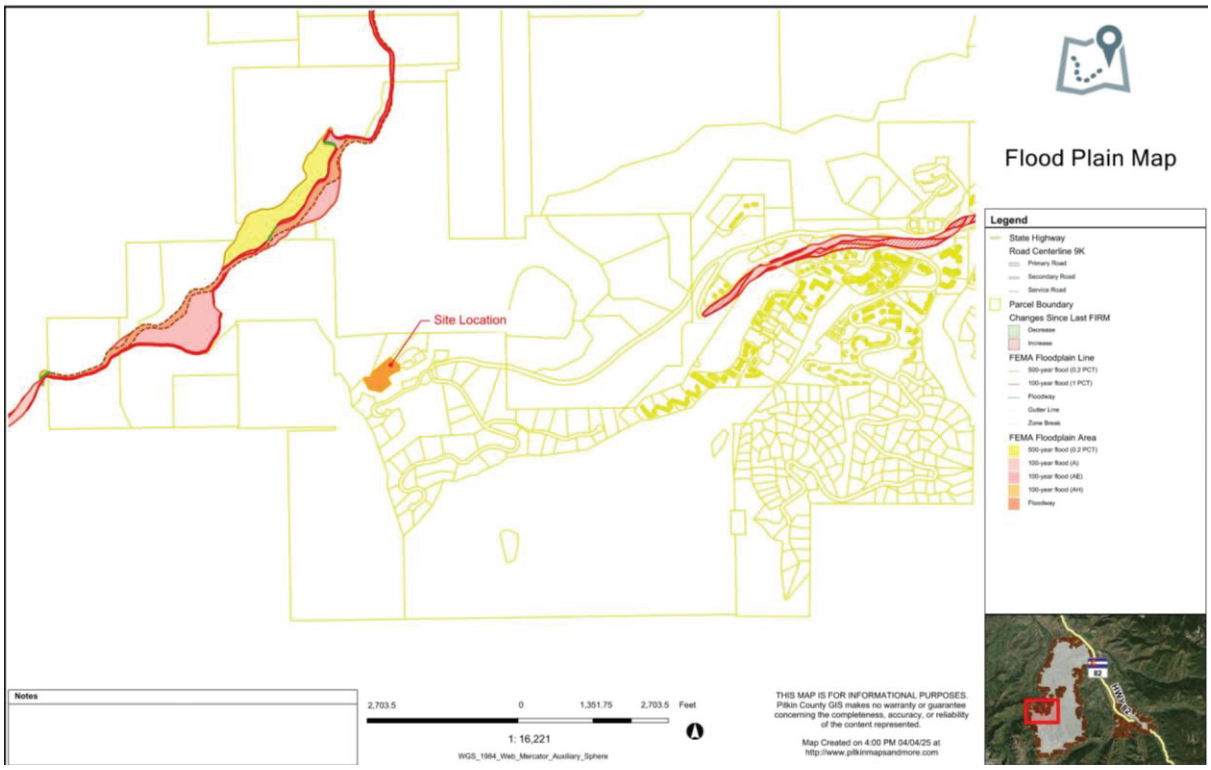
Section 16A-4-40 – Floodplain and wetland areas.

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.

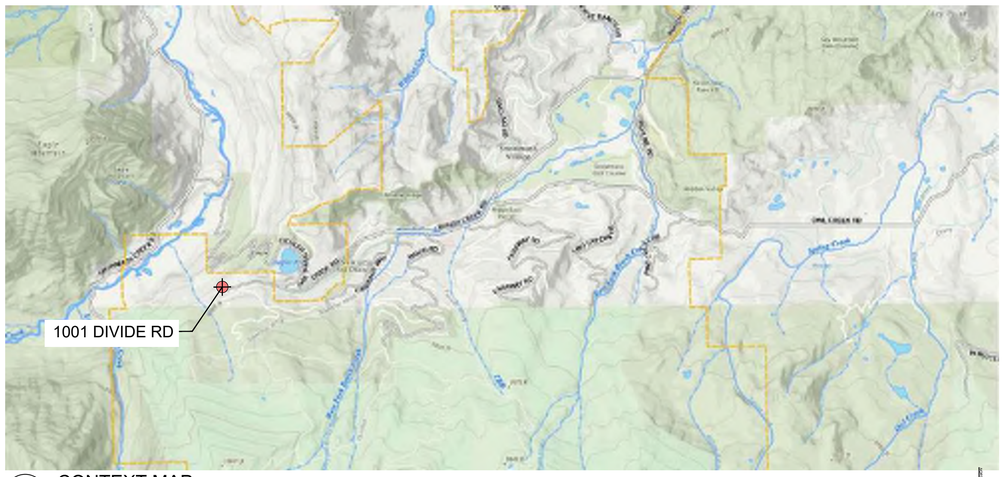
In alignment with Division 5, our proposed project is committed to promoting and preserving the open character of authorized signs. Aspen One has historically demonstrated a proven ability to promote orderly display within the Town and remains committed to preserving the open character, providing signage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

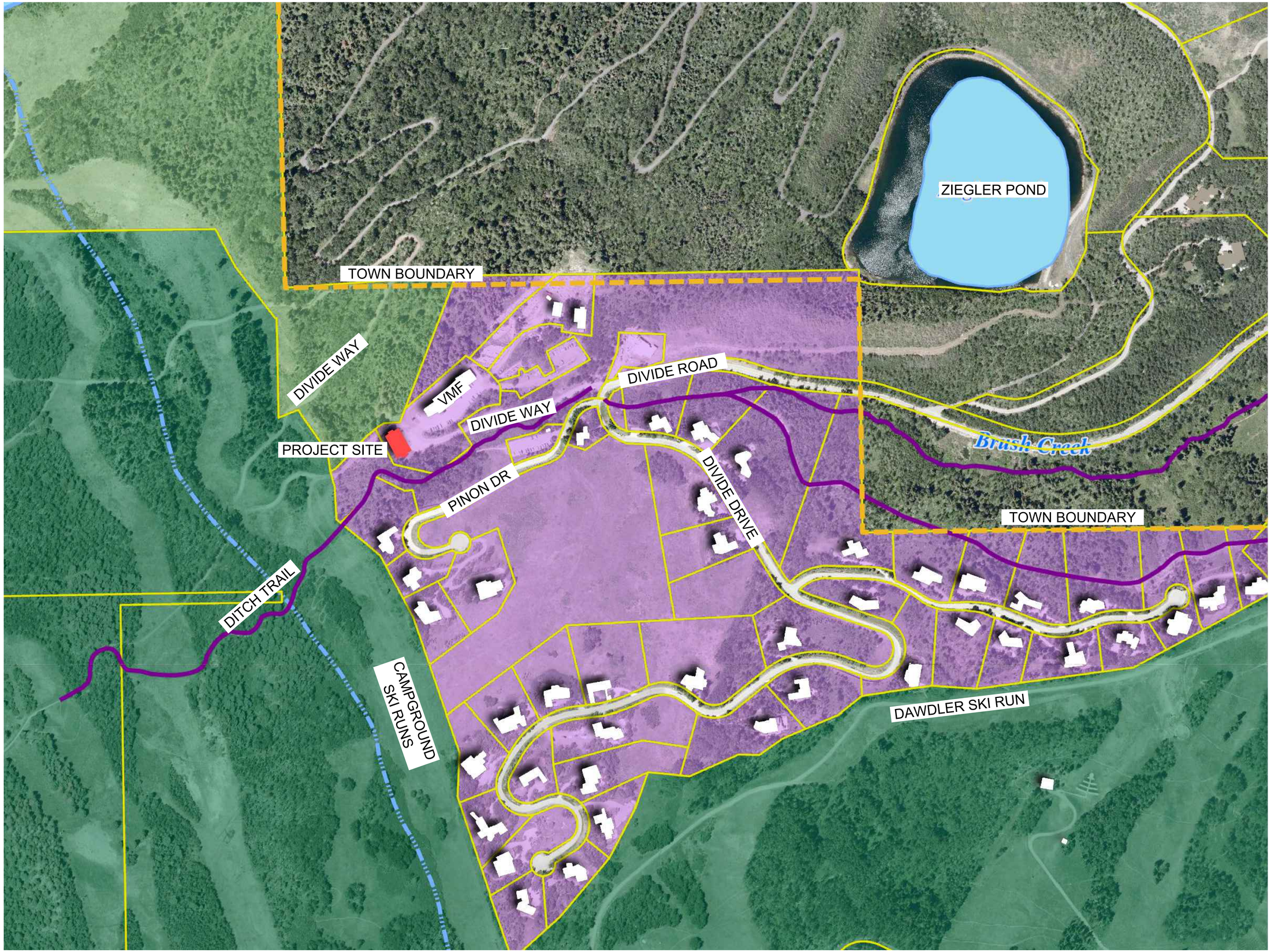
ISSUE & REVISION DATES	
SKETCH PLAN	09/01/2024
PRELIMINARY PLAN	06/06/2025

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

COVER

APPENDIX A

LANDSCAPE / PLANNING SHEETS



connect one DESIGN
LANDSCAPE ARCHITECTURE • LAND PLANNING
530 MAIN STREET | SUITE 307 | 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
PRELIMINARY PLAN	06/06/2025

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

CONTEXT & SURROUNDING STRUCTURES PLAN

L.1.01



SCALE: 1"=20'

0' 20' 40'

connect one DESIGN
LANDSCAPE ARCHITECTURE • LAND PLANNING
330 PARK STREET, SUITE 201 // BASALT, CO // 81621
WWW.CONNECTONEDESIGN.COM // 970.279.2437

SNOWMASS OPS EMPLOYEE HOUSING

1001 DIVIDE RD
SNOWMASS VILLAGE, CO 81615

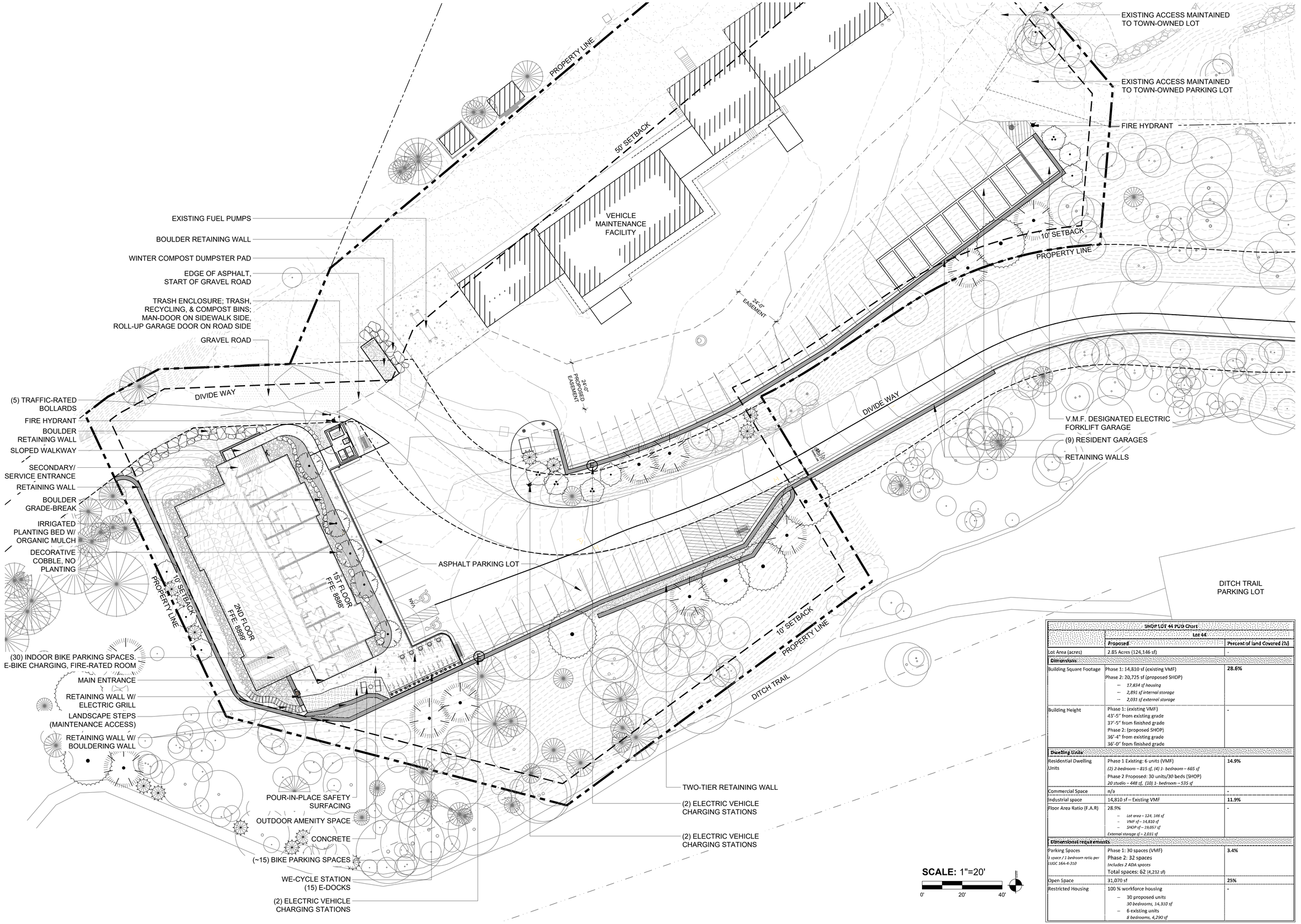
Drawn By: EW Checked By: DD

ISSUE & REVISION DATES	
SKETCH PLAN	09/01/2024
PRELIMINARY PLAN	06/06/2025

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) Phase 2: 20,725 sf (proposed SHOP) – *17,834 sf housing* – *2,891 sf internal storage* – *2,031 sf external storage*	**28.6%**
Building Height	Phase 1: (existing VMF) 43'-5" from existing grade 37'-5" from finished grade Phase 2: (proposed SHOP) 36'-4" from existing grade 36'-0" from finished grade	-
Dwelling Units		
Residential Dwelling Units	Phase 1 Existing: 6 units (VMF) *(2) 2-bedroom – 815 sf, (4) 1- bedroom – 665 sf* Phase 2 Proposed: 30 units/30 beds (SHOP) *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% – *Lot area – 124, 146 sf* – *VMF sf – 14,810 sf* – *SHOP sf – 19,057 sf* *External storage sf – 2,031 sf*	-
Dimensional requirements		
Parking Spaces *1 space / 1 bedroom ratio per LUGC 16A-4-310*	Phase 1: 30 spaces (VMF) Phase 2: 32 spaces *Includes 2 ADA spaces* Total spaces: 62 *(4,232 sf)*	**3.4%**
Open Space	31,070 sf	**25%**
Restricted Housing	100 % workforce housing – 30 proposed units *30 bedrooms, 14,310 sf* – 6 existing units *8 bedrooms, 4,290 sf*	-

connect one DESIGN
LANDSCAPE ARCHITECTURE • LAND PLANNING
530 MAROON STREET | SUITE 207 | ASPEN, CO | 81611
WWW.CONNECTONEDESIGN.COM | 970.710.6147

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

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
LANDSCAPE ARCHITECTURE • LAND PLANNING
530 MAPLE 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

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

5'-6" 6'-3"

RESIDENT PARKING
ACCESS
MAINTAINED
DURING PICK UP

BOLLARD, TYP

VAN

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'

connect one DESIGN
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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

DIVIDE WAY

1,025 SF

185 SF

10' SETBACK

PROPERTY LINE

PROPERTY LINE

50' SETBACK

VEHICLE MAINTENANCE FACILITY

24'-0" EASEMENT

24'-0" PROPOSED EASEMENT

1,860 SF

59.00

1,010 SF

530 SF

10' SETBACK

PROPERTY LINE

DIVIDE WAY

415 SF

825 SF

10' SETBACK

PROPERTY LINE

DITCH TRAIL

DITCH TRAIL PARKING LOT

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SCALE: 1"=20'

0' 20' 40'

connect one DESIGN
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1001 DIVIDE RD

SNOWMASS VILLAGE, CO 81615

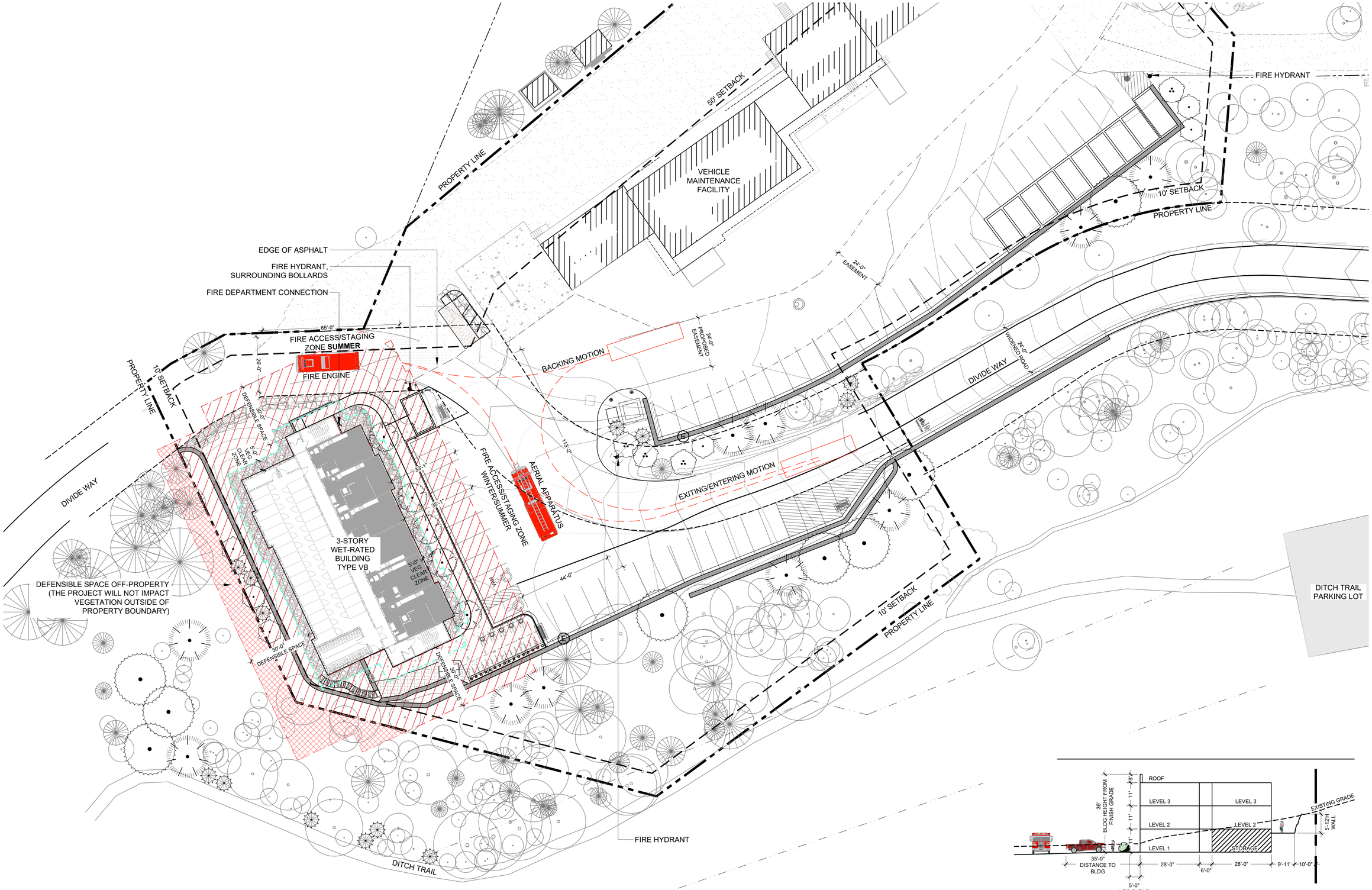
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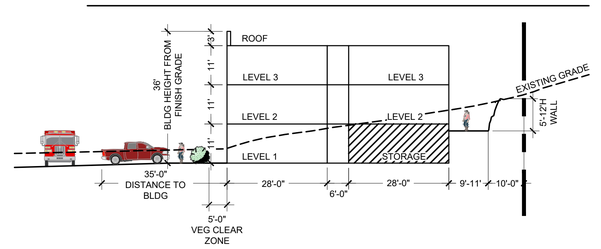
ISSUE & REVISION DATES	
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SNOW STORAGE PLAN

L.1.06





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SCALE: 1"=20'

0' 20' 40'

connect one DESIGN
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SNOWMASS OPS EMPLOYEE HOUSING

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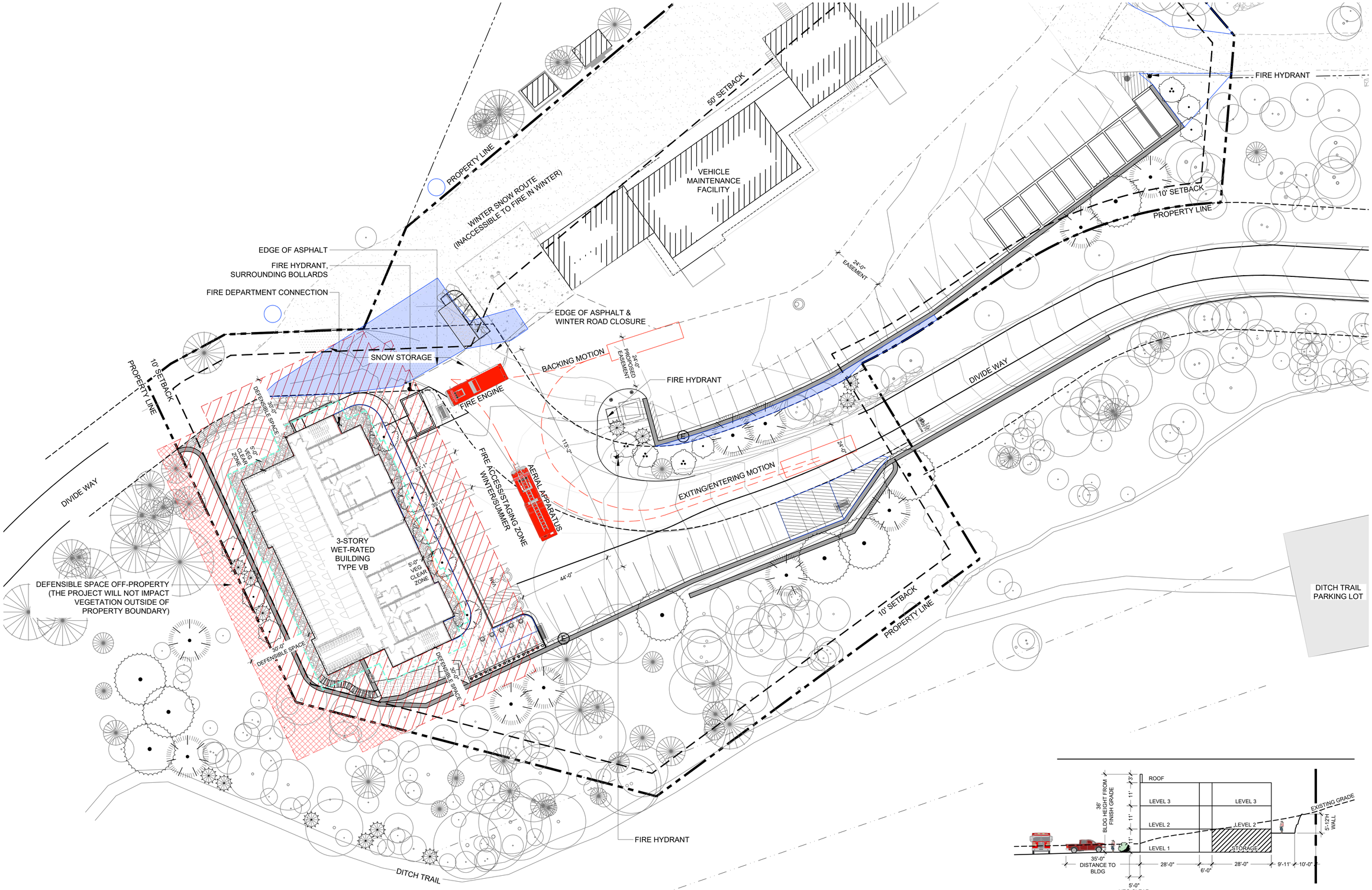
Drawn By: EW Checked By: DD

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SKETCH PLAN	09/01/2024
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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

SCALE: 1"=20'

0' 20' 40'

connect one DESIGN
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SNOWMASS OPS EMPLOYEE HOUSING

1001 DIVIDE RD
SNOWMASS VILLAGE, CO 81615

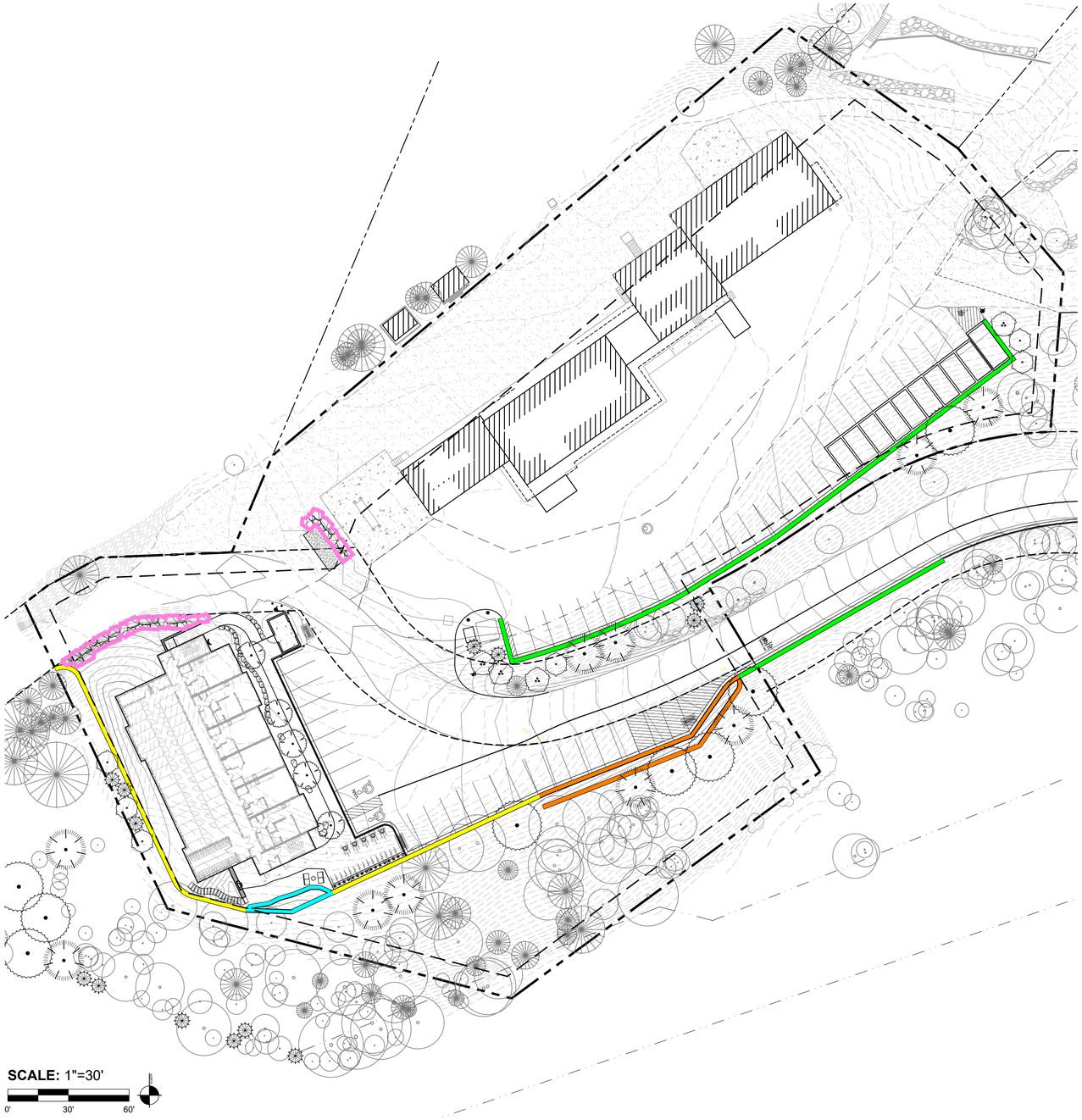
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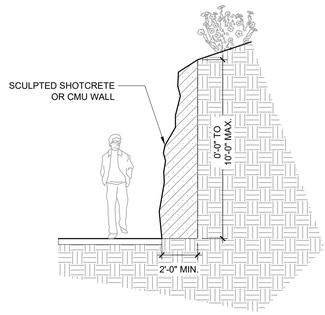
ISSUE & REVISION DATES	
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FIRE ACCESS PLAN - WINTER

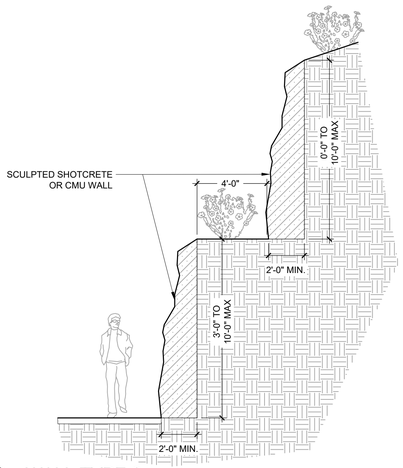
L.1.07.W





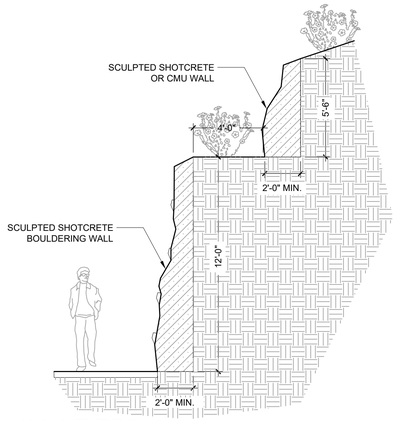
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1/4" = 1'-0" P-CO-546-15



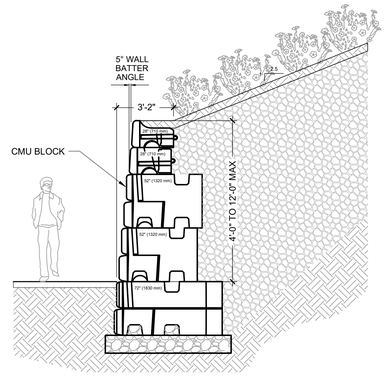
02 WALL TYPE 2

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



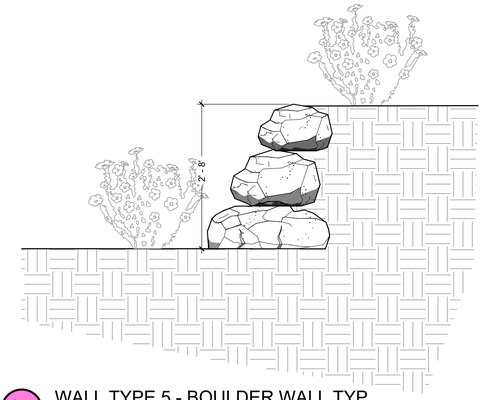
03 WALL TYPE 3

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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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

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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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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

10' SETBACK

PROPERTY LINE

DITCH TRAIL PARKING LOT

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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SCALE: 1"=20'

0' 20' 40'

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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

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'

connect one DESIGN
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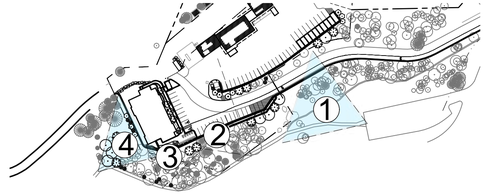
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LANDSCAPE & SCREENING PLAN

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

connect one DESIGN
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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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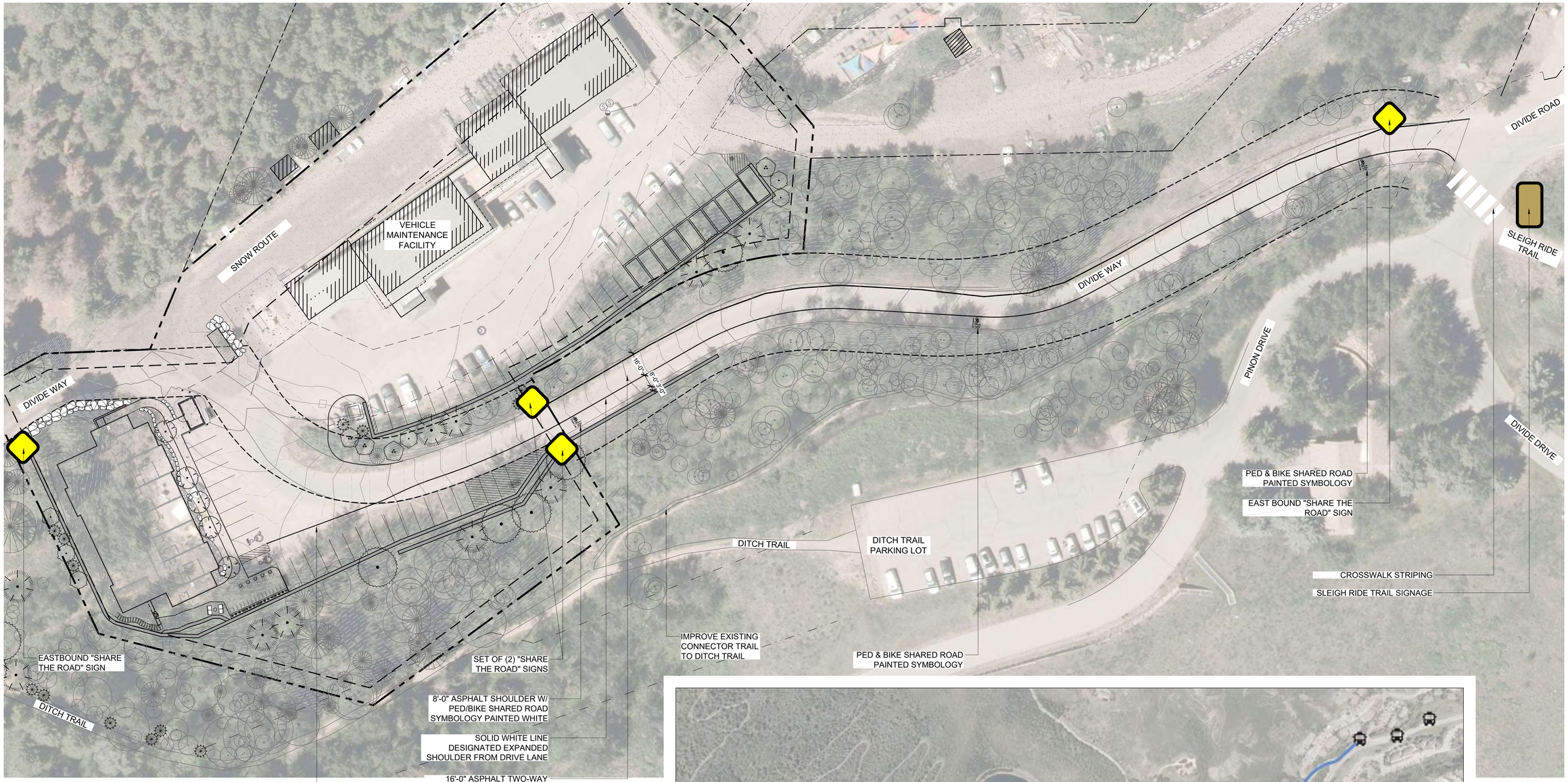
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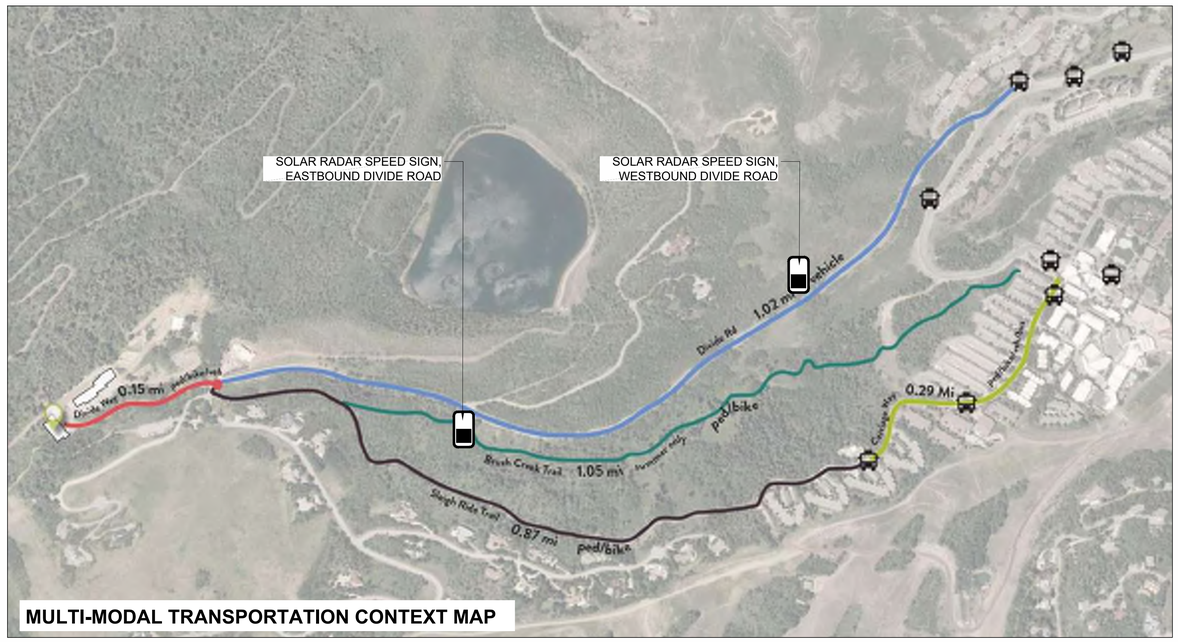
MAINTAINED AREAS DIAGRAM

L.1.13



SCALE: 1"=30'

0' 30' 60'



MULTI-MODAL TRANSPORTATION CONTEXT MAP

connect one DESIGN
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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
- ELECTRICAL RISER
- 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 GRADE 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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Glenwood Springs • Denver

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

G:\240949.civ - divide road housing\Drawings\240949.CIV-00-CVR-LNA-01.dwg, 6/04/2025 - 1:37 PM, AJC

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

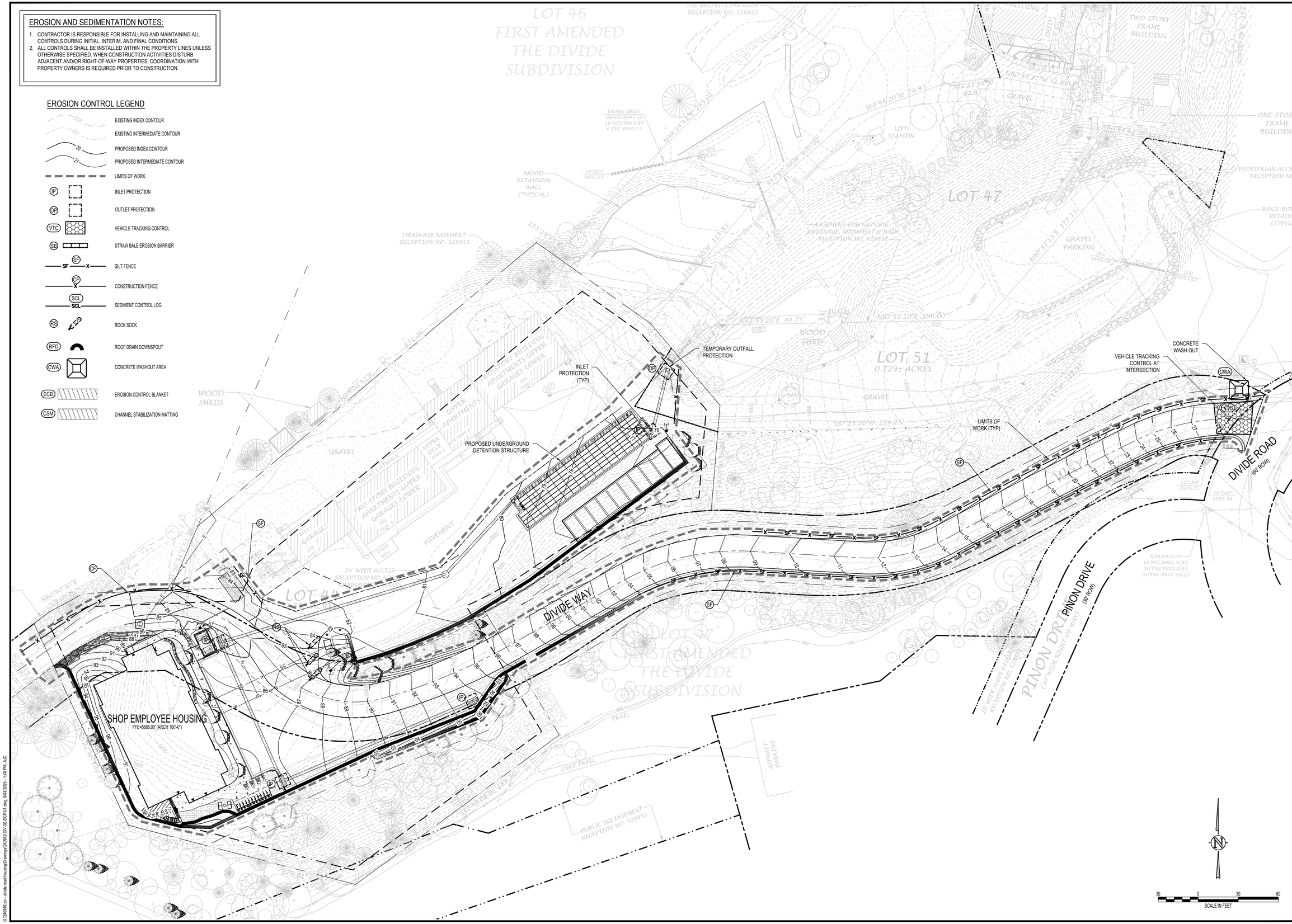
LOT

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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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

EROSION CONTROL PLAN

SHEET NO.
CE1.0

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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.

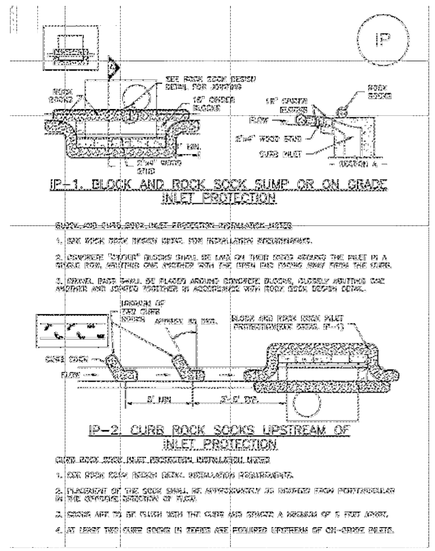
PERMANENT STABILIZATION MEASURES:
RIPRAP FOR STORM DRAIN OUTFALLS AND ROCK CHECK DAMS WILL BECOME PART OF THE PERMANENT STORMWATER MANAGEMENT PLAN AND WILL NOT BE REMOVED. PERMANENT LANDSCAPING WILL INCLUDE (SODDING, SEEDING, TREES, SHRUBS, OR OTHER VEGETATIVE COVER, OTHER? _____.) TO OPEN AREAS. NATIVE 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 INLET PROTECTION INSTALLATION NOTES

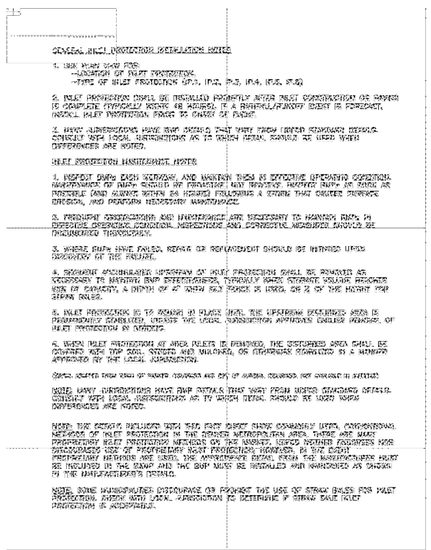
1. SEE ROCK SOCK DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
2. CONCRETE FILTRANT BLOCKS SHALL BE LAID ON THEIR SIDES ADJACENT TO THE INLET IN A SINGLE ROW, ABUTTING ONE ANOTHER WITH NO OPEN END FACING AWAY FROM THE INLET.
3. GRAVEL BAGS SHALL BE PLACED AROUND CONCRETE BLOCKS, CLOSELY ABUTTING ONE ANOTHER AND INSPECTED FREQUENTLY TO ASSURE PROPER FLOW AND DESIGN DEPTH.

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 ROCK SOCKS SHALL BE APPROXIMATELY 30 DEGREES FROM PERPENDICULAR TO THE CENTERLINE DIRECTION OF FLOW.
3. GRADE AWAY 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 CDI-DROP 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 (P-1, P-2, P-3, P-4, P-5, P-6)
2. INLET PROTECTION SHALL BE INSTALLED IMMEDIATELY AFTER INLET CONSTRUCTION OR BEFORE IF CONSTRUCTION TYPICALLY OCCURS AS NOTED. IF A DOWNHILL/UPWIND INLET IS FORGOTTEN, INSTALL INLET PROTECTION THERE TO CHANGE OF EVENT.
3. WHERE SUBDIVISIONS HAVE BEEN DEVELOPED THAT VARY FROM DENVER STANDARDS REVISE, CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

INLET PROTECTION MAINTENANCE NOTES

1. INSPECT SWPP EACH WORKDAY AND INSPECTION LOGS AS EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPS CONSIST OF REMOVAL OF ANY DEBRIS, MUDDIED SOILS OR SEDIMENT AS POSSIBLE (AND ALWAYS BEFORE BMP REMOVED FOLLOWING A STORM THAT CAUSED SIGNIFICANT EROSION, AND PERFORM NECESSARY MAINTENANCE.
2. FREQUENT INSPECTIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPS TO EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
3. WHERE BMPS HAVE 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 OR WHEN ONE IS 1/2 CY THE HEIGHT FOR STRAW BALES.
5. INLET PROTECTION IS TO REMAIN IN PLACE UNTIL THE UPSTREAM DEVELOPED AREA IS PROGRESSIVELY STABILIZED, UNLESS THE LOCAL JURISDICTION APPROVES EARLIER REMOVAL OF INLET PROTECTION AS APPROVED.
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.

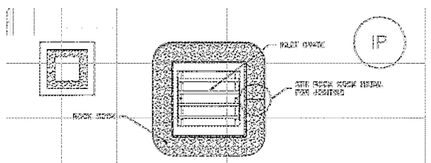
SEWER CREATED FROM RISK OF HARMED INVASIVE AND CITY OF AURORA COVERAGE NOT OVERLAP IS SATISFIED

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 MAY FIND THAT SOME OF THESE PROPRIETARY METHODS ARE USED. THE APPROPRIATE DETAIL FROM THE MANUFACTURER MUST BE INCLUDED IN THE SWMP 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 MISUSE WITH LOCAL JURISDICTION TO DETERMINE IF STRAW BALE INLET PROTECTION IS ACCEPTABLE.

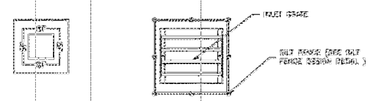
Inlet Protection (IP) SC-6



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 WATTLE/SEDIMENT CONTROL LOGS MAY BE USED IN PLACE OF ROCK SOCKS FOR PAVED OR 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 WATTLE/SEDIMENT CONTROL LOGS MAY BE USED IN PLACE OF SILT FENCE FOR INLETS IN PERVIOUS AREAS. INSTALL PER SEDIMENT CONTROL LOG DETAIL.

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SKETCH PLAN
PRELIMINARY PLAN

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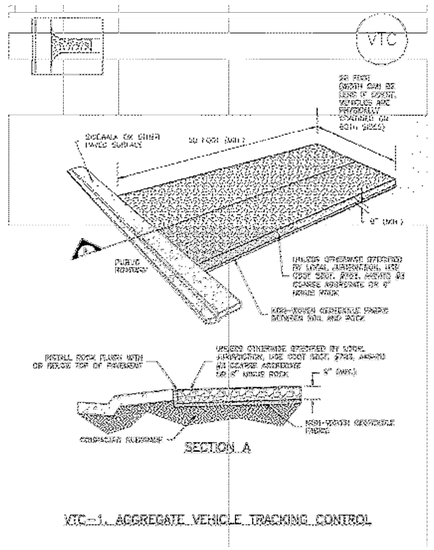
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SWMP NOTES AND EROSION CONTROL DETAILS

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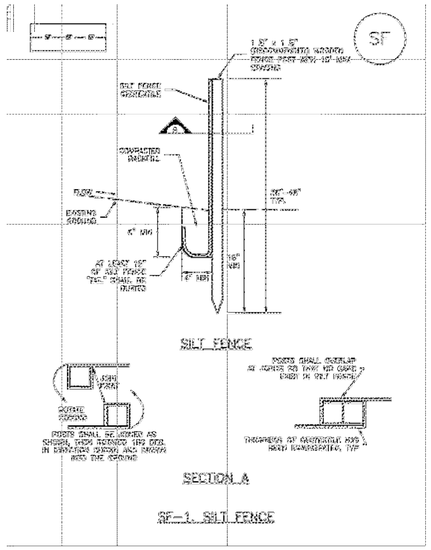
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Vehicle Tracking Control (VTC) SM-4



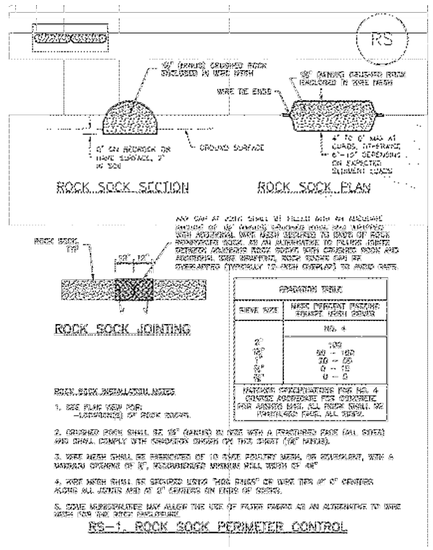
VTC-1, AGGREGATE VEHICLE TRACKING CONTROL

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 (SEE TABLE).

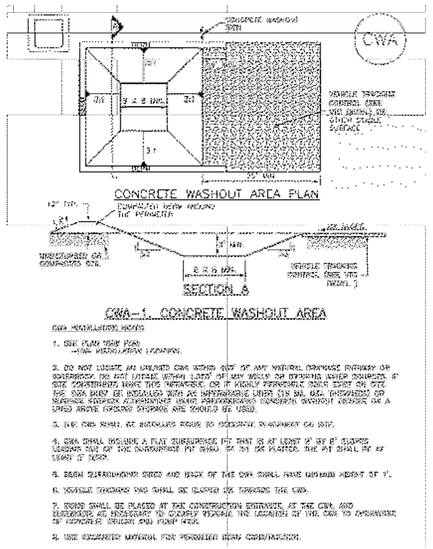
3. WIRE MESH SHALL BE PERMEABLE OF 10 GAGE STRUCTURAL MESH, OR EQUIVALENT, WITH A MAXIMUM OPENING OF 6", RECOMMENDED MINIMUM ROLL WIDTH OF 48".

4. WIRE MESH SHALL BE SECURED USING TWO STRAND OF 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 WIRE MESH FOR THE ROCK ENCLOSURE.

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 100' OF ANY WELL OR SPRING USED FOR DRINKING WATER SUPPLIES. 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 PREFORMED CONCRETE WASHOUT STRUCTURE USED. PERFORMANCE STANDARDS CONTAINED WITHOUT VARIANCE OR A LINED ABOVE GROUND STRUCTURE ARE SHOWN ON VIEW.

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

4. CWA SHALL INCLUDE A PIT SUBSURFACE PIT THAT IS AT LEAST 2' BY 3' DEEPER. LOCATED OUT OF THE ENVIRONMENTAL PIT SHALL BE DUG AND PLACED. THE PIT SHALL BE AT LEAST 3' DEEP.

5. BERM CLEARANCE(S) SIZED AND BACK OF THE CWA SHALL HAVE MINIMUM HEIGHT OF 1'.

6. VEHICLE TRACKING PAD SHALL BE PLACED ON TRAINING 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 IN ENGLISH AND PLANS NEED.

8. USE SECONDARY MATERIAL FOR PERIMETER BERM CONSTRUCTION.

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(S)/EXIT(S) (WITH/WITHOUT WHEEL WASH, CONSTRUCTION MAT OR TRAP).

2. CONSTRUCTION MAT OR TRU STABILIZED CONSTRUCTION ENTRANCE(S) 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 PCT. TWO INCHES (2") LARGE AGGREGATE OR 6" (INCHES) MINUS ROCK.

STABILIZED CONSTRUCTION ENTRANCE/EXIT MAINTENANCE NOTES

1. PERIMETER BERMS SHALL BE INSPECTED, AND MAINTAINED THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BERMS SHOULD BE PERFORMED AFTER EACH RUNOFF PRODUCING RAINFALL EVENT.

2. PERIODIC INSPECTIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BERMS IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.

3. BERMS WITH LARGE CRACKS, RIPPING OR REPLACEMENT SHOULD BE REPAIRED UPON DISCOVERY OF THE FAILURE.

4. ROCK SHALL BE REINSTALLED OR REARRANGED AS NECESSARY TO THE STABILIZED ENTRANCE/EXIT TO MAINTAIN A CONSISTENT DEPTH.

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

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

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 PONDING. THE FENCE IS TOE TOE OF A SLOPE SHOULD BE INSTALLED IN A FLAT LOCATION AT LEAST SEVERAL FEET (2-5 FT) FROM THE TOE OF THE SLOPE TO ALLOW ROOM FOR PONDING AND DEPOSITION.

2. (A UNIFORM 6" (6") ANCHOR TRENCH SHALL BE EXCAVATED USING TRENCHER OR SILT FENCE INSTALLATION MACHINE. THE WIDTH SHOULD BE APPROXIMATELY 6" (6") TO ALLOW ROOM FOR EQUIPMENT BUT SHALL BE KEPT AS NARROW AS POSSIBLE TO ENSURE MAXIMUM SOIL DENSITY OF BACKFILL.

3 CONSTANT ANCHOR DEPTH IS BY HAND WITH A TRENCHING SPADE OR BY SMALL TRENCHING EQUIPMENT. COMPACTION SHALL BE SUCH THAT SILT FENCE REMAINS DURING PUSHED OUT OF ANCHOR TRENCH BY HAND.

4. SILT FENCE FABRIC SHALL BE PULLED TIGHT AS IT 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 DOWN 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. PERIMETER BERMS SHOULD BE INSPECTED, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BERMS SHOULD BE PERFORMED AFTER EACH RUNOFF PRODUCING RAINFALL EVENT.

2. PERIODIC INSPECTIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BERMS IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.

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

4. SEDIMENT ACCUMULATED UPSTREAM OF THE SILT FENCE SHALL BE REMOVED AS NEEDED TO MAINTAIN THE FUNCTIONALITY OF THE BMP, TYPICALLY WHEN DEPTH OF ACCUMULATED SEDIMENTS IS APPROXIMATELY 6".

5. REMOVE AN APPLIED SILT FENCE WHEN THEIR ARE SIGNS OF WEAR, SUCH AS SAGGING, TEARING, OR COLLAPSE.

6. SILT FENCE IS TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA AS STABILIZED AND APPROVED BY THE LOCAL JURISDICTION, OR IS REPLACED BY AN EQUIVALENT DOWNGRADE SEDIMENT CONTROL BMP.

7. WHEN SILT FENCE IS REMOVED, ALL DISTURBED AREAS SHALL BE SECURED WITH TOPSOIL, SEEDED AND MULCHED OR OTHERWISE STABILIZED AS APPROVED BY LOCAL JURISDICTION.

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

Rock Sock (RS) SC-5

ROCK SOCK MAINTENANCE NOTES

1. INSPECT ROCK SOCK AFTER RUNOFF AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF ROCK SOCK INSTALLATION IN THE PERIMETER DISTURBING AREA, THERE ARE MANY OTHER SIMILAR ENVIRONMENT PRODUCTS ON THE MARKET, UNITED DEFENSE RECOMMENDS THE DISCRIMINATE USE OF RESPECTIVELY DESIGNED PRODUCTS, HOWEVER, IF THE ABOVE PARAMETERS DESCRIBED ARE MET, THE ENVIRONMENTAL SOCK, SOCK TYPE MANUFACTURER MUST BE INCLUDED IN THE BMP AND THEY MUST BE INSTALLED AND MAINTAINED AS SHOWN ON THE MANUFACTURERS DETAILS.

MM-1 Concrete Washout Area (CWA)

CWA MAINTENANCE NOTES

1. INSPECT BERMS AFTER RUNOFF, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BERM SHOULD BE PERFORMED AFTER EACH RUNOFF PRODUCING RAINFALL EVENT.

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

3. WHERE BERMS HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED 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 SUBSTRUCTURE IS SHALL BE TRANSPORTED FROM THE JOB SITE IN A WATER-TIGHT CONTAINER AND DISPOSED OF PROPERLY.

6. THE CWA SHALL REMAIN IN PLACE UNTIL ALL CONCRETE FOR THE PROJECT IS PLACED.

7. WHEN THE CWA IS REMOVED, COVER THE DISTURBED AREA WITH TOP SOIL, SEED AND MULCH OR OTHERWISE STABILIZED IN A METHOD APPROVED BY THE LOCAL JURISDICTION.

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

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EROSION CONTROL DETAILS

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EC-8 Temporary Outlet Protection (TOP)

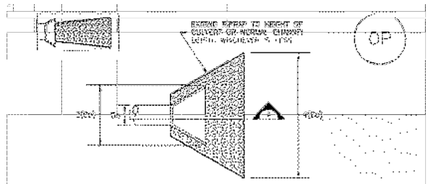


TABLE OP-1, TEMPORARY OUTLET PROTECTION RIPRAP TABLE

PIPE DIAMETER, Do (INCHES)	DISCHARGE, Q (CFS)	RIPRAP LENGTH, Lp (FT)	RIPRAP D50 DIAMETER MIN (INCHES)
8	2.5 5	5 10	6 6
12	5 10	10 13	6 6
18	10 20 30 40	10 15 20 25	6 6 12 12
24	20 40 70 90	15 25 29 30	6 6 12 18

Temporary Outlet Protection (TOP) EC-8

TEMPORARY OUTLET PROTECTION INSTALLATION NOTES

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

2. SOILS IN INTENDED FOR PIPES WITH SLOPE < 10%. ADDITIONAL EVALUATION OF RIPRAP SIZING AND OUTLET PROTECTION DIMENSIONS REQUIRED FOR STEEPER SLOPES.

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

TEMPORARY OUTLET PROTECTION INSPECTION AND MAINTENANCE NOTES

1. INSPECT EACH INLET WEEKLY AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPS SHOULD BE PROACTIVE, NOT REACTIVE. REPAIR BMPS AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION AND REQUIRES IMMEDIATE MAINTENANCE.

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

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

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

DETAILS EXCERPTED FROM MANUAL PROVIDED AND PROPERTY OWNERS OF VOLUME 3, MAY NOT BE AVAILABLE IN ELECTRONIC

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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 (50' 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

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

USE RESTRICTION AREA RECEPTION NO. 528952

24' WIDE ACCESS RECEPTION NO. 472

PUBLIC SKI EASEMENT RECEPTION NO. 528952

DIRT TRAIL

ASPHALT PARKING

SCALE IN FEET
30 0 30 60

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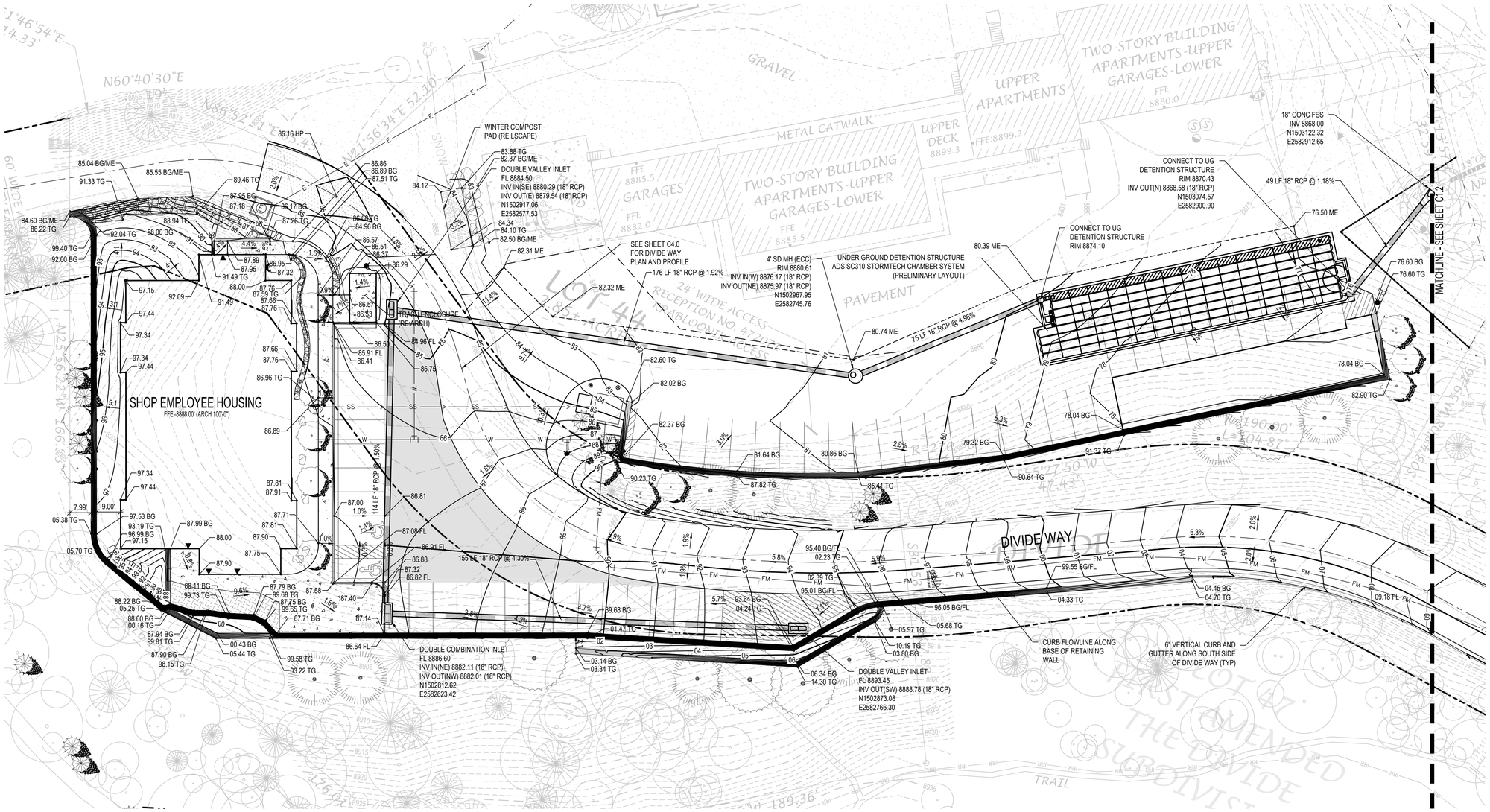
OVERALL GRADING AND DRAINAGE PLAN

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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.)



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CHECKED BY:	JLS
JOB #:	240949.CIV
DATE:	06/04/2025

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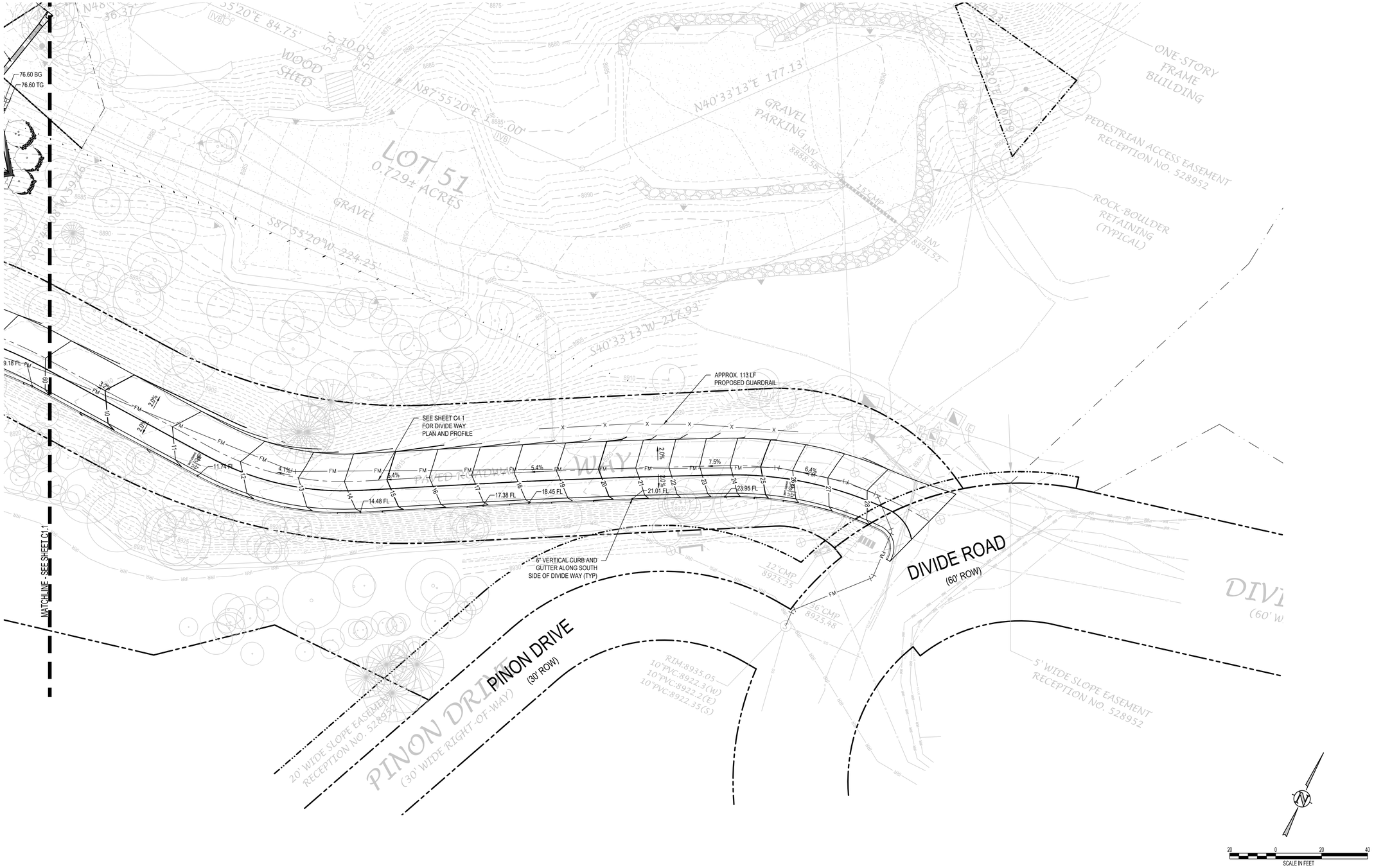
DETAILED GRADING AND DRAINAGE PLAN

SHEET NO.
C1.1

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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.)



