Town Council
Monday, December 15, 2025
4:00 PM
Regular Meeting
130 Kearns Road
Town Council Chambers
Snowmass Village, CO 81615
You can watch the meeting live online on our website at tosv.com.

Agenda

1. **Call to Order**

2. **Roll Call**

3. **Proclamations and Presentations**

4. **Public Comment**

   This section is set aside for the Town Council to LISTEN to comments by the public regarding items that do not otherwise appear on this agenda. Generally, the Town Council will not discuss the issue and will not take an official action under this section of the agenda. (Five Minute Time Limit)

   4.A. Public Comment letter submitted in meeting

5. **Consent Agenda**

   These are items where all conditions or requirements have been agreed to or met prior to the time they come before the Council for final action. A Single Public Hearing will be opened for all items on the Consent Agenda. These items will be approved by a single motion of the Council. The Mayor will ask if there is anyone present who has objection to such procedure as to certain items. Members of the Council may also ask that an item be removed from the consent section and fully discussed. All items not removed from the consent section will then be approved. A member of the Council may vote no on specific items without asking that they be removed from the consent section for full discussion. Any item that is removed from the consent agenda will be placed on the regular agenda.

   5.A. Draft Agendas

   5.B. Minutes for approval

   5.C. Resolution approving new appointments to Town Boards & Commissions

6. **Policy/Legislative Public Hearings**

   6.A. Ordinance No. 19, 2025 RE Code language with STRs - 2nd Reading

   6.B. Ordinance No. 18, 2025 RE 5yr review and reenactment - 2nd reading

7. **Public Hearings - Quasi-Judicial Hearings**

   Public Hearings are the formal opportunity for the Town Council to LISTEN to the public regarding the issue at hand. For land use hearings the Council is required to act in a quasi-judicial capacity.

When acting as a quasi-judicial body, the Council is acting in much the same capacity as a judge would act in a court of law. Under these circumstances, the judicial or quasi-judicial must limit its consideration to matters which are placed into evidence and are part of the public record. The Council must base their decision on the law and the evidence presented at the hearing.

7.A. Ordinance No. 17, 2025 RE Deerbrook Townhomes Final PUD amendment - 2nd reading

7.B. Divide ‘SHOP’ Workforce Housing – Major PUD Amendment (Preliminary Review) - Resolution No. 38, 2025

8. Administrative Reports

None.

9. Town Council Reports and Actions

10. Executive Session

10.A. Executive Session RE Little Red Schoolhouse Lease

11. Adjournment

Dear Mayor of Snowmass Village and Members of the Town Council,

We are writing to respectfully request a re-evaluation of the priority tier assigned to Aspen School District (ASD) staff within the Town of Snowmass Village affordable housing system. Our community's educators, administrators, and support staff provide essential services that directly support the families of Snowmass Village, yet our current housing priority does not reflect the critical role we play.

We recognize and respect that the Town of Snowmass Village housing system prioritizes individuals employed within municipal boundaries. However, ASD staff—though based outside those boundaries—are fundamentally responsible for the safety, education, and well-being of Snowmass Village's children. Our service to the community is both direct and indispensable. This includes:

- **Education and Childcare:** Teachers, counselors, administrators, and support staff guide the development, learning, and future readiness of Snowmass Village's children.

- **Daily Student Transportation:** ASD bus drivers interact with students twice daily, operating routes throughout Snowmass Village, navigating local roads, and ensuring the safe, reliable transportation of resident students.

ASD staff are woven into the fabric of the Snowmass Village community, both during school hours and beyond. The ability to purchase a home is a vital factor in an individual's willingness—and capacity—to remain an engaged, long-term member of this community. Currently, ASD employees are placed in Tier 7, the lowest category in the deed-restricted housing lottery, making the prospect of purchasing a home through this system exceedingly unlikely. We believe the services we provide to Snowmass Village warrant a higher priority tier—one that accurately reflects our commitment, contributions, and long-standing dedication to the families we serve.

For these reasons, we respectfully request that the Town Council consider elevating ASD staff who directly serve Snowmass Village students to a higher housing priority. If a school district existed within Snowmass Village, we would gladly work there, which would in turn meet the current residency and employment criteria. However, because the community relies entirely on the Aspen School District for educational services, our functional role as community-critical personnel should be reflected in the housing tier system—regardless of the technical jurisdiction of our workplace.

Thank you for your time, consideration, and continued leadership on this important issue. We welcome the opportunity to discuss this proposal further and to work collaboratively toward solutions that support the long-term vitality of the Snowmass Village school community.

Sincerely,

	FIRST	MI	LAST	SIGN
1	Jenny	E	Beltman	JBeltman

RESIDENCE ADDRESS	CITY/TOWN		COUNTY	DATE
5131 Owl Crk #C4	SMV	CO	Pitkin	11/30/25

	FIRST	MI	LAST	SIGN
1	Adrianna		Tippit-Martelli	

RESIDENCE ADDRESS	CITY/TOWN	COUNTY	DATE
5131 Owl Creek Rd C1	Snowmass Village	Pitkin	11/30/25

	FIRST	MI	LAST	SIGN
1	Alexander	C	Buell	

RESIDENCE ADDRESS	CITY/TOWN	COUNTY	DATE
5131 Owl Creek Rd C1	Snowmass Village	Pitkin	11/30/25

	FIRST	MI	LAST	SIGN
1	Florence	R	Porter	Florence Porter

RESIDENCE ADDRESS	CITY/TOWN	COUNTY	DATE
5131 Owl Creek Rd C1	Snowmass Village	Pitkin	11/30/25

	FIRST	MI	LAST	SIGN
1	Reghan		Mahaffey	

RESIDENCE ADDRESS	CITY/TOWN	COUNTY	DATE
5131 Owl Creek Rd B1	Snowmass Village		11/30/25

	FIRST	MI	LAST	SIGN
1	Shea		Robinson	

RESIDENCE ADDRESS	CITY/TOWN	COUNTY	DATE
11 Assay Hill Ct 209	Snowmass Village	Pitkin	12/1/25

	FIRST	MI	LAST	SIGN
1	Steven		Crooke	

RESIDENCE ADDRESS	CITY/TOWN	COUNTY	DATE
44 W Ridge Ln B	Snowmass Village	Pitkin	12/1/25

	FIRST	MI	LAST	SIGN
1	Heather		Dallas	

RESIDENCE ADDRESS	CITY/TOWN	COUNTY	DATE
11 Assay Hill Ct. 103	Snowmass Village	Pitkin	12/1/25

	FIRST	MI	LAST	SIGN
1	Lisa		Overbeak	Lisa Overbeak

RESIDENCE ADDRESS	CITY/TOWN	COUNTY	DATE
5131 Owl Creek Road C5	Snowmass Village	Pitkin	12/1/25

	FIRST	MI	LAST	SIGN
1	BEN		OVERBEAK	

RESIDENCE ADDRESS	CITY/TOWN	COUNTY	DATE
5131 OWL CRK RD C5	SNOWMASS VILLAGE	PITKIN	12-1-25

2025 DRAFT Agenda Overview

Regular Meetings begin at 4:00 p.m. unless otherwise noted

- Work Sessions begin at 4:00 p.m. and aim to end at 6:00 p.m.
- The dates on which agenda items are listed are only a best approximation. Agenda items are added to this list as they arise. Agenda items may well be moved to different meeting dates. Agendas are generally not finalized until the Thursday prior to the meeting.
- In addition to agenda items, this document also lists expected absences of Town Council members. In compliance with section 2-49 of the municipal code, once the consent agenda is approved, the absences noted will be considered to have received the prior approval necessary of the majority of the Council for members to be absent from meetings.

Topic to incorporate:

- In 2025 - Town Attorney and Town Clerk provide an Ordinance to Review Town Ordinances – Required every five years since 1994 Re-codification Adoption per the Town Charter. See Ord 19, Series 2020 as example.
- Add spring clean up/annual trash pickup to a future workshop agenda.
- a discussion about how to change the housing mitigation rate for uncovered decks
- Discussion RE electric mowers and leaf blowers
- E-Bikes safety issues

Monday Dec 8 – GID Meeting

Monday Dec 8 – Special Meeting

- **Town Mill Levy**
- B & C Interviews/Discussion – sep mtg
- Community Survey
- Roundabout Landscape Design update
- Housing Needs Assessment Update

Monday Dec 15 – Regular Meeting

- B & C Resolution appointing new Members
- 2nd reading - Ord re Deerbrook Townhomes Final PUD, rezoning to MF, plat amendment & subdivision exemption request
- Ord RE Code language with STRs – common exp date & adding a late fee? – 2nd reading
- Executive session – LRSH lease
- Divide Public Hearing continued

Topics for Work Sessions or Other Meetings Requested by Town Council Members

- Schedule Updates will all of the Town Boards to review priorities and current initiatives.
    - EAB
    - FAB
    - PTRAB
    - POSTR
    - Tourism – quarterly updates
    - Grants – Recent Awards; Review of Criteria; Purpose, etc.

2025 DRAFT Agenda Overview

- SAAB
- Planning

2026 DRAFT Agenda Overview

- Regular Meetings begin at 4:00 p.m. unless otherwise noted
- Work Sessions begin at 4:00 p.m. and aim to end at 6:00 p.m.
- The dates on which agenda items are listed are only a best approximation. Agenda items are added to this list as they arise. Agenda items may well be moved to different meeting dates. Agendas are generally not finalized until the Thursday prior to the meeting.
- In addition to agenda items, this document also lists expected absences of Town Council members. In compliance with section 2-49 of the municipal code, once the consent agenda is approved, the absences noted will be considered to have received the prior approval necessary of the majority of the Council for members to be absent from meetings.

Topic to incorporate:

- Add spring clean up/annual trash pickup to a future workshop agenda.
- a discussion about how to change the housing mitigation rate for uncovered decks
- Discussion RE electric mowers and leaf blowers
- E-Bikes safety issues
-

Monday Jan 5 Regular Meeting

- Reso RE Public Notice location
- Reso appointing B & C members if not completed in Dec.
- Town Attorney Update
- Ord- first reading --Employee mitigation rate to 100%
- Public Hearing ? 1st reading - an Ordinance approving an amended and restated consolidated comprehensive sign plan for the Snowmass Village Mall and Gateway buildings.

Monday Jan 12 Work Session

- Discussion regarding the Thrive not just Survive budget line item
- Discussion with EAB on priority list and Update from Core
- Roundabout Art Discussion (history, etc)
-

Tuesday Jan 20 Regular Meeting

- Draw Site Preliminary Plan Review
- 2nd reading - - an Ordinance approving an amended and restated consolidated comprehensive sign plan for the Snowmass Village Mall and Gateway buildings.
- 2nd reading-- ordinance --Employee mitigation rate to 100%
- Wildfire resiliency code introduction of key point; phasing plan

Monday Feb 2 – Regular Meeting (Fridstein out)

- Draw Site Preliminary Public Hearing ?
- Ord—first reading – building code AND Wildfire Resiliency code
-

2026 DRAFT Agenda Overview

Monday February 9 – Work Session

- Mall Transit Station Roundtable

Tuesday Feb 17 – Regular Meeting

- Reso designating High Impact Events & Construction restrictions (before March 1st each year)
-

Monday March 2 – Regular Meeting

Monday March 9 – Work Session

-

Monday March 16 – Regular Meeting

- Reso for CGRB recommendations and distribution of funds
- Adopt Grant Criteria for 2026-27 grant Cycle

Monday April 6 – Regular Meeting

- Summer event overview April?
- Town Attorney Update

Monday April 13 – Work Session

Monday April 20 – Regular Meeting

Monday May 4 – Regular Meeting

Monday May 11 – Work Session

Monday May 18– Regular Meeting

Monday June 1 – Regular Meeting

- Senator & Rep Visit?
- Exec Session – personnel – performance reviews
- November Election discussion

Monday June 8 – Work Session

-

Monday June 15 – Regular Meeting

- Exec Session – personnel – Performance reviews

Monday July 6 – Regular Meeting

- Election Reso Auth to participate & IGA with Pitkin -or July 20 (has to be 100 days before election)
-

Monday July 13 – Work Session

Monday July 20 – Regular Meeting

2026 DRAFT Agenda Overview

Monday Aug 3 – Regular Meeting

- Town Attorney Update
- Election Resolution – Ballot Language or Aug 17th

Monday Aug 10 – Work Session

Monday Aug 17 – Regular Meeting

- EOTC Budget/work plan – Linda DuPriest

Tuesday Sept 8 – Regular Meeting

- Reso in support of – ballot
-

Monday Sept 14 – Work Session

~~**Monday Sept 21 – Regular Meeting**~~ **(Yom Kipper) Move**
Tues Sept 22 – Regular Meeting

-

Monday Oct 5 – Regular Meeting

- Budget
- Town Attorney Update
- B & C application & appointment procedure update
-

Monday Oct 12 – Work Session

- Budget

Monday Oct 19 – Regular Meeting

- Budget – Comments from FAB

Wednesday Nov 4 – Regular Meeting – due to election day

- GID Meeting - Adopting the GID Budget
- Budget Adoption
-

Tuesday Nov 9 – Work Session

Monday Nov 16 – Regular Meeting

- Swear in New TC members and Mayor
- B & C Applications

Monday Dec 7– Regular Meeting

- Reso RE 2025 Meeting Dates
- Reso on Delinquent Solid Waste / Trash
- B & C Interviews

Monday Dec 14 – Special Meeting

2026 DRAFT Agenda Overview

- **GID Meeting – set Mill Levy**
- B & C Interviews/Discussion

Monday Dec 21 – Regular Meeting

- B & C Resolution appointing new Members

Topics for Work Sessions or Other Meetings Requested by Town Council Members

- Schedule Updates will all of the Town Boards to review priorities and current initiatives.
    - EAB
    - FAB
    - PTRAB
    - POSTR
    - Tourism – quarterly updates
    - Grants – Recent Awards; Review of Criteria; Purpose, etc.
    - SAAB
    - Planning

Town Council
Monday, December 1, 2025
4:00 PM
Regular Meeting
130 Kearns Road
Town Council Chambers
Snowmass Village, CO 81615
You can watch the meeting live online on our website at tosv.com.

Minutes

1. Call to Order

Mayor Shenk called to order the Regular Meeting of the Snowmass Village Town Council on Monday, December 1, 2025, at 4:00 PM.

A complete live recording of this meeting can be found at www.tosv.com under Town Council Meetings. This meeting will be archived indefinitely, allowing you to view it at anytime.

2. Roll Call

Council Members Present: Tom Fridstein, Britta Gustafson, Susan Marolt and Alyssa Shenk.

Council Members Absent: Cecily DeAngelo.

Staff Present: Clint Kinney, Town Manager; Jeff Conklin, Town Attorney; Greg LeBlanc, Assistant Town Manager; Anne Martens, Public Works Director; Mike Horvath, Senior Project Manager; Dave Shinneman, Community Development Director; Brian McNellis, Senior Planner; Andy Worline, Parks, Recreation and Trails Director; Sar Nester, Business Code Compliance Manager; and Megan Harris Boucher, Town Clerk.

Public Present: Bill & Deidre Boineau, T. Michael Manchester, Caroline Heivly, Susan Cross, Dave Gray, Hannah Berman, Leslie Desmond, Dwayne Romero, Geoff Buchheister, Chris Kiley, EW Smith, Colby Christoff, John Nolan, Jonathan Tapper, Meg Murray, Bill Kyriagis, Randy Henrie, Rob Wilberger, Heather Henry, Steve Tuttle, Phillip Jeffreys, John Hamway, Brian Shure, Jim Kehoe, and Bob Dutch.

3. Proclamations and Presentations

4. Public Comment

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none

5. Consent Agenda

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5.A. 2025 Draft Agendas

Council Member Fridstein noted he would not be available for the February 2, 2026 meeting.

5.B. Minutes for Approval

Mayor Shenk sent some minor corrections for the minutes to Boucher.

5.C. Resolution No. 39, 2025 - TC 2026 Meeting Dates

5.D. Resolution No. 40, 2025 - Delinquent Solid Waste/Trash accounts

5.E. Ordinance No. 19 RE code language with STRs - 1st Reading

Council asked for clarification regarding the STR trespassing violations. Town Attorney Jeff Conklin explained that there are two types of violations: primary violations by occupants trespassing (cited into municipal court) and separately, violations by STR permit holders which could result in penalties including fines or permit revocation.

5.F. Ordinance No. 17, 2025 - Deerbrook Townhomes Final PUD, rezoning to MF, plat amendment & subdivision exemption request - 1st Reading

Council requested clarification on the Deerbrook Townhomes Final PUD, confirming it was the first reading of the final PUD approval. Staff explained the application had previously received preliminary approval, and tonight's item was the first reading of the ordinance finalizing the PUD with a second reading scheduled for December 15.
No public comment.

5.G. Ordinance No. 18, 2025 - 5 yr Ordinance review

Council Member Fridstein moved to approve the consent agenda and continue the public hearing for second reading of Ordiance No. 17 regarding the Deerbrook to

December 15, 2025. Council Member Marolt seconded. All in favor. Council Member DeAngelo absent.

6. Public Hearings - Quasi-Judicial Hearings

Public Hearings are the formal opportunity for the Town Council to LISTEN to the public regarding the issue at hand. For land use hearings the Council is required to act in a quasi-judicial capacity. When acting as a quasi-judicial body, the Council is acting in much the same capacity as a judge would act in a court of law. Under these circumstances, the judicial or quasi-judicial must limit its consideration to matters which are placed into evidence and are part of the public record. The Council must base their decision on the law and the evidence presented at the hearing.

6.A. Divide SHOP Preliminary PUD Review

The Aspen Skiing Company presented their proposal for the Shop project, which would provide 30 workforce housing units at the Divide property. The application was presented as an amendment to an existing PUD. Key aspects included:

- The project would fulfill ASC's employee housing mitigation requirements (26.5 units) plus provide 3.5 additional units
- The project site is adjacent to an existing vehicle maintenance facility
- Transportation, road safety and parking concerns were extensively discussed, with Council focusing on safety issues for pedestrians and cyclists
- Drainage plans and site constraints were deliberated

During public comment, both supporters and opponents of the project spoke. Supporters emphasized the critical need for workforce housing, with several current employees describing the challenges of finding affordable housing in the area. Opponents, primarily residents of the Divide, expressed concerns about incompatibility with the neighborhood, safety issues, and the project's scale.

After an extensive presentation, public comment, and Council deliberation, transportation was identified as a primary concern requiring further attention. The Council decided to continue the public hearing to December 15, 2025, to allow the applicant time to develop better transportation solutions for the proposed residents.

Council Member Fridstein moved to continue the public hearing to December 15, 2025. Council Member Marolt seconded. All in favor. Council Member DeAngelo absent.

7. Policy/Legislative Public Hearings

8. Administrative Reports

Short 10 minute break.

8.A. Discussion regarding the Rodeo/Entryway design

Jim Keheo presented updated plans for the rodeo entryway design, focusing primarily on bleacher color options to reduce glare. The project has been divided into two phases, with Phase 1 prioritizing the bleachers for summer 2026. The Council

discussed powder coating options for the bleachers, with the consensus to create mock-ups of the proposed colors before making a final decision.

8.B. Boards & Commissions Discussion - schedule interviews for 12/8/25

Town Clerk Megan Boucher presented information about board and commission applicants. Council agreed to move forward with appointments to boards with uncontested seats, including the Financial Advisory Board (FAB), the Snowmass Arts Advisory Board (SAAB), and the Parks, Open Space, Trails and Recreation Board (POSTR).

Council members requested follow-up with certain applicants, including confirming that Duncan was aware of the time commitment for FAB and ensuring that SAAB applicant Nadia understood that the board primarily focuses on visual arts in Snowmass Village rather than Aspen institutions.

For boards with more applicants than available positions, Council decided to schedule a separate pre-meeting discussion on December 8th at 3:00 PM to review applications in greater detail. This meeting would be noticed as an open meeting but would not be televised to allow for more comfortable discussion about applicants' qualifications.

9. Town Council Reports and Actions

Reports and Updates

Council Member Gustafson mentioned that she and Mayor Shenk had written a newsletter for the Northwest Colorado Council of Governments (NWCCOG) about the "Thrive Snowmass" initiative.

Council discussed the recent community Thanksgiving dinner, which was very well-attended with over 500 people participating. Town Manager Kinney explained that the event costs approximately $40,000, with the Town covering about half and several local organizations including Rotary, Romero Group, Alpine Bank, East West, and the Chapel contributing the remainder.

Council Member Fridstein reported he would be participating in interviews for a new RWAPA executive director and attending an EAB meeting.

Council Member Marolt noted the last transportation meeting would be held on Thursday.

Mayor Shenk mentioned upcoming NWCCOG and SAAB meetings, noting that the SAAB members were interested in participating in future discussions about the roundabout sculpture replacement.

10. Adjournment

Council Member Fridstein moved to adjourn the meeting. Council Member Gustafson seconded. All in favor. Council Member DeAngelo was absent.

Adjourned 7:57pm.

The Snowmass Village Town Council approved this set of meeting minutes at their Regular Meeting on Monday, December 15, 2025.

Submitted By,

Megan Harris Boucher, Town Clerk

Town Council
Monday, December 8, 2025
4:05 PM
Special Session
130 Kearns Road
Town Council Chambers
Snowmass Village, CO 81615
You can watch the meeting live online on our website at tosv.com.

Minutes

1. Call to Order

Mayor Shenk called to order the Special Session of the Snowmass Village Town Council on Monday, December 8, 2025, at 4:09 PM.

A complete live recording of this meeting can be found at www.tosv.com under Town Council Meetings. This meeting will be archived indefinitely, allowing you to view it at anytime.

2. Roll Call

Council Members Present: Tom Fridstein, Britta Gustafson, Susan Marolt, Cecily DeAngelo and Alyssa Shenk.

Council Members Absent: None.

Staff Present: Clint Kinney, Town Manager; Jeff Conklin, Town Attorney; Greg LeBlanc, Assistant Town Manager; Marianne Rakowski, Fiancé Director; Anne Martens, Public Works Director; Mike Horvath, Senior Project Manager; Dave Shinneman, Community Development Director; Andy Worline, Parks, Recreation and Trails Director; Brandon Hawksley, Parks & Trail Manager; Kevin Reyas, Housing Director; and Megan Harris Boucher, Town Clerk.

Public Present: Jason Jaynes, Ashley Cline, Liz Axberg and Rachel Shindman.

3. Proclamations and Presentations

4. Public Comment

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None.

5. Consent Agenda

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5.A. 2025 Draft Agendas

5.B. TOSV Mill Levy Resolution No. 41, 2025

Council noted that the draft agendas needed to include the Shop discussion on December 15th, which Town Manager Kinney confirmed would be added. Council Members also discussed scheduling a conversation about housing mitigation policies and the potential for adding another board or commission focused on housing.

Council Member Marolt motioned to approve the consent agenda. Council Member Gustafson seconded. All in favor.

6. Public Hearings - Quasi-Judicial Hearings

Public Hearings are the formal opportunity for the Town Council to LISTEN to the public regarding the issue at hand. For land use hearings the Council is required to act in a quasi-judicial capacity. When acting as a quasi-judicial body, the Council is acting in much the same capacity as a judge would act in a court of law. Under these circumstances, the judicial or quasi-judicial must limit its consideration to matters which are placed into evidence and are part of the public record. The Council must base their decision on the law and the evidence presented at the hearing.

7. Policy/Legislative Public Hearings

8. Administrative Reports

8.A. Roundabout Landscaping Design Update

Public Works Director Anne Martens and Town Engineer Mike Horvath, along with consultants Jason Jaynes from DHM and Ashley Klein from SGM, presented an update on the roundabout landscaping design. The presentation covered the various landscape zones (roundabout feature zone, native revegetation zone, block wall planting zone, and Ben Rollins Garden zone), plant selections, and hardscape materials.

The Council expressed concerns about the size of the garden space in the center of the roundabout compared to the entryway roundabout and requested the team explore options to maximize vegetation areas while maintaining necessary turning movements for large vehicles. The Council also emphasized the importance of preserving the rural

character of the area, potentially reconsidering some curb and gutter elements, and incorporating the Ben Rollins Garden effectively into the design.

Construction is anticipated to begin in mid-March.

8.B. Community Survey Discussion

Assistant Town Manager Greg LeBlanc presented the updated community survey draft, incorporating previous Council feedback. Discussion focused on maintaining the survey at a high level while ensuring key areas of interest were covered. The Council deliberated on whether to include specific questions about construction impacts and whether to separate the childcare question into two distinct questions about affordability and quality.

The Council agreed on adding questions about construction tolerance, modifying the housing-related question to specifically reference "workforce housing options," splitting the childcare question into separate quality and affordability components, and refining demographic questions to better capture the range of respondents.

LeBlanc explained that the high-level survey would be issued in January/February, with more specific follow-up surveys on identified priority topics later in the year.

8.C. Housing Needs Assessment Update

Kevin Rayes, Housing Director, introduced the housing needs assessment, explaining that it was initiated in February in response to state legislation (SB 24-174) requiring local jurisdictions to assess housing needs. The assessment was done in conjunction with Aspen and communities from Snowmass to Parachute.

Rachel Shindman from Economic Planning Systems and Liz Axberg from the City of Aspen presented key findings including:

- Population growth is faster in Garfield County than Pitkin County
- Families with children are increasingly concentrated in downvalley communities
- Snowmass Village has the highest percentage of residents age 65 and older in the region
- Nearly 2/3 of workers in Pitkin County commute from outside the county
- The lowest-wage occupations have the most jobs in the region
- Housing prices have increased dramatically since 2020, with Snowmass Village's median single-family home price at $7.5 million (a 20% annual increase since 2020)
- Over 48% of homes in Snowmass Village are vacant (not primary residences)
- The county needs approximately 2,500 additional housing units over the next 10 years, with about 500 needed in Snowmass Village

The assessment identified a net need for approximately 500 housing units in Snowmass

Village over the next 10 years, representing about 20% of the county need. This data will help the town petition for state funding through Proposition 123 to develop units addressing higher income limits.

9. Town Council Reports and Actions

Reports and Updates

Council Member Fridstein reported on the Environmental Advisory Board meeting, noting they would be presenting recommendations in January for spending the $300,000 sustainability allocation. He mentioned that of the $240,000 allocated to CORE for rebates last year, only $82,000 was distributed, suggesting the remaining funds should roll over. He and Council Member DeAngelo discussed concerns about CORE's effectiveness and the potential benefits of having a town sustainability coordinator.

Council Member Gustafson mentioned upcoming meetings for the Tourism Board and Sister Cities.

Council Member Marolt reported on the Transportation Coalition meeting where consensus was reached on recommendations including carpooling incentives, infrastructure improvements, RFTA improvements, and potentially a HOT (high occupancy transit) lane or cordon fee to reduce congestion. She noted these options would require public education and outreach.

Mayor Shenk reported on a RFTA meeting scheduled for Thursday and a NWCCOG meeting where a presentation was given on the economic impact of congestion on I-70. She also mentioned the town holiday party and the upcoming Winter School activities, including window displays in the Mall.

Council Member DeAngelo shared information about autonomous vehicles (AVs), suggesting the town should be proactive in considering this technology for transit solutions.

10. Adjournment

Council Member Fridstein moved to adjourn the meeting. Council Member DeAngelo seconded. All in favor.

Adjourned 6:40 pm

The Snowmass Village Town Council approved this set of meeting minutes at their Regular Meeting on Monday, December 15, 2025.

Submitted By,

Megan Harris Boucher, Town Clerk

The Snowmass Village Town Council approved this set of meeting minutes at their Regular Meeting on Monday, December 8, 2025.

Submitted By,

Megan Harris Boucher, Town Clerk

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:
December 15, 2025

AGENDA ITEM:
Board and Commission Applications Process

PRESENTED BY:
Megan Harris Boucher, Town Clerk

BACKGROUND:
Section 8.3 of the Home Rule Charter states that members of all boards and commissions shall be appointed by the Town Council. The vacancies were publicly posted, advertised in the Aspen Times and posted on social media from October 3rd to November 3rd.

We received 35 applications, 19 new and 16 incumbents.

Council discussed on December 1st and December 8th appointments for each of the Boards and Commissions and directed staff to draft a resolution for consideration on December 15, 2025.

ATTACHMENTS:
a. Resolution No. 42, 2025

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

RESOLUTION NO. 42
SERIES OF 2025

A RESOLUTION APPOINTING MEMBERS TO THE CITIZENS GRANT REVIEW BOARD, THE ENVIRONMENTAL ADVISORY BOARD, THE FINANCIAL ADVISORY BOARD, THE PART-TIME RESIDENTS ADVISORY BOARD, THE TOURISM BOARD, THE PARKS, OPEN SPACE, TRAILS AND RECREATION BOARD, THE SNOWMASS ARTS ADVISORY BOARD AND THE PLANNING COMMISSION.

WHEREAS, Section 8.3 of the Home Rule Charter states that members of all boards and commissions shall be appointed by the Town Council; and

WHEREAS, the terms of members on certain boards and commissions have expired and resignations have been submitted; and

WHEREAS, vacancies have been publicly posted and published in accordance with the terms and conditions of the Home Rule Charter; and

WHEREAS, the following citizens have submitted applications expressing a desire to be appointed:

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

That the following citizens are hereby appointed to serve as follows:

Citizens Grant Review Board

Laurie Wingate	3yr term – Expires 12/28

Environmental Advisory Board

Morgan Fixell	3yr term – Expires 12/28
Joseph Goodman	3yr term – Expires 12/28

Financial Advisory Board

Philip Sirianni	2yr term - Expires 12/27
Andrew Light	2yr term - Expires 12/27
Duncan Mendelson	2yr term - Expires 12/27

Part-Time Residents Advisory Board

John Orton	3yr term – Expires 12/28
Cristine Lindenfelser	3yr term – Expires 12/28

Tourism Board

Katie De Besche - Lodging	3yr term – Expires 12/28

Parks, Open Space, Trails & Recreation Advisory Board

Matt Donnelly	3yr term – Expires 12/28
Bryce Christensen	3yr term – Expires 12/28
Harry Smith	3yr term – Expires 12/28

Snowmass Arts Advisory Board

Maja Decker	2yr term – Expires 12/27
Gray Warr	2yr term – Expires 12/27
Lois Upper	2yr term – Expires 12/27
Joyce Shenk	2yr term – Expires 12/27
Nadia Khodakovska	2yr term – Expires 12/27
Katie Sanders	2yr term – Expires 12/27

Planning Commission

Matthew Dube	3yr term – Expires 12/28
David Seglin	3yr term – Expires 12/28
Jim Gustafson	3yr term – Expires 12/28
Thomas De Napoli	1yr term – Expires 12/26
Maggie Helmig	1yr term – Expires 12/26

INTRODUCED, READ AND ADOPTED, the Town Council of the Town of Snowmass Village, Colorado, on the 15th day of December 2025 with a motion made by Council Member _____and seconded by Council Member ____ and by a vote of __ in favor to __ opposed.

TOWN OF SNOWMASS VILLAGE

_____
Alyssa Shenk, Mayor

ATTEST:

_____
Megan Harris Boucher, Town Clerk

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:
December 15, 2025

AGENDA ITEM: Consideration of Ordinance #19, 2025, Second Reading ,Amending the Short-Term Rental Section of the Municipal Code

PRESENTED BY:
Sara Nester, Code Compliance Manager
Emily Flood, Finance Sales Tax Analyst

BACKGROUND:
On September 15, 2025, the Town Council discussed and directed staff to move all Short-Term Rental (STR) permits to a common expiration date. A standardized expiration date will streamline the permitting process, improve internal operations, and create a more straightforward renewal timeline for property managers and the lodging community. After coordinating with impacted Departments such as the Finance Department, staff recommends establishing April 30 as the annual expiration date.

During the budget adoption process, the Town Council approved an increased Short-Term Rental permit fee of $400, effective January 1, 2026.

To align current permits with this date, renewals due between January and March 2026 will be assessed prorated fees of $33.33 (1 month), $66.66 (2 months), or $100 (3 months). Starting in April 2026, renewals (including prorated renewal amounts) will be valid through April 30, 2027. Beginning April 2026, all renewals will be charged the standard $400 renewal fee, with no prorated fees available after March 2026.

In addition, the Town has received community concerns regarding STR guests trespassing on neighboring properties to access the ski area. After review by staff, and the Town Attorney, trespassing is recommended to be added as a major violation under Code Section 18-319.

FINANCIAL IMPACT:

Increasing the STR Fee from $300 to $400 is expected to generate an additional (approximate) $100,000 annually.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

The Council's 2025 Goal Statement includes a goal to "Reexamine STR regulations to ensure they are meeting desired goals."

COUNCIL OPTIONS:

1) Approve the ordinance as proposed
2) Modify, then approve the ordinance
3) Choose not to act on the ordinance at this time.

STAFF RECOMMENDATION:

It is the recommendation of staff that the Council, by motion,
approve Ordinance No. 19, 2025 on Second Reading.

ATTACHMENTS:

1. Snowmass - Ord 19- STR Amendments (expiration date, fees, $400 for new and renewal, trespass)

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

ORDINANCE NO. 19
SERIES OF 2025

AN ORDINANCE AMENDING THE TOWN OF SNOWMASS VILLAGE MUNICIPAL CODE, CHAPTER 18, ARTICLE XV – SHORT-TERM RENTAL REGULATIONS

RECITALS

A. The Town of Snowmass Village, Colorado ("TOSV" or the "Town") is a home-rule municipality organized under Article XX of the Colorado Constitution and with the authority of the Town of Snowmass Village Home Rule Charter (the "Charter").

B. Section 3.3 of the Charter confers upon Town Council the power to amend the TOSV Municipal Code (the "Code").

C. TOSV maintains short-term rental (STR) regulations at Chapter 18, Article XV of the Code, which require obtaining a STR permit for rentals of real property in TOSV for less than thirty (30) consecutive days ("STR Permit").

D. STR Permits are valid for 1 year, which have renewal dates that thus fall on different dates throughout the calendar year.

E. To allow for better administration of STR Permits, TOSV wishes to establish a common date on which all STR Permits expire and must be renewed prior to such date each year.

F. Accordingly, the Town Council wishes to amend the Code to establish April 30 of each year as the expiration date of STR Permits and also set forth fees for a new STR Permit and renewal of a STR Permit.

G. In addition, the Town Council wishes to add trespass violations as a "major violation" to Section 18-319.

H. The Town Council finds that the adoption of this Ordinance is in the best interest of the TOSV.

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

1. Recitals. The foregoing recitals are incorporated herein as findings of the Town Council.

2. Amendment to Chapter 18, Article XV – Short-Term Rental Regulations. The

Town Council hereby approves the amendments to Chapter 18, Article XV of the Code as set forth in **Exhibit A.**

3. Pro-Rata STR Permit Fees.

    a. With respect to new STR Permits applied for or expire between the Effective Date of this Ordinance and April 30, 2026, such STR Permits may be issued or renewed for a term that expires on April 30, 2027 upon payment of the applicable STR Permit fee that is pro-rated from the date of application to April 30, 2026 plus the full STR permit fee for the period ending April 30, 2027.

    b. With respect to STR Permits which expire between May 1, 2026 and 1-year from the Effective Date of this Ordinance, such STR Permits may be renewed for a term that expires April 30, 2027 upon payment of the STR Permit renewal fee that is pro-rated based on such April 30, 2027 expiration date.

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

5. Effective Date. This Ordinance shall be effective 15 days after adoption in accordance with the Town of Snowmass Village Home Rule Charter.

READ, APPROVED AND ADOPTED by the Town Council of the Town of Snowmass Village on First Reading on December 1, 2025, upon a motion by Council Member Fridstein, the second of Council Member Marolt, and upon a vote of 4 in favor and 0 against. Council Member DeAngelo was absent.

READ, APPROVED AND ADOPTED as amended, by the Town Council of the Town of Snowmass Village on Second Reading on _____, 2025, upon a motion by Council Member _____, seconded by Council Member _____, and upon a vote of ___ in favor and ___ against.

TOWN OF SNOWMASS VILLAGE

_____
Alyssa Shenk, Mayor

ATTEST:

_____
Megan Harris Boucher, Town Clerk

APPROVED AS TO FORM:

_____
Jeff Conklin, Town Attorney

EXHIBIT A
AMENDMENT TO TOWN CODE

*Chapter 18, Article XV of the Code – Short-Term Rental Regulations - is hereby amended with **bold, underlined** additions and ~~strikethrough~~ deletions as follows:*

Article XV Short-term rental regulations[1]

****

Sec. 18-313. Permit types; Permit expiration and renewal; Fees.

(a) Permit Types. Anyone who rents their property for less than thirty (30) consecutive days at a time will need a short-term rental permit**, as follows:**

(1) Permit 1: Hotels (ONLY applies to Viewline, Limelight, Wildwood, and Mountain Chalet)-Hotel/lodge rooms and suites mean a building or portion thereof containing rooms, areas or separate spaces intended for temporary occupancy by guests typically by the day or week, each of which contains sanitation facilities and may contain a small kitchen area. The hotel or lodge generally provides one (1) or more enhanced levels of service, such as:

a. A level of staffing, amenities, service, or facilities above that customarily found in multi-family dwellings.

b. Twenty-four-hour front lobby check-in with in-house housekeeping, concierge, room, and maintenance services; and

c. Standardized fixtures and furnishings with central phone, cable, heating, air conditioning and hot water systems for all units. Accessory use facilities may include associated office space, central laundry or laundry facilities used by the occupants, meeting rooms and similar service/support facilities, none of which shall constitute independent commercial uses.

(2) Permit 2: Multi-Family A- Dwelling, multi-family means a building containing two (2) or more dwelling units sharing vertical and/or horizontal party walls in which each dwelling unit is designated for and used as a dwelling exclusively by one (1) family and their guests. Multi-family dwelling units may be made available for short-term rental. A multi-family dwelling within a proposed development shall be classified as the following:

Multi-family-A means a multi-family dwelling or group of multi-family dwellings located within the same PUD, consisting of at least twenty-five (25) dwelling units and in which the owners of the dwelling units located there are participating in a centralized:

a. Check-in facility

b. Property management program; and

c. Rental management/unit management program

(Provided that the applicant can establish to the Town's reasonable satisfaction that at least sixty-seven percent (67%) of the dwelling units within such dwellings can reasonably be expected to participate in

[1]Editor's note(s)—Ord. 9-2023, § 2(Exh. B), adopted Sept. 18, 2023, amended the Code with the addition of §§ 18.1—18.18; however, said provisions have been redesignated as §§ 18-311-18-328, at the editor's discretion, for purposes of allowing future expansion of the Code.

said centralized management program). Does not include multi-family dwellings operated and maintained, in whole or in part, as a hotel/lodge.)

Note: You will obtain a permit type 3 if you do not participate in the centralized management program of the complex.

(3) Permit 3: Multi-Family B- This type of permit is required if you do not meet all the requirements for a Multi-family-A or if you do not participate in the centralized management program of the complex.

(4) Permit 4: Single-Family Homes & Duplexes- A single-family home or duplex is an independent residential structure that sits on its own land and is designed to be used as single dwelling unit or in the case of a duplex a double dwelling unit.

(b) Permit Term; Renewal. All new and renewed STR permits shall be valid from the date of issuance to and through April 30 of the applicable year. STR permits must be renewed annually prior to April 30 of each year to continue in effect and shall be assessed a STR permit renewal fee. Failure to renew by the April 30 expiration date shall result in the abandonment of the STR permit and a new STR permit must be applied for and obtained, with payment of a new STR permit fee.

(c) Fees. The permit fee for a new STR permit shall be $400 per year and the permit fee for renewal of a STR permit shall be $400 per year.

(Ord. 09-2023, § 2(Exh. B))

****

Sec. 18-319. Major/minor violations, and fines and penalties.

(a) Major violations will consist of:

- Renting your property without a STR permit.
- 2nd conviction or a guilty plea of municipal code violation for noise ordinances**, trespass,** or wildlife ordinances within a two-year period.
- Life safety violation including smoke and carbon monoxide detectors, or fire extinguishers.
- Providing false information.
- Failure to remit sales and lodging taxes.

First major violation may result in loss of your STR permit and/or business license for up to two (2) years, as well as fines up to $1,000.

Second major violation may result in loss of your STR permit and/or business license for up to five (5) years, as well as fines up to $1,000.

(b) Minor violations will consist of:

- Occupancy limits
- Parking violations
- Failure to list your Permit number on all advertising listings.
- Recurrent delinquent sales tax filing and or remittance.
- Any administration issues with the permitting.
- Violation of any other applicable provision of these STR regulations.

First minor violation may result in up to a $1,000 fine.

Second minor violation may result in up to a $1,500 fine.

Third minor violation may result in major violation and loss of your STR permit and/or business license for up to two (2) years.

(Ord. 09-2023, § 2(Exh. B))

****

DRAFT

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

December 15, 2025

AGENDA ITEM:

Ordinance No. 18, Series of 2025 – SECOND READING- An Ordinance Conducting an Ordinance Review Pursuant to Section 4.14 of the Home Rule Charter and Re-Enacting All Ordinances of a Permanent Nature

PRESENTED BY:

Jeff Conklin, Town Attorney

BACKGROUND:

The Town Charter contains a peculiar provision. Section 4.14 of the Charter provides: "all ordinances of a permanent nature shall be reviewed by the Council at least every five (5) years after passage and will expire five (5) years after adoption unless reenacted."

Thus, every five years the Council must review and adopt an ordinance to re-enact all ordinances of a permanent nature to keep the Code on the books. Staff and Council review various provisions of the Code throughout each year, making amendments, additions, and deletions as appropriate. At this time, all ordinances of a permanent nature serve a legitimate purpose and any more detailed amendments, additions, or deletions may be completed as part of a specific review of any area of the Code. Thus, there is not a reason *not* to re-enact all ordinances of a permanent nature. Failure to re-enact such ordinances would not be in the best interests of the Town.

Thus, Town Staff recommends that Council adopt this ordinance to re-enact all ordinances of a permanent nature pursuant to Section 4.14 of the Charter.

FINANCIAL IMPACT:

N/A

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

N/A

COUNCIL OPTIONS:

1. Approve Ordinance No. 18, Series of 2025 on Second Reading
2. Approve Ordinance No. 18, Series of 2025 on Second Reading with amendments.

3. Deny Ordinance No. 18, Series of 2025 on Second Reading.

STAFF RECOMMENDATION:

Town Staff recommends that Town Council, by motion:

approve Ordinance No. 18, Series of 2025 on Second Reading.

ATTACHMENTS:

Ordinance No. 18, Series of 2025

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

ORDINANCE NO. 18
SERIES OF 2025

AN ORDINANCE CONDUCTING AN ORDINANCE REVIEW PURSUANT TO SECTION 4.14 OF THE HOME RULE CHARTER AND RE-ENACTING ALL ORDINANCES OF A PERMANENT NATURE

RECITALS

A. The Town of Snowmass Village, Colorado ("TOSV" or the "Town") is a home-rule municipality organized under Article XX of the Colorado Constitution and with the authority of the Town of Snowmass Village Home Rule Charter (the "Charter").

B. Section 4.14 of the Charter provides: "all ordinances of a permanent nature shall be reviewed by the Council at least every five (5) years after passage and will expire five (5) years after adoption unless reenacted."

C. The Town Council last completed a review and re-enactment of Town ordinances by Ordinance No. 19, Series of 2020. Since then, the Town Council has periodically reviewed various provisions of the Code and made specific amendments, revisions, and deletions to the Code.

D. Pursuant to Section 4.14 of the Charter, the Town Council has reviewed the Code and finds that all ordinances of a permanent nature should be re-enacted at this time.

E. The Town Council finds that the adoption of this Ordinance is in the best interest of TOSV and necessary for the immediate preservation of public health, safety, and welfare of TOSV.

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

1. Recitals. The foregoing recitals are incorporated herein as findings of the Town Council.

2. Ordinance Review. This Ordinance constitutes the review of all Town ordinances of a permanent nature pursuant to Section 4.14 of the Charter.

3. Re-Enact Ordinances of Permanent Nature. The Town Council hereby ratifies, reaffirms, and re-enacts the Code and all Town ordinances of a permanent nature.

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

5. Effective Date. This Ordinance shall be effective 15 days after adoption in accordance with the Town of Snowmass Village Home Rule Charter.

READ, APPROVED AND ADOPTED by the Town Council of the Town of Snowmass Village on First Reading on December 1, 2025, upon a motion by Council Member Fridstein, the second of Council Member Marolt, and upon a vote of 4 in favor and 0 against. Council Member DeAngelo was absent.

READ, APPROVED AND ADOPTED as amended, by the Town Council of the Town of Snowmass Village on Second Reading on _____, 2025, upon a motion by Council Member _____, seconded by Council Member _____, and upon a vote of ___ in favor and ___ against.

TOWN OF SNOWMASS VILLAGE

_____
Alyssa Shenk, Mayor

ATTEST:

_____
Megan Harris Boucher, Town Clerk

APPROVED AS TO FORM:

_____
Jeff Conklin, Town Attorney

Town of Snowmass Village

Town Council Meeting

December 15, 2025

Agenda Item:

Second Reading, on Ordinance No. 17, Series of 2025, a Continued Public Hearing: Deerbrook Townhomes' Re-zoning from 'SPA-1' to 'MF,' a Major Final Plan PUD, an amendment to the Deerbrook Subdivision Plat, and a Subdivision Exemption for supplemental and amended condominium maps and documents.

Presented By:

Jim Wahlstrom, Senior Planner, AICP
Dave Shinneman, Community Development Director, AICP

Applicant, Owner, Legal Description:

Applicant: Deerbrook Townhome Condominium Association, Inc.
Project Coordination: John Howard, Willow Creek Management Services
Land Use Planner Representative: Tim Malloy, TGMC, LLC
Deerbrook Subdivision (prior Parcel L, Faraway Ranch SPA plan and gross parcel plat)

Background:

The proposed Deerbrook Townhomes Preliminary Plan application was submitted on May 5, 2023. Reference the town website for the application materials here: _Deerbrook Townhomes Final Plan app (updated October 2025). The proposal includes:

- Removal of existing garages and surface parking.
- 15 two-stall garages (30 spaces).
- 20 surface parking spaces (15 spaces with covered carports).
- Widen and improve access drives (on Deerbrook site).
- Enhanced arrival experience includes a landscaped entry feature at the point of the entry into the property.
- Swimming pool with seating areas.
- Fitness building with bathrooms of 969 sq. ft.
- Personal storage (incorporated into garages).
- Additional site landscaping.

There are no new units proposed.

Town Council Options:

Following the introduction of the item by town staff, the processes below should be administered in Section 16A-5-70, '*Action by decision making body*':

(1) Schedule a site inspection, if desired.
(2) Follow the code's conduct of a public hearing, the rights of all persons, and the order of proceedings:
    a. Applicant's presentation of information pertinent to the Town Council's consideration of the application;
    b. Public testimony shall be heard;
    c. Applicant may respond to public comments;
    d. Town staff may respond to the applicant's or the public's comments.
(3) Review and consider on second reading the application following the municipal code review standards which are outlined in the attached Ordinance 17 draft.

Approving the ordinance as presented will permit the applicant to begin preparation of construction drawings and to proceed with a subsequent submittal of a building permit application within the 6-years of vesting rights requested.

Staff Recommendation:

It is the Recommendation of Town Staff, that the Council close the Public Hearing then by motion: Approve the second reading of Ordinance 17, 2025.

Attachments:

1. Public hearing publication notice for the Town Council meeting held on December 1, 2025.
2. Ordinance No. 17, Series of 2025, regarding the Rezoning from 'SPA-1' to 'MF,' the Final Plan, the Amendment to the Final Plat, and a Subdivision Exemption for the supplemental and amended condominium map and documents.
3. Exhibits "A" – "E" of Ordinance No. 17, including a vicinity map, the rezoning map from 'SPA-1' to 'MF,' PUD Guide of development parameters, selected Final Plan drawings, the plat amendment received October 3, 2025, the Subdivision Improvements Agreement, and a Development Agreement for 6-year vested rights.
4. Signed Town Council Resolution 26, Series of 2023, acceptance of the Preliminary Plan application with conditions to allow the applicant to proceed to the Final plan review stage.
5. Applicant's formal response dated October 2, 2025 to the referral agency comments received in the summer 2025 from Town Departments, districts, and referral agencies regarding the Final Plan application materials; and with...
6. Review comments received in the summer of 2025 from Town Departments, districts, and referral agencies regarding the Final Plan application materials.

SNOWMASS VILLAGE
TOWN COUNCIL
NOTICE OF PUBLIC HEARING

PUBLIC NOTICE IS HEREBY GIVEN THAT A PUBLIC HEARING WILL BE HELD BEFORE THE SNOWMASS VILLAGE TOWN COUNCIL. THE PUBLIC IS INVITED TO ATTEND AND COMMENT.

DATE: December 1, 2025

TIME: During a regular meeting that begins at 4:00 P.M.

WHERE: Town Council Chambers
Town Hall, 130 Kearns Road
Snowmass Village, CO

WHY: For the Town Council to consider the application for a proposed Amendment to the Official Zone District Map from 'SPA-1' to Multi-Family ('MF') with an overlay PUD Final Plan, a Plat Amendment, and a Subdivision Exemption for amended condominiumization involving the Deerbrook Townhomes property.

CODE: The applications will be processed pursuant to *Section 16A-5-220, 'Amendment to Official Zone District Map*,' *Section 16A-5-300 regarding 'Purpose; overview; general restrictions*,' for PUDs, *Section 16A-5-310 'Review standards*,' and *Section 16A-5-360, 'Final Plan'*; *Section 16A-5-390 'Amendment of final plan,'* as well as *Sections 16A-5-450, 'Amendment of Final Plat,'* and *16A-5-500-530, 'Subdivision Exemptions'* of the Snowmass Village Municipal Code.

INFO: The Deerbrook Townhomes PUD Final Plan application is a proposal to amend the 1984 initial approval and the 1988 amendment to Parcel L, Faraway Ranch S.P.A. Final Land Use Plan and the 1989 Deerbrook Subdivision plat with a proposal to re-zone the property from 'SPA-1' to Multi-Family ('MF'). With the proposed Final Plan application, no new units are planned beyond the 15 existing dwellings. The proposal generally includes: a) The removal of existing garages and surface parking, b) 15 two-stall garages (30 spaces), c) 20 surface parking spaces (15 spaces with covered carports), d) Widen and improve access drive (on the Deerbrook site), e) Enhance arrival experience including a landscaped entry feature at the point of entry into the property, f) Swimming pool with seating areas, g) Fitness building with bathrooms, h) Personal storage (incorporated into garages), i) Additional site landscaping, and j) Relocate existing watermain to an alignment within Ridge Road (per recommendation from SWSD).

Additional information regarding the proposal is available for inspection at the Snowmass Village Community Development Department, by telephone at (970) 923-5524 during normal business hours, or via the Town's website at:
_Deerbrook Townhomes Final Plan app

Written comments are encouraged and will be accepted until the close of the public hearing. For inclusion of written comments in the staff report packet materials, submissions must be received a minimum of 10 days prior to the public hearing to the following address:

Snowmass Village Community Development Department
P.O. Box 5010
Snowmass Village, CO 81615
Attention: Jim Wahlstrom, Senior Planner;
Email: jwahlstrom@snowmass.gov

Additional public hearings may be held for which only this published notice may occur.

Telephone: (970) 923-3777
Internet Access to Council email: http://www.tosv.com
Citizen Feedback Hotline: (970) 922-6727 or clerk@snowmass.gov

Megan Boucher, Town Clerk

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

ORDINANCE No. 17
SERIES OF 2025

AN ORDINANCE APPROVING THE REZONING OF THE DEERBROOK TOWNHOMES' PROPERTY AMENDING THE OFFICIAL ZONE DISTRICT MAP FROM 'SPA-1' TO 'MF' (Multi-Family) AND APPROVING A MAJOR PUD FINAL PLAN OVERLAY, AN AMENDMENT OF A FINAL PLAT, AND A SUBDIVISION EXEMPTION FOR SUPPLEMENTAL CONDOMINIUMIZATION.

WHEREAS, the Town Council accepted the new and amended Deerbrook Townhomes' Sketch Plan via the Town Council Resolution No. 3, Series of 2022, and granted the Applicant permission on December 1, 2021 to proceed to the Preliminary Plan level of review; and

WHEREAS, the Town Council accepted the Deerbrook Townhomes' Preliminary Plan via Resolution No. 26, Series of 2023, and granted the Applicant permission on November 6, 2023 to proceed to the Final Plan submission; and

WHEREAS, on October 21, 2024, the Town Council granted the Applicant, via Resolution No. 22, Series of 2024, an initial six-month extension request beyond the one-year code limitation of the Final Plan application until May 6, 2025; and

WHEREAS, on May 5, 2025, the Applicant and Owner, formally known as the Deerbrook Condominium Association, Inc. (a.k.a. Deerbrook Townhomes), submitted the Rezoning of the Deerbrook Townhomes' property (formerly known as Parcel L, Faraway Ranch SPA Land Use Plan and currently described as the Deerbrook Subdivision) to formally amend the official zone district map from 'SPA-1' to 'MF (Multi-Family)' with a Major PUD Final Plan overlay, an Amendment of a final plat, and a Subdivision Exemption for supplemental or amended condominium map and documents, on May 5, 2025, which met the first extension deadline on May 6, 2025. The Applicant expressed the need for additional time to address some of the conditions in the Preliminary Plan approval and requested a second extension request for a complete application submittal in a letter dated April 4, 2025; and

WHEREAS, on June 2, 2025, the Town Council granted the Applicant, via Resolution No. 19, Series of 2025, a second six-month extension request beyond the one-year code limitation of the Final Plan application until November 6, 2025; and

WHEREAS, the Deerbrook Townhomes Major PUD Final Plan application was deemed substantially complete and referred for review on June 3, 2025 with review comments requested on or around July 3, 2025; and

WHEREAS, on October 2, 2025, the Applicant responded to the referral agency

comments provided during the summer of 2025 with an updated plat amendment, written description, and a second amendment to the private easement agreement between Deerbrook Townhomes Condominium Association, Inc. and Ridge Condominium Association, Inc. dated September 22, 2025, fulfilling the prior preliminary plan conditions or submission items for the Final Plan application; and

WHEREAS, a public hearing was scheduled for Town Council review on December 1, 2025 pursuant to a public hearing noticed which was printed in the Aspen Times on October 31, 2025. The public hearing was continued and the second reading scheduled for December 15, 2025; and

WHEREAS, the Deerbrook Townhomes Major PUD Final Plan and its supplemental applications, were processed pursuant to pursuant to *Section 16A-5-220, 'Amendment to Official Zone District Map*,' *Section 16A-5-300 regarding 'Purpose; overview; general restrictions*,' for PUDs, *Section 16A-5-310 'Review standards*,' and *Section 16A-5-360, 'Final Plan'*; *Section 16A-5-390 'Amendment of final plan,'* as well as *Sections 16A-5-450, 'Amendment of Final Plat,'* and *16A-5-500-530, 'Subdivision Exemptions'* of the Snowmass Village Municipal Code.

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

Section One: Findings. The Town Council finds below, subject to the applicant complying with the conditions in Section Three, as follows:

1. **Application material sufficiency**. The Applicant has submitted sufficient information pursuant to Section 16A-5-40 and 16A-5-360 of the Municipal Code to permit the Town Staff and Town Council an adequate review of the proposed re-zoning to 'Multi-Family' (MF) and the overlay Major PUD Final Plan application, the Amendment of a final plat, and the Subdivision Exemption for subsequent supplement or amended condominium map and documents.

2. **Public Hearing Notices**. The Applicant met the minimum public hearing notice requirements outlined in Section 16A-5-60, '*Notice of public hearing*' in the Municipal Code including the submission of signed affidavits for the mailing and posting of the public hearing notice.

3. **Zone district limitations**. Town Council Resolution No. 63, Series of 1992, allowed the zoning for the Faraway Ranch Specially Planned Area (SPA) to lapse, as permitted in Ordinance No 22, Series of 1984. The intended rezoning from 'SPA-1' to 'MF' is compliant with the review standards for an amendment to the official zone district map as further described in the next Finding No. 4. The proposed development currently would comply with all the limitations of the 'MF' zone district, except for the existing 40-foot high townhomes units (versus the 38-foot standard under 'MF') which buildings would become legal nonconforming and

allowed under the Final Plan PUD Guide. The proposed accessory structures meet the maximum 18-foot limitation in the 'MF' zone.

4. **Re-Zoning to 'MF' Review Standards**. The application for an amendment to the Official Zone District Map and pursuant to attached Exhibit "A" incorporated herein complies with the following standards as follows:

   a) **Consistent with Comprehensive Plan**. The proposed amendment shall be consistent with the Town of Snowmass Village Comprehensive Plan and Residential use designation.
   b) **Consistent with purpose of zone district**. The proposed amendment is consistent with the purpose of the Multi-Family (MF) zone district to which the property will be designated. The intent of the 'MF' zone district is to allow for the development of a range of higher density residential uses and appropriate accessory uses.
   c) **Compatibility with surrounding zone districts and uses**. The development permitted by the proposed amendment is compatible with surrounding zone districts, land uses and neighborhood character and results in a logical and orderly development pattern within the overall community.
   d) **Necessary circumstances**. The applicant shall demonstrate that the following circumstances exist:
      i. **Error**. There has been no technical error in the boundaries shown on the Official Zone District Map; or
      ii. **Changed conditions**. There have been changed conditions affecting the subject parcel and the surrounding neighborhood that justify the proposed amendment; and
      iii. **Community need**. The proposed amendment addresses and helps to resolve a community need that is documented in or is consistent with the intent of the Comprehensive Plan.

5. **Final Plan Purpose**. Pursuant to *Section 16A-5-360, ' Final Plan,'* the '*Purpose*' of final plan review was met because the applicant provided the Town with documentation of how the PUD will comply with all of the representations made during the application process. The PUD sufficiently addresses all issues or concerns raised during that process. This documentation, as part of this ordinance, includes a final development plan, a guarantee of public improvements and covenants, as applicable. The final development plan satisfactorily specifies the proposed 'MF' zone district limitations and the development regulations that will guide the future development of the property. This is the "PUD Guide" included with attachment Exhibit "B" incorporated herein.

6. **Final Plan Review Intent and Issues**. Pursuant to Section 16A-5-360(b) of the TOSV municipal code, the questions the Town Council fully resolved during review of the final plan review included the following:

i. **Response to preliminary plan conditions**. The applicant provided detailed, sufficient and appropriate responses to each of the conditions identified and applied to the preliminary plan.

ii. **Agreements and guarantees**. The applicant submitted an adequate subdivision improvements agreement and a pledge of security to guarantee the performance of any public improvements required by the Town or by the service districts.

iii. **Other plans and documents**. The applicant submitted such other documents (final development plan, final landscaping plan, final grading plan, final utility plan and final architectural plans) that set out the specifications for all relevant features of the development proposal, also as further described or illustrated in attachment Exhibit "B" incorporated herein.

iv. **Covenants**. Also pursuant to Section 16A-5-360(c)(d), a final version of the existing homeowner's association or condominium association documents or covenants were submitted, describing how the association will maintain any common open space, albeit the subsequent supplemental or amended condominium map and documents are needed for administrative review and approval near the time of final construction and a subsequent Certificate of Occupancy / Completion.

4. **Compliance with the TOSV municipal code's PUD Final Plan Section 16A-5-360**, remains consistent with the prior preliminary plan review, findings, and acceptance as follows:

a. **Compliance with the <u>PUD General Restrictions</u>, including**:

i. **Minimum land area**. This standard is met under the proposed 'MF' zone district.
ii. **Location**. The site is designated for residential purposes per the Comprehensive Plan.
iii. **Uses**. The existing and proposed uses are allowed in the proposed 'MF' zone district and the PUD Final Plan.
iv. **Maximum buildout**. The 15 existing dwellings previously approved in 1984 remain unchanged.
v. **Dimensional limitations**. No variations from the code or zone district standards are proposed, except for allowing the existing residential buildings to remain at 40 feet in height as previously approved in 1984.
vi. **Parking**. As the parking code standards were revised during the PUD review process, the Final Plan's off-street parking standards and provisions were previously reduced for consistency.

vii. **Road standards**. No public right-of-way is being dedicated. The private driveways on the site will require fire lane easement grants.

viii. **Adequate public facilities**. The public facilities and service districts within the community are adequate to support the proposed redevelopment of the site. The proposal will sufficiently provide upgraded utility replacements and storm drainage facilities on the site.

b. **Compliance with the PUD Review Standards, including**:

i. **Consistency with Comprehensive Plan**. The proposed Major PUD Final Plan including the replacement garages, carports, the private pool, fitness facility and other accessory structures are consistent with the intent of the Town's Comprehensive Plan strategic initiatives and policies.

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

iii. **Creative approach**. The development for the PUD Final Plan represents a creative approach to the development and use of land and the related physical facilities produces a better development and provides amenities for residents of the PUD and the public in general.

iv. **Landscaping**. The landscaping for the PUD Final Plan provides 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, and create attractive streetscapes and parking areas consistent with the character of the Town.

v. **Suitability for development**. The property for the PUD Final Plan is suitable for development, considering its topography, environmental features and any natural or man-made hazards that affect its development potential.

vi. **Spatial pattern shall be efficient**. The PUD Final Plan is located to avoid creating spatial patterns that cause inefficiencies in the delivery of public services (considering the proposed re-loop of the utility lines pursuant to the SWSD needs), or that require duplication or premature extension of public facilities. Pedestrian trails will be provided to connect to trails and the entrance area into the property where needed.

vii. **Phasing**. The project will be developed in one phase, albeit the construction of the improvements will be incrementally phased in.

viii. **Construction interruptions**. Surety or security primarily related to utility and landscaping installations are adequately provided for in the Subdivision Improvements Agreement.

c. **Compliance with Article IV of the Development Evaluation standards, including**:

i. **Division 1, Protection of Environmentally Sensitive Areas**.

a) **Sensitive Wildlife Habitat areas**. The Deerbrook Townhomes PUD Final Plan is not within a Sensitive Wildlife Habitat area.

b) **Brush Creek Impact Area**. The Deerbrook Townhomes site is not within the Brush Creek Impact area with the exception of a sub-area in the northwest corner of the site which has little impact upon the Brush Creek corridor.

c) **Floodplain and wetland areas**. The Deerbrook Townhomes site is not within a floodplain or wetland area.

d) **Geologic hazard areas, steep slopes, and ridgeline protection**. The Deerbrook Townhomes PUD Final Plan complies with this section given the Engineering and Geotechnical report recommendations provided in the application. The ridgeline protection standards are not affected.

ii. **Division 2. - Improvements Standards**.

a) **Sec. 16A-4-210. - Streets and related improvements.** No new public road rights-of-way are being dedicated. The number of trips generated is nominal and has negligible impacts.

b) **Sec. 16A-4-220. - Public trails.** The Final Plan sufficiently shows connections to potential public trail access.

c) **Sec. 16A-4-230. - Water supply, sewage disposal, solid waste disposal and utilities.** The Final Plan meets these standards given the re-routing of the utility lines, and replacement dumpster storage areas.

d) **Sec. 16A-4-240. – Fire protection**. The Final Plan meets these standards although fire lanes will be granted in the plat amendment with the fire lanes appropriately signed as needed.

e) **Sec. 16A-4-250. – Storm drainage**. The Final Plan meets these standards given the improved drainage and filtration systems.

f) **Sec. 16A-4-260. – Easement characteristics**. The accompanying Amendment to the final plat effectively shows the vacation of utility easements and the regranting of replacement easements.

g) **Sec. 16A-4-270. – Survey monuments**. These standards are sufficiently being addressed with the accompanying Amendment to the final plat of the Deerbrook Subdivision.

iii. **Division 3. – Site Design Standards.**

a) **Sec. 16A-4-310. – Off-street parking standards.** While the Deerbrook Townhomes began its process prior to the Parking code revisions, the PUD Final Plan sufficient meets and is consistent with the new parking standards.

b) **Sec.16A-4-320. - Landscaping, grading and other design standards**. The Deerbrook Townhomes PUD Final Plan sufficiently meets these standards while enhancing the property and buffering with added plant material as well as off-site entryway upgrades.

c) **Sec. 16A-4-330. – Energy conservation**. The energy conservation report provided in the prior preliminary plan application sufficiently met this standard, regarding the new accessory structures and features.

d) **Sec. 16A-4-340. – Building design guidelines to preserve community character.** The redesigns of the accessory garages, carports and other structures during the prior review stages resulted in creative solutions consistent with the character of the Town.

iv. **Division 4. – Standards for Restricted Housing**. The redevelopment formula in the code resulted in no new restricted housing being required.

v. **Division 5. Sign Standards**. Reference the conditions section for required subsequent CSP Amendments or sign permits for the off-site and on-site sign locations.

5. **Amendment to final plat**. In accordance with TOSV Code Section 16A-5-450(3), the proposed plat amendment to the Deerbrook Subdivision, primarily to vacate and reestablish modified easement grants, is compliant with following Review Standards:

a. Consistent with original subdivision.
b. No substantially adverse impact.
c. No change to character.
d. Complies with other applicable standards.

6. **Subdivision Exemption** for subsequent supplemental or amended condominium map and documents for subsequent administrative review after project construction is nearly completed. In accordance with TOSV Code Section Sec. 16A-5-530, the Subdivision Exemption request is compliant with the following Review Standards:

(1) Exemption is necessary.
(2) Consistent with subdivision.
(3) No new lots created.
(4) Comply with other Development Code.
(5) No adverse impacts.
(6) Does not increase total allowable floor area. Granting of the exemption shall not increase the total allowable floor area on a lot or lots affected by the proposed exemption beyond the total allowed without the exemption, and any change in allowable floor area permitted by the exemption within those totals shall be consistent with the surrounding area.

7. **Access and Connection provisions**. The findings are as follows, subject to the conditions in Section Three of this Ordinance:

a. There is acceptable circulation of vehicular driveways, cul-de-sacs, pedestrian ways, trail access and planned connections, emergency services, and compliance with fire protection and wildfire hazard provisions, subject to the conditions in Section Three of this Ordinance.
b. The proposed gravel pathway off-site for primarily non-winter usage is acceptable (pursuant to a private off-site access agreement between the owner and the adjacent property owner) and is appropriately connected to new pedestrian paths on the site.
c. The Applicant has previously objected to the prior town staff's recommended public access trail easement during the preliminary plan review over the private ski-back trail (serving an adjacent property) that would begin and end on only the Deerbrook site due to privacy issues, closeness of existing spas near the ski-back trail, a narrow 10-feet gap between Buildings B and C, limited height clearance under an existing bridge, and existing trails to the north and south of the site. However, it appears necessary to provide emergency access to the property beside the ski-back trail in the event the main access drive becomes inaccessible, despite the existing constraints in the vicinity noted above, subject to the second amendment to private easement agreement between Deerbrook Townhomes Condominium Association, Inc. and the Ridge Condominium Association, Inc. dated September 22, 2025.
d. The applicant has sufficiently committed to connect to a trail easement south of the property when the Town can obtain a trail easement paralleling the south property line from the adjacent owners.

8. **Architectural plans and Views**. The Major PUD Final Plan application demonstrates the proposed mass, scale, height, density, volume, materials, colors, and detailed design elements of the proposed accessory buildings, the affected views, and the site walls which are compatible with, appropriate for, or an

enhancement of the character of the community and with surrounding buildings, and consistent with the municipal code's building design guidelines.

9. **Parking**. The Sketch Plan and Preliminary Plan applications were filed under the prior TOSV off-street parking code before Ordinance No. 3, Series of 2023, became effective reducing the Town's off-street parking requirements. The proposed parking reduction from 60 to 50 spaces for the redevelopment project is acceptable without the need for a Parking Management Plan primarily because the parking increases from two (2) spaces to 3.3 spaces per unit despite no proposed increase in the number of units.

10. **Traffic impacts**. Pursuant to the municipal code's generation rates, the existing units create 45 daily trips including the proposed new or replacement private accessory structures, as it is the residents with the units that drive the vehicles. This represents less than one percent (<1%) of the projected 11,000 daily trips on nearby Brush Creek Road per a 2018 transportation impact report. The proposed project does not require a new transportation impact report pursuant to the code criteria.

11. **Landscaping and open space**. The type, amount, size, species, and location of proposed landscaping are adequate and suitable for the development, including the view simulations adequately showing landscaping screening around the perimeter of the development and for compliance with affected code standards. The proposed tree removal and mitigation plan acceptable for a Major PUD Final Plan design level of review subject to further review upon submission of a building permit application. Despite the open space reducing from the 55% standard pursuant to the original Faraway Ranch SPA land use plan, the Applicant acceptably represented the open space is 4% lower than the approximate 50% open space currently on the Deerbrook Subdivision site and would be greater than the minimum 25% open space standard pursuant to the planned rezoning to 'MF.'

12. **Natural hazard areas**. The Applicant demonstrated the site, pre-development, was below a 30% gradient and that some of the slopes currently on the site, which are above 30%, occur on the south side and between the driveways. The gradients are a result of man-made conditions. This includes the prior construction of Ridge Road and the access driveways. Since the site was subdivided in 1988 after the code cut-off date of January 1, 1987 for requiring a geotechnical report, the prior Major Preliminary Plan application and the PUD Final Plan acceptably provided comprehensive engineering report dated April 2, 2025 (received May 5, 2025), as well as updated letters dated August 2, 2023 and November 27, 2024 from the Applicant's geotechnical engineer. These studies and documents sufficiently explain the findings and recommended construction measures, including significant subsurface drainage systems, control and lowering

of the historic groundwater levels, removing excavated soil and the net-effect weight from the hillside to reduce the driving forces, installation of earth retention shoring walls, drain strips connected to a collector drain at the bottom of the wall; and the installation of inclinometer casings will be employed to avoid, minimize, or mitigate the development effects for compliance with the geologic hazard and steep slope standards in the municipal code.

13. **Grading and drainage**. The Final Plan application acceptably demonstrates in a comprehensive engineering report dated April 2, 2025, received on May 5, 2025, the extent of soil and vegetation disturbance planned for the site and any disturbed areas that will be stabilized both during construction and following completion of the project. This includes where excavated materials will be stockpiled, and the design and material of the shoring and retaining structures to be installed. The applicant acceptably explains how the storm water will be handled and managed both during construction and following completion of the project.

14. **Natural Resource Areas**. The Major PUD Final Plan application acceptably complies with the standards of the Development Code, such as the Brush Creek Impact Area standards. The review of the site-specific location and characteristics of any wildlife habitat areas, riparian areas, wetlands, and other valued natural features on the property, including anticipated impacts of the proposed development on these areas / features, has been acceptably addressed and mitigated.

15. **Air Quality and Noise mitigation**. For the Major PUD Final Plan level of review, the construction management plan provided generally describes acceptable implementable methods for the purpose of reducing pollutants and abating noise.

16. **Pace and phasing**. The Major PUD Final Plan application sufficiently details the phasing proposal to ensure that the development and segments thereof will occur in an efficient and orderly manner with consideration given to construction and other impacts upon the community.

17. **Community welfare**. The Applicant acceptably demonstrated that the proposed development in its totality promotes the public health, safety, and welfare.

18. **Municipal Code Review Standards**. For the proposed redevelopment project, the Applicant has sufficiently demonstrated compliance with Section 16A-5-300(c) of the MAJOR PUD code's '*General Restrictions*,' Section 16A-5-310 of the MAJOR PUD '*Review Standards*,' and the Article IV's '*Development Evaluation Standards*' for a Major PUD Final Plan design level of review.

Section Two: Action. The Town Council hereby approves, as more specifically outlined below, 1) the Rezoning from SPA-1 to Multi-Family ('MF') of the Deerbrook Subdivision, 2) the Deerbrook Townhomes' Major Final Plan level of design review, including 3) a Final Landscape Plan, 4) a Plat Amendment granting new easements, 5) a Subdivision Exemption for the subsequent supplemental or amendment to the condominium map and CC&R documents / declarations involving the accessory structures, as well as the associated 6) Subdivision Improvements Agreement, and 6) a Development Agreement for extended vested rights, subject to the applicant complying with the conditions in Section Three further below:

1. **Amendment to the Town's Official Zone District Map** for the Re-Zoning of the Deerbrook Subdivision from 'SPA-1' to Multi-Family ('MF') pursuant to attachment Exhibit "A" incorporated herein.

2. **Major PUD Final Plan application, its PUD Guide, and final design drawings**, pursuant to attachment Exhibit "B" incorporated herein.

3. **Landscape Final Plan**. The detailed landscape plan submitted with the Final Plan application is sufficient to address the Preliminary Plan conditions relative to adding and identifying plant material and spaces for ground coverages and types, shrub bed areas, decorative boulder or retaining walls, and an automatic irrigation system, together with dense planting buffers pursuant to attachment Exhibit "B" incorporated herein.

4. **Plat Amendment to the Deerbrook Subdivision** pursuant to attachment Exhibit 'C' incorporated herein.

5. **Subdivision Exemption** for the subsequent supplemental or amended versions of the condominium map and documents primarily relative to the added accessory structures for administrative review and consideration.

6. **Subdivision Improvements Agreement (SIA)** pursuant to attachment Exhibit "D" incorporated herein, to include the cost estimates for the installation of new and replacement utility lines and the landscaping installation, and in accordance with Section 16A-5-360(c)(2)e & f.

7. **Development Agreement (DA)** for the vesting of development rights up to six (6) years pursuant to attachment Exhibit "E" incorporated herein, and in accordance with *Section 16A-5-90, 'Vested property rights,'* and *Section 16A-5-360(c)(2)g* of the TOSV municipal code.

Section Three: Conditions. Pursuant to the Findings in Section One further above as well as Section Two, 'Action,' directly above, the Applicant shall comply with the following conditions:

1. **Plat Amendment and Easements**. The amendment to the final plat, including modifications to the utilities, relocations, and drainage easements granted on the amended plat, or by separate document(s), shall be executed and recorded prior to issuance of a building permit. Should a trail easement be subsequently obtained by the Town on adjacent properties to the south, the applicant shall provide a physical pedestrian connection to this trail.

2. **SWSD Will-Serve Letter conditions**. The applicant shall comply with the conditions of approval in a letter dated July 31, 2025 from the Snowmass Water and Sanitation District engineer prior to excavation and construction.

3. **Emergency Service and Public Trail Access**. The driveway layout arrangement and minimum turning radius shall be designed to accommodate emergency services, including removal of trees, where needed as may be determined by the Roaring Fork Fire Rescue (or SWFPD). According to Easement Note No. 3 on the updated plat amendment received October 3, 2025, Fire Lanes shall be granted on a future condominium map amendment, also pursuant to *TOSV Code Section 16A-4-240, 'Fire protection,'* and its subsection *(a), 'Service by Fire Authority*,' when the modified driveways and cul-de-sac areas are completed and will be marked and signed to the satisfaction of the Fire District.

4. **License Agreement**. No private improvements shall be allowed in the Ridge Road public right-of-way unless specifically approved and may require a license agreement.

5. **Wildfire Hazard Provisions**. Defensible and landscaped spaces within and around the site's perimeter shall continue to be designed to prevent the spread of wildfire and for compliance with the Wildfire Hazard Provisions pursuant to Ordinance No. 13, Series of 2019, and the application's assertion that new structures will be non-combustible. If new wildfire resiliency standards are implemented later as may be mandated by the State, the applicant will be required to demonstrate compliance with those standards at the time of a building permit application.

6. **Civil Plans and Environmental matters**. The Applicant shall provide a final construction drawing package with the building permit application addressing to the satisfaction of the affected referral agencies any remaining outstanding civil or environmental review comments prior to issuance of a building permit.

7. **Water Quality Measures**. The recommended water quality protective measures described in the other geotechnical and drainage reports shall be monitored during construction.

8. **Dewatering / Discharge Permits**. The applicant shall contact the State Public Health and Environment to determine if the project needs a Construction Site Dewatering Permit and/or Discharge Permit. Proof of such permit(s), if required, shall be provided to the Town.

9. **Slope Stabilization**. The Applicant will initiate pre-construction slope stability monitoring within the next few months (over a period of approximately 9-12 months prior to construction) to establish baseline data for evaluating slope stability / soil movement during construction. The Applicant's geotechnical team shall be called to observe conditions at the bottom of the sub-excavated area and to verify that their recommendations are being implemented, including the area around the new pool and the foundation / surface drains around the bottom of the walls.

10. **Construction Management Plan Details and Noise Abatement**. Further details and information relating to certain portions of the submitted Construction Management Plan will be forthcoming during the construction permitting phase pursuant to the prior preliminary plan application approval and condition. These include descriptions of the planned sound barriers constructed during the shoring operations as well as snow removal storage. Noise abatement shall be addressed with the final CMP during the building permit process. The code's noise ordinance shall be adhered to by the Applicant. Materials should be sourced within 500 miles of the property, including use of recycled, low-emitting materials, wherever possible.

11. **Air Quality Measures**. The construction manager on site shall take immediate predetermined steps to control any dust off-site transport that occurs, such as use of a water truck, hoses, traffic stops, etc., and immediately notify the Town.

12. **Signs**:
    a. Off-premise signs. As the Major PUD Final Plan applies to the Deerbrook Subdivision site, if another off-premise project sign is proposed in addition to the project entry / address monument signs at the Ridge Road exit (approved by Ordinance 25, 1989), the Applicant may submit either a sign permit application for consideration by the Community Development Director (since the affected Timbers common area is zoned SPA-1) for compliance with the new private access agreement; OR an Amendment to the prior approved the Comprehensive Sign Plan for subsequent review by the Town's Planning Commission and Town Council.

b. On-premise signs. Any proposed on-premise project signs shall meet the requirements of the sign code, be located within the Deerbrook Subdivision, placed outside of easements, and meet the minimum 10-foot setback requirement, unless included as part of a supplemental CSP Amendment application submission. If on-premise signs are proposed, the applicant shall subsequently submit a sign permit application for review, consideration, and action by the Town's Community Development Department and pursuant to applicable municipal code procedures following PUD Final Plan approval; OR, an Amendment to the prior approved Comprehensive Sign Plan.

13. **Accessible Routes and Building Codes**. Considering the existing units are not handicap accessible, the Applicant shall comply with applicable accessible route requirements in the Building Code to include the provision of accessible access to the pool facility and from the two appropriately sized accessible parking spaces, as deemed needed by the Town's Building Official. Any safety netting, fencing or parapet walls as determined required by the building code shall be installed.

14. **Condominium documents**. Pursuant to the Subdivision Exemption, subsequent supplemental or amended condominium maps and documents, including the plans incorporating any revised Declarations or Covenants, Conditions and Restrictions (CC&Rs) of the homeowners' association shall subsequently be provided for administrative review and approval by the Town. The Declarations / CCRs shall demonstrate the areas adjacent to a public street within the public right-of-way, or within the private adjacent common or open space areas, shall be the responsibility of the homeowners' association for the maintenance of the snow removal, snow storage, drainage, landscaping, irrigation, repair, replacement, etc. Once the driveways have been reconstructed, the fire lanes shall be granted on the condominium map documents, also per the affected plat note on the amended subdivision.

15. **Parking**. Installation of Electronic Vehicle (EV) charging stations should be considered. The garages shall be utilized for vehicles versus for extra storage.

16. **Private Ski-back easement**. Prior to Final review and approval of the subsequent supplemental and amended condominium documents, Deerbrook Townhomes Condominium Association, Inc. and the Ridge Condominiums Association, Inc. second amendment to the private easement agreement dated September 22, 2025 will be reflected on the appropriate plats / maps.

17. **Omnibus Provision**. Any outstanding review comments from the referral agencies shall be sufficiently addressed by the Applicant with a subsequent Building Permit application.

18. **Recording of Documents**. Following final execution, this Ordinance with its Exhibits "A" – "E" including the rezoning map, the PUD Guide of development parameters, the selected Final PUD drawings (e.g. improvements survey, proposed site plans, landscape plans, building elevations, overall utility plan, the subdivision plat amendment), the Subdivision Improvements Agreement, and Development Agreement for vested rights of six (6) years, shall be recorded as the Applicant's expense at the Pitkin County Clerk and Recorder's Office.

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

INTRODUCED, READ, APPROVED, as amended, on First Reading, by the Town Council of the Town of Snowmass Village on December 1, 2025 upon a motion by Council Member Fridstein the second of Council Member Marolt, and upon a vote of 4 in favor and 0 against. (Council Member DeAngelo absent)

READ, APPROVED AND ADOPTED, on Second Reading, by the Town Council of the Town of Snowmass Village on December 15, 2025 upon a motion by Council Member _____ the second of Council Member _____, and upon a vote of ___ in favor and ___ against.

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

_____
Alyssa Shenk, Mayor

ATTEST:

_____
Megan Boucher, Town Clerk

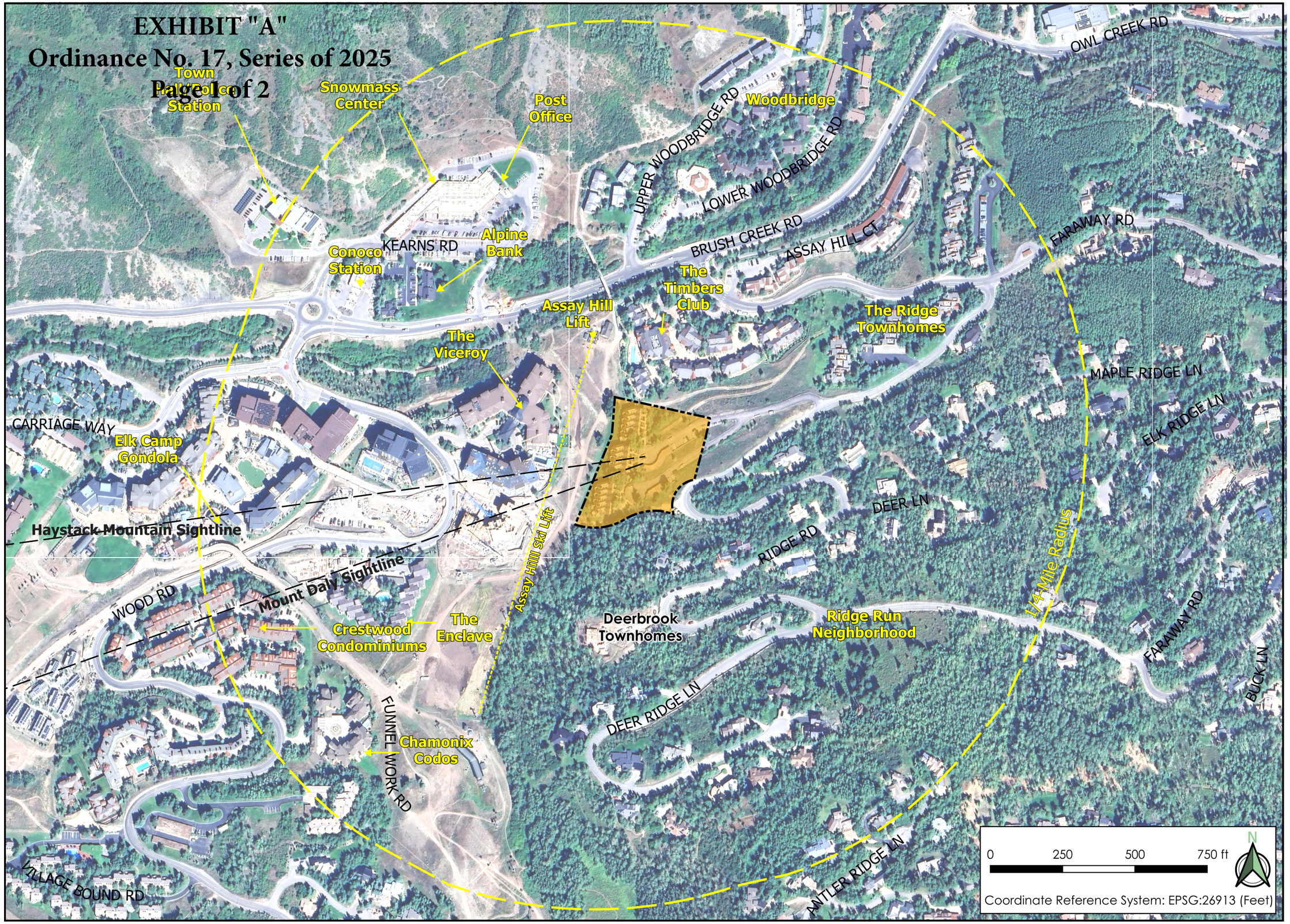
APPROVED AS TO FORM:

_____
Jeffrey J. Conklin, Town Attorney

Attachments incorporated herein, including:
Exhibit "A" - Vicinity Map, the rezoning map from 'SPA-1' to 'MF.'
Exhibit "B" - The PUD Guide of development parameters, selected Final PUD drawings (e.g. improvements / existing conditions survey, proposed site plans, overall utility plan, illustrative landscape plan and one with plant material legend, material / color illustration, 3D / isometric and perspective building elevations).
Exhibit "C" – Amendment of Final Plat received October 3, 2025.
Exhibit "D" – Subdivision Improvements Agreement.
Exhibit "E" – Development Agreement for vested rights of 6 years.

Materials incorporated by reference:
- Final Plan application materials submitted May 5, 2025.
- Referral agency review comments and public comments received in the Town Council packet December 1, 2025.
- Applicant's response dated October 2, 2025 to the referral agency comments received in the summer of 2025, including modified written description, an amended plat, and a second amendment to the private easement agreement between the Deerbrook Townhomes Condominiums Association, Inc. and Ridge Condominiums Association, Inc. dated September 22, 2025.

EXHIBIT "A"
Ordinance No. 17, Series of 2025
Page 1 of 2



TGMC

DEERBROOK TOWNHOMES ASSOC.
GARAGE, CARPORT, & SITE DVLP.
381 RIDGE RD
SNOWMASS VILLAGE, CO 81615

DeerBrook TOWNHOMES

Seal:

Project number: 0802
Construction Date:
Prepared By:
Checked By:

No.	Description	Date
	Final Plan Review	10/4/24

Jurisdiction Use:

Viciniity/
Context Map

Sheet #:

Exhibit 5

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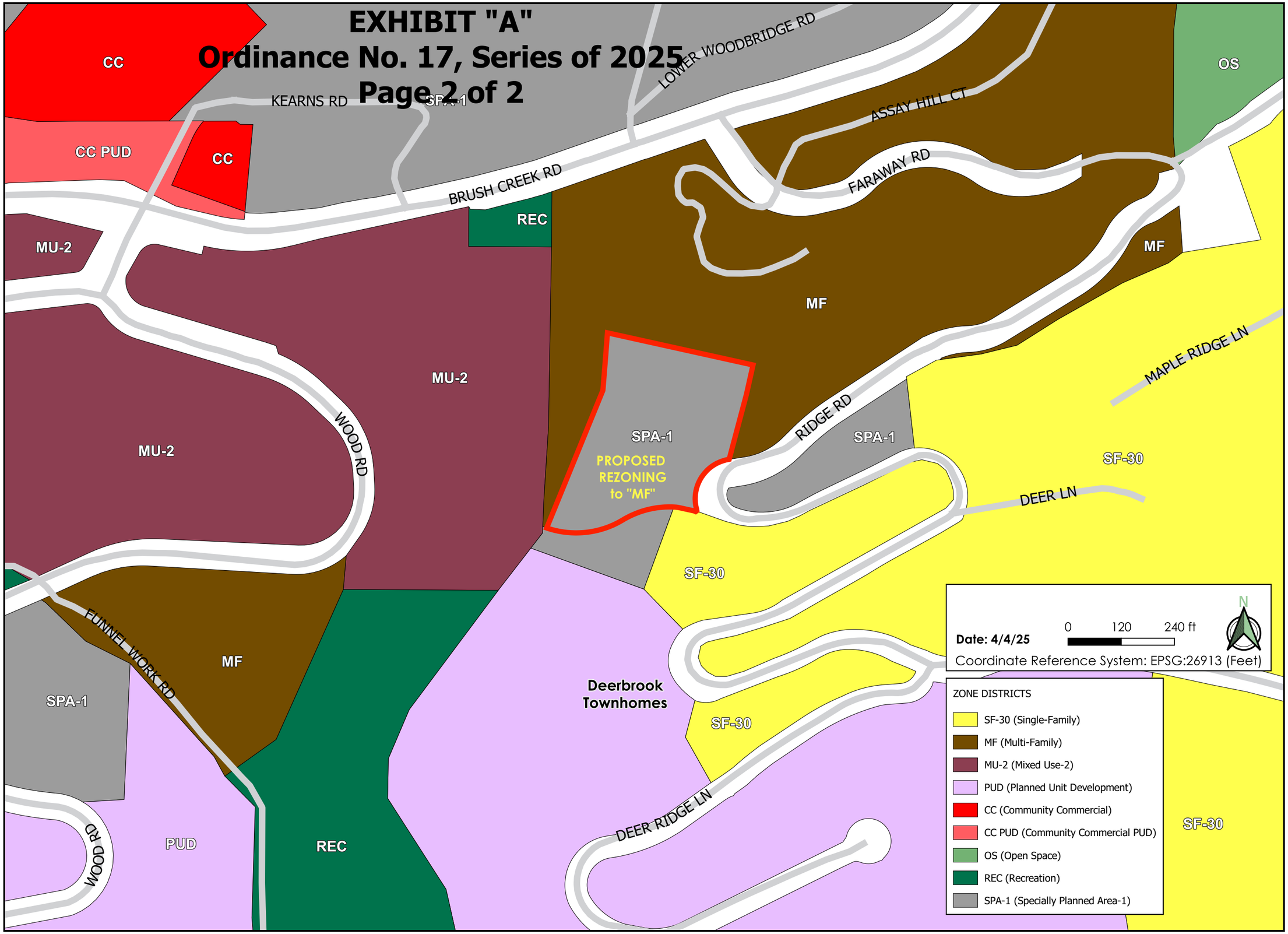
EXHIBIT "A"
Ordinance No. 17, Series of 2025
Page 2 of 2



TGMC

DEERBROOK TOWNHOMES ASSOC.
GARAGE, CARPORT, & SITE DVLP.
381 RIDGE RD
SNOWMASS VILLAGE, CO 81615

DeerBrook TOWNHOMES

Seal:

Project number: 0802
Construction Date:
Prepared By:
Checked By:

No.	Description	Date
	Final Plan Review 4.4.25	

Jurisdiction Use:

Zone Districts Map

Sheet #:

Exhibit 7

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05/05/2025

PUD GUIDE/FINAL DEVELOPMENT PLAN
DEERBROOK TOWNHOME CONDOMINIUMS, SNOWMASS VILLAGE, COLORADO

This PUD Guide/Final Development Plan summarizes the allowed uses, residential density, zone district limitations and other development regulations for Deerbrook Townhome Condominiums, Snowmass Village, Colorado as approved by Ordinance No. _, Series of 2025 ("Ordinance") for:

> Deerbrook Subdivision, as defined in the Amended Subdivision Plat recorded in the real property records of Pitkin County, Colorado on _____, 2025, in Plat Book __ at Page __; the Condominium Plat for Deerbrook Townhome Condominiums recorded in said records on October 17, 1990, in Plat Book 25 at Page 18 (the "Property"), as amended.

1. **Underlying Zoning**. The Property is zoned Multi-family (MF).

2. **Dimensional Limitations**.

TABULAR SUMMARY	
Minimum Lot Area (sq. ft.)	100,000
Minimum Lot Width	50'
Minimum Building Setback	As shown on Amended Final Plat and as approved in the Ordinance.
Principal Building - Maximum Allowable Height	40' (Roofs) 45' Chimneys
Accessory Building - Maximum Allowable Height	18'
Minimum Percent Open Space	25%
Floor Area Ratio	0.75:1.0

3. **Subdivision/Condominiumization**. Once the demising walls of the new garages and carport structures are substantially complete, as determined by the Town of Snowmass Village (TOSV) Building Department, the new garages and carport spaces shall, within a reasonable time, be consolidated into the existing condominium regime for Deerbrook Townhome Condominiums by the filing of an amended condominium plat and supplemental condominium declaration. The Deerbrook Townhome Condominium Association (the

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Association) and the Town shall cooperate in the submission, review and approval of the amended condominium plat, amended and restated condominium declaration and whatever additional documents may be required by the Town to effect the purposes of this section.

4. **Allowed Uses**. The authorized uses of the Property are as follows:

   a. Multi-Family Dwelling Units.

   b. Parking structures and surface spaces.

   c. Accessory buildings and uses, including fitness building, swimming pool and related equipment storage and mechanical space, hot tub, pool deck/plaza, outdoor seating areas, ski storage areas, and solid waste storage areas.

   d. Home Occupations (as permitted by Section 16A-3-240, Home Occupations, of the Municipal Code.

   e. Pedestrian paths or trails.

   f. Project dentification and directional signs.

5. **Dimensional Parameters**:

   a. Lot Area

   - Minimum Required: 100,000sf
   - Provided: 106,593sf

   b. FAR

   - Maximum Allowed: .75:1
   - Provided: .515:1

   c. Open Space

   - Minimum Required: 25.00%
   - Provided: 45.68%

   d. Building Height at New Units

   - Principal Building Heights not to exceed 40' (45' for chimneys)

   e. Number of Units

   - Private Units: 15

   f. Density

   - 6.07 Units per Acre

   g. Parking

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- 50 Total Spaces (30 Garage, 15 Carport, 5 Surface)

h. Building Areas (Per Town of Snowmass Village definition of Floor Area – LUDC §16A-3-210(b))

- Residential: 47,448sf
- Accessory: 7,937sf

6. **Solid Waste Disposal**. Trash capacity will be two 2-yard solid waste dumpsters, in each of the two solid waste storage rooms shown on the Final Development Plan (Exhibit A), totaling four (4) cubic yards. Four small recycling containers will also be provided (2 per solid waste storage room). The Haul-off frequency will be twice per week. A third haul-off may be necessary occasionally.

7. **Utilities**.

a. Water and sewer service provided by the Snowmass Water & Sanitation District.

b. Electricity service is provided by Holy Cross Energy.

c. Natural gas service is provided by Black Hills Energy.

d. Cable television and internet service is provided by Century Link.

e. Fire protection service is provided by Roaring Fork Fire and Rescue (RFFR) District.

8. **Vesting**. All land use approvals granted by the Ordinance shall vest for three (3) years from the effective date of the Ordinance, as contemplated by Section 16A-5-90(d) of the Town's Municipal Code and C.R.S. §24-68-104, or such longer time as may be allowed under any amendment of the Ordinance, other applicable law, regulation or court decision. Such vesting shall apply to all the rights and entitlements set forth in the Ordinance and in this PUD Guide.

Attachments:

Exhibit A – Final Development Plan Drawing

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Existing Conditions Map

Deerbrook Townhome Condominiums

Section 1 Township 10 South, Range 86 West of the 6th Prime Meridian

Snowmass Village, Pitkin County, Colorado

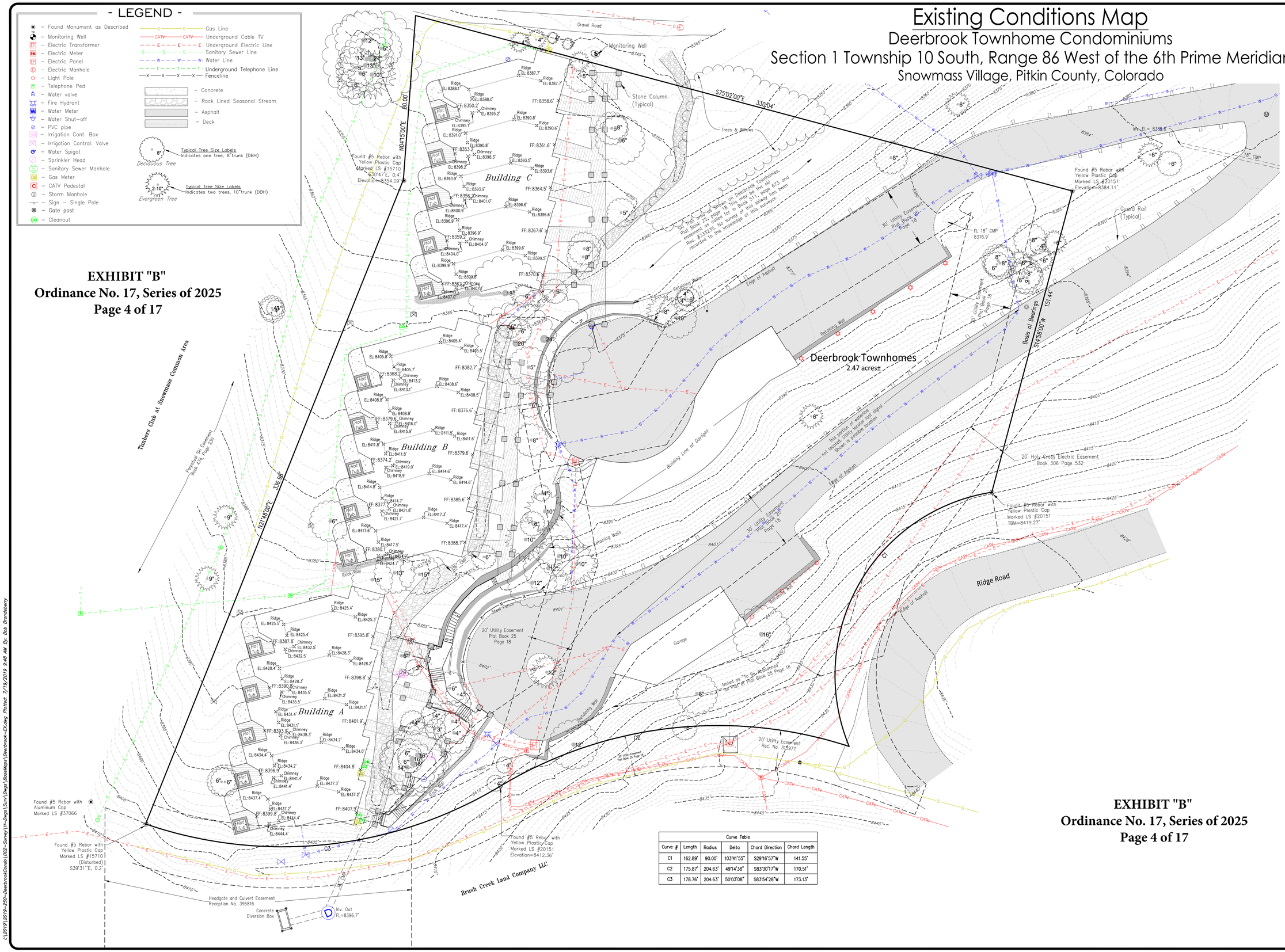

EXHIBIT "B"
Ordinance No. 17, Series of 2025
Page 4 of 17

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	162.89'	90.00'	103°41'55"	S29°16'57"W	141.55'
C2	175.87'	204.63'	49°14'38"	S83°30'17"W	170.51'
C3	178.76'	204.63'	50°03'08"	S83°54'28"W	173.13'

EXHIBIT "B"
Ordinance No. 17, Series of 2025
Page 4 of 17

Graphic Scale
0 10 20 40
In U.S. Feet : 1" = 20'

SGM
118 West Sixth Street, Suite 200
Glenwood Springs, CO 81601
970.945.1004 www.sgm-inc.com

COLORADO LICENSED PROFESSIONAL LAND SURVEYOR
38388
7/19/19

Deerbrook Townhome Condominiums
Snowmass Village, Pitkin County

#	Revision	Date	By:
1			
2			
3			
4			
5			
6			
7			
8			
9			

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 legal action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.

Job No.	2019-250.002
Drawn by:	HS
Date:	06/24/2019
Approved:	- PLS: REB
File:	Deerbrook-EX

Title:
Existing Conditions Map

Sheet No.
2
Of: 2

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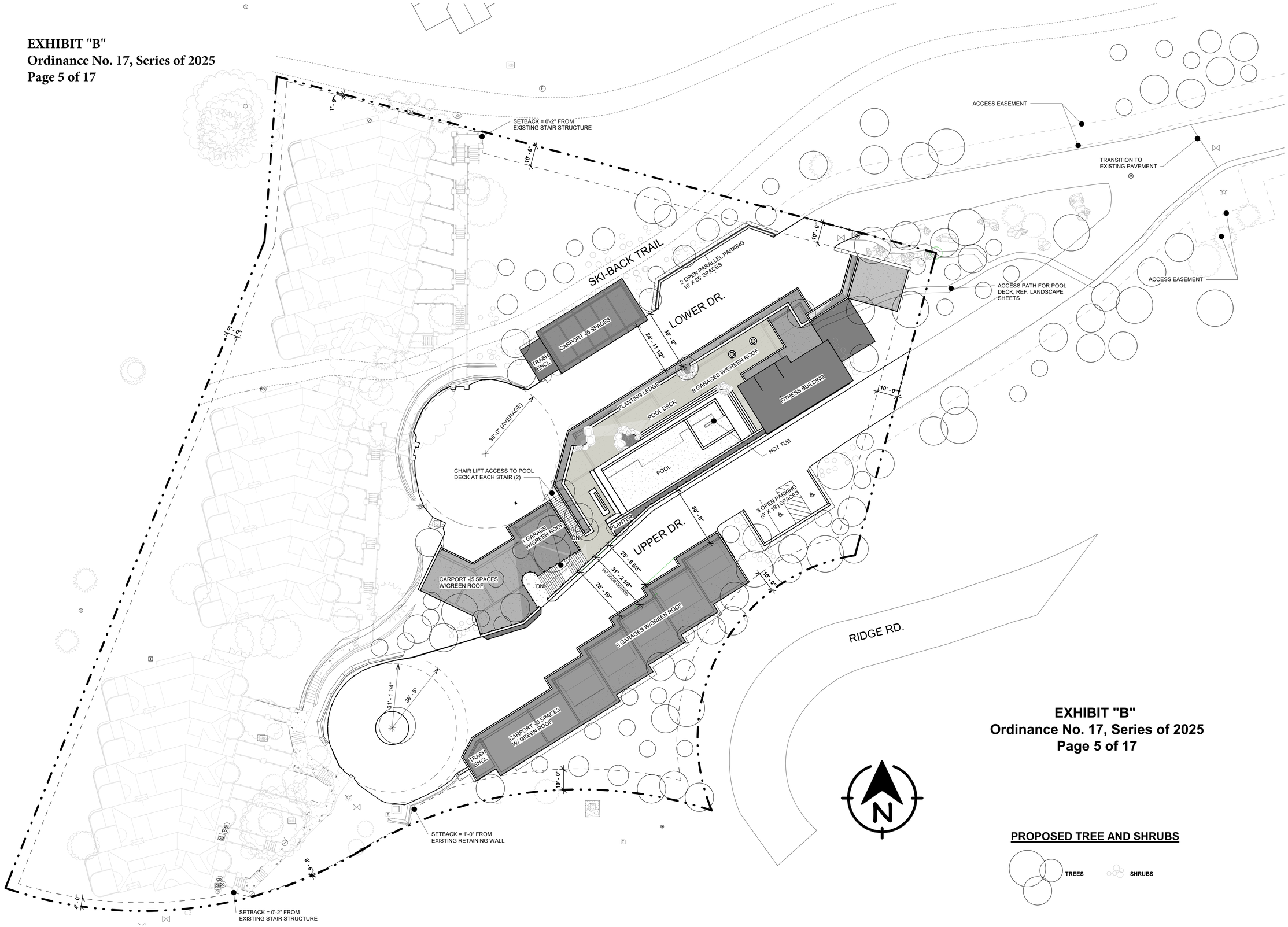

1 FINAL DEVELOPMENT PLAN
1" = 20'-0"

EXHIBIT "B"
Ordinance No. 17, Series of 2025
Page 5 of 17

PROPOSED TREE AND SHRUBS

TREES SHRUBS

Z GROUP ARCHITECTS
INTERIORS I PLANNING

DEERBROOK TOWNHOMES ASSOC.
GARAGE, CARPORT, & SITE DVLP.
381 RIDGE RD
SNOWMASS VILLAGE, CO 81615

DeerBrook TOWNHOMES

Seal:

Project number: 0802
Construction Date: XX.XX.XX
Prepared By: RJH/MMO
Checked By: RJH

No.	Description	Date
1	Preliminary Land Use Application	03.20.23
2	Final Land Use Application	04.09.25

Jurisdiction Use:

Sheet Name:
FINAL DEVELOPMENT PLAN
Sheet #:

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Exhibit A

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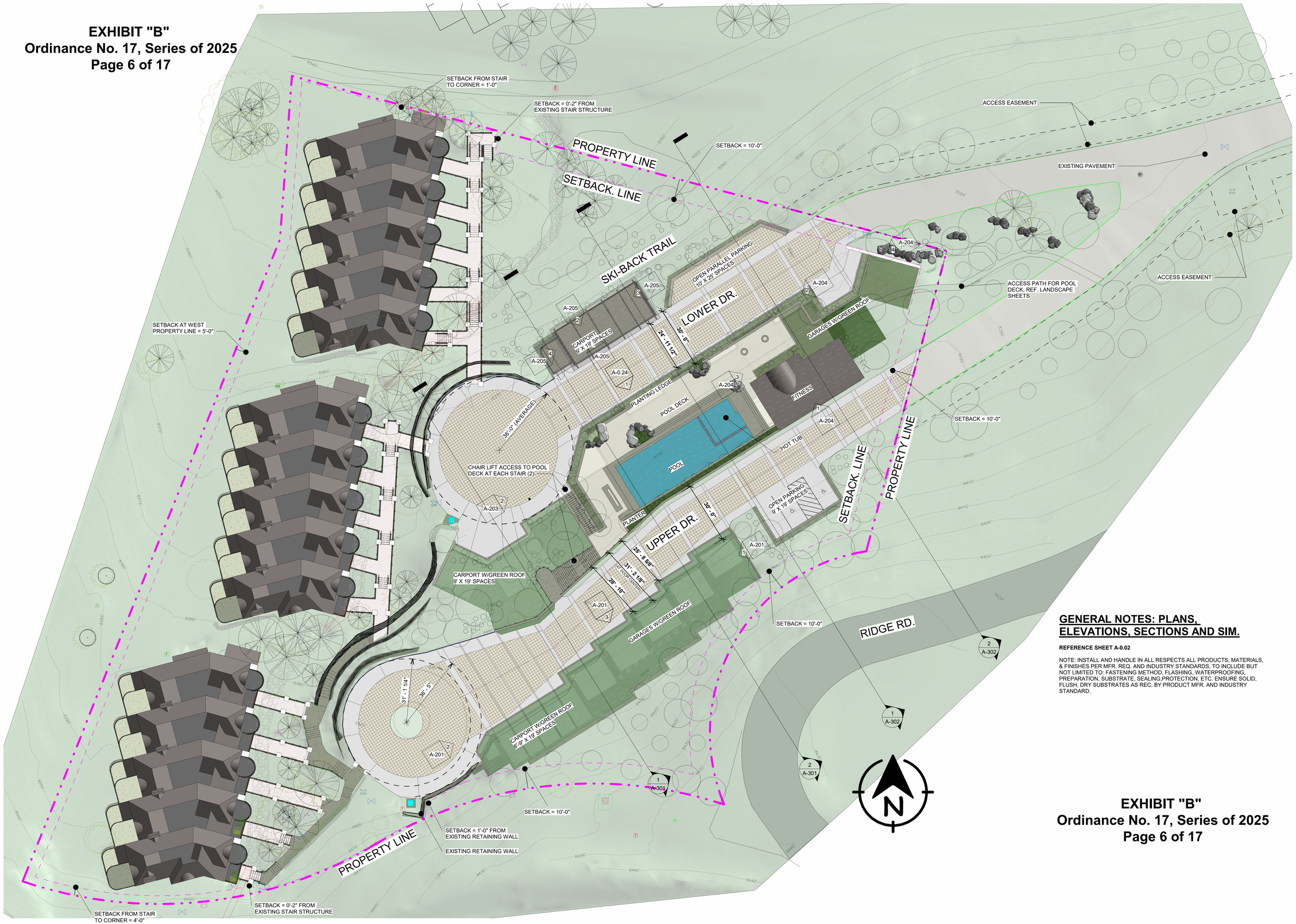

1 Architectural Site Plan
1" = 20'-0"

GENERAL NOTES: PLANS, ELEVATIONS, SECTIONS AND SIM.

REFERENCE SHEET A-0.02

NOTE: INSTALL AND HANDLE IN ALL RESPECTS ALL PRODUCTS, MATERIALS, & FINISHES PER MFR. REQ. AND INDUSTRY STANDARDS, TO INCLUDE BUT NOT LIMITED TO: FASTENING METHOD, FLASHING, WATERPROOFING, PREPARATION, SUBSTRATE, SEALING,PROTECTION, ETC. ENSURE SOLID, FLUSH, DRY SUBSTRATES AS REC. BY PRODUCT MFR. AND INDUSTRY STANDARD.

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Ordinance No. 17, Series of 2025
Page 6 of 17

Z GROUP ARCHITECTS
INTERIORS I PLANNING

DEERBROOK TOWNHOMES ASSOC.
GARAGE, CARPORT, & SITE DVLP.
381 RIDGE RD
SNOWMASS VILLAGE, CO 81615

DeerBrook TOWNHOMES

Seal:

NOT FOR CONSTRUCTION

Project number:	0802
Construction Date:	XX.XX.XX
Prepared By:	RJH/MMO
Checked By:	RJH

No.	Description	Date
1	Preliminary Land Use Application	03.20.23
2	Final Land Use Application	04.18.25

Jurisdiction Use:

Sheet Name:
ARCHITECTURAL SITE PLAN

Sheet #:
A-101

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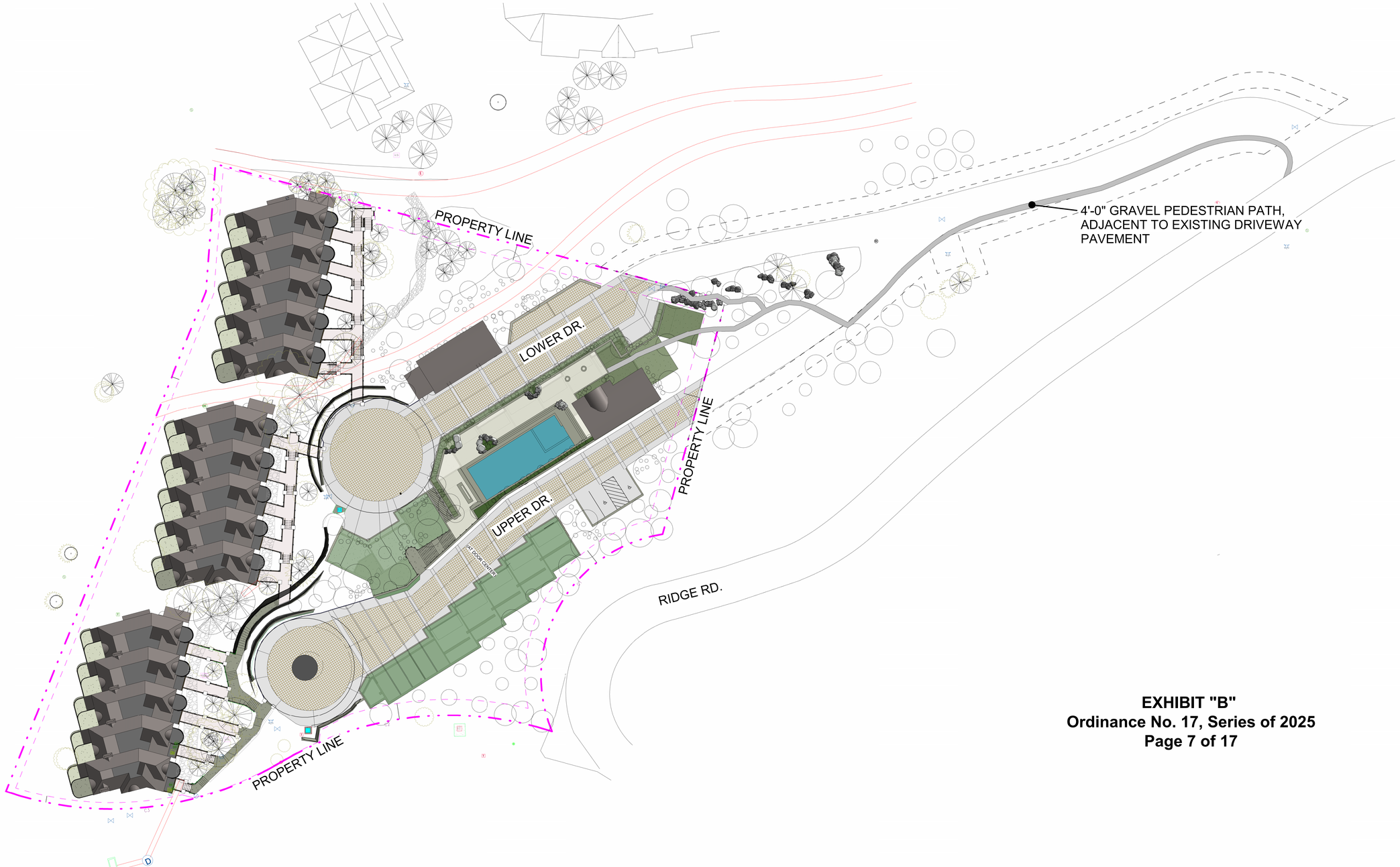

1 Overall Site Plan
1" = 30'-0"

EXHIBIT "B"
Ordinance No. 17, Series of 2025
Page 7 of 17

Z GROUP ARCHITECTS
INTERIORS I PLANNING

DEERBROOK TOWNHOMES ASSOC.
GARAGE, CARPORT, & SITE DVLP.
381 RIDGE RD
SNOWMASS VILLAGE, CO 81615

DeerBrook TOWNHOMES

Seal:

NOT FOR CONSTRUCTION

Project number:	0802
Construction Date:	XX.XX.XX
Prepared By:	RJH/MMO
Checked By:	RJH

No.	Description	Date
1	Preliminary Land Use Application	03.20.23
2	Final Land Use Application	04.18.25

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Sheet Name:
OVERALL SITE PLAN

Sheet #:
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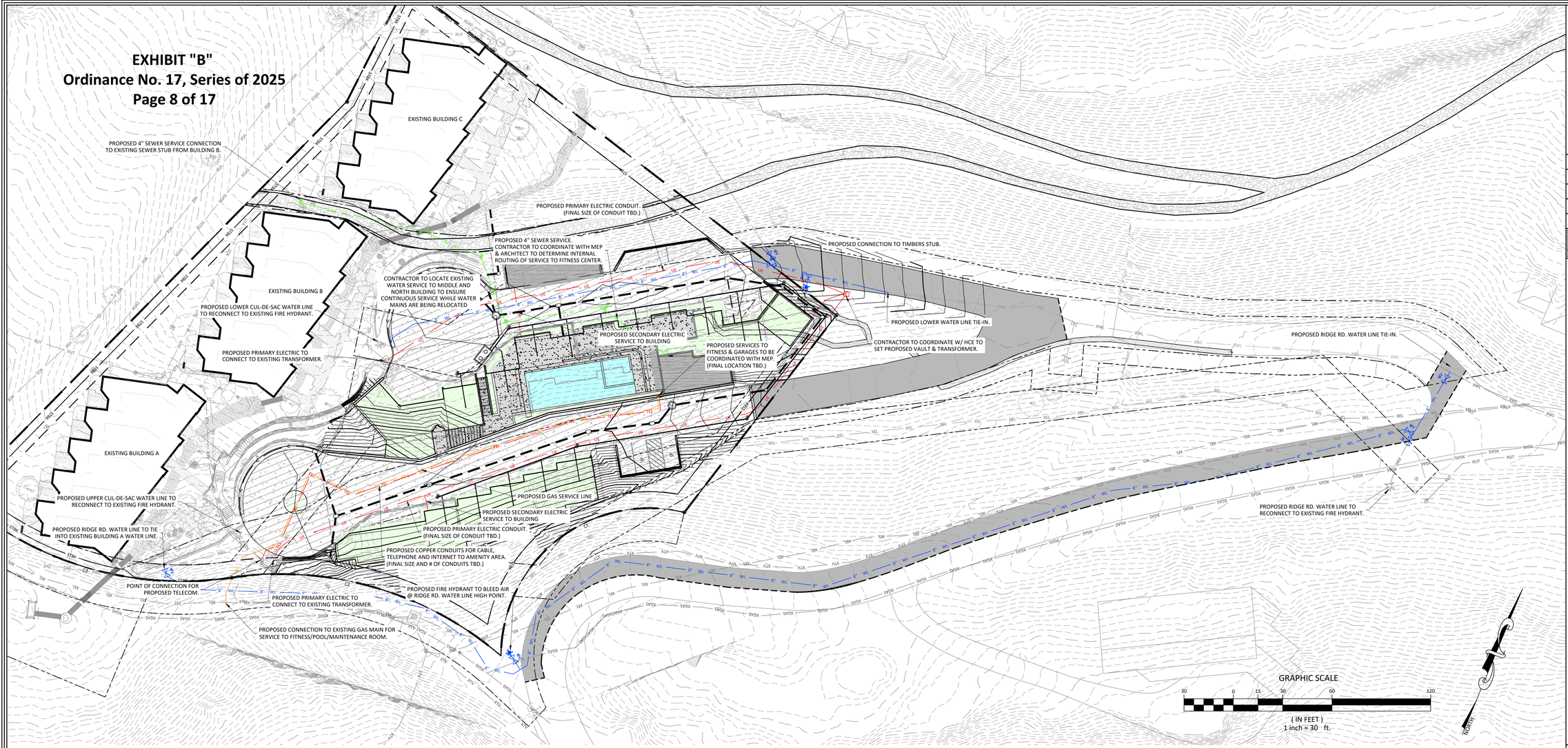
Page 8 of 17



SHALLOW UTILITY NOTES:

1. THE LOCATIONS OF UNDERGROUND UTILITIES HAVE BEEN PLOTTED BASED ON FIELD SURVEY AND UTILITY LOCATES PERFORMED BY OTHERS. THESE UTILITIES, AS SHOWN, MAY NOT REPRESENT ACTUAL FIELD CONDITIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE ALL SANITARY SEWER, WATER AND STORM CONNECTIONS PRIOR TO THE START OF CONSTRUCTION. VERIFY SIZE, DEPTH, MATERIAL AND LOCATION. NOTIFY ENGINEER OF RECORD OF ANY DISCREPANCY.
2. ALL MINIMUM DEPTHS, SEPARATION DISTANCES, MATERIALS AND/OR USE OF CONDUIT SHALL BE CONFIRMED AND COORDINATED WITH THE UTILITY PROVIDER PER UTILITY AGREEMENTS.
3. ALL UTILITY LINES AND/OR CONDUITS TO BE BACKFILLED WITH SUITABLE MATERIAL FREE OF ROCKS >1 1/2" Ø. USE CLASS 6 AGGREGATE BASE MATERIAL FOR BEDDING, AND/OR SUITABLE ONSITE MATERIAL. INSTALL PER UTILITY PROVIDER SPECIFICATIONS. BACKFILL TRENCHES WITH SUITABLE ONSITE MATERIALS.
4. UTILITY SERVICES MAY BE INSTALLED IN COMBINED TRENCHES PER CONSTRUCTION FEASIBILITY AS LONG AS MINIMUM SEPARATION DISTANCES AND DEPTHS OF BURY ARE MAINTAINED. INSTALL WARNING TAPE OVER ALL UTILITY LINES, AND TERMINATE IN HAND HOLE BOXES. IF UTILITY PROVIDER DOES NOT PROVIDE HAND HOLE BOX, CONTRACTOR SHALL USE CDOT M-613-1.
5. CONTRACTOR SHALL COORDINATE WITH ALL UTILITY PROVIDERS PRIOR TO CONSTRUCTION. COORDINATION SHALL INCLUDE NEEDS FOR ADDITIONAL PULL VAULTS, CONDUITS, HAND HOLE BOXES. COORDINATION SHALL ALSO INCLUDE CONSTRUCTION SCHEDULE AND PROCESSES.

UTILITY SERVICE	MINIMUM DEPTH
WATER	8.0'
SEWER	5.0'
ELECTRIC	4.0'
CABLE TV	3.0'
PHONE	3.0'
GAS	3.0'

WATER & SEWER LINE INSTALLATION NOTES:

1. ALL WATER LINE CONSTRUCTION AND TESTING SHALL CONFORM TO; SHALL BE INSTALLED ACCORDING TO THE LATEST COPY OF THE SNOWMASS WATER & SANITATION DISTRICT RULES & REGULATIONS & ALL APPLICABLE AWWA STANDARDS.
2. SEWER SERVICES SHALL BE INSTALLED ACCORDING TO THE LATEST COPY OF THE SNOWMASS WATER & SANITATION DISTRICT RULES & REGULATIONS.
3. A PRE-CONSTRUCTION MEETING WITH THE ENGINEER OF RECORD AND THE DISTRICT PERSONNEL IS REQUIRED PRIOR TO COMMENCING ANY WORK.

PROPOSED LEGEND

- PROPOSED 8" WATER MAIN
- PROPOSED 6" SANITARY SEWER SERVICE
- PROPOSED ELEC, TELE, CABLE, GAS
- PROPOSED ELEC, TELE, CABLE
- PROPOSED GAS
- PROPOSED TELEPHONE
- PROPOSED UNDERGROUND ELECTRIC
- PROPOSED CABLE
- PROPOSED FIBER OPTIC
- PROPOSED SWALE OR DITCH
- PROPOSED STORM SEWER
- PROPOSED ELECTRIC MANHOLE
- PROPOSED DRAINAGE DRY-WELL
- PROPOSED SEWER MANHOLE
- PROPOSED TELEPHONE MANHOLE
- PROPOSED FIRE HYDRANT
- PROPOSED WATER VALVE
- PROPOSED CURB STOP
- PROPOSED GAS METER/VALVE
- PROPOSED ELECTRIC TRANSFORMER
- PROPOSED ELECTRIC METER
- PROPOSED TELEPHONE PEDESTAL
- PROPOSED CATV PEDESTAL
- PROPOSED SEWER CLEANOUT
- PROPOSED LIGHT POLE
- PROPOSED SIGN
- PROPOSED STORM INLET

EXISTING LEGEND

- EXISTING CONTOUR
- EXISTING CONTOUR INTERVAL
- EXISTING WATER MAIN
- EXISTING SANITARY SEWER MAIN
- EXISTING GAS
- EXISTING TELEPHONE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING CABLE
- EXISTING FIBER OPTIC
- EXISTING SWALE OR DITCH
- EXISTING STORM SEWER
- EXISTING EASEMENT
- EXISTING PROPERTY LINE
- EXISTING SETBACK (XX')
- EXISTING ELECTRIC MANHOLE
- EXISTING STORM MANHOLE
- EXISTING SEWER MANHOLE
- EXISTING TELEPHONE MANHOLE
- EXISTING UTILITY MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING CURB STOP
- EXISTING GAS METER
- EXISTING ELECTRIC TRANSFORMER
- EXISTING ELECTRIC METER
- EXISTING TELEPHONE PEDESTAL
- EXISTING CATV PEDESTAL
- EXISTING SEWER CLEANOUT
- EXISTING LIGHT POLE
- EXISTING SIGN
- EXISTING STORM INLET

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Ordinance No. 17, Series of 2025
Page 8 of 17

Know what's **below.** **Call** before you dig.
CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

SOPRIS ENGINEERING LLC
502 MAIN STREET • SUITE A3•CARBONDALE, CO 81623
(970)•704•0311 • sopriseng@eeng.com
CIVIL CONSULTANTS

DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00
DATE:		03/24/25
JOB NO.		19258

DeerBrook TOWNHOMES

DEERBROOK TOWNHOMES
0381 RIDGE ROAD
SNOWMASS VILLAGE, COLORADO

FINAL PLAN

REGIONAL STAMP

DATE	REVISION
00/00/00	XXX

TITLE
OVERALL UTILITY PLAN

DRAWING NO.
C-3.0

G:\JOYS\19\19258\CIVIL\CIVIL DWGS\PLOT\19258-C3.0-UTIL.DWG - Mar 24, 2025 - 3:40pm

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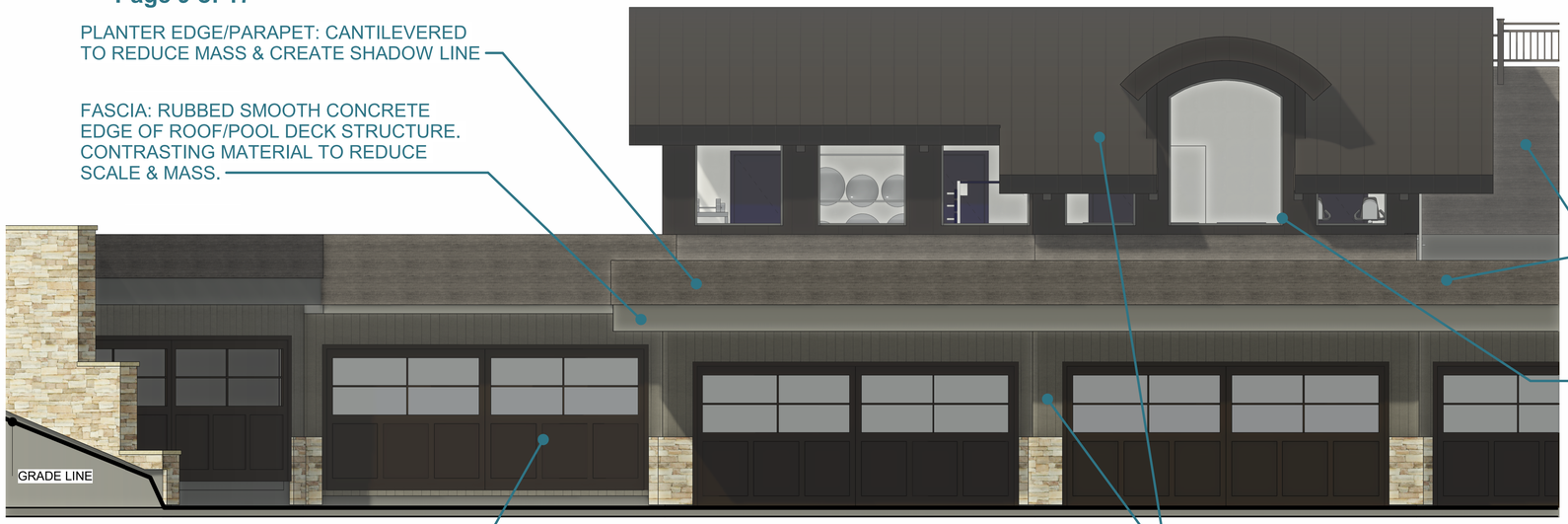
PLANTER EDGE/PARAPET: CANTILEVERED TO REDUCE MASS & CREATE SHADOW LINE

FASCIA: RUBBED SMOOTH CONCRETE EDGE OF ROOF/POOL DECK STRUCTURE. CONTRASTING MATERIAL TO REDUCE SCALE & MASS.