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NO.	DATE	DES'D	REVISION DESCRIPTION
0	9/1/24	AJC	SKETCH PLAN
1	6/4/25	AJC	PRELIMINARY PLAN

PRELIMINARY NOT FOR CONSTRUCTION

DESIGNED BY:	AJC/RMM
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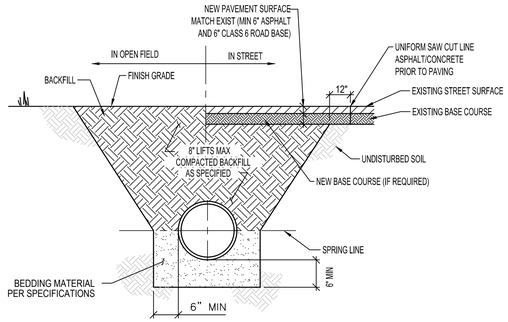
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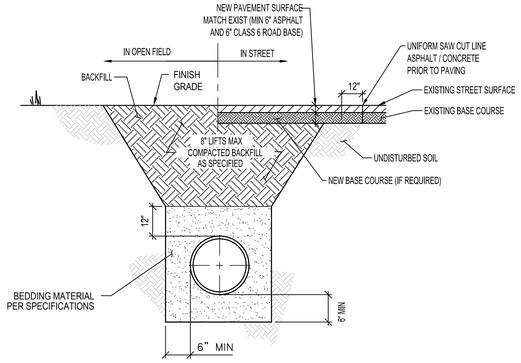
DETAILED GRADING AND DRAINAGE PLAN

SHEET NO.
C1.2

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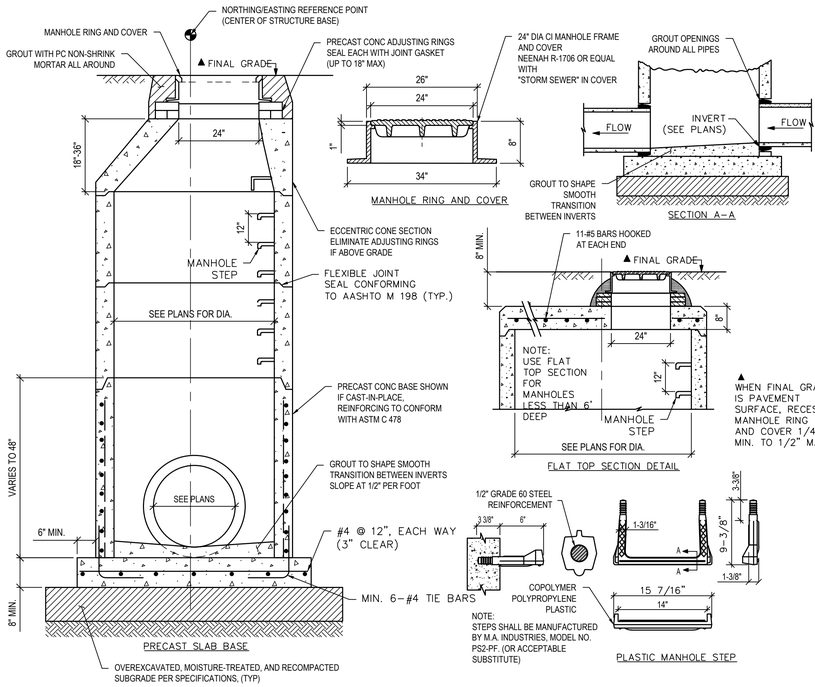
REINFORCED CONCRETE PIPE



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

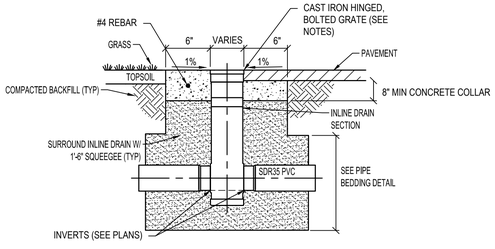
NOTES:
1. IF UNSTABLE MATERIALS ARE FOUND IN TRENCH, OVEREXCAVATED PER SPECIFICATIONS OR AS REQUIRED.
2. TRENCH TO BE BRACED OR SHEETED AS NECESSARY FOR THE SAFETY OF THE WORKERS AND THE PROTECTION OF OTHER UTILITIES.
3. MINIMUM COVER IS 18" BELOW FINISHED GRADE.

STORM SEWER PIPE BEDDING DETAIL
NTS



STORM MANHOLE DETAIL
NTS

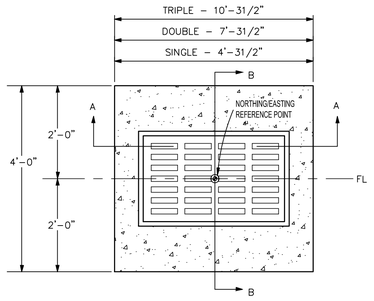
NOTES:
1. SINCE ALL PIPE ENTRIES INTO THE BASE ARE VARIABLE, THE DIMENSIONS SHOWN ARE TYPICAL. ACTUAL DIMENSIONS AND QUANTITIES FOR CONCRETE AND REINFORCEMENT SHALL BE AS REQUIRED IN THE WORK.
2. THE PRECAST FLAT TOP MAY BE USED ON ANY MANHOLE.
3. THE MANHOLE RING FRAME SHALL BE SET IN A BED OF GROUT. 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.



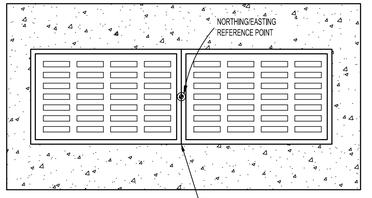
8" TO 30" NYLOPLAST DRAIN
(SEE PLANS FOR SIZE)

NOTES:
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.

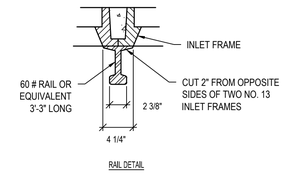
AREA DRAIN DETAIL
NTS



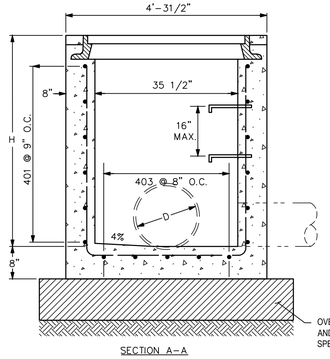
PLAN VIEW
SINGLE TYPE 13 INLET



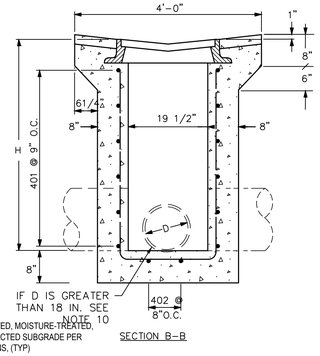
PLAN VIEW
DOUBLE TYPE 13 INLET
USE RAIL FOR MULTIPLE INLET CONNECTION



RAIL DETAIL



SECTION A-A



SECTION B-B

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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PRELIMINARY PLAN
SKETCH PLAN
REVISION DESCRIPTION AJC AJC DWN

PRELIMINARY NOT FOR CONSTRUCTION

DESIGNED BY: AJC/RMM
DRAWN BY: AJC/CCE
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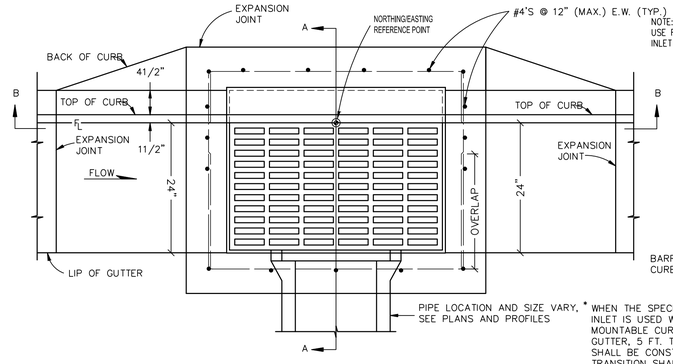
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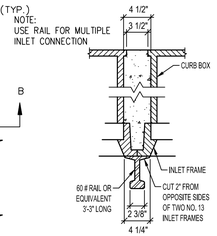
GRADING AND DRAINAGE DETAILS

SHEET NO.
CD1.0

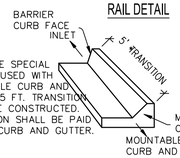
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PLAN VIEW



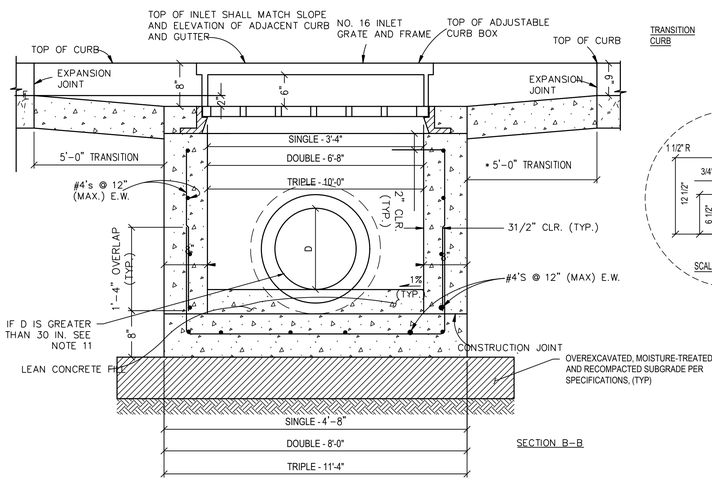
RAIL DETAIL



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.

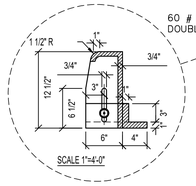
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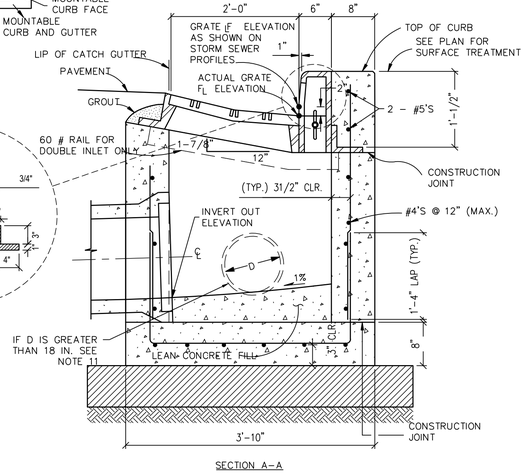
1. ALL CASTING SHALL CONFORM TO ASTM A-48(C1 35b) WITH A MINIMUM STRENGTH OF 35 ksi.
2. ALL CASTINGS SHALL BE HEAVY DUTY, AND CAPABLE OF WITHSTANDING AASHTO H20 LOADING.
3. FLOOR SLOPE MAY BE POURED MONOLITHIC WITH BASE.
4. ALL REINFORCING STEEL SHALL BE ASTM A-615, GRADE 60 DEFORMED BARS. DIAMETER OF 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

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NO.	DATE	DES'D	REVISION DESCRIPTION
1	6/4/25	AJC	PRELIMINARY PLAN
0	9/1/24	AJC	SKETCH PLAN

PRELIMINARY NOT FOR CONSTRUCTION

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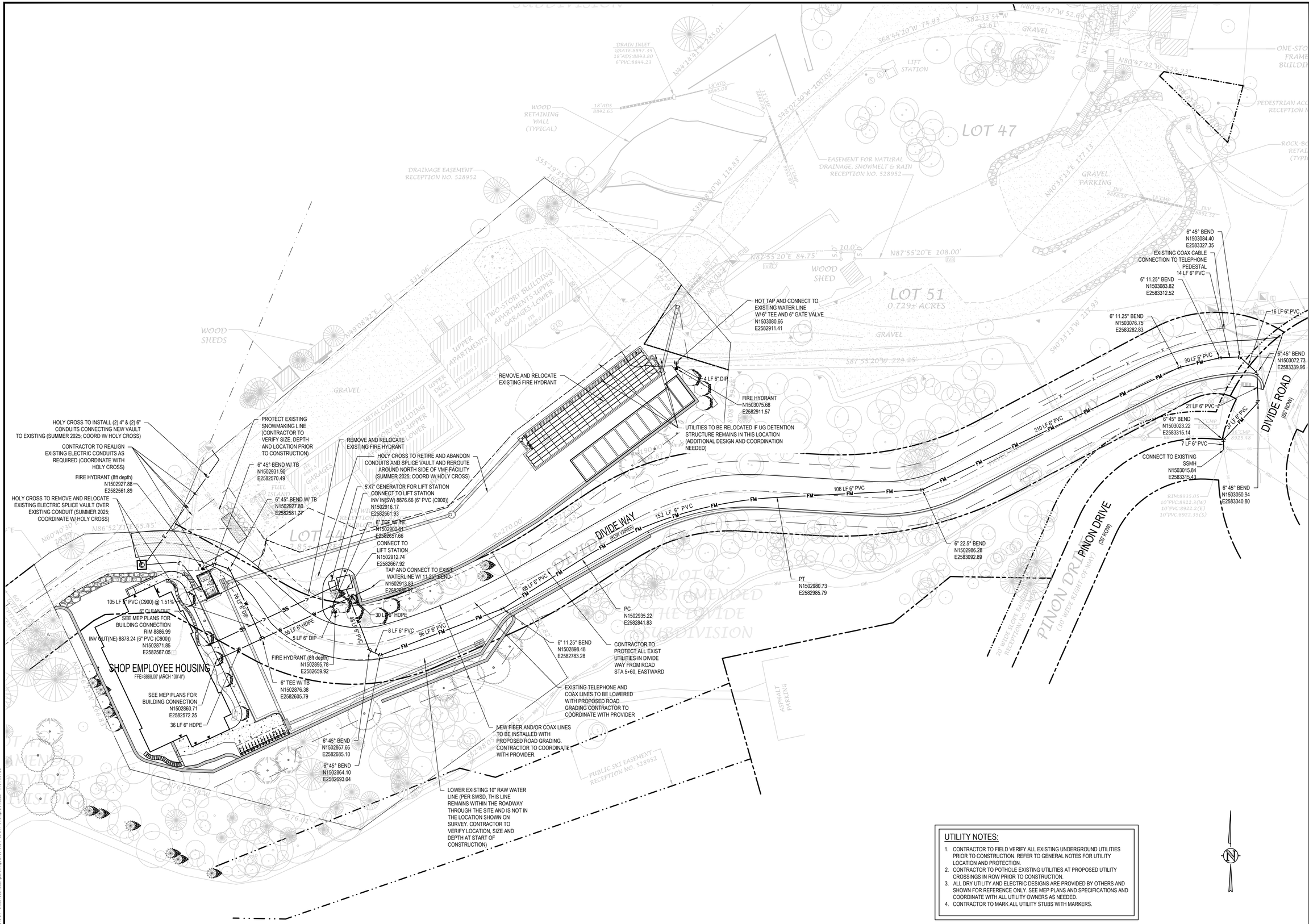
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GRADING AND DRAINAGE DETAILS

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0	9/1/24	AJC

PRELIMINARY PLAN
SKETCH PLAN
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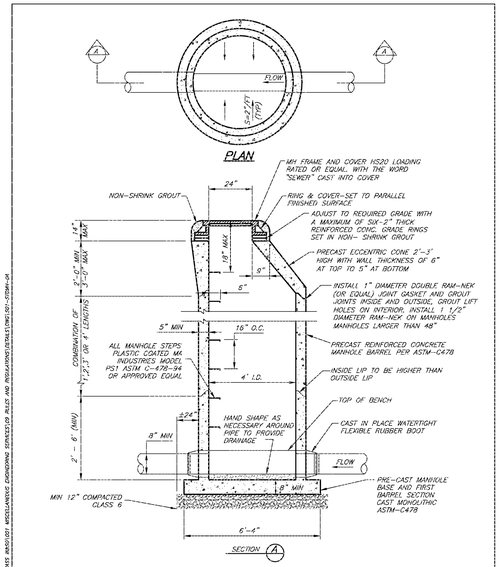
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OVERALL UTILITY PLAN

SHEET NO.
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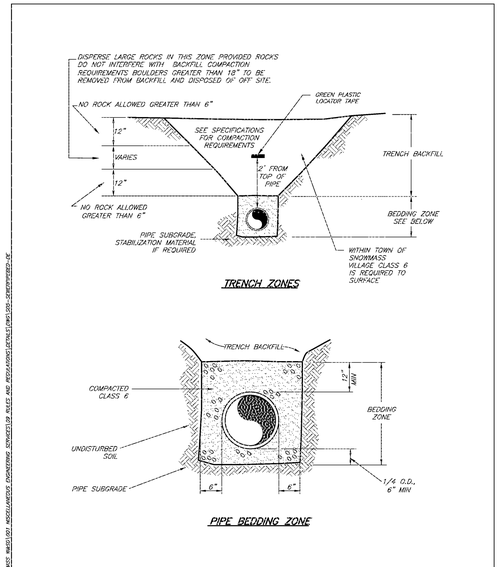
STANDARD MANHOLE

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

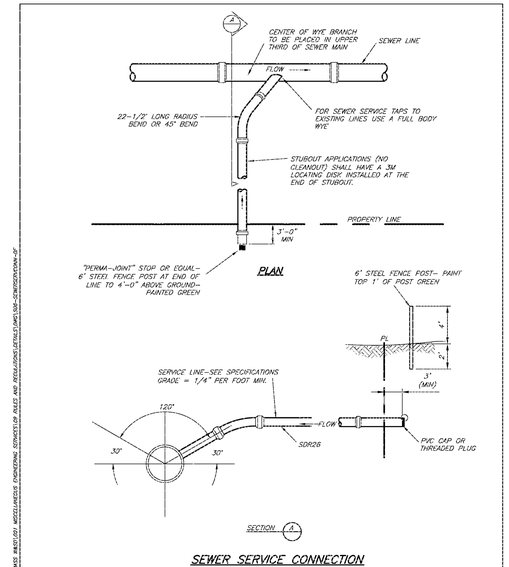


SEWER PIPE BEDDING

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



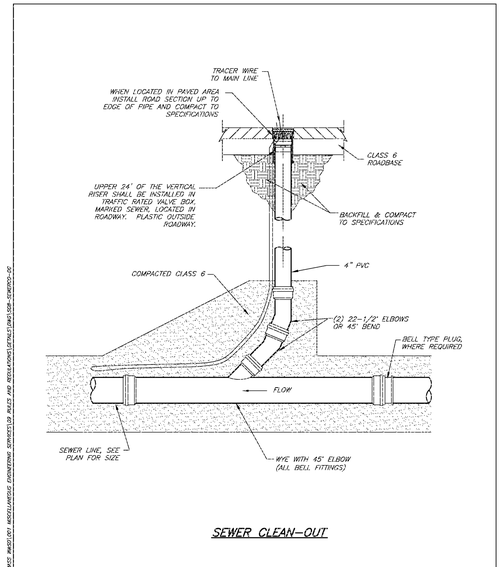
SEWER SERVICE CONNECTION

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



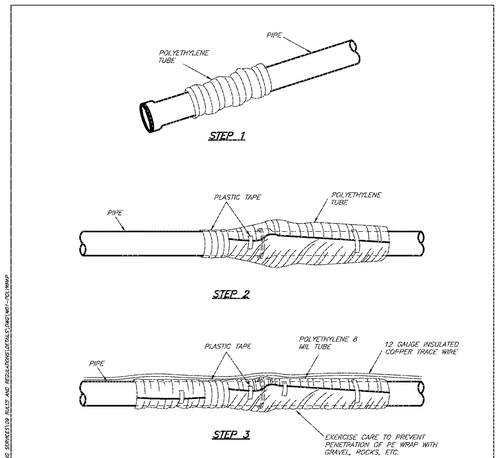
SEWER CLEAN-OUT

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

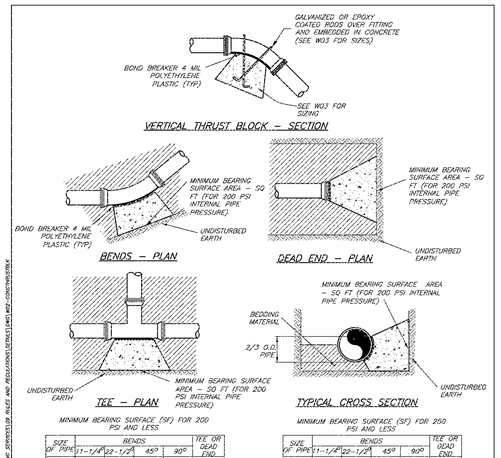
STEP 1 – PLACE TUBE OF POLYETHYLENE MATERIAL ON PIPE PRIOR TO LOWERING IT INTO PLACE

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)

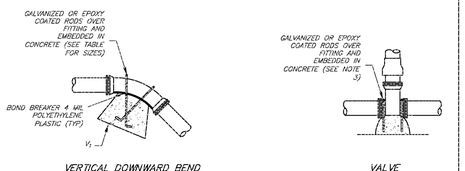
FITTING SIZE (IN)	V_T 45° BEND (CY)	22 1/2° BEND (CY)	11 1/4° BEND (CY)	ROD SIZE	EMBEDMENT (FT)
6	2.0	1.1	0.5	#6	2.5
8	2.0	1.1	0.5	#6	2.5
10	3.1	1.7	0.9	#6	2.5
12	4.4	2.4	1.2	#8	2.5
14	6.1	3.3	1.7	#8	3.0
16	7.9	4.3	2.2	#8	3.0

VERTICAL DOWNWARD BENDS:

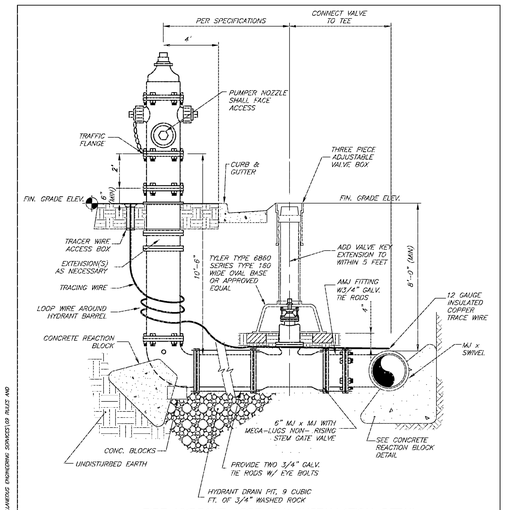
1. VERTICAL BENDS THAT REQUIRE A THRUST BLOCK VOLUME EXCEEDING 5 CUBIC YARDS, REQUIRE SPECIAL BLOCKING DETAILS. SEE DRAWINGS FOR VOLUMES SHOWN TO LEFT OF HEAVY BOLD LINE IN TABLE.
2. THRUST BLOCK VOLUMES (IN TABLE) FOR VERTICAL DOWNWARD BENDS HAVING UPWARD RESULTANT THRUSTS ARE BASED ON TEST PRESSURE 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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0	9/1/24	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

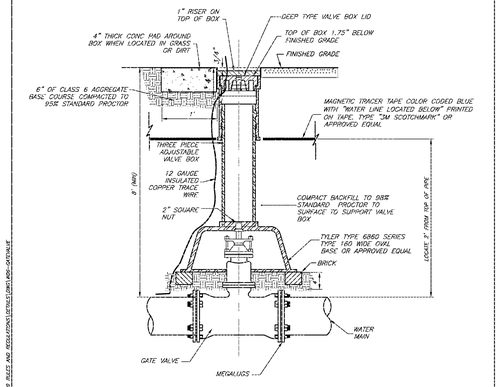
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UTILITY DETAILS

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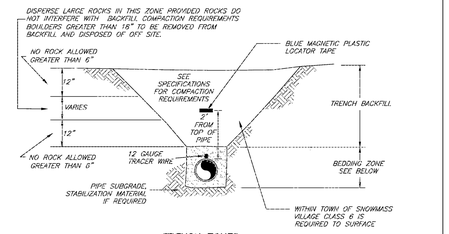


TYPICAL GATE VALVE

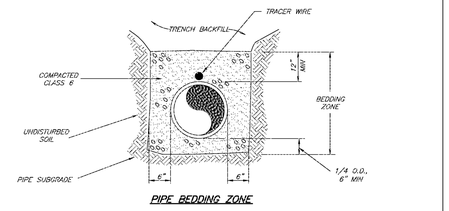
NOTES:
1. ALL VALVES ADJACENT TO FITTING SHALL BE MJ. IN LINE VALVES TO BE MJ x MJ. DESIGN LOCATIONS OF VALVES ARE OUTSIDE OF CONCRETE, CURB/GUTTER AND VALLEY PANS.
2. INSTALLED VALVES WHICH CONFLICT WITH CONCRETE AREAS SHALL BE RELOCATED AT THE CONTRACTOR'S EXPENSE.
3. THIS DETAIL DOES NOT APPLY TO 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



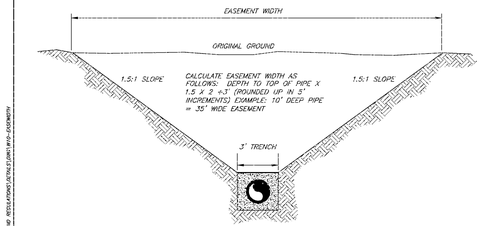
PIPE BEDDING ZONE

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



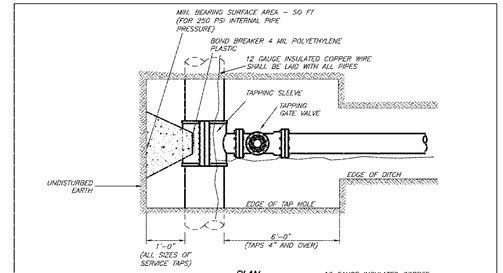
MINIMUM EASEMENT WIDTH

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.

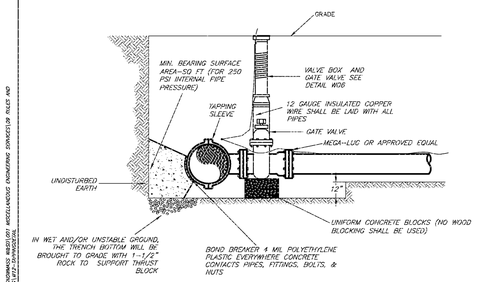
DETAIL "W10"

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

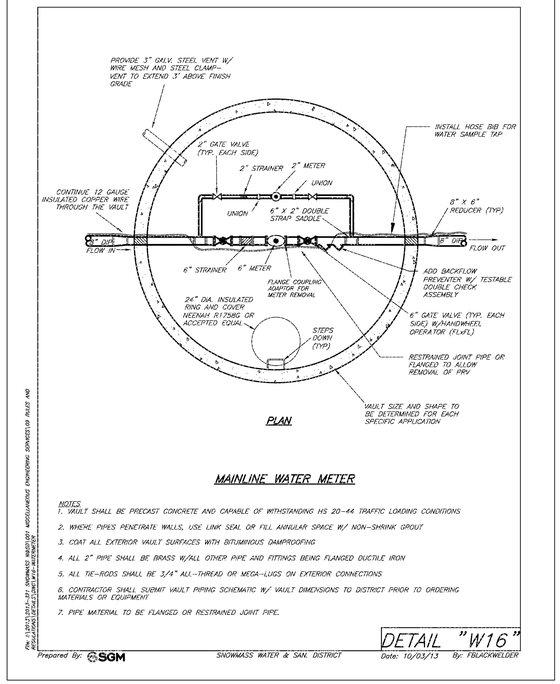


ELEVATION

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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0	9/1/24	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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UTILITY DETAILS

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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 (50' ROW)

LOT 46 FIRST AMENDED THE DIVIDE SUBDIVISION

LOT 47

LOT 51 0.729± ACRES

LOT 44 2.85± ACRES

SCALE IN FEET: 30 0 30 60

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OVERALL HORIZONTAL CONTROL PLAN

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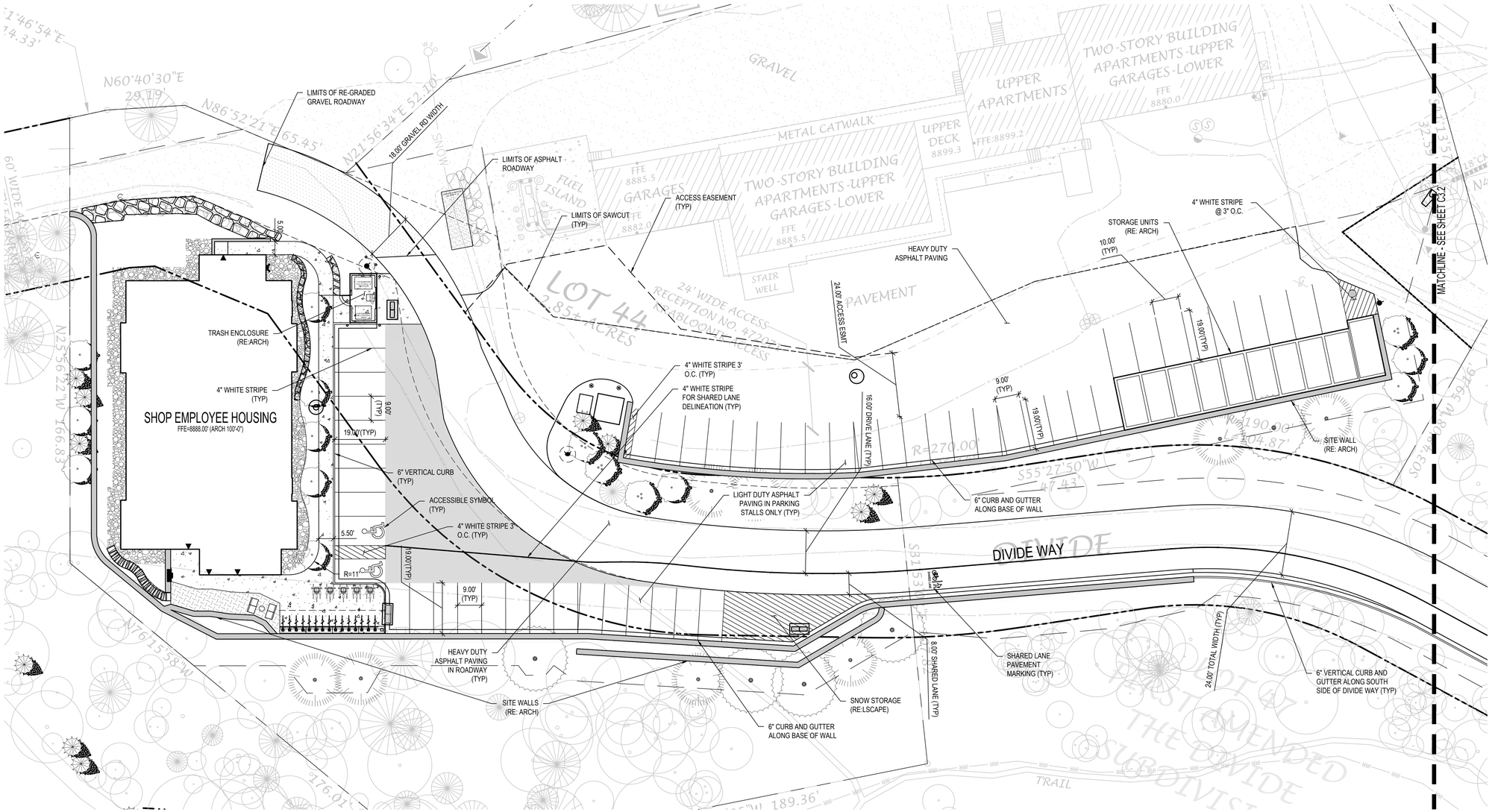
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HORIZONTAL CONTROL NOTES:

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HORIZONTAL CONTROL LEGEND

- ASPHALT PAVING
- HEAVY-DUTY ASPHALT PAVING
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DETAILED HORIZONTAL CONTROL PLAN

SHEET NO.
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20 0 20 40
SCALE IN FEET

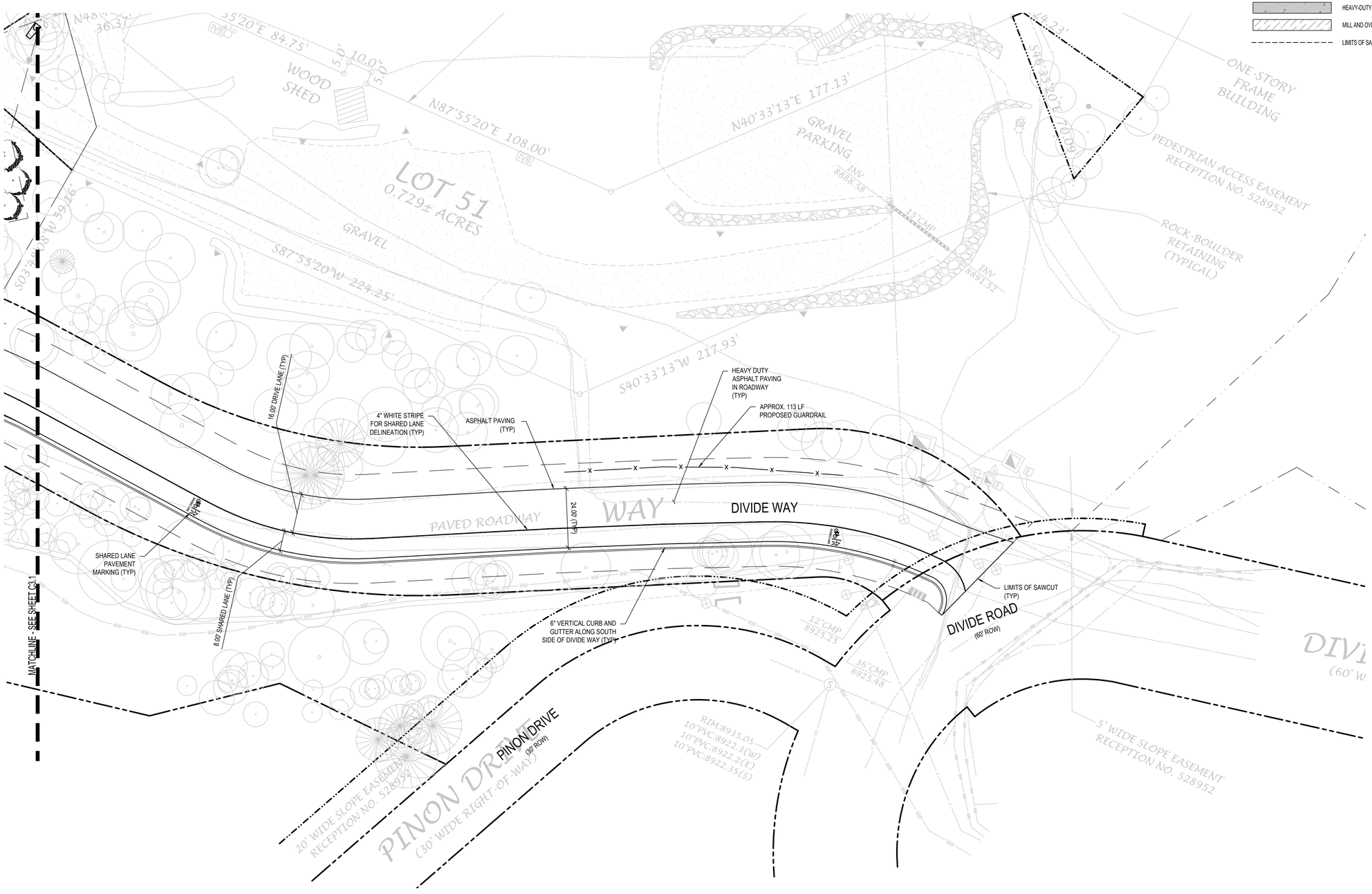
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HORIZONTAL CONTROL NOTES:

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
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- LIMITS OF SAWCUT



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REVISION DESCRIPTION

SKETCH PLAN

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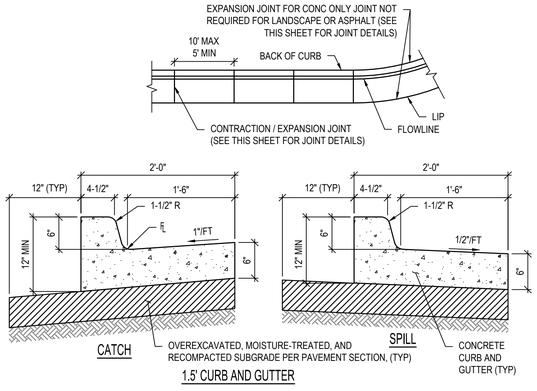
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DETAILED HORIZONTAL CONTROL PLAN

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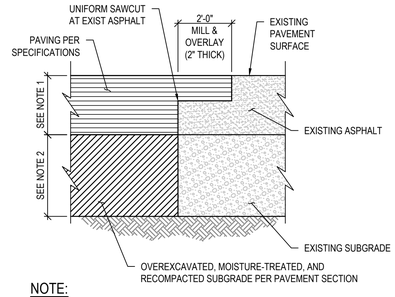


NOTES:

1. ALL CONCRETE SHALL HAVE FIBERMESH REINFORCEMENT PER SPECIFICATIONS.

PRIVATE CURB AND GUTTER DETAIL

NTS

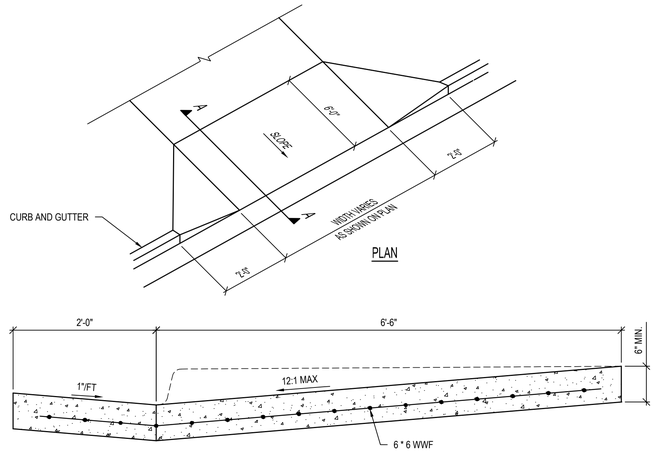


NOTE:

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

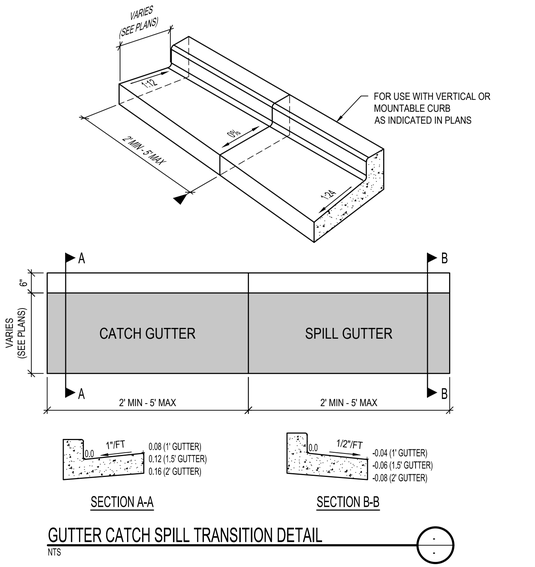


NOTES:

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.

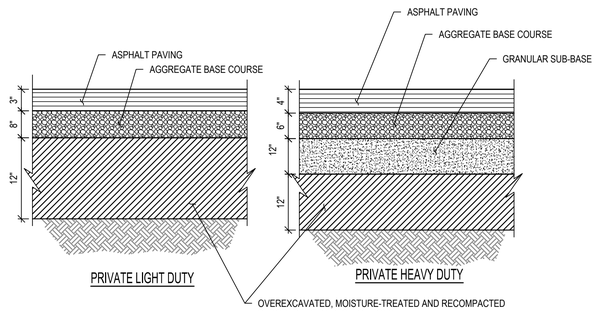
VEHICLE ACCESS RAMP DETAIL

NTS



GUTTER CATCH SPILL TRANSITION DETAIL

NTS

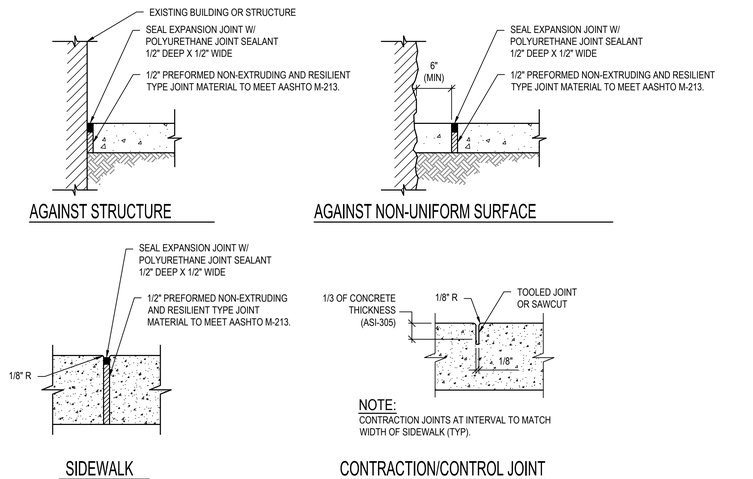


NOTES:

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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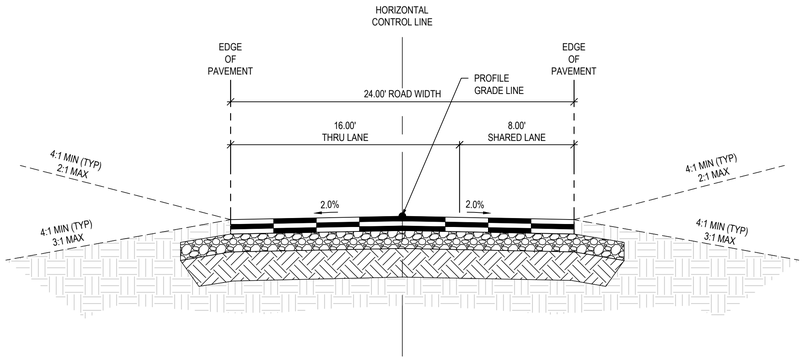
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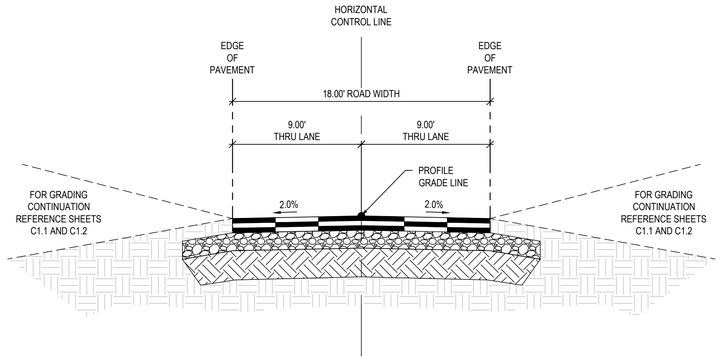
SITE DETAILS

SHEET NO.
CD3.0

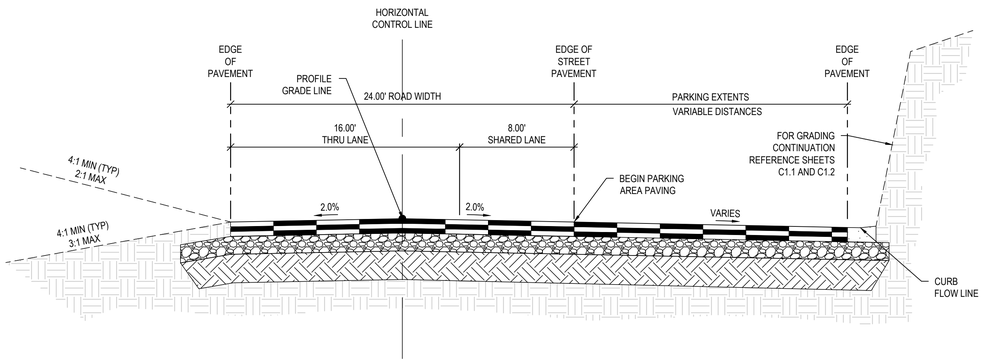
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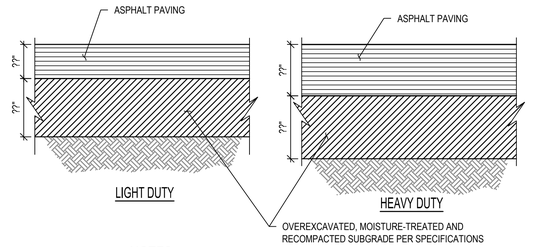
24' ROAD WIDTH SECTION VIEW
1:5



18' ROAD WIDTH SECTION VIEW
1:5

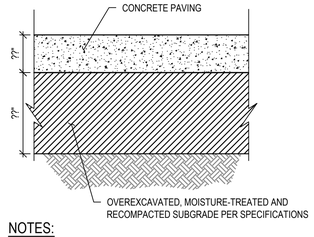


24' ROAD WIDTH (W/ PARKING) SECTION VIEW
1:5



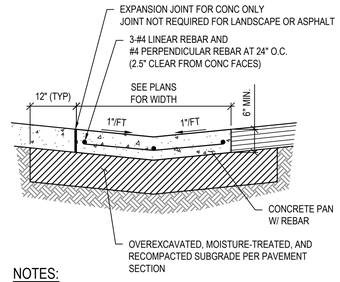
NOTES:
1. USE HEAVY DUTY ASPHALT SECTION FOR SERVICE DRIVES, ACCESS DRIVE LANES, & BUS LOOP
2. USE LIGHT DUTY ASPHALT SECTION FOR CAR PARKING STALLS.

FULL DEPTH ASPHALT PAVEMENT SECTION DETAIL
NTS



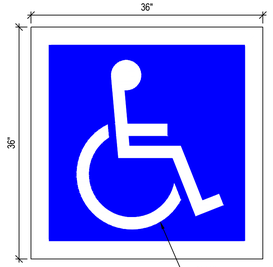
NOTES:
1. CONCRETE THICKNESS:
   6" FOR DRIVES AND WALKS
   8" FOR TRASH PADS AND LOADING AREAS
2. SEE CONTRACTION JOINT AND EXPANSION JOINT DETAILS.
3. ALL CONCRETE SHALL HAVE FIBERMESH REINFORCEMENT PER SPECIFICATIONS.

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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NO.	DATE	DES'D	DWN	REVISION DESCRIPTION
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

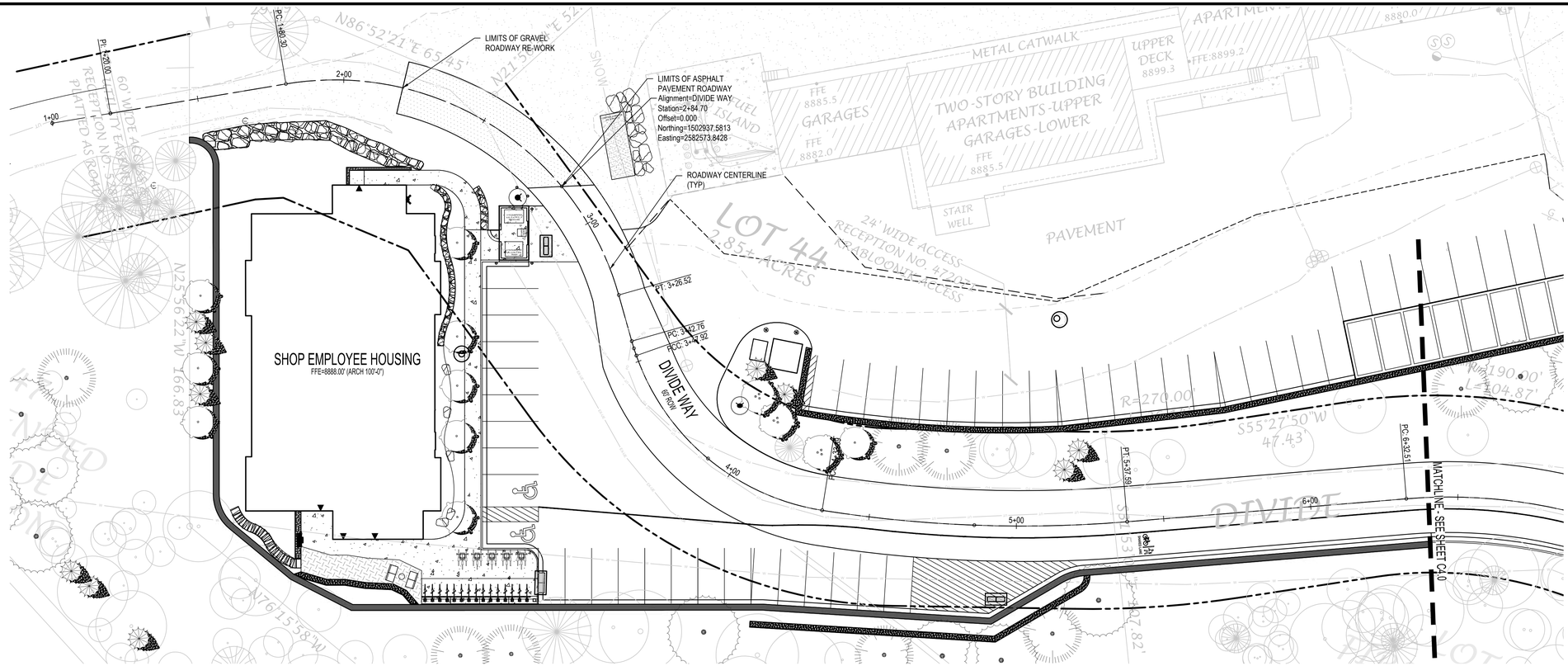
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SITE DETAILS

SHEET NO.
CD3.1

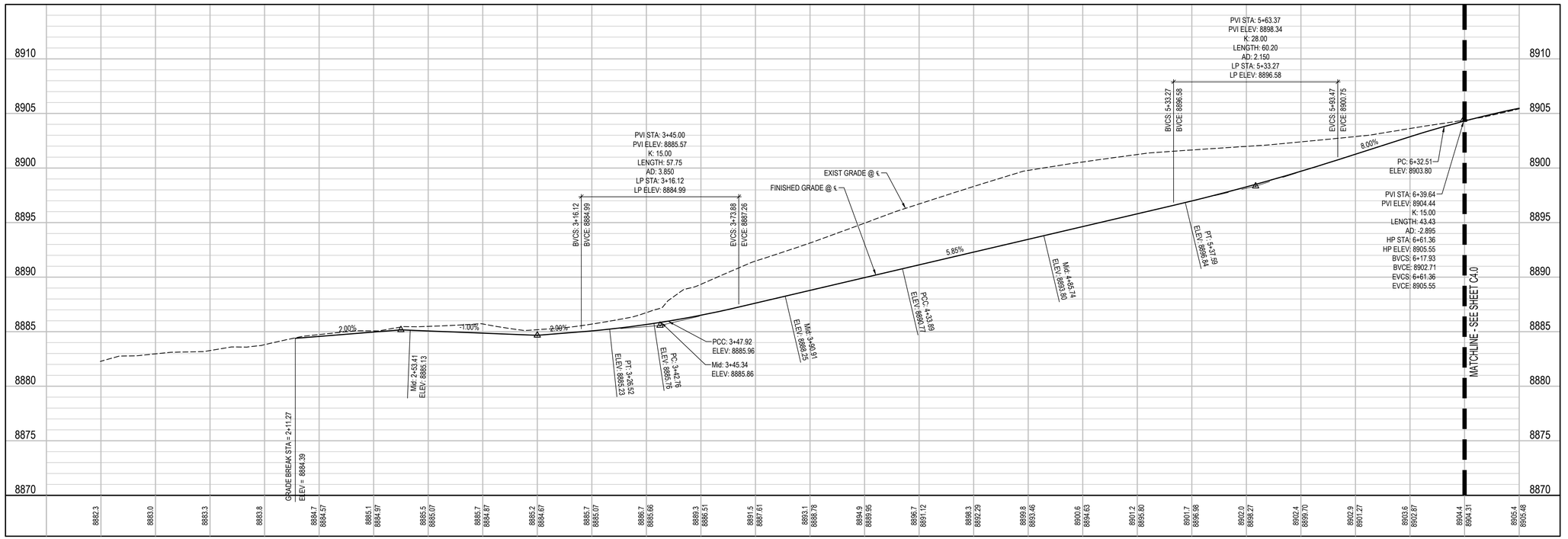
G:\240949.civ - divide road housing\Drawings\240949.CIV-03-HOP-DET-01.dwg, 6/04/2025 - 1:38 PM, AJC



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	PRELIMINARY PLAN
1	6/4/25	AJC	SKETCH PLAN

PRELIMINARY NOT FOR CONSTRUCTION

DESIGNED BY:	AJC/RMM
DRAWN BY:	AJC/CCE
CHECKED BY:	JLS
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DATE:	06/04/2025

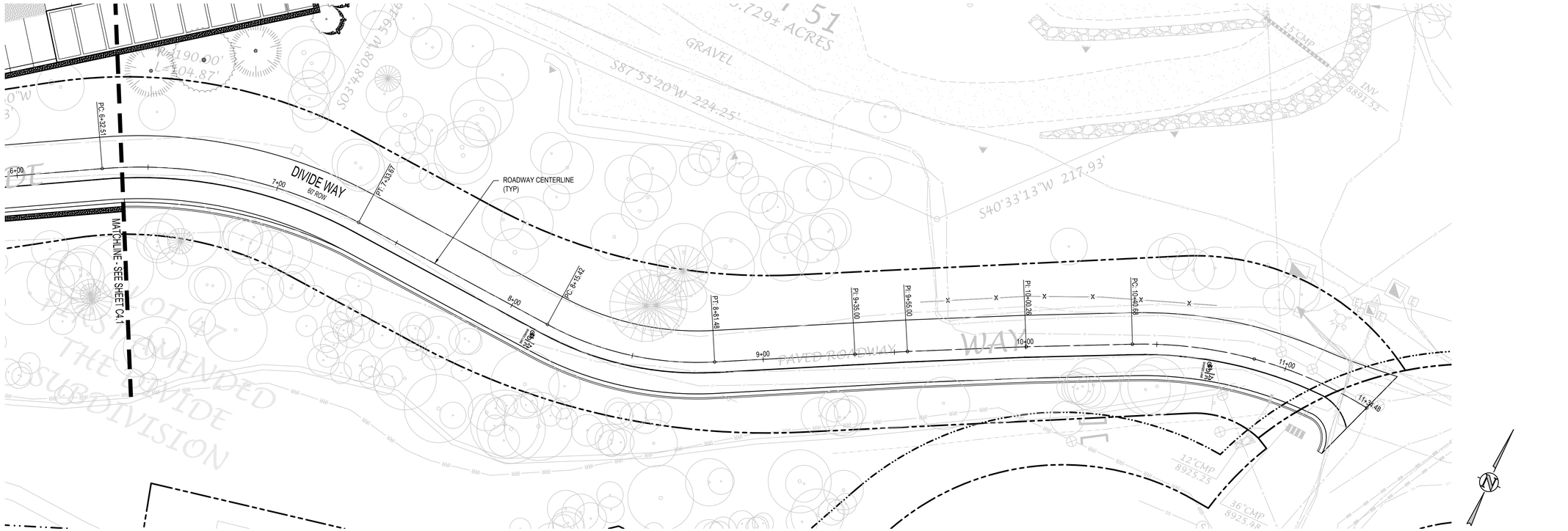
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DIVIDE WAY PLAN AND PROFILE

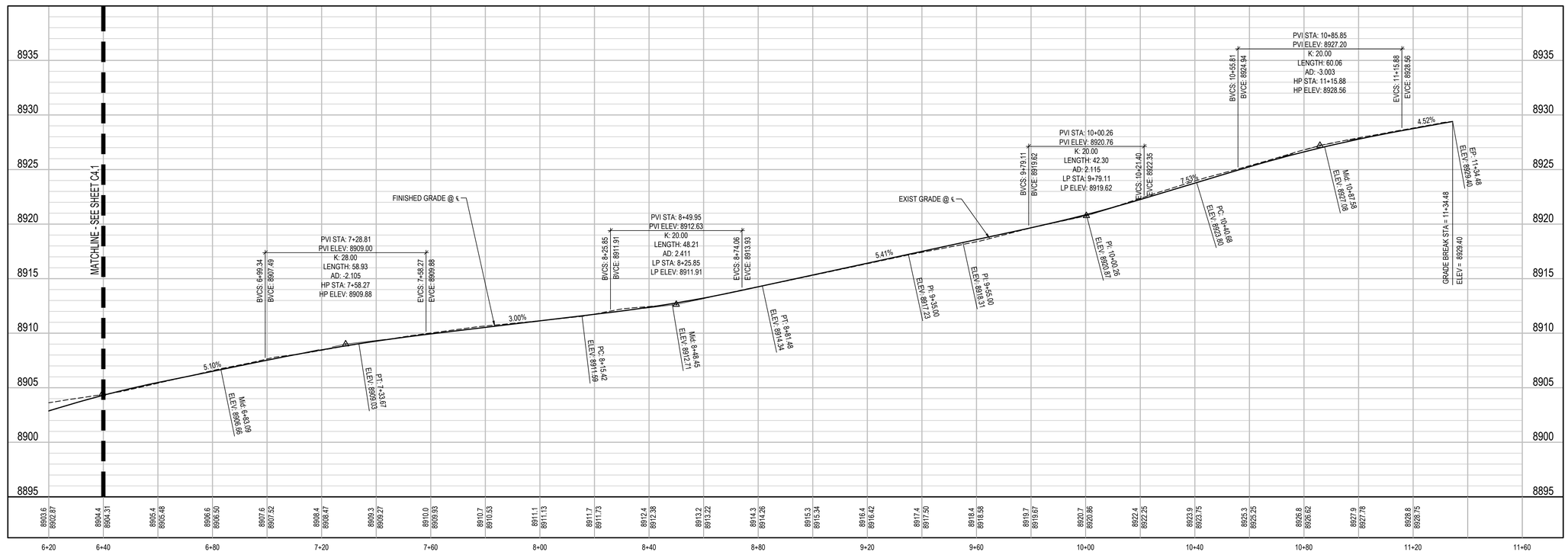
SHEET NO.
C4.0

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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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

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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

H-2 (0.63 | 0.15)
H-1 (0.72 | 1.47)

DIVIDE WAY
DIVIDE ROAD (60' ROW)
PINON DRIVE (60' ROW)
LOT 47
LOT 51 0.729± ACRES
LOT 44 2.85± ACRES
LOT 46 FIRST AMENDED THE DIVIDE SUBDIVISION
TWO-STORY BUILDING APARTMENTS-UPPER GARAGES-LOWER
ONE-STORY FRAME BUILDING
TWO-STORY FRAME BUILDING
LIFT STATION
GRAVEL PARKING
24' WIDE ACCESS RECEPTION NO. 473078 KRABLOONIK ACCESS
DRAINAGE EASEMENT RECEPTION NO. 528952
EASEMENT FOR NATURAL DRAINAGE, SNOWMELT & RUNOFF RECEPTION NO. 528952
PUBLIC SKI EASEMENT RECEPTION NO. 528952
20' WIDE SLOPE EASEMENT RECEPTION NO. 528952
USE RESTRICTION AREA RECEPTION NO. 528952
WOOD RETAINING WALL (TYPICAL)
WOOD SHEDS
WOOD SHED
PAVED ROADWAY
DIRT TRAIL
ASPHALT PARKING
PEDESTRIAN ACCESS RECEPTION NO.
ROCK-BOU RETAIN (TYPICA

30 0 30 60
SCALE IN FEET

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0	9/1/24	AJC	

PRELIMINARY PLAN
SKETCH PLAN
REVISION DESCRIPTION

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DRAINAGE PLAN - EXISTING

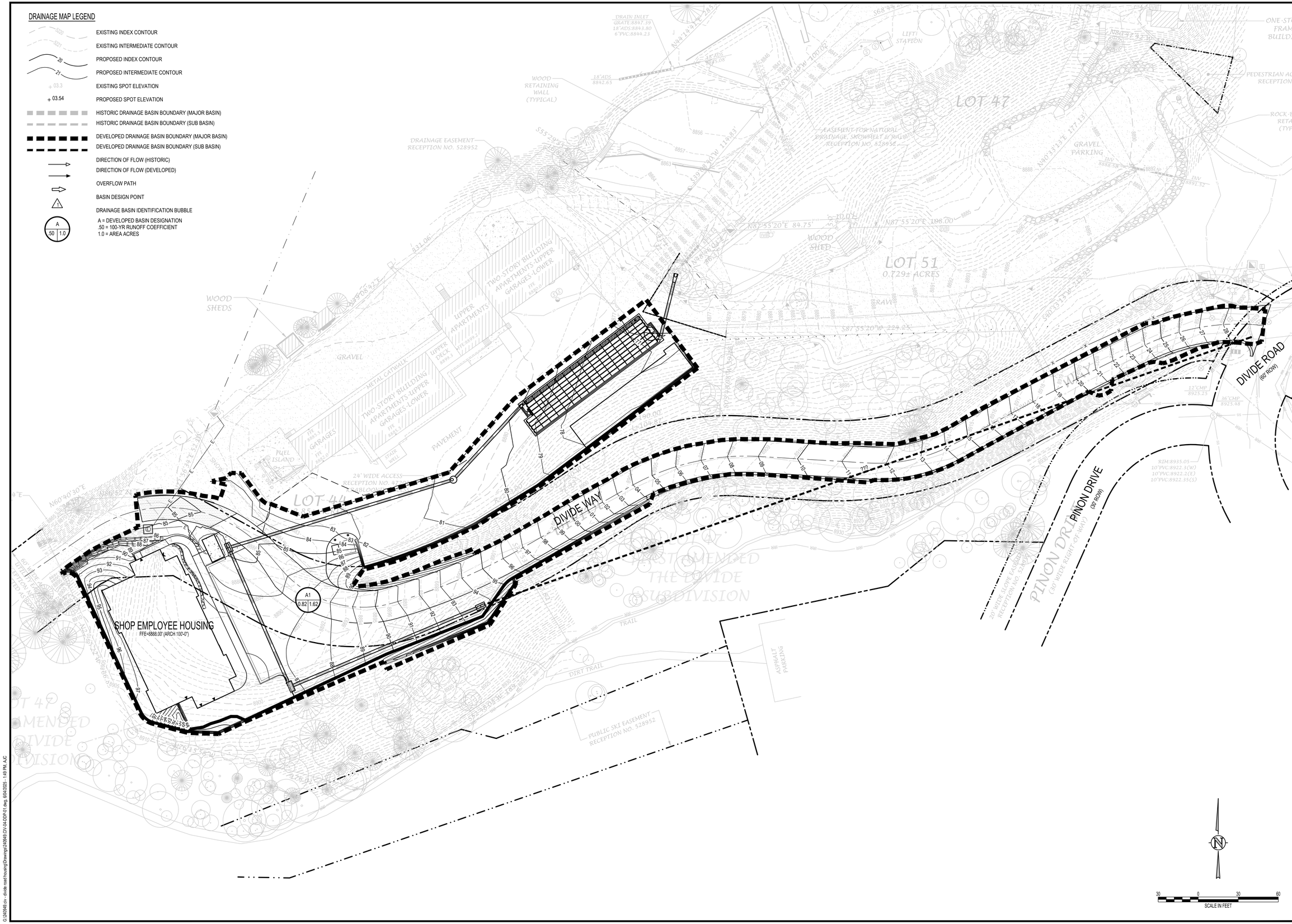
SHEET NO.
FIG 1

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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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1	64/25	AJC	AJC

REVISION DESCRIPTION
SKETCH PLAN
PRELIMINARY PLAN

PRELIMINARY NOT FOR CONSTRUCTION

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DRAINAGE PLAN - PROPOSED

SHEET NO.
FIG 2

G:\240949.civ - divide road housing\Drawings\240949.CIV-04-DSP-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 (60' ROW)

LOT 47

LOT 51
0.729± ACRES

LOT 46
FIRST AMENDED
THE DIVIDE
SUBDIVISION

LOT 45
FIRST AMENDED
THE DIVIDE
SUBDIVISION

LOT 44
0.285± ACRES

TWO-STORY BUILDING
APARTMENTS UPPER
GARAGES-LOWER

UPPER APARTMENTS

WOOD SHEDS

WOOD SHED

WOOD RETAINING WALL (TYPICAL)

LIFT STATION

GRAVEL PARKING

ASPHALT PARKING

DRAINAGE EASEMENT
RECEPTION NO. 528952

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

PUBLIC SKI EASEMENT
RECEPTION NO. 528952

20' WIDE SLOPE EASEMENT
RECEPTION NO. 528952

24' WIDE ACCESS
RECEPTION NO. 528952

PEDESTRIAN ACCESS
RECEPTION NO.

ROCK-BOU
RETAINI
(TYPICA

30 0 30 60
SCALE IN FEET

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NO.	DATE	DES'D	REVISION DESCRIPTION
0	9/1/24	AJC	SKETCH PLAN
1	6/4/25	AJC	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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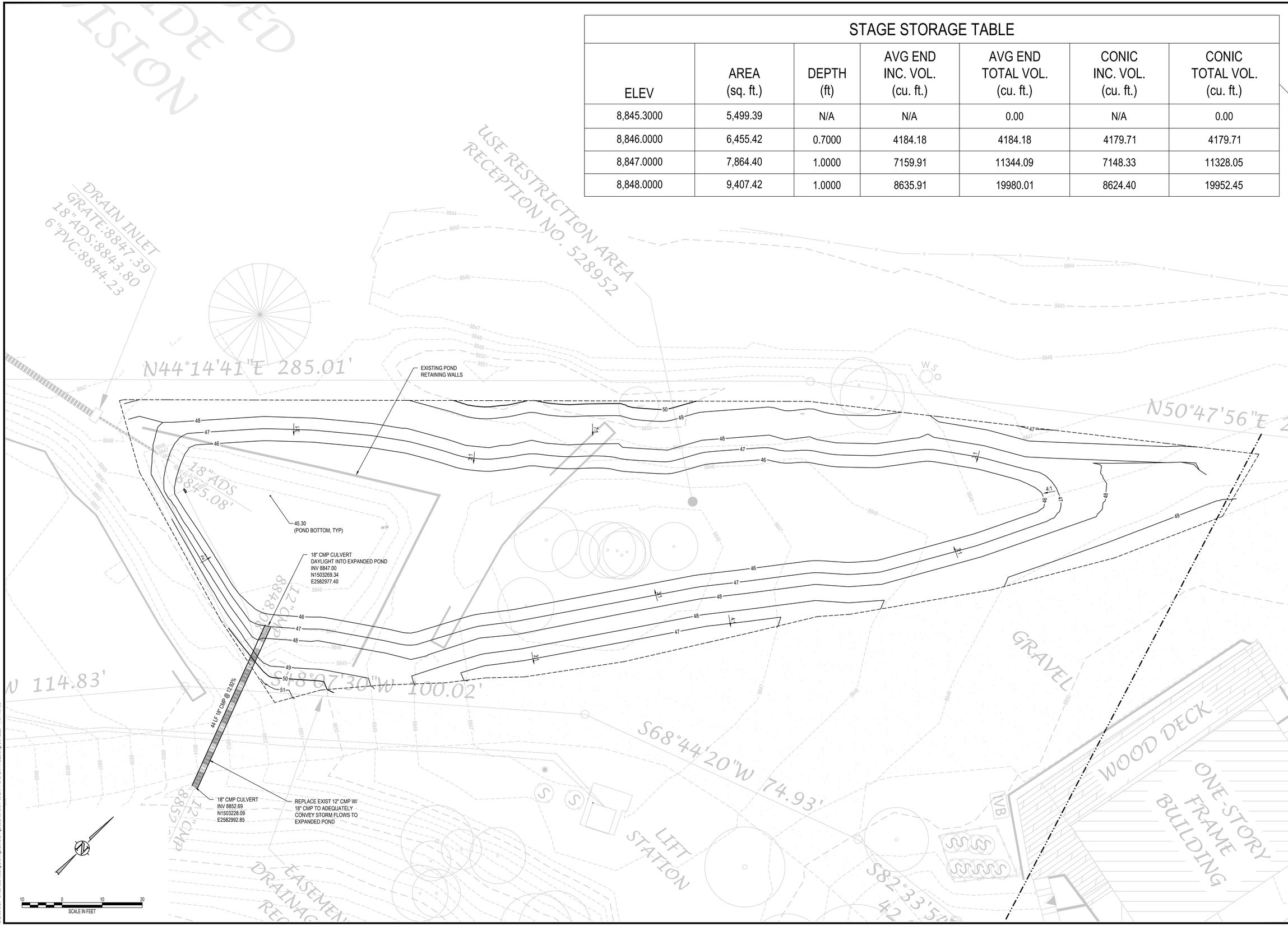
ALT DRAINAGE PLAN - EXISTING DETENTION POND EXPANSION

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	

REVISION DESCRIPTION

SKETCH PLAN

PRELIMINARY PLAN

PRELIMINARY NOT FOR CONSTRUCTION

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EXISTING DETENTION POND EXPANSION PLAN

SHEET NO.

FIG 3.1

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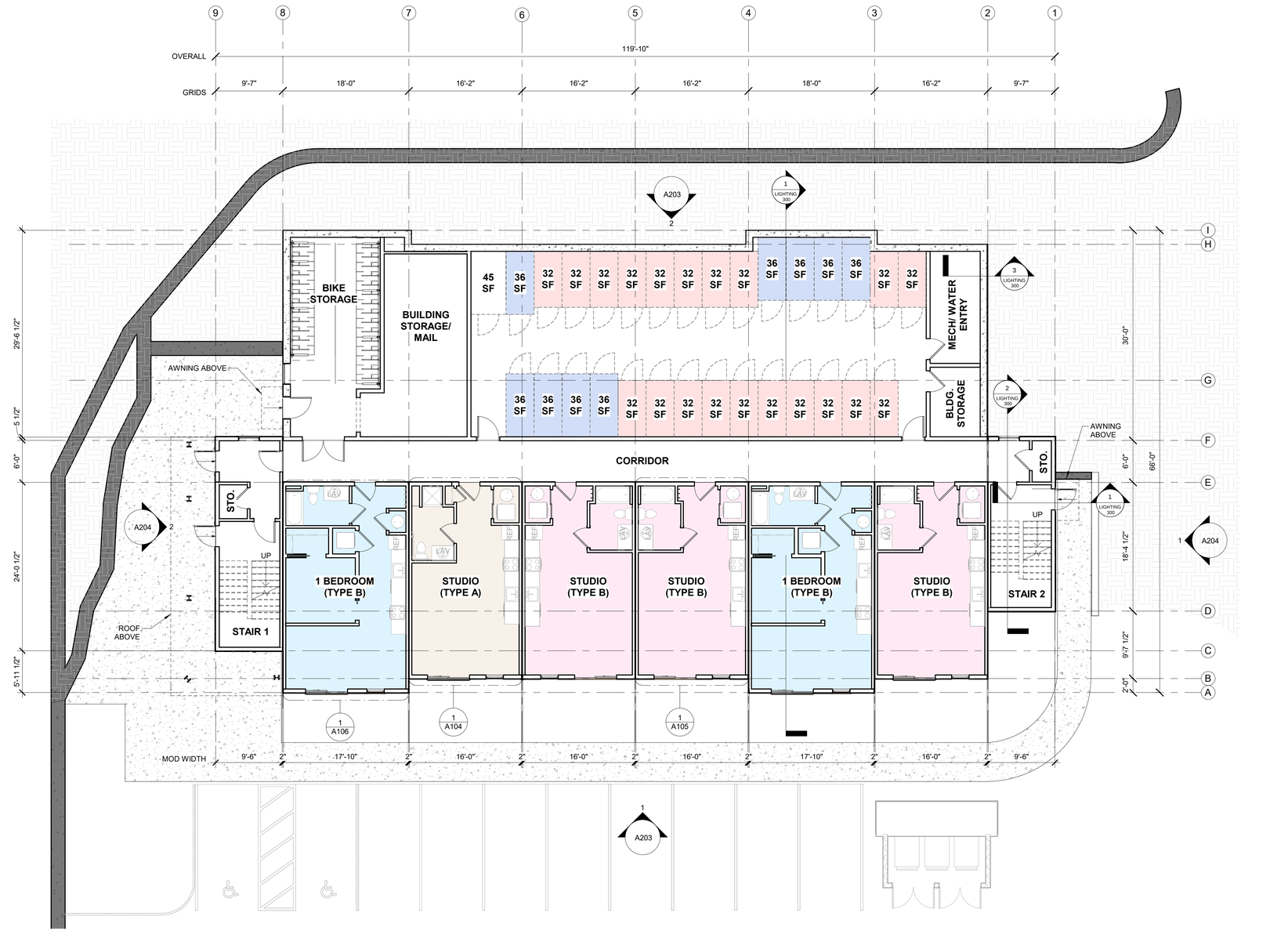
APPENDIX A

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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1	SKETCH PLAN	09/01/2024

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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1	SKETCH PLAN	09/01/2024

PRELIMINARY PLAN
DATE: 05/16/2025
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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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1	SKETCH PLAN	09/01/2024

PRELIMINARY PLAN
DATE: 05/16/2025
DRAWN BY: GN
CHECKED BY: GD/RW

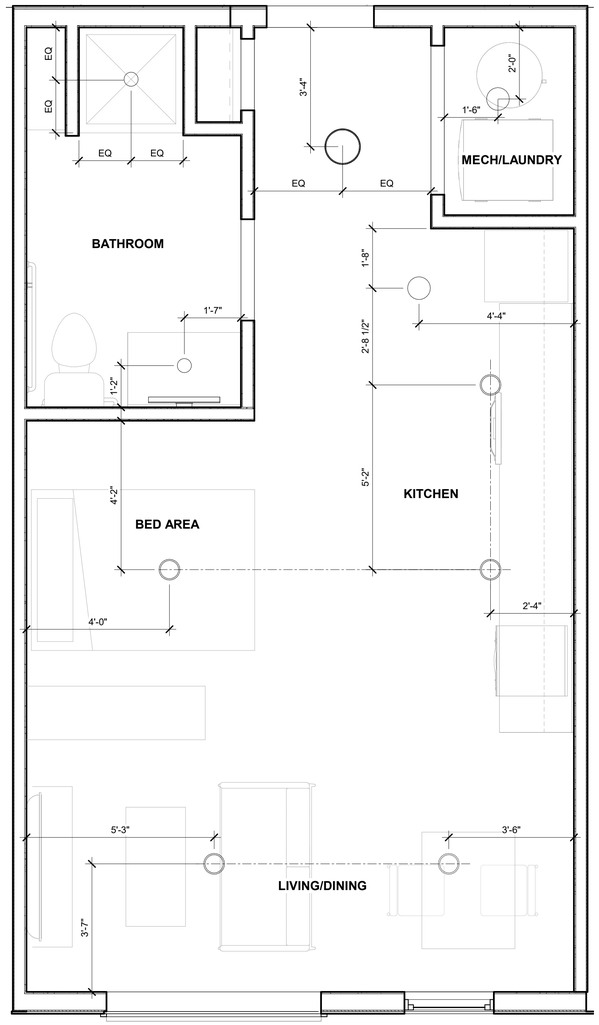
FLOOR PLAN
LEVEL 3

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

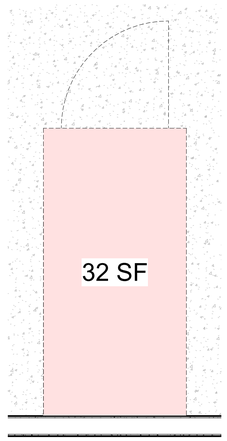
PER SNOWMASS VILLAGE MUNICODE SEC 16A-4-410

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

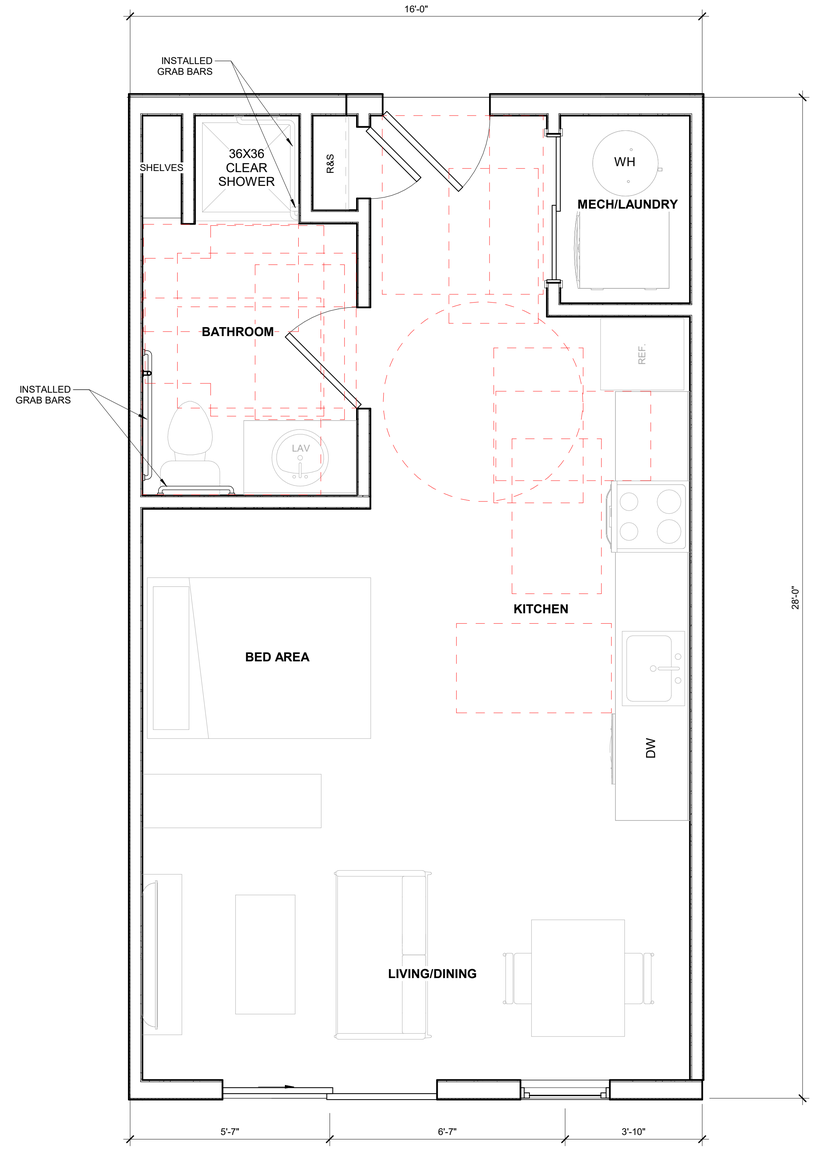
ACTUAL PROVIDED SQ FT OF STUDIO UNIT AND STORAGE
SHOP STUDIO: 448 SQ FT
SHOP DEDICATED STUDIO STORAGE: 32 SQ FT
SHOP STUDIO TOTAL SQ FT: 448 SQ FT + 32 SQ FT = 480 SQ FT

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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REVISION:

1	SKETCH PLAN	09/01/2024

PRELIMINARY PLAN
DATE: 05/16/2025
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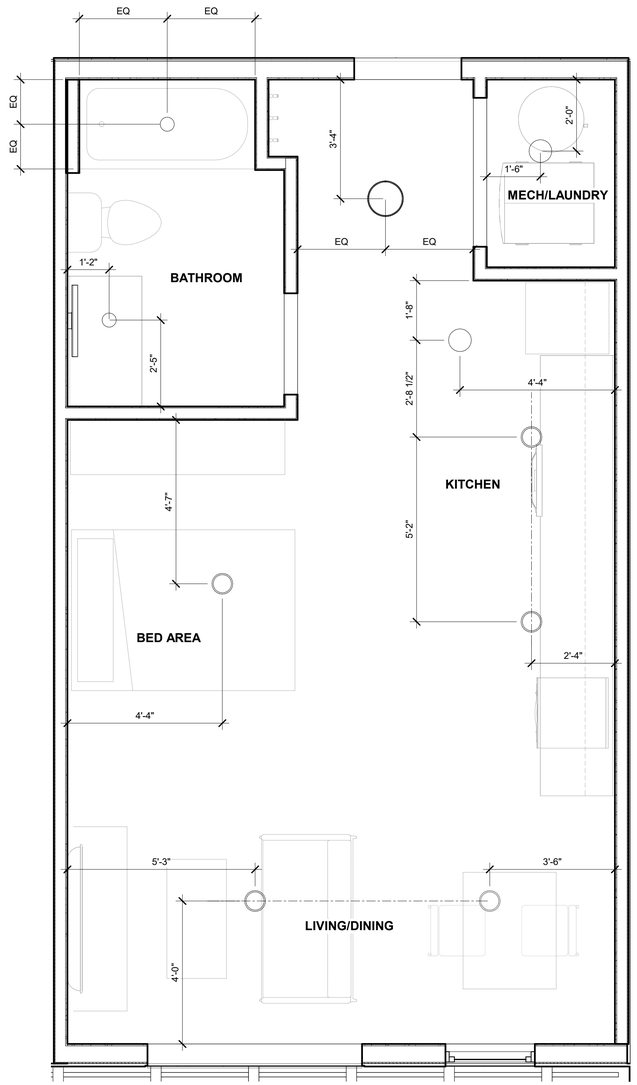
UNIT FLOOR PLANS - STUDIO (TYPE A)

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

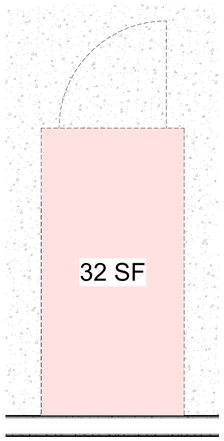
PER SNOWMASS VILLAGE MUNICODE SEC 16A-4-410

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

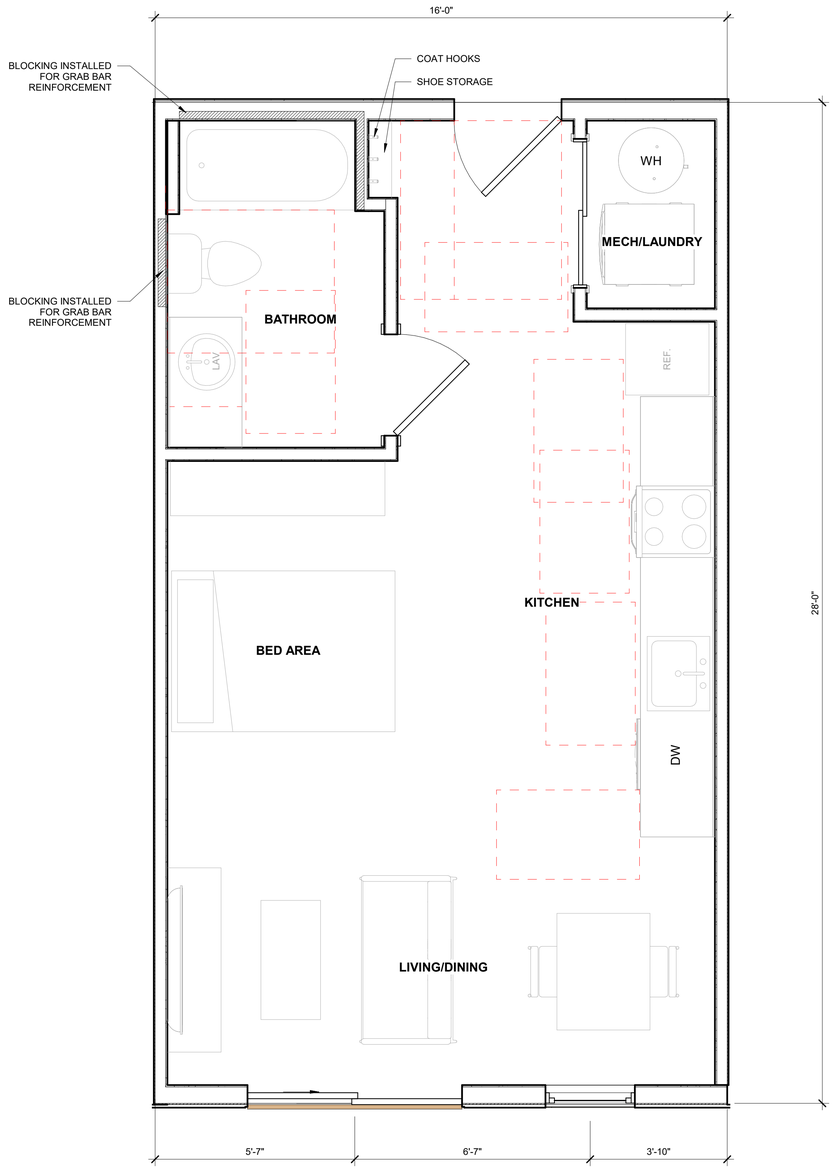
ACTUAL PROVIDED SQ FT OF STUDIO UNIT AND STORAGE
SHOP STUDIO: 448 SQ FT
SHOP DEDICATED STUDIO STORAGE: 32 SQ FT
SHOP STUDIO TOTAL SQ FT: 448 SQ FT + 32 SQ FT = 480 SQ FT

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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PRELIMINARY PLAN
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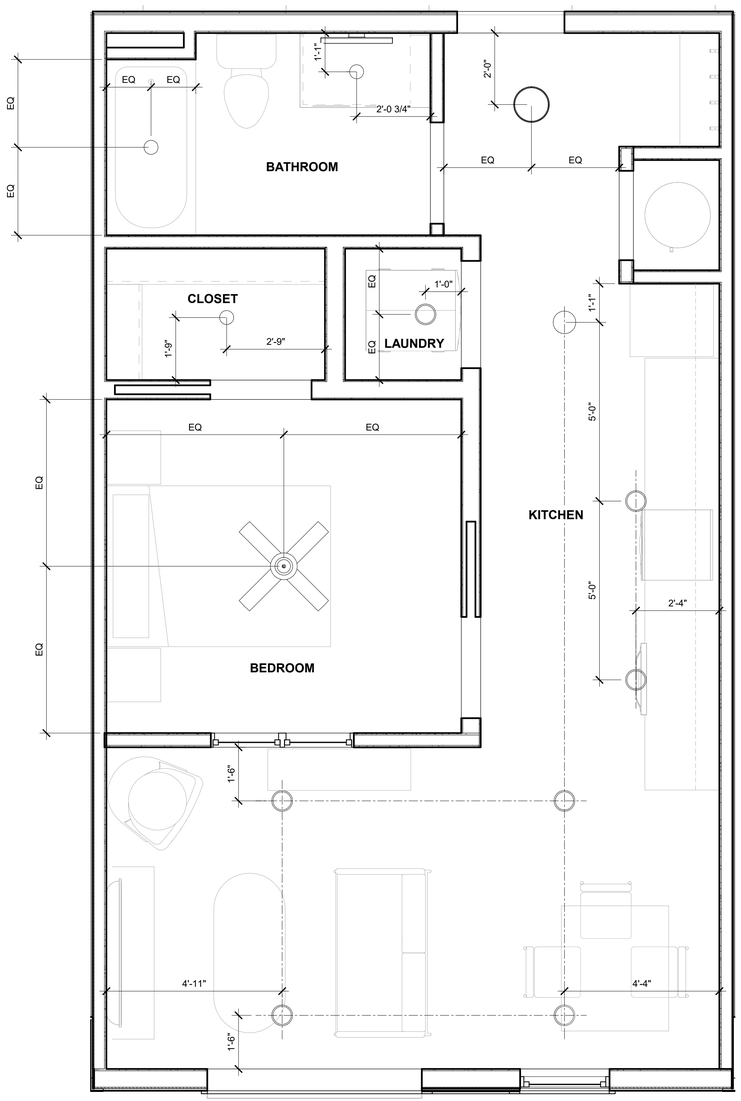
UNIT FLOOR PLANS - STUDIO (TYPE B)

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

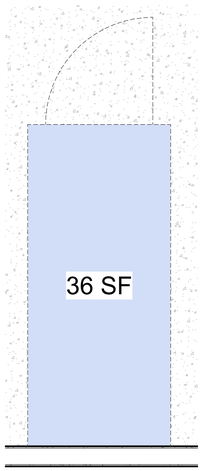
PER SNOWMASS VILLAGE MUNICODE SEC 16A-4-410

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

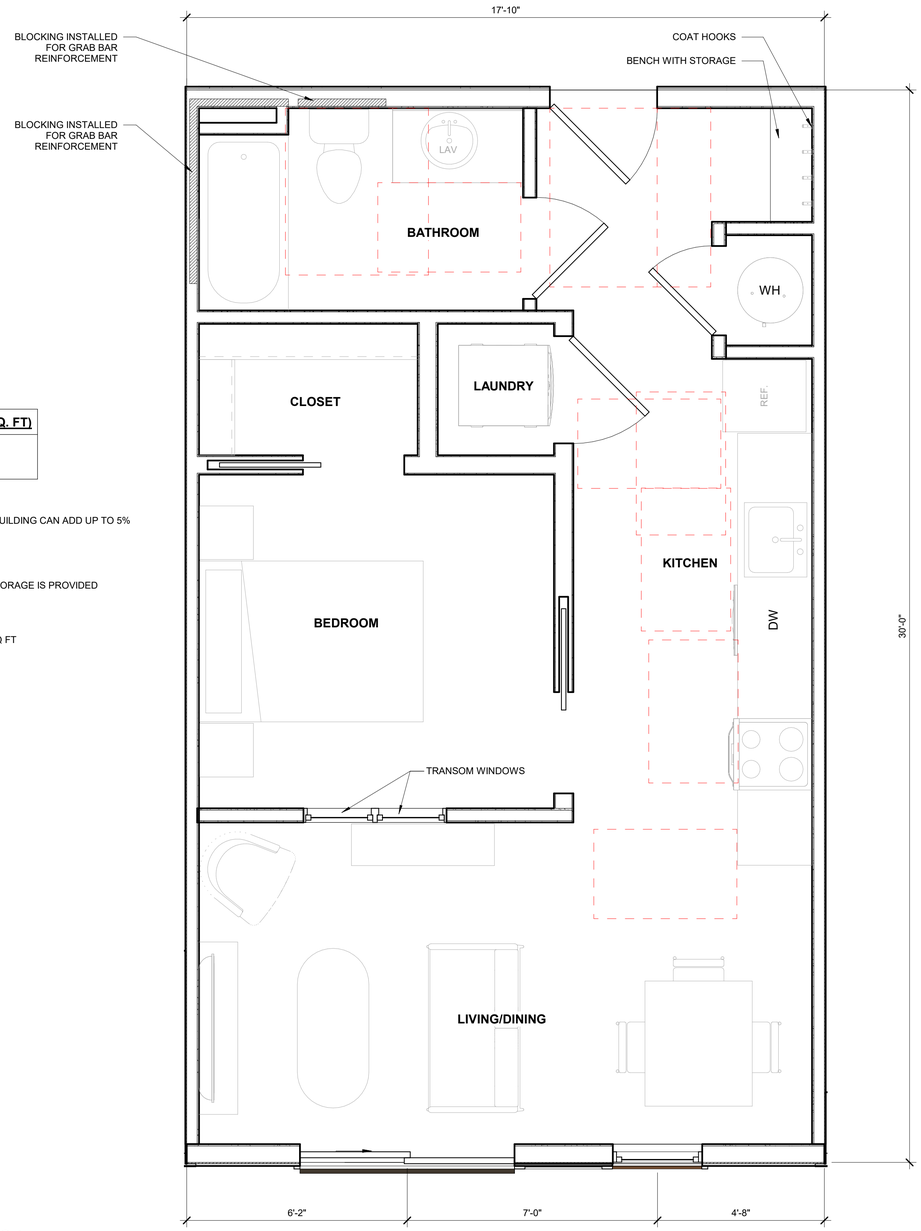
ACTUAL PROVIDED SQ FT OF 1-BEDROOM AND STORAGE
SHOP 1-BEDROOM: 540 SQ FT
SHOP DEDICATED 1-BEDROOM STORAGE: 36 SQ FT
SHOP 1-BEDROOM TOTAL SQ FT: 540 SQ FT + 36 SQ FT = 576 SQ FT

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

5/15/2025 12:56:44 PM

RCP LEGEND

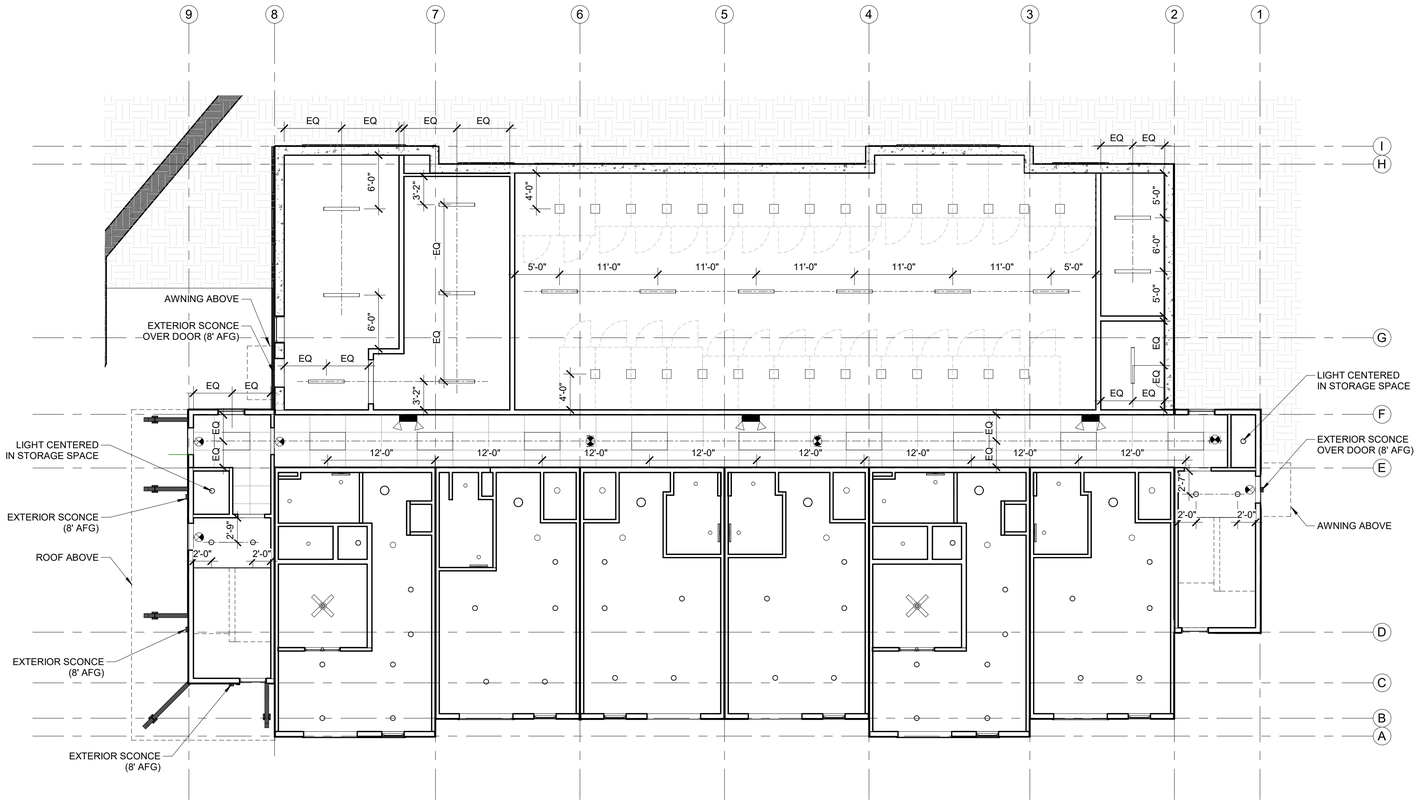
GYP. BOARD CEILING

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
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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

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 2 - 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

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LEVEL 2 REFELECTED CEILING PLAN

A108

5/15/2025 12:56:43 PM

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 3 - RCP
1/8" = 1'-0"

8 6 4 2 0 8 16
SCALE: 1/8"=1'-0"

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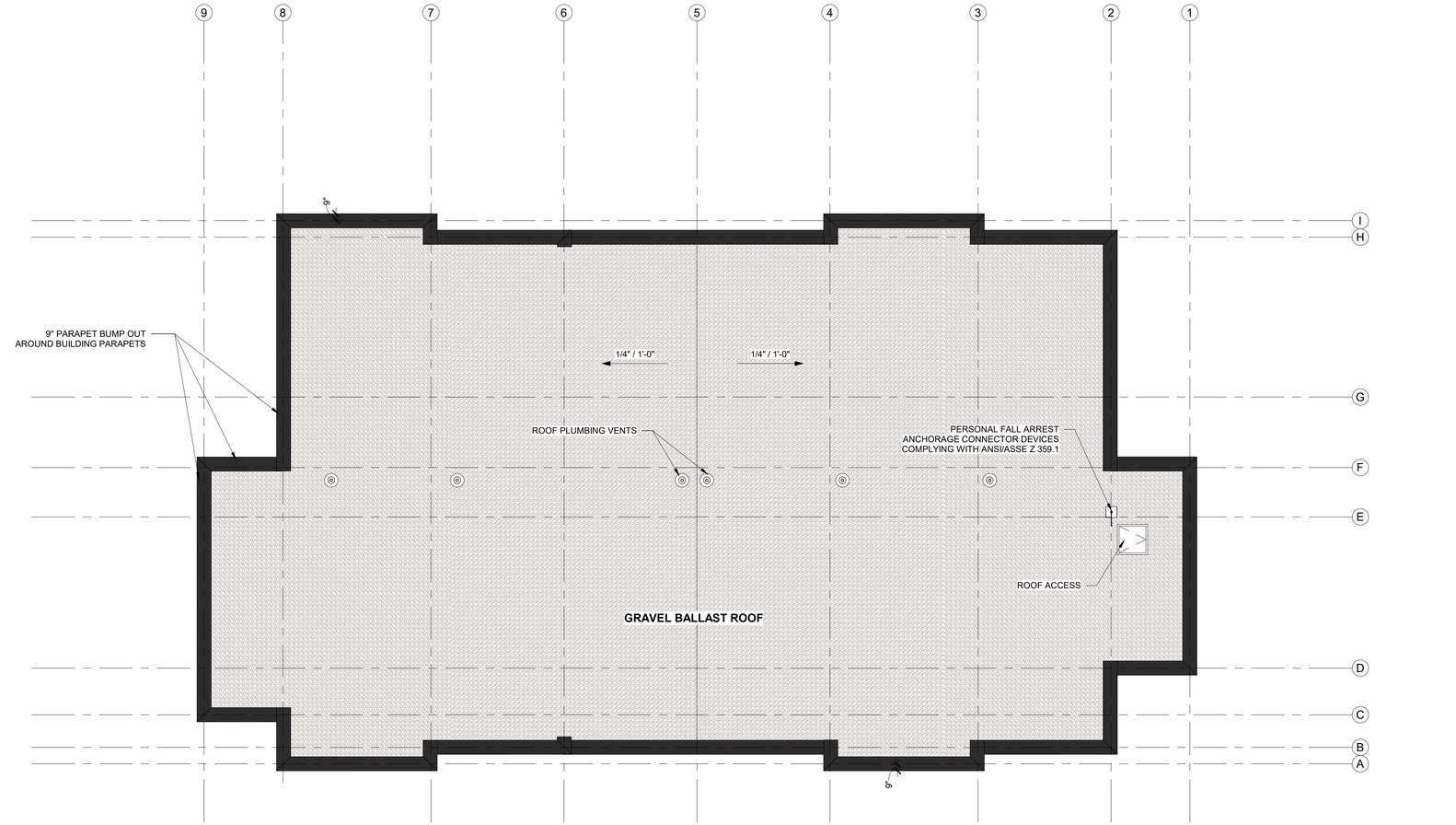
PRELIMINARY PLAN
DATE: 05/16/2025
DRAWN BY: GN
CHECKED BY: GD/RW

LEVEL 3
REFELECTED
CEILING PLAN

A109

5/15/2025 12:56:43 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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1	SKETCH PLAN	09/01/2024

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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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REVISION:

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PRELIMINARY PLAN
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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.

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.

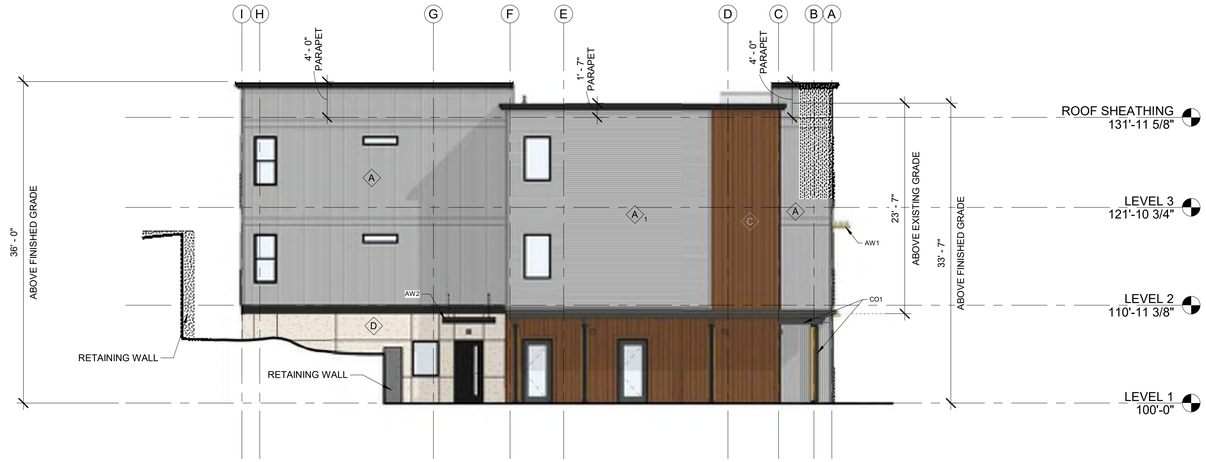
PER SNOWMASS VILLAGE MUNICODE SEC. 16A-3-200 - SONE DISTRICT DIMENSIONAL LIMITATIONS

TABLE 3-2
SCHEDULE OF DIMENSIONAL LIMITATIONS

MAXIMUM HEIGHT OF PRINCIPAL BUIDLING	ZONE DISTRICT
38 FEET	MU/PUD

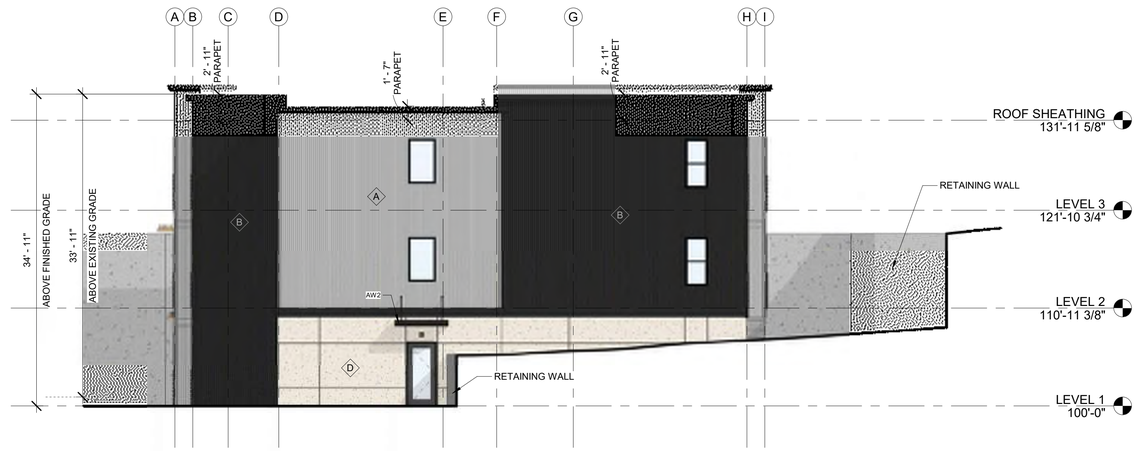
HIGHEST POINT OF BUILDING (36'-4") < 38'

	MATERIAL LEGEND	BASIS OF DESIGN/ COLOR
A	- VERTICAL CORRUGATED METAL	--- / LIGHT GRAY
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"

8 6 4 2 0 8 16
SCALE: 1/8"=1'-0"



1 NORTH ELEVATION
1/8" = 1'-0"

8 6 4 2 0 8 16
SCALE: 1/8"=1'-0"

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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

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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

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

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ISSUE & REVISION DATES	
SKETCH PLAN	09/01/2024
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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 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:

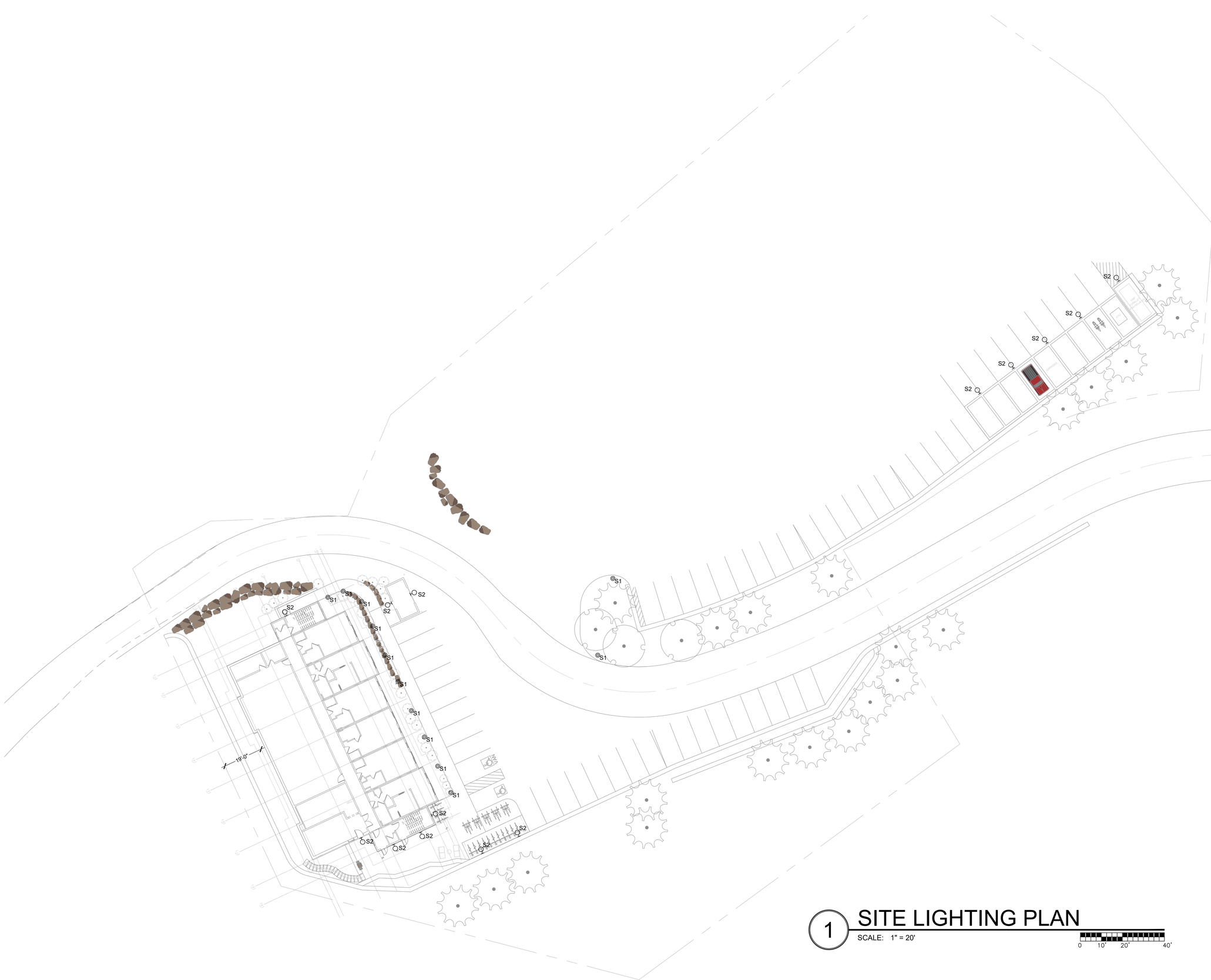
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ALPENGLOW LIGHTING DESIGN, INC
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(970) 948-2637 aaron@alpenglowinc.com

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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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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:

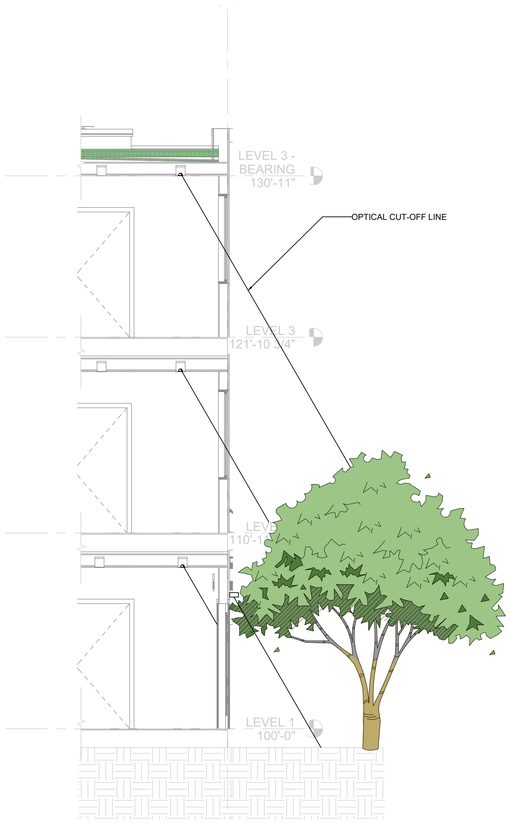
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SITE LIGHTING

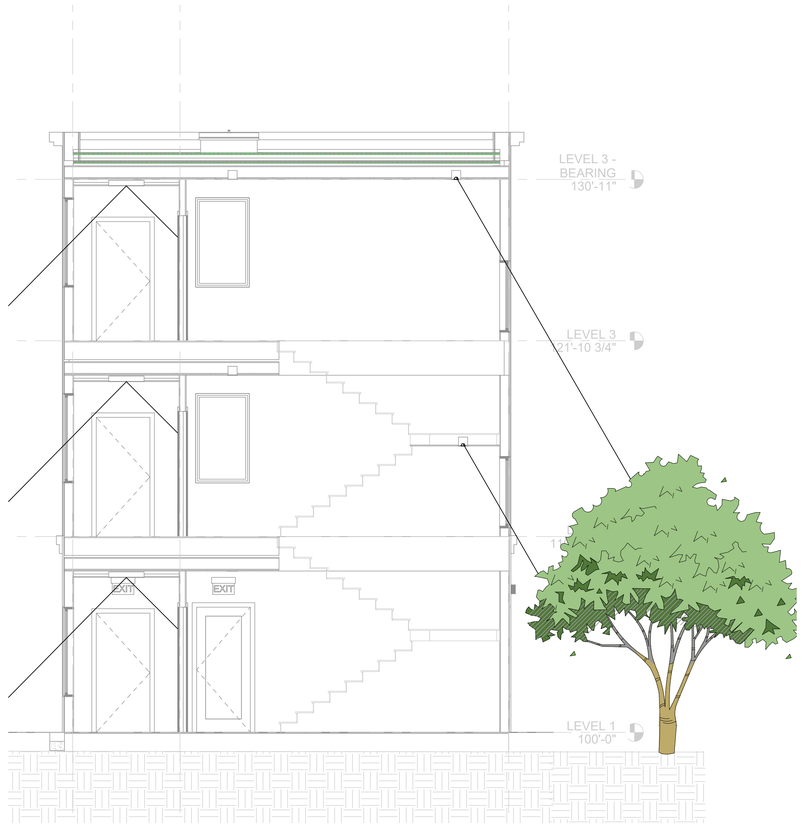
LIGHT-200



1 NORTH SIDE STAIR 2 AT EGRESS

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

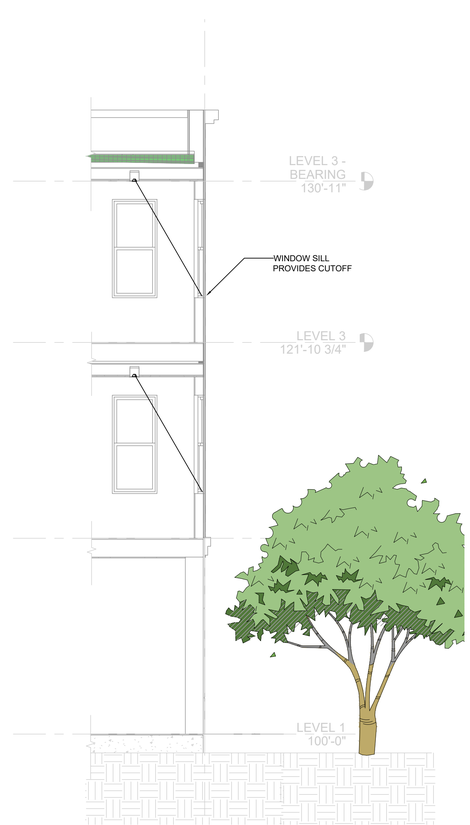
0 10' 20' 40'



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:

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SITE
LIGHTING

LIGHT-
300

M Series

Project:	Type:
Product Code:	Date:

V.112624



4" Round Adjustable

Modular System Flexibility during and after installation with interchangeable modules, optics and trims

Quick Install Embedded driver and plug-and-play connection require no wiring

High Performance Precise lighting control without sacrificing stellar efficiency

Enhanced Dimming Smooth, Flicker-free dimming options down to 0.1%

INSTALLATION

Ceiling Thickness
New Construction: ½" up to 1 ¾"
Spray Foam: ½" up to 2"
Standard Remodel: ½" up to 1 ¼"
Fire Rated Remodel: ¾" up to 1 ¼"
Low Profile: ½" up to 1 ¼"

Ceiling Material
Drywall, Millwork, Concrete

TRIMS

Aperture
4"

Shape
Round

Style
Standard, Hyperbolic, Pinhole, Flangeless

Finish
White, Black, Bronze, Clear Diffuse, Custom Color (RAL Color)

LIGHT OUTPUT & DISTRIBUTION

Module
Adjustable

Adjustment
360° direction aim, 45° tilt

Lumens (Power)
750 lm (8.0W), 1000 lm (12.5W)

Color Quality
93 CRI, 2-step SDCM

Color Temperature
2700K ○ 3000K ○ 3500K
4000K ○ Warm Dim (3000K-1800K)
Tunable White (4000K-1800K) ○ Tunable White (6500K-2700K)

Beam Spread
10° Narrow Spot
Soft Focus
25° Spot
60° x 30° Linear Spread
40° Flood

Specialty Lense
Hexcell Louver

POWER & CONTROLS

Input Voltage
120/277V

Dimming
0-10V (1%), DALI-2 (0.1%), TRIAC/ELV (1%), Lutron Athenar Wireless Node (1%) (Coming Soon)

RATINGS & CERTIFICATIONS

Housing
IC (Insulation Contact) Rated
ASTM E283 Certified Air Tight
Code compliant for use in fire-rated assemblies up to a maximum of 2-hours
ETL/C/NC Sound Rated
Chicago Plenum
RoHS Compliant

Module and Yoke
UL Listed for Damp Location (Universal screw yoke)
NSF Listed (White and Black Finish Only)

Warranty
5 year limited warranty; 30,000 hours

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M Series
4" Round Adjustable

TRIMS



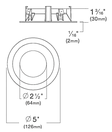
M Series
4" Round Trims
M4TR

SUMMARY

CONSTRUCTION: Die-cast aluminum
INSTALLATION: Twist & Lock

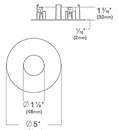
Standard
M4TRSWH





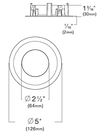
Pinhole
M4TRPWH





Hyperbolic
M4TRHWH



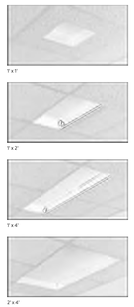


DMF LIGHTING 1118 E. 223rd St. Carson, CA 90745 323.934.7779 info@dmflighting.com dmflighting.com
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1 RECESSED INTERIOR DOWNLIGHT
SCALE: NONE

FLUXWERX





TYPE

SPECIFICATION DATA
INBOX (NB1|NB2)

CATALOG #

PROJECT

NOTES

PERFORMANCE FOCUS

2x2 4-SIDE, 80 CRI 4000 K (NB122x40)

	Wattage (W)	Light (lm)	Efficacy (lm/W)
A	22 W	2650	128
B	27 W	3300	128
C	34 W	4200	127
D	43 W	5100	125

Color Consistency (SDCM)	Lumen Maintenance (hr) L70 (per TM21)	L70 (estimate)
< 2	> 60,000	> 200,000

Nominal values, refer to back pages for full performance data.

FEATURES

- Minimalist architectural aesthetic seems to disappear into the plenum.
- 2-sided or 4-sided Antidote optics generate a visually comfortable, precisely controlled light distribution.
- Up to 12'x12' spacing, delivering over 40 fc at less than 0.4 W/ft².
- Available in a variety of standard sizes (2x2, 1x4 & 2x4), as well as exclusive 1x1 & 1x2 versions as an alternative to downlights.
- Suitable for both T-Grid and drywall ceilings, using optional trim or trimless flange kits.
- Dynamic White (2700-6500 K) enabled 2x2 (4-sided) version.

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Due to continuous product improvements, specifications and dimensions are subject to change without notice.
Certain options have limited compatibility with some other product selections. Consult www.fluxwerx.com for most current technical information.

2 RECESSED CORRIDOR LIGHT
SCALE: NONE

PROFESSIONAL OUTDOOR LIGHTING

Type:
Model:
Project:

SPECIFICATION SHEET

MODEL 1470 Architectural Series • Bollards

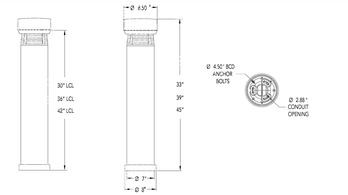
FIXTURE SPECIFICATIONS:

HOUSING:
Heavy walled (3/16") custom round extruded aluminum post, assembled with heavy die-cast aluminum access doors and base. Light Center Length (LCL) height is 36" standard.
BASE:
Heavy walled die cast aluminum base structurally screwed and glued to housing post. Base has 30° radial slot to allow for adjustment of bollard relative to mounting.
MOUNTING:
Mounting consists of a patent pending three 1/2" dia. x 12" J-anchor bolt pour pert assembly. Mounting assembly is equipped with an adjustable leveling feature utilizing heavy duty die springs, sleeved with urethane compression bushings. Adjustment over 5 degrees are possible for vertical alignment of post.
LED LIGHT ENGINE:
High efficiency LED quadrant specified light engine equipped with Cree XTE LEDs, (5 per quadrant). Available in 2700°K, 3000°K, 3500°K, 4000°K, 5000°K CCT. Amber CCT available upon request. Suitable for max ambient temperatures up to 45°C.
CRI:
The CRI range is 81 - 84.
OPTICS:
Unitized optic assembly contains precision molded reflector and sealed reflector lens integrally mounted onto an internal heat sink. Drivers and optional accessories are mounted to optic assembly.

FINISH:
Polyester powder-coat finish available in Black, Architectural Bronze, Dark Bronze, Granite, White, Architectural Brick, Light Bronze, Special Bronze, Glossy Gray, Rust, Hunter Green, Weathered Bronze, Weathered Iron, Graphite Metallic, Verde, Pewter, Mocha and Olde Finish. Custom Powder coat finishes available on request.
DISTRIBUTIONS:
Light distributions consists of specifiable quadrants. Distributions can be specified in any 90° quadrant combinations.
BUG RATING:
*See table on page 2.
ELECTRICAL:
Hi-power factor Integral LED drivers equipped with tri-modal dimming capabilities (0-10VDC, phase cut TRIAC, ELV) from 1-100% standard. Class 2, Universal input voltage 120V-277VAC.
POWER LEVEL/OUTPUT:
Two power levels offered:
350mA per LED (1634 lumens output with 360° distribution)
500mA per LED (2163 lumens output with 360° distribution)
ACCESSORIES:
Duplex Receptacle (-DPX)
CERTIFICATION:
UL & CUL wet location listed. IP66

All Vista Architectural luminaires are MADE IN THE U.S.A.

DIMENSIONS:



Vista Professional Outdoor Lighting reserves the right to modify the design and/or construction of the fixture shown without further notification.

1625 Sunveyor Avenue • Simi Valley, CA 93063 • (800) 527-0997 • (805) 766-VISTA (8478)
FAX: (805) 670-VISTA (8478) • sales@vistapro.com • www.vistapro.com

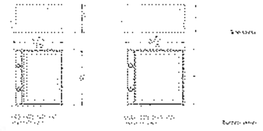
3 S1 BOLLARD
SCALE: NONE

Specification Sheet

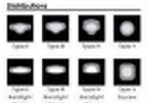
lumenpulse
lumeFacto
X64

Project Name _____ Qty _____
Type _____ Catalog / Part Number _____





Distributions



Color and Color Temperature



Control
ON/OFF 0-10V

Ratings

Description

Features

Performance

4 S2 WALLPACK
SCALE: NONE

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.

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 46
FIRST AMENDED
THE DIVIDE
SUBDIVISION

LOT 47
FIRST AMENDED
THE DIVIDE
SUBDIVISION

LOT 47
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

SITE BENCH MARK
AP2-TRACT 50 & AP1-TRACT 53
FOUND 2-1/2" GLO BRASS CAP
ELEVATION: 8865.97

DIVIDE ROAD
(60' WIDE RIGHT-OF-WAY)

PINON DRIVE
(100' WIDE RIGHT-OF-WAY)

DIVIDE WAY
(60' WIDE RIGHT-OF-WAY)

ONE-STORY FRAME BUILDING

TWO-STORY FRAME BUILDING

WOOD DECK

SHED

GRAVEL

FLAGSTONE

OLD WOOD STEPS & WATER SPIGOT

ROCK-BOULDER RETAINING (TYPICAL)

WOOD RETAINING WALL (TYPICAL)

LIFT STATION

GRAVEL PARKING

WOOD SHEDS

TWO-STORY BUILDING APARTMENTS-UPPER GARAGES-LOWER

UPPER APARTMENTS

METAL CATWALK

GARAGES

FUEL ISLAND

PAVEMENT

PAVED ROADWAY

TRAIL

DIRT TRAIL

ASPHALT PARKING

WOOD SHED

USE RESTRICTION AREA RECEPTION NO. 528952

DRAINAGE EASEMENT RECEPTION NO. 528952

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

PEDESTRIAN ACCESS EASEMENT RECEPTION NO. 528952

24' WIDE ACCESS RECEPTION NO. 472071 KRABLOONIK ACCESS

50' WIDE ACCESS & UTILITY EASEMENT RECEPTION NO. 478952 PLATTED AS ROAD D

PUBLIC SKI EASEMENT RECEPTION NO. 528952

5' WIDE SLOPE EASEMENT RECEPTION NO. 528952

20' WIDE SLOPE EASEMENT RECEPTION NO. 528952

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'

N80°47'42"W 124.73'

S46°32'20"E 10.00'

N87°55'20"E 106.00'

S8°55'20"W 124.25'

S40°33'13"W 21.03'

N04°00'29"W 253.72'

S54°33'13"W 21.03'

N14°36'38"E 127.18'

S54°33'13"W 169.45'

R=190.00'
L=104.87'

R=270.00'
L=48.14'

S51°58'W 47.43'

S54°33'13"W 107.02'

S54°33'13"W 169.45'

S52°48'05"W 149.39'

N26°15'56"W 176.01'

N66°40'30"E 79.14'

N86°52'21"E 65.45'

N51°46'54"E 14.33'

S54°33'13"W 54.84'

S43°09'42"E 31.06'

S23°00'40"W 112.83'

S55°39'35"E 46.00'

N14°41'41"E 265.01'

S43°08'24"W 107.02'

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

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

18"ADS 8847.05

18"ADS 8842.65

6"CMP 8861.35
8"CMP 8858.20

IRV 8888.58

IRV 8891.52

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.

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.

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

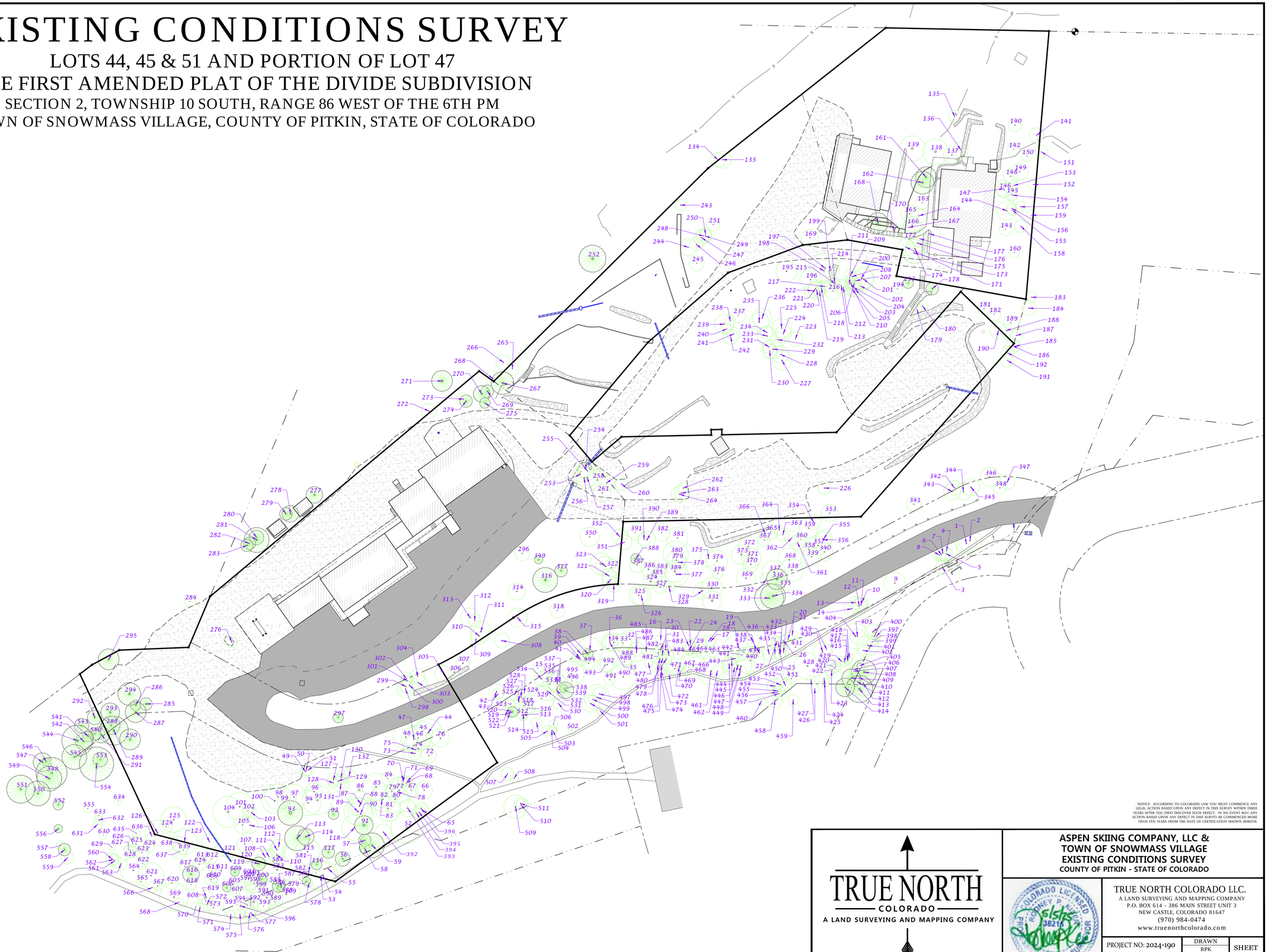
TRUE NORTH COLORADO LLC.
A LAND SURVEYING AND MAPPING COMPANY
P.O. BOX 614 - 386 MAIN STREET UNIT 3
NEW CASTLE, COLORADO 81647
(970) 984-0474
www.truenorthcolorado.com

COLORADO LICENSED PROFESSIONAL LAND SURVEYOR RODNEY P. KISER 38215

PROJECT NO: 2024-190	DRAWN	RPK	SHEET 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.
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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 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"	7'
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'

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
DATE: JULY 26, 2024
DRAWN: RPK
SURVEYED: GBL-DJB
SHEET 3 OF 3

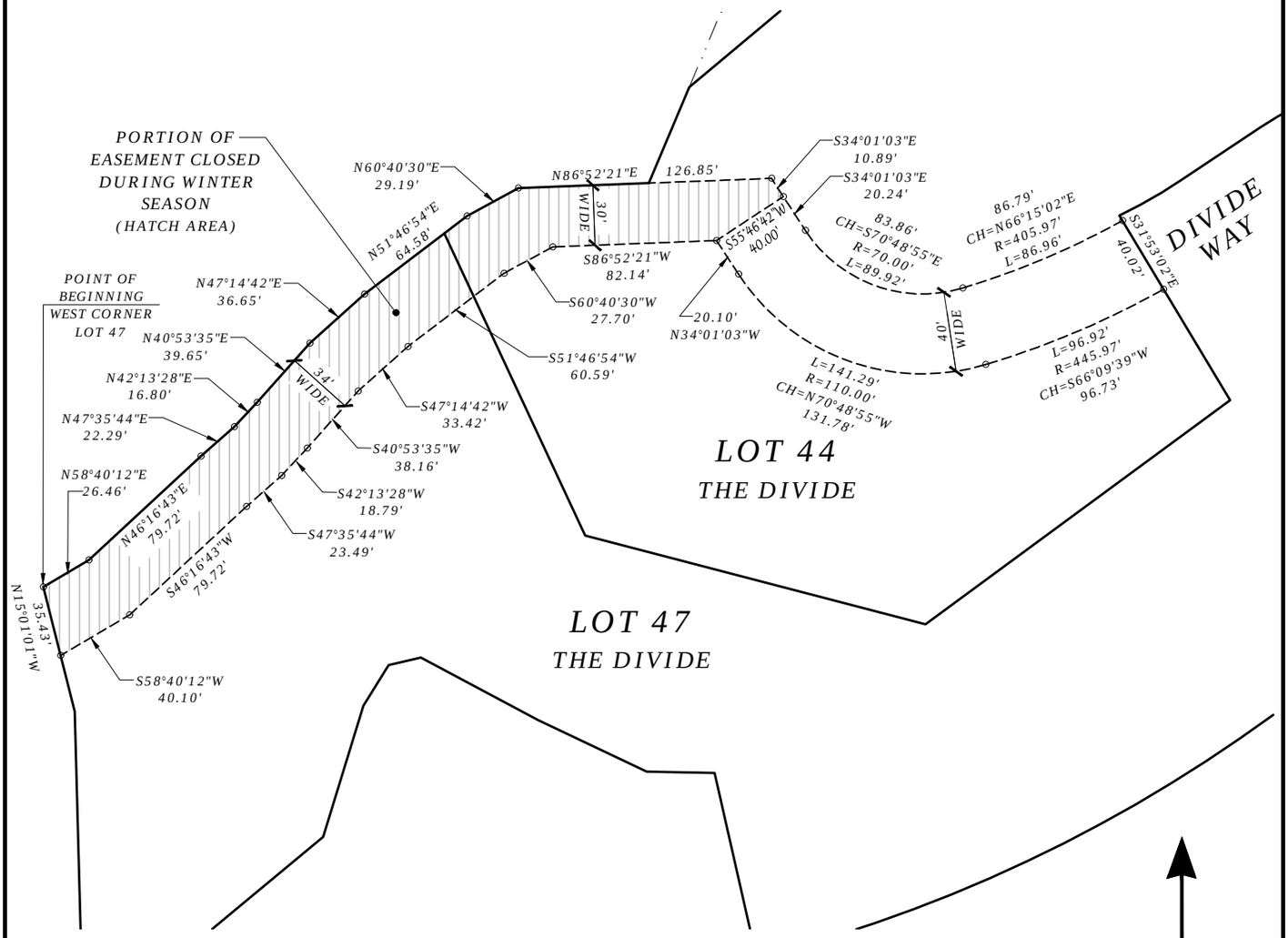
APPENDIX A

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'

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

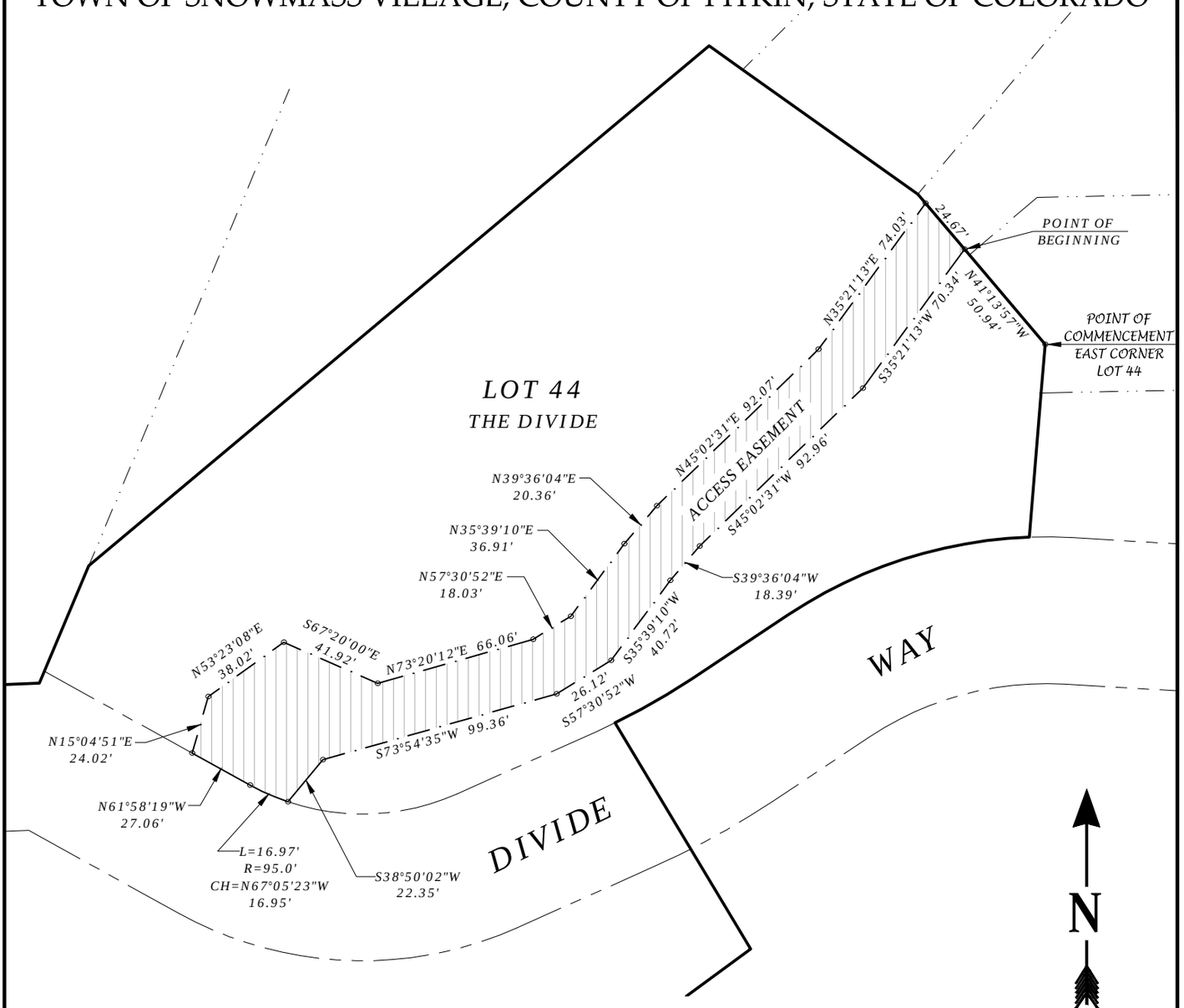
TRUE NORTH COLORADO LLC.
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NEW CASTLE, COLORADO 81647
(970) 984-0474
www.truenorthcolorado.com

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

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

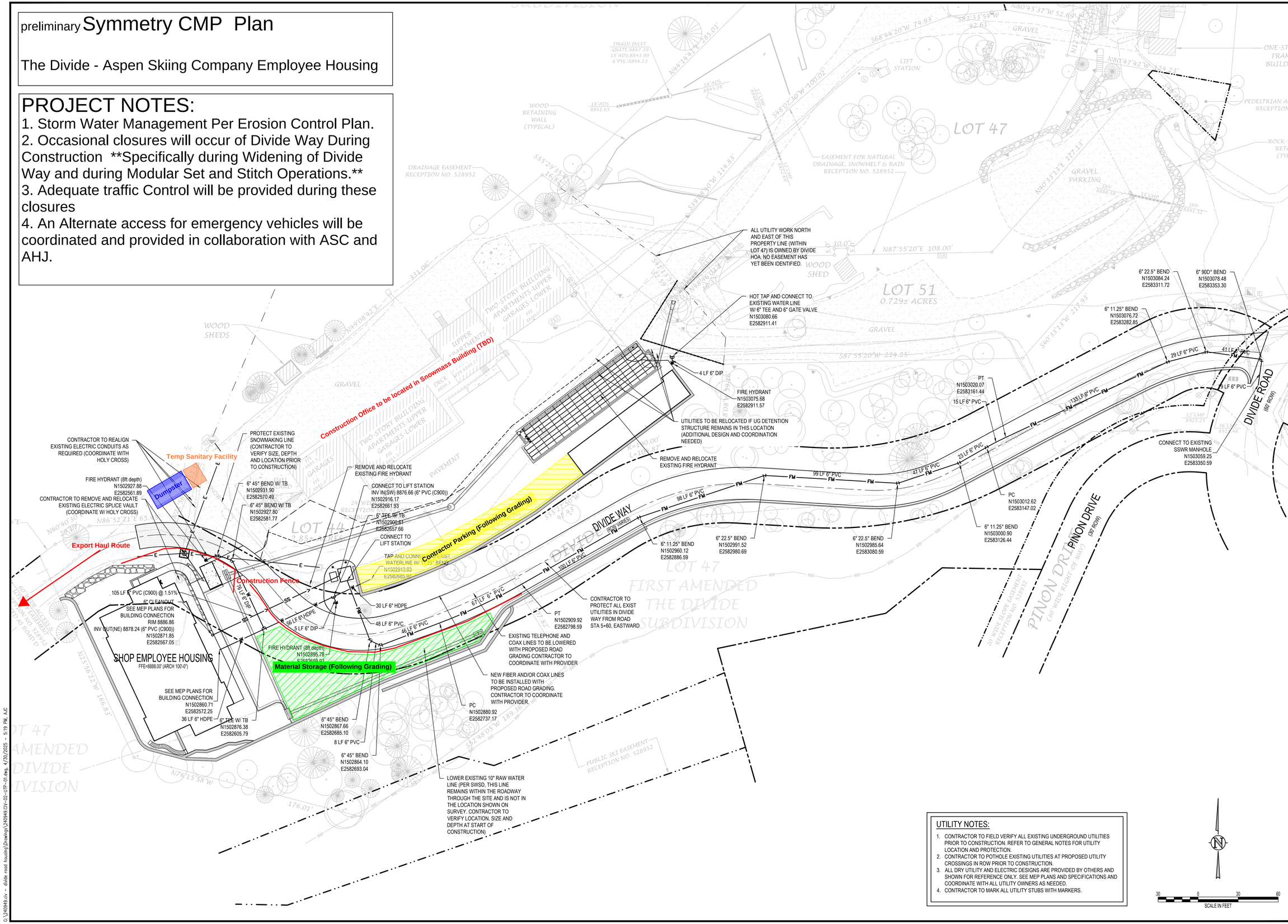
CONSTRUCTION MANAGEMENT PLAN

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

G:\240949.civ – divide road housing\Drawings\240949.CIV–02–UTP–01.dwg, 4/30/2025 – 5:19 PM, AJC

Erosion Control Plan

The Divide - Aspen Skiing Company Employee Housing

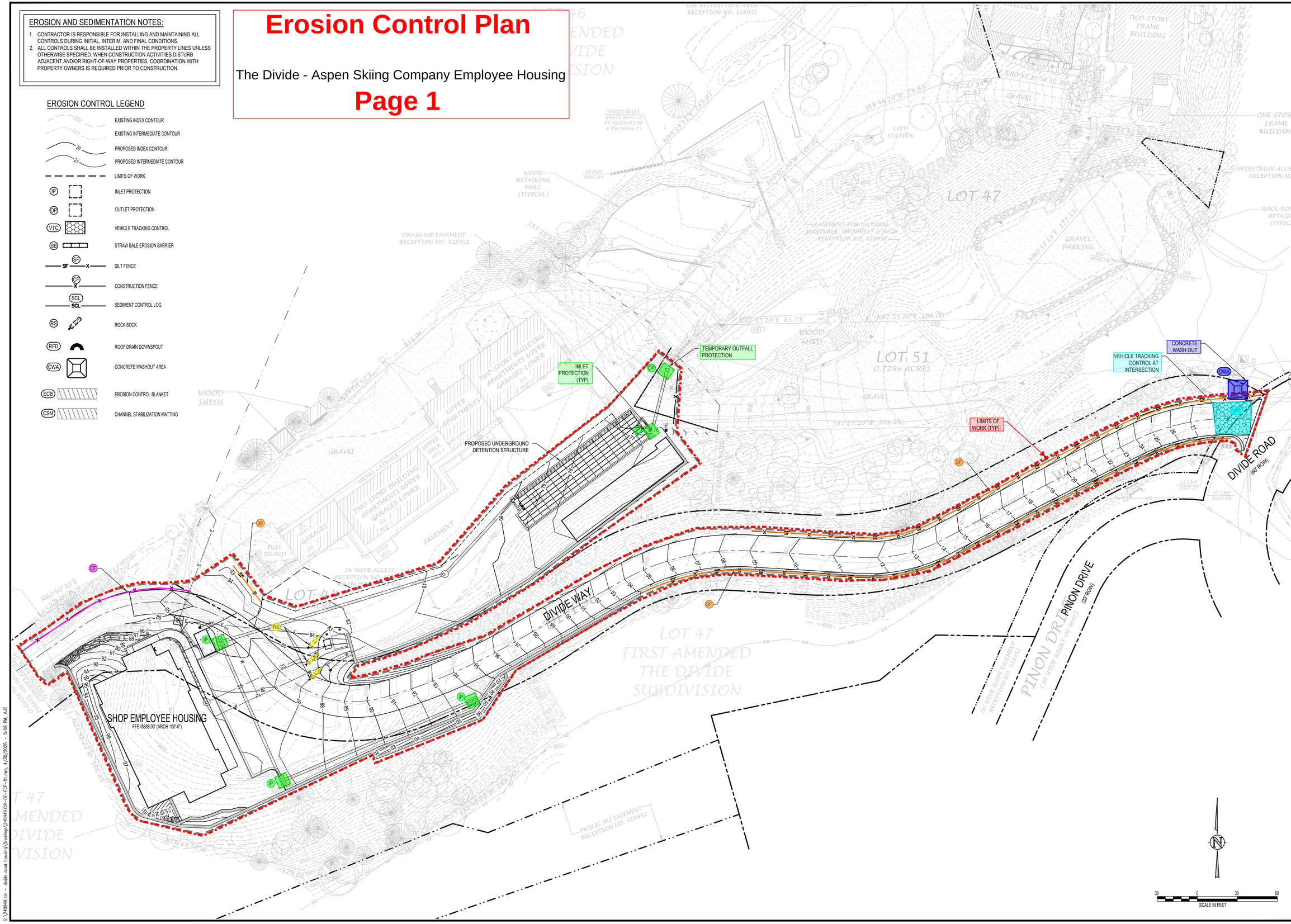
Page 1

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

© JVA, INC.