1 Elevation - Materials and Colors
1/4" = 1'-0"

GARAGE DOOR: SINGLE DOOR W/ CUSTOM OVERLAYED TRIM TO REDUCE SCALE & MASS, FROSTED GLASS. COLORS TO MATCH RENOVATION ACCENT COLORS

NOTE: ALL EXTERIOR FINISHES ARE PROPOSED TO COMPLY WITH WILDFIRE HAZARD REQUIRMENTS AND ARE NON-COMBUSTIBLE.



PLANTER EDGE / PARAPET / RETAINING WALL: COLORED CONCRETE WITH HORIZONTAL BOARD-FORM TEXTURE

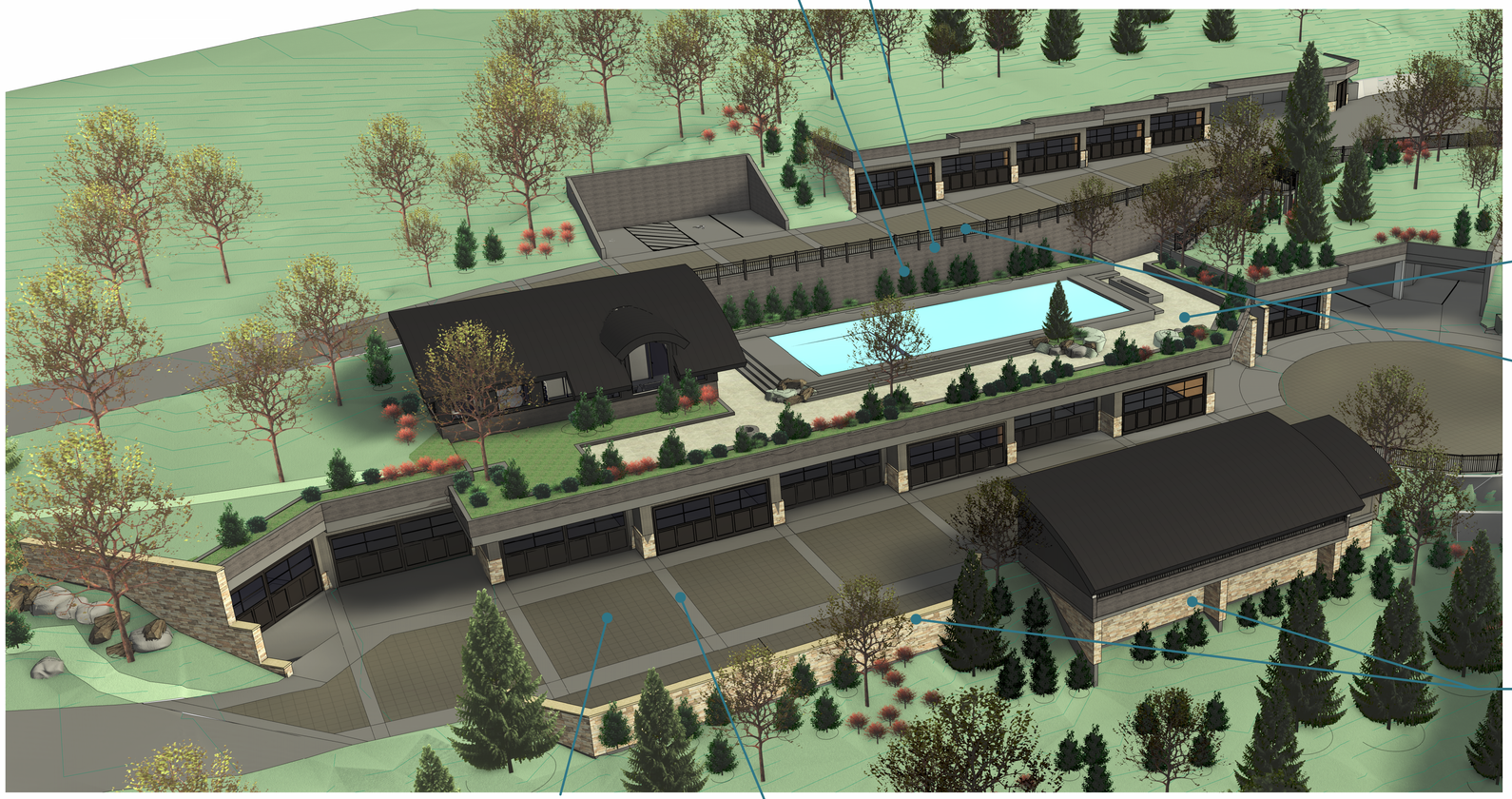
WINDOW & DOOR COLORS TO MATCH RENOVATION



STANDING SEAM METAL ROOFING & "TRESPA" SIDING: TO MATCH RENOVATION

EVERGREEN LANDSCAPING AT RETAINING WALL, REF. LANDSCAPE

RETAINING WALLS: COLORED CONCRETE WITH HORIZONTAL BOARD-FORM TEXTURE

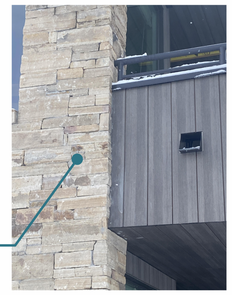


2 Perspective - Materials and Colors

STONE POOL DECK: "WINTER WHEAT"

RAILING TO MATCH EXISTING & RENOVATION





STONE ACCENTS, CAPS & WALLS: TO MATCH RENOVATION

DRIVE PAVING, REF. LANDSCAPE: STAMPED CONCRETE "COBBLE" FINISH

DRIVE PAVING, REF. LANDSCAPE: STAMPED CONCRETE "SLATE" FINISH

Z GROUP ARCHITECTS
INTERIORS I PLANNING

DEERBROOK TOWNHOMES ASSOC.
GARAGE, CARPORT, & SITE DVLP.
381 RIDGE RD
SNOWMASS VILLAGE, CO 81615

DeerBrook TOWNHOMES

Seal:

NOT FOR CONSTRUCTION

Project number:	0802
Construction Date:	XX.XX.XX
Prepared By:	RJH/MMO
Checked By:	RJH

No.	Description	Date
1	Preliminary Land Use Application	03.20.23
2	Final Land Use Application	04.18.25

EXHIBIT "B"
Ordinance No. 17, Series of 2025
Page 9 of 17

Jurisdiction Use:

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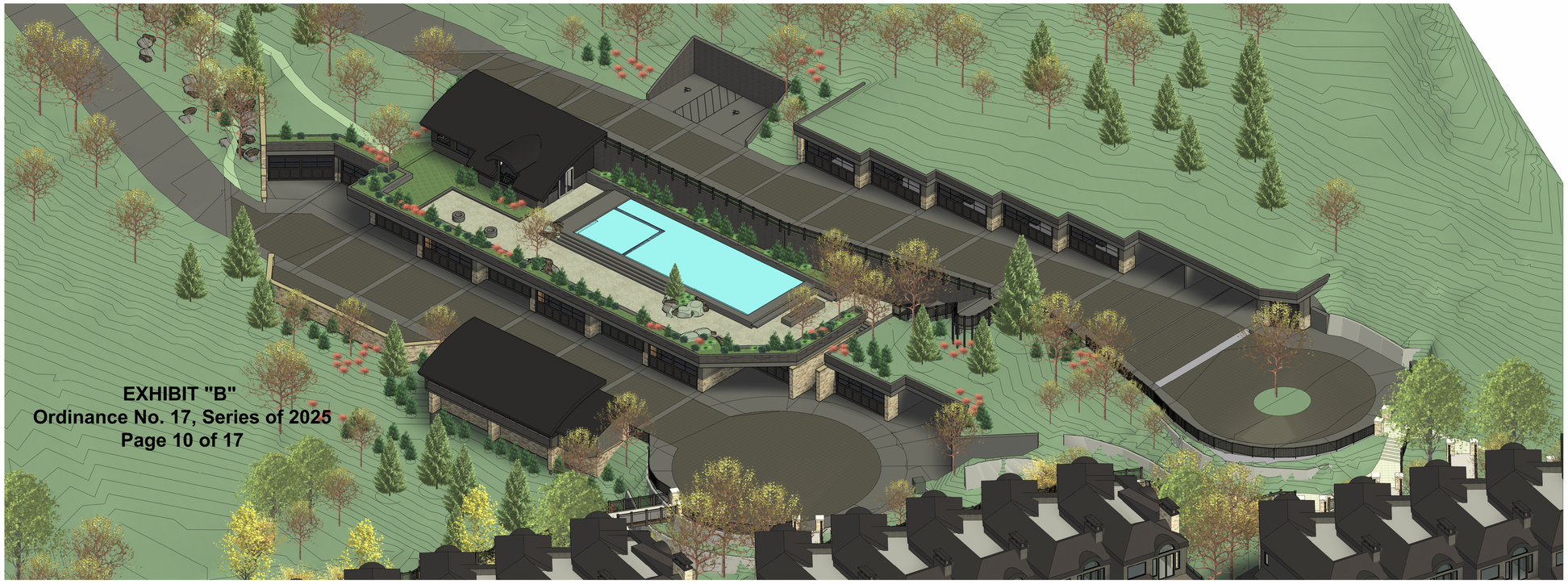
1 Isometric 1



2 Isometric 2

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INTERIORS I PLANNING

DEERBROOK TOWNHOMES ASSOC.
GARAGE, CARPORT, & SITE DVLP.

381 RIDGE RD
SNOWMASS VILLAGE, CO 81615

DeerBrook TOWNHOMES

Seal:

NOT FOR CONSTRUCTION

Project number: 0802
Construction Date: XX.XX.XX
Prepared By: RJH/MMO
Checked By: RJH

No.	Description	Date
1	Preliminary Land Use Application	03.20.23
2	Final Land Use Application	04.18.25

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Sheet Name:
3D/ISOMETRIC

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1 Isometric 3

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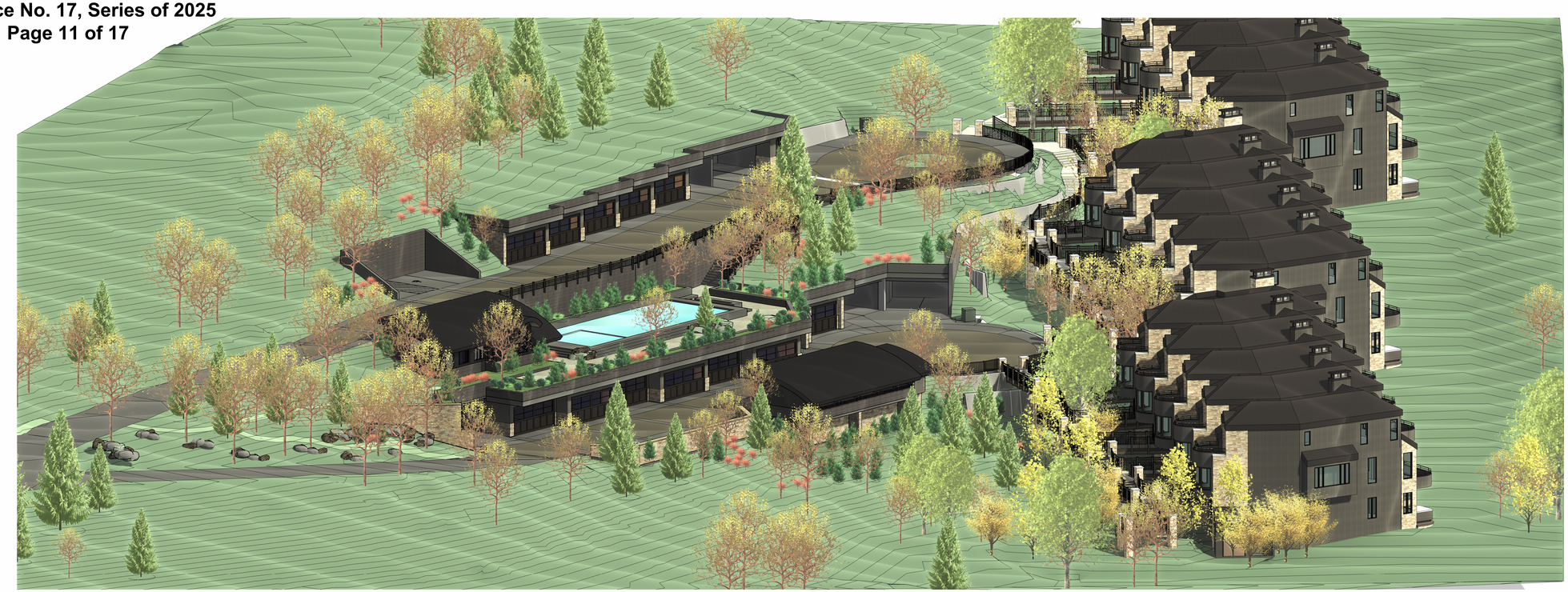
Page 11 of 17



2 Isometric 4

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INTERIORS I PLANNING

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GARAGE, CARPORT, & SITE DVLP.
381 RIDGE RD
SNOWMASS VILLAGE, CO 81615

DeerBrook TOWNHOMES

Seal:

NOT FOR CONSTRUCTION

Project number:	0802
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Prepared By:	RJH/MMO
Checked By:	RJH

No.	Description	Date
1	Preliminary Land Use Application	03.20.23
2	Final Land Use Application	04.18.25

Jurisdiction Use:

Sheet Name:
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Sheet #:
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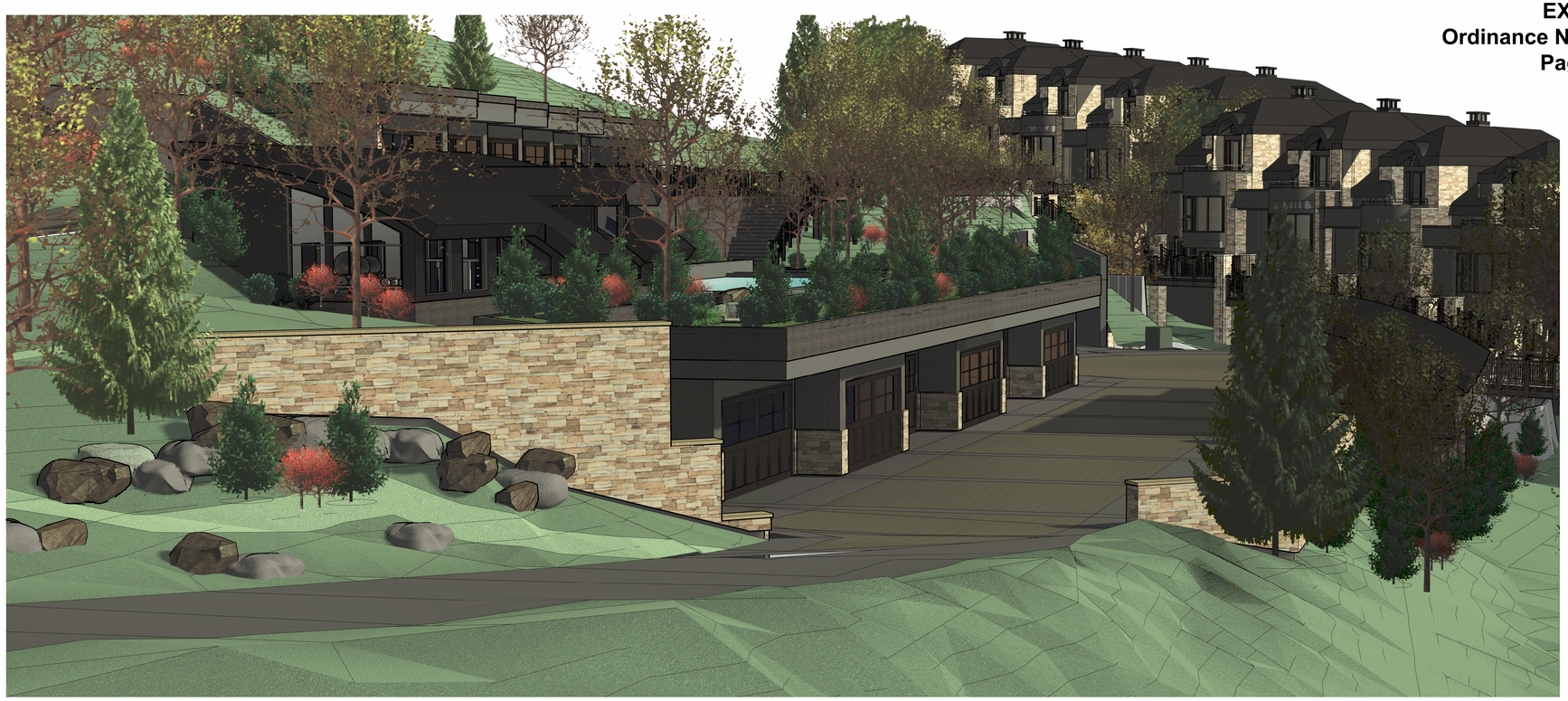
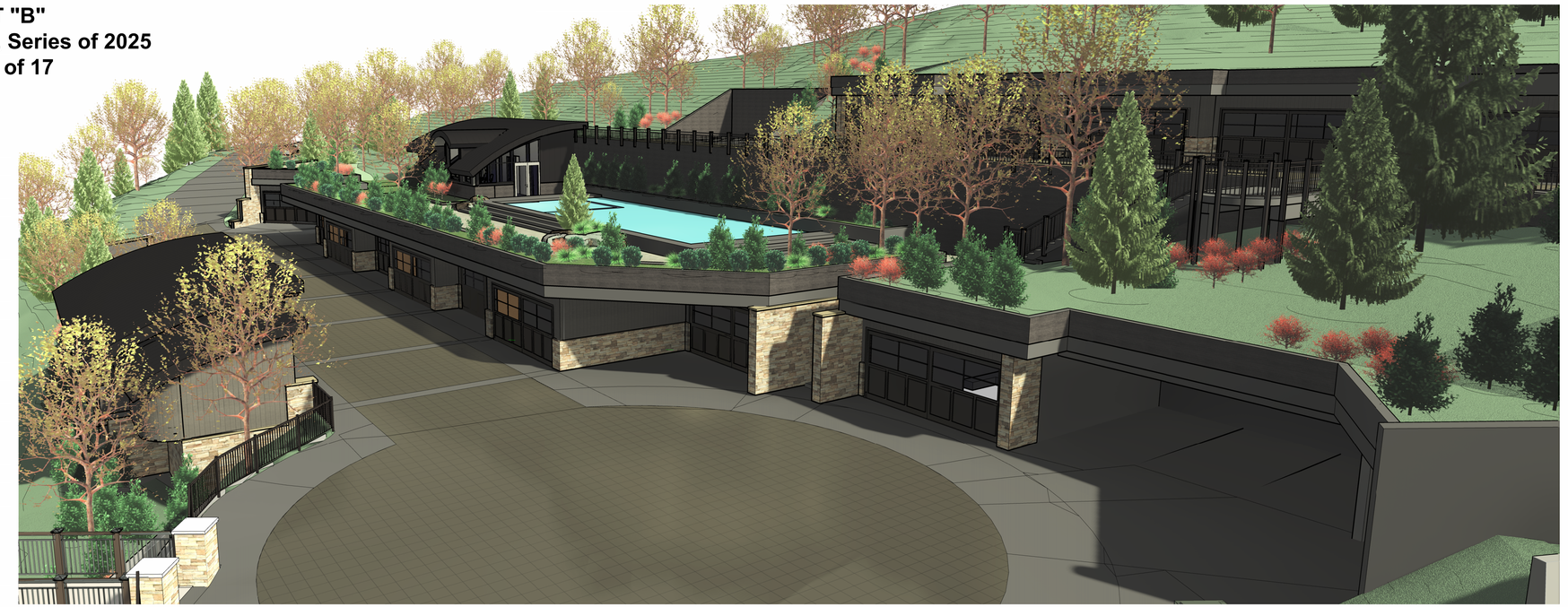


1 Perspective 1

EXHIBIT "B"
Ordinance No. 17, Series of 2025
Page 12 of 17



2 Perspective 2

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INTERIORS I PLANNING

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SNOWMASS VILLAGE, CO 81615

DeerBrook TOWNHOMES

Seal:

NOT FOR CONSTRUCTION

Project number:	0802
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Prepared By:	RJH/MMO
Checked By:	RJH

No.	Description	Date
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2	Final Land Use Application	04.18.25

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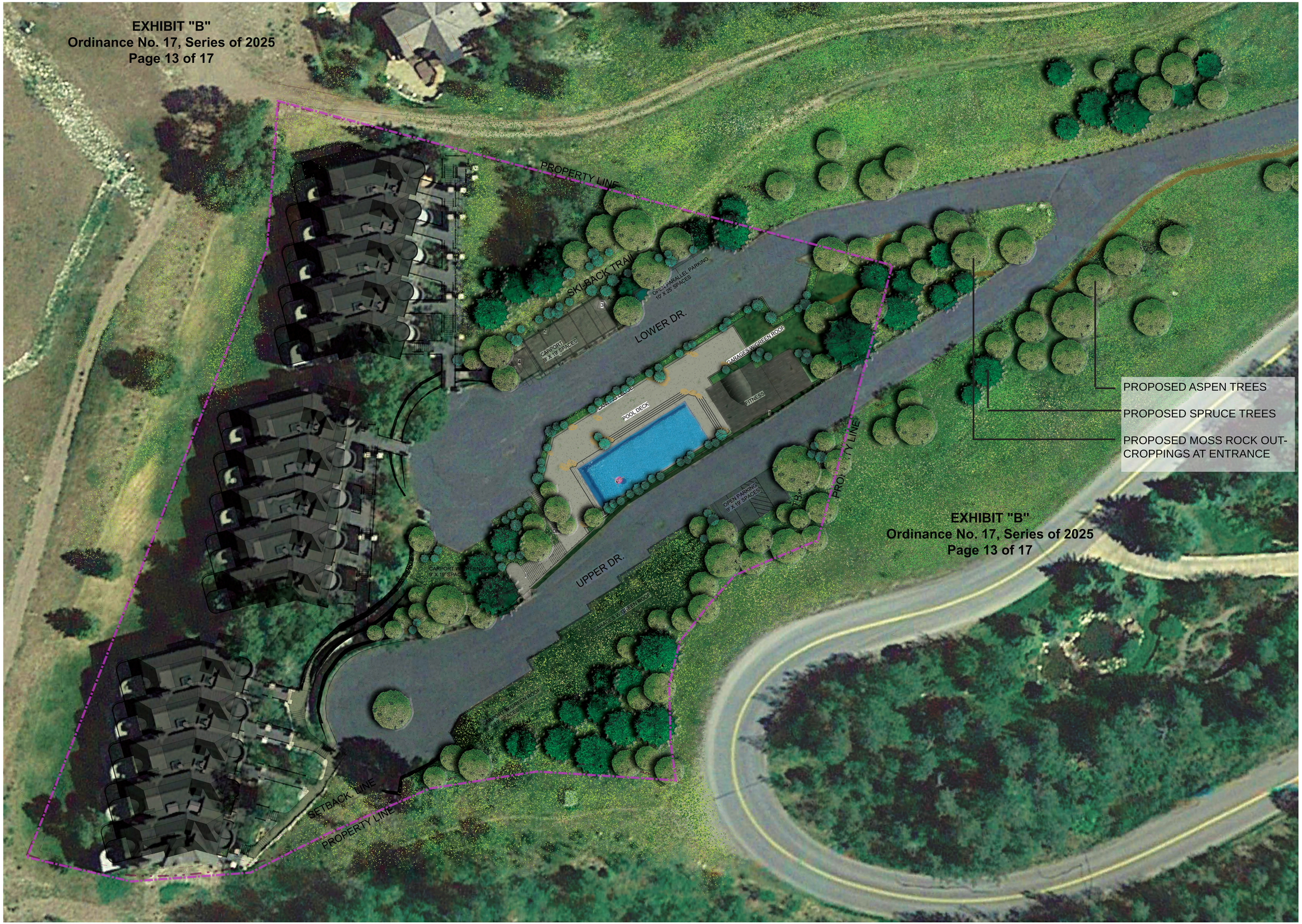

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Ordinance No. 17, Series of 2025
Page 13 of 17

Shannon Murphy Landscape Architects

DeerBrook TOWNHOMES

GARAGE, CARPORT, AND SITE DEVELOPMENT

381 RIDGE ROAD
SNOWMASS VILLAGE
COLORADO, 81615

Description	Date
TOSV Submission	3.20.23
Final PUD Plan Application	10.30.24

Sheet Name

ILLUSTRATIVE LANDSCAPE PLAN

Sheet Number

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Ordinance No. 17, Series of 2025
Page 14 of 17

SYMBOL	BOTANICAL NAME / ITEM	COMMON NAME	Notes	QUANTITY	SIZE
	Picea pungens	Colorado Blue Spruce		11	6' height
				5	10' height
				5	12' height
				5	14' height
				5	16' height
				5	18' height
	Picea pungens 'Montgomery'	Montgomery Spruce-small stature	Native upright form	90	4' height
				20	6' height
				11	8' height
	Populus tremuloides	Quaking Aspen	1/2 Clump form	30	2" caliper
				40	2.5" caliper
				10	3" caliper
				9	3.5" caliper
	Cornus sericea 'Arctic Fire'	Red twig dogwood		40	#7
				30	#10
				17	4' height
	Alpine Garden				
	Gallium odoratum	Sweet Woodruff		50	flats
	Acquilegia alpinum	Alpine Columbine		10	flats
	Geranium Johnson's Blue	Native Blue Geranium		10	flats
	Veronica repens	Creeping Veronica		20	flats
	High altitude, drought tolerant turf grasses			1,350	square feet
	Seeded native grasses and wildflowers	Rivendell "Pitkin County Mix" and "Mt. Native Wildflower Mix"			all disturbed areas not designated alpine garden
	Walking Path	Crusher Fines, 3' width			
	Gas Fire Feature			3	each

LANDSCAPE ARCHITECT TO FIELD LOCATE TREES AND SHRUBS. LANDSCAPE CONTRACTOR TO VERIFY ALL UTILITY LOCATIONS, INCLUDING SLOPE STABILITY MONITORS, AND NOTIFY TEAM OF ANY CONFLICTS WITH PROPOSED LANDSCAPE ELEMENTS.

EXHIBIT "B"
Ordinance No. 17, Series of 2025
Page 14 of 17

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

Shannon Murphy Landscape Architects
P.O. Box 1
Basalt, Colorado 81621
Shannon@ShannonMurphy.net
970.618.0109

DEERBROOK CONDOMINIUMS
0381 RIDGE ROAD
SNOWMASS VILLAGE
COLORADO

Issuance	Date
TOSV SUBMISSION	03.20.23
FINAL PUD PLAN APPLICATION	10.30.24

Revisions	Date	No.

Sheet Information
Sheet Title:
LANDSCAPE PLAN

Sheet Number:
L1.01

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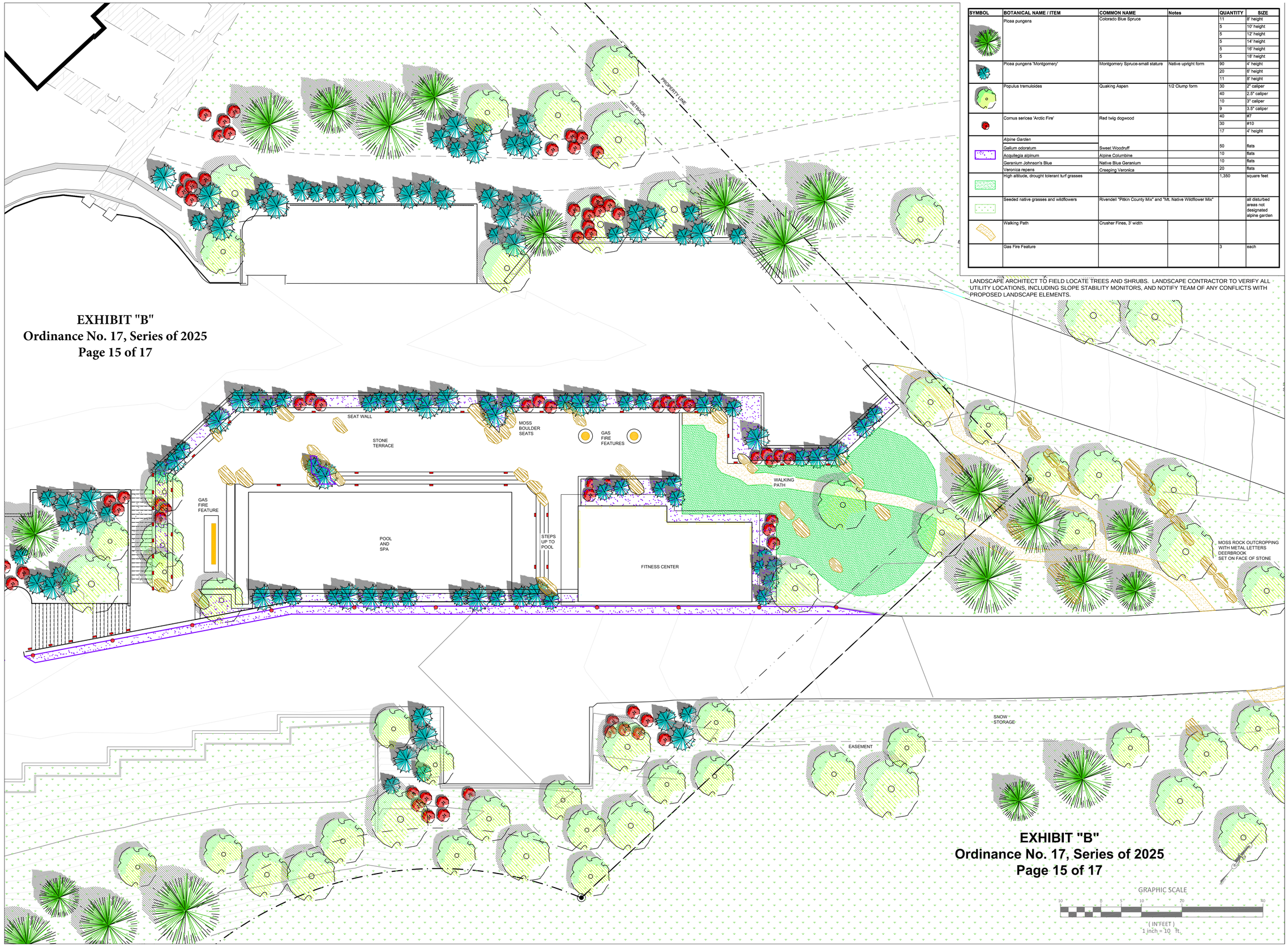
01/06/2025



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Ordinance No. 17, Series of 2025
Page 15 of 17

SYMBOL	BOTANICAL NAME / ITEM	COMMON NAME	Notes	QUANTITY	SIZE
	Picea pungens	Colorado Blue Spruce		11	6' height
				5	10' height
				5	12' height
				5	14' height
				5	16' height
				5	18' height
	Picea pungens 'Montgomery'	Montgomery Spruce-small stature	Native upright form	90	4' height
				20	6' height
				11	8' height
	Populus tremuloides	Quaking Aspen	1/2 Clump form	30	2" caliper
				40	2.5" caliper
				10	3" caliper
				9	3.5" caliper
	Cornus sericea 'Arctic Fire'	Red twig dogwood		40	#7
				30	#10
				17	4' height
	Alpine Garden				
	Gallium odoratum	Sweet Woodruff		50	flats
	Acquilegia alpinum	Alpine Columbine		10	flats
	Geranium Johnson's Blue	Native Blue Geranium		10	flats
	Veronica repens	Creeping Veronica		20	flats
	High altitude, drought tolerant turf grasses			1,350	square feet
	Seeded native grasses and wildflowers	Rivendell "Pitkin County Mix" and "Mt. Native Wildflower Mix"			all disturbed areas not designated alpine garden
	Walking Path	Crusher Fines, 3' width			
	Gas Fire Feature			3	each

LANDSCAPE ARCHITECT TO FIELD LOCATE TREES AND SHRUBS. LANDSCAPE CONTRACTOR TO VERIFY ALL UTILITY LOCATIONS, INCLUDING SLOPE STABILITY MONITORS, AND NOTIFY TEAM OF ANY CONFLICTS WITH PROPOSED LANDSCAPE ELEMENTS.

Shannon Murphy Landscape Architects
Shannon Murphy
Landscape Architects
Suite 206
Basalt, Colorado 81621
Shannon@ShannonMurphy.net
970.618.0108

DEERBROOK CONDOMINIUMS
0381 RIDGE ROAD
SNOWMASS VILLAGE
COLORADO

Issuance	Date
TOSV SUBMISSION	03.20.23
FINAL PUD PLAN APPLICATION	10.30.24

Revisions	Date	No.

Sheet Information

Sheet Title:

ENLARGED LANDSCAPE PLAN

Sheet Number:

L4.01

RECEIVED
12/16/2025

EXHIBIT "B"
Ordinance No. 17, Series of 2025
Page 16 of 17

LED garden and pathway bollard

Post construction: One piece extruded aluminum. All aluminum in the construction is marine grade and copper free.

Lamp Enclosure: One piece die cast aluminum housing attached to post by two (2) stainless steel set screws. Matte safety glass lens. Fully gasketed using a one piece molded silicone gasket.

Electrical: 2.1W LED luminaire, 3.4 total system watts, -30°C start temperature. Integral 12V AC driver provided must be operated using remote magnetic transformer. Standard LED color temperature is 3000K with a >90 CRI.

Note: LEDs supplied with luminaire. Due to the dynamic nature of LED technology, LED luminaire data on this sheet is subject to change at the discretion of BEGA-US. For the most current technical data, please refer to www.bega-us.com.

Anchor base: Anchor post provided made of galvanized steel. Bollards are secured to post using two (2) stainless steel set screws.

Finish: Available in four standard BEGA colors: Black (BLK); White (WHT); Bronze (BRZ); Silver (SLV). To specify, add appropriate suffix to catalog number. Custom colors supplied on special order.

Please note: BEGA's approach to product design is to innovate, not follow. With a steadfast commitment to quality, each product is conceived to satisfy a general or specific lighting task as defined by its architectural or exterior surroundings. The Home and Garden Collection is designed specifically for use in Residential and Light Commercial applications. Please reference our standard BEGA portfolio when mounting provisions for the rigorous demands of high-use commercial and/or vandal prone settings are required.

CSA certified to U.S. and Canadian standards, suitable for wet locations. Protection class IP65

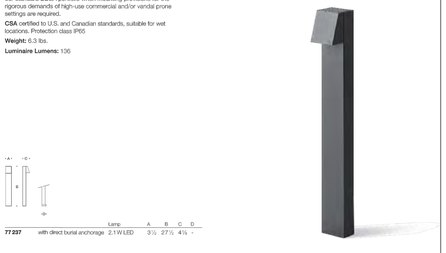
Weight: 6.3 lbs.

Luminaire Lumens: 136

Type: GARDEN PATH LIGHT
BEGA Product: DEERBROOK
Project: BLACK (BLK)
Voltage:
Color:
Options:
Modified:

Quantity: 14

Symbol:



		Lamp	A	B	C	D
77 237	with direct burial anchorage	2.1W LED	3½	27½	4¼	-

BEGA 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 FAX (805) 566-9474 www.bega-us.com
©copyright BEGA 2017 Updated 02/17

LED recessed wall - shielded

BEGA

Application
Designed for low mounting heights for interior and exterior locations. LED recessed wall luminaires with shielded light are ideal for glare-free illumination of ground surfaces, building entrances, stairs, and footpaths.

Materials
Luminaire housing and faceplate constructed of die-cast marine grade, copper free (≤0.3% copper content) A360.0 aluminum alloy
Clear safety glass with optical texture
High temperature silicone gasket
Mechanically captive stainless steel fasteners
Stainless steel screw clamps
Painted aluminum installation housing

NRTL listed to North American Standards, suitable for wet locations
Protection class IP65
Weight: 0.6 lbs

Electrical

Operating voltage	24VDC (remote power supply req.)
LED module wattage	2.1 W
System wattage	3.0 W
Color rendering index	Ra > 80
Luminaire lumens	8 lumens (3000K)
Lifetime at Ta = 25° C	50,000 h (L70)

LED color temperature

☐ 4000K - Product number = **K4**
☐ 3500K - Product number = **K35**
☐ 3000K - Product number = **K3 (*EXPRESS*)**
☒ 2700K - Product number = **K27**

BEGA can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

Finish
All BEGA standard finishes are matte, textured polyester powder coat with minimum 3 mil thickness.

Available colors ☒ Black (BLK) ☐ White (WHT) ☐ RAL:
☐ Bronze (BRZ) ☐ Silver (SLV) ☐ CUS:

Type: RECESSED WALL LIGHT
BEGA Product: SEE BELOW
Project: DEERBROOK
Modified: NO

Quantity: 38

Symbol:

Available Accessories
☐ **19 580** Remote 25W LED driver and box
☐ **19 591** Remote 50W LED driver and box
See individual accessory spec sheet for details.



LED recessed wall - shielded					
		LED	A	B	C
22 203	BRZ	2.1W	3⅛	3⅛	4

BEGA 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 info@bega-us.com
Due to the dynamic nature of lighting products and the associated technologies, luminaire data on this sheet is subject to change at the discretion of BEGA North America. For the most current technical data, please refer to bega-us.com
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Updated 07/09/18

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DEERBROOK CONDOMINIUMS
0381 RIDGE ROAD
SNOWMASS VILLAGE
COLORADO

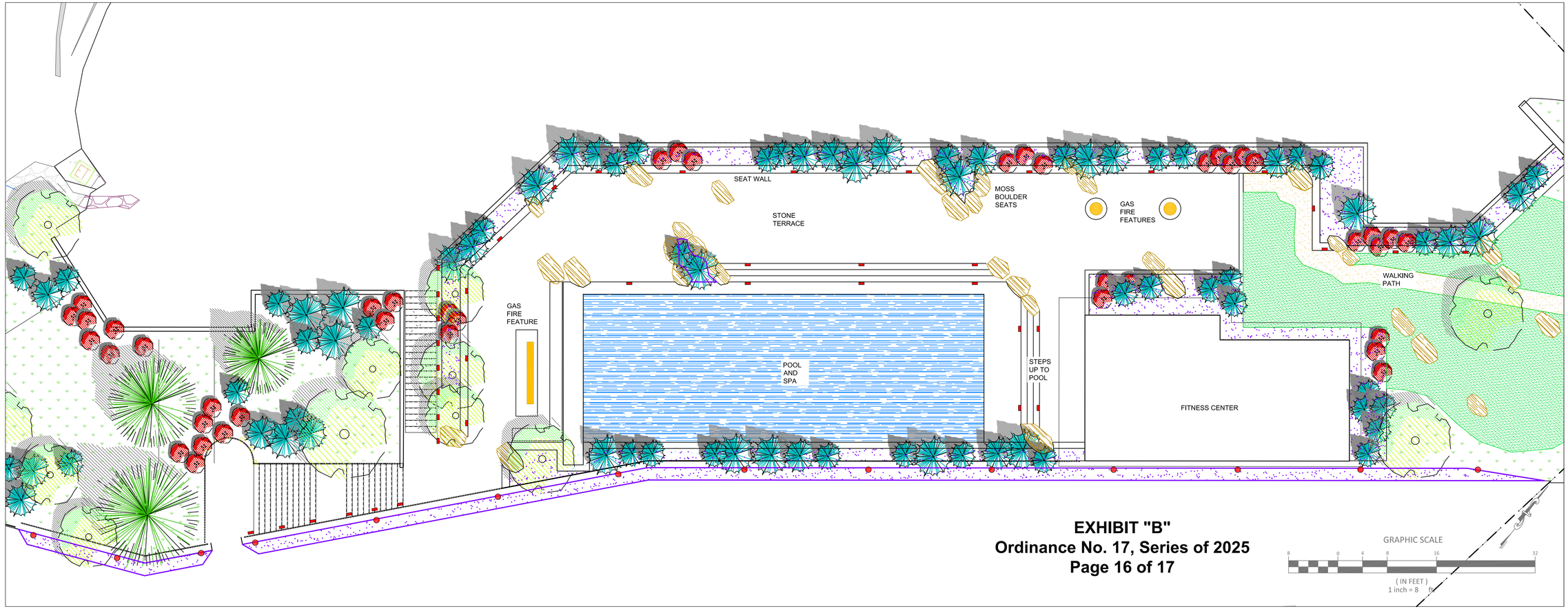

EXHIBIT "B"
Ordinance No. 17, Series of 2025
Page 16 of 17

GRAPHIC SCALE
8 0 4 8 16 32
(IN FEET)
1 inch = 8 ft.

Issuance	Date
TOSV SUBMISSION	03.20.23
FINAL PUD PLAN APPLICATION	10.30.24

Revisions	Date	No.

Sheet Information
Sheet Title:
LANDSCAPE LIGHTING PLAN

Sheet Number:
L4.02

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11/25/2025

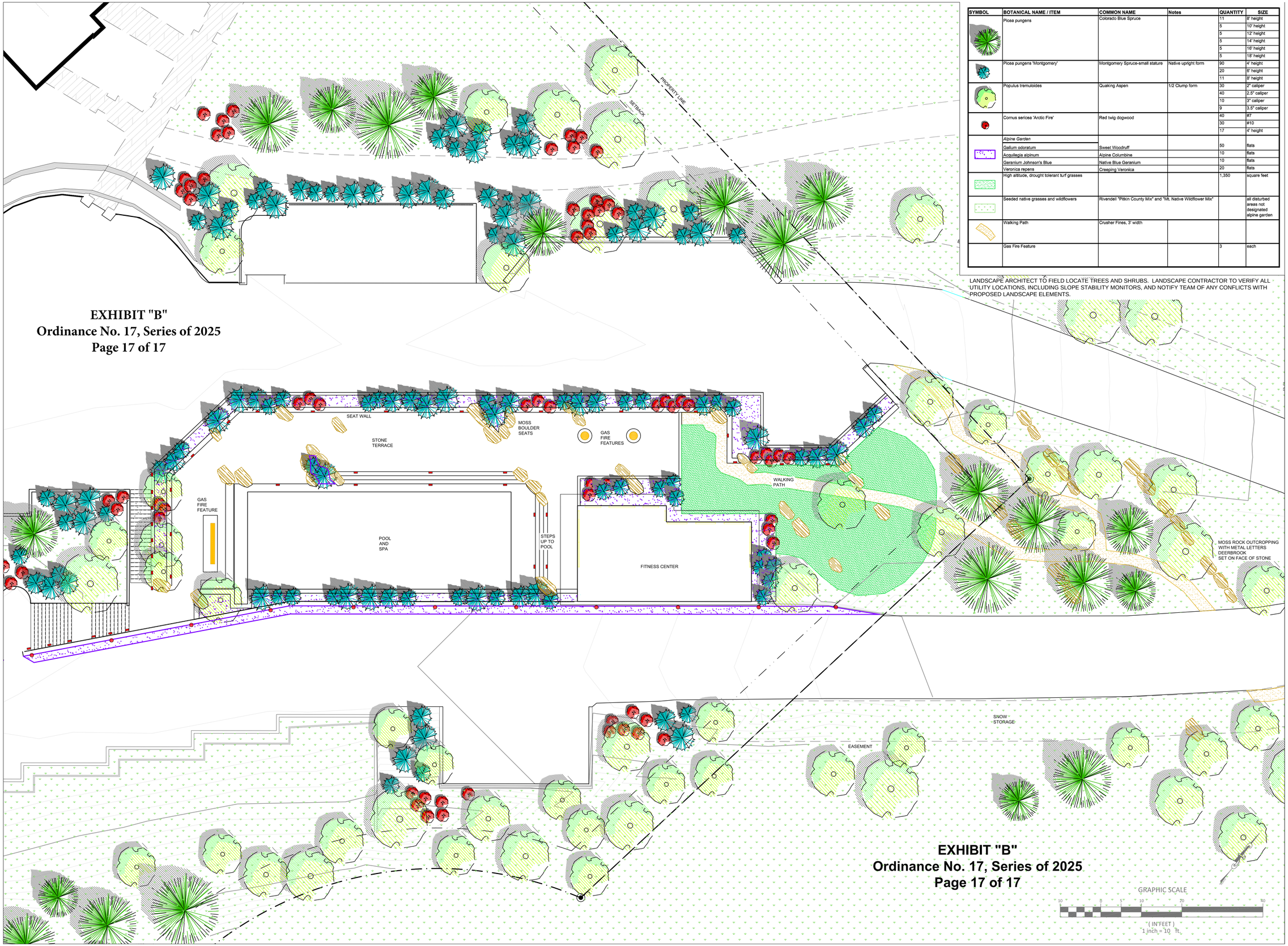

EXHIBIT "B"
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Page 17 of 17

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SNOWMASS VILLAGE
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L4.01

RECEIVED
04/16/2025

EXHIBIT 13 of application

Draft Deerbrook Subdivision First Amended Plat



DeerBrook

TOWNHOMES

RECEIVED
10/03/2025

EXHIBIT "C"
Ordinance No. 17, Series of 2025
Page 2 of 4

FIRST AMENDED PLAT OF

DEERBROOK SUBDIVISION

BEING AN AMENDMENT OF DEERBROOK SUBDIVISION AS RECORDED AUGUST 8, 1989 IN PLAT BOOK 23 AT PAGE 15 OF THE PITKIN COUNTY RECORDS
BEING SITUATED IN SECTION 1 OF TOWNSHIP 10 SOUTH RANGE 86 WEST OF THE 6TH P.M.
TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO.

SHEET 1 OF 3

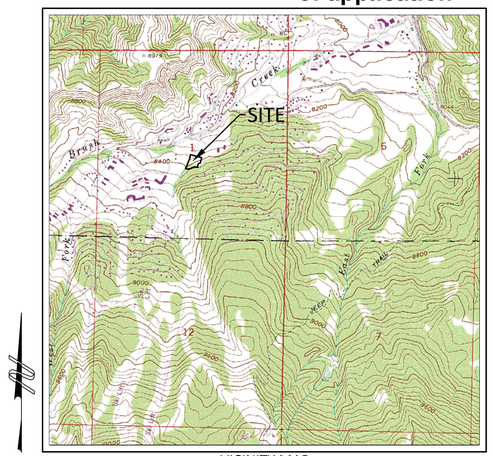
PURPOSE STATEMENT

THE PURPOSE OF THIS FINAL AMENDED PLAT IS TO VACATE CERTAIN EASEMENTS OF RECORD AS SHOWN ON SHEET 2 AND TO DEDICATE NEW EASEMENTS AS SHOWN ON SHEET 3.

SHEET INDEX

1) CERTIFICATES, PLAT NOTES, CONTROL AND VICINITY MAPS, SURVEY NOTES
2) EXISTING SUBJECT PROPERTY BOUNDARY, VACATION OF EXISTING EASEMENTS
3) EXISTING EASEMENTS, DEDICATED EASEMENTS

EXHIBIT 13
of application



VICINITY MAP
SCALE: 1" = 2000'

CERTIFICATE OF DEDICATION AND OWNERSHIP (EASTWOOD SNOWMASS INVESTORS, LP PROPERTY)

KNOW ALL MEN BY THESE PRESENTS, DEERBROOK TOWNHOME CONDOMINIUM ASSOCIATION, INC., A COLORADO NON-PROFIT CORPORATION BEING THE OWNER OF THE FOLLOWING
DESCRIBED REAL PROPERTY SITUATED IN THE TOWN OF SNOWMASS VILLAGE, PITKIN COUNTY, COLORADO, TO WIT

COMMON AREA,

DEERBROOK TONWHOME CONDOMINIUMS, ACCORDING TO THE CONDOMINIUM MAP THEREOF, RECORDED OCTOBER 17, 1990 IN PLAT BOOK 25 AT PAGE 18 AS RECEPTION NO. 327241, AND AS DEFINED AND DESCRIBED IN THE CONDOMINIUM DECLARATION RECORDED OCTOBER 17, 1990 IN BOOK 632 AT PAGE 294 AS RECEPTION NO. 327240,

TOWN OF SNOWMASS VILLAGE,
STATE OF COLORADO

HAS BY THESE PRESENTS LAID OUT, PLATTED, AMENDED AND SUBDIVIDED THE SAME INTO PARCELS, TRACTS AND RIGHT OF WAY AS SHOWN ON THIS FINAL PLAT UNDER THE
NAME AND STYLE OF FIRST AMENDED PLAT OF DEERBROOK SUBDIVISION.

OWNER: DEERBROOK TOWNHOME CONDOMINIUM ASSOCIATION, INC., A COLORADO NON-PROFIT CORPORATION

BY: _____

AS: PRESIDENT

STATE OF COLORADO)
)SS
COUNTY OF PITKIN)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS ____ DAY OF_____, A.D. 2025, BY _____ AS PRESIDENT OF DEERBROOK TOWNHOME CONDOMINIUM ASSOCIATION, INC.

MY COMMISSION EXPIRES_____

WITNESS MY HAND AND OFFICIAL SEAL. _____
NOTARY PUBLIC

TOWN OF SNOWMASS VILLAGE APPROVAL

THIS FIRST AMENDED PLAT OF DEERBROOK SUBDIVISION IS ACCEPTED BY THE TOWN OF SNOWMASS VILLAGE FOR RECORDING AS BEING CONSISTENT WITH TOWN OF SNOWMASS VILLAGE ORDINANCE NO. ___ SERIES OF 20__, AS RECORDED IN THE OFFICE OF THE CLERK AND RECORDER OF PITKIN COUNTY, COLORADO ON _____ AS RECEPTION NO. _____.

APPROVAL AS TO CONTENT

BY _____
DAVID SHINNEMAN, COMMUNITY DEVELOPMENT DIRECTOR

DATED _____, 2025

APPROVAL AS TO FORM

BY _____
JEFFREY J. CONKLIN, TOWN ATTORNEY

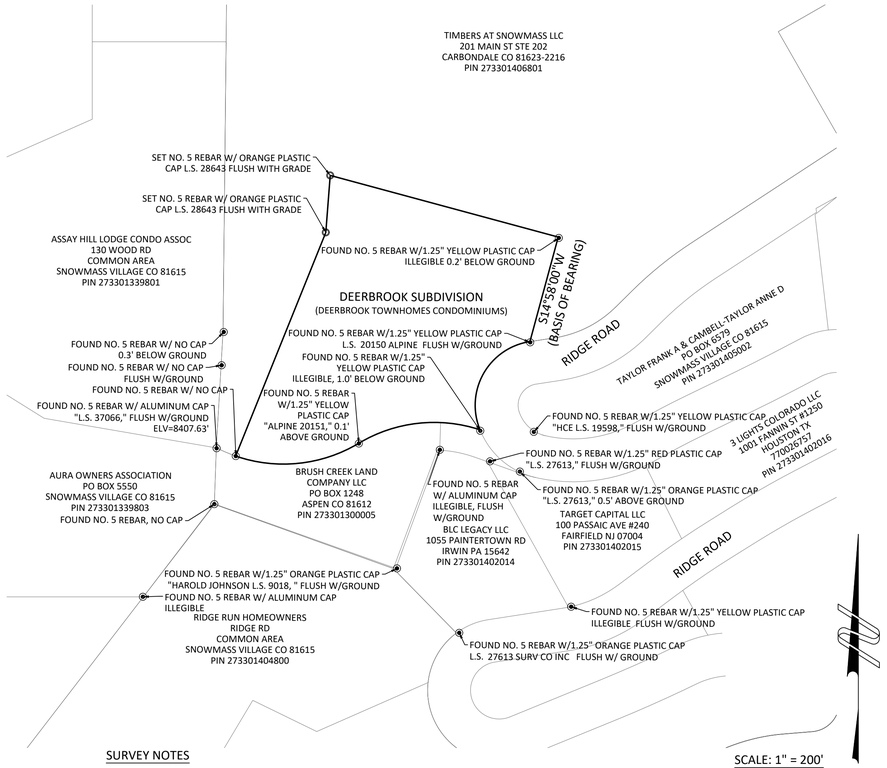
DATED _____, 2025

TOWN COUNCIL'S APPROVAL AND ACCEPTANCE

THIS PLAT AND THE DEDICATIONS AND VACATIONS SHOWN HEREON ARE APPROVED AND ACCEPTED BY THE TOWN COUNCIL OF THE TOWN OF SNOWMASS VILLAGE; SUBJECT TO THE CONDITIONS ON THIS PLAT AND IN THE SUBDIVISION IMPROVEMENTS AGREEMENT AND SUBJECT TO THE CONDITIONS THAT THIS APPROVAL IN NO WAY OBLIGATES THE TOWN FOR THE FINANCING OR CONSTRUCTION OF THE IMPROVEMENTS OF LAND, STREETS, OR EASEMENTS DEDICATED TO THE PUBLIC EXCEPT AS SPECIFICALLY AGREED TO BY THE TOWN AND THAT THIS APPROVAL IN NO WAY OBLIGATES THE TOWN FOR MAINTENANCE OF PUBLIC IMPROVEMENTS UNTIL CONSTRUCTION OF SAID IMPROVEMENTS HAS BEEN COMPLETED IN ACCORDANCE WITH THE SUBDIVISION IMPROVEMENTS AGREEMENT AND THE TOWN HAS AGREED TO ACCEPT SAID IMPROVEMENTS.

ATTEST _____
MAYOR - ALYSSA SHENK

_____
TOWN CLERK – MEGAN HARRIS BOUCHER



SCALE: 1" = 200'

SURVEY NOTES

1) DATE OF FIELD SURVEY: JUNE 23, JULY 18, 19, 2022; JANUARY 12, NOVEMBER 29, 2023; MARCH 22, 26, JUNE 17, 18 AND JULY 9, 31, 2024.

2) DATE OF PREPARATION: JUNE AND JULY, 2022; JANUARY AND NOVEMBER, 2023; MARCH, JUNE, JULY, DECEMBER, 2024 AND JANUARY - APRIL, 2025.

3) LINEAR UNITS: THE LINEAR UNIT USED IN THE PREPARATION OF THIS PLAT IS THE U.S. SURVEY FOOT AS DEFINED BY THE UNITED STATES DEPARTMENT OF COMMERCE, NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY.

4) BASIS OF BEARING: A BEARING OF S14°58'00"W FROM NORTHEAST CORNER OF DEERBROOK TOWNHOMES CONDOMINIUMS, MONUMENTED BY A FOUND NO. 5 REBAR WITH A 1.25" YELLOW PLASTIC CAP, ILLEGIBLE AND THE CORNER ALONG THE NORTH RIGHT-OF-WAY OF RIDGE ROAD, MONUMENTED BY A FOUND NO. 5 REBAR WITH A 1.25" YELLOW PLASTIC CAP, STAMPED "20151 ALPINE," AS SHOWN HEREON.

5) BASIS OF SURVEY: THE GROSS PARCEL PLAT OF FARAWAY RANCH SUBDIVISION RECORDED MARCH 18, 1985 IN PLAT BOOK 17 AT PAGE 5 AS RECEPTION NO. 266782, THE PLAT OF DEERBROOK SUBDIVSION RECORDED AUGUST 8, 1989 IN PLAT BOOK 23 AT PAGE 15 AS RECEPTION NO. 313977, THE CONDOMINIUM MAP OF DEERBROOK CONDOMINIUMS, RECORDED OCTOBER 17, 1990 IN PLAT BOOK 25 AT PAGE 18 AS RECEPTION No. 327241, DOCUMENTS OF RECORD (AS SHOWN BELOW), THE EXISTING CONDITIONS MAP OF DEERBROOK TOWNHOMES CONDOMINIUMS PREPARED BY SGM DATED JULY 19, 2019 AND THE FOUND SURVEY MONUMENTS AS SHOWN HEREON.

6) THIS MAP DOES NOT CONSTITUTE A TITLE SEARCH BY SOPRIS ENGINEERING, LLC (SE) TO DETERMINE OWNERSHIP OR EASEMENTS OF RECORD. FOR ALL INFORMATION REGARDING EASEMENTS, RIGHTS OF WAY AND OR TITLE OF RECORD, SE RELIED UPON THE PLATS AND DOCUMENTS STATED HEREON AND THE TITLE COMMITMENT PREPARED BY TITLE COMPANY OF THE ROCKIES, COMMITMENT No. 0605239-C, EFFECTIVE DATE MARCH 28, 2025.

7) FOUND MONUMENTS WERE LOCATED WITHIN ACCEPTABLE TOLERANCES, ACCOUNTING FOR SYSTEMIC AND RANDOM ERRORS, TO RECORD PLAT BEARINGS AND DISTANCES. AS SUCH, THIS SURVEYOR ACCEPTED SAID MONUMENTS AS FAITHFUL RETRACEMENT OF SAID ORIGINAL PLAT AND THEREFORE ONLY RECORD BEARINGS AND DISTANCES ARE SHOWN HEREON..

SOPRIS ENGINEERING LLC
502 MAIN STREET • SUITE A3 • CARBONDALE CO 81623
(970) 704 0311 • soprisengineering.com

GENERAL UTILITY NOTES:

The locations of underground utilities have been plotted based on utility maps, construction/design plans, other information provided by utility companies and actual field locations in some instances. These utilities, as shown, may not represent actual field conditions. It is the responsibility of the contractor to contact all utility companies for field location of utilities prior to construction.

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.

TITLE COMPANY CERTIFICATE

THE UNDERSIGNED, A DULY-AUTHORIZED REPRESENTATIVE OF TITLE COMPANY OF THE ROCKIES, REGISTERED TO DO BUSINESS IN PITKIN COUNTY, COLORADO, DOES HEREBY CERTIFY THAT THE PERSONS LISTED AS OWNERS ON THIS MAP DO HOLD FEE SIMPLE TITLE TO THE REAL PROPERTY DESCRIBED HEREIN, FREE AND CLEAR OF ALL LIENS AND ENCUMBRANCES EXCEPT THOSE LISTED ON THE TITLE COMMITMENT ISSUING OFFICE FILE NUMBER 0605239-C WITH A COMMITMENT EFFECTIVE DATE OF MARCH 28, 2025.

ALTHOUGH WE BELIEVE THE FACTS STATED ON THIS PLAT ARE TRUE, THIS CERTIFICATE IS NOT TO BE CONSTRUED AS AN ABSTRACT OF TITLE, NOR AN OPINION OF TITLE, NOR A GUARANTEE OF TITLE, AND IT IS UNDERSTOOD AND AGREED THAT FIDELITY NATIONAL TITLE NEITHER ASSUMES NOR WILL BE CHARGED WITH ANY FINANCIAL OBLIGATION OR LIABILITY WHATSOEVER ON ANY STATEMENT CONTAINED HEREIN.

BY _____

IT'S COMMERCIAL TITLE OFFICER

STATE OF COLORADO)
) SS
COUNTY OF PITKIN)

THE TITLE CERTIFICATE WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2025, BY _____ AS COMMERCIAL TITLE OFFICER TITLE COMPANY OF THE ROCKIES.

WITNESS MY HAND AND OFFICIAL SEAL

_____
NOTARY PUBLIC

SURVEYOR CERTIFICATE

I, MARK S. BECKLER, DO HEREBY STATE THAT I AM A REGISTERED LAND SURVEYOR LICENSED UNDER THE STATE OF COLORADO, THAT THIS PLAT IS A TRUE, CORRECT AND COMPLETE FIRST AMENDED PLAT OF DEERBROOK SUBDIVISION AS LAID OUT, PLATTED, GRANTED AND SHOWN HEREON, THAT SUCH PLAT MEETS THE REQUIREMENTS OF A LAND SURVEY PLAT AS SET FORTH IN C.R.S. SECTION 38-51-106, WAS MADE FROM AN ACCURATE SURVEY OF SAID PROPERTY BY ME AND UNDER MY SUPERVISION AND CORRECTLY SHOWS THE LOCATION AND DIMENSIONS OF THE LOTS, EASEMENTS AND STREETS OF SAID SUBDIVISION AS THE SAME ARE STAKED UP THE GROUND IN COMPLIANCE WITH STATE REGULATIONS COVERING THE SUBDIVISION OF LAND. RECORDED EASEMENTS, RIGHT OF WAY AND RESTRICTIONS ARE SHOWN HEREON AND ARE THE SAME AS THOSE SET FORTH IN THE TITLE COMMITMENTS PREPARED BY TITLE COMPANY OF THE ROCKIES COMMITMENT NUMBER 0605239-C, EFFECTIVE DATE MARCH 28, 2025 .

IN WITNESS WHEREOF I HAVE SET MY HAND AND SEAL THIS ____ DAY OF _____, 2025.

_____
MARK S. BECKLER, L.S. #28643

EXHIBIT "C"
Ordinance No. 17, Series of 2025
Page 2 of 4

CLERK AND RECORDER'S ACCEPTANCE

THIS FIRST AMENDED PLAT OF DEERBROOK SUBDIVISION IS ACCEPTED FOR FILING IN THE OFFICE OF THE CLERK AND RECORDER OF PITKIN COUNTY, COLORADO AT _____ O'CLOCK ____M., THIS _____ DAY OF _____, 2025, IN PLAT BOOK _____, AT PAGES _____, RECEPTION NO. _____.

_____
PITKIN COUNTY CLERK AND RECORDER

RECEIVED
10/03/2025

FIRST AMENDED PLAT OF

DEERBROOK SUBDIVISION

BEING AN AMENDMENT OF DEERBROOK SUBDIVISION AS RECORDED AUGUST 8, 1989 IN PLAT BOOK 23 AT PAGE 15 OF THE PITKIN COUNTY RECORDS
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TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO.

SHEET 2 OF 3
EXISTING SUBJECT PROPERTY BOUNDARY, VACATION OF EXISTING EASEMENTS

EXHIBIT "C"
Ordinance No. 17, Series of 2025
Page 3 of 4

EASEMENT NOTES:

1. VACATION OF EASEMENTS: OWNER AND THE TOWN, DO HEREBY FOREVER VACATE, TERMINATE AND REVOKE IN THEIR ENTIRETY THE FOLLOWING UTILITY EASEMENTS AS SHOWN ON SHEET 2 OF THIS PLAT AND AS WERE ORIGINALLY GRANTED BY THE 1990 DEERBROOK TOWNHOME CONDOMINIUM MAP RECORDED IN PLAT BOOK 25 AT PAGE 18 AS RECEPTION NO. 327241; PROVIDED, HOWEVER, THAT SUCH VACATIONS SHALL NOT BECOME EFFECTIVE UNTIL THE COMPLETION OF THE RELOCATED UTILITIES AND CONSTRUCTED IMPROVEMENTS AND ACCEPTANCE IN ACCORDANCE WITH THE SUBDIVISION IMPROVEMENT AGREEMENT, DEVELOPMENT AGREEMENT AND IN NO WAY OBLIGATES THE TOWN FOR THE FINANCING OR CONSTRUCTION OF THE IMPROVEMENTS OF LAND, STREETS, OR EASEMENTS DEDICATED TO THE PUBLIC EXCEPT AS SPECIFICALLY AGREED TO BY THE TOWN AND THAT THIS APPROVAL IN NO WAY OBLIGATES THE TOWN FOR MAINTENANCE OF PUBLIC IMPROVEMENTS UNTIL CONSTRUCTION OF SAID IMPROVEMENTS HAS BEEN COMPLETED IN ACCORDANCE WITH THE SUBDIVISION IMPROVEMENTS AGREEMENT AND THE TOWN HAS AGREED TO ACCEPT SAID IMPROVEMENTS, AS THE CASE MAY BE:

2. SNOWMASS WATER AND SANITATION EASEMENTS: OWNER WILL DEDICATE TO THE DISTRICT, IN A SEPARATE INSTRUMENT, AN EASEMENT FOR UTILITY INFRASTRUCTURE IN THE APPROXIMATE LOCATION OF THE SWSD EASEMENTS, SHOWN ON SHEET 3 OF THIS PLAT; PROVIDED, HOWEVER, THAT SUCH DEDICATION SHALL NOT BECOME EFFECTIVE UNTIL THE COMPLETION OF THE UTILITY INFRASTRUCTURE IMPROVEMENTS AND ACCEPTANCE BY THE SNOWMASS WATER AND SANITATION DISTRICT IN ACCORDANCE WITH THE SUBDIVISION IMPROVEMENT AGREEMENT AND DEVELOPMENT AGREEMENT, AS THE CASE MAY BE:

   NOTE THAT THE SUBDIVISION IMPROVEMENTS AGREEMENT AND THE DEVELOPMENT AGREEMENT, ALONG WITH THIS PLAT AMENDMENT, WILL BE PROCESSED AND CONSIDERED TOGETHER WITH A TOWN COUNCIL ORDINANCE TO CONSIDER THE REZONING, THE FINAL PLAN PUD, AS WELL AS THE PLAT AMENDMENT AND THE EXEMPTION REQUEST FOR CONDOMINIUMIZATION.

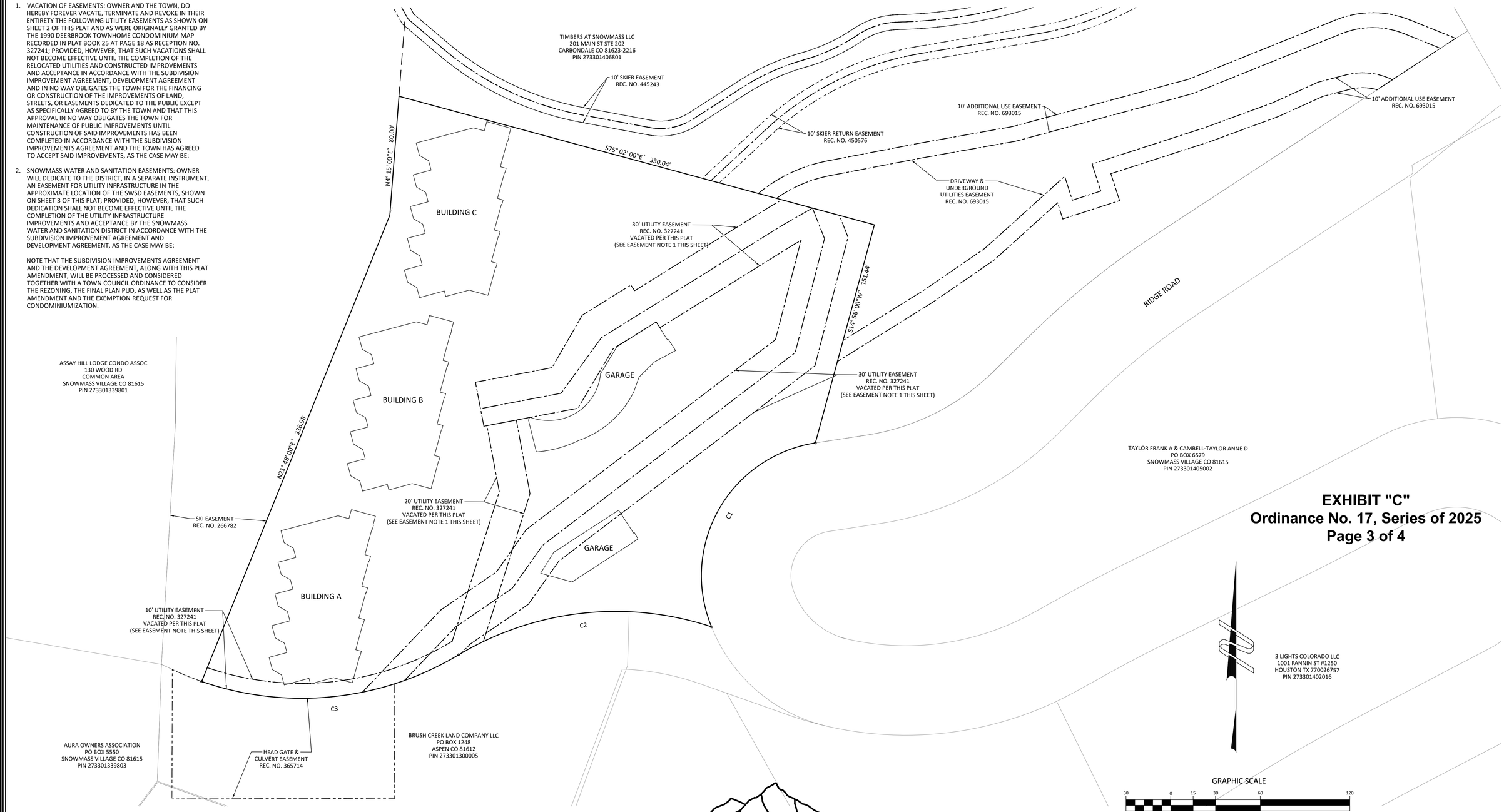

EXHIBIT "C"
Ordinance No. 17, Series of 2025
Page 3 of 4

GRAPHIC SCALE

30 0 15 30 60 120

(IN U.S. SURVEY FEET)
1 inch = 30 ft.

Curve Table					
Curve #	Radius	Length	Chord Direction	Tangent	Chord
C1	90.00'	162.89'	S29° 16' 57"W`	114.57'	141.55'
C2	204.63'	175.87'	S83° 30' 17"W`	93.78'	170.51'
C3	204.63'	178.76'	S83° 54' 28"W`	95.53'	173.13'

SOPRIS ENGINEERING LLC
502 MAIN STREET • SUITE A3 • CARBONDALE CO 81623
(970) 704 0311 • soprisengineering.com

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10/7/2025

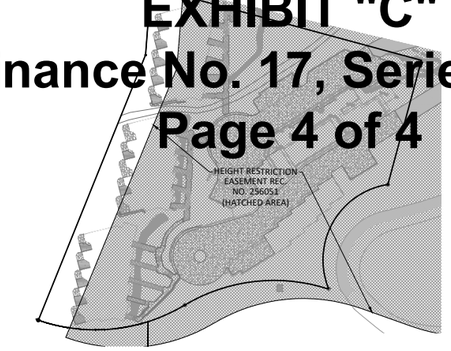
EXHIBIT "C"
Ordinance No. 17, Series of 2025
Page 4 of 4

FIRST AMENDED PLAT OF

DEERBROOK SUBDIVISION

BEING AN AMENDMENT OF DEERBROOK SUBDIVISION AS RECORDED AUGUST 8, 1989 IN PLAT BOOK 23 AT PAGE 15 OF THE PITKIN COUNTY RECORDS
BEING SITUATED IN SECTION 1 OF TOWNSHIP 10 SOUTH RANGE 86 WEST OF THE 6TH P.M.
TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO.

SHEET 3 OF 3
EXISTING EASEMENTS, DEDICATED EASEMENTS



HEIGHT RESTRICTION EASEMENT DETAIL
SCALE 1"=80'

EASEMENT NOTES:

1. VACATION OF EASEMENTS: OWNER AND THE TOWN, DO HEREBY FOREVER VACATE, TERMINATE AND REVOKE IN THEIR ENTIRETY THE FOLLOWING UTILITY EASEMENTS AS SHOWN ON SHEET 2 OF THIS PLAT AND AS WERE ORIGINALLY GRANTED BY THE 1990 DEERBROOK TOWNHOME CONDOMINIUM MAP RECORDED IN PLAT BOOK 25 AT PAGE 18 AS RECEPTION NO. 327241; PROVIDED, HOWEVER, THAT SUCH VACATIONS SHALL NOT BECOME EFFECTIVE UNTIL THE COMPLETION OF THE RELOCATED UTILITIES AND CONSTRUCTED IMPROVEMENTS AND ACCEPTANCE IN ACCORDANCE WITH THE SUBDIVISION IMPROVEMENT AGREEMENT, DEVELOPMENT AGREEMENT AND IN NO WAY OBLIGATES THE TOWN FOR THE FINANCING OR CONSTRUCTION OF THE IMPROVEMENTS OF LAND, STREETS, OR EASEMENTS DEDICATED TO THE PUBLIC EXCEPT AS SPECIFICALLY AGREED TO BY THE TOWN AND THAT THIS APPROVAL IN NO WAY OBLIGATES THE TOWN FOR MAINTENANCE OF PUBLIC IMPROVEMENTS UNTIL CONSTRUCTION OF SAID IMPROVEMENTS HAS BEEN COMPLETED IN ACCORDANCE WITH THE SUBDIVISION IMPROVEMENTS AGREEMENT AND THE TOWN HAS AGREED TO ACCEPT SAID IMPROVEMENTS, AS THE CASE MAY BE:

2. SNOWMASS WATER AND SANITATION EASEMENTS: OWNER WILL DEDICATE TO THE DISTRICT, IN A SEPARATE INSTRUMENT, AN EASEMENT FOR UTILITY INFRASTRUCTURE IN THE APPROXIMATE LOCATION OF THE SWSD EASEMENTS, SHOWN ON SHEET 3 OF THIS PLAT; PROVIDED, HOWEVER, THAT SUCH DEDICATION SHALL NOT BECOME EFFECTIVE UNTIL THE COMPLETION OF THE UTILITY INFRASTRUCTURE IMPROVEMENTS AND ACCEPTANCE BY THE SNOWMASS WATER AND SANITATION DISTRICT IN ACCORDANCE WITH THE SUBDIVISION IMPROVEMENT AGREEMENT AND DEVELOPMENT AGREEMENT, AS THE CASE MAY BE:

   NOTE THAT THE SUBDIVISION IMPROVEMENTS AGREEMENT AND THE DEVELOPMENT AGREEMENT, ALONG WITH THIS PLAT AMENDMENT, WILL BE PROCESSED AND CONSIDERED TOGETHER WITH A TOWN COUNCIL ORDINANCE TO CONSIDER THE REZONING, THE FINAL PLAN PUD, AS WELL AS THE PLAT AMENDMENT AND THE EXEMPTION REQUEST FOR CONDOMINIUMIZATION.

3. FIRE LANES SHALL BE GRANTED ON FUTURE CONDOMINIUM MAP WHEN PROPOSED DRIVE AND CUL-DE-SAC ARE COMPLETE PURSUANT TO TOWN OF SNOWMASS VILLAGE CODE SECTION 16A-4-240, 'FIRE PROTECTION,' AND ITS SUBSECTION (A), 'SERVICE BY FIRE AUTHORITY,' AND APPROPRIATELY MARKED AND SIGNED TO THE SATISFACTION OF THE FIRE DISTRICT PER THEIR REVIEW COMMENTS DATED 1-22-25.

NOTE:

THE PROPOSED IMPROVEMENTS SHOWN HEREON ARE PER THE FINAL PLAN SUBMITTAL ASSOCIATED WITH THIS PLAT.

Curve Table					
Curve #	Radius	Length	Chord Direction	Tangent	Chord
C1	90.00'	162.89'	S29° 16' 57"W`	114.57'	141.55'
C2	204.63'	175.87'	S83° 30' 17"W`	93.78'	170.51'
C2a	204.63'	155.04'	S86° 25' 15"W`	81.46'	151.36'
C2b	204.63'	20.83'	S61° 47' 56"W`	10.42'	20.82'
C3	204.63'	178.76'	S83° 54' 28"W`	95.53'	173.13'
C3a	204.63'	0.75'	S58° 59' 13"W`	0.38'	0.75'
C3b	204.63'	178.01'	S84° 00' 47"W`	95.08'	172.45'

Curve Table					
Curve #	Radius	Length	Chord Direction	Tangent	Chord
CE1	25.00'	11.86'	N35° 08' 42"E`	6.04'	11.74'
CE2	55.00'	8.99'	N53° 24' 40"E`	4.50'	8.98'
CE3	45.00'	7.35'	S53° 24' 40"W`	3.68'	7.34'
CE4	15.00'	7.11'	S35° 08' 42"W`	3.62'	7.05'
CE5	20.00'	8.31'	S68° 41' 32"W`	4.21'	8.25'
CE6	20.00'	7.85'	S45° 32' 32"W`	3.98'	7.80'

Line Table		
Line #	Direction	Length
LE11	N1° 27' 08"W`	11.80'
LE12	N28° 48' 17"E`	12.06'
LE13	N75° 52' 30"E`	8.62'
LE14	N21° 33' 34"E`	7.01'
LE15	N48° 43' 49"E`	185.26'
LE16	N58° 05' 31"E`	96.14'
LE17	N14° 57' 29"E`	75.10'
LE18	S58° 05' 31"W`	97.18'
LE19	S48° 43' 49"W`	185.26'
LE20	S21° 33' 34"W`	18.37'
LE25	S80° 35' 31"W`	34.83'
LE26	S56° 47' 32"W`	148.61'
LE27	S34° 17' 32"W`	60.14'

EXHIBIT "C"
Ordinance No. 17, Series of 2025
Page 3 of 4

GRAPHIC SCALE

20 0 10 20 40 80

(IN U.S. SURVEY FEET)
1 inch = 20 ft.

SOPRIS ENGINEERING LLC
502 MAIN STREET • SUITE A3 • CARBONDALE CO 81623
(970) 704 0311 • soprisengineering.com

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.

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10/03/2025

EXHIBIT II of application

Draft Subdivision Improvements Agreement (SIA)



DeerBrook

TOWNHOMES

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05/05/2025

SUBDIVISION IMPROVEMENTS AGREEMENT
DEERBROOK TOWNHOME CONDOMINIUM ASSOCIATION MAJOR PUD

THIS SUBDIVISION IMPROVEMENTS AGREEMENT FOR THE DEERBROOK MAJOR PLANNED UNIT DEVELOPMENT (this "**Agreement**") dated as of _____, 2025, is made by and between DEERBROOK TOWNHOME CONDOMINIUM ASSOCIATION, INC. a Colorado nonprofit corporation (the "**Association**"), and the TOWN OF SNOWMASS VILLAGE, COLORADO, a Colorado municipal corporation (the "**Town**").

RECITALS

A. WHEREAS the Association intends to conduct improvements within the subdivision property as defined in the First Amended Subdivision Exemption Plat recorded in the real property records of Pitkin County, Colorado ("**Recorded**") on ____, 2025 in Plat Book __ at Page __, as Reception No. _____ of said records (the "**Property**"). The Association's planned improvements on the Property are referred to herein as the "**Site Improvements Project**");

B. As currently contemplated by the Association, the Site Improvements Project may include (a) removal of the existing garage structures and surface parking spaces and construction of 15 new double-stall garages in two structures, one along the upper driveway and the other along the lower driveway; (b) construction of 15 covered carport parking spaces and attached trash and recycling storage enclosures; (c) construction of a fitness building not to exceed 970 square feet; (d) installation of a swimming pool and related pool deck area, storage space, pool maintenance and mechanical equipment facilities, hot tub and other pool area amenities; (e) redevelopment of the upper and lower driveways including some minor grade adjustments, widening of the driveway surface, creation of five (5) surface parking spaces and resurfacing of the driveway and cul-de-sac pavement; (f) installation of utilities and drainage facilities to support the existing townhome units and the proposed site improvements; (g) installation of new landscaping features adjacent to the parking areas and around the Property as well as on the adjacent Timbers Club property to screen visual impacts of the Site Improvements Project; (h) installation of retaining walls in several locations for soil retention; (i) relocation of the existing Snowmass Water and Sanitation District (SWSD) water main that currently traverses the Property to a new alignment within the Ridge Road right-of-way; and (j) installation of a 4' wide gravel pedestrian path along the entry drive. The location and extent of these improvements are depicted on the Final Development Plan included in Exhibit A. Of these improvements, only relocation of the SWSD water main qualifies as a "**Public Improvement"** requiring a subdivision improvement agreement and financial guarantee pursuant to Section 16A-5-360 of the Town of Snowmass Village "Land Use and Development Code" (the **Code**). In addition, Section 16A-5-360(C)(2)(f) of the Code requires the provision of a landscape guarantee to ensure the establishment of the proposed landscape improvements for a period of two (2) years after installation has been completed. The guarantees for both the water main relocation and proposed landscape improvements are addressed in this subdivision improvements agreement.

C. WHEREAS the Town granted Final approval for the Site Improvements Project in Ordinance No. ___, Series of 2025 (the "**Approval Ordinance**");

D. WHEREAS the Association has submitted or will submit to the Town plans and

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specifications (collectively, the "Plans and Specifications") that set forth the water main relocation (the "**Public Improvements**") and landscape improvements (the "**Landscape Improvements**") which must be completed in connection with the Site Improvements Project. A list of the Public Improvement and Landscape Improvements, together with the estimated construction costs, is found in Exhibits B and C, attached hereto. The Plans and Specifications, as well as the construction schedule, shall be approved by the Town prior to the Commencement of Construction, as provided below.

E. WHEREAS pursuant to the provisions of Section 16A-5-360(c)(2)(e) and (f) of the Snowmass Village Municipal Code (the "**Code**"), the Association is obligated to construct, install, warrant, and guarantee the Public and Landscape Improvements; and

F. WHEREAS execution of this Agreement by the Town and the Association is required by the Approval Ordinance.

NOW, THEREFORE, in consideration of the premises and the terms and conditions herein stated, the promises contained herein, and for other good and valuable consideration, the receipt and adequacy of which is acknowledged by the parties hereto, it is agreed as follows:

1. Capitalized Terms and Definitions. The following capitalized terms and phrases used herein shall have the following meanings:

"**Acceptance**" has the meaning given to that term in Section 8(a), below.

"**Agreement**" has the meaning given to that term in the introductory paragraph above.

"**Approval Ordinance**" has the meaning given to that term in Recital C, above.

The "**Association**" has the meaning given to that term in the introductory paragraph above.

"**Certificate**" has the meaning given to that term in Section 8(a) below.

"**Code**" has the meaning given to that term in Recital E above.

"**Commencement of Construction**" means, with respect to the construction of the Public and Landscape Improvements, that each of the following three conditions have been completed: (i) the Town has issued any required permit, including but not limited to grading, building, and/or right-of-way, for the construction; (ii) a binding contract for such work has been executed by the contractor and the Association (or the owner of the Property who is engaged in such work), and a true and correct copy thereof has been submitted to the Town (provided any confidential or proprietary information may be redacted therefrom); and (iii) the "Mobilization" of the general contractor pursuant to the construction contract as determined by the Town's Chief Building Official.

"**Site Improvements Project**" has the meaning given to the term in Recitals A, B and C, above.

"**Property**" has the meaning given to the term in Recital A, above.

"**Final Completion**" of a Public Improvement means: (i) the Public Improvement has

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achieved Substantial Completion (including landscaping); (ii) the Association has delivered to the Town Manager a Certification of Completion for the Public Improvements from an engineer licensed in Colorado; and (iii) the Town Manager has accepted the Certificate of Completion after review and approval thereof by the Town Engineer.

"**Landscape Improvements**" has the meaning given to that term in Recitals B and D above.

"**Mobilization**" means, with regard to each phase or subpart of the construction of the Public and Landscape Improvements, transportation of a contractor's personnel, equipment, and operating supplies to the site, establishment of temporary facilities for the contractor's operations, and erection of any required construction fencing for the site together with the visible commencement of actual operations on the ground for the construction of Landscape Improvements or Public Improvements, which is readily recognizable as commencement of such with adequate resources to continue construction of the Landscape Improvements or Public Improvements, which such process shall not exceed 90 days.

"**Performance Security**" has the meaning given to that term in Section 8(a) below.

"**Plans and Specifications**" has the meaning given to that term in Recital D, above.

"**Public Improvements**" has the meaning given to that term in Recitals B and D above.

"**Substantial Completion**" of a Public Improvement means that the entire scope of work for that particular Public Improvement (other than any required landscaping) is sufficiently complete so that the public can occupy or utilize the Public Improvement for its intended use and that a Certification of Completion for the Public Improvement has been issued by an engineer licensed in Colorado and has been inspected for compliance with applicable standards by the SWSD.

"**District**" refers to the Snowmass Water and Sanitation District who is the entity responsible for overseeing the installation and long-term maintenance of the water main (Public Improvement).

"**Town**" has the meaning given to that term in the introductory paragraph above.

"**Town Manager**" means Clint Kinney or his successor as Town Manager of the Town if Clint Kinney is no longer Town Manager at the time relevant to this Agreement.

2. Association's Guarantee and Warranty.

(a) Public Improvements.

The Association hereby guarantees the installation of the Public Improvements in accordance with the approved Plans and Specifications. The Association warrants all such Public Improvements against defects in materials and workmanship for a period of two (2) years, or until July 1 of the year during which the second winter terminates after acceptance of the Public Improvements by the District and the Town, as described in Section 16A-5-360(c)(2)(e)(4) of the Code. The Association agrees to promptly correct any deficiencies to meet the requirements of the approved Plans and Specifications. If Substantial Completion of the Public Improvements is not achieved within the applicable

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schedule, subject to force majeure and other applicable grace periods described in Section 10, the District shall have the right to complete the work, and the Association shall be liable for all associated costs.

For purposes of this paragraph, "force majeure" shall mean actual events occurring beyond the reasonable control of the Association notwithstanding diligent efforts, such as, but not limited to, acts of God; epidemics/pandemics; government mandated quarantine; severe and unusually adverse weather conditions; delays in obtaining any necessary governmental approvals or permits beyond normal process times; war; terrorism, civil unrest or their after effects; fire or other casualty; strikes; work stoppages; or unavailability of or delay in receiving labor or materials; any of which prevent the Association from performing its obligations under this Agreement in accordance with the applicable schedules.

(b) Landscape Improvements.

The Association hereby guarantees the installation of the Landscape Improvements as shown in the approved landscape plans. The Association warrants all Landscape Improvements against defects in materials and workmanship for a period of two (2) years from the date of final inspection and acceptance by the Town, in accordance with Section 16A-5-360(c)(2)(f) of the Code. The Association agrees to promptly repair or replace any nonconforming landscape materials or workmanship during the warranty period.

3. Establishment of New Easements and Release of Certain Existing Easements. The Association shall establish the private and public easements required by the Approval Ordinance, including: a) a construction and/or maintenance easement from the Town for the segment of Ridge Road as needed for installation of the Public Improvements, and b) releases and re-grants of affected utility easements, shall be completed, executed, granted by an amended subdivision plat or otherwise and subsequently recorded by the Association with copies delivered to the Town prior to issuance of a building permit.

4. Public Improvements. The Association shall install or construct, as applicable, the Public Improvements in accordance with the Plans and Specifications and as reflected on the Engineer's Cost Estimate provided as Exhibit B. The Association acknowledges that it may be required to submit additional civil drawings and specifications to the Town for the Town's review and approval and that such additional civil drawings may include information relating to the Public Improvements. For the avoidance of any doubt, all Public Improvements described in this Agreement are to be constructed pursuant to construction contracts with contractors reasonably acceptable to the District.

5. Landscape Improvements. The Association shall install all Landscape Improvements in accordance with the final landscape Plans and Specifications approved in connection with the Final PUD, and as reflected on the Landscape Budget Estimate set forth in Exhibit C. The Association acknowledges that it may be required to submit additional landscaping construction drawings to the Town for the Town's review and approval and that such landscaping construction drawings will include information relating to the Landscape Improvements to the reasonable satisfaction of the Town.

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6. Traffic Control. During the construction of any Required Improvements described in this Agreement, the Association shall be responsible for controlling and expediting the movement of vehicles and pedestrian traffic through and around the construction site and along Ridge Road in the area of the water main relocation to the reasonable satisfaction of the Town and in accordance with the approved construction management plan.

7. Maintenance and Repair. The Town acknowledges that the Association's construction traffic may accelerate the normal wear and tear of Ridge Road. The Town acknowledges that any such accelerated wear and tear to the Town's roadways caused by normal construction traffic will be repaired by the Association based on pre-construction and post construction assessments to be conducted by the general contractor hired to manage the Site Improvements and Public Improvements projects and submitted to the Town Engineer for review and approval.

8. Security for Required Improvements; Release of Security.

(a) Prior to the issuance by the Town of any Building Permit for the Site Improvements Project, the Association shall deliver (i) a letter of credit; (ii) a payment and performance bond; (iii) a completion bond; or (iv) other security reasonably acceptable to the Town and/or the District (collectively, the "Performance Security"), to assure final completion of the Public and Landscape Improvements associated with the Site Improvements Project based on the preliminary cost estimates set forth in Exhibits B (Public Improvements) and C (Landscape Improvements). Separate Performance Security instruments shall be provided: one in favor of the Town to secure the Landscape Improvements, and one in favor of the Snowmass Water and Sanitation District to secure the Public Improvements. Within thirty (30) days after the Town Engineer and the District each approve the final cost estimates for the respective improvements, the Performance Security shall be adjusted as necessary to reflect any difference from the preliminary estimates.

Upon acceptance by the Town Manager (or designee) of a Certificate of Completion ("**Certificate**") from a Colorado-licensed engineer for the Landscape Improvements, the Town shall release its associated Performance Security and execute any documents reasonably necessary to accomplish such release. Similarly, upon acceptance by the District of a Certificate of Completion for the Public Improvements, the District shall release its associated Performance Security.

(b) All Performance Security, (i) if in the form of a letter of credit, shall be issued by a state or national banking institution, with offices located within the state of Colorado, in a form reasonably acceptable to the Town or the District, as appropriate, or (ii) if in the form of a payment and performance bond, or a completion bond, shall be issued by a national surety company, qualified to do business in the state of Colorado and which carries at least an "A-" rating by AM Best, in a form reasonably acceptable to the Town or the District, as appropriate.

(c) The Performance Security must be valid for the time period anticipated for

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completion of such Public and Landscape Improvements associated with the Site Improvements Project, a detailed schedule for which will be provided with the building permit application for the Site Improvements Project. Any extension of the time period for completion of such Improvements shall cause the Performance Security to be extended for an equal amount of time. Any such extension shall be in writing.

(d) The Town and/or District may, at their sole option, permit the Association to substitute other acceptable collateral for the collateral originally given by the Association to secure the completion of the Public or Landscape Improvements.

(e) In the event all the Public or Landscape Improvements secured by the applicable Performance Security will not be completed prior to the expiration of such Performance Security, the Association shall replace or secure an extension of such Performance Security on terms acceptable to the Town and/or District, at least thirty (30) days prior to expiration of such Performance Security. Should the Association fail to do so, the District may draw on such Performance Security funds necessary to complete the Public Improvements and place the funds directly into an escrow account under the control of the District, and such funds shall be used to complete the Public Improvements required hereunder. Similarly, in the event the Association fails to replace or secure an extension of Performance Security for the Landscape Improvements, the Town may draw on such Performance Security funds necessary to complete the Landscape Improvements and place the funds directly into an escrow account under the control of the Town, and such funds shall be used to complete the Landscape Improvements required hereunder.

(f) The estimated costs of the Public Improvements and Landscape Improvements are mutually agreed upon at this time by the Association, the Town, and the District, as set forth on Exhibit B (Public Improvements) and Exhibit C (Landscape Improvements). If the actual cost of either the Public Improvements or the Landscape Improvements exceeds the applicable estimated cost, the Association shall be solely responsible for the full actual cost. The purpose of the cost estimates is solely to determine the amount of the applicable Performance Security, and the estimates shall be reviewed and, if necessary, revised every twelve (12) months to reflect updated actual costs. The Performance Security required by this Agreement shall be adjusted accordingly for both the Public Improvements and the Landscape Improvements. No representation is made by the Town or the District as to the accuracy of the current estimates, and the Association agrees to pay the full actual cost of both the Public and Landscape Improvements.

(g) Any Landscape Improvements that are not completed prior to the issuance of building permits for the Site Improvements Project but are required to be completed as a condition of issuance of final certificates of occupancy, shall be secured by Performance Security at the time of building permit issuance.

9. Other Covenants.

(a) The Association shall have full and complete discretion with regard to

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whether and to what extent to carry out and complete those Site Improvements which are not Public Improvements.

(b) Except for any condition to the issuance of a certificate of occupancy established in this Agreement, there shall be no impediment to the issuance of a certificate of occupancy for the fitness building or other improvements on the Property. A certificate of occupancy for the fitness building or other improvement on the Property shall be issued when such improvement has satisfied the requirements of the Town's building codes, as reasonably determined by the Town's Chief Building Official.

10. Default. Subject to the provisions of Section 16A-5-360(c)(2)(e)(5) of the Code, if the Association fails to observe or perform any of its obligations set forth above in any material respect, the Association shall have the right to cure said default after written notice by the Town or the District, as applicable, to the Association. If the Association fails to cure such default within ninety (90) days after written notice is given, or, if the default is not reasonably curable within that time and the Association fails to commence the cure within ninety (90) days and thereafter fails to diligently pursue it to completion, then:

- The Town shall be entitled to undertake any work necessary to cure defaults related to the Landscape Improvements, and/or
- The District shall be entitled to undertake any work necessary to cure defaults related to the Public Improvements.

The Association shall be liable for and shall fully reimburse the Town and/or the District, as applicable, for the reasonable costs of such work.

Notwithstanding the foregoing, if any such default remains uncured beyond the applicable cure period, the Association shall not be entitled to receive any building permit for the construction described in the Approval Ordinance that remains to be constructed until such default is fully cured. Any written notice required to be given to the Association shall be given by first class mail, postage prepaid, and by certified mail, return receipt requested, to the following addresses.

If to the Town:

Town of Snowmass Village
P.O. Box 5010
130 Kearns Road
Snowmass Village, Colorado 81615
Attention: Clinton M. Kinney, Town Manager
Telephone: (970) 923-3777
Facsimile: (970) 923-6083

If to the District:

Snowmass Water and Sanitation District
P.O. Box 500
Snowmass Village, Colorado 81615
Attention: Kit Hamby, District Manager
Telephone: (970) 923-2056

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Facsimile: (970) 923-6271

If to the Association:

Deerbrook Townhomes Condominium Association
P.O. Box 7045
Snowmass Village, Colorado 81615

With a Copy to:

David B. Kelly
Oates, Kenezevich, Gardenswartz, Kelly & Ticsay, P.C.
533 E. Hopkins Avenue, Suite 201
Aspen, Colorado 81611
(970) 920-1159
Facsimile: (970) 920-1121

The Association may notify the Town in writing of any change in address to which a notice shall be given.

11. Binding Effect. This Agreement shall be binding upon and inure to the benefit of the Association and its respective successors and assigns, except purchasers of individual condominium units.

12. Burden and Benefits. Each of the benefits, burdens, terms, covenants, agreements and conditions of this Agreement shall be construed as covenants running with the land benefiting and burdening the Property or any applicable portion thereof, and it is the intent of the parties that such benefits, burdens, terms, covenants, agreements and conditions touch and concern such property. Notwithstanding the foregoing, the Town, upon request, and following full performance of the obligations and expiration of the warranties hereunder, shall issue a Certificate of Completion in recordable form, acknowledging completion of the obligations of Developer herein and terminating this Agreement.

13. Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the State of Colorado.

14. Interpretation. Unless the context of this Agreement clearly requires otherwise:

(a) terms defined in the singular may be used in the plural, and terms defined in the plural may be used in the singular;

(b) “including” and “such as” are not limited;

(c) “or” has the inclusive meaning represented by the phrase “and/or”;

(d) the words “hereof,” “herein,” “hereby,” “hereunder” and similar terms in this Agreement refer to this Agreement as a whole and not to any particular provision of this Agreement;

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(e) Article, Section, clause, paragraph and Exhibit references are to this Agreement unless otherwise specified;

(f) references to any agreement (including this Agreement), document or instrument means such agreement, document or instrument as amended or modified and in effect from time to time in accordance with the terms thereof and, if applicable, the terms hereof; and

(g) all of the exhibits to this Agreement are hereby incorporated into this Agreement by reference. In the event of any conflict between a term, condition or provision of this Agreement and a provision of the Code, the terms of this Agreement shall control.

15. Severability. If any provision of this Agreement shall be invalid, illegal, void or unenforceable, it shall not affect or impair the validity, legality or enforceability of this Agreement or any other provision hereof, and a court shall enforce this Agreement to the maximum extent legally possible to give effect as nearly as possible to the original intent of the Town and the Association as expressed in this Agreement. If any provision of this Agreement is invalid, illegal, void or unenforceable not in its entirety but as applied to a particular act, thing or circumstance, such provision shall not affect or impair the validity, legality or enforceability of this Agreement or any provision hereof as applied to any other act, thing or circumstance, and a court shall apply such provision and enforce this Agreement to the maximum extent legally possible to give effect as nearly as possible to the original intent of the Town and the Association as expressed in this Agreement.

16. Amendment; Waivers; Termination. This Agreement may be modified or amended, and waivers hereunder granted, only in writing and only with the consent and approval of the Association, the District, and the Town.

17. Recording. the Association and the Town each shall have the right to Record this Agreement.

18. Captions and Titles. All captions and titles of headings of Sections in this Agreement are for the purpose of reference and convenience and are not to be deemed to limit, modify or otherwise affect any of the provisions hereof or to be used in determining the intent or context thereof.

IN WITNESS WHEREOF, the parties have caused this Subdivision Improvements Agreement for the Deerbrook Amended Planned Unit Development to be signed on the date set forth below to be effective as of the date written above.

[SIGNATURES FOUND ON THE FOLLOWING PAGE]

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05/05/2025

TOWN COUNCIL OF SNOWMASS VILLAGE, COLORADO,
a Colorado home rule municipality

By: _____ _____

Clinton M. Kinney, Town Manager Date

STATE OF COLORADO)
) ss.
County of Pitkin)

The foregoing instrument was acknowledged before me this ____day of _____ 2025, by Clinton M. Kinney as Town Manager of Snowmass Village, Colorado, a Colorado home rule municipality.

WITNESS MY HAND AND OFFICIAL SEAL.

_____
Notary Public

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05/05/2025

DEERBROOK TOWNHOME CONDOMINIUM ASSOCIATION, INC.,
a Colorado nonprofit corporation

By: _____ _____

Omar Khan, HOA President Date

STATE OF COLORADO)
) ss.
County of Pitkin)

The foregoing instrument was acknowledged before me this ____day of _____ 2025, by Omar Khan as President of The Deerbrook Townhome Condominium Association, Inc., a Colorado nonprofit corporation.

WITNESS MY HAND AND OFFICIAL SEAL.

_____

Notary Public

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05/05/2025

EXHIBIT A of SIA

FINAL DEVELOPMENT PLAN

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05/05/2025

EXHIBIT B of SIA

ENGINEER'S COST ESTIMATE AND CIVIL ENGINEERING PLANS FOR PUBLIC IMPROVEMENTS

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05/05/2025

EXHIBIT C of SIA

LANDSCAPE IMPROVEMENTS COST ESTIMATE AND LANDSCAPE/IRRIGATION PLANS

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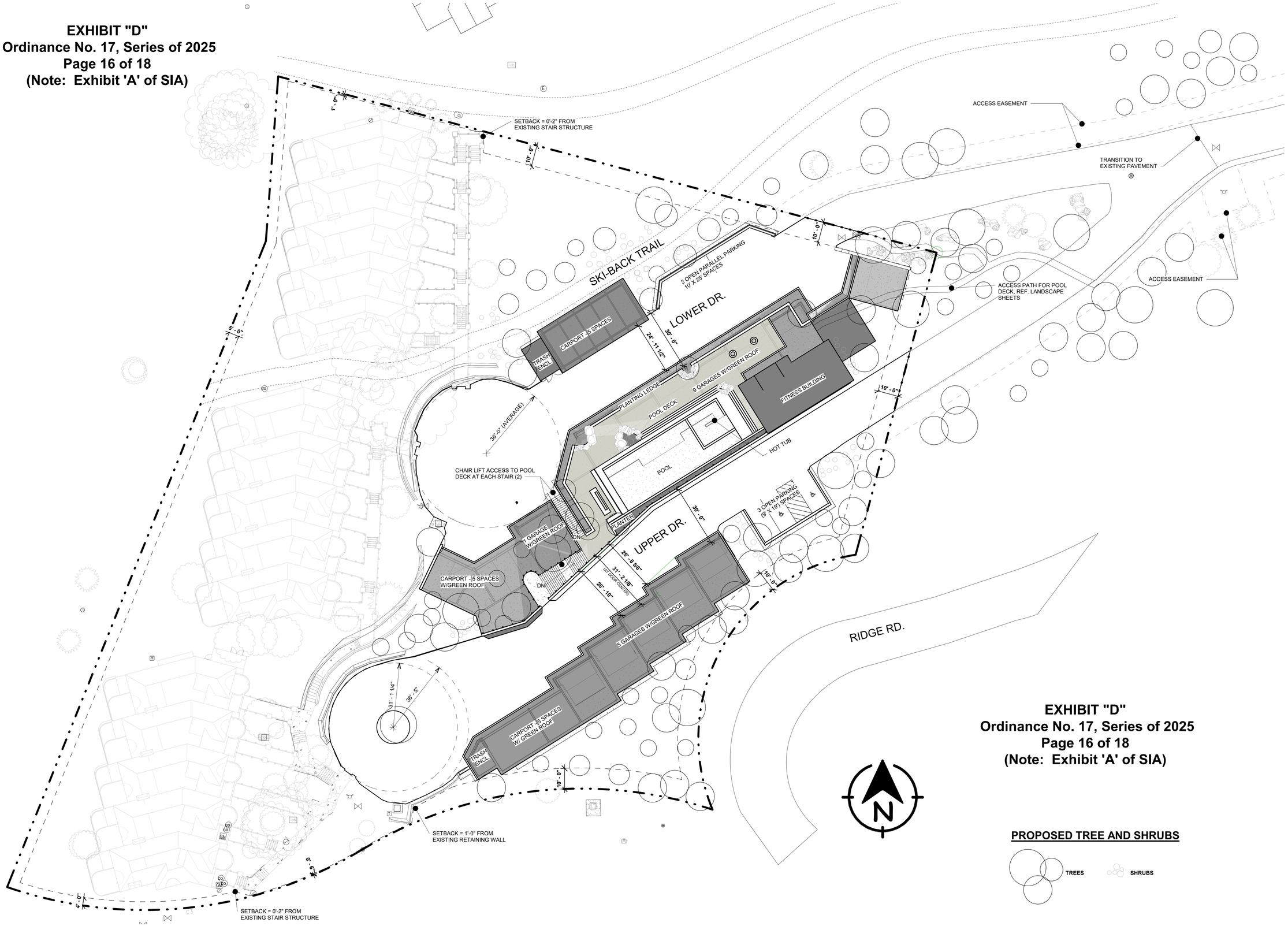

1 FINAL DEVELOPMENT PLAN
1" = 20'-0"

EXHIBIT "D"
Ordinance No. 17, Series of 2025
Page 16 of 18
(Note: Exhibit 'A' of SIA)

PROPOSED TREE AND SHRUBS

TREES SHRUBS

Z GROUP ARCHITECTS
INTERIORS I PLANNING

DEERBROOK TOWNHOMES ASSOC.
GARAGE, CARPORT, & SITE DVLP.

381 RIDGE RD
SNOWMASS VILLAGE, CO 81615

DeerBrook TOWNHOMES

Seal:

Project number:	0802
Construction Date:	XX.XX.XX
Prepared By:	RJH/MMO
Checked By:	RJH

No.	Description	Date
1	Preliminary Land Use Application	03.20.23
2	Final Land Use Application	04.09.25

Jurisdiction Use:

Sheet Name:
FINAL DEVELOPMENT
Sheet #: PLAN

Exhibit A
of SIA

4/10/2025 8:28:49 AM

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SE JOB #19258.02
Q:\19\19258\SWSD Coord\19258-SWSD-Cost Estimate-CWT.xlsx
APRIL 8, 2025

Exhibit B
of SIA

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST
DEERBROOK TOWNHOMES
SNOWMASS WATER AND SANITATION DISTRICT

SE PROJECT # 19258.02

Item No.	Description of Work	Unit	Estimated Quantity	Unit Price	Total Price
	General:				
G1	Mobilization/Demobilization	JOB	LS	$ 55,000.00	$ 55,000.00
G2	Traffic Control	JOB	LS	$ 35,000.00	$ 35,000.00
G3	Erosion and Sediment Control	JOB	LS	$ 15,000.00	$ 15,000.00
				SUBTOTAL OF ITEMS G1-G3:	**$ 105,000.00**
	Site work for Utilities				
S1	Potholing for existing utilities	DAY	3	$ 40,000.00	$ 120,000.00
S2	Removal of Asphalt including sawcut / milling	SY	975	$ 15.00	$ 14,625.00
S3	Asphalt replacement including full depth 5"	SY	975	$ 55.00	$ 53,625.00
S4	10" Class 6 for road subgrade	CY	270	$ 140.00	$ 37,800.00
S5	5" Asphalt	SY	975	$ 65.00	$ 63,375.00
S6	4" Double Yellow Stripe	LF	*590*	$ 18.00	$ 10,620.00
S7	Reset existing traffic delineators	EA	*4*	$ 100.00	$ 400.00
				SUBTOTAL OF ITEMS S1-S2:	***$ 300,445.00***
	Utility Improvements:				
	Water Main				
W1	Water Interconnection	EA	5	$ 10,000.00	$ 50,000.00
W2	Fire Hydrant (including Tee, valve and pipe)	EA	2	$ 15,000.00	$ 30,000.00
W3	8" Water main (includes all bends, tees, trenching, bedding and backfill)	LF	950	$ 550.00	$ 522,500.00
W4	8" Gate valves	EA	5	$ 4,500.00	$ 22,500.00
W5	6" Water main (includes all bends, tees, trenching, bedding and backfill)	LF	20	$ 350.00	$ 7,000.00
W6	6" Gate valves	EA	2	$ 3,800.00	$ 7,600.00
W7	Disconnect and Remove existing Line	LS	1	$ 10,000.00	$ 10,000.00
				SUBTOTAL OF ITEMS W1-W5:	**$ 649,600.00**
	Civil/Survey Fees:				
F1	SURVEY, CONST OBS, TESTING AND AS BUILTS	JOB	LS	40,000.00	$ 40,000.00
				SUBTOTAL OF ITEMS F1:	**$ 40,000.00**
				SUBTOTAL OF CONSTRUCTION COSTS:	***$ 1,095,045.00***
				10% CONTINGENCY:	$ 109,504.50
				TOTAL:	**$ 1,204,549.50**

Note: This opinion of probable cost was prepared for budget purposes only.
Sopris Engineering, LLC. cannot be held responsible for variances from this estimate as actual cost may vary due to bid and market fluctuations.

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Exhibit C of SIA

Deerbrook Condominiums Landscape Budget Estimate

Prepared By Shannon Murphy Landscape Architects 10.30.2024

Quantities based on Final PUD Plan Application 10.30.2024
Costs shown are estimated based on similar project examples installed 2024. Price increase anticipated for installation in future years. SMLA does not guarantee prices shown in this estimate. Landscape Contractors to provide bids for the landscape installation. Landscape Contractor to be a sub-contractor to GC. GC responsible to solicit bids, hire and supervise landscape contractor. Areas of disturbance are estimated, actual disturbance to be field measured and quantities adjusted accordingly. Irrigation estimate to be provided by COE and is not included in this estimate.

Item	Description	Notes	Quantity	Unit	Unit Cost	Total Cost
SITE PREPARATION, GENERAL CONDITIONS, SPECIAL EQUIPMENT						
Supervision/ General Conditions	landscape contractor to provide bid		1	lump sum	$20,000.00	$20,000
Mobilization of equipment to site by landscape contractor			2	each time	$2,000.00	$4,000
Allowance for landscape work in addition to plantings	crew of 5 for 1 week		200	labor hours	$85.00	$17,000
Hauling and disposal of debris	dump fee		5	dump truck load	$1,200.00	$6,000
Clean up landscape elements each day			50	labor hours	$85.00	$4,250
Landscape Rock Outcroppings- boulders and installation	Prospect Stone- KAG Boulders	Scott Sobke 970-618-8991	100	ton	$950.00	$95,000
Crusher Fine Landscape Path- materials and installation	600 lf x 4 ft wide Prospect Crushers	Scott Sobke 970-618-8991	2,400	square feet	$18.00	$43,200
Crane to set trees and landscape boulders on slopes over 3:1	GC to provide.					$0
					Subtotal	**$189,450**
SOIL PREPARATION (materials and installation)						
Seeded Areas: GC to leave areas 2" below finish grade. Landscape Contractor to import 2" topsoil/ compost blend.	blend of 50% top soil/ 50% compost	Larson 50/50	340	cubic yard	$200.00	$68,000
Seeded Areas Fine Grading: Hand rake to smooth finish			55,000	square feet	$1.00	$55,000
Sod Areas: GC to leave sod areas 6" below finish grade. Landscape Contractor to import 6" topsoil/ compost blend.	blend of 50% top soil/ 50% compost	Larson 50/50	30	cubic yard	$200.00	$6,000
Sod Areas Fine Grading: Hand rake to smooth finish			1,400	square feet	$1.00	$1,400
Perennial Gardens: GC to leave perennial areas 12" below finish grade. Landscape Contractor to import 12" topsoil/ compost blend.	blend of 30% topsoil/ 70% compost	Paonia Soil Company; Dynamic Dressing	70	cubic yard	$400.00	$28,000
Perennial Gardens Fine Grading: Hand rake to smooth finish			1,800	square feet	$1.00	$1,800
					Subtotal	**$160,200**
PLANTING (materials and installation): Landscape Architect to field locate all plants. Landscape Contractor to secure utility locations and verify plantings do not impact utilities						
Picea pungens	Colorado Blue Spruce		11	8' height	$1,800.00	$19,800
			5	10' height	$2,000.00	$10,000
			5	12' height	$2,400.00	$12,000
			5	14' height	$3,000.00	$15,000
			5	16' height	$3,600.00	$18,000
			5	18' height	$4,200.00	$21,000
Picea pungens 'Montgomery'	Montgomery Spruce		90	4' height	$1,000.00	$90,000
			20	6' height	$1,800.00	$36,000
			11	8' height	$2,200.00	$24,200
Populus tremuloides	Aspen	1/2 clump form, 1/2 single	30	2" caliper	$800.00	$24,000
			40	2.5" caliper	$1,000.00	$40,000
			10	3" caliper	$1,400.00	$14,000
			9	3.5" caliper	$2,000.00	$18,000
Cornus sericea 'Arctic Fire'	Red twig dogwood, dwarf		40	#7	$150.00	$6,000
			30	#10	$300.00	$9,000
			17	4' height	$500.00	$8,500
Sod	High altitude bluegrass mix		1,400.0	sf	$3.00	$4,200
Seed	See seed mix on Landscape Plans		55,000.0	sf	$0.40	$22,000
Perennials	high altitude, drought tolerant native species		1,500	#1	$40.00	$60,000
Groundcover	high altitude, drought tolerant native species		100.0	flats	$180.00	$18,000
Composting mulch to top-dress perennials in entry and spa gardens	Soil Pep	2" depth	12	cy	$200.00	$2,400
Deer protection fencing Aspen trees in fall	6' tall welded wire fence encircling each tree, 1' clearance to branches		89	each tree	$100.00	$8,900
					Subtotal	**$481,000**

Total	$830,650
Contingency 20%	$166,130
Total w Contingency	**$996,780**

LANDSCAPE WARRANTY AND MAINTENANCE						
2 year warranty on material and workmanship	landscape contractor to provide bid		2	each year	$25,000.00	$50,000
2 year landscape maintenance	landscape contractor to provide bid		2	each year	$65,000.00	$130,000
Irrigation Warranty and Maintenance Non Included, See Colorado Outdoor Environments						
					Subtotal	**$180,000**

Deerbrook Site Impreovements Irrigation Installation Cost Estimate

Prepared By Peer Ericson - Colorado Outdoor Environments

Irrigation Estimated Pricing (November 2024)	
Materials	$56,000.00
Labor	$68,000.00
Equipment	$16,000.00
Total	**$140,000**

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EXHIBIT 12 of application

Draft Development Agreement



DeerBrook

TOWNHOMES

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DEERBROOK SUBDIVISION PUD FINAL PLAN DEVELOPMENT AGREEMENT

THIS DEVELOPMENT AGREEMENT is made and entered into by and between DEERBROOK TOWNHOME CONDOMINIUMS ASSOCIATION, INC. (the "Owner"), and the TOWN OF SNOWMASS VILLAGE, COLORADO a Colorado home rule municipal corporation (the "Town").

WHEREAS, Owner owns that real property situated in the Town commonly known as the Deerbrook Subdivision, according to the First Amended Plat of the Deerbrook Subdivision recorded _____ __, 2025 in Plat Book __ at Page __ (the " Property"); and

WHEREAS, the Town has approved said First Amended Plat of Deerbrook Subdivision by enacting Ordinance No. __, Series of 2025 on _____ _, 2025; and

WHEREAS, the Town Council of the Town granted approval of a Final PUD Plan for the Property by enacting Ordinance No. __, Series of 2025 on _____ _, 2025 (the Ordinance"); and

WHEREAS, the Ordinance grants Owner the right to develop the Property in accordance with the provisions of the Deerbrook Townhome Condominiums PUD Guide (the "PUD Guide"), which PUD Guide is attached to the Ordinance; and

WHEREAS, The Final PUD Plan is hereby deemed to be a site-specific development plan as provided for in Section 16A-5-90 of the Town of Snowmass Village Land Use and Development Code (LUDC), entitling the Owner to certain vested property rights as provided in C.R.S. 24-68-101, et seq., as amended, and as further described in this Agreement; and

WHEREAS, The Town held a properly noticed public hearing at the Owner's request for vested property rights in connection with said site-specific development plan, on _____ __, 2025; and

WHEREAS, the Snowmass Village Home Rule Charter authorizes the execution of “development agreements” by the Town and the execution of this Agreement is authorized by the Ordinance; and

WHEREAS, Section 16A-5-360(c)(2)(g) of the Snowmass Village Municipal Code (the "Code") contemplates that vesting of property rights pursuant to Section 16A-5-90 of the Code, and obligations of the Town and Owner specified in the Ordinance, will be formalized in a development agreement.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, and other good and valuable considerations the sufficiency of which is hereby acknowledged, the parties agree as follows:

1. Vested Property Rights.

a. The Town and Owner agree that all rights of Owner granted, recognized and confirmed in the Ordinance and this Agreement constitute " Vested Property Rights," as such term is defined in the Code.

b. The Town will not enforce against Owner or the Property any amendment to the Code adopted after the date hereof, or any other zoning, land use or other legal, administrative rule, regulation, ordinance, resolution or requirement that does not apply to the Property as of the date hereof, or otherwise take any other action that would directly or indirectly have

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the effect of impairing, preventing, diminishing, imposing a moratorium on development, or otherwise delaying the development or use of the Property in accordance with this agreement, the Ordinance or the PUD Guide. Except for those conditions contemplated in the PUD Guide, the Ordinance, and any other agreements related to the development or use of the Property executed between the Town and Owner contemporaneously with the execution of this Agreement, the Town shall not subject development or use of the Property to any exactions, payments, dedication or reservation requirements, obligations for constructing on-site or off-site public improvements or facilities, or the payment of any fees in lieu of any of the foregoing in connection with the development, construction, use or maintenance of the Property as described in the Ordinance, PUD Guide or any other exercise of the Vested Property Rights.

c. Notwithstanding the foregoing, the Vested Property Rights recognized herein shall not exempt Owner from requirements for building permits, other necessary permits or other approvals required subsequent to the approval of the development of the Property (as required by the Code in effect as of the date hereof). The establishment of the Vested Property Rights shall not preclude the application of the requirements of the building code, fire code, plumbing code, electrical code, or the mechanical code.

d. If the Town breaches its obligations under Section 1(b) above, then Owner shall be entitled to any and all remedies available at law and in equity, including injunctive relief, specific performance and/ or damages incurred by Owner as a result of such breach by the Town.

2. Vested Property Rights Duration. In recognition of the time and expense required to complete the development of the Property and the effect of varying economic cycles and market conditions, the Town has concluded and agrees that the Vested Property Rights shall be vested and continue for a period commencing on the date hereof and extending through the sixth (6th) anniversary of this Agreement. Unless expressly provided to the contrary therein, all modifications and amendments to the PUD Guide or any other material related to the development of the Property shall become part of the Vested Property Rights recognized hereunder automatically upon approval by the Town and such vesting shall last throughout the term of the vested rights confirmed in this Agreement.

3. Binding Effect. This Agreement shall be binding upon the Town and shall inure to the benefit of Owner and its successors and assigns.

4. Burden and Benefits. Each of the benefits, burdens, terms, covenants, agreements and conditions of this Agreement shall be construed as covenants running with the land benefitting and burdening the Property or any applicable portion thereof, and it is the intent of the parties that such benefits, burdens, terms, covenants, agreements and conditions touch and concern such property.

5. Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the State of Colorado.

6. Scope of Agreement. The rights granted to Owner by this Agreement are in addition to any other rights held by Owner under applicable law.

7. Interpretation. Unless the context of this Agreement clearly requires otherwise:

a. references to any agreement (including this Agreement), document or instrument means such agreement, document or instrument as amended or modified and in effect from time to time in accordance with the terms thereof and, if applicable, the terms hereof.

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b. In the event of any conflict between a term, condition or provision of this Agreement and a provision of the Town's Municipal Code, the terms of this Agreement shall control.

8. Severability. If any provision of this Agreement shall be invalid, illegal, void or unenforceable, it shall not affect or impair the validity, legality or enforceability of this Agreement or any other provision hereof, and a court shall enforce this Agreement to the maximum extent legally possible to give effect as nearly as possible to the original intent of the Town and Owner as expressed in this Agreement. If any provision of this Agreement is invalid, illegal, void or unenforceable not in its entirety but as applied to a particular act, thing or circumstance, such provision shall not affect or impair the validity, legality or enforceability of this Agreement or any provision hereof as applied to any other act, thing or circumstance, and a court shall apply such provision and enforce this Agreement to the maximum extent legally possible to give effect as nearly as possible to the original intent of the Town and Owner as expressed in this Agreement.

9. Termination; Amendment; Waivers. This Agreement may not be terminated, modified or amended, nor may waivers hereunder be granted, except in writing and only with the consent and approval of Owner and the Town.

10. Notices. Any notice to be given to Owner or the Town under this Agreement shall be given by registered or certified mail, overnight courier, or hand delivered to the address of the party to whom notice is being given. Any notice sent by registered or certified mail will be deemed to have been received three (3) business days following the date of mailing. Any notice sent by overnight courier will be deemed to have been received one business day following the date of delivery to the overnight courier. Either party may change its address for notice by advising the other party in writing of such change, and until the other party is so advised, it will be entitled to continue sending notices to the last address it is advised of in writing:

If to the Town: Town of Snowmass Village
Post Office Box 5010
Snowmass Village, Colorado 81615
Attention: Town Manager

If to Owner: Deerbrook Townhome Condominiums Association, Inc.
P.O. Box 7045
Snowmass Village, Colorado 81615

with a copy to: David Kelly
OKGK&M, PC
533 East Hopkins Avenue
Aspen, Colorado 81611

11. Recording. Owner and the Town each shall have the right to record this Agreement in the Office of the Clerk and Recorder of Pitkin County, Colorado.

IN WITNESS WHEREOF, the parties have caused this Agreement to be signed by their authorized representatives to be effective upon the signing of the Town.

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Town of Snowmass Village, Colorado, a Colorado home rule municipal corporation

By: _____
Alyssa Shenk, Mayor

Deerbrook Townhome Condominiums Association, Inc. a Colorado Nonprofit corporation

By: _____
Omar Khan, President

Dated _____ ,__ , 2025.

Attest:

_____
Megan Boucher, Town Clerk

Dated _____, __ 2025.

ACKNOWLEDGMENT

STATE OF COLORADO)
) ss.
COUNTY OF PITKIN)

The foregoing Development Agreement was acknowledged before me by Alyssa Shenk as Mayor of the Town of Snowmass Village, Colorado and attested to by Rhonda B. Coxon as Town Clerk of the Town of Snowmass Village, Colorado on _____ __, 2025.

WITNESS MY HAND AND OFFICIAL SEAL.

My commission expires: _____.

_____
Notary Public

STATE OF COLORADO)
) ss.
COUNTY OF PITKIN)

The foregoing Development Agreement was acknowledged before me by Omar Khan as President of the Deerbrook Townhomes Condominium Association, Inc., a Colorado nonprofit corporation on _____ __, 2025.

WITNESS MY HAND AND OFFICIAL SEAL.

My commission expires: _____.

_____
Notary Public

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TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

RESOLUTION No. 26
SERIES OF 2023

A RESOLUTION REGARDING THE DEERBROOK TOWNHOMES PRELIMINARY PLAN APPLICATION AND A REZONING FROM 'SPA-1' TO 'MF (Multi-Family).'

WHEREAS, the Town Council accepted the new and amended Sketch Plan via the Town Council Resolution No. 3, Series of 2022, which referenced the Planning Commission Resolution No. 6, Series of 2021, and granted the Applicant permission to proceed to the Preliminary Plan level of review; and

WHEREAS, Town Council Resolution No. 3, Series of 2023, granted permission to extend the submission of the Preliminary Plan application until July 18, 2023; and

WHEREAS, on April 6, 2023 the Deerbrook Condominium Association formally submitted a Preliminary Plan application, as updated on May 11, 2023 to address completeness review comments pursuant to the municipal code procedures; and

WHEREAS, the application was sent to referral agencies on May 30, 2023 with review comments requested due on June 30, 2023; and

WHEREAS, a joint meeting of the Town Council and Planning Commission was held on July 17, 2023 to hear a presentation of the application by the applicant; and

WHEREAS, Town Council Resolution No. 20, Series of 2023, identified the specific components or project elements, areas of the code or core issues for the Planning Commission's review of the Preliminary Plan application involving the Deerbrook Townhomes property; and

WHEREAS, The Planning Commission recommended to the Town Council in Resolution No. 5, Series of 2023, the Applicant be granted permission to proceed to the Final Plan review stage pursuant to the recommended conditions; and

WHEREAS, a public hearing notice was printed in the Aspen Times on October 4, 2023 for the scheduled Town Council meeting on November 6, 2023; and

WHEREAS, the Preliminary Plan application and the intended rezoning from SPA-1 to 'MF' was processed pursuant to TOSV municipal code Sections 16A-5-340 and 16A-5-220, respectively.

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

Section One: General Findings. The Town Council generally finds:

1. **Application material sufficiency**. The Applicant has submitted sufficient information pursuant to Section 16A-5-340 of the Municipal Code to permit the Town Staff and Planning Commission an adequate review of the proposed Major

PUD Preliminary Plan application and the intended underlying re-zoning to 'Multi-Family' (MF).

2. **Public Hearing Notices**. The Applicant met the minimum public hearing notice requirements outlined in Section 16A-5-60, '*Notice of public hearing*' in the Municipal Code including the submission of signed affidavits for the mailing and posting of the public hearing notice.

3. **Response to Sketch Plan issues and concerns.** The Preliminary Plan application provided detailed, sufficient, and appropriate responses to each of the directives, issues and concerns identified during the new and revised Sketch Plan review in Town Council Resolution No. 3, Series of 2022, referencing the Planning Commission Resolution No. 6, Series of 2021.

4. **Response to Town Council Directives**. The Planning Commission satisfactorily evaluated the specific components or project elements, areas of the code, or core issues identified in Town Council Resolution No. 20, Series of 2023.

5. **Comprehensive Plan**. The proposed Preliminary Plan including the replacement garages, carports, the private pool, fitness facility and other accessory structures are consistent with the Comprehensive Plan strategic initiatives and policies.

6. **Zone district limitations**. Town Council Resolution No. 63, Series of 1992, allowed the zoning for the Faraway Ranch Specially Planned Area (SPA) to lapse, as permitted in Ordinance No 22, Series of 1984. The intended rezoning from 'SPA-1' to 'MF' is generally compliant with the review standards for a rezoning which shall be confirmed with a subsequent Final Plan and rezoning review and ordinance. The proposed development currently would comply with all the limitations of the planned zone district, except for the existing 40-foot high townhomes units which would become legal nonconforming.

7. **Access and Connection provisions**. The general findings are as follows:

    a. There is acceptable circulation of vehicular driveways, cul-de-sacs, pedestrian ways, trail access and planned connections, emergency services, and compliance with fire protection and wildfire hazard provisions.
    b. The proposed gravel pathway off-site for primarily non-winter usage appears acceptable and is appropriately connected to new pedestrian paths on the site.
    c. The Applicant has objected to the town staff's recommended public access trail easement over the private ski-back trail (serving an adjacent property) that would begin and end on only the Deerbrook site due to privacy issues, closeness of existing spas near the ski-back trail, a narrow 10-feet between Buildings B and C, limited height clearance under an existing bridge, and existing trails to the north and south of the site. However, it appears

necessary to provide emergency access to the property along the ski-back trail in the event the main access drive becomes inaccessible, despite the existing constraints in the vicinity noted above.

d. The applicant has sufficiently committed to connect to a trail easement south of the property when the Town can obtain a trail easement paralleling the south property line from the adjacent owners.

8. **Architectural plans and Views**. The Preliminary Plan application demonstrates the proposed mass, scale, height, density, volume, materials, colors, and detailed design elements of the proposed accessory buildings, the affected views, and the site walls which are compatible with, appropriate for, or an enhancement of the character of the community and with surrounding buildings, and consistent with the municipal code's building design guidelines.

9. **Parking**. The Sketch Plan and Preliminary Plan applications were filed under the prior TOSV off-street parking code before Ordinance No. 3, Series of 2023, became effective reducing the Town's off-street parking requirements. The proposed parking reduction from 60 to 50 spaces is acceptable without the need for a Parking Management Plan primarily because the parking increases from two (2) spaces to 3.3 spaces per unit despite no proposed increase in the number of units.

10. **Traffic impacts**. Pursuant to the municipal code's generation rates, the existing units create 45 daily trips including the proposed new or replacement private accessory structures, as it is the residents with the units that drive the vehicles. This represents less than one percent (<1%) of the projected 11,000 daily trips on nearby Brush Creek Road per a 2018 transportation impact report. The proposed project does not require a new transportation impact report pursuant to the code criteria that the application was filed under.

11. **Landscaping and open space**. The type, amount, size, species, and location of proposed landscaping are adequate and suitable for the development, including the view simulations adequately showing landscaping screening around the perimeter of the development and for compliance with affected code standards. The proposed tree removal and mitigation plan appears acceptable. Despite the open space reducing from the 55% standard pursuant to the original Faraway Ranch SPA land use plan, the Applicant acceptably represented that the open space is 4% lower than the approximate 50% open space currently on the Deerbrook Subdivision site and would be greater than the minimum 25% open space standard pursuant to the planned rezoning to 'MF.'

12. **Natural hazard areas**. The Applicant demonstrated the site, pre-development, was below a 30% gradient and that some of the slopes currently on the site, which are above 30%, occur on the south side and in between the driveways. The gradients are a result of man-made conditions. This includes the prior

construction of Ridge Road and the access driveways. Since the site was subdivided in 1988 after the code cut-off date of January 1, 1987 for requiring a geotechnical report, the Preliminary Plan application acceptably provided this report as well as an updated letter dated August 2, 2023 from the Applicant's geotechnical engineer. These studies and documents sufficiently explain the findings and recommended construction measures, including significant subsurface drainage systems, control and lowering of the historic groundwater levels, removing excavated soil and the net-effect weight from the hillside to reduce the driving forces, installation of earth retention shoring walls, drain strips connected to a collector drain at the bottom of the wall; and the installation of inclinometer casings will be employed to avoid, minimize, or mitigate the development effects for compliance with the geologic hazard and steep slope standards in the municipal code.

13. **Natural Resource Areas**. The Preliminary Plan application acceptably complies with the standards of the Development Code, such as the Brush Creek Impact Area standards. The review of the site-specific location and characteristics of any wildlife habitat areas, riparian areas, wetlands, and other valued natural features on the property, including anticipated impacts of the proposed development on these areas/features, has been acceptably addressed and mitigated.

14. **Air Quality and Noise mitigation**. For a Preliminary Plan level of review, the construction management plan provided generally describes acceptable implementable methods for the purpose of reducing pollutants and abating noise.

15. **Grading and drainage**. The Preliminary Plan application acceptably demonstrates the extent of soil and vegetation disturbance planned for the site and any disturbed areas that will be stabilized both during construction and following completion of the project. This includes where excavated materials will be stockpiled, and the design and material of the shoring and retaining structures to be installed. The applicant acceptably explains how the storm water will be handled and managed both during construction and following completion of the project.

16. **Pace and phasing**. The Preliminary Plan application sufficiently details the phasing proposal to ensure that the development and segments thereof will occur in an efficient and orderly manner with consideration given to construction and other impacts upon the community.

17. **Community welfare**. The Applicant acceptably demonstrated that the proposed development in its totality promotes the public health, safety, and welfare.

18. **Municipal Code Review Standards**. The Applicant has demonstrated general compliance with Section 16A-5-300(c) of the PUD code's '*General Restrictions*,'

Section 16A-5-310 of the PUD '*Review Standards*,' and the Article IV's '*Development Evaluation Standards*' for a Preliminary Plan level of review.

Section Two: Action. The Town Council hereby grants the Applicant permission to proceed to the Final Plan stage subject to the following conditions in Section Three below without the need for further Planning Commission review before it is reviewed by the Town Council pursuant to the optional review procedures in municipal code Section 16A-5-340(i), '*Town Council Public Hearing*.'

Section Three: Conditions. The Applicant shall demonstrate compliance with the following conditions at the time of the Final Plan submission and review:

1. **Easements**. The shared utility, relocations, and drainage easements shall be granted on an amended plat or by separate document(s) prior to issuance of a building permit. Should a trail easement be obtained by the Town on the adjacent properties to the south, the applicant shall provide a pedestrian connection to this trail.

2. **Emergency Service and Public Trail Access**. The driveway layout arrangement and minimum turning radius shall be designed to accommodate emergency services, including removal of trees, where needed as may be determined by the Roaring Fork Fire Rescue (SWFPD). Since the Applicant has objected to providing the Town staff recommended public trail along the existing private ski-back trail, due to the constraints described in Finding No. 7, the Applicant shall in lieu work with the Roaring Fork Fire Rescue to determine and grant an appropriate emergency access route generally along the private ski-back easement on the Deerbrook site.

3. **License Agreement**. No private improvements shall be allowed in the public right-of-way unless specifically approved and may require a license agreement.

4. **Wildfire Hazard Provisions**. Defensible and landscaped spaces within and around the site's perimeter shall continue to be designed to prevent the spread of wildfire and for compliance with the Wildfire Hazard Provisions pursuant to Ordinance No. 13, Series of 2019.

5. **Water Quality Measures**. The recommended water quality protective measures described in the other geotechnical and drainage reports shall be monitored during construction.

6. **Dewatering/Discharge Permits**. The applicant shall contact the State Public Health and Environment to determine if the project needs a Construction Site Dewatering Permit and/or Discharge Permit. Proof of such permit(s), if required, shall be provided to the Town.

7. **Slope Stabilization**. The Applicant will initiate pre-construction slope stability monitoring within the next few months (over a period of 9-12 months prior to construction) to establish baseline data for evaluating slope stability/soil movement during construction. The Applicant's geotechnical team shall be called to observe conditions in the bottom of the sub-excavated area and to verify that their recommendations are being implemented, including the area around the new pool and the foundation/surface drains around the bottom of the walls.

8. **Construction Management Plan Details and Noise Abatement**. Further details and information relative to certain portions of the submitted Construction Management Plan will be forthcoming during the construction permitting phase pursuant to the preliminary plan application. These include descriptions of the planned sound barriers constructed during the shoring operations as well as snow removal storage. Noise abatement shall be addressed with the final CMP during the building permit process. The code's noise ordinance shall be adhered to by the Applicant. Materials should be sourced within 500 miles of the property, including use of recycled, low-emitting materials, wherever possible.

9. **Air Quality Measures**. The construction manager on site shall take immediate predetermined steps to control any off-site transport of dust that occurs, such as use of a water truck, hoses, traffic stops, etc., and immediately notify the Town.

10. **SWSD Will-Serve Letter conditions**. The applicant shall comply with the conditions of approval in a Will-Serve letter dated August 3, 2023 from the Snowmass Water and Sanitation District prior to excavation and construction.

11. **Lighting**. All exterior lighting shall comply with the Town's Lighting Ordinance No. 18, Series of 2003, also found in municipal code Section 18-265 for a Multi-Family site, including, "*All light sources, which are not fully shielded, shall use other than a clear lens material as the primary lens material to enclose the light bulb to minimize glare from that point light source.*"

12. **Signs**:
    a. Off-premise signs. As the Preliminary Plan PUD applies to the Deerbrook Subdivision site, if another off-premise project sign is proposed in addition to the project entry/address monument signs at the Ridge Road exit (approved by Ordinance 25, 1989), the Applicant may submit either a sign permit application for consideration by the Community Development Director (since the affected Timbers common area is zoned SPA-1) for compliance with the new private access agreement, or an Amendment to the prior approved the Comprehensive Sign Plan for subsequent review by the Town's Planning Commission and Town Council.

b. On-premise signs. Any proposed on-premise project signs shall meet the requirements of the sign code, be located within the Deerbrook Subdivision, placed outside of easements, and meet the minimum 10-foot setback requirement, unless included as part of a supplemental CSP Amendment application submission. If on-premise signs are proposed, the applicant shall subsequently submit a sign permit application for review, consideration, and action by the Town's Community Development Department and pursuant to applicable municipal code procedures following a Final approval, or an Amendment to the prior approved Comprehensive Sign Plan for subsequent review by the Town's Planning Commission and Town Council.

13. **Accessible Routes and Building Codes**. Considering the existing units are not handicap accessible, the Applicant shall comply with applicable accessible route requirements in the Building Code to include the provision of accessible access to the pool facility and from the two appropriately sized accessible parking spaces, as deemed needed by the Town's Building Official. Any safety netting, fencing or parapet walls as determined required by the building code shall be installed.

14. **Condominium documents**. Amended condominium maps and documents, including the plans incorporated in the Covenants, Conditions and Restrictions (CC&Rs) of the homeowners' association shall subsequently be provided for review and approval by the Town. The CCRs shall demonstrate the areas adjacent to a public street within the public right-of-way, or within the private adjacent common or open space areas, shall be the responsibility of the homeowners' association for the maintenance of the snow removal, snow storage, drainage, landscaping, irrigation, repair, replacement, etc.

15. **Omnibus Provision**. Any review comments from the referral agencies such as from the Town's Public Works Department's Town Engineer dated June 29, 2023, the Town's Environmental consultant dated June 19 and 26, 2023, Roaring Fork Fire Rescue (SWFPD) requirements, and the Snowmass Water and Sanitation District (SWSD) Will-Serve letter dated August 3, 2023 with conditions shall be sufficiently addressed by the Applicant at the next Final Plan review stage.

16. **Parking**. Installation of Electronic Vehicle (EV) charging stations should be considered. The garages should be utilized for vehicles versus for extra storage.

17. **Private Ski-back easement**. Prior to Final approval, Deerbrook and the Ridge reach conclusion on the protection and maintenance of the ski-back trail.

Section Four: 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, as amended, by the Town Council of the Town of Snowmass Village on November 6, 2023 upon a motion by Council Member Fridstein the second of Council Member Marolt, and upon a vote of 5 in favor and 0 against.

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

Bill Madsen, Mayor

ATTEST:

Megan Harris Boucher, Town Clerk

APPROVED AS TO FORM:

Jeffrey J. Conklin, Town Attorney

Exhibits incorporated by reference:

- Preliminary Plan application materials resubmitted May 11, 2023.
- Referral agency review comments and public comments received in the Town Council packet for the November 6, 2023 meeting.

October 2, 2025

Jim Wahlstrom, Senior Planner
Community Development Department
Town of Snowmass Village
108 Eighth Street, Suite 401
Glenwood Springs, CO 81601

RE: Response to Referral Comment for Deerbrook Townhomes Redevelopment Major PUD – Final Plan Review

Dear Jim:

On behalf of Deerbrook Townhomes Condominium Association, Inc. (Applicant), we submit this letter and the associated enclosures to provide clarifications and supplemental information in response to the comments received from the various referral agencies and Town departments from their review of the Deerbrook Townhomes Redevelopment Major PUD – Final Plan Review application (Application). The responses are summarized below, and each response begins with a reference to the actual comment(s) from the authoring agency or department. Where appropriate, supplemental documents and/or drawings have been provided to address certain comments. The referral comments addressed in this letter include those from the following agencies and departments:

- Roaring Fork Fire Rescue (RFFR)
- Town Attorney
- Snowmass Water and Sanitation District (SWSD)

In addition to the comments received from these agencies and departments, the Applicant finalized an amendment to the Skier Return Trail easement with The Ridge Condominium Association (Exhibit 1). The executed, recorded agreement is also included in the revised application document relacing the draft version included in the original application (Exhibit 20). A link to the revised application will be provided in the email transmitting this letter to the Town.

Roaring Fork Fire Rescue (RFFR)

The Applicants have received several correspondences between the RFFR Deputy Fire Marshal and the Town Staff which would appear to represent the RFFR comments on the Application. The various correspondence have been merged into a single pdf file and enclosed as Exhibit 2. The following is the Applicants response to these comments.

1. Applicant's Response: The Fire District's primary concern has been that the driveways on the Deerbrook site are often clogged with parked vehicles either for deliveries, maintenance, or residents unloading or otherwise parking in the cul-de-sacs making it difficult for emergency service vehicles to access the units. This is

reiterated more than once in the correspondence contained in Exhibit 2. In the most recent correspondence from the Fire Marshal, he indicates that they are only concerned with signage (no parking - fire lane signs) and access (for emergency service vehicles) to the Deerbrook townhome units. They request this issue be addressed on the plat amendment drawing. A revised version of the proposed Amendment Plat has been provided which includes a note(s) establishing a fire lane and specifying that signage is required (Exhibit 3). The revised Amended Plat has also been inserted in the updated application, replacing the version included with the original submittal (Exhibit 13).

As a reminder, the original application narrative includes the following language regarding this issue:

"In the spirit of supporting the elimination of an alternative emergency access route, the Fire Marshal requests that the existing driveways and cul-de-sacs be signed for no parking and that the property management company enforce the no-parking condition to create a fire lane to improve emergency access to the property. The Applicants would note that the proposed parking expansion (30 spaces existing; 50 spaces proposed) would substantially reduce the need for parking along the driveways and in the cul-de-sacs and is among the primary reasons for expanding the parking. In addition, the portions of the upper and lower driveways located on Deerbrook property are intended to be widened as part of the proposed improvements. Nevertheless, the Applicants agree to install no-parking signs along the driveways and cul-de-sacs and to instruct the property management company to establish a protocol for enforcing the parking ban in these areas. The parking enforcement protocol will be provided to the RFFR for comment prior to submission of the building permit application for the proposed improvements."

Town Attorney

The Town Attorney has provided comments via an email dated June 30, 2025 (Exhibit 5). The email includes suggested language for the Town Council Certificate aimed at ensuring that the Town does not accept any financial or construction responsibility for proposed improvements or easements that will be dedicated to the public.

Applicant's response: The Applicants have no objection to the language offered by the Town Attorney and have included it on the revised Amended Plat (Exhibit 3).

Snowmass Water and Sanitation District (SWSD)

The SWSD, through SGM, the District Engineer, provided a letter dated July 31, 2025, summarizing their comments on the Final Plan Application (Exhibit 4). All but two of the comments in the current letter are the same as those provided for the Preliminary Plan Review. These comments were addressed in the original Final Plan Application and are not discussed in this letter. The Applicant's responses to the two new comments are provided below.

5. Applicant's Response: The Applicant has worked with the SWSD to identify an acceptable alignment for the relocated water main and appreciates that this is acknowledged by the District Engineer. The Applicant acknowledges that the internal water lines, services and fire hydrants will be owned and maintained by the Deerbrook HOA. Final construction drawings for the water main will be submitted to the District at the appropriate time in the construction permitting process.

9. Applicant's Response: SWSD has requested that the Amended Plat show SWSD easements and provide a signature for SWSD. The proposed Amended Plat shows existing utility easements including the easements for the existing SWSD water lines. The proposed water main is located within the right-of-way for Ridge Road, which is owned by the Town of Snowmass Village, or is within the access and utility easement that traverses the adjacent Timbers Club property. The easement agreement for the driveway includes language that allows for the installation and use of underground utilities serving the Deerbrook property (see Paragraph 1, Page 2 of Exhibit 19 of the Final Plan Application). The water main relocation requires a small area of encroachment onto the Deerbrook property to the south of Building A to accommodate the connection to the existing onsite water lines and to serve the existing hydrant near the upper cul-de-sac. An easement for this encroachment is shown on the proposed Amended Plat, an easement agreement will also be executed with SWSD prior to building permit application for the water line relocation. The existing water line located along the Deerbrook lower access drive is an private service line which will be maintained by Deerbrook and does not require an easement for SWSD.

We trust that the responses in this letter and the supplemental information provided in the attached exhibits sufficiently address the referral comments received for the Final Plan Review Application. We look forward to working with the staff and Town Council on the review of the Application.

Please contact me if you have questions regarding the contents of this letter or require additional information.

Regards,



Tim Malloy, Principal
TG Malloy Consulting, LLC

CC: Omar Khan, Deerbrook Condominiums HOA President
David Kelly, Deerbrook Condominiums HOA Attorney

Enclosures

EXHIBIT 1

SECOND AMENDMENT TO EASEMENT AGREEMENT

This SECOND AMENDMENT TO EASEMENT AGREEMENT ("Second Amendment") is made and entered into on the 22nd day of September 2025, by and between the DEERBROOK TOWNHOME CONDOMINIUM ASSOCIATION, INC., a Colorado nonprofit corporation (the "Deerbrook"), and THE RIDGE CONDOMINIUM ASSOCIATION, INC., a Colorado nonprofit corporation (the "Ridge"; and together with Deerbrook are herein the "Parties" and each a "Party").

Recitals

WHEREAS, the Deerbrook is the entity responsible for the management, operation and control of the common elements associated with the Deerbrook Subdivision as set forth on the Plat thereof recorded August 8, 1989, at Plat Book 23, Page 15, and Plat recorded October 1, 1990 at Book 25, Page 18, in the records of the Pitkin County, Colorado, Clerk and Recorder's office (the "Deerbrook Property").

WHEREAS, the Ridge is the entity responsible for the management, operation and control of the common elements associated with the Ridge Subdivision as set forth in the plat recorded July 18, 1980, in Plat Book 10 at Page 1, Reception No. 225433, and as amended by instrument recorded August 19, 1981 in Plat Book 11 at Page 83, Map of the Ridge Condominiums recorded August 19, 1981 in Plat Book 11 at Page 84, Reception No. 234941 and Supplemental Plat recorded February 24, 1986 in Plat Book 18 at Page 39, Reception No. 275803 and First Amended Supplemental Condominium map for the Ridge Condominium map recorded March 19, 2007, in Plat Book 82 at Page 92, Reception No. 535521 in the records of the Pitkin County Clerk and Recorder's Office, Aspen, Colorado (the "Ridge Property").

WHERLAS, the Deerbrook is the successor owner of the property formerly known as Parcel "L" Faraway Ranch Specially Planned Area and as described and referred to herein as the Deerbrook Property. The prior owners of Parcel "L" were Fabienne Benedict and Fabienne Lloyd Benedict, Trustee ("Benedict");

WHEREAS, Benedict and the Ridge entered into an Easement Agreement dated November 16, 1985 which was recorded on May 28, 1986 at Book 511, Page 673, Reception No. 278280, with the Pitkin County Clerk & Recorder (the "1985 Agreement"), wherein Benedict granted to the Ridge two (2) specifically defined easements across Parcels "K" and "L" (as defined therein) known respectively as the "Lift Access Easement" for access across Parcel K and the "Skier Return Easement" for access across Parcels K and L;

WHEREAS, the 1985 Agreement provides for easements across Parcel K (as that parcel is defined therein) and was amended by the First Amendment to Easement between the Ridge and The Timbers at Snowmass, LLC, a Colorado limited liability company dated March 20, 2000 ("First Amendment");

WHERLAS, the Skier Return Easement was relocated to its current location in 1990 but was not surveyed or legally described.

WHEREAS. Deerbrook. as successor in interest to Benedict. pursuant to Section 3 of the 1985 Agreement. desires to describe and survey the Skier Return Easement described in the 1985 Agreement across Parcel L:

WHEREAS. as a material inducement to the Ridge to consent to the surveyed definition of the Skier Return Easement, Deerbrook agrees to provide compensation to the Ridge and services with respect to the Skier Return Easement as more fully described herein: and

WHEREAS. the Ridge is deemed to consent to the location of the Skier Return Easement. subject to the following terms and conditions.

NOW. THEREFORE. in exchange for good and valuable consideration. the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. Relocation of Skier Return Easement. Pursuant to the terms of Paragraph 3 of the 1985 Agreement and subject to the provisions set forth in Paragraph 2 below regarding further adjustments to the alignment of the Skier Return Easement. Deerbrook and the Ridge hereby agree to and acknowledges the surveyed location and legal description of the Skier Return Easement as shown on the attached Exhibit A. Also attached is Exhibit B that corresponds to the legal description in Exhibit A in relation to the improvements on the Deerbrook Property and ties the Skier Return Easement into the Skier Return Easement on The Timbers property. The purpose of defining the Skier Return Easement is to legally describe the location of the easement as it has existed since 1990 and to accommodate the proposed development of a concept plan approved by the Village of Snowmass with respect to development of a pool. fitness center. landscaping and additional parking by Deerbrook on Parcel L ("Project Improvements"). Notwithstanding Exhibit A and B to the contrary. the Skier Return Easement shall not be less than ten (10) feet in width at all points except for the one nine-foot (9') section between Buildings B and C shown and clouded on Exhibit B. The Lift Access Easement is located on Parcel K and not on the Deerbrook property and thus is not dealt with or altered in any fashion by this Second Amendment.

2. No Change to the Return Trail. Deerbrook shall not disturb. modify. fill. construct. grade or regrade the existing trail located within the Skier Return Easement (the "Return Trail") in any form contrary to the Return Trail as it existed in calendar years 2023-2024.

3. Further Adjustment to Skier Return Easement. In the event the Return Trail is damaged by construction of Project Improvements. Deerbrook shall promptly restore the Return Trail to the condition as it existed during calendar years 2023-2024 ("Restoration") In the event Ridge is dissatisfied with the condition (including but not limited to quality. alignment. performance and slope) of the trail after the Restoration is complete (the "Objections"). Ridge shall send written notice to Deerbrook of its Objections Deerbrook shall consult with Ridge regarding its Objections and cause refinements or adjustments to be performed to correct the conditions reflected in the Objections at the sole cost and expense of Deerbrook within a

reasonable period of time but in no event more than three (3) months following notice of the Objections (the "Corrective Work") if the Objection is during the ski season or no more than fourteen days if the Objection is received outside the ski season. In the event the Corrective Work results in a relocation of any portion of the Skier Return Easement, Deerbrook shall promptly prepare at its sole cost and expense, and the Parties shall promptly thereafter record at Deerbrook's expense, an amendment to this Second Amendment to reflect the change in legal description and survey depicting the Skier Return Easement as agreed to by the Ridge.

4. Maintenance. Notwithstanding Section 5 of the 1985 Agreement to the contrary: The Deerbrook will reimburse the Ridge one-half (1/2) of all costs (a) associated with maintaining the Skier Return Easement and (b) maintenance, service, fuel, and replacement of the grooming machine and maintenance equipment, within thirty (30) days after request. Without limiting the generality of the foregoing, if an additional sled or equipment is determined by Ridge to be necessary, the Deerbrook will reimburse one-half (1/2) of the cost of the additional sled and equipment. In addition, the Deerbrook shall perform maintenance at its sole cost and expense on sections of the Skier Return Easement on the Deerbrook Property impacted by conditions related to the Project Improvement, including but not limited to snow and ice build-up. The Deerbrook will attempt to reduce the downhill cross slope of the trail where it goes between the B and C buildings at the Deerbrook. In addition, the Deerbrook agrees to bear any additional cost required to maintain the Skier Return Easement and equipment because of adverse conditions caused by the Project Improvements, by way of example, Deerbrook carport structures. In the event Ridge undertakes, whether with or without notice, the maintenance and procures the equipment for which Deerbrook is responsible herein, Deerbrook shall promptly reimburse Ridge upon request for the expense incurred.

5. Ratification of 1985 Agreement. Except as expressly modified herein, the Parties ratify and affirm all terms and provisions of the 1985 Agreement.

6. No Interference. Deerbrook and Ridge shall not cause or permit disturbance, obstruction or interference with the use of the Skier Return Easement during ski season.

IN WITNESS WHEREOF, the parties have executed this Second Amendment to Easement Agreement as of the date set forth above.

DEERBROOK TOWNHOME CONDOMINIUM ASSOCIATION, INC.

Omar Khan

Omar Khan, President

Texas

State of Colorado)
Medina) ss.
County of Pitkin)

Electronically signed and notarized online using the Proof platform.

The foregoing Second Amended Easement Agreement was executed before me this 21st day of August, 2025, by Omar Kahn as President of the Deerbrook Townhome Condominium Association, Inc., a Colorado nonprofit corporation.

Witness my hand and seal.
My commission expires: 12/13/2027

Domonic Christian Miramontes
ID NUMBER
COMMISSION EXPIRES
December 13 2027

Notary Public

THE RIDGE CONDOMINIUM ASSOCIATION, INC.

Michael Delrahim, President

State of Illinois)
) ss.
County of Cook)

The foregoing Second Amended Easement Agreement was executed before me this 22 day of September, 2025, by Michael Delrahim as President of the Ridge Townhome Condominium Association, Inc., a Colorado nonprofit corporation.

Witness my hand and seal.
My commission expires:

Notary Public

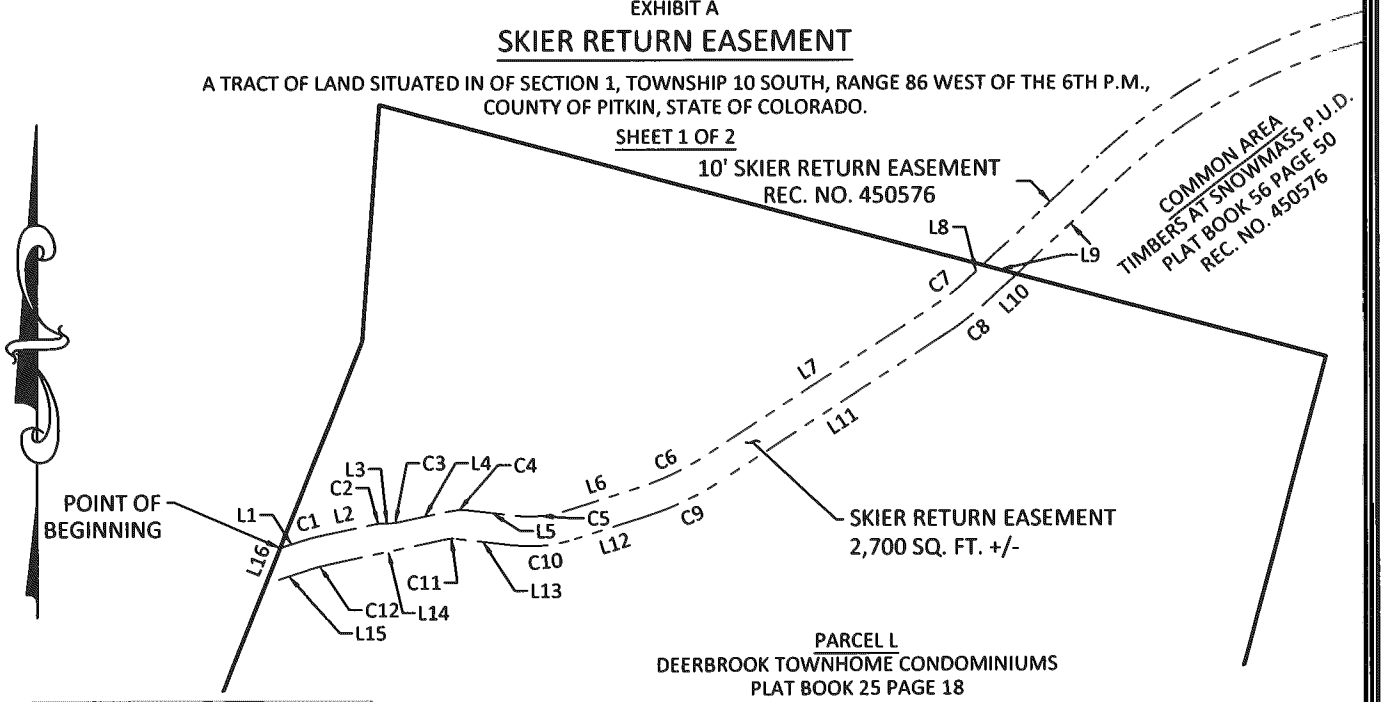
"OFFICIAL SEAL"
MAYRA VALENCIA
Notary Public, State Of Illinois
Commission No. 681495
My Commission Expires 08/21/2027

EXHIBIT A

SKIER RETURN EASEMENT

A TRACT OF LAND SITUATED IN OF SECTION 1, TOWNSHIP 10 SOUTH, RANGE 86 WEST OF THE 6TH P.M., COUNTY OF PITKIN, STATE OF COLORADO.

SHEET 1 OF 2



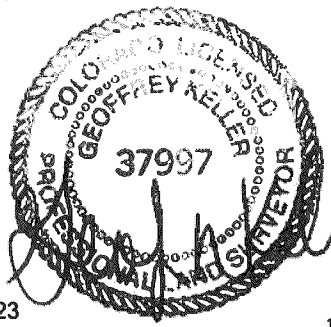
PARCEL L
DEERBROOK TOWNHOME CONDOMINIUMS
PLAT BOOK 25 PAGE 18
REC. NO. 327241

Easement Line Table		
Line #	Direction	Length
L1	N71° 48' 59"E	7.99'
L2	N78° 04' 09"E	17.83'
L3	N87° 50' 09"E	2.48'
L4	N78° 04' 09"E	17.08'
L5	S83° 23' 48"E	15.90'
L6	N72° 34' 02"E	25.55'
L7	N56° 52' 39"E	89.79'
L8	N46° 55' 24"E	6.14'
L9	S75° 02' 00"E	11.79'
L10	S46° 55' 24"W	12.38'
L11	S56° 52' 39"W	89.79'
L12	S72° 34' 02"W	25.55'
L13	N83° 23' 48"W	19.86'
L14	S78° 04' 09"W	41.97'
L15	S71° 48' 59"W	16.37'
L16	N21° 48' 00"E	13.05'

Easement Curve Table						
Curve #	Length	Radius	Tangent	Delta	Chord Direction	Chord
C1	6.55'	60.00'	3.28'	6°15'09"	N74° 56' 34"E	6.54'
C2	3.41'	20.00'	1.71'	9°46'00"	N82° 57' 09"E	3.41'
C3	3.41'	20.00'	1.71'	9°46'00"	N82° 57' 09"E	3.41'
C4	6.47'	20.00'	3.26'	18°32'03"	N87° 20' 10"E	6.44'
C5	16.78'	40.00'	8.52'	24°02'10"	N84° 35' 07"E	16.66'
C6	26.01'	95.00'	13.09'	15°41'23"	N64° 43' 21"E	25.93'
C7	17.37'	100.00'	8.71'	9°57'15"	N51° 54' 02"E	17.35'
C8	19.11'	110.00'	9.58'	9°57'15"	S51° 54' 02"W	19.09'
C9	28.75'	105.00'	14.47'	15°41'23"	S64° 43' 21"W	28.66'
C10	20.98'	50.00'	10.64'	24°02'10"	S84° 35' 07"W	20.82'
C11	1.62'	5.00'	0.82'	18°32'03"	S87° 20' 10"W	1.61'
C12	5.46'	50.00'	2.73'	6°15'09"	S74° 56' 34"W	5.45'

SCALE 1" =60'

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.



SOPRIS ENGINEERING LLC
502 MAIN STREET • SUITE A3 • CARBONDALE CO 81623
(970) 704 0311 • soprisengineering.com

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3/19/2025 19258 Deerbrook Ski Trail Easement.dwg
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EXHIBIT A

SKIER RETURN EASEMENT

A TRACT OF LAND SITUATED IN OF SECTION 1, TOWNSHIP 10 SOUTH, RANGE 86 WEST OF THE 6TH P.M.,
COUNTY OF PITKIN, STATE OF COLORADO.

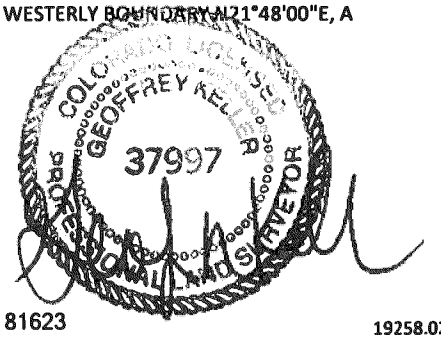
SKIER RETURN EASEMENT DESCRIPTION

AN EASEMENT SITUATED WITHIN PARCEL L OF DEERBROOK TOWNHOME CONDOMINIUMS PER THE PLAT THEREOF RECORDED OCTOBER 17, 1990 IN PLAT BOOK 25 AT PAGE 18 (RECEPTION NO. 327441) OF THE PITKIN COUNTY RECORDS; SAID EASEMENT ALSO SITUATED WITHIN SECTION 1, TOWNSHIP 10 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE COMMON BOUNDARY OF SAID PARCEL L AND THE TIMBERS AT SNOWMASS P.U.D. PER THE PLAT THEREOF RECORDED JANUARY 16, 2001 AS RECEPTION NO. 450576 OF SAID COUNTY RECORDS FROM WHENCE THE SOUTHWEST CORNER OF SAID PARCEL BEARS S21°48'00"W, A DISTANCE OF 261.92 FEET; THENCE THE FOLLOWING FIFTEEN (15) COURSES:

1. N71°48'59"E, 7.99 FEET;
2. 6.55 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 60.00 FEET AND A CENTRAL ANGLE OF 06°15'09" (CHORD BEARS N74°56'34"E, 6.54 FEET);
3. N78°04'09"E, 17.83 FEET;
4. 3.41 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 20.00 FEET AND A CENTRAL ANGLE OF 09°46'00" (CHORD BEARS N82°57'09"E, 3.41 FEET);
5. N87°50'09"E, 2.48 FEET;
6. 3.41 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 20.00 FEET AND A CENTRAL ANGLE OF 09°46'00" (CHORD BEARS N82°57'09"E, 3.41 FEET);
7. N78°04'09"E, 17.08 FEET;
8. 6.47 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 20.00 FEET AND A CENTRAL ANGLE OF 18°32'03" (CHORD BEARS N87°20'10"E, 6.44 FEET);
9. S83°23'48"E, 15.90 FEET;
10. 16.78 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 40.00 FEET AND A CENTRAL ANGLE OF 24°02'10" (CHORD BEARS N84°35'07"E, 16.66 FEET);
11. N72°34'02"E, 25.55 FEET;
12. 26.01 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 95.00 FEET AND A CENTRAL ANGLE OF 15°41'23" (CHORD BEARS N64°43'21"E, 25.93);
13. N56°52'39"E, 89.79 FEET;
14. 17.37 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 100.00 FEET AND A CENTRAL ANGLE OF 09°57'15" (CHORD BEARS N51°54'02"E, 17.35 FEET);
15. N46°55'24"E, 6.14 FEET TO A POINT ON SAID COMMON BOUNDARY; THENCE ALONG SAID COMMON BOUNDARY S75°02'00"E, A DISTANCE OF 11.79 FEET; THENCE LEAVING SAID NORTHERLY BOUNDARY THE FOLLOWING ELEVEN (11) COURSES:
1. S46°55'24"W, 12.38 FEET;
2. 19.11 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 110.00 FEET AND A CENTRAL ANGLE OF 09°57'15" (CHORD BEARS S51°54'02"W, 19.09 FEET);
3. S56°52'39"W, 89.79 FEET;
4. 28.75 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 105.00 FEET AND A CENTRAL ANGLE OF 15°41'23" (CHORD BEARS S64°43'21"W, 28.66 FEET);
5. S72°34'02"W, 25.55 FEET;
6. 20.98 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 50.00 FEET AND A CENTRAL ANGLE OF 24°02'10" (CHORD BEARS S84°35'07"W, 20.82 FEET);
7. N83°23'48"W, 19.86 FEET;
8. 1.62 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 5.00 FEET AND A CENTRAL ANGLE OF 18°32'03" (CHORD BEARS S87°20'10"W, 1.61 FEET);
9. S78°04'09"W, 41.97 FEET;
10. 5.46 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 50.00 FEET AND A CENTRAL ANGLE OF 06°15'09" (CHORD BEARS S74°56'34"W, 5.45 FEET);
11. S71°48'59"W, 16.37 FEET TO A POINT ON SAID WESTERLY BOUNDARY; THENCE ALONG SAID WESTERLY BOUNDARY N21°48'00"E, A DISTANCE OF 13.05 FEET TO THE POINT OF BEGINNING.

SAID EASEMENT CONTAINS 2,700 SQUARE FEET OR 0.062 ACRES, MORE OR LESS.



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.



SOPRIS ENGINEERING LLC
502 MAIN STREET • SUITE A3 • CARBONDALE CO 81623
(970) 704 0311 • soprisengineering.com

19258.02
3/19/2025 19258 Deerbrook Ski Trail Easement.dwg
G:\2019\19258\SURVEY\Survey DWGs\Survey Plots and Exhibits

EXHIBIT B

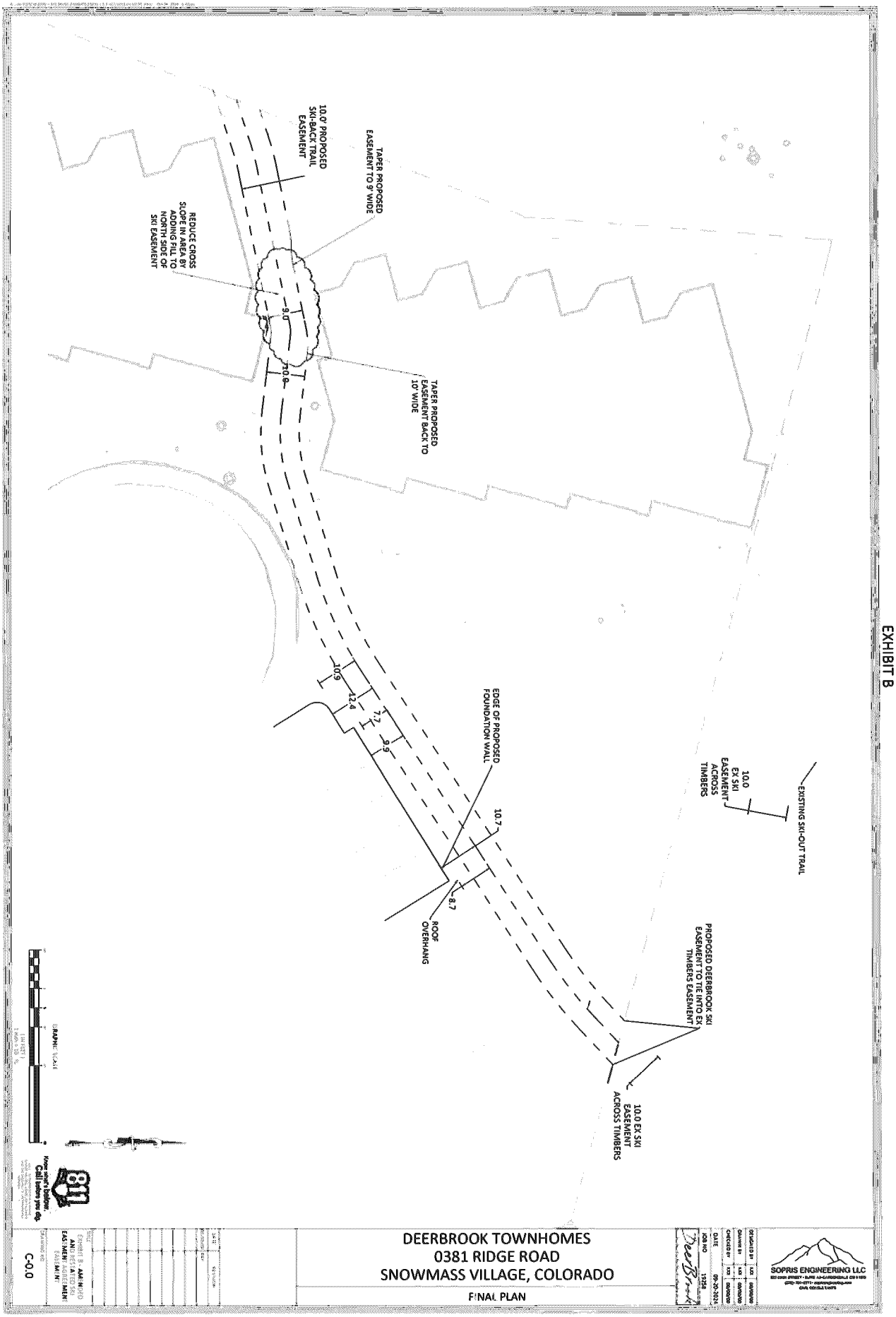

10.0' PROPOSED SKI-BACK TRAIL EASEMENT
TAPER PROPOSED EASEMENT TO 9' WIDE
REDUCE CROSS SLOPE IN AREA BY ADDING FILL TO NORTH SIDE OF SKI EASEMENT
9.0
10.0
TAPER PROPOSED EASEMENT BACK TO 10' WIDE
10.9
42.4
7.7
9.9
EDGE OF PROPOSED FOUNDATION WALL
10.7
8.7
ROOF OVERHANG
10.0 EX SKI EASEMENT ACROSS TIMBERS
EXISTING SKI-OUT TRAIL
PROPOSED DEERBROOK SKI EASEMENT TO TIE INTO EX TIMBERS EASEMENT
10.0 EX SKI EASEMENT ACROSS TIMBERS
DEERBROOK TOWNHOMES
0381 RIDGE ROAD
SNOWMASS VILLAGE, COLORADO
FINAL PLAN
SOPRIS ENGINEERING LLC
C-0.0

EXHIBIT 2

ROARING FORK FIRE COMMENTS 2, 7-9-2025

From: John Mele <JMele@roaringforkfire.org>
Sent: Wednesday, July 9, 2025 1:04 PM
To: Jim Wahlstrom <JWahlstrom@tosv.com>
Subject: RE: Deerbrook Townhomes Final Plan

Jim,

Thank you for the prompt.

We would only be concerned with the signage and access on the Deerbrook Townhomes property. We would appreciate it if this could be addressed in the applicant's plat amendment, as you mentioned.

I appreciate your help with this.

Thank you,
John

From: Jim Wahlstrom <JWahlstrom@tosv.com>
Sent: Tuesday, January 23, 2024 4:06 PM
To: John Mele <JMele@roaringforkfire.org>
Subject: RE: Access easement for Deerbrooke Condominiums

Ok, thank you, John. I will save this as a reminder for now. Jim

From: John Mele <JMele@roaringforkfire.org> - **ROARING FORK FIRE RESCUE COMMENTS**
Sent: Tuesday, January 23, 2024 4:01 PM
To: Jim Wahlstrom <JWahlstrom@tosv.com>
Subject: RE: Access easement for Deerbrooke Condominiums

Thanks Jim,

We would like to review final plan before our confirming our last comment. I believe our stand to not require the easement status will stand but I like the wording of the Planning resolutions. The access on the main driveways is usually always compromised with parking it will give me something to work with Deerbrooke to enforce keeping those drives clear.

Thanks again,

John

From: Jim Wahlstrom <JWahlstrom@tosv.com>
Sent: Tuesday, January 23, 2024 2:49 PM
To: John Mele <JMele@roaringforkfire.org>
Cc: Andy Worline <AWorline@tosv.com>
Subject: RE: Access easement for Deerbrooke Condominiums

Hello John,

Thank you for following up on this matter. I copied below the Findings in the PC resolution and the conditions in both the PC and TC resolutions. PC specifically wanted Finding 7c added to their recommending resolution to the Town Council. After deliberations, the Town Council agreed with the PC's findings and recommendations and adopted PC's Condition 2 as part of the Council Resolution 26, 2023.

I will save your email below to our project folder for the anticipated Final plan application submission later. We had a pre-application conference with the applicant (early January) and suspect they will bring in their Final plan application some time the first part of this year. We will send the fire district a referral notice with the Final plan application link around that time and the district could formalize their review comments then. If acceptable, I can refer your email below to the applicant before they prepare their Final plan application for submittal unless you would prefer to review the proposed Final plan application first.

Finding No. 7, Planning Commission Resolution 5, 2023:

7. **Access and Connection provisions**. The general findings are as follows:

a. There is acceptable circulation of vehicular driveways, cul-de-sacs, pedestrian ways, trail access and planned connections, emergency services, and compliance with fire protection and wildfire hazard provisions.
b. The proposed gravel pathway off-site for primarily non-winter usage appears acceptable and is appropriately connected to new pedestrian paths on the site.
c. The Applicant has objected to the town staff's recommended public access trail easement over the private ski-back trail (serving an adjacent property) that would begin and end on only the Deerbrook site due to privacy issues, closeness of existing spas near the ski-back trail, a narrow 10-feet between Buildings B and C, limited height clearance under an existing bridge, and already existing trails to the north and south of the site. However, it appears necessary to provide emergency access to the property along the ski-back

trail in the event the main access drive becomes inaccessible, despite the existing constraints in the vicinity noted above.

Condition No. 2, Planning Commission Resolution 5, 2023:

2. **Emergency Service and Public Trail Access**. The driveway layout arrangement and minimum turning radius shall be designed to accommodate emergency services, including removal of trees, where needed as may be determined by the Roaring Fork Fire Rescue (SWFPD). Since the Applicant has objected to providing the Town staff recommended public trail along the existing private ski-back trail, due to the constraints described in Finding No. 7, the Applicant shall in lieu work with the Roaring Fork Fire Rescue to determine and grant an appropriate emergency access route generally along the private ski-back easement on the Deerbrook site.

Condition No. 2, Town Council Resolution 26, 2023:

2. **Emergency Service and Public Trail Access**. The driveway layout arrangement and minimum turning radius shall be designed to accommodate emergency services, including removal of trees, where needed as may be determined by the Roaring Fork Fire Rescue (SWFPD). Since the Applicant has objected to providing the Town staff recommended public trail along the existing private ski-back trail, due to the constraints described in Finding No. 7, the Applicant shall in lieu work with the Roaring Fork Fire Rescue to determine and grant an appropriate emergency access route generally along the private ski-back easement on the Deerbrook site.

Thanks again for the comments in advance.
Jim

Jim Wahlstrom, Senior Planner, AICP
Town of Snowmass Village
P.O. Box 5010, 130 Kearns Road
Snowmass Village, CO 81615
p. 970.923.5524 ext. 635
jwahlstrom@tosv.com
www.tosv.com

From: John Mele <JMele@roaringforkfire.org> - **ROARING FORK FIRE RESCUE COMMENTS**
Sent: Tuesday, January 23, 2024 1:45 PM
To: Jim Wahlstrom <JWahlstrom@tosv.com>
Cc: Andy Worline <AWorline@tosv.com>
Subject: Access easement for Deerbrooke Condominiums – FINAL PLAN APPLICATION

Jim,

Hope you are well. We understand that the Town Of Snowmass Village and Andy Worline have re-thought the access easement below the Deerbrook Condominiums and determined it really wasn't worth these conditions to be included for the garages that are being planned.

We would take that same position of abandoning the requirement for the access easement (Emergency Access) for this project. Do you need anything more formal from us to remove this from the planning approvals moving forward?

Regards,

John

John Mele
Deputy Chief / Fire Marshal
ROARING FORK FIRE RESCUE
Office: (970) 340-7040
Mobile: (970) 376-5526

Under Colorado's Open Records Act (CORA), all emails sent by or to us on this Authority-owned email account may be subject to public disclosure.

PRIVACY NOTICE -- This electronic message transmission contains information from the Roaring Fork Fire Rescue Authority that may be confidential or privileged. If you are not the intended recipient, you are hereby notified that any dissemination,

distribution, or copying of this communication is prohibited. If you have received this communication in error, please notify us immediately, and please delete the original message.

FIRST AMENDED PLAT OF

DEERBROOK SUBDIVISION

BEING AN AMENDMENT OF DEERBROOK SUBDIVISION AS RECORDED AUGUST 8, 1989 IN PLAT BOOK 23 AT PAGE 15 OF THE PITKIN COUNTY RECORDS
BEING SITUATED IN SECTION 1 OF TOWNSHIP 10 SOUTH RANGE 86 WEST OF THE 6TH P.M.
TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO.

EXHIBIT 3

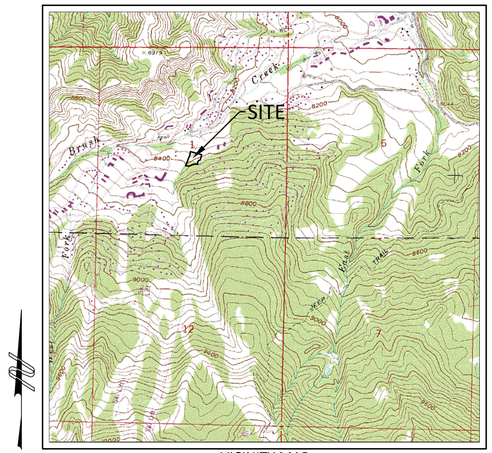
SHEET 1 OF 3

PURPOSE STATEMENT

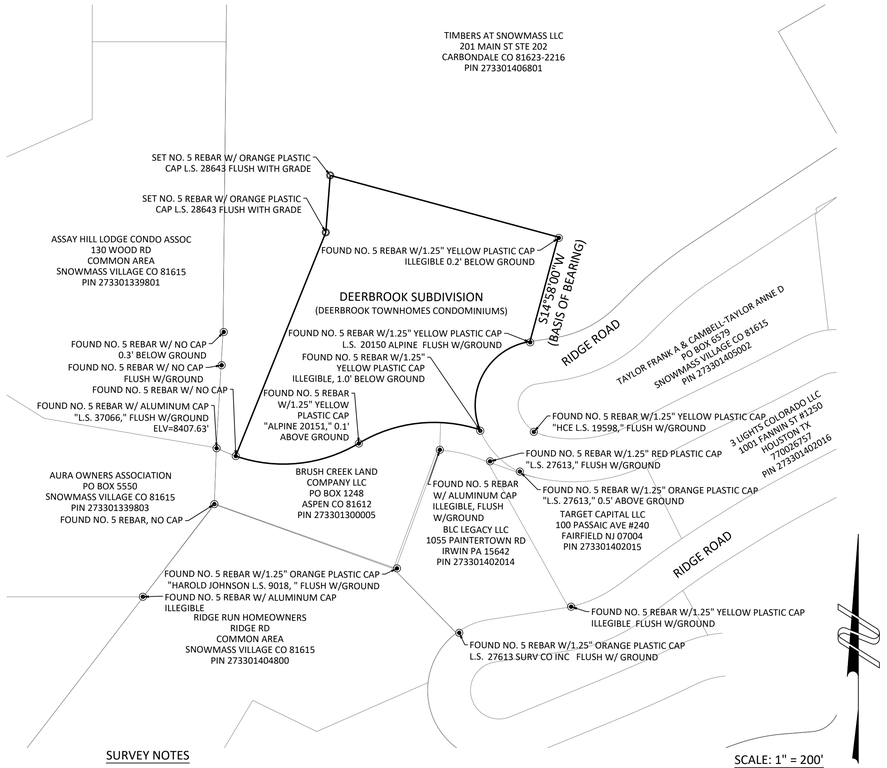
THE PURPOSE OF THIS FINAL AMENDED PLAT IS TO VACATE CERTAIN EASEMENTS OF RECORD AS SHOWN ON SHEET 2 AND TO DEDICATE NEW EASEMENTS AS SHOWN ON SHEET 3.

SHEET INDEX

1) CERTIFICATES, PLAT NOTES, CONTROL AND VICINITY MAPS, SURVEY NOTES
2) EXISTING SUBJECT PROPERTY BOUNDARY, VACATION OF EXISTING EASEMENTS
3) EXISTING EASEMENTS, DEDICATED EASEMENTS



VICINITY MAP
SCALE: 1" = 2000'



SCALE: 1" = 200'

CERTIFICATE OF DEDICATION AND OWNERSHIP (EASTWOOD SNOWMASS INVESTORS, LP PROPERTY)

KNOW ALL MEN BY THESE PRESENTS, DEERBROOK TOWNHOME CONDOMINIUM ASSOCIATION, INC., A COLORADO NON-PROFIT CORPORATION BEING THE OWNER OF THE FOLLOWING
DESCRIBED REAL PROPERTY SITUATED IN THE TOWN OF SNOWMASS VILLAGE, PITKIN COUNTY, COLORADO, TO WIT

COMMON AREA,

DEERBROOK TONWHOME CONDOMINIUMS, ACCORDING TO THE CONDOMINIUM MAP THEREOF, RECORDED OCTOBER 17, 1990 IN PLAT BOOK 25 AT PAGE 18 AS RECEPTION NO. 327241, AND AS DEFINED AND DESCRIBED IN THE CONDOMINIUM DECLARATION RECORDED OCTOBER 17, 1990 IN BOOK 632 AT PAGE 294 AS RECEPTION NO. 327240,

TOWN OF SNOWMASS VILLAGE,
STATE OF COLORADO

HAS BY THESE PRESENTS LAID OUT, PLATTED, AMENDED AND SUBDIVIDED THE SAME INTO PARCELS, TRACTS AND RIGHT OF WAY AS SHOWN ON THIS FINAL PLAT UNDER THE
NAME AND STYLE OF FIRST AMENDED PLAT OF DEERBROOK SUBDIVISION.

OWNER: DEERBROOK TOWNHOME CONDOMINIUM ASSOCIATION, INC., A COLORADO NON-PROFIT CORPORATION

BY: _____

AS: PRESIDENT

STATE OF COLORADO)
)SS
COUNTY OF PITKIN)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS ____ DAY OF_____, A.D. 2025, BY _____ AS PRESIDENT OF DEERBROOK TOWNHOME CONDOMINIUM ASSOCIATION, INC.

MY COMMISSION EXPIRES_____

WITNESS MY HAND AND OFFICIAL SEAL. _____
NOTARY PUBLIC

TOWN OF SNOWMASS VILLAGE APPROVAL

THIS FIRST AMENDED PLAT OF DEERBROOK SUBDIVISION IS ACCEPTED BY THE TOWN OF SNOWMASS VILLAGE FOR RECORDING AS BEING CONSISTENT WITH TOWN OF SNOWMASS VILLAGE ORDINANCE NO. ___ SERIES OF 20__, AS RECORDED IN THE OFFICE OF THE CLERK AND RECORDER OF PITKIN COUNTY, COLORADO ON _____ AS RECEPTION NO. _____.

APPROVAL AS TO CONTENT

BY _____
DAVID SHINNEMAN, COMMUNITY DEVELOPMENT DIRECTOR

DATED _____, 2025

APPROVAL AS TO FORM

BY _____
JEFFREY J. CONKLIN, TOWN ATTORNEY

DATED _____, 2025

TOWN COUNCIL'S APPROVAL AND ACCEPTANCE

THIS PLAT AND THE DEDICATIONS AND VACATIONS SHOWN HEREON ARE APPROVED AND ACCEPTED BY THE TOWN COUNCIL OF THE TOWN OF SNOWMASS VILLAGE; SUBJECT TO THE CONDITIONS ON THIS PLAT AND IN THE SUBDIVISION IMPROVEMENTS AGREEMENT AND SUBJECT TO THE CONDITIONS THAT THIS APPROVAL IN NO WAY OBLIGATES THE TOWN FOR THE FINANCING OR CONSTRUCTION OF THE IMPROVEMENTS OF LAND, STREETS, OR EASEMENTS DEDICATED TO THE PUBLIC EXCEPT AS SPECIFICALLY AGREED TO BY THE TOWN AND THAT THIS APPROVAL IN NO WAY OBLIGATES THE TOWN FOR MAINTENANCE OF PUBLIC IMPROVEMENTS UNTIL CONSTRUCTION OF SAID IMPROVEMENTS HAS BEEN COMPLETED IN ACCORDANCE WITH THE SUBDIVISION IMPROVEMENTS AGREEMENT AND THE TOWN HAS AGREED TO ACCEPT SAID IMPROVEMENTS.

ATTEST _____
MAYOR - ALYSSA SHENK

_____
TOWN CLERK – MEGAN HARRIS BOUCHER

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.

GENERAL UTILITY NOTES:

The locations of underground utilities have been plotted based on utility maps, construction/design plans, other information provided by utility companies and actual field locations in some instances. These utilities, as shown, may not represent actual field conditions. It is the responsibility of the contractor to contact all utility companies for field location of utilities prior to construction.

SURVEY NOTES

1) DATE OF FIELD SURVEY: JUNE 23, JULY 18, 19, 2022; JANUARY 12, NOVEMBER 29, 2023; MARCH 22, 26, JUNE 17, 18 AND JULY 9, 31, 2024.

2) DATE OF PREPARATION: JUNE AND JULY, 2022; JANUARY AND NOVEMBER, 2023; MARCH, JUNE, JULY, DECEMBER, 2024 AND JANUARY - APRIL, 2025.

3) LINEAR UNITS: THE LINEAR UNIT USED IN THE PREPARATION OF THIS PLAT IS THE U.S. SURVEY FOOT AS DEFINED BY THE UNITED STATES DEPARTMENT OF COMMERCE, NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY.

4) BASIS OF BEARING: A BEARING OF S14°58'00"W FROM NORTHEAST CORNER OF DEERBROOK TOWNHOMES CONDOMINIUMS, MONUMENTED BY A FOUND NO. 5 REBAR WITH A 1.25" YELLOW PLASTIC CAP, ILLEGIBLE AND THE CORNER ALONG THE NORTH RIGHT-OF-WAY OF RIDGE ROAD, MONUMENTED BY A FOUND NO. 5 REBAR WITH A 1.25" YELLOW PLASTIC CAP, STAMPED "20151 ALPINE," AS SHOWN HEREON.

5) BASIS OF SURVEY: THE GROSS PARCEL PLAT OF FARAWAY RANCH SUBDIVISION RECORDED MARCH 18, 1985 IN PLAT BOOK 17 AT PAGE 5 AS RECEPTION NO. 266782, THE PLAT OF DEERBROOK SUBDIVSION RECORDED AUGUST 8, 1989 IN PLAT BOOK 23 AT PAGE 15 AS RECEPTION NO. 313977, THE CONDOMINIUM MAP OF DEERBROOK CONDOMINIUMS, RECORDED OCTOBER 17, 1990 IN PLAT BOOK 25 AT PAGE 18 AS RECEPTION No. 327241, DOCUMENTS OF RECORD (AS SHOWN BELOW), THE EXISTING CONDITIONS MAP OF DEERBROOK TOWNHOMES CONDOMINIUMS PREPARED BY SGM DATED JULY 19, 2019 AND THE FOUND SURVEY MONUMENTS AS SHOWN HEREON.

6) THIS MAP DOES NOT CONSTITUTE A TITLE SEARCH BY SOPRIS ENGINEERING, LLC (SE) TO DETERMINE OWNERSHIP OR EASEMENTS OF RECORD. FOR ALL INFORMATION REGARDING EASEMENTS, RIGHTS OF WAY AND OR TITLE OF RECORD, SE RELIED UPON THE PLATS AND DOCUMENTS STATED HEREON AND THE TITLE COMMITMENT PREPARED BY TITLE COMPANY OF THE ROCKIES, COMMITMENT No. 0605239-C, EFFECTIVE DATE MARCH 28, 2025.

7) FOUND MONUMENTS WERE LOCATED WITHIN ACCEPTABLE TOLERANCES, ACCOUNTING FOR SYSTEMIC AND RANDOM ERRORS, TO RECORD PLAT BEARINGS AND DISTANCES. AS SUCH, THIS SURVEYOR ACCEPTED SAID MONUMENTS AS FAITHFUL RETRACEMENT OF SAID ORIGINAL PLAT AND THEREFORE ONLY RECORD BEARINGS AND DISTANCES ARE SHOWN HEREON..

SOPRIS ENGINEERING LLC
502 MAIN STREET • SUITE A3 • CARBONDALE CO 81623
(970) 704 0311 • soprisengineering.com

TITLE COMPANY CERTIFICATE

THE UNDERSIGNED, A DULY-AUTHORIZED REPRESENTATIVE OF TITLE COMPANY OF THE ROCKIES, REGISTERED TO DO BUSINESS IN PITKIN COUNTY, COLORADO, DOES HEREBY CERTIFY THAT THE PERSONS LISTED AS OWNERS ON THIS MAP DO HOLD FEE SIMPLE TITLE TO THE REAL PROPERTY DESCRIBED HEREIN, FREE AND CLEAR OF ALL LIENS AND ENCUMBRANCES EXCEPT THOSE LISTED ON THE TITLE COMMITMENT ISSUING OFFICE FILE NUMBER 0605239-C WITH A COMMITMENT EFFECTIVE DATE OF MARCH 28, 2025.

ALTHOUGH WE BELIEVE THE FACTS STATED ON THIS PLAT ARE TRUE, THIS CERTIFICATE IS NOT TO BE CONSTRUED AS AN ABSTRACT OF TITLE, NOR AN OPINION OF TITLE, NOR A GUARANTEE OF TITLE, AND IT IS UNDERSTOOD AND AGREED THAT FIDELITY NATIONAL TITLE NEITHER ASSUMES NOR WILL BE CHARGED WITH ANY FINANCIAL OBLIGATION OR LIABILITY WHATSOEVER ON ANY STATEMENT CONTAINED HEREIN.

BY _____

IT'S COMMERCIAL TITLE OFFICER

STATE OF COLORADO)
) SS
COUNTY OF PITKIN)

THE TITLE CERTIFICATE WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2025, BY _____ AS COMMERCIAL TITLE OFFICER TITLE COMPANY OF THE ROCKIES.

WITNESS MY HAND AND OFFICIAL SEAL

_____
NOTARY PUBLIC

SURVEYOR CERTIFICATE

I, MARK S. BECKLER, DO HEREBY STATE THAT I AM A REGISTERED LAND SURVEYOR LICENSED UNDER THE STATE OF COLORADO, THAT THIS PLAT IS A TRUE, CORRECT AND COMPLETE FIRST AMENDED PLAT OF DEERBROOK SUBDIVISION AS LAID OUT, PLATTED, GRANTED AND SHOWN HEREON, THAT SUCH PLAT MEETS THE REQUIREMENTS OF A LAND SURVEY PLAT AS SET FORTH IN C.R.S. SECTION 38-51-106, WAS MADE FROM AN ACCURATE SURVEY OF SAID PROPERTY BY ME AND UNDER MY SUPERVISION AND CORRECTLY SHOWS THE LOCATION AND DIMENSIONS OF THE LOTS, EASEMENTS AND STREETS OF SAID SUBDIVISION AS THE SAME ARE STAKED UP THE GROUND IN COMPLIANCE WITH STATE REGULATIONS COVERING THE SUBDIVISION OF LAND. RECORDED EASEMENTS, RIGHT OF WAY AND RESTRICTIONS ARE SHOWN HEREON AND ARE THE SAME AS THOSE SET FORTH IN THE TITLE COMMITMENTS PREPARED BY TITLE COMPANY OF THE ROCKIES COMMITMENT NUMBER 0605239-C, EFFECTIVE DATE MARCH 28, 2025 .

IN WITNESS WHEREOF I HAVE SET MY HAND AND SEAL THIS ____ DAY OF _____, 2025.

_____
MARK S. BECKLER, L.S. #28643

CLERK AND RECORDER'S ACCEPTANCE

THIS FIRST AMENDED PLAT OF DEERBROOK SUBDIVISION IS ACCEPTED FOR FILING IN THE OFFICE OF THE CLERK AND RECORDER OF PITKIN COUNTY, COLORADO AT _____ O'CLOCK ____M., THIS _____ DAY OF _____, 2025, IN PLAT BOOK _____, AT PAGES _____, RECEPTION NO. _____.

_____
PITKIN COUNTY CLERK AND RECORDER

FIRST AMENDED PLAT OF

DEERBROOK SUBDIVISION

BEING AN AMENDMENT OF DEERBROOK SUBDIVISION AS RECORDED AUGUST 8, 1989 IN PLAT BOOK 23 AT PAGE 15 OF THE PITKIN COUNTY RECORDS
BEING SITUATED IN SECTION 1 OF TOWNSHIP 10 SOUTH RANGE 86 WEST OF THE 6TH P.M.
TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO.

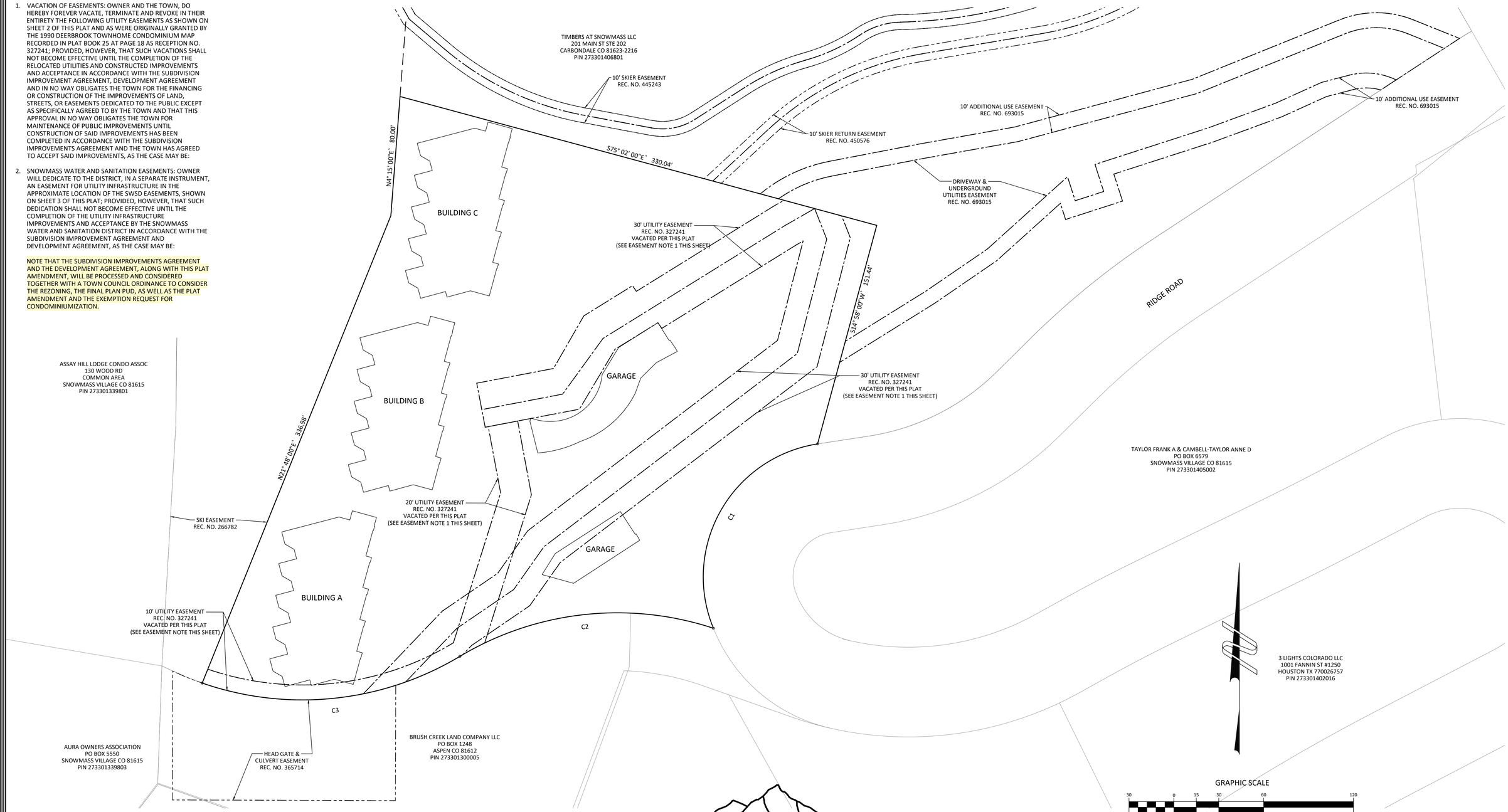
SHEET 2 OF 3
EXISTING SUBJECT PROPERTY BOUNDARY, VACATION OF EXISTING EASEMENTS

EASEMENT NOTES:

1. VACATION OF EASEMENTS: OWNER AND THE TOWN, DO HEREBY FOREVER VACATE, TERMINATE AND REVOKE IN THEIR ENTIRETY THE FOLLOWING UTILITY EASEMENTS AS SHOWN ON SHEET 2 OF THIS PLAT AND AS WERE ORIGINALLY GRANTED BY THE 1990 DEERBROOK TOWNHOME CONDOMINIUM MAP RECORDED IN PLAT BOOK 25 AT PAGE 18 AS RECEPTION NO. 327241; PROVIDED, HOWEVER, THAT SUCH VACATIONS SHALL NOT BECOME EFFECTIVE UNTIL THE COMPLETION OF THE RELOCATED UTILITIES AND CONSTRUCTED IMPROVEMENTS AND ACCEPTANCE IN ACCORDANCE WITH THE SUBDIVISION IMPROVEMENT AGREEMENT, DEVELOPMENT AGREEMENT AND IN NO WAY OBLIGATES THE TOWN FOR THE FINANCING OR CONSTRUCTION OF THE IMPROVEMENTS OF LAND, STREETS, OR EASEMENTS DEDICATED TO THE PUBLIC EXCEPT AS SPECIFICALLY AGREED TO BY THE TOWN AND THAT THIS APPROVAL IN NO WAY OBLIGATES THE TOWN FOR MAINTENANCE OF PUBLIC IMPROVEMENTS UNTIL CONSTRUCTION OF SAID IMPROVEMENTS HAS BEEN COMPLETED IN ACCORDANCE WITH THE SUBDIVISION IMPROVEMENTS AGREEMENT AND THE TOWN HAS AGREED TO ACCEPT SAID IMPROVEMENTS, AS THE CASE MAY BE:

2. SNOWMASS WATER AND SANITATION EASEMENTS: OWNER WILL DEDICATE TO THE DISTRICT, IN A SEPARATE INSTRUMENT, AN EASEMENT FOR UTILITY INFRASTRUCTURE IN THE APPROXIMATE LOCATION OF THE SWSD EASEMENTS, SHOWN ON SHEET 3 OF THIS PLAT; PROVIDED, HOWEVER, THAT SUCH DEDICATION SHALL NOT BECOME EFFECTIVE UNTIL THE COMPLETION OF THE UTILITY INFRASTRUCTURE IMPROVEMENTS AND ACCEPTANCE BY THE SNOWMASS WATER AND SANITATION DISTRICT IN ACCORDANCE WITH THE SUBDIVISION IMPROVEMENT AGREEMENT AND DEVELOPMENT AGREEMENT, AS THE CASE MAY BE:

NOTE THAT THE SUBDIVISION IMPROVEMENTS AGREEMENT AND THE DEVELOPMENT AGREEMENT, ALONG WITH THIS PLAT AMENDMENT, WILL BE PROCESSED AND CONSIDERED TOGETHER WITH A TOWN COUNCIL ORDINANCE TO CONSIDER THE REZONING, THE FINAL PLAN PUD, AS WELL AS THE PLAT AMENDMENT AND THE EXEMPTION REQUEST FOR CONDOMINIUMIZATION.



GRAPHIC SCALE

30 0 15 30 60 120

(IN U.S. SURVEY FEET)
1 inch = 30 ft.

Curve Table					
Curve #	Radius	Length	Chord Direction	Tangent	Chord
C1	90.00'	162.89'	S29° 16' 57"W`	114.57'	141.55'
C2	204.63'	175.87'	S83° 30' 17"W`	93.78'	170.51'
C3	204.63'	178.76'	S83° 54' 28"W`	95.53'	173.13'

SOPRIS ENGINEERING LLC
502 MAIN STREET • SUITE A3 • CARBONDALE CO 81623
(970) 704 0311 • soprisengineering.com

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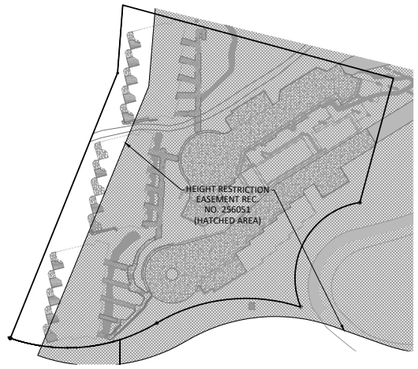
SHEET 3 OF 3
EXISTING EASEMENTS, DEDICATED EASEMENTS



HEIGHT RESTRICTION EASEMENT DETAIL
SCALE 1"=80'

EASEMENT NOTES:

1. VACATION OF EASEMENTS: OWNER AND THE TOWN, DO HEREBY FOREVER VACATE, TERMINATE AND REVOKE IN THEIR ENTIRETY THE FOLLOWING UTILITY EASEMENTS AS SHOWN ON SHEET 2 OF THIS PLAT AND AS WERE ORIGINALLY GRANTED BY THE 1990 DEERBROOK TOWNHOME CONDOMINIUM MAP RECORDED IN PLAT BOOK 25 AT PAGE 18 AS RECEPTION NO. 327241; PROVIDED, HOWEVER, THAT SUCH VACATIONS SHALL NOT BECOME EFFECTIVE UNTIL THE COMPLETION OF THE RELOCATED UTILITIES AND CONSTRUCTED IMPROVEMENTS AND ACCEPTANCE IN ACCORDANCE WITH THE SUBDIVISION IMPROVEMENT AGREEMENT, DEVELOPMENT AGREEMENT AND IN NO WAY OBLIGATES THE TOWN FOR THE FINANCING OR CONSTRUCTION OF THE IMPROVEMENTS OF LAND, STREETS, OR EASEMENTS DEDICATED TO THE PUBLIC EXCEPT AS SPECIFICALLY AGREED TO BY THE TOWN AND THAT THIS APPROVAL IN NO WAY OBLIGATES THE TOWN FOR MAINTENANCE OF PUBLIC IMPROVEMENTS UNTIL CONSTRUCTION OF SAID IMPROVEMENTS HAS BEEN COMPLETED IN ACCORDANCE WITH THE SUBDIVISION IMPROVEMENTS AGREEMENT AND THE TOWN HAS AGREED TO ACCEPT SAID IMPROVEMENTS, AS THE CASE MAY BE:

2. SNOWMASS WATER AND SANITATION EASEMENTS: OWNER WILL DEDICATE TO THE DISTRICT, IN A SEPARATE INSTRUMENT, AN EASEMENT FOR UTILITY INFRASTRUCTURE IN THE APPROXIMATE LOCATION OF THE SWSD EASEMENTS, SHOWN ON SHEET 3 OF THIS PLAT; PROVIDED, HOWEVER, THAT SUCH DEDICATION SHALL NOT BECOME EFFECTIVE UNTIL THE COMPLETION OF THE UTILITY INFRASTRUCTURE IMPROVEMENTS AND ACCEPTANCE BY THE SNOWMASS WATER AND SANITATION DISTRICT IN ACCORDANCE WITH THE SUBDIVISION IMPROVEMENT AGREEMENT AND DEVELOPMENT AGREEMENT, AS THE CASE MAY BE:

   NOTE THAT THE SUBDIVISION IMPROVEMENTS AGREEMENT AND THE DEVELOPMENT AGREEMENT, ALONG WITH THIS PLAT AMENDMENT, WILL BE PROCESSED AND CONSIDERED TOGETHER WITH A TOWN COUNCIL ORDINANCE TO CONSIDER THE REZONING, THE FINAL PLAN PUD, AS WELL AS THE PLAT AMENDMENT AND THE EXEMPTION REQUEST FOR CONDOMINIUMIZATION.

3. FIRE LANES SHALL BE GRANTED ON FUTURE CONDOMINIUM MAP WHEN PROPOSED DRIVE AND CUL-DE-SAC ARE COMPLETE PURSUANT TO TOWN OF SNOWMASS VILLAGE CODE SECTION 16A-4-240, 'FIRE PROTECTION,' AND ITS SUBSECTION (A), 'SERVICE BY FIRE AUTHORITY,' AND APPROPRIATELY MARKED AND SIGNED TO THE SATISFACTION OF THE FIRE DISTRICT PER THEIR REVIEW COMMENTS DATED 1-22-25.

NOTE:

THE PROPOSED IMPROVEMENTS SHOWN HEREON ARE PER THE FINAL PLAN SUBMITTAL ASSOCIATED WITH THIS PLAT.

Curve Table					
Curve #	Radius	Length	Chord Direction	Tangent	Chord
C1	90.00'	162.89'	S29° 16' 57"W`	114.57'	141.55'
C2	204.63'	175.87'	S83° 30' 17"W`	93.78'	170.51'
C2a	204.63'	155.04'	S86° 25' 15"W`	81.46'	151.36'
C2b	204.63'	20.83'	S61° 47' 56"W`	10.42'	20.82'
C3	204.63'	178.76'	S83° 54' 28"W`	95.53'	173.13'
C3a	204.63'	0.75'	S58° 59' 13"W`	0.38'	0.75'
C3b	204.63'	178.01'	S84° 00' 47"W`	95.08'	172.45'

Curve Table					
Curve #	Radius	Length	Chord Direction	Tangent	Chord
CE1	25.00'	11.86'	N35° 08' 42"E`	6.04'	11.74'
CE2	55.00'	8.99'	N53° 24' 40"E`	4.50'	8.98'
CE3	45.00'	7.35'	S53° 24' 40"W`	3.68'	7.34'
CE4	15.00'	7.11'	S35° 08' 42"W`	3.62'	7.05'
CE5	20.00'	8.31'	S68° 41' 32"W`	4.21'	8.25'
CE6	20.00'	7.85'	S45° 32' 32"W`	3.98'	7.80'

Line Table		
Line #	Direction	Length
LE11	N1° 27' 08"W`	11.80'
LE12	N28° 48' 17"E`	12.06'
LE13	N75° 52' 30"E`	8.62'
LE14	N21° 33' 34"E`	7.01'
LE15	N48° 43' 49"E`	185.26'
LE16	N58° 05' 31"E`	96.14'
LE17	N14° 57' 29"E`	75.10'
LE18	S58° 05' 31"W`	97.18'
LE19	S48° 43' 49"W`	185.26'
LE20	S21° 33' 34"W`	18.37'
LE25	S80° 35' 31"W`	34.83'
LE26	S56° 47' 32"W`	148.61'
LE27	S34° 17' 32"W`	60.14'

GRAPHIC SCALE

20 0 10 20 40 80

(IN U.S. SURVEY FEET)
1 inch = 20 ft.

SOPRIS ENGINEERING LLC
502 MAIN STREET • SUITE A3 • CARBONDALE CO 81623
(970) 704 0311 • soprisengineering.com

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.

8/27/2025 - 19258.02 - G:\2019\19258\SURVEY\Survey DWGs\Survey Plots and Exhibits\Amend Plat\19258_02 Amend Plat 01.dwg

July 31, 2025

Via E-mail: jimwahlstrom@tosv.com

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

RE: SWSD – Deerbrook Townhomes Redevelopment – Major PUD & Rezoning Final Plan Application Review Comments

Dear Jim:

The purpose of this letter is to provide review comments for the Deerbrook Townhomes Major PUD & Rezoning Plan Application on behalf of the Snowmass Water and Sanitation District (SWSD). SGM represents SWSD as their District engineer and has reviewed the Deerbrook Townhomes project during sketch plan and have provided review comments dated June 17th, 2020, August 19th, 2021, and August 3rd, 2023. SGM has reviewed the Major PUD & Rezoning Plan Application dated May 1st, 2025. The application was reviewed for conformance with the SWSD rules and regulations for water and wastewater. Please let this letter serve as SWSD's formal response to the Town with District concerns and/or comments for the Deerbrook Townhomes project Major PUD & Rezoning Plan Application.

1. The developer must enter into a line extension agreement with the District. This agreement is separate from the SIA and will have its own letter of credit that the District can approve reductions on.

2. The District can and will serve the additional water and wastewater demand required for this project.

3. SWSD will perform an EQR audit on the final construction drawings when they are ready.

4. Additional System Development Fees will need to be paid for the additional units.

5. The water main alignment proposed for the project is acceptable to SWSD. The internal water lines, services and fire hydrants will be privately owned and maintained by the Deerbrook HOA. The final construction drawings of the water main will be reviewed and approved prior to construction.

6. The sewer lines and services required to serve these new buildings will be privately owned and maintained lines.

7. The swimming pool proposed for this project is not allowed in anyway to connect to the District's wastewater system.

8. The storm sewer system from the roofs, roads, etc. shall not connect to the Districts' wastewater system.

9. The plat needs to show SWSD easements and provide a signature for SWSD.

If you have any questions, please call.

Sincerely,

SGM

Chris Lehrman, PE
District Engineer

Cc e-mail: Kit Hamby

TOWN ATTORNEY REVIEW COMMENTS, JUNE 20, 2025

From: Jeffrey J. Conklin <jjc@mountainlawfirm.com>
Sent: Monday, June 30, 2025 3:14 PM
To: Jim Wahlstrom <JWahlstrom@tosv.com>; Mike Horvath <mhorvath@tosv.com>
Cc: Dave Shinneman <dshinneman@tosv.com>
Subject: RE: Deerbrook THs plat and utility easements

Perhaps we revise the Town Council's Certificate similar to the following:

This Plat and the dedications and vacations shown hereon are approved and accepted by the Town Council of the Town of Snowmass Village; subject to the conditions on this Plat and in the Subdivision Improvements Agreement and subject to the conditions that this approval in no way obligates the Town for the financing or construction of the improvements of land, streets, or easements dedicated to the public except as specifically agreed to by the Town and that this approval in no way obligates the Town for maintenance of public improvements until construction of said improvements has been completed in accordance with the Subdivision Improvements Agreement and the Town has agreed to accept said improvements.

Jeff Conklin | Managing Partner
Karp Neu Hanlon, P.C.
Direct: 970.928.2124 | Cell: 970.309.3872
Office: 200 Basalt Center Circle, Suite 200, Basalt, CO 81621
Mailing: P.O. Drawer 2030, Glenwood Springs, CO 81602
Glenwood Springs | Basalt | Aspen | Ridgway
jjc@mountainlawfirm.com | www.mountainlawfirm.com

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Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

December 15, 2025

AGENDA ITEM:

Divide 'SHOP' Workforce Housing – Major PUD Amendment (Preliminary Review)

PRESENTED BY:

Brian McNellis, AICP/MLA,
Planner, Community Development Department

BACKGROUND:

The purpose of the public hearing is to hear a proposal by Aspen Skiing Company to construct a single, three-story building, containing 30 units of workforce housing on Lot 44 - Divide Subdivision which was approved as a Planned Unit Development (PUD) pursuant to Ordinance No. 16 of 1989. The current PUD allows for a maximum of 3 affordable housing units as part of a larger approved operations facility (Phase 2) – which was never built on the subject site.

The project received Sketch Plan approval on February 3rd pursuant to Resolution No. 8 of 2025. On October 1st, The Planning Commission formally adopted and forwarded a unanimous recommendation of approval to Town Council pursuant to PC Resolution No. 7 of 2025 (see Attachment A).

The Town Council should refer to the following Intent and Issues pertaining to Preliminary Plan PUDs:

(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?

(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?

(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?

(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?

(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?

(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?

(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?

(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?

(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?

(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?

(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?

(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?

(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?

(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?

(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?

(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?

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

FINANCIAL IMPACT:

There are no direct significant fiscal impacts to the Town with this proposal as the cost associated with the development will be shouldered by Aspen Skiing Company and contained within the confines of their own property. The proposed project will offer housing for on-mountain employees which directly contributes to the success of Snowmass Village as a world-class ski destination.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

Staff finds the project contributes to the following goals and objectives identified in the 2018 Comprehensive Land Use Plan to “Provide More Employee Housing.”

This project also supports the 2023 Town Council Goal to: “Identify and Provide More Affordable, Community, Workforce Housing.”

COUNCIL OPTIONS:

The Town Council may approve the Preliminary Plan proposal (allowing the applicant to proceed for Final Plan), continue the public hearing for further review, or deny the application.

STAFF RECOMMENDATION:

It is the recommendation of Town Staff, that the Council, by motion;

Approve Resolution No. 38 of 2025 giving Preliminary Plan approval to the Divide SHOP workforce housing project and authorizing submittal of a Final Plan.

ATTACHMENTS:

A. Aspen One Memo to TOSV
B. Draft Resolution No. 38 of 2025
C. PC Resolution No. 7 of 2025
D. Preliminary Plan application submittal
E. Preliminary Plan Design set
F. Preliminary Plan Exhibits/Reports
G. Internal TOSV Referral Comments
H. Public Comment

To: Town of Snowmass Village Planning Department and Town Council

From: Heather Henry, VP of Housing and Childcare, Aspen One

Date: 12/10/2025

Re: Additions to the SHOP Project Entitlement Proposal in Response to Town Council Feedback

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The Aspen One team appreciates the constructive feedback provided during our recent meeting with the Snowmass Town Council regarding the SHOP project. Based on the guidance received, we are formally incorporating the following commitments and clarifications into our entitlement application:

1. Expanded Transportation Service to the SHOP

To support improved mobility within Snowmass Village, the AO team reviewed two potential solutions with Town staff. Both solutions are described below and the preferred solution being preferred by both the AO team and Town staff.

1. **Partnership with the Town of Snowmass Village - PREFERRED:**
   Aspen One will contribute $50,000 per year to the Town to support a Town-managed Dial-a-Ride program, beginning upon issuance of the SHOP's Certificate of Occupancy. This partnership approach will provide critical public transportation service to the Divide neighborhood, Ditch Trailhead, and the SHOP.

2. **Expansion of the Black Saddle Shuttle (if the Town's program is not operational):**
   In the event the Town has not launched its Dial-a-Ride program by the time the SHOP receives its Certificate of Occupancy, Aspen One will expand the Black Saddle Shuttle to provide year-round service with the same services hours as the current winter service, to and from the SHOP, ensuring reliable transportation access for residents.

The financial transportation commitment made by the SHOP to the Town of Snowmass will be reviewed every three years to evaluate whether the contribution continues to effectively support the specific transit needs of the project's residents. Adjustments may be considered in collaboration with the Town based on demonstrated program utilization and resident mobility needs.

2. Updated Parking Plan

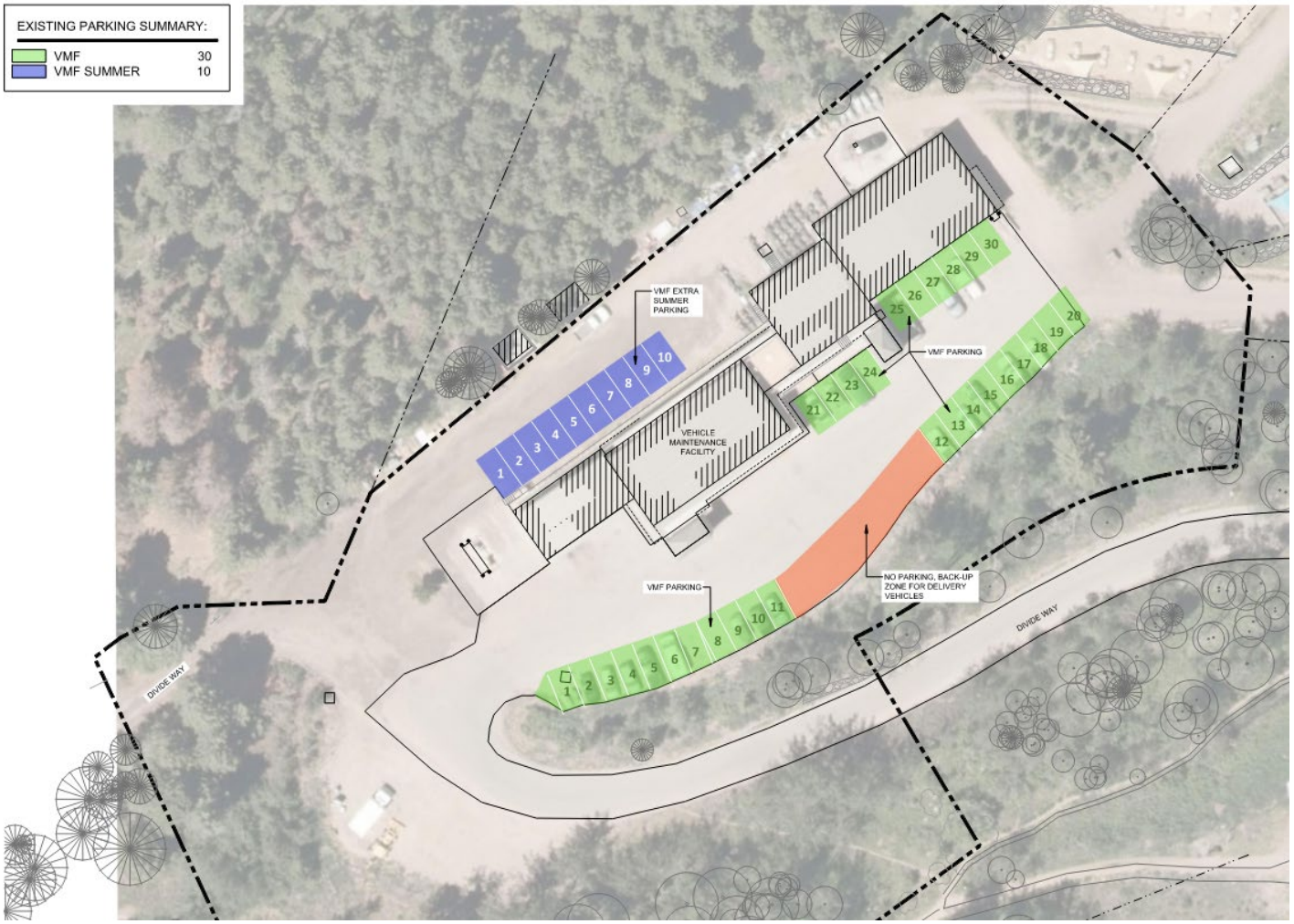
In response to Town Council feedback, the team has provided a clear graphic summarizing and depicting all existing and proposed parking spots. The project will continue to provide 1 car per unit in

accordance with the requirements of the Town of Snowmass Village off-site parking code. There will also be a number of flexible spaces. The proposed plan provides:

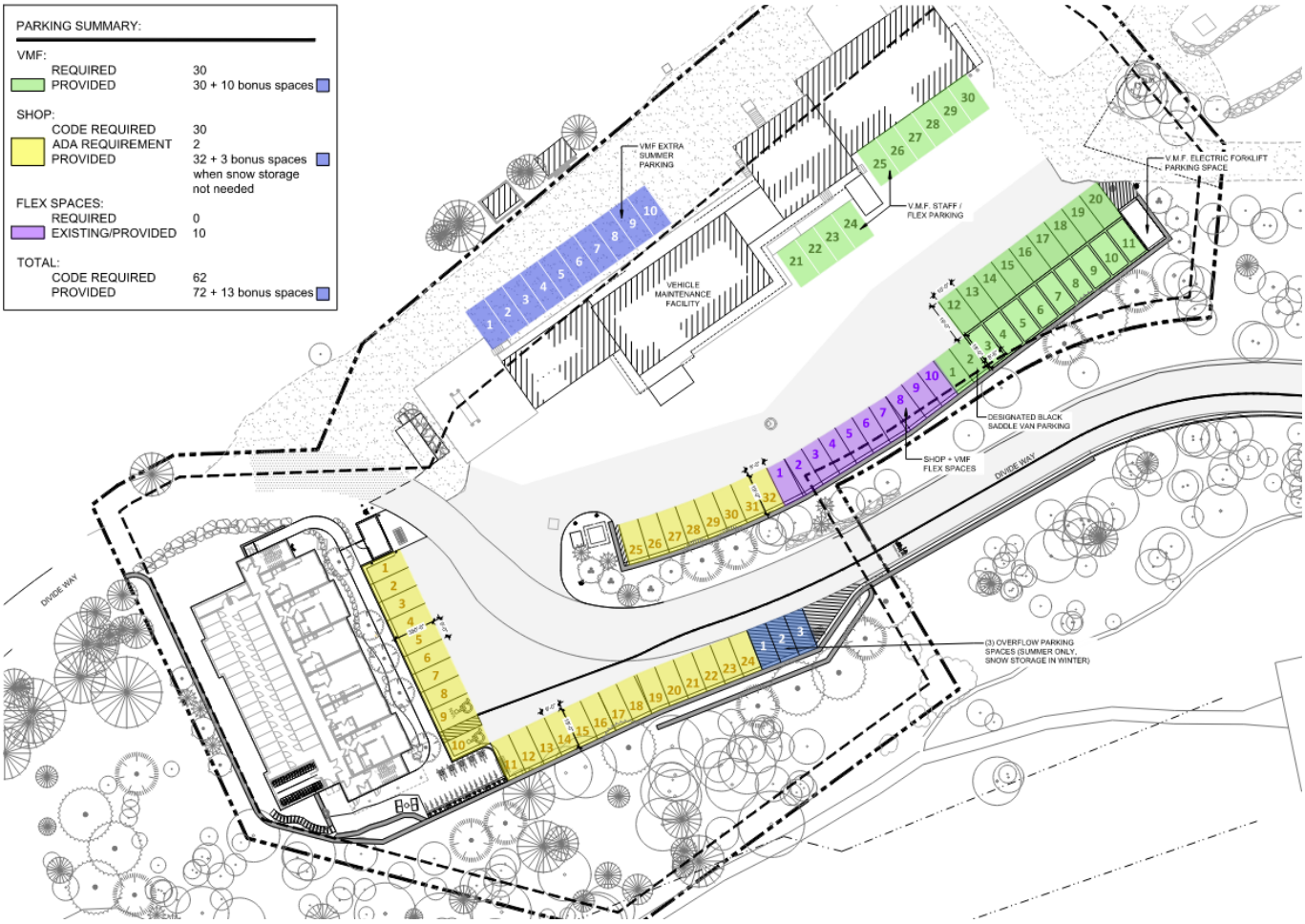
- 30 dedicated parking spaces for the VMF in the winter and 40 spaces in the summer.
- 32 code-required parking spaces for the SHOP in the winter and 35 spaces in the summer.
- 10 flexible VMF and SHOP spaces
- A total of 72 total spaces in the winter and 85 total spaces in the summer.

Below is a map of existing conditions, followed by a diagram showing the proposed parking spaces available to employees living and working at the Divide. This parking proposal meets code, supports VMF operations, and balances resident needs with broader transportation goals.

Existing Conditions



Proposed Parking Plan



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3. Restricted Building Occupancy

The SHOP proposal continues to propose a 30-unit project with 10 1-bedroom units and 20-studio units. We strongly believe that we have presented a project that is right-sized for the site, demonstrates little to no impact to our neighbors, and provides huge benefit to the community. We believe the addition of providing a financial commitment and partnering with the Town to provide transportation service to the SHOP and the Divide/Ditch neighborhood and trail are further concessions we are willing to make to assist all community members and visitors with safe access to this area of Town.

While we firmly believe that this project as proposed is the most optimal, we are exploring the addition of a voluntary occupancy restriction for the project which would limit the overall occupancy of the building to 40 residents. We trust that making this additional concession of an occupancy limit will further support the project's transportation management plan, parking commitments, and any safety

concerns regarding alternative transportation methods (such as walking and biking). The occupancy restriction will limit the number of community members/employees we are able to house, but we feel it is an significant concession to our neighbors who continue to reference concern about the number of people who they are willing to see housed at the SHOP.

We are still in the process of working through appropriate language to include as a condition of approval and will bring that specific language to the meeting on the 15th.

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

RESOLUTION NO. 38
SERIES OF 2025

A RESOLUTION GRANTING PRELIMINARY PLAN APPROVAL FOR A 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 PROCEED TO FINAL PLAN

WHEREAS, the Aspen Skiing Company ("Applicant") submitted an application for a Major Amendment to a Final PUD on June 30, 2025 (the "Divide Workforce Housing Project") 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, as modified by a Minor PUD Amendment pursuant to Ordinance No. 16 of 2001.

WHEREAS, said application wishes to amend 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, at a public meeting before the Planning Commission on October 1, 2025, a recommendation of approval was adopted by the Planning Commission pursuant to PC Resolution No. 7 of 2025; and

WHEREAS, a public hearing was held before the Town Council on November 3rd, November 17th, December 1st, and December 15th of 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

DRAFT

application provided the Minimum Contents required pursuant to Section 16A-5-390 of the Code and included written and graphic materials in sufficient detail to deem the application complete for Preliminary Review.

2. The application for a Major Amendment to a Final PUD proposes land uses for the subject parcel which are consistent with the intent of the 2021 Workforce Housing Master Plan and the Snowmass Village 2018 Comprehensive Plan (the "Comprehensive Plan") pursuant to Section 16A-5-310 of the Code. Further, the Comprehensive Plan provides the incentive for a "creative" development, which the application satisfies by providing 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. Upon construction, the Divide Workforce Housing Project shall satisfy current Aspen Skiing Company Employee Housing mitigation deficit requirements of 26.5 employee units pursuant to Resolution No 16, Series of 2024; Resolution No 19, Series of 2024, and Resolution No. 18, Series of 2025. The Town Council finds that the 3.5 additional units of additional community housing in the Divide Workforce Housing Project constitute and accept as a Community Purpose for PUDs pursuant to Section 16A-5-300(c)(6).a and permit exceeding the PUD to exceed sixty-five (65%) of that identified in the buildout analysis, as requested by the application.

6. With respect to slopes, the Town Council finds that the slopes exceeding 30% on the property are a result of man-made cutting or filling; regardless, the Town Council finds that the development is unable to avoid the steep slopes based on prior site improvements for the VMF property, and that based on engineering provided to the Town the design and/or construction techniques that will be incorporated within the development will satisfactorily mitigate the risk of potential harm to the public health, safety or welfare..

Section Two: Action. The Town Council accepts the Planning Commission Resolution, approves the application, and 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.

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

1. All proposed or existing utility infrastructure and public improvements shall be located 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 at its expense.

3. Applicant will voluntarily commit to a maximum occupancy of no more than 40 full-time residents in the SHOP and will promulgate rental policies and include appropriate terms and conditions in its lease agreements with its employees to manage compliance with this maximum occupancy commitment.

4. To address transit and safety concerns for accessing the project, the applicant agrees and shall pay to the Town $50,000 each year, for the Town's Transportation Department to provide "Dial-A-Ride" shuttle service to the project area for the benefit of residents of the Divide subdivision and the public in general. After 3 years of final certificate of occupancy being issued for the project, the Town and applicant shall review this condition to determine if it is effective and appropriate in addressing transit and safety concerns. If not effective, this condition may be amended upon agreement of the applicant and the Town. The agreement may then be reviewed every 3 years thereafter.

5. Applicant shall operate Aspen Skiing Company's - Black Saddle Shuttle during the winter operating months during peak times daily as represented in the Preliminary Plan application.

6. The Applicant shall operate Aspen Skiing Company's - Black Shuttle during peak times daily as represented in the Preliminary Plan application.

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

8. To the extent it is determined by the Town that any existing easement is inadequate, the applicant shall work with the Public Works Department to provide an access easement on Lot 44 through to Lot 51 as part of the Final Plan.

9. 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.

10. 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.

11. 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.

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

13. 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).

14. Storm water detention for the project shall entail an underground chambered system that will be entirely constructed and contained and within Lot 44. Final Plan shall include details specific to access port locations for maintenance and repair. Any subsequent Final Plan application shall include more developed Civil Plans and analysis that address seasonal drainage on 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.

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

16. 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.

17. 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.

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

19. 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.

20. 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.

21. The applicant shall provide direct trail access from Lot 44 to the Ditch Trail for the residents of the project, as determined at Final Plan.

22. 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.

23. The "outdoor amenity space" identified on the illustrative site plan shall be relocated to the north side of the residential building. A detailed design shall be included as part of the Final Plan submittal for review by Town Council.

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

25. 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.

26. As needed and whenever possible, the clustering of spruce (and other tree species - as well as significant brush stands) located on the north side of Divide Road from the proposed building location, shall be maintained and protected during and after construction to screen light emissions reaching the Snowmass Creek valley. Said trees shall be inspected annually and must be protected against beetle kill and other diseases. If any of these trees die, they will be replaced with significant size spruce trees as a replacement.

27. All lighting on site conform to codified standards in accordance with the Town's lighting regulations .

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

29. The SHOP shall be deed-restricted for use by Aspen One employees or other workforce housing for employees working in Snowmass Village 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.

30. Upon construction, the Divide Workforce Housing Project shall satisfy current Aspen Skiing Company Employee Housing mitigation deficit requirements of 26.5 employee units pursuant to Resolution No 16, Series of 2024; Resolution No 19, Series of 2024, and Resolution No. 18, Series of 2025. The Town Council finds that the 3.5 additional units of additional community housing in the Divide Workforce Housing Project constitute and are acceptable as a Community Purpose for this PUD pursuant to Section 16A-5-300(c)(6).a and permit the PUD to exceed sixty-five (65%) of that identified in the buildout analysis, as requested by the application

31. The Applicant shall request as part of the Final Plan submittal an amendment to the Build Out Chart in the 2018 Comprehensive Plan.

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

33. 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 15th day of December 2025, with a motion made by Council member_____and a second by Council member_____, by a vote of___in favor and___opposed.

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

_____
Alyssa Shenk, Mayor

ATTEST:

_____
Megan Harris Boucher, Town Clerk

APPROVED AS TO FORM:

_____

Jeff Conklin, Town Attorney

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

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 finally October 1, 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.

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. The "outdoor amenity space" identified on the illustrative site plan shall be relocated to the north side of the residential building. A detailed design shall be included as part of the Final Plan submittal for review by Town Council.

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

22. 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.

23. As needed and whenever possible, the clustering of spruce (and other tree species - as well as significant brush stands) located on the north side of Divide Road from the proposed building location, shall be maintained and protected during and after construction in order to screen light emissions reaching the Snowmass Creek valley. Said trees shall be inspected annually and must be protected against beetle kill and other diseases. If any of these trees die, they will be replaced with significant size spruce trees as a replacement.

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

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

26. 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.'

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

28. 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 1st day of October 2025, with a motion made by Commission member Clauson and a second by Commission member Gustafson, by a vote of 6 in favor and 0 opposed.

TOWN OF SNOWMASS VILLAGE
PLANNING COMMISSION

Matthew Dubé
Matthew Dubé (Oct 3, 2025 09:48:00 MDT)

Matthew Dubé, Chairperson

ATTEST:

Ashleigh Huff

Ashleigh Huff, Secretary

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

SHOP Preliminary PC Reso No. 7 of 2025_final (1)

Final Audit Report 2025-10-03

Created:	2025-10-03
By:	Ashleigh Huff (ahuff@snowmass.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAsh5GkPPrswJ52XJNEqTqq0_ALh4iIkXN

"SHOP Preliminary PC Reso No. 7 of 2025_final (1)" History

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Signature Date: 2025-10-03 - 3:48:00 PM GMT - Time Source: server

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COVER

THE S.H.O.P.

SNOWMASS HOUSING FOR OPERATIONS PERSONNEL

Major PUD Amendment

Preliminary Plan Application

PIDs#: 273303401014

PUBLISH DATE:

JUNE 6, 2025



COVER LETTER

May 16, 2025

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

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

Dear Mr. Shinneman:

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

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

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

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

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

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

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

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

Regards,

Heather Henry

Aspen One
VP Housing and Childcare

PROJECT TEAM

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Appendix A - Preliminary Development Plan (referenced plans)

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

EXECUTIVE SUMMARY

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

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

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

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

1. Building Scale and Massing Reduced

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

2. Improved Site and Roadway Design

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

3. Visual and Light Pollution Mitigation

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

4. Expanded Community Amenities and Transportation Options

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

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

5. Noise and Air Quality Considerations

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

B. Consistency with LUDC PUD Preliminary Plan Requirements

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

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

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

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

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

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

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

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

Conclusion

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

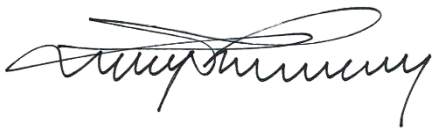
- Targeted reduction in building mass
- Enhanced livability and functionality
- Direct response to Town and community feedback
- Comprehensive planning, engineering, and public benefit

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

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

Regards,





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

Gyles Thornely, PLA
Principal
Connect One Design

PROJECT INFORMATION

Required Land Use Approvals and Process

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

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

Submission Requirements

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

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

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

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

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

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

Project Background and Description of Proposed Improvements

Project Background

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

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

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

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



Key Aspects of Preliminary Plan Submission:

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

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

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

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

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

Comparison to Sketch Plan

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

Response:

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

SUMMARY OF CHANGES MADE:

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

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

SUMMARY OF ADDITIONAL DETAILS ADDED:

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

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

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

Response to Sketch Plan Issues and Concerns

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

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

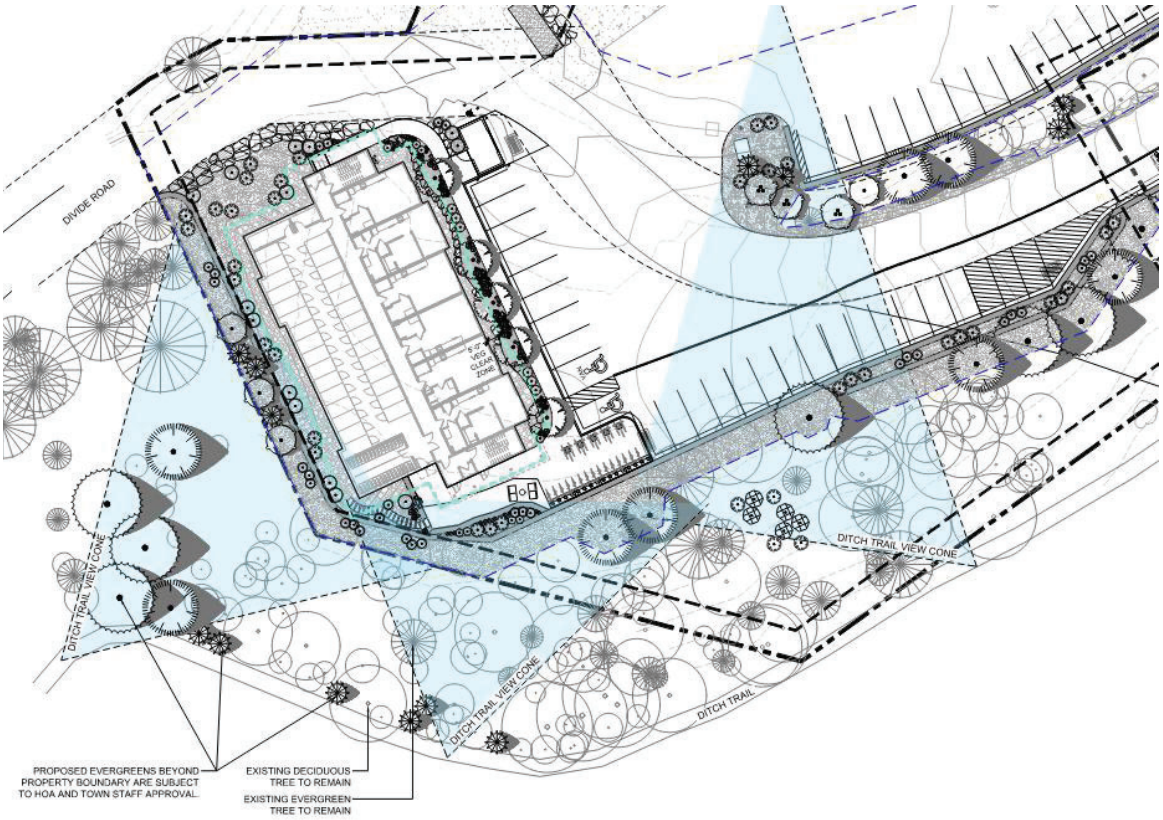
1. ***Divide Way shall be widened to no less than 24 feet (with dedicated access easement) from the intersection with Divide Road, westwardly to the access area of the existing Vehicle Maintenance Facility on Lot 44 to ensure emergency access and adequate turnaround for the Fire District and maintenance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

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

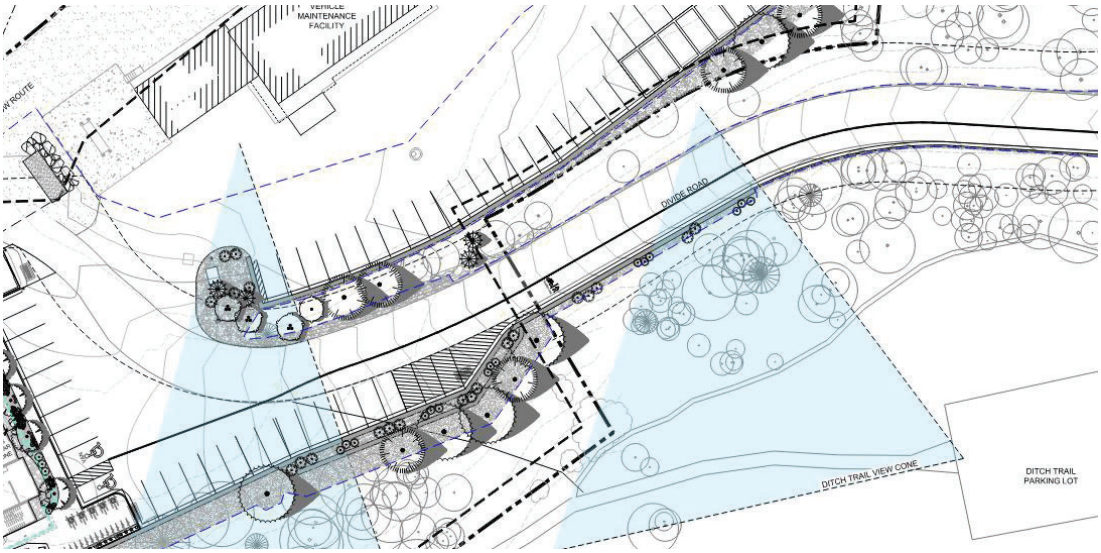
2. ***A detailed landscape plan shall be submitted with any subsequent Preliminary Plan application to ensure screening of the proposed building (with appropriate and native plantings) as seen from Ditch Trail.***

Response:

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



Plan Enlargement of planting around the SHOP



Plan Enlargement of planting along Divide Way



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



Image 2 – looking west towards SHOP from Ditch Trail



Image 3 – looking northwest towards SHOP from Ditch Trail



Image 4 – looking northeast towards SHOP from Ditch Trail

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

Response:

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

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

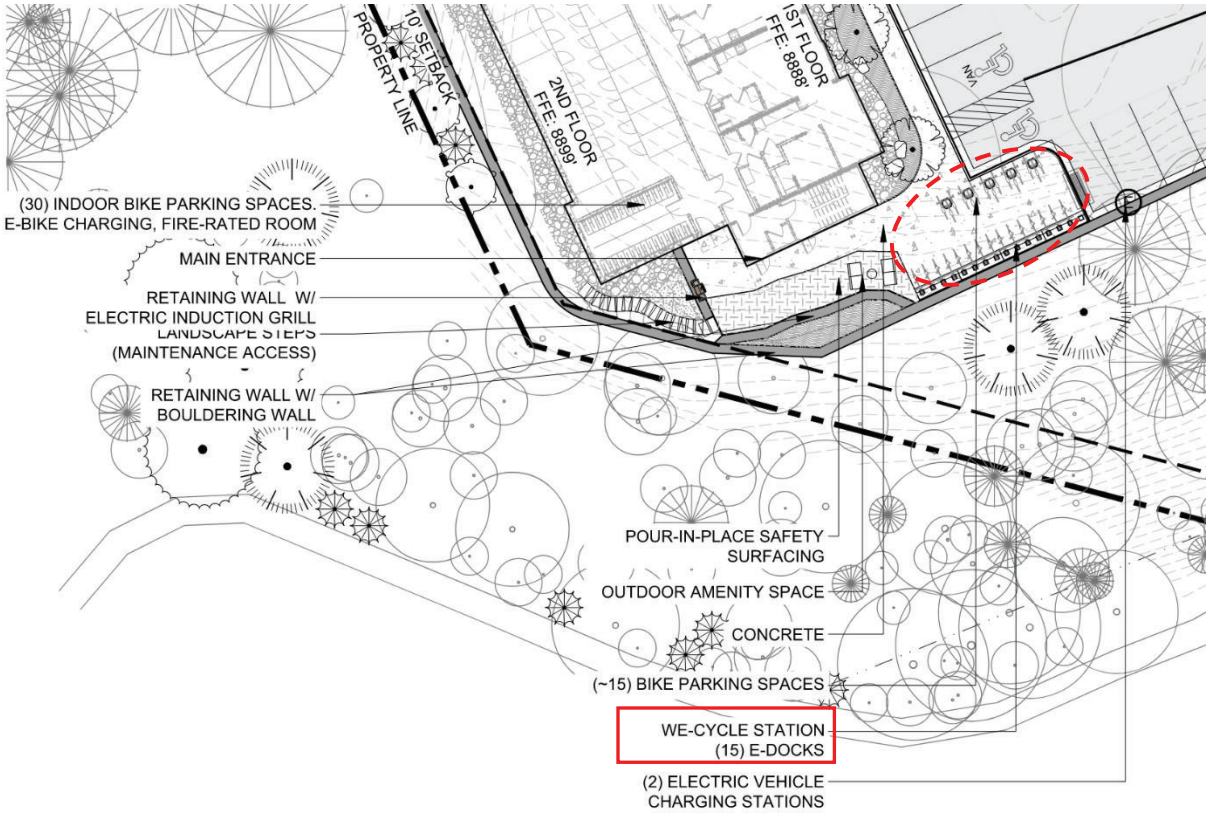
Response:

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

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

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

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



WE-cycle size and location at the SHOP

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

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

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

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

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

Response:

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

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

Response:

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

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

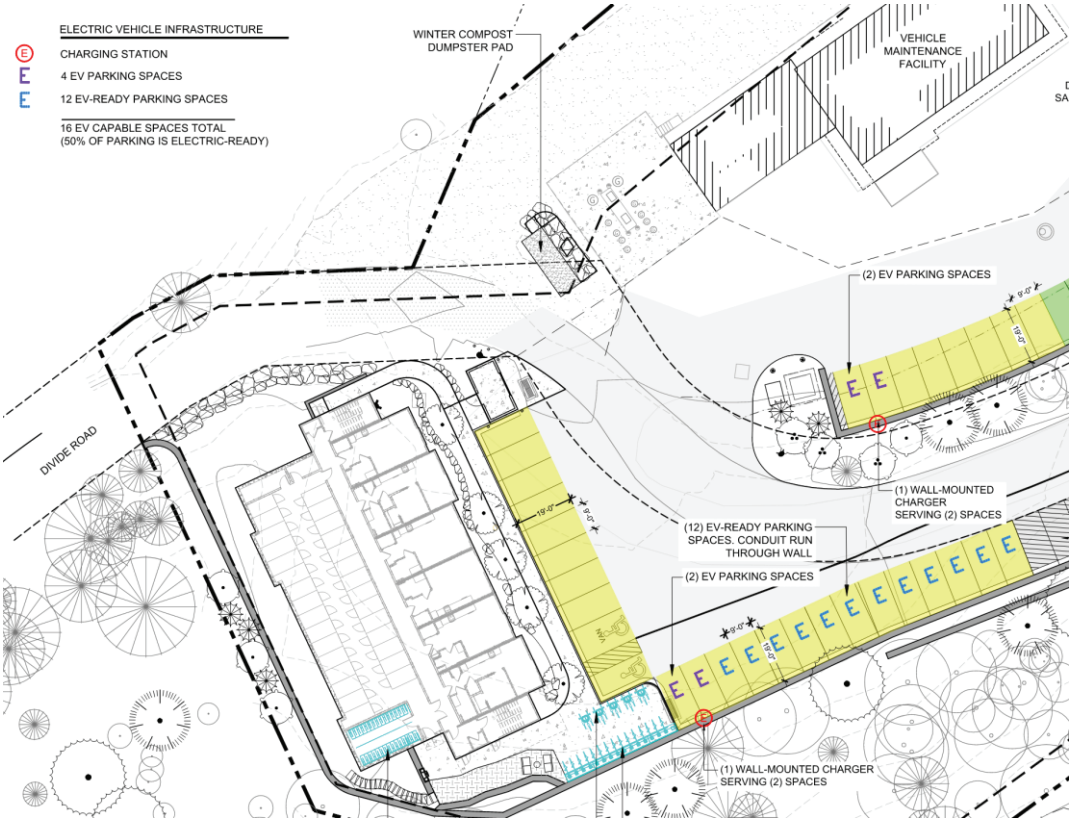
A. Traffic calming on Divide Road with the addition of solar powered speed-display signs along Divide Road to encourage drivers to adhere to the posted speed limits.
B. Improving and maintaining the off-street "social" trial that runs uphill of Divide Way, connecting it to the Ditch Trail.

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

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

Response:

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

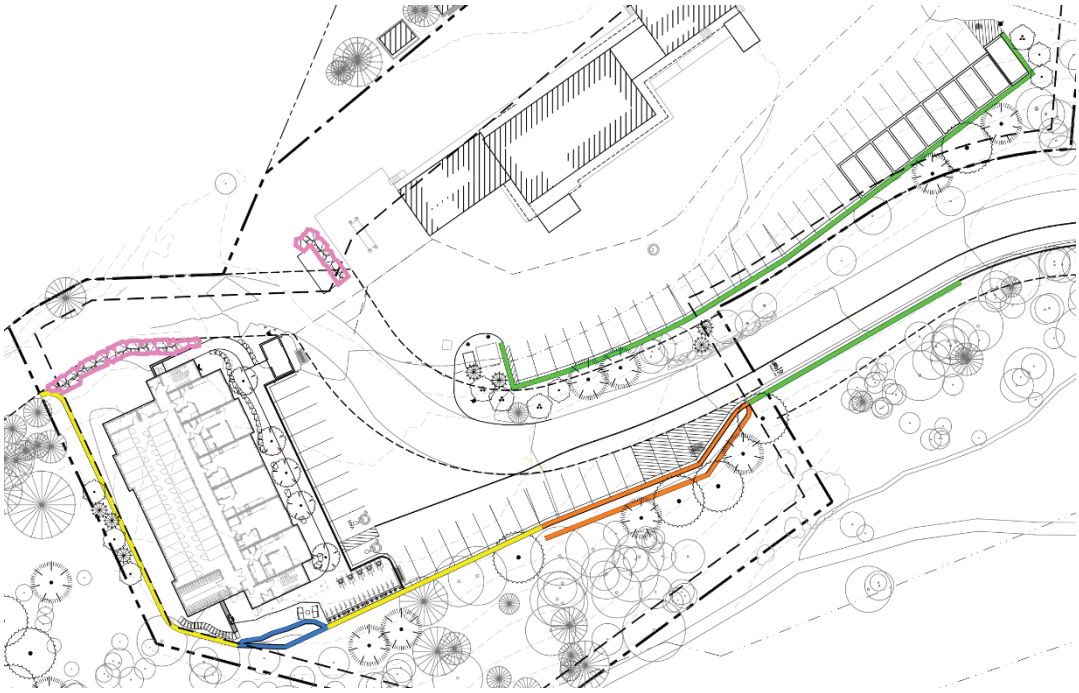


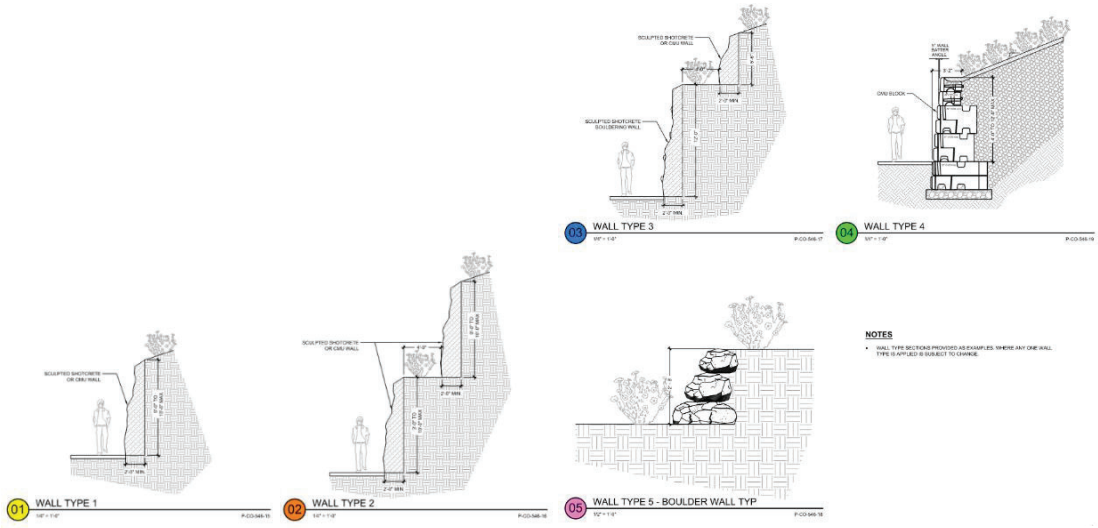
8. ***Retaining walls on the backside of the building (and construction thereof) shall be contained entirely within the subject property but shall offer as much distance as possible from building to offer the ample afternoon solar exposure for westerly facing residential units.***

Response:

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

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





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

Response:

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

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

Table 1 – Intersection Level of Service Summary – Existing Conditions

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

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

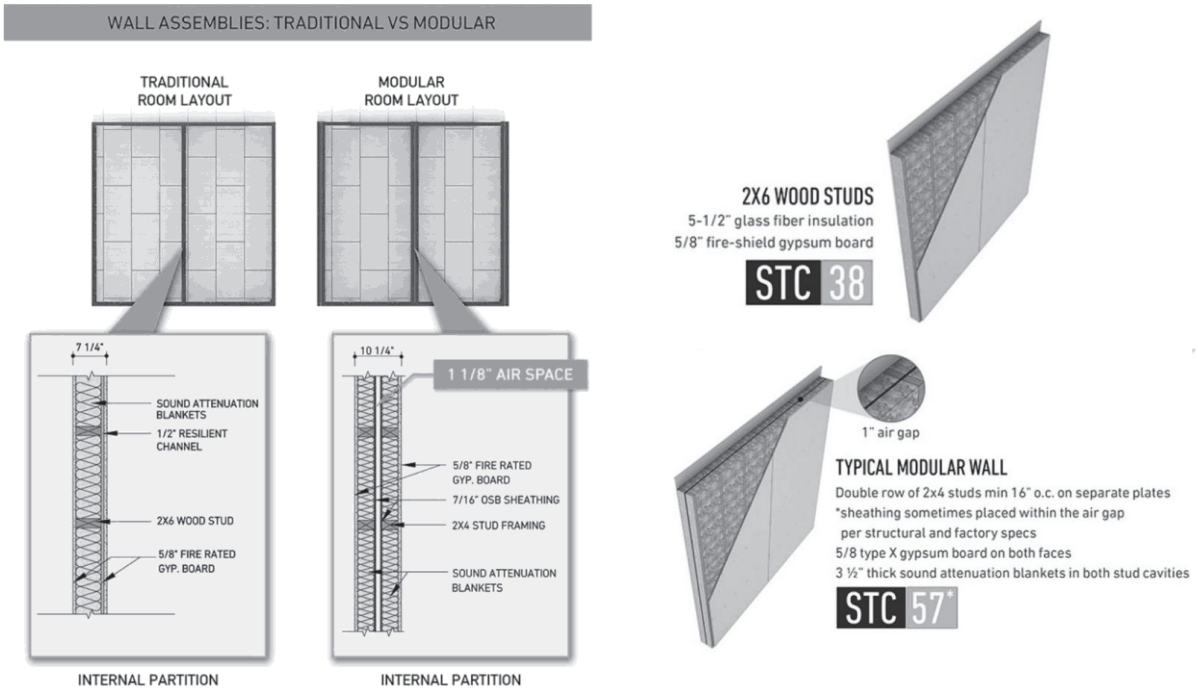
10. ***The floorplan(s) of adjacent units shall be "mirrored" to ensure optimum noise and nuisance control amongst neighbors residing in the building (see Dunlop Consulting referral comments attached) or demonstrate alternative adequate noise control measures.***

Response:

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

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

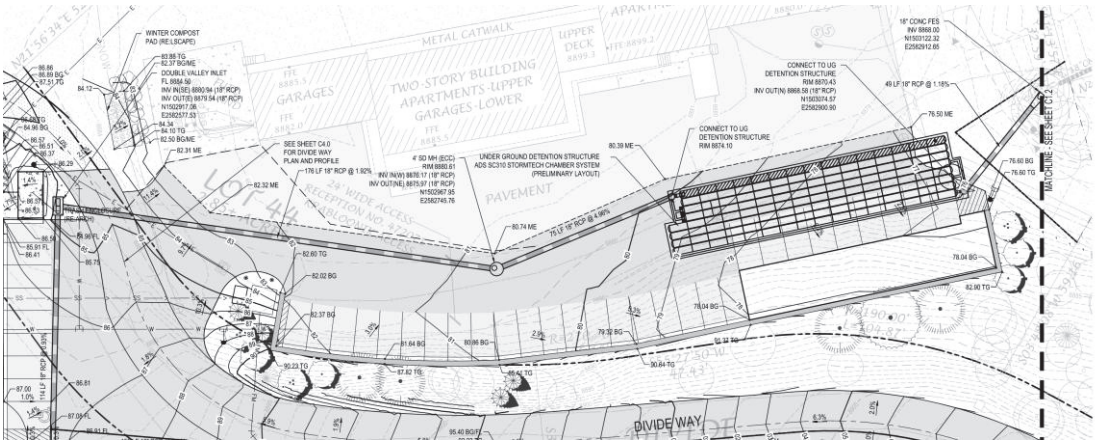
- Sound transfers mainly by vibration. Air gaps between walls disconnect the path for the vibration to travel.
- One of the most effective ways of providing a high STC rating in stick-built construction is to disrupt the path of sound transmission with separate plates and framing in the wall. In modular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



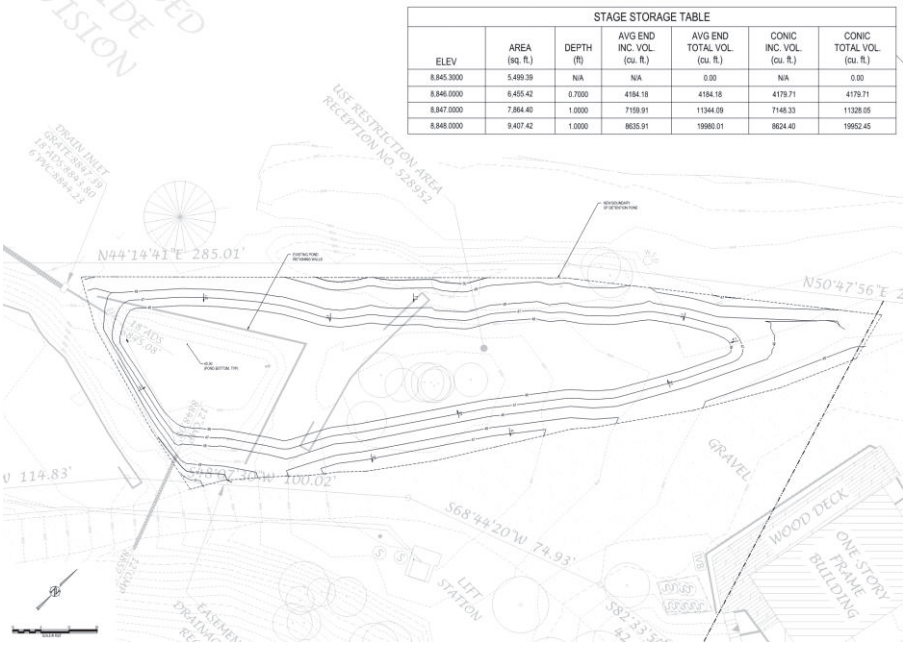
11. ***Any subsequent Preliminary Plan application shall include Civil Plans and analysis that address seasonal drainage from the subject parcel during and after construction. This shall include any potential impact on natural water resources including drainage ways and/or established wetland areas.***

Response:

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



Proposed underground detention Plan



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.