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

CMP EROSION CONTROL PLAN

SHEET NO.

CMP

G:\240949.civ – divide road housing\Drawings\240949.CIV–DE–ECP–01.dwg, 4/30/2025 – 5:08 PM, AJC

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.

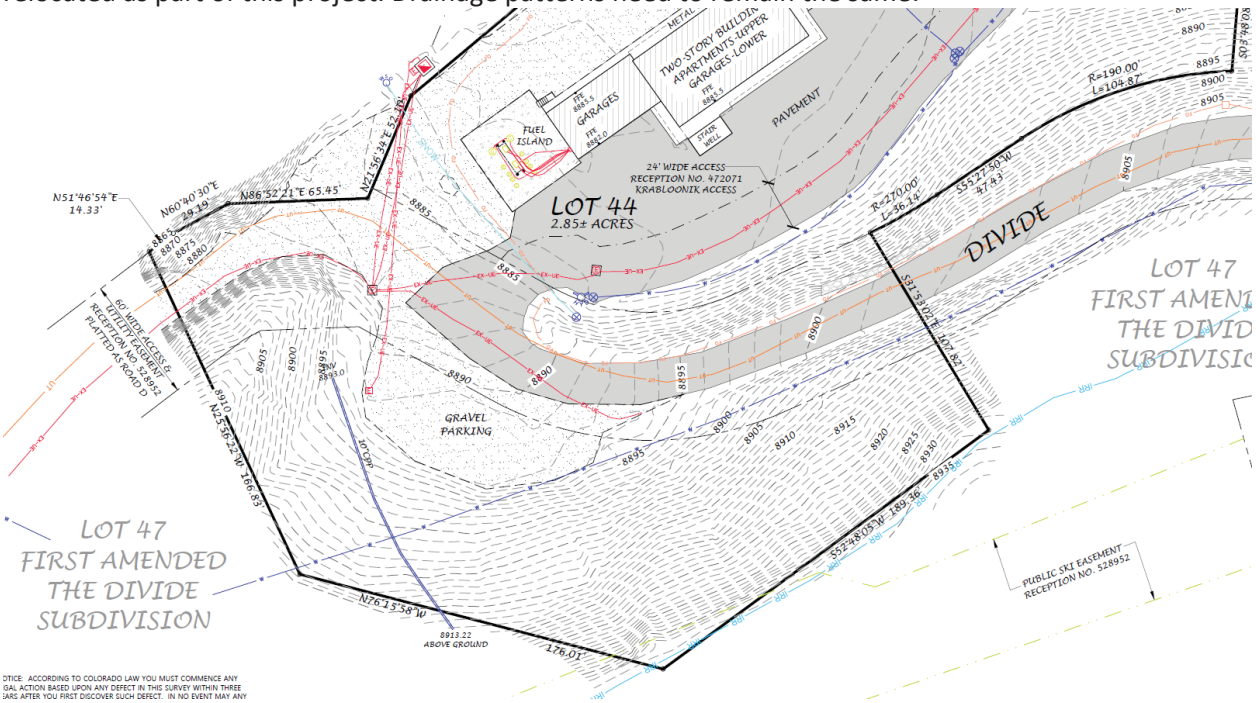
In short, I fully support the proposed project and look forward to working with SkiCo on this and other workforce housing developments.

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.

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.

- <u>FOR PRELIMINARY PLANS</u>:

  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

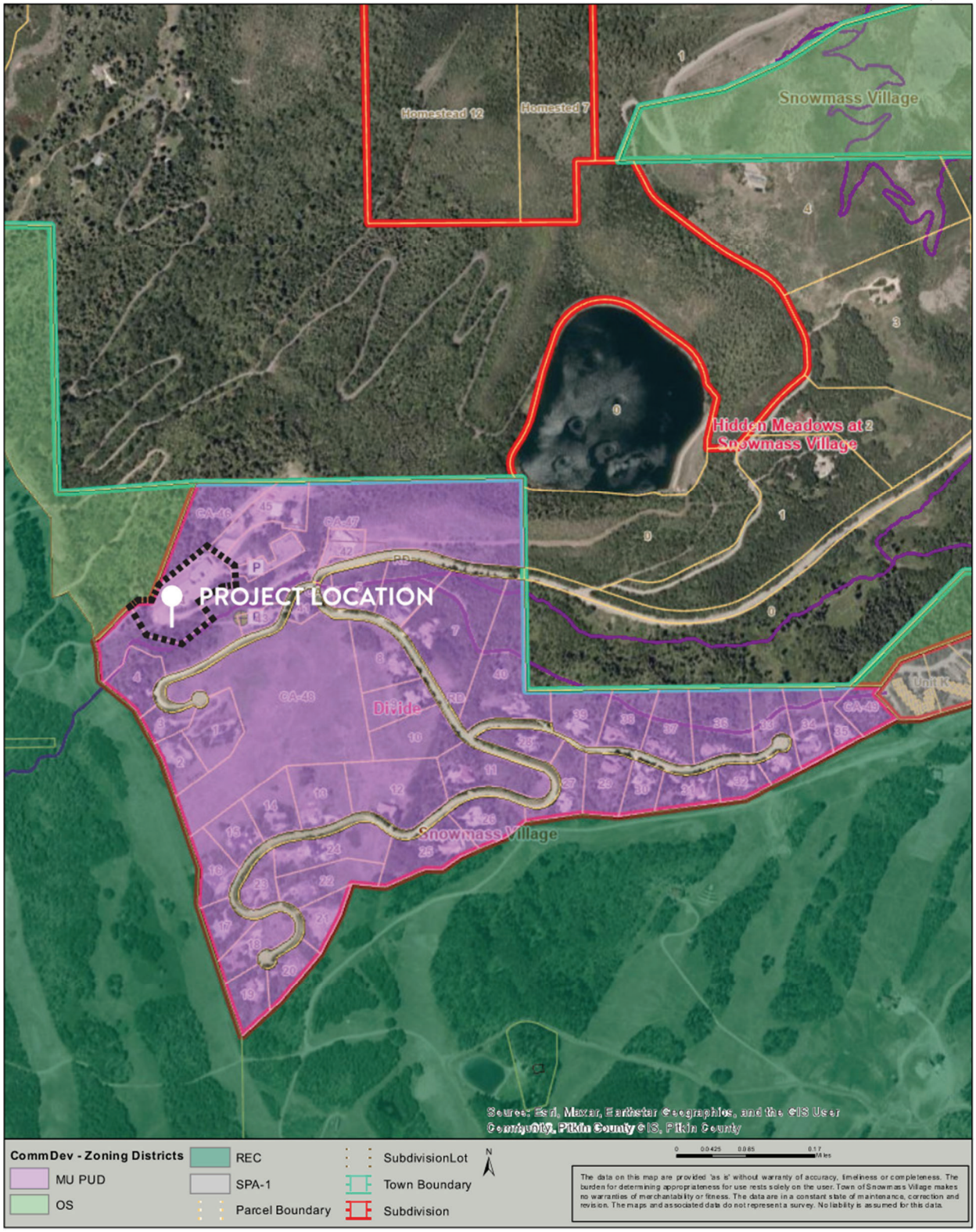


EXHIBIT 9

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.

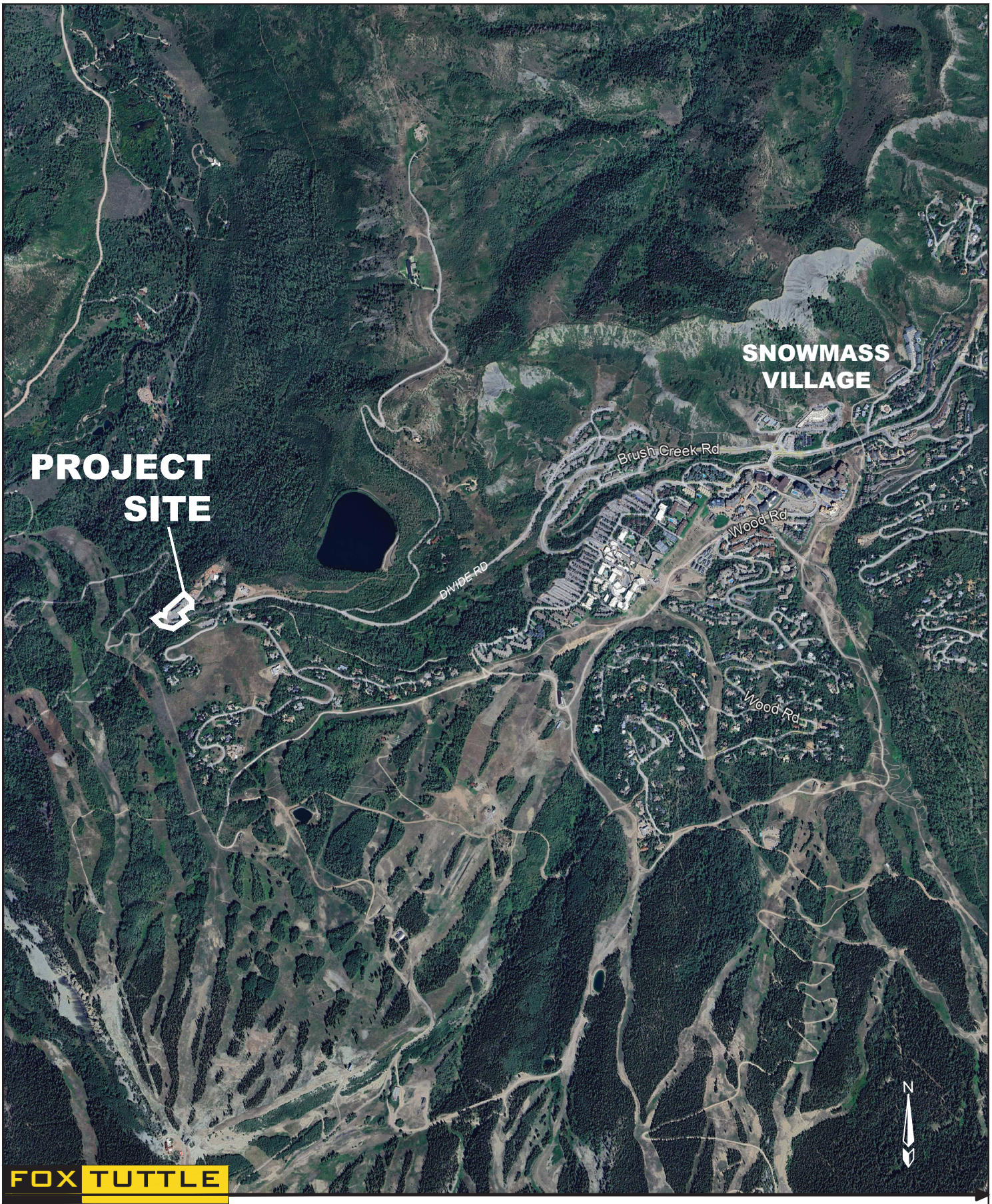
A Transportation Demand Management (TDM) Plan has been prepared separately which details the existing multimodal facilities, seasonal and year-long TDM strategies and programs, and additional parking strategy details to encourage non-single-occupancy vehicle (SOV) and multimodal trips. These TDM strategies 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

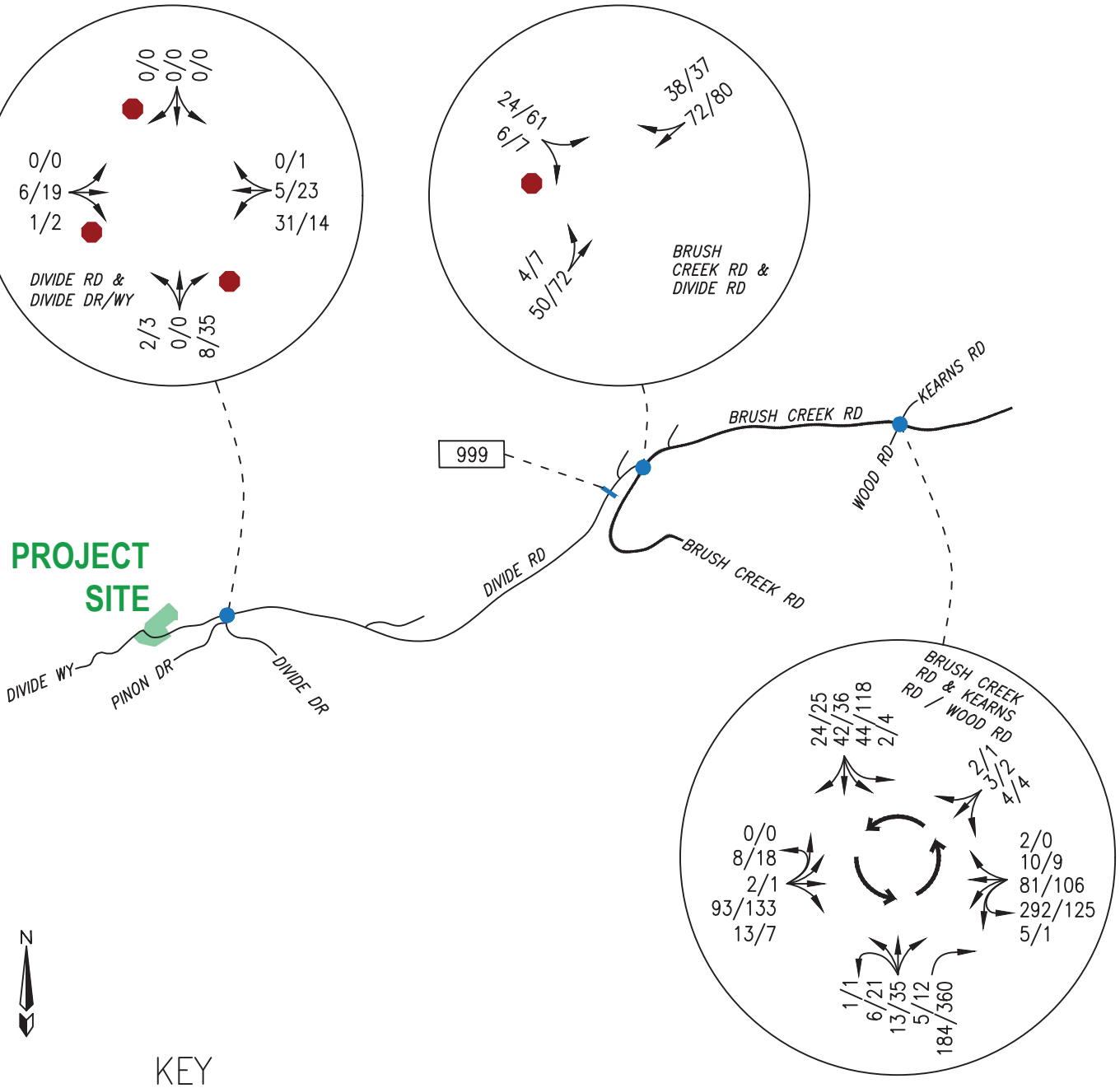
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FOX TUTTLE
TRANSPORTATION GROUP

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



KEY

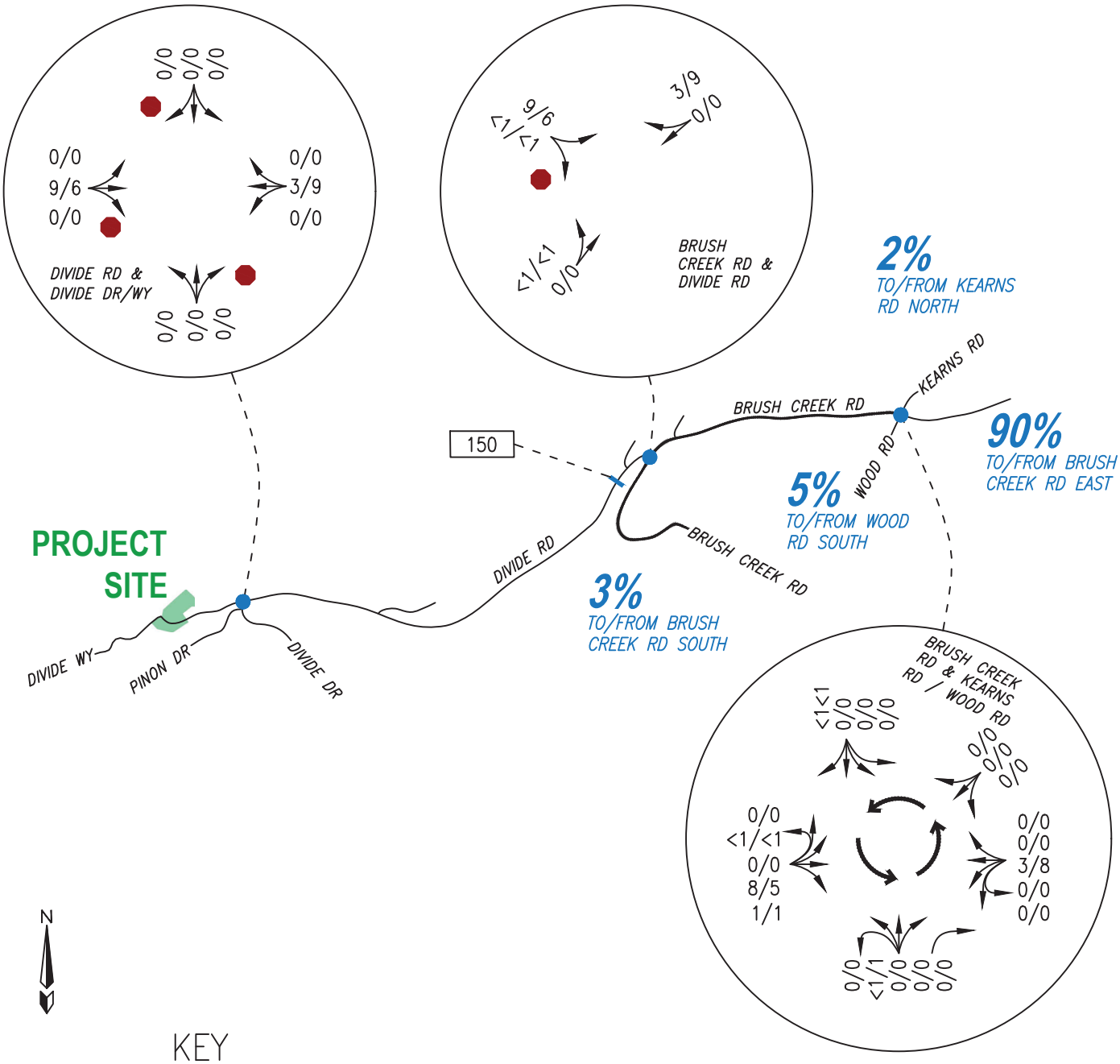
XXX/XXX	AM/PM PEAK HOUR TRAFFIC VOLUME
XXX	DAILY TRAFFIC VOLUME

FOX TUTTLE
TRANSPORTATION GROUP

THE DIVIDE AT SNOWMASS TRAFFIC IMPACT STUDY

EXISTING TRAFFIC VOLUMES

FT #	24053	Original Scale	NTS	Date	8/6/24	Drawn by	SGT	Figure #	3



KEY

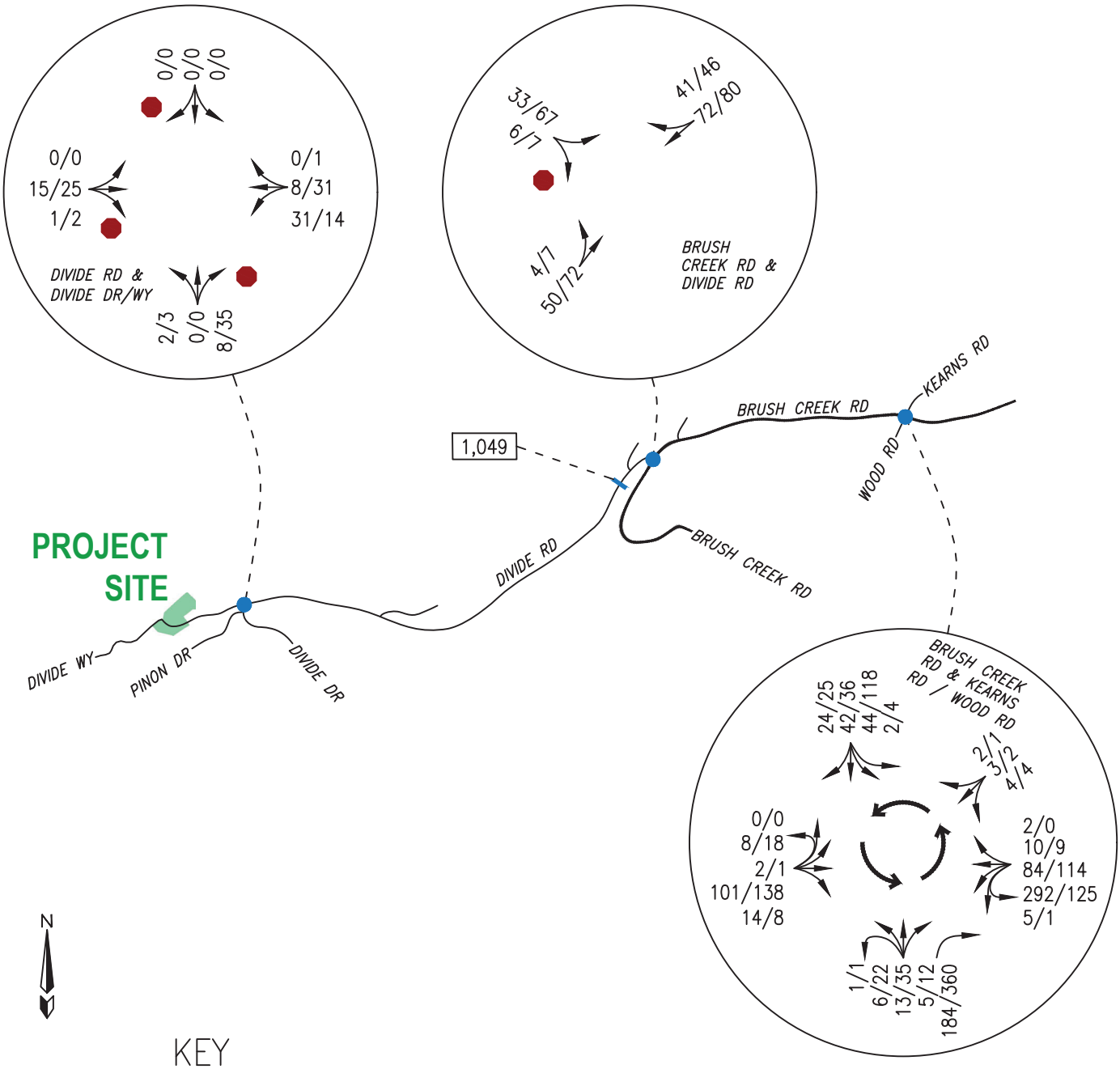
XXX/XXX	AM/PM PEAK HOUR TRAFFIC VOLUME
XXX	DAILY TRAFFIC VOLUME

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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



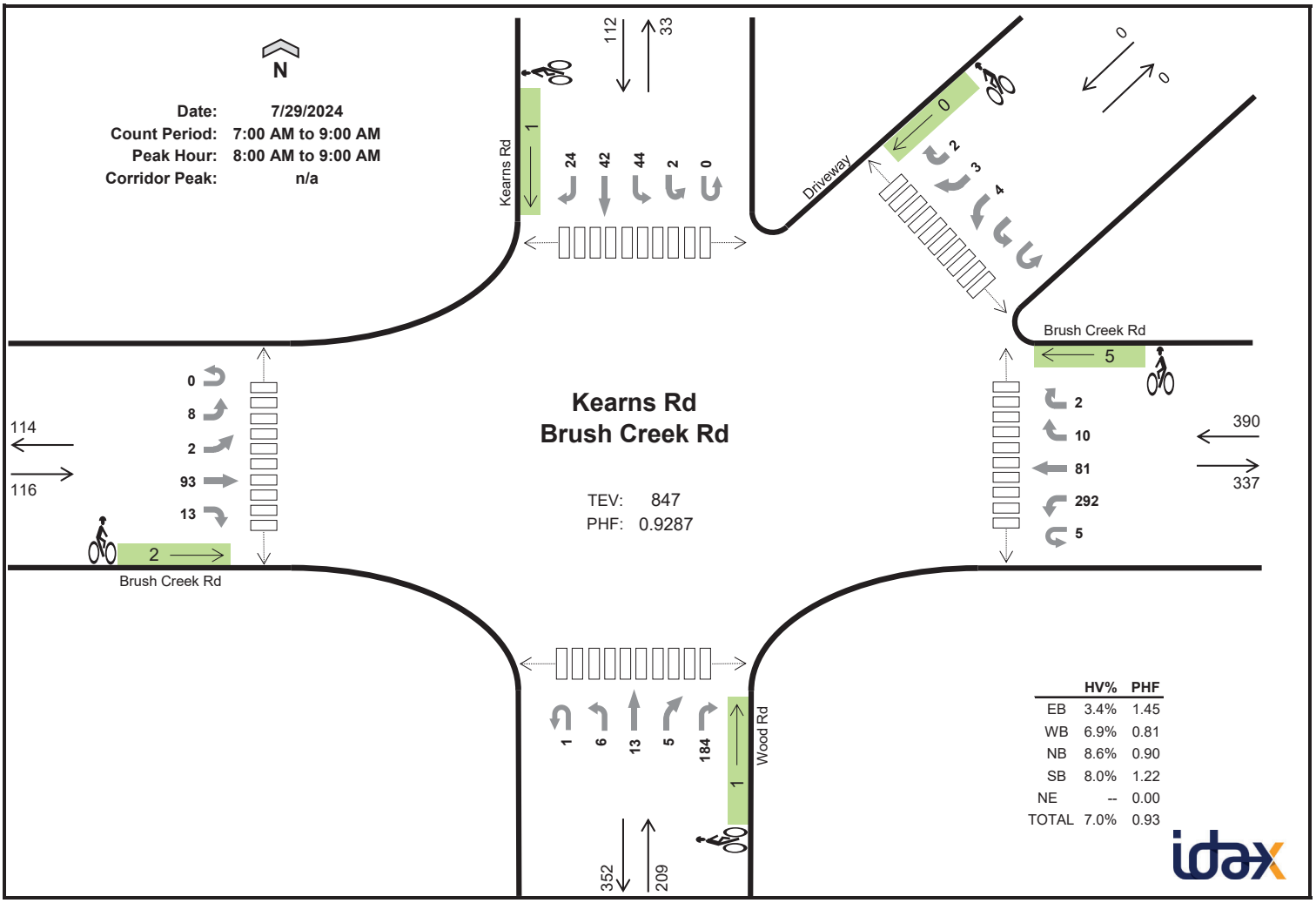
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THE DIVIDE AT SNOWMASS TRAFFIC IMPACT STUDY

EXISTING + SITE-GENERATED TRAFFIC VOLUMES

FT #	24053	Original Scale	NTS	Date	8/6/24	Drawn by	SGT	Figure #	5

www.idaxdata.com



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

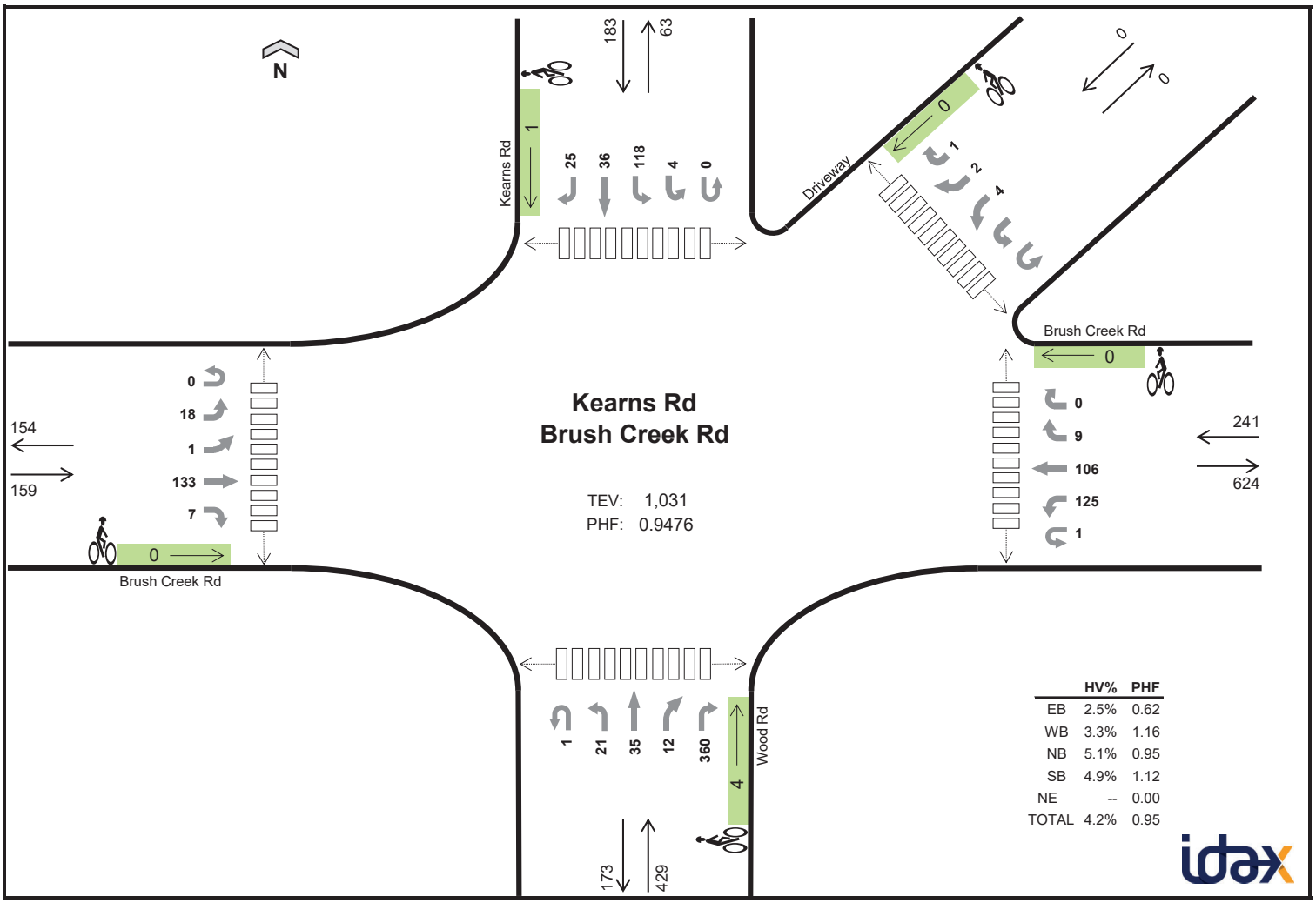
Interval Start	Brush Creek Rd Eastbound					Brush Creek Rd Westbound					Wood Rd Northbound					Kearns Rd Southbound					Driveway Southwestbound					15-min Total	Rolling Hour Total
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	4	2	0	0	0	0	1	0	4	0	0	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**	

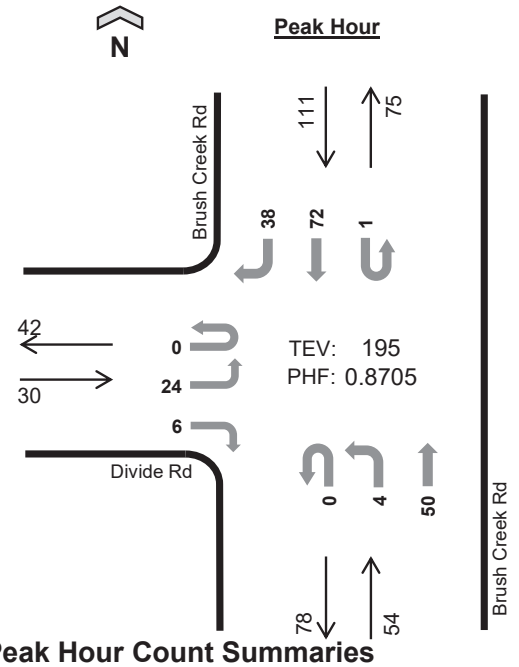
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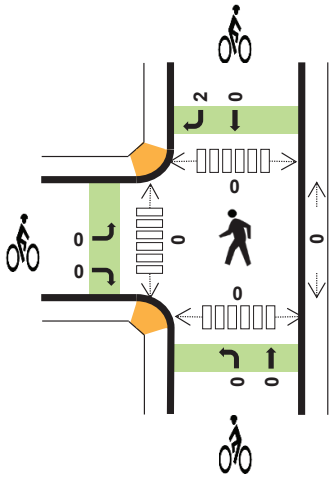
Brush Creek Rd
Divide Rd

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

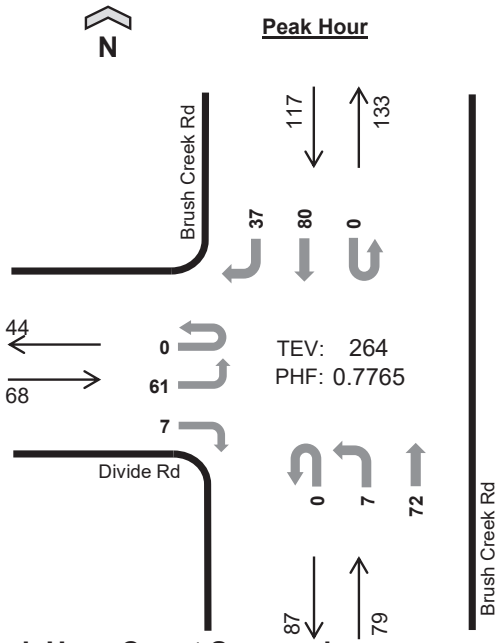
Interval Start	Divide Rd				n/a				Brush Creek Rd				Brush Creek Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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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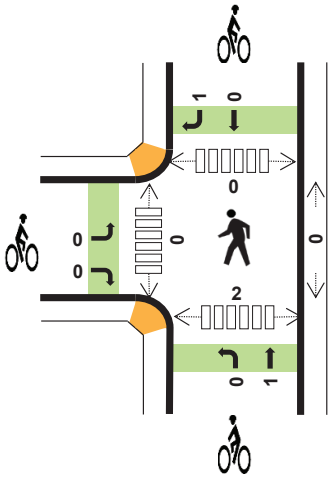
Brush Creek Rd
Divide Rd

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 EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) 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

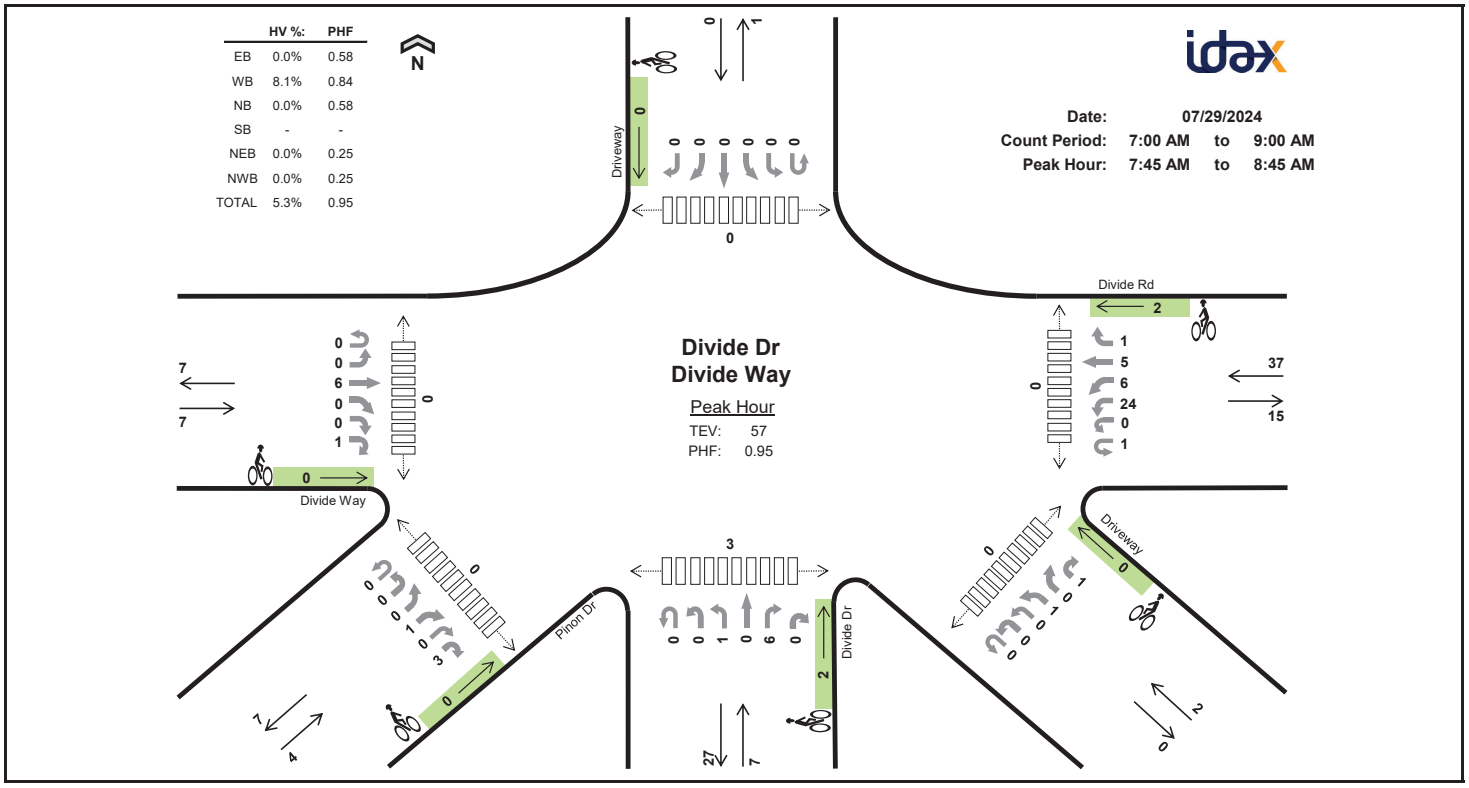
Interval Start	Divide Rd				n/a				Brush Creek Rd				Brush Creek Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	4	0
4:30 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**

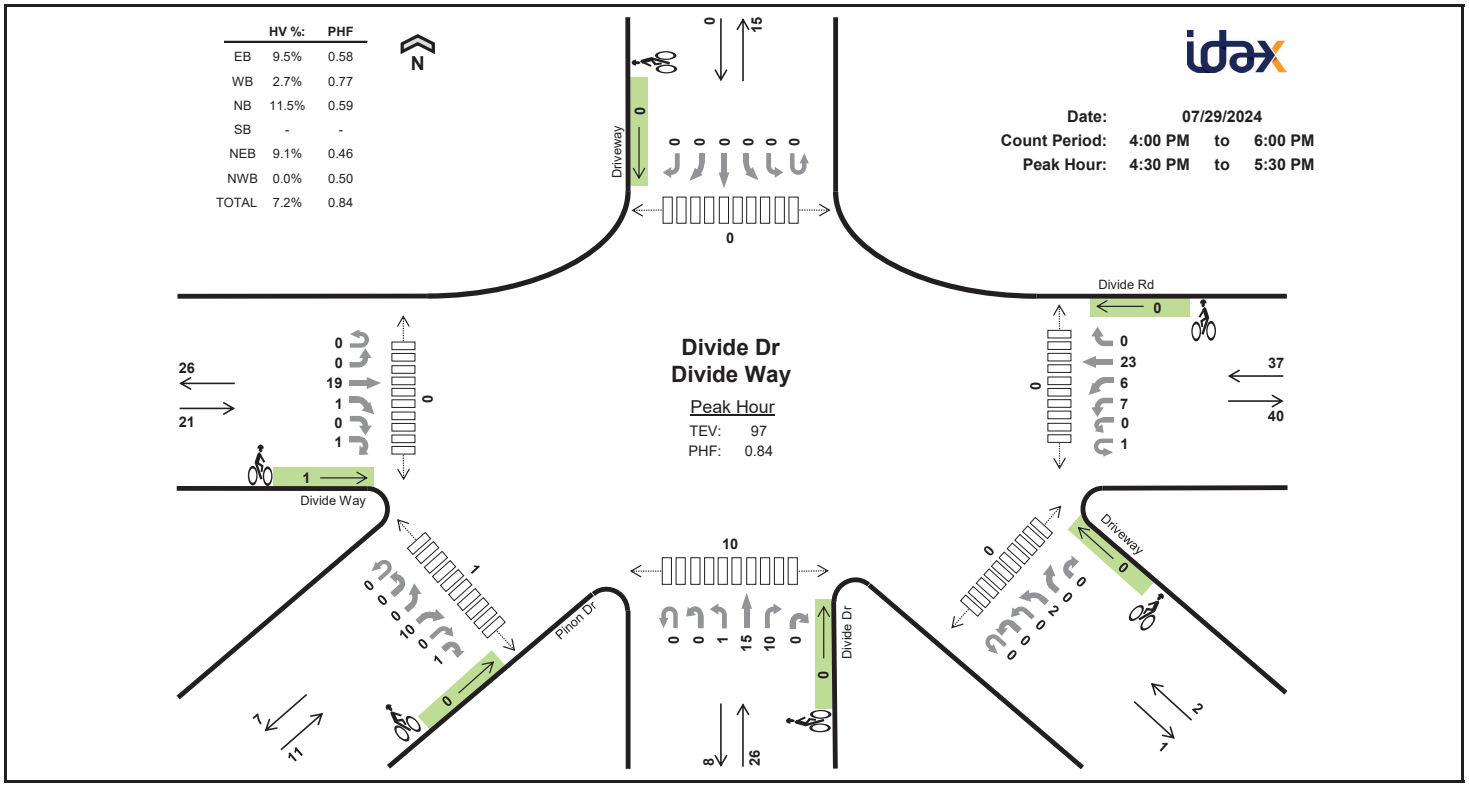
Two-Hour Count Summaries - Bikes

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**	**0**	**0**	**0**	**0**	**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
720-646-1008

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idax DATA SOLUTIONS

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	
0:15	0	0	0	0	1
0:30	0	0	0	0	
0:45	0	1	0	0	
1:00	1	0	0	0	
1:15	0	0	0	0	1
1:30	0	0	0	0	
1:45	0	0	0	0	
2:00	0	0	0	0	
2:15	0	0	0	0	0
2:30	0	0	0	0	
2:45	0	0	0	0	
3:00	0	0	0	0	
3:15	0	0	0	0	0
3:30	0	0	0	0	
3:45	0	0	0	0	
4:00	0	0	0	0	
4:15	0	0	0	0	0
4:30	0	0	0	0	
4:45	0	0	0	0	
5:00	0	0	0	0	
5:15	0	1	0	0	5
5:30	0	1	0	0	
5:45	2	1	0	0	
6:00	1	2	0	0	
6:15	1	10	0	0	28
6:30	2	1	0	0	
6:45	9	2	0	0	
7:00	3	2	0	0	
7:15	7	4	0	0	50
7:30	6	9	0	0	
7:45	6	12	0	1	
8:00	3	10	0	1	
8:15	9	8	0	1	58
8:30	2	10	0	2	
8:45	3	8	0	1	
9:00	11	16	2	2	
9:15	10	6	2	0	90
9:30	13	8	1	0	
9:45	11	7	0	1	
10:00	9	12	1	2	
10:15	6	11	0	0	85
10:30	17	7	2	1	
10:45	6	10	1	0	
11:00	13	19	0	0	
11:15	13	9	2	2	86
11:30	5	6	0	1	
11:45	7	9	0	0	
12:00	15	12	2	0	
12:15	13	8	0	1	106
12:30	14	15	0	0	
12:45	15	9	1	1	
13:00	14	9	1	3	
13:15	3	11	1	1	92
13:30	11	10	1	2	
13:45	11	11	3	0	
14:00	11	6	0	1	
14:15	10	8	2	2	72
14:30	10	3	1	0	
14:45	7	11	0	0	
15:00	11	9	0	0	
15:15	4	3	1	0	59
15:30	9	6	1	1	
15:45	7	6	1	0	
16:00	11	9	0	1	
16:15	3	2	0	0	80
16:30	17	10	0	1	
16:45	14	12	0	0	
17:00	18	10	2	0	
17:15	7	5	1	0	65
17:30	8	4	0	0	
17:45	4	6	0	0	
18:00	12	10	0	0	
18:15	6	2	0	0	50
18:30	5	6	0	0	
18:45	2	7	0	0	
19:00	5	2	0	0	
19:15	4	4	0	0	24
19:30	3	4	0	0	
19:45	2	0	0	0	
20:00	10	2	0	0	
20:15	3	6	0	0	26
20:30	2	3	0	0	
20:45	0	0	0	0	
21:00	3	1	0	0	
21:15	3	1	0	0	16
21:30	1	2	0	0	
21:45	3	2	0	0	
22:00	0	2	0	0	
22:15	1	1	0	0	5
22:30	0	1	0	0	
22:45	0	0	0	0	
23:00	0	0	0	0	
23:15	0	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	
0:15	0	0	0
0:30	0	0	
0:45	0	0	
1:00	0	0	
1:15	0	0	0
1:30	0	0	
1:45	0	0	
2:00	0	0	
2:15	0	0	0
2:30	0	0	
2:45	0	0	
3:00	0	0	
3:15	0	0	0
3:30	0	0	
3:45	0	0	
4:00	0	0	
4:15	0	0	0
4:30	0	0	
4:45	0	0	
5:00	0	0	
5:15	0	1	1
5:30	0	0	
5:45	0	0	
6:00	0	0	
6:15	0	0	1
6:30	0	0	
6:45	1	0	
7:00	0	0	
7:15	0	0	0
7:30	0	0	
7:45	0	0	
8:00	0	2	
8:15	2	0	4
8:30	0	0	
8:45	0	0	
9:00	0	0	
9:15	0	0	1
9:30	0	1	
9:45	0	0	
10:00	0	0	
10:15	1	0	3
10:30	0	1	
10:45	1	0	
11:00	1	1	
11:15	1	1	5
11:30	1	0	
11:45	0	0	
12:00	0	0	
12:15	1	0	4
12:30	0	0	
12:45	1	2	
13:00	4	1	
13:15	1	1	8
13:30	0	0	
13:45	0	1	
14:00	0	0	
14:15	1	1	5
14:30	1	2	
14:45	0	0	
15:00	0	0	
15:15	1	2	3
15:30	0	0	
15:45	0	0	
16:00	0	0	
16:15	0	0	1
16:30	0	1	
16:45	0	0	
17:00	1	0	
17:15	0	0	1
17:30	0	0	
17:45	0	0	
18:00	0	1	
18:15	0	0	1
18:30	0	0	
18:45	0	0	
19:00	1	0	
19:15	0	0	2
19:30	1	0	
19:45	0	0	
20:00	0	0	
20:15	0	0	0
20:30	0	0	
20:45	0	0	
21:00	0	0	
21:15	0	0	0
21:30	0	0	
21:45	0	0	
22:00	0	0	
22:15	0	0	0
22:30	0	0	
22:45	0	0	
23:00	0	0	
23:15	0	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

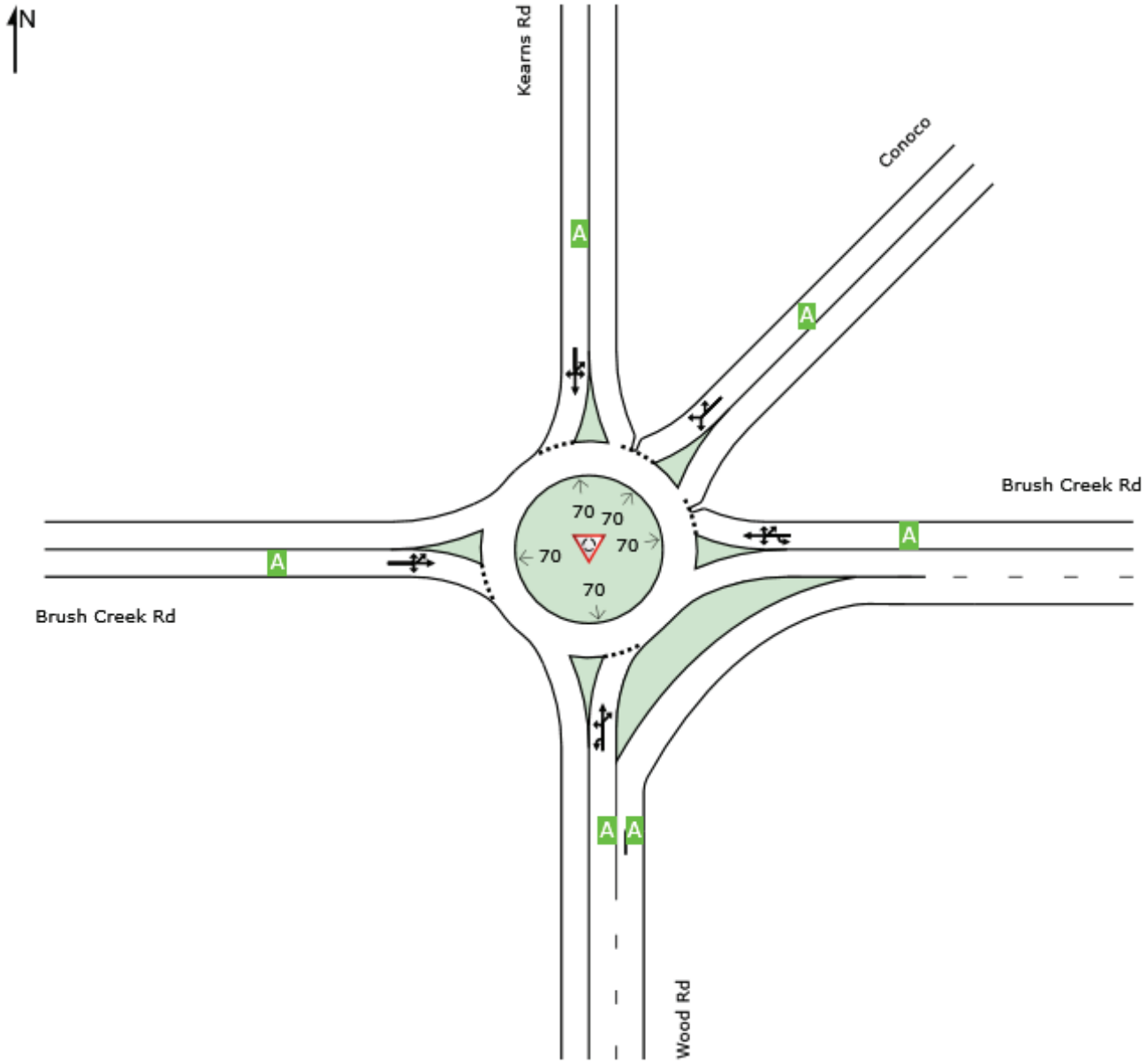
LANE LEVEL OF SERVICE

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)

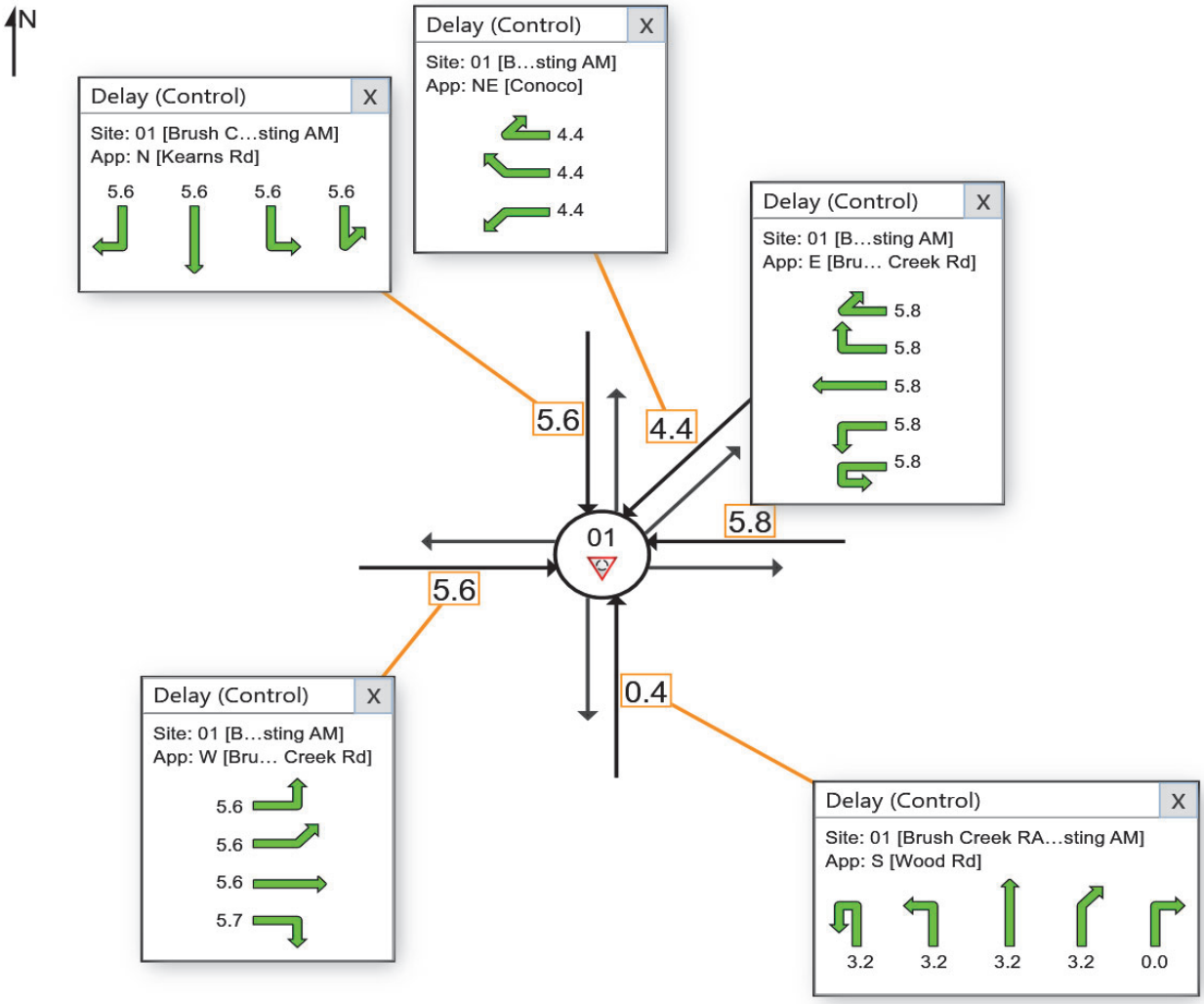
Average control delay per vehicle, or average pedestrian delay (seconds)

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.

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QUEUE DISTANCE (PERCENTILE)

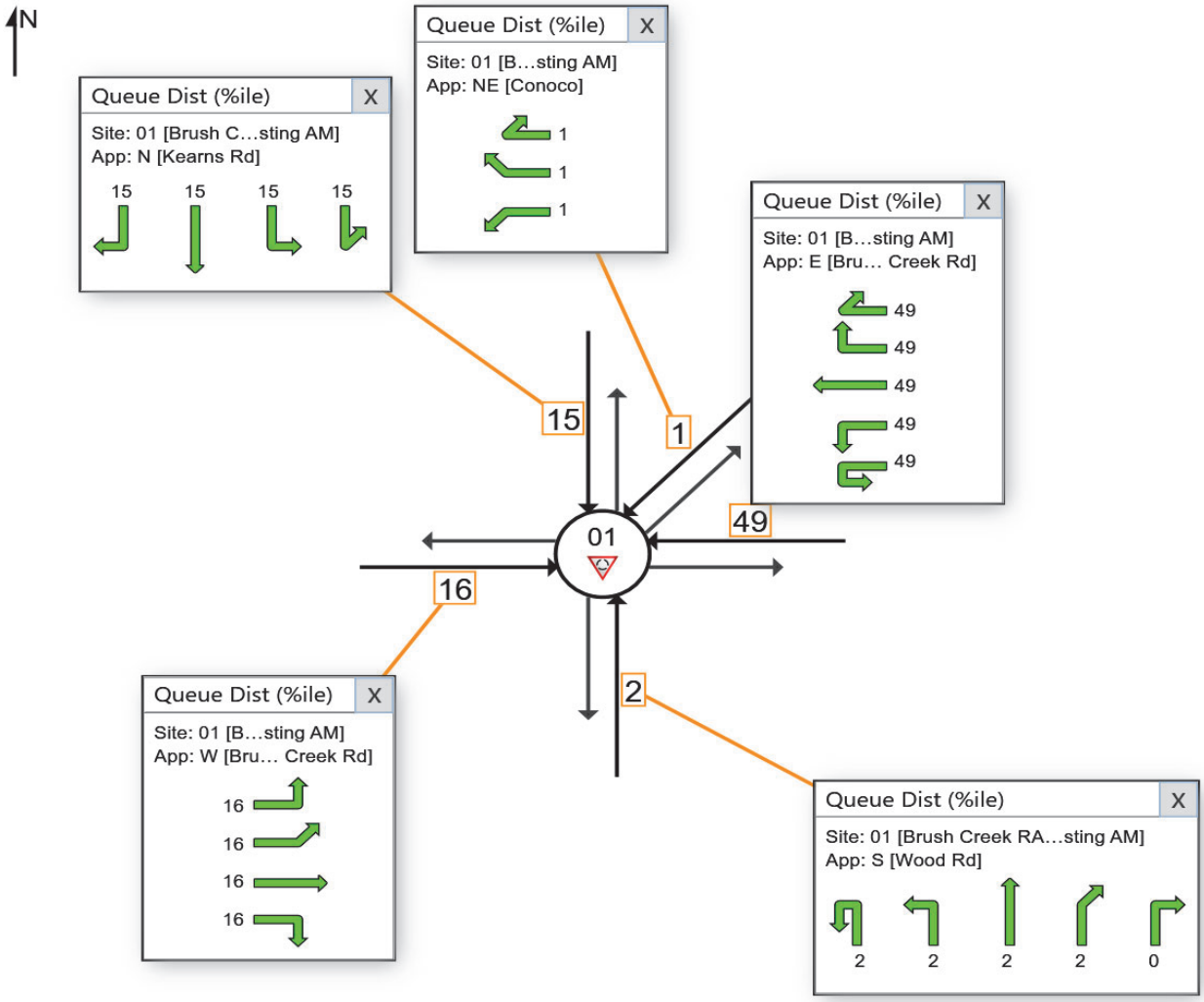
Largest 95% Back of Queue Distance for any lane used by the vehicle movement (feet)

Site: 01 [Brush Creek RAB - Existing AM (Site Folder: General)]

Site Category: (None)
Roundabout

Use the button below to open or close all popups boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

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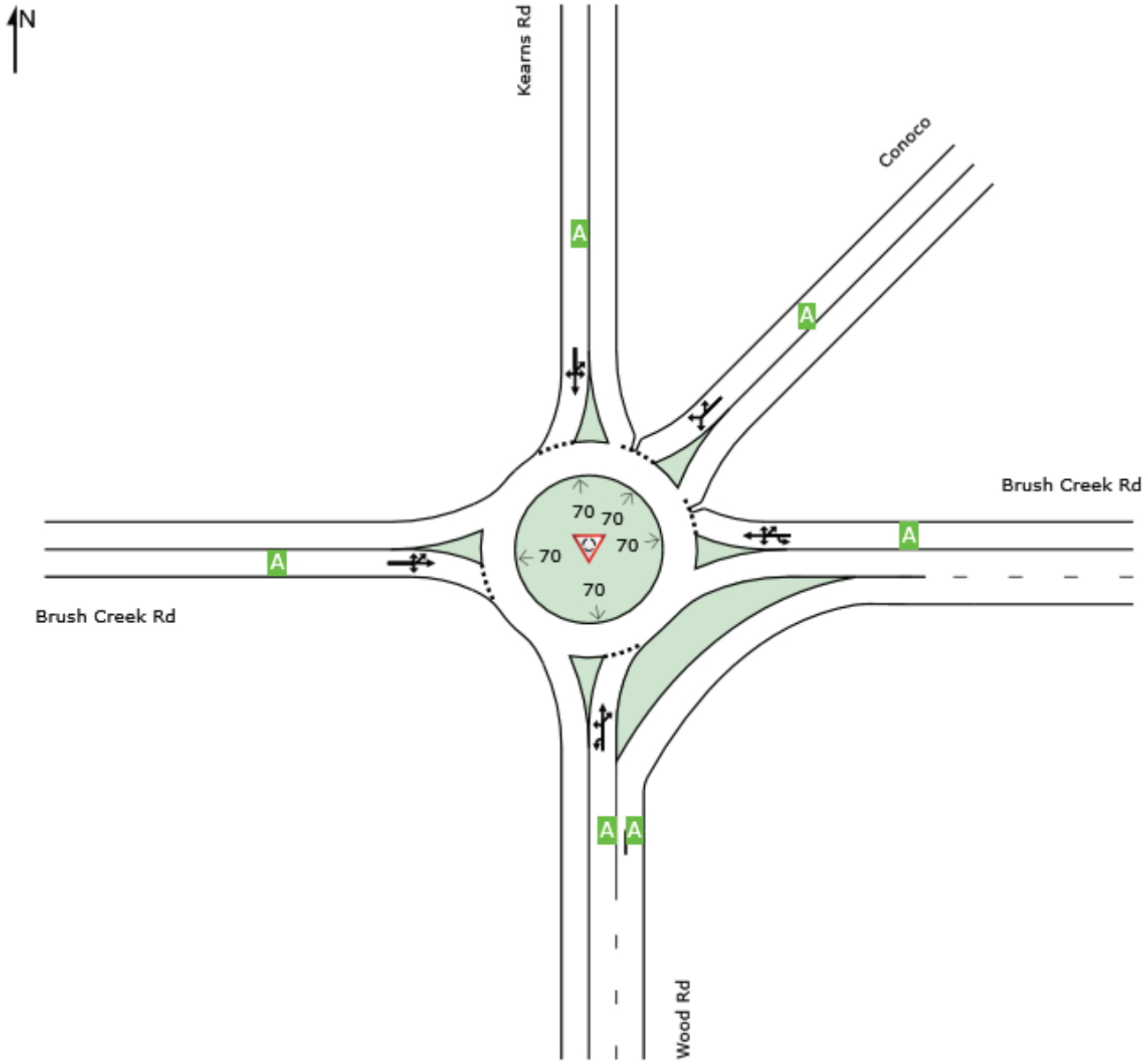
LANE LEVEL OF SERVICE

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).
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Delay Model: HCM Delay Formula (Geometric Delay is not included).