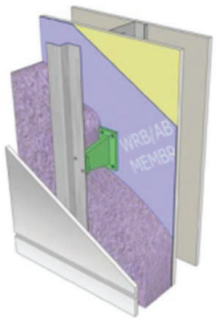


Figure 1 – FIBERGLASS CLIPS (SOURCE: RDH.COM)

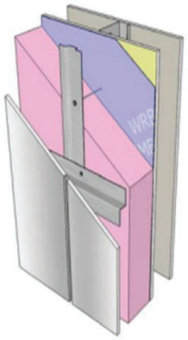


Figure 2 – LONG SCREWS THROUGH INSULATION (SOURCE RDH.COM)

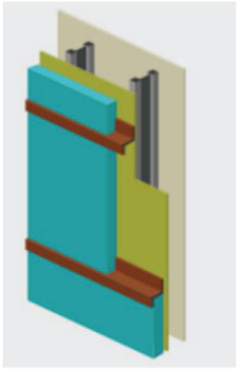


Figure 3 - ARMATHERM™ Z GIRT (SOURCE: ARMATHERM.COM)

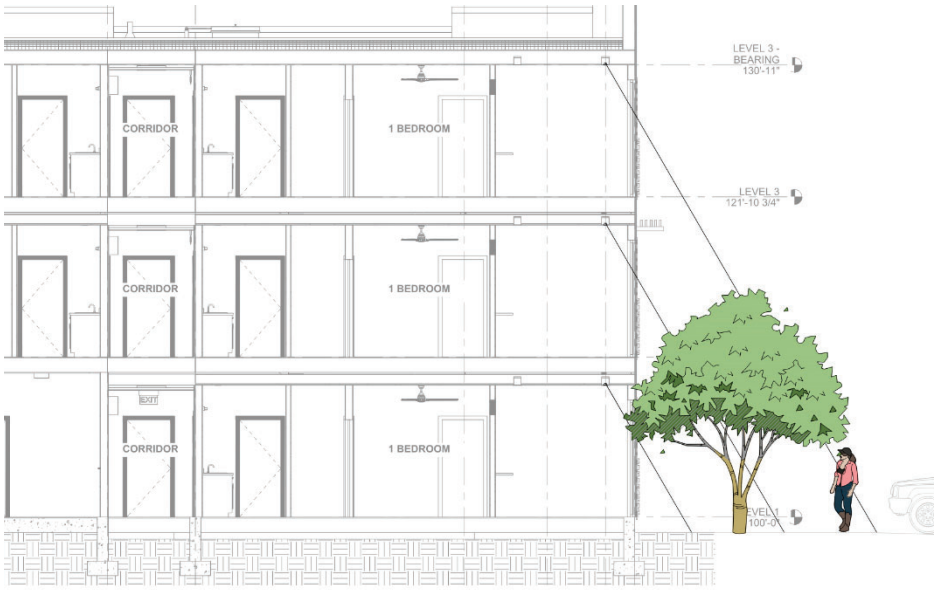
14. ***Any subsequent Preliminary Plan application shall include a study that demonstrates visibility of the proposed building (and associated lighting – interior and exterior) as seen from the Snowmass Creek valley and the greater Divide subdivision. The applicant shall explore ways to lessen the visual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

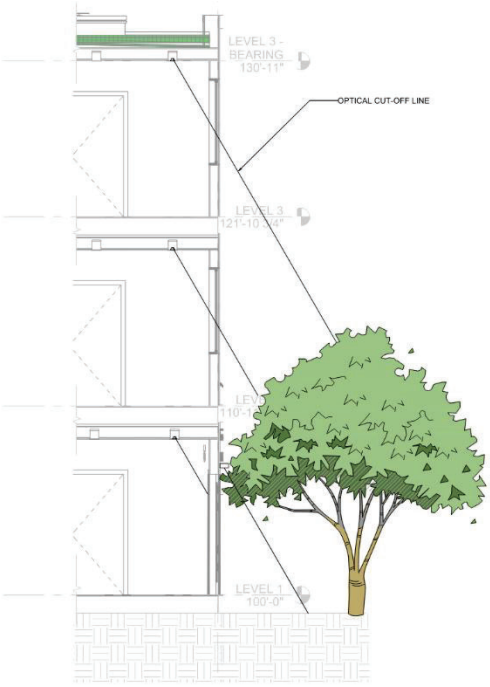
Interior lighting within 8' of window walls uses deep-recessed downlights with cutoff angles of 30 degrees. The LED emitter is recessed into the ceiling by approximately 2", and the aperture of the fixture is 4". The cutoff of the fixture will shield the light source from direct view beyond the centerline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

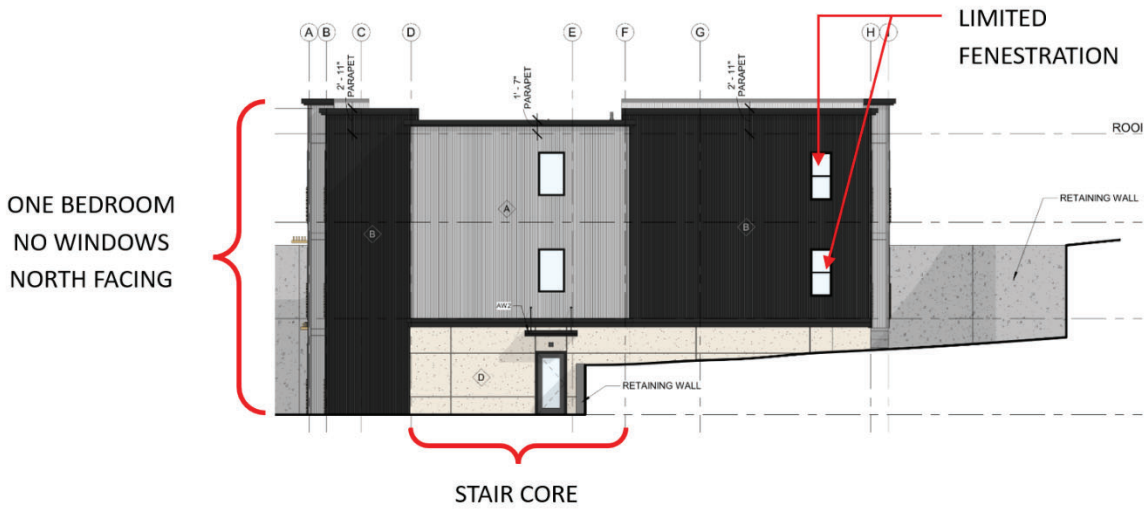
SCALE: 1/4" = 1'-0"

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

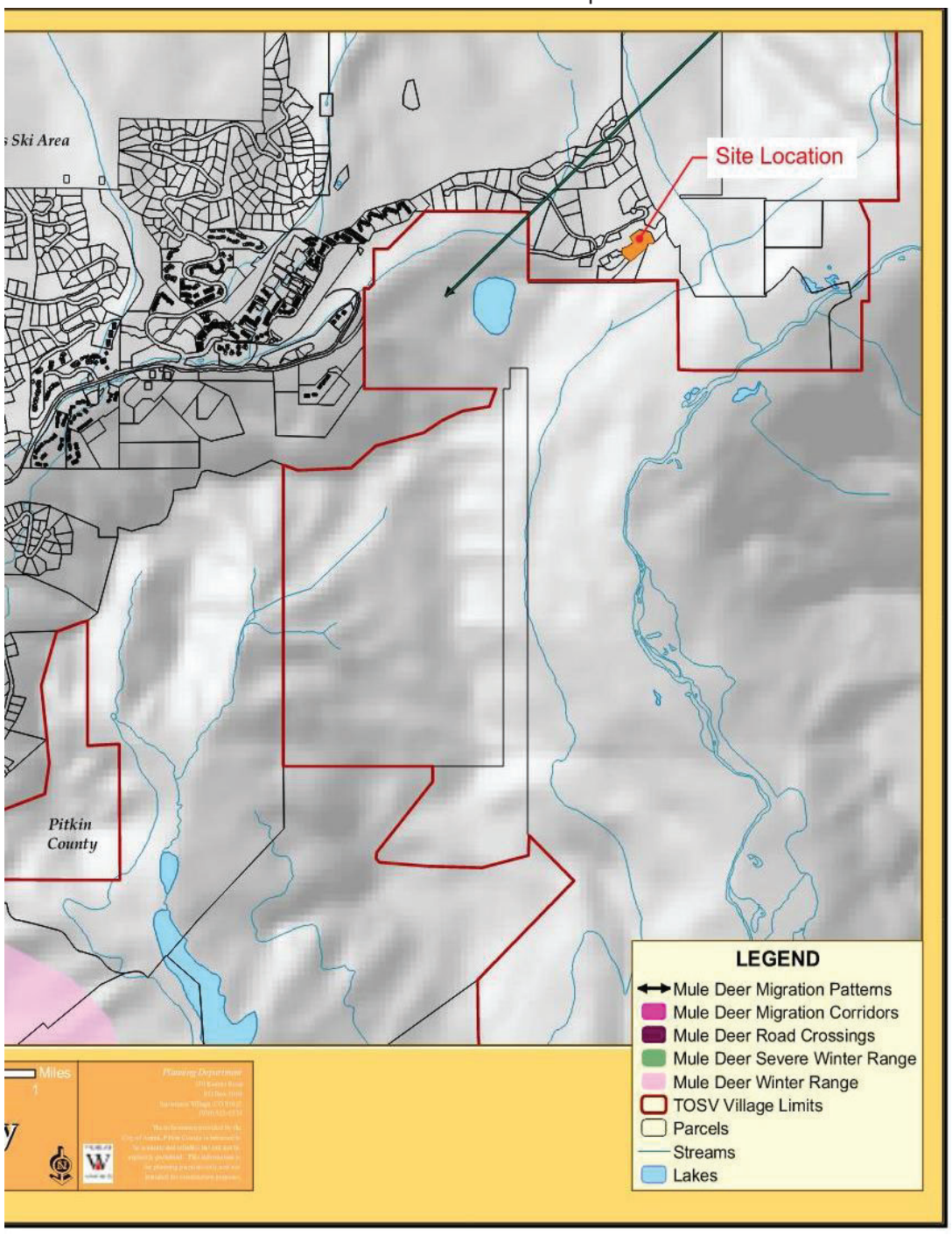


Figure 2
Elk Habitat Map

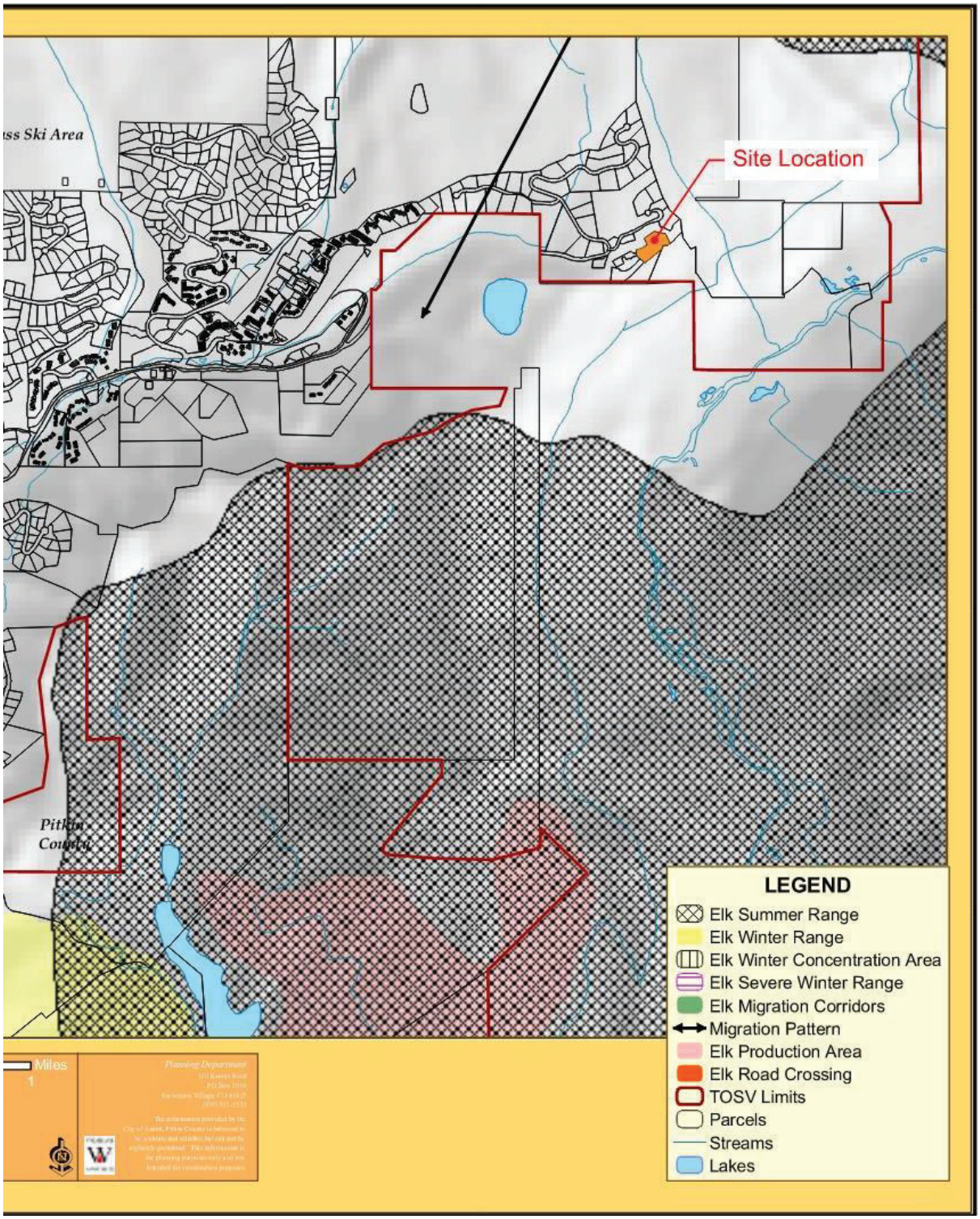
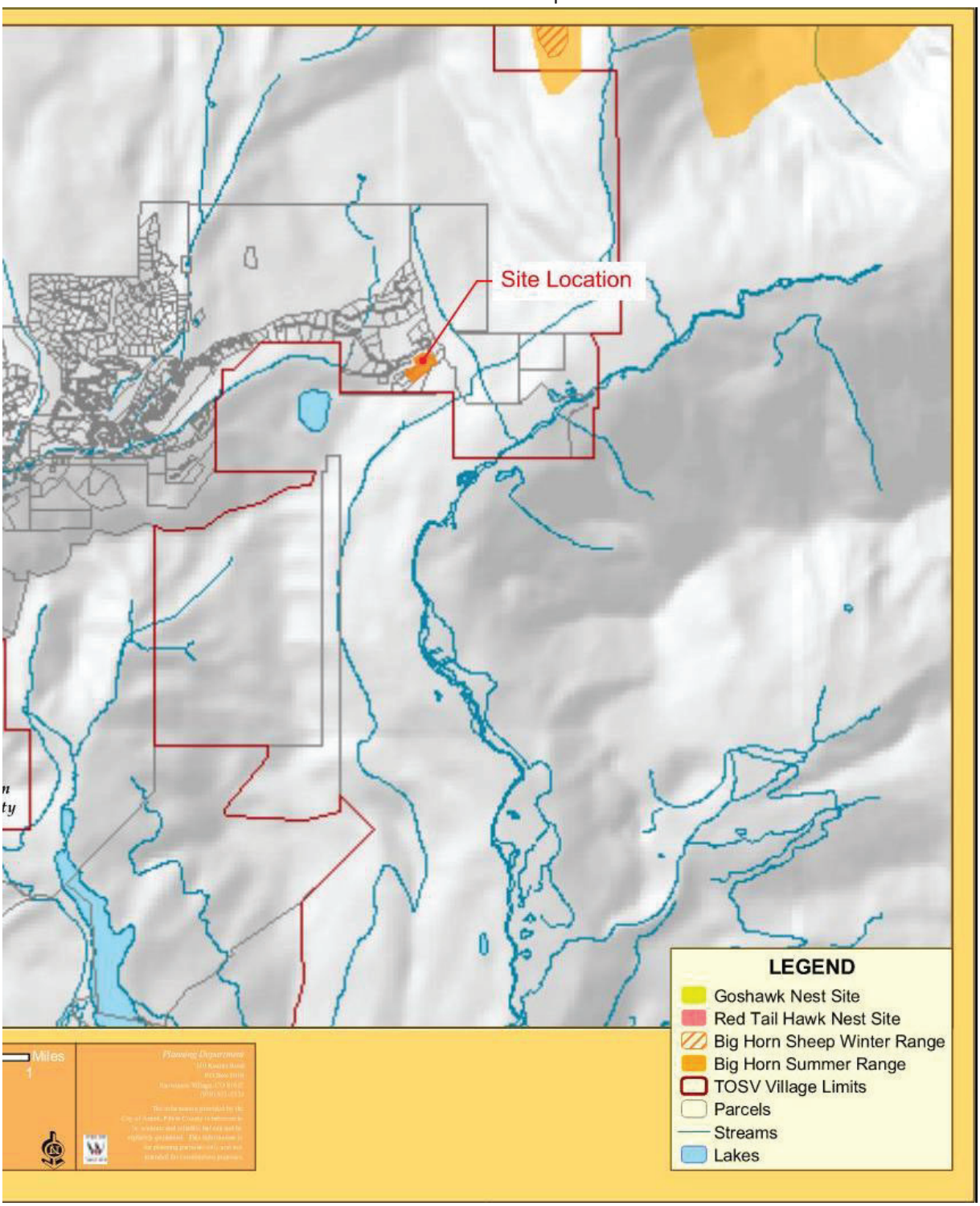


Figure 3
Wildlife Map



(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:

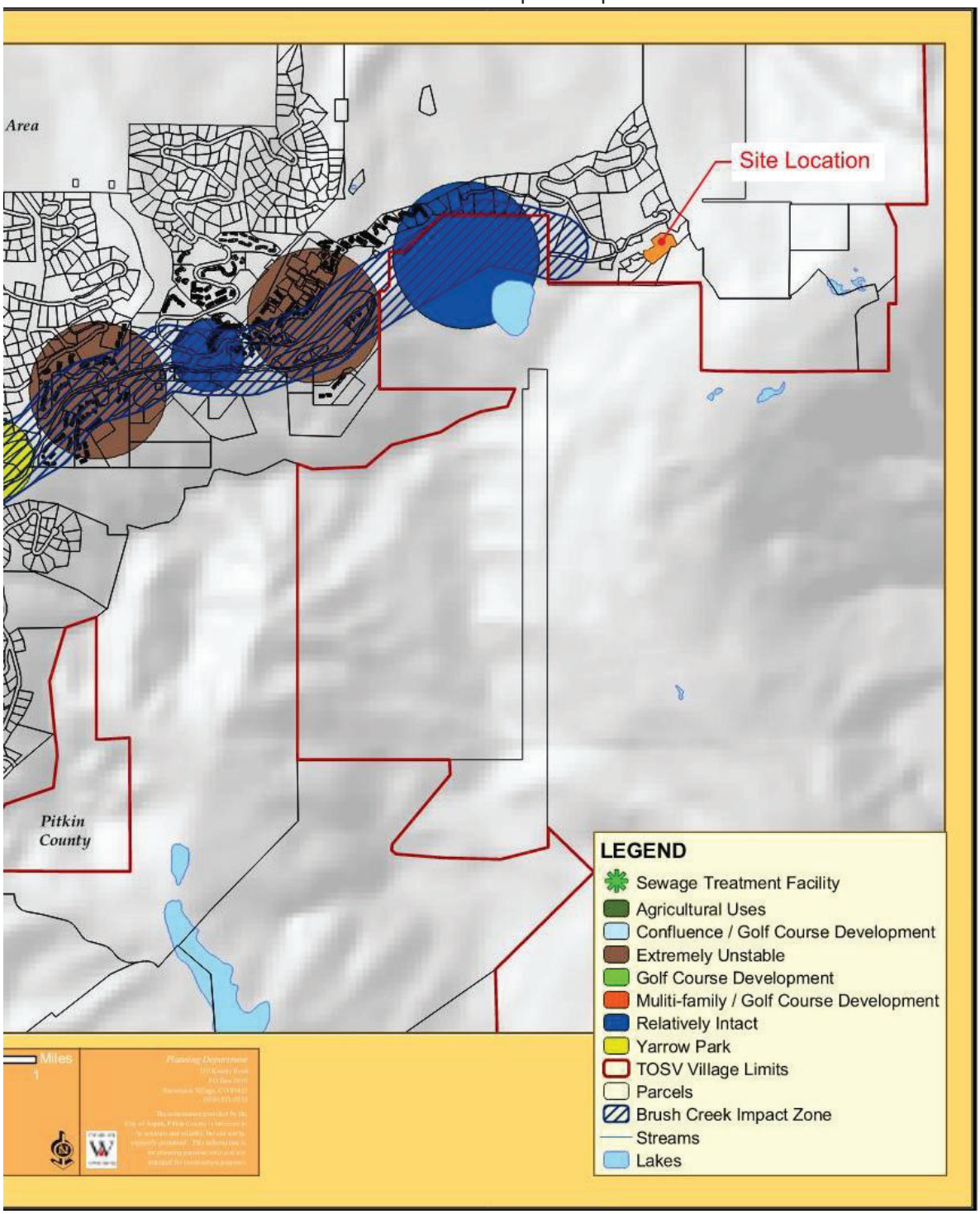
1. ***Map. A map of the property depicting the activity patterns of the wildlife using the sensitive wildlife habitat, identifying migration routes, travel corridors or patterns, calving, nesting, feeding and watering areas, riparian areas, and any connections or relationships with habitat adjoining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



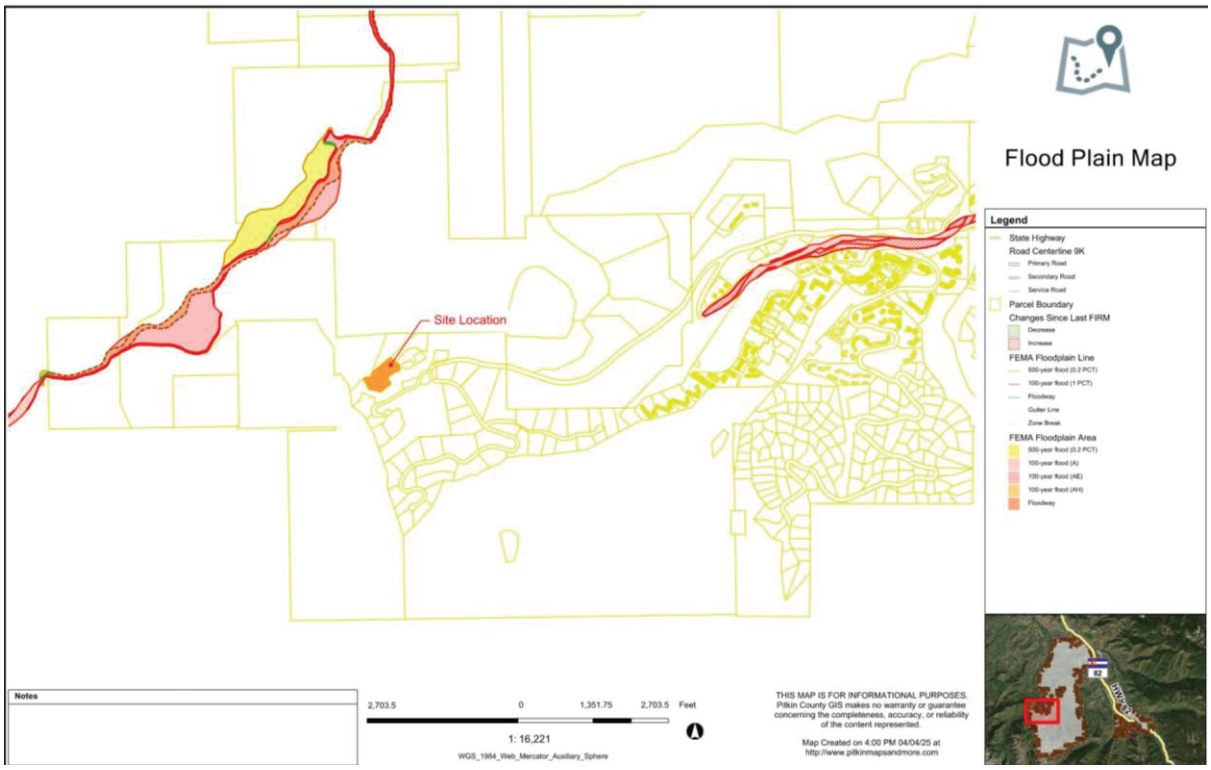
Section 16A-4-40 – Floodplain and wetland areas.

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.

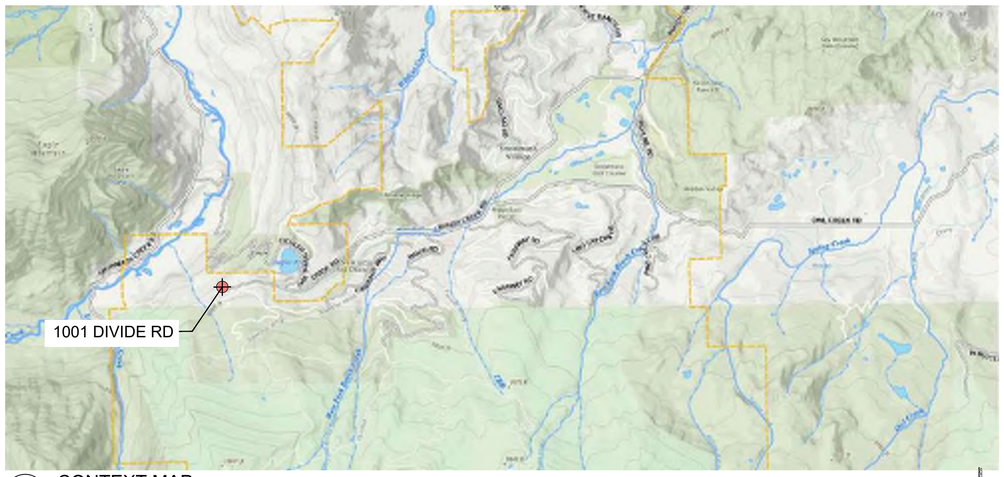
In alignment with Division 5, our proposed project is committed to promoting and preserving the open character of authorized signs. Aspen One has historically demonstrated a proven ability to promote orderly display within the Town and remains committed to preserving the open character, providing signage 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
L.1.01	CONTEXT & SURROUNDING STRUCTURES PLAN
L.1.02	ILLUSTRATIVE PLAN
L.1.03	SITE PLAN
L.1.04	PARKING PLAN
L.1.05	WASTE MANAGEMENT PLAN
L.1.06	SNOW STORAGE PLAN
L.1.07.S	FIRE ACCESS PLAN - SUMMER
L.1.07.W	FIRE ACCESS PLAN - WINTER
L.1.08	WALL TYPE PLAN
L.1.09	OPEN SPACE MAP
L.1.10	TREE REMOVAL PLAN
L.1.11	LANDSCAPE PLAN
L.1.12	DITCH TRAIL SCREENING
L.1.13	MAINTAINED AREAS DIAGRAM
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C0.2	DEMOLITION PLAN
CE1.0	EROSION CONTROL PLAN
CE1.1	SWMP NOTES AND EROSION CONTROL DETAILS
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C1.1	DETAILED GRADING AND DRAINAGE PLAN
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C3.1	DETAILED HORIZONTAL CONTROL PLAN
C3.2	DETAILED HORIZONTAL CONTROL PLAN
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FIG 1	DRAINAGE PLAN - EXISTING
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FIG 3.0	ALT DRAINAGE PLAN - EXISTING DETENTION POND EXPANSION
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A102	FLOOR PLAN - LEVEL 2
A103	FLOOR PLAN - LEVEL 3
A104	UNIT FLOOR PLAN - STUDIO (TYPE A)
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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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SNOWMASS OPS EMPLOYEE HOUSING

1001 DIVIDE RD
SNOWMASS VILLAGE, CO 81615

Drawn By: EW Checked By: DD

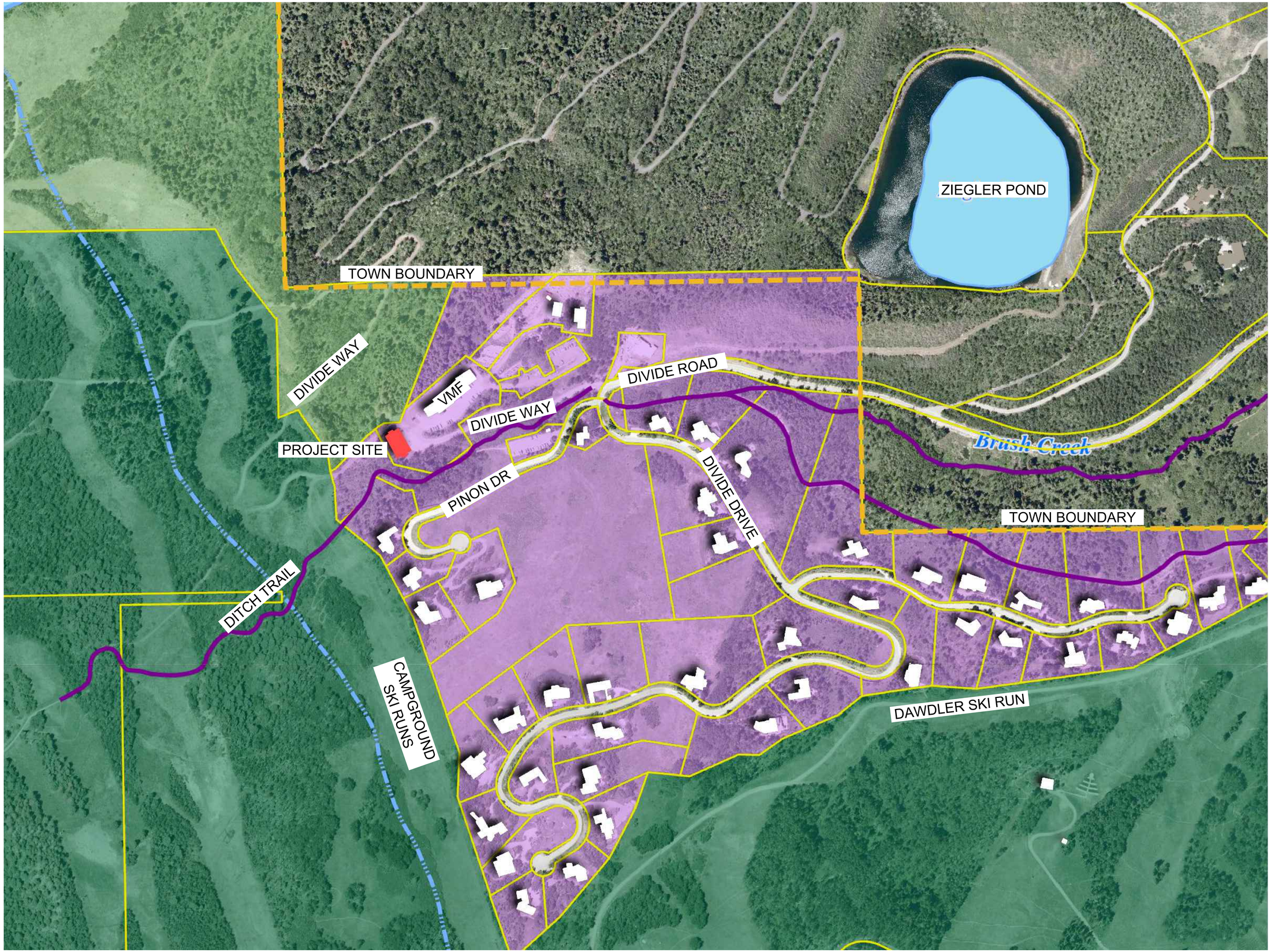
ISSUE & REVISION DATES	
SKETCH PLAN	09/01/2024
PRELIMINARY PLAN	06/06/2025

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

COVER

APPENDIX A

LANDSCAPE / PLANNING SHEETS



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CONTEXT & SURROUNDING STRUCTURES PLAN

L.1.01



SCALE: 1"=20'

0' 20' 40'

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SNOWMASS OPS EMPLOYEE HOUSING

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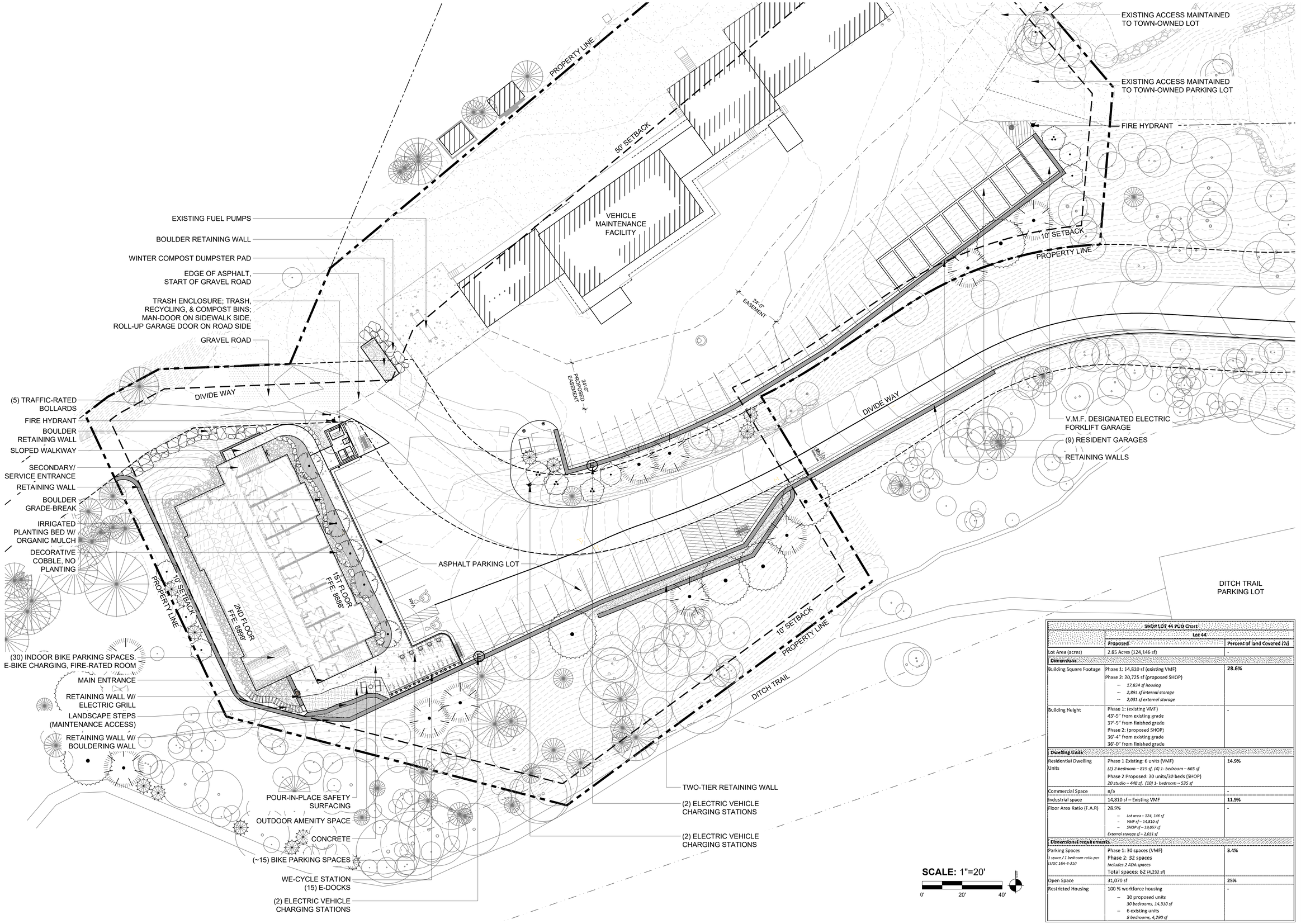
ILLUSTRATIVE PLAN

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*	-

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SNOWMASS OPS EMPLOYEE HOUSING

1001 DIVIDE RD
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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

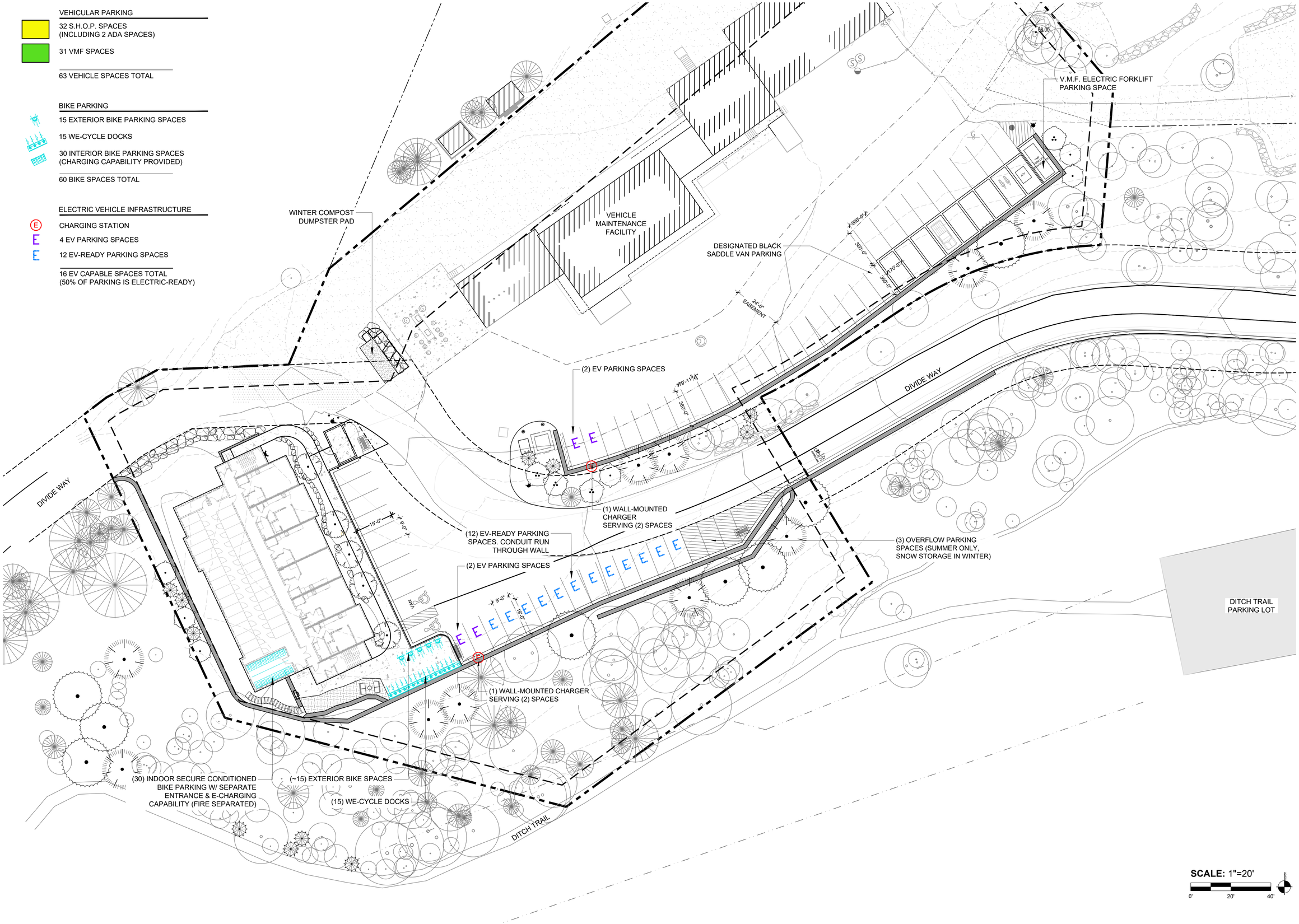
ELECTRIC VEHICLE INFRASTRUCTURE

CHARGING STATION

4 EV PARKING SPACES

12 EV-READY PARKING SPACES

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



SCALE: 1"=20'

0' 20' 40'

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LANDSCAPE ARCHITECTURE • LAND PLANNING

SNOWMASS OPS EMPLOYEE HOUSING

1001 DIVIDE RD

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PARKING PLAN

L.1.04

WINTER COMPOST DUMPSTER PAD

END OF ASPHALT =
WINTER ROAD CLOSURE

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

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

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

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

SNOW ROUTE

VEHICLE
MAINTENANCE
FACILITY

24'-0"
EASEMENT

BACKING MOTIONS
CONTAINED WITHIN
ACCESS EASEMENT

FLATBED
TRUCK

GARBAGE
TRUCK

DIVIDE WAY

DIVIDE WAY

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 B L A C K A N D W H I T E

SCALE: 1"=20'

0' 20' 40'

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SNOWMASS OPS EMPLOYEE HOUSING

1001 DIVIDE RD
SNOWMASS VILLAGE, CO 81615

Drawn By: EW Checked By: DD

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

WASTE MANAGEMENT PLAN

L.1.05

LEGEND

AREAS OF SNOW STORAGE 8,902 SF

PROPERTY LINE

50' SETBACK

VEHICLE MAINTENANCE FACILITY

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

24'-0" PROPOSED EASEMENT

24'-0" EASEMENT

EDGE OF ASPHALT & WINTER ROAD CLOSURE

BOLLARDS

FIRE HYDRANT

DIVIDE WAY

1,860 SF

1,010 SF

530 SF

10' SETBACK

PROPERTY LINE

DIVIDE WAY

415 SF

825 SF

1,025 SF

185 SF

10' SETBACK

PROPERTY LINE

10' SETBACK

PROPERTY LINE

DITCH TRAIL

DITCH TRAIL PARKING LOT

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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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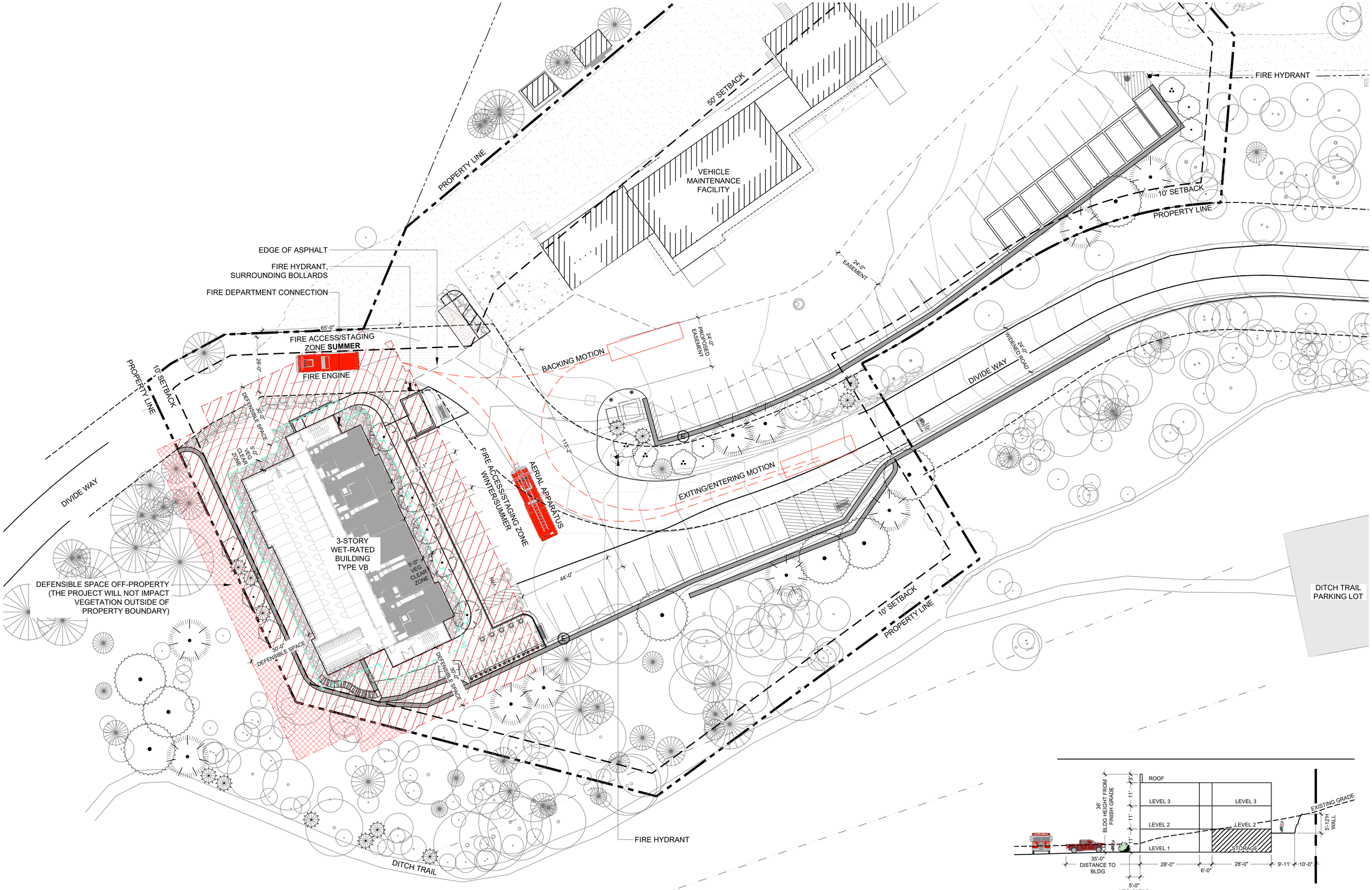
PRELIMINARY PLAN	05/16/2025

Plot Date: 05/16/25 Project #: 546

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

1001 DIVIDE RD

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ISSUE & REVISION DATES	
SKETCH PLAN	09/01/2024
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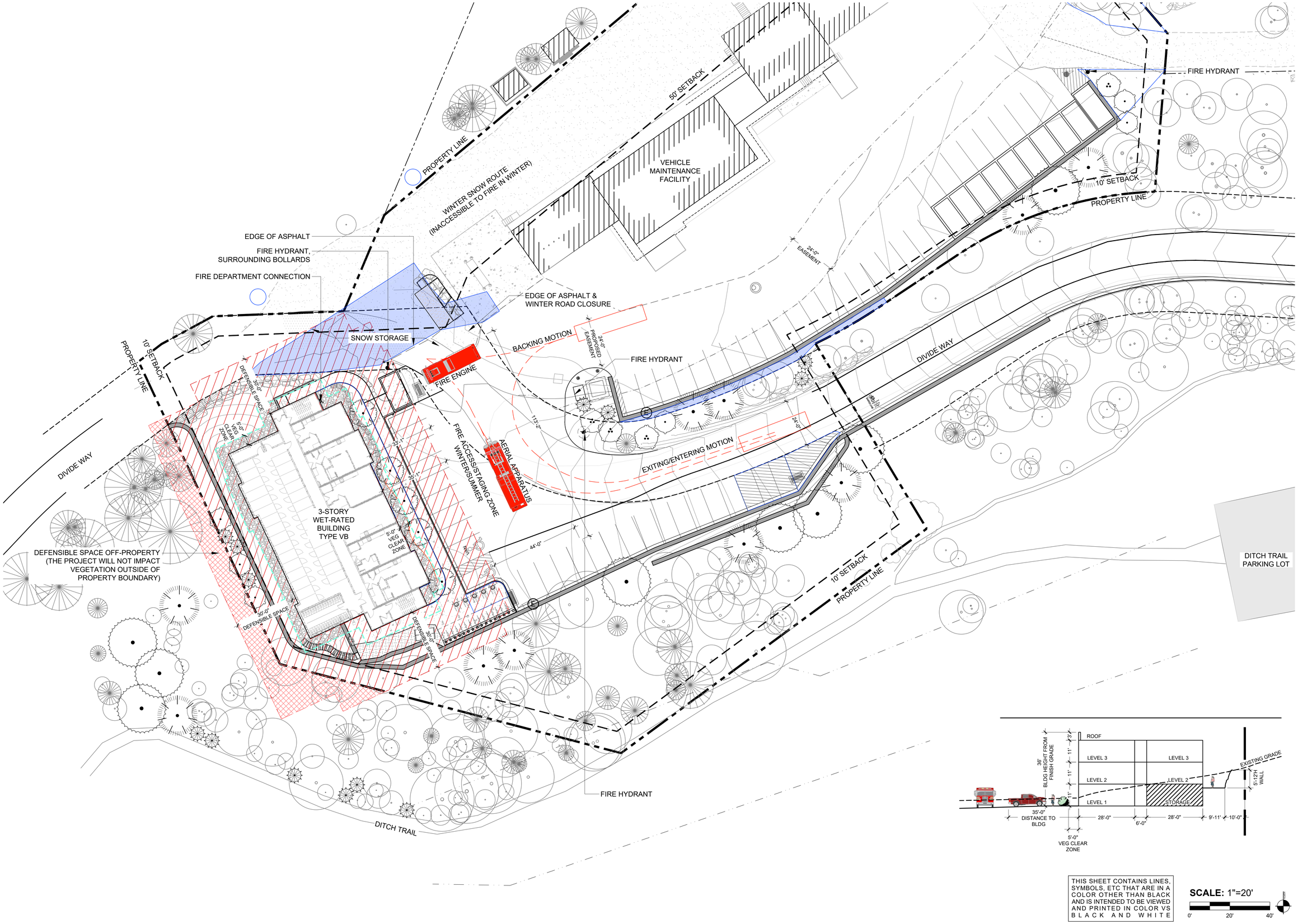
FIRE ACCESS PLAN - SUMMER

L.1.07.S



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SCALE: 1"=20'

0' 20' 40'

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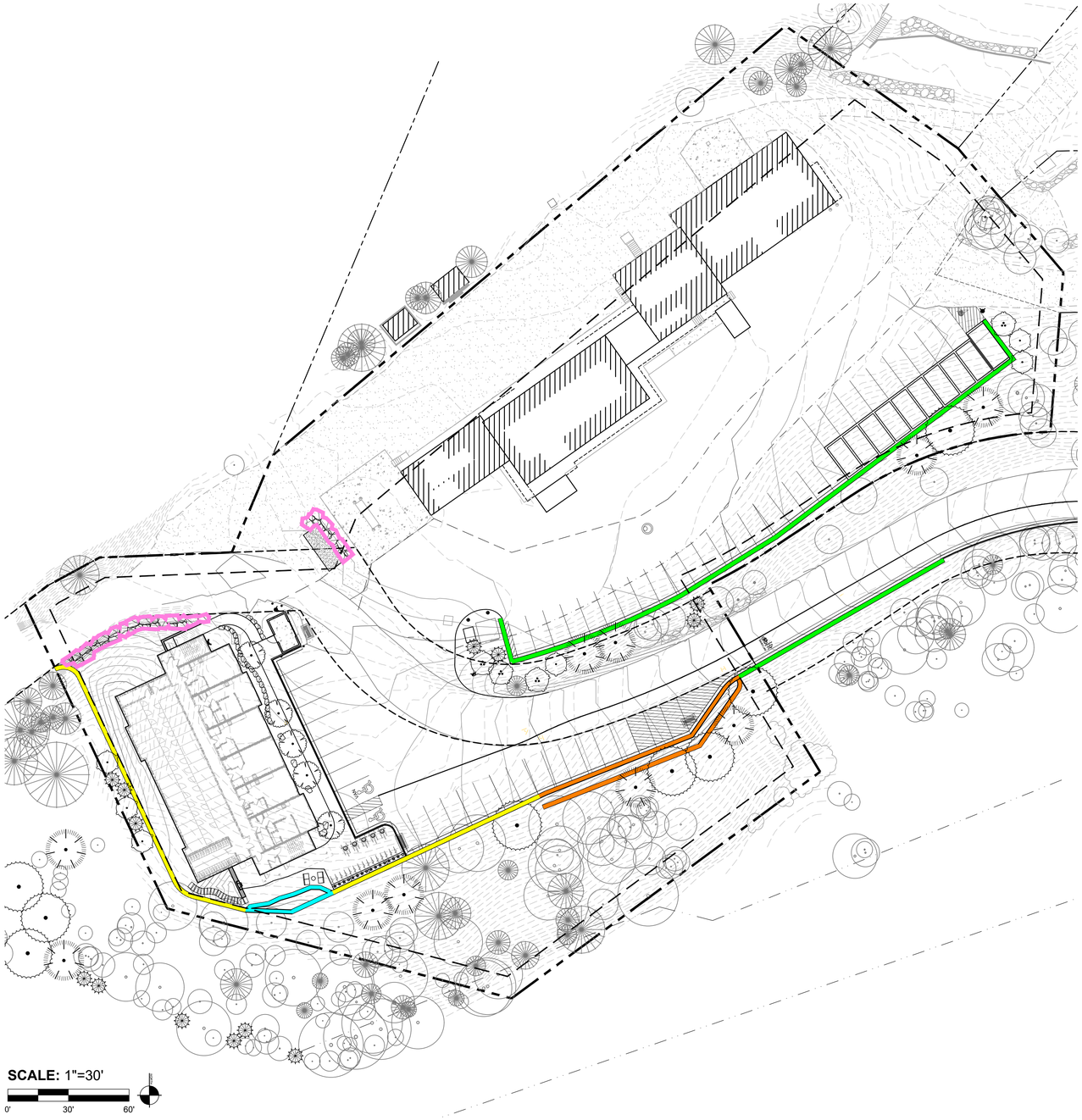
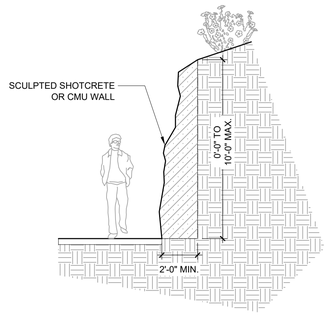
FIRE ACCESS PLAN - WINTER

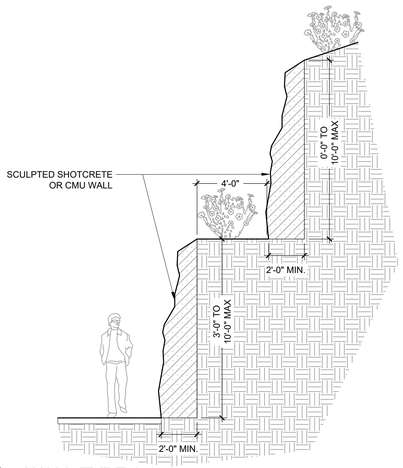
L.1.07.W





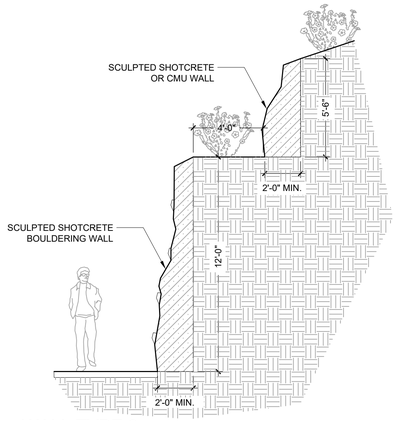
01 WALL TYPE 1

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



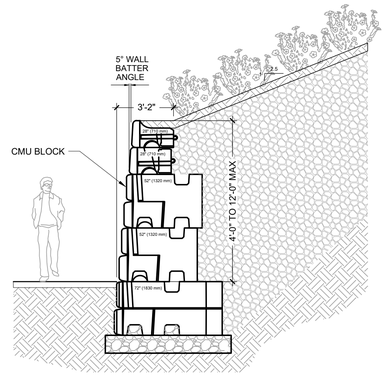
02 WALL TYPE 2

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



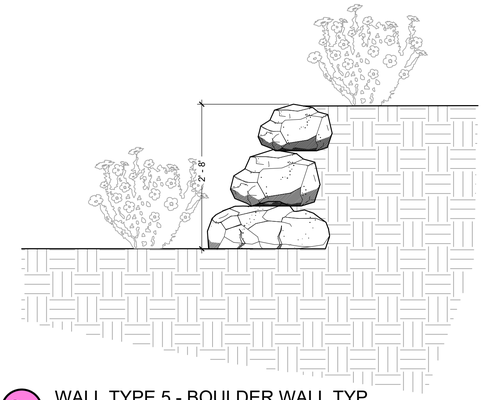
03 WALL TYPE 3

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



04 WALL TYPE 4

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



05 WALL TYPE 5 - BOULDER WALL TYP

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

NOTES

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

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0' 20' 40'

connect one DESIGN
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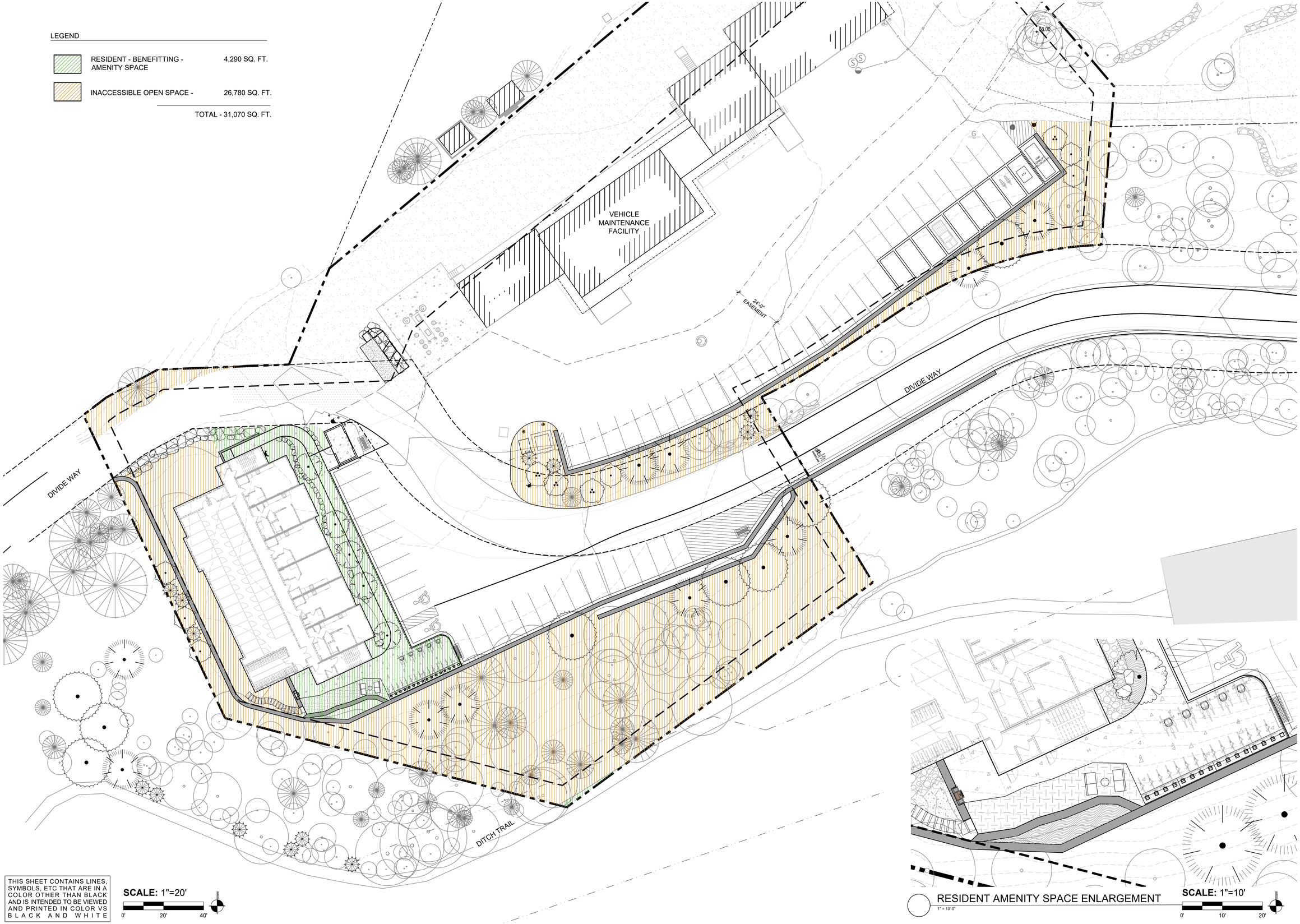
WALL TYPE PLAN

L.1.08

LEGEND

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



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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

LANDSCAPE ARCHITECTURE • LAND PLANNING

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OPEN SPACE MAP

L.1.09



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0' 20' 40'

connect one DESIGN

LANDSCAPE ARCHITECTURE • LAND PLANNING

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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
LANDSCAPE ARCHITECTURE • LAND PLANNING
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SNOWMASS OPS EMPLOYEE HOUSING

1001 DIVIDE RD
SNOWMASS VILLAGE, CO 81615

Drawn By: EW Checked By: DD

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

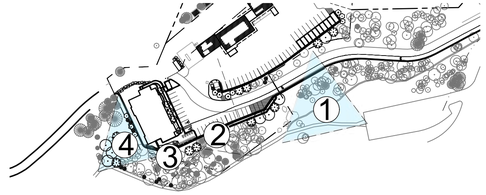
Plot Date: 06/06/25 Project #: 546

LANDSCAPE & SCREENING PLAN

L.1.11

3D REPRESENTATION NOTES

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



KEY PLAN
NOT TO SCALE



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



2 TRAIL VIEW 2
NOT TO SCALE



3 TRAIL VIEW 3
NOT TO SCALE



4 TRAIL VIEW 4
NOT TO SCALE

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SNOWMASS OPS EMPLOYEE HOUSING

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SNOWMASS VILLAGE, CO 81615

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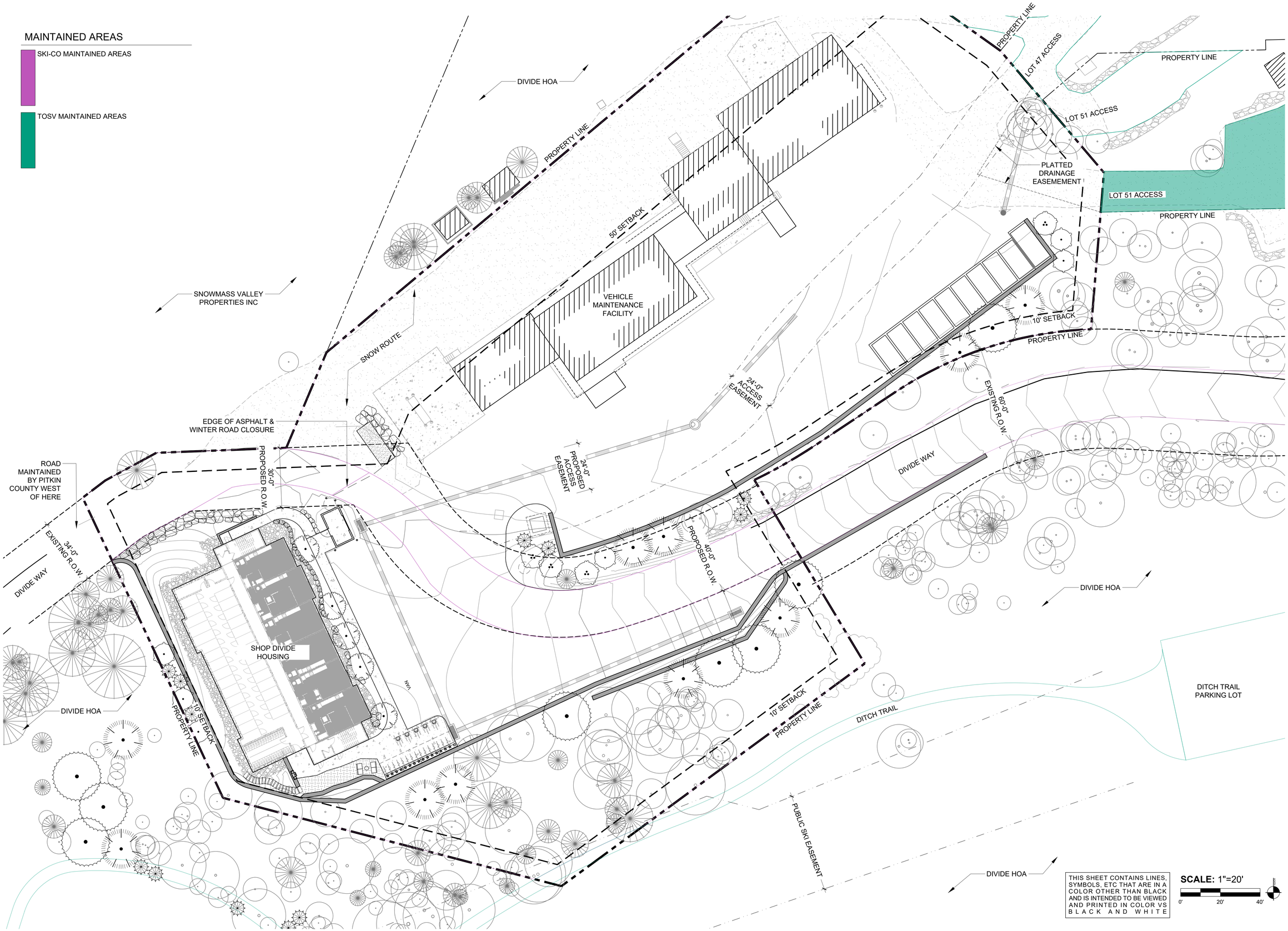
DITCH TRAIL SCREENING

L.1.12



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

SCALE: 1"=20'

0' 20' 40'

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SNOWMASS OPS EMPLOYEE HOUSING

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SNOWMASS VILLAGE, CO 81615

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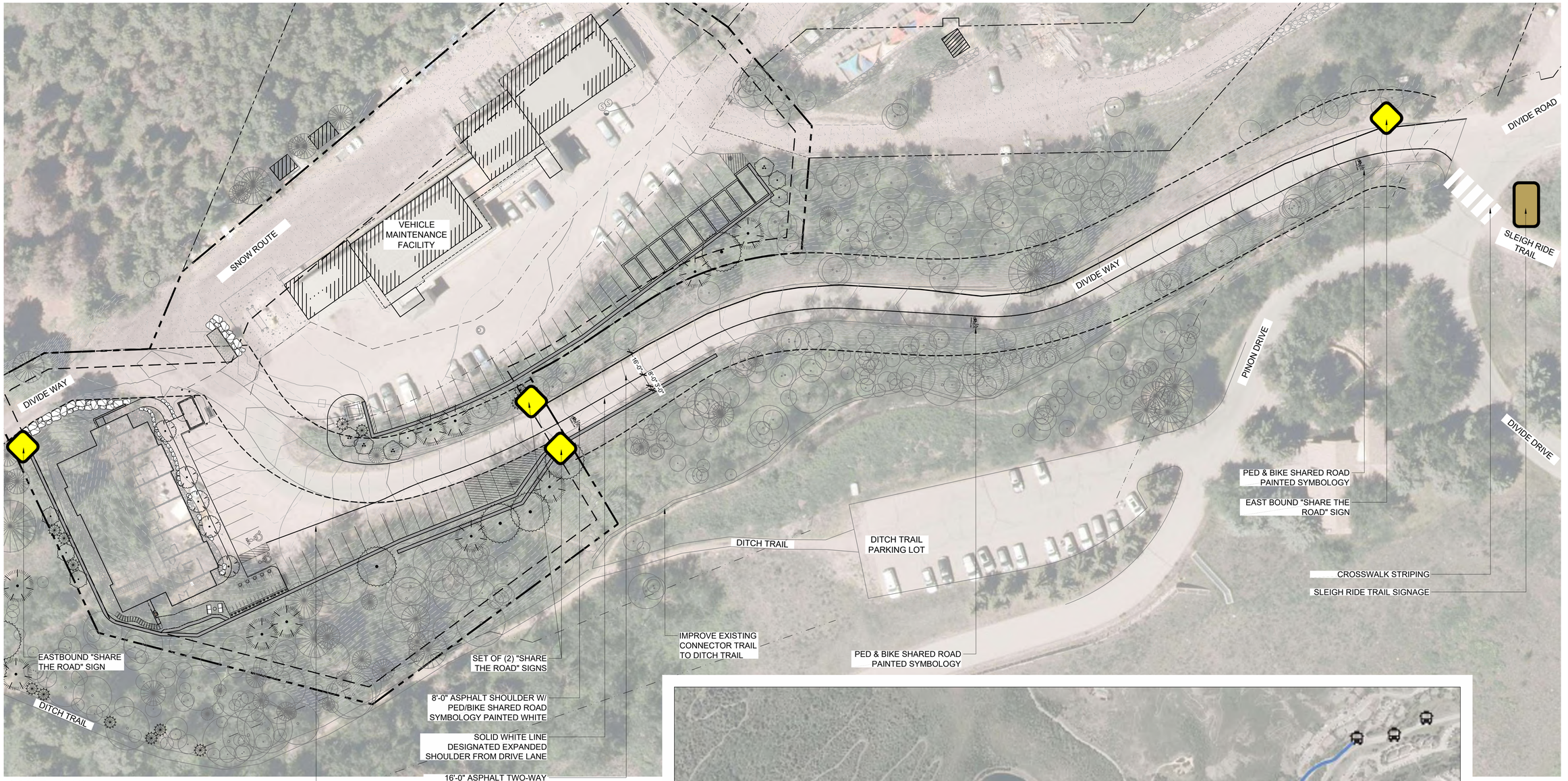
Plot Date: 06/06/25 Project #: 546

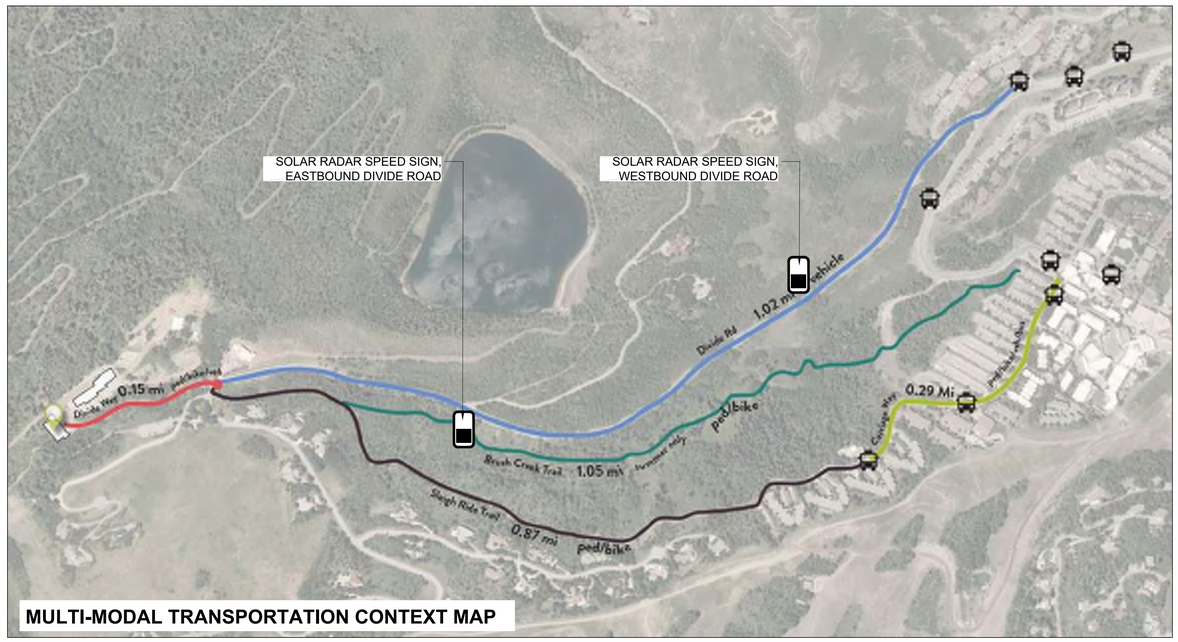
MAINTAINED AREAS DIAGRAM

L.1.13



SCALE: 1"=30'

0' 30' 60'



MULTI-MODAL TRANSPORTATION CONTEXT MAP

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SNOWMASS OPS EMPLOYEE HOUSING

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TRANSPORTATION IMPROVEMENT PLAN

L.1.14

APPENDIX A

CIVIL SHEETS

ABBREVIATIONS

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

INCL	INCLUDED
ID	INSIDE DIAMETER
IN	INLET
INSUL	INSULATION
INV	INVERT
IRR	IRRIGATION
JTS	JOINTS
KO	KNOCKOUT
KPL	KICK PLATE
KWY	KEYWAY
L	LEFT OR LITER
LSCAPE	LANDSCAPE(ING)
LF	LINEAR FOOT
LP	LOW POINT OR LIGHT POLE
LT	LIGHT
LWL	LOW WATER LEVEL
MAINT	MAINTENANCE
MAN	MANUAL
MATL	MATERIAL
MAX	MAXIMUM
ME	MATCH EXISTING
MECH	MECHANICAL
MEP	MECHANICAL, ELECTRICAL, PLUMBING (ARCH)
MFR	MANUFACTURER
MH	MANHOLE
MIN	MINIMUM
MISC	MISCELLANEOUS
MJ	MECHANICAL JOINT
N	NORTH
NA	NOT APPLICABLE
NIC	NOT IN CONTRACT
NPT	NATIONAL PIPE THREAD
NTS	NOT TO SCALE
OS	OFFSET
OC	ON CENTER
OD	OUTSIDE DIAMETER
OPP	OPPOSITE
OPT	OPTIONAL
PC	POINT OF CURVATURE
PCO	PRESSURE CLEAN OUT
PCR	POINT OF CURVE RETURN
PI	POINT OF INTERSECTION
PVI	POINT OF VERTICAL INTERSECTION
PL	PROPERTY LINE
PE	POLYETHYLENE
PREFAB	PREFABRICATED
PRELIM	PRELIMINARY
PREP	PREPARATION
PROP	PROPOSED
PRV	PRESSURE REDUCING VALVE OR PRESSURE RELIEF VALVE
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PT	POINT OF TANGENCY
PV	PLUG VALVE
PVC	POLYVINYL CHLORIDE OR POINT OF VERTICAL CURVATURE
PVMT	PAVEMENT
QTY	QUANTITY
R	RIGHT
RAD	RADIUS
RCP	REINFORGED 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

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

SURVEY LEGEND

- WATER LINE
- WATER VALVE
- WATER METER
- FIRE HYDRANT
- SANITARY SEWER LINE
- SANITARY SEWER MANHOLE
- STORM DRAINAGE LINE
- STORM DRAINAGE MANHOLE
- CURB INLET
- UNDERGROUND ELECTRICAL LINE
- OVERHEAD ELECTRICAL LINE
- ELECTRICAL POLE
- GUY WIRE
- ELECTRICAL TRANSFORMER
- ELECTRICAL RISER
- ELECTRIC VAULT
- LIGHT POLE
- DECORATIVE LIGHT
- FIBEROPTIC LINE
- TELEPHONE LINE
- TELEPHONE RISER
- GAS LINE
- INDICATION OF ACCESS
- BUILDING

- BENCHMARK AS DESCRIBED
- FOUND MONUMENT
- FOUND MONUMENT
- TEST CP
- UTILITY LOCATED FROM MAP
- AS MEASURED AT TIME OF SURVEY
- CALCULATED FROM RECORD AND AS MEASURED INFORMATION
- PLAT
- RECORDED
- MAILBOX
- CONCRETE
- EDGE OF ASPHALT
- GRAVEL
- FENCE
- GUARDRAIL
- BOLLARD
- SIGN
- CONIFEROUS TREE (TRUNK DIAMETER/DRIP LINE RADIUS)
- DECIDUOUS TREE (TRUNK DIAMETER/DRIP LINE RADIUS)
- BOULDER

NOTE: SHADED ITEMS REPRESENT EXIST FEATURES

GENERAL NOTES

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

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

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

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

REVISION DESCRIPTION
SKETCH PLAN
PRELIMINARY PLAN

PRELIMINARY NOT FOR CONSTRUCTION

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

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GENERAL LEGEND, NOTES AND ABBREVIATIONS

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DEMOLITION NOTES:

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

DEMOLITION LEGEND

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

DEMO 18" CMP STORM FOR PROPOSED UNDERGROUND DETENTION FACILITY

REMOVE AND RELOCATE EXISTING FIRE HYDRANT AND WATER LINE

REMOVE AND REPLACE 113 LF GUARDRAIL

LIMITS OF SAWCUT

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

REMOVE AND RELOCATE EXISTING FIRE HYDRANT AND WATER LINE

RELOCATE EXIST ELEC SPLICE VAULT

LIMITS OF SAWCUT (TYP)

REMOVE EXIST TREES (RE:LSCAPE, TYP)

DEMO EXIST ASPHALT PAVING FOR NEW ROAD ALIGNMENT (TYP)

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

DEMO EXIST 10" CPP STORM LINE

DEMO EXIST RETAINING WALL

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

DEMO EXIST GRAVEL PARKING FOR NEW ROAD ALIGNMENT (TYP)

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

DIVIDE ROAD (60' ROW)

DIVIDE WAY

PINON DRIVE (60' ROW)

LOT 47

LOT 51
0.729± ACRES

LOT 44

LOT 45

LOT 46

LOT 47

LOT 48

LOT 49

LOT 50

LOT 51

LOT 52

LOT 53

LOT 54

LOT 55

LOT 56

LOT 57

LOT 58

LOT 59

LOT 60

LOT 61

LOT 62

LOT 63

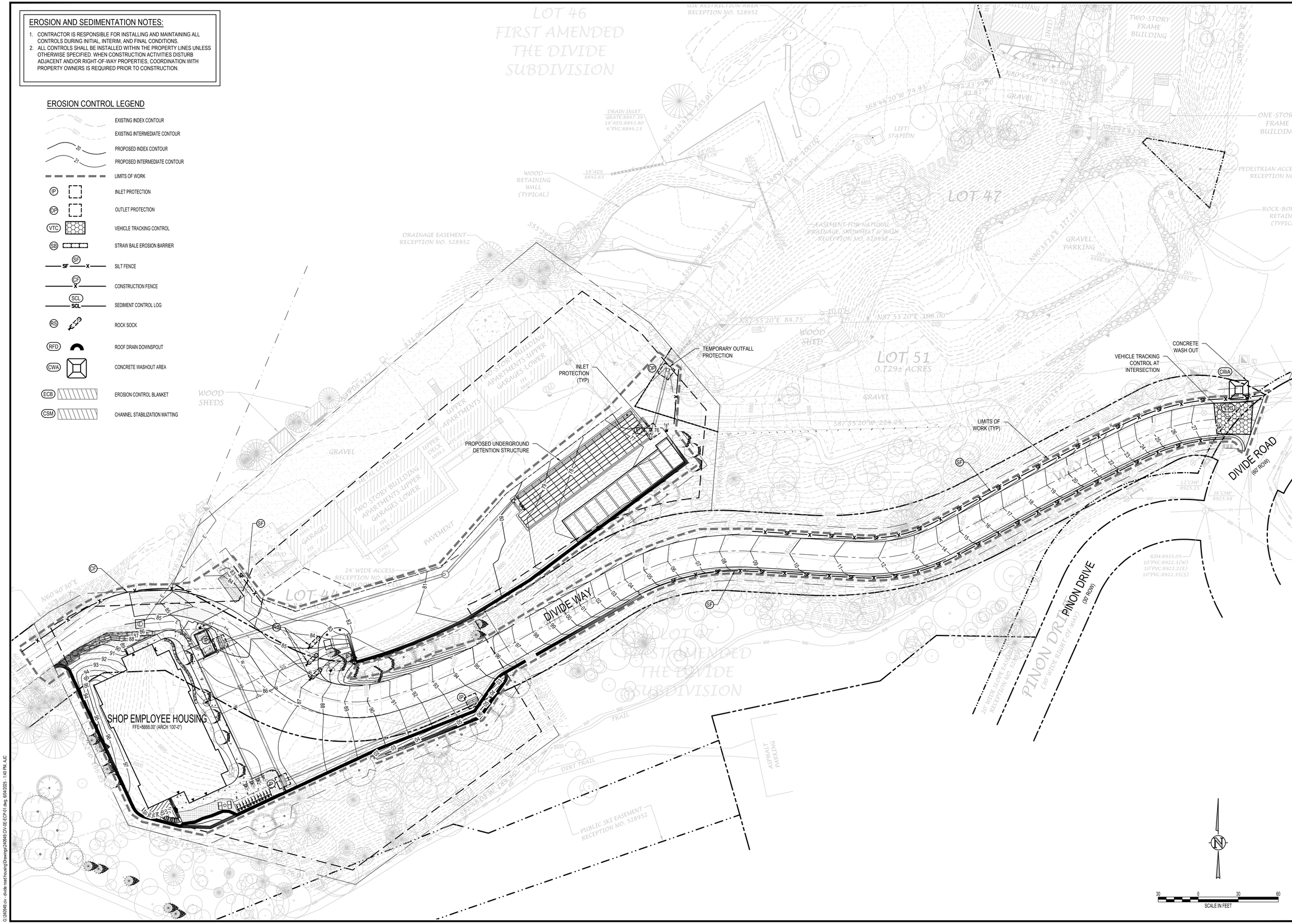
LOT

EROSION AND SEDIMENTATION NOTES:

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

EROSION CONTROL LEGEND

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



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EROSION CONTROL PLAN

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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? ________)	(?_____)	(?_)

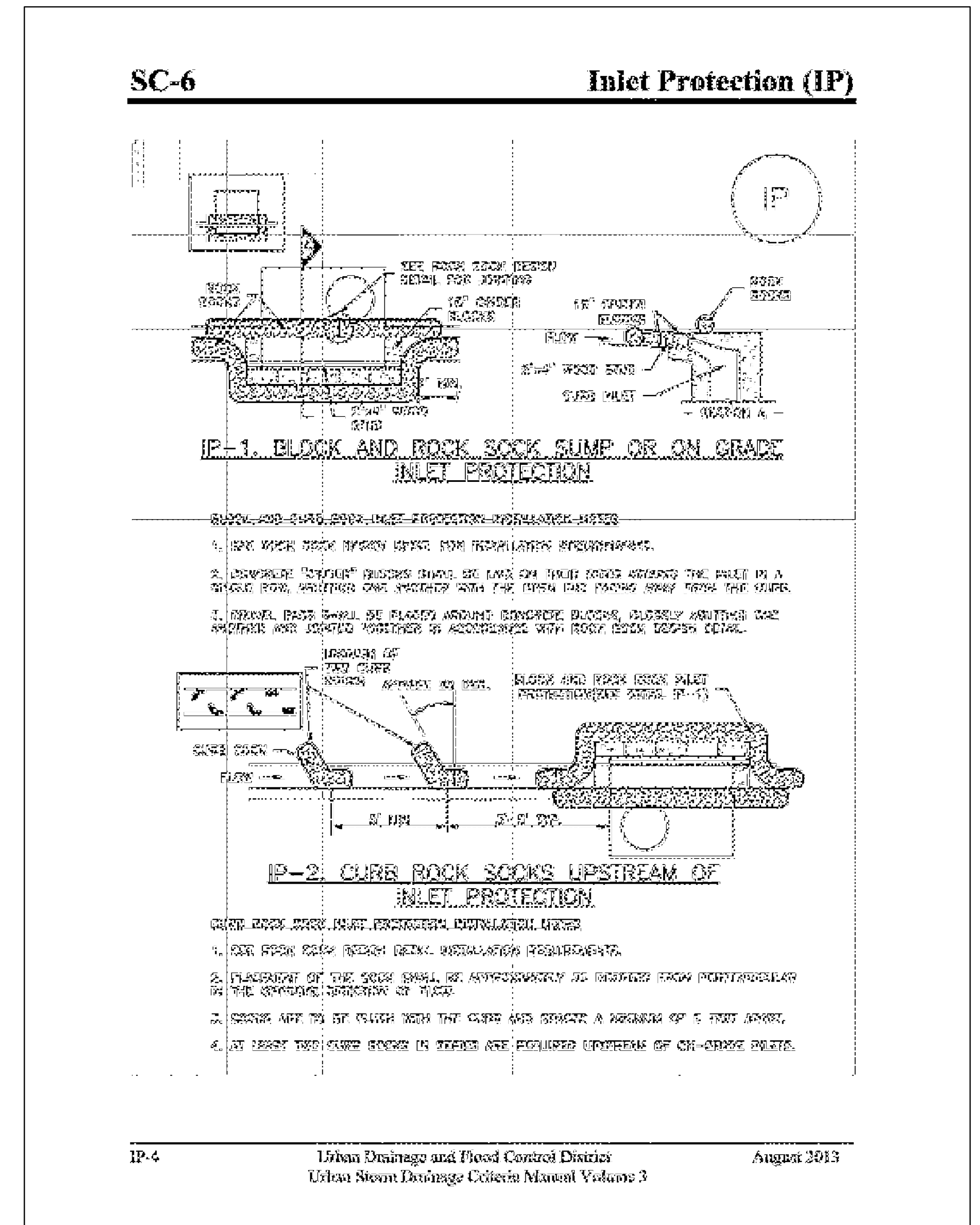
ALL SEEDS SHALL BE DRILLED NOT HYDROSEEDED. ALL DISTURBED AREAS SHALL BE SEEDED AND CRIMP MULCHED IF PERMANENT VEGETATION IS NOT IMMEDIATELY INSTALLED. AFTER SEEDING HAS BEEN COMPLETED, A RATE OF 4,000 LBS. OF STRAW PER ACRE SHALL BE APPLIED UNIFORMLY, CRIMPED IN WITH A CRIMPER OR OTHER APPROVED EQUIPMENT 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.

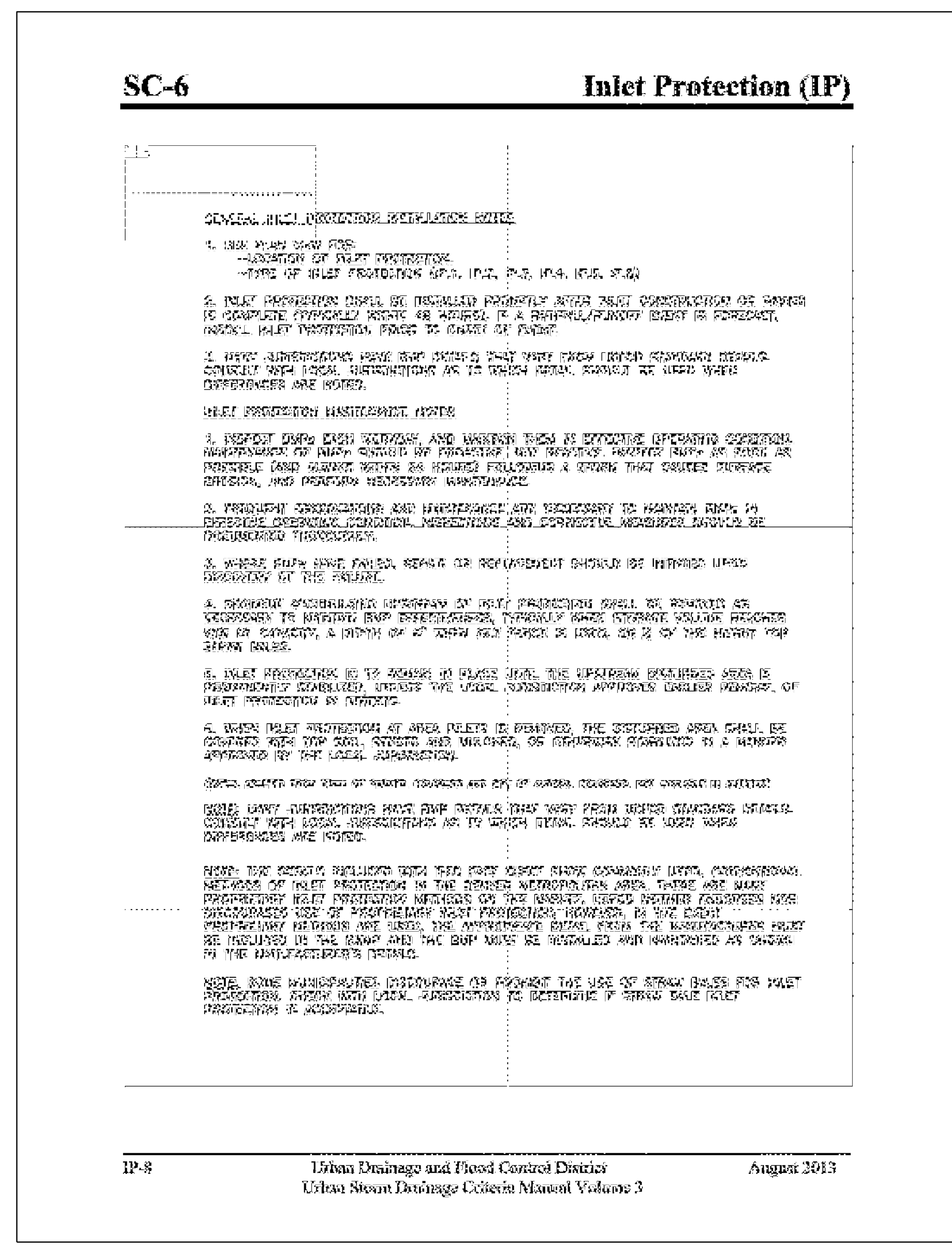
PERMANENT STABILIZATION MEASURES:
RIPRAP FOR STORM DRAIN OUTFALLS AND ROCK CHECK DAMS WILL BECOME PART OF THE PERMANENT STORMWATER MANAGEMENT PLAN AND WILL NOT BE REMOVED. PERMANENT LANDSCAPING WILL INCLUDE (SODDING, SEEDING, TREES, SHRUBS, OR OTHER VEGETATIVE COVER, OTHER? ________) TO OPEN AREAS. NATIVE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

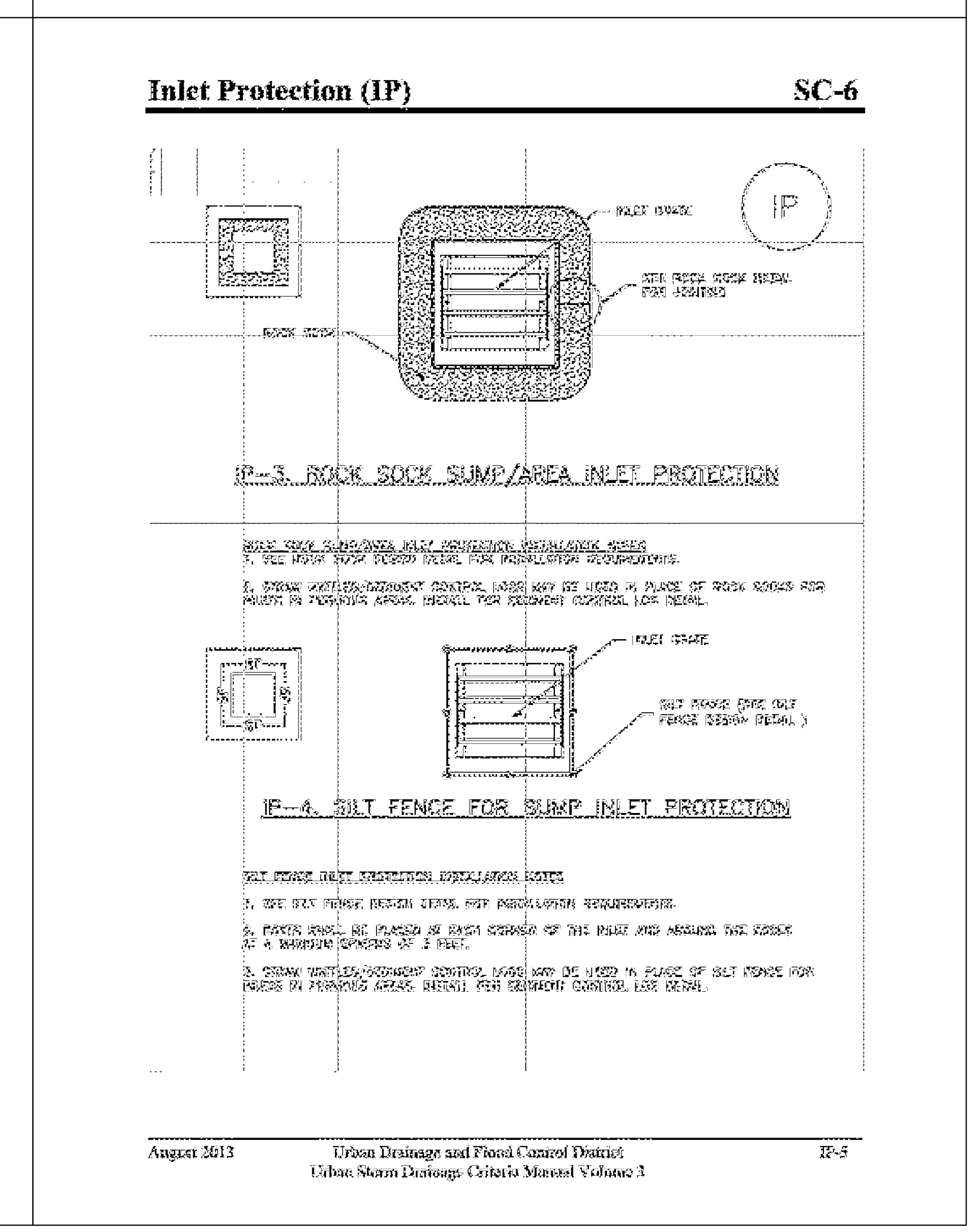
MATERIALS AND SPILL PREVENTION:
THE CONTRACTOR WILL STORE CONSTRUCTION MATERIALS AND EQUIPMENT IN CONFINED AREAS ON SITE FROM WHICH RUNOFF WILL BE CONTAINED AND FILTERED. MATERIALS WILL BE STORED OFF THE GROUND AND PROTECTED FROM THE WEATHER BY A COVER OR STORED IN A CONTAINER SUCH AS A VAN OR TRAILER. 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.







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NO.	DATE	DES'D	D'WN	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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SWMP NOTES AND EROSION CONTROL DETAILS

SHEET NO.
CE1.1

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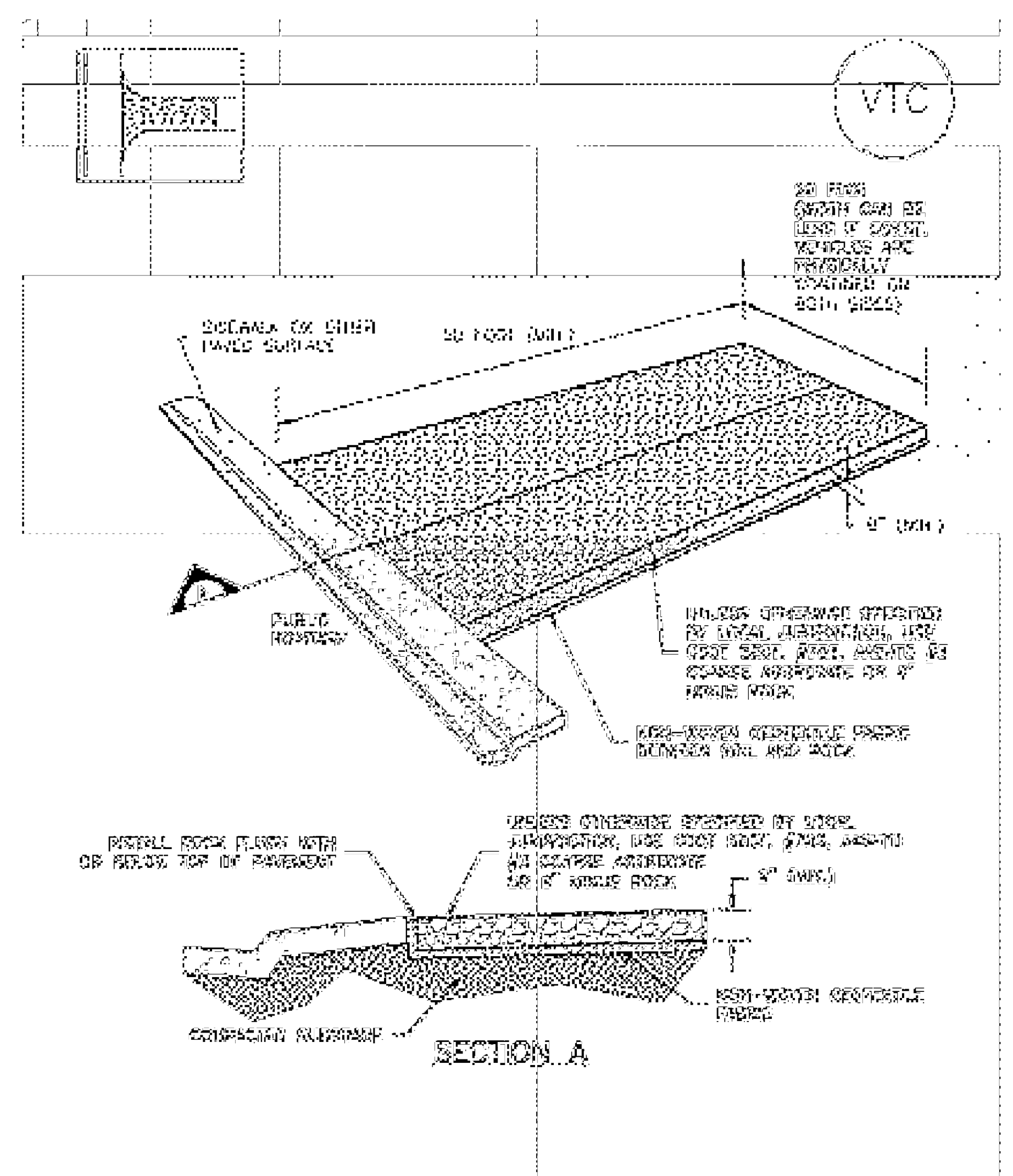
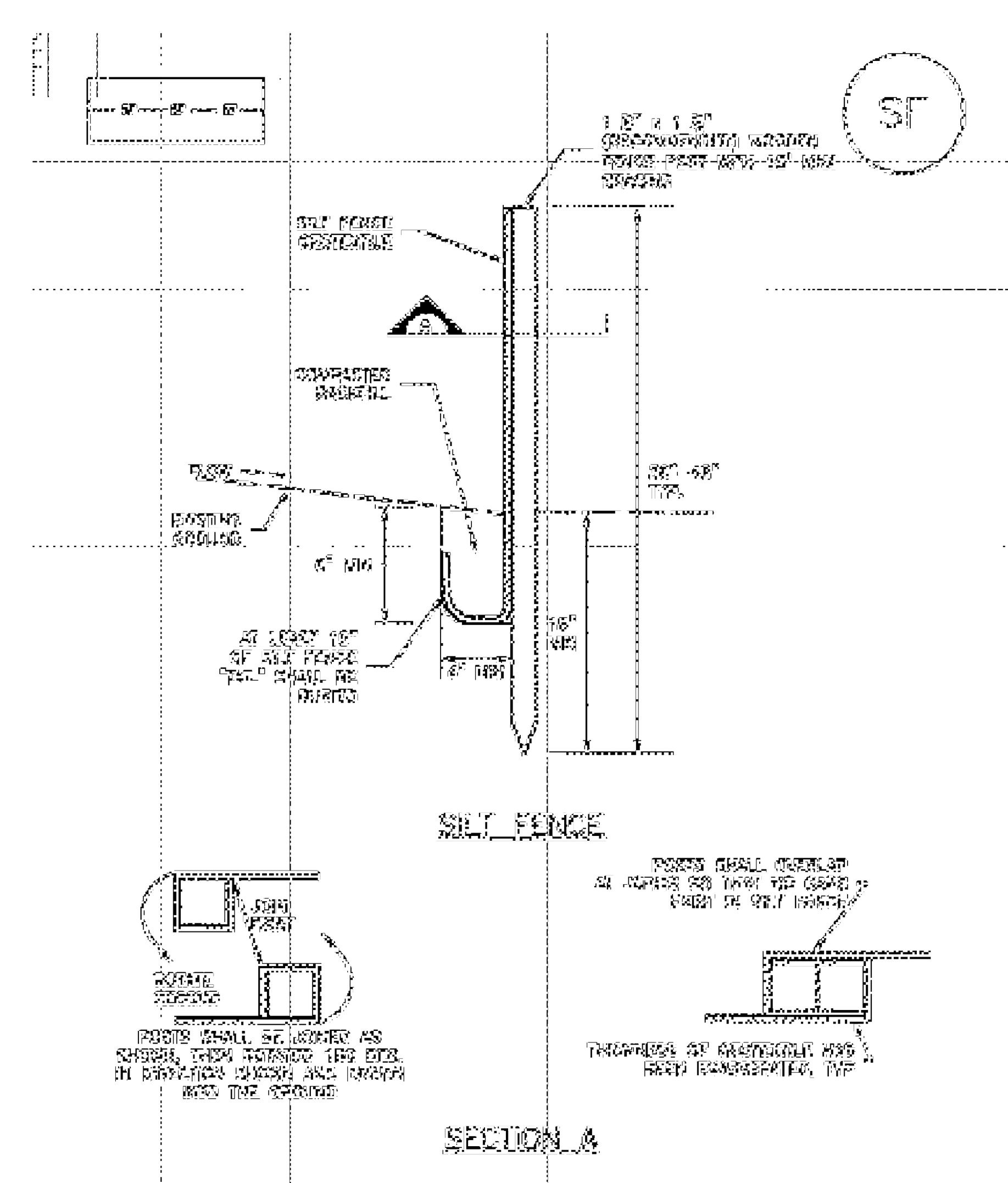
Vehicle Tracking Control (VTC) SM-4



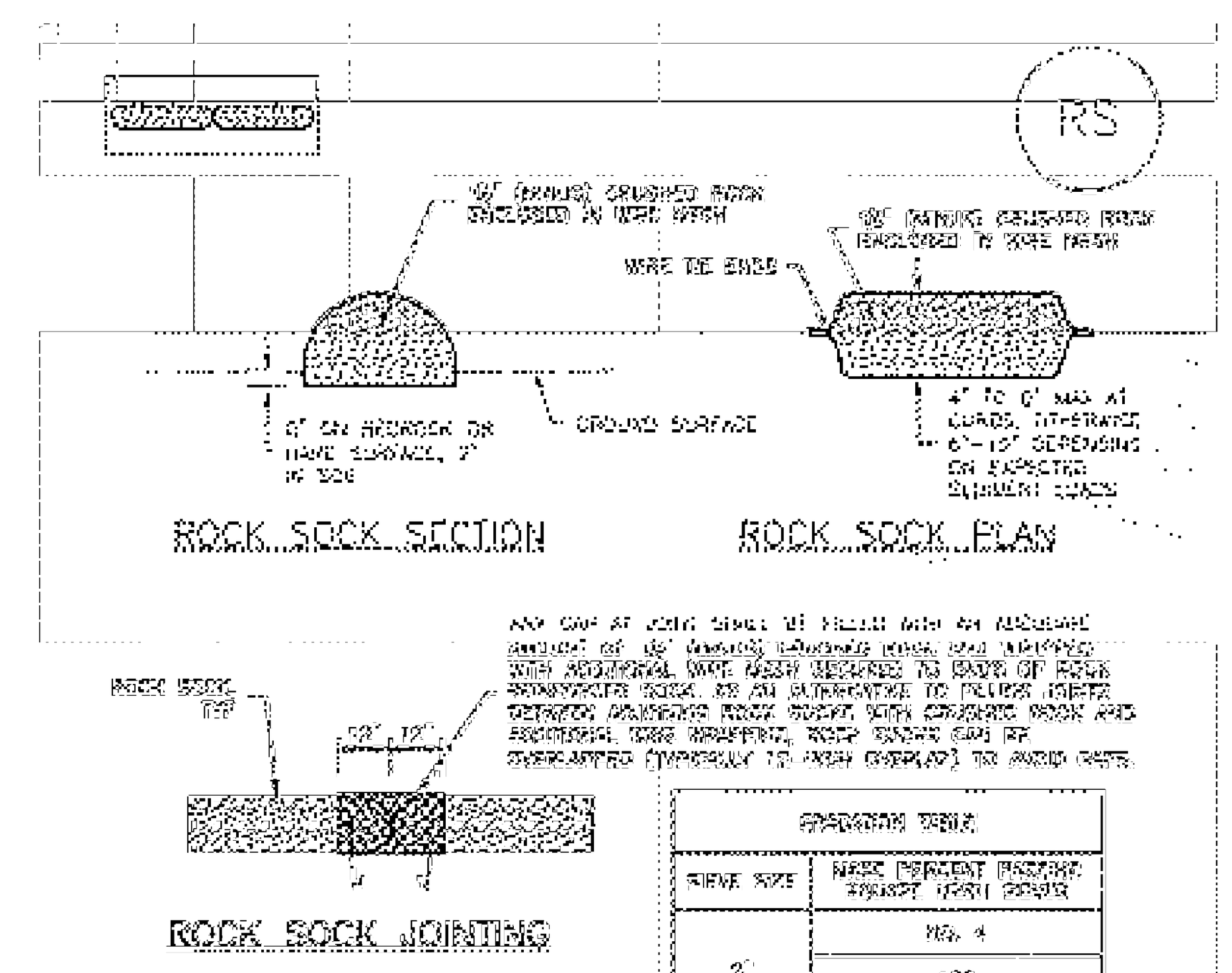
VTC-1. AGGREGATE VEHICLE TRACKING CONTROL

Silt Fence (SF) SC-1



SF-1. SILT FENCE

SC-5 Rock Sock (RS)



GRADATION TABLE	
SIEVE SIZE	MASS PERCENT PASSING SQUARE MESH SIEVES
	NO. 4
2"	100
1½"	90 – 100
1"	20 – 55
¾"	0 – 15
⅜"	0 – 5

MATCHES SPECIFICATIONS FOR NO. 4 COARSE AGGREGATE FOR CONCRETE PER AASHTO M43. ALL ROCK SHALL BE FRACTURED FACE, ALL SIDES.

ROCK SOCK INSTALLATION NOTES

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

2. CRUSHED ROCK SHALL BE 1½" (MINUS) IN SIZE WITH A FRACTURED FACE (ALL SIDES) AND SHALL COMPLY WITH GRADATION SHOWN ON THIS SHEET (1½" MINUS).

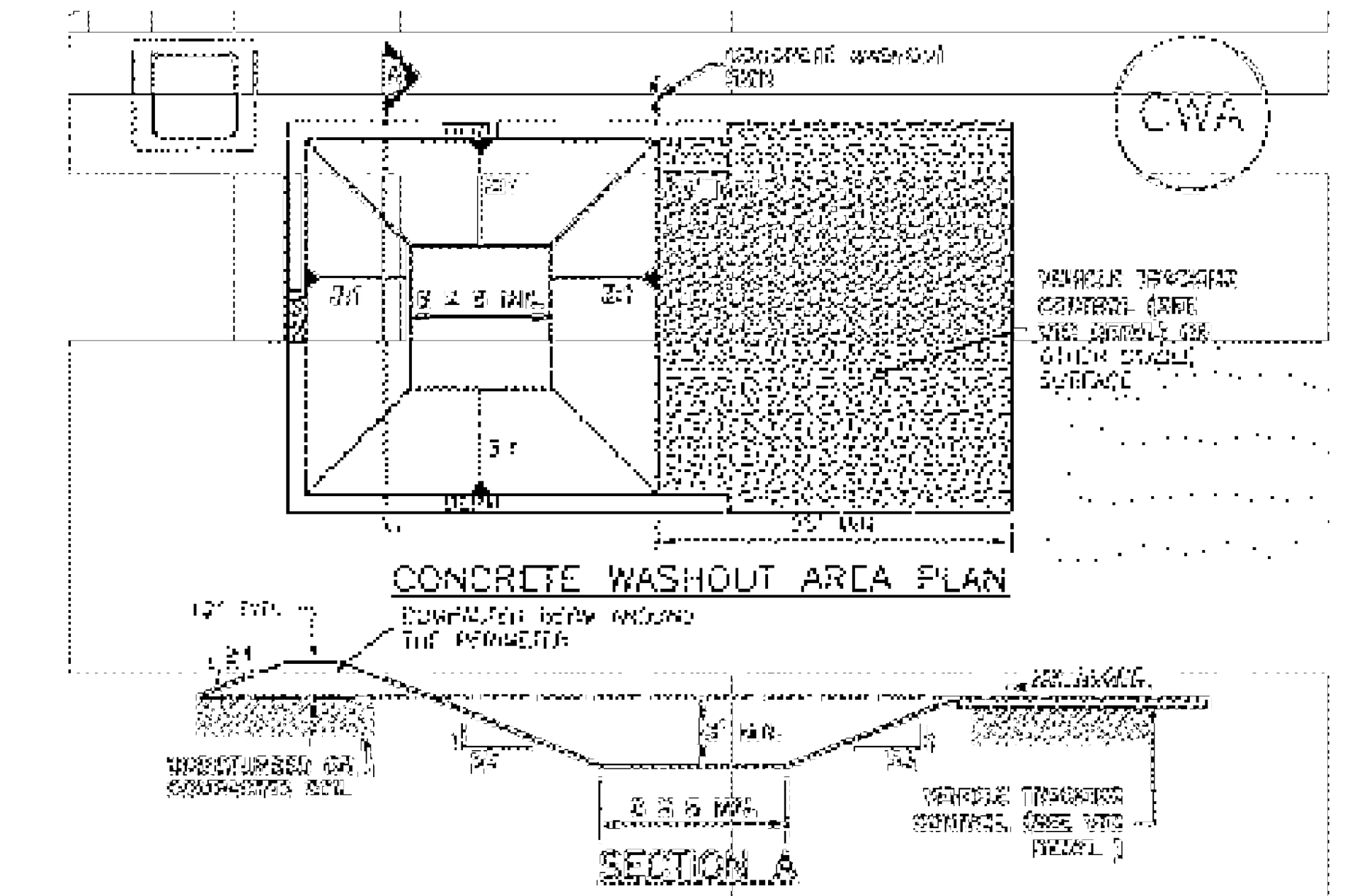
3. WIRE MESH SHALL BE FABRICATED OF 10 GAGE POULTRY MESH, OR EQUIVALENT, WITH A MAXIMUM OPENING OF ½", RECOMMENDED MINIMUM ROLL WIDTH OF 48".

4. WIRE MESH SHALL BE SECURED USING "HOG RINGS" OR WIRE TIES AT 6" CENTERS ALONG ALL JOINTS AND AT 2" CENTERS ON ENDS OF SOCKS.

5. SOME MUNICIPALITIES 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 INSTALLATION LOCATION.

2. DO NOT LOCATE AN UNLINED CWA WITHIN 400' OF ANY NATURAL DRAINAGE PATHWAY OR WATERBODY. DO NOT LOCATE WITHIN 1,000' OF ANY WELLS OR DRINKING WATER SOURCES. IF SITE CONSTRAINTS MAKE THIS INFEASIBLE, OR IF HIGHLY PERMEABLE SOILS EXIST ON SITE, THE CWA MUST BE INSTALLED WITH AN IMPERMEABLE LINER (16 MIL MIN. THICKNESS) OR SURFACE STORAGE ALTERNATIVES USING PREFABRICATED CONCRETE WASHOUT DEVICES OR A LINED ABOVE GROUND STORAGE ARE SHOULD BE USED.

3. THE CWA SHALL BE INSTALLED PRIOR TO CONCRETE PLACEMENT ON SITE.

4. CWA SHALL INCLUDE A FLAT SUBSURFACE PIT THAT IS AT LEAST 8' BY 8' SLOPES LEADING OUT OF THE SUBSURFACE PIT SHALL BE 3:1 OR FLATTER. THE PIT SHALL BE AT LEAST 3' DEEP.

5. BERM SURROUNDING SIDES AND BACK OF THE CWA SHALL HAVE MINIMUM HEIGHT OF 1'.

6. VEHICLE TRACKING PAD SHALL BE SLOPED 2% TOWARDS THE CWA.

7. SIGNS SHALL BE PLACED AT THE CONSTRUCTION ENTRANCE, AT THE CWA, AND ELSEWHERE AS NECESSARY TO CLEARLY INDICATE THE LOCATION OF THE CWA TO OPERATORS OF CONCRETE TRUCKS AND PUMP RIGS.

8. USE EXCAVATED 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)/EXITS(S) (WITH/WITHOUT WHEEL WASH, CONSTRUCTION MAT OR TRM).

2. CONSTRUCTION MAT OR TRM STABILIZED CONSTRUCTION ENTRANCES ARE ONLY TO BE USED ON SHORT DURATION PROJECTS (TYPICALLY RANGING FROM A WEEK TO A MONTH) WHERE THERE WILL BE LIMITED VEHICULAR 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 DOT SECT. #703, AASHTO #3 COARSE AGGREGATE OR 6" (MINUS) ROCK.

STABILIZED CONSTRUCTION ENTRANCE/EXIT MAINTENANCE NOTES

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

2. FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPS IN 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. ROCK SHALL BE REAPPLIED OR REGRADED AS NECESSARY TO THE STABILIZED ENTRANCE/EXIT TO MAINTAIN A CONSISTENT DEPTH.

5. SEDIMENT TRACKED ONTO PAVED ROADS IS TO BE REMOVED THROUGHOUT THE DAY AND AT THE END OF THE DAY BY SHOVELING OR SWEEPING. SEDIMENT MAY NOT BE WASHED DOWN STORM SEWER DRAINS.

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

(DETAIL ADAPTED FROM CITY OF BROOMFIELD, COLORADO, NOT AVAILABLE IN AUTOCAD)

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. SILT FENCE AT THE 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" X 4" ANCHOR TRENCH SHALL BE EXCAVATED USING TRENCHER OR SILT FENCE INSTALLATION DEVICE. NO ROAD GRADERS, BACKHOES, OR SIMILAR EQUIPMENT SHALL BE USED.

3. COMPACT ANCHOR TRENCH BY HAND WITH A "JUMPING JACK" OR BY WHEEL ROLLING. COMPACTION SHALL BE SUCH THAT SILT FENCE RESISTS BEING PULLED OUT OF ANCHOR TRENCH BY HAND.

4. SILT FENCE 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" EXTENDING 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 INSTALLED PRIOR TO ANY LAND DISTURBING ACTIVITIES.

SILT FENCE MAINTENANCE NOTES

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

2. FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPS IN 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 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. REPAIR OR REPLACE SILT FENCE WHEN THERE ARE SIGNS OF WEAR, SUCH AS SAGGING, TEARING, OR COLLAPSE.

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

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

(DETAIL ADAPTED FROM TOWN OF PARKER, COLORADO AND CITY OF AURORA, NOT AVAILABLE IN AUTOCAD)

NOTE: MANY JURISDICTIONS HAVE BMP 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 BMPS EACH WORKDAY, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPS SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPS AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.

2. FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPS IN 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. ROCK SOCKS SHALL BE REPLACED IF THEY BECOME HEAVILY SOILED, OR DAMAGED BEYOND REPAIR.

5. SEDIMENT ACCUMULATED UPSTREAM OF ROCK SOCKS SHALL BE REMOVED AS NEEDED TO MAINTAIN FUNCTIONALITY OF THE BMP, TYPICALLY WHEN DEPTH OF ACCUMULATED SEDIMENTS IS APPROXIMATELY ½ OF THE HEIGHT OF THE ROCK SOCK.

6. ROCK SOCKS ARE TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND APPROVED BY THE LOCAL JURISDICTION.

7. WHEN ROCK SOCKS ARE REMOVED, ALL DISTURBED AREAS SHALL BE COVERED WITH TOPSOIL, SEEDED AND MULCHED OR OTHERWISE STABILIZED AS APPROVED BY LOCAL JURISDICTION.

(DETAIL ADAPTED FROM TOWN OF PARKER, COLORADO, JEFFERSON COUNTY, COLORADO, DOUGLAS COUNTY, COLORADO, AND CITY OF AURORA, COLORADO, NOT AVAILABLE IN AUTOCAD)

NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM UDFCD STANDARD 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 ROCK SOCK INSTALLATION IN THE DENVER METROPOLITAN AREA. THERE ARE MANY OTHER SIMILAR PROPRIETARY PRODUCTS ON THE MARKET. UDFCD NEITHER ENDORSES NOR DISCOURAGES USE OF PROPRIETARY PROTECTION PRODUCTS; HOWEVER, IN THE EVENT 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.

MM-1 Concrete Washout Area (CWA)

CWA MAINTENANCE NOTES

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

2. FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPS IN 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. THE CWA SHALL BE REPAIRED, CLEANED, OR ENLARGED AS NECESSARY TO MAINTAIN CAPACITY FOR CONCRETE WASTE. CONCRETE MATERIALS, ACCUMULATED IN PIT, SHALL BE REMOVED ONCE THE MATERIALS HAVE REACHED A DEPTH OF 2'.

5. CONCRETE WASHOUT WATER, WASTED PIECES OF CONCRETE AND ALL OTHER DEBRIS IN THE SUBSURFACE PIT 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 MANNER APPROVED BY THE LOCAL JURISDICTION.

(DETAIL ADAPTED FROM DOUGLAS COUNTY, COLORADO AND THE CITY OF PARKER, COLORADO, NOT AVAILABLE IN AUTOCAD)

NOTE: MANY JURISDICTIONS HAVE BMP 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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PRELIMINARY NOT FOR CONSTRUCTION

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EROSION CONTROL DETAILS

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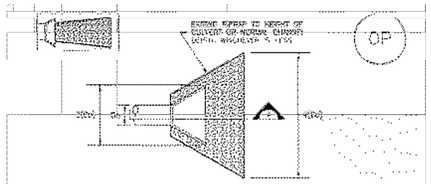

TABLE OP-1, TEMPORARY OUTLET PROTECTION SIZING TABLE

PIPE DIAMETER, Do (INCHES)	DISCHARGE, Q (CFS)	APRON LENGTH, La (FT)	APRON MID DIAMETER, Dm (INCHES)
8	2.5 5	5 10	6 6
12	5 10	10 13	6 9
18	10 20 30 40	10 15 20 25	6 9 12 15
24	20 40 70 90	15 25 29 30	9 9 12 15

OP-1, TEMPORARY OUTLET PROTECTION

TEMPORARY OUTLET PROTECTION INSTALLATION NOTES

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

2. SOILS IN DETENTION POR PONDS WITH SLOPE < 10%, REQUIRING EVALUATION OF EXPOSED SOILS AND OUTLET PROTECTION DESIGNERS DISCLOSED PER ENGINEER SIGNOFF.

3. TEMPORARY OUTLET PROTECTION INFORMATION IS FOR OUTLETS EXPECTED TO BE UTILIZED LESS THAN 2 YEARS.

TEMPORARY OUTLET PROTECTION INSTALLATION AND MAINTENANCE NOTES

1. INSPECT EACH INLET WEEKLY AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPS SHOULD BE PROACTIVE, NOT REACTIVE. REPAIRS BMPS AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION AND FURTHER NECESSARY 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 FORMAT IS USED WHEN DIFFERENCES ARE NOTED.

DETAILS EXCERPTED FROM MANUAL PROVIDED AND PREPARED UNDER CRS 30-28-133 (3) (d.5) (II) BY:

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

PRELIMINARY PLAN
SKETCH PLAN
REVISION DESCRIPTION

PRELIMINARY NOT FOR CONSTRUCTION

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

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EROSION CONTROL DETAILS

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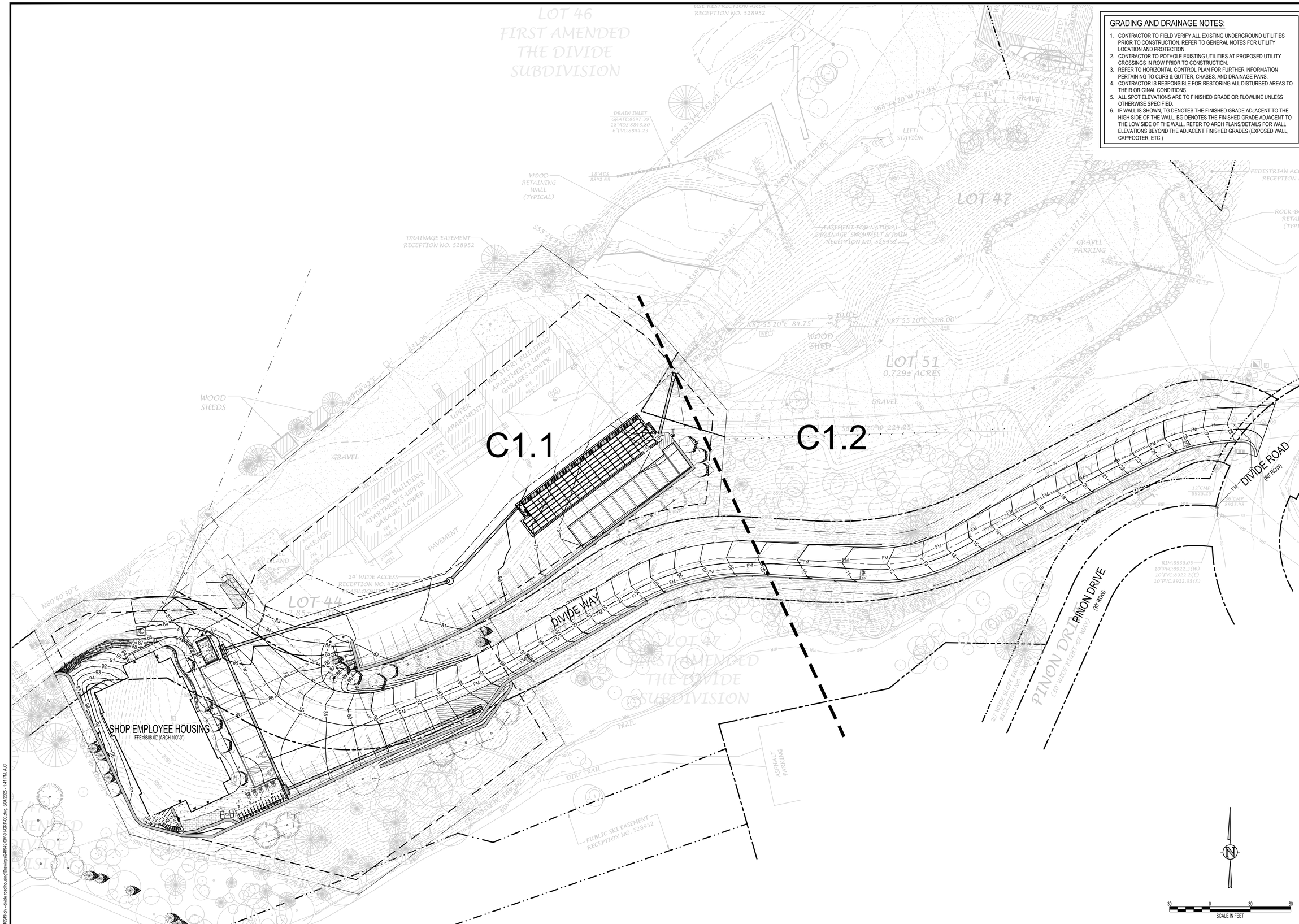

GRADING AND DRAINAGE NOTES:

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	D'WN	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
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OVERALL GRADING AND DRAINAGE PLAN

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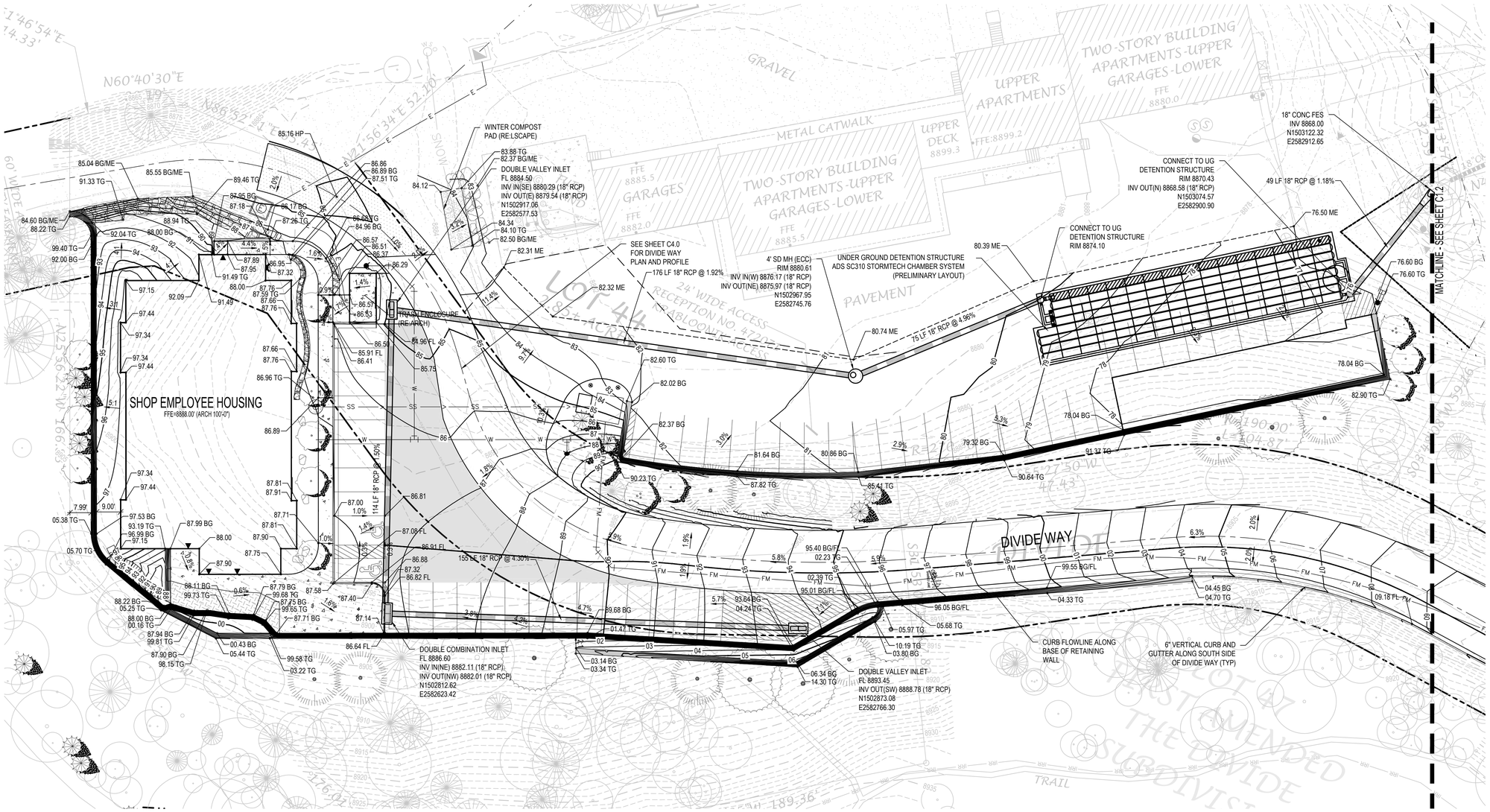

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DETAILED GRADING AND DRAINAGE PLAN

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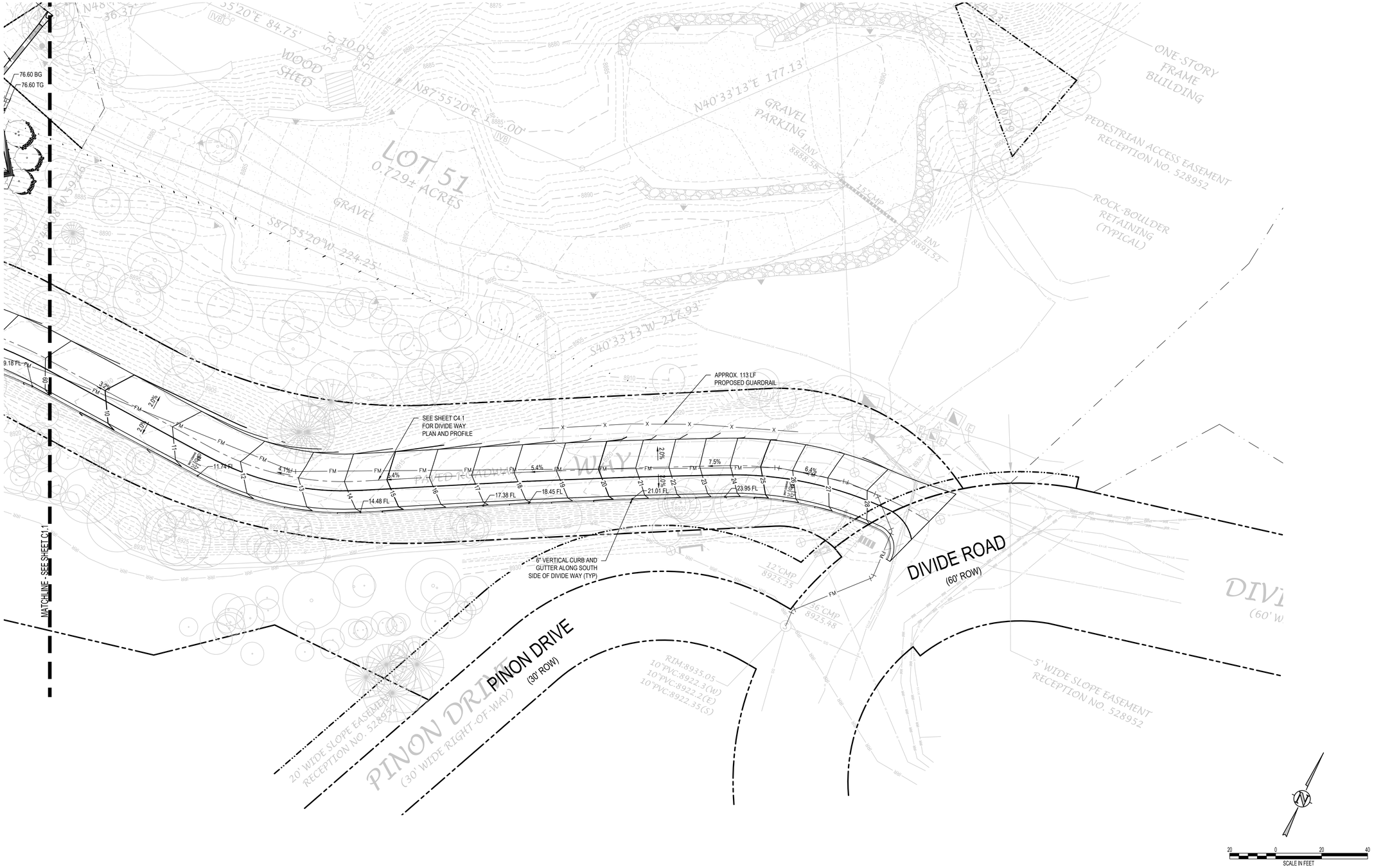

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DETAILED GRADING AND DRAINAGE PLAN

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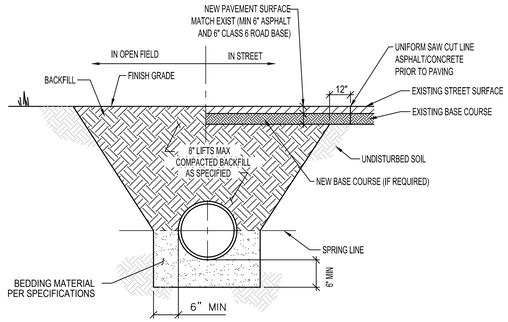
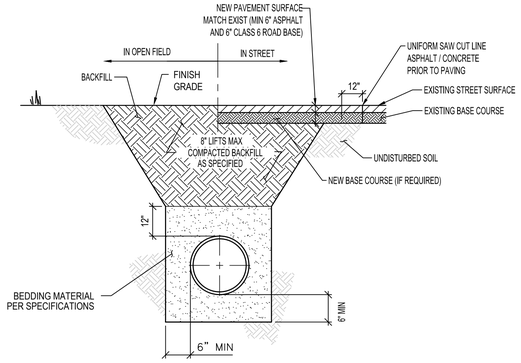


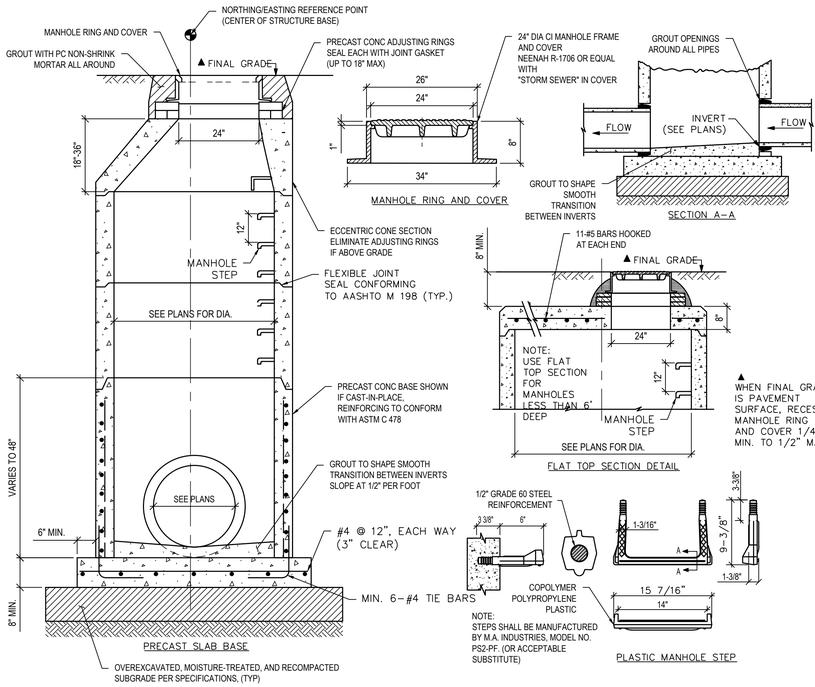
REINFORCED CONCRETE PIPE



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

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

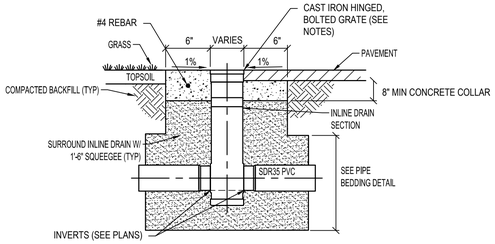
STORM SEWER PIPE BEDDING DETAIL
NTS



▲ WHEN FINAL GRADE IS PAVEMENT SURFACE, RECESS MANHOLE RING AND COVER 1/4" MIN. TO 1/2" MAX.