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DELAY (CONTROL)

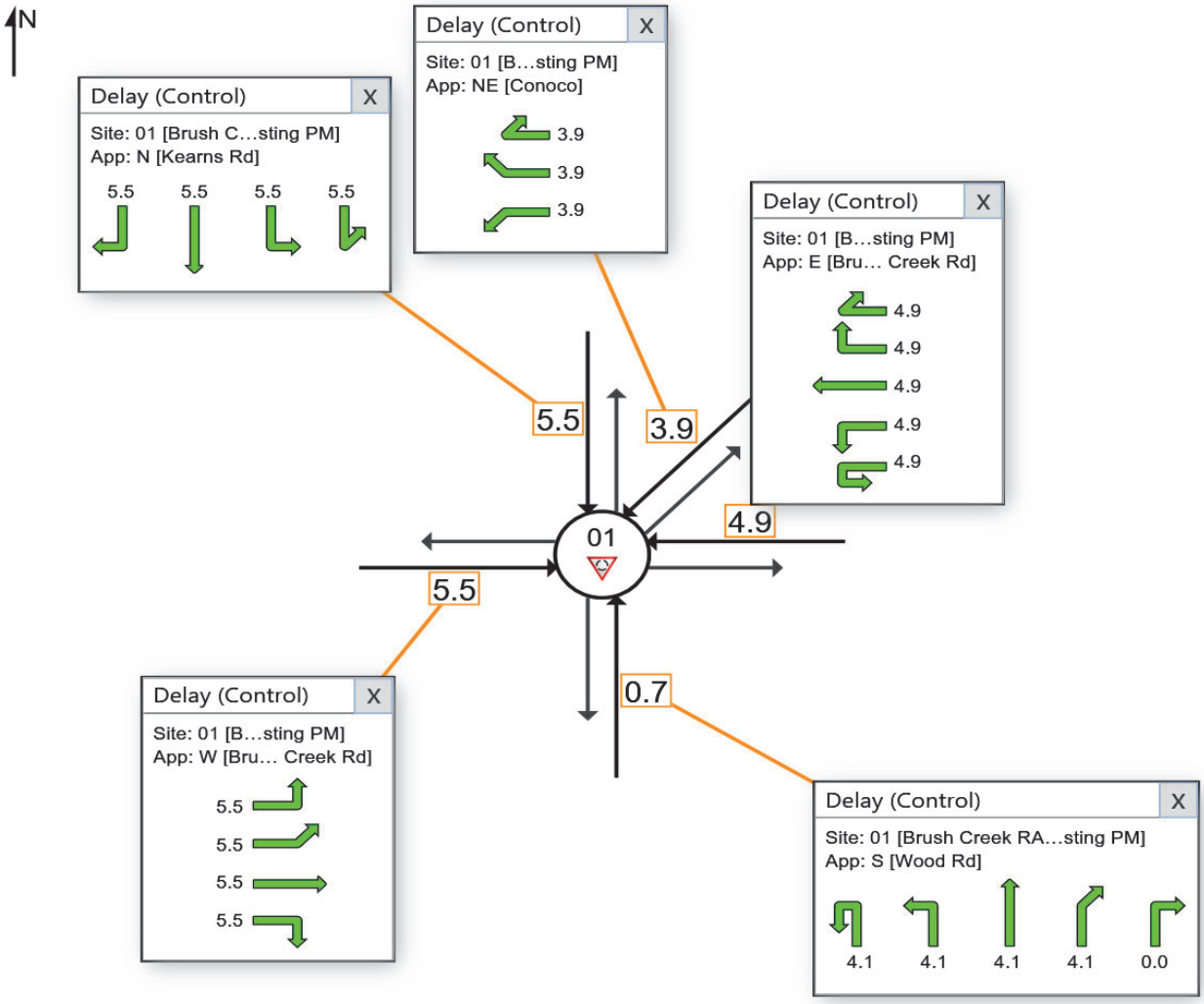
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 01 [Brush Creek RAB - Existing PM (Site Folder: General)]

Site Category: (None)
Roundabout

Use the button below to open or close all popups boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



QUEUE DISTANCE (PERCENTILE)

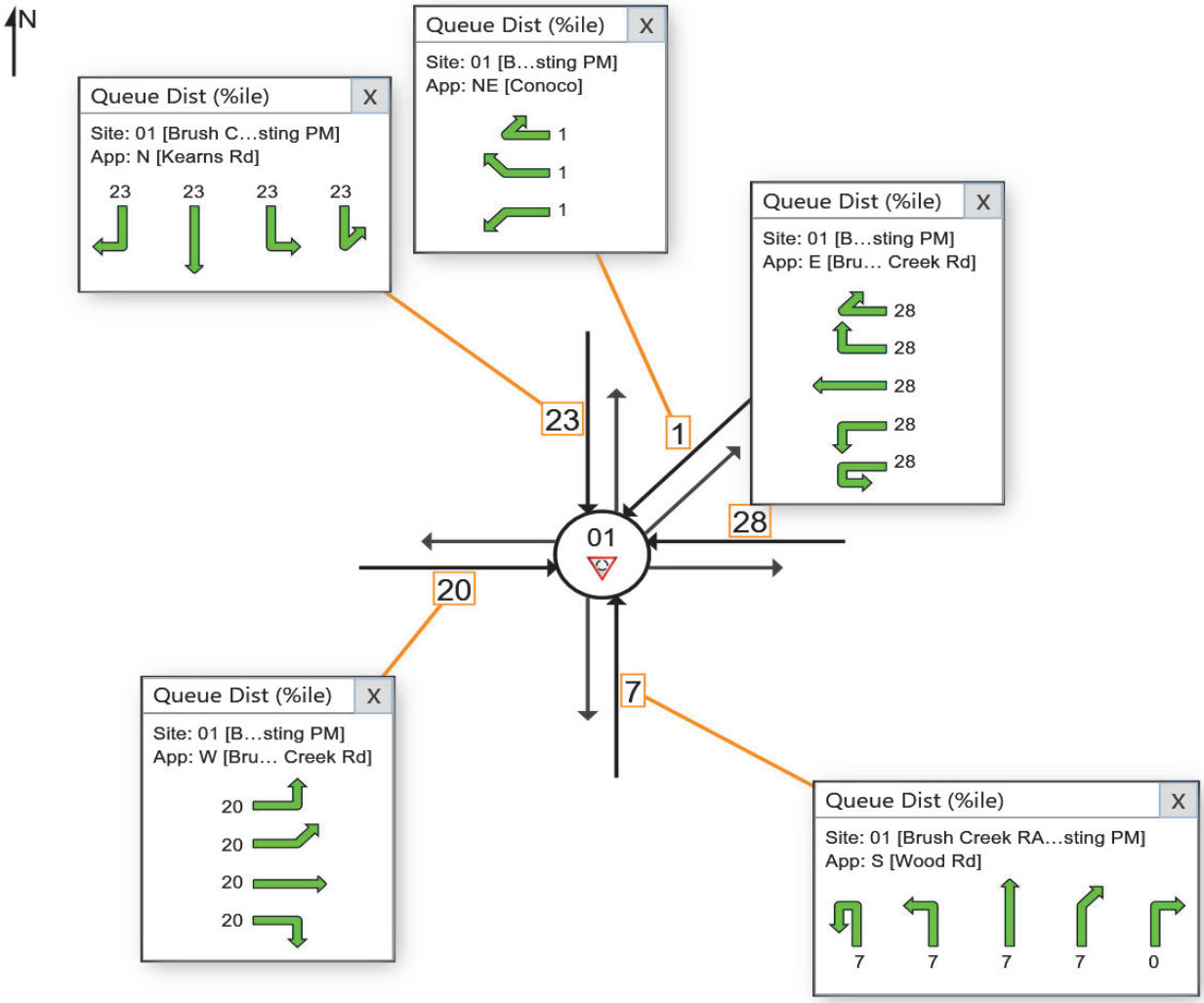
Largest 95% Back of Queue Distance for any lane used by the vehicle movement (feet)

Site: 01 [Brush Creek RAB - Existing PM (Site Folder: General)]

Site Category: (None)
Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



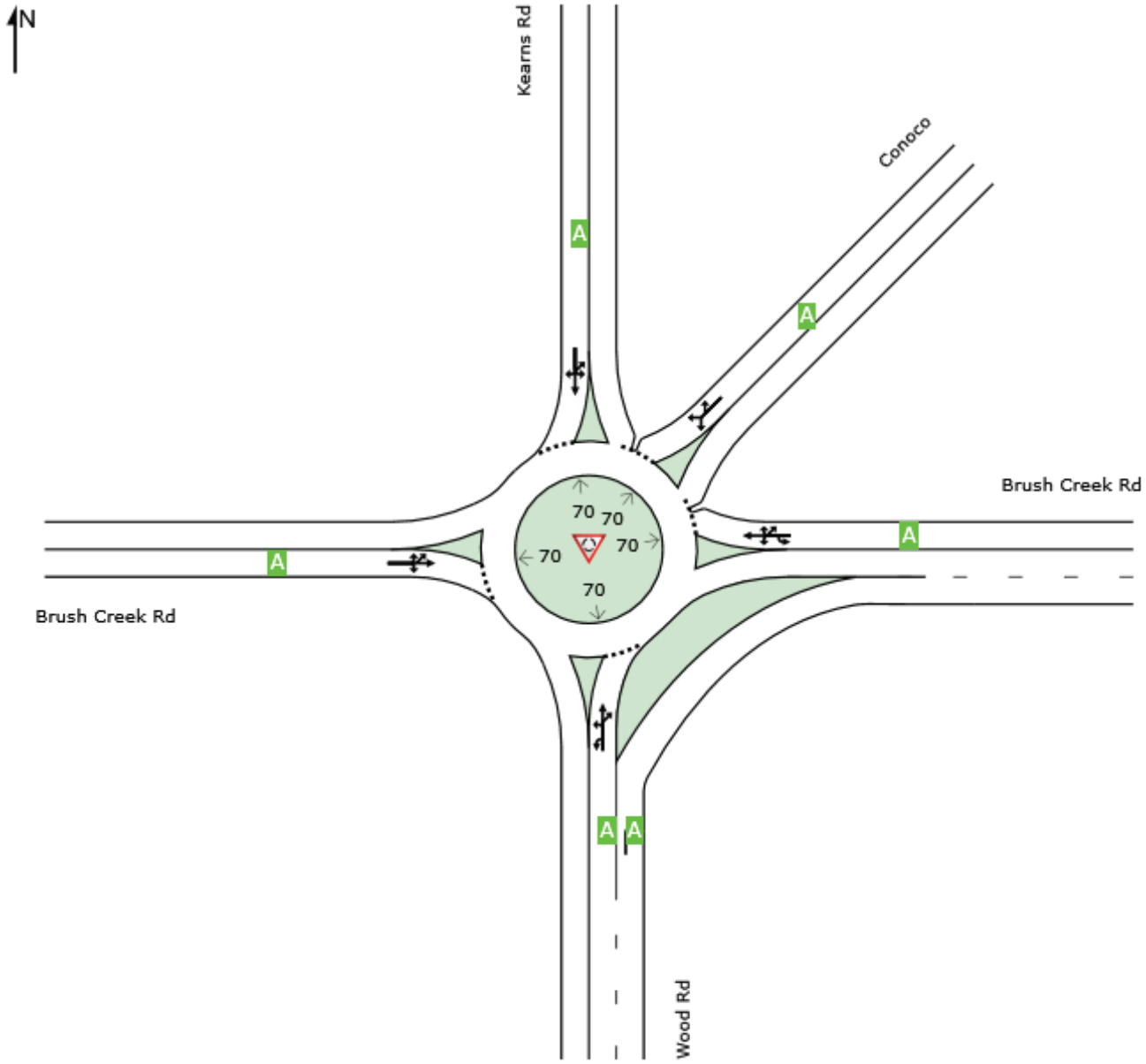
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 01 [Brush Creek RAB - Existing+Project 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.
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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)

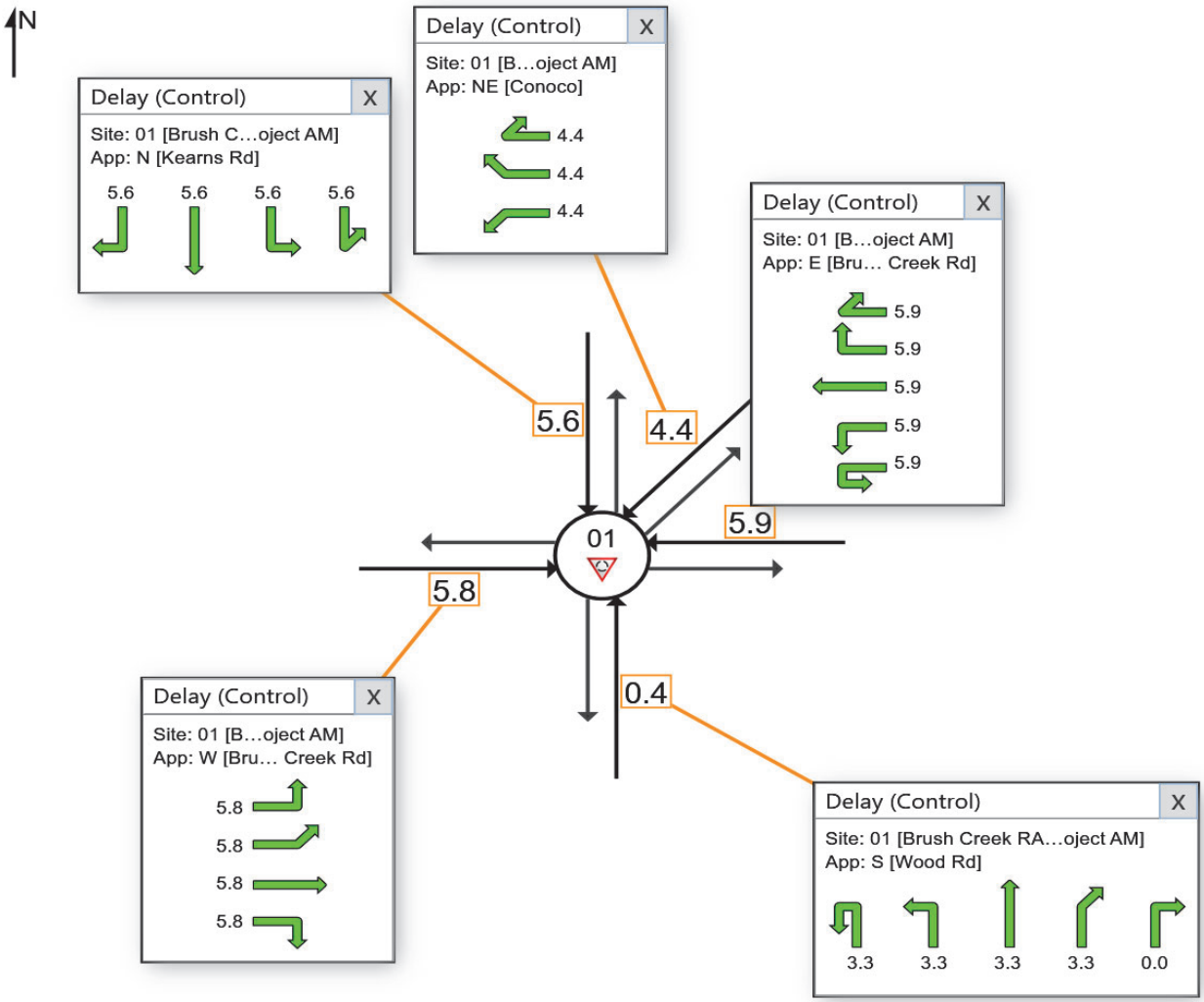
Average control delay per vehicle, or average pedestrian delay (seconds)

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.

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QUEUE DISTANCE (PERCENTILE)

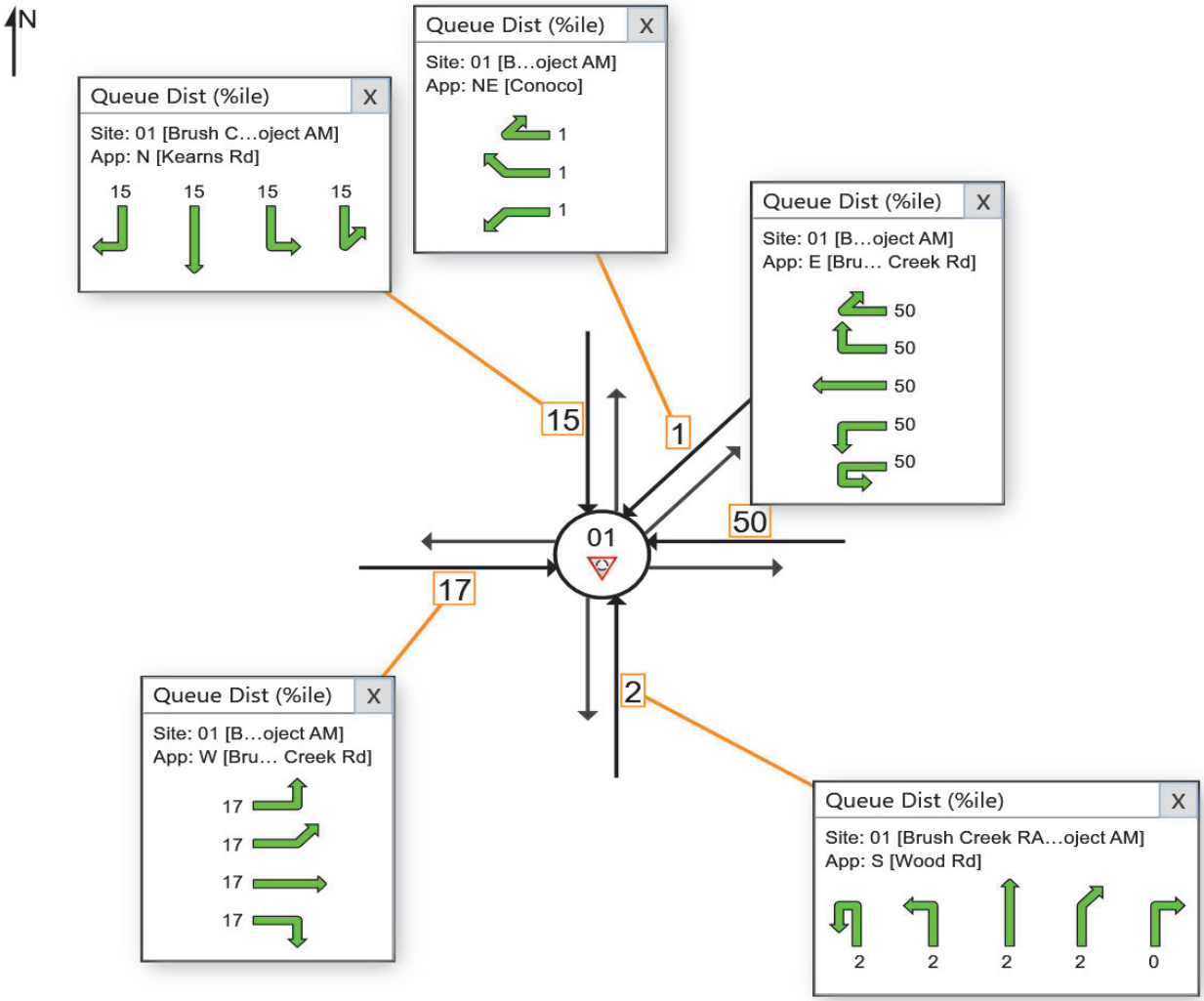
Largest 95% Back of Queue Distance for any lane used by the vehicle movement (feet)

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.
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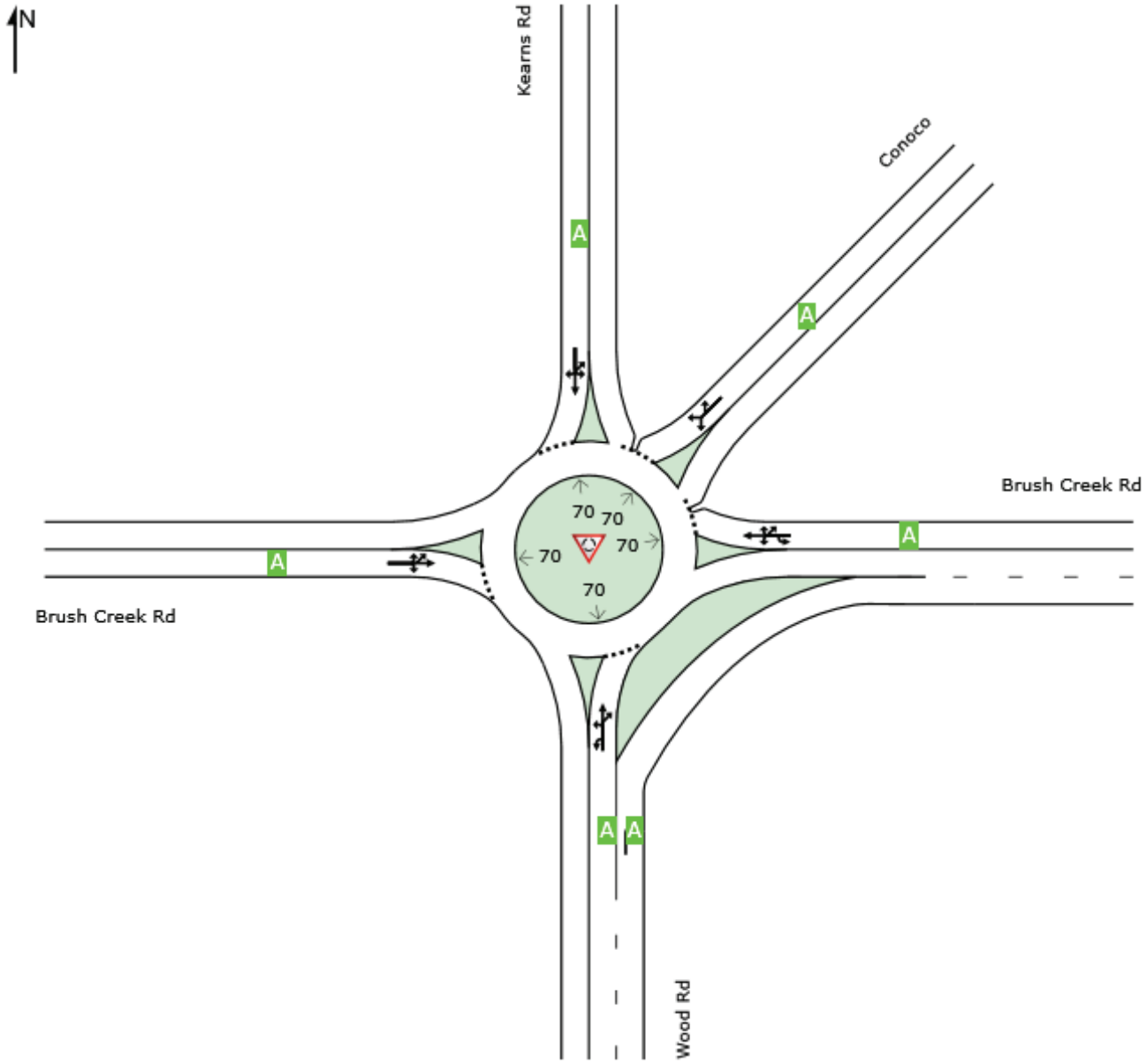
LANE LEVEL OF SERVICE

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.
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Delay Model: HCM Delay Formula (Geometric Delay is not included).

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DELAY (CONTROL)

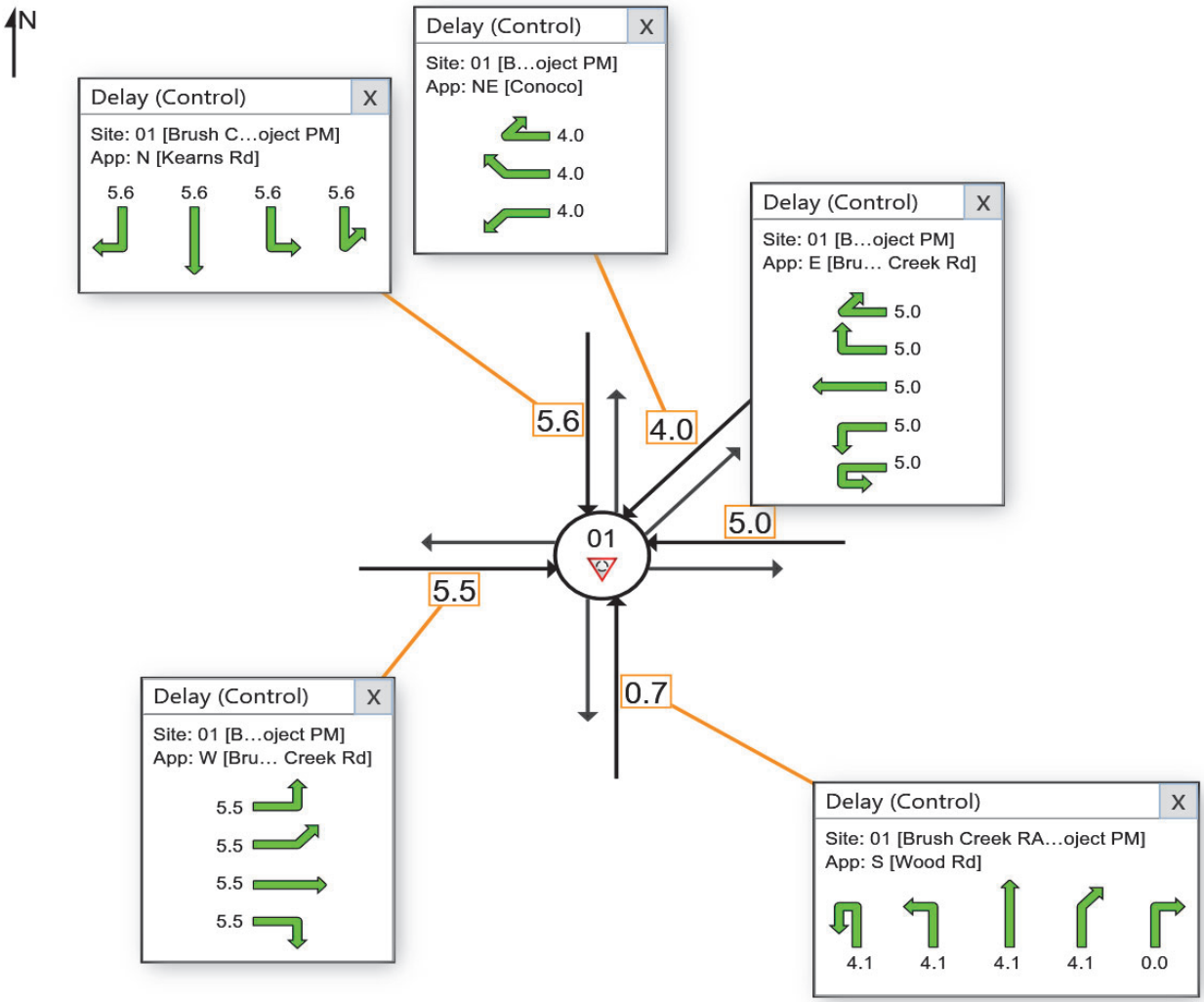
Average control delay per vehicle, or average pedestrian delay (seconds)

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.
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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.
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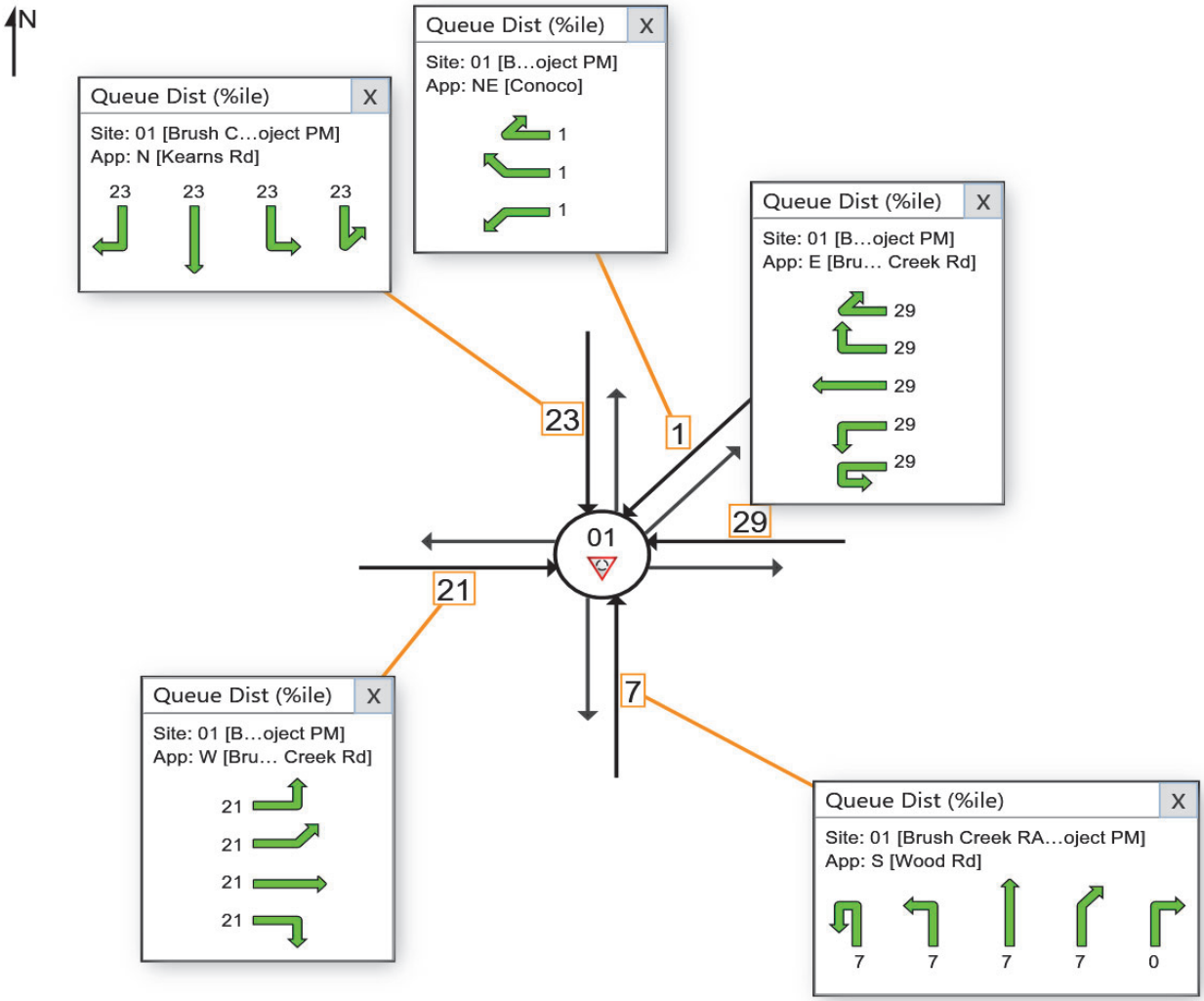


EXHIBIT 11

TRANSPORTATION IMPACT ANALYSIS ADDENDUM

FOX TUTTLE

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

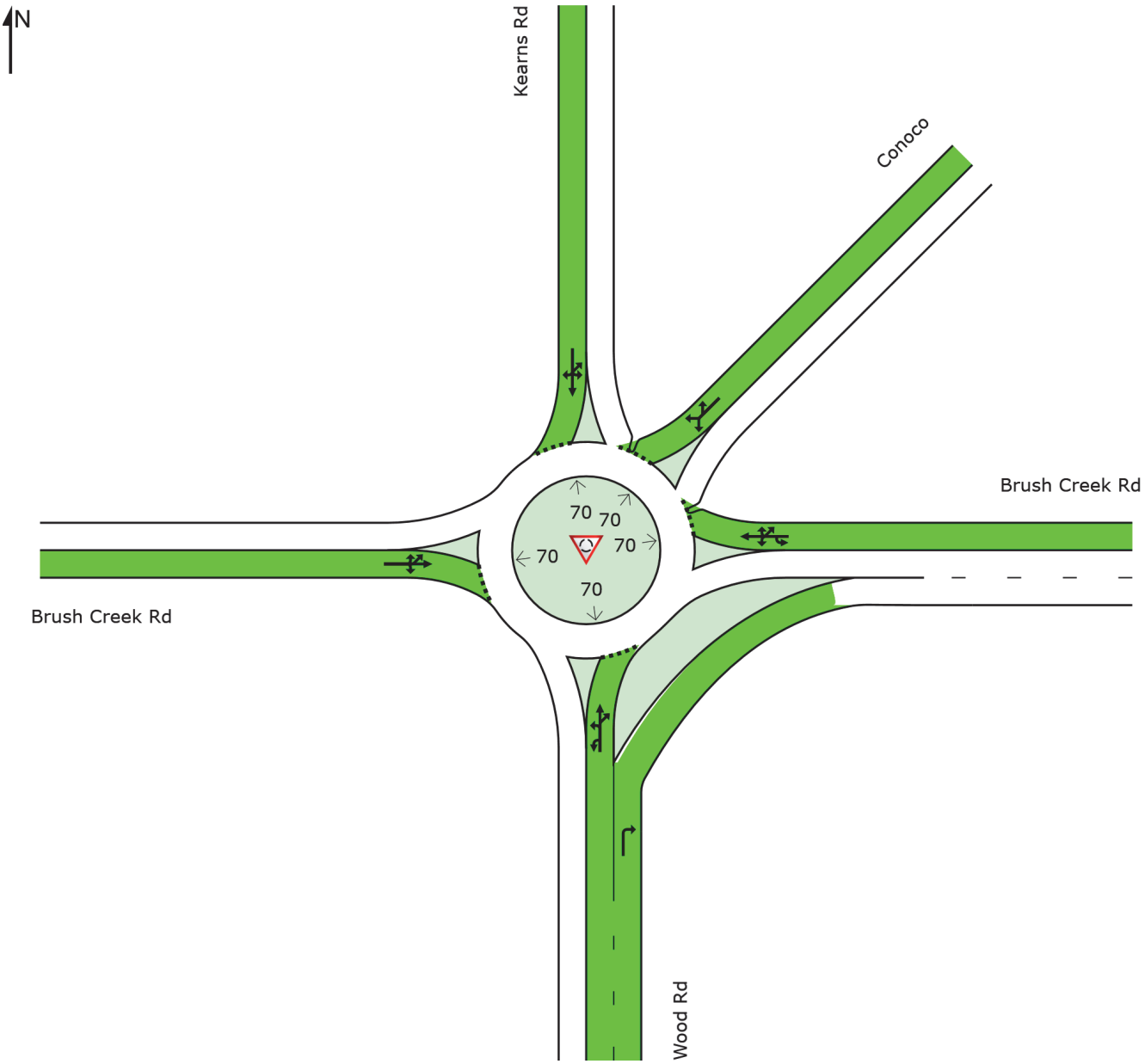
LEVEL OF SERVICE

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)

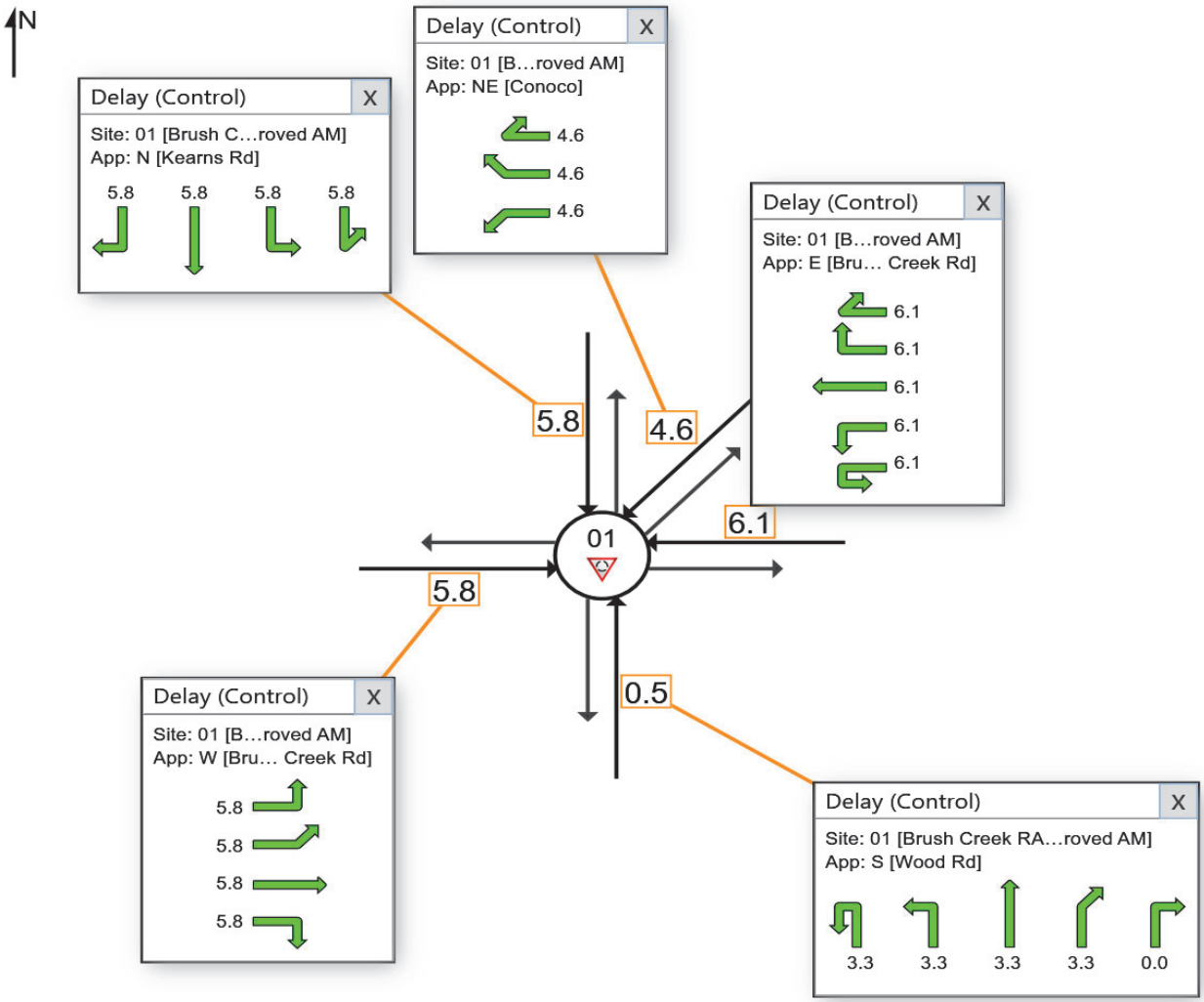
Average control delay per vehicle, or average pedestrian delay (seconds)

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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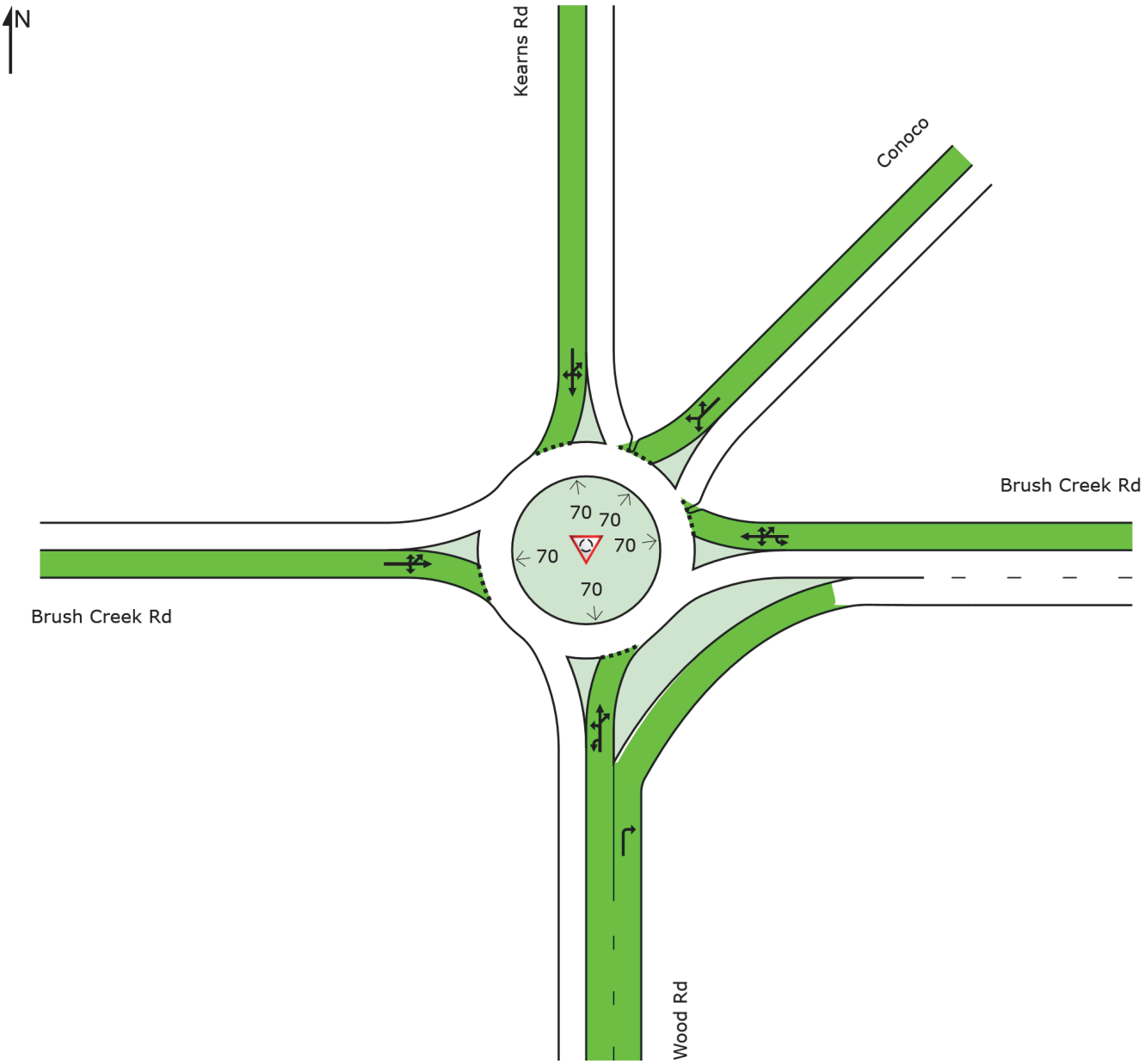
LEVEL OF SERVICE

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)

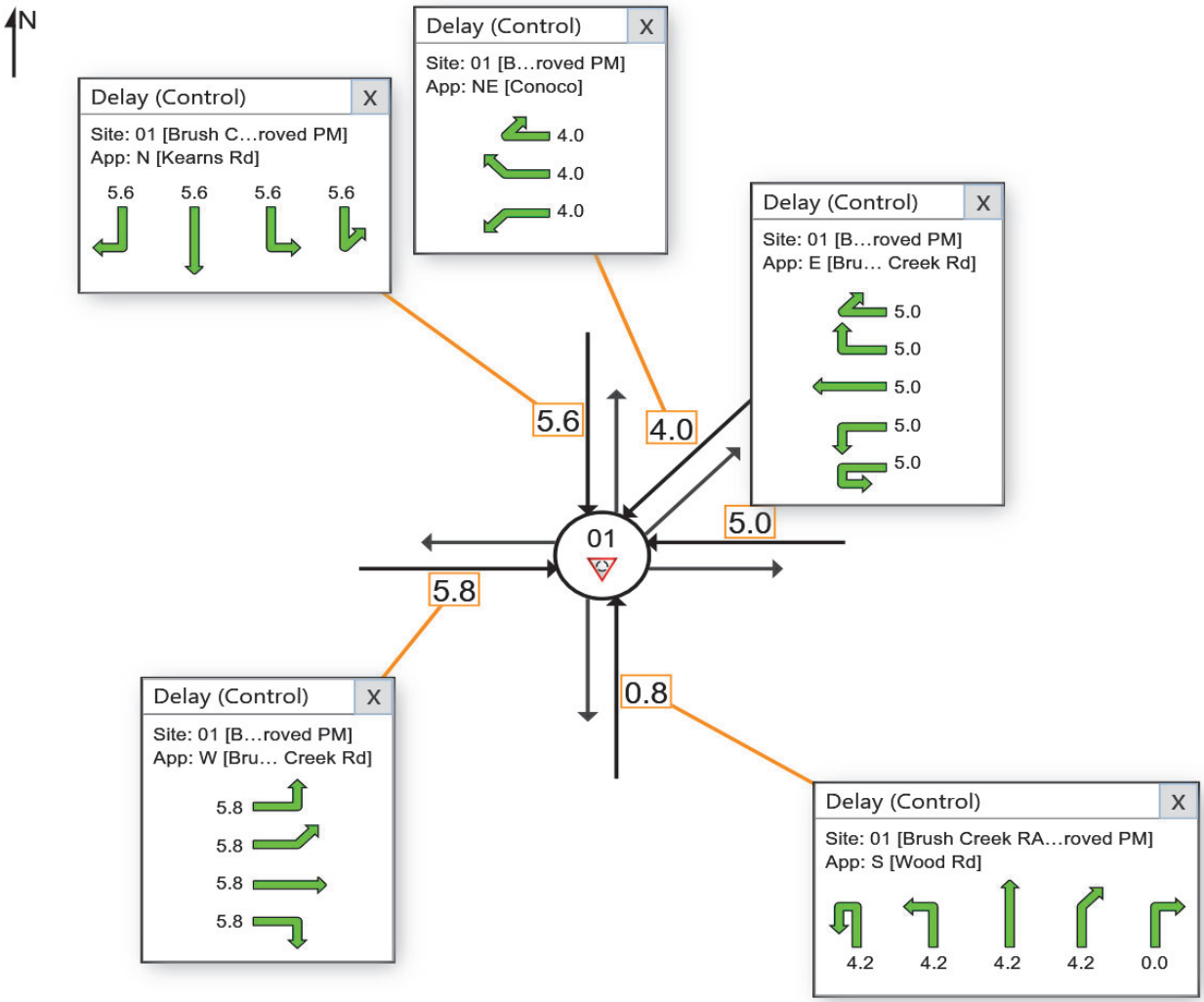
Average control delay per vehicle, or average pedestrian delay (seconds)

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

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PRELIMINARY GEOTECHNICAL STUDY
PROPOSED WORKFORCE HOUSING
1001 DIVIDE ROAD
SNOWMASS VILLAGE, COLORADO

PROJECT NO. 24-7-388

SEPTEMBER 27, 2024

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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.

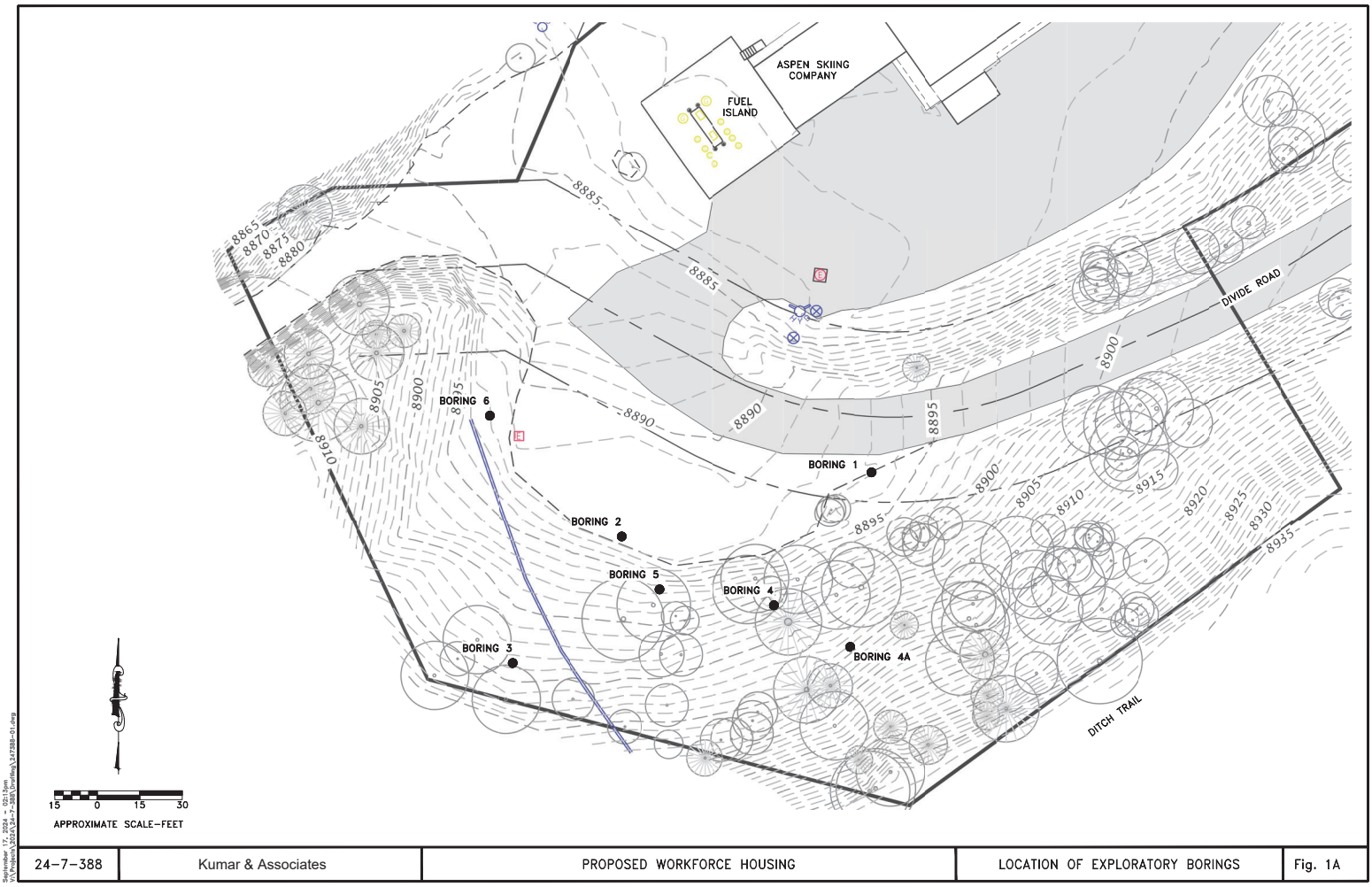
Steven L. Pawlak, P.E.

Reviewed by:

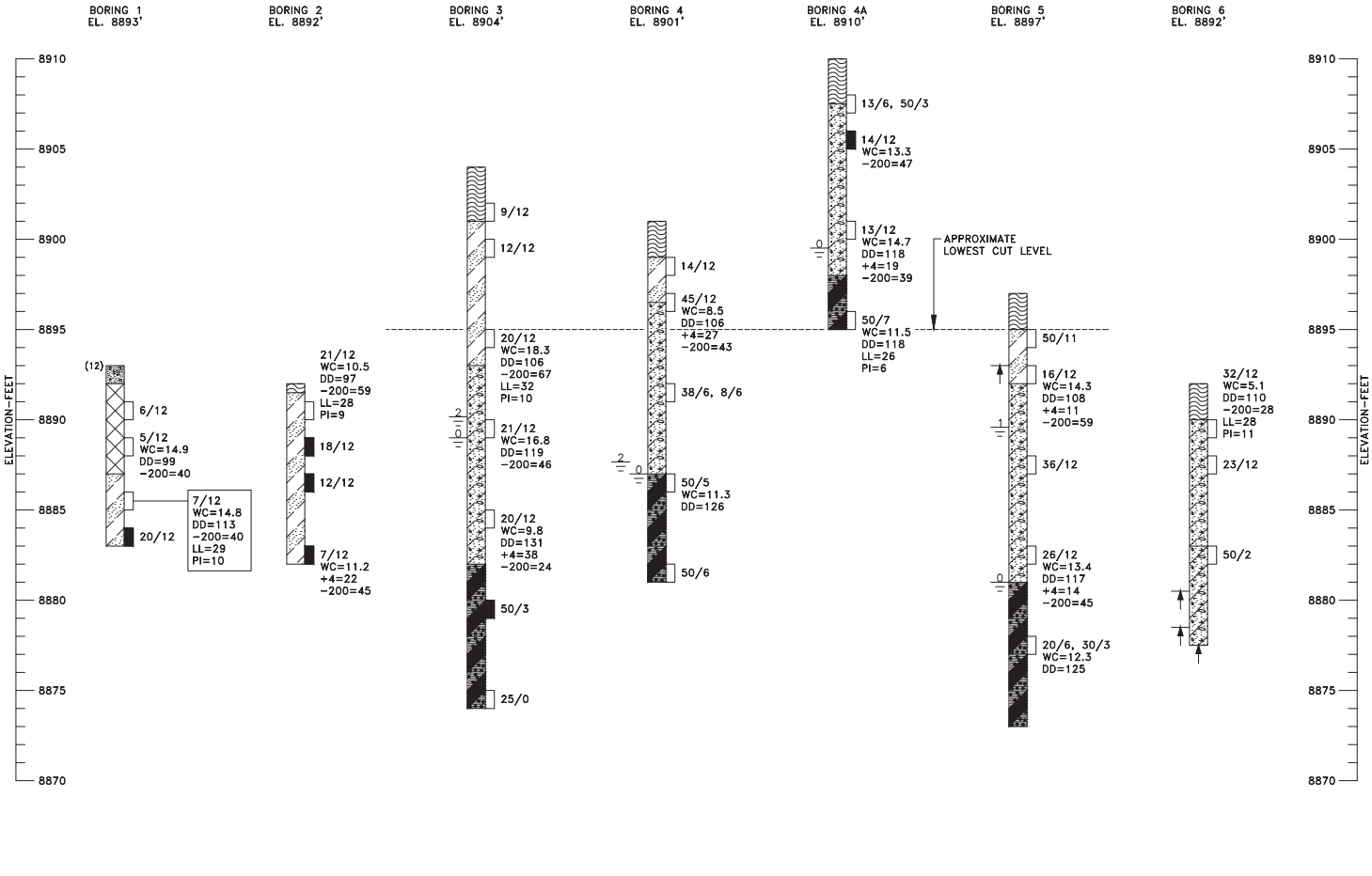
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SLP/kac



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.

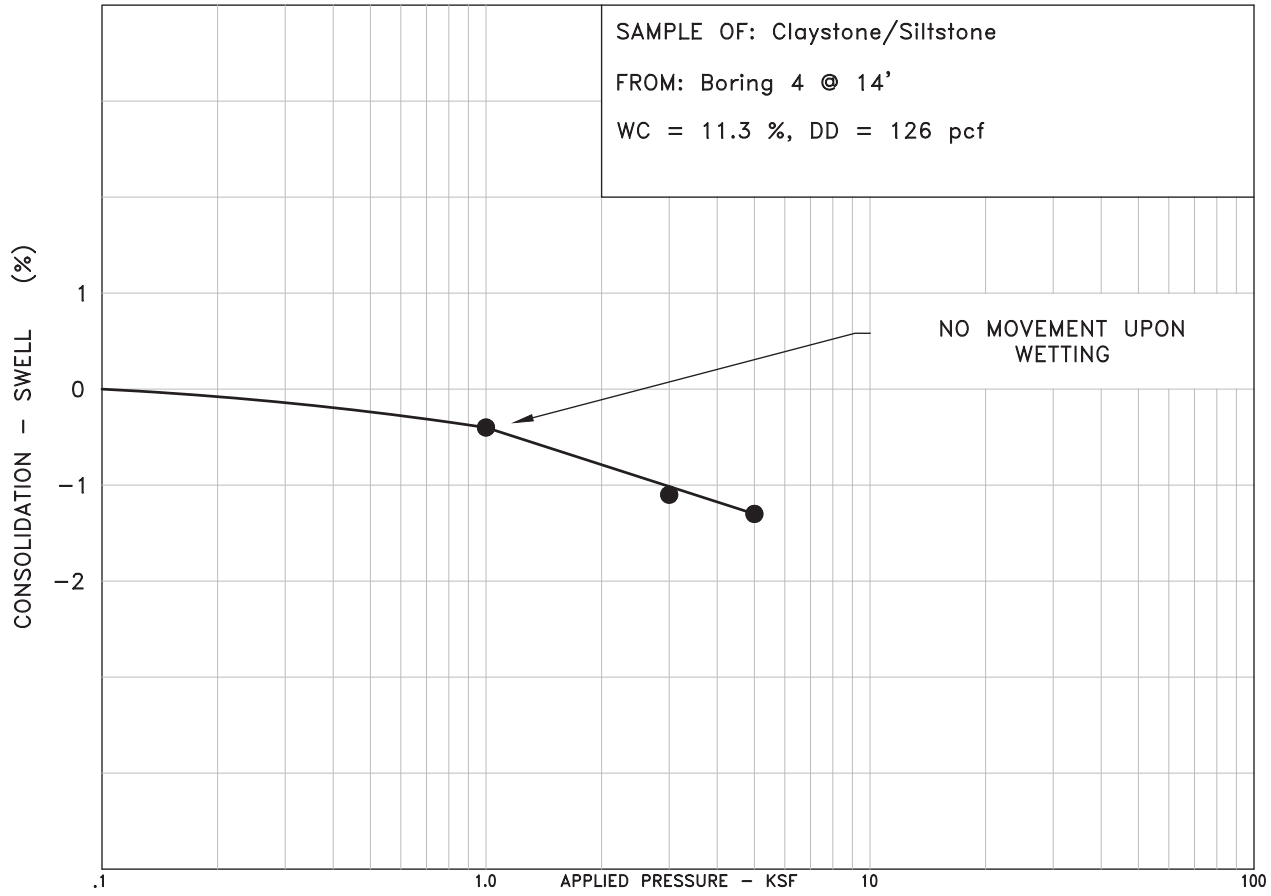
PRACTICAL AUGER REFUSAL. WHERE SHOWN ABOVE BOTTOM OF BORING, INDICATES THAT MULTIPLE ATTEMPTS WHERE MADE TO ADVANCE THE HOLE.

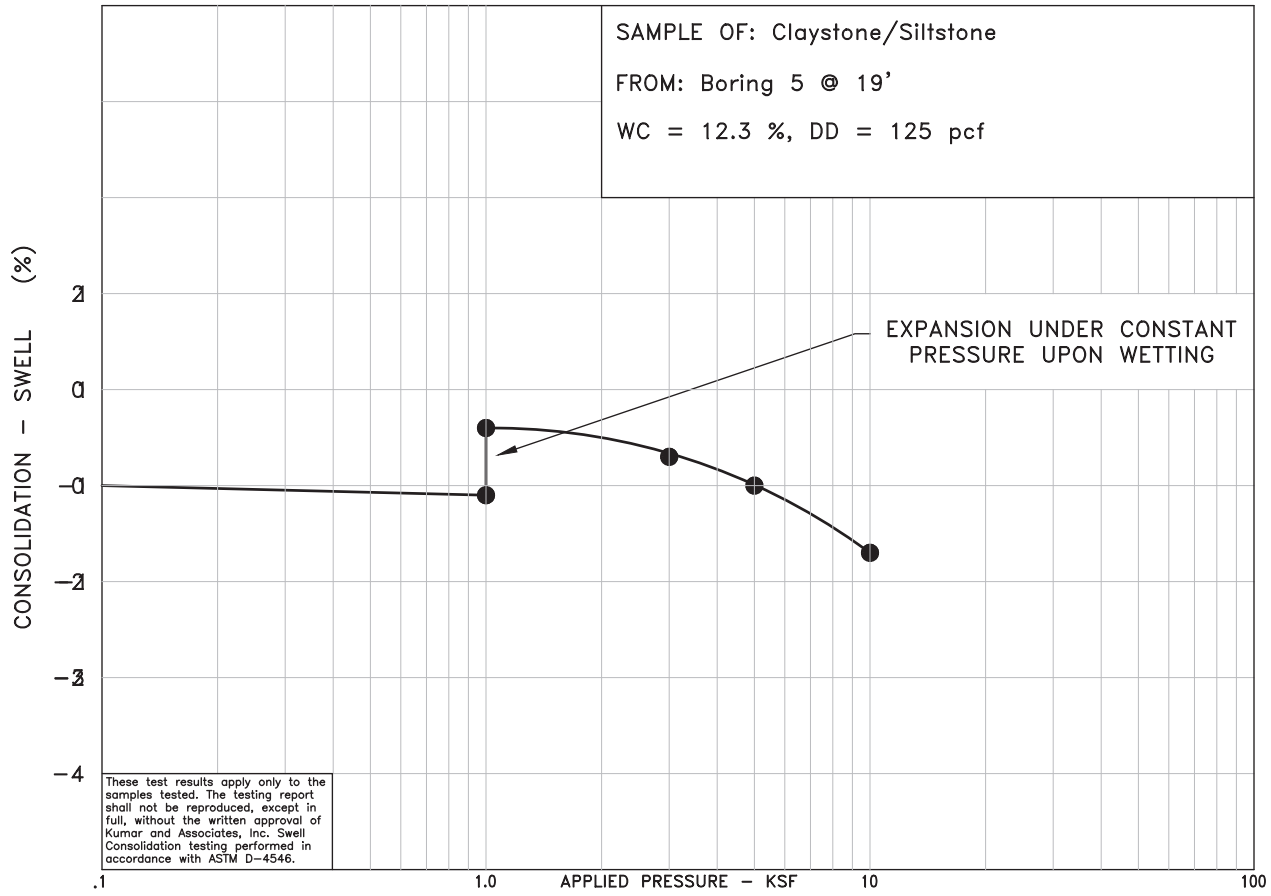
NOTES

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

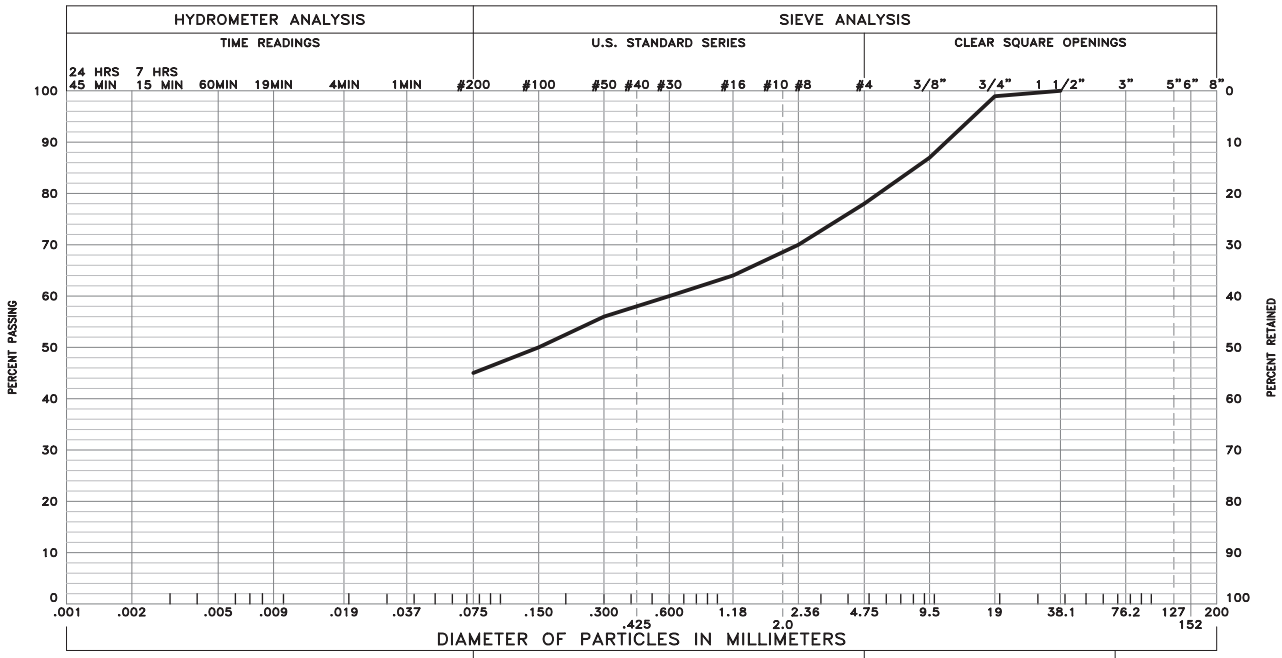
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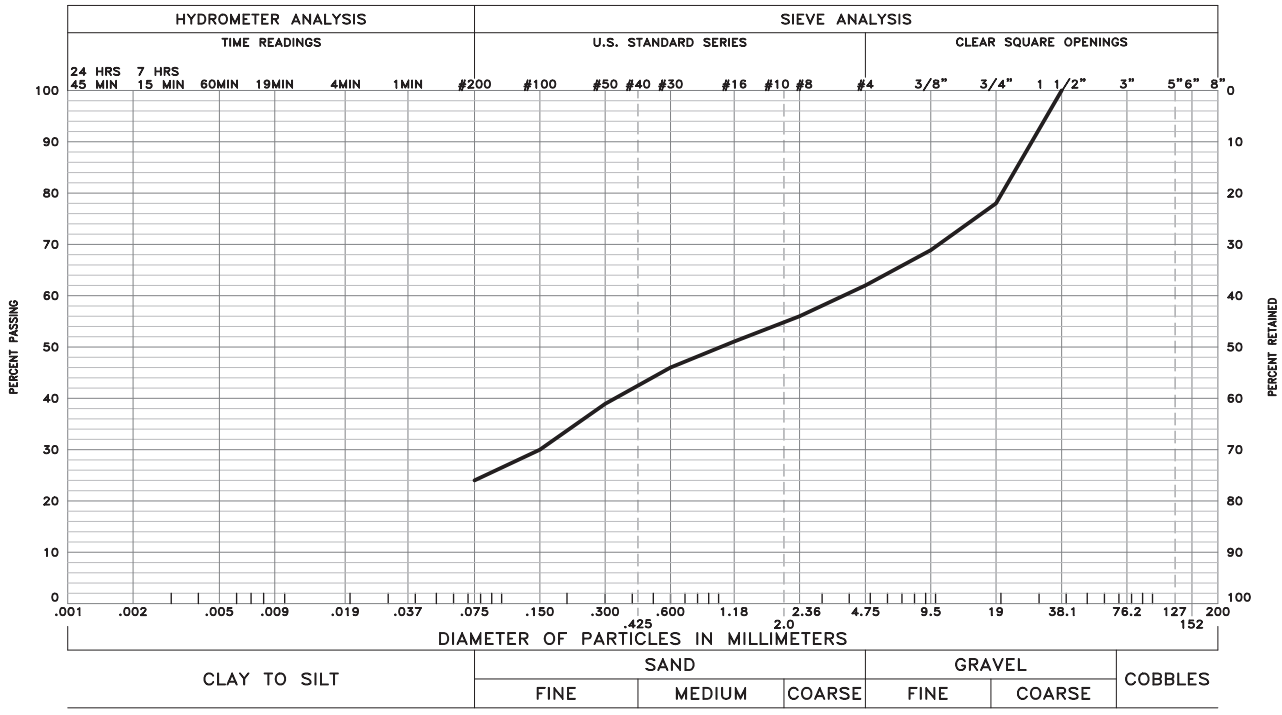
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GRAVEL 22 % SAND 33 % SILT AND CLAY 45 %

LIQUID LIMIT – PLASTICITY INDEX –

SAMPLE OF: Very Clayey Sand with Gravel FROM: Boring 2 @ 9'



GRAVEL 38 % SAND 38 % SILT AND CLAY 24 %

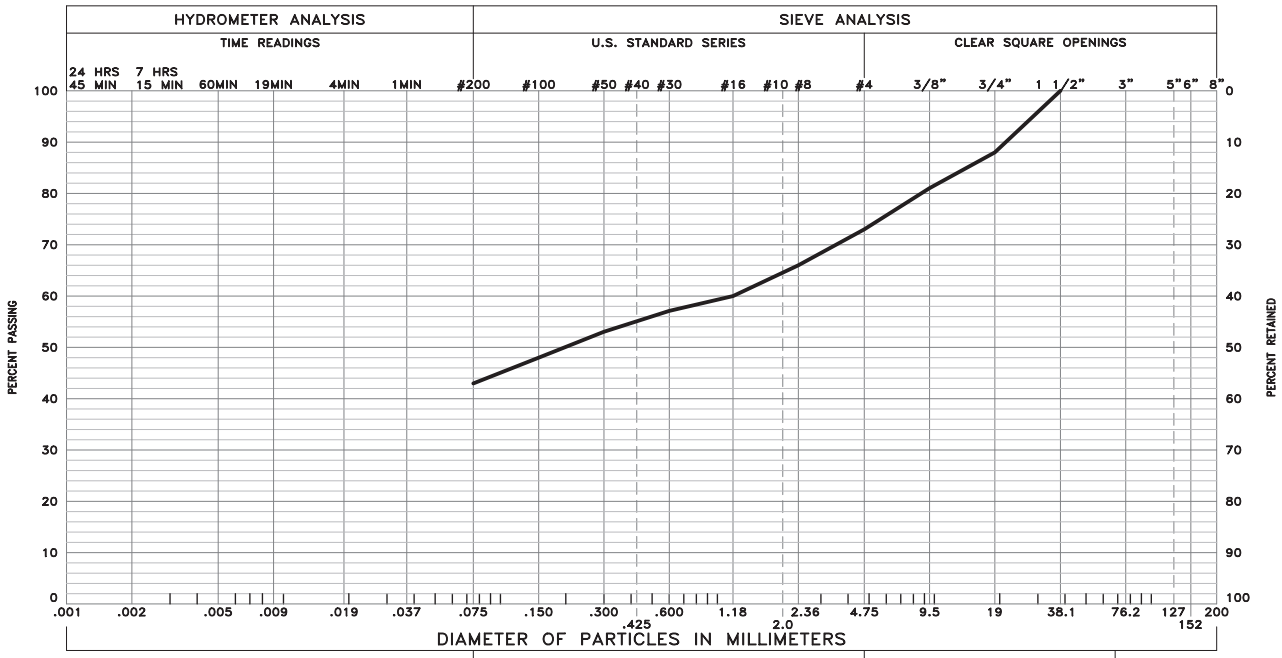
LIQUID LIMIT – PLASTICITY INDEX –

SAMPLE OF: Clayey Sand and Gravel FROM: Boring 3 @ 19'

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24-7-388	Kumar & Associates	GRADATION TEST RESULTS	Fig. 5

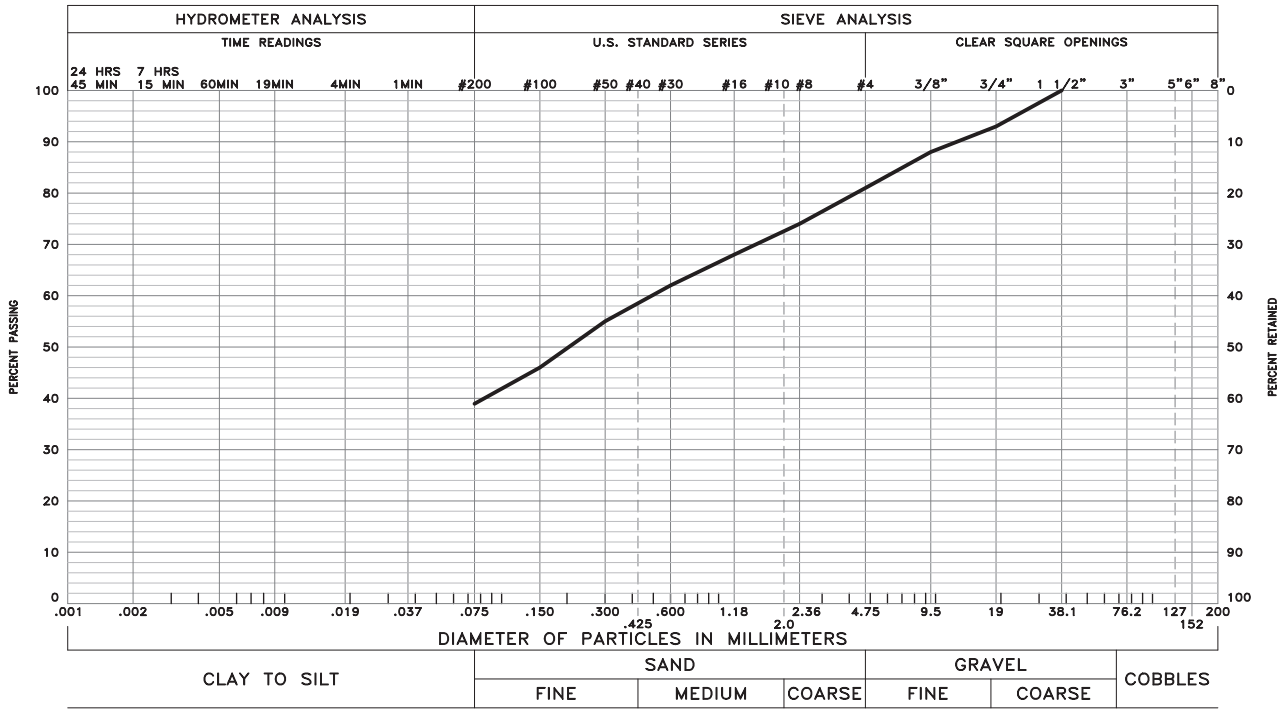
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GRAVEL 27 % SAND 30 % SILT AND CLAY 43 %

LIQUID LIMIT – PLASTICITY INDEX –

SAMPLE OF: Very Clayey Sand with Gravel FROM: Boring 4 @ 4'



GRAVEL 19 % SAND 42 % SILT AND CLAY 39 %

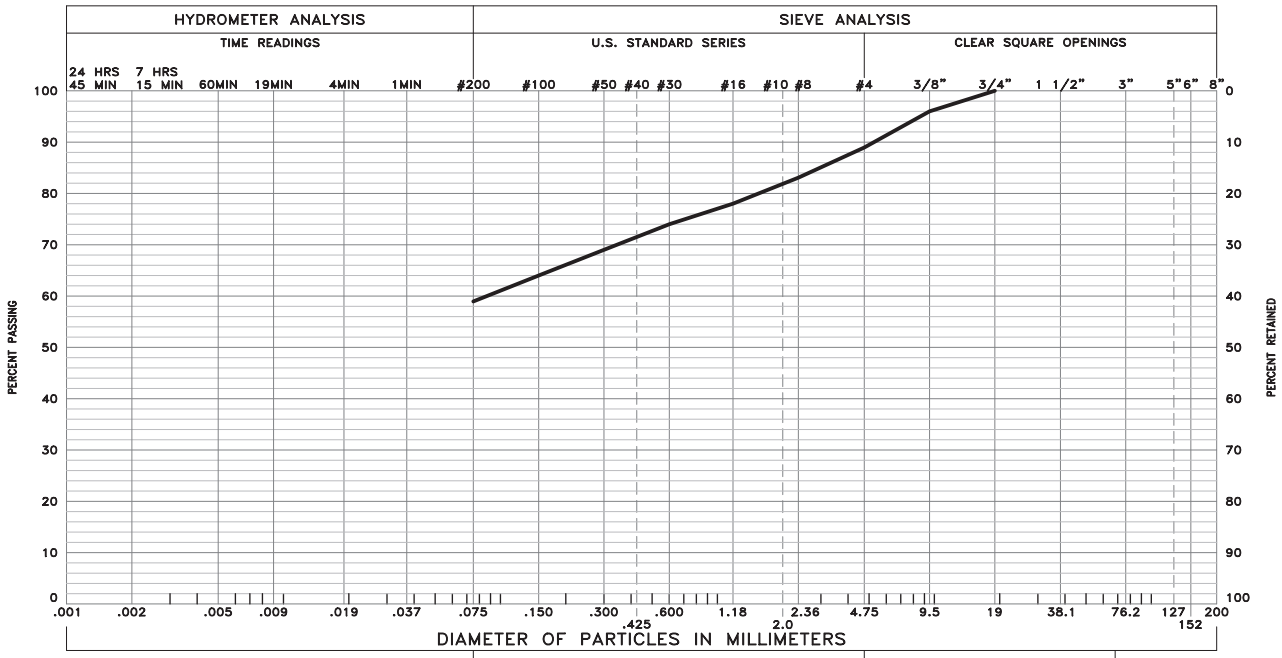
LIQUID LIMIT – PLASTICITY INDEX –

SAMPLE OF: Clayey Sand with Gravel FROM: Boring 4A @ 9'

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24-7-388	Kumar & Associates	GRADATION TEST RESULTS	Fig. 6

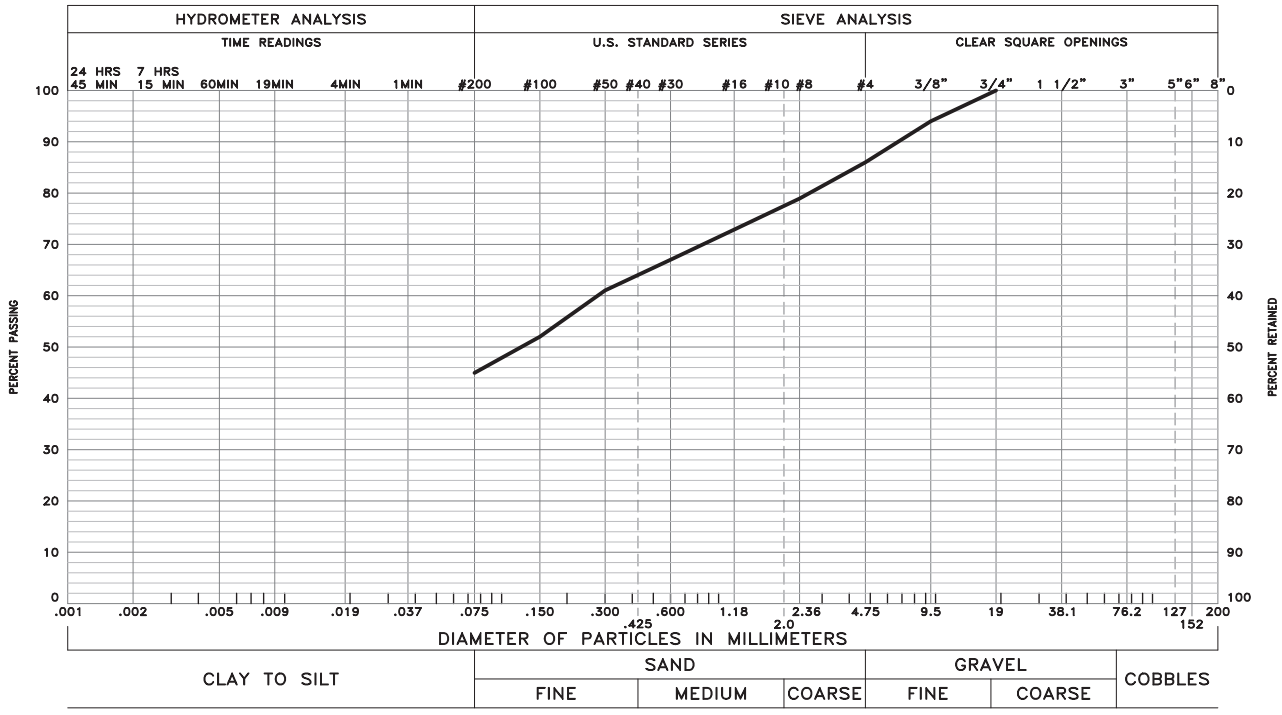
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GRAVEL 11 % SAND 30 % SILT AND CLAY 59 %

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'

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24-7-388	Kumar & Associates	GRADATION TEST RESULTS	Fig. 7

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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)		
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

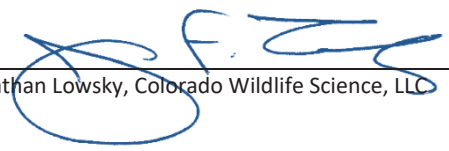
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0100 Elk Run Drive STE 128
Basalt, CO 1621

I hereby certify that the information contained herein is true and accurate.



May 16, 2025

Jonathan Lowsky, Colorado Wildlife Science, LLC — 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

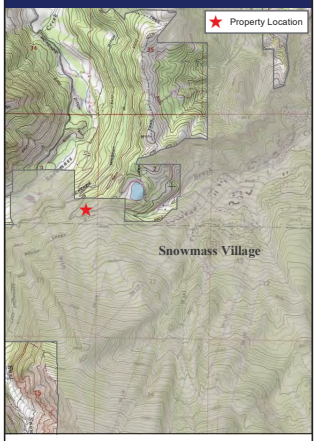


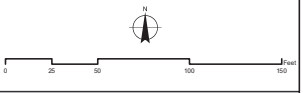
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The SHOP
Snowmass Housing for Ops Personnel

Snowmass Village, CO

Map 1. Existing Conditions





Legend:

- Parcel Boundary
- Intermittent Stream
- Perennial Stream

Coordinate System: NAD83 State Plane Colorado Central	Basemap Sources:
Project No. 25120	Pitkin County GIS 2022 Orthophotos
Date Prepared: 05-MAY-2025	

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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).



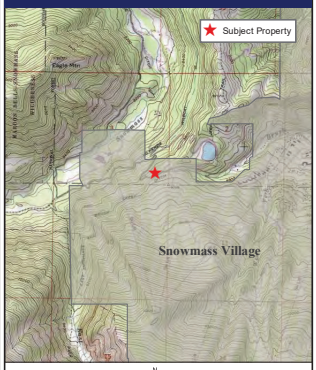


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Snowmass Village, CO

Map 2. Field Verified CPW Mule Deer & Elk Seasonal Habitat



N

0 50 100 200 300 400 500 Feet

Legend

- Parcel Boundary
- Production Area
- Winter Range
- Severe Winter Range
- Summer Range
- Winter Concentration Area
- Resident Population
- Migration Corridor

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 *Latin Name*	Occurrence Habitat	Status‡	Potential Habitat w/in the Property	Surveys Conducted? Effect
BIRDS				
Mexican Spotted Owl *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.

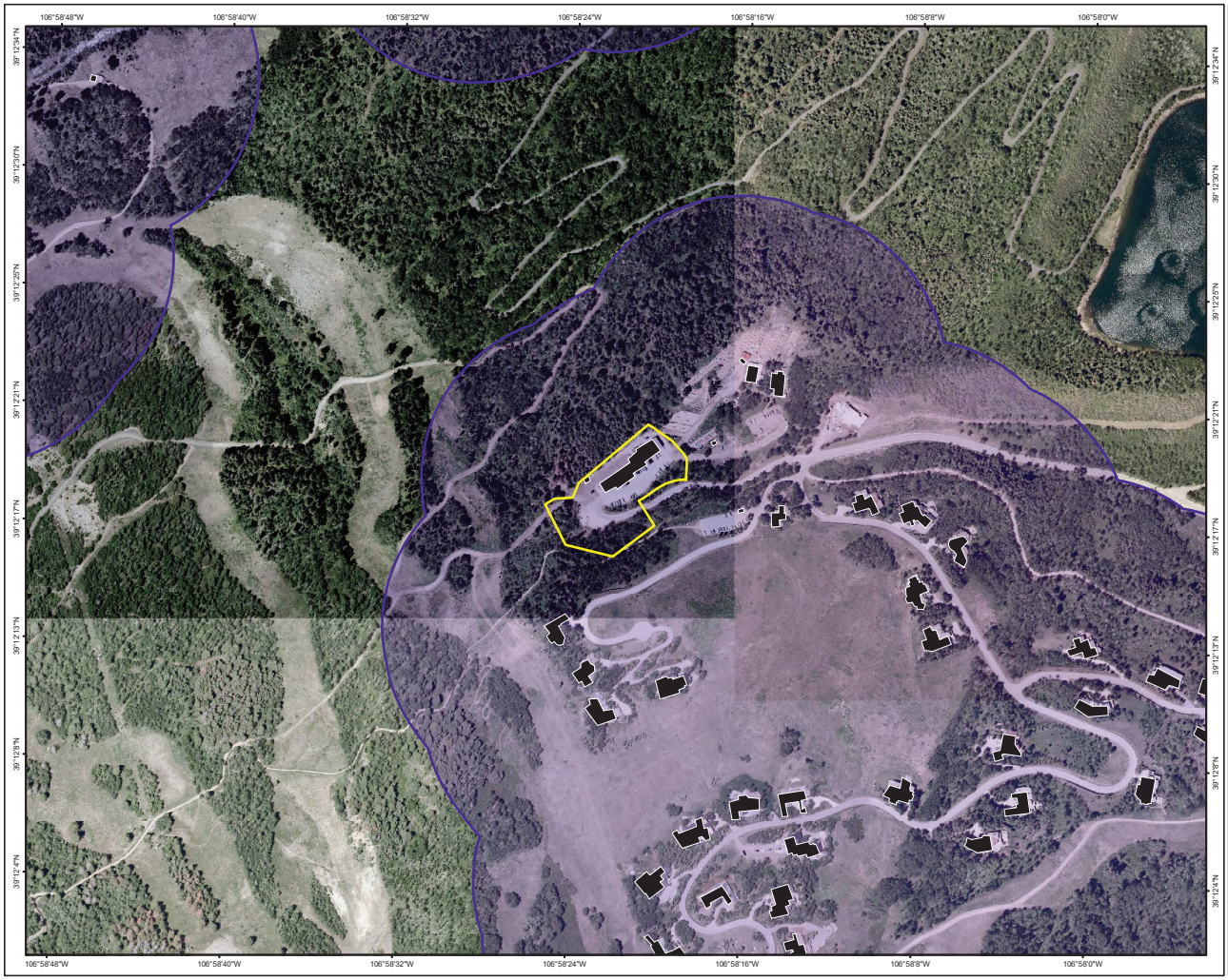
This species has not been recorded below 6,000 feet in USFS Region 2, and generally occurs from 7,500 to 12,000 feet (Hammerson 1999). The boreal toad was once widely distributed in Region 2 from the mountains of southeastern Wyoming through the Rocky Mountains in Colorado to the San Juan Range in northern 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).

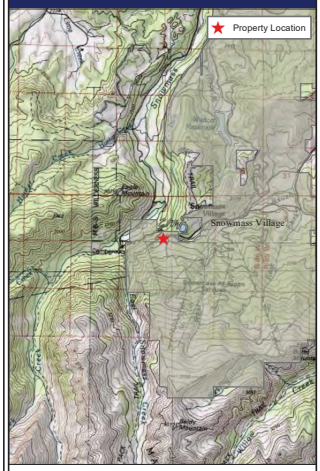


Wildlife Resources Report & Wildfire Hazard Assessment

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.

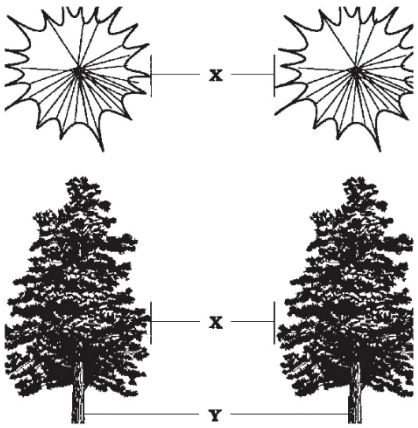


Figure 4. X = crown spacing; Y = stem spacing. Do not measure between stems for crown — measure between the edges of tree crowns (Source: Dennis 2006).

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

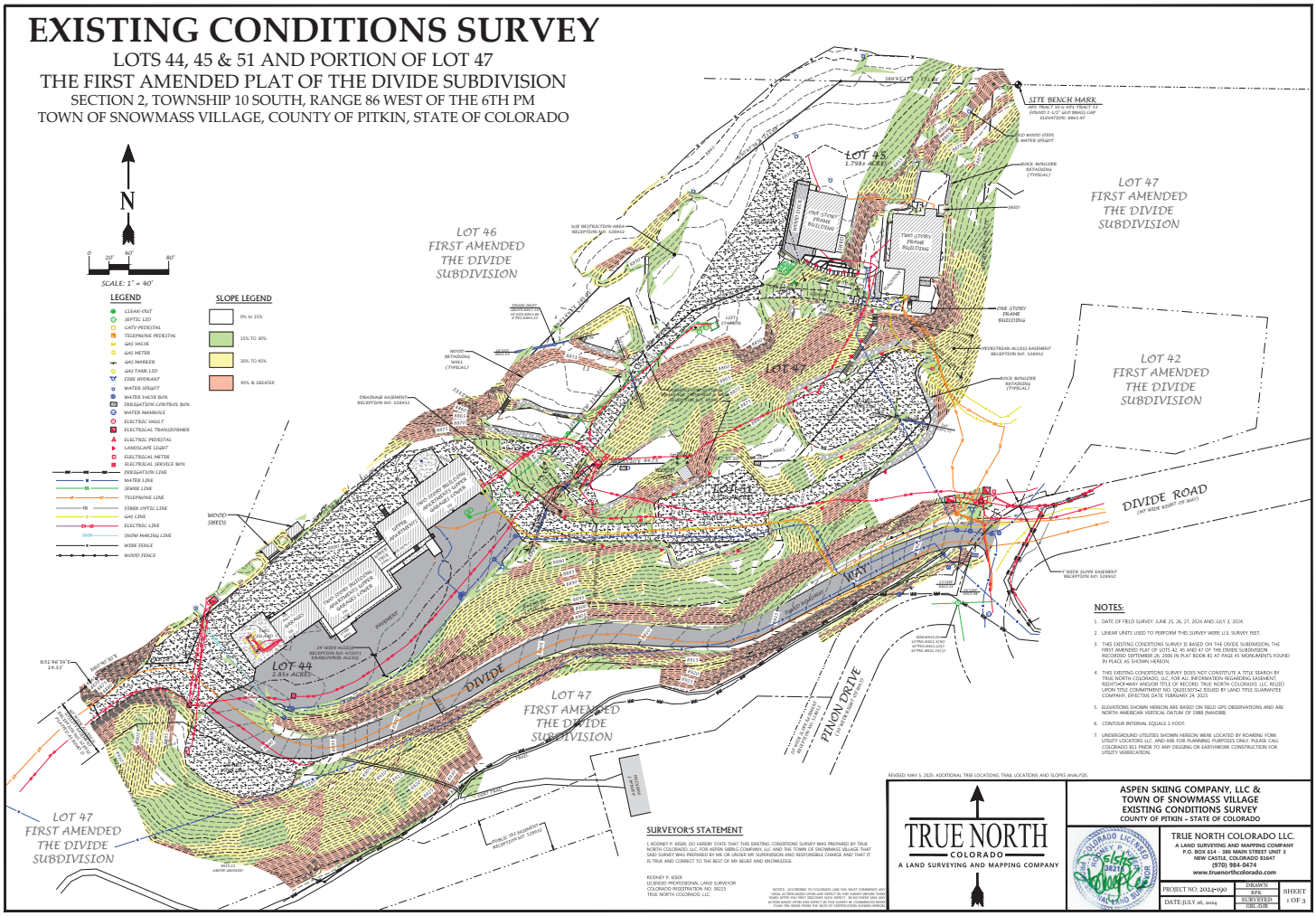


Photo 4. Moderately dense mixed conifer on northwesterly facing slopes adjacent to the northwestern property boundary

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. QS1503154-2 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. 38255
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
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www.truenorthcolorado.com

PROJECT NO: 2024-190	DRAWN: RPK	SHEET: 1 OF 3
DATE: JULY 26, 2024	SURVEYED:	
	CHECKED:	

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:

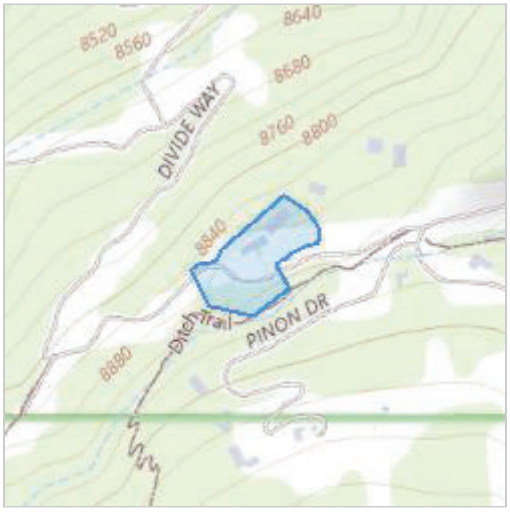
Western Colorado Ecological Services Field Office
445 West Gunnison Avenue, Suite 240
Grand Junction, CO 81501-5711
(970) 628-7180

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.

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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* Population: Wherever Found in Contiguous U.S. There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3652	Threatened
Gray Wolf *Canis lupus* Population: CO No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4488	Experimental Population, Non-Essential

BIRDS

NAME	STATUS
Mexican Spotted Owl *Strix occidentalis lucida* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8196	Threatened

FISHES

NAME	STATUS
Bonytail *Gila elegans* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. This species only needs to be considered under the following conditions: ▪ 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. Species profile: https://ecos.fws.gov/ecp/species/1377	Endangered
Colorado Pikeminnow *Ptychocheilus lucius* Population: Wherever found, except where listed as an experimental population There is **final** critical habitat for this species. Your location does not overlap the critical habitat. This species only needs to be considered under the following conditions: ▪ 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. Species profile: https://ecos.fws.gov/ecp/species/3531	Endangered
Humpback Chub *Gila cypha* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. This species only needs to be considered under the following conditions: ▪ 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. Species profile: https://ecos.fws.gov/ecp/species/3930	Threatened
Razorback Sucker *Xyrauchen texanus* 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: ▪ 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. Species profile: https://ecos.fws.gov/ecp/species/530	

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened
Silverspot *Speyeria nokomis nokomis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2813	Threatened
Suckley's Cuckoo Bumble Bee *Bombus suckleyi* Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10885	Proposed Endangered

FLOWERING PLANTS

NAME	STATUS
Ute Ladies'-tresses *Spiranthes diluvialis* No critical habitat has been designated for this species. 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.

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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.

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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

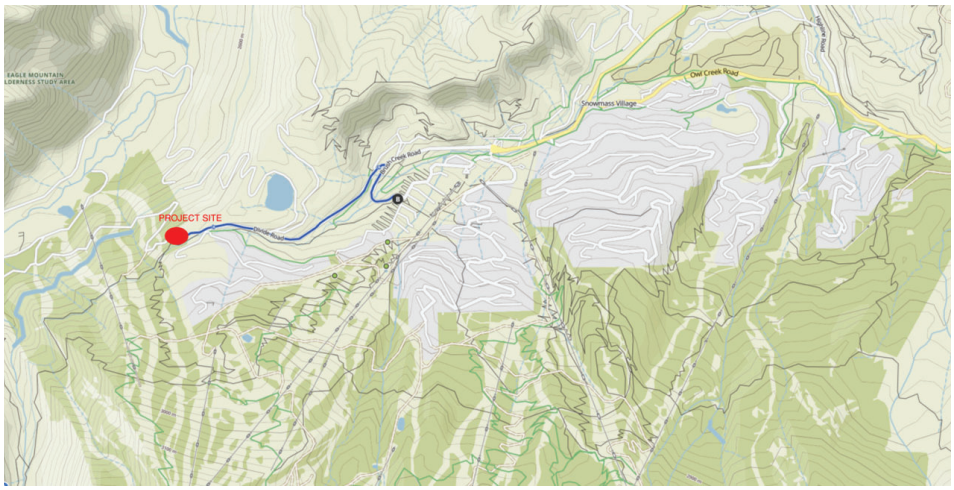
ENERGY CONSERVATION PLAN

ENERGY CONSERVATION PLAN

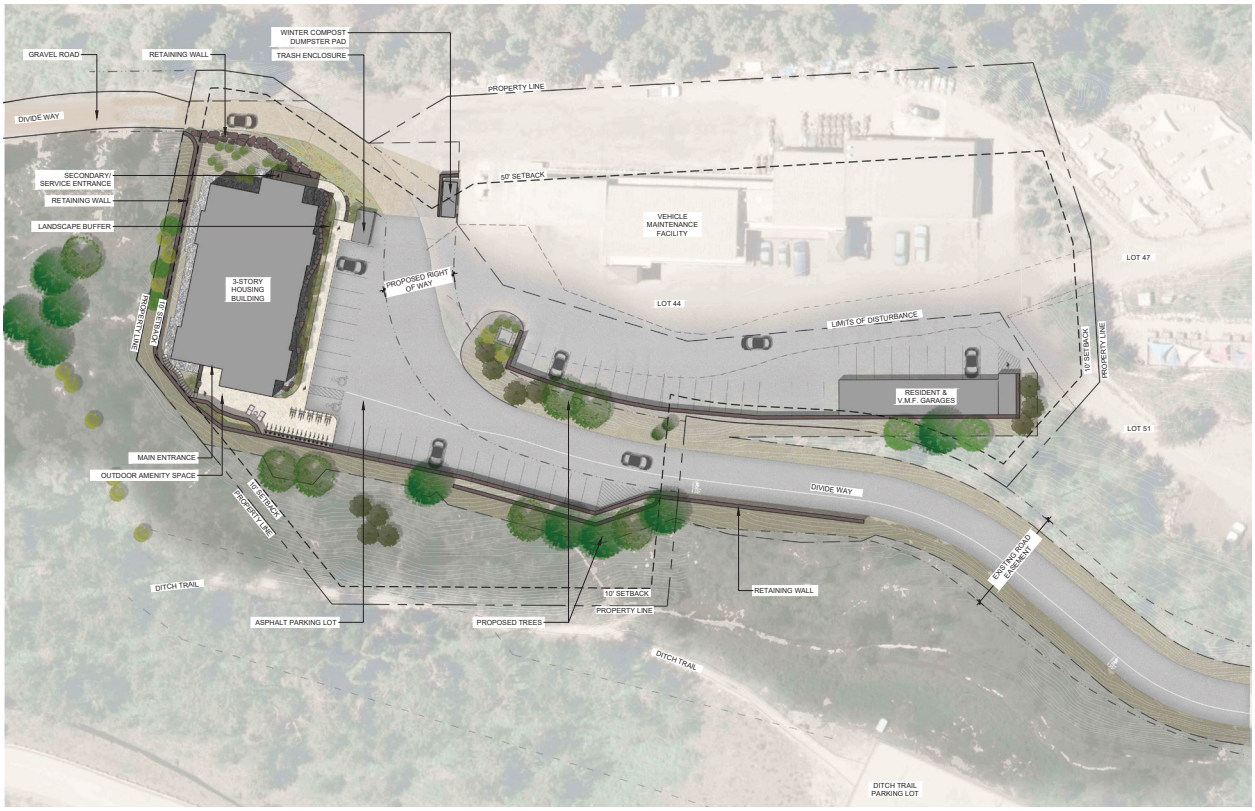
April 16, 2025

General Description: SHOP Snowmass consists of approximately 25,000 SF of workforce housing in Snowmass, Colorado.

Map:





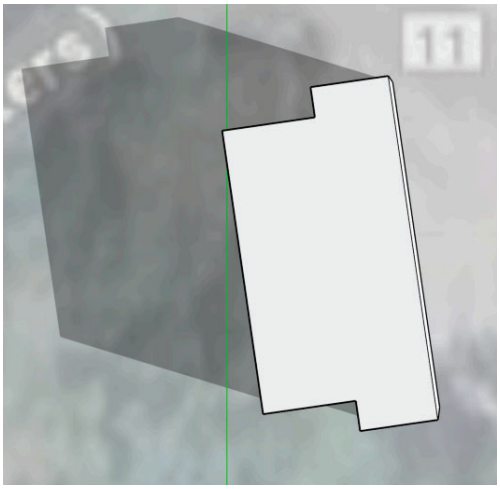


Key site constraints include Snowmass Mountain directly to the south which limits solar exposure and an extremely tight lot line with significant grade change. This results in the orientation of the building being determined by the site constraints and programming requirements.

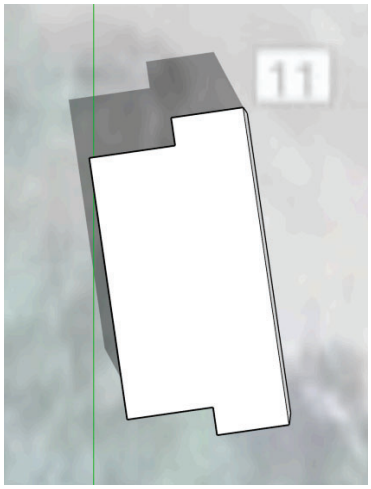
Shadow Study:

March 21st

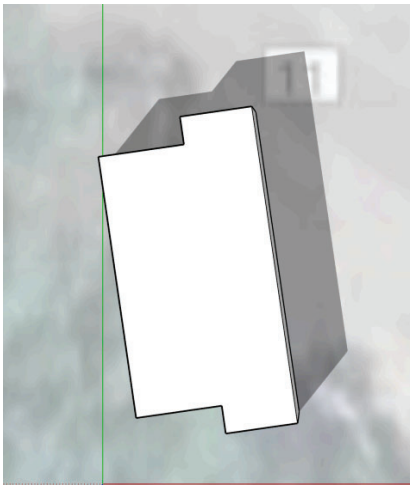
9AM



12PM

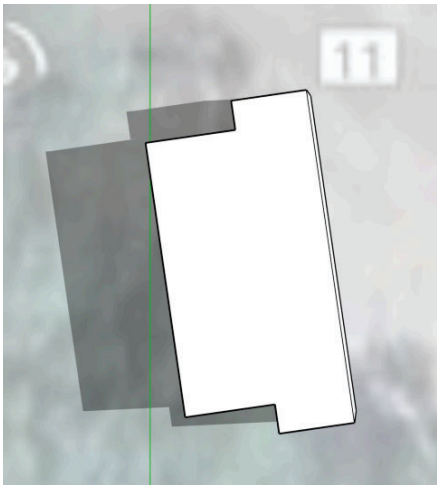


3PM

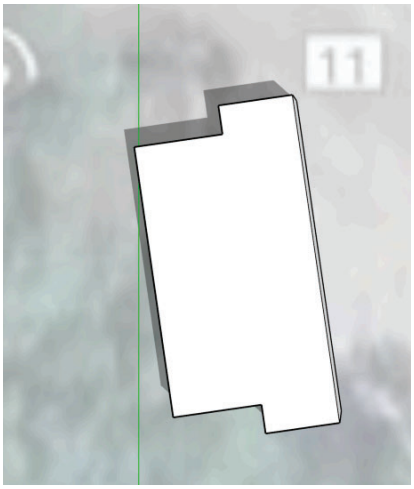


June 21st

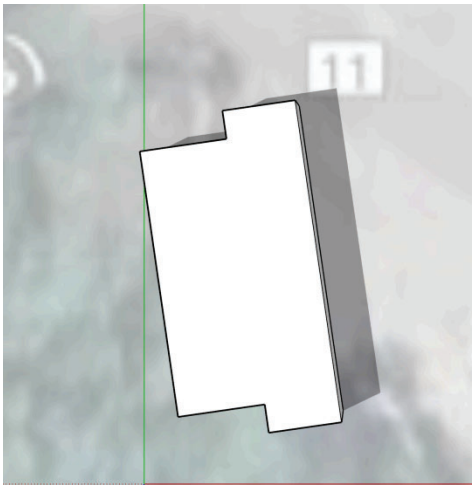
9AM



12PM

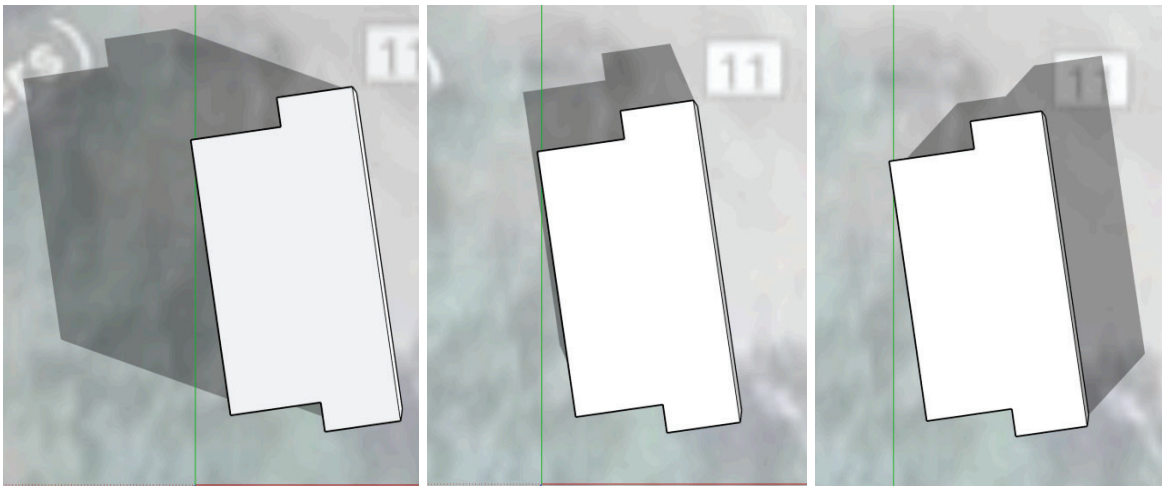


3PM



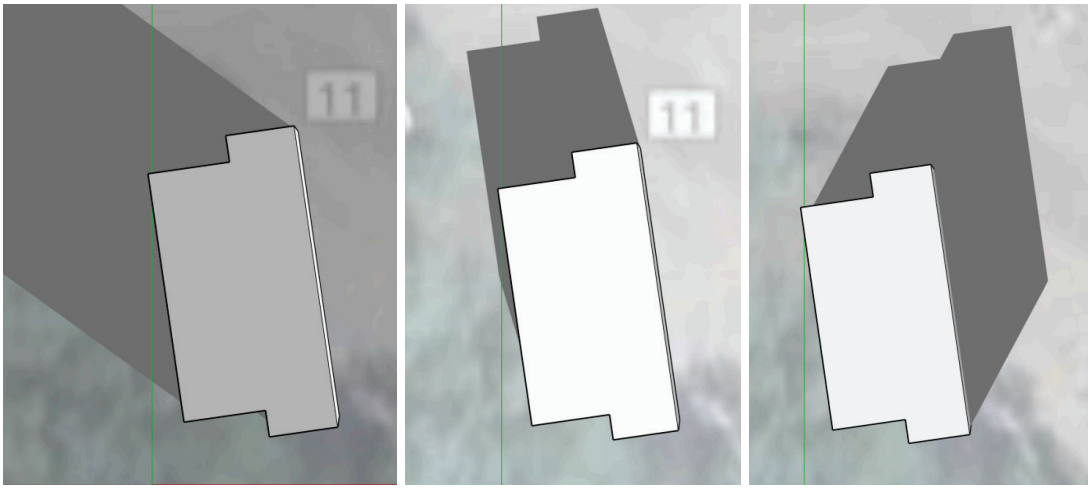
September 21st

9AM 12PM 3PM



December 21st

9AM 12PM 3PM



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

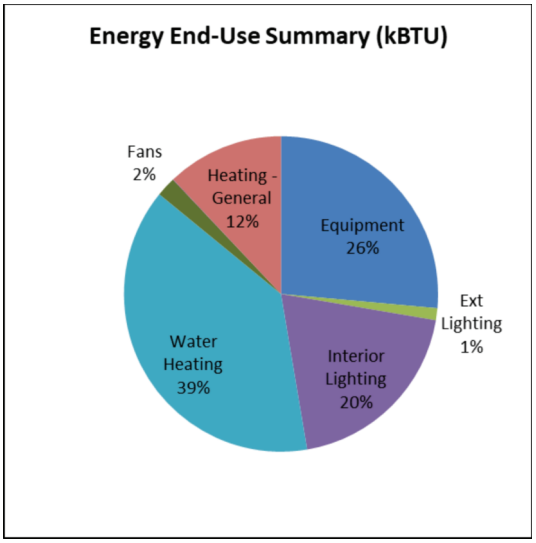


TABLE 1: ENVELOPE ENERGY EFFICIENCY STRATEGIES

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.

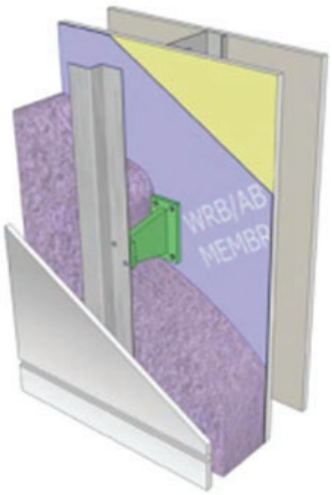


Figure 1 – FIBERGLASS CLIPS (SOURCE: RDH.COM)

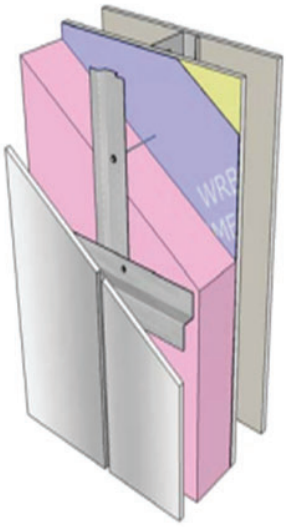


Figure 2 – LONG SCREWS THROUGH INSULATION (SOURCE RDH.COM)

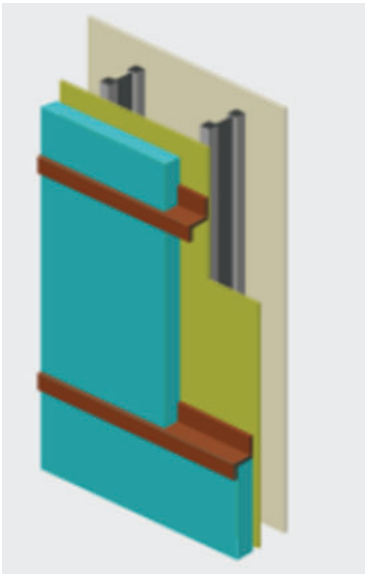


Figure 3 - ARMATHERM™ Z GIRT (SOURCE: ARMATHERM.COM)

TABLE 2: HVAC ENERGY EFFICIENCY STRATEGIES

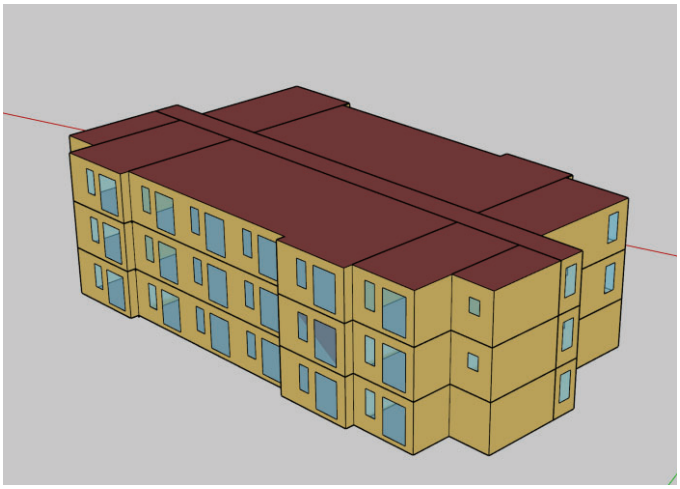
Strategy	*Annual Energy Cost*	*Annual Savings*	*EUI (kBtu/sf/yr)*	*EUI Savings*
Base - 2018 IECC	$17,316	-	29.6	-
Apartments - Mini-split cold climate DX heat pump	$17,259	$57	29.4	0.2
DHW fixtures - 1.5 gpm showers, 0.5 gpm lavs, 1.5 gpm sinks	$15,050	$2,266	25.6	4.0
DHW heaters - Individual hybrid 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

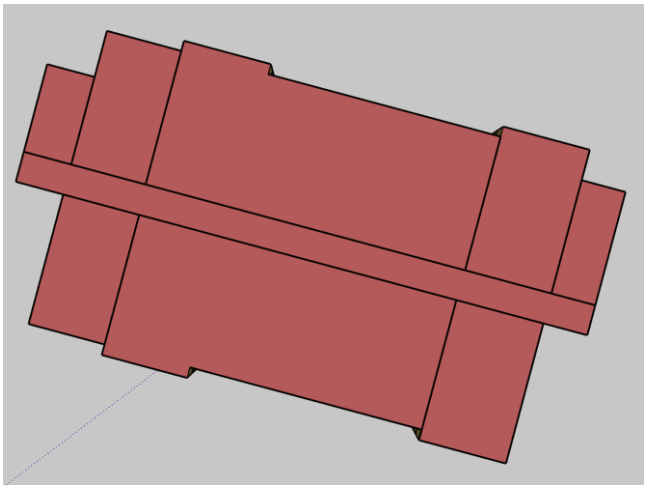
HVAC ENERGY EFFICIENCY ANALYSIS

- 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

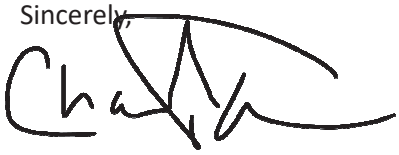
Dear Philip Jeffries,

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.

I:\2013\2013-321 Snowmass W&SD\001 Miscellaneous Engineering Services\118-Divide Skico Housing\Correspondence\L 20250623 Phlip Jeffreys.docx

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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SANITARY SEWER SERVICES AND CONVEYANCE SYSTEM 2
STORM SEWER SYSTEM 3
DRY UTILITY SYSTEM 3
CONCLUSIONS 3

APPENDIX A – SITE MAPS

APPENDIX B – CALCULATIONS

APPENDIX C – UTILITY PLAN

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.

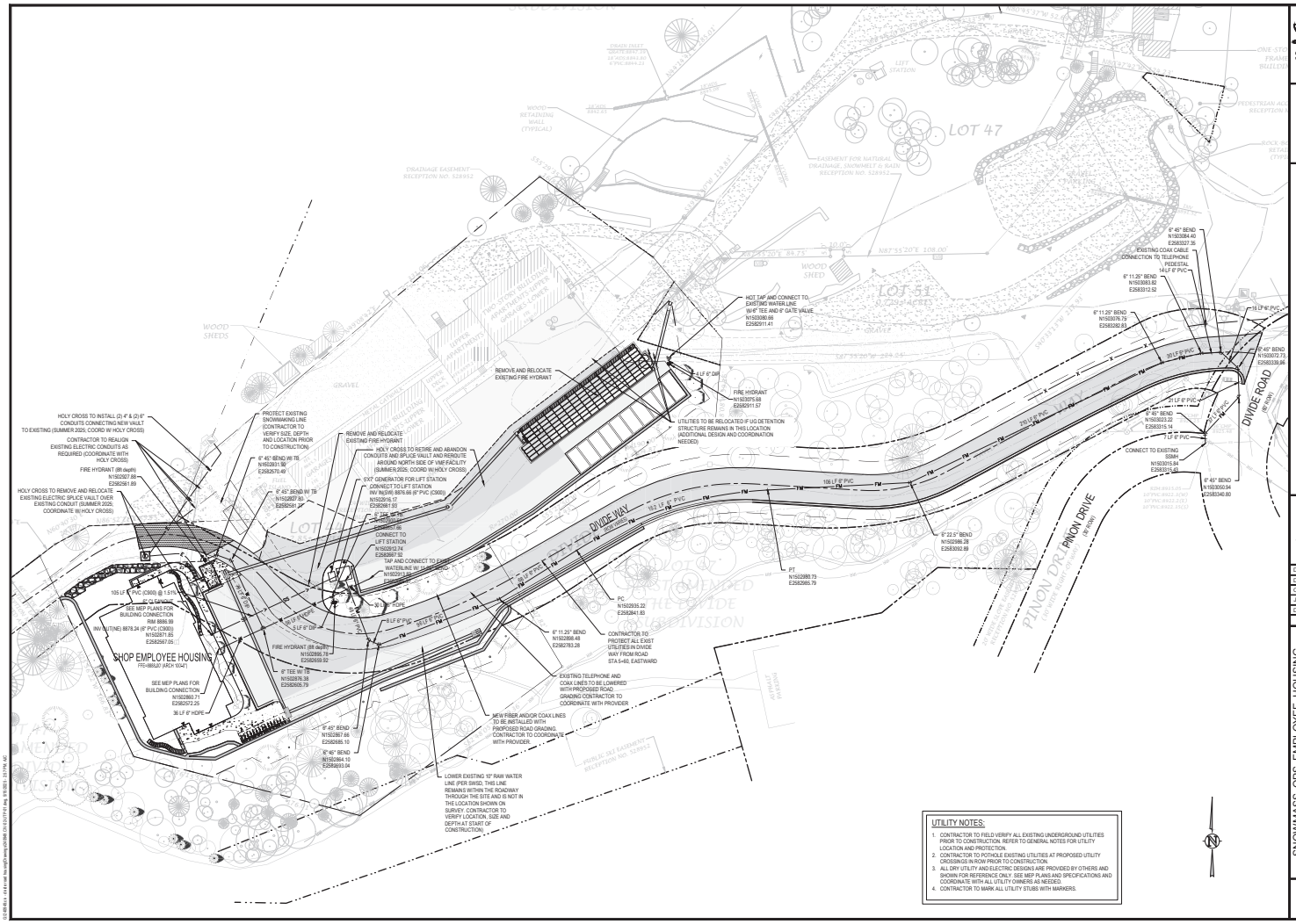
NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

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 302 Glenwood Springs, CO 81601 Tel: 970.945.2100 www.jvajva.com Boulder • Fort Collins • Winter Park Glenwood Springs • Denver

NO.	DATE	BY	DESCRIPTION
0	9/30/24	AJC	PRELIMINARY PLAN
1	5/16/25	AJC	SKETCH PLAN
		DWN	REVISION

PRELIMINARY NOT FOR CONSTRUCTION

DESIGNED BY: AJC/RMM
DRAWN BY: AJC/CCE
CHECKED BY: AJC
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.

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.

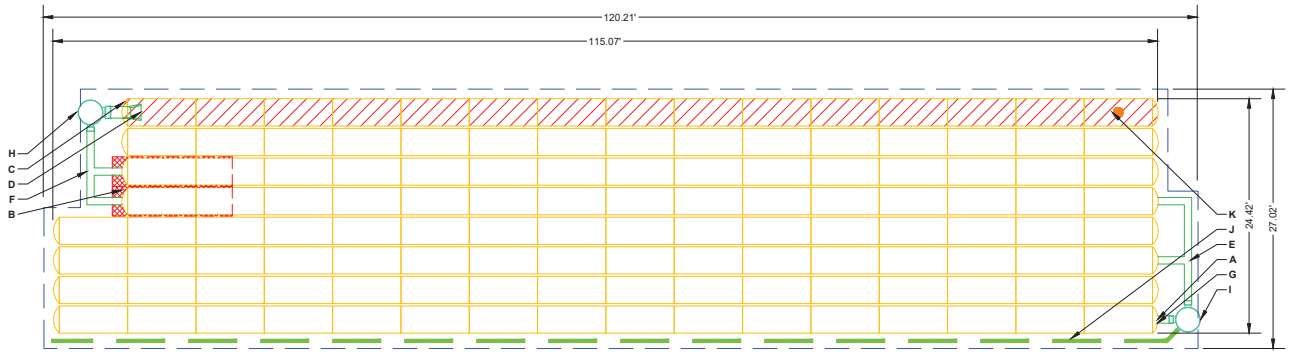
CONTACT STORMTECH AT 1-800-821-6710 WITH ANY QUESTIONS ON INSTALLATION REQUIREMENTS OR WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT.

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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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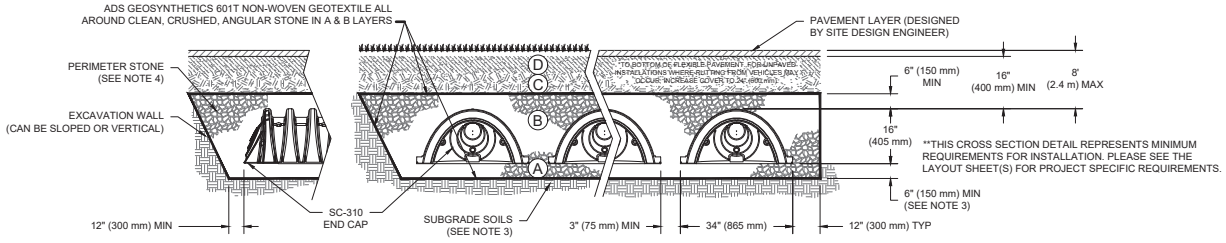
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SHEET
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ACCEPTABLE FILL MATERIALS: STORMTECH SC-310 CHAMBER SYSTEMS

	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. MOST PAVEMENT SUBBASE MATERIALS CAN BE USED IN LIEU OF THIS LAYER.	AASHTO M145[1] A-1, A-2-4, A-3 OR AASHTO M43[1] 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] 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] 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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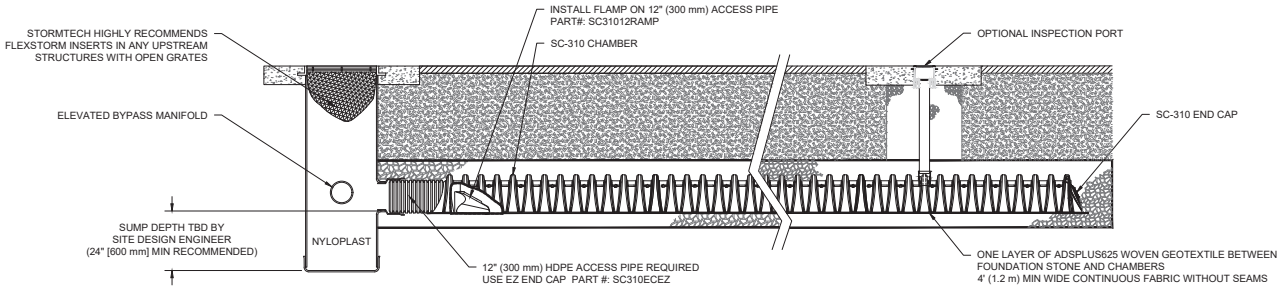
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SC-310 ISOLATOR ROW PLUS DETAIL
NTS

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.

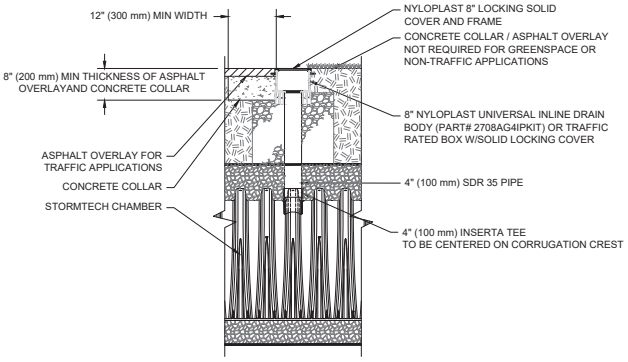
STEP 2) CLEAN OUT ISOLATOR ROW PLUS USING THE JETVAC PROCESS
- A. A FIXED CULVERT CLEANING NOZZLE WITH REAR FACING SPREAD OF 45° (1.1 m) OR MORE IS PREFERRED
- B. APPLY MULTIPLE PASSES OF JETVAC UNTIL BACKFLUSH WATER IS CLEAN
- C. VACUUM STRUCTURE SUMP AS REQUIRED

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)
NTS

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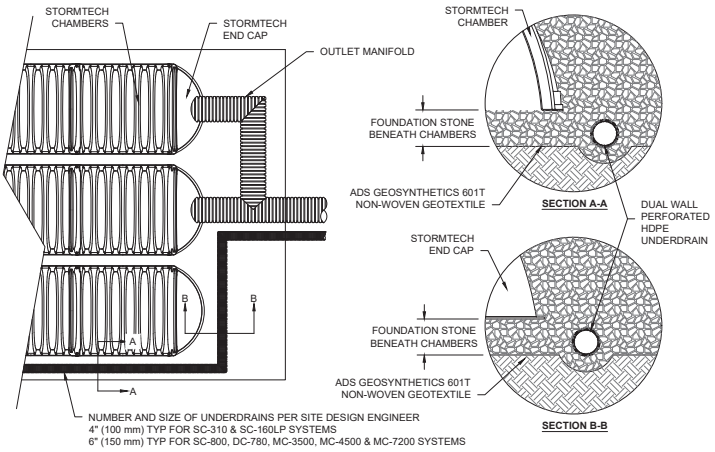
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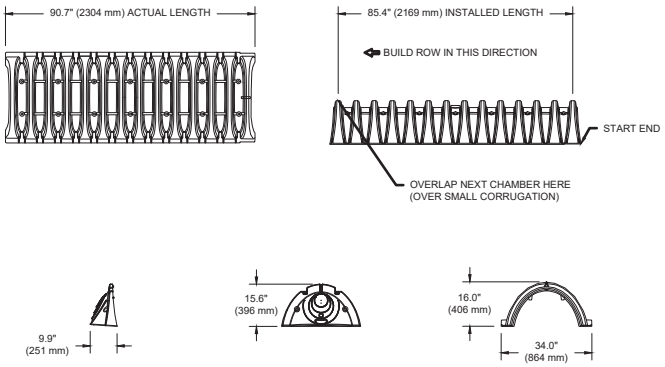
UNDERDRAIN DETAIL

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SC-310 TECHNICAL SPECIFICATION

NTS

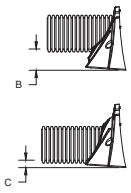


NOMINAL CHAMBER SPECIFICATIONS

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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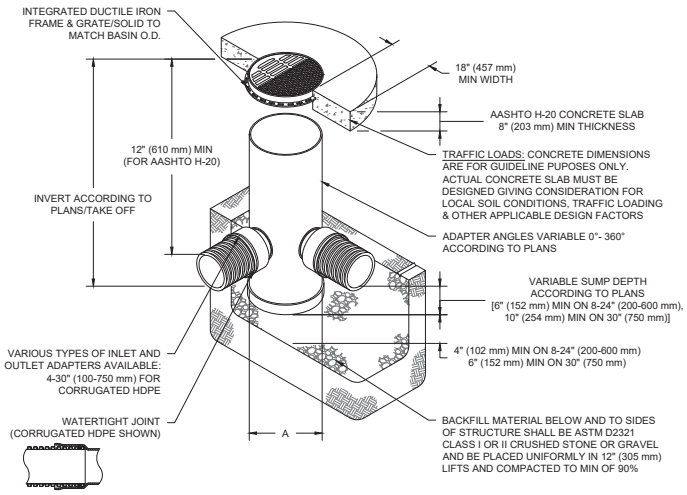
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Chamber System
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ADS
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SHEET
5 OF 6

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

DIVIDE ROAD HOUSING
SNOWMASS VILLAGE, CO, USA
DATE: 04/04/2025 | DRAWN: UU | CHECKED: N/A
PROJECT #:

DATE	DRW	CHK	DESCRIPTION

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SHEET
6 OF 6

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.

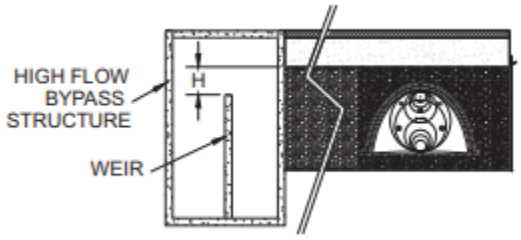
Design

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:

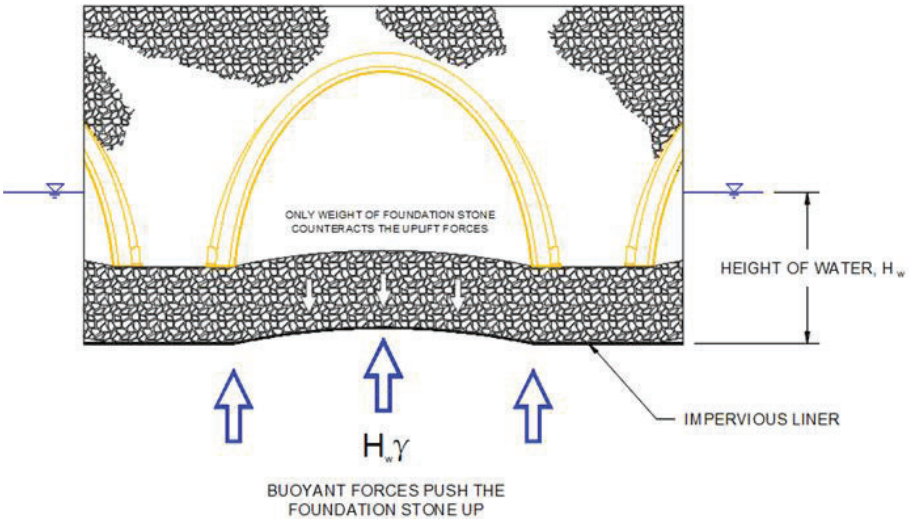


$$H = (Q / (C_d \times L))^{2/3}$$

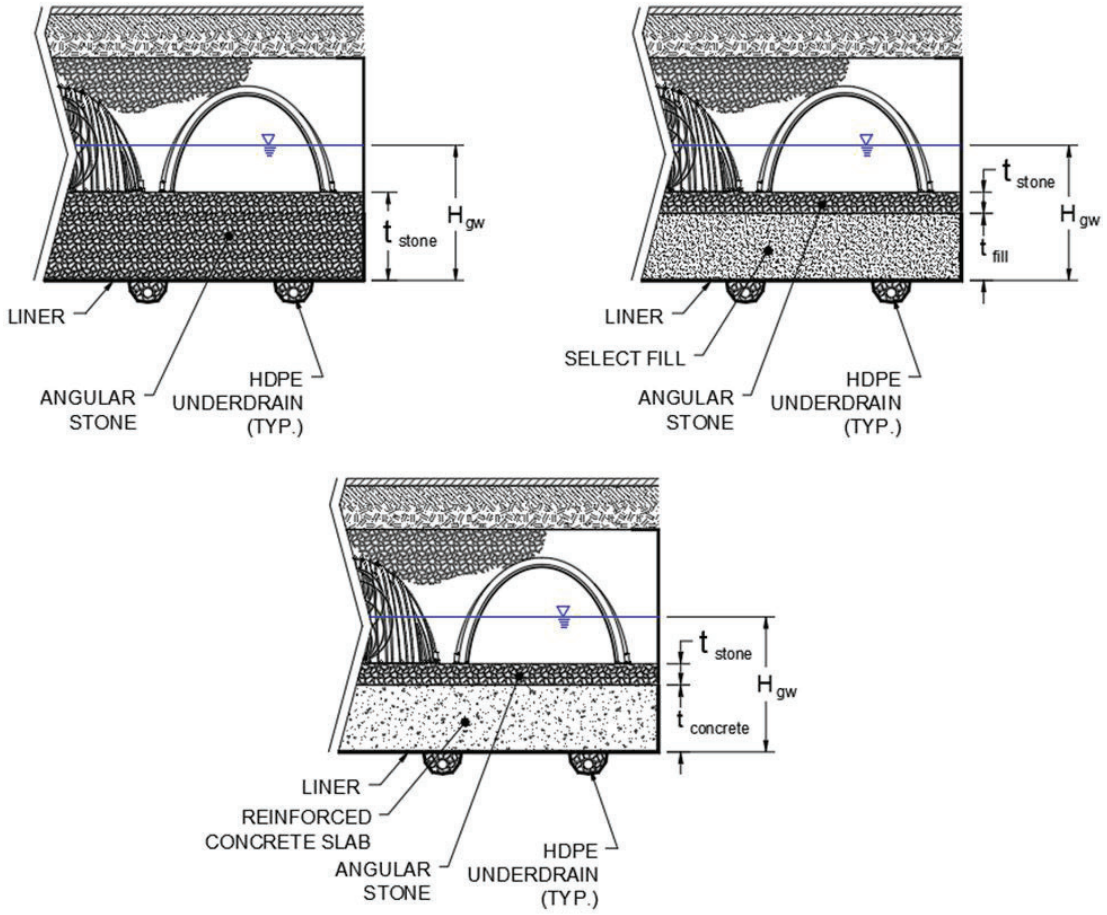
Where:
- Q = flow over the weir (cfs)
- C_d = discharge coefficient = 3.3
- H = Depth of flow over crest (ft)
- L = length of weir (ft)

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.



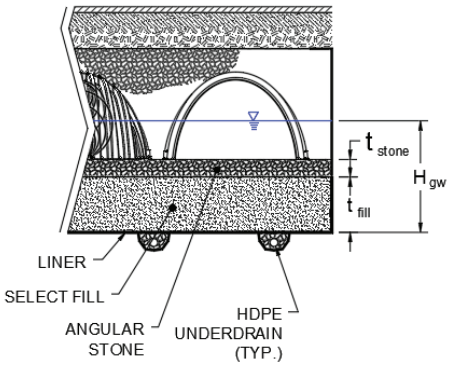
To prevent adverse impacts from ground water, where gravity discharge is possible, ADS recommends the installation of an underdrain system under the liner. Where there is a potential buoyant force, ADS recommends a sufficient bedding thickness, such that the weight of bedding exceeds the maximum buoyant 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)

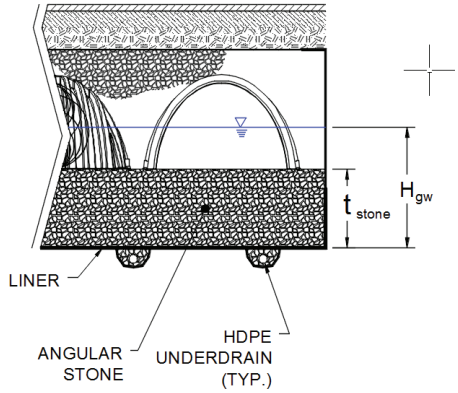
t_{stone} = thickness of stone bedding (in)

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) = [(γ_{stone} x t) / SF

Where:

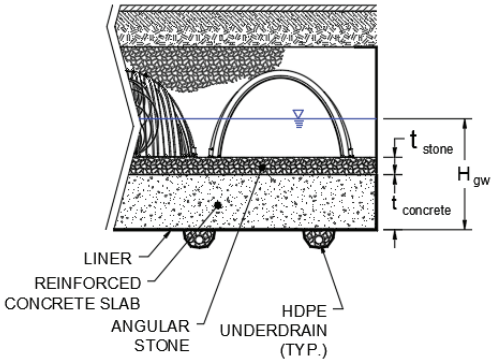
γH_{gw}= height of groundwater above liner bottom (in)

γ_{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.

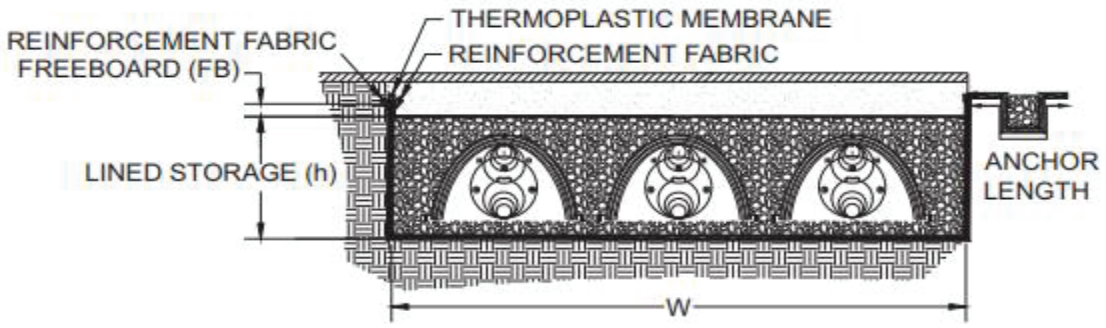
Installation

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. Stone should be placed carefully to avoid puncture from long free falls. 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.