STORM MANHOLE DETAIL
NTS

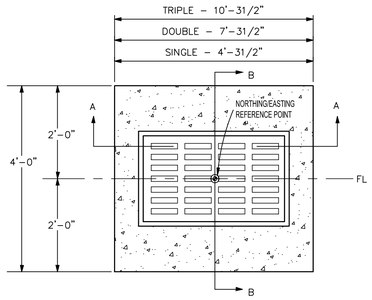
NOTES:
1. SINCE ALL PIPE ENTRIES INTO THE BASE ARE VARIABLE, THE DIMENSIONS SHOWN ARE TYPICAL. ACTUAL DIMENSIONS AND QUANTITIES FOR CONCRETE AND REINFORCEMENT SHALL BE AS REQUIRED IN THE WORK.
2. THE PRECAST FLAT TOP MAY BE USED ON ANY MANHOLE.
3. THE MANHOLE RING FRAME SHALL BE SET IN A BED OF GROUT.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

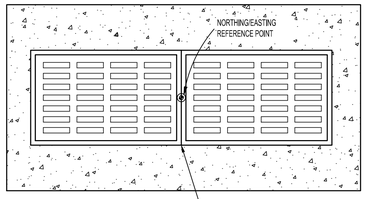


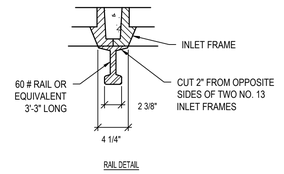
8" TO 30" NYLOPLAST DRAIN
(SEE PLANS FOR SIZE)

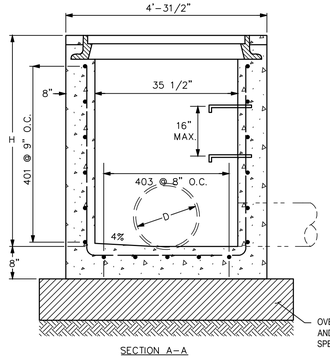
NOTES:
1. AREA DRAIN COVER TO BE NYLOPLAST CAST HS-20 RATED BOLTED AND HINGED GRATE OR APPROVED EQUAL IN TRAFFIC AREAS.
2. AREA DRAIN INLETS IN PEDESTRIAN AREAS SHALL BE INSTALLED WITH PEDESTRIAN RATED GRATES (1/4" MAX OPENING, TYPICAL) AND BE PLACED WHERE ELONGATED GRATE OPENINGS ARE PERPENDICULAR TO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

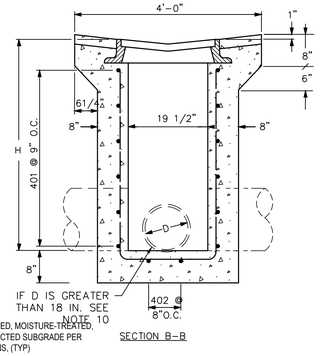
AREA DRAIN DETAIL
NTS











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. 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.
10. STATION POINT AT THE CENTER OF THE GRATE

VALLEY INLET DETAIL
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PRELIMINARY PLAN

PRELIMINARY NOT FOR CONSTRUCTION

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GRADING AND DRAINAGE DETAILS

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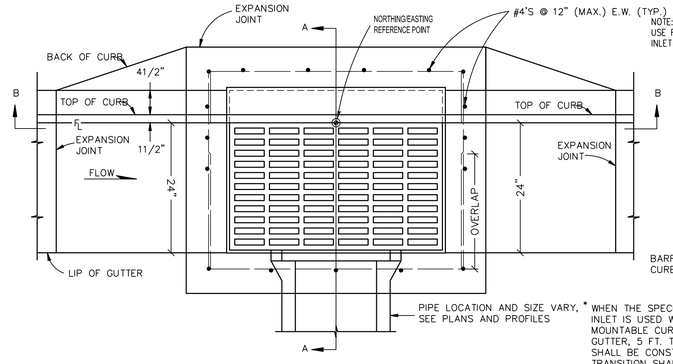
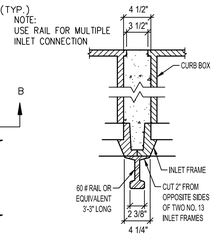


PLAN VIEW



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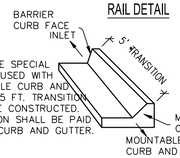
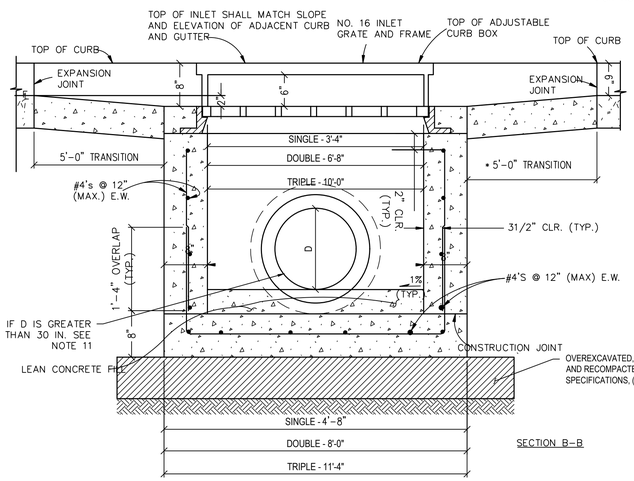


WHEN THE SPECIAL INLET IS USED WITH MOUNTABLE CURB AND GUTTER, 5 FT. TRANSITION SHALL BE CONSTRUCTED. TRANSITION SHALL BE PAID FOR AS CURB AND GUTTER.

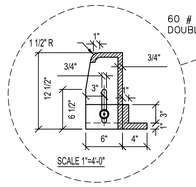
NOTES:

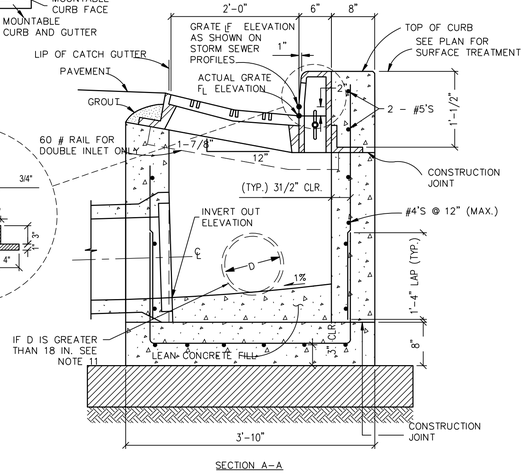
1. ALL CASTING SHALL CONFORM TO ASTM A-48(C1 35b) WITH A MINIMUM STRENGTH OF 35 ksi.
2. ALL CASTINGS SHALL BE HEAVY DUTY, AND CAPABLE OF WITHSTANDING AASHTO H20 LOADING.
3. FLOOR SLOPE MAY BE POURED MONOLITHIC WITH BASE.
4. ALL REINFORCING STEEL SHALL BE ASTM A-615, GRADE 60 DEFORMED BARS. DIAMETER OF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



SECTION B-B

TRANSITION CURB





SECTION A-A

COMBINATION INLET DETAIL

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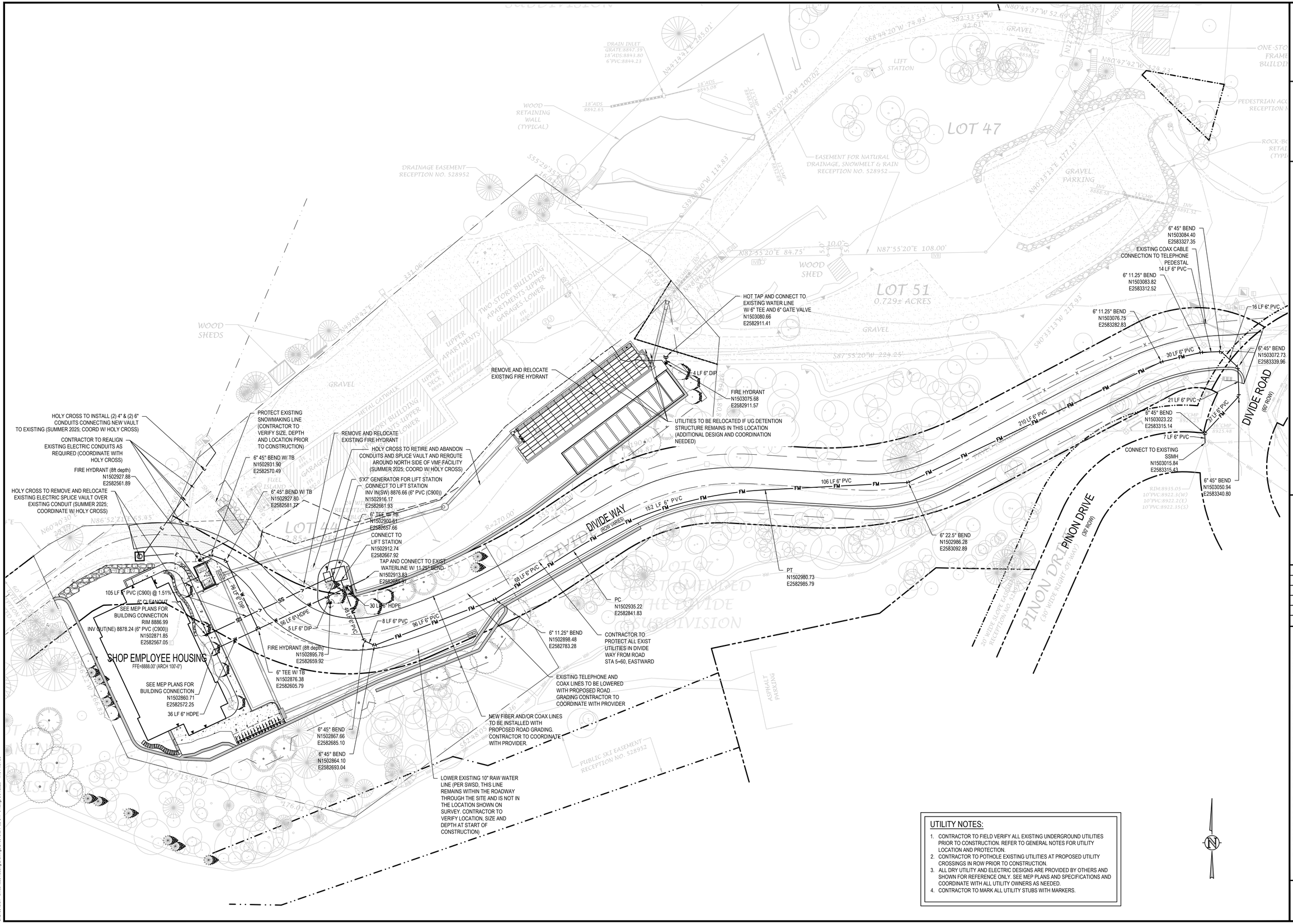

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OVERALL UTILITY PLAN

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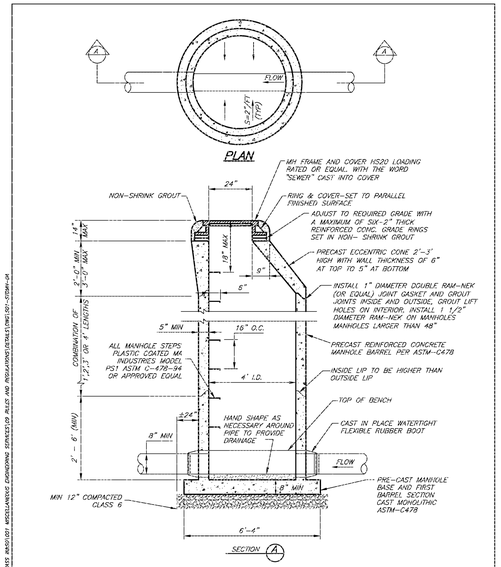

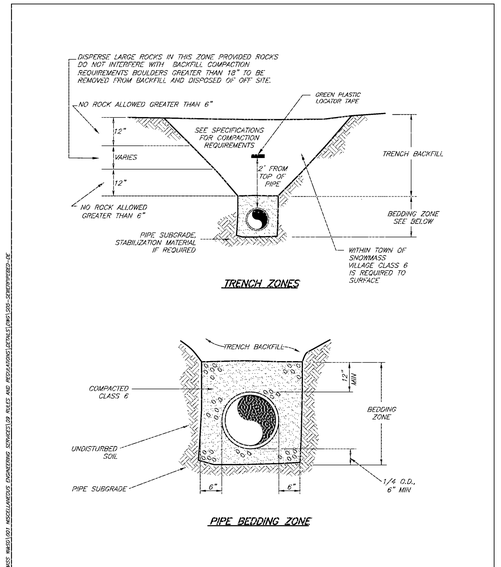

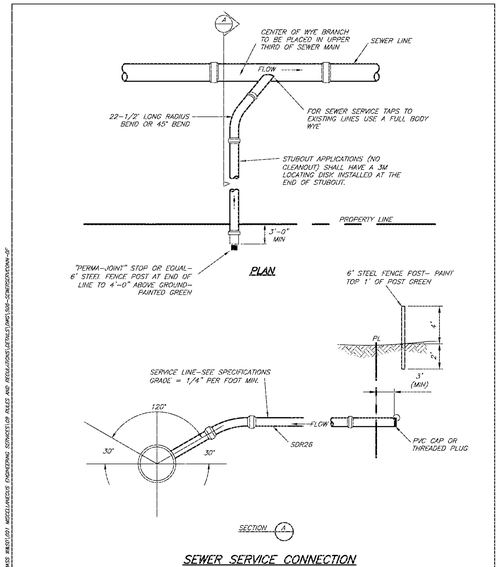

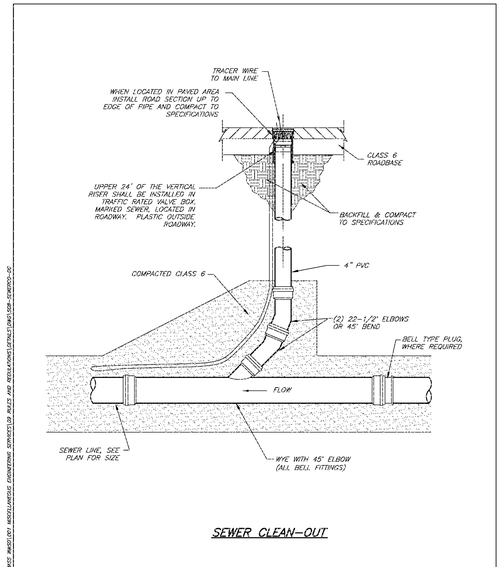

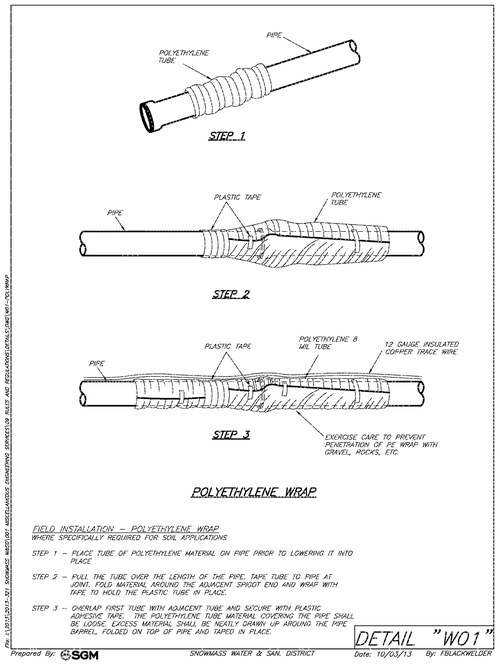

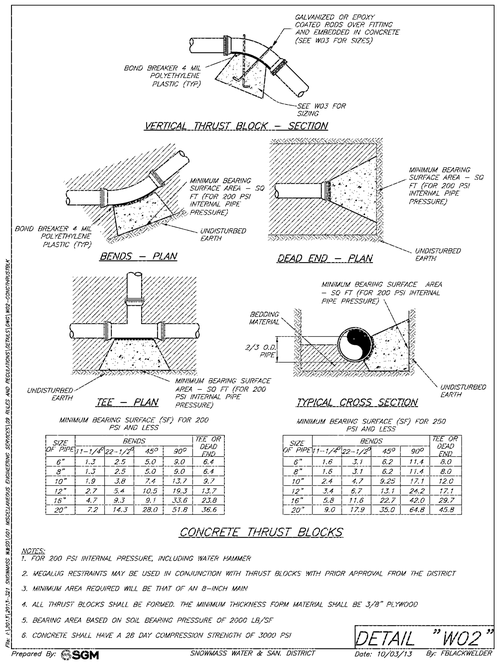

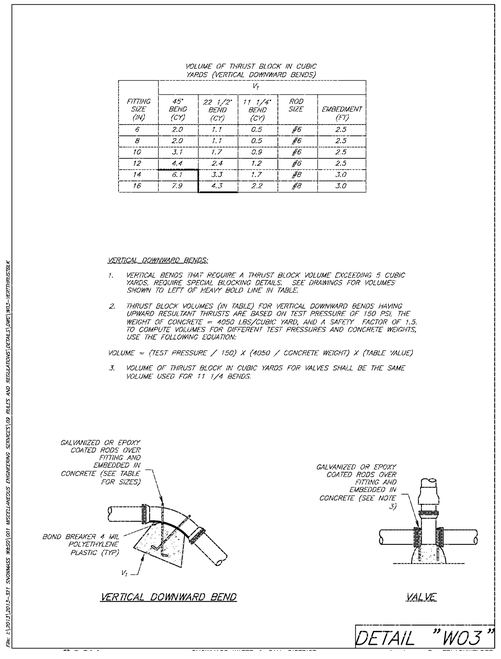

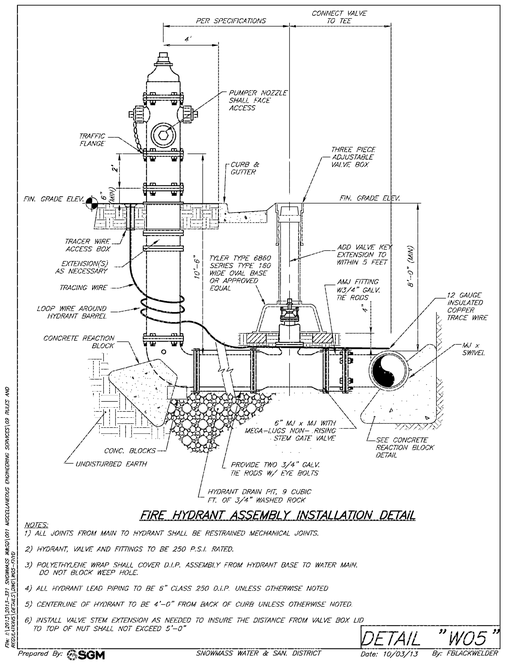

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PRELIMINARY PLAN
SKETCH PLAN
REVISION DESCRIPTION AJC AJC

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DESIGNED BY:	AJC/RMM
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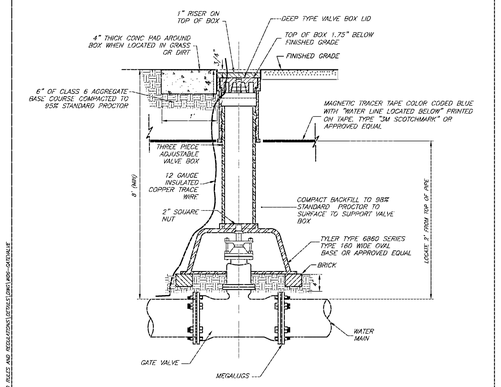
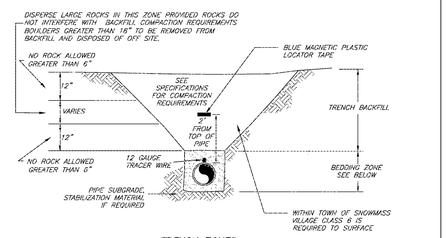


TYPICAL GATE VALVE

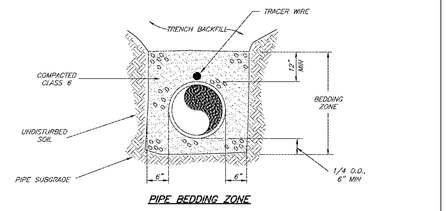
NOTES:
1. ALL VALVES ADJACENT TO FITTING SHALL BE MJ. IN LINE VALVES TO BE MJ x MJ. DESIGN LOCATIONS OF VALVES ARE OUTSIDE OF CONCRETE, CURB/GUTTER AND VALLEY PANS.
2. INSTALLED VALVES WHICH CONFLICT WITH CONCRETE AREAS SHALL BE RELOCATED AT THE CONTRACTOR'S EXPENSE.
3. THIS DETAIL DOES NOT APPLY TO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



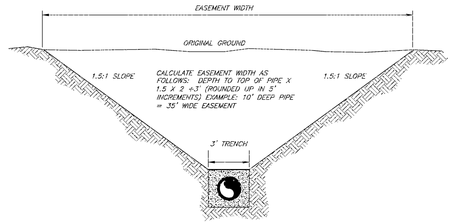
PIPE BEDDING ZONE

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



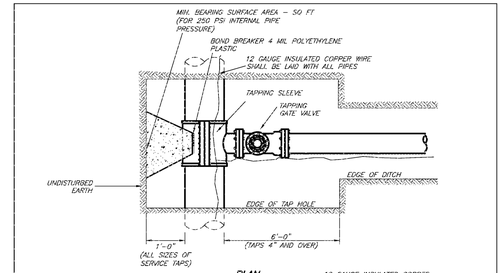
MINIMUM EASEMENT WIDTH

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.

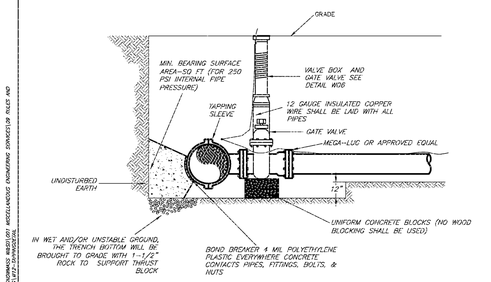
DETAIL "W10"

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

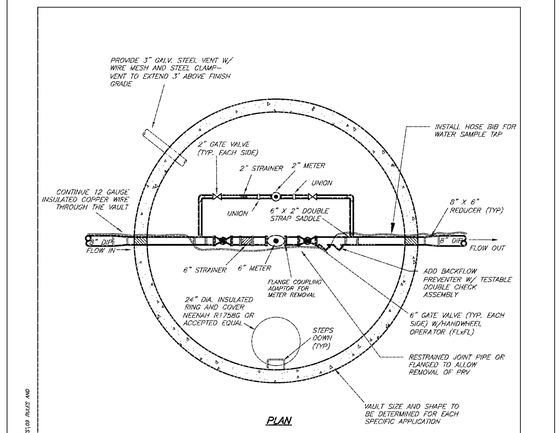


ELEVATION

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	SKETCH PLAN
		AJC	PRELIMINARY PLAN

PRELIMINARY NOT FOR CONSTRUCTION

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DRAWN BY:	AJC/CCE
CHECKED BY:	JLS
JOB #:	240949.CIV
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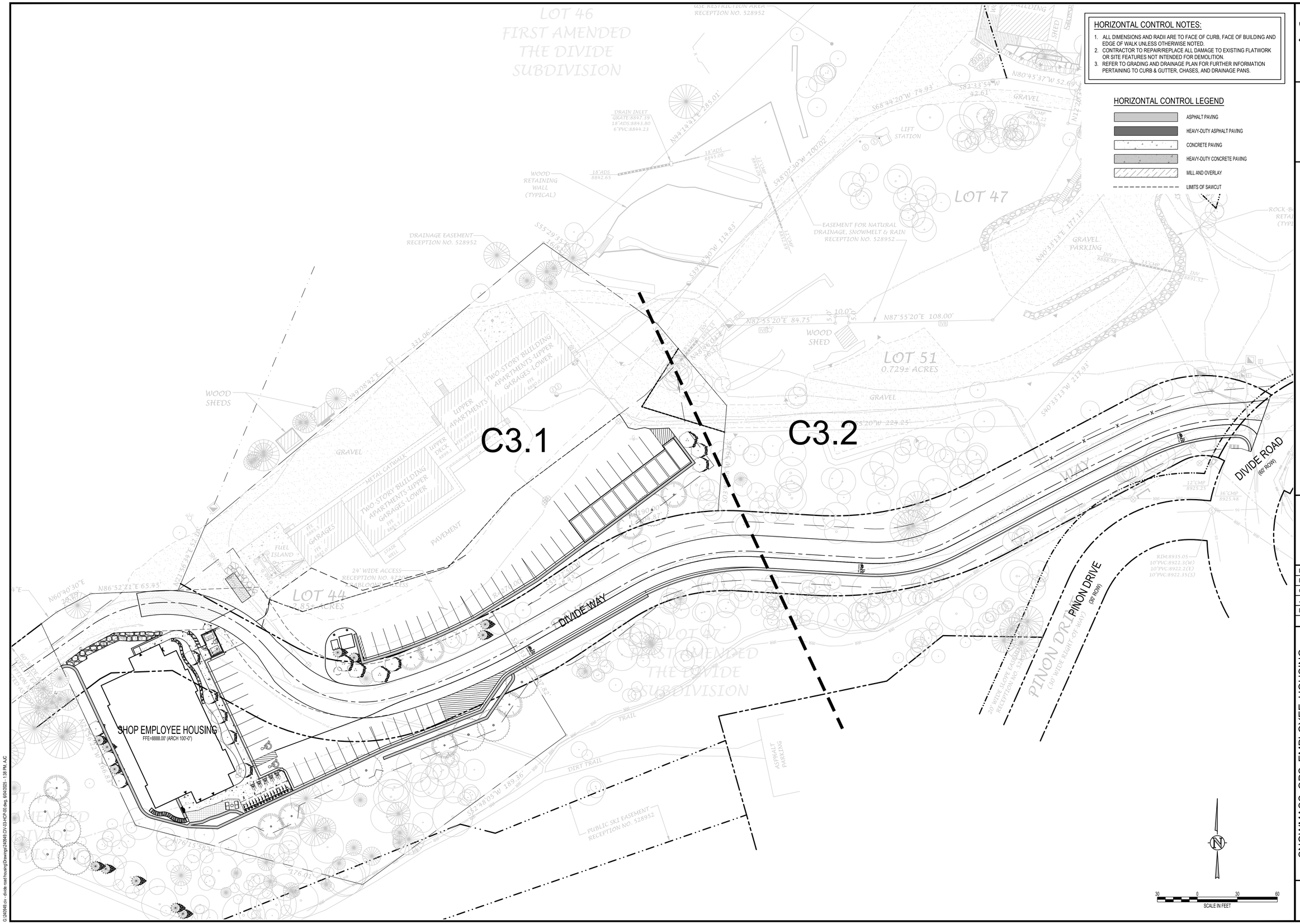

HORIZONTAL CONTROL NOTES:

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

HORIZONTAL CONTROL LEGEND

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

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OVERALL HORIZONTAL CONTROL PLAN

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HORIZONTAL CONTROL NOTES:

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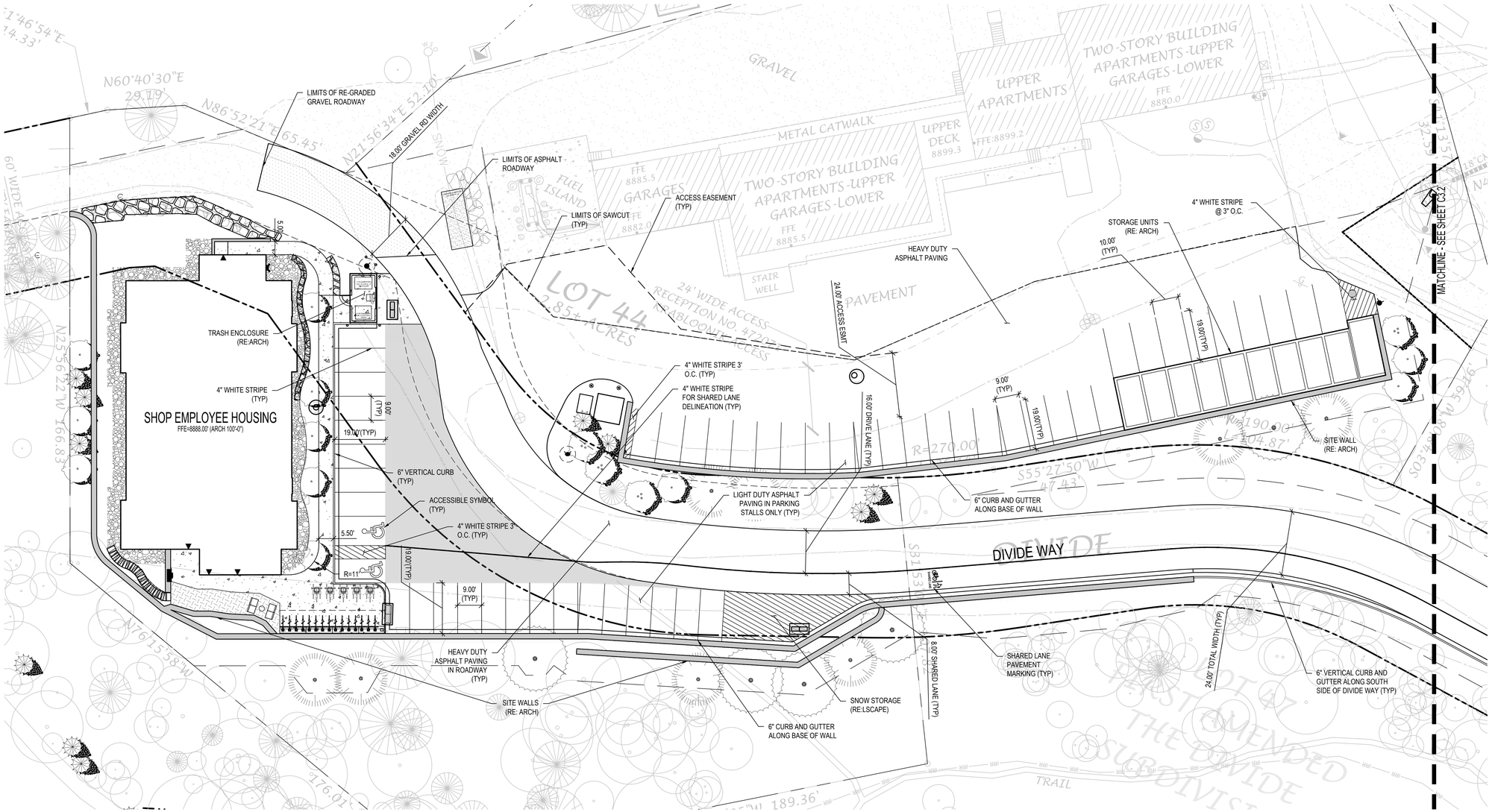
HORIZONTAL CONTROL LEGEND

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



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DETAILED HORIZONTAL CONTROL PLAN

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20 0 20 40
SCALE IN FEET

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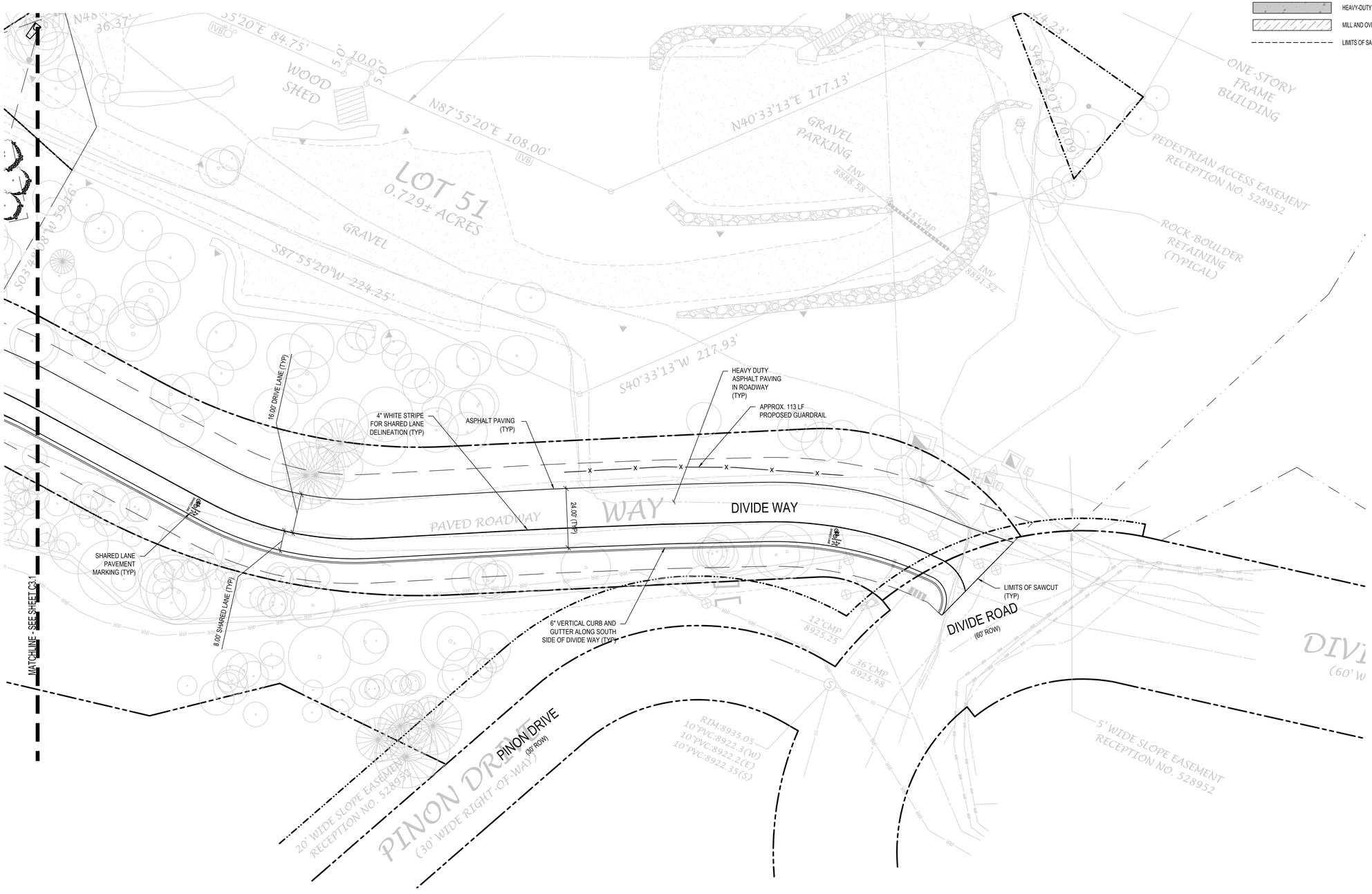
HORIZONTAL CONTROL NOTES:

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
- MILL AND OVERLAY
- LIMITS OF SAWCUT



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DETAILED HORIZONTAL CONTROL PLAN

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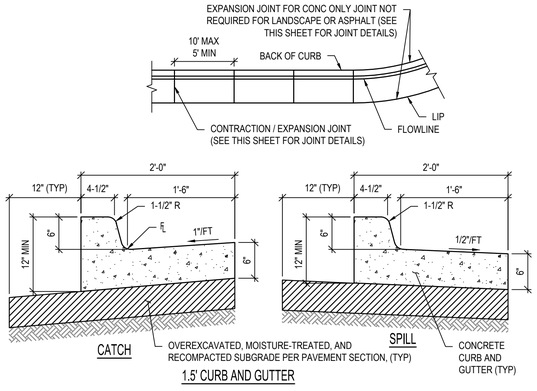
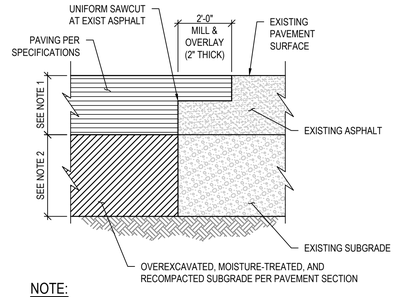


NOTES:

1. ALL CONCRETE SHALL HAVE FIBERMESH REINFORCEMENT PER SPECIFICATIONS.

PRIVATE CURB AND GUTTER DETAIL

NTS

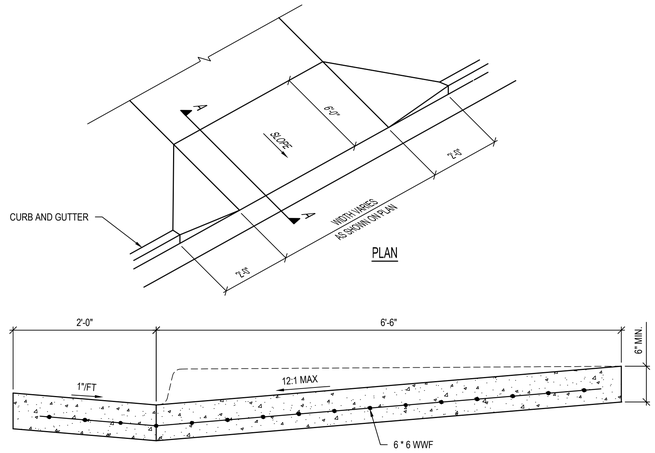


NOTE:

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



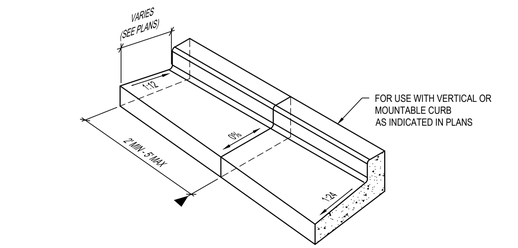
SECTION A-A

NOTES:

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

VEHICLE ACCESS RAMP DETAIL

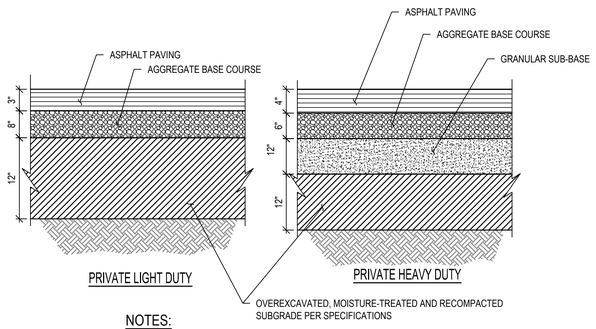
NTS



SECTION A-A SECTION B-B

GUTTER CATCH SPILL TRANSITION DETAIL

NTS

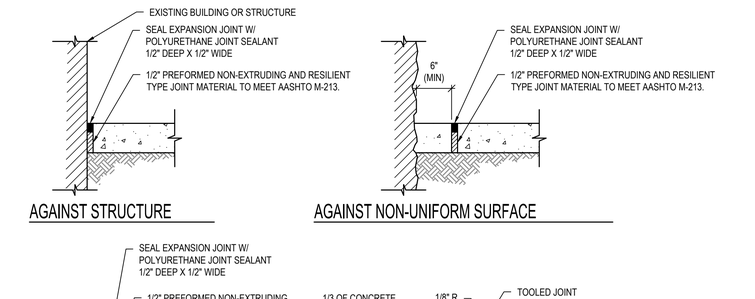


NOTES:

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

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SITE DETAILS

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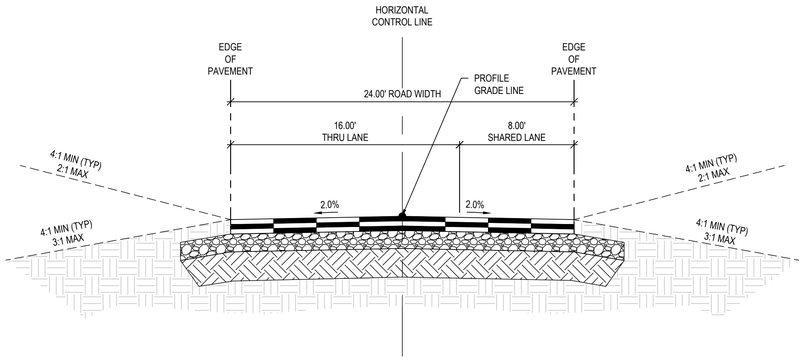
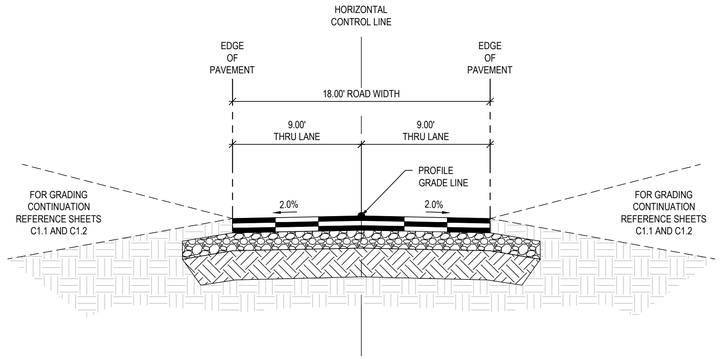
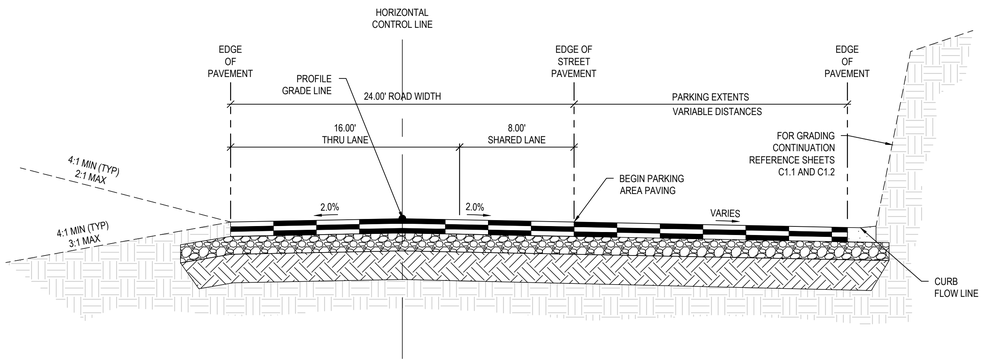


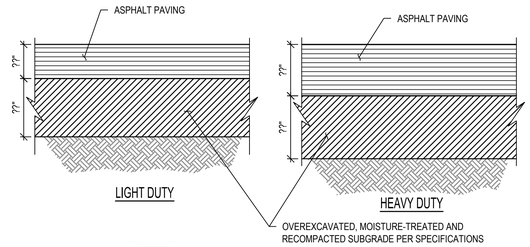
24' ROAD WIDTH SECTION VIEW
1:5



18' ROAD WIDTH SECTION VIEW
1:5

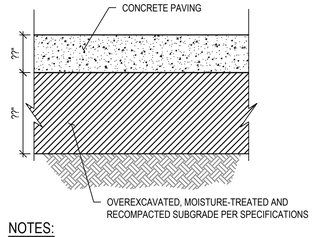


24' ROAD WIDTH (W/ PARKING) SECTION VIEW
1:5



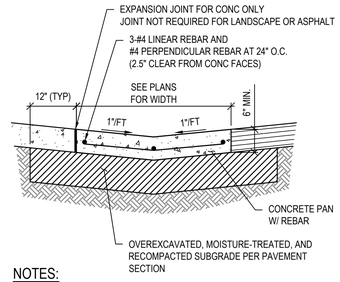
NOTES:
1. USE HEAVY DUTY ASPHALT SECTION FOR SERVICE DRIVES, ACCESS DRIVE LANES, & BUS LOOP
2. USE LIGHT DUTY ASPHALT SECTION FOR CAR PARKING STALLS.

FULL DEPTH ASPHALT PAVEMENT SECTION DETAIL
NTS



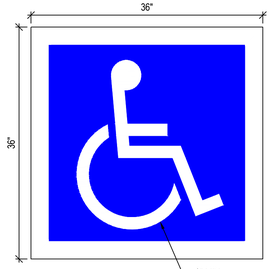
NOTES:
1. CONCRETE THICKNESS:
   6" FOR DRIVES AND WALKS
   8" FOR TRASH PADS AND LOADING AREAS
2. SEE CONTRACTION JOINT AND EXPANSION JOINT DETAILS.
3. ALL CONCRETE SHALL HAVE FIBERMESH REINFORCEMENT PER SPECIFICATIONS.

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

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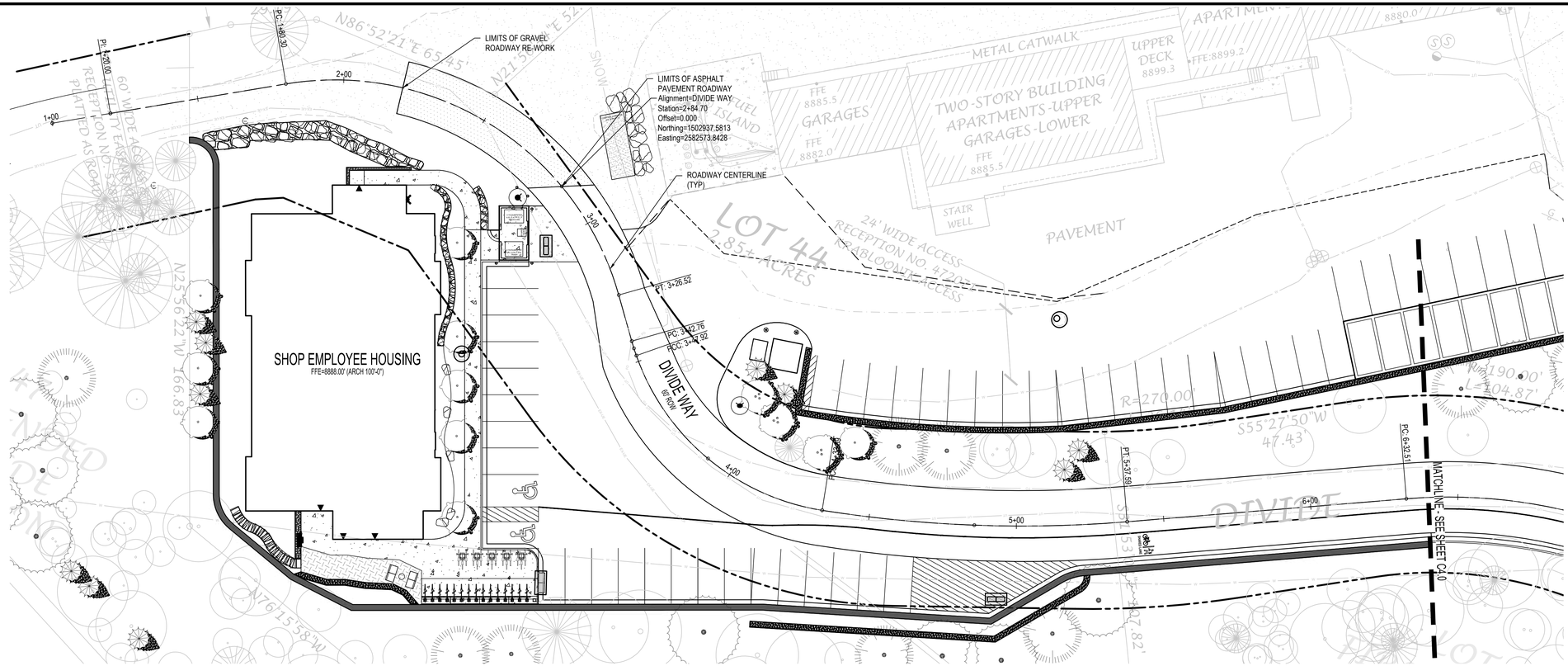
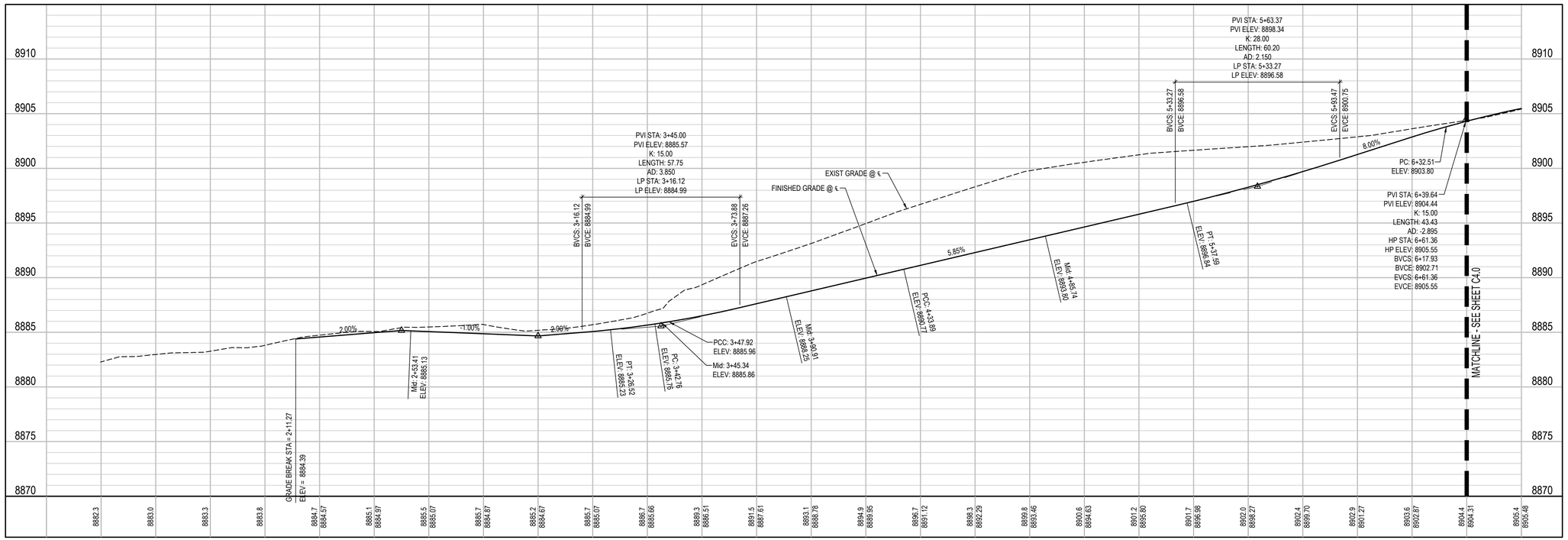


DIVIDE WAY PLAN

SCALE: 1" = 20'

SCALE IN FEET



DIVIDE WAY PROFILE

SCALE: 1"=20' HORIZ
1"=5' VERT

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1	6/4/25	AJC	AJC

REVISION DESCRIPTION

SKETCH PLAN

PRELIMINARY PLAN

PRELIMINARY NOT FOR CONSTRUCTION

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

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DIVIDE WAY PLAN AND PROFILE

SHEET NO.
C4.0

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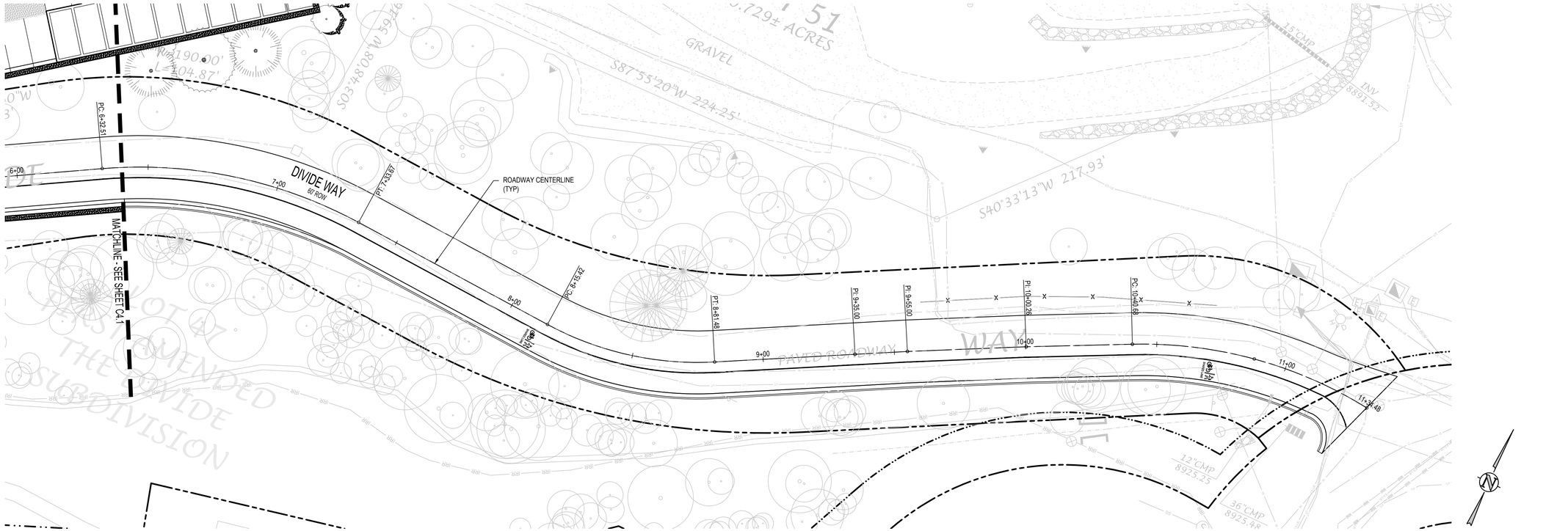
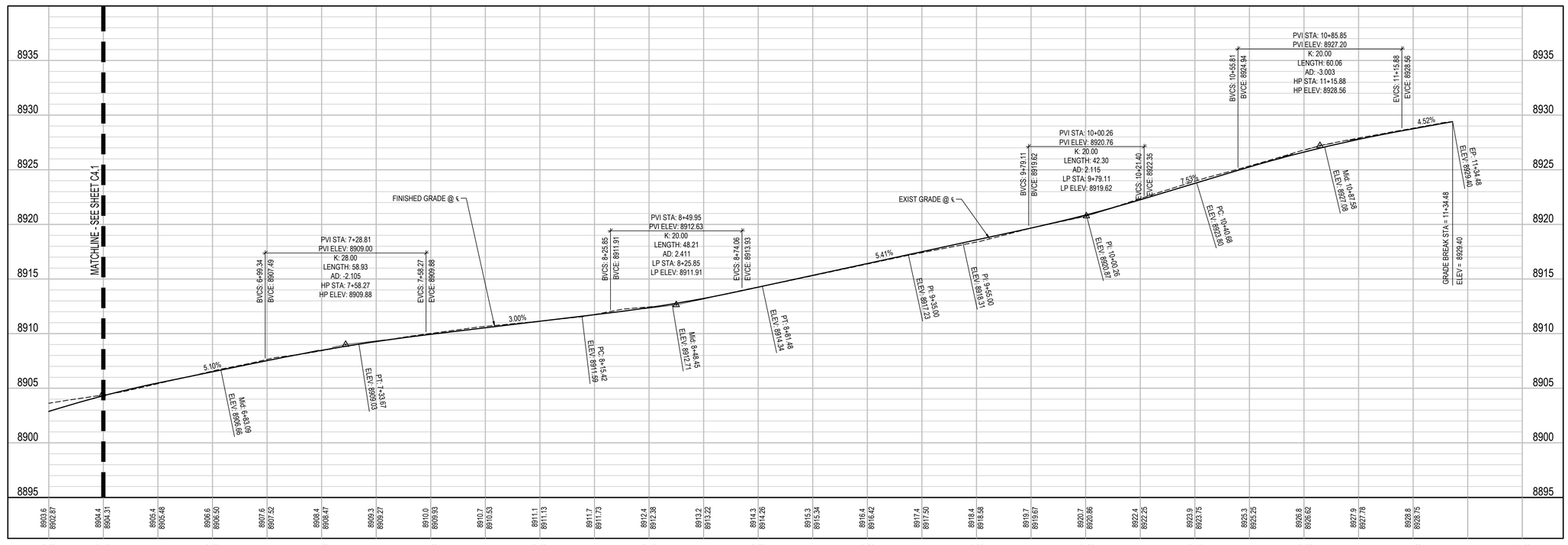


DIVIDE WAY PLAN

SCALE: 1" = 20'



DIVIDE WAY PROFILE

SCALE: 1"=20' HORIZ
1"=5' VERT

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PRELIMINARY PLAN
SKETCH PLAN
REVISION DESCRIPTION

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DIVIDE WAY PLAN AND PROFILE

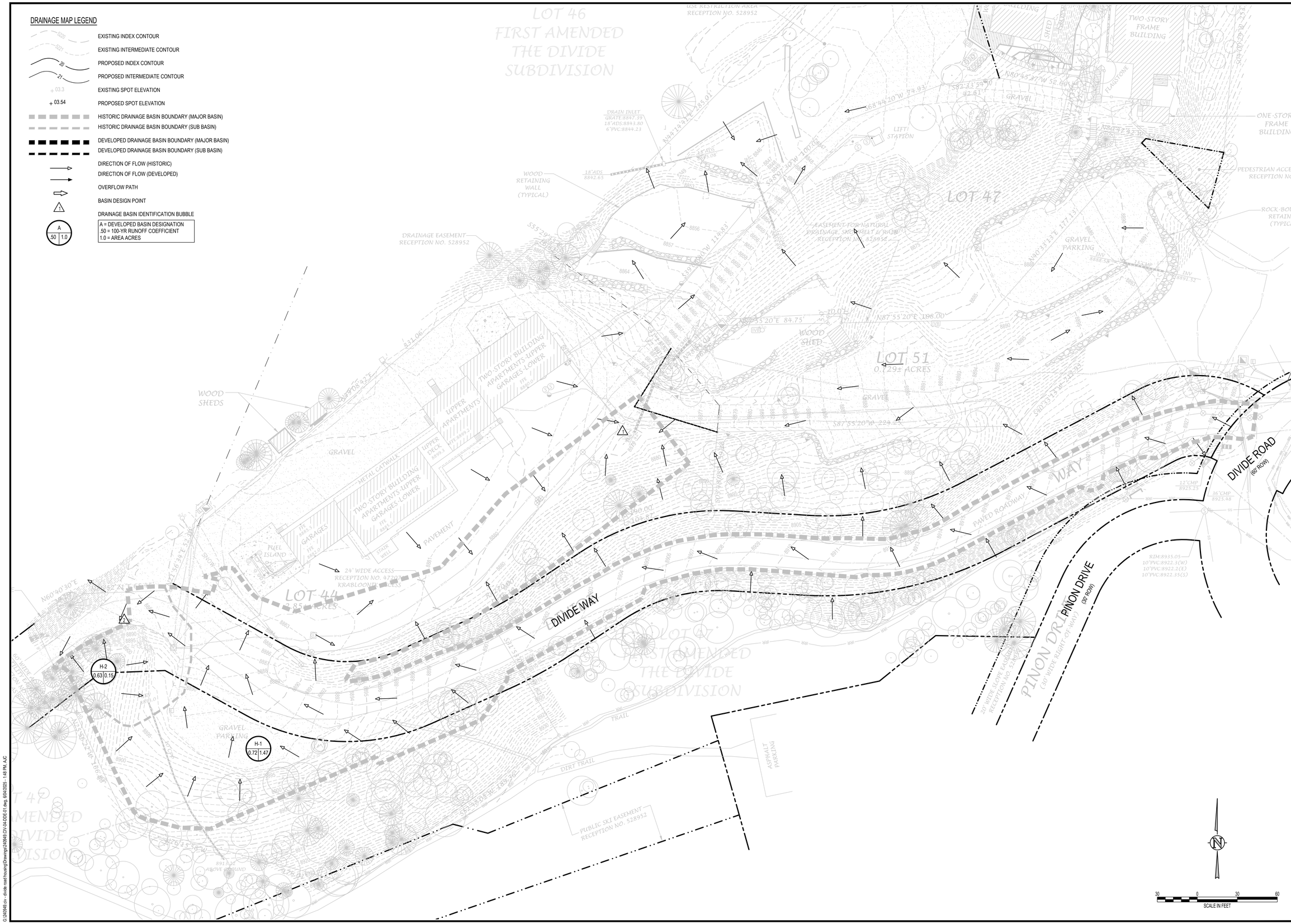
SHEET NO.
C4.1

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



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REVISION DESCRIPTION

SKETCH PLAN

PRELIMINARY PLAN

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DRAINAGE PLAN - EXISTING

SHEET NO.

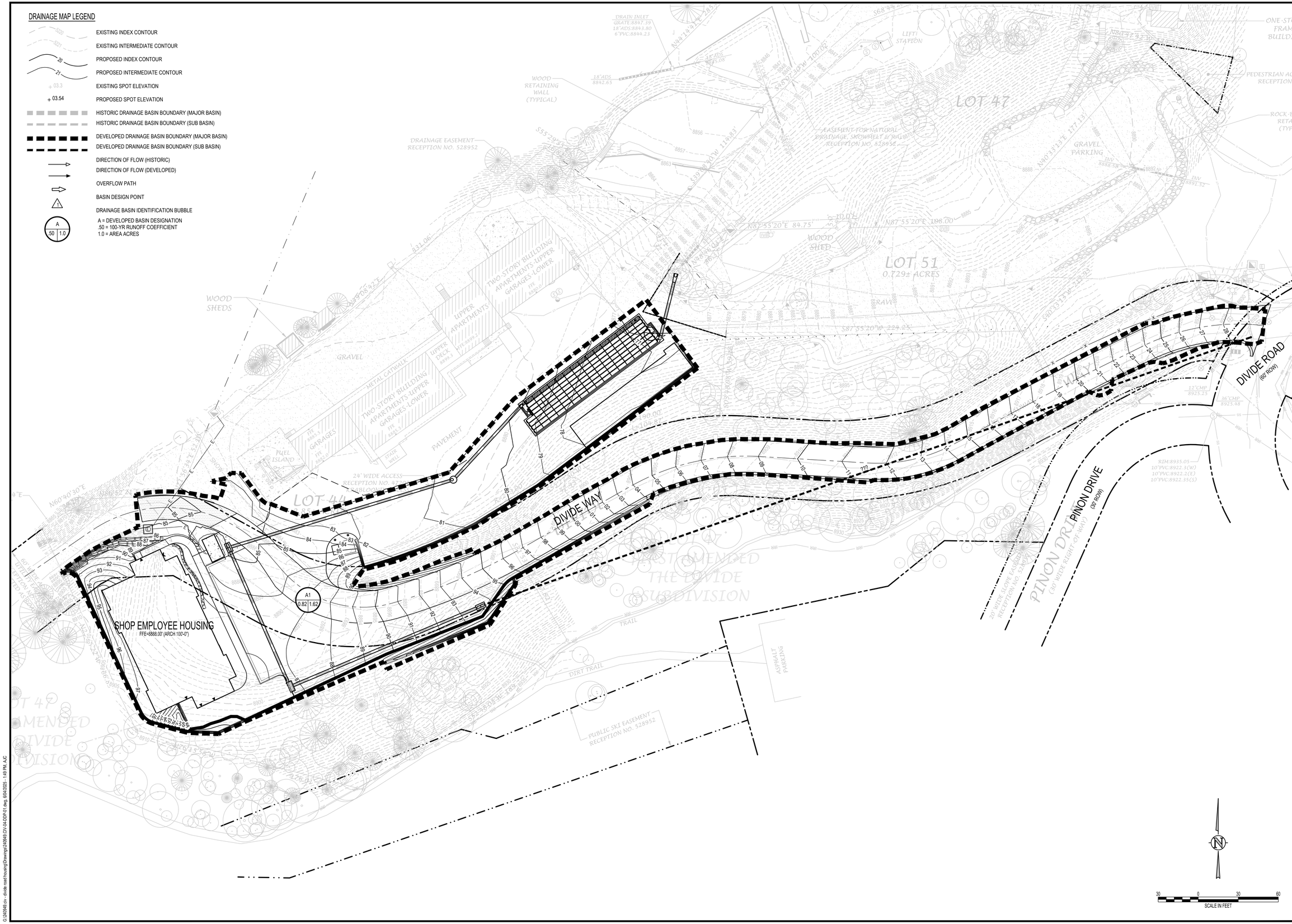
FIG 1

G:\240949 civ - divide road housing\Drawings\240949.CIV-SX-DDE-01.dwg, 6/4/2025 - 1:48 PM, AJC

DRAINAGE MAP LEGEND

- EXISTING INDEX CONTOUR
- EXISTING INTERMEDIATE CONTOUR
- PROPOSED INDEX CONTOUR
- PROPOSED INTERMEDIATE CONTOUR
- + 03.3 — EXISTING SPOT ELEVATION
- + 03.54 — PROPOSED SPOT ELEVATION
- HISTORIC DRAINAGE BASIN BOUNDARY (MAJOR BASIN)
- HISTORIC DRAINAGE BASIN BOUNDARY (SUB BASIN)
- DEVELOPED DRAINAGE BASIN BOUNDARY (MAJOR BASIN)
- DEVELOPED DRAINAGE BASIN BOUNDARY (SUB BASIN)
- DIRECTION OF FLOW (HISTORIC)
- DIRECTION OF FLOW (DEVELOPED)
- OVERFLOW PATH
- BASIN DESIGN POINT
- DRAINAGE BASIN IDENTIFICATION BUBBLE

A = DEVELOPED BASIN DESIGNATION
.50 = 100-YR RUNOFF COEFFICIENT
1.0 = AREA ACRES


DRAIN INLET
GRATE:8847.39
18"ADS:8849.80
6"PVC:8849.23
18"ADS
8842.65
WOOD RETAINING WALL (TYPICAL)
LIFT STATION
ONE-STORY FRAME BUILDING
PEDESTRIAN ACCESS RECEPTION
ROCK-BASED RETAINING WALL (TYPICAL)
LOT 47
EASEMENT FOR NATURAL DRAINAGE, SNOWMELT & RAIN RECEPTION NO. 528952
DRAINAGE EASEMENT RECEPTION NO. 528952
GRAVEL PARKING
INV 8891.32
WOOD SHED
LOT 51
0.729± ACRES
WOOD SHEDS
TWO-STORY BUILDING APARTMENTS-UPPER GARAGES-LOWER
UPPER APARTMENTS
UPPER DECK 8889.3
FFE 8890.9
GRAVEL
METAL CATWALK
FFE 8889.5
GARAGES
FUEL ISLAND
PAVEMENT
24' WIDE ACCESS RECEPTION No. 528952
LOT 48
AMENDED DIVIDE SUBDIVISION
DIVIDE ROAD (60' ROW)
DIVIDE WAY
PINON DRIVE (30' ROW)
20' WIDE SLOPE EASEMENT RECEPTION NO. 528952
C&G (WIDE RIGHT OF WAY)
12"CMP 8925.25
36"CMP 8925.98
RIM:8935.05
10"PVC:8922.3(W)
10"PVC:8922.2(E)
10"PVC:8922.35(S)
AMENDED THE DIVIDE SUBDIVISION
TRAIL
DIRT TRAIL
ASPHALT PARKING
PUBLIC SKI EASEMENT RECEPTION NO. 528952
SHOP EMPLOYEE HOUSING
FFE=8888.00' (ARCH 100'-0")
A1
0.82 1.62
N87°55'20"E 84.75'
N87°55'20"E 198.00'
S87°55'20"W 224.25'
S87°55'20"W 100.00'
N44°14'41"E 185.21'
S68°44'41"W 185.21'
N40°33'18"E 177.13'
S40°33'18"W 177.13'
N60°40'30"E 521.06'
S60°40'30"W 521.06'
S35°29'55"W 114.83'
N35°29'55"E 114.83'
N87°55'20"E 84.75'
S87°55'20"W 224.25'
N60°40'30"E 521.06'
S60°40'30"W 521.06'
N35°29'55"E 114.83'
S35°29'55"W 114.83'
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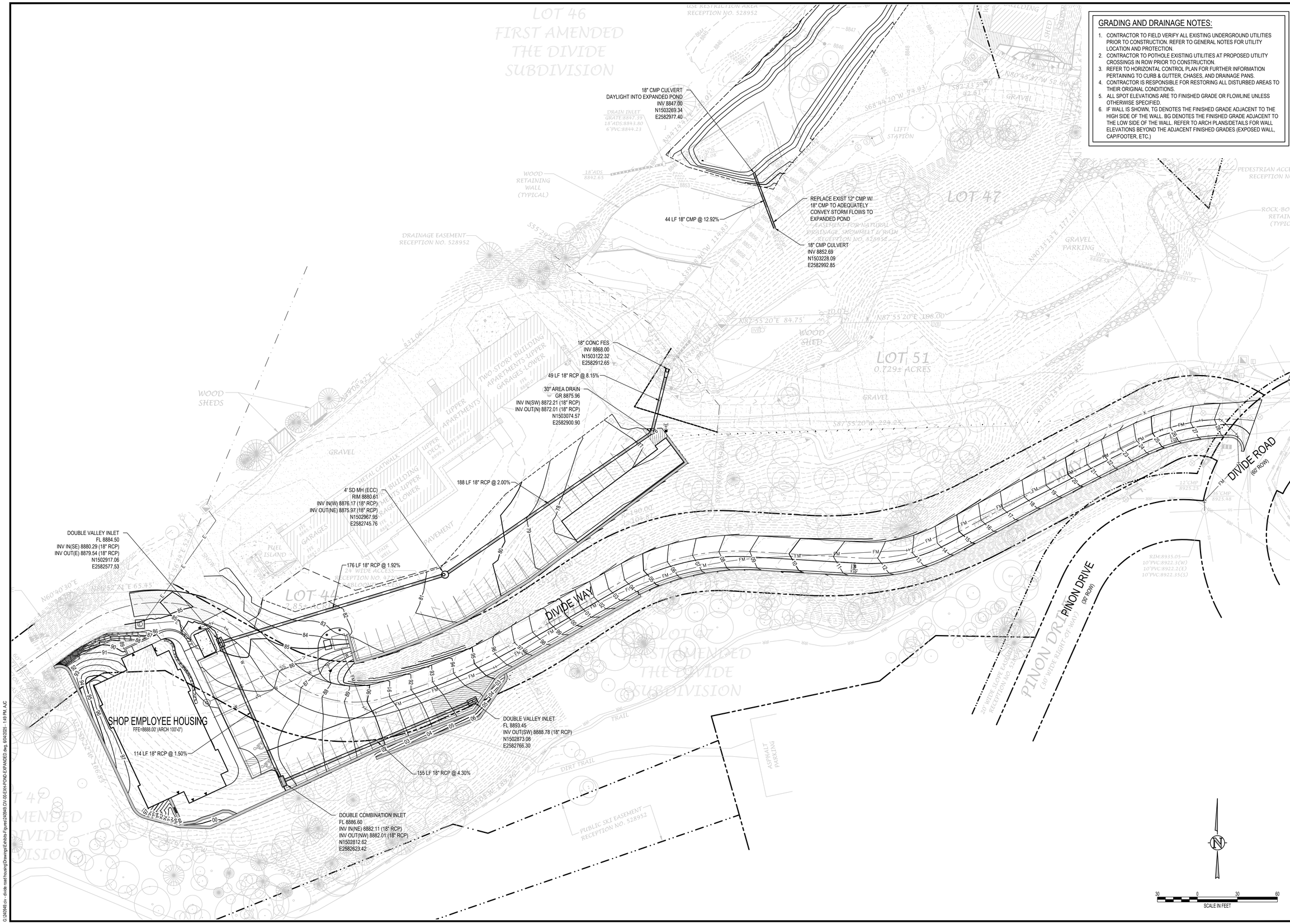
S87°55'20"W 100.00'
N44°14'41"E 185.21'
S68°44'41"W 185.21'
N40°33'18"E 177.13'
S40°33'18"W 177.13'
N60°40'30"E 521.06'
S60°40'30"W 521.06'
N35°29'55"E 114.83'
S35°29'55"W



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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0	9/1/24	AJC	AJC

REVISION DESCRIPTION
SKETCH PLAN
PRELIMINARY PLAN

PRELIMINARY NOT FOR CONSTRUCTION

DESIGNED BY:	AJC/RMM
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CHECKED BY:	JLS
JOB #:	240949.CIV
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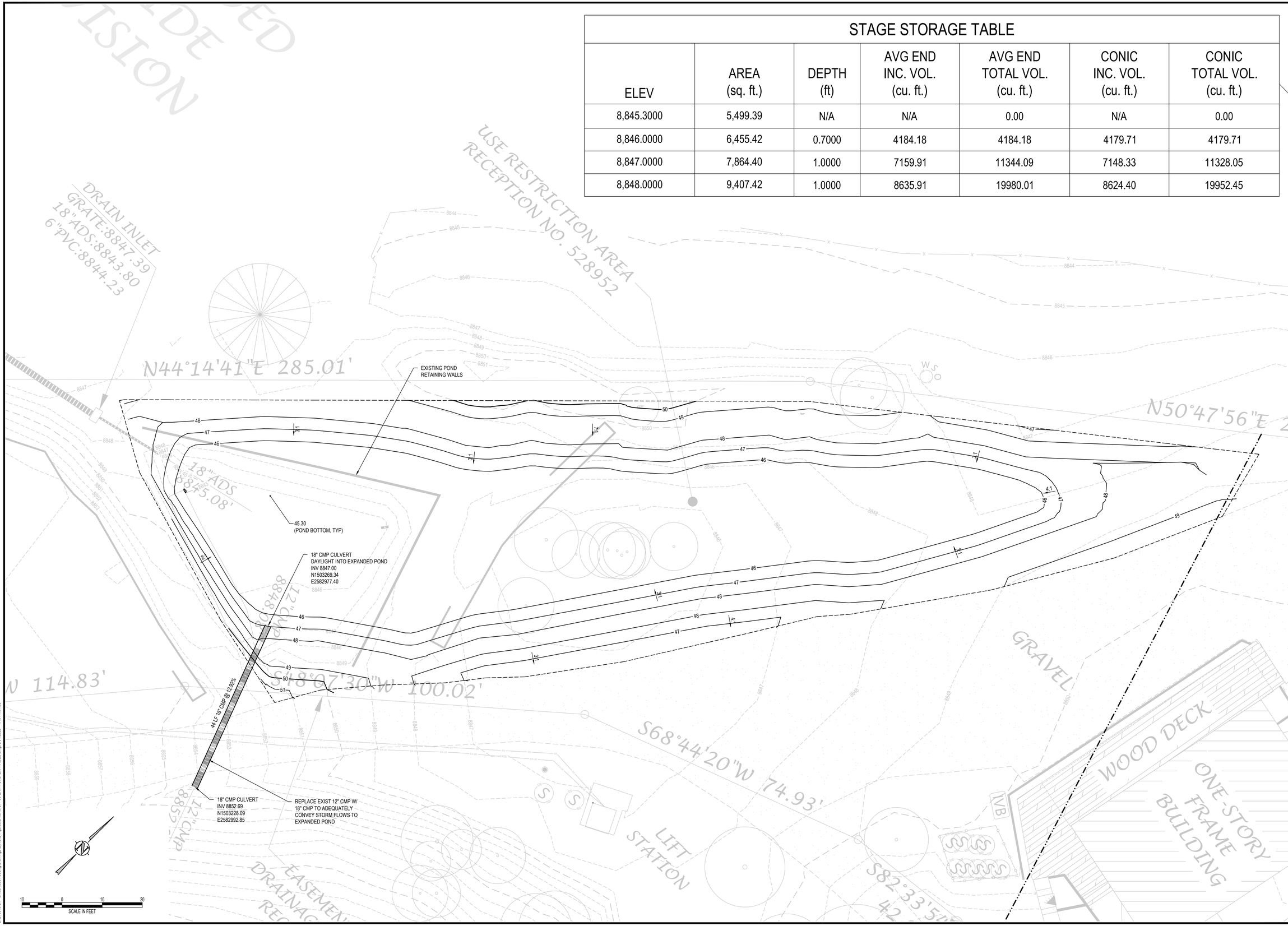
ALT DRAINAGE PLAN - EXISTING DETENTION POND EXPANSION

SHEET NO.
FIG 3.0

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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REVISION DESCRIPTION

SKETCH PLAN

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EXISTING DETENTION POND EXPANSION PLAN

SHEET NO.

FIG 3.1

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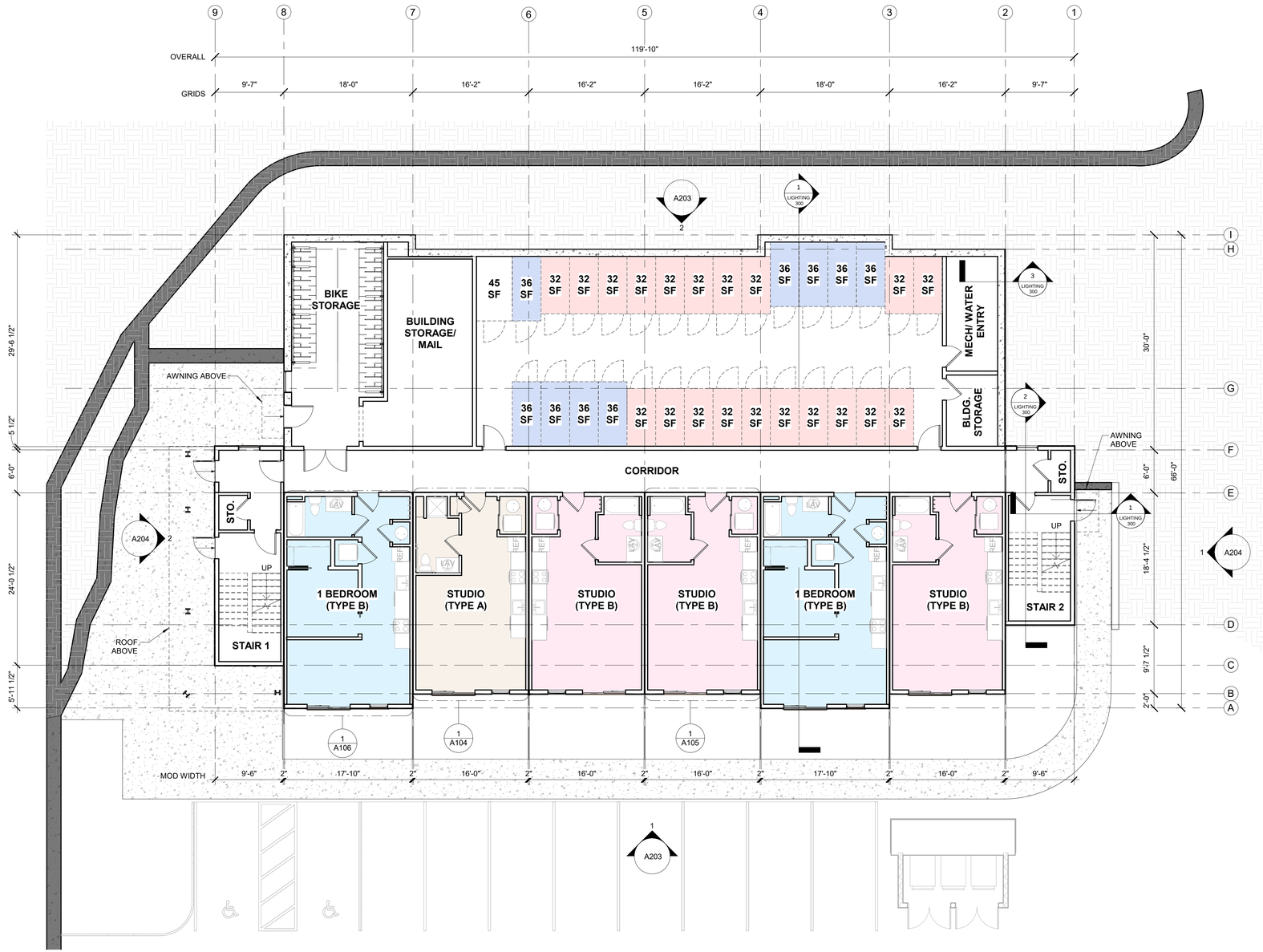
APPENDIX A

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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FLOOR PLAN
LEVEL 2

A102

5/19/2025 12:56:42 PM

NOTE:
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1 LEVEL 3
1/8" = 1'-0"

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

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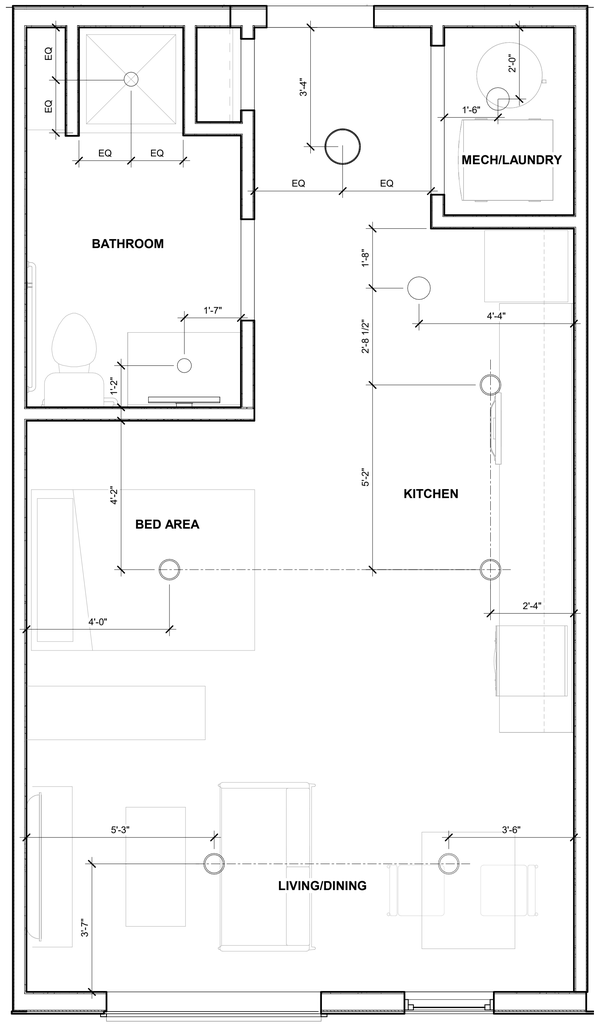
FLOOR PLAN
LEVEL 3

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

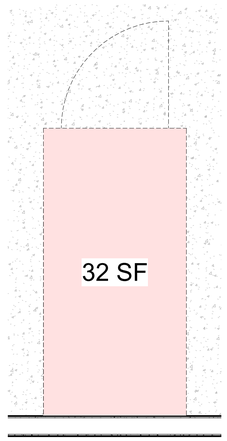
PER SNOWMASS VILLAGE MUNICODE SEC 16A-4-410

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

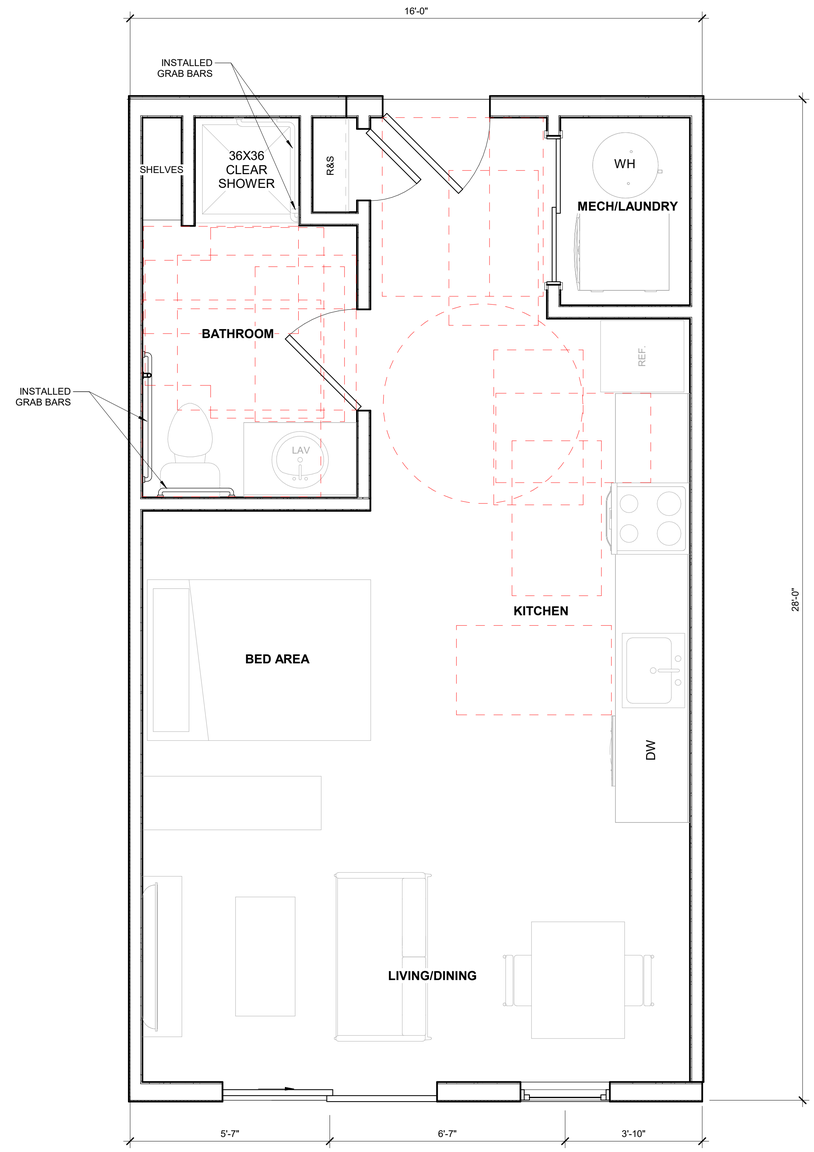
ACTUAL PROVIDED SQ FT OF STUDIO UNIT AND STORAGE
SHOP STUDIO: 448 SQ FT
SHOP DEDICATED STUDIO STORAGE: 32 SQ FT
SHOP STUDIO TOTAL SQ FT: 448 SQ FT + 32 SQ FT = 480 SQ FT

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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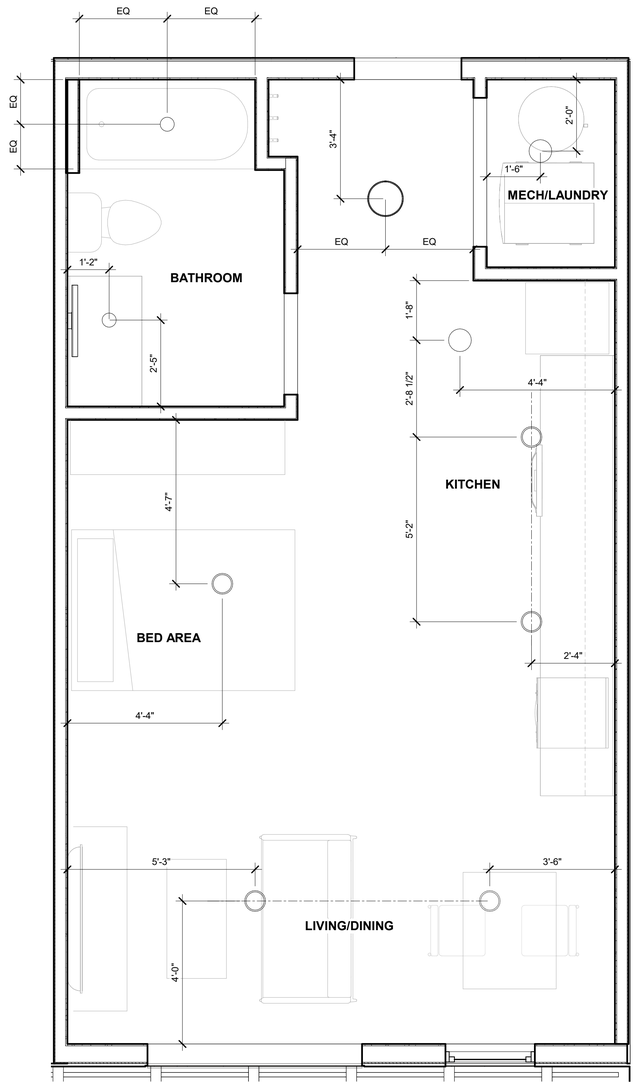
UNIT FLOOR PLANS - STUDIO (TYPE A)

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

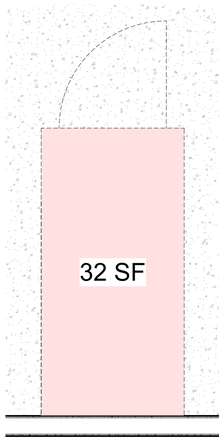
PER SNOWMASS VILLAGE MUNICODE SEC 16A-4-410

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

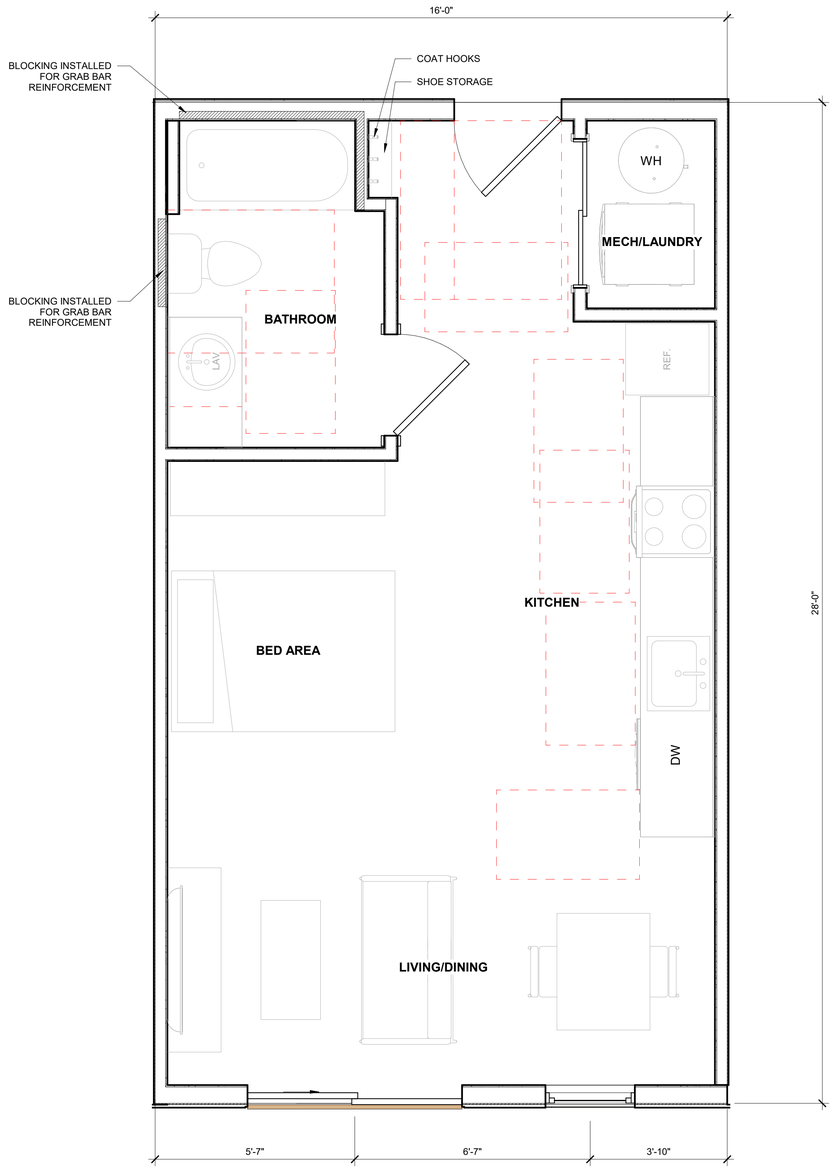
ACTUAL PROVIDED SQ FT OF STUDIO UNIT AND STORAGE
SHOP STUDIO: 448 SQ FT
SHOP DEDICATED STUDIO STORAGE: 32 SQ FT
SHOP STUDIO TOTAL SQ FT: 448 SQ FT + 32 SQ FT = 480 SQ FT

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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1	SKETCH PLAN	09/01/2024

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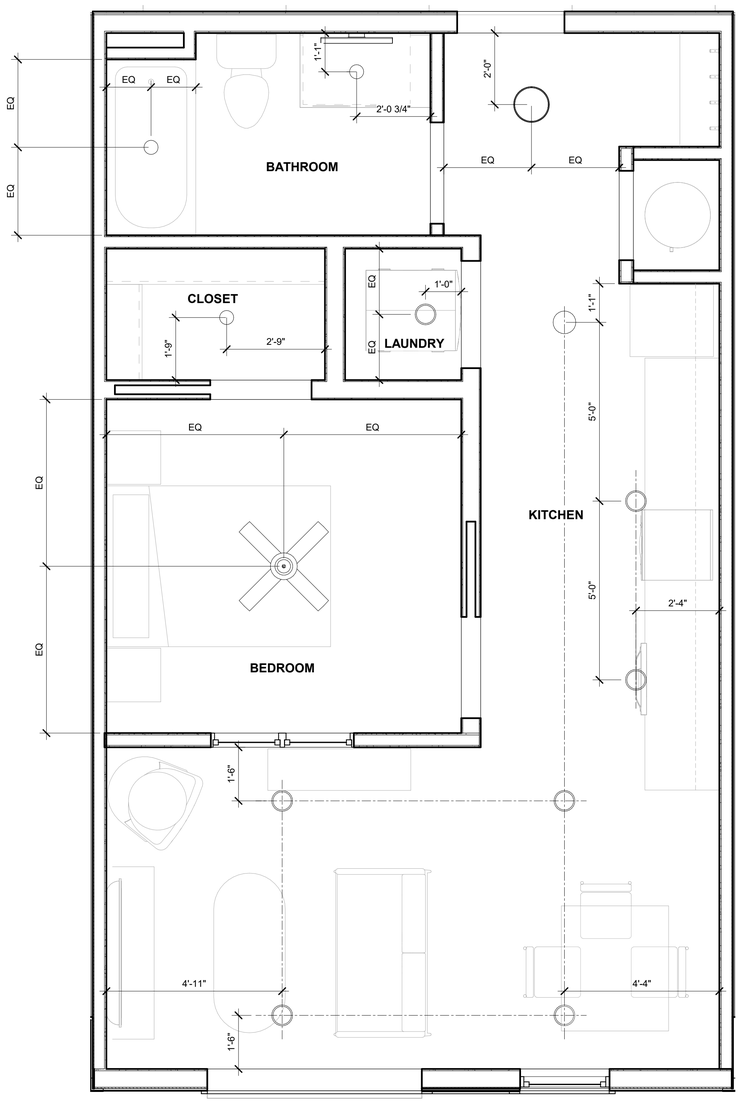
UNIT FLOOR PLANS - STUDIO (TYPE B)

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

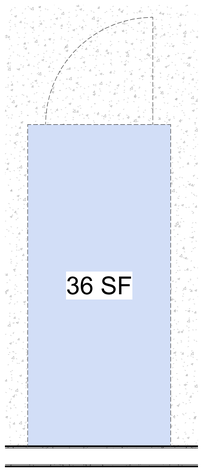
PER SNOWMASS VILLAGE MUNICODE SEC 16A-4-410

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

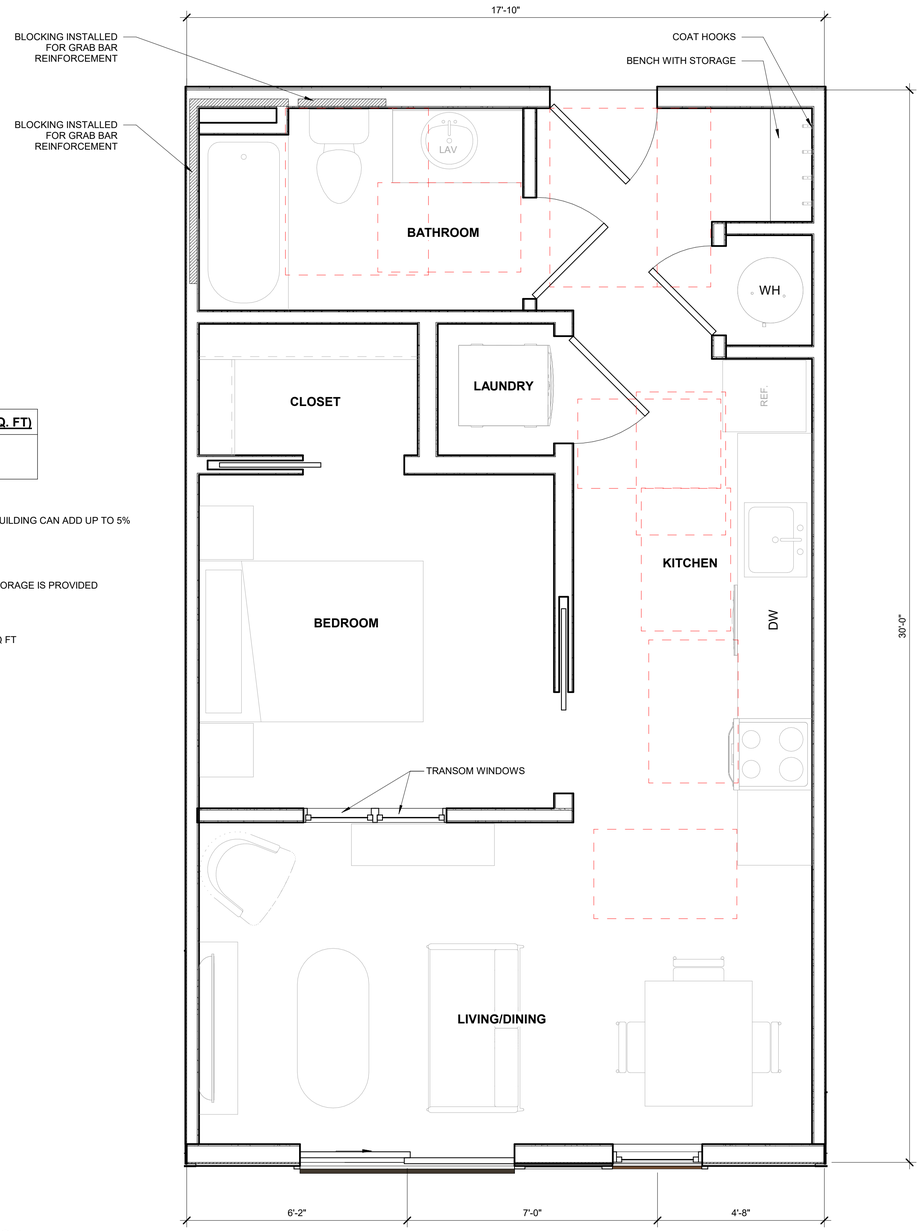
ACTUAL PROVIDED SQ FT OF 1-BEDROOM AND STORAGE
SHOP 1-BEDROOM: 540 SQ FT
SHOP DEDICATED 1-BEDROOM STORAGE: 36 SQ FT
SHOP 1-BEDROOM TOTAL SQ FT: 540 SQ FT + 36 SQ FT = 576 SQ FT

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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PRELIMINARY PLAN
DATE: 05/16/2025
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UNIT FLOOR PLAN - 1 BEDROOM

A106

5/15/2025 12:56:44 PM

RCP LEGEND

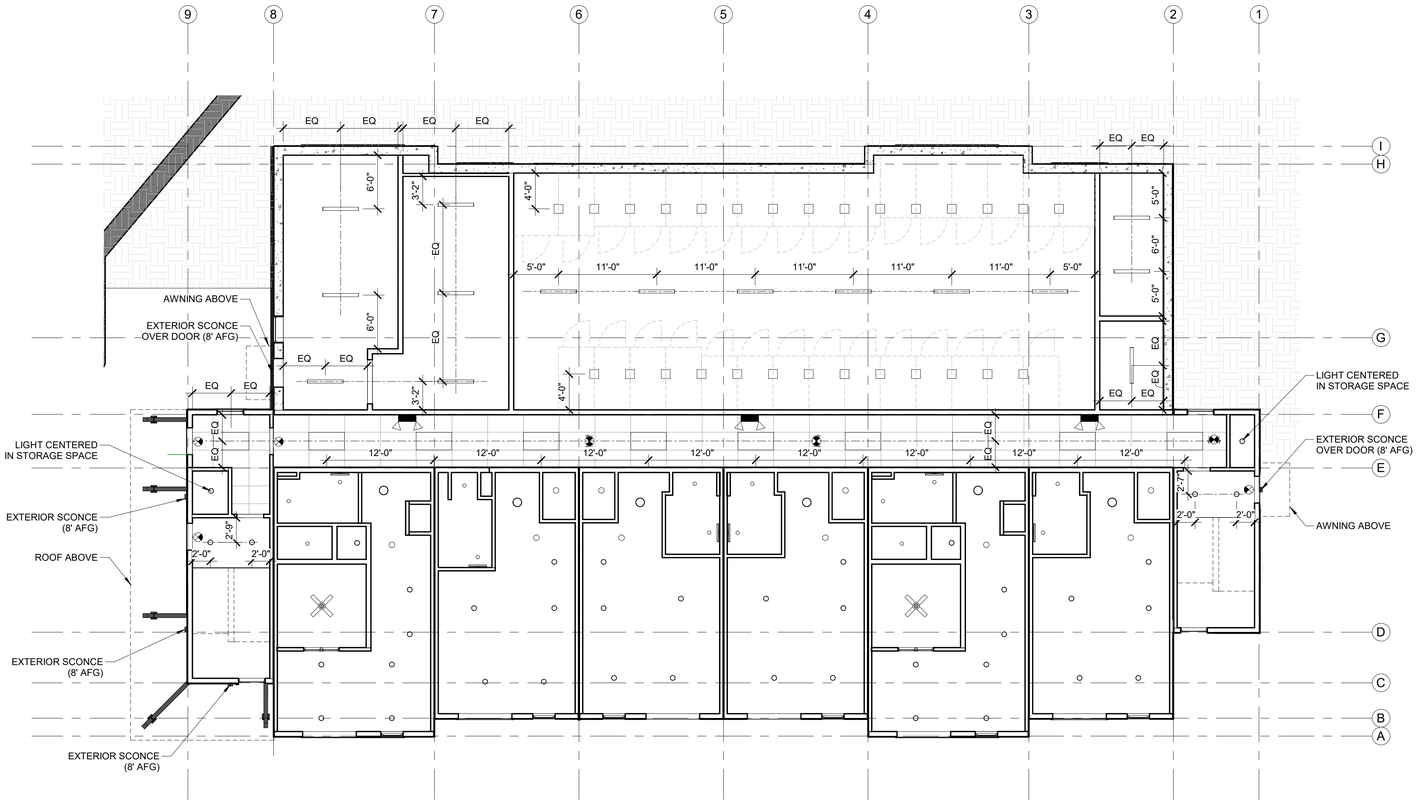
GYP. BOARD CEILING

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
DRAWN BY: GN
CHECKED BY: GD/RW

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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PRELIMINARY PLAN
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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

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RCP LEGEND

- LINEAR LIGHT SCONCE
- 6" RECESSED CAN LIGHT
- 12" SURFACE MOUNTED LIGHT
- 6" SURFACE MOUNTED LIGHT
- 4" SURFACE MOUNTED LIGHT
- SURFACE MOUNTED LINEAR LIGHT
- FAN WITH LIGHT
- RECESSED TROFFER LIGHT
- 1x1 SURFACE MOUNTED LIGHT
- EXIT SIGN
- EMERGENCY LIGHT



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

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

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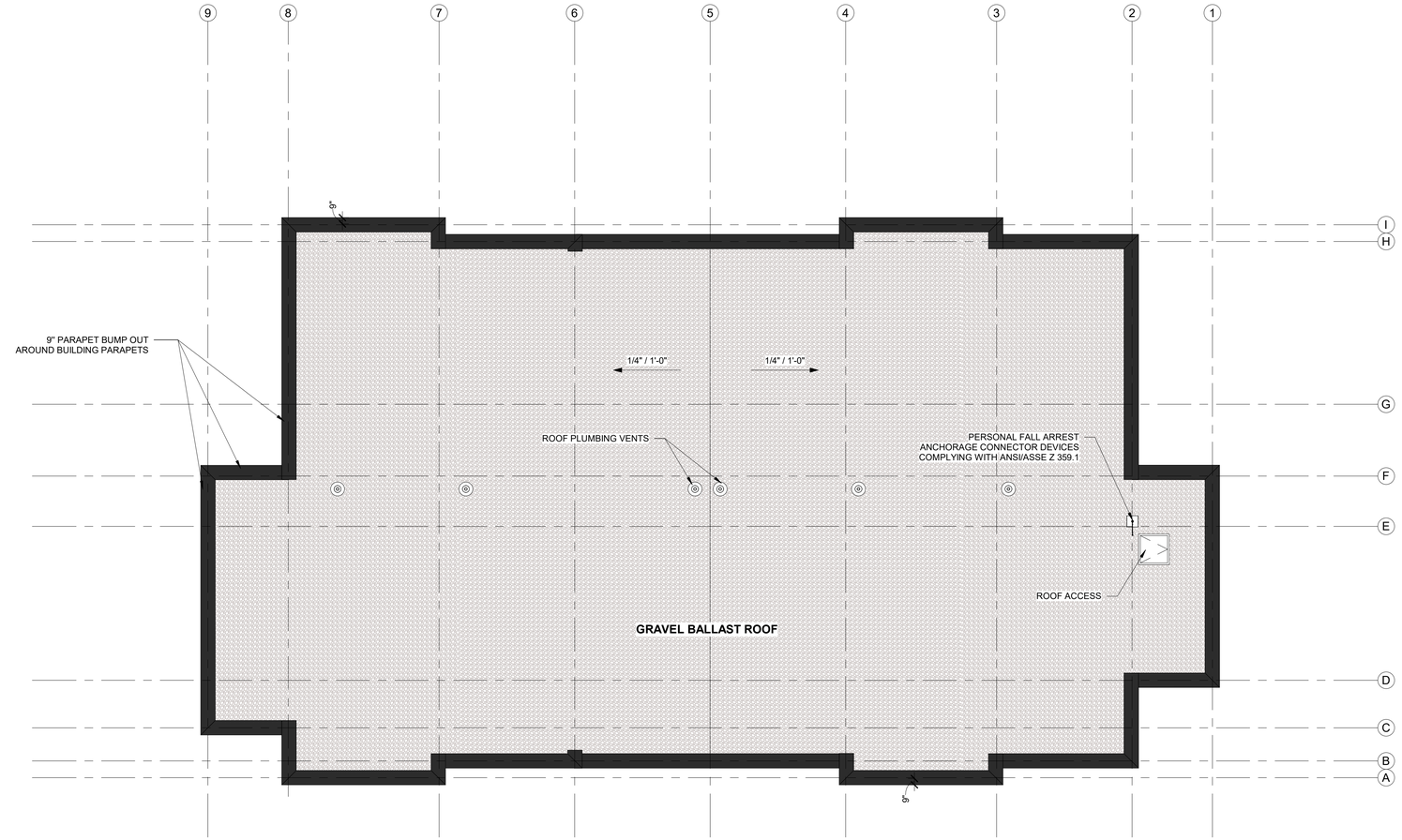
CHECKED BY: GD/RW

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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DATE: 05/16/2025
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CHECKED BY: DD/GD

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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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.

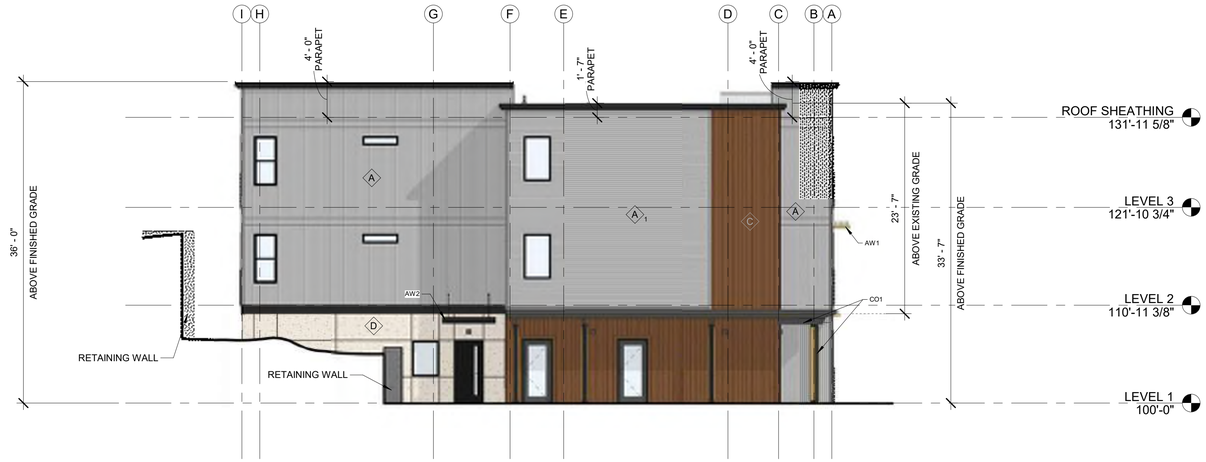
PER SNOWMASS VILLAGE MUNICODE SEC. 16A-3-200 - SONE DISTRICT DIMENSIONAL LIMITATIONS

TABLE 3-2
SCHEDULE OF DIMENSIONAL LIMITATIONS

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

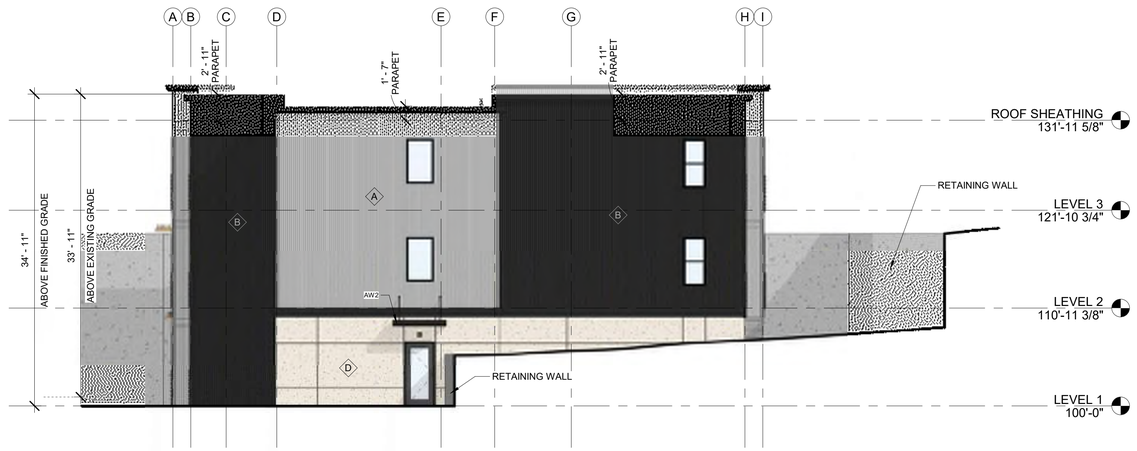
HIGHEST POINT OF BUILDING (36'-4") < 38'

	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"

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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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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 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

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:

SNOWMASS EMPLOYEE HOUSING
1001 DIVIDE ROAD
SNOWMASS VILLAGE, CO 81615

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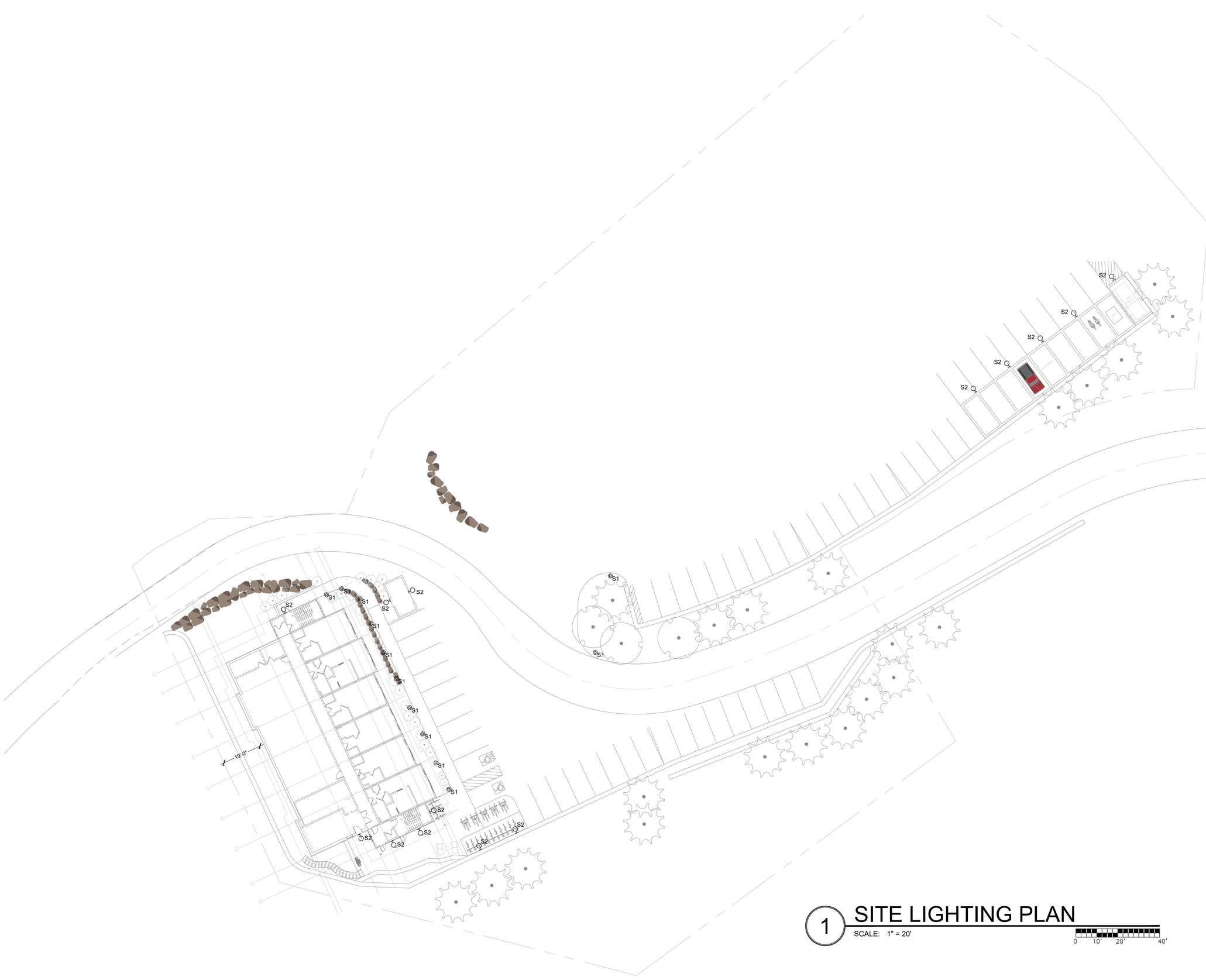
LIGHTING LEGEND

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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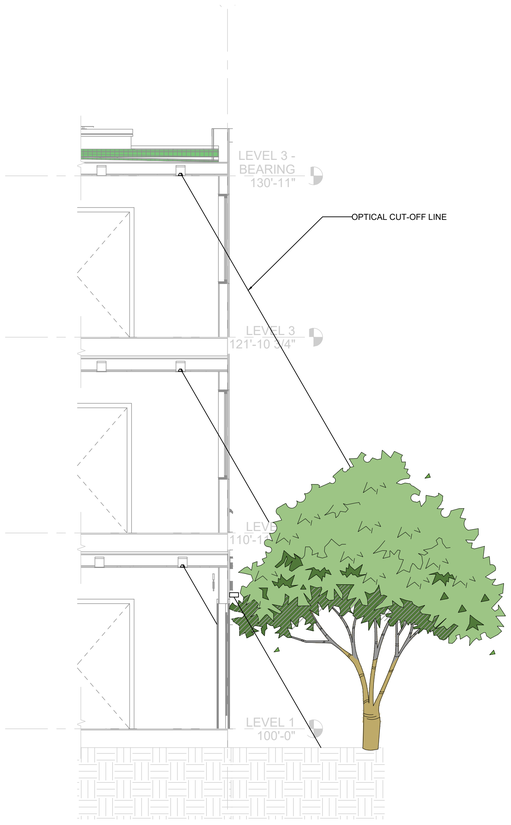
SITE LIGHTING

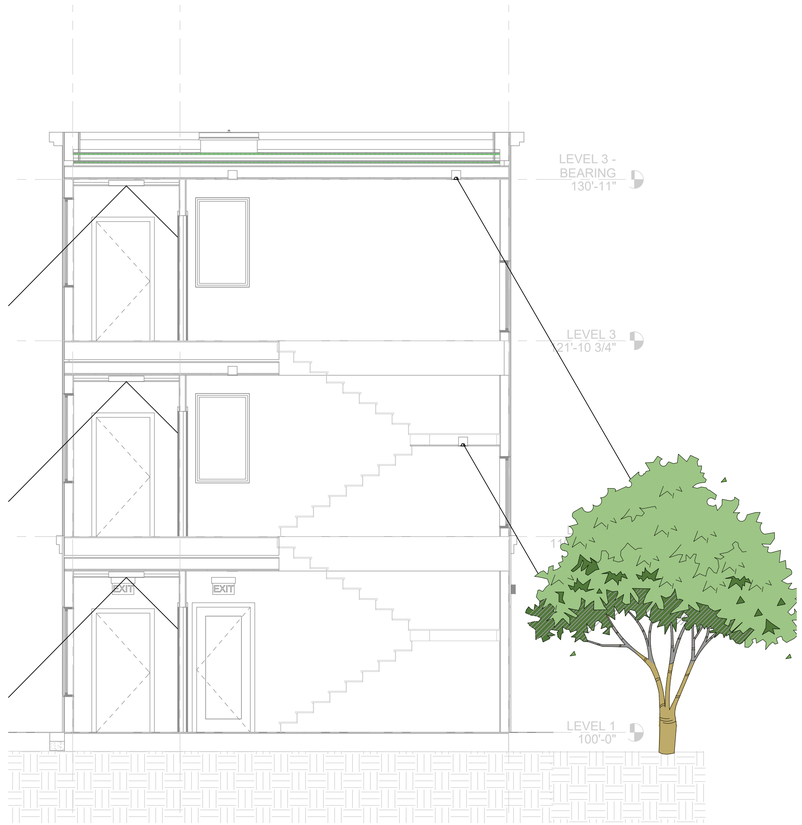
LIGHT-200



1 NORTH SIDE STAIR 2 AT EGRESS

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

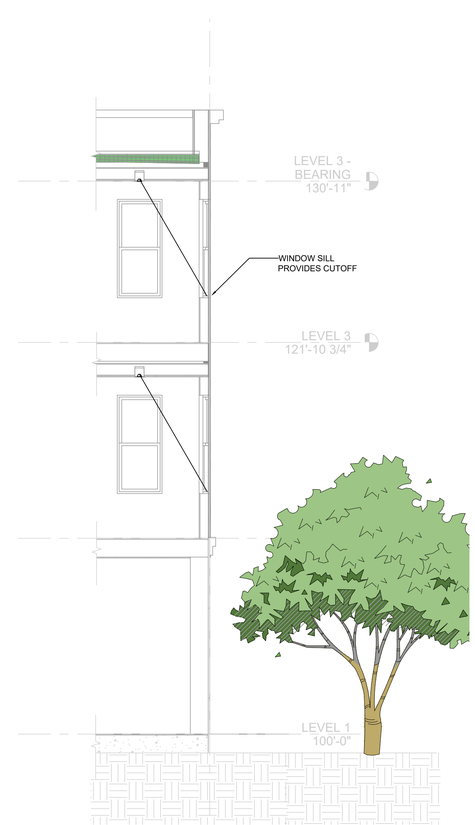
0 10' 20' 40'



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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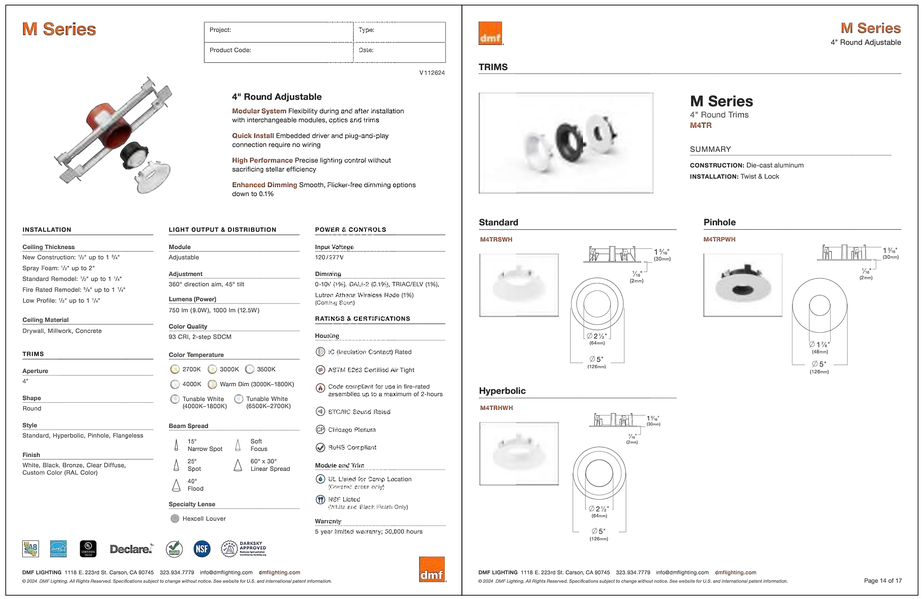
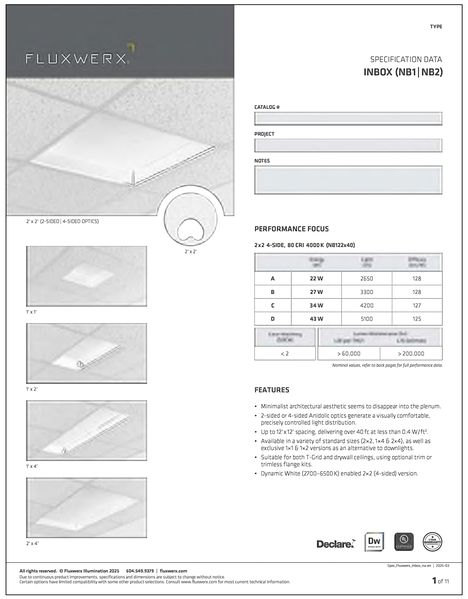
SITE
LIGHTING

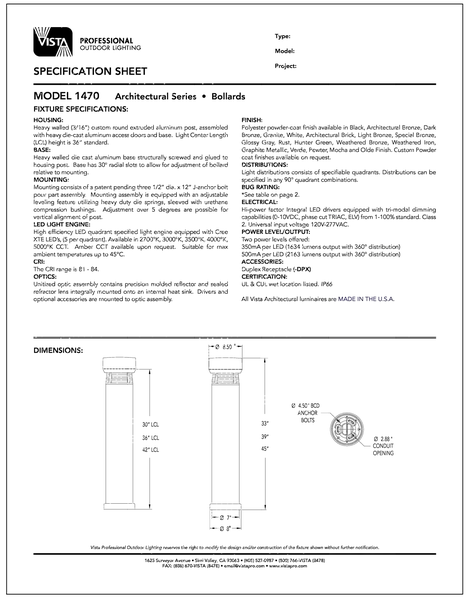
LIGHT-
300



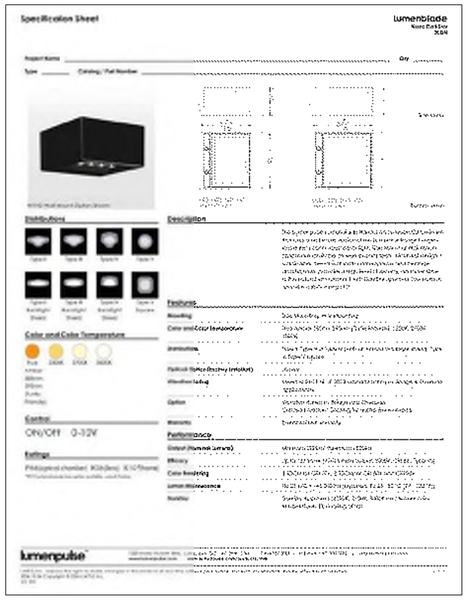
1 RECESSED INTERIOR DOWNLIGHT
SCALE: NONE



2 RECESSED CORRIDOR LIGHT
SCALE: NONE



3 S1 BOLLARD
SCALE: NONE



4 S2 WALLPACK
SCALE: NONE

original issue date:
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revision dates:

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LIGHTING CUTSHEETS

LIGHT-400

APPENDIX A

EXISTING SURVEY SHEETS

EXISTING CONDITIONS SURVEY

LOTS 44, 45 & 51 AND PORTION OF LOT 47
THE FIRST AMENDED PLAT OF THE DIVIDE SUBDIVISION
SECTION 2, TOWNSHIP 10 SOUTH, RANGE 86 WEST OF THE 6TH PM
TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO

N

0 20' 40' 80'

SCALE: 1" = 40'

LEGEND

- CLEAN-OUT
- SEPTIC LID
- CATV PEDESTAL
- TELEPHONE PEDESTAL
- GAS VALVE
- GAS METER
- GAS MARKER
- GAS TANK LID
- FIRE HYDRANT
- WATER SPIGOT
- WATER VALVE BOX
- IRRIGATION CONTROL BOX
- WATER MANHOLE
- ELECTRIC VAULT
- ELECTRICAL TRANSFORMER
- ELECTRIC PEDESTAL
- LANDSCAPE LIGHT
- ELECTRICAL METER
- ELECTRICAL SERVICE BOX
- IRRIGATION LINE
- WATER LINE
- SEWER LINE
- TELEPHONE LINE
- FIBER OPTIC LINE
- GAS LINE
- ELECTRIC LINE
- SNOW MAKING LINE
- WIRE FENCE
- WOOD FENCE

SLOPE LEGEND

- 0% to 15%
- 15% TO 30%
- 30% TO 45%
- 45% & GREATER

LOT 45
1.798± ACRES

LOT 47

LOT 46
FIRST AMENDED
THE DIVIDE
SUBDIVISION

LOT 47
FIRST AMENDED
THE DIVIDE
SUBDIVISION

LOT 42
FIRST AMENDED
THE DIVIDE
SUBDIVISION

LOT 44
2.85± ACRES

LOT 51
0.729± ACRES

LOT 47
FIRST AMENDED
THE DIVIDE
SUBDIVISION

LOT 47
FIRST AMENDED
THE DIVIDE
SUBDIVISION

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

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

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

PAVED ROADWAY

ONE-STORY FRAME BUILDING

TWO-STORY FRAME BUILDING

WOOD DECK

SHED

GRAVEL

GRAVEL PARKING

FLAGSTONE

OLD WOOD STEPS & WATER SPIGOT

ROCK-BOULDER RETAINING (TYPICAL)

WOOD RETAINING WALL (TYPICAL)

LIFT STATION

WOOD SHEDS

WOOD SHED

TWO-STORY BUILDING APARTMENTS-UPPER GARAGES-LOWER

UPPER APARTMENTS

METAL CATWALK

GARAGES

FUEL ISLAND

PAVEMENT

ASPHALT PARKING

TRAIL

DIRT TRAIL

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. 478982 PLATTED AS ROAD D

5' WIDE SLOPE EASEMENT RECEPTION NO. 528952

20' WIDE SLOPE EASEMENT RECEPTION NO. 528952

PUBLIC SKI EASEMENT RECEPTION NO. 528952

S89°45'37"E 153.98'

N59°47'56"E 213.64'

N80°40'29"W 253.72'

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'

S87°55'20"W 124.25'

S48°33'13"W 21.03'

S54°27'47"W 125.56'

S30°00'40"W 112.83'

S55°39'35"E 31.46'

S34°59'42"E 31.46'

N51°46'54"E 14.33'

N66°40'30"E 79.14'

N86°52'51"E 65.45'

S47°56'43"E 54.38'

S51°25'50"W 47.43'

S31°53'47"W 107.62'

N24°38'22"W 166.85'

N26°15'56"W 176.01'

S52°48'05"W 189.30'

R=270.00' L=46.14'

R=190.00' L=104.87'

N41°41'41"E 265.01'

S43°04'24"W 70.07'

N43°36'21"E 127.15'

S46°32'20"E 10.00'

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

6"CMP 8861.35 8861.08

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

18"ADS 8842.65

18"ADS 8847.08

INV 8888.58

INV 8891.52

8913.22 ABOVE GROUND

REVISED: MAY 5, 2025: ADDITIONAL TREE LOCATIONS, TRAIL LOCATIONS AND SLOPES ANALYSIS.