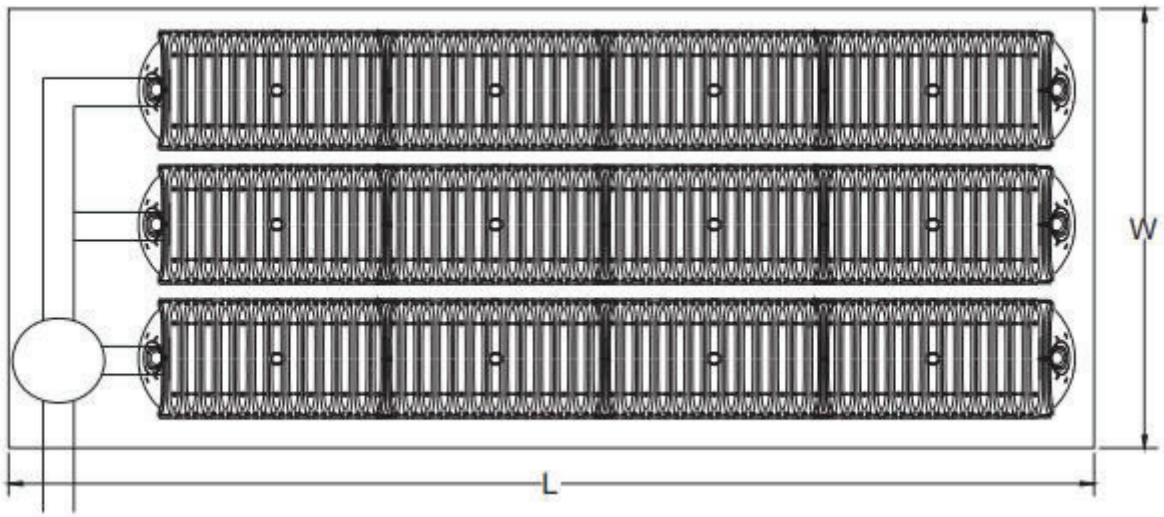
The fabricated sheet size for estimating purposes is calculated as follows:

Panel Size = [W + 2(h + FB + AL)] x [L + 2(h + FB + AL)]

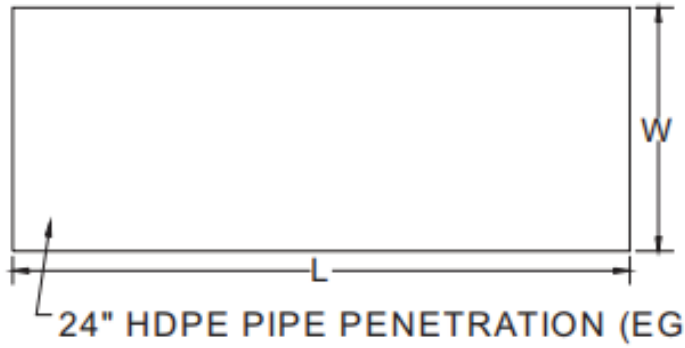
Where:

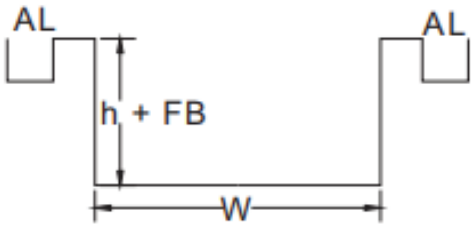
W = system width from StormTech layout drawing
L = system length from StormTech layout drawing
FB = freeboard based on engineer’s advice (0.5’ typical)
AL = anchor length of membrane and reinforcement to tie back sidewall material during installation and backfill of chambers (4’ typical)

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) Phase 2: 20,725 sf (proposed SHOP) – *17,834 sf housing* – *2,891 sf internal storage* – *2,031 sf external storage*	**28.6%**
Building Height	Phase 1: (existing VMF) 43'-5" from existing grade 37'-5" from finished grade Phase 2: (proposed SHOP) 36'-4" from existing grade 36'-0" from finished grade	-
Dwelling Units		
Residential Dwelling Units	Phase 1 Existing: 6 units (VMF) *(2) 2-bedroom – 815 sf, (4) 1- bedroom – 665 sf* Phase 2 Proposed: 30 units/30 beds (SHOP) *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% – *Lot area – 124, 146 sf* – *VMF sf – 14,810 sf* – *SHOP sf – 19,057 sf* *External storage sf – 2,031 sf*	-
Dimensional requirements		
Parking Spaces *1 space / 1 bedroom ratio per LUDC 16A-4-310*	Phase 1: 31 spaces (VMF) Phase 2: 32 spaces Includes 2 ADA spaces Total spaces: 63 (4,232 sf)	**3.4%**
Open Space	31,070 sf	**25%**
Restricted Housing	100 % workforce housing – 30 proposed units *30 bedrooms, 14,310 sf* – 6 existing units *8 bedrooms, 4,290 sf*	-

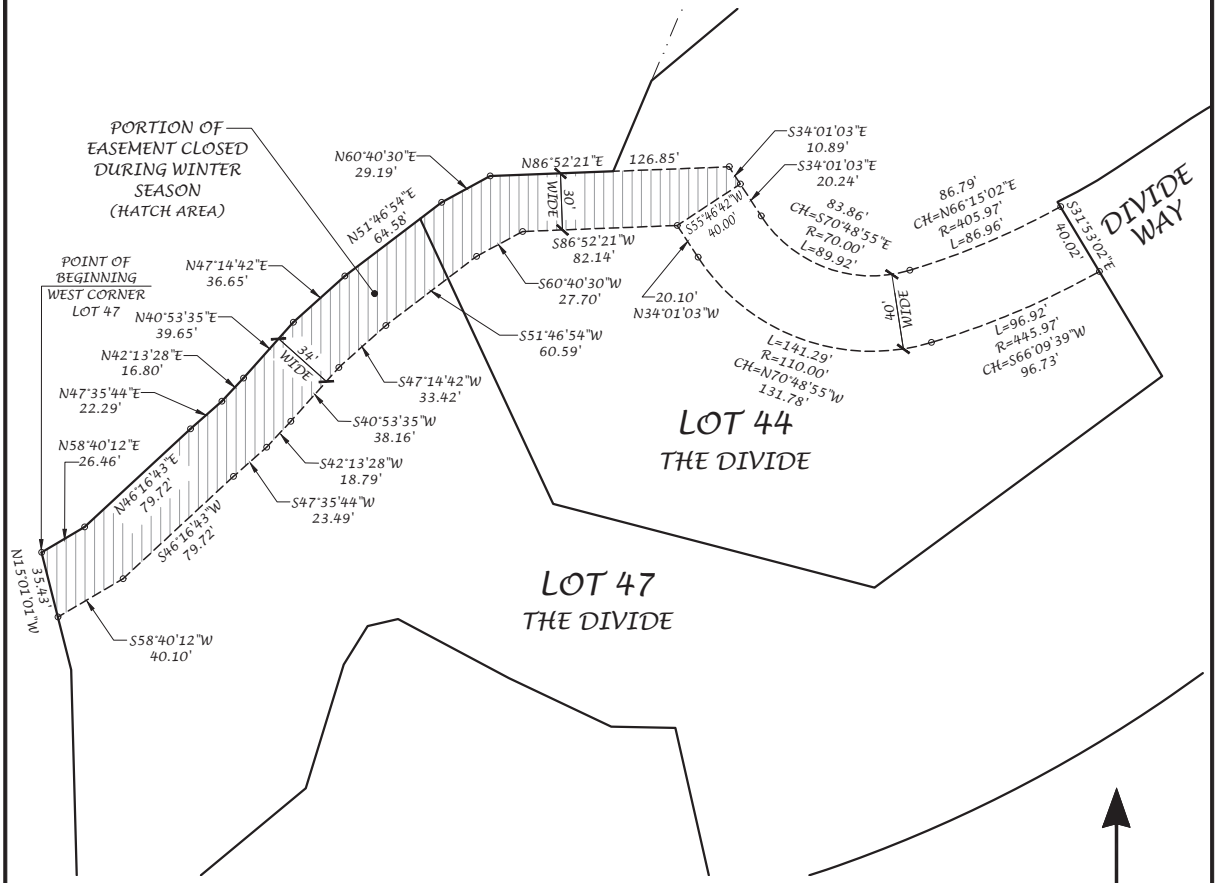
EXHIBIT 19

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



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'

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

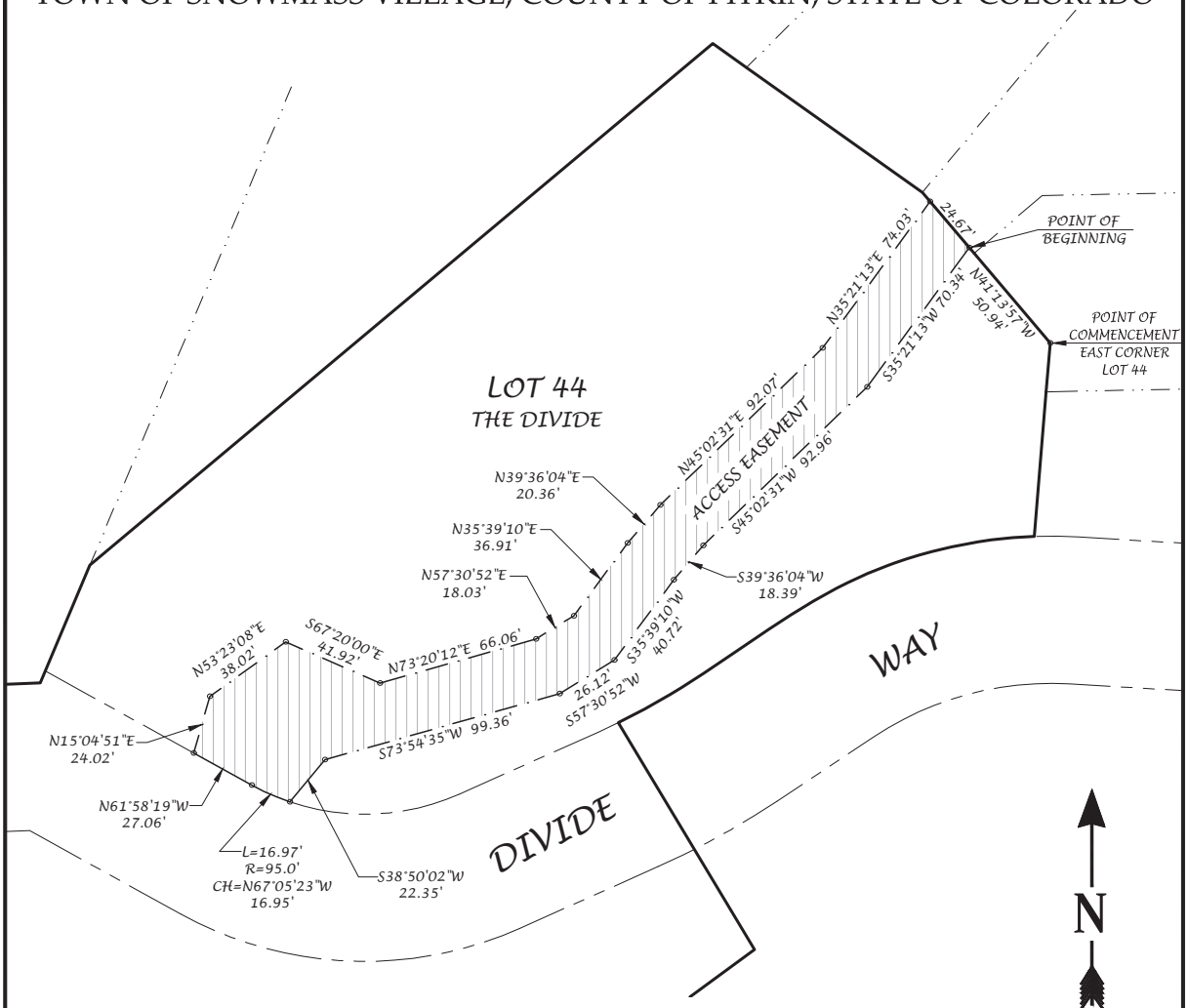
TRUE NORTH COLORADO LLC.
A LAND SURVEYING AND MAPPING COMPANY
P.O. BOX 614 - 386 MAIN STREET UNIT 3
NEW CASTLE, COLORADO 81647
(970) 984-0474
www.truenorthcolorado.com

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



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

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	

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. 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.

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.

I:\2013\2013-321 Snowmass W&SD\001 Miscellaneous Engineering Services\118-Divide Skico Housing\Correspondence\L 20250623 Phlip Jeffreys.docx

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

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

P.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

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.

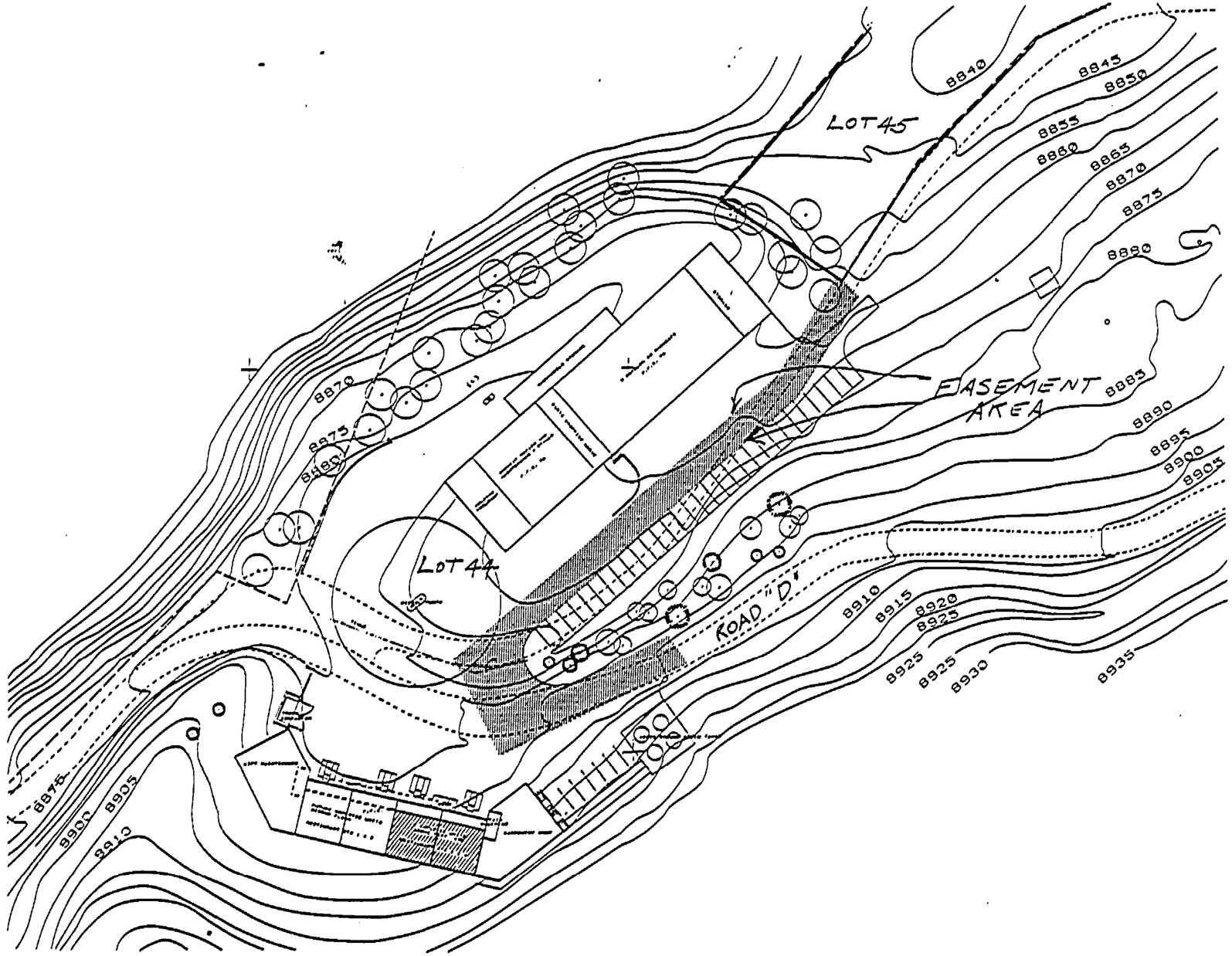
4. Terms, conditions, obligations and provisions of Subdivision Improvements Agreement recorded August 28, 1989 in Book 600 at Page 633.

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
303 575 7527
BRAD@OTTENJOHNSON.COM

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.

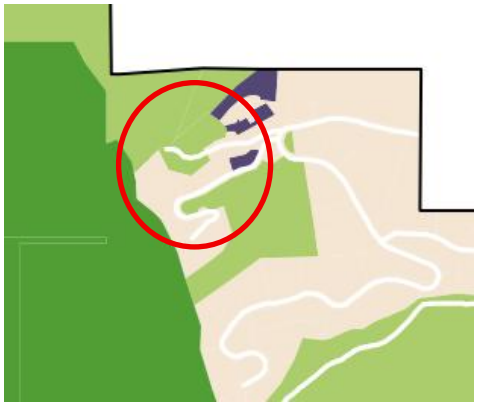
This also plays into the Town's Goals concerning Climate Change, where the Comprehensive Plan states: ". . . by promoting a more compact development pattern closer to the existing major nodes of the Village as well as ensuring the construction of green buildings, we not only have the potential of reducing 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).

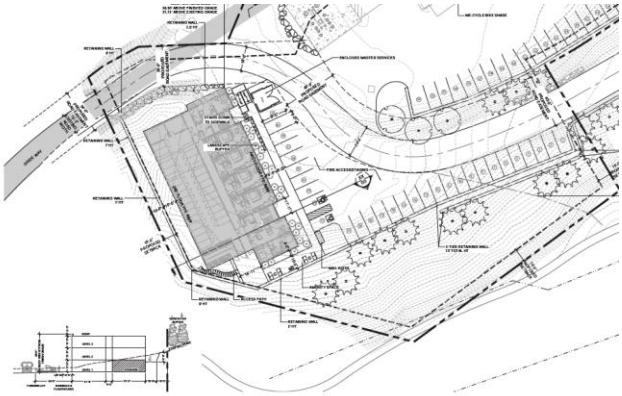
In short, there is no way to read the Comprehensive Plan as allowing, let alone encouraging, a project of this scale or nature in this location.

Failure to Reduce Scale, Density and Height of the Project

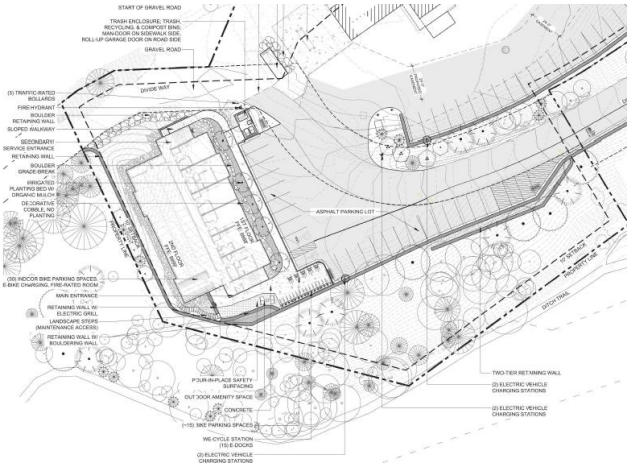
The Sketch Plan Proposal contemplated a 30-unit housing project in a 3-story building. Despite the direction from Town Council in the Sketch Plan Resolution that "the applicant is strongly encouraged to reduce the scale, density, and height of the project," the Preliminary Plan Proposal still seeks approval 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.

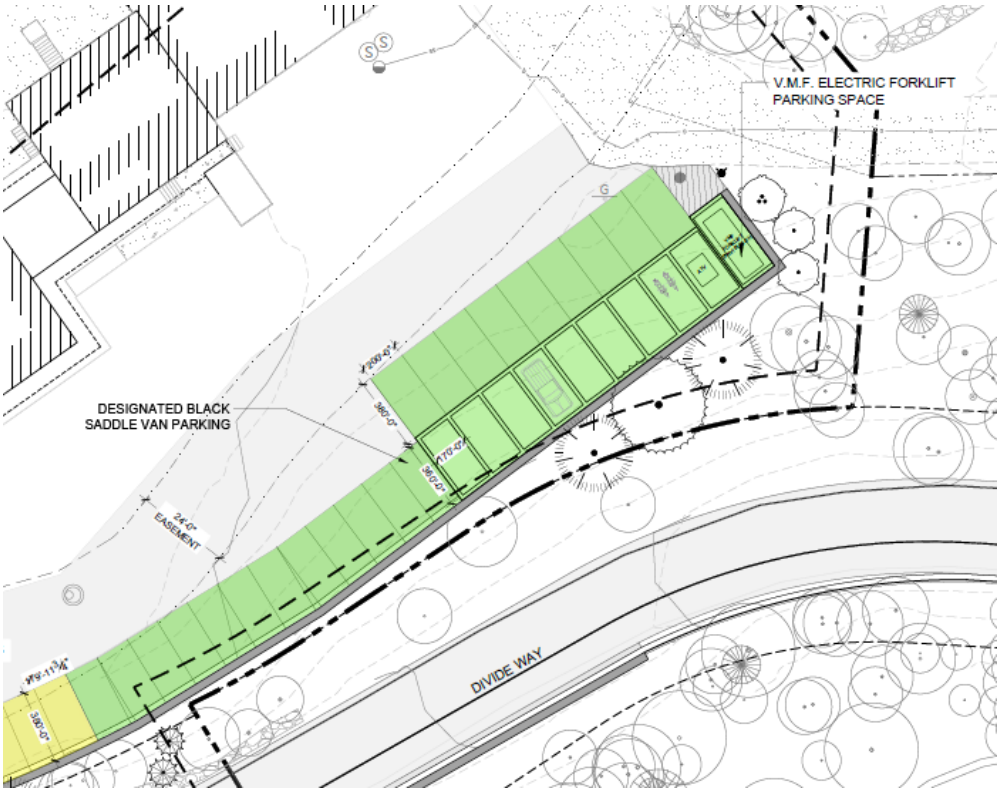
Parking

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.

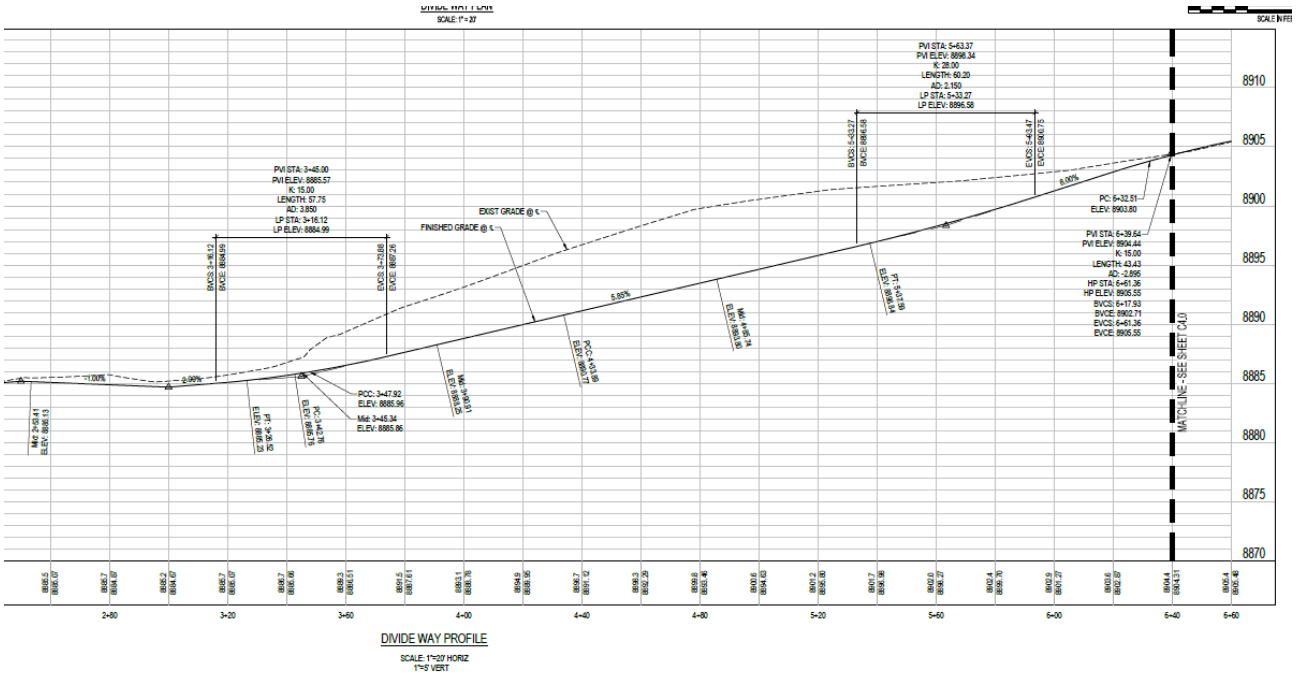
Additionally, while it is true that the minimum parking requirement under the LUC is only one space per unit, and not one space per *resident*, given the lack of any access to transit, and the lack of other alternative transportation options, the parking will not be adequate for up to 60 full-time, year-round 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:



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.

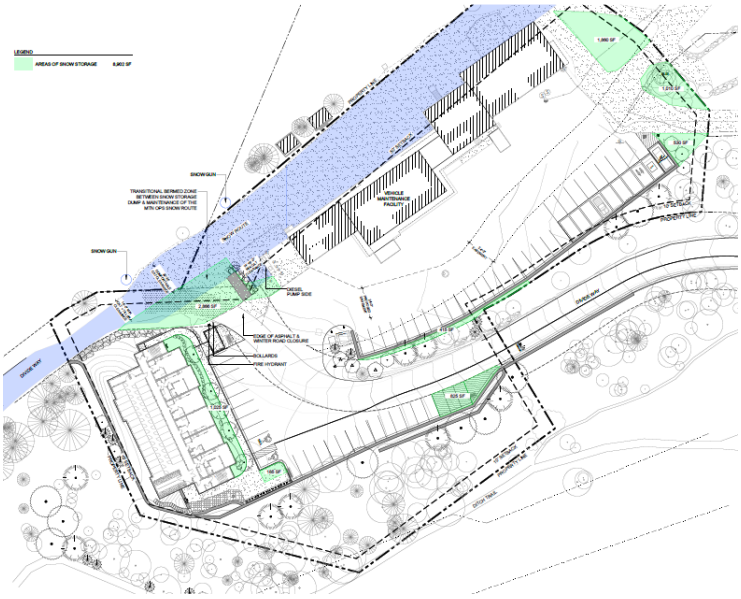
The combination of the lowering and widening the Divide Way Road surface compound to require significant re-grading. It may also require additional retaining structures, but no road cross-sections were shown. No effort was made to reduce the grade of Divide Way as it approaches the intersection with 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.

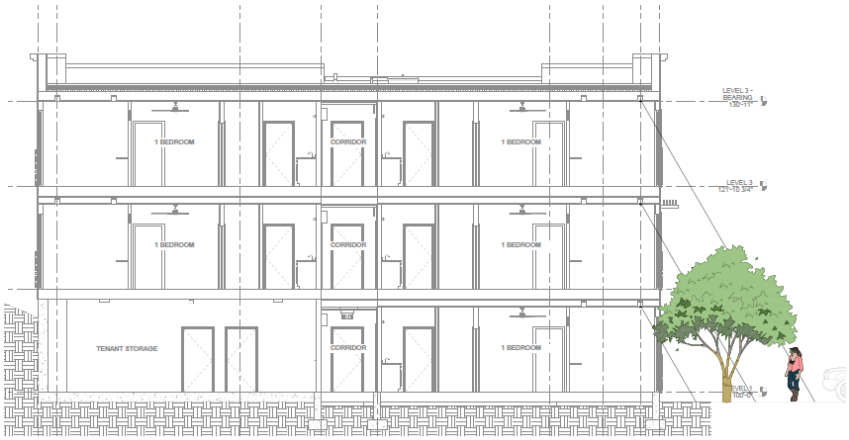
SkiCo touts an "amenity space" at the south side of the building that will include "an integrated bouldering wall with rubberized fall surfacing, outdoor grill/ kitchen area, movable seating, and other outdoor community elements." This is depicted in the image below, where the teal coloring is on the 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)

September 9th 2025

Richard G. Zepernick, Jr.
337-257-8834
gus.zepernick@tribuneresources.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:

I am writing to *oppose* the approval and construction of Aspen Skiing Company's large-scale, multi-family housing project, which I will heretofore refer to as S.H.O.P.

It is no secret that Snowmass is a special place. My wife and I learned to ski here in the 80s, I raised my five children to love these mountains, my intellectually-disabled son was one of the first participants in Challenge Aspen, and I have owned a home in the Divide (569 Divide Drive) for almost 20 years now. Year after year, the striking beauty and tranquility of Snowmass Village have been the backdrop for countless holidays and celebrations for my family.

The S.H.O.P. proposal is in direct contrast to the years of planning and the very pillars upon which Snowmass Village was built: namely protecting the "exceptional quality of life residents currently enjoy" (a direct quote from the town's 2018 Comprehensive Plan). The 2018 Comprehensive Plan also states that its goal 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." To achieve this plan, the Comprehensive Plan directs future development to "existing nodes" to sustain the Town's quality of life. The development of an urban-scale apartment building in one of the most remote parts of Snowmass Village egregiously contradicts the guidelines upon which the entire Village was constructed. Lot 44 is an inappropriate location for such a structure and the size and scale of this project should be highly scrutinized.

Further, Divide Road is a rural, narrow, and steep road with no lighting and little space for pedestrian and bike traffic. It has many blind corners and has a significant increase in traffic in both the winter and summer seasons. Just last winter, a FedEx truck was run off the road and blocked both lanes of traffic for over six hours in the days between Christmas and New Years –

blocking all vehicles and residents from either leaving or returning to their homes. Accidents like this are not uncommon and will undoubtedly increase in frequency with a 30-unit apartment complex at the top of the road. Compounding the danger, Lot 44 is more than a mile from the nearest RFTA or Village Shuttle stop and further to the grocery store and post office. SkiCo's reliance on e-bikes as a transportation solution is not feasible, especially since Town Code prohibits e-bikes on unpaved trails and WE-cycle does not operate in winter months. Residents of SkiCo housing will have no choice but to add more cars on an already strained and rural Divide Road.

The housing crisis that many SkiCo employees and working members of the Roaring Fork Valley face is serious and I do not intend to minimize the challenges before us. However, blatantly violating the guidelines that have crafted the unique character of Snowmass Village in an attempt to cram as many employees as possible into a remote neighborhood (not to mention the safety concerns of 60+ additional residents using a two-lane road) is not the answer to the housing crisis unless "out of sight, out of mind" is the strategy.

I am imploring the Planning Commission to follow your own guidance in preserving what makes Snowmass Village the enchanting place that it is. Follow the town's guidance and restrict large-scale developments like the S.H.O.P. proposal to the existing nodes. Like any other for-profit business in the Roaring Fork Valley, SkiCo should obey the rules set forth by the Comprehensive Plan and this proposal should be highly scrutinized for its large scale and the disruptions that it will cause to the Divide community.

Sincerely,



Richard G. Zepernick, Jr.

Perlmutter Investment Company

Craig Arnson
General Counsel

September 2, 2025

BY ELECTRONIC MAIL (TTodd@hollandhart.com)

Thomas J. Todd, Esq.
Holland & Hart
600 East Main Street, Suite 104
Aspen, CO 81611-1991

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

Dear Mr. Todd:

In response to your letter to Norman Perlmutter dated *August 27, 2025,* Snowmass Land Company is an Illinois general partnership in good standing that, among other things, owns significant acreage in the Town of Snowmass Village including at Horse Ranch PUD and East Village PUD, as well as various water rights in the area.

Mr. Perlmutter's letter advised your client, the Divide homeowners association, and the Town of Snowmass Village, all of whom we consider to be old friends, as a courtesy, to attempt to save everyone from wasting a lot of time and money. The reservation in the Aspen Skiing Company's vesting deed clearly establishes SLC's right to approve the architectural quality of all buildings and other structures erected on Lot 44 of the Divide Subdivision. It was a condition of the conveyance to your client for the reason addressed in Mr. Perlmutter's letter.

Sincerely,

Cc: Heather Henry, Vice President Housing & Childcare, Aspen One – hhenry@aspen.com
Clint Kinney, Town of Snowmass Village, Town Manager – ckinney@tosv.com
Rana Dershowitz, Chief Business & Legal Affairs Officer, Aspen One – rdershowitz@aspen.com

September 9, 2025

Town of Snowmass Village
Planning Commission
130 Kearns Road
Box 5010
Snowmass Village, CO 81615

Dear Planning Commission Members:

I am writing again to express the concern of the Board of the Snowmass Homeowners Association regarding the proposed S.H.O.P. development and to urge the Council to uphold both the Snowmass Village Comprehensive Plan and the long-standing Planned Unit Development (PUD) that governs the The Divide area.

The comprehensive plan, created with broad-based community input, makes it clear that urban-scale density should be concentrated within existing nodes — not in remote areas. This approach ensures that housing is connected to shopping, transit and other essential services while reducing reliance on cars.

Better alternatives exist, including potential sites near Town Hall, that could provide significantly more units and density while remaining consistent with the comprehensive plan. Approving the S.H.O.P. project as proposed would not only override decades of thoughtful planning but would also set a troubling precedent for disregarding community-driven guidelines like our PUDs.

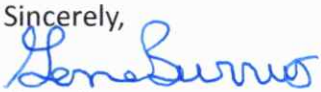
The current proposal represents a massive increase in density and units beyond what the existing PUD — in place for nearly 25 years — allows. The Town cannot simply ignore or bypass The Divide PUD and other established residential PUDs—even if its intentions are to provide more housing. If the project exceeds what is permitted, the Town must work collaboratively with the affected neighborhood to seek appropriate approvals or make thoughtful adjustments rather than forcing through a project that conflicts with established agreements.

The proposal fails to adequately address safety concerns along Divide Road, a narrow and steep roadway with no lighting, sidewalks or designated bike lanes. Introducing higher density housing without ensuring safe and accessible infrastructure would put current and future residents at unnecessary risk. It will also place a large, urban-scale apartment building at the trailhead for one of our Town's most important recreational assets.

For these reasons, the Board of the Snowmass Homeowners Association and I respectfully urge the Council to uphold the comprehensive plan and the existing PUD. Consistency and

predictability in planning are essential to maintaining the character and safety of all Snowmass Village neighborhoods.

Sincerely,



Gene Burrus

President, Snowmass Homeowners Association

September 10, 2025

Town of Snowmass Village
Planning Commission
130 Kearns Road
Box 5010
Snowmass Village, CO 81615

Dear Planning Commission Members:

While we agree that workforce housing is among the top issues facing Snowmass Village, Aspen Ski Company's S.H.O.P. proposal for Town Lot 44 as resubmitted remains incompatible with the Snowmass Village comprehensive plan and Divide PUD and does not adequately address the impacts on the surrounding neighborhood. As Planning Commissioners, you must ensure that proposed developments align with the Town's guidelines, and this project rejects long-standing provisions to place dense housing like this in the nodes and away from natural areas like the Ditch Trail.

The existing Divide PUD was based on the Aspen Ski Company's use of the land adjacent to the Divide neighborhood and the Ditch Trail in a way that was compatible to the trail system and neighborhood. For over 20 years, the existing approvals contemplated adding no more than another 3 units—for a total of 9—on the site. The S.H.O.P. proposal significantly expands the allowed additional units to 30—10 times the current approved number. The Town's comprehensive plan designates this parcel as "suitable only for supplemental minor development." A three-story, 30-unit building is not a minor development; it represents a significant increase in size, density, traffic, visual impact and disruption of the Ditch Trail.

If Planning Commission and Town Council can simply change the PUD this drastically, then how can property owners be certain the Town will keep any of its commitments. If we allow the Town to give in to Aspen Ski Company—with other more suitable options available for workforce housing—then what will be next? Will the Town overturn other PUDs?

As for traffic and safety, Divide Road is the only road to access the neighborhood from the Village. It is steep, narrow and winding. Adding significant pedestrian and bicycle traffic to the road will create safety problems. The site will continue to serve as a maintenance facility for the resort and experience heavy vehicle traffic throughout the day. The resubmittal fails to address traffic and safety concerns adequately. The nearest transit access is over a mile away, and E-bikes are not a solution, given that they cannot be used on Town trails.

Finally, dense housing and its associated impacts like traffic, noise and parking was purposely kept away from the Ditch Trail since many adjoining hikes leave from this natural area. Adding a dense, multi-story apartment complex so close to the trail will negatively impact one of the last

remaining sanctuaries for our community where residents and visitors can enjoy the wilderness and beauty of Snowmass just steps from the boundary of the Town.

We ask that the Planning Commission acknowledge these concerns and respect the established guidelines for growth, which emphasize focusing the development of new housing on the existing nodes where residents can access transit, groceries and other services.

Respectfully,



Christine DeYoung
Town of Snowmass Village and Divide Homeowner

Outlook

Re: Sept 17th Planning Board Meeting

From Ashleigh Huff <ahuff@snowmass.gov>
Date Fri 9/12/2025 12:40 PM
To Brian McNellis <bmcnellis@snowmass.gov>

Got it, thanks Brian. Packet and meeting invite going out shortly.

Ashleigh Huff
Permit Technician
Town of Snowmass Village
P.O. Box 5010, 130 Kearns Road
Snowmass Village, CO 81615
Office Hours: 7:30am to 4:00pm
d. 970-922-2277
t. 970-923-5524 ext 631
www.tosv.com

Please be aware that my email has recently changed from ahuff@tosv.com to ahuff@snowmass.gov

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From: Brian McNellis <bmcnellis@snowmass.gov>
Sent: Friday, September 12, 2025 12:00 PM
To: Ashleigh Huff <ahuff@snowmass.gov>
Subject: FW: Sept 17th Planning Board Meeting

Ashleigh – please confirm receipt.

-BMc

From: John Nolan <jnolan@nolanpg.com>
Sent: Friday, September 12, 2025 11:18 AM
To: Brian McNellis <bmcnellis@tosv.com>
Subject: Sept 17th Planning Board Meeting

You don't often get email from jnolan@nolanpg.com. Learn why this is important

Hi Brian.
I hope all is going well.

Because some Planning Board members had to leave the August 20 meeting before I was able to speak, I thought I would send a written version of the comments I made at the meeting. Would you please include this in the packet you send to Planning Board members?

Thank you,
John Nolan

Comments at August 20th Planning Board Meeting:
Good evening. My name is John Nolan and my house is at 189 Pinon Drive.
Given all the concerns that have been expressed verbally and in writing, I won't repeat all the reasons this project isn't a solution.
The point I want to make is around this false narrative implied in the question;…"if not here, then where?...Denying one ill-suited project does not imply opposition to workforce housing, it signals commitment to thoughtful, principle-driven development that is consistent with our guiding documents.
Other than the fact it's workforce housing, this project contradicts essentially every element of Comp Plan and Master Housing Plan.
The fact is, there are better, more aligned, Win-Win solutions already identified in our Master Housing Plan that score higher on every metric in the MHP and don't force the town into the predicament of abandoning our long-held core principles…values…and long-term vision that have guided and protected Snowmass for decades.
Look, I'm certainly biased. Skico is biased. We all are. What's not biased is our guiding documents. These documents - not expedience – must direct this decision.
No one can doubt the town's commitment to Work Force Housing. Workforce housing is essential. However, this challenge didn't arise overnight and it won't be solved overnight. The town will solve it. The only question is whether we will solve it well, or poorly. The impacts of a poor choice are permanent and nearly impossible to undo.
I understand there is tremendous pressure for a fast fix. I urge you to resist this pressure and not take the expedient path…but follow the direction established in our guiding documents generated through decades of community driven planning, centered on our core principles and long-term vision.
"If not here, then where? Our guiding documents answer this question clearly.
Thank you for your time.

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

Town of Snowmass Village

Planning Commission

Meeting

Date: September 17, 2025

Agenda Item: Willows, Building D Reconstruction – Minor PUD

Presented By: Brian McNellis, Senior Planner AICP/MLA

Applicant Team:

- Applicant: Willows Condominium Association
- Representatives – Dana Ellis, Outpost Studio LLC

Legal Description:

Lower Willows, Building D – 35 Campground Lane (vicinity map below)



I. Background:

Originally built in 1967, the Willows housing units were among the first structures built in the West Village and prior to the incorporation of Snowmass Village as a municipality. Tragically on March 6th of 2024, Building D of the Willows

Condominiums was destroyed by fire. Fortunately, this structure was the only one in the Willows complex deemed uninhabitable and demolished. For the past year and a half, the Willows HOA has been confronted with the financial burden of reconstructing the destoyed structure. The method determined most feasible was to rebuild with an extra top story and 4 additional free-market units (7 units + 2 x two bedrooms and 2 x studios = 11 total). This plan is intended to allow the HOA to raise the funding needed to reconstruct the housing and return displaced residents.

II. Project Description

The project is being reviewed as a Minor PUD, initiated as a Preliminary Review since the proposal includes less than 6 additional residences.

The property is located in the West Village and situated near the intersection of Campground Lane and Carriage Way. The application proposes a new single building containing 7,076 square feet of residential space (previously 3,952 square feet) which will contain a total of 11 free market units (2 x studios, 8 x one bedrooms, and 2 x two bedrooms). Per the application, each of the units will be offered a single residential parking pass and a guest pass for the numbered parking lots.

The proposal complies with the current buildout-chart of the 2018 Comprehensive Plan which suggests a potential for 4 additional units in the “Willows Center”. The application proposes a multi-family (MF) zoning overlay which limits height to 38 feet. As allowed through the approval of PUDs, variances can be considered and adopted for projects offering sufficient community benefit.

III. 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: *NA – this application was allowed to forego Sketch Plan at the request of the applicant.*

(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: *The underlying zoning is Specially Planned Area (SPA) and therefore mandates PUD approval to define specific design parameters for proposed development. A Multi-Family (MF) zoning is an appropriate overlay for this location as it adopts standards for the Willows development. It is important to note that the MF zone has a height limitation of 38' for which a variance is requested (46.5') as part of this PUD proposal.*

(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 proposal primarily aligns with the Comprehensive Plan's Strategic Initiative: "Encourage the update and renovation of older buildings in the Village. Guiding Principle: Provide an array of housing, shopping, culture, entertainment and lodging options for employees, residents and guests at all income levels and stages of life". It also aligns with the Goal: "Focus New Housing within the Nodes which are 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."*

The proposal requests 100% of the build-out identified in the Comprehensive Plan for the "Willows Center" condominiums. Although the free-market nature of the proposed units will exceed the price limitations typically imposed by deeded local workforce housing standards, the smaller style units proposed will be far more obtainable for local employees than the larger single-family units located elsewhere in Snowmass Village.

(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 proposed architecture and materials pallet will blend with the existing Willows development and complement the existing vernacular found in the immediate area and greater West Village CPA.*

(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: *There are no immediate natural hazards in the area. Landscaping must comply with urban-wildland interface fire standards.*

(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 located within the Brush Creek Impact Area, there are no new impacts to the natural resource if the project maintains previously existing drainage patterns as proposed.*

(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: *See the previous response. Stormwater will need to be closely monitored and mitigated for the duration of the reconstruction. The HOA will be required to submit a thorough Construction Management as part of any subsequent building permit submittal for approval by the Chief Building Official.*

(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 Attachment I) the proposed development will not be a significant traffic generator for local roadways – 28 additional daily trips. The newly proposed units would be located along the main bus and local shuttle route(s) and within immediate proximity to We-cycle stations. Furthermore, the location is within walking distance to commercial and service centers as well as recreational amenities including skiing, hiking, and mountain biking.*

(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 utility connections will need to be re-established, the existing surrounding utilities (i.e. water, sewer, electrical) are adequate to serve the proposed development. Emergency access exists via Carriage Way.*

(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 Willows HOA is eager to return currently displaced residents to their homes and will result in an expedited construction process .*

(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: *This project is within the allotted the build-out identified in the Comprehensive Plan and qualifies as a Minor PUD. It will be determined if housing mitigation is required by nature of deed restricting any of the proposed units for future consideration by Town Council.*

(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, locally obtainable 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 newly proposed building will be vastly more efficient with the requirements of the updated building codes. Should the Planning Commission feel compelled, conditions of approval that the building implement specific conservation methods may be explored.*

(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 applicant will be required to address air quality issues as part of the mandated Construction Management Plan to be submitted with any*

forthcoming building permit submittal. Upon issuance of a Certificate of Occupancy, air quality issues will me be minimal.

(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: *A Construction Management Plan is required as part of building permit submittal. A draft will be requested as part of the Final PUD submittal as included as a condition of approval in the draft resolution.*

(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.*

IV. 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.

V. 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 review draft resolution No. 9 of 2025 crafted in the affirmative and attached for consideration.

Attachments:

A. Resolution No. 29 of 2025
B. Draft PC Resolution No. 9 of 2025
C. HOA Letter
D. Preliminary Plan Application narrative
E. Architectural Plan Sets
F. Ganding and Landscape Plans
G. Public Works Referral
H. Will Serve Letters
I. Kimely Horn Traffic Letter

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

RESOLUTION No. 29
SERIES OF 2025

A RESOLUTION OF TOWN COUNCIL PROVIDING DIRECTION, IDENTIFYING SPECIFIC COMPONENTS, AREAS OF THE CODE, OR CORE ISSUES FOR THE PLANNING COMMISSION'S REVIEW OF THE MINOR PUD AMENDMENT PRELIMINARY PLAN APPLICATION FOR WILLOWS – BUILDING D RECONSTRUCTION

WHEREAS, on March 6, 2024, Building D of the Willows Condominiums was destroyed by fire and deemed uninhabitable; and

WHEREAS, on July 14, 2025, the Willows HOA formally submitted a Minor PUD Preliminary Plan application to reconstruct Building D with 4 additional units (11 total) in effort to finance the reconstruction of the structure; and

WHEREAS, the application was deemed adequately complete for a formal referral and evaluation of the proposal on July 28, 2025; and

WHEREAS, a joint meeting of the Planning Commission and the Town Council was scheduled on September 2nd to hear a presentation regarding the proposal by the applicant as required pursuant to 16A-5-340(d) of the Land Use and Development Code; and

WHEREAS, pursuant to the Land Use and Development Code and following the joint meeting or at the next regularly scheduled meeting, the Town Council shall identify the specific components or project elements, areas of the code or core issues for Planning Commission's review of the Minor PUD, Preliminary Plan application involving Willows – Building D as addressed in this resolution.

NOW, THEREFORE, BE IT RESOLVED, by the Town Council of the Town of Snowmass Village, as follows:

Section One: Action. Town Council Direction to the Planning Commission.
The Town Council directs the Planning Commission to begin focusing upon the following specific components or project elements, areas of the code or core issues:

1. Evaluate the project's consistency with the 2018 Comprehensive Plan's Guiding Principles and Strategic Initiatives.

2. Consider the compatibility and appropriateness of the architectural character

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in accordance with the municipal code's Development Evaluation Standards. Determine if the design and materials are appropriate for the site.

3. Evaluate whether the proposed height and scale of the multi-family development is aesthetically in keeping with surrounding land uses and the West Village. Study the effects of the scale and mass of the proposed structure as seen from neighboring properties.

4. Request a shade study that is specific to wintertime solar conditions to better understand whether Carriage Way will be impacted by snow and ice build-up.

5. Determine if the proposed parking plan - 1 residential and 1 guest permit (for the upper Willows, Lower Willows, or numbered lots) is sufficient to meet the needs of the proposed development.

6. Study whether the proposal adequately addresses the storage needs for all residential and commercial aspects of the development.

7. Evaluate the proposed Landscape Plan and determine if there is adequacy of plantings that will offer sufficient screening of the proposed structure while successfully implementing wildfire mitigation/setback requirements.

Section Two: Severability. If any provision of this Resolution or application hereof to any person or circumstance is held invalid, the invalidity shall not affect any other provision or application of this Resolution which can be given effect without the invalid provision or application, and, to this end, the provisions of this Resolution are severable.

READ, APPROVED AND ADOPTED, by the Town Council of the Town of Snowmass Village on September 2nd, 2025, upon a motion by Council Member Firestein second of Council Member DeAngelo and upon a vote of 5 in favor and 0 against.

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

_____
Alyssa Shenk, Mayor

ATTEST:

_____
Megan Harris Boucher, Town Clerk

APPROVED AS TO FORM:

_____
Jeff Conklin, Town Attorney

TOWN OF SNOWMASS VILLAGE
PLANNING COMMISSION

RESOLUTION No. 9
SERIES OF 2025

A RESOLUTION OF THE PLANNING COMMISSION RECOMMENDING PRELIMINARY PUD APPROVAL TO THE TOWN COUNCIL REGARDING THE WILLOWS – BUILDING D RECONSTRUCTION AND AUTHORIZING THE APPLICATION TO PROCEED TO FINAL PLAN

WHEREAS, on March 6, 2024, Building D of the Willows Condominiums was destroyed by fire and deemed uninhabitable; and

WHEREAS, on July 14, 2025, the Willows HOA formally submitted a Minor PUD Preliminary Plan application to reconstruct Building D with 4 additional units (11 total) in effort to finance the reconstruction of the structure; and

WHEREAS, the application was deemed adequately complete for a formal referral and evaluation of the proposal on July 28, 2025; and

WHEREAS, a joint meeting of the Planning Commission and the Town Council was scheduled on September 2, 2025 to hear a presentation about the proposal as required pursuant to 16A-5-340(d) of the Land Use and Development Code; and

WHEREAS, the Town Council's adopted Resolution No. 29 of 2025 directing the Planning Commission in their Preliminary review of the application; and

WHEREAS, an initial public meeting was held before the Planning Commission on August 20th, 2025 and continued to September 17, 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 Minor 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.

2) The Major Amendment identifies land uses proposed for the subject parcel which are generally consistent with the intent of the Snowmass Village 2018 Comprehensive Plan (the "Comprehensive Plan") provides the incentive for

a “creative” development which will foster the redevelopment of the Willows – Building D.

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. The exterior materials on the newly constructed Building D shall match, resemble, or compliment those of the other buildings in the Willows complex to be reviewed and approved by the Snowmass Design Review Committee.

2. Each of the units in the new Building D shall be limited to 1 residential and 1 guest parking permit for the numbered lots as issued through the Transportation & Parking Department. Residents may also park at the available parking spaces along Campground Lane or the Lower Willows complex if available.

3. The HOA shall be responsible for fees associated with the reconnection of utilities to the new Building D as well as any other associated infrastructure costs. The Willows HOA shall initiate a cost reimbursement agreement with the Snowmass Water & Sanitation District to be finalized prior to building permit.

4. The new building shall meet the fire requirements as identified by the Roaring Fork Fire District and applicable Building Code at the time of building permit

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issuance.

5. Each of the reconstructed units shall have adequate storage space assigned to be evaluated at Final Plan review.

6. Lighting shall comply with newly adopted Ordinance No. 10 of 2025 and a lighting plan shall be included as part of the Final Plan application and any subsequent building permit submittal.

7. A more detailed Planting, Landscape and Grading plan shall be included for review and approval as part of the Final Plan submittal. The planting shall meet all Urban Wildland Interface standards and grading shall not be altered from the previously built condition.

8. 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.

9. A complete Construction Management Plan shall be submitted for review at building permit submittal. During construction, workers shall adhere to Best Management Practices regarding erosion control, dust suppression, and daily mud removal from Carriage Way. Traffic control shall be implemented as needed.

10. Should the Preliminary PUD be approved, it will constitute an amendment to the Buildout Chart (Tabel 2) of the 2018 Comprehensive Plan limiting "Willows Center" to no development at the "Willows Center" and formally adopted at Final Plan.

Section Two: Severability. If any provision of this Resolution or application hereof to any person or circumstance is held invalid, the invalidity shall not affect any other provision or application of this Resolution which can be given effect without the invalid provision or application, and, to this end, the provisions of this Resolution are severable.

INTRODUCED, READ, AND ADOPTED by the Planning Commission of the Town of Snowmass Village, Colorado on this 17th 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

DRAFT

_____
Mathew Dube, Chairperson

ATTEST:

_____
Ashleigh Huff, Secretary

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

DRAFT

May 24, 2025

Attn: Town of Snowmass Village

Re: Willows Condominium Association Land Use Submittal

Dear TOSV,

Thank you for considering our application.

As you know, the Willows Community suffered a devasting loss from fire of the D Building on March 6, 2024.

Our owners are not wealthy individuals or companies. Our owners are the backbone of the Valley's workforce - hospitality workers, ski pros and mountain service workers.

The fire has resulted in the long-term loss of housing for our owner occupiers, as well as having a devastating financial impact on the entire HOA.

Our insurance policy excluded asbestos abatement for which the HOA is near $300,000 out of pocket. Our insurance companies' adjustor has also grossly undervalued the cost of rebuilding in the valley, leaving the HOA with a massive financial black hole. The costs to the HOA are enormous and mounting.

The downstream financial effect to Willows is to levy all owners with a massive special assessment that frankly, they cannot afford. For these reasons, the HOA has pursued a Land Use amendment to partially offset the enormous gap between our insurance payment and the cost of construction.

The Association hopes that TOSV will expedite this amendment expeditiously so that we can commence construction and get our displaced owners back into their homes.

Thank you in advance.

Your sincerely

Alastair Noble

HOA President

Alastair@mpa.tv

RECEIVED
06/03/2025

THE OUTPOST STUDIO

Pre-Sketch Narrative

To:	Town of Snowmass Village
Project:	Willows Condominiums - Building D PUD
Address:	35 Campground Lane, Snowmass Village, CO
Date:	May 28, 2025, updated June 19, 2025
RE:	Planned Unit Development Minor Application

Project Introduction

The proposed project is a Planned Unit Development (PUD) application for Building D, located in the Lower Willows Condominium property, located at 35 Campground Lane in Snowmass Village, Colorado.

The property consists of eight buildings, each with 7-8 residential studio units, originally constructed prior to the town's zoning requirements. The existing site was developed under the West Village Unit 'A' subdivision, approved by Pitkin County on May 18, 1967, and the buildings (F, G, and H) were constructed as part of the Lower Willows project before the town's incorporation in 1977.

Building D contains 7 units, with a request for 2 additional units on a new 3rd Story and 2 additional studio units in the basement to be constructed in the reconstruction of the building. Building D was irreparably damaged in March of 2024 and has been demolished down to the foundation as of February 2025.

Since incorporation, the property has been designated as a "Specially Planned Area" (SPA-1), meaning that its existing development is in compliance with current zoning regulations. Over the years, multiple renovations and site improvements have been approved, including exterior upgrades and landscaping renovations.

The goal of this PUD application is to formalize the existing conditions and provide the necessary land use approval for development of a third floor and basement units, to Building D, adding a maximum of 4 units, bringing the total number of units in Building D to 11. The proposed changes will support the continued residential use of the property while preserving the character and scale of the existing condominium complex.

This application seeks approval from the Town of Snowmass Village for the creation of a PUD to accommodate these proposed future modifications in a manner consistent with the town's Comprehensive Plan, planning objectives and zoning standards. Please note Exhibit D to understand the description of the unique position of the HOA.

RECEIVED
07/01/2025

Existing Conditions



PUD - Responses to Sec. 16A-5-300. Purpose, overview; general restrictions.

As a previously developed project, designated SPA-1, in order for any new development, a PUD must be approved by the Town of Snowmass Village (TOSV) in order to set standards for development.

Sec. 16A-5-300(b)(1) Major or Minor PUD

The Project proposes adding residential units.

Building D: Adds 4 Residential Units

This PUD would qualify for the Minor Review process based on the following code section:

> Adds no more than six (6) dwelling/hotel/lodge or other residential units.
>
> Increases the existing floor area or footprint of a nonresidential building by no than ten percent (10%).

RECEIVED
07/01/2025

Sec. 16A-5-300(c) General Restrictions

1. Minimum land area.
    - Existing to remain.
2. Location.
    - The Upper Willows (the north side of the development) are located within the Town of Snowmass Village, West Village CPA.
3. Uses.
    - Adjacent zoning includes Multi-Family Residential (MF) and Mixed Use (MU).

Upper Willows EXISTING Open Space: Approximately 70%

- 2,550 SF per Building approximated = 12,750 SF of building
- 11,566.25 SF is 25% of Lot Area

Upper Willows EXISTING Floor Area:

- 4,240 SF approximately per building x 5 Buildings = 21,200 SF

Upper Willows PROPOSED Floor Area:

- Building D will be adding 7,545.5 SF
    - 4 Buildings at 4,240 SF (16,960 SF) + Building D (7,545.5) SF = 24,505.5 SF
- Allowable per MF Zone District:
    - 46,265 SF x 0.75 = 34,698.75 SF Floor Area

4. Maximum Buildout.
    - *Per the Comprehensive Plan Build-out Chart:*

Willows, Lower	SPA-1	24	3	27
Willows, Center	SPA01	40	4	44

- Per Table 5-4 in *Sec. 16A-5-300(c)*:

TABLE 5-4 UNIT EQUIVALENCY		
CATEGORIES	SQUARE FOOTAGE	UNIT EQUIVALENT
MULTI-FAMILY I	Less Than 1,000 s.f.	**0.5**
MULTI-FAMILY II	1,000 s.f. - 1,500 s.f.	**0.50** + .05 Per Each Additional 100 s.f. Above 1,000 s.f.

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- Existing Conditions:
  - Building D:
    - 7 Units, all less than 1,000 SF, Unit Equivalent: 3.5 Units
  - All Buildings:
    - At the time of construction, each building had 8 Studio Units, each approximately 500 SF.
    - 8 Units x 8 Buildings = 64 Units / 2 (0.5 Unit Equivalent) = 32 Equivalent Units
      - Lower Willows: 8 Units x 3 Buildings = 24 Units
      - Upper Willows: 8 Units x 5 Buildings = 40 Units
    - Many units have been combined, still below the 1,000 SF Unit Equivalency.
    - The Comprehensive Plan Build-Out Chart does indicate the ability for additional units on this site.
- Proposed Development:
  - Building D:
    - 11 Units, all less than 1,000 SF, Unit Equivalent: 5.5 Units

Sec. 16A-5-340 Preliminary Plan

(1) As a Minor PUD Application - No Sketch Plan Issues or Concerns.

(2) Zone District Limitations

(a) The intent of the Multi-Family (MF) zone district is to allow for the development of a range of higher-density residential uses and appropriate accessory uses.

(i) The Willows is entirely residential, no sales offices or commercial functions occur on site. Therefore the MF zone district is the most applicable.

(b) Multi-Family Zone District Information:

(i) Multi-Family Dwellings are Allowed, per Sec.16A-3-50, Table 3-1

(ii) Dimensional Limitations:

1) Maximum Height of Principal Building(s): 38’-0”
   - The proposed Building D is: 42’-6”
     i) Allowed with the approval of the PUD
2) Minimum Percent Open Space 25%
3) Maximum Floor Area: 0.75:1

(3) TOSV Comprehensive Plan, 2018 - Responses

The Willows, Building D is located in the West Village CPA (CPA). This area is identified for redevelopment and increased density based on the Strategic Initiatives:

- *Focus new development and/or redevelopment within the identified CPAs.*

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- *Encourage the update and redevelopment of older buildings in the Village.*
- *Continue to support a viable workforce and our commitment to workforce housing by exploring opportunities that best balance the character and resources of Town.*

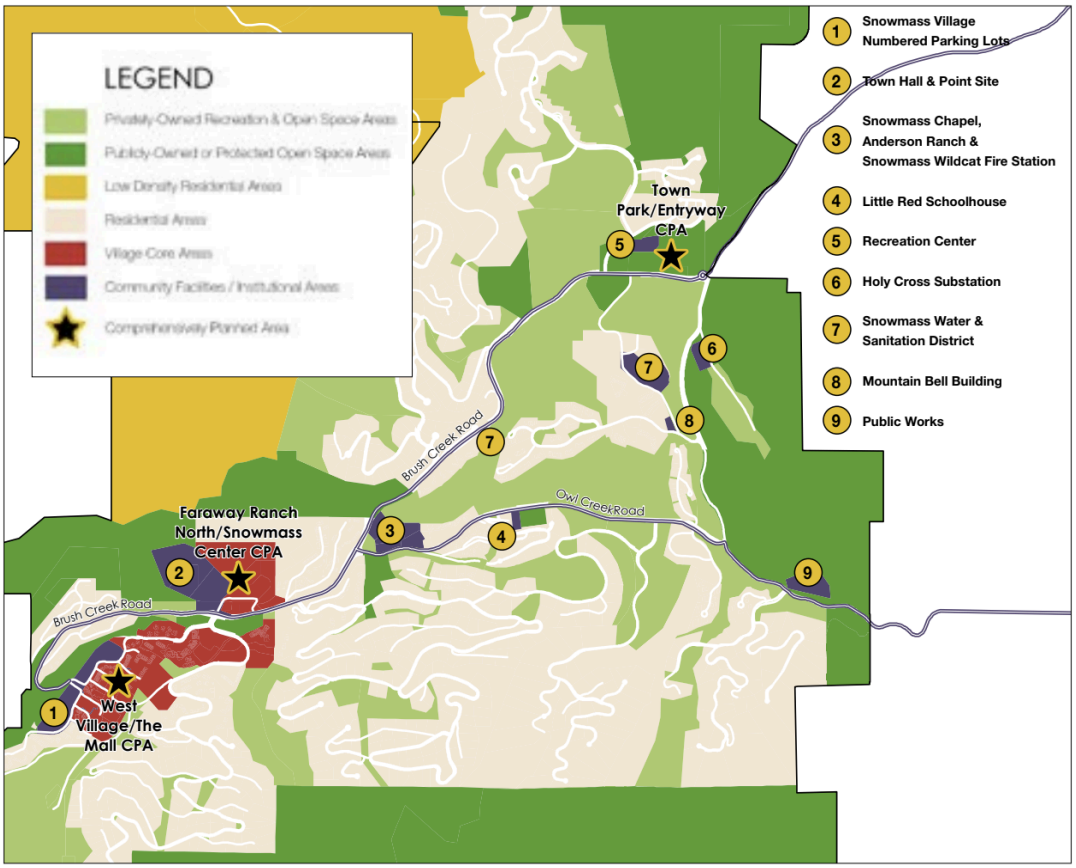
Village Core Area - West Village CPA

The Willows was developed in a pedestrian-oriented way, with parking separate from the housing and interior pathways and courtyards. This development already meets the local goals of walkability, with good existing connections to public transit and sidewalks. See Exhibit B for more information.

Applicable Goals from the TOSV Comprehensive Strategic Initiatives:

- B.2 Encourage Redevelopment and Rehabilitation in the Village Core
- C.7 Evaluate and Monitor Progress - Parking + Transit (Traffic Impact Analysis Included)
- E.1 Focus New Housing within the Nodes - (CPAs)
- E.4 Allow Free-Market Micro-housing

Map 1B: Conservation & Development Map (Inset)



Excerpt from Conservation & Development Map from the TOSV Comprehensive Plan, 2018

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(4) Architectural Plans.

The proposed mass, scale, height, density, materials, colors and details for Building D will coordinate with the rest of the Willows development. The mass and scale is increased to include a 3rd story and basement, but consideration has been given to matching roof pitch, minimizing the perceived scale, breaking down the roof forms and decks and matching the details and materials to the adjacent buildings. Consideration has also been made in regards to window/door placement to maximize privacy between the buildings.

(5) Landscaping and Open Space

The proposed landscaping and open space will be maintained and re-established after construction.

(6) Natural Hazard Areas

As the Willows is a previously developed site, set on a moderate slope. As the previous structure was impacted by a fire, and that fire was contained, we believe that there are no hazards that need to be addressed. The new building will be better prepared for fire, with proper fire separation distances, fire ratings for walls, ceilings and roof, and a fire suppression system.

(7) Natural Resource Areas

There is no impact on natural resource areas. As a previously developed site, the construction will aim to minimize the impact on any standing trees.

(8) Grading and Drainage

Grading and Drainage will be reviewed but are anticipated to remain unchanged due to the limited scope of the building redevelopment. Proper foundation drains, downspouts and grading to the foundation will be proposed.

(9) Transportation Impact

Please find the Transportation Impact Analysis per Section 16A–5-340(c)(2)o: Exhibit G

(10) Necessary Facilities

The facilities serving this building include:

- Water: Existing - 1” / Proposed: TBD with Fire Suppression System
    - Fire Suppression: None Existing / Proposed: NFPA 13 Fire Suppression System
- Electric: Existing - 200 Amp / Proposed: TBD - depending on heating strategy
- Sewage Disposal: Existing - 4” / Proposed: 4”
- Storm Drainage: Existing to Remain
- Roads + Maintenance: Existing to Remain
- Public Transit: Existing to Remain

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(11) Pace and Phasing - The project will occur in 1 Phase, as rebuilding the building for displaced owners is top priority.

(12) Restricted Housing - Not applicable

(13) Fiscal Impact Report - Waived

(14) Energy Conservation - This new building will meet all IECC requirements for thermal performance. The heating system will utilize efficient equipment and all new lighting will be high efficacy.

(15) Air Quality - To be addressed at the Building Permit.

(16) Construction Management Plan - To be addressed at the Building Permit.

(17) Community Welfare - Not applicable, though the rebuild will get members of the community back into their units.

Additional Requirements per the Town of Snowmass Village PUD Application:

- Solid Waste Disposal Plan - Existing to remain.
- Development in proximity to Ski Lift - Not applicable, development is not in proximity of lift.
- Open Space Map - Not applicable, previously developed site. Open space will remain.
- HOA Documents - Not applicable
- Water Supply and Sewage Disposal
- Air Quality Analysis - Waived, will be included with the Building Permit
- Geologic Report - Waived, soils report and foundation engineering will be included with the Building Permit.

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- Brush Creek Impact Report - The Willows is partially located within the Brush Creek Impact Zone within an Extremely Unstable area. We are requesting waiving the requirements for a natural resource specialist as no existing riparian or wetlands exist on the parcel. No setbacks are changing from the existing development.



Excerpt from Brush Creek Impact Map (rotated) from the TOSV Comprehensive Plan, 2018

- Wildlife Habitat Analysis - Waived

Sec. 16A-4-300 Site Design Standards Responses

Off-Street Parking Standards - Though the Willows was developed before 1998, parking does exist both on-site and adjacent to the housing in the Parking Lots along Campground Lane. As mentioned in the Traffic Impact Letter, the Willows Condominiums currently provides five (5) on-site parking spaces for the five buildings while the remaining residents park in permitted Village Lots, west of Carriage Way Road. Each unit is provided with one (1) owner parking permit and one (1) guest parking permit. Therefore, the additional four (4) units will add eight (8) parking permits (4 owner permits and 4 guest permits). The parking can be accommodated by the existing on-site parking at the upper Willows, the Lower Willows parking lot, or the Town's lots.

Landscaping, Grading and other Design Standards -

- Preserve existing vegetation - The intent of the rebuild is to preserve the existing vegetation to the greatest extent possible. Any vegetation or trees removed during construction will be replaced with similar-sized planting.

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View from Carriage Way, before fire. Aspen, blue spruce and fir trees all exist on site and will be maintained.



- Standards for new plantings - Any new plantings will be compatible with local climate and soil conditions. The site is partially sloped, which aspen groves are successful on.

- Landscaping of Multi-Family development - The intent is to maintain the buffer between Carriage Way and the Willows Condominiums. The site is primarily pervious, with grass, ground cover, and other vegetation. Paths promote walkability and create denser vegetation between the development and the street.

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- Mass grading - Not applicable

- Limitations on site disturbance - The impact of the reconstruction will be limited to the footprint of the existing foundation, plus approximately 5'-0" downslope for a new stepped foundation on the northeast side of the existing building.

- Mark envelope - Not applicable

- Restoration of disturbed areas - Will be completed after construction.

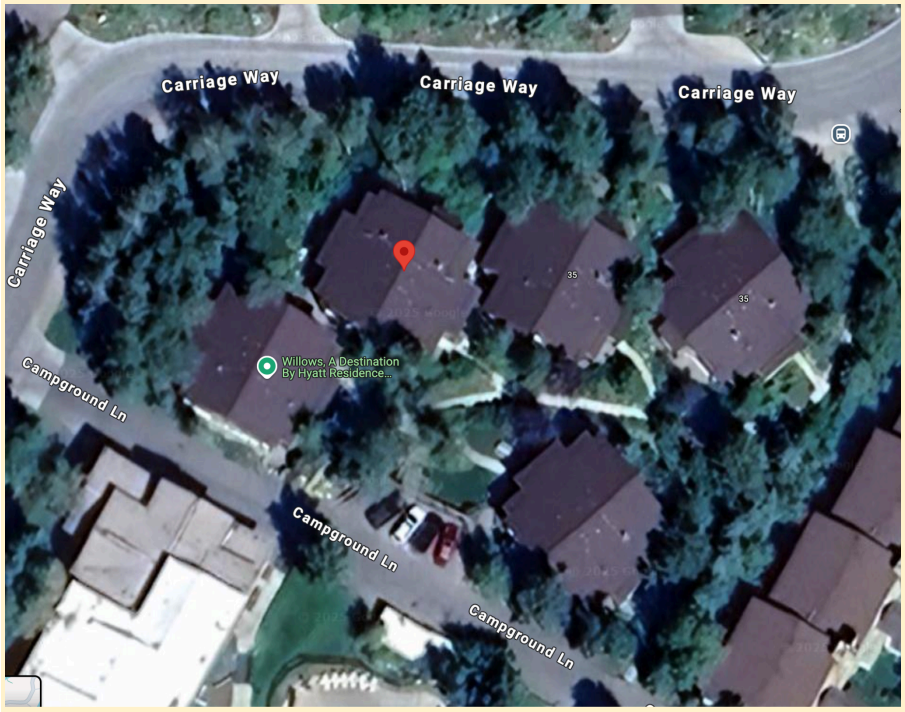
- Design shall fit natural topography and site conditions - The basement units were designed to be on the down-slope side of the existing foundation in order to utilize existing grade conditions.

- Sections c - g - Not applicable

- Construction Management - The Willows is undergoing an extensive GC search in order to find an economical path forward. A CMP will be submitted with the Building Permit.

- Energy Conservation

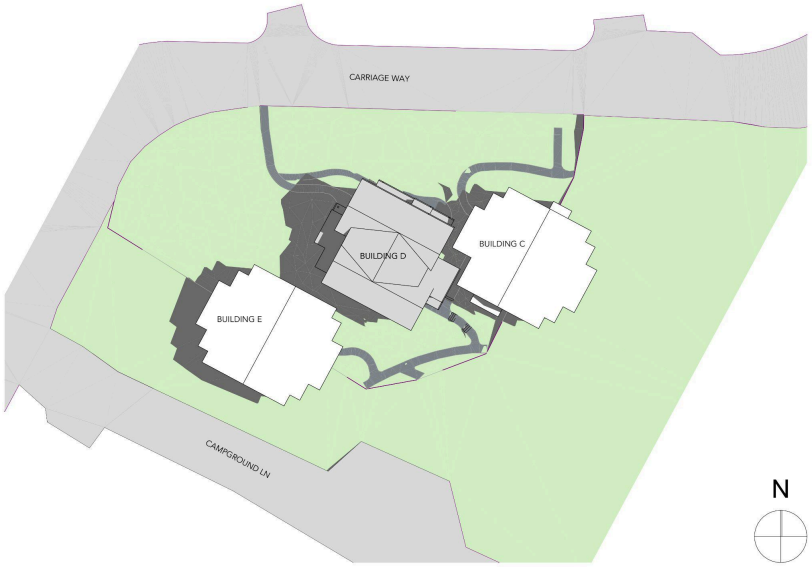
Energy Conservation Plan - The Willows - Building D reconstruction is located on the north side of the existing Upper Willows development:



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Solar Access Study:

Shadow studies shall be based on a thirty-percent sun angle at 9:00 a.m.:



SHADOW STUDY BASED ON 9am SUN ANGLE

12:00 noon:



SHADOW STUDY BASED ON 12pm SUN ANGLE

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3:00 p.m.:



SHADOW STUDY BASED ON 3pm SUN ANGLE

Techniques Proposed:

- Provide a rough-in for future solar panels. Locations and clearances are identified in the design.
- Limited solar heat gain with overhangs at the largest window expanses.
- High-efficiency mechanical equipment.
- Energy code-compliant windows and thermal assemblies.

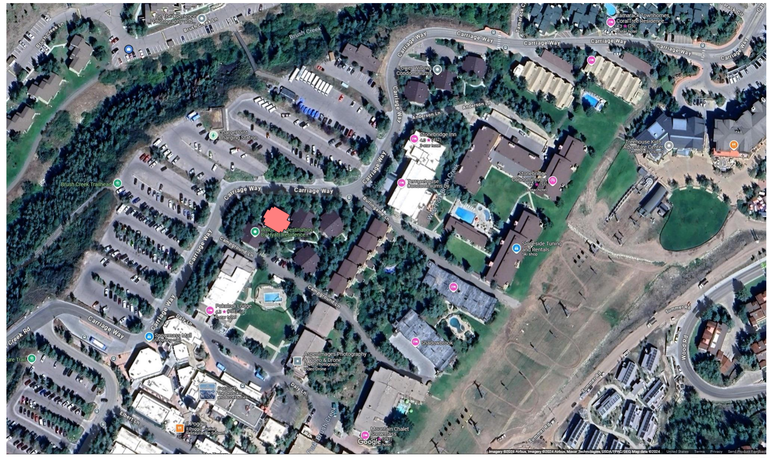
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Building Design Guidelines

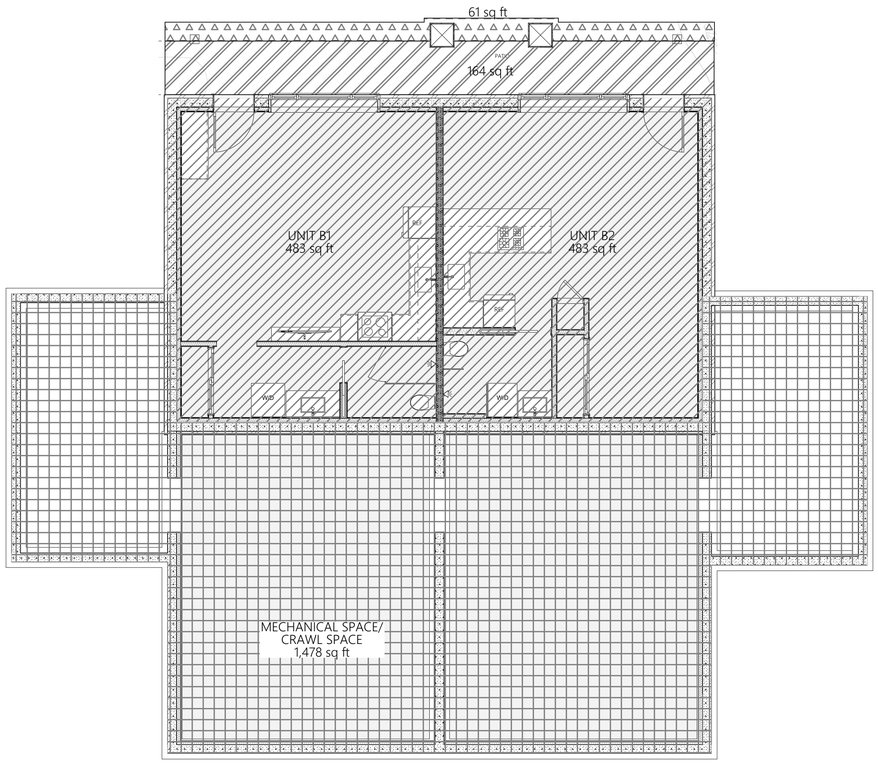
Summary:

- Site Integration - Reconstruction of building utilizes existing footprint.
- Scale and Mass - As a downslope building, the massing to adjacent buildings works well for the development. It does not block solar access. The design shift to a double gable, reduces the overall massing of the building. Exterior decks and the stair access coming only from the interior courtyard also assist in breaking down the overall massing of the building.
- Building Materials - Will match the adjacent buildings.

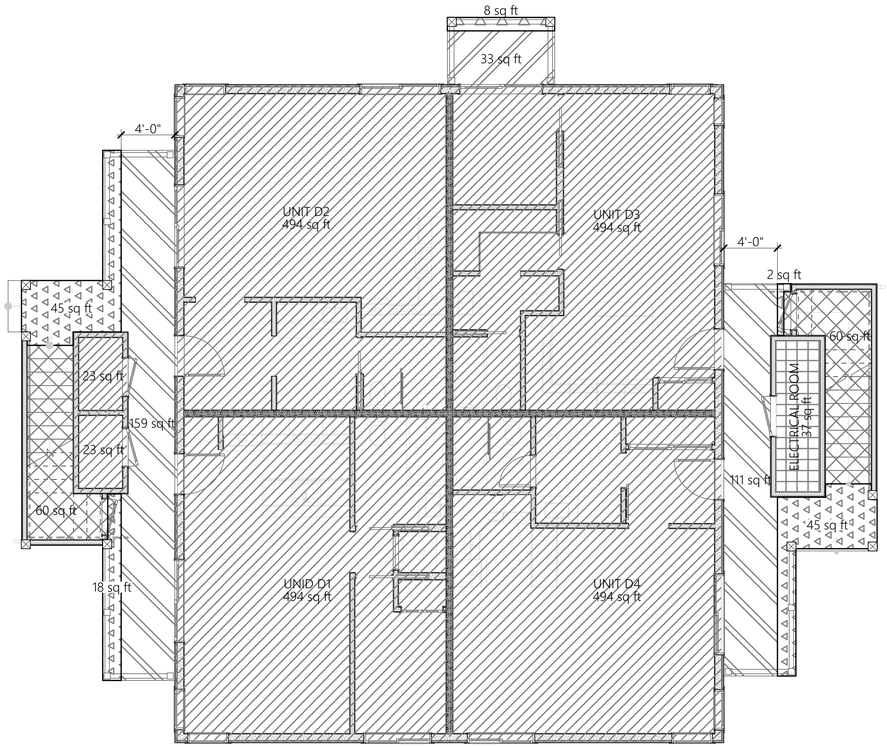
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Willows Way
Cartridge Way
Campground Lane
Willows Way
Willows Way
Cartridge Way
Cartridge Way
Campground Lane

LEGEND	
RESIDENTIAL FLOOR AREA	
COVERED PORCH < 4'-0" FROM EXTERIOR FINISH	
COVERED PORCH < 4'-0" FROM EXTERIOR FINISH	
STAIR AREA	
MECHANICAL SPACE	



1 A-0.6 BASEMENT LEVEL FLOOR AREA
SCALE: 3/16" = 1'-0"



2 A-0.6 1st LEVEL FLOOR AREA
SCALE: 3/16" = 1'-0"

(b) Measuring Floor Area.

(1) Areas included in calculations. The total square footage of all levels of a building, as measured at the outside face of the primary structural component of the exterior walls. In the case of adjoining units, measurements shall be taken from the center line of walls separating adjoining units of a building.

(2) Exclusions, inclusions and adjustments to the gross calculations of Paragraph (1) above.

a. General exclusions, clarifications and adjustments.

1. Attic space. Attic space, as defined by the Town's adopted building code and less than five and one-half (5½) feet in ceiling height, measured to the bottom of primary framing members for the roof structure above, such as primary roof trusses, for ninety percent (90%) of the area of the attic space, shall be excluded from the calculation. If rational construction methods will not permit a maximum height of five and one-half (5½) feet, such restriction may be waived pursuant to Section 16A-5-250 of this Chapter or by the Planning Director by notation on the final approved building plans.
2. Crawl space. Crawl space as defined by the Town's adopted building code and less than five and one-half (5½) feet in ceiling height, measured from finished grade or slab floor elevation to the bottom of primary framing members for the floor structure above, such as primary floor joists, for ninety percent (90%) of the area of the crawl space, shall be excluded from the calculation. If rational construction methods will not permit a maximum height of five and one-half (5½) feet, such restriction may be waived pursuant to Section 16A-5-250 of this Chapter or by the Planning Director by notation on the final approved building plans.
3. Basements. Basements, as defined by the terms basement and subgrade area herein, shall be excluded from the floor area calculations at a rate of:
   a) A minimum of the greater of five hundred (500) square feet or fifteen percent (15%) of the maximum allowable floor area; and
   b) A maximum of the lesser of one thousand (1,000) square feet or fifteen percent (15%) of the maximum allowable floor area.
4. Covered, unenclosed spaces and horizontal projections. A building's primary entry may exclude floor area under a covered entry only if the entry is open and unenclosed and is no more than one hundred sixty (160) square feet in area. A deck, patio, landscaped terrace or outdoor space covered by a horizontal projection of a roof or floor above of four (4) feet or less in depth may also exclude the area below it. Areas covered by a horizontal projection of a roof or floor above exceeding four (4) feet in depth or the area limitation for a primary entry shall include the square footage of the area beyond the specified overhang and horizontal projection limits in the floor area calculation at a rate of fifty percent (50%). Areas below above-grade decks are excluded from this calculation.
5. Elevator shafts and stairs. Elevator shafts and stairs shall be included in the floor area calculation on each floor that the elevator shaft or stairwell occurs, if a building plan includes basement space. In all other cases, elevator shafts and stairs shall only be included in the calculation on the floor that the elevator shaft or stair originates.
6. Mechanical space. A mechanical space devoted to housing mechanical, plumbing, electrical, telephone, heating, cooling, snowmelt, security and/or related equipment shall be excluded from the calculations up to five percent (5%) of the maximum allowable floor area.
7. Veneer façade. Any veneer façade applied to a primary structural wall, provided that the veneer façade is twelve (12) inches or less in thickness shall be excluded.

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WILLOWS, BUILDING D

35 Campground Lane , Snowmass Village , CO 81615

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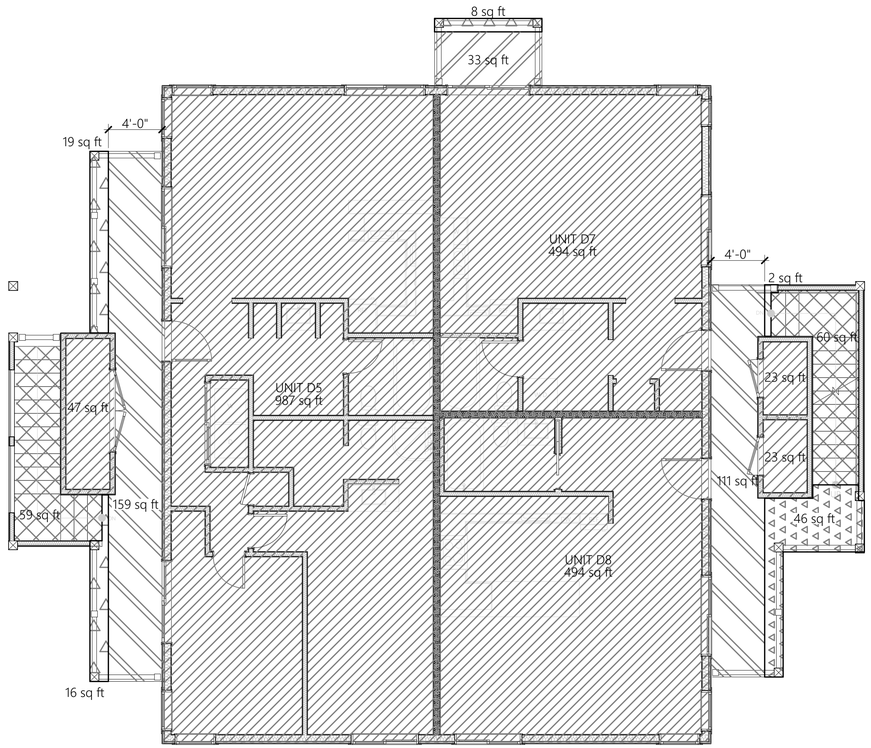
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LAND USE APPLICATION	2025-05-28

DRAWING NAME
FLOOR AREA ANALYSIS

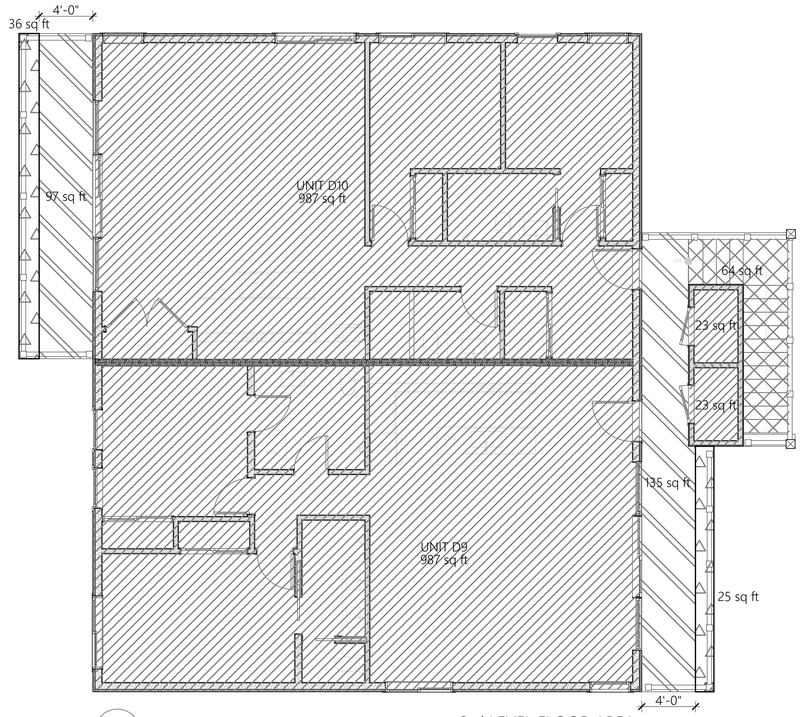
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LEGEND	
RESIDENTIAL FLOOR AREA	
COVERED PORCH < 4'-0" FROM EXTERIOR FINISH	
COVERED PORCH < 4'-0" FROM EXTERIOR FINISH	
STAIR AREA	
MECHANICAL SPACE	



1 A-0.7 2nd LEVEL FLOOR AREA
SCALE: 3/16" = 1'-0"



2 A-0.7 3rd LEVEL FLOOR AREA
SCALE: 3/16" = 1'-0"

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PROPOSED FLOOR AREA SUMMARY

	BASEMENT	1st LEVEL	2nd LEVEL	3rd LEVEL	
RESIDENTIAL FLOOR AREA:	966 sf	2,022 sf	2,068 sf	2,020 sf	
COVERED PORCH <4'-0" (EXEMPT) :	164 sf	303 sf	303 sf	232 sf	
COVERED PORCH >4'-0" (50% EXEMPT) :	61 sf (30.5 sf EXEMPT)	118 sf (59 sf EXEMPT)	91 sf (45.5 sf EXEMPT)	61 sf (30.5 sf EXEMPT)	
STAIR AREA:	--	120 sf	120 sf	64 sf	
MECHANICAL SPACE (EXEMPT) :	1,478 sf	37 sf	--	--	
SUB TOTAL:	2,669 sf	2,600 sf	2,582 sf	2,377 sf	
EXEMPT:	-1,672.5 sf	-399 sf	-348.5 sf	-262.5 sf	
FLOOR AREA:	996.5 sf	2,201 sf	2,233.5 sf	2,114.5 sf	TOTAL: 7,545.5 sf

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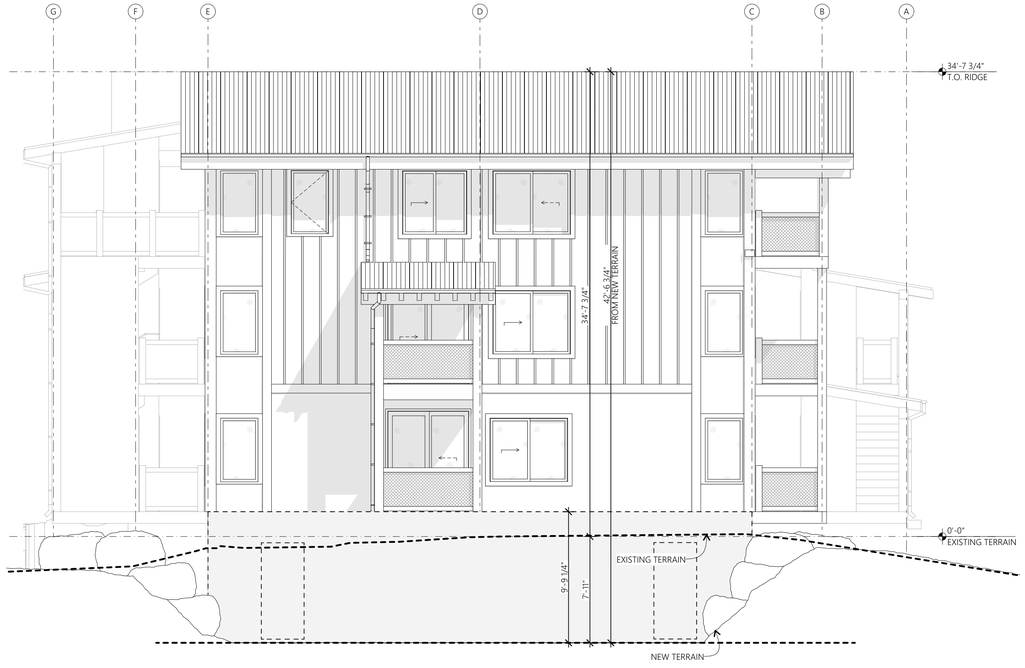
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REVISION HISTORY	DATE
LAND USE APPLICATION	2025-05-28

DRAWING NAME
SITE DIAGRAM

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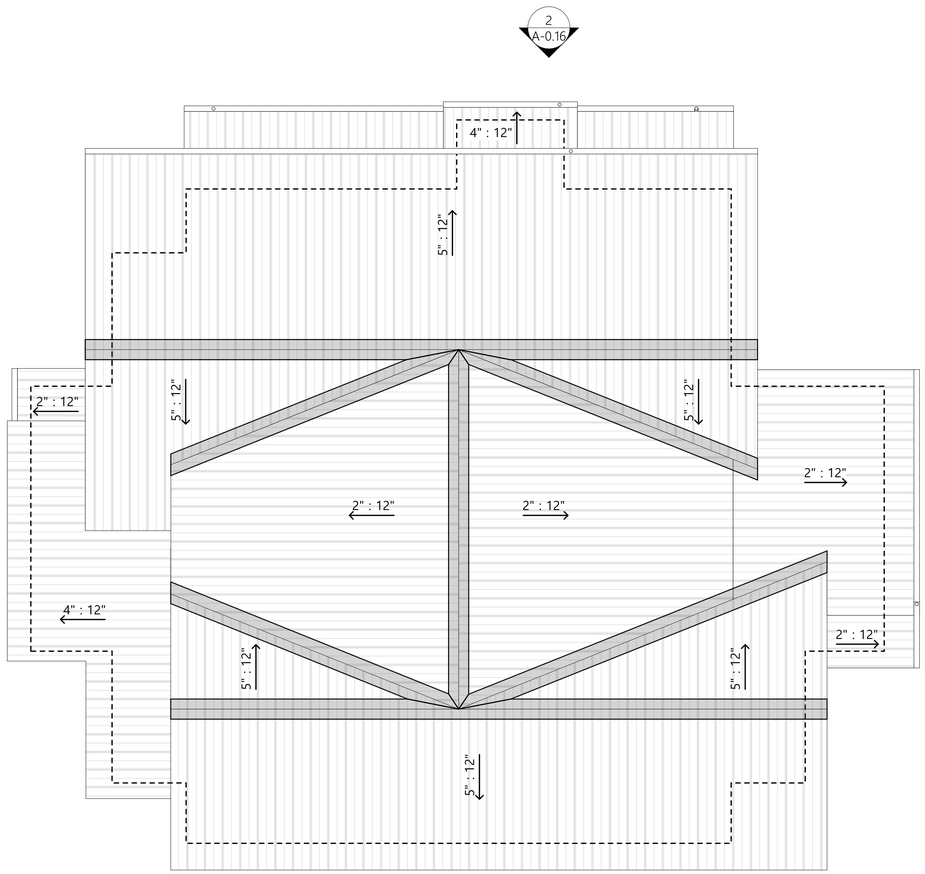
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2
A-0.16

NORTH ELEVATION - BUILDING HEIGHT

SCALE: 3/16" = 1'-0"



1
A-0.16

ROOF PLAN - HEIGHT ANALYSIS

SCALE: 3/16" = 1'-0"

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LAND USE APPLICATION	2025-05-28

DRAWING NAME

HEIGHT ANALYSIS 3 STORY

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CARRIAGE WAY

PROPERTY LINE

ROLLED CONCRETE CURB

STAMPED CONCRETE

SIDEWALK

HYD

TO BE REMOVED

TO BE REMOVED

CONCRETE SIDEWALK

PATIO

BUILDING C

BUILDING D

BUILDING E

WOOD DECK

WOOD DECK

IVB

RIDGE 8577.3

DN

DN

DN

DN

CONCRETE SIDEWALK

CONCRETE SIDEWALK

POSSIBLE SERVICE LINE

8540

8545

8550

8555

8558

8551

8555

EX-UE

UT

W

G

1 SITE PLAN
A-1.2 SCALE: 1" = 5'

N

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WILLOWS, BUILDING D

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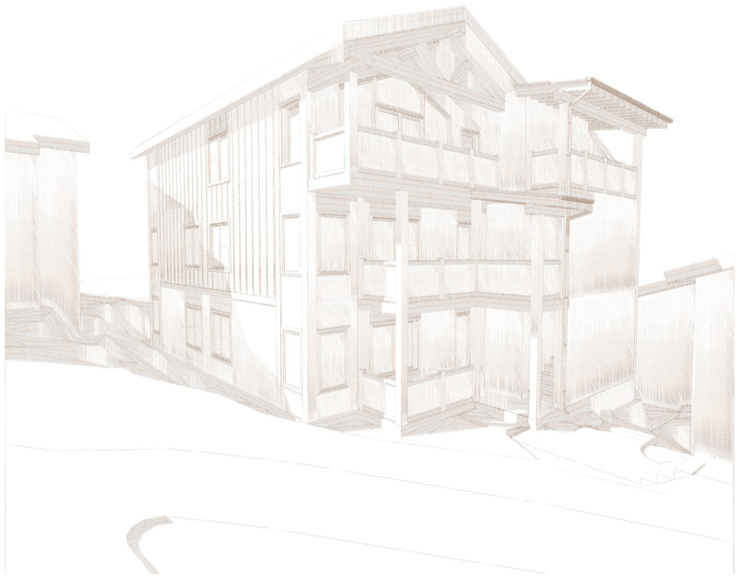
JURISDICTION USE

REVISION HISTORY	DATE
LAND USE APPLICATION	2025-05-28

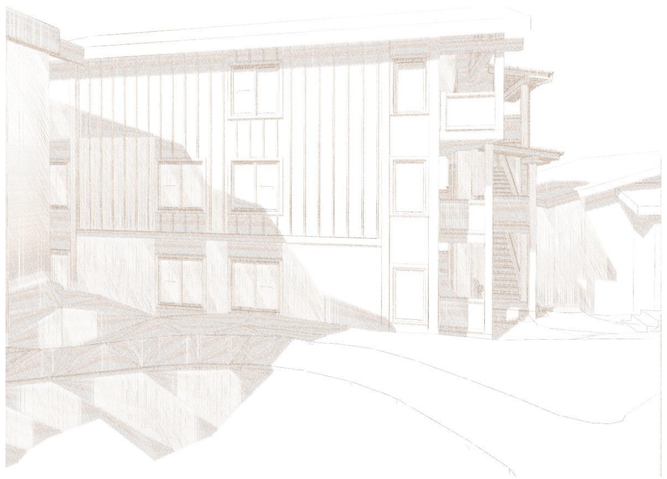
DRAWING NAME
SITE PLAN WITH BASEMENT

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VIEW 1



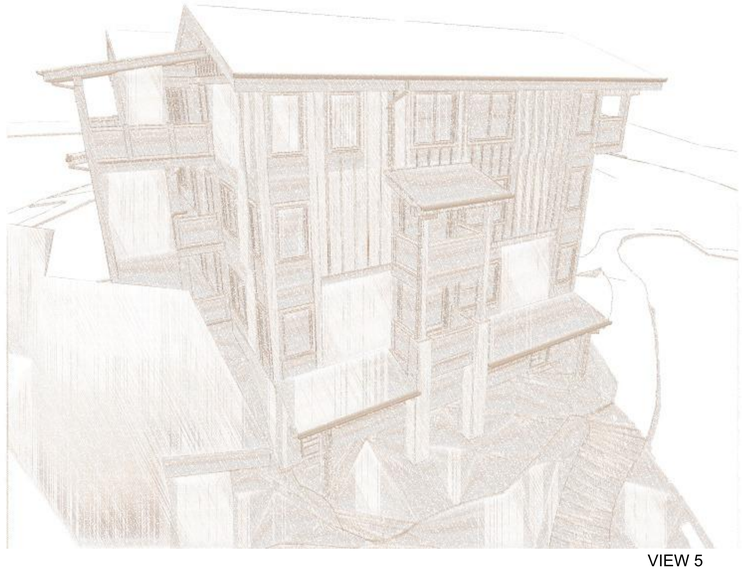
VIEW 2



VIEW 3



VIEW 4



VIEW 5

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WILLOWS, BUILDING D

35 Campground Lane , Snowmass Village , CO 81615

JURISDICTION USE

REVISION HISTORY	DATE
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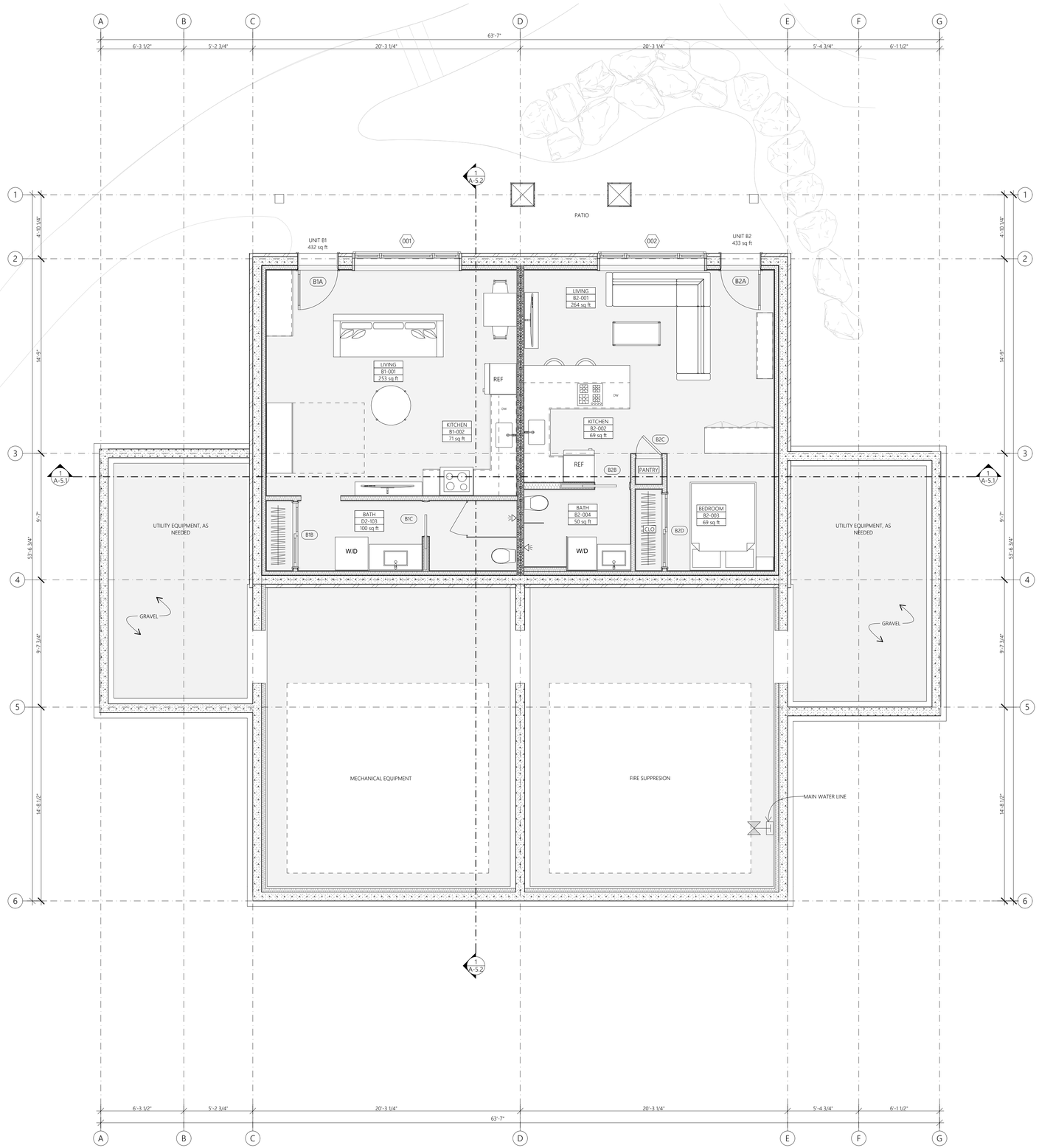
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3D VIEWS

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1
A-2.0

BASEMENT FLOOR PLAN

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

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NOT FOR CONSTRUCTION

WILLOWS, BUILDING D

35 Campground Lane , Snowmass Village , CO 81615

JURISDICTION USE

REVISION HISTORY	DATE
LAND USE APPLICATION	2025-05-28

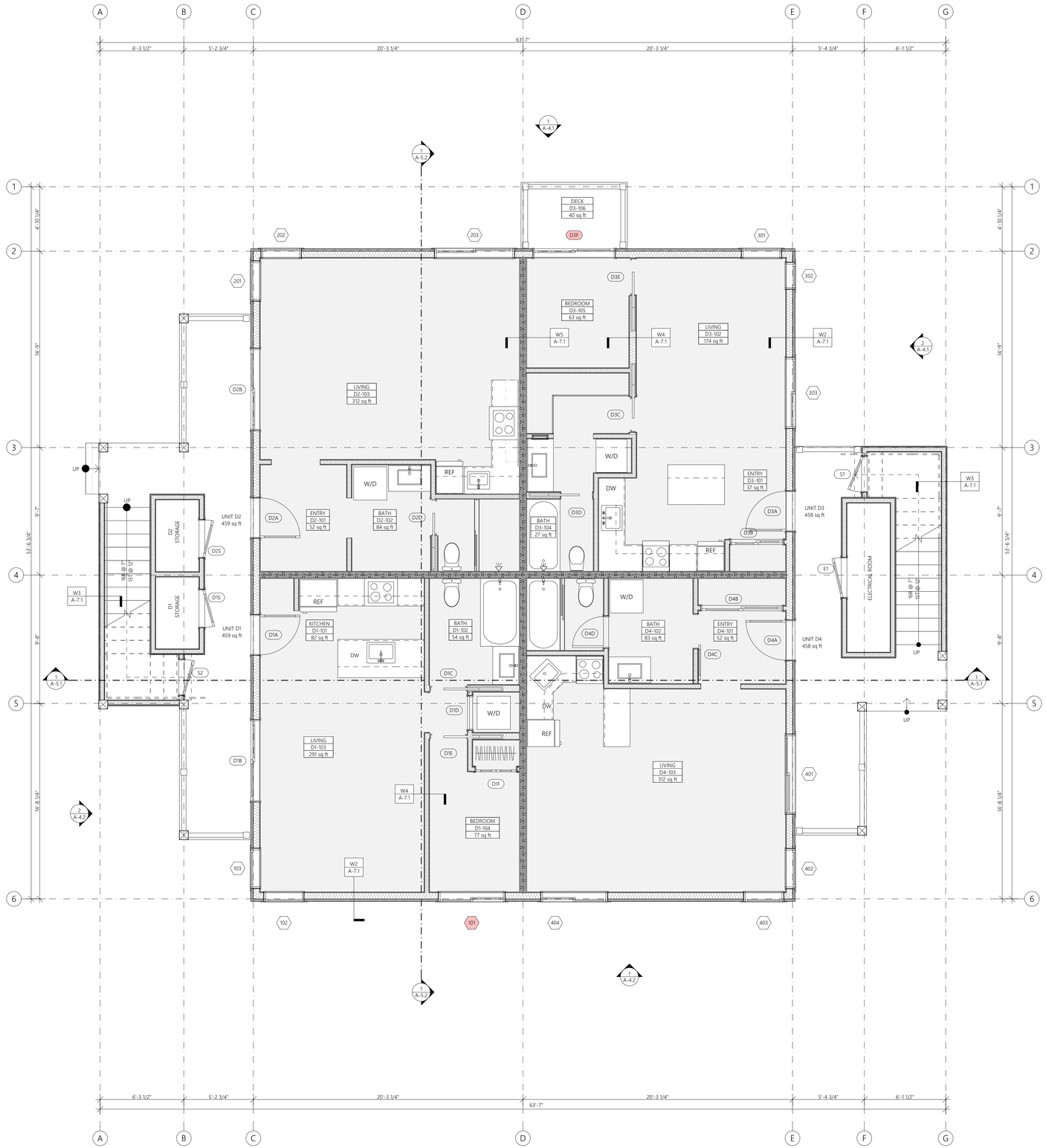
DRAWING NAME

BASEMENT FLOOR PLAN

SHEET:

A-2.0

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1
A-2.1

1st LEVEL FLOOR PLAN

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

THE OUTPOST STUDIO

Architecture | Interiors | Environment

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WILLOWS, BUILDING D

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LAND USE APPLICATION	2025-05-28

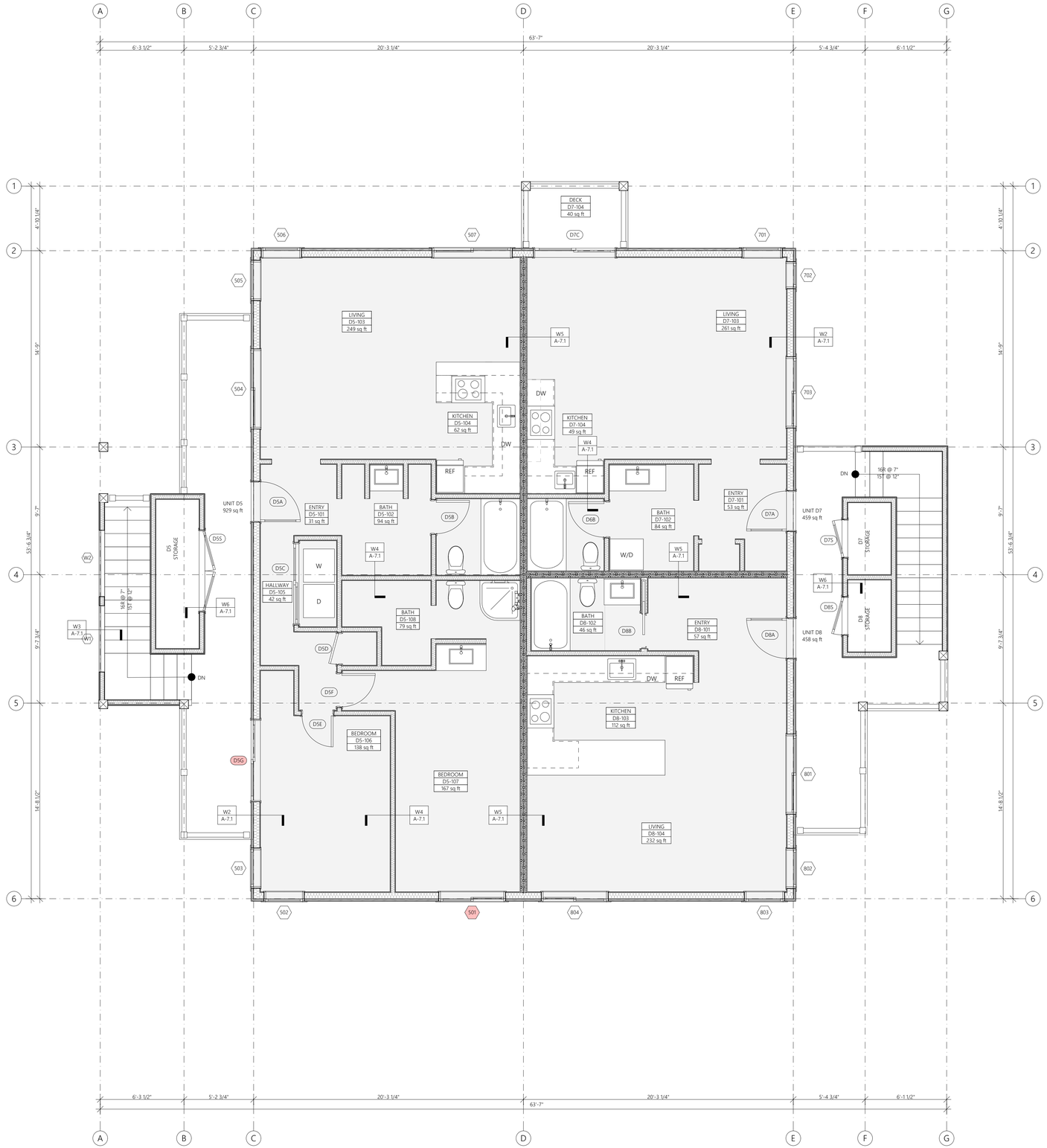
DRAWING NAME

1st LEVEL FLOOR PLAN

SHEET:

A-2.1

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1
A-2.2

2nd LEVEL FLOOR PLAN

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

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JURISDICTION USE

REVISION HISTORY	DATE
LAND USE APPLICATION	2025-05-28

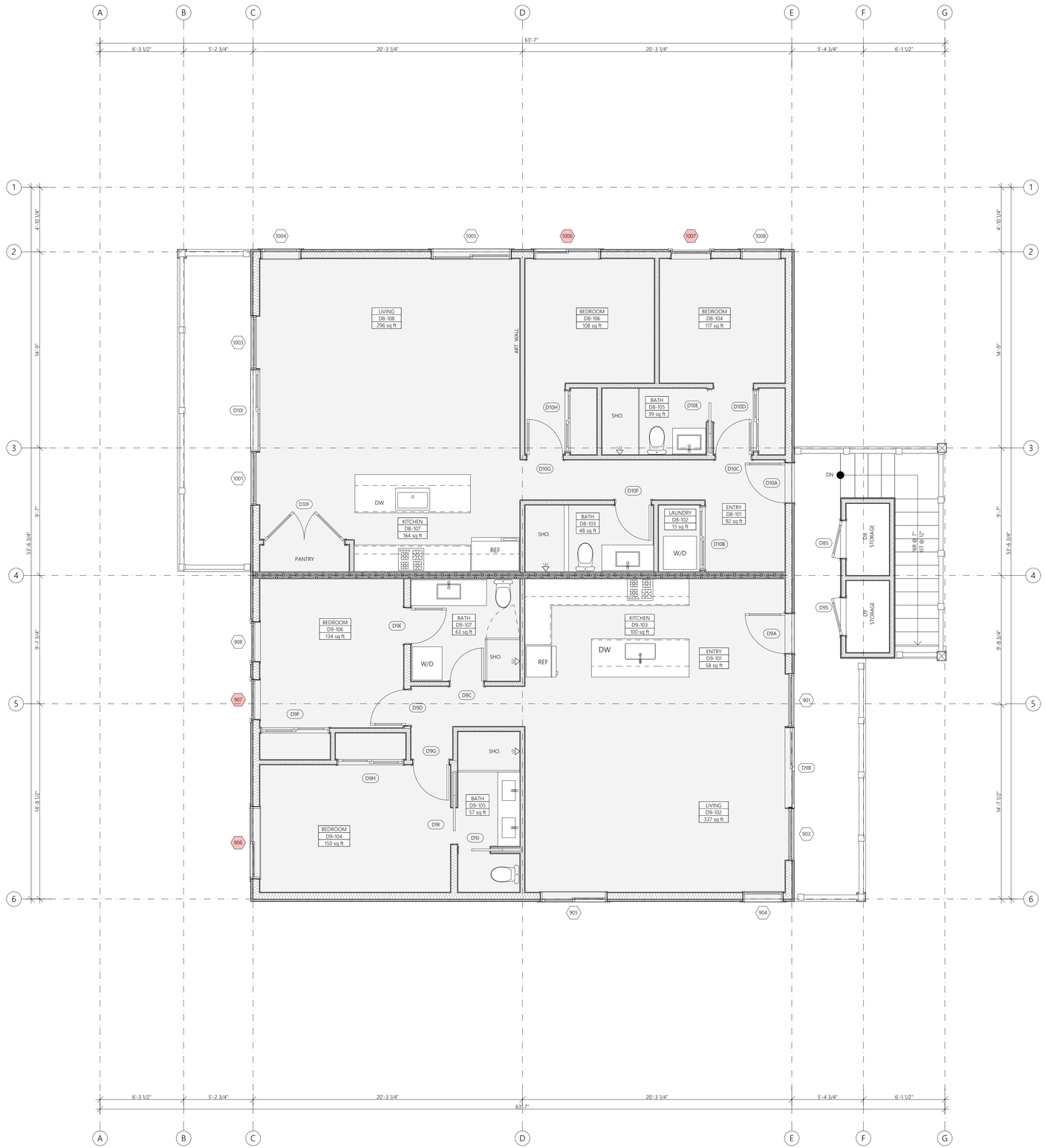
DRAWING NAME

2nd LEVEL FLOOR PLAN

SHEET:

A-2.2

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1
A-2.3

3rd LEVEL FLOOR PLAN

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

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WILLOWS, BUILDING D

35 Campground Lane , Snowmass Village , CO 81615

JURISDICTION USE

REVISION HISTORY	DATE
LAND USE APPLICATION	2025-05-28

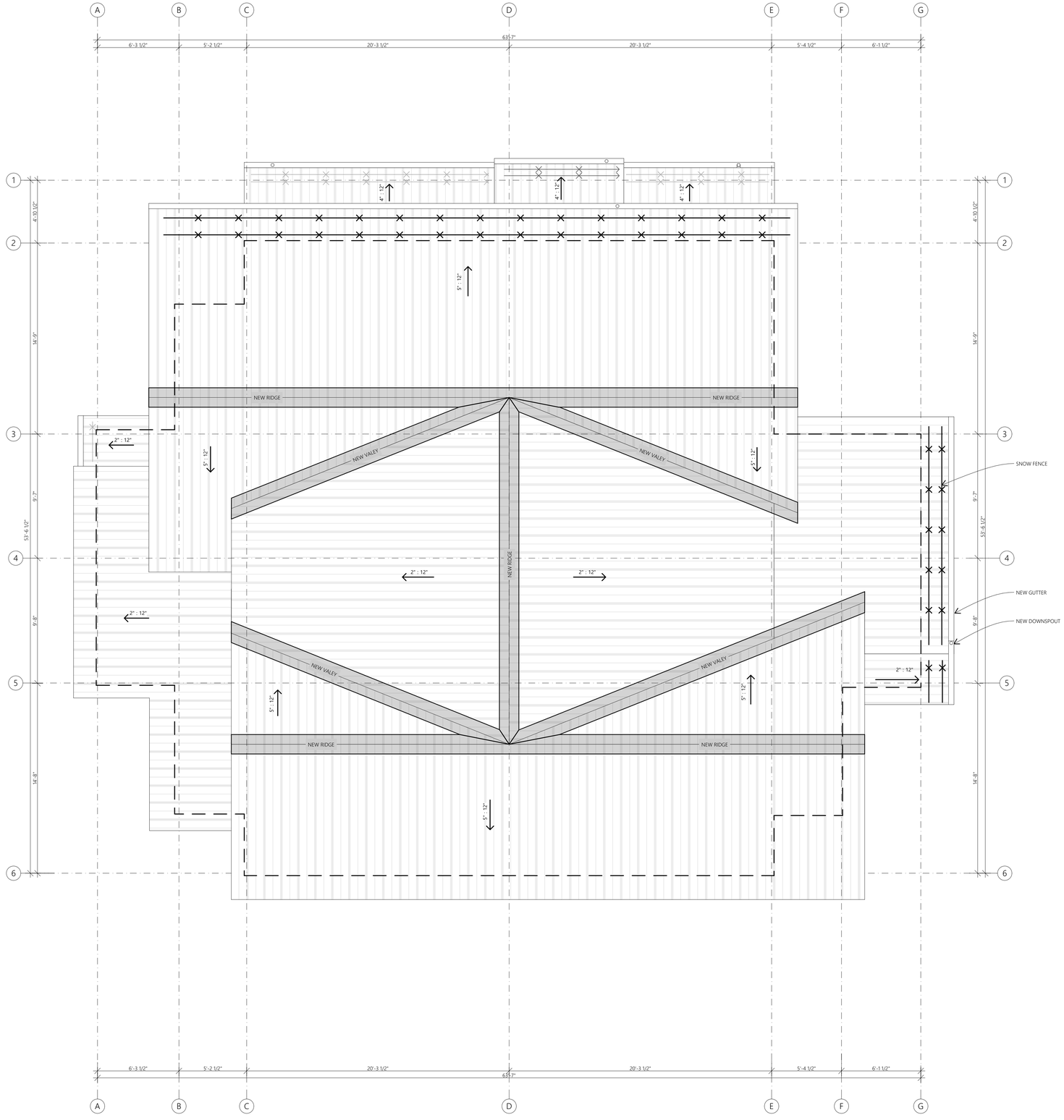
DRAWING NAME

3rd LEVEL FLOOR PLAN

SHEET:

A-2.3

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1
A-2.4

PROPOSED ROOF PLAN
SCALE: 1/4" = 1'-0"

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WILLOWS, BUILDING D

35 Campground Lane , Snowmass Village , CO 81615

JURISDICTION USE

REVISION HISTORY	DATE
LAND USE APPLICATION	2025-05-28

DRAWING NAME
PROPOSED ROOF PLAN

SHEET:
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1
A-4.1

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

MATERIAL LEGEND		
BB-01	VERTICAL BOARD AND BATTEN; 1X10 + 1X2	
MR-01	METAL ROOF	
ST-01	THREE COAT STUCCO	
ST-02	STONE	
TB-01	TIMBER	

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WILLOWS, BUILDING D

35 Campground Lane , Snowmass Village , CO 81615

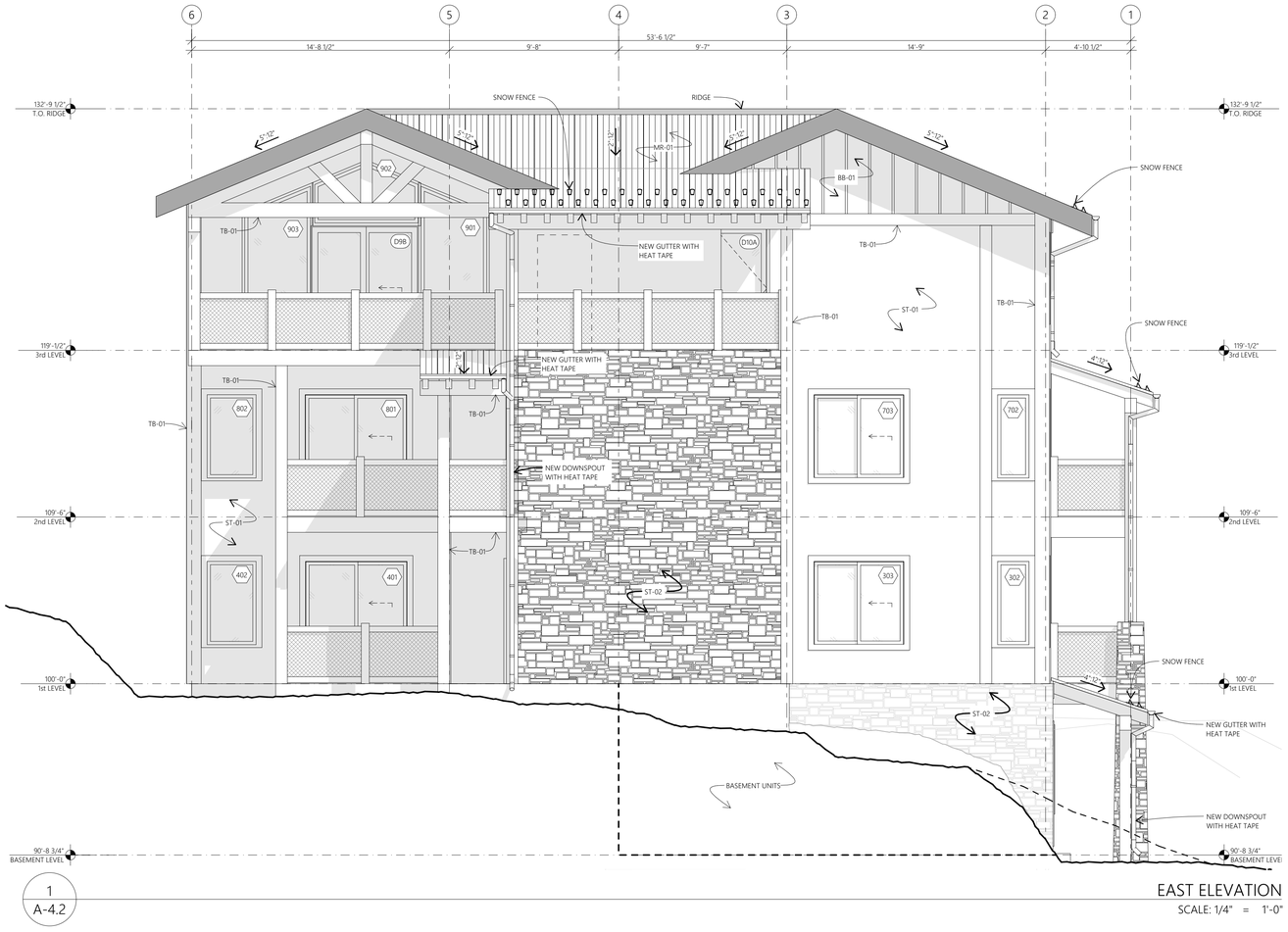
JURISDICTION USE

REVISION HISTORY	DATE
LAND USE APPLICATION	2025-05-28

DRAWING NAME
PROPOSED EXTERIOR ELEVATIONS

SHEET:
A-4.1

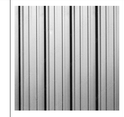
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05/31/2025



1
A-4.2

EAST ELEVATION

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

MATERIAL LEGEND		
BB-01	VERTICAL BOARD AND BATTEN; 1X10 + 1X2	
MR-01	METAL ROOF	
ST-01	THREE COAT STUCCO	
ST-02	STONE	
TB-01	TIMBER	

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WILLOWS, BUILDING D

35 Campground Lane , Snowmass Village , CO 81615

JURISDICTION USE

REVISION HISTORY	DATE
LAND USE APPLICATION	2025-05-28

DRAWING NAME

PROPOSED EXTERIOR ELEVATIONS

SHEET:

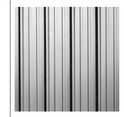
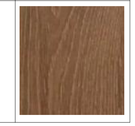
A-4.2

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05/30/2025



1
A-4.3

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

MATERIAL LEGEND		
BB-01	VERTICAL BOARD AND BATTEN; 1X10 + 1X2	
MR-01	METAL ROOF	
ST-01	THREE COAT STUCCO	
ST-02	STONE	
TB-01	TIMBER	

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WILLOWS, BUILDING D

35 Campground Lane , Snowmass Village , CO 81615

JURISDICTION USE

REVISION HISTORY	DATE
LAND USE APPLICATION	2025-05-28

DRAWING NAME
PROPOSED EXTERIOR ELEVATIONS

SHEET:
A-4.3

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1
A-4.4

NORTH ELEVATION

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

MATERIAL LEGEND		
MR-01	METAL ROOF	
ST-01	THREE COAT STUCCO	
ST-02	STONE	
TB-01	TIMBER	

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WILLOWS, BUILDING D

35 Campground Lane , Snowmass Village , CO 81615

JURISDICTION USE

REVISION HISTORY	DATE
LAND USE APPLICATION	2025-05-28

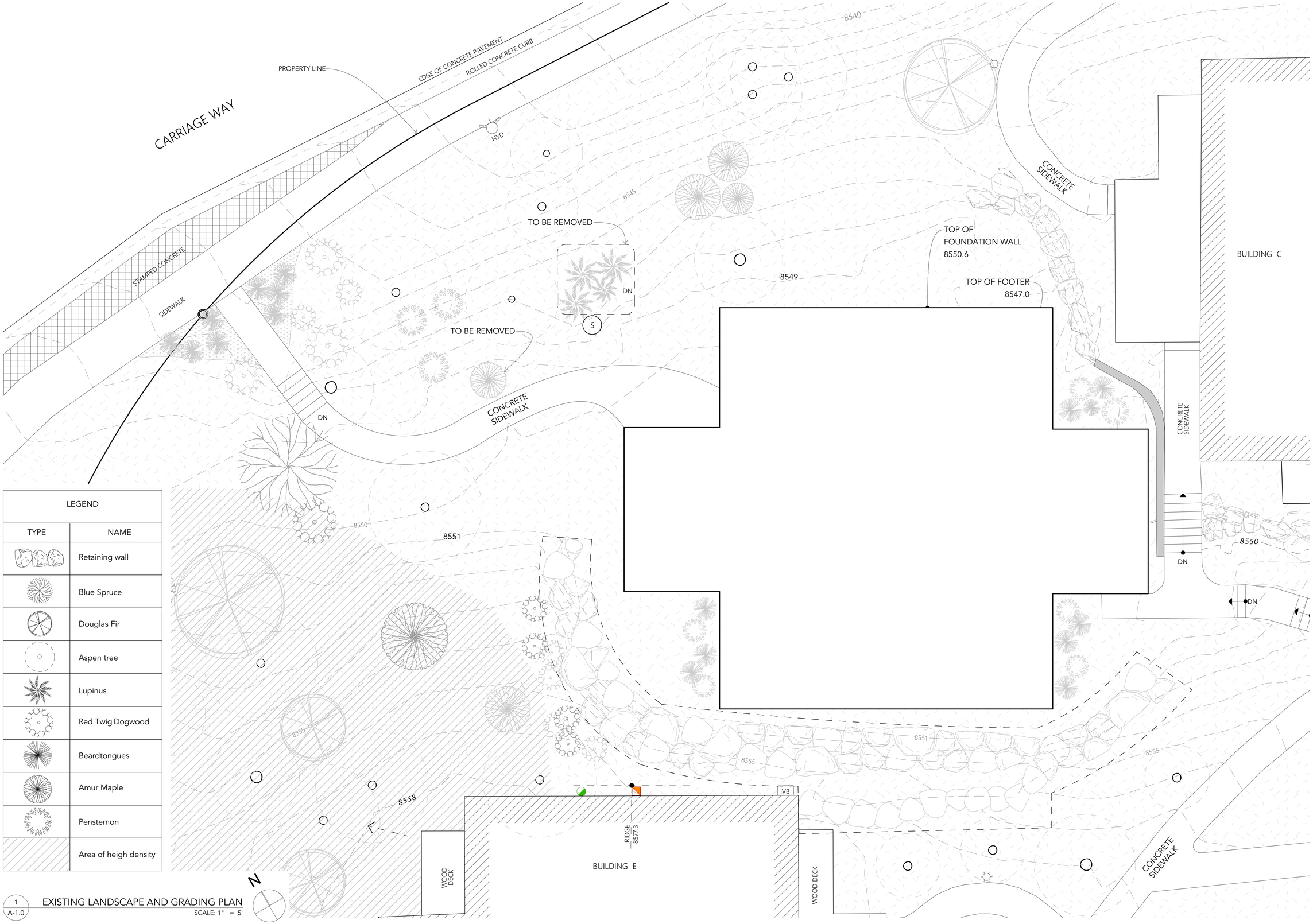
DRAWING NAME

PROPOSED EXTERIOR ELEVATIONS

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LEGEND	
TYPE	NAME
	Retaining wall
	Blue Spruce
	Douglas Fir
	Aspen tree
	Lupinus
	Red Twig Dogwood
	Beardtongues
	Amur Maple
	Penstemon
	Area of heigh density

1 / A-1.0 EXISTING LANDSCAPE AND GRADING PLAN
SCALE: 1" = 5'

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WILLOWS, BUILDING D

35 Campground Lane , Snowmass Village , CO 81615

JURISDICTION USE

REVISION HISTORY	DATE
LANDSCAPE AND GRADING PLAN	2025-06-20

DRAWING NAME
EXISTING LANDSCAPE & GRADING PLAN

SHEET:
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CARRIAGE WAY

PROPERTY LINE

EDGE OF CONCRETE PAVEMENT

ROLLED CONCRETE CURB

HYD

STAMPED CONCRETE SIDEWALK

DRAINAGE PATH FOR PATIO

8540

8541

8542

8543

8544

8545

8546

8547

8548

8549

8550

8551

8555

8558

SLOPED DOWN

NEW RETAINING WALL

EXISTING RETAINING WALL

CONCRETE SIDEWALK

NEW

NEW PATHWAY

EXISTING SEWER MANHOLE TO REMAIN

DN

11 R @ 7 1/2"
10 T @ 12"

S

ROOF OVERHANG

NEW PATIO @ 8541

TOP OF FOUNDATION WALL
8550.6

TOP OF FOOTER
8547.0

BUILDING C

SLOPED 5% DOWN

SLOPED UP

BUILDING D
1st FLOOR ELEVATION
8550.6

EXISTING RETAINING WALL

IVB

RIDGE
8577.3

BUILDING E

WOOD DECK

WOOD DECK

CONCRETE SIDEWALK

LEGEND	
TYPE	NAME
	Retaining wall
	Blue Spruce
	Douglas Fir
	Aspen tree
	Lupinus
	Red Twig Dogwood
	Beardtongues
	Amur Maple
	Penstemon
	Area of heigh density

N

1
A-1.0p

PROPOSED LANDSCAPE AND GRADING PLAN
SCALE: 1" = 5'

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WILLOWS, BUILDING D

35 Campground Lane , Snowmass Village , CO 81615

JURISDICTION USE

REVISION HISTORY	DATE
LANDSCAPE AND GRADING PLAN	2025-06-20

DRAWING NAME
PROPSED LANDSCAPE & GRADING PLAN

SHEET:
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INTEROFFICE MEMORANDUM

TO: BRIAN MCNELLIS, SENIOR PLANNER
FROM: MIKE HORVATH, TOWN ENGINEER
ANNE MARTENS, PUBLIC WORKS DIRECTOR
SUBJECT: PLANNED UNIT DEVELOPMENT - PRELIMINARY PLAN COMMENTS
DATE: JULY 29, 2025

These comments are in response to the proposed Outpost Studio's application (dated May 28, 2025) for a PUD – Preliminary Plan Review for the redevelopment of the Willows Condominium - Bldg D.

1. The application included a solar/shade study. Please confirm the time of year this was modeled. TOSV staff needs to understand the shade impact on Carriage Way and its snowmelt system if any with the additional story.

Thank you for the opportunity to comment. Please let me know if you have any questions.

1523 River Bend Way
Glenwood Springs, CO 81601

June 19th, 2025

Town of Snowmass Village
Building Dept.
Snowmass Village, CO 81615

Project Reference: ***Willows Building D Replacement***
35 Campground Lane
Snowmass Village, CO

The following provides a description of the utility requirements for the new building D replacement.

The utility services currently on site include water, sewer, gas and electricity. The following is a brief description of each existing utility service and the requirement for the new building replacement.

- **Domestic Water:** Snowmass Water and Sanitation provides domestic water service, with a 1-inch water line currently at building D site. The proposed building replacement will require a minimum 1.25-inch water line based on water supply plumbing fixture count and an estimated demand of 41 gallons per minute. This does not consider the requirements for fire protection and may require a separate water line.

- **Sewer:** Sewer services are provided by Snowmass Water and Sanitation, with an existing 4-inch line located beneath the current foundation. Based on the plumbing fixture count of the proposed new replacement building, the existing sewer line is sufficient.

- **Natural Gas:** The existing gas service line at the site is sufficient for the proposed new building replacement gas requirements.

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- **Electricity:** The existing transformer serving all five buildings at the Willows location is a 208V/3phase, 75kVA. The original service for building D was from a 200amp panel. The proposed new building replacement will require a 600amp service, which is based on a calculated load of 500amps per NEC 220.84. The existing transformer has the capacity to accommodate the new service per Holy Cross Energy.

Brendan M. Scanlon, PE

BMSEngineering LLC

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3799 HIGHWAY 82 · P.O. BOX 2150
GLENWOOD SPRINGS, COLORADO 81602
(970) 945-5491 · FAX (970) 945-4081

June 24, 2025

BMS Engineering LLC
Attn: Brendan Scanlon, PE
1523 River Bend Way
Glenwood Springs, CO 81601

RE: Willows Condominiums Bldg D

Dear Brendan,

The above mentioned development 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.

Please advise when you wish to proceed with the development of the electric system for this project.

Sincerely,
HOLY CROSS ENERGY

Libby Cowling,
Engineering Department
lcowling@holycross.com
(970) 947-5428
LC:MM

Map Area 83-50

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July 15, 2025

Via E-mail: jimwahlstrom@tosv.com

Mr. Jim Wahlstrom, AICP/MPCD
Senior Planner
Town of Snowmass Village

RE: SWSD – Willows at 35 Campground Lane Building D – Will Serve

Dear Jim:

The purpose of this letter is to provide a can and will serve letter for the Willows at 35 Campground Lane Building D Project located in Snowmass Village. SWSD provides potable water and sanitary sewer treatment to the Willows development and the building D was destroyed in a fire last year. The owner wishes to rebuild the building with a maximum construction of 3 stories plus basement with 11 units total. SWSD can and will serve the project with water and sewer with the following conditions.

1. The owner enters into a cost reimbursement agreement with the District.

2. The District can and will serve the expansion with water and sewer if there is adequate capacity in both the potable water system and the wastewater treatment facility at the time of the project.

3. SWSD will perform an EQR audit on the final construction drawings when they are ready to determine the system development fees owed to SWSD. Currently the building D is assessed at 4.8 EQRs.

4. The owner will pay all construction costs for the water and sewer infrastructure required for the project.

If you have any questions, please call.

Sincerely,

SGM

Chris Lehrman, PE
District Engineer

Cc e-mail: Kit Hamby

I:\2013\2013-321 Snowmass W&SD\001 Miscellaneous Engineering Services\135-Willows at 35 Campground Ln\Correspondence\L 20250715 Jim Wahlstrom.docx

Mark Fadick
Utility Construction Planner
mark.fadick@blackhillscorp.com

96 County Road 160
Glenwood Springs, CO 81601
P: 970.914.8326

July 17, 2025

Re: 35 Campground Lane, Bldg D, Snowmass Village CO 61615

Dear Brendan Scanlan,

Black Hills Energy has existing natural gas facilities located on or near the above-mentioned project. At this time, it appears that these existing facilities have adequate capacity to provide natural gas service to your project, subject to the tariffs, rules and regulations on file. Any upgrading of our facilities necessary to deliver adequate service to and within the development will be undertaken by Black Hills Energy upon completion of appropriate contractual agreements and subject to necessary governmental approvals.

Please contact us with any questions regarding this project, and with a timeline of when you would like to proceed with your project.

Sincerely,

Mark Fadick
Utility Construction Planner
Black Hills Energy

May 15, 2025

The Willows Condominiums, Inc
35 Campground Lane, Building D
Snowmass Village, Colorado 81615

Attn: Brett Lohr, Alastair Noble, and Rochelle Shoppert
HOA

Re: The Willows, Building D
Trip Generation Letter
Snowmass Village, Colorado

Dear Brett, Alastair, and Rochelle:

This letter documents the results of a traffic study including trip generation and site circulation for the increase in dwelling units to Building D at the existing Willows Condominiums located at 35 Campground Lane in Snowmass Village, Colorado. Specifically, Building D is located between Building C to the east and Building E to the southwest along Carriage Way Road. This letter provides a trip generation comparison to identify the amount of traffic expected with the increase in dwelling units compared to the current number of dwelling units. A conceptual site plan is attached for reference. The project site location is shown in the aerial below (courtesy of NearMaps - north is up).



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Regional access to the site is provided by State Highway 82 (SH-82). Primary access to the site is provided by Bush Creek Road. Direct access to the site is provided along Carriage Way Road and Campground Lane. There are five (5) parking spaces on the south side of the development along Campground Lane.

Building D currently has seven (7) dwelling units split between two floors. Four (4) additional units are planned to be added to the existing building as a third floor and as a basement level. Therefore, a total of up to 11 units will be provided in Building D. Of note, the building was built with eight (8) units but two units combined into a single unit.

TRIP GENERATION

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*[1] published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. Trip generation for the existing and proposed use was calculated using the 11th Edition average rates for Multifamily Low-Rise Housing (ITE Code 220). The trip generation worksheet for the existing and proposed number of dwelling units are attached. **Table 1** summarizes the trip generation difference between the existing and proposed number of units.

Table 1 – The Willows, Building D Traffic Generation

Land Use: Multifamily Low-Rise Housing (ITE 220)	Weekday Vehicles Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Existing 7 Dwelling Units	48	1	2	3	3	1	4
Proposed 11 Dwelling Units	76	1	3	4	4	2	6
Net Difference in Trips	**+28**	**0**	**+1**	**+1**	**+1**	**+1**	**+2**

As shown in the table, the four (4) added dwelling units generate 28 additional daily trips with one (1) additional trip occurring during the morning peak hour and two (2) additional trips occurring during the afternoon peak hour compared to the existing site. Therefore, the increase in dwelling units to Building D adds one (1) trip every 60 minutes during the morning peak hour and one (1) trip every 30 minutes during the afternoon peak hour. The increase in trips is negligible to the surrounding street network.

SITE CIRCULATION AND PARKING EVALUTION

As mentioned, the Willows Condominiums currently provides five (5) on-site parking spaces for the five buildings while the remaining residents park in permitted Village Lots, west of Carriage Way Road. Each unit is provided with one (1) owner parking permit and one (1) guest parking permit. Therefore, the additional four (4) units will add eight (8) parking permits (4 owner permits and 4 guest permits). The parking can be accommodated by the existing on-site parking at the upper Willows, the Lower Willows sites, or the Town's lots.

1 Institute of Transportation Engineers, *Trip Generation Manual*, Eleventh Edition, Washington DC, 2021.

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Since the parking supply on-site is low, most residents and guests will continue to park in the Village Lots or the Lower Willows Condominium lots. Vehicle access to Building D is provided by Campground Lane or Carraige Way Road. There are sidewalks surrounding the overall Willows Condominium site with direct pedestrian connectivity to each building from the parking lots along Carriage Way Road and Campground Lane. Additionally, the project will include a sidewalk connection between Building C and D on the north side.

CONCLUSION

In summary, this traffic study letter provides a trip generation comparison and parking utilization for the four (4) additional dwelling units planned in Building D of the Willows Condominium site. Based on the results of this trip generation comparison, the four (4) added dwelling units generate 28 additional daily trips with one (1) additional trip occurring during the morning peak hour and two (2) additional trips occurring during the afternoon peak hour compared to the existing site. Additionally, the existing parking lots and on-site parking will accommodate the four (4) additional units. It is believed that the surrounding street network has sufficient capacity available to serve this additional demand. Please let us know if anything else is needed or desired from a traffic analysis perspective.

If you have any questions or require anything further, please feel free to call me at (720) 738-3435.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Mary Gormley, PE, PTOE, RSP$_1$
Traffic Engineer

COLORADO REGISTERED
MARY GORMLEY
0061101
05/15/2025
PROFESSIONAL ENGINEER

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Trip Generation Worksheets

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Kimley»Horn

Project	The Willows Building D (Existing)				
Subject	Trip Generation for Multifamily Housing (Low-Rise)				
Designed by	Mag	*Date*	May 14, 2025	*Job No.*	296235000
Checked by		*Date*		*Sheet No.*	*of*

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Average Rate Equations

Land Use Code - Multifamily Housing (Low-Rise) (220)

Independent Variable - Dwelling Units (X)

X = 7
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (200 Series Page 255)

Average Weekday — Directional Distribution: 24% ent. 76% exit.
(T) = 0.40 (X) — T = 3 Average Vehicle Trip Ends
(T) = 0.40 * (7.0) — 1 entering 2 exiting

1 + 2 = 3

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (200 Series Page 256)

Average Weekday — Directional Distribution: 63% ent. 37% exit.
(T) = 0.51(X) — T = 4 Average Vehicle Trip Ends
(T) = 0.51 * (7.0) — 3 entering 1 exiting

3 + 1 = 4

Weekday (200 Series Page 254)

Average Weekday — Directional Distribution: 50% entering, 50% exiting
(T) = 6.74 (X) — T = 48 Average Vehicle Trip Ends
(T) = 6.74 * (7.0) — 24 entering 24 exiting

24 + 24 = 48

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06/03/2025

Kimley»Horn

Project	The Willows Building D (Proposed)				
Subject	Trip Generation for Multifamily Housing (Low-Rise)				
Designed by	Mag	*Date*	May 14, 2025	*Job No.*	296235000
Checked by		*Date*		*Sheet No.*	of

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Average Rate Equations

Land Use Code - Multifamily Housing (Low-Rise) (220)

Independent Variable - Dwelling Units (X)

X = 11
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (200 Series Page 255)

Average Weekday — Directional Distribution: 24% ent. 76% exit.
(T) = 0.40 (X) — T = 4 Average Vehicle Trip Ends
(T) = 0.40 * (11.0) — 1 entering 3 exiting

1 + 3 = 4

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (200 Series Page 256)

Average Weekday — Directional Distribution: 63% ent. 37% exit.
(T) = 0.51(X) — T = 6 Average Vehicle Trip Ends
(T) = 0.51 * (11.0) — 4 entering 2 exiting

4 + 2 = 6

Weekday (200 Series Page 254)

Average Weekday — Directional Distribution: 50% entering, 50% exiting
(T) = 6.74 (X) — T = 76 Average Vehicle Trip Ends
(T) = 6.74 * (11.0) — 38 entering 38 exiting

38 + 38 = 76

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