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.

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

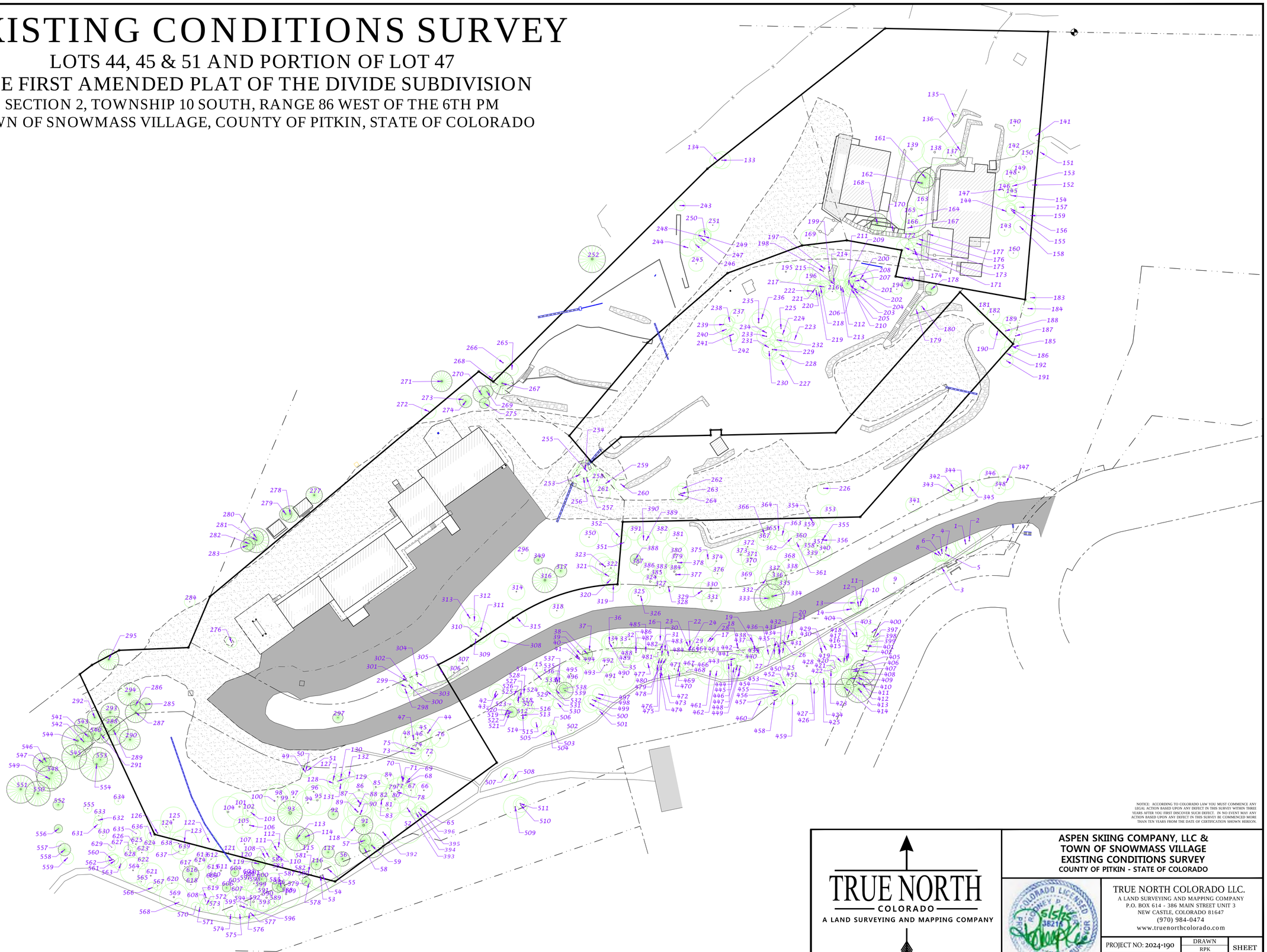
TRUE NORTH COLORADO LLC.
A LAND SURVEYING AND MAPPING COMPANY
P.O. BOX 614 - 386 MAIN STREET UNIT 3
NEW CASTLE, COLORADO 81647
(970) 984-0474
www.truenorthcolorado.com

COLORADO LICENSED RODNEY P. KISER 38215 PROFESSIONAL LAND SURVEYOR

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

EXISTING CONDITIONS SURVEY

LOTS 44, 45 & 51 AND PORTION OF LOT 47
THE FIRST AMENDED PLAT OF THE DIVIDE SUBDIVISION
SECTION 2, TOWNSHIP 10 SOUTH, RANGE 86 WEST OF THE 6TH PM
TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO



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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'
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571	ASPEN	5"	8'
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573	ASPEN	7"	12'
574	ASPEN	5"	8'
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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'

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

ASPEN SKIING COMPANY, LLC &
TOWN OF SNOWMASS VILLAGE
EXISTING CONDITIONS SURVEY
COUNTY OF PITKIN - STATE OF COLORADO

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

PROJECT NO: 2024-190
DATE: JULY 26, 2024

DRAWN	SHEET
RPK	3 OF 3
SURVEYED	
GBL-DJB	

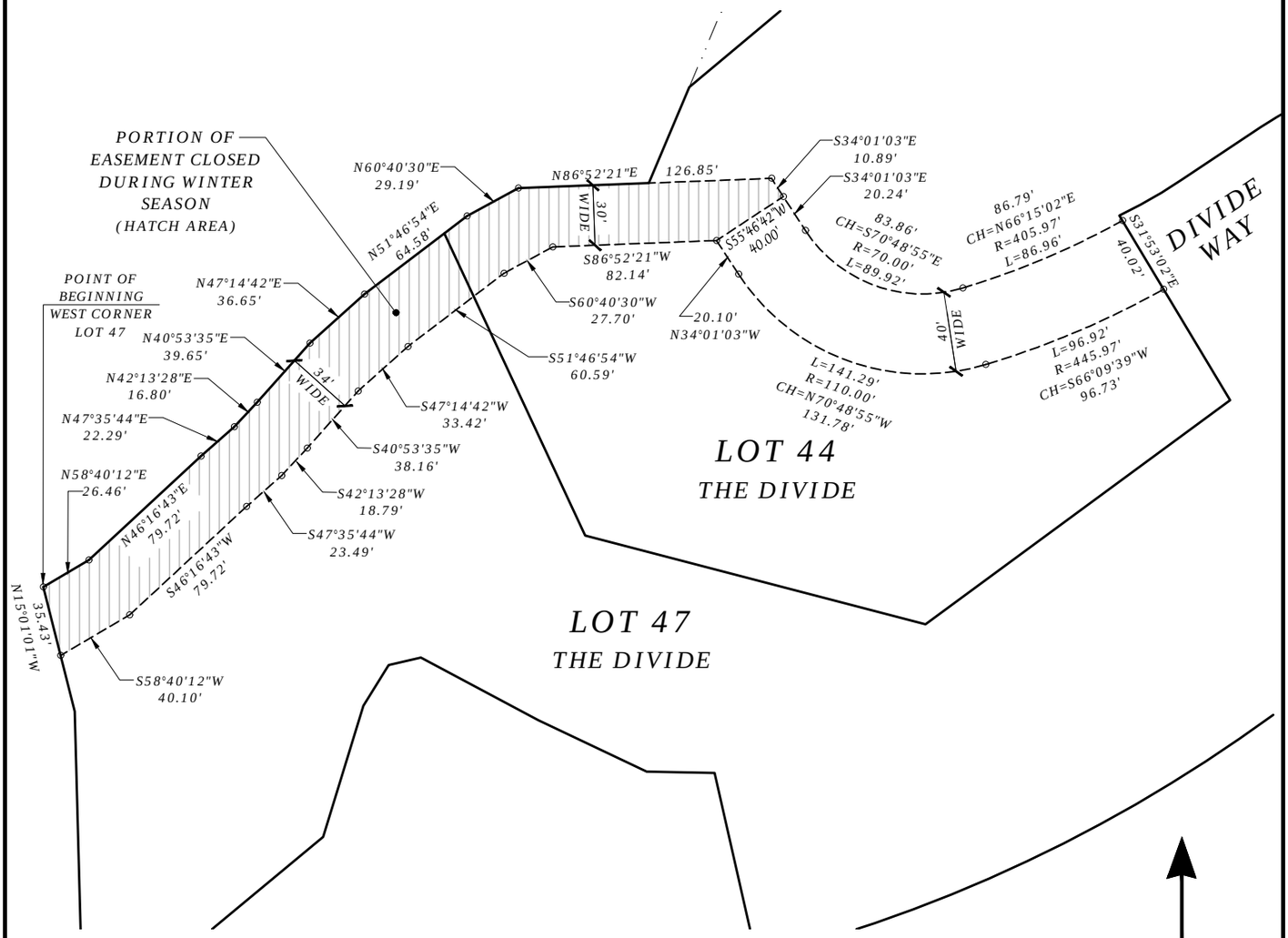
APPENDIX A

ACCESS AND RIGHT-OF-WAY EASEMENT MODIFICATIONS

EXHIBIT A

PUBLIC RIGHT-OF-WAY & UTILITY EASEMENT

LOTS 44 & 47, THE FIRST AMENDED PLAT OF THE DIVIDE SUBDIVISION
SECTION 2, TOWNSHIP 10 SOUTH, RANGE 86 WEST OF THE 6TH PM
TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO



PUBLIC RIGHT-OF-WAY & UTILITY EASEMENT

A PARCEL OF LAND SITUATED IN SECTION 2, TOWNSHIP 10 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF PITKIN, STATE OF COLORADO; SAID PARCEL OF LAND LYING WITHIN LOT 44 AND LOT 47 OF THE FIRST AMENDED PLAT OF THE DIVIDE SUBDIVISION RECORDED IN PLAT BOOK 81 AT PAGE 45 OF THE PITKIN COUNTY RECORDS AND IS FURTHER DESCRIBED AS FOLLOWS:

BEGINNING AT THE WEST CORNER OF SAID LOT 47; THENCE N58°40'12"E A DISTANCE OF 26.46 FEET; THENCE N46°16'43"E A DISTANCE OF 79.72 FEET; THENCE N47°35'44"E A DISTANCE OF 22.29 FEET; THENCE N42°13'28"E A DISTANCE OF 16.80 FEET; THENCE N40°53'35"E A DISTANCE OF 39.65 FEET; THENCE N47°14'42"E A DISTANCE OF 36.65 FEET; THENCE N51°46'54"E A DISTANCE OF 64.58 FEET; THENCE N60°40'30"E A DISTANCE OF 29.19 FEET; THENCE N86°52'21"E A DISTANCE OF 126.85 FEET; THENCE S34°01'03"E A DISTANCE OF 31.13 FEET; THENCE 89.82 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 70.00 FEET AND A CHORD THAT BEARS: S70°48'55"E A DISTANCE OF 83.86 FEET; THENCE 86.96 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 405.97 FEET AND A CHORD THAT BEARS: N66°15'02"E A DISTANCE OF 86.79 FEET; THENCE S31°53'02"E A DISTANCE OF 40.02 FEET; THENCE 96.92 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 445.97 FEET AND A CHORD THAT BEARS: S66°09'39"W A DISTANCE OF 96.73 FEET; THENCE 141.29 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 110.00 FEET AND A CHORD THAT BEARS: N70°48'55"W A DISTANCE OF 131.78 FEET; THENCE N34°01'03"W A DISTANCE OF 20.10 FEET; THENCE S86°52'21"W A DISTANCE OF 82.14 FEET; THENCE S60°40'30"W A DISTANCE OF 27.70 FEET; THENCE S51°46'54"W A DISTANCE OF 60.59 FEET; THENCE S47°14'42"W A DISTANCE OF 33.42 FEET; THENCE S40°53'35"W A DISTANCE OF 38.16 FEET; THENCE S42°13'28"W A DISTANCE OF 18.79 FEET; THENCE S47°35'44"W A DISTANCE OF 23.49 FEET; THENCE S46°16'43"W A DISTANCE OF 79.72 FEET; THENCE S58°40'12"W A DISTANCE OF 40.10 FEET; THENCE N15°01'01"W A DISTANCE OF 35.43 FEET TO THE POINT OF BEGINNING; SAID PARCEL OF LAND CONTAINS 23,239 SQUARE FEET MORE OR LESS.

N

SCALE: 1" = 80'

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A LAND SURVEYING AND MAPPING COMPANY

ASPEN SKIING COMPANY, LLC
1001 DIVIDE DRIVE - TOWN OF SNOMASS VILLAGE
COUNTY OF PITKIN, STATE OF COLORADO

FOR PRELIMINARY REVIEW

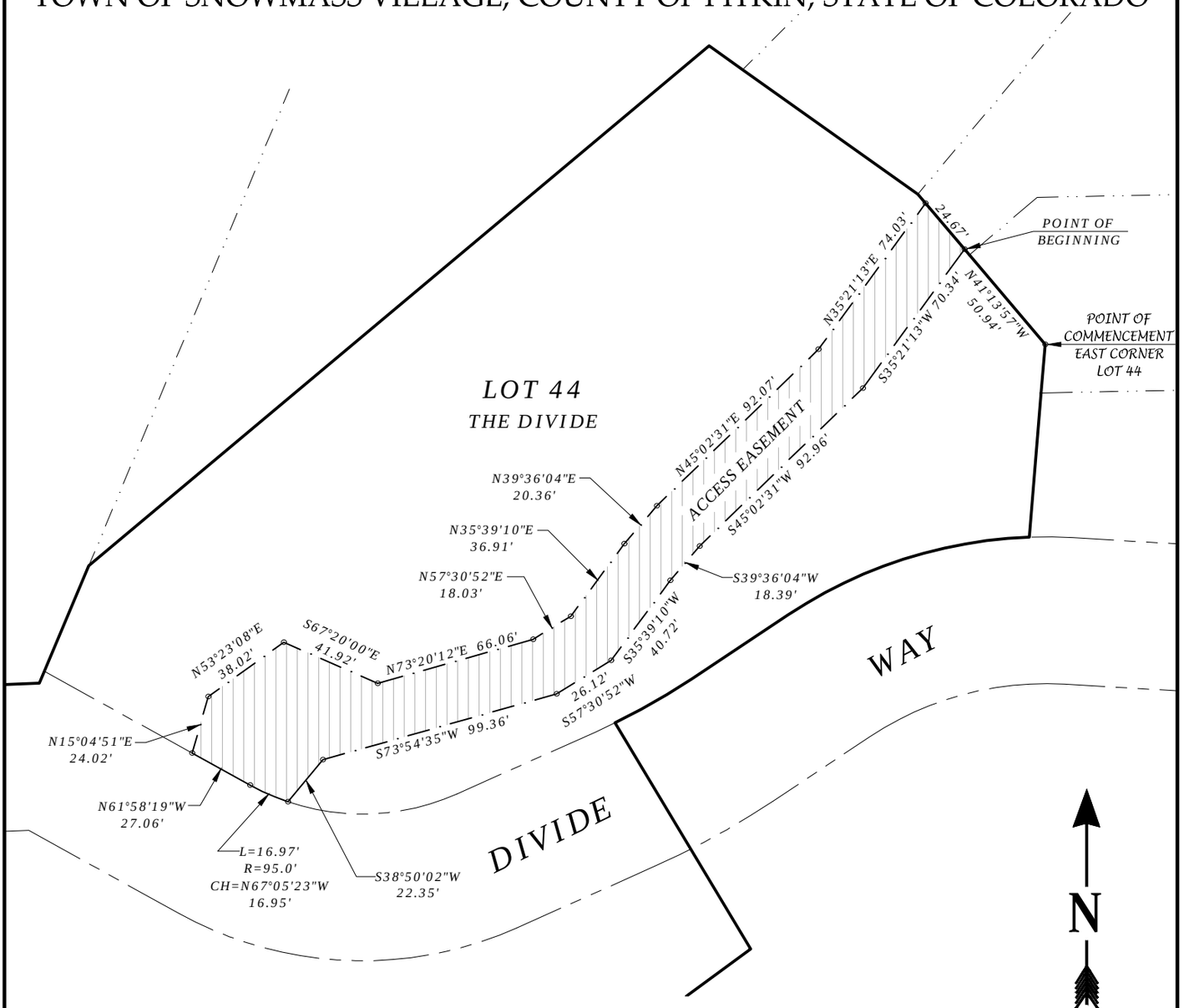
TRUE NORTH COLORADO LLC.
A LAND SURVEYING AND MAPPING COMPANY
P.O. BOX 614 - 386 MAIN STREET UNIT 3
NEW CASTLE, COLORADO 81647
(970) 984-0474
www.truenorthcolorado.com

PROJECT NO: 2024-190	DRAWN: RPK	SHEET 1 OF 2
DATE: April 4, 2025	SURVEYED: GBL	

EXHIBIT A

ACCESS EASEMENT

LOT 44, THE FIRST AMENDED PLAT OF THE DIVIDE SUBDIVISION
SECTION 2, TOWNSHIP 10 SOUTH, RANGE 86 WEST OF THE 6TH PM
TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO



SCALE: 1" = 60'

ACCESS EASEMENT

A PARCEL OF LAND SITUATED IN SECTION 2, TOWNSHIP 10 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF PITKIN, STATE OF COLORADO; SAID PARCEL OF LAND LYING WITHIN LOT 44 OF THE FIRST AMENDED PLAT OF THE DIVIDE SUBDIVISION RECORDED IN PLAT BOOK 81 AT PAGE 45 OF THE PITKIN COUNTY RECORDS AND BEING FURTHER DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST CORNER OF SAID LOT 44; THENCE N41°13'57"W ALONG THE EAST LINE OF LOT 44 A DISTANCE OF 50.94 FEET TO THE POINT OF BEGINNING; THENCE S35°21'13"W A DISTANCE OF 70.34 FEET; THENCE S45°02'31"W A DISTANCE OF 92.96 FEET; THENCE S39°36'04"W A DISTANCE OF 18.39 FEET; THENCE S35°39'10"W A DISTANCE OF 40.72 FEET; THENCE S57°30'52"W A DISTANCE OF 26.12 FEET; THENCE S73°54'35"W A DISTANCE OF 99.36 FEET; THENCE S38°50'02"W A DISTANCE OF 22.35 FEET TO A POINT ON THE NORTH LINE OF A 60-FOOT WIDE ACCESS & UTILITY EASEMENT RECORDED IN RECEPTION NO. 314584 OF THE PITKIN COUNTY RECORDS; THENCE ALONG SAID NORTH LINE, 16.97 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 95.00 FEET AND A CHORD THAT BEARS: N67°05'23"W A DISTANCE OF 16.95 FEET; THENCE CONTINUING ALONG SAID NORTH LINE, N61°58'19"W A DISTANCE OF 27.06 FEET; THENCE LEAVING SAID NORTH LINE, N15°04'51"E A DISTANCE OF 24.02 FEET; THENCE N53°23'08"E A DISTANCE OF 38.02 FEET; THENCE S67°20'00"E A DISTANCE OF 41.92 FEET; THENCE N73°20'12"E A DISTANCE OF 66.06 FEET; THENCE N57°30'52"E A DISTANCE OF 18.03 FEET; THENCE N35°39'10"E A DISTANCE OF 36.91 FEET; THENCE N39°36'04"E A DISTANCE OF 20.36 FEET; THENCE N45°02'31"E A DISTANCE OF 92.07 FEET; THENCE N35°21'13"E A DISTANCE OF 74.03 FEET TO THE EAST LINE OF SAID LOT 44; THENCE S41°13'57"E ALONG SAID EAST LINE A DISTANCE OF 24.67 FEET TO THE POINT OF BEGINNING; SAID PARCEL OF LAND CONTAINS 10,703 SQUARE FEET MORE OR LESS.

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A LAND SURVEYING AND MAPPING COMPANY

ASPEN SKIING COMPANY, LLC
1001 DIVIDE DRIVE - TOWN OF SNOMASS VILLAGE
COUNTY OF PITKIN, STATE OF COLORADO

FOR PRELIMINARY REVIEW

TRUE NORTH COLORADO LLC.
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PROJECT NO: 2024-190	DRAWN RPK	SHEET 2 OF 2
DATE: April 23, 2025	SURVEYED GBL	

APPENDIX A

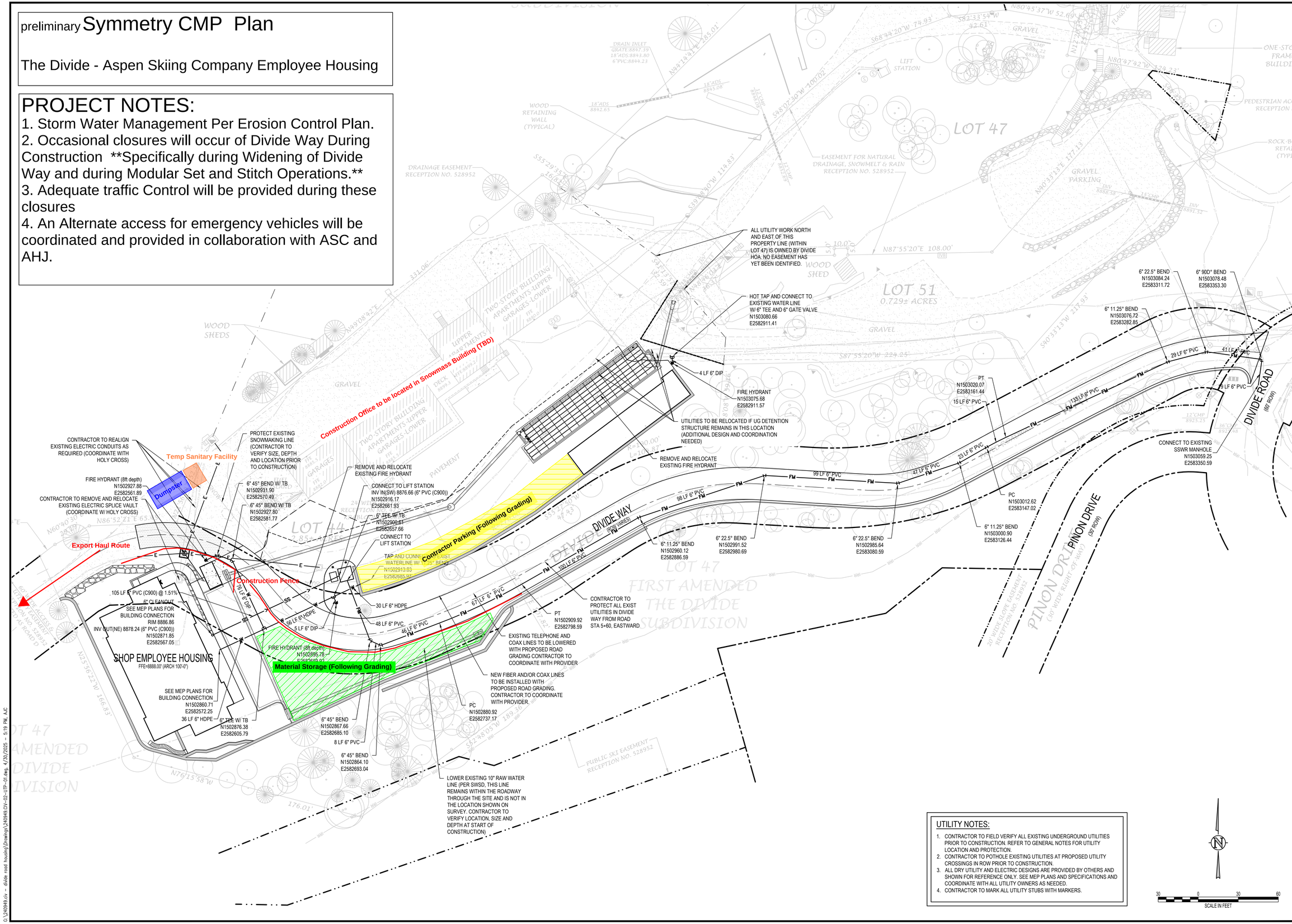
CONSTRUCTION MANAGEMENT PLAN

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.



NO.	DATE	DES'D	DWN	REVISION DESCRIPTION

PRELIMINARY NOT FOR CONSTRUCTION

DESIGNED BY:	AJC/RMM
DRAWN BY:	AJC/CCE
CHECKED BY:	JLS
JOB #:	240949.CIV
DATE:	04/30/2025

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

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

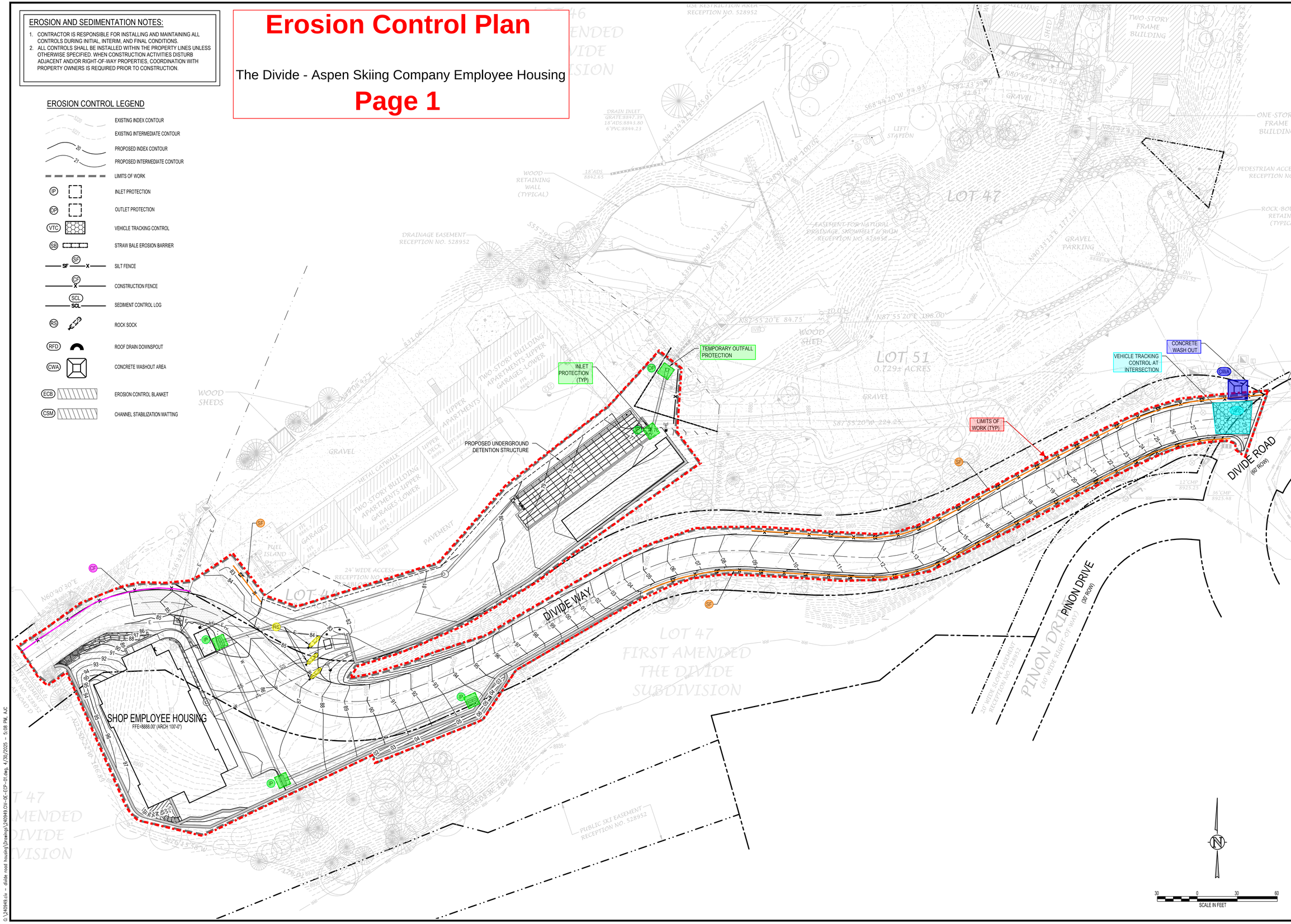
Page 1

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

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1001 DIVIDE RD
SNOWMASS VILLAGE, CO 81615

CMP EROSION CONTROL PLAN

SHEET NO.

CMP

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Exhibits Section

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EXHIBIT 1

RESOLUTION NO. 8

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

RESOLUTION NO. 08
SERIES OF 2025

A RESOLUTION REGARDING THE DIVIDE (SHOP) SKETCH PLAN – MAJOR AMENDMENT TO A FINAL PLANNED UNIT DEVELOPMENT (PUD) APPLICATION FOR DIVIDE LOT 44 (PARCEL C - PHASE II), WORKFORCE HOUSING DEVELOPMENT AND AUTHORIZING THE APPLICANT TO SUBMIT A PRELIMINARY PLAN

WHEREAS, the Aspen Skiing Company, ("Applicant") submitted a Major Amendment to a Final PUD on September 11, 2024 as a requested modification to the land use approval on Lot 44 of the Divide Subdivision pursuant to Ordinance No. 16, Series of 1989 which allows for the development of a Snowcat Maintenance & Repair Facility combined with 3 Employee Housing Units as part of Phase II of the PUD approval; and

WHEREAS, said application wishes to eliminate the Maintenance Facility component of Phase II and instead construct a partially pre-fabricated residential development of 30 employee housing units comprising 27,186 square feet of new building space in lieu of the previously approved 14,000 square feet; and

WHEREAS, a joint meeting between the Town Council and the Planning Commission was held on October 21, 2024 to hear a description of the proposed project by the Applicant; and

WHEREAS, public meetings were held before the Planning Commission on December 18th, 2024, as well as January 8th and 22nd, 2025 to review the application at which time a Resolution was forwarded to the Town Council; and

WHEREAS, a public hearing was held before the Town Council on February 3rd, 2025 to review the application and recommendation from Planning Commission.

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

Section One: General Findings. The Town Council hereby generally finds that:

1) The Applicant submitted the application for a Major Amendment to a final PUD in accordance with the provisions of the Municipal Code. The application provided the Minimum Contents required pursuant to Section

16A-5-390 and included written and graphic materials in sufficient detail to deem the application complete for review.

2) The Major Amendment identifies land uses proposed for the subject parcel which are generally consistent with the intent of the 2021 Workforce Housing Master Plan and the Town of Snowmass Village 2018 Comprehensive Plan (the "Comprehensive Plan").

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

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

Section Two: Action. The Town Council accepts the Planning Commission Resolution and hereby authorizes the applicant to submit a Preliminary PUD plan for the Divide Workforce Housing project subject to the conditions stated in Section Three below.

Section Three: Conditions. The approval granted in Section Two above shall be subject to satisfying the following conditions:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The applicant shall mitigate light pollution in accordance with the Land Use Code lighting standards.

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

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

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

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

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

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

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

INTRODUCED, READ, AND ADOPTED by the Town Council of the Town of Snowmass Village, Colorado on this 3rd day of February 2025, with a motion made by Council member Fridstein and a second by Councilmember Gustafson, by a vote of 5 in favor and 0 opposed.

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

Alyssa Shenk, Mayor

ATTEST:

Megan Harris Boucher, Town Clerk

Exhibits:
A. Site Plan



EXHIBIT 2

REFERRAL COMMENTS

Attachment E

INTEROFFICE MEMORANDUM

TO: BRIAN MCNELLIS, SENIOR PLANNER
FROM: BETSY CRUM, HOUSING DIRECTOR
SUBJECT: DIVIDE ROAD – SHOP HOUSING SKETCH PLAN
DATE: OCTOBER 31, 2024

I am writing to comment on the Aspen Ski Company's application for a Workforce Housing project located at the Divide, known as SHOP. This application will go before the Planning Commission for sketch plan consideration.

I would like to state my strong support for SkiCo's plan to move forward on this site with a workforce housing development. It has been some time since a local employer has considered building their own new workforce housing units here in the Village, and I applaud SkiCo's vision and commitment to being part of the affordable housing landscape. The Housing Departments rents to more SkiCo employees than any other employer, and the greatest number of people on our waiting list for them. This plan will certainly make a dent in their housing needs.

I also support the location of the proposed SHOP development. It is a beautiful and peaceful location for people to live and is in close proximity to SkiCo's maintenance facility. There are abundant trails and natural amenities in the area, and I believe it will be a very desirable location for their employees. The proposed reduction in parking spaces to one per unit should be sufficient, based on our experience in our own rental developments, and can be enhanced by a car share and/or bicycles. It is likely that, over time, these apartments will serve more than just maintenance facility employees, so consideration should be given to some type of SkiCo-provided transportation that can bring people to work and services.

At 505 sf and 708 sf respectively, the one- and two-bedroom apartments are appropriately sized for year-round living, and each will have ample storage space (50 sf) in a separate basement storage area. I would note that, due to the lack of windows, the one-bedroom apartments are not "true" one-bedrooms but have been designed to make the best use of space, offer a closet and provide privacy for sleeping. My only comment is that the design for these units allows for only a window and sliding door on one side. This should be sufficient with proper air exchange but may not allow in much light on the end that backs up to the hill.

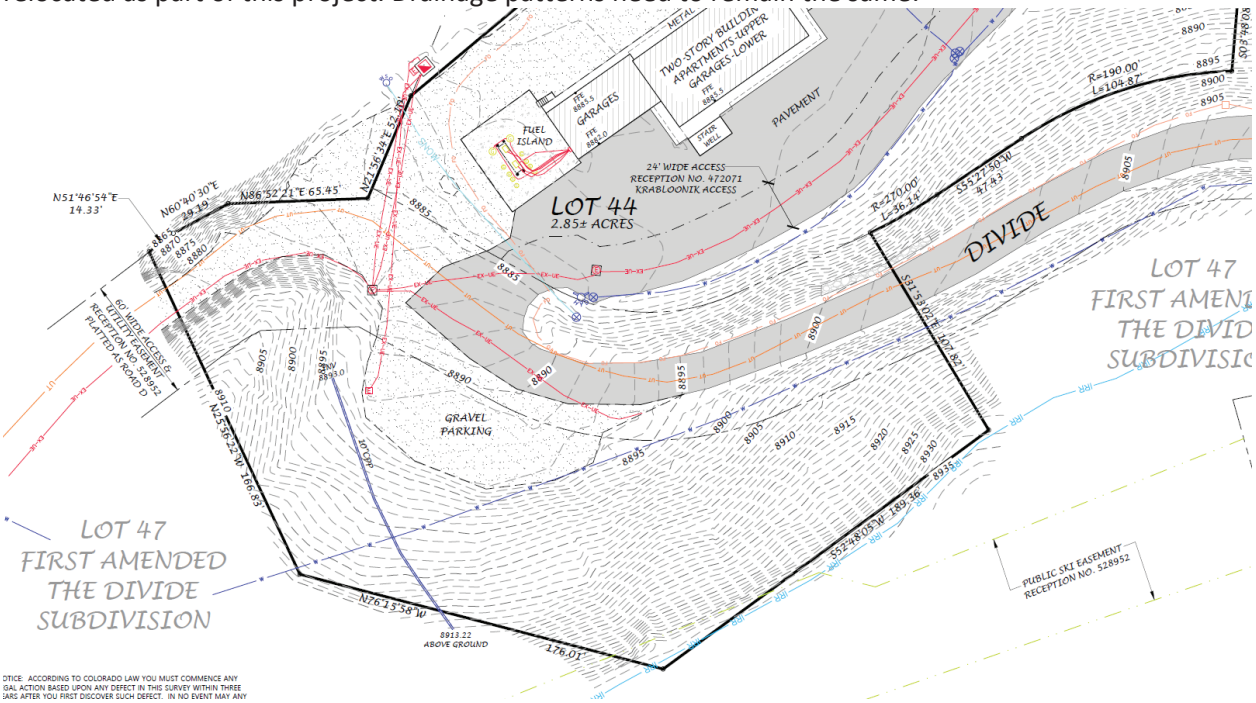
In short, I fully support the proposed project and look forward to working with SkiCo on this and other workforce housing developments.

INTEROFFICE MEMORANDUM

TO: BRIAN MCNELLIS, SENIOR PLANNER
FROM: MIKE HORVATH, TOWN ENGINEER
ANNE MARTENS, PUBLIC WORKS DIRECTOR
SUBJECT: SPECIAL REVIEW – DIVIDE HOUSING COMMENTS
DATE: OCTOBER 7, 2024

These comments are in response to the proposed Aspen Skiing Company's application (dated August 5, 2024) for a Special Review for the redevelopment of the Divide Housing.

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



2. Divide Way needs to be widened to 24' for its entirety, not only within Lot 44, to Divide Rd.
3. The current application has the Divide Way easement listed as an access easement across Lot 44. This easement needs to be a right-of-way easement to accommodate both access and utilities.
4. With road widening and utility work, easements for new infrastructure located outside existing easement on Lot 47 will need to be implemented.
5. Intent to Serve Letters are required from all utility providers. Please provide as part of application.
6. Realigned roadway appears to extend onto neighboring property to the north. An easement will be required for this encroachment or realignment needs to be redesigned to prevent encroachment.

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

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

Roaring Fork Fire Rescue Authority
1089 JW Drive
Carbondale, CO 81623
970.340.7040
roaringforkfire.org

ROARING FORK FIRE RESCUE

SCOTT THOMPSON
FIRE CHIEF

December 11, 2024

Brian McNellis, Senior planner
Town of Snowmass Village

Re: Divide (SHOP) Workforce Housing Application
100 Divide Road
Snowmass Village, Co.

Brian,

The Roaring Fork Fire Rescue Authority has been working with the Applicant land planner, Connect One, on fire department emergency access and the new orientation of the workforce housing building.

We have received positive feedback and verbal resolve on several of our initial concerns as below:

1. Fire suppression systems for the new housing building.
2. Lithium Ion battery storage areas for electric bikes and mobility devices.
3. Fire hydrant placement will be made by the Roaring Fork Fire Rescue Authority.
4. Maintained Emergency Access within parking areas and widened Divide Way road width to 24’ for the entire length.

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

Thank you for the opportunity to make comment at this planning stage of the development.

John Mele
Fire Marshal

Dunlop Environmental Consulting, Inc.
Environmental Public Health Planning for the Future

October 3, 2024

Town of Snowmass Village
Community Development Department
Brian McNellis, Senior Planner AICP/MLA
130 Kearns Road
Snowmass Village, CO 81615-5010

Re: Major PUD Amendment Aspen Skiing Company Vehicle Maintenance Facility Parcel C, Lot 44, Divide Subdivision – The SHOP Snowmass Housing for Ops Personnel Major PUD Amendment

Dear Mr. McNellis,

As per your request, Dunlop Environmental Consulting has reviewed the above referenced application for compliance with appropriate Town of Snowmass Village (TOSV) Codes. The focus of this review will be on water quality, air quality, noise management and the Construction Management Plan (CMP). There is general discussion in the application regarding project location and function, but with minimal detail regarding statements around environmental impacts.

To summarize the application, the Aspen Skiing Company (ASC) is proposing to add 30 living units to 2.85 acres of land near the existing Snowmass Mtn. Vehicle Maintenance Facility. There will be 20 one-bedroom units and 10 two-bedroom units available year-round for fulltime employees. These will be rental units owned by the ASC. The residences will be 100% electric, prefabricated modular construction made off-site and assembled on parcel C, Lot 44 of the Divide Subdivision. The project is proposed to be completed within 12-18 months after the start date.

WATER QUALITY:

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

245 Woodruff Road Glenwood Springs, CO 81601
(970) 945-4820 Office (970) 379-4028 Cell

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

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

AIR QUALITY:

The residential units will be 100% electric. Therefore, there is no concern with emissions from natural gas or wood burning devices.

It is requested the applicant provide a statement regarding increased vehicular traffic as the result of more vehicles congregating in this area. Since there is an existing abundance of vehicles in the immediate area from the vehicle maintenance garage, it is not anticipated that this project will significantly contribute to degrading air quality, but a statement from the applicant to this point, with subject matter expert support, is requested.

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

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

NOISE:

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

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

work nights while others work days. Sleep patterns and personal entertainment choices can present conflicts. The TOSV may become engaged settling these conflicts.

CONSTRUCTION MANAGEMENT PLAN:

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

This concludes findings of this review.

Sincerely,

Thomas S. Dunlop, MPH, REHS
President

Dunlop Environmental Consulting, Inc.

Environmental Public Health Planning for the Future

November 29, 2024

Town of Snowmass Village
Community Development Department
Brian McNellis, Senior Planner AICP/MLA
130 Kearns Road
PO Box 5010
Snowmass Village, CO 81615

Re: Major PUD Amendment Aspen Skiing Company Vehicle Maintenance Facility Parcel C, Lot 44, Divide Subdivision – The SHOP Snowmass Housing for Ops Personnel Major PUD Amendment – November 22, 2024 Sketch Plan Amendments

Dear Mr. McNellis,

As per your request, Dunlop Environmental Consulting (DEC) has reviewed the above referenced application for compliance with appropriate Town of Snowmass Village (TOSV) Codes.

DEC reviewed the initial sketch plan submittal and presented findings to you dated October 3, 2024. The significant change noted between the October 3rd application review and the November 22nd amendment is the significant shift in structure and vehicle parking orientation. A statement is made on p.9 (5) in the amendment that there are no identified wetlands on this property. It is understood that more detail will emerge following the sketch plan review process.

After reviewing the recent submittal and comparing it to the original application, there are no significant additional findings to submit. This conclusion was supported after the TOSV Design Review Team meeting discussion held on November 27, 2024. Findings in DEC's October 3rd report remain as submitted.

Sincerely,

Thomas S Dunlop, MPH, REHS
President

245 Woodruff Road Glenwood Springs, CO 81601
(970) 945-4820 Office (970) 379-4028 Cell

TRANSPORTATION DEPARTMENT MEMO

To: Brian McNellis

From: Sam Guarino

CC: Dave Shinneman

Date: 12/13/2024

Re: Aspen SkiCo SHOP Sketch Plan

Find below Transportation Department comments as it relates to the Aspen Skiing company's sketch plan for the SHOP project:

- **To support constrained parking and access to the site the applicant should consider alternative modes of travel to the single occupant vehicle. These could include bikeshare, carshare, employee shuttles, off-site vehicle storage, and any other transportation demand management measures that may be appropriate.**
- **Efforts should be made to ensure that residents of this development do not use the Divide "Lot E" parking adjacent to the site that is primarily used for Ditch Trail access.**
- **Connectivity to trail networks is currently non-existent from the site. The applicant should consider safe connections to Brush Creek Rd. and Carriage Way. In particular direct connections Sleigh Ride and Ditch Trails for pedestrians and cyclists should be established.**
- **The use of the numbered lots is often at capacity during the Winter. In an effort to protect these lots from overuse and as a means to store vehicles due to limited parking availability on site, recent developments have been prohibited from purchasing Resident Parking Passes for the Numbered Lots. It is the Transportation Department's opinion that this restriction should apply to this development.**

EXHIBIT 3

PRELIMINARY PLAN PRE-APPLICATION REVIEW VERIFICATION

From: Brian McNellis <bmcnellis@tosv.com>
Sent: Wednesday, March 19, 2025 8:52 AM
To: Darren Duroux; Henry, Heather; Dave Shinneman; Clint Kinney; Jeffreys, Philip
Subject: RE: The SHOP Preliminary Plan Pre-app Review

Darren,

This email should suffice as verification that Aspen Skiing Company (Applicant – and authorized representatives) for the Divide Workforce Housing "SHOP" Major PUD Amendment attended a pre-application meeting with TOSV Community Development and Administration Staff on Tuesday, March 17th 2025 to discuss pertinent issues related to the forthcoming Preliminary Plan Application submittal. The application should address Land Use Code sections included below as well as all necessary reports and documentation specified for Preliminary Plan review:

16A-5-300
16A-5-310
16A-5-340 (b)
Article 4
Division 1 Protection of Environmentally Sensitive Areas
Division 2 Improvement Standards
Division 3 Site Design Standards

Should you require a more formal correspondence in this regard, please let me know.

Kindest regards,

Brian McNellis, Senior Planner AICP/MLA
Town of Snowmass Village
130 Kearns Road
Snowmass Village, CO 81615-5010
T: 970-923-5524 ext 639
bmcnellis@tosv.com
www.tosv.com

EXHIBIT 4

PRE-APPLICATION CONFERENCE SUMMARY

Divide Employee Housing
Pre-Application Conference Summary
Amendment of a Final Planned Unit Development
Held June 11, 2024

Written Summary of Meeting
Forwarded to Applicant June 14, 2024

(a) Project Description. The Aspen Skiing Company (hereafter Applicant) wishes to build **36** employee housing units on Lot 44 of the Divide PUD approved in 1989 pursuant to Ordinance No. 16, Series of 1989. The property currently contains a Vehicle Maintenance Facility which contains several employee residential units in accordance with Ordinance No, 16 of 2001 (Phase I). The original PUD approval also allows for the consideration of another "operation building" on Lot 44 (located on the south side of Divide Way) that would contain 3 employee units (Phase II). The current proposal would not pursue the operations facility and would rather prioritize the area for the expansion of deed restricted housing.

(b) Purpose of Pre-Application Conference. The Town's development procedures and standards for a Sketch Plan under Section 16A-5-320 of the Municipal Code were explained. As stated in the Land Use Code, future development improvements will be reviewed pursuant to the procedures and standards of Article V, Division 3, Planned Unit Development, which do not require an amendment to the Official Zone District Map. The current zoning on the property is MU-PUD as a parcel within the Divide PUD established in 1989.

In general, for a proposed Major PUD Amendment shall address the following Land Use Code Sections:

- The Municipal Code sections that apply include Article V, Division 3 for an Amendment of a final Planned Unit Development in Section 16A-5-390(2) for the procedures for a Major Amendment which also reference Section 16A-5-300 and more specifically 16A-5-320 in accordance with Sketch Plan Review.

- For zoning compliance, refer to Section 16A-5-300(c)(5) 'Dimensional Limitations' to justify any proposed variations from established limitations for development in Article III, Division 2 of the Land Use & Development Code, the MU zone district, as well as the established Divide PUD referenced above.

- The Applicant shall also address the request to amend the Comprehensive Plan's Buildout Chart at it pertains to Section 16A-1-50 of the Land Use Code.

(c) Contents of Pre-Application Conference. Items discussed during the pre-application conference

included a verbal description of the proposed development accompanied with initially rendered graphics of the multi-family building being proposed.

According to the Land Use Code, the purpose of the initial Sketch Plan review "is an opportunity for the Town and the Applicant to engage in an exploratory discussion of a development proposal, to raise issues and concerns and to examine alternative approaches to development of the property. The Applicant is encouraged to provide a written or graphic description of any alternative ideas that were considered as the Sketch Plan was being prepared. It should be expected that the development proposal may evolve during the course of the Sketch Plan review."

Staff encouraged the Applicant to seek input from referral agencies (most specifically the Divide HOA) prior to submittal, in order to address any potential concerns prior to formal application submittal to the Town and before the proposal is presented at public meetings/hearings with the Town's review boards.

Among the issues identified, the core concerns at this time, preliminarily, include:

1. Public transportation
2. Architecture
3. Viewsheds and ridgelines
4. Watersheds and utilities
5. Environmental considerations
6. Solar exposure
7. Parking
8. Consistency with the Comprehensive Plan and the Workforce Housing Master Plan
9. Phasing and timetable for development

(d) Review procedure. The Community Development Director identified that the proposal would entail, per the code, a Major PUD Amendment pursuant to Section 16A-5-390 of the Land Use Code.

For a Major PUD Amendment, the Applicant should refer to Code Section 16A-5-390. The process begins with the pre-application conference pursuant to Sec. 16A-5-30. The application may be submitted to be reviewed by Staff for completeness. Minimum contents for the application are specified in Section 16A-5-40(b) for Minimum Contents and Section 16A-5-320(c)(2). If Staff determines the application is complete, the application will be referred and reviewed (within 30 days) pursuant to Section 16A-5-50. A joint meeting with Planning Commission and Town Council will be scheduled after proper legal notice pursuant to Section 16A-5-60(b), Manner and Timing of Notice. Subsequently, Planning Commission shall consider all relevant materials and testimony and review standards, and shall, by resolution, approve, approve with conditions, or deny authorization to submit a Preliminary Plan.

Thereafter, the Town Council shall hold a public hearing to consider the application and Planning Commission's resolution and its recommendations, conducted pursuant to Section 16A-5-70(2). The Council shall consider all relevant materials and testimony and review standards, and shall, by resolution, approve, approve with conditions or deny the application. Upon approval by Town Council, the Applicant may proceed with the submittal of a Preliminary PUD application. A pre-application meeting for the Preliminary PUD is mandatory.

(e) Review agencies. For a review for a Major PUD Amendment, the Community Development Director, in the meeting and/or per this correspondence, identified the agencies at minimum that

should review the development application per the list below. Further referral may be necessary during the review of the application.

Minimum Town Departments and Agencies for Referral of a Major PUD Amendment:

- Town's Community Development Department staff, 970-923-5524
- Jeff Conklin, Town Attorney, 970-923-3777
- Anne Martens, Town Public Works Department, 970-923-5110
- Sam Guarino, Director of Transportation, 970-923-2543
- Andy Worline, Director of Parks & Recreation 970-922-2240
- Kit Hamby, Snowmass Water & Sanitation District, 923-2056
- John Mele, Fire Marshall, Roaring Fork Fire Protection District 970-923-2212
- Aspen Public School District

(f) Application contents. The Community Development Director described or referenced in the meeting or per this correspondence the materials required to be submitted as part of the development application, as outlined in Code Section 16A-5-40 and 16A-5-320(c)(2). The subsequent application materials may be submitted in an entirely digital format of choosing by the Applicant (and acceptable to Community Development)

(g) Supplemental Reports/Studies or materials. Refer to Code Section 16A-5-40 and 16A-5-300, and 16A-5-320 for any other required supplemental information, reports, studies, graphics, or materials.

Should you have any questions regarding this pre-application summary, please feel free to call Brian McNellis – Senior Planner at the Community Development Department 970-923-5524 or bmcnellis@tosv.com

EXHIBIT 5

APPLICATION FORM

TOWN OF SNOWMASS VILLAGE
PUD APPLICATION

PLANNED UNIT DEVELOPMENT (PUD) REVIEW REQUIRES A PROCESS TO PERMIT VARIATIONS FROM THE STRICT APPLICATION OF CERTAIN STANDARDS OF THE TOWN'S ZONE DISTRICTS IN ORDER TO ALLOW FLEXIBILITY FOR LANDOWNERS. THE GOAL IS TO CREATIVELY PLAN FOR THE OVERALL DEVELOPMENT OF LAND AND THEREBY, TO ACHIEVE A MORE DESIRABLE ENVIRONMENT THAN WOULD BE POSSIBLE THROUGH THE STRICT APPLICATION OF THE MINIMUM STANDARDS OF THE TOWN'S DEVELOPMENT CODE. SPECIFICALLY, IT IS THE PRUPSOSE OF THE PUD DEVELOPMENT PROCESS TO: (1) ALLOW CREATIVITY, 2) ALLOW VARIATIONS, (3) MAXIMIZE CHOICE, (4) PRESERVE NATURAL FEATURES, (5) CREATE EFFICIENT LAND USE PATTERNS, (6) ENSURE PUBLIC INPUT, AND (7) INCREASE COMMUNITY VALUE.

PUD APPLICATION TYPE REQUESTED (Select One):

___ **PRE-SKETCH PLAN PURPOSE**: SECTION 16A-1-55 OF THE MUNICIPAL CODE.
___ **SKETCH PLAN PURPOSE**: SECTION 16A-5-320 OF THE MUNICIPAL CODE.
_x_ **PRELIMINARY PLAN PURPOSE**: SECTION 16A-5-340 OF THE MUNICIPAL CODE.
___ **FINAL PLAN PURPOSE**: SECTION 16A-5-360 OF THE MUNICIPAL CODE

GENERAL DATA REQUIREMENTS

Date: 05/16/2025

Name of Owner: Aspen Skiing Company, LLC

Address: 117 AABC Aspen, CO 81611 Phone: E-mail:

Name of Applicant (if different than owner): Heather Henry, Vice President of Housing and Childcare

Address: Phone: E-mail: hhenry@aspen.com

Address/Location of Property: 1001 Divide Road Snowmass Village, CO 81615

Legal Description (Lot, Block, Subdivision, Filing):

Lot 44, First Amended Plat of the Divide Subdivision

EXISTING CONDITIONS INFORMATION

Present Zoning: MU-PUD Approval Date/Ordinance (if known): 8/22/89, 11/19/01

Lot Area (sq. ft.): 124,146 sf Building Setbacks (ft.):50' @ NW corner

Allowable Floor Area Ratio per Zoning: .25 - 25%

Square Footage of All Areas Calculated as Floor Area by LUC: 14,810 sf

Square Footage of Exempted Areas:

Existing Building Height: 37'-5" from finished grade, 43'-5" from existing grade

# of Dwelling Units: 6 Commercial space: resort operations/maintenance use

# of Parking Spaces and/or Parking Space/Bedroom Ratio: 29 spaces

Percent Open Space: n/a

PROPOSAL DATA
(Complete as proposed on development plan)

Zoning Proposed with PUD Overlay: no change

Proposed Lot Area (sq. ft.): no change, 124,146 sf. Proposed Building Setbacks: 10' w/ 50' @ NW corner

Proposed Floor Area Ratio: 0.289 28.9%

Proposed Total Square Footage of Improvements: 19,057 sf proposed building, 2,031 sf proposed external storage

Proposed Square Footage of Exempted Areas: 1,668 sf

Proposed Building Height: 36'-4" from existing grade, 36'-0" from finished grade

Proposed # of Dwelling Units: 30 units Commercial space: n/a

Proposed # of Parking Spaces and/or Parking Space/Bedroom Ratio: 30 spaces, 2 Accessible spaces, 1:1 ratio

Proposed Percent Open Space: n/a

Other Standards:

GENERAL DESCRIPTION OF PROPOSED PUD APPLICATION TYPE:

Major Amendment to the Aspen Skiing Company's Vehicle Maintenance Facility Phase II Employee Housing on Lot 44 of the Divide PUD Subdivision for Snowmass Ops Housing - Preliminary Plan.

SUBMISSION DATA REQUIREMENTS

- FOR ALL PRE-SKETCH PLANS:
  1. **Disclosure of Ownership.** The applicant shall include in the application the name of all property owners.
  2. **Site Plan.** The application shall include a plan displaying the existing improvements, as well as the pre-sketch development proposal, for the property.
  3. **Narrative.** The applicant shall submit a narrative describing the proposed uses and activities.
  4. **Owner's Permission**. If the applicant is not the owner of the subject property, then the applicant shall include either evidence that the property is under contract or a letter containing the written consent of the landowner to the submission of the pre-sketch plan application.
  5. **Base Fee.** The application shall be accompanied by the applicable base fee from the Building and Planning Department's fee schedule. The applicant shall reimburse the Town for such amounts in excess of the base fee as determined by the Planning Director. The reimbursement to the Town by the applicant shall be due and payable within fifteen (15) days of the date of billing.

- FOR ALL MINOR AND MAJOR PUD PROCESSES, INCLUDING SKETCH, PRELIMINARY AND/OR FINAL PLANS:

1. **Owner's Permission**. If the applicant is not the owner of the land, or is a contract purchaser of the land, the applicant shall submit a letter signed by the owner consenting to the submission of the application. If the applicant is not the sole owner of the land, the applicant shall submit a letter signed by the other owners, or an association representing the owners, consenting to or joining in the development application.

2. **Name, Address, Telephone Number and Power of Attorney.** The applicant's name, address and telephone number. If the applicant is to be represented by an agent, a letter signed by the applicant granting power of attorney to the agent shall be submitted, authorizing the agent to represent the applicant and stating the representative's name, address and phone number.

3. **Disclosure of Ownership.** A certificate from a title insurance company or attorney licensed in the State which shall set forth the names of all owners of property included in the application and shall include a list of all mortgages, judgments, liens, contracts, easements or agreements of record that affect the property. At the Town's option, the holders or owners of such mortgages, judgments, liens, contracts, easements or agreements of record may be required to consent to the application before it is acted upon by the Town.

4. **Vicinity Map.** An eight and one-half inch by eleven inch (8 1/2" x 11") vicinity map locating the subject parcel within the Town of Snowmass Village.

5. **Other Maps.** All other maps required for the application shall be prepared at a scale of one inch equals one hundred feet (1" = 100') or larger, on sheets no larger than thirty inches by forty-two inches (30" x 42"), with an unencumbered margin of one and one-half inches (1.5") on the left hand side of the sheet and one-half inch (0.5") around the other three (3) sides of the sheet. Sheets of twenty-four by thirty-six inches (24" x 36") are preferred. If it is necessary to place information on more than one (1) sheet, an index shall be included on the first sheet. Report-size versions of all maps, reduced to a sheet size of no greater than eleven inches by seventeen inches (11" x 17"), shall also be submitted.

6. **Site Plan.** A site plan of the subject property, showing existing improvements and proposed development features that are relevant to the review of the proposed variance application.

7. **Base Fee.** The application shall be accompanied by the applicable base fee from the Building and Planning Department's fee schedule. The applicant shall reimburse the Town for such amounts in excess of the base fee as determined by the Planning Director. The reimbursement to the Town by the applicant shall be due and payable within fifteen (15) days of the date of billing.

8. **Other Information.** The applicant shall submit such other written or graphic information as is necessary to describe and evaluate the proposed PUD application, as follows:

   - FOR SKETCH PLANS:

1. **Review and Intent Issues**. Section 16A-5-320(b) of the Municipal Code.
2. **Review Procedure**. Section 16A-5-320(c) of the Municipal Code.
3. **Location Map**. Section 16A-5-320(c)(2)b. A scale map showing the location and size of the site, and existing land uses, zone districts and major roads within 300 feet of the site. The name, location and boundaries of any subdivisions that are part of the larger tract shall also be shown.
4. **Statement of objectives**. Section 16A-5-320(c)(2)c. A written statement of the proposed development. This shall include a statement of the objectives to be achieved by the PUD and a conceptual description of any proposed variations from the standards of the underlying zone district that are being requested.
5. **Sketch plan**. Section 16A-5-320(c)(2)d. A sketch development plan, which shall include the following (reference Code for the specific information needed):
    - **General information**.
    - **Site characteristics**.
    - **Utilities**.
    - **Proposed land use**.
    - **Landscaping**.
6. **Simple sketches**. Reference Section 16A-5-320(c)(2)e for the information desired.
7. **Summary**. Section 16A-5-320(c)(2)f. A sketch plan summary containing the following (reference Code for the specific information needed):
    - **Type.**
    - **Size.**
    - **Floor area.**
    - **Population.**
    - **Market.**
    - **Open space.**
    - **Height.**
    - **Employees.**
    - **Water supply and sewage disposal.**
    - **Access and easements.**
    - **Parking, circulation and tansit.**
    - **Timetable.**

○ FOR PRELIMINARY PLANS:

1. **Review and Intent Issues, including applicant response to sketch plan issues and concerns**. Section 16A-5-340(b) of the Municipal Code.
2. **Review Procedure**. Section 16A-5-340(c) of the Municipal Code.
3. **Preliminary development plan**. Section 16A-5-340(c)(2)b. A preliminary development plan, which shall include the following (reference Code for the specific information needed):
    - **General information**.
    - **Proposed development**.
    - **Surrounding structures**.

- **Chart, including a) dimensions, b) dwelling units, c) size of commercial space, d) floor area, e) parking, f) open space, g) restricted housing**

4. **Comparison to sketch plan**. Reference Section 16A-5-340(c)(2)c for the information needed.
5. **Listing of proposed variations**. Section 16A-5-340(c)(2)d.
6. **Architectural plans, including 1) Elevations, 2) Floor Plans, 3) Block model, or computer generated images if acceptable, 4) Color and materials**. Reference Section 16A-5-340(c)(2)e for the specific information needed.
7. **Landscape plan**. Reference Section 16A-5-340(c)(2)f.
8. **Fiscal impact report**. Reference Section 16A-5-340(c)(2)g.
9. **Solid waste disposal plan**. Reference Section 16A-5-340(c)(2)h
10. **Energy conservation plan**. Reference Section 16A-5-340(c)(2)i.
11. **Development in proximity to ski lift**. Reference Section 16A-5-340(c)(2)j.
12. **Open space map**. Reference Section 16A-5-340(c)(2)k.
13. **Homeowner's or condominium association documents, including 1) Articles of incorporation, 2) Bylaws, 3) Master deed, and 4) Covenants**. Reference Section 16A-5-340(c)(2)l for specific information needed.
14. **Water supply and sewage disposal**. Reference Section 16A-5-340(c)(2)m for specific information needed.
15. **Clearing, grading and drainage plans, including 1) Limits of clearing, and 2) Grading plan**. Reference Section 16A-5-340(c)(2)n for specific information required.
16. **Transportation impact analysis, including 1) Daily traffic counts, 2) Trip generation rates, 3) Existing conditions, 4) Anticipated ridership, 5) Trip generation and design hour volumes, 6) Trip distribution, 7) Trip assignments, 8) Existing and projected traffic volumes (including a) Peak hour traffic, b) Future peak hour traffic, c) Other peak hours), and 9) Capacity analysis, 10) Level of service, 11) Traffic accidents, and 12) Conclusions.** Reference Section 16A-5-340(c)(2)o for specific requirements.
17. **Air quality analysis, including 1) Dispersal qualities, 2) Pollutants to be discharged, 3) Trip generation and impacts, 4)Construction impacts, 5) Special mitigation techniques, 6) Improvements of site characteristics, 7) Conform with regulations, and 8) Description of area to be impacted**. Reference Section 16A-5-340(c)(2)p for specific requirements.
18. **Geologic report, including 1) Potential geologic hazards, and 2) Soils study**. Reference Section 16A-5-340(c)(2)q for specific information required.
19. **Brush Creek impact report**. Reference Section 16A-5-340(c)(2)r.
20. **Wildlife habitat analysis**. Reference Section 16A-5-340(c)(2)s.
21. **Construction management plan**. Reference Section 16A-5-340(c)(2)t.
22. **Adequate public facilities report, including 1) Identify the public facilities, service levels and carrying capacity that exist prior to the submission of the development application, 2) Specifically identify and describe the additional**

public facilities, service levels and carrying capacity that will be necessary and provided to the PUD and affected areas prior to completion of each phase and/or building within the development necessitating the demand for said facilities, services or capacity; and 3) Describe the intended provisions to be made for the timing location and financing of the public facilities, service levels and carrying capacity that will be needed to adequately support and service the areas of the proposed development. Reference Section 16A-5-340(c)(2)u.

- FOR FINAL PLANS:
  1. **Review and Intent Issues, including applicant responses to preliminary plan conditions**. Section 16A-5-360(b) of the Municipal Code.
  2. **Review Procedure**. Section 16A-5-360(c) of the Municipal Code.
  3. **Final plat**. Section 16A-5-320(c)(2)b. A final subdivision plat that conforms to the specifications of Section 16A-5-430(3), Plat.
  4. **Other drawings, including final development plans and PUD Guide**. Section 16A-5-320(c)(2)c for specific information required.
  5. **Covenants (final versions)**. Section 16A-5-320(c)(2)d.
  6. **Guarantee of public improvements, including 1) the applicant's responsibility for public improvements, 2) the required public improvements, 3) Subdivision improvement agreement, [including, a) Security, b) Form of security, c) Agreement to repair, d) Partial release of security, and e) Recording], 4) Warranty, and 5) Default.** Reference Section 16A-5-320(c)(2)e for the information required.
  7. **Landscape guarantee**. Reference Section 16A-5-320(c)(2)f of Municipal Code.
  8. **Development agreement**, including without limitation, the provisions outlined more specifically in Section 16A-5-320(c)(2)g of Municipal Code.

9. **Other Miscellaneous.**

A. Verification that the proposed improvements are not in primary constraint areas (e.g. 30% slopes, drainage ways, wetlands, Brush Creek impact areas, other geological hazards, wildlife impact areas, etc.).

B. If rezoning is being requested, a petition in favor of the rezoning signed by either real property owners representing 80% of the land area included in the application, or certified board of directors of homeowners association representing the interests of the property(s) in question.

C. Note: Affidavit of mailing and posting, copy of information mailed and the names and addresses of the owners to whom said information was mailed (required prior to the public hearing).

ADDITIONAL INFORMATION MAY BE REQUESTED BY THE COMMUNITY DEVELOPMENT DEPARTMENT TO MAKE A FAIR AND WELL INFORMED DECISION. NO APPLICATION WILL BE PROCESSED UNTIL ALL REQUIRED INFORMATION IS PROVIDED.

RULES OF PROCEDURE

- FOR PRE-SKETCH PLANS:

  SUBMISSION OF APPLICATION. Pursuant to Code Section 16A-1-55.

  PUBLIC NOTICE. The Town will notice the item in a newspaper of general circulation in the area.

  JOINT MEETING. Pursuant to Code Section 16A-1-550(3), a complete copy of the application will be forwarded to the Town Council and Planning Commission and a joint meeting will be scheduled during a Town Council work session at their discretion.

  PUBLIC MEETING MINUTES. The Town Council and the Planning Commission shall comment on the proposal and such comments shall be reflected in the minutes of the public meeting.

- FOR SKETCH PLANS:

  PRE-APPLICATION CONFERENCE. Pursuant to Code Section 16A-5-320(c)(1), and prior to formal submission of a request, the applicant shall meet with the Community Development Director in order to review the nature of the submission and the procedures that will be required in order to process the application.

  SUBMISSION OF APPLICATION. Pursuant to Code Section 16A-5-320(c)(2).

  STAFF REVIEW (including completion review, referral and review by outside agencies and districts, and the collection of comments). Pursuant to Code Section 16A-5-320(c)(3) and 16A-5-50.

  PUBLIC NOTICE. Within 10 days of meeting between Staff and Applicant to share review comments or of receipt of supplemental information responding to comments, a public notice shall be prepared for a scheduled Joint Planning Commission and Town Council meeting.

  JOINT MEETING. Pursuant to Code Section 16A-5-320(c)(4), and with a staff report of the review, the joint Planning Commission and Town Council meeting shall be held to hear the initial presentation of the application by the applicant. Thereafter, the Planning Commission shall conduct their review of the application.

  RESOLUTION BY PLANNING COMMISSION. Pursuant to Code Section 16A-5-320(c)(5), and after Planning Commission has reviewed the application, providing direction to the

applicant on the Sketch Plan and authorizing the applicant to submit a preliminary plan or to submit a new sketch plan prior to proceeding to preliminary plan.

PUBLIC HEARING AND TOWN COUNCIL ACTION. Pursuant to Code Section 16A-5-320(c)(6), the Town Council shall hold a public hearing to consider the application and the Planning Commission's resolution. Town Council shall then prepare its own resolution taking action on the resolution that may accept the Planning Commission's resolution, or modification thereof.

EFFECT OF RESOLUTION. Pursuant to Code Section 16A-5-320(c)(7), the adoption of the resolution shall not constitute approval of a PUD or permission to proceed with construction, but only grant applicant to proceed to preliminary plan stage.

EXPIRATION. Pursuant to Code Section 16A-5-320(c)(8), the preliminary plan application must be submitted within 12 months of the Sketch Plan resolution approval.

- FOR PRELIMINARY PLANS:

PRE-APPLICATION CONFERENCE. Pursuant to Code Section 16A-5-340(c)(1), and prior to formal submission of a request, the applicant shall meet with the Community Development Director in order to review the nature of the submission and the procedures that will be required in order to process the application.

SUBMISSION OF APPLICATION. Pursuant to Code Section 16A-5-340(c)(2). To be determined complete by Town Staff.

JOINT MEETING. Pursuant to Code Section 16A-5-340(d)(1), a **complete** copy of the application shall be forwarded to the Planning Commission and Town Council to hear the initial presentation of the application by the applicant. The Town Council shall identify issues that the Planning Commission should focus upon during their review.

REFERRAL OF APPLICATION. Pursuant to Code Section 16A-5-340(d)(1), the **complete** application may be referred and review comments collected while the joint Planning Commission and Town Council meeting occurs.

TOWN COUNCIL DETERMINATION AND DIRECTIVES. Pursuant to Code Section 16A-5-340(d)(2), and at a regularly scheduled meeting, the Town Council shall adopt their determination and direction by adopting a resolution.

SUBSEQUENT REVIEWS. Pursuant to Code Section 16A-5-340(d)(2) & (3), the Planning Commission shall commence conducting their review pursuant to the Town Council resolution of determination and directives, and the Town Council shall commence their review of the negligible potential impacts of the proposed development that do not warrant referral to the Planning Commission.

STAFF REVIEW (including referral and review by outside agencies and districts, and the collection of comments). Pursuant to Code Section 16A-5-340(e) and 16A-5-50, staff shall conduct their review, collect comments, meet with applicant, address issues and request

additional information necessary to adequately evaluate the proposal and make recommendations. The applicant will have opportunity to amend their application or provide additional information in response to the review comments. Following a response by the applicant, the complete copy of the amended or supplemental information shall be forwarded to the Planning Commission and Town Council together with the staff review.

CONCURRENT TOWN COUNCIL AND PLANNING COMMISSION REVIEW. Pursuant to Code Section 16A-5-340(f), and following the Joint Meeting, both boards may begin reviewing the application. The Planning Commission shall direct its attention to the direction of focus by the Town Council resolution plus other components the Planning Commission may wish to make recommendations. The Town Council may review other components until the Planning Commission concludes their review, and the Planning Commission may forward their recommendations in segments.

PLANNING COMMISSION PUBLIC HEARING. Pursuant to Code Section 16A-5-340(g), the Planning Commission shall hold a public hearing within 21 days of the Joint Meeting (***Note: requires advance publication notice prior to Joint Meeting***).

PLANNING COMMISSION RESOLUTION. Pursuant to Code Section 16A-5-340(g), and following closure of the public hearing, the Planning Commission shall provide its recommendations by resolution to the Town Council.

TOWN COUNCIL PUBLIC HEARING. Pursuant to Code Section 16A-5-340(h) & (i), the Town Council shall hold a public hearing and consider the recommendations by the Planning Commission and whether the application has responded to the directives provided during the Sketch Plan review. Following closure of the public hearing, the Council shall by resolution approve, approve with conditions or deny the application. The Town Council may require as a condition of approval that the Planning Commission review the Final Plan prior to review by Town Council.

FURTHER REVIEW BY PLANNING COMMISSION. Pursuant to Code Section 16A-5-340(j), and at any time during their review, the Town Council may request further review by the Planning Commission and any matter of the application, while the Town Council continues to conduct their review of the application, or may table further review until it has received the Planning Commission's recommendation.

AMENDMENT AND REMAND. If the applicant wishes to amend their application after a Planning Commission recommendation thereon, then the review procedures for such requests shall be followed pursuant to the provisions in Code Section 16A-5-340 (k) & (l).

EFFECT OF RESOLUTION. Pursuant to Code Section 16A-5-340(m), approval of a preliminary plan shall not constitute approval of a PUD or permission to proceed with construction, but only grant applicant to proceed with a Final PUD.

EXPIRATION. Pursuant to Code Section 16A-5-340(n), the Final PUD application must be submitted within 12 months after the preliminary plan approval.

- FOR FINAL PLANS:

  PRE-APPLICATION CONFERENCE. Pursuant to Code Section 16A-5-360(c)(1), attendance at a pre-application conference is optional, but recommended, prior to submission of an application for Final PUD plan review.

  SUBMISSION OF APPLICATION. Pursuant to Code Section 16A-5-360(c)(2). To be determined complete by Town Staff.

  STAFF REVIEW (including referral and review by outside agencies and districts, and the collection of comments). Pursuant to Code Section 16A-5-360(e) and 16A-5-50, staff shall conduct their review, collect comments, meet with applicant, address issues and request additional information necessary to adequately evaluate the proposal and make recommendations. The applicant will have opportunity to amend their application or provide additional information in response to the review comments.

  SCHEDULING OF PLANNING COMMISSION AND/OR TOWN COUNCIL MEETINGS. Pursuant to Code Section 16A-5-360(c)(3) and upon receipt of requested information by staff or within 10 days of the staff and application meeting, the Planning Commission and/or Town Council meetings shall be scheduled by the Community Development Director.

  PLANNING COMMISSION REVIEW. If required as a condition with the preliminary plan approval, the complete application together with the staff review shall be forwarded to the Planning Commission, and then provide its recommendations to the Town Council via a resolution.

  TOWN COUNCIL PUBLIC HEARING. Pursuant to Code Section 16A-5-360(5), the Town Council shall hold a public hearing to consider a major amendment to an approved PUD only (per Code Section 16A-5-390(1)c). A complete application together with the staff review shall be forwarded to the Town Council to determine the application's consistency with the approved preliminary plan; and, when applicable, the Planning Commission's recommendations, and shall by ordinance approve, approve with conditions or deny the application.

  EFFECT OF RESOLUTION. Pursuant to Code Section 16A-5-360(6), approval of a final PUD plan shall confer upon the owner of all or a portion of the property right to apply for a building permit for the development consistent with the final PUD plan, including recording of the final plat, with final PUD plan vested for not more than 3 years, unless extended by Town Council.

  RECORDING. Pursuant to Code Section 16A-5-360(7), 3 copies of the final PUD plan and PUD Guide and any other documents (executed and suitable for recording), including digital format, shall be submitted to the Community Development Director.

PUBLIC HEARING NOTICE

1. The Community Development Department shall tentatively set public meeting and hearing dates to be held before the Planning Commission and/or Town Council.

2. The Planning Department shall publish notice of the public hearing in the Snowmass Sun prior to the scheduled hearing (10 days for Sketch Plan Joint Meeting; 10 days for Sketch Plan Town Council review; 30 days for Preliminary Plan review before Planning Commission and Town Council; but no notice required for Final PUD plan review, except for major amendments to Final PUDs).

3. The applicant shall mail notice of the hearing in advance of the public hearing to all property owners within three hundred feet (300') of the affected property. The notice shall contain the following information:

    a. A description of the proposal with reference to the appropriate section of the Code pursuant to which the application will be processed and the name of the decision making body.

    b. A description of the property affected.

    c. Any drawings or plans that detail the proposal.

    d. A vicinity map showing the location of the property in the Town.

    e. A Notice of Public Hearing from the Community Development Department, including the date, time and place of the hearing.

    f. If the proposed action is a rezoning, the notice shall indicate what the present zoning is and what the new zoning will be and shall set forth the area and bulk requirements for the proposed zone as set forth in the area and build requirements set forth in Section 16A-3-50 and Table 3-2 of the Municipal Code. Such notice shall state what the present zoning is and what the new zoning will be and shall set forth the dimensional limitations for the proposed zone, as established in the Code.

    g. If the proposed action is for approval of a subdivision, the notice shall contain a description of the types of uses proposed and shall specify the gross residential density proposed.

4. The applicant shall submit to the Planning Department, an affidavit of mailing and posting, copy of information mailed and the names and addresses of the owners to whom said information was mailed.

DETERMINING PROPERTY OWNERS

The party responsible for such mailing shall utilize as the source of names and addresses of such owners the most current list of property owners on file with the Pitkin County Tax Assessor or an official list of owners maintained by condominium and homeowners association which is current within thirty (30) days prior to mailing, or such other sources as approved in advance by the Town Community Development Department. If any party responsible to give such notice follows the indicated procedures in good faith, the failure of any particular property owner or owners to receive actual notice shall not affect the validity of proceedings which require such notice.

POSTING OF PROPERTY

Posting of a public hearing notice shall be made by the applicant. A sign noticing the public hearing date, time, location, purpose and the name of the decision making body conducting the hearing, shall be located in a conspicuous place on the property. The sign shall be made of suitable waterproof material, shall not be less then twenty-two inches (22”) wide by twenty-six inches (26”) high, and shall be composed of letters not less than one inch (1”) in height.

Note: Affidavit of mailing and posting, copy of information mailed and the names and addresses of the owners to whom said information was mailed (required prior to the public hearing).

EXHIBIT 6

PROPERTY OWNERS CONTACT INFORMATION

OWNER CONTACT INFORMATION

OWNER:

Aspen Skiing Company LLC
PO BOX 1248 Aspen, CO 81612

Representative:
Heather Henry, VP Housing and Childcare
Email: hhenry@aspen.com
Phone: 970-618-3324

EXHIBIT 7

LEGAL DESCRIPTION

LEGAL DESCIRPTION

Lot 44, The First Amended Plat of The Divide Subdivision Section 2, Township 10 South, Range 86 West of the 6th PM Town of Snowmass Village, County of Pitkin, State of Colorado.

EXHIBIT 8

VICINITY MAP

VICINITY MAP

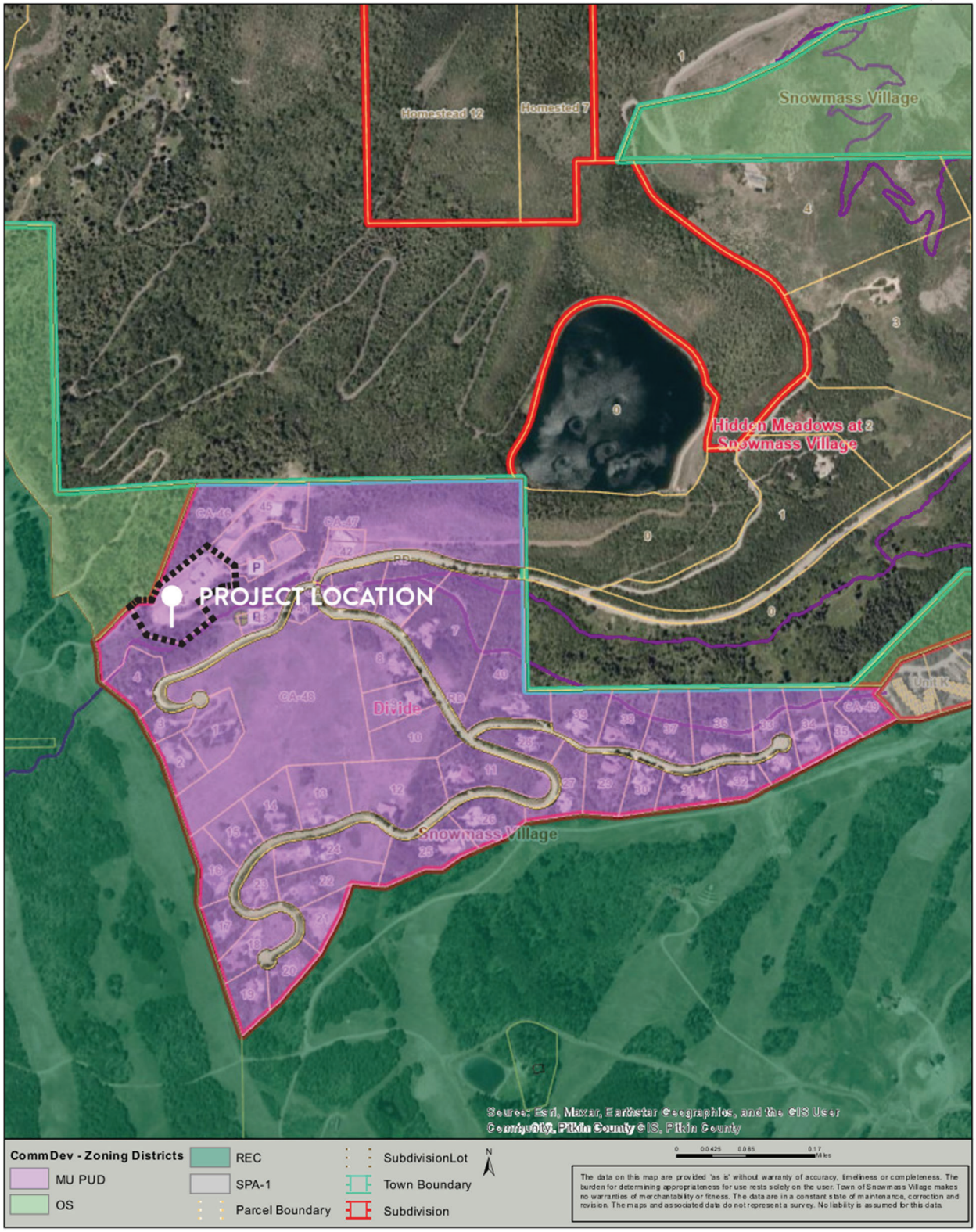


EXHIBIT 9

TRANSPORTATION DEMAND MANAGEMENT PLAN

MEMORANDUM

To: Jonathan Tapper
Planning & Development Manager
Aspen One

From: Steve Tuttle, PE, PTOE

Date: May 30, 2025

Project: Snowmass Housing for Ops Personnel (SHOP)

Subject: Transportation Demand Management Plan

The Fox Tuttle Transportation Group has developed this Transportation Demand Management (TDM) plan for the proposed Snowmass Housing for Ops Personnel (SHOP) project located at the intersection of Divide Road and Divide Way in Snowmass Village. The project is proposing to develop 30 housing units in a new 3-story building located adjacent to the existing vehicle maintenance facility at the west end of Divide Road. Access is proposed via Divide Way.

The goal of this TDM plan is to document recommended strategies that the project can implement to reduce single occupancy vehicle (SOV) trips generated by the project and encourage sustainable transportation options. Fundamentally a TDM plan involves programs, facilities and infrastructure which encourage people-powered transportation, encourage multiple occupancy trips, or eliminate the need for trips to be made. This TDM Plan is a vital component of the project's vision to fully utilize its location, improve resident quality of life, decrease carbon output, and reduce impacts of the project on local roadways.

Existing Multi-Modal Facilities

Existing roadways that serve the site include Brush Creek Road, Divide Road, and Divide Way. Brush Creek Road is a two-lane roadway with a 30 mile per hour posted speed limit that serves as the primary east-west roadway through the base area and provides access to residential, resort, and commercial uses. There are no sidewalks or bikeable shoulders on these roadways within the project vicinity. The Sleigh Ride Trail is a gravel surface trail which is plowed in winter and provides off-street walking and biking access to/from the east and Snowmass Village, retail, employment and recreational uses, transit connections, and multimodal access to areas further east down the valley. There are also connections to recreational trails from the site, via the Ditch Trail (to/from the west), Nature Trail (to/from the east), South Rim trail (via Nature Trail), and the mountain/resort trails.

Existing bus service is provided along Brush Creek Road at Divide Road (approximately 1 mile east of the site) with both the Village Shuttle (Route #4) and regional connectivity via Roaring Fork Transportation Authority (RFTA) from the Snowmass Mall. While there are year-round transit services available in Snowmass Village, additional route options are available during winter season.

Transportation Demand Management Strategies

TDM measures will be an important part of managing safe and efficient transportation operations within and in the areas around the project site. The goal of implementing TDM is to:

- Eliminate or shorten trips,
- Change the mode of travel,
- Increase participation of carpooling, vanpooling, shuttling and transit, and
- Encourage bicycling and walking in place of driving.

Aspen One will provide the following TDM measures in support of reducing single occupancy vehicle trips, reducing vehicle miles traveled, and maximizing traveler choice:

Site Design

1. **Live-Work**: As a workforce housing development, at least 50% of the residents are anticipated to access their work at the adjacent Vehicle Maintenance Facility (VMF) / mountain portal, eliminating the need for work-related vehicular travel for these residents. The remaining 50% of the residents will work within the Town of Snowmass Village at locations less than 2 miles from the site. This co-location has a significant reduction on single-occupancy vehicle trips since employment-related vehicular trips represent roughly 15% of the typical total daily household trips. It is anticipated that the live-work element of this project will have a significant impact on the reduction of vehicle miles traveled (VMT) by not only having many residents able to walk to their jobs on site without traveling by vehicle, but also shortening any trips that do occur due to the proximity of their jobs in and around Snowmass Village vs. traveling from down-valley areas such as Carbondale (28+ miles each way to/from Snowmass Village, for example). For employees that would otherwise be traveling from down-valley, this would thus result in a reduction of 50+ miles per workday per employee. For employees with work at other Snowmass locations, the miles travel to work locally would be a fraction of the same trip originating from down-valley.

2. **On-Site Bicycle and Micromobility Facilities:** The project proposes to provide the following on-site accommodations for bicycle and micromobility modes to encourage use of these modes of travel:

    - Exterior dedicated and secured parking for employee/resident bicycles (15 bicycle rack spots) located conveniently near the new south building access.

    - A first-floor indoor, climate-controlled, secure area for 30 bikes, e-bikes, and scooters, with charging stations in the new south building

    - Parking/charging docks for WE-cycle bike share e-bikes (15 docks), located at the southeast corner of the new south building. See the next section for more details on the WE-cycle program.

    Making bike parking available in desirable, easy to access locations will provide the employees with the opportunity to make biking a more reasonable option and reduce the need for motor vehicle ownership or the use of a motor vehicle for certain trips.

Programs and Education

The project proposes various programs depending on the season (i.e.: winter, summer, year-long) to maximize the effectiveness of TDM measures. These are described in the following bullets:

1. **WE-cycle Community Bike Share *[Summer]***: The all-e-bike bike share program was recently launched by Snowmass Village this year. As noted above, the SHOP project has committed to providing a 15-spot WE-cycle station on site with this project.

2. **Transit *[Year-Long]***: The up-valley RFTA transit services include bus service along Brush Creek Road at Divide Road (approximately 1 mile east of the site) with both the Village Shuttle (Route #4) and regional connectivity via the Snowmass Mall. Enhanced transit service is available in the winter.

3. **Site Area Transportation Improvements *[Year-Long]***: The project proposes physical improvements to make non-auto more comfortable and safer in the area, including:

    - Widening Divide Road to 24 feet between Pinon Drive and the site (approx. 700') with striping to narrow the travel lanes and provide shoulder area for walking/biking. The narrower travel lane will require on-coming vehicles to slow to pass one another, similar to how vehicles operate on some low-volume residential streets, though given the low frequency of traffic anticipated at this west end of Divide Road this tradeoff will provide width for employees/residents to walk and bike more comfortably on this short stretch of roadway. Improving pedestrian / bike access along this short stretch creates a more comfortable and safer connection to the Sleigh Ride Trail and Snowmass Village.

    - Improving and maintaining the off-street "social" trail that runs along this stretch of roadway along the south side of Divide Road from the site to Pinon Drive to provide better off-street connectivity for walking to/from the site.

    - Work with the Town on maintenance agreements to ensure year-round use of the Sleigh Ride trail for traveling between the site and Snowmass Village.

    - Adding solar powered, speed-display signs along Divide Road (one eastbound, one westbound) to encourage vehicular drivers to adhere to the 30 mile-per-hour posted speed limit. This will improve conditions for those biking along this

roadway. Using solar powered signs provides feasibility for installation of these signs by eliminating the need for a wired power source.

4. **Black Saddle Shuttle *[Winter]***: Aspen One currently runs a shuttle between the Black Saddle parking lot (adjacent to rodeo lot) and mountain / hotels during the winter season. This service would be expanded to include a stop at the project site every half hour. This would enable any residents who work off-site to get to work without taking their personal vehicle. Additional details for the existing and proposed operation of the Black Saddle shuttle to service the site and reduce vehicle trips include:

   Current Hours of Operation:
   - 6am – 9:15am Morning
   - 3:23 pm - 5:23 pm Afternoon
   - Frequency interval (10-30 min depending on time of day)
   - Season starts November, ends ~ April 20th

   Proposed service for the Project Site:
   - Prioritize housing a Black Saddle shuttle driver on site
   - 1 shuttle to be parked overnight on-site (will fuel on-site)
   - The first run of the morning could deliver lifts and ops personnel from the site to the mountain
   - 30-minute shuttle service to the site during hours of shuttle operation

5. **Ride Share *[Winter]*:** There is a winter season Mall Transports after-hours service available to transport residents and guests from the Village Mall to their home or lodge in Snowmass Village. In addition, there is Dial-a-Ride: any Snowmass Village resident or guest not serviced by the Village Shuttle can call to receive transportation within Snowmass Village and a Village Shuttle or High Mountain Taxi will be dispatched to serve them. Cost is $1 per person. For residents who travel to Aspen, the Downtowner ride share service is available for travel in and around Aspen.

6. **Education & Awareness *[Year-Long]*:** Aspen One will provide employees with important travel information including transit maps and schedules, bicycle maps, local and regional marketing campaigns, and information on the commute benefits provided to employees. They will also provide periodic surveys of employee travel behavior to evaluate the TDM Plan. The survey is designed to collect anonymous travel information and takes less than 10 minutes to complete. Electronic orientation packets for employees will include non-SOV program information and incentives.

Parking Strategies

Parking management is a critical element of a robust and successful TDM plan. The following types of parking are recommended to meet the TDM goal of encouraging employees to utilize non-auto options and create a more sustainable transportation system:

- ***Shared*** Parking is a system where multiple users or land uses share parking spaces instead of each having separate, dedicated parking facilities. This approach optimizes parking supply, reduces the overall number of spaces needed, and enhances land use efficiency.
- ***Unbundled*** separates the cost of parking from the cost of housing, office space, or other real estate. Instead of automatically including parking in rent or property costs, users pay for parking separately, creating a more market-driven approach to parking demand.
- ***Managed*** parking, using hang tags, stickers, sensors, and smart systems to allocate and allow enforcement of parking restrictions and limitations.

The SHOP project proposes thirty (30) new parking spaces at a ratio of one (1) space per bedroom. This parking accommodation meets the Town of Snowmass Village parking requirements.

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

In addition, one of the 30 VMF parking spaces will be dedicated for the Black Saddle shuttle on site. The Vehicle Maintenance Facility parking will also be “shared”, allowing off-hour use by visitors when available.

Seasonal Adjustments & Monitoring

Aspen One will evaluate transportation and parking usage throughout the season and adjust policies as needed to meet the goals of the TDM program. As noted above, this will include transportation usage surveys to residents and employees to identify barriers to non-driving modes and inform adjustments to the program.

Conclusions

The Aspen One SHOP development team understands the importance of an effective and implementable TDM plan. These strategies build upon the project being planned as a live-work development where residents have numerous resources to allow them to work, live and recreate without relying on single-occupancy vehicle trips. The co-location of uses and limited/managed, parking strategies with paid/unbundled parking, multimodal transportation accommodations and options, and transit/carshare/vanshare options are expected to result in a significant reduction in single-auto occupancy trips and vehicle miles traveled.

Hopefully this TDM plan is helpful and meets the needs of the project. If you have any questions, please feel free to contact me.

Sincerely,
FOX TUTTLE TRANSPORTATION GROUP, LLC



Steve Tuttle, PE, PTOE
Principal

EXHIBIT 10

TRANSPORTATION IMPACT ANALYSIS

FOX TUTTLE

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.

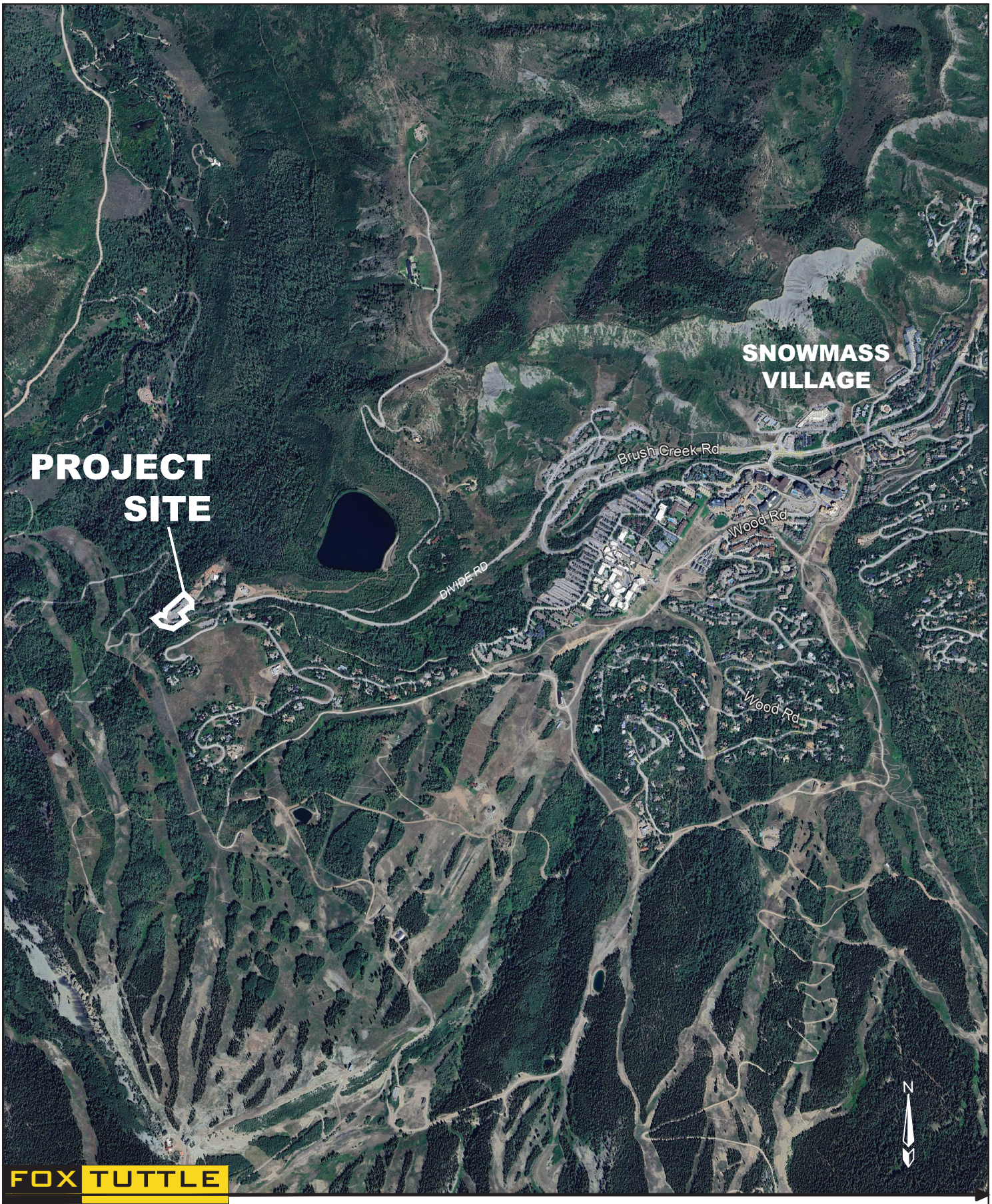
A Transportation Demand Management (TDM) Plan has been prepared separately which details the existing multimodal facilities, seasonal and year-long TDM strategies and programs, and additional parking strategy details to encourage non-single-occupancy vehicle (SOV) and multimodal trips. These TDM strategies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



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TRANSPORTATION GROUP

THE DIVIDE AT SNOWMASS TRAFFIC IMPACT STUDY

VICINITY MAP

FT #	24053	Original Scale	1"=1500'	Date	8/6/24	Drawn by	SGT	Figure #	1



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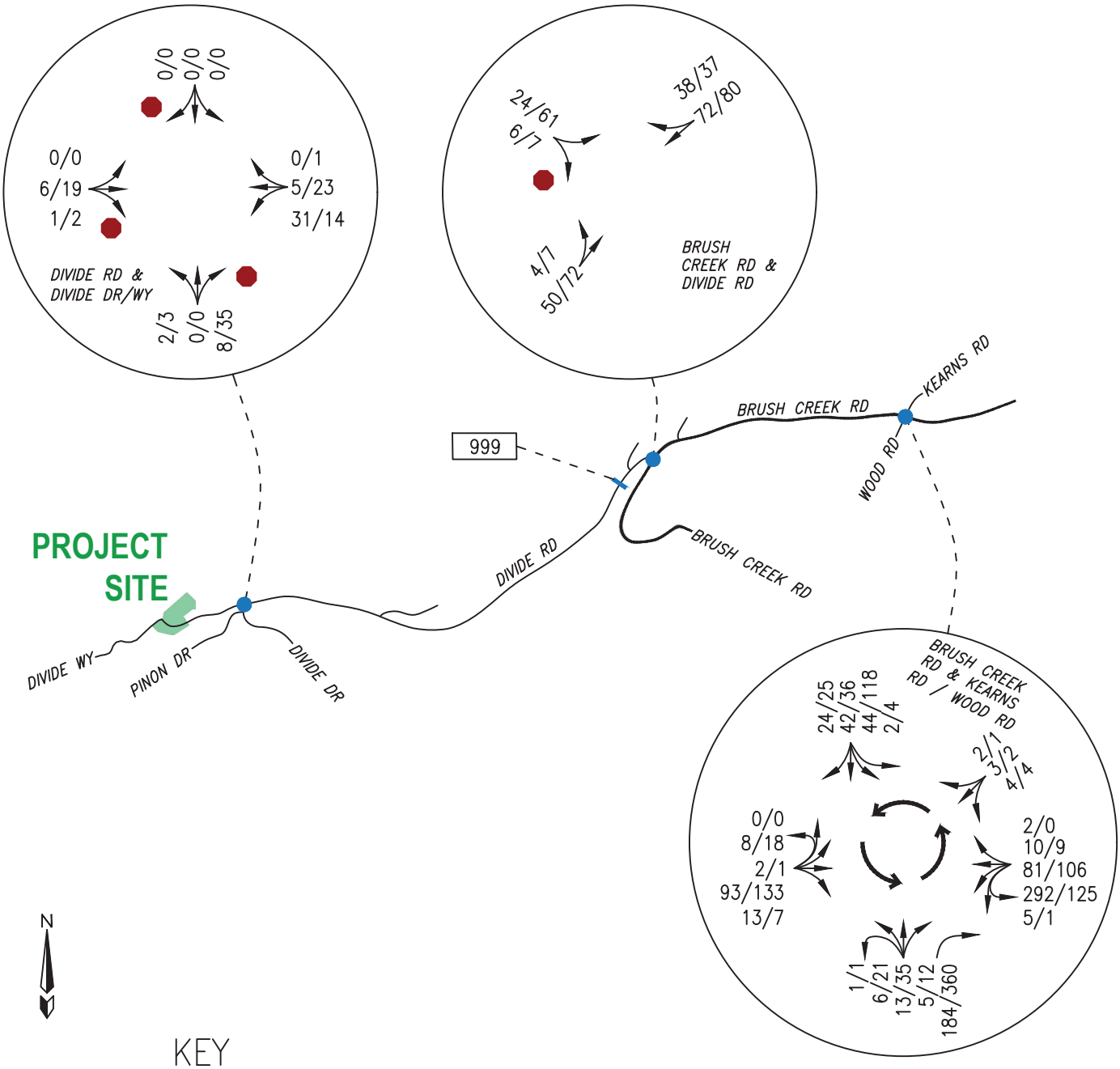
THE DIVIDE AT SNOWMASS TRAFFIC IMPACT STUDY
SITE PLAN

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

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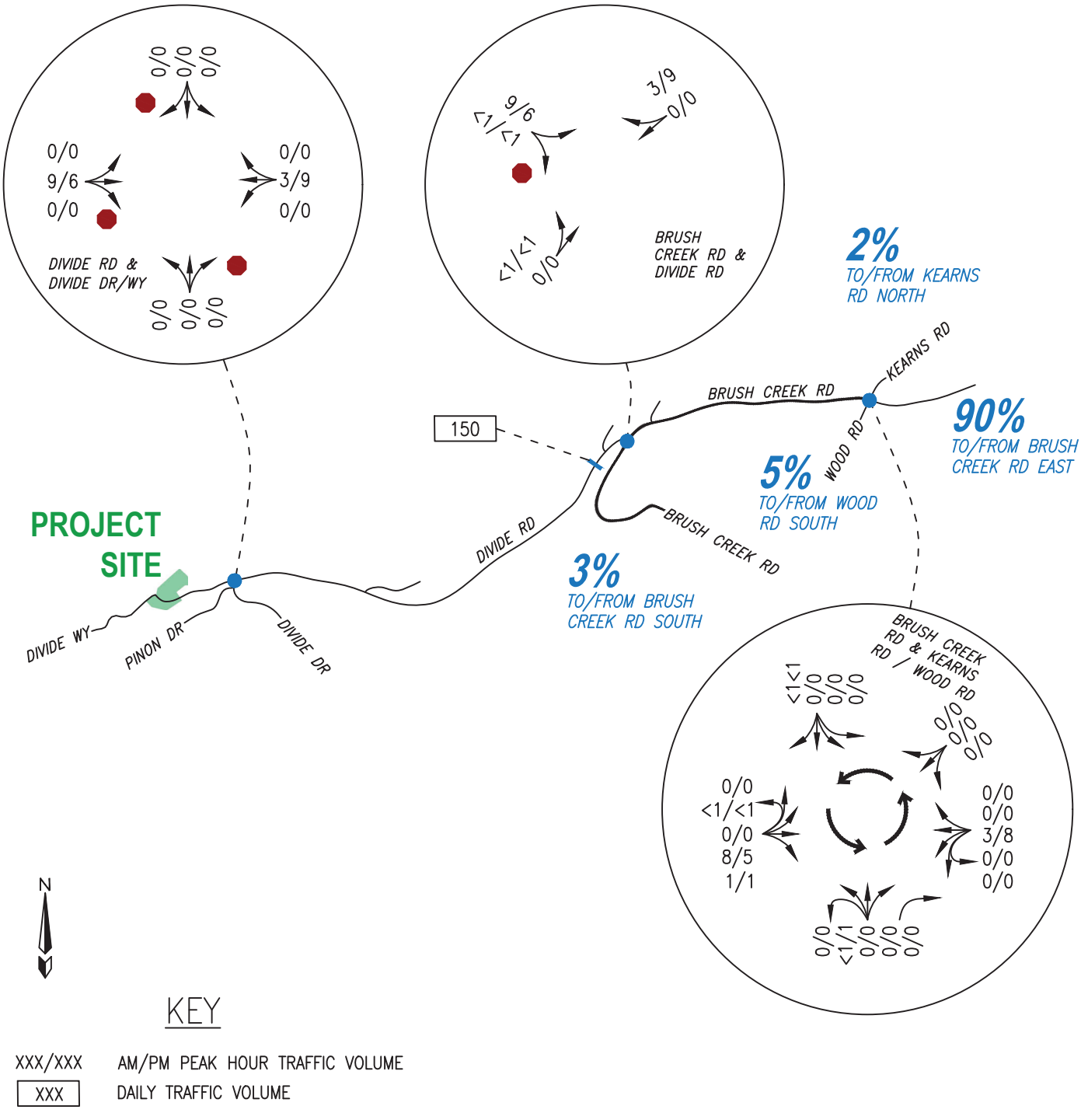
THE DIVIDE AT SNOWMASS TRAFFIC IMPACT STUDY

EXISTING TRAFFIC VOLUMES

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



KEY

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

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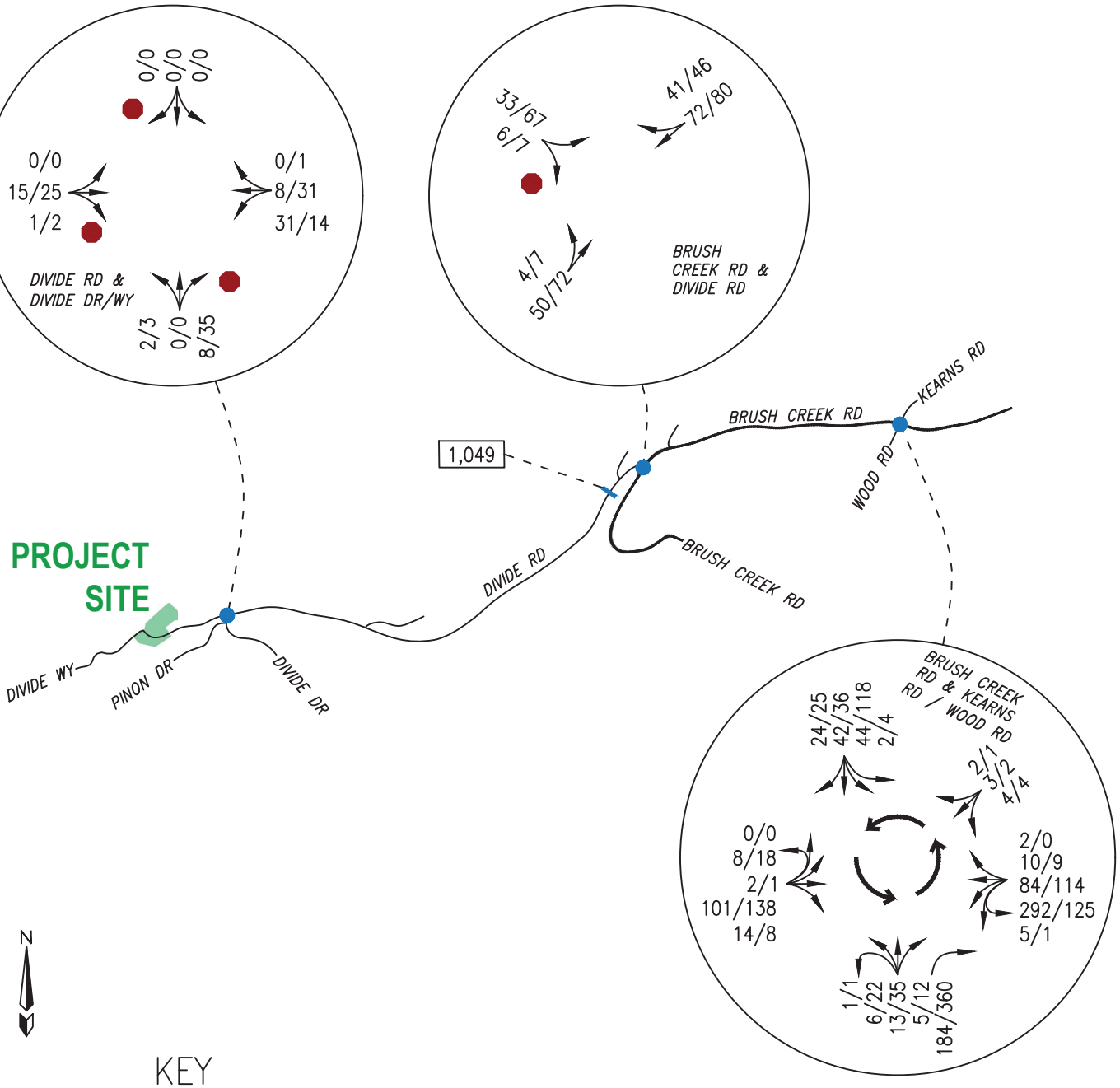
THE DIVIDE AT SNOWMASS TRAFFIC IMPACT STUDY

SITE-GENERATED TRAFFIC VOLUMES

FT #	24053	Original Scale	NTS	Date	8/6/24	Drawn by	SGT	Figure #	4



KEY

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

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THE DIVIDE AT SNOWMASS TRAFFIC IMPACT STUDY

EXISTING + SITE-GENERATED TRAFFIC VOLUMES

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

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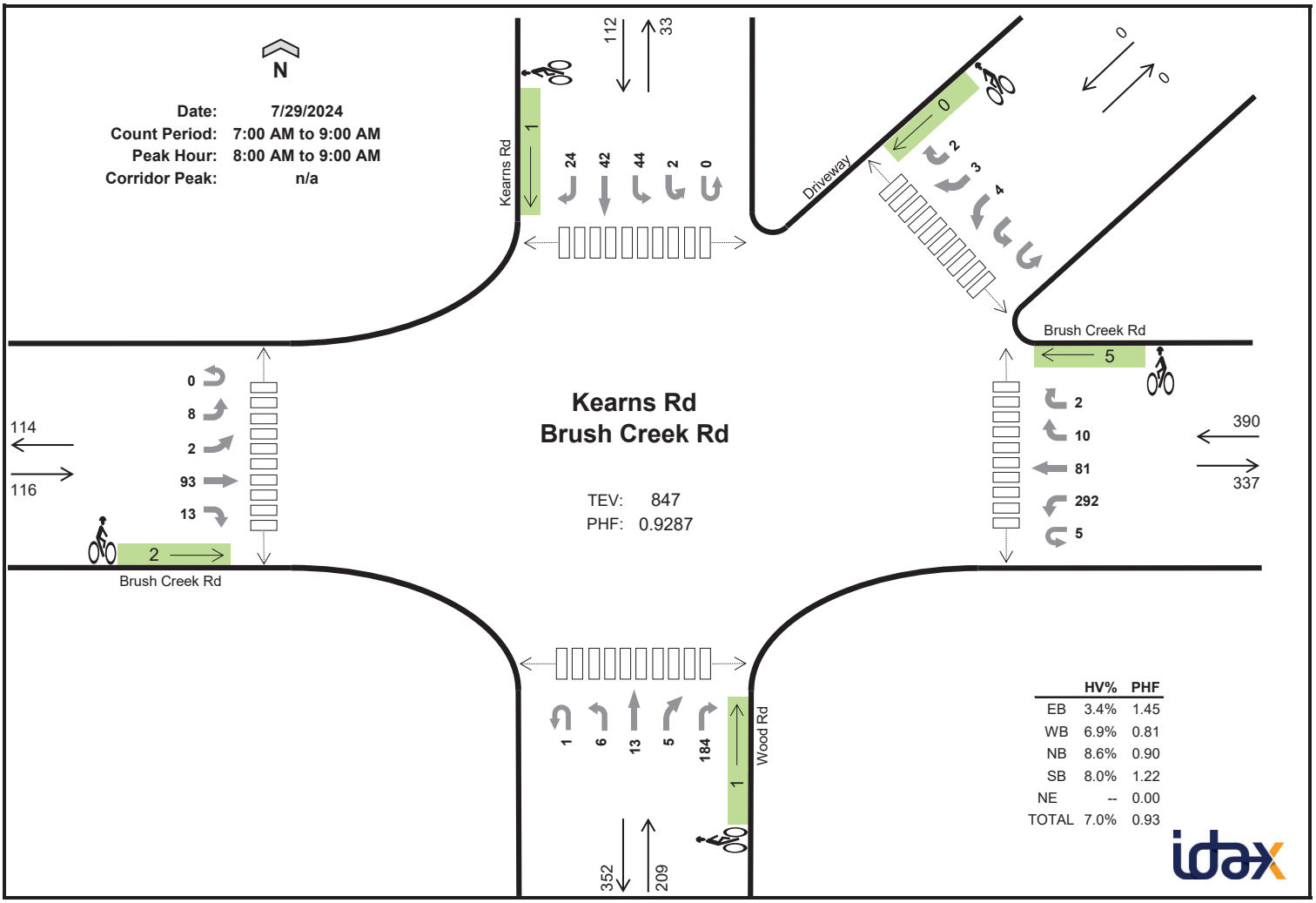

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Peak Hour Count Summaries

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		
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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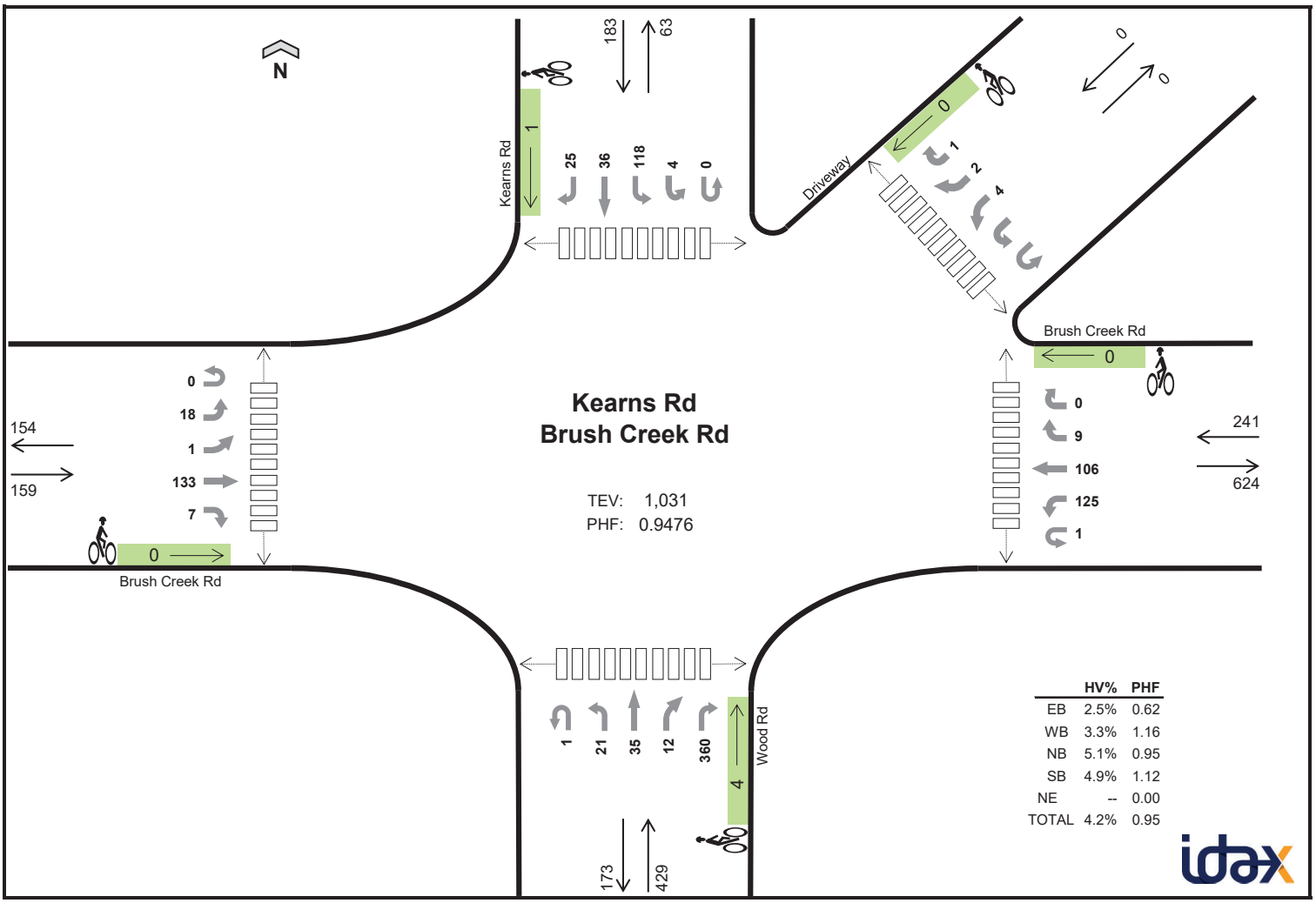

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Peak Hour Count Summaries

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 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	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 EB	WB	NB	SB	SWB	Total	Bicycle Totals EB	WB	NB	SB	SWB	Total	Pedestrians (Crossing Leg) 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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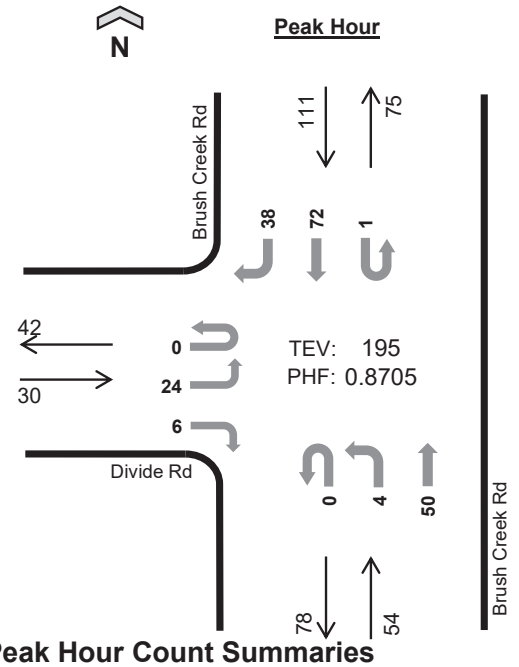
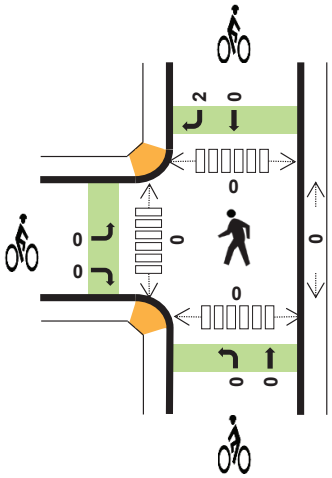
Brush Creek Rd
Divide Rd

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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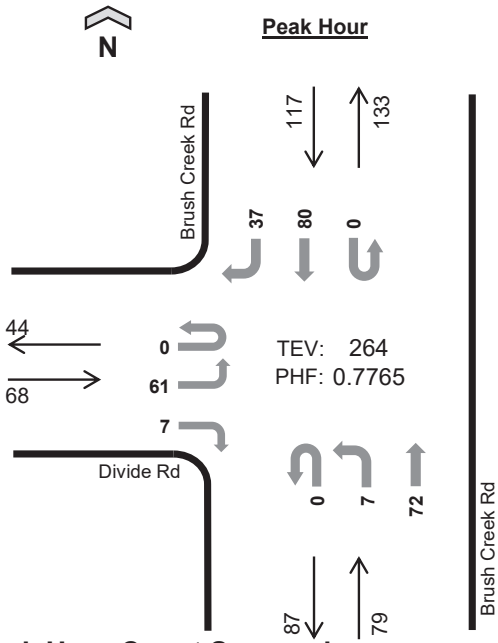
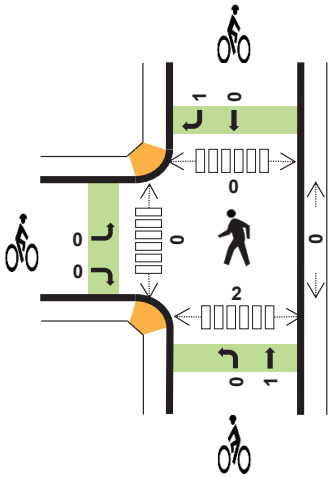
Brush Creek Rd
Divide Rd

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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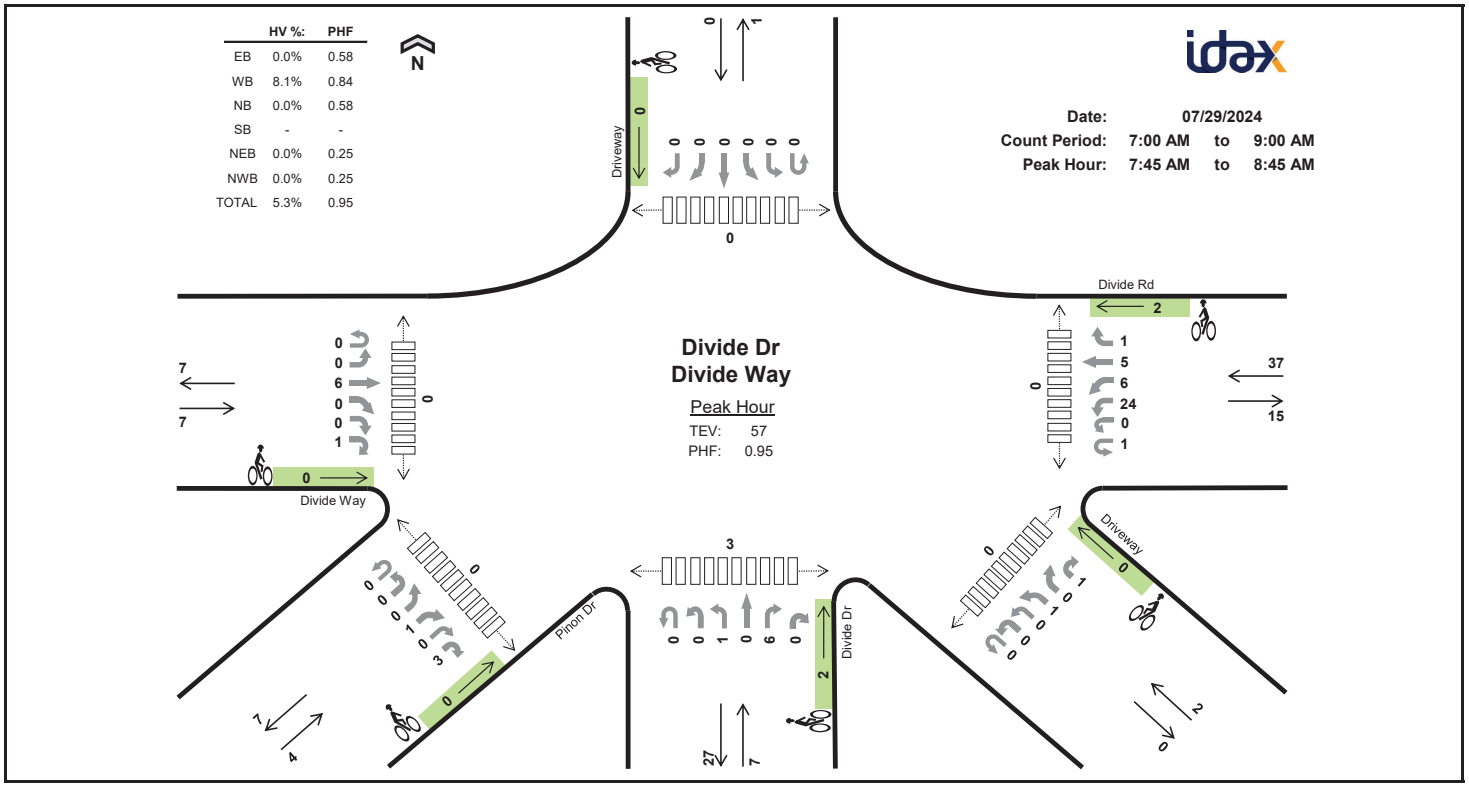

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Two-Hour Count Summaries

Interval Start	Divide Way Eastbound						Divide Rd Westbound						Divide Dr Northbound						Driveway Southbound						Pinon Dr Northeastbound						Driveway Northwestbound						15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
7:15 AM	0	0	2	0	0	0	0	0	0	2	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8	0
7:30 AM	0	0	1	1	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	11	0
7:45 AM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	39
8:00 AM	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**6**	**1**	**3**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	49
8:15 AM	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	55
8:30 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**13**	**57**
8:45 AM	0	0	0	0	0	0	0	0	8	3	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	15	57
Count Total	0	0	9	1	0	1	1	1	36	13	8	1	0	2	1	0	11	0	0	0	0	0	0	0	0	0	0	6	0	3	0	0	0	1	0	1	96	0
Peak Hour All	**0**	**0**	**6**	**0**	**0**	**1**	**1**	**0**	**24**	**6**	**5**	**1**	**0**	**0**	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**1**	**57**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**
Peak Hour HV%	**-**	**-**	**0%**	**-**	**-**	**0%**	**0%**	**-**	**8%**	**0%**	**0%**	**100%**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**0%**	**-**	**0%**	**5%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals							Bicycles							Pedestrians (Crossing Leg)						
	EB	WB	NB	SB	NEB	NWB	Total	EB	WB	NB	SB	NEB	NWB	Total	East	West	North	South	SE	SW	Total
7:00 AM	0	0	0	0	0	0	*0*	0	0	0	0	0	0	*0*	0	0	0	0	0	0	*0*
7:15 AM	0	0	0	0	0	0	*0*	0	0	0	0	0	0	*0*	0	0	0	0	0	0	*0*
7:30 AM	0	0	0	0	0	0	*0*	0	0	0	0	0	0	*0*	0	0	0	0	0	0	*0*
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	**0**	**0**	***1***
8:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	***1***	**0**	**1**	**0**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**1**	**0**	**0**	***1***
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	***1***	**0**	**1**	**2**	**0**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	**0**	**0**	***0***
8:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	**0**	**0**	***1***
8:45 AM	0	2	1	0	0	0	*3*	0	0	0	0	0	0	*0*	0	0	0	0	0	0	*0*
Count Total	0	5	1	0	0	0	*6*	0	2	2	0	0	0	*4*	0	0	0	3	0	0	*3*
Peak Hr	**0**	**3**	**0**	**0**	**0**	**0**	***3***	**0**	**2**	**2**	**0**	**0**	**0**	***4***	**0**	**0**	**0**	**3**	**0**	**0**	***3***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Divide Way Eastbound						Divide Rd Westbound						Divide Dr Northbound						Driveway Southbound						Pinon Dr Northeastbound						Driveway Northwestbound						15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	2
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
8:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6
Count Total	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Divide Way Eastbound						Divide Rd Westbound						Divide Dr Northbound						Driveway Southbound						Pinon Dr Northeastbound						Driveway Northwestbound						15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**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	2	0	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**	**2**	**0**	**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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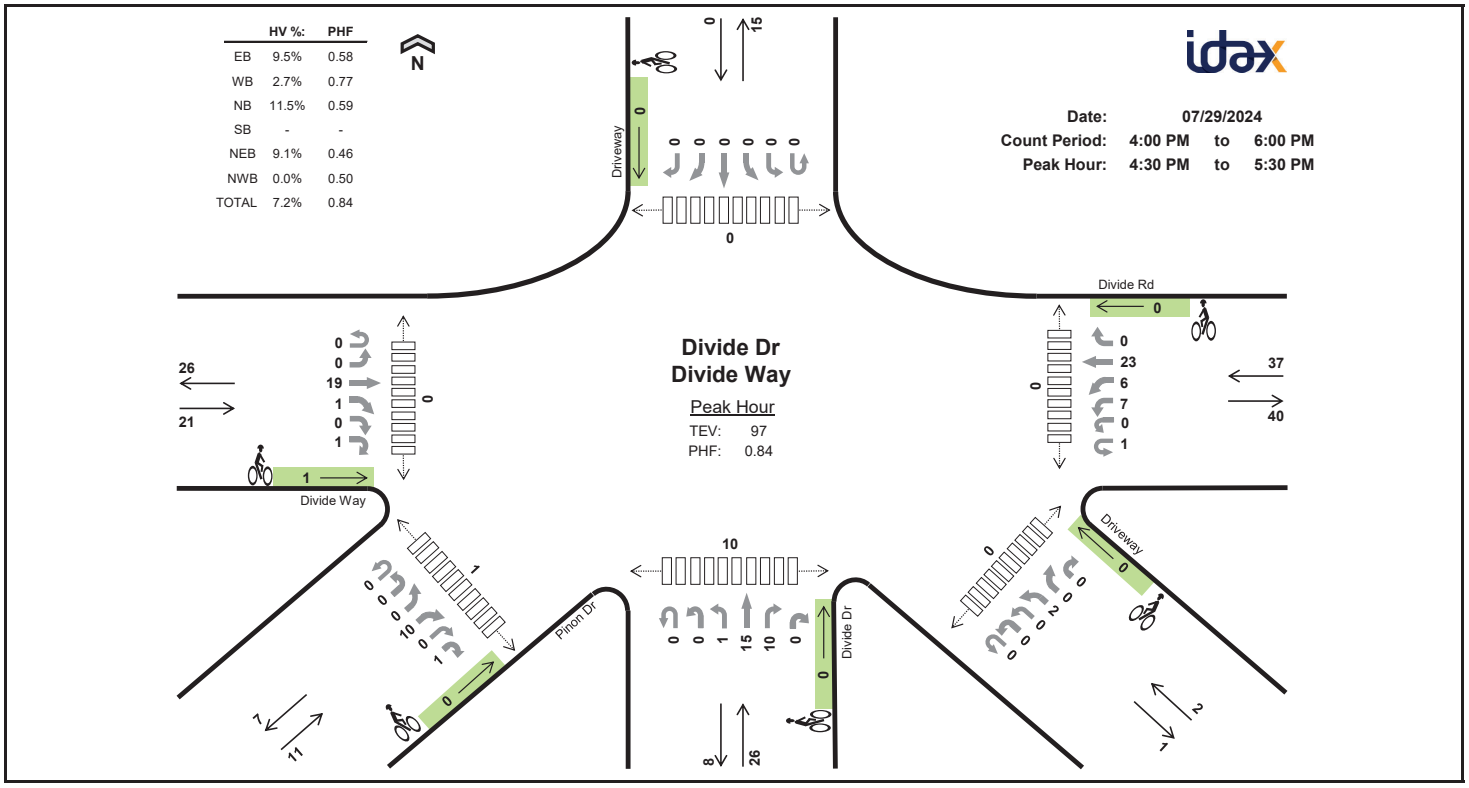

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Two-Hour Count Summaries

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

tj.wethington@idaxdata.com

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

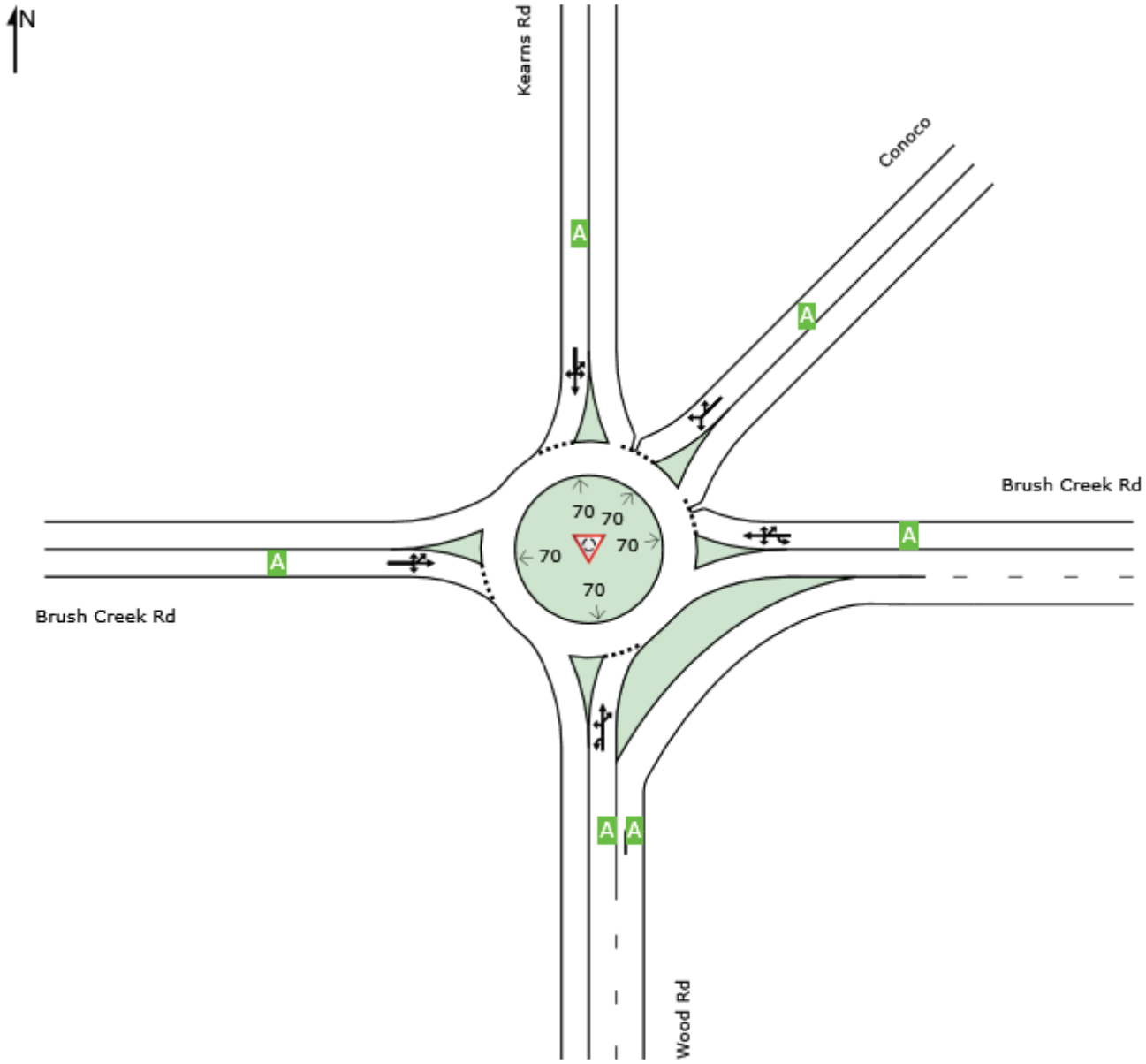
LANE LEVEL OF SERVICE

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)

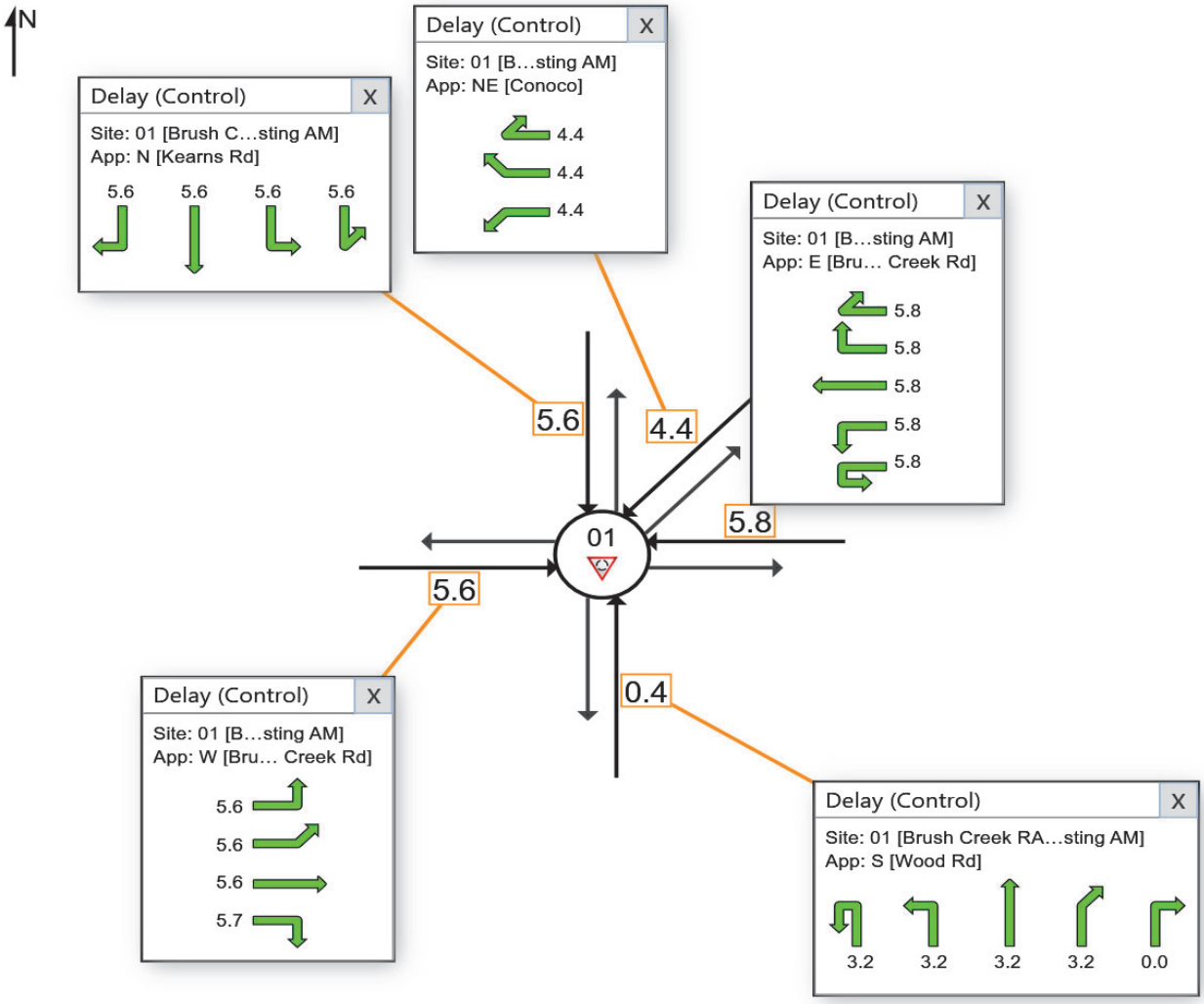
Average control delay per vehicle, or average pedestrian delay (seconds)

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.

Close All Popups



QUEUE DISTANCE (PERCENTILE)

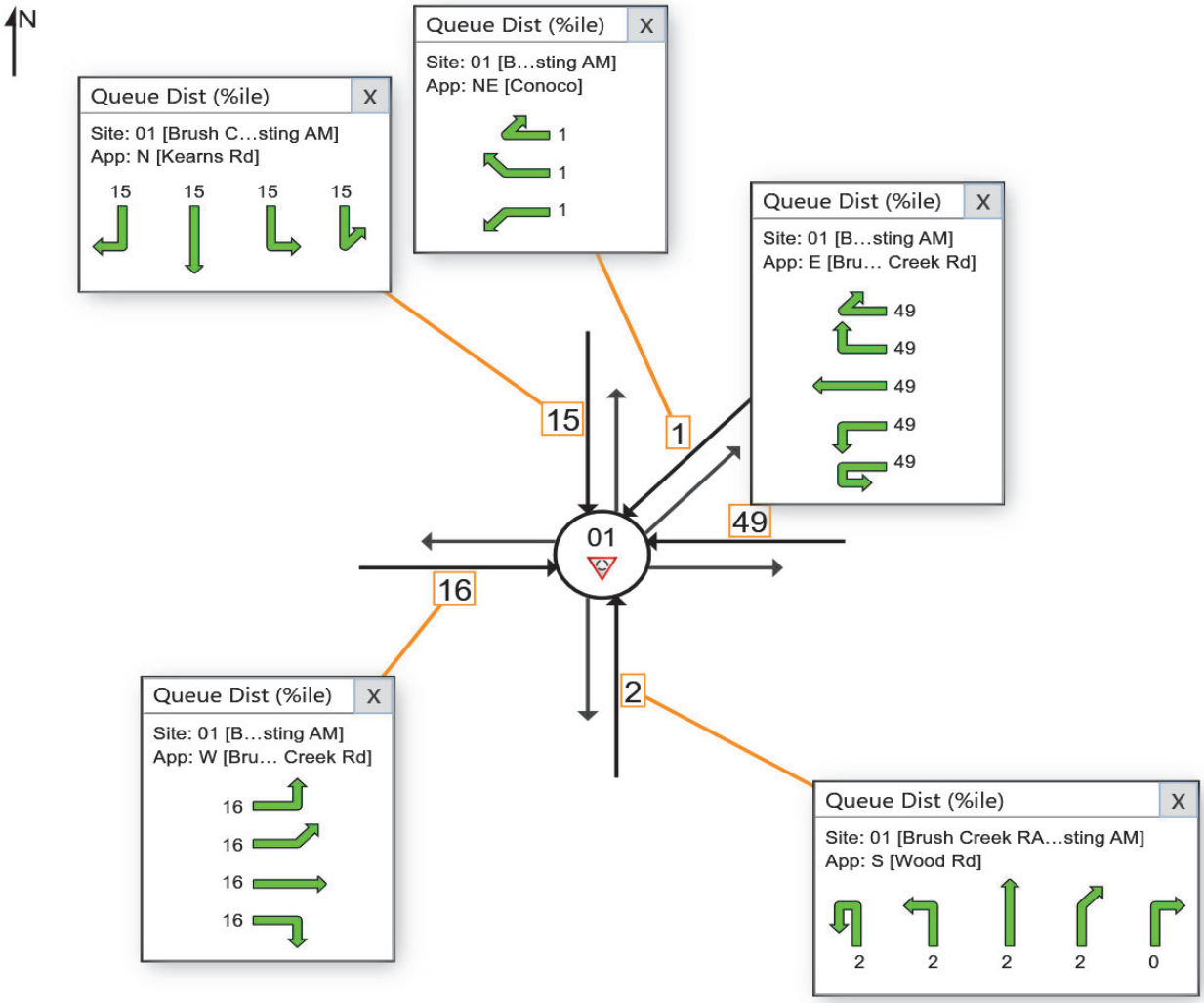
Largest 95% Back of Queue Distance for any lane used by the vehicle movement (feet)

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

Site Category: (None)
Roundabout

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

Close All Popups



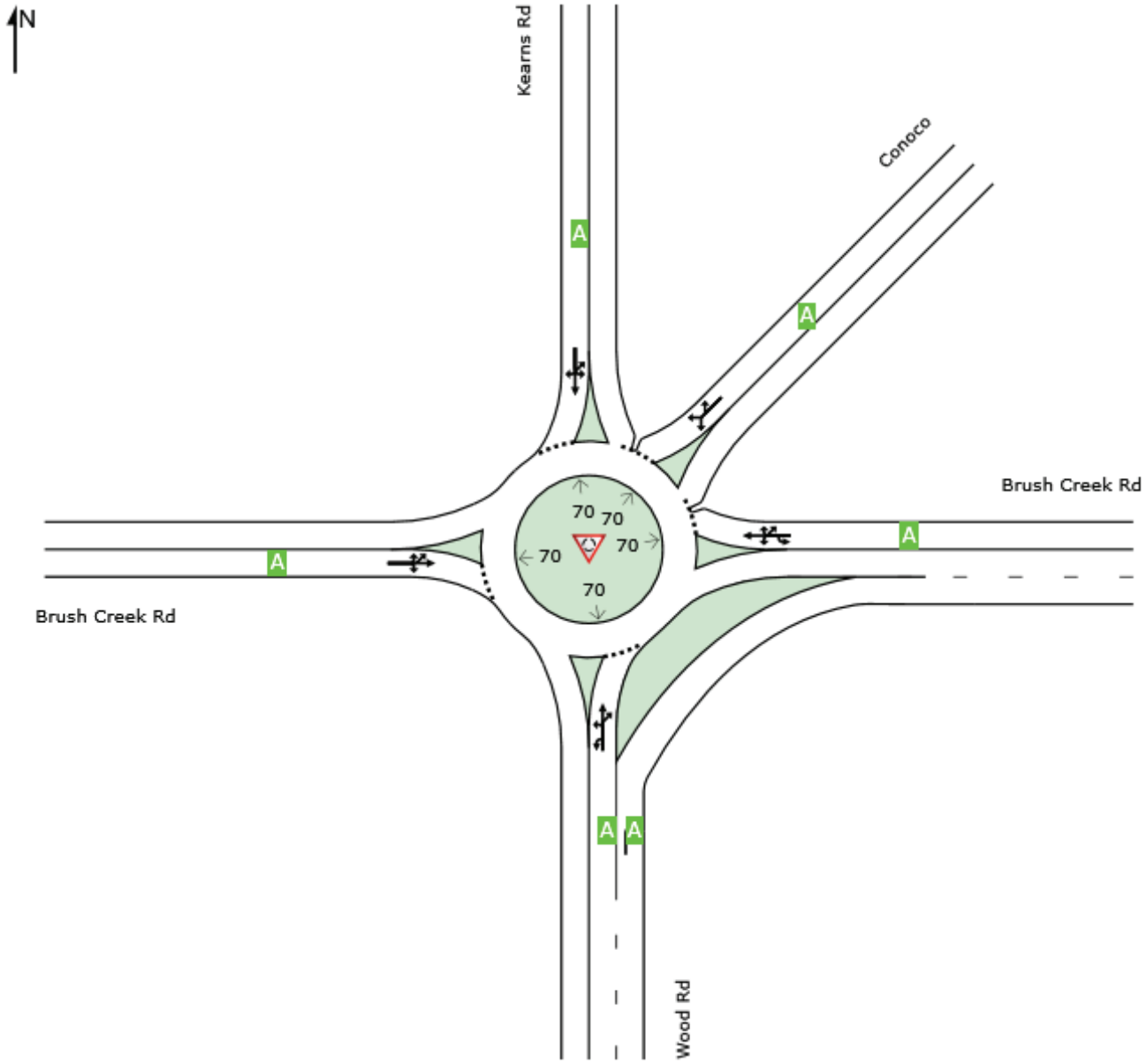
LANE LEVEL OF SERVICE

Lane Level of Service

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

Site Category: (None)
Roundabout

	Approaches					Intersection
	South	East	Northeast	North	West	
LOS	A	A	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

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DELAY (CONTROL)

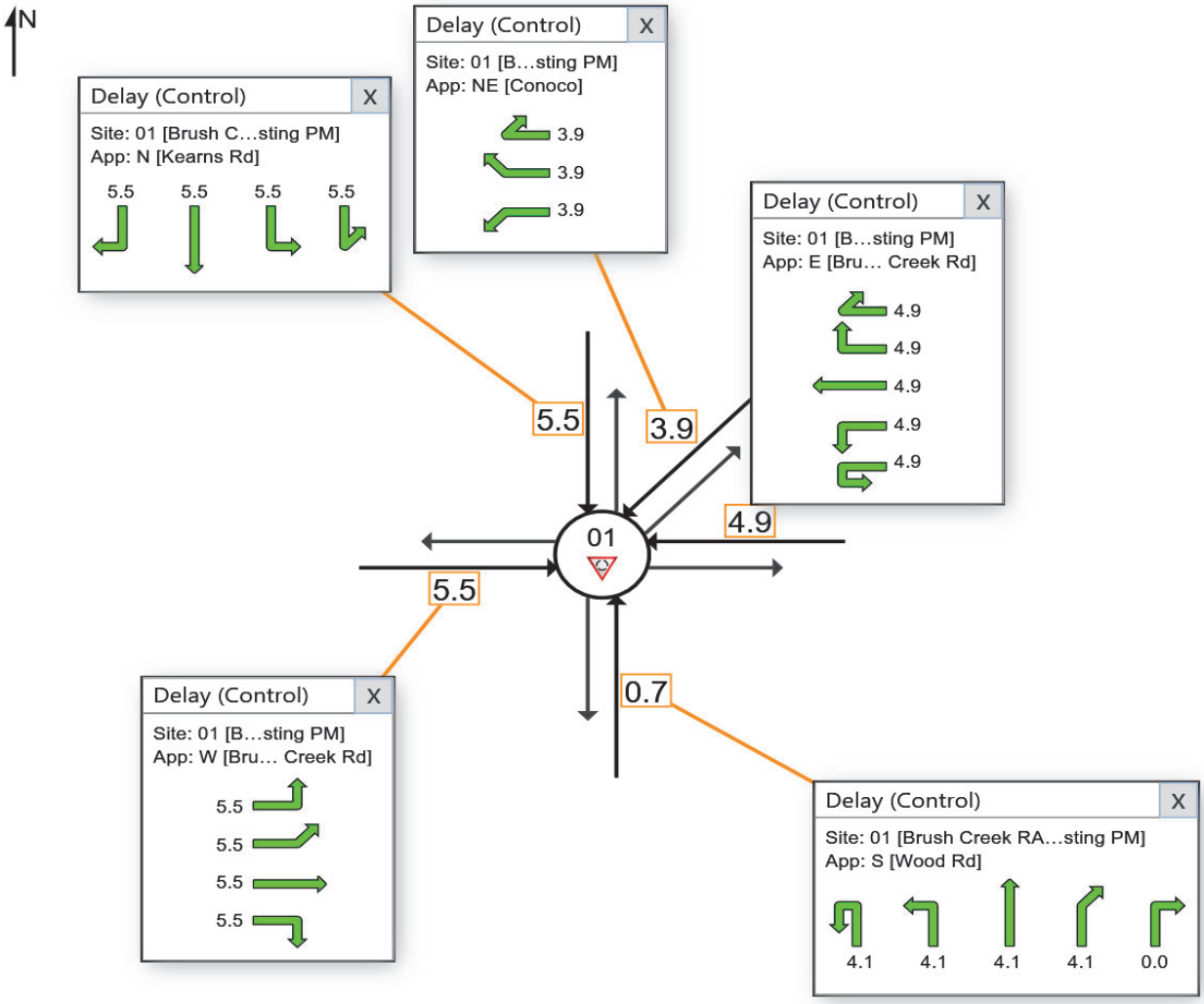
Average control delay per vehicle, or average pedestrian delay (seconds)

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

Site Category: (None)
Roundabout

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

Close All Popups



QUEUE DISTANCE (PERCENTILE)

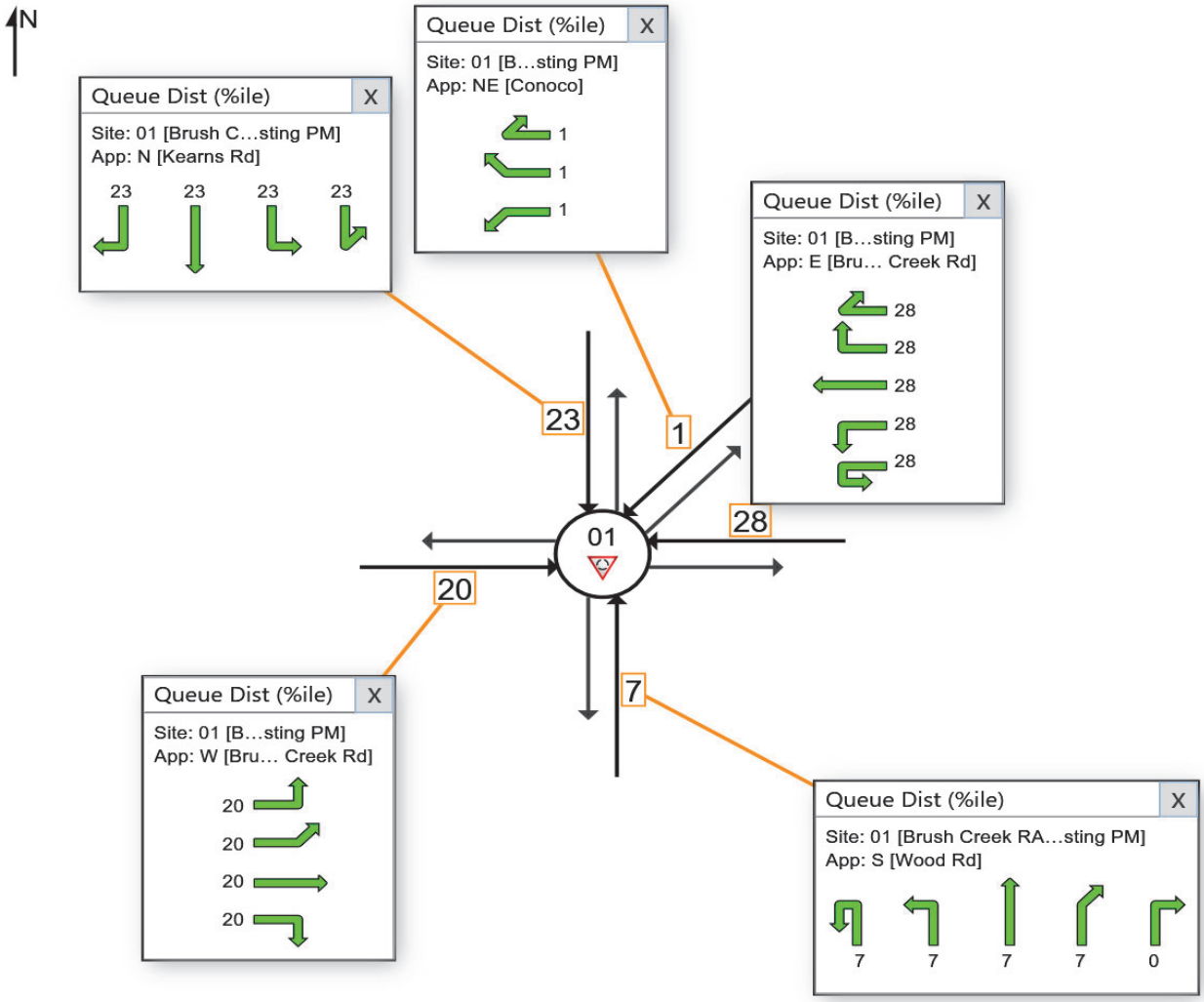
Largest 95% Back of Queue Distance for any lane used by the vehicle movement (feet)

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

Site Category: (None)
Roundabout

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

Close All Popups



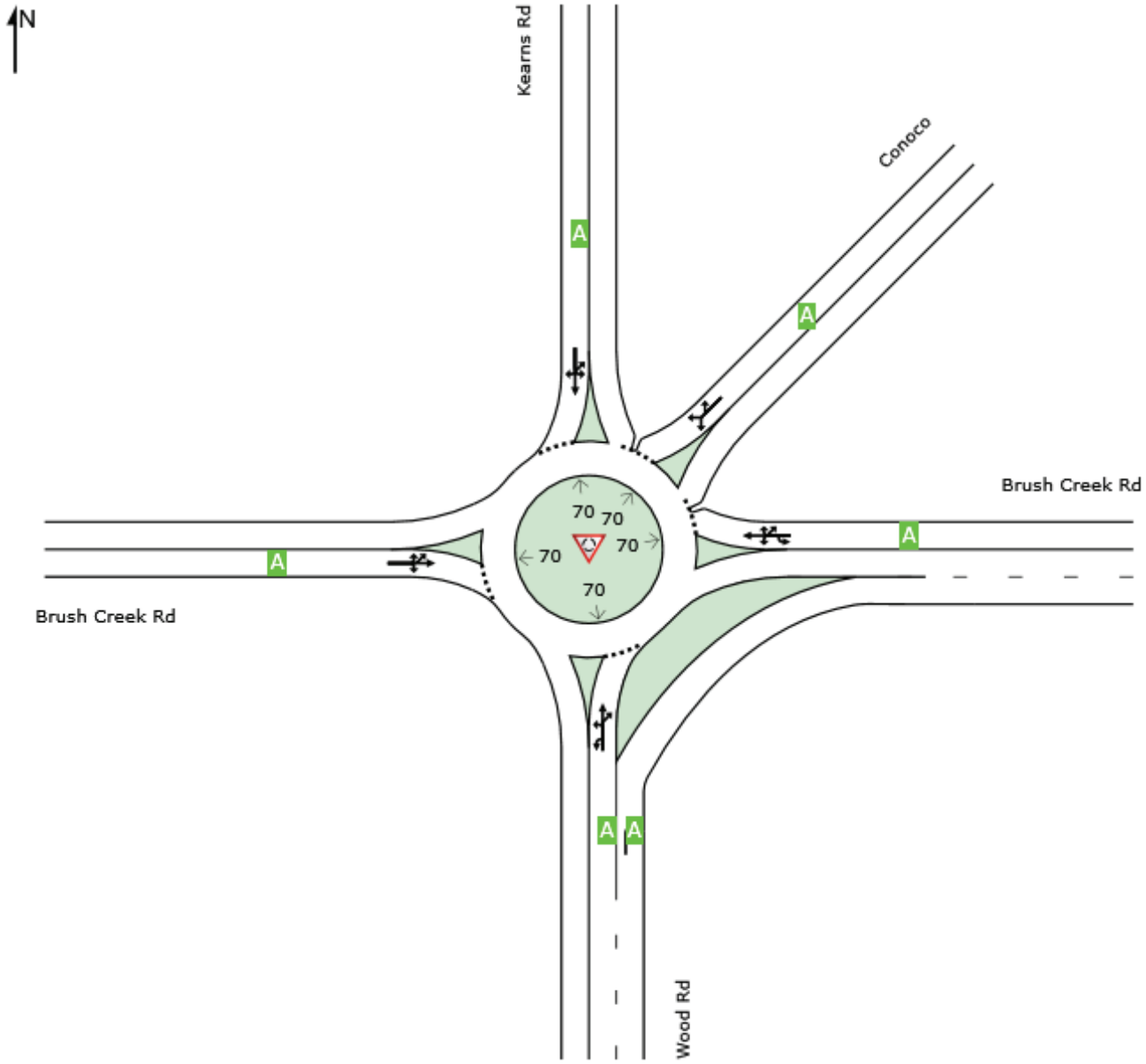
LANE LEVEL OF SERVICE

Lane Level of Service

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

Site Category: (None)
Roundabout

	Approaches					Intersection
	South	East	Northeast	North	West	
LOS	A	A	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

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DELAY (CONTROL)

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

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

Site Category: (None)
Roundabout

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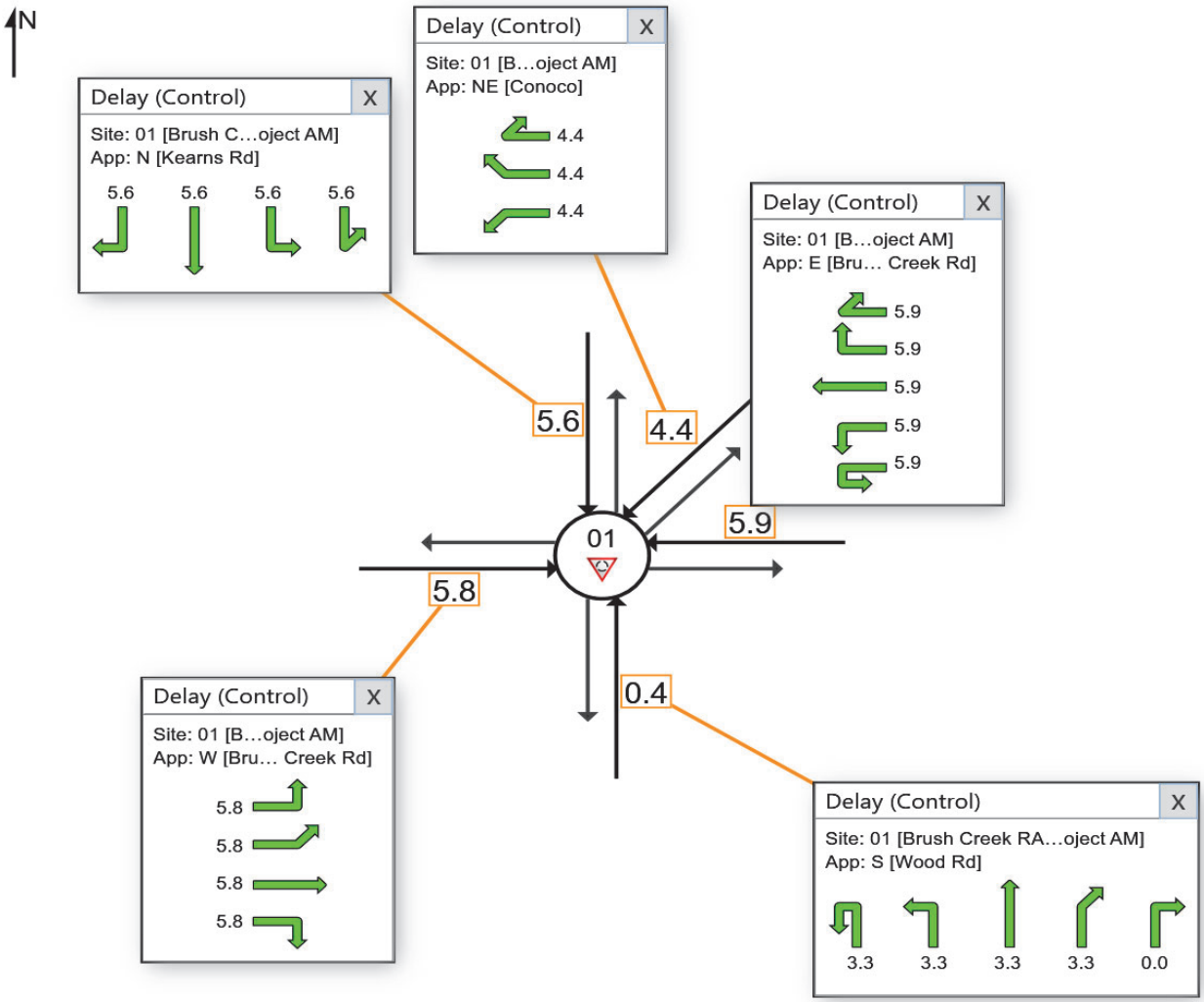

QUEUE DISTANCE (PERCENTILE)

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

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Click and drag popup boxes to move to preferred positions.

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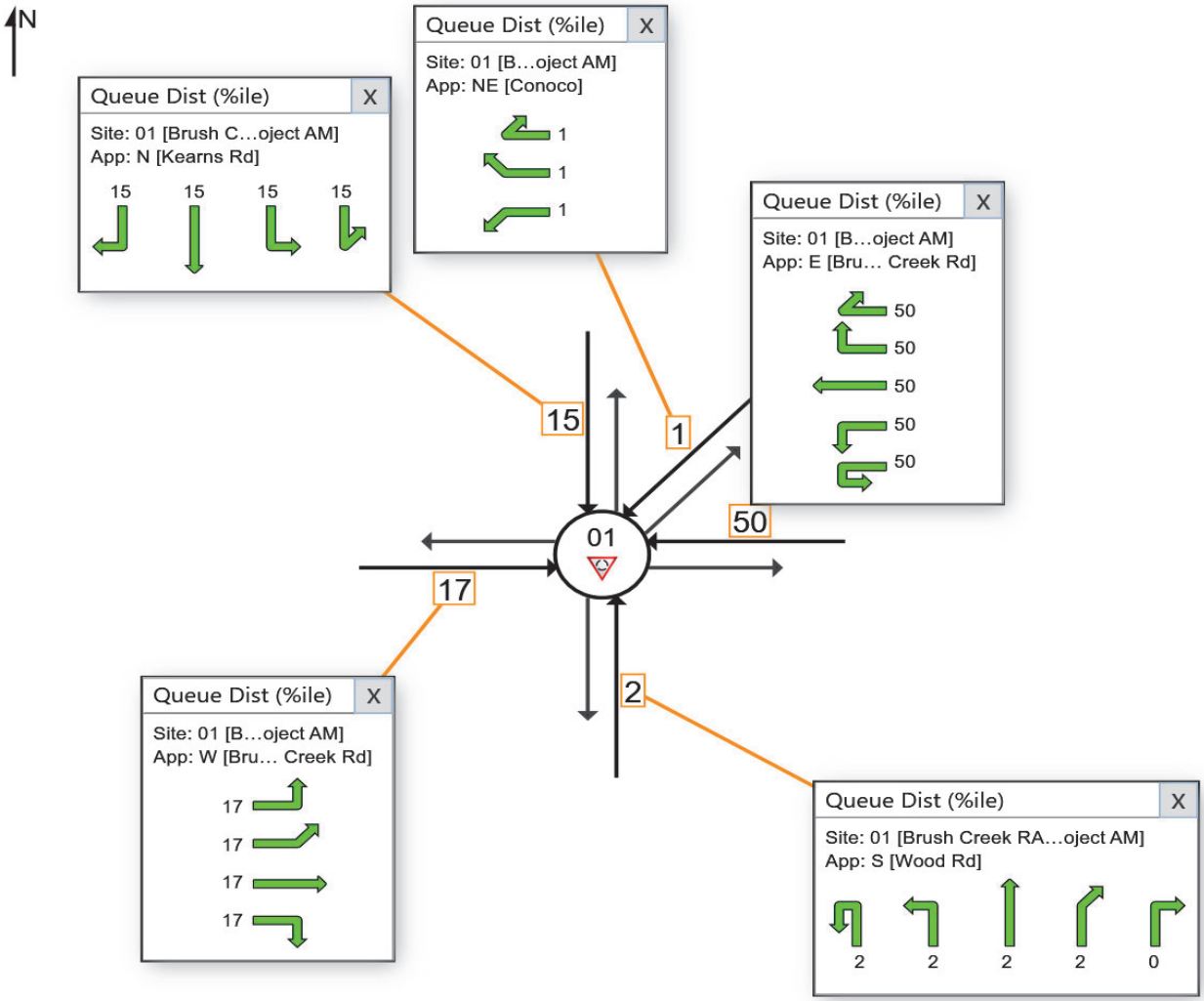


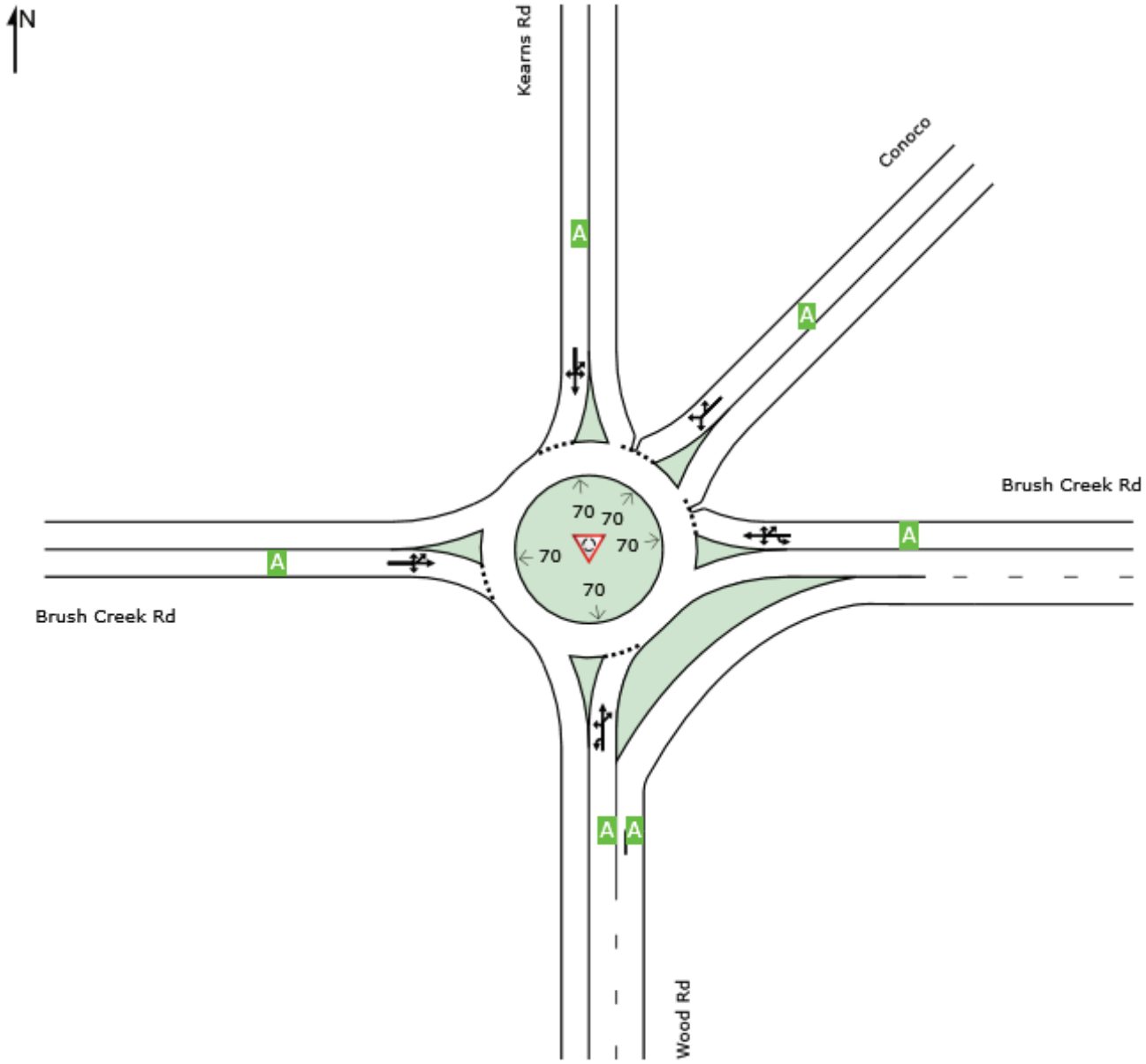
LANE LEVEL OF SERVICE

Lane Level of Service

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

Site Category: (None)
Roundabout

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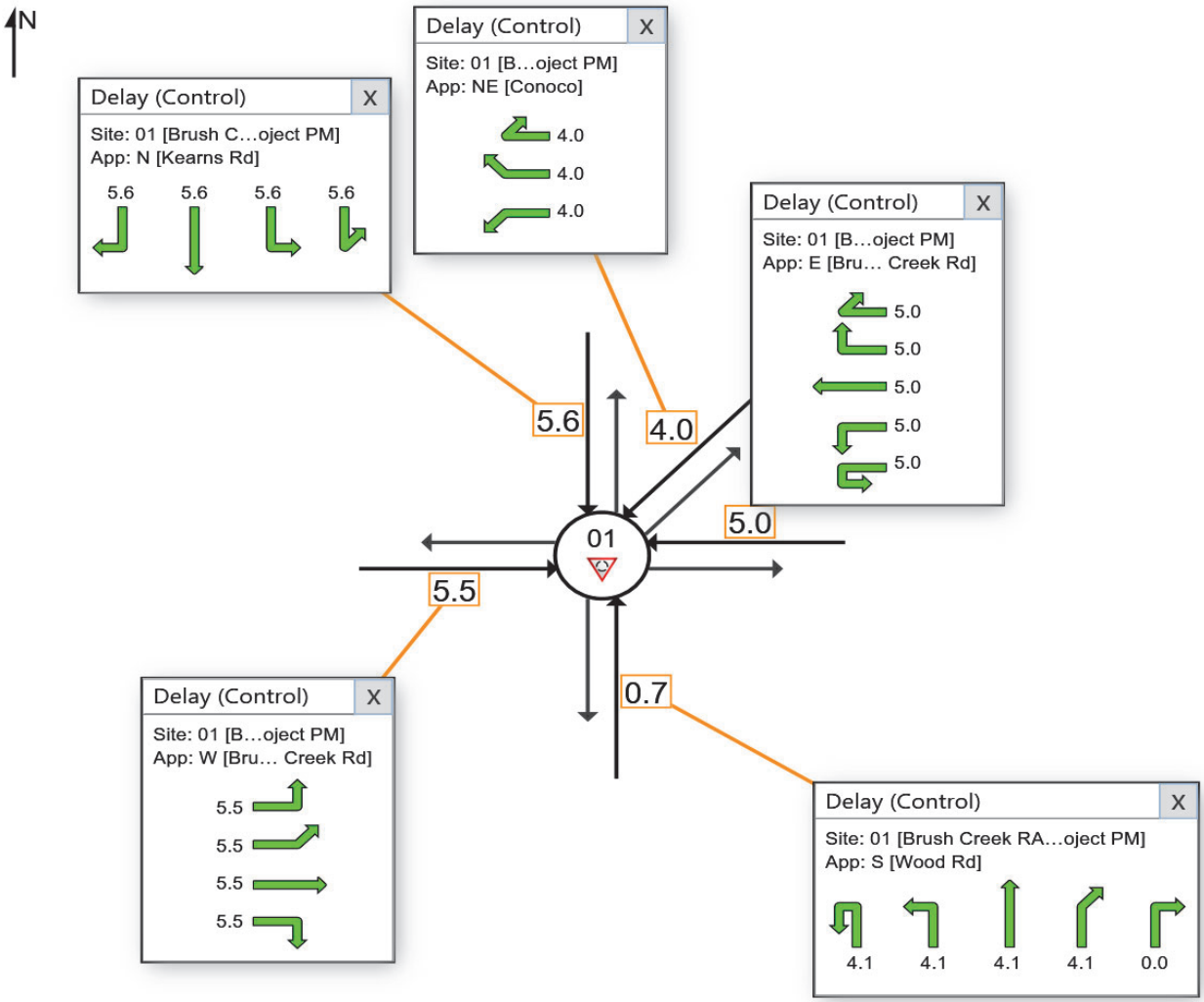

QUEUE DISTANCE (PERCENTILE)

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

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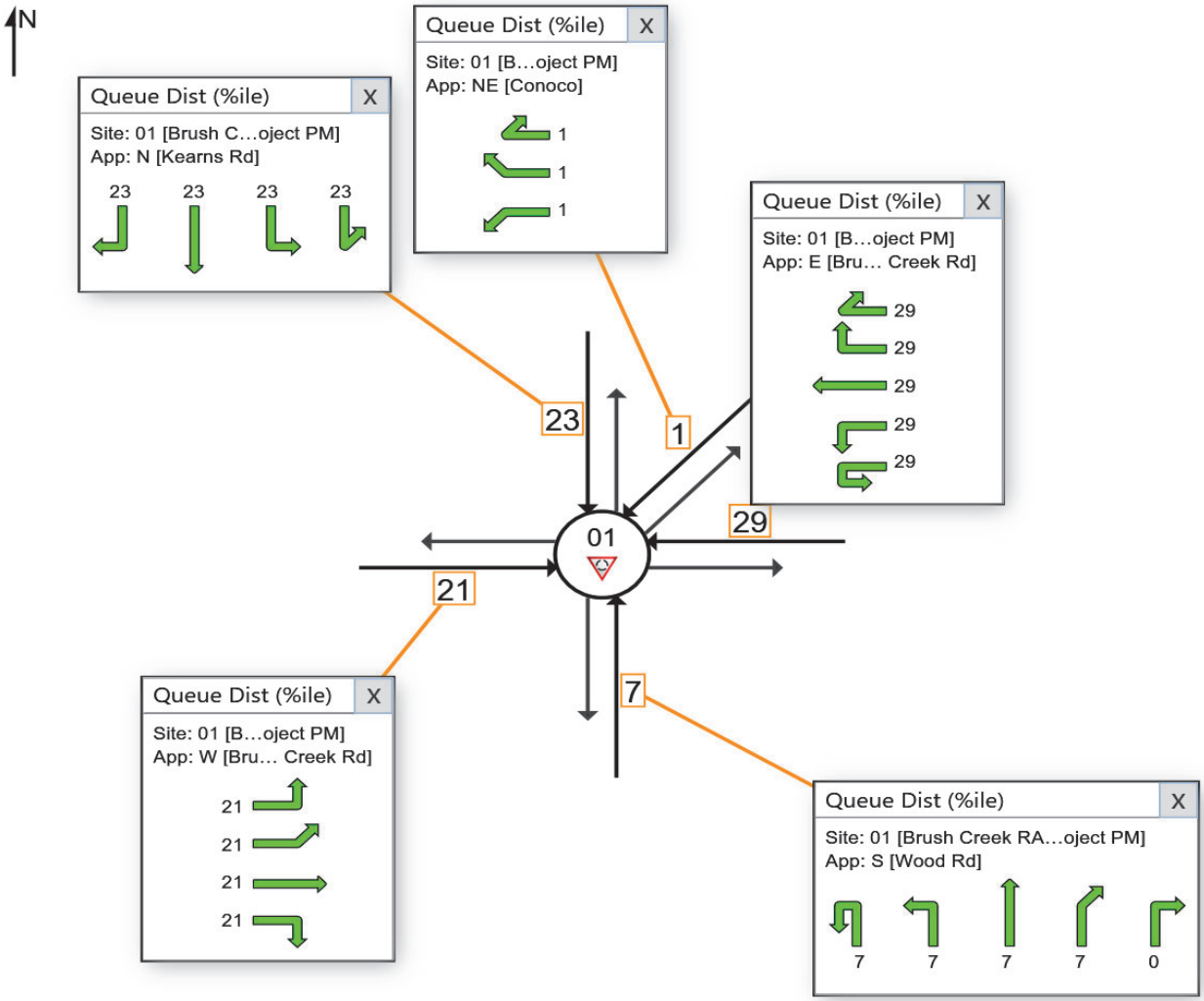


EXHIBIT 11

TRANSPORTATION IMPACT ANALYSIS ADDENDUM

MEMORANDUM

To: Jonathan Tapper
Planning & Development Manager
Aspen Skiing Company

From: Steve Tuttle, PE, PTOE

Date: January 2, 2025

Project: The Divide at Snowmass

Subject: Transportation Impact Analysis Addendum

The Fox Tuttle Transportation Group has completed this addendum to The Divide at Snowmass Transportation Impact Analysis (Fox Tuttle Transportation Group, August 14, 2024) to compare the proposed land use plan, as analyzed in that study, with the previously approved Phase II site plan consistent with the Planned Unit Development Plan (PUD). The purpose of this memo is to compare what the site trip generation and potential transportation system impacts would have been if the approved plan was built vs. what is currently proposed.

The previous/approved land use plan included 14,000 total square feet (SF) to include 3 residential (employee housing) dwelling units, 7,600 SF of storage/restaurant receiving space, and 4,800 SF of ski patrol/office/multipurpose space. The current land use proposal, as analyzed in the Transportation Impact Analysis (TIA) included 30 employee housing dwelling units.

Trip generation analysis for the proposed use was performed using Town of Snowmass Village trip rates for "multifamily dwelling" and using Institute of Transportation Engineers (ITE) trip rates and equations for the "Multifamily Low-Rise" (#220), Small Office Building (ITE #712), and Warehousing (ITE #150) land use categories as these most accurately represent the potential site uses. For the residential uses, the Town rates provide a daily trip generation of 5.0 trips per dwelling unit. In order to estimate AM and PM peak hour trips for residential, ITE morning and evening peak hour trip rates were applied. For the Warehousing use, fitted equations were utilized given the relatively small size of the Warehousing use vs. an average Warehousing use as studied to develop the ITE rates, consistent with ITE methodology. Using these rates and equations, the estimated vehicular trip generation comparison was calculated for the project for the current/proposed use and previously approved PUD use:

Table 1 - Trip Generation Comparison

Proposed (Current) Land Use Plan:

Land Use	Size	Unit	Weekday Trips		Weekday AM Peak Hour Trips				Weekday PM Peak Hour Trips			
			Rate	Total	Rate	Total	In	Out	Rate	Total	In	Out
Multi-family dwelling unit	30	D.U.	5	150	0.40	12	3	9	0.51	15	9	6

Previously Approved (PUD) Land Use Plan:

Land Use	Size	Unit	Weekday Trips		Weekday AM Peak Hour Trips				Weekday PM Peak Hour Trips			
			Rate	Total	Rate	Total	In	Out	Rate	Total	In	Out
Multi-family dwelling unit	3	D.U.	5	15	0.40	1	0	1	0.51	2	1	1
Small Office Building (ITE #712)	4.8	T.S.F.	14.39	69	1.67	8	7	1	2.16	10	4	6
Warehousing (ITE #150)	7.6	T.S.F.	Used Fitted Equation	50	Used Fitted Equation	25	19	6	Used Fitted Equation	27	8	19
		Total Trips:		*134*		*34*	*26*	*8*		*39*	*13*	*26*
Net Added Trips w/Proposed Land Use:				***+16***		***-22***	***-23***	***+1***		***-24***	***-3***	***-21***

As shown on **Table 1** above, the proposed (current) land use plan represents a potential increase of 16 daily trips, reduction of 22 AM peak hour trips, and reduction of 24 PM peak hour trips vs. what was previously approved.

The peak hour Level of Service (LOS) and Highway Capacity Manual (HCM) capacity analysis performed for the TIA was reanalyzed using the previously approved (PUD) trip estimates to determine if there are any notable changes in projected intersection operations vs. the proposed (current) land use plan. The Synchro and SIDRA worksheets for this additional analysis are attached.

It was determined that with the additional peak hour trips of the previously approved land use, intersections would operate at the same overall (and acceptable) LOS grades for each intersection and approach, with negligible differences in peak hour delay values despite the higher peak hour volumes. This is due to sufficient capacity in the roadway and intersection network with either land use scenario. **Thus, it was determined that there are no significant differences between the two land use plans from a peak hour intersection operations standpoint and both would operate well within Town standards.**

I hope the contents of this memorandum are helpful. Please contact me if you have any questions or would like to discuss our analysis and findings in more detail.

/SGT

Attachments:
Synchro/SimTraffic LOS Worksheets
SIDRA Worksheets

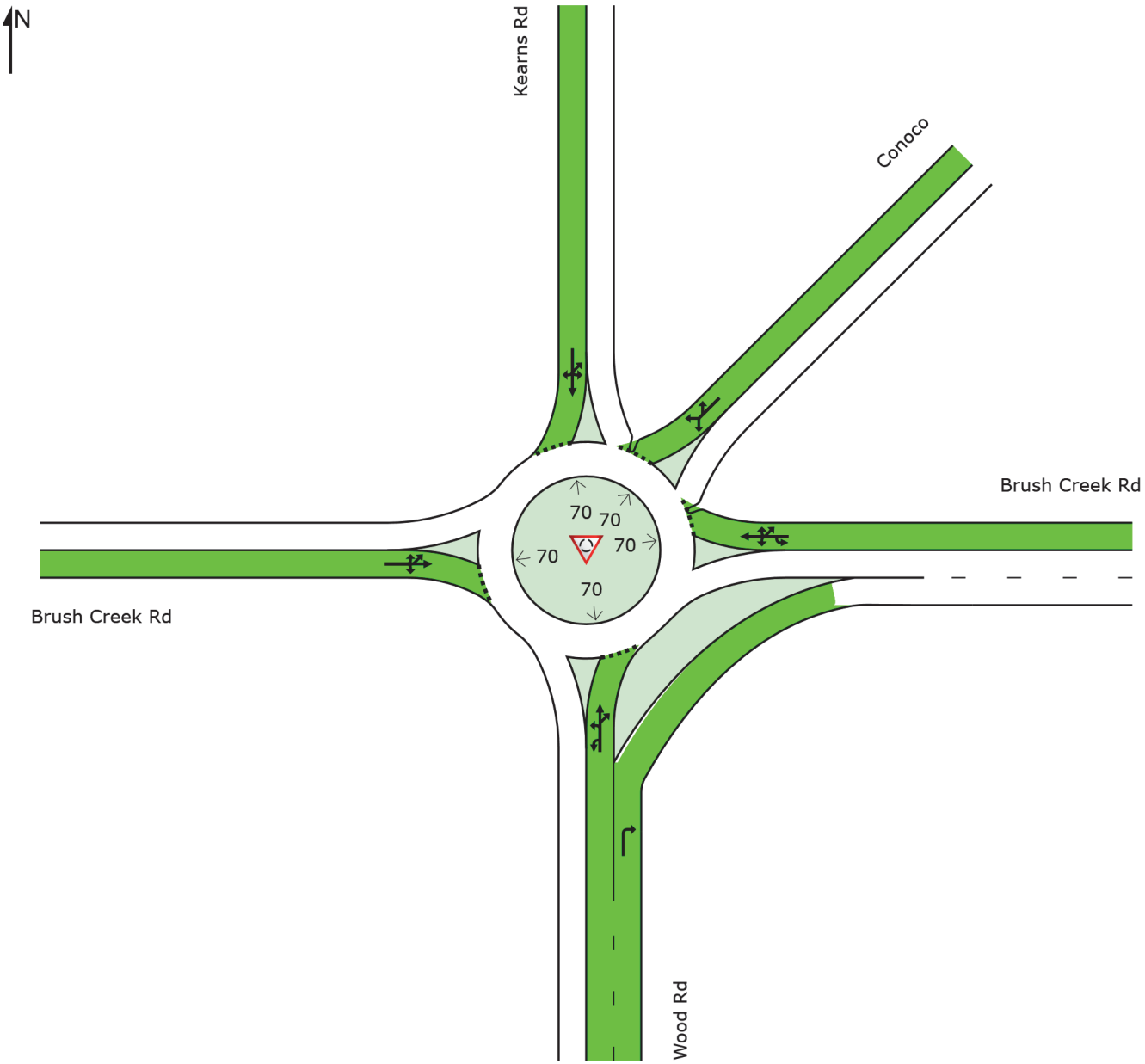
LEVEL OF SERVICE

Lane Level of Service

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

Site Category: (None)
Roundabout

	Approaches					Intersection
	South	East	Northeast	North	West	
LOS	A	A	A	A	A	A



DELAY (CONTROL)

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

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

Site Category: (None)
Roundabout

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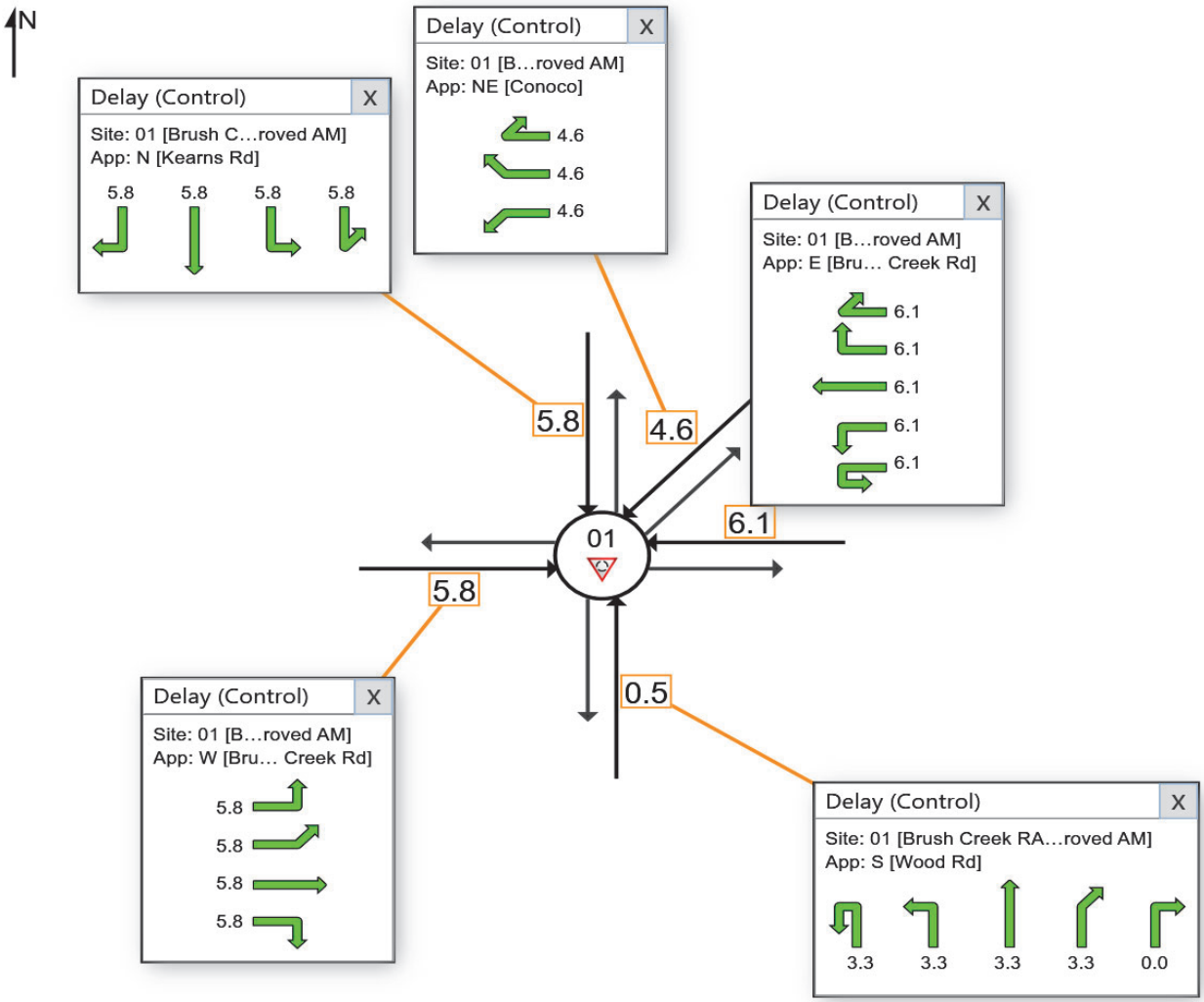


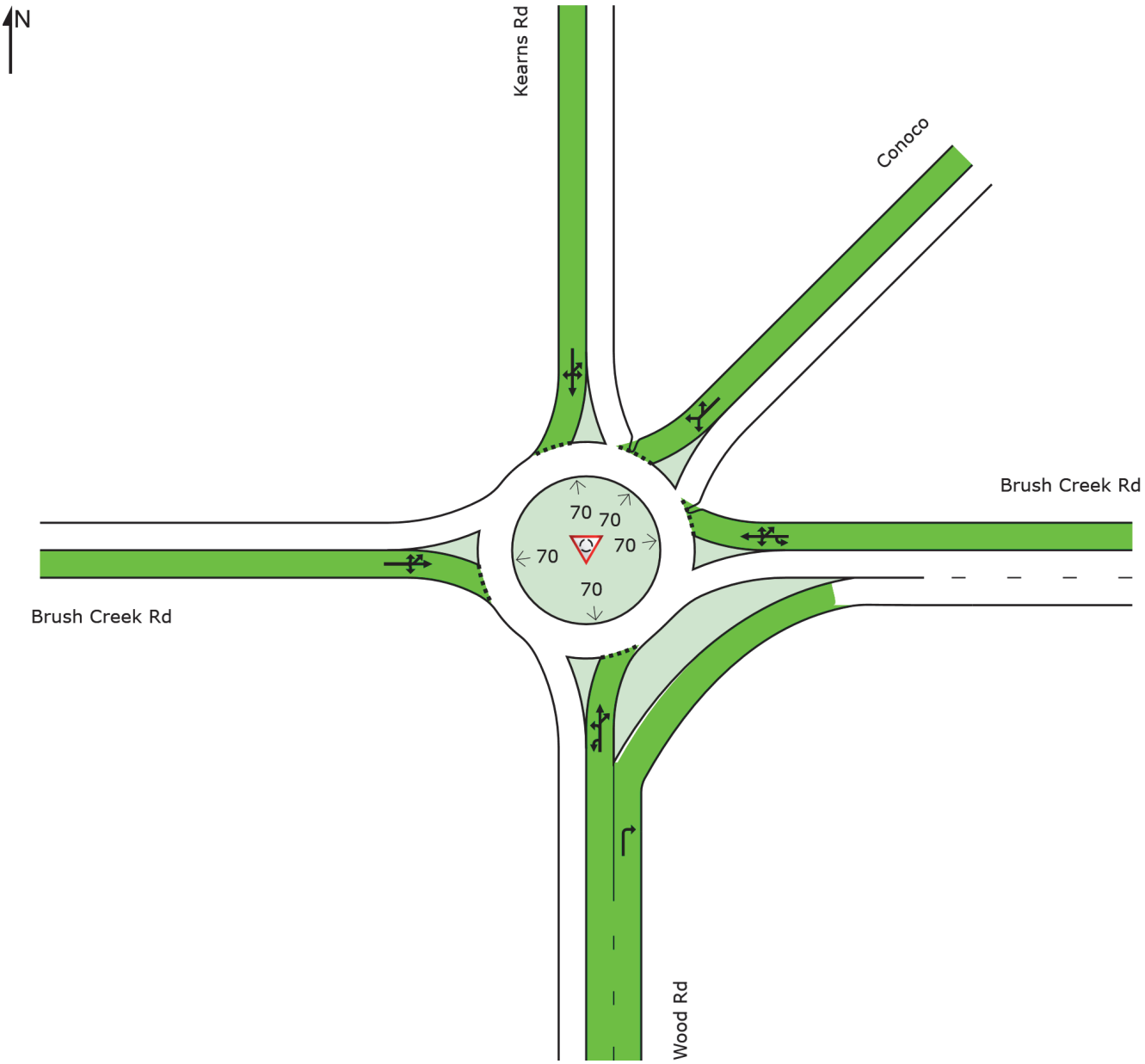
LEVEL OF SERVICE

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

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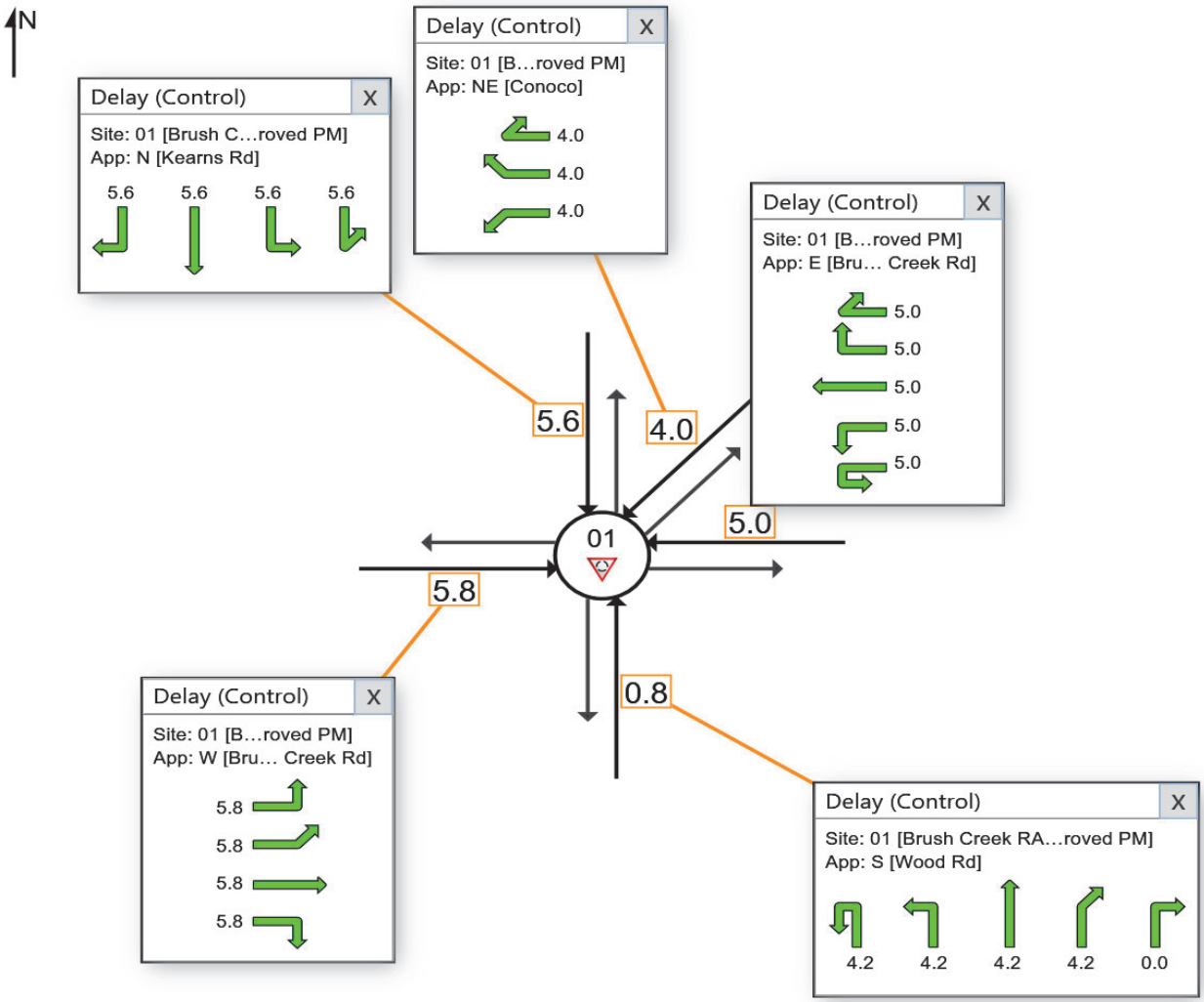

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	6	4	50	72	64
Future Vol, veh/h	32	6	4	50	72	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	68	96	96	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	9	4	52	80	71

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	176	116	151	0	-	0
Stage 1	116	-	-	-	-	-
Stage 2	60	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	814	937	1430	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	811	937	1430	-	-	-
Mov Cap-2 Maneuver	811	-	-	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	962	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.66	0.56	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	133	-	829	-	-
HCM Lane V/C Ratio	0.003	-	0.067	-	-
HCM Control Delay (s/veh)	7.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	87	7	7	72	80	50
Future Vol, veh/h	87	7	7	72	80	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	64	64	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	118	9	11	113	85	53

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	246	112	138	0	-	0
Stage 1	112	-	-	-	-	-
Stage 2	134	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	742	941	1445	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	736	941	1445	-	-	-
Mov Cap-2 Maneuver	736	-	-	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	892	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.79	0.67	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	159	-	748	-	-
HCM Lane V/C Ratio	0.008	-	0.17	-	-
HCM Control Delay (s/veh)	7.5	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

3: Divide Dr/Driveway & Divide Way/Divide Rd Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	4.2	2.7	0.0	0.0	7.5	2.3

3: Divide Dr/Driveway & Divide Way/Divide Rd Performance by movement

Movement	EBT	EBR	WBL	WBT	NBR	All
Denied Del/Veh (s)	0.1	0.6	0.1	0.1	0.1	0.1
Total Del/Veh (s)	4.8	4.0	0.0	0.2	1.6	2.1

EXHIBIT 12

GEOLOGIC REPORT

Kumar & Associates, Inc.®
Geotechnical and Materials Engineers
and Environmental Scientists

An Employee Owned Company

5020 County Road 154
Glenwood Springs, CO 81601
phone: (970) 945-7988
fax: (970) 945-8454
email: kaglenwood@kumarusa.com
www.kumarusa.com

Office Locations: Denver (HQ), Parker, Colorado Springs, Fort Collins, Glenwood Springs, and Summit County, Colorado

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

PROJECT NO. 24-7-388

SEPTEMBER 27, 2024

PREPARED FOR:

ASPEN SKIING COMPANY
ATTN: PHILIP JEFFREYS/JONATHAN TAPPER
P.O. BOX 1248
ASPEN, COLORADO 81612
pjeffreys@aspensnowmass.com
jtapper@aspensnowmass.com

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SUBSURFACE CONDITIONS ..... - 2 -

GEOTECHNICAL DEVELOPMENT CONSIDERATIONS ..... - 3 -

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- FLOOR SLABS ..... - 6 -
- UNDERDRAIN SYSTEM ..... - 6 -
- SITE GRADING ..... - 7 -
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FIGURES 1A and 1B - LOCATION OF EXPLORATORY BORINGS

FIGURE 2 - LOGS OF EXPLORATORY BORINGS

FIGURE 3 - LEGEND AND NOTES

FIGURE 4 – SWELL-CONSOLIDATION TEST RESULTS

FIGURES 5 through 7 - GRADATION TEST RESULTS

TABLE 1 – SUMMARY OF LABORATORY TEST RESULTS

PURPOSE AND SCOPE OF STUDY

This report presents the results of a preliminary geotechnical study for the proposed workforce housing to be located at 1001 Divide Road, Snowmass Village, Colorado. The project site is shown on Figure 1A. The purpose of the study was to assess feasibility of the proposed development and to develop recommendations for the foundation and grading designs. The study was conducted in general accordance with our proposal for geotechnical engineering services to Aspen Skiing Company dated June 6, 2024.

A field exploration program consisting of exploratory borings was conducted to obtain information on the subsurface conditions. Samples of the subsoils obtained during the field exploration were tested in the laboratory to determine their classification and other engineering characteristics. The results of the field exploration and laboratory testing were analyzed to develop recommendations for foundation types, depths and allowable pressures for the proposed building foundation. This report summarizes the data obtained during this study and presents our conclusions, preliminary design recommendations and other geotechnical engineering considerations based on the proposed construction and the subsurface conditions encountered.

PROPOSED CONSTRUCTION

Development plans for the property were conceptual at the time of our study. In general, the proposed building will consist of a multi-level structure with partial below grade areas assumed to be located in the less steep, lower middle part of the property. Another building alternative extending into the steep hillside of the southern part of the property is shown on Figure 1B. Ground floors could be structural over crawlspace or slab-on-grade. Grading for the structure is assumed to be relatively minor to extensive with cut depths up to around 15 feet depending on the selected building alternative. We assume relatively light to moderate foundation loadings for the proposed multi-level type of construction.

When building loadings, location and grading plans have been better defined, we should be notified to re-evaluate the recommendations contained in this report and conduct additional evaluations as needed.

SITE CONDITIONS

The project site is located across from the existing Aspen Skiing Company vehicle maintenance facilty and fronts along the south side of Divide Road as shown on Figure 1A. The terrain is generally natural, mainly north facing hillside of variable grade, gently sloping in the north part to very steeply sloping in the southeast part with around 40 feet of total elevation difference. The central part along Divide Road appears to have been flattened by shallow cut into the hillside for equipment/vehicle parking and storage. The ditch trail is a pedestrian path underlain by a raw waterline for the Town of Snowmass Village. The hillside geologic deposits appear to

be mainly colluvial with glacial moraine forming the topographic ridge in the northwest part of the property. Mancos Shale underlies the surficial deposits and outcrops just to the southwest of the property near the ditch trail. The bowl shape topographic feature within the central-west part of the property is roughly the boundary between the hillside colluvial and morainal deposits. The southern part of the property is heavily impacted by surface and subsurface seepage which was observed to be flowing across the property at the time of our study. Vegetation in the seepage area consists of relatively large and dense aspens with ground cover of grass, weeds and skunk cabbage. The western part is more open with grass and weeds ground cover and scattered trees.

FIELD EXPLORATION

The field exploration for the current project was initially conducted on July 31 and August 6 & 7, 2024 and consisted of Borings 1 through 6 then one additional exploratory boring (Boring 4A) was drilled on September 10, 2024 at the locations shown on Figure 1 to evaluate the subsurface conditions. The borings were advanced with 4-inch diameter continuous flight augers powered by a track-mounted CME-45 drill rig. The borings were logged by a representative of Kumar & Associates. Exploratory borings in the steep hillside with slope greater than 30% is not possible without access trail cutting.

Samples of the subsoils were taken with 1⅜ inch and 2 inch I.D. spoon samplers. The samplers were driven into the subsurface materials at various depths with blows from a 140 pound hammer falling 30 inches. This test is similar to the standard penetration test described by ASTM Method D-1586. The penetration resistance values are an indication of the relative density or consistency of the subsoils and hardness of the bedrock. Depths at which the samples were taken and the penetration resistance values are shown on the Logs of Exploratory Borings, Figure 2. The samples were returned to our laboratory for review by the project engineer and testing.

SUBSURFACE CONDITIONS

Graphic logs of the subsurface conditions encountered at the site are shown on Figure 2. The subsoils encountered, below about 2 to 3 feet of topsoil and 3 to 8 feet of medium dense/stiff clayey sand and sandy clay with gravel, typically consist of medium dense to dense, silty clayey sand and gravel with cobbles and possible boulders. Borings 1 and 2 along Divide Road mainly encountered the sand and clay soils to the boring depths of 10 feet. Boring 6 drilled in the morainal deposit encountered dense, silty sandy gravel, cobbles and boulders. Claystone/siltstone bedrock was encountered at depths of about 12 to 22 feet in Borings 3 through 5 and Boring 4A. Drilling in the coarse granular soils at Boring 6 with auger equipment was difficult due to the cobbles and boulders and drilling refusal was encountered in the deposit.

Laboratory testing performed on samples obtained from the borings included natural moisture content and density, gradation analyses and liquid and plastic limits. Swell-consolidation tests performed on claystone/siltstone samples, shown on Figure 4, indicate relatively low compressibility under loading and minor expansion potential wetted under light load. The results of gradation analyses performed on small diameter drive samples (minus 1½-inch fraction) of the natural coarse granular subsoils are shown on Figures 5 through 7. The laboratory test results are summarized in Table 1.

Free water was encountered in the 4 borings located in the central to southern part of the property at the time of drilling and when checked at later dates with the highest level generally between about 7 to 14 feet below existing ground surface. The water levels are expected to fluctuate with the highest level in the spring and lowest in the winter. The upper soils were generally moist to wet with depth and the bedrock was slightly moist. No free water was encountered in Borings 1, 2 and 6 located within the northern part of the property.

GEOTECHNICAL DEVELOPMENT CONSIDERATIONS

Building location, structural plans and grading plans had not been developed at the time of our study. Based on the relatively shallow water levels encountered within the central to southern part of the property and the steep hillside, it is likely that groundwater will be encountered in excavations and could severely impact proposed construction. Where the below grade areas are proposed to be constructed near to below high groundwater level, a comprehensive underdrain system will be needed to intercept and lower groundwater level to below the structure. We can assist with evaluating possible types of groundwater mitigation methods when building location and design grades of lower levels have been determined. We expect that pre-excavation dewatering such as with a trench drain that extends down into bedrock will be needed for building development in the central to southern part of the property including site retaining walls uphill of the building footprint such as shown on Figure 1B. The additional evaluations could include slope stabiliby analysis of proposed cut grading into the steep hillside.

The natural soils encountered within proposed building areas at the site mainly consist of relatively dense, clayey sand and gravel with cobbles suitable for support of lightly to moderately loaded spread footings with low settlement potential. Lightly loaded, non-settlement sensitive facilities such as landscape walls, pavements and walkways can probably be supported by the upper fine-grained soils encountered in some areas of the site. Depending on development plans in the southern part of the property, building and site retaining walls could extend down into the underlying bedrock probably also suitable for support of lightly to moderately loaded spread footings with low settlement potential. At the assumed lowest cut elevation shown on Figure 2, the building excavation will probably transition variable soil and bedrock conditions with a risk of differential foundation movement which should be further evaluated for possible mitigation methods when building location and grading plans have been developed.

Presented below are recommendations for preliminary foundation, grading and drainage designs of the proposed development. When building location and other proposed site improvements plans have been developed, we should review them for compliance with the geotechnical conditions encountered at the site and perform additional evaluation as needed.

DESIGN RECOMMENDATIONS

FOUNDATIONS

Considering the subsurface conditions encountered in the exploratory borings and the nature of the proposed construction, we recommend the building and other settlement sensitive structures be founded with spread footings bearing on the natural, relatively dense granular soils or bedrock.

The design and construction criteria presented below should be observed for a spread footing foundation system.

1) Footings placed on the undisturbed natural granular soils, bedrock or compacted structural fill should be designed for an allowable bearing pressure of 3,000 psf. Footing that support non-settlement sensitive facilities placed on the upper fine-grained soils should be designed for allowable bearing pressure of 1,500 psf. Based on experience, we expect settlement of footings designed and constructed as discussed in this section will be up to around 1 inch but should be further evaluated when building plans have been developed.
2) The footings should have a minimum width of 18 inches for continuous walls and 2 feet for isolated pads.
3) Exterior footings and footings beneath unheated areas should be provided with adequate soil cover above their bearing elevation for frost protection. Placement of foundations at least 42 inches below exterior grade is typically used in this area.
4) Continuous foundation walls should be reinforced top and bottom to span local anomalies such as by assuming an unsupported length of at least 12 feet. Foundation walls acting as retaining structures should also be designed to resist lateral earth pressures as discussed in the "Foundation and Retaining Walls" section of this report.
5) The topsoil, existing fill and loose disturbed soils should be removed and the footing bearing level extended down to the natural soils or bedrock. The exposed soils in footing areas should then be moisture adjusted to near optimum and compacted. Water seepage should be collected from outside of footing areas as needed to keep bearing soils dry before concrete placement. Structural fill, if needed, should consist of relatively well graded granular soils compacted to at

least 98% of standard Proctor density at near optimum moisture content and extend beyond the footing edges a distance at least equal to one-half the depth of fill below the footing. The depth of structural fill below footings should not exceed about 5 feet.

6) A representative of the geotechnical engineer should observe all footing excavations prior to concrete placement to evaluate bearing conditions.

FOUNDATION AND RETAINING WALLS

Foundation walls and retaining structures up to about 12 feet high which are laterally supported and can be expected to undergo only a slight amount of deflection should be designed for a lateral earth pressure computed on the basis of an equivalent fluid unit weight of at least 50 pcf for backfill consisting of the on-site or imported granular soils. Walls that are taller than 12 feet should be designed for a lateral earth pressure of 25H in psf where H is the retained wall height in feet. Cantilevered retaining structures which are separate from the structures and can be expected to deflect sufficiently to mobilize the full active earth pressure condition should be designed for a lateral earth pressure computed on the basis of an equivalent fluid unit weight of at least 40 pcf for backfill consisting of the on-site or imported granular soils. Backfill should not contain organics, debris or rock larger than about 6 inches.

All foundation and retaining structures should be designed for appropriate hydrostatic and surcharge pressures such as adjacent footings, traffic, construction materials and equipment. The pressures recommended above assume drained conditions behind the walls and a horizontal backfill surface. The buildup of water behind a wall or an upward sloping backfill surface will increase the lateral pressure imposed on a foundation wall or retaining structure. An underdrain should be provided to prevent hydrostatic pressure buildup behind walls.

Backfill should be placed in uniform lifts and compacted to at least 90% of the maximum standard Proctor density at a moisture content near optimum. Backfill placed in pavement and walkway areas should be compacted to at least 95% of the maximum standard Proctor density. Care should be taken not to overcompact the backfill or use large equipment near the wall, since this could cause excessive lateral pressure on the wall. Some settlement of deep foundation wall backfill should be expected, even if the material is placed correctly, and could result in distress to facilities constructed on the backfill. Backfilling walls with an imported, relatively well graded granular soil such as road base and compaction to at least 98% of standard Proctor density can be used to reduce the settlement risk.

The lateral resistance of foundation or retaining wall footings will be a combination of the sliding resistance of the footing on the foundation materials and passive earth pressure against the side of the footing. Resistance to sliding at the bottoms of the footings can be calculated based on a coefficient of friction of 0.45. Passive pressure of compacted backfill against the

sides of the footings can be calculated using an equivalent fluid unit weight of 400 pcf. The coefficient of friction and passive pressure values recommended above assume ultimate soil strength. Suitable factors of safety should be included in the design to limit the strain which will occur at the ultimate strength, particularly in the case of passive resistance. Fill placed against the sides of the footings to resist lateral loads should be a granular material compacted to at least 95% of the maximum standard Proctor density at a moisture content near optimum.

FLOOR SLABS

The natural on-site soils, exclusive of topsoil, are suitable to support lightly loaded slab-on-grade construction. To reduce the effects of some differential movement, non-structural floor slabs should be separated from all bearing walls and columns with expansion joints which allow unrestrained vertical movement. Floor slab control joints should be used to reduce damage due to shrinkage cracking. The requirements for joint spacing and slab reinforcement should be established by the designer based on experience and the intended slab use. A minimum 4-inch layer of free-draining gravel should be placed beneath basement level slabs to facilitate drainage and should be connected to the perimeter foundation drain such as with interior subdrains. This material should consist of minus 2-inch aggregate with at least 50% retained on the No. 4 sieve and less than 2% passing the No. 200 sieve.

All fill materials for support of floor slabs should be compacted to at least 95% of maximum standard Proctor density at a moisture content near optimum. Required fill can consist of the onsite or imported granular soils devoid of vegetation, topsoil and oversized rock.

We recommend vapor retarders conform to at least the minimum requirements of ASTM E1745 Class C material. Certain floor types are more sensitive to water vapor transmission than others. For floor slabs bearing on angular gravel or where flooring system sensitive to water vapor transmission are utilized, we recommend a vapor barrier be utilized conforming to the minimum requirements of ASTM E1745 Class A material. The vapor retarder should be installed in accordance with the manufacturers' recommendations and ASTM E1643.

UNDERDRAIN SYSTEM

Groundwater was encountered at relatively shallow depth during our exploration and it has been our experience in the area that the water level can rise and local perched groundwater can develop during times of heavy precipitation or seasonal runoff. Frozen ground during spring runoff can create a perched condition. We recommend below-grade construction, such as retaining walls, crawlspace and basement areas, be protected from wetting and hydrostatic pressure buildup by an underdrain system.

The drains should consist of rigid slotted PVC drainpipe placed in the bottom of the wall backfill surrounded above the invert level with free-draining granular material. Wall drainage mat and interior subdrains should also be provided to collect and dispose of the groundwater seepage.

The drain lines should be placed at each level of excavation and at least 1 foot below lowest adjacent finish grade and sloped at a minimum ½% to a suitable gravity outlet. Special protection of the steep escarpment will be needed to prevent erosion if underdrain flow discharged near or onto the slope. Free-draining granular material used in the underdrain system should contain less than 2% passing the No. 200 sieve, less than 50% passing the No. 4 sieve and have a maximum size of 2 inches. The drain gravel backfill should be at least 1½ feet deep and extend up to at least the line of seepage in the cut face.

SITE GRADING

There is a risk of construction-induced slope instability at the site due to the steep hillside and shallow groundwater possibly requiring pre-excavation dewatering. Construction-induced instability of dry slopes appears low provided cut and fill depths are limited and the cut slopes are laid back to a stable grade. We assume cut and fill depths will not exceed about 15 feet without providing excavation slope stabilization such as pre-excavation dewatering and bracing. Embankment fills should be compacted to at least 95% of the maximum standard Proctor density near optimum moisture content. Prior to fill placement, the subgrade should be carefully prepared by removing existing vegetation and topsoil and compacting to at least 95% of the maximum standard Proctor density.

Permanent unretained dry cut and fill slopes should be graded at 2 horizontal to 1 vertical or flatter and protected against erosion by revegetation or other means. The risk of slope instability will be increased if seepage is encountered in cuts and flatter slopes may be necessary. If seepage is encountered in permanent cuts, an investigation should be conducted to determine if the seepage will adversely affect the cut stability. This office should review site grading plans for the project prior to construction.

SURFACE DRAINAGE

The following grading and drainage precautions should be observed during construction and maintained at all times after the development has been completed:

1) Inundation of the foundation excavations and underslab areas should be avoided during construction.
2) Exterior backfill should be adjusted to near optimum moisture and compacted to at least 95% of the maximum standard Proctor density in pavement and slab areas and to at least 90% of the maximum standard Proctor density in landscape areas.
3) The ground surface surrounding the exterior of the building should be sloped to drain away from the foundation in all directions. We recommend a minimum slope of 6 inches in the first 10 feet in unpaved areas and a minimum slope of 2 inches in the first 10 feet in paved areas. Free-draining wall backfill should be covered with filter fabric and capped with at least 2 feet of the on-site finer graded soils to reduce surface water infiltration.

4) Roof downspouts and drains should discharge well beyond the limits of all backfill.

PAVEMENT SECTIONS

We assume that asphalt pavement is proposed for the parking and driveway areas. Traffic loadings were not available at the time of our study. The upper natural soils encountered at the site are generally low plasticity sand and clay which are considered a relatively poor support for pavement sections. Based on the assumed development conditions, a subgrade Hveem stabilometer 'R' value of 10, an 18 kip EDLA of 10, a Regional Factor of 2.0 and a serviceability index of 2.0, we recommend the minimum pavement section thickness consist of 4 inches of asphalt on 6 inches of aggregate base course on 12 inches of granular subbase for areas subjected to combined automobile and occasional truck traffic. In areas of automobile traffic only, we recommend the minimum pavement section thickness consist of 3 inches of asphalt on 8 inches of base course.

As an alternative to asphalt pavement and in areas where truck turning movements are concentrated, the pavement section can consist of a minimum 6 inches of portland cement concrete on 4 inches of aggregate base course.

The section thicknesses assume structural coefficients of 0.14 for aggregate base course, 0.44 for asphalt surface and design strength of 4,500 psi for portland cement concrete. The material properties and compaction should be in accordance with the project specifications. The asphalt should be a batched hot mix, approved by the engineer and placed and compacted to the project specifications. The aggregate base course and subbase should meet CDOT Class 6 and Class 2 specifications, respectively. All base course, subbase and required subgrade fill should be compacted to at least 95% of the maximum standard Proctor density at a moisture content within 2% of optimum.

Required fill to establish design subgrade level can consist of the onsite predominantly granular soils or imported granular soils evaluated for suitability by the geotechnical engineer. Prior to fill placement the subgrade should be stripped of vegetation, topsoil and existing fill, scarified to a depth of 8 inches, adjusted to near optimum moisture and compacted to at least 95% of standard Proctor density. In soft or wet areas, the subgrade may require drying or stabilization prior to fill placement. A geogrid and/or sub-excavation and replacement with aggregate base soils may be needed for the stabilization. The subgrade should be proofrolled. Areas that deflect excessively should be corrected before placing pavement materials. The subgrade improvements and placement and compaction of base and asphalt materials should be monitored on a regular basis by a representative of the geotechnical engineer. Once traffic loadings are better known, we should review our pavement section recommendations.

LIMITATIONS

This study has been conducted in accordance with generally accepted geotechnical engineering principles and practices in this area at this time. We make no warranty either express or implied. The conclusions and recommendations submitted in this report are based upon the data obtained from the exploratory borings drilled at the locations indicated on Figure 1, the proposed type of construction and our experience in the area. Our services do not include determining the presence, prevention or possibility of mold or other biological contaminants (MOBC) developing in the future. If the client is concerned about MOBC, then a professional in this special field of practice should be consulted. Our findings include interpolation and extrapolation of the subsurface conditions identified at the exploratory borings and variations in the subsurface conditions may not become evident until excavation is performed. If conditions encountered during construction appear different from those described in this report, we should be notified so that re-evaluation of the recommendations may be made.

This report has been prepared for the exclusive use by our client for planning and preliminary design purposes. We are not responsible for technical interpretations by others of our information. As the project evolves, we should provide continued consultation and field services during construction to review and monitor the implementation of our recommendations, and to verify that the recommendations have been appropriately interpreted. Significant design changes may require additional analysis or modifications to the recommendations presented herein. We recommend on-site observation of excavations and foundation bearing strata and testing of structural fill by a representative of the geotechnical engineer.

Respectfully Submitted,

Kumar & Associates, Inc.

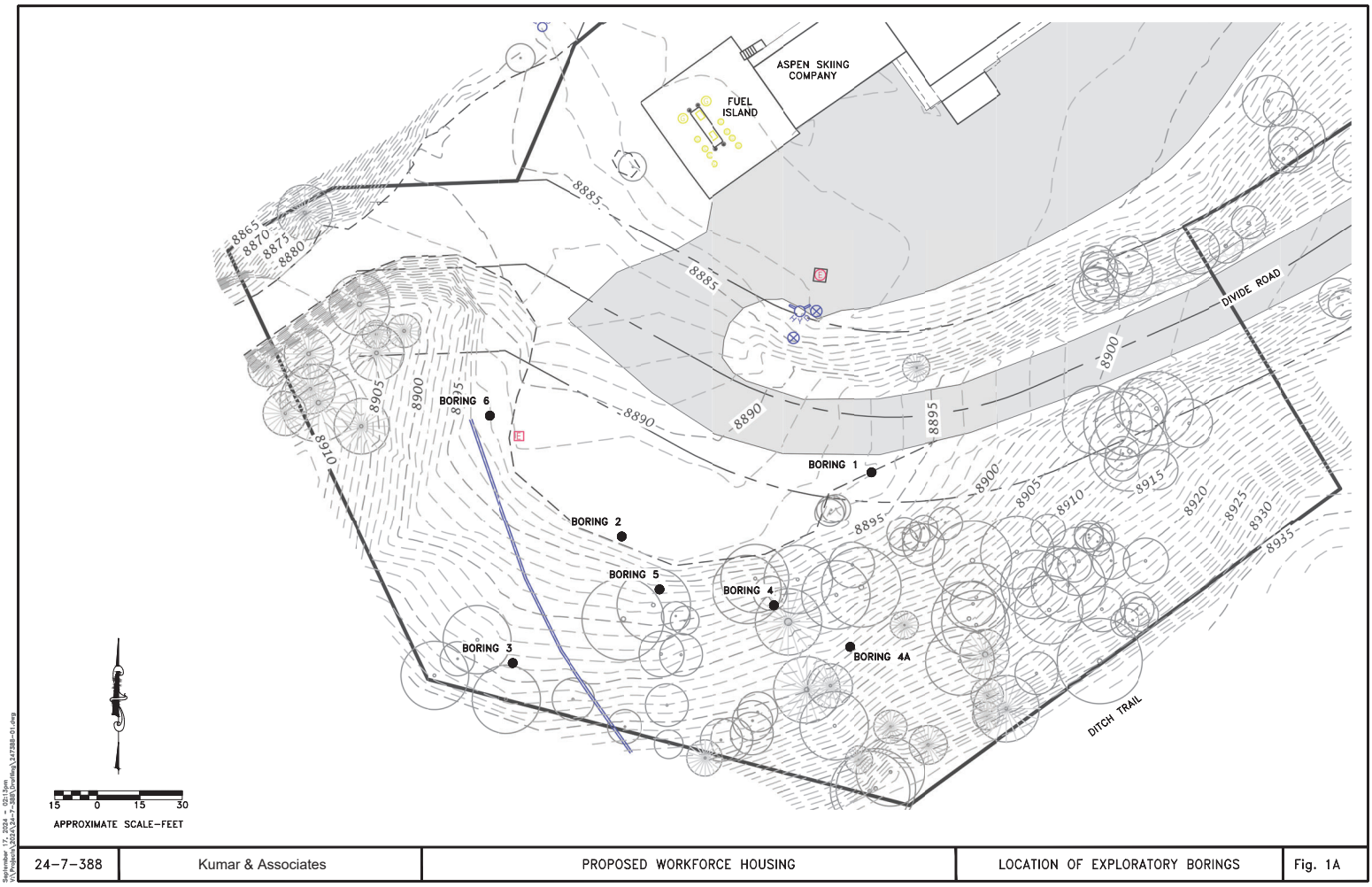
Steven L. Pawlak, P.E.

Reviewed by:

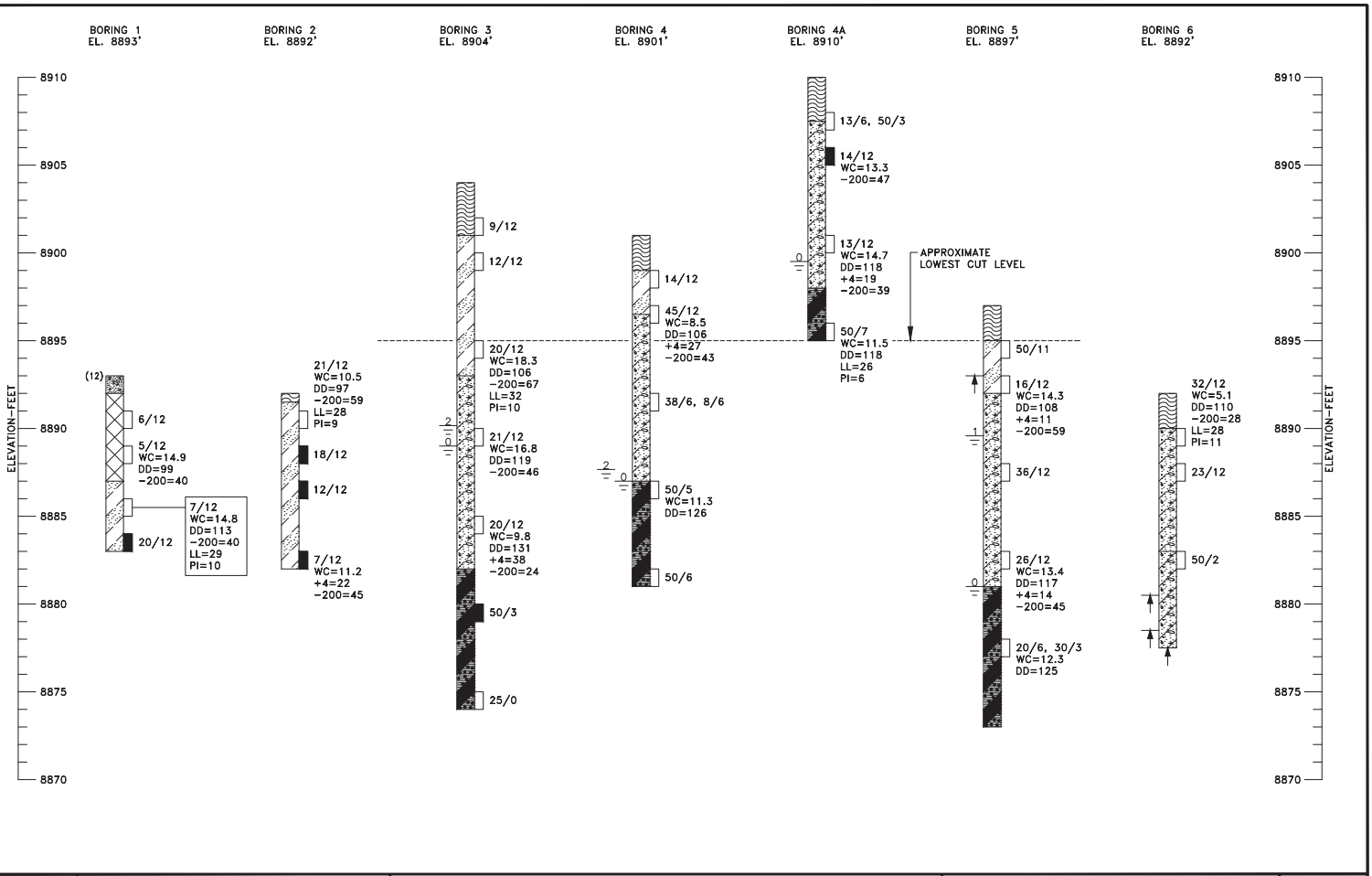
COLORADO REGISTERED DANIEL E. HARDIN 24443 9/27/24 PROFESSIONAL ENGINEER

Daniel E. Hardin, P.E.

SLP/kac



24–7–388	Kumar & Associates	PROPOSED WORKFORCE HOUSING	LOCATION OF EXPLORATORY BORINGS	Fig. 1A



24–7–388	Kumar & Associates	PROPOSED WORKFORCE HOUSING	LOGS OF EXPLORATORY BORINGS	Fig. 2

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LEGEND

(12) BASE COURSE, THICKNESS IN INCHES SHOWN IN PARENTHESES TO LEFT OF THE LOG.

TOPSOIL; ORGANIC SANDY SILTY CLAY, SCATTERED GRAVEL, FIRM, MOIST, DARK BROWN.

FILL; SILTY SAND AND CLAY WITH GRAVEL AND ORGANICS, MEDIUM STIFF/LOOSE, MOIST, DARK BROWN.

SAND AND CLAY (SC–CL); SILTY, SCATTERED GRAVEL TO GRAVELLY, SCATTERED COBBLES, MEDIUM DENSE/STIFF, MOIST, MIXED BROWN.

SAND AND GRAVEL (SC–GC); SILTY, CLAYEY, COBBLES, POSSIBLE BOULDERS, MEDIUM DENSE, MOIST TO WET WITH DEPTH, MIXED GRAY–BROWN.

GRAVEL, COBBLES & BOULDERS (GM); SILTY, SANDY, DENSE TO VERY DENSE, SLIGHTLY MOIST, RED–BROWN.

CLAYSTONE/SILTSTONE BEDROCK; HARD TO VERY HARD, MOIST TO SLIGHTLY MOIST, DARK GRAY. MANCOS SHALE.

DRIVE SAMPLE, 2–INCH I.D. CALIFORNIA LINER SAMPLE.

DRIVE SAMPLE, 1 3/8–INCH I.D. SPLIT SPOON STANDARD PENETRATION TEST.

6/12 DRIVE SAMPLE BLOW COUNT. INDICATES THAT 6 BLOWS OF A 140–POUND HAMMER FALLING 30 INCHES WERE REQUIRED TO DRIVE THE SAMPLER 12 INCHES.

0.2 ▽ DEPTH TO WATER LEVEL AND NUMBER OF DAYS AFTER DRILLING MEASUREMENT WAS MADE.

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

NOTES

1. EXPLORATORY BORINGS 1 THROUGH 6 WERE DRILLED ON JULY 31, AUGUST 6 AND 7, 2024 AND BORING 4A WAS DRILLED ON SEPTEMBER 10, 2024 WITH A 4–INCH–DIAMETER CONTINUOUS–FLIGHT POWER AUGER.
2. THE LOCATIONS OF THE EXPLORATORY BORINGS WERE MEASURED APPROXIMATELY BY PACING FROM FEATURES SHOWN ON THE SITE PLAN PROVIDED.
3. THE ELEVATIONS OF THE EXPLORATORY BORINGS WERE OBTAINED BY INTERPOLATION BETWEEN CONTOURS ON THE SITE PLAN PROVIDED.
4. THE EXPLORATORY BORING LOCATIONS AND ELEVATIONS SHOULD BE CONSIDERED ACCURATE ONLY TO THE DEGREE IMPLIED BY THE METHOD USED.
5. THE LINES BETWEEN MATERIALS SHOWN ON THE EXPLORATORY BORING LOGS REPRESENT THE APPROXIMATE BOUNDARIES BETWEEN MATERIAL TYPES AND THE TRANSITIONS MAY BE GRADUAL.
6. GROUNDWATER LEVELS SHOWN ON THE LOGS WERE MEASURED AT THE TIME AND UNDER CONDITIONS INDICATED. FLUCTUATIONS IN THE WATER LEVEL MAY OCCUR WITH TIME.
7. LABORATORY TEST RESULTS:
   WC = WATER CONTENT (%) (ASTM D2216);
   DD = DRY DENSITY (pcf) (ASTM D2216);
   +4 = PERCENTAGE RETAINED ON NO. 4 SIEVE (ASTM D6913);
   –200= PERCENTAGE PASSING NO. 200 SIEVE (ASTM D1140);
   LL = LIQUID LIMIT (ASTM D4318);
   PI = PLASTICITY INDEX (ASTM D4318).

24–7–388	Kumar & Associates	PROPOSED WORKFORCE HOUSING	LEGEND AND NOTES	Fig. 3

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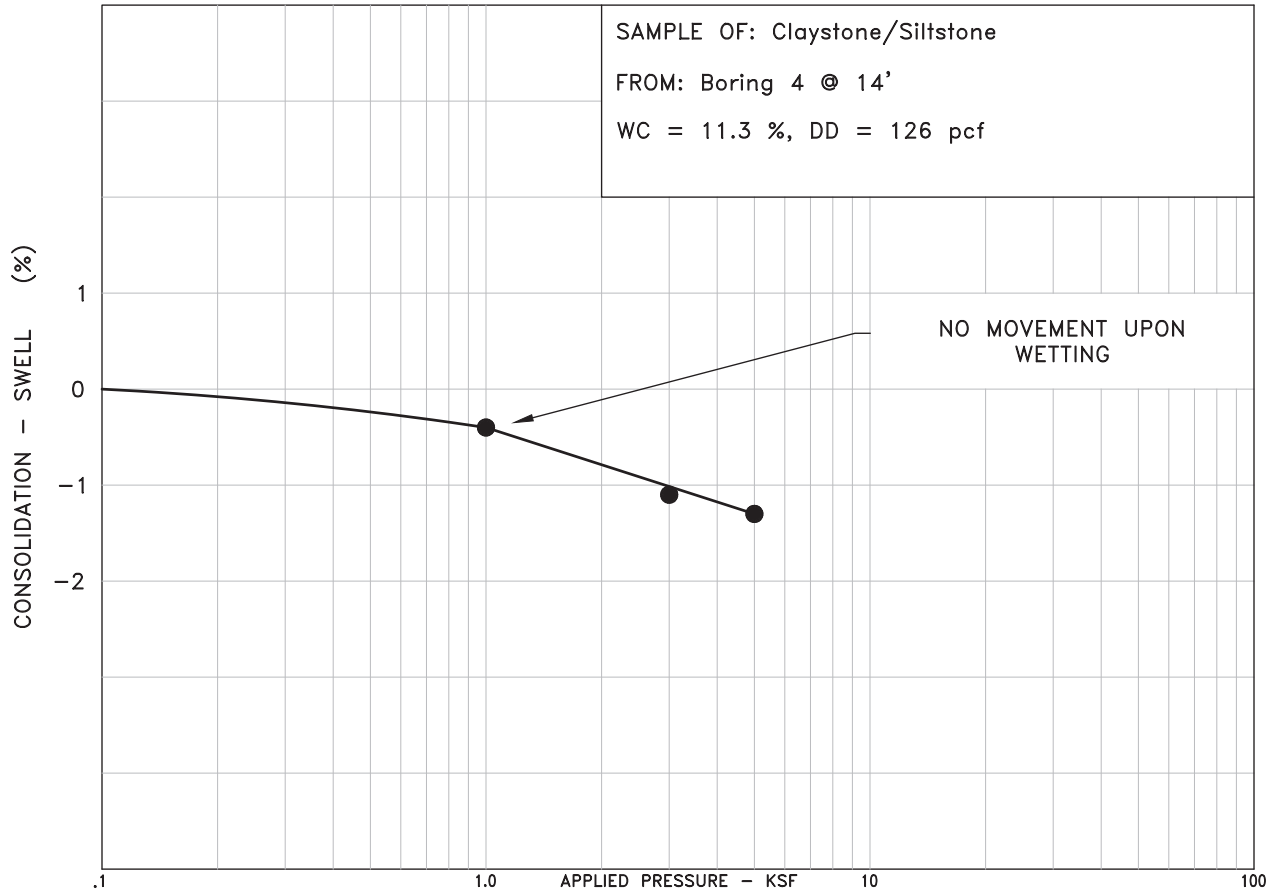

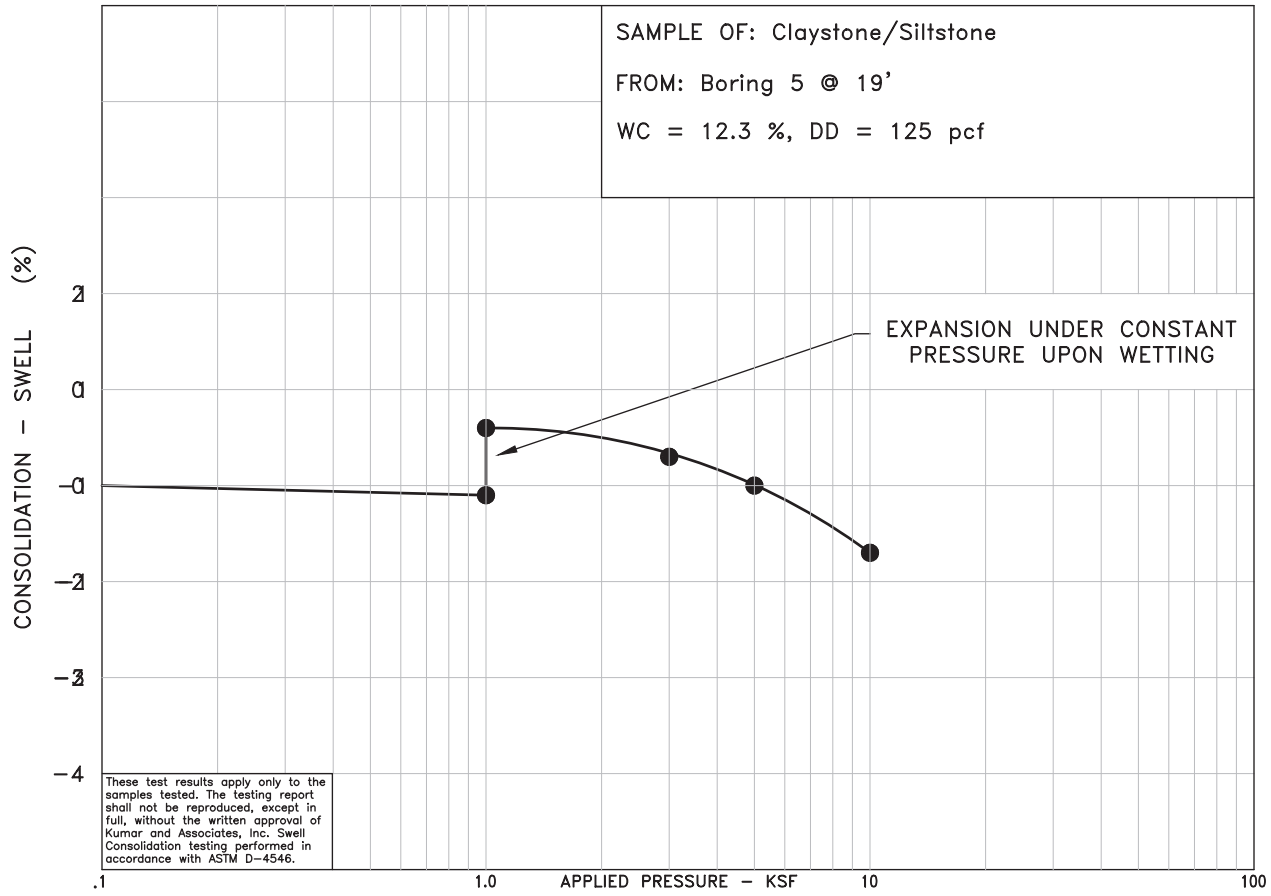

24-7-388	Kumar & Associates	SWELL-CONSOLIDATION TEST RESULTS	Fig. 4

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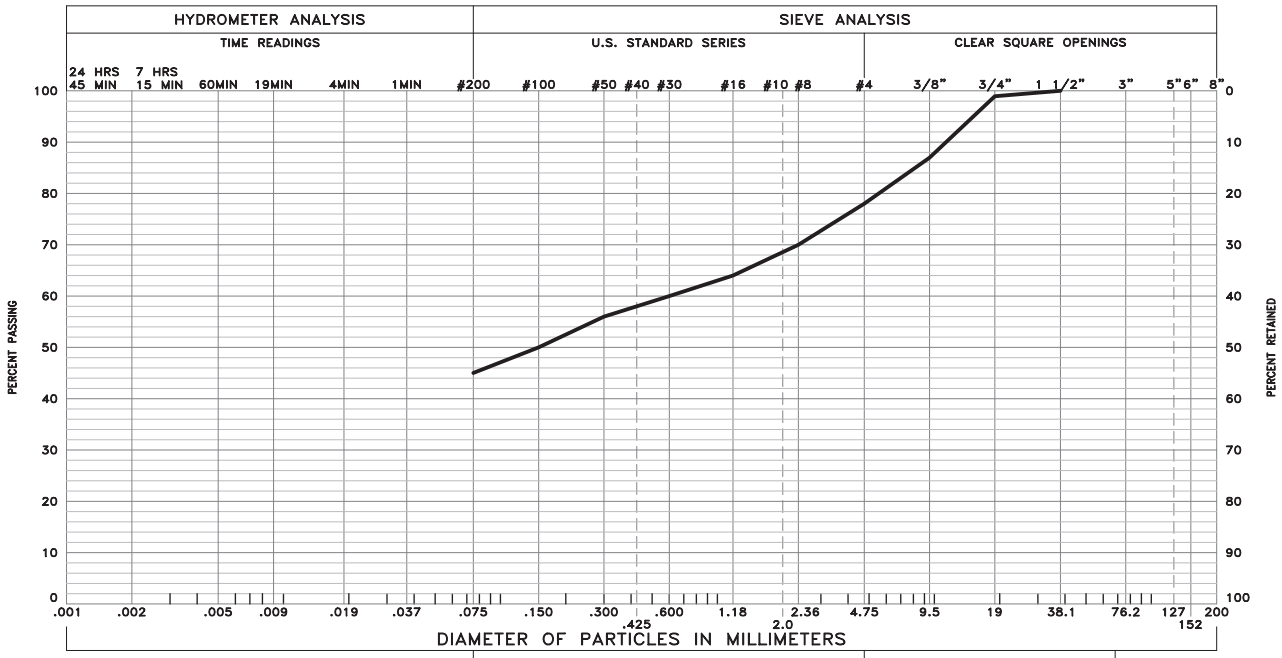
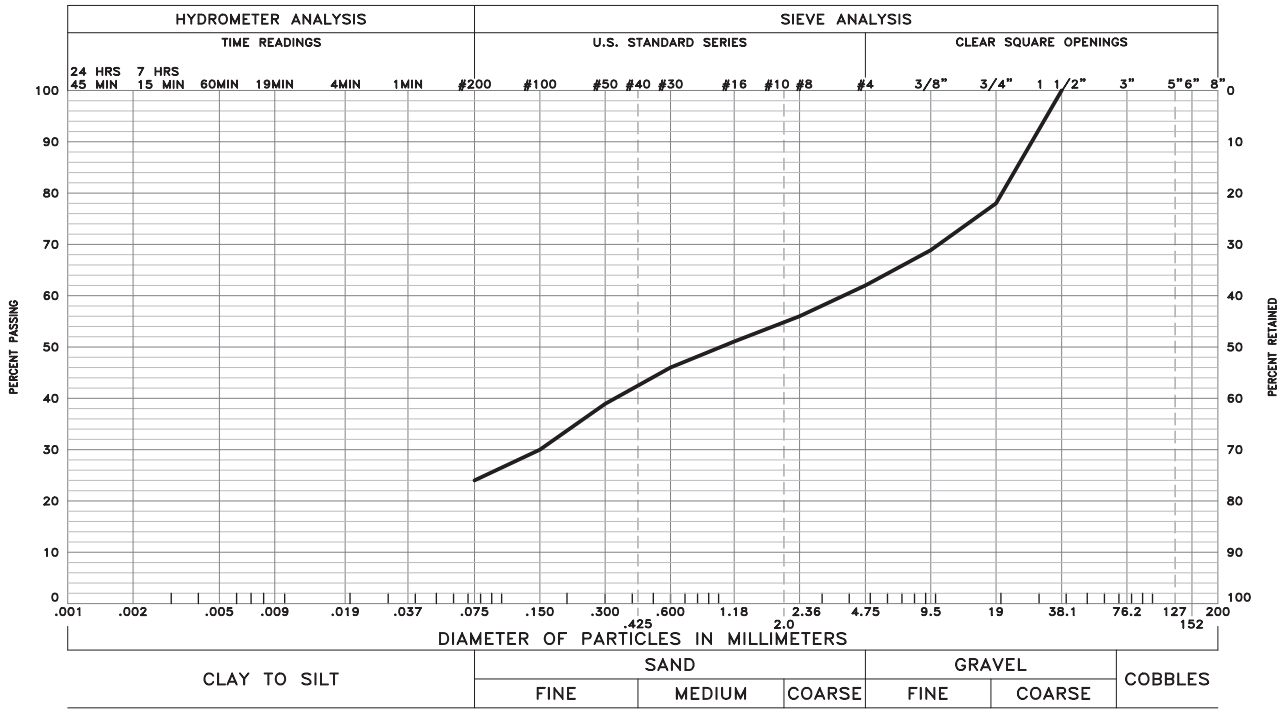


GRAVEL 22 % SAND 33 % SILT AND CLAY 45 %

LIQUID LIMIT – PLASTICITY INDEX –

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



GRAVEL 38 % SAND 38 % SILT AND CLAY 24 %

LIQUID LIMIT – PLASTICITY INDEX –

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

These test results apply only to the samples which were tested. The testing report shall not be reproduced, except in full, without the written approval of Kumar & Associates, Inc. Sieve analysis testing is performed in accordance with ASTM D6913, ASTM D7928, ASTM C136 and/or ASTM D1140.

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

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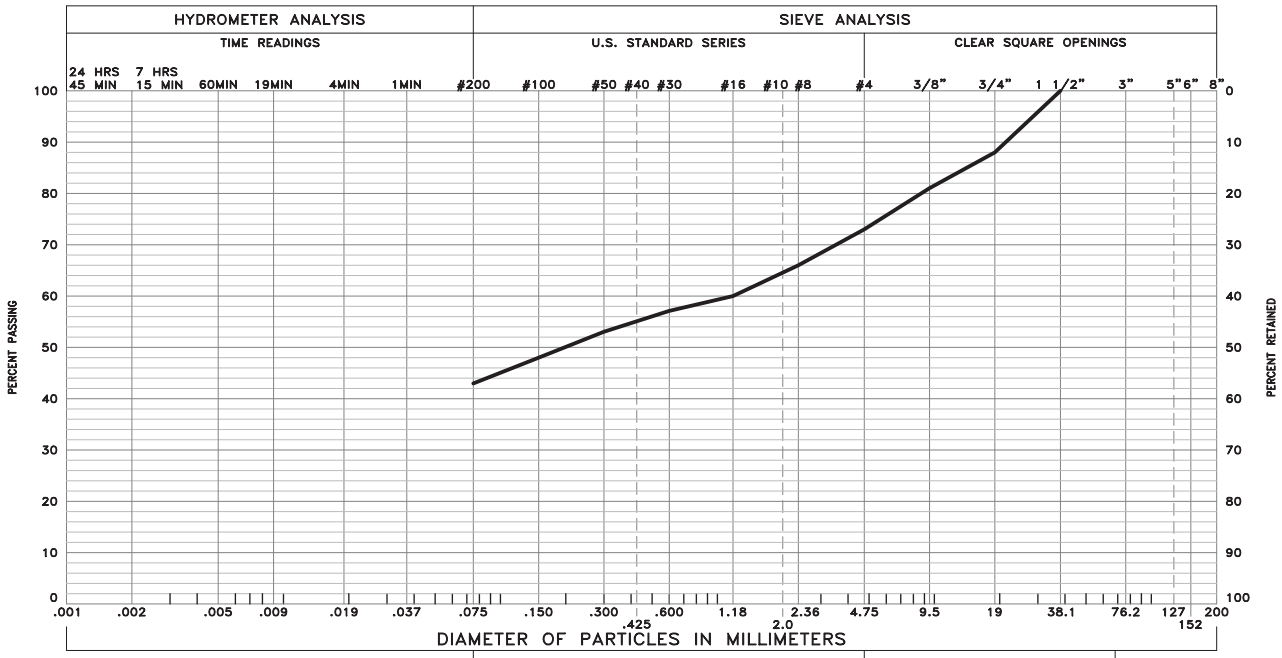
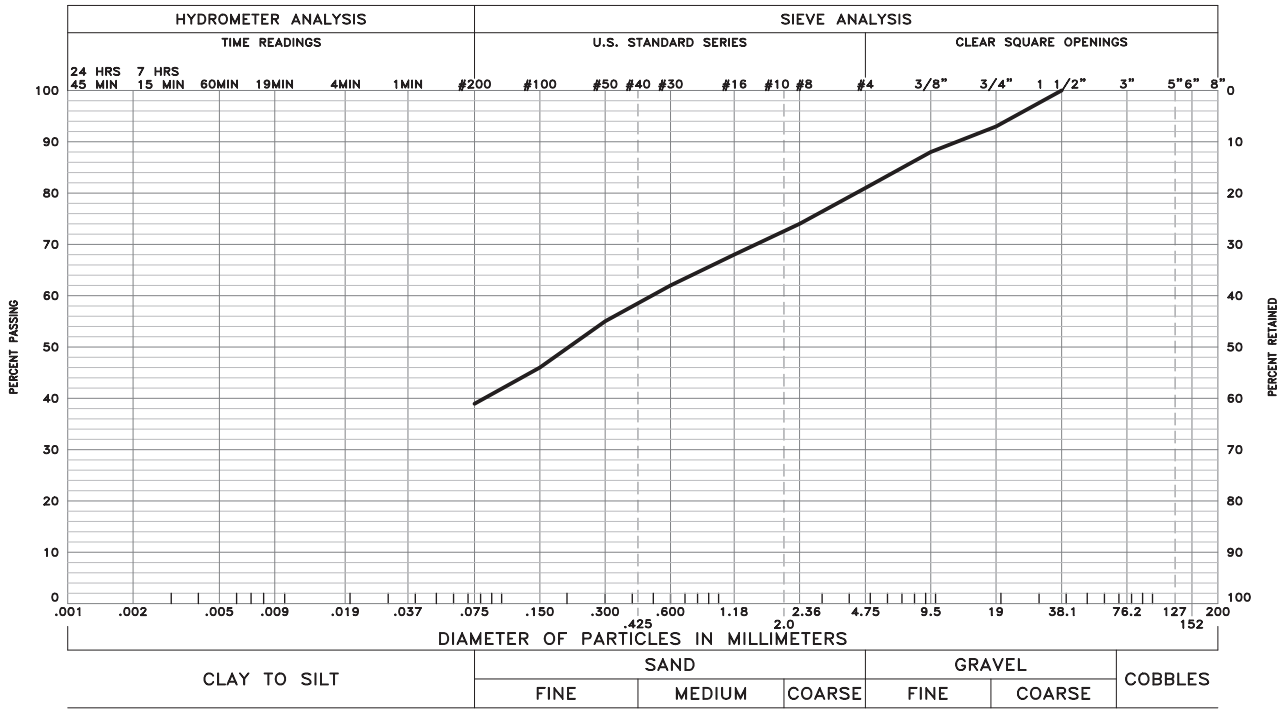


GRAVEL 27 % SAND 30 % SILT AND CLAY 43 %

LIQUID LIMIT – PLASTICITY INDEX –

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



GRAVEL 19 % SAND 42 % SILT AND CLAY 39 %

LIQUID LIMIT – PLASTICITY INDEX –

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

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

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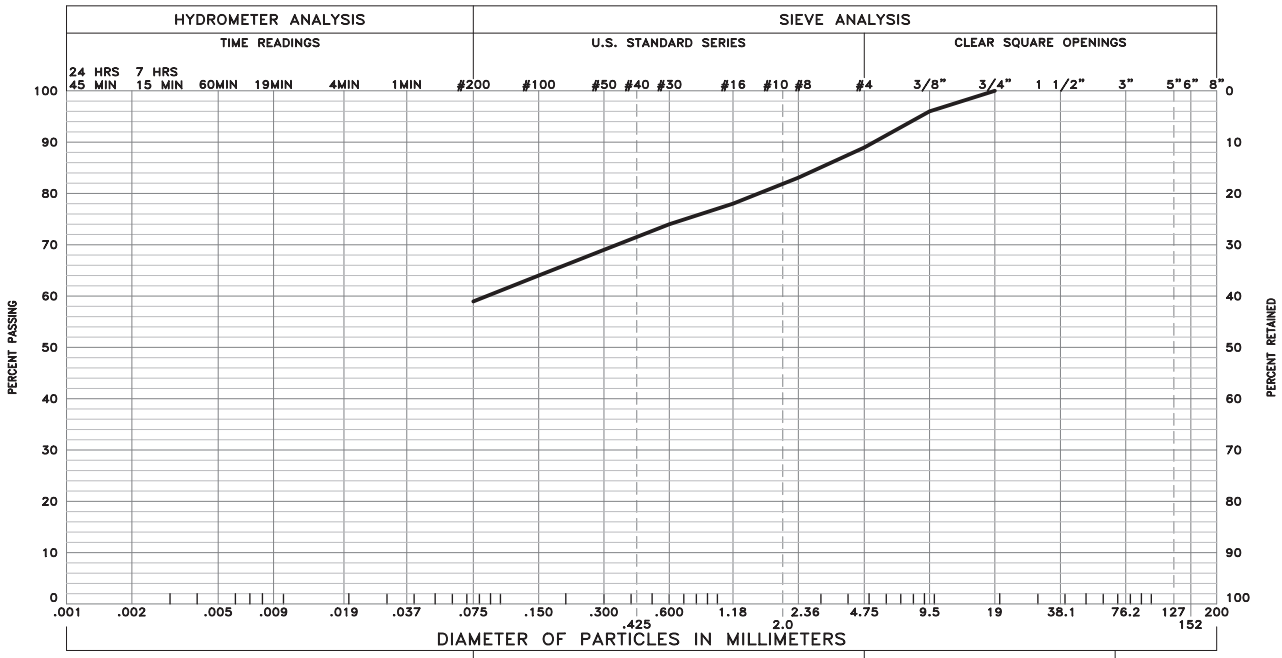
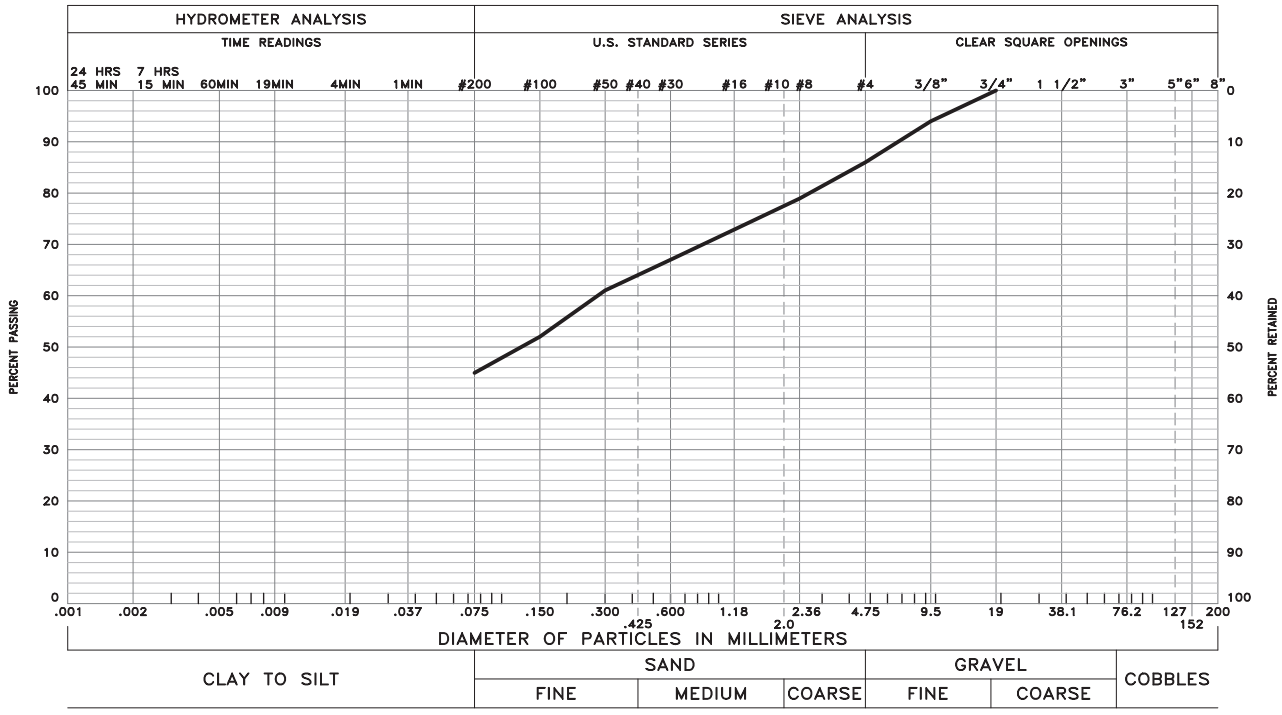


GRAVEL 11 % SAND 30 % SILT AND CLAY 59 %

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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Geotechnical and Materials Engineers
and Environmental Scientists

TABLE 1
SUMMARY OF LABORATORY TEST RESULTS

SAMPLE LOCATION		NATURAL MOISTURE CONTENT	NATURAL DRY DENSITY	GRADATION		PERCENT PASSING NO. 200 SIEVE	ATTERBERG LIMITS		UNCONFINED COMPRESSIVE STRENGTH	AASHTO CLASS	SOIL TYPE
BORING	DEPTH (ft)	(%)	(pcf)	GRAVEL (%)	SAND (%)		LIQUID LIMIT (%)	PLASTIC INDEX (%)	(psf)		
1	4	14.9	99			40					Clayey Sand with Gravel and Organics (Fill)
	7	14.8	113			40	29	10		A-4 (1)	Clayey Sand with Gravel
2	1	10.5	97			59	28	9		A-4 (2)	Sandy Clay with Gravel
	9	11.2		22	33	45					Very Clayey Sand with Gravel
3	9	18.3	106			67	32	10		A-4 (5)	Sandy Clay with Gravel
	14	16.8	119			46					Very Clayey Sand with Gravel
	19	9.8	131	38	38	24					Clayey Sand and Gravel
4	4	8.5	106	27	30	43					Very Clayey Sand with Gravel
	14	11.3	126								Claystone/Siltstone

Kumar & Associates, Inc.®
Geotechnical and Materials Engineers
and Environmental Scientists

TABLE 1
SUMMARY OF LABORATORY TEST RESULTS

SAMPLE LOCATION		NATURAL MOISTURE CONTENT	NATURAL DRY DENSITY	GRADATION		PERCENT PASSING NO. 200 SIEVE	ATTERBERG LIMITS		UNCONFINED COMPRESSIVE STRENGTH	AASHTO CLASS	SOIL TYPE
BORING	DEPTH (ft)	(%)	(pcf)	GRAVEL (%)	SAND (%)		LIQUID LIMIT (%)	PLASTIC INDEX (%)	(psf)		
5	4	14.3	108	11	30	59					Sandy Clay with Gravel
	14	13.4	117	14	41	45					Very Clayey Sand with Gravel
	19	12.3	125								Claystone/Siltstone
6	2	5.1	110			28	28	11		A-2-6 (0)	Clayey Sand with Gravel
4A	4	13.3				47					Very Clayey Sand with Gravel
	9	14.7	118	19	42	39					Clayey Sand with Gravel
	14	11.5	118				26	6			Weathered Claystone/Siltstone

EXHIBIT 13

WILDLIFE RESOURCE REPORT & WILDFIRE RISK ASSESSMENT

Wildlife Resources Report & Wildfire Risk Assessment

The SHOP
Snowmass Housing for Ops Personnel

Snowmass Village, Colorado
May 16, 2025



Prepared for:
ASPEN ONE
127 W. Hopkins Ave.
Aspen, CO 81611

Prepared by:
COLORADO WILDLIFE SCIENCE. LLC
0100 Elk Run Drive STE 128
Basalt, CO 1621

Colorado Wildlife Science

Wildlife Resources Report & Wildfire Risk Assessment

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Snowmass Housing for Ops Personnel
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May 16, 2025

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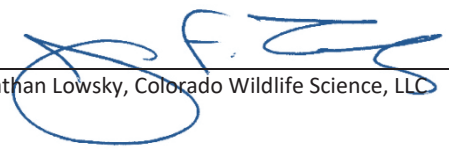
0100 Elk Run Drive STE 128
Basalt, CO 1621

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

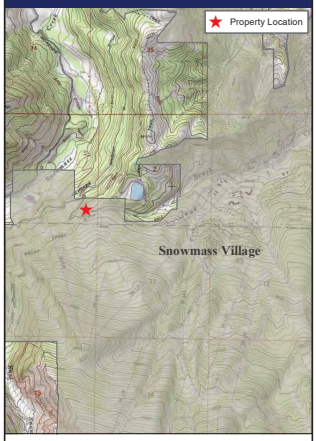


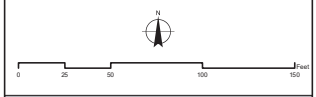
Wildlife Resources Report & Wildfire Hazard Assessment

The SHOP
Snowmass Housing for Ops Personnel

Snowmass Village, CO

Map 1. Existing Conditions





Legend:

- Parcel Boundary
- Intermittent Stream
- Perennial Stream

Coordinate System: NAD83 State Plane Colorado Central	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).



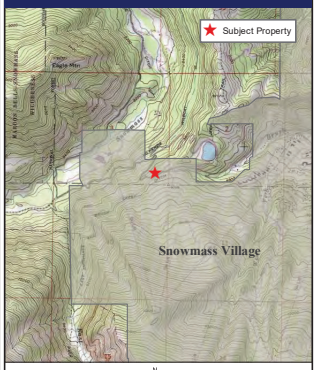


Wildlife Resources Report & Wildfire Hazard Assessment

The SHOP
Snowmass Housing for Ops Personnel

Snowmass Village, CO

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



N

0 50 100 200 300 400 500 Feet

Legend

- Parcel Boundary
- Production Area
- 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.

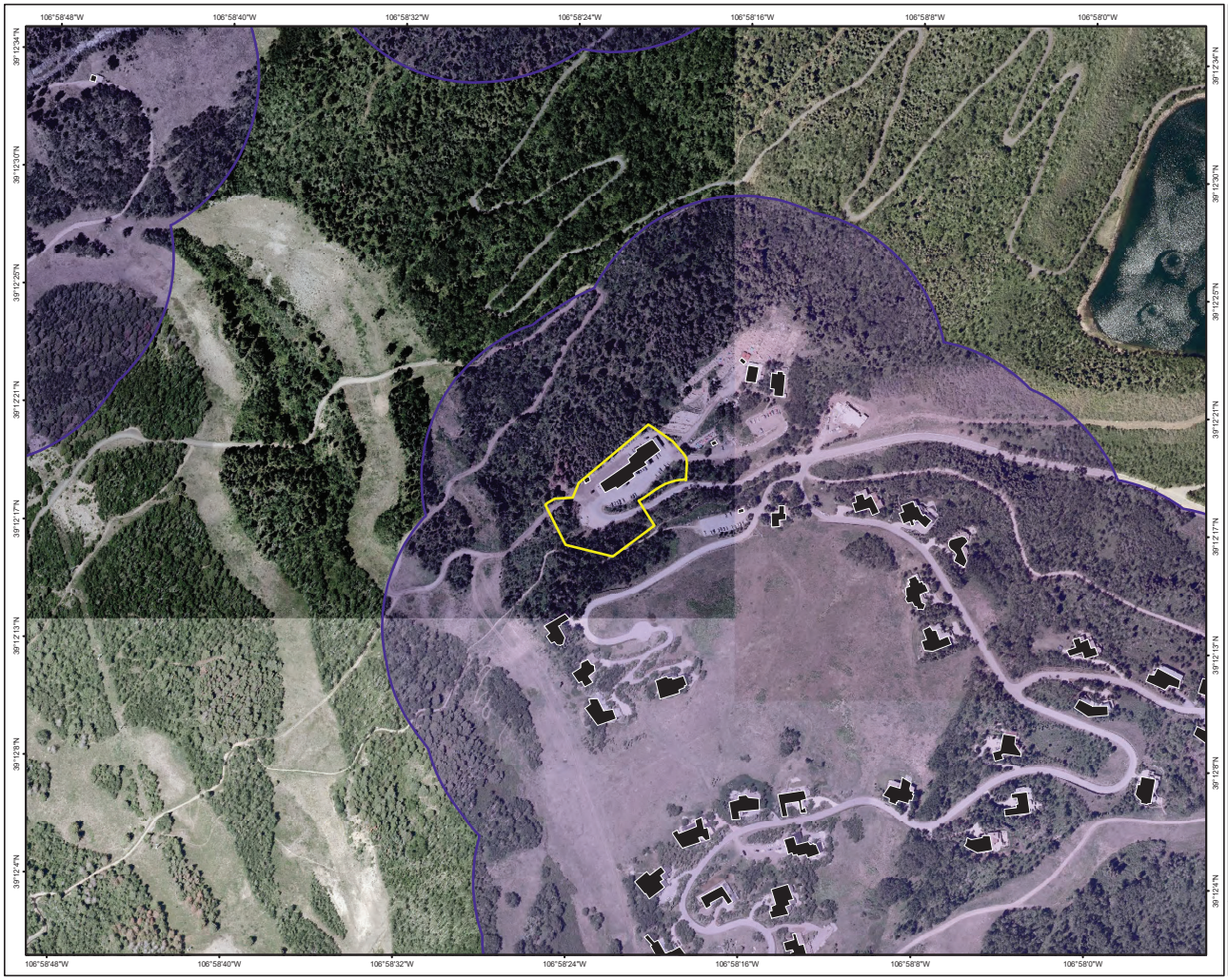
This species has not been recorded below 6,000 feet in USFS Region 2, and generally occurs from 7,500 to 12,000 feet (Hammerson 1999). The boreal toad was once widely distributed in Region 2 from the mountains of southeastern Wyoming through the Rocky Mountains in Colorado to the San Juan Range in northern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



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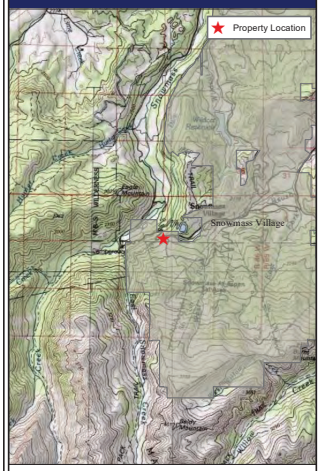
Snowmass Housing for Ops Personnel

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.

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):

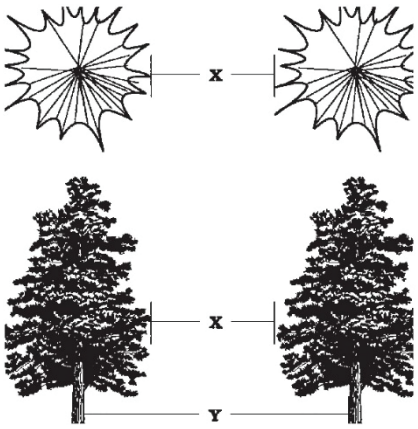

Figure 4. X = crown spacing; Y = stem spacing. Do not measure between stems for crown — measure between the edges of tree crowns (Source: Dennis 2006).

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

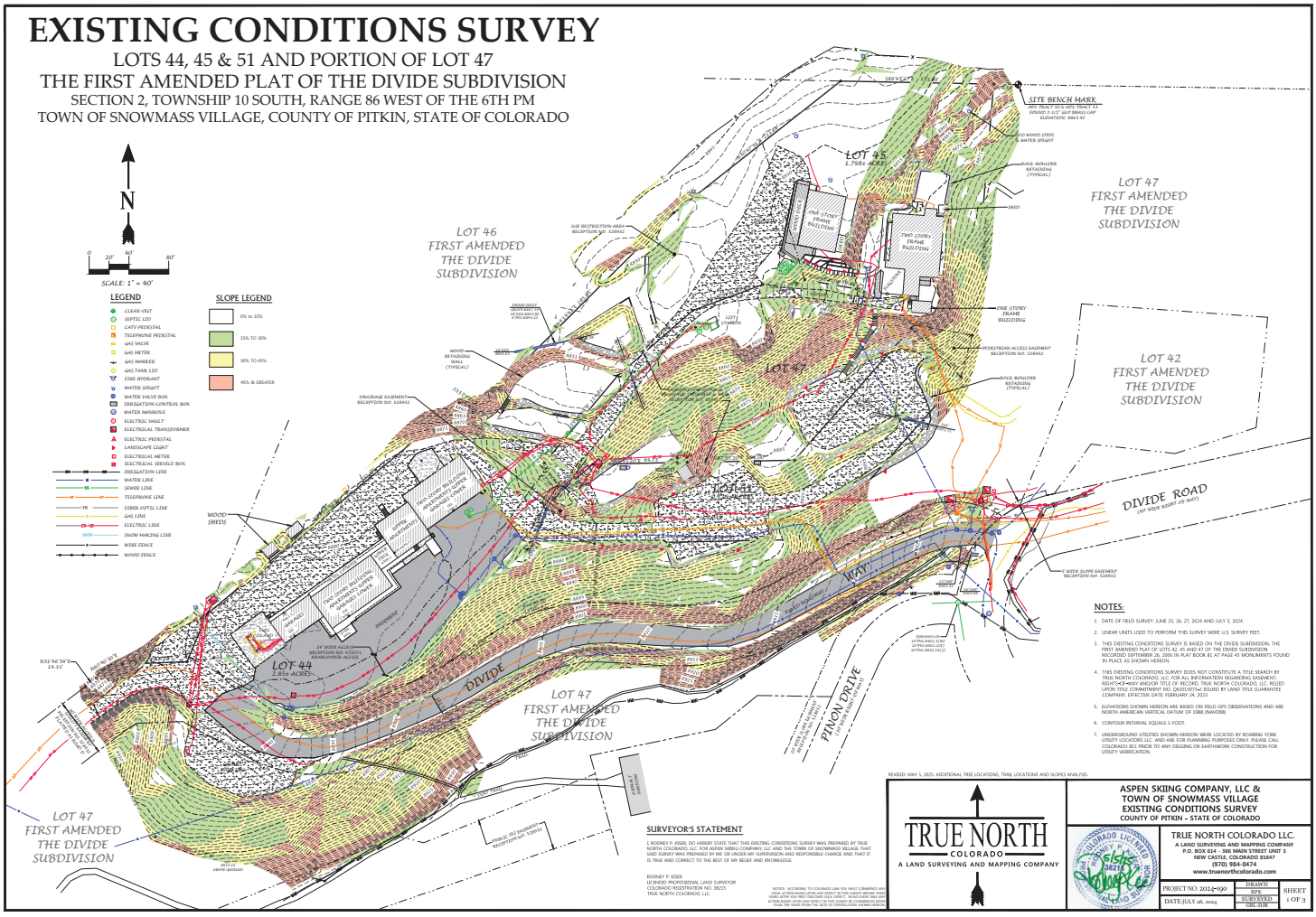


Photo 4. Moderately dense mixed conifer on northwesterly facing slopes adjacent to the northwestern property boundary

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, RIGHTS-OF-WAY AND/OR TITLE OF RECORD. TRUE NORTH COLORADO, LLC. RELIED UPON TITLE COMMITMENT NO. 06201/0717-2 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
DATE: JULY 26, 2024	SURVEYED: GBL-DJB	1 OF 3

APPENDIX C. CPW NDIS DEER & ELK HABITAT DEFINITIONS

ROCKY MOUNTAIN ELK

HIGHWAY CROSSING: Those areas where elk movements traditionally cross roads, presenting potential conflicts between elk and motorists.

MIGRATION CORRIDORS: A specific Mappable site through which large numbers of animals migrate and loss of which would change migration routes.

PRODUCTION AREA: That part of the overall range of elk occupied by the females from May 15 to June 15 for calving. (Only known areas are Mapped and this does not include all production areas for the DAU).

RESIDENT POPULATION: An area used year-round by a population of elk. Individuals could be found in any part of the area at any time of the year; the area cannot be subdivided into seasonal ranges. It is most likely included within the overall range of the larger population.

SEVERE WINTER: That part of the range of a species where 90 percent of the individuals are located when the annual snowpack is at its maximum and/or temperatures are at a minimum in the two worst winters out of ten. The winter of 1983-84 is a good example of a severe winter.

SUMMER CONCENTRATION: Those areas where elk concentrate from mid-June through mid-August. High quality forage, security, and lack of disturbance are characteristics of these areas to meet the high energy demands of lactation, calf rearing, antler growth, and general preparation for the rigors of fall and winter.

SUMMER RANGE: That part of the range of a species where 90% of the individuals are located between spring green-up and the first heavy snowfall, or during a site specific period of summer as defined for each DAU. Summer range is not necessarily exclusive of winter range; in some areas winter range and summer range may overlap.

WINTER CONCENTRATION: That part of the winter range of a species where densities are at least 200% greater than the surrounding winter range density during the same period used to define winter range in the average five winters out of ten.

WINTER RANGE: That part of the overall range of a species where 90 percent of the individuals are located during the average five winters out of ten from the first heavy snowfall to spring green-up, or during a site specific period of winter as defined for each DAU.

MULE DEER

CONCENTRATION AREA: That part of the overall range where higher quality habitat supports significantly higher densities than surrounding areas. These areas are typically occupied year round and are not necessarily associated with a specific season. Includes rough break country, riparian areas, small drainages, and large areas of irrigated cropland.

HIGHWAY CROSSING: Those areas where mule deer movements traditionally cross roads, presenting potential conflicts between mule deer and motorists.

MIGRATION CORRIDORS: A specific Mappable site through which large numbers of animals migrate and loss of which would change migration routes.

RESIDENT POPULATION: An area that provides year-round range for a population of mule deer. The resident mule deer use all of the area all year; it cannot be subdivided into seasonal ranges although it may be included within the overall range of the larger population.

SEVERE WINTER: That part of the overall range where 90% of the individuals are located when the annual snowpack is at its maximum and/or temperatures are at a minimum in the two worst winters out of ten.

SUMMER RANGE: That part of the overall range where 90% of the individuals are located between spring green-up and the first heavy snowfall. Summer range is not necessarily exclusive of winter range; in some areas winter range and summer range may overlap.

WINTER CONCENTRATION: That part of the winter range where densities are at least 200% greater than the surrounding winter range density during the same period used to define winter range in the average five winters out of ten.

WINTER RANGE: That part of the overall range where 90 percent of the individuals are located during the average five winters out of ten from the first heavy snowfall to spring green-up, or during a site specific period of winter as defined for each DAU.

APPENDIX D. U.S. FISH & WILDLIFE CONSULTATION LETTER

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Western Colorado Ecological Services Field Office
445 West Gunnison Avenue, Suite 240
Grand Junction, CO 81501-5711
Phone: (970) 628-7180 Fax: (970) 245-6933

In Reply Refer To: 04/30/2025 14:55:16 UTC
Project Code: 2025-0090223
Project Name: THE SHOP - SNOWMASS HOUSING FOR OPS PERSONNEL

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at: https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

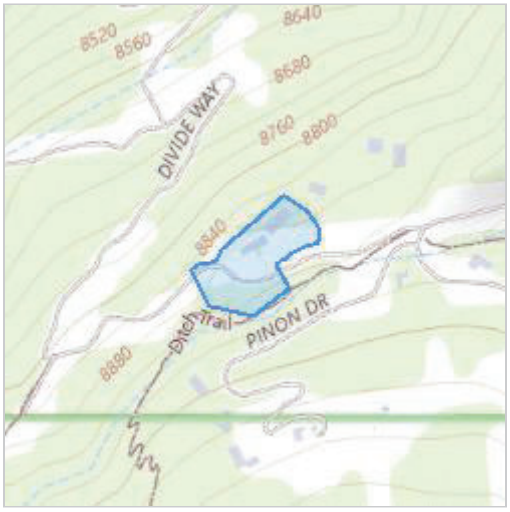
Western Colorado Ecological Services Field Office
445 West Gunnison Avenue, Suite 240
Grand Junction, CO 81501-5711
(970) 628-7180

PROJECT SUMMARY

Project Code: 2025-0090223
Project Name: THE SHOP - SNOWMASS HOUSING FOR OPS PERSONNEL
Project Type: Residential Construction
Project Description: THE SHOP - SNOWMASS HOUSING FOR OPS PERSONNEL
Major PUD Amendment
Preliminary Plan Application

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@39.2050955,-106.97278620524935,14z



Counties: Pitkin County, Colorado

ENDANGERED SPECIES ACT SPECIES

There is a total of 11 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 4 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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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.

---

1. The Bald and Golden Eagle Protection Act of 1940.
2. The Migratory Birds Treaty Act of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

BALD & GOLDEN EAGLES INFORMATION WAS NOT AVAILABLE WHEN THIS SPECIES LIST WAS GENERATED. PLEASE CONTACT THE FIELD OFFICE FOR FURTHER INFORMATION.

MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service). The incidental take of migratory birds is the injury or death of birds that results from, but is not the purpose, of an activity. The Service interprets the MBTA to prohibit incidental take.

---

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

MIGRATORY BIRD INFORMATION WAS NOT AVAILABLE WHEN THIS SPECIES LIST WAS GENERATED. PLEASE CONTACT THE FIELD OFFICE FOR FURTHER INFORMATION.

WETLANDS

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

IPAC USER CONTACT INFORMATION

Agency:	Private Entity
Name:	Jonathan Lowsky
Address:	Colorado Wildlife Science, LLC
Address Line 2:	0100 Elk Run Drive STE 128
City:	Basalt
State:	CO
Zip:	81621
Email	jonathan@coloradowildlifescience.com
Phone:	9706184740

BACKGROUND & QUALIFICATIONS

Established in 2004, Colorado Wildlife Science, LLC (CWS) is a small wildlife and ecological consulting firm based in Basalt, Colorado, specializing in wildlife research, management, and monitoring, ecological assessments, wildfire hazard assessments, baseline inventories, ecological planning, habitat management, and ecological restoration. CWS applies a scientifically sound approach to biological resource studies and management. Our work combines professional integrity and strong academic training with extensive experience working for government, private, and non-profit clients. With an extensive network of professional collaborators that includes plant ecologists, foresters, hydrologists, and soil scientists, CWS leverages the collective knowledge of experienced professionals working toward practical, effective and cost saving solutions.

CWS provides expert services to a diverse array of clients. Since we are a small company, personal attention is ensured. We combine full in-house GIS (ArcGIS) with real-time, sub-meter GPS to provide state-of-the-art spatial data, analyses, maps, and presentations. Owner and Wildlife Biologist Jonathan Lowsky, M.S. Wildlife Biology, Colorado State University, has a broad range of knowledge. With more than 26 years of professional experience with federal (US Forest Service), state (Colorado Division of Wildlife), and county agencies as well as two major universities (Colorado State University and University of Washington), Jonathan's career has focused on a diverse array of wildlife. Mr. Lowsky's experience includes biological assessments and evaluations for NEPA compliance, conservation planning, GIS mapping and modeling, wildlife research, and ecological monitoring design and implementation, as well as wetland and riparian delineations, evaluations, and restoration. He has authored management plans and conservation easement baseline inventory reports and published scientific papers.

Jonathan has been directly involved in fire mitigation since 1995 when he directed ponderosa pine fuel reduction, thinning, and habitat improvement efforts on the North Kaibab Ranger District of the Kaibab National Forest. Over the course of 30 years as a professional ecologist he has gained intimate knowledge of ecosystem processes in western Colorado that lead to increased fuel loads, over-mature forest and shrublands, and measures that can be taken to reduce the threat and intensity of wildfires. In addition, I am experienced in mechanical treatments of forest, woodland, and shrubland for the purpose of wildfire mitigation and habitat improvement. Mr. Lowsky strongly believes that these two resource goals are mutually beneficial and measures that prioritize either wildfire mitigation or habitat improvement should consider both goals in the design and implementation of those actions.

In addition, Mr. Lowsky is a certified wildland fire mitigation expert and has completed two wildland fire mitigation certification courses: (1) Wildland Fire Assessment Program and (2) National Fire Protection Association (NFPA) FIREWISE - Conducting an Assessment in the Wildland/Urban Interface.

A detailed description of Mr. Lowsky's professional experience and references are available. For additional information, please visit our website at www.coloradowildlifescience.com.

EXHIBIT 14

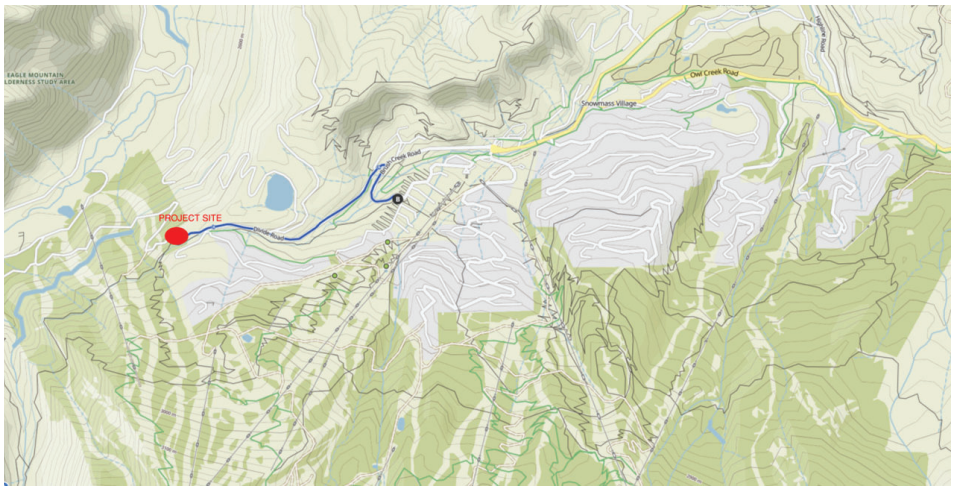
ENERGY CONSERVATION PLAN

ENERGY CONSERVATION PLAN

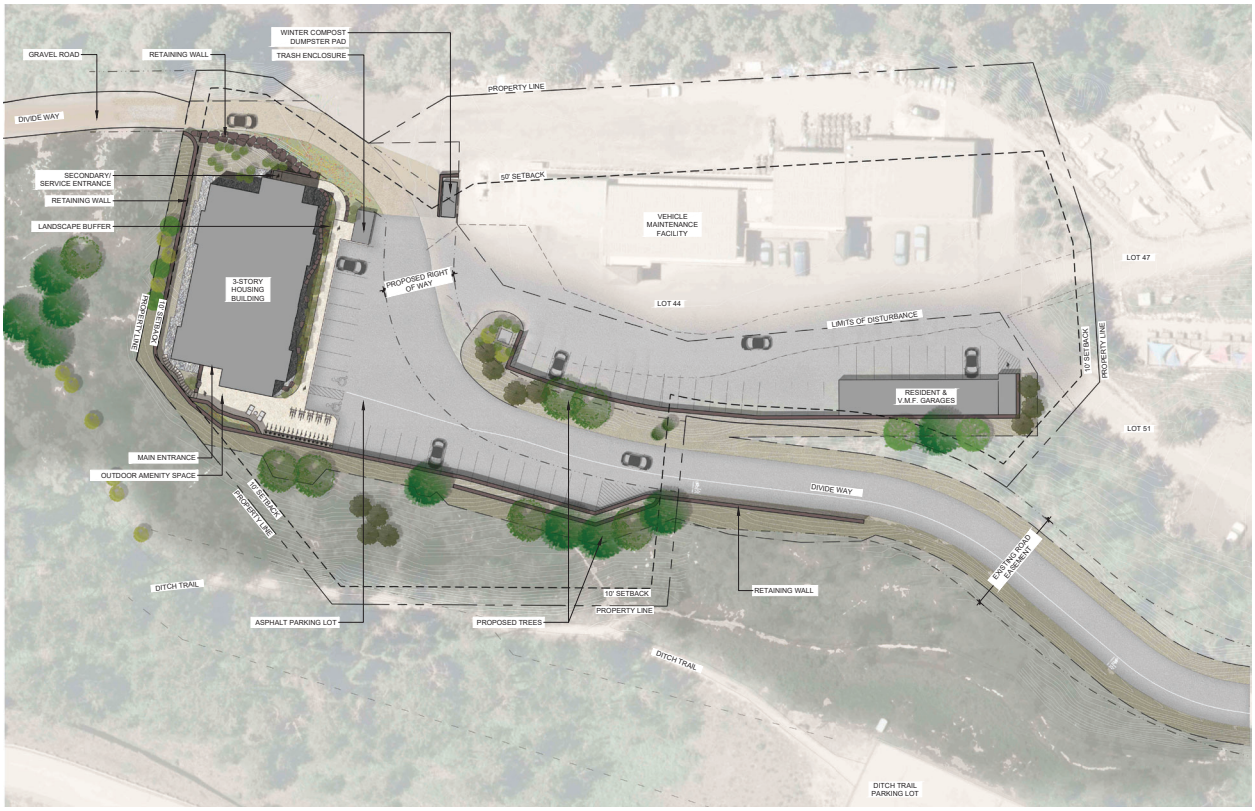
April 16, 2025

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

Map:





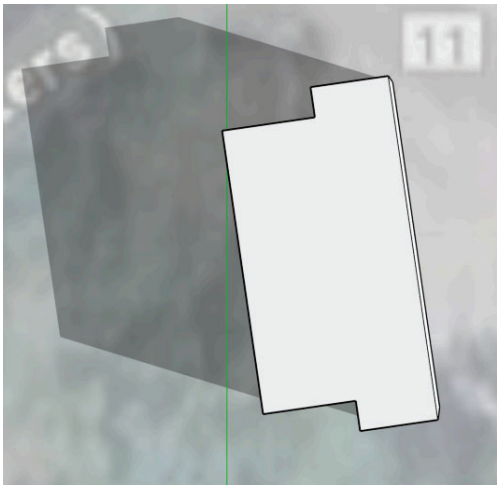


Key site constraints include Snowmass Mountain directly to the south which limits solar exposure and an extremely tight lot line with significant grade change. This results in the orientation of the building being determined by the site constraints and programming requirements.

Shadow Study:

March 21st

9AM



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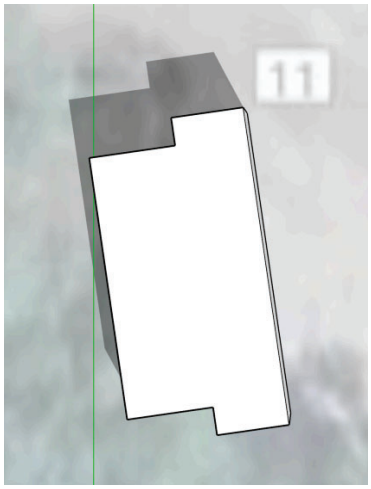

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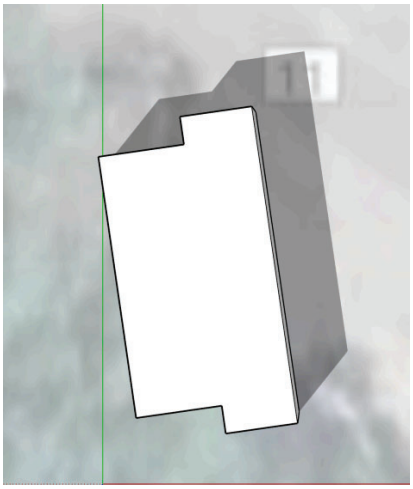
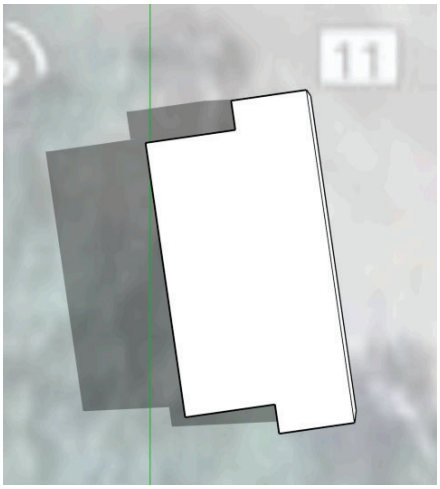


June 21st

9AM



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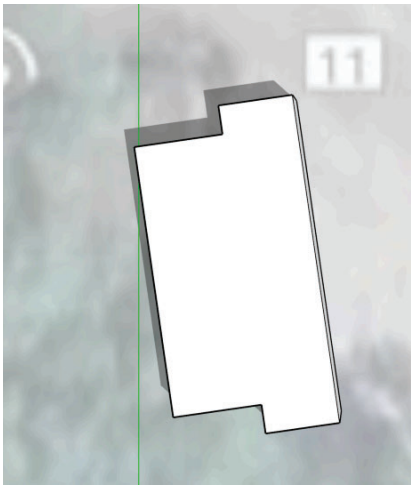

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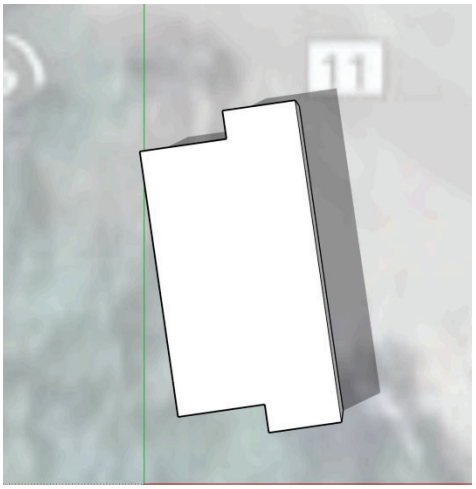
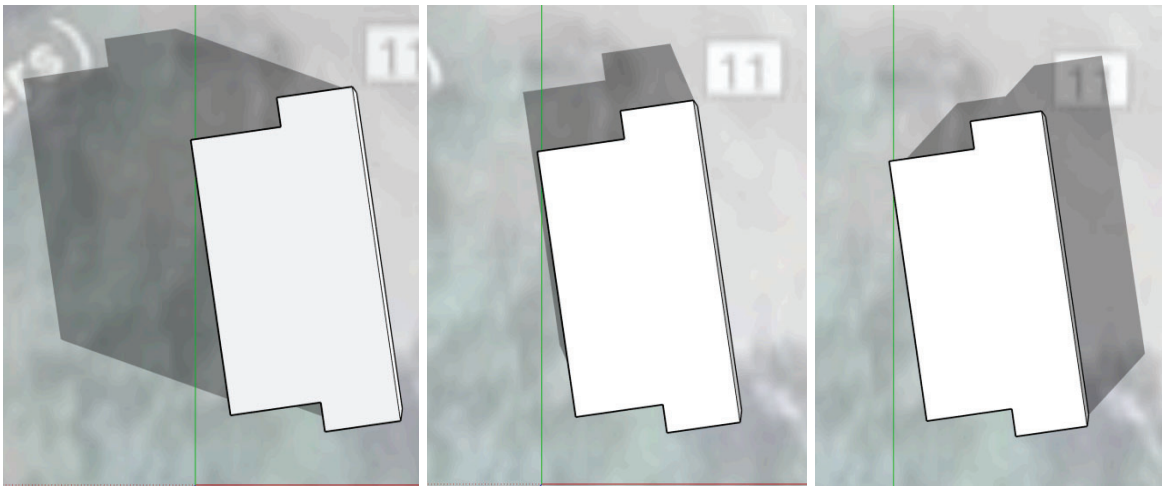


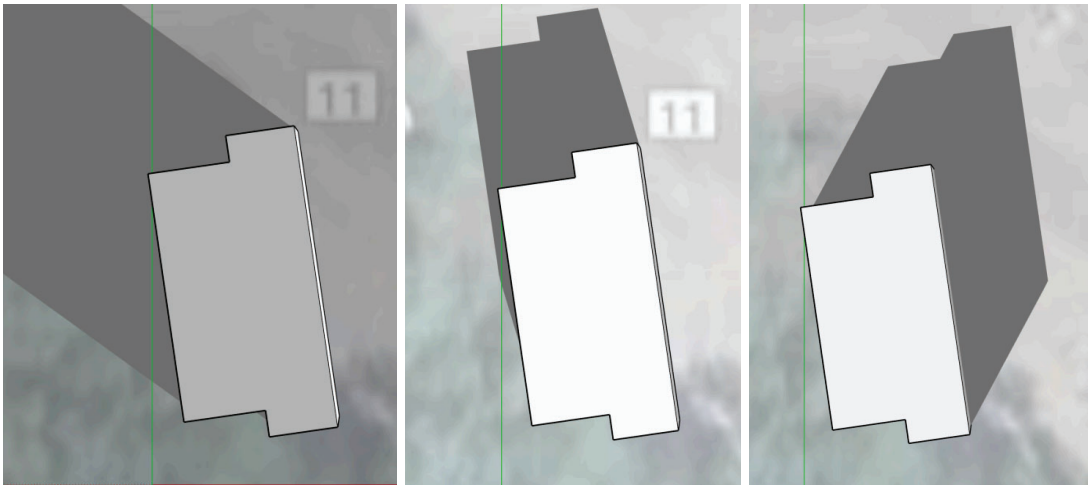
September 21st

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

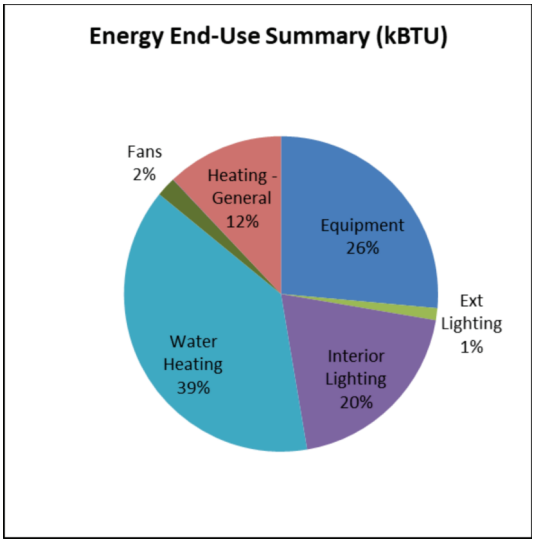


TABLE 1: ENVELOPE ENERGY EFFICIENCY STRATEGIES

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.

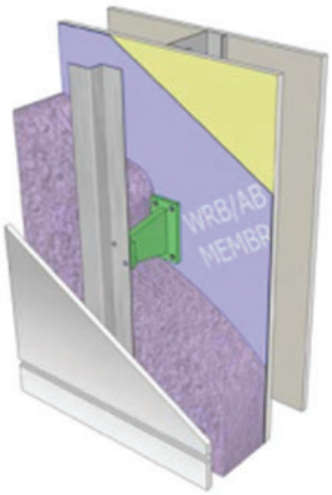


Figure 1 – FIBERGLASS CLIPS (SOURCE: RDH.COM)

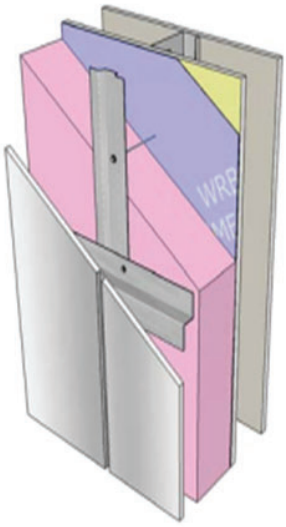


Figure 2 – LONG SCREWS THROUGH INSULATION (SOURCE RDH.COM)

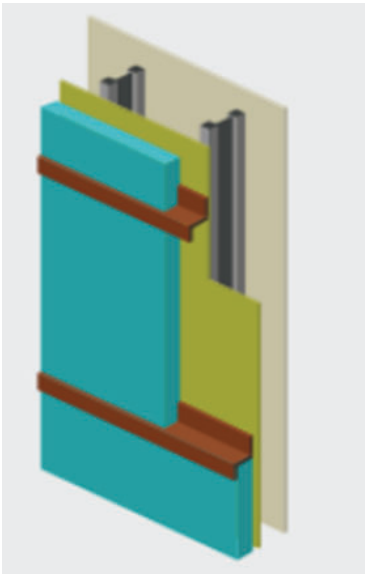


Figure 3 - ARMATHERM™ Z GIRT (SOURCE: ARMATHERM.COM)

TABLE 2: HVAC ENERGY EFFICIENCY STRATEGIES

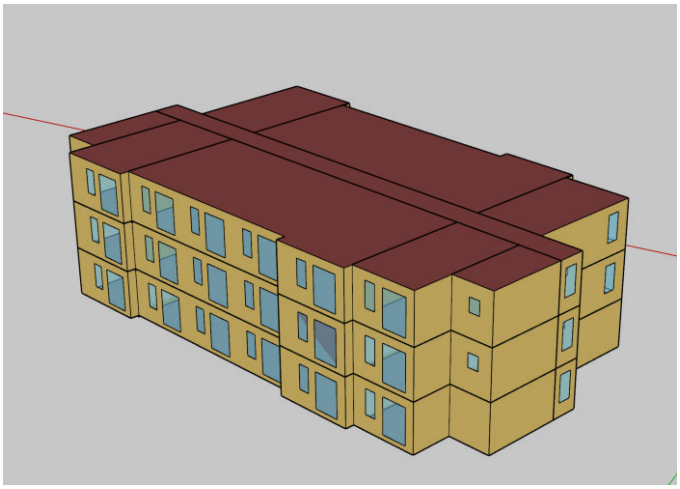
Strategy	*Annual Energy Cost*	*Annual Savings*	*EUI (kBtu/sf/yr)*	*EUI Savings*
Base - 2018 IECC	$17,316	-	29.6	-
Apartments - Mini-split cold climate DX heat pump	$17,259	$57	29.4	0.2
DHW fixtures - 1.5 gpm showers, 0.5 gpm lavs, 1.5 gpm sinks	$15,050	$2,266	25.6	4.0
DHW heaters - Individual hybrid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

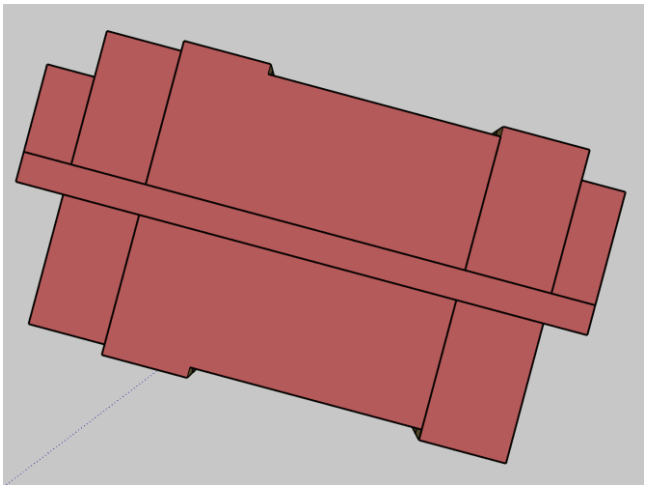
HVAC ENERGY EFFICIENCY ANALYSIS

- 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

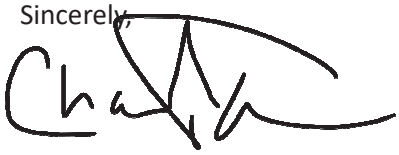
Dear Philip Jeffries,

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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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

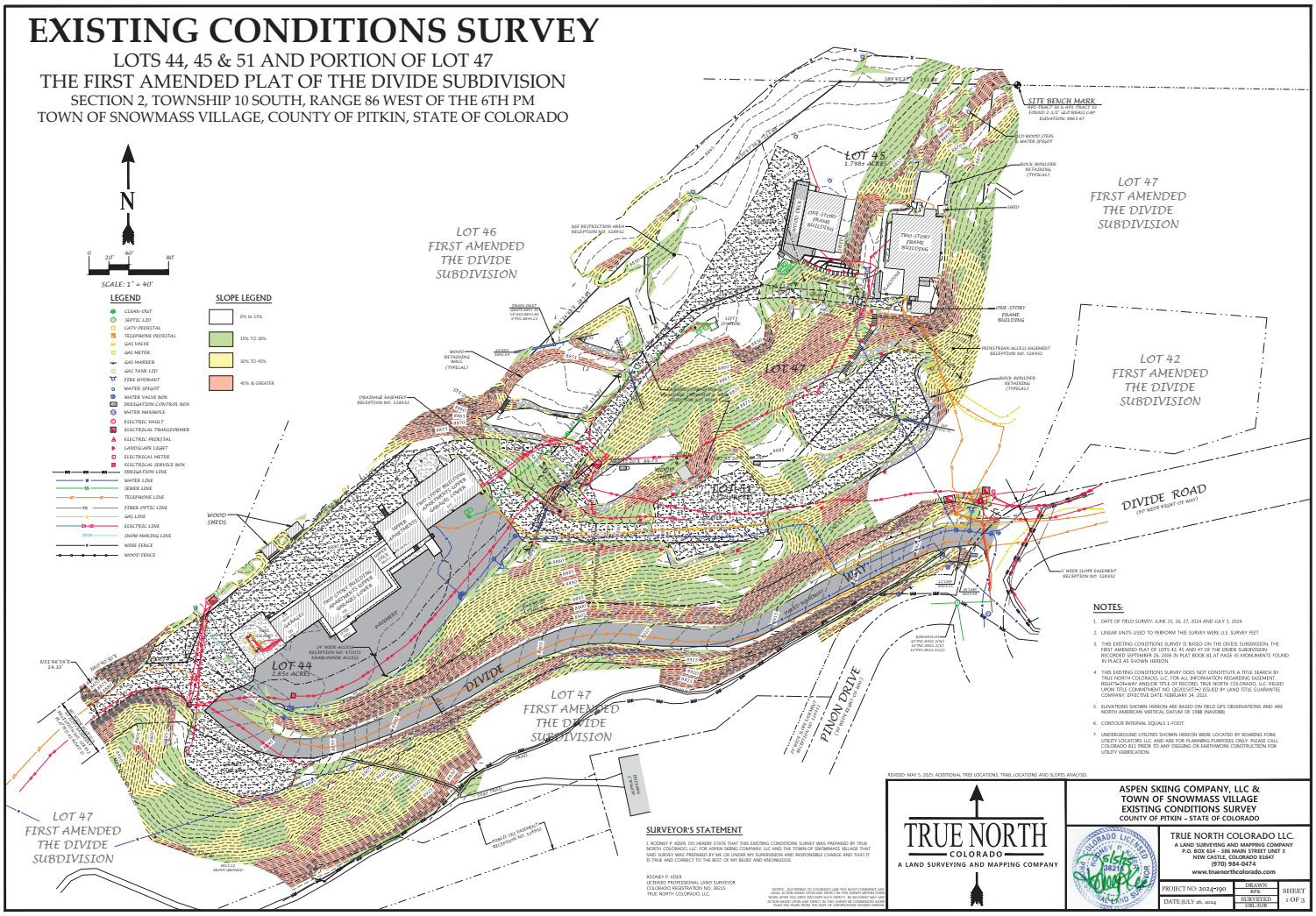
1001 DIVIDE ROAD

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.

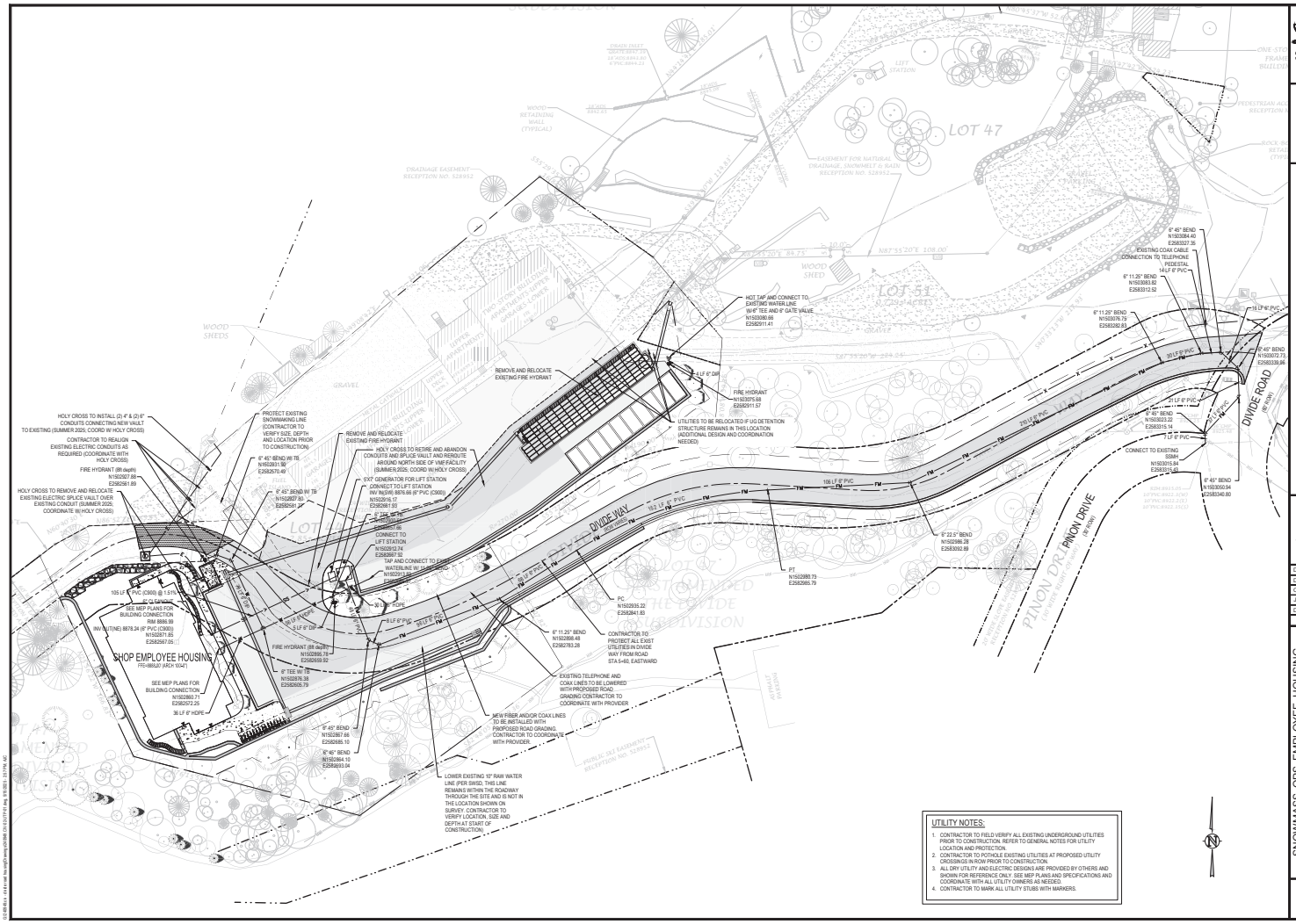
NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

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. 837 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	REVISION DESCRIPTION	DSGN
0	9/30/25	PRELIMINARY PLAN SKETCH PLAN	AJC
1	5/16/25		AJC

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.

CONSULTING ENGINEERS

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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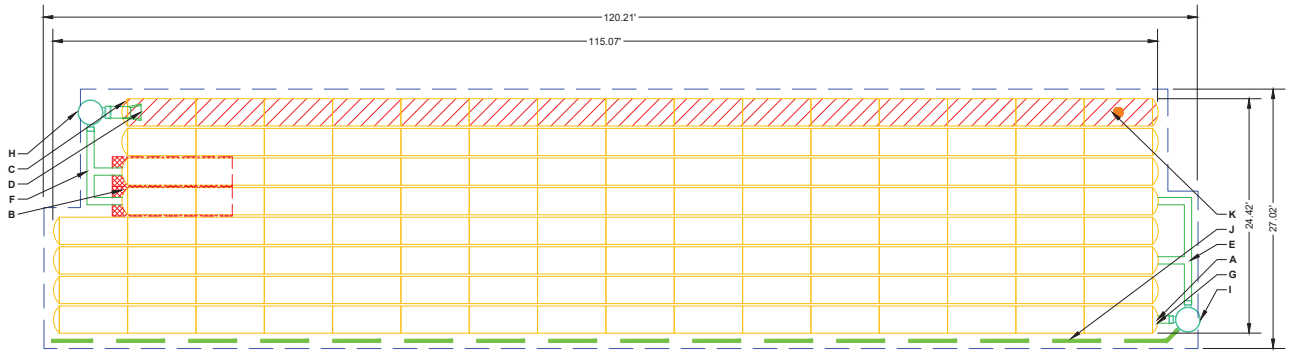
PROPOSED LAYOUT		CONCEPTUAL ELEVATIONS:	
124	STORMTECH SC-310 CHAMBERS	MAXIMUM ALLOWABLE GRADE (TOP OF PAVEMENT/UNPAVED):	9.83
16	STORMTECH SC-310 END CAPS	MINIMUM ALLOWABLE GRADE (UNPAVED WITH TRAFFIC):	3.67
6	STONE ABOVE (in)	MINIMUM ALLOWABLE GRADE (UNPAVED NO TRAFFIC):	3.17
6	STONE BELOW (in)	MINIMUM 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.

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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StormTech®
Chamber System
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SHEET
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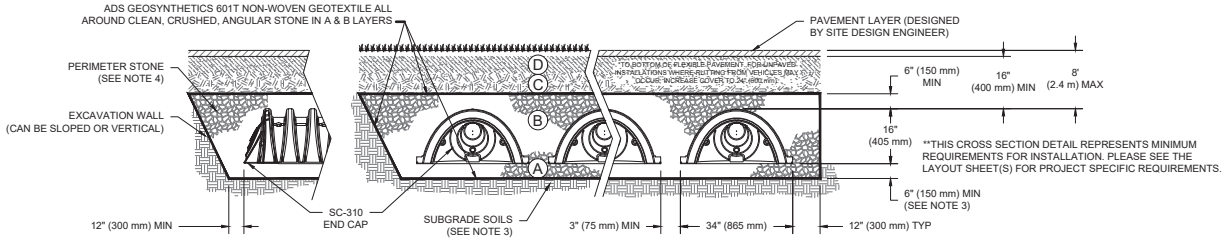
ACCEPTABLE FILL MATERIALS: STORMTECH SC-310 CHAMBER SYSTEMS

	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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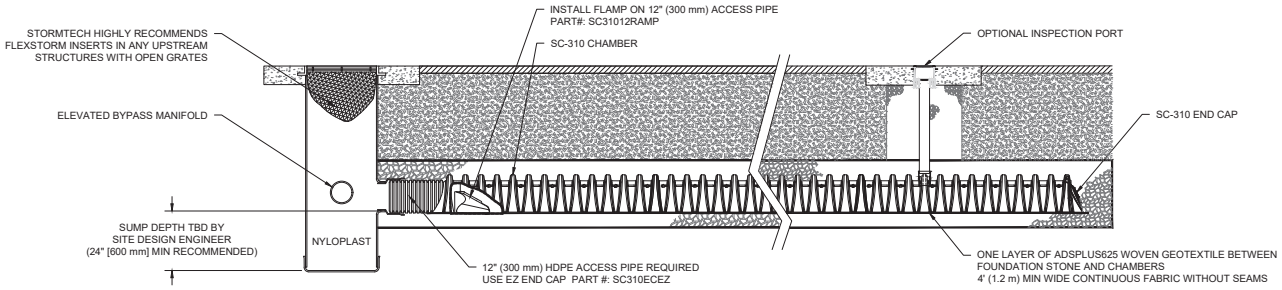


SC-310 ISOLATOR ROW PLUS DETAIL
NTS

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.

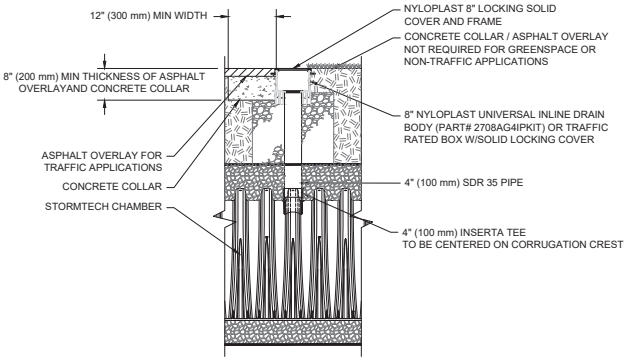
STEP 2) CLEAN OUT ISOLATOR ROW PLUS USING THE JETVAC PROCESS
- A. A FIXED CULVERT CLEANING NOZZLE WITH REAR FACING SPREAD OF 45° (1.1 m) OR MORE IS PREFERRED
- B. APPLY MULTIPLE PASSES OF JETVAC UNTIL BACKFLUSH WATER IS CLEAN
- C. VACUUM STRUCTURE SUMP AS REQUIRED

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)
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UNDERDRAIN DETAIL

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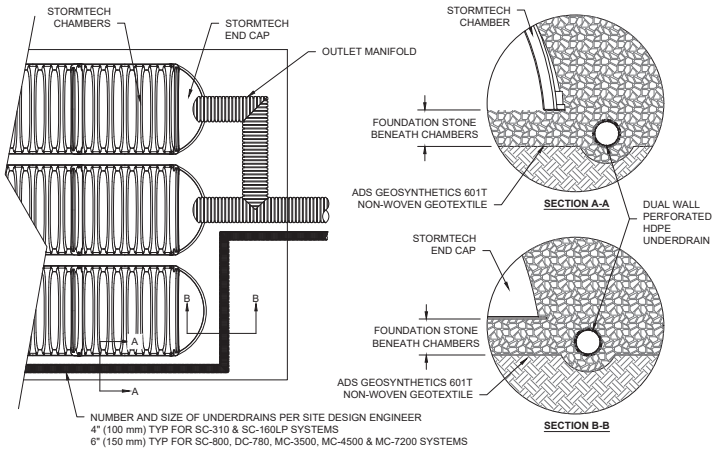

SC-310 TECHNICAL SPECIFICATION

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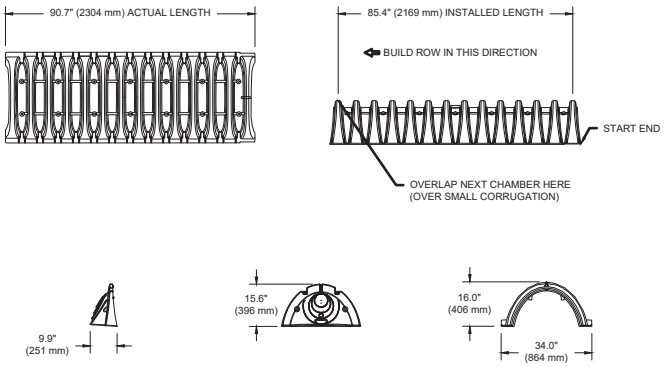
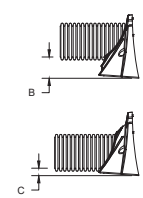


NOMINAL CHAMBER SPECIFICATIONS

SIZE (W X H X INSTALLED LENGTH)	34.0" X 16.0" X 85.4"	(864 mm X 406 mm X 2169 mm)
CHAMBER STORAGE	14.7 CUBIC FEET	(0.42 m^3)
MINIMUM INSTALLED STORAGE*	29.3 CUBIC FEET	(0.83 m^3)
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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NYLOPLAST DRAIN BASIN

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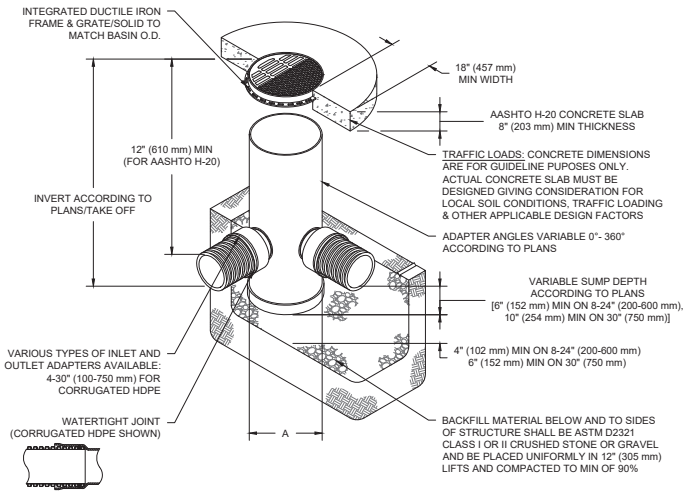

NOTES

1. 8-30" (200-750 mm) GRATES/SOLID COVERS SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05
2. 12-30" (300-750 mm) FRAMES SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05
3. DRAIN BASIN TO BE CUSTOM MANUFACTURED ACCORDING TO PLAN DETAILS
4. DRAINAGE CONNECTION STUB JOINT TIGHTNESS SHALL CONFORM TO ASTM D3212 FOR CORRUGATED HDPE (ADS & HANCOR DUAL WALL) & SDR 35 PVC
5. FOR COMPLETE DESIGN AND PRODUCT INFORMATION: **WWW.NYLOPLAST-US.COM**
6. TO ORDER CALL: **800-821-6710**

A	PART #	GRATE/SOLID COVER OPTIONS		
8" (200 mm)	2808AG	PEDESTRIAN LIGHT DUTY	STANDARD LIGHT DUTY	SOLID LIGHT DUTY
10" (250 mm)	2810AG	PEDESTRIAN LIGHT DUTY	STANDARD LIGHT DUTY	SOLID LIGHT DUTY
12" (300 mm)	2812AG	PEDESTRIAN AASHTO H-10	STANDARD AASHTO H-20	SOLID AASHTO H-20
15" (375 mm)	2815AG	PEDESTRIAN AASHTO H-10	STANDARD AASHTO H-20	SOLID AASHTO H-20
18" (450 mm)	2818AG	PEDESTRIAN AASHTO H-10	STANDARD AASHTO H-20	SOLID AASHTO H-20
24" (600 mm)	2824AG	PEDESTRIAN AASHTO H-10	STANDARD AASHTO H-20	SOLID AASHTO H-20
30" (750 mm)	2830AG	PEDESTRIAN AASHTO H-20	STANDARD AASHTO H-20	SOLID AASHTO H-20

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ALL DRAWINGS ARE NOT TO SCALE

SHEET
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Technical Note

TN 6.50 Thermoplastic Liners for Detention Systems

Overview

StormTech chambers offer the distinct advantage and versatility that allow them to be designed as an open bottom detention or retention system. In fact, the vast majority of StormTech installations and designs are open bottom detention systems. Using an open bottom system enables treatment of the storm water through the underlying soils and provides a volume safety factor based on the infiltrative capacity of the underlying soils.

In some applications, however, open bottom detention systems may not be allowed. This memo provides guidance for the design and installation of thermoplastic liners for detention systems using StormTech chambers. The major points of the memo are:

- Infiltration of stormwater is generally a desirable stormwater management practice, often required by regulations. Lined systems should only be specified where unique site conditions preclude significant infiltration.
- Thermoplastic liners provide cost effective and viable means to contain stormwater in StormTech subsurface systems where infiltration is undesirable.
- PVC and LLDPE are the most cost effective, installed membrane materials.
- Enhanced puncture resistance from angular aggregate on the water side and from protrusions on the soil side can be achieved by placing a non-woven geotextile on each side of the geomembrane. A sand underlayment in lieu of the geotextile on the soil side may be considered when cost effective.
- StormTech does not design, fabricate, sell or install thermoplastic liners. StormTech recommends consulting with liner professionals for final design and installation advice.

Membrane Materials

Polyvinyl chloride (PVC) is an effective liner material for StormTech systems. PVC offers good chemical resistance to contaminant concentrations typical of highway runoff and to chlorides from road salting applications. Non-reinforced 30 mil PVC liners are recommended for StormTech systems. PVC is flexible. It can be folded without damage and is typically prefabricated and shipped to the jobsite. Panels as large as 20,000 sq. ft. can be prefabricated into a 4000 lb panel (30 mil is 0.195 lbs/sq. ft., SG = 1.2). PVC has the versatility to be field solvent welded, taped or field heat welded. A very significant advantage of PVC is that an excavation contractor can install a PVC liner without specialty crews. Solvent welding of seams, patches and pipe boots can all be done by the excavation contractor making PVC the lowest cost liner alternative.

The PVC compound includes fillers and plasticizers to reduce cost and UV inhibitors to extend the service life under exposure to sunlight. Under prolonged sunlight exposures such as in a permanent surface pool, these additives can leach into the pool and reach concentrations harmful to aquatic life. PVC compounds referred to as “fish safe” are sometimes used for surface pond liners and may be considered for StormTech liners. However, since StormTech systems are subsurface, there is no opportunity for UV attack by sunlight. Also, since stormwater is detained for short durations, typically 48 hours or less, there is little opportunity for accumulation of leachates. Therefore, PVC is an excellent membrane material for thermoplastic liner detention systems.

Recommended Configuration: 30 mil PVC with 8-ounce non-woven geotextile underlayment and overlayment, open top with high flow bypass.

Recommended Restriction: Do not use for fuel spill containment.

Linear low density polyethylene (LLDPE) is a very inert material that offers excellent chemical resistance and is “fish safe”. LLDPE is an effective liner system for StormTech systems, particularly for small projects where the entire liner can be prefabricated in one piece or when using taped seams. LLDPE is flexible up to 30 mil but thicknesses greater than 30 mil should not be folded without potential damage. 30 mil LLDPE is recommended. Extra care should be taken to protect against puncture. A minimum 8-ounce non-woven fabric underlayment and 12-ounce overlayment should be specified. The underlayment should be increased to 12-ounce where water tightness is essential and increased puncture risk exists. Panels as large as 27,000 sq. ft. can be prefabricated into a 4000 lb roll (30 mil is 0.15 lbs/sq. ft.). LLDPE has a specific gravity less than 1.0. LLDPE seams can be taped or field heat welded. Installation costs may increase if field seaming by a specialty contractor is required.

Recommended Configuration: 30 mil LLDPE with 8-ounce non-woven geotextile underlayment and 12-ounce overlayment, open top with high flow bypass.

Recommended Restriction: Do not use for fuel spill containment.

Reinforced Polypropylene (RPP), EPDM *and* ***XR-5*** are excellent materials for lining systems due to their flexibility, durability and excellent chemical and UV resistance. Although excellent lining materials, they generally exceed the engineering requirements for typical applications and are higher in cost than PVC or LLDPE. For fuel and oil concentrations normally found in storm water from parking and roadways, PVC, LLDPE and PP are suitable. However, if containment of aggressive contaminants, fuels or fuel spills are anticipated, a liner professional should be consulted. XR-5 in thicknesses of 30 mil or more, with welded seams may be suitable.

Polyethylene (PE) materials are generally inert, offer excellent chemical resistance and are “fish safe”. Although ***medium density polyethylene (MDPE)*** liners are widely used for sanitary landfills and fish ponds, they are generally much higher in total cost and are not likely to be cost effective lining materials. ***High density polyethylene (HDPE)*** is not flexible enough to resist puncture and conform to the excavation. Cost aside, MDPE is an acceptable liner material for StormTech systems but should be limited to subgrades that are well prepared, without protrusions and must be field seamed.

Geotextile Materials

6-ounce	AASHTO M288 Class 2 non-woven separation geotextile over the top of stone (ADS 601 or equal)
8-ounce	AASHTO M288 Class 2 non-woven geotextile for use as protection layer for PVC, RPP and LLDPE (ADS 801 or equal)
12-ounce	AREMA Chapter 1 Part 10 Category “Regular” non-woven geotextile for use as protection layer for LLDPE and other PE membranes (ADS 1201 or equal)

Seaming Options

1. ***Prefabricated vs. Field*** Prefabricated seams are preferable to field seams for all liner materials whenever possible.
2. ***Solvent Welded*** PVC only, low cost
3. ***Heat Welded*** Costly, require trained seamer, for all liner materials
4. ***Taped*** Cost effective, M50-RC Gray distributed by Titus Industrial Group recommended, single sided, 4” width, for all liner materials. No water tightness data is available.
5. ***Overlapped*** Not water tight, no leakage rates available, suggest 4 ft overlap for all materials.

Pipe “boots” are used to seal pipe penetrations through the liner. Boots can either be prefabricated by the liner fabricator or field fabricated by the contractor. The boot is then solvent cemented, heat welded or taped to the liner. A pipe clamp is normally used to seal the boot around the pipe. Seaming and sealing pipe boots at low temperatures (32° F minimum) requires preheating of the material.

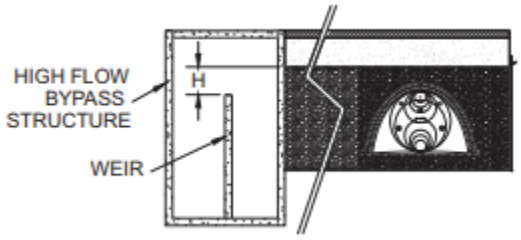
Design

General The design of a lined system must be performed by the consulting engineer and, at minimum, requires knowledge of design storage, peak flow rates and maximum seasonal high groundwater elevation. This information is used to design the peak flow control structure, maximum liner height and groundwater control (if necessary).

High Flow Bypass A high flow control is an important component for any lined system. The high flow control is designed to pass the peak flow while ensuring that the liner is not overtopped. The control structure can be an upstream high flow bypass or a downstream overflow structure. In both cases, a high flow weir, very similar to the high flow control in a pond outlet control structure, is normally used. The high flow weir should be sized such that the water surface elevation based on the maximum head on the weir is less than the top of the liner. Additional freeboard should be provided.

In a typical upstream bypass design, the calculated depth of flow over the weir (H) is subtracted from the maximum water surface elevation in the chamber system to establish the weir crest elevation. The storage in the chamber system associated with the weir crest elevation may be a design constraint. The designer may choose to increase the weir length and therefore decrease the flow depth to establish a higher weir crest.

The equation for a rectangular weir is:

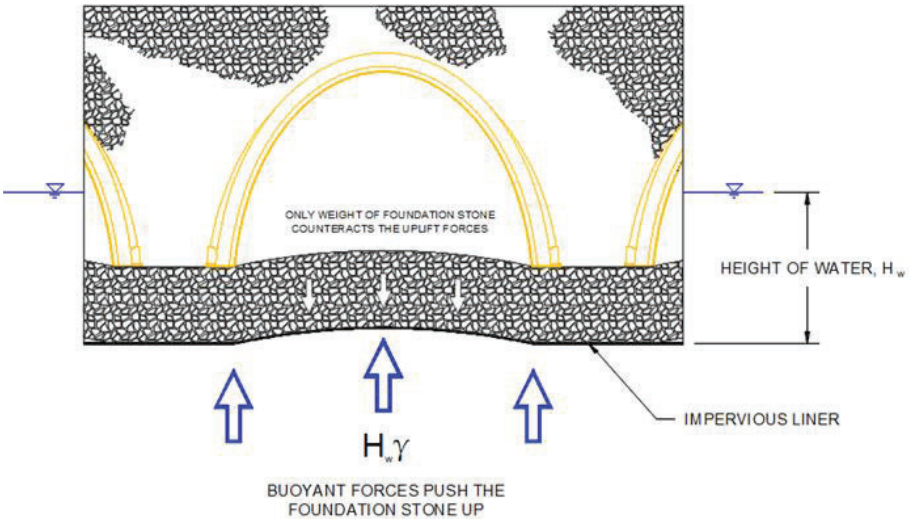


$$H = (Q / (C_d \times L))^{2/3}$$

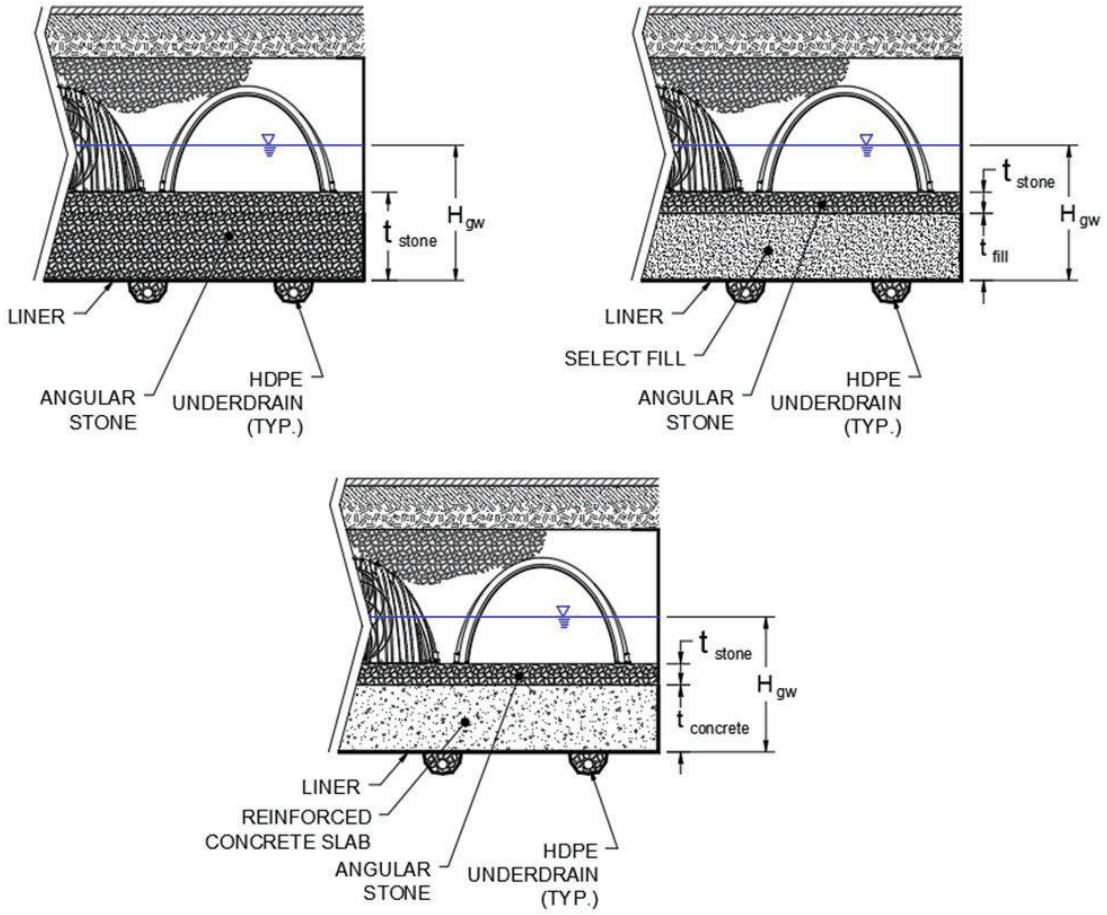
Where:
- Q = flow over the weir (cfs)
- C_d = discharge coefficient = 3.3
- H = Depth of flow over crest (ft)
- L = length of weir (ft)

In a typical downstream overflow design, the designer may incorporate one or more low flow orifices into the high flow weir wall. The weir crest is established as described above but hydraulic losses from the inlet to chamber to the outlet structure may need to be considered. Losses may be factored in by lowering the weir crest or increasing the liner freeboard.

Buoyancy ADS recommends against installing lined chamber systems below groundwater. Although the total weight of a chamber system generally exceeds the buoyant force, a limiting stability condition may result when the buoyant pressure exceeds the resistance pressure directly under the chamber. This could result in a heave of the bedding under the chamber leading to instability.



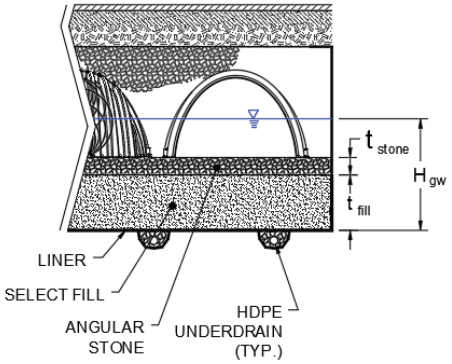
To prevent adverse impacts from ground water, where gravity discharge is possible, ADS recommends the installation of an underdrain system under the liner. Where there is a potential buoyant force, ADS recommends a sufficient bedding thickness, such that the weight of bedding exceeds the maximum buoyant force. The additional bedding thickness can be either increasing the foundation stone or adding a combination of foundation stone and select fill beneath the feet of the chamber and inside the liner to counteract these uplift forces.



The bedding thickness calculation is simplified by ignoring any structural contribution from the liner and reinforcing material and considering only the weight of the stone or stone/fill in the thinnest area of the bedding, which is located under the chamber.

The relationship between bedding thickness and maximum allowable groundwater elevation is:

Select Fill and Foundation Stone Option



$H_{gw} \times (62.4\ lb/ft^3) = [(Y_{stone} \times t) + [(Y_{fill} \times t)] / SF$

Where:

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

Y_{stone} = bulk density of bedding stone (lb/ft^3)

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

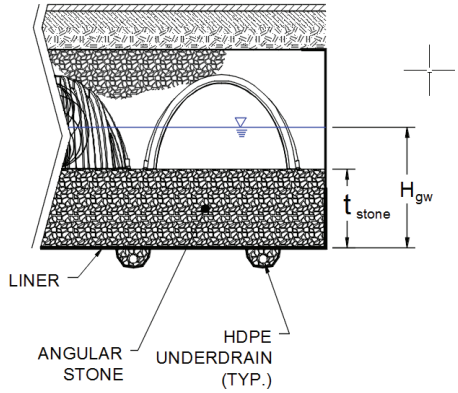
t_{stone} = thickness of stone bedding (in)

SF = safety factor (1.25 typical minimum)*

The bulk density of the open graded stone bedding materials varies from about 75 lbs/ft3 to over 100 lbs/ft^3. The bulk density of select fill materials varies from about 90 lbs/ft^3 to over 120 lbs/ft^3. Without specific bulk density information for the stone actually used, ADS recommends using not more than 75 lbs/ft^3.

* The consulting engineer may apply a lower or higher safety factor.

Increased Foundation Stone Option



H_{gw} x (62.4 lb/ft^3) = [(γ_{stone} x t) / SF

Where:

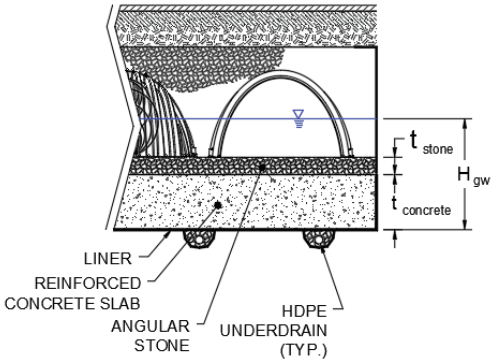
γH_{gw}= height of groundwater above liner bottom (in)

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.

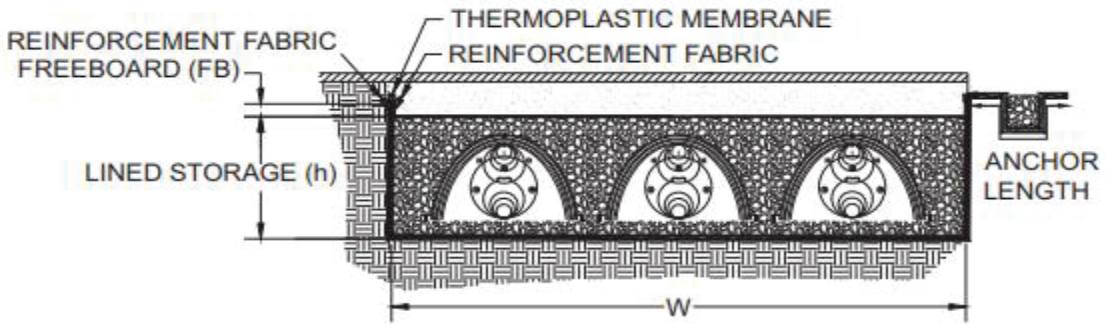
Installation

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.

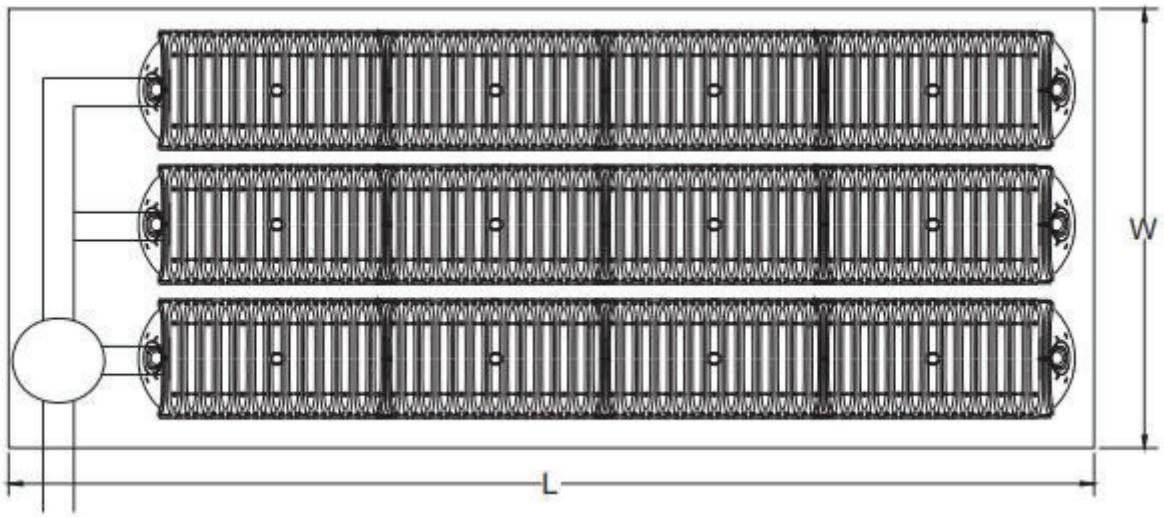
The fabricated sheet size for estimating purposes is calculated as follows:

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

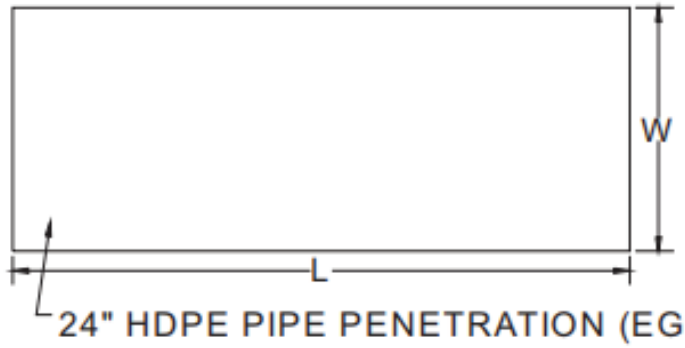
Where:

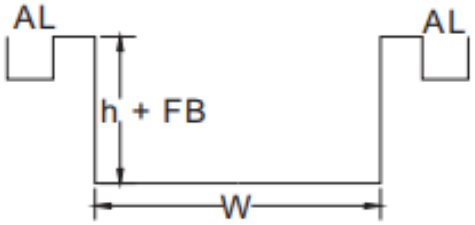
W = system width from StormTech layout drawing
L = system length from StormTech layout drawing
FB = freeboard based on engineer’s advice (0.5’ typical)
AL = anchor length of membrane and reinforcement to tie back sidewall material during installation and backfill of chambers (4’ typical)

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*	-

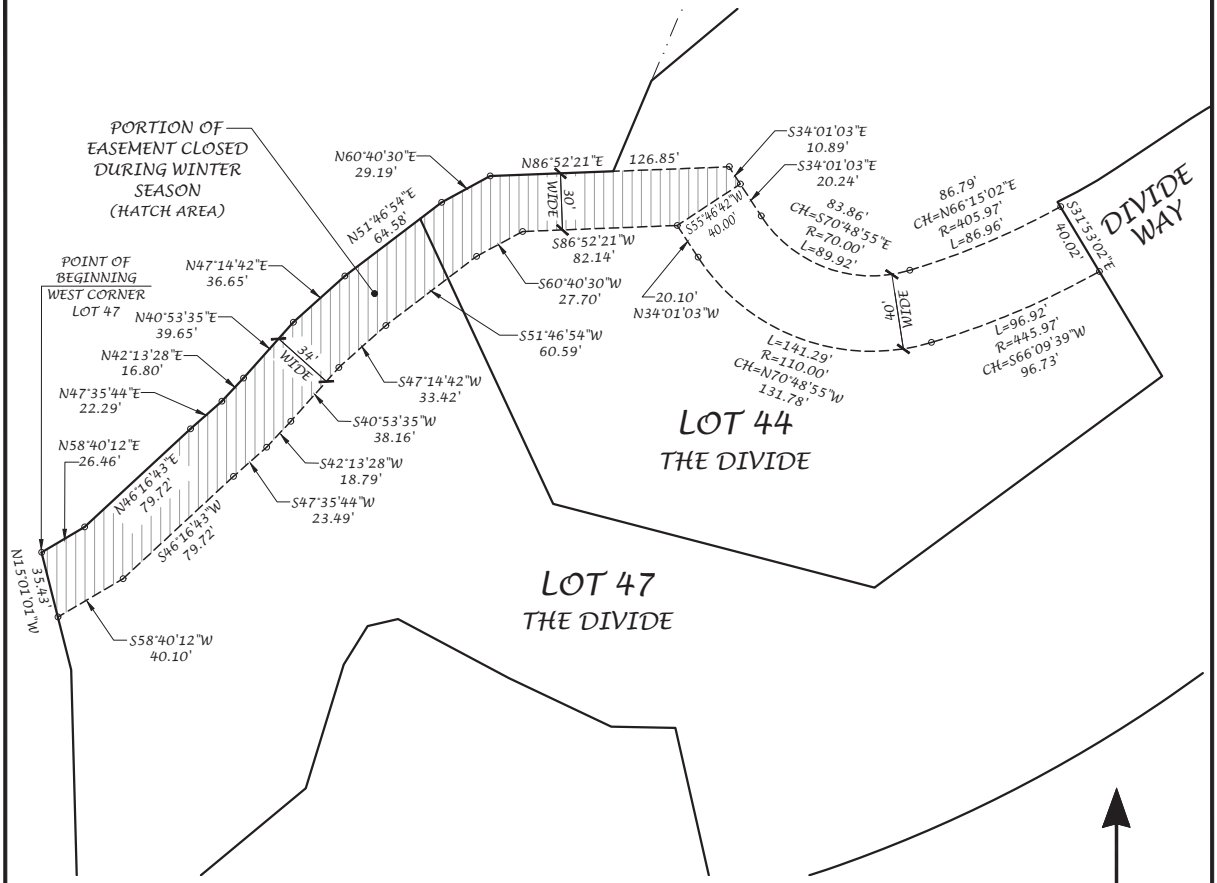
EXHIBIT 19

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

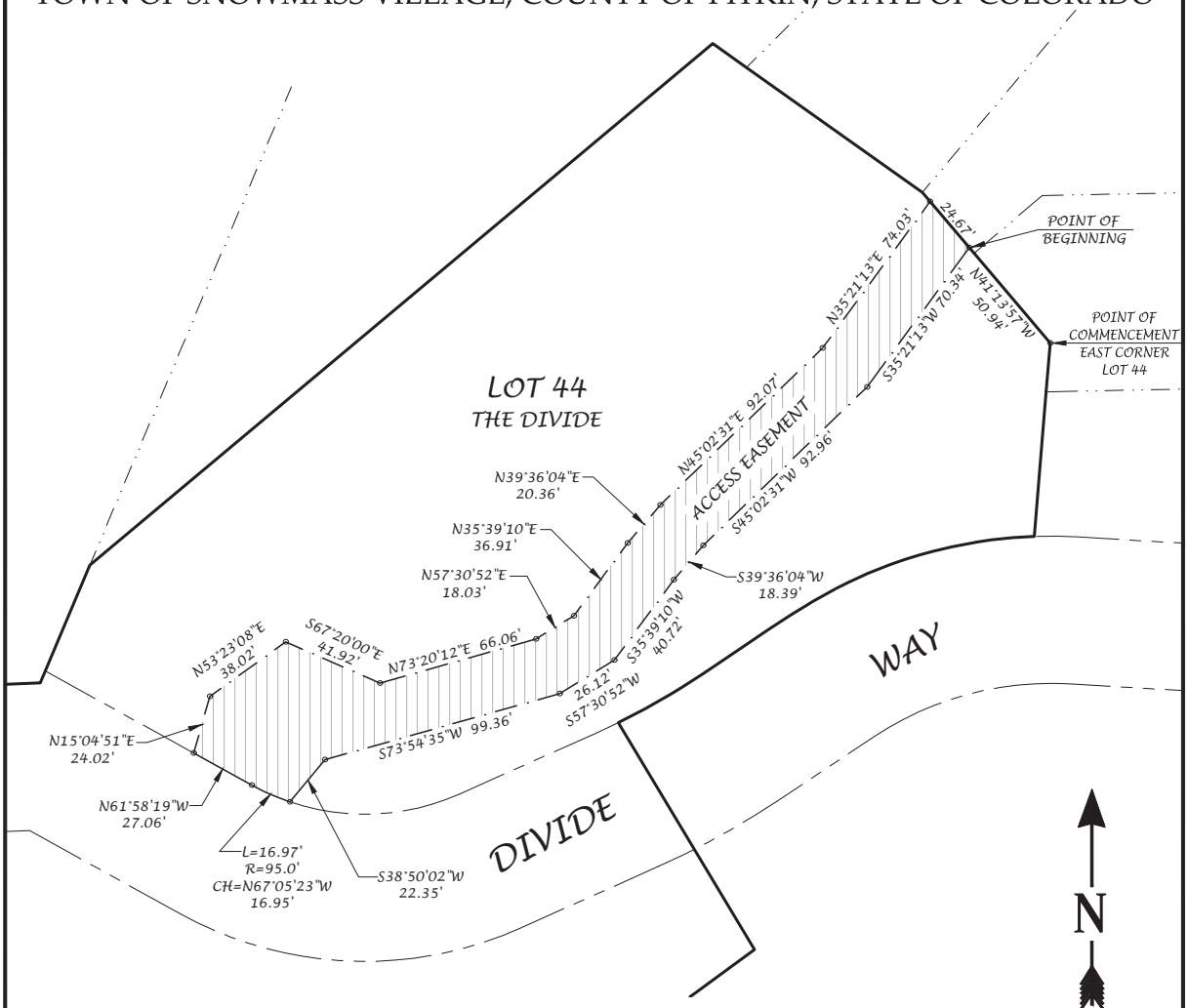
TRUE NORTH COLORADO LLC.
A LAND SURVEYING AND MAPPING COMPANY
P.O. BOX 614 - 386 MAIN STREET UNIT 3
NEW CASTLE, COLORADO 81647
(970) 984-0474
www.truenorthcolorado.com

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



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
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(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.

From: Mike Horvath
To: Brian McNellis
Cc: Anne Martens; Henry, Heather; Jeffreys, Philip
Subject: Divide Way Treatment
Date: Wednesday, December 3, 2025 11:37:11 AM
Attachments: image.png
image.png
Outlook-4ctfej3g.png
Outlook-wnujtk2c.png
Outlook-yhst4m0i.png

All,

I spoke to the Hailey, ID Public Works representative about the treatment proposed on Divide Way, which they have implemented on 2nd Ave in Hailey (see image below). Hailey is outside of Sun Valley, so has a similar climate to Snowmass. A couple items from out discussion listed below:

- 2nd Ave's asphalt surface is 22' to 25' wide
- Functions well and serves as traffic calming
- No notable accidents
- Works when snow covered due to majority of traffic is local residents (same as Divide Way)
- Treatment has been in since 2018
- Representative believes residents would protest if they took it out due to success and slower traffic speeds
- Installed signage on either end to note treatment (see image below)

This is good feedback from a community who has implemented this treatment successfully.

Hailey, ID Treatment:



Signage on Either End:



Mike Horvath, PE
Town Engineer
Town of Snowmass Village, CO
Direct: (970) 922-2324

@TownofSnowmass
facebook.com/TownofSnowmass

Town of SNOWMASS Village

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

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.

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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

Subject: SHOP housing development

> You don't often get email from bgieszl@hotmail.com. Learn why this is important

Dear town council members,

I write to express opposition to the proposal to amend the town's comprehensive development plan to rezone this property and allow a denser housing development than was already approved. I don't believe that this development, in this location, 1 mile from public transport, should trigger this sort of revision. If we are to open this bag of worms to grant developers the ability to build dense housing requiring rezoning, I think there should be a greater benefit than 20 units of poorly located housing.

Thank you all for your service!

Bryan Gieszl

PS—I still oppose the proposed roundabout at Owl Creek and Brush Creek

Megan Boucher

From: Tanner, David <dtanner@aspen.com>
Sent: Monday, December 1, 2025 9:58 AM
To: ashenk@tosv.com; tfridstein@tosv.com; smarolt@tosv.com; bgustafson@tosv.com; cdeangelo@tosv.com
Cc: ckinney@tosv.com; mboucher@tosv.com; Henry, Heather; Kiley, Chris; Jeffreys, Philip
Subject: SHOP op-ed for the record

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

Mayor Shenk and fellow Councilmembers,

For your consideration prior to this evening's public meeting regarding the SHOP and for inclusion in the public record, please see below an op-ed that was penned by myself and Jim Light that was published this weekend.

https://www.aspendailynews.com/opinion/tanner-and-light-sustaining-community-through-housing-with-snowmass-shop/article_eefa4ff1-ab04-437a-8d17-afb5731e9abd.html

Thank you for your continued support and consideration.

Regards,
Dave

DAVID TANNER
PRESIDENT AND CHIEF EXECUTIVE OFFICER
ASPEN ONE
M: +1 415-254-4454
ASPEN.COM

ASPEN ONE
ASPEN SKIING COMPANY || ASPEN HOSPITALITY || ASPEN VENTURES

https://www.aspendailynews.com/opinion/tanner-and-light-sustaining-community-through-housing-with-snowmass-shop/article_eefa4ff1-ab04-437a-8d17-afb5731e9abd.html

Tanner and Light: Sustaining community through housing with Snowmass SHOP

By Dave Tanner and Jim Light, Guest Commentary
Nov 29, 2025

Snowmass and the greater Roaring Fork Valley are entering a period that will shape their futures for decades. Across our mountains, in businesses, schools, and nonprofits, one truth has become undeniable: our community's need for workforce housing far exceeds what is planned or built today.

Over a year ago, Aspen One completed a long-term assessment of its workforce housing needs. Even with the significant housing we already operate, the findings were clear: We will need hundreds of additional units in the next decade to maintain the staffing, service and safety the valley relies on. The primary driver is demographic. Many long-tenured employees — most in secure housing today — are nearing retirement. As they e, we must recruit a new generation of full-time workers, and those employees will not come — or cannot stay — without attainable housing. The threat is indeed existential to the functioning of the four mountains that make up Aspen Snowmass.

Nearly every major employer in the valley faces the same challenge. Housing isn't optional infrastructure. It is essential to sustaining a healthy, functioning mountain community.

This broader context is why the Snowmass Housing and Operations Platform proposal matters. The Snowmass SHOP has long been the quiet backbone of on-mountain operations. It houses the vehicle maintenance facility, logistics teams and staff who keep the resort safe and welcoming. Yet most people who work there, and across the mountain, commute from outside the Village because local housing options are limited and waitlists remain long.

From our different vantage points — one leading Aspen One and its evolution, the other with decades of experience building, financing and preserving housing — we see the SHOP proposal as a timely and necessary opportunity. It allows full-time employees who already support Snowmass daily to live closer to their work and more fully participate in village life. And it represents one meaningful contribution toward addressing the valley's larger housing need.

Today, the SHOP site includes a handful of units alongside a major operations facility. Under the proposal, it would continue serving all operational functions while adding 30 -round, deed-restricted apartments for snowmakers, lift mechanics, patrollers, food and beverage workers and others whose work keeps the mountain running.

This is not a new development on untouched land. The community previously approved additional construction here, including a second-phase building with commercial space and three housing units. The updated plan reflects current needs: one consolidated building with 30 homes and a significant private investment by Aspen One, at no cost to taxpayers.

We understand that any proposal raises questions around traffic, compatibility, and views. That is why the facts matter. A professional traffic study shows "Level of Service A" — the best possible rating for all relevant roads. The previously approved commercial building would generate similar or greater traffic than the residential building now proposed. And because many future residents already work at the SHOP, the project is expected to reduce daily vehicle trips.

It is equally important to be clear about who this housing is for. These units are deed-restricted, full-time, year-round homes — not short-term rentals. They are providing stable housing for people who have already strengthened Snowmass and want to build their lives here.

Some have referenced the Comprehensive Plan and its preference for concentrating new development in three core areas. We respect that work. But the SHOP site is already an approved and appropriate location for additional development. Using it to address the community's most urgent need aligns with both practical realities and our shared values.

Jim has seen firsthand, through decades of community building and his recent involvement in preserving two mobile home parks near Basalt and Carbondale, how foundational housing is to the health of a town. Those efforts succeeded because of a partnership that included government, nonprofits and businesses across the valley, led by Atlantic Aviation and Aspen One. Together, they recognized what was at stake: families, stability and the continuity that turns a resort into a community.

The SHOP project alone will not solve our housing challenges. No single project can. But it will provide stability for 30 people, support operational resilience and serve as one step in a greater effort. Aspen One is also pursuing additional housing opportunities across the Valley because the scale of need requires solutions in multiple locations over many years.

Ultimately, this is a question of values. Do we believe the people who make Snowmass run should have the opportunity to live here? Do we believe in a future anchored by committed, year-round employees? And do we believe everyone in the community has a role to play in addressing the housing crisis?

We do. And we believe the SHOP project is a responsible, thoughtful, and necessary step toward that future.

Dave Tanner is the CEO of Aspen One. Jim Light is co-founder of Chaffin Light Management and the Roaring Fork Club.

Learn more about your privacy options

Megan Boucher

From: Patrick McAllister <pm@pmlaw.net>
Sent: Monday, December 1, 2025 11:26 AM
To: Brian McNellis (brianm@basalt.net); mboucher@tosv.com; Jeff Conklin; Tapper, Jonathan
Subject: Divide 'SHOP' Workforce Housing
Attachments: SHOP LIGHTING PLANS-500.pdf; lumenpulse-lumenblade-nano-darksky-bldn-complete-specsheet-na-imperial.pdf; spec-fluxwerx-inbox-na-en.pdf

You don't often get email from pm@pmlaw.net. Learn why this is important

Hi Brian. Following the 11/17/25 Town Council meeting on this matter, Aspen One reached out to discuss lighting for the project and provided us with the attached lighting information. We wanted to let you know that Aspen One's lighting plan is satisfactory to us based on the lighting information and the language in the proposed Town Council Resolution of approval paragraphs 23 and 24 regarding screening and lighting code requirements. For the record. Thank you. Patrick McAllister, representing Spruce Lodge Trust.

Attachments:

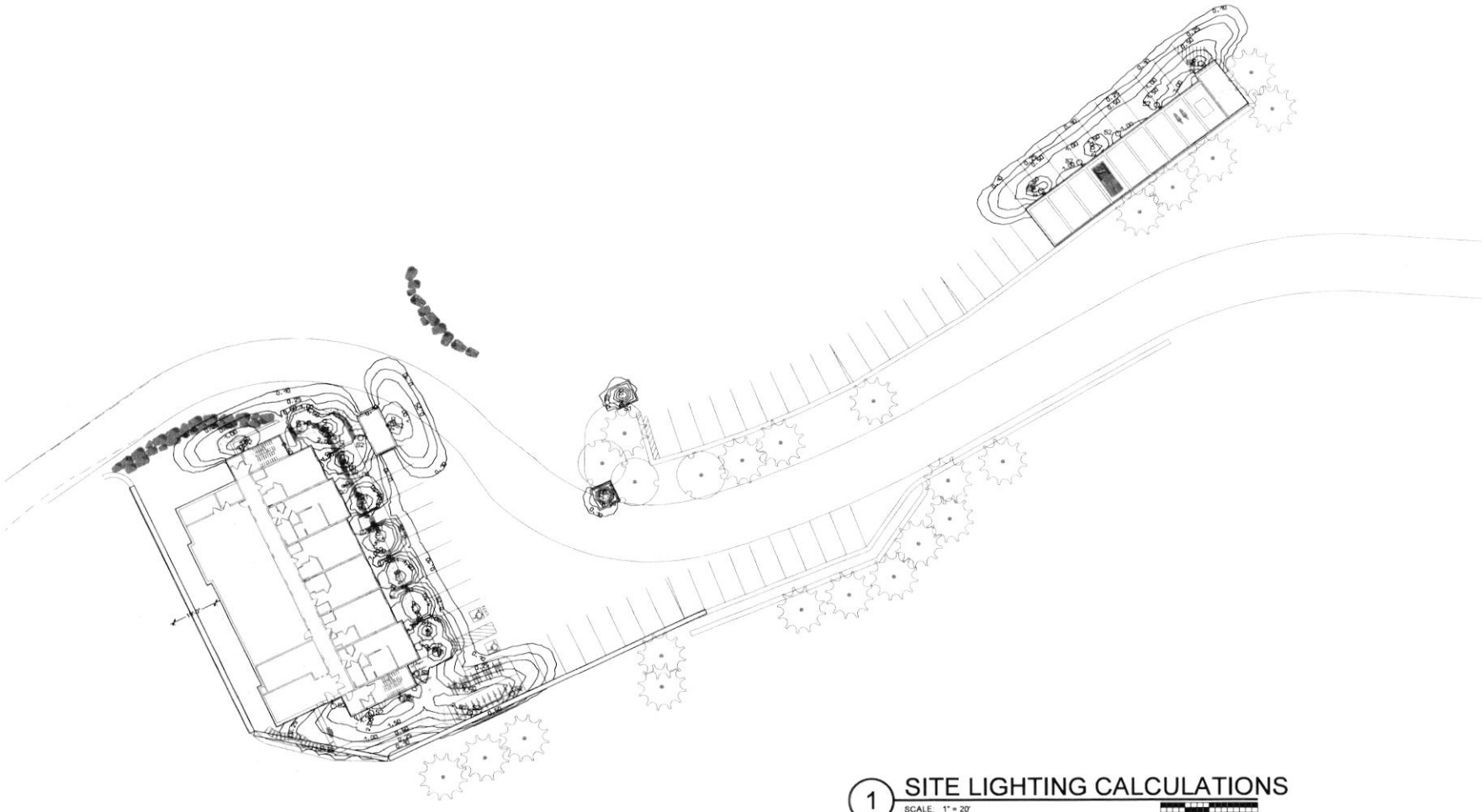
(a) drawing by Alpenglow entitled "Site Lighting Calculations" (1 page).

(b) document entitled "Specification Sheet" "Lumenblade Nano DarkSky BLDN" (11 pages).

(c) document entitled "Fluxwerx" "INBOX (NB1 | NB2) SPECIFICATION DATA" (11 pages).

cc. Megan Boucher, mboucher@tosv.com
Jeff Conklin, Town Attorney, jjc@mountainlawfirm.com
Jonathon Tapper, jtapper@aspen.com

Patrick McAllister
Patrick McAllister, P.C.
PO Box 1191
Basalt, Colorado 81621
Cell: (970) 618-1698



1 SITE LIGHTING CALCULATIONS
SCALE: 1" = 20'
0 10' 20' 40'

original issue date:
9/10/25
revision dates:

SNOWMASS EMPLOYEE HOUSING
1001 DIVIDE ROAD
SNOWMASS VILLAGE, CO 81615

ALPENGLOW LIGHTING DESIGN, INC.

Lighting design, arrangements, plans, specifications, and ideas presented by these drawings are the sole property and copyright of Alpenglow Lighting Design, Inc. and shall not be used without written permission.

SITE LIGHTING

LIGHT-500

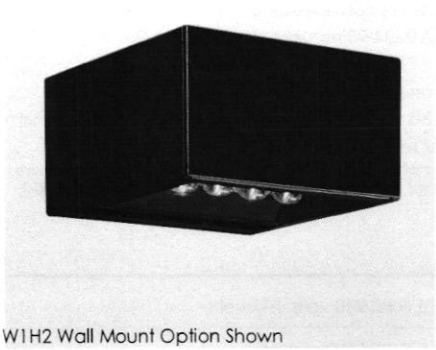
Specification Sheet

Lumenblade

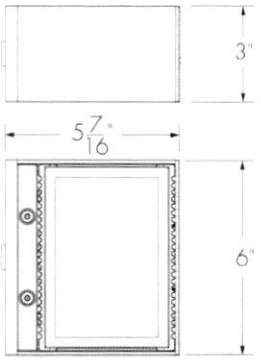
Nano DarkSky
BLDN

Project Name _____ **Qty** _____

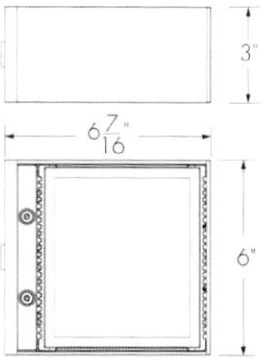
Type _____ **Catalog / Part Number** _____



W1H2 Wall Mount Option Shown



N02, N03, N05, N07 and N10 outputs



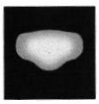
XS03, XS10, XS15, XS20 and XS25 outputs

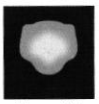
Side views

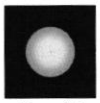
Bottom views

Distributions


Type II

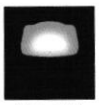

Type III

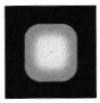

Type IV


Type V


Type II Backlight Shield


Type III Backlight Shield


Type IV Backlight Shield


Type V Square

Color and Color Temperature


True Amber 585nm-595nm (Turtle-Friendly)


2200K


2700K


3000K

Control

ON/OFF 0-10V

Ratings

IP66 (optical chamber) IK06 (lens) IK10*(frame)

*IK10 polycarbonate lens option available, consult factory.

Description

The Lumenpulse Lumenblade Nano is an outdoor LED luminaire that uses a rectilinear version of the Lumencentro light engine to create a continuous line of light. Side Mount or Wall Mount options are available. Its seen-but-not-seen, minimalist design is sustainable, blends with both contemporary and heritage architectures, provides a high level of security, and is sensitive to the natural environment with DarkSky approval, low outputs, and with a BUG rating of 0.

Features

Mounting	Side Mounting, Wall Mounting
Color and Color Temperature	True Amber 585nm-595nm (Turtle-Friendly), 2200K, 2700K, 3000K
Distributions	Type II, Type III or Type IV (with or without backlight shield), Type V, Type V square
Optical Option (factory installed)	Louver
Vibration Rating	Meets ANSI C136.31-2018 vibration rating for Bridge & Overpass applications
Option	Vibration Rated for Bridge and Overpass Corrosion-resistant Coating for Hostile Environments
Warranty	5-year limited warranty

Performance

Output (Nominal Lumens)	Minimum 200lm/ Maximum 2500lm
Efficacy	Up to 127 lm/W (XS10 lumen output, 3000K, CRI 80 , Type VS)
Color Rendering	3 SDCM for CRI 70+, 2 SDCM for CRI 80+ and CRI 90+
Lumen Maintenance	TM-21 L70 > 145,000 hrs (reported, Ta 25 - 50 °C [77 - 122 °F])
DarkSky	DarkSky Approved (2200K, 2700K, 3000K and Amber color temperatures, BUG rating of U0)

lumenpulse™

1220 Marie-Victorin Blvd., Longueuil, QC, J4G 2H9, CAN | T 514.937.3003 | Toll-Free 1.877.937.3003 | info@lumenpulse.com
www.lumenpulse.com www.lumenpulse.com/products/3768

LMPG Inc. reserves the right to make changes to this product at any time without prior notice and such modification shall be effective immediately.
2024.10.04 Copyright © 2024 LMPG Inc.

DarkSky Certification

Certified by DarkSky.org

Certifications

VRBO

Physical

Housing Material	Extruded aluminium 6000 alloy series
Lens Material	Optical tempered clear glass (Clearsite lens), Optical tempered frosted glass (Frostsite lens), Optical tempered half-frosted glass (Half-Frostsite lens)
Surface Finish	Super durable resistant exterior polyester powder coating meets AAMA 2604-98 requirements (5-years Florida exposure). A corrosion resistant finish (CRC) pre-finish is available to meet ASTM B-117 & ASTM D-1654 (salt spray resistance) and ASTM D-2247 requirements (humidity resistance).
Weight	1.87 lbs to 4.84 lbs, refer to EPA and fixture weight tables for details

Electrical and Control

Voltage	120 volts, 208 volts, 240 volts, 277 volts
Control	On/Off Control, 0-10V Dimming

Environmental

Storage Temperature	-40°C to 50°C [-40°F to 122°F] (device must reach start-up temperature value before operating)
Operating Temperature	-40°C to 50°C [-40°F to 122°F]
Start-up Temperature	-25°C to 50°C [-13°F to 122°F]
Ingress Protection Rating	IP66 (optical chamber) Wet location rated
Impact Resistance Rating	IK06 (glass lens) IK10 (frame) *IK10 polycarbonate lens option available, consult factory
Environment	Dry/damp/wet location

EPA And Fixture Weight Tables

*Fixture weights are estimated.

N02, N03, N05, N07 And N10 Output (Board With 4 LEDs)

		SD-RPA6N SD-RPA6TN	SD-SPA6N	SD-SPA6TN	SD-RPA8N SD-RPA8TN	SD-SPA8N SD-SPA8TN
EPA (sq ft.)	S1E	0.171	0.170	0.170	0.171	0.170
	S2E	0.342	0.340	0.340	0.342	0.340
Weight* (lbs)	S1E	2.22	1.87	1.90	2.06	1.87
	S2E	4.44	3.74	3.80	4.12	3.74

	WM-W1H2	WM-W1H4	WM-W1HSJB
EPA (sq ft.)	0.170	0.170	0.293
Weight* (lbs)	1.87	2.20	3.86

XS03, XS10, XS15, XS20 And XS25 Output (Board With 8 LEDs)

		SD-RPA6N SD-RPA6TN	SD-SPA6N	SD-SPA6TN	SD-RPA8N SD-RPA8TN	SD-SPA8N SD-SPA8TN
EPA (sq ft.)	S1E	0.197	0.201	0.201	0.197	0.201
	S2E	0.394	0.402	0.402	0.394	0.402
Weight* (lbs)	S1E	2.42	2.07	2.10	2.26	2.07
	S2E	4.84	4.14	4.20	4.52	4.14

	WM-W1H2	WM-W1H4	WM-W1HSJB
EPA (sq ft.)	0.201	0.201	0.324
Weight* (lbs)	2.07	2.40	4.06

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Photometric Information

Type II, 3000K, CRI 80+, Clearsite Lens



	Nominal output [lm]	Typical delivered output [lm]	Efficiency (lm/W)	BUG Rating B U G	Typical maximum power 120/277V (W)
N03	204	68	0 0 0	3
N05	408	68	0 0 0	6
N07	641	71	0 0 0	9
N10	835	76	0 0 0	11
XS10	962	96	0 0 0	10
XS15	1,366	80	1 0 1	17
XS20	1,721	69	1 0 1	25
XS25	2,176	73	1 0 1	30

Type III, 3000K, CRI 80+, Clearsite Lens



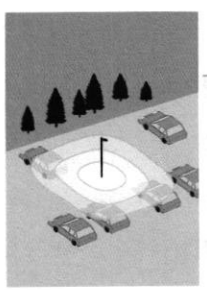
	Nominal output [lm]	Typical delivered output [lm]	Efficiency (lm/W)	BUG Rating B U G	Typical maximum power 120/277V (W)
N03	223	74	0 0 0	3
N05	446	74	0 0 0	6
N07	701	78	0 0 0	9
N10	913	83	0 0 0	11
XS10	1,014	101	0 0 0	10
XS15	1,440	85	1 0 1	17
XS20	1,814	73	1 0 1	25
XS25	2,294	76	1 0 1	30

Type IV, 3000K, CRI 80+, Clearsite Lens



	Nominal output [lm]	Typical delivered output [lm]	Efficiency (lm/W)	BUG Rating B U G	Typical maximum power 120/277V (W)
N03	187	62	0 0 0	3
N05	374	62	0 0 0	6
N07	588	65	0 0 0	9
N10	767	70	0 0 0	11
XS10	867	87	0 0 0	10
XS15	1,232	72	1 0 1	17
XS20	1,552	62	1 0 1	25
XS25	1,963	65	1 0 1	30

Type V Square, 3000K, CRI 80+, Frostsite Lens



	Nominal output [lm]	Typical delivered output [lm]	Efficiency (lm/W)	BUG Rating B U G	Typical maximum power 120/277V (W)
N03	226	75	0 0 0	3
N05	451	75	0 0 0	6
N07	709	79	0 0 0	9
N10	923	84	0 0 0	11
XS10	1,094	109	0 0 0	10
XS15	1,554	91	1 0 1	17
XS20	1,957	78	1 0 1	25
XS25	2,476	83	1 0 1	30

Photometric performance is measured in compliance with IESNA LM-79-19. Due to rapid and continous advances in LED technology, photometric information is subject to change without notice.

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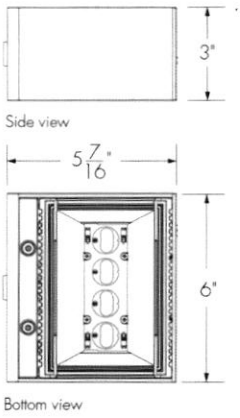
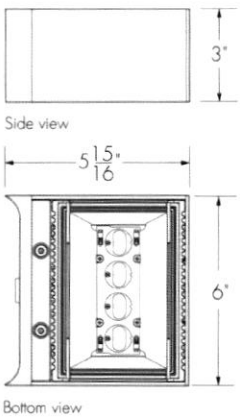
Dimensions

N02, N03, N05, N07 And N10 Output (Board With 4 LEDs)

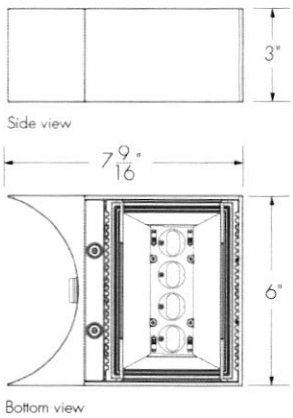
W1H2, SPA6N, SPA8N and SPA8TN



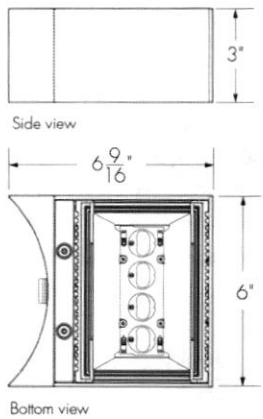
SPA6TN



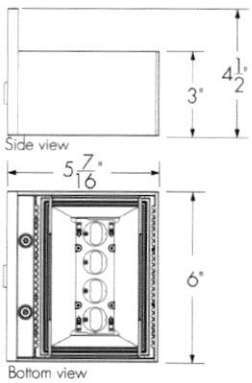
RPA6N And RPA6TN



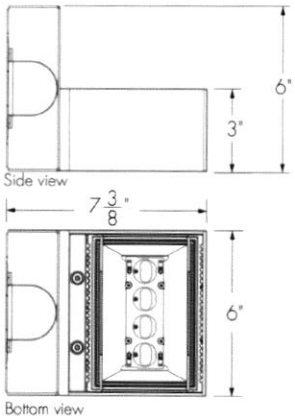
RPA8N And RPA8TN



W1H4



W1HSJB



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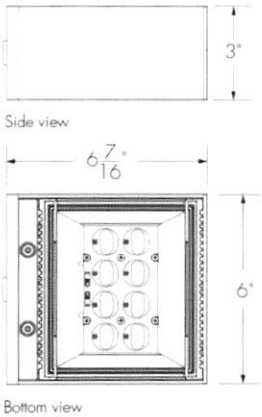
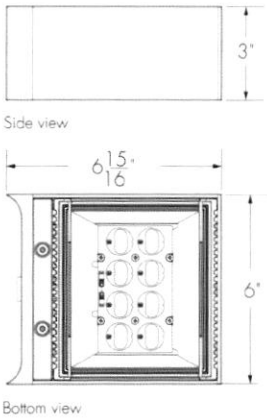
XS03, XS10, XS15, XS20 And XS25 Output (Board With 8 LEDs)

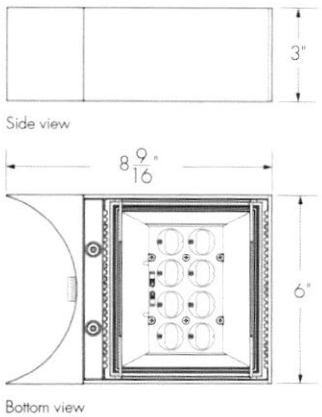
W1H2, SPA6N, SPA8N and SPA8TN



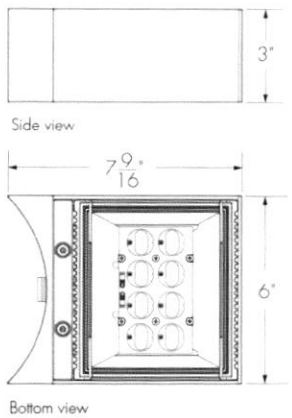
SPA6TN



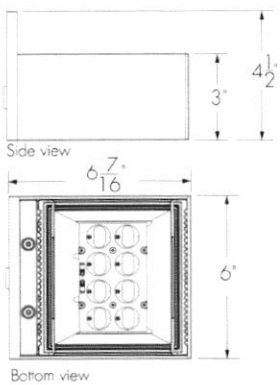
RPA6N And RPA6TN



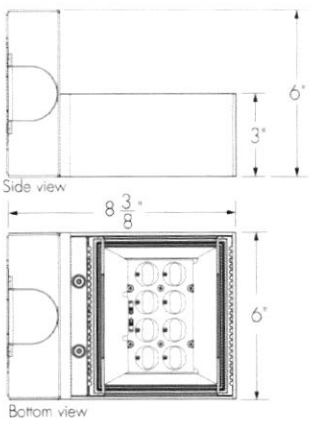
RPA8N And RPA8TN



W1H4



W1HSJB



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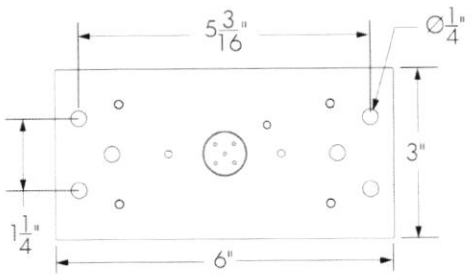
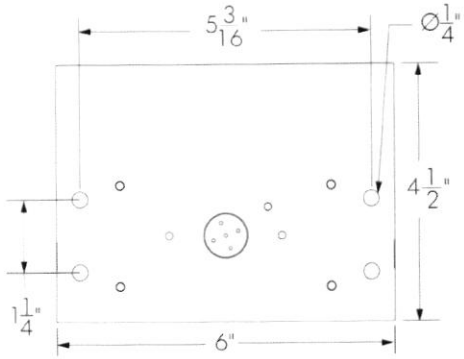
Mounting Details

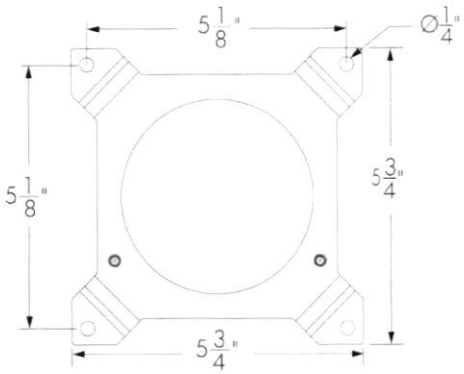
BLDN-WM-W1H2 Mounting Plate Details



BLDN-WM-W1H4 Mounting Plate Details



BLDN-WM-W1HSJB Mounting Plate Details



The WM-W1HSJB mounting is designed for installation on a round exterior (weatherproof) surface junction box (Ø4 in diameter and 1 5/8 in deep) that accommodates up to 3/4" NPT trade size conduit. For all other types of junction boxes, consult the factory.

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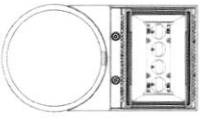
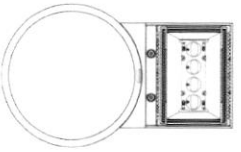
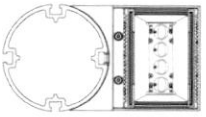
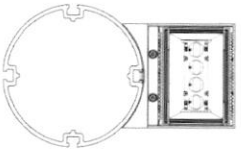
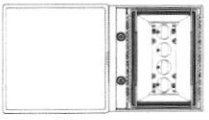
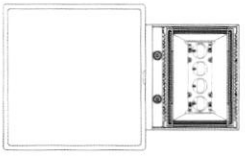
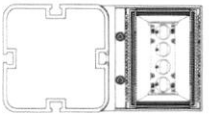
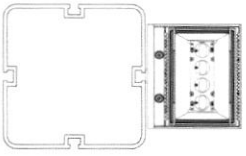
BLDN-SD Pole Mounting Option

	Straight and muffler poles		Lumentech pole	
	6in	8in	6in	8in
Round shape	RPA6N 	RPA8N 	RPA6TN 	RPA8TN 
Square shape	SPA6N 	SPA8N 	SPA6TN 	SPA8TN 

BLDN-SD with 4 LEDs shown.
Available configurations:

S1E — Single pole-top
S2E — Double pole-top
S1X — Variable Height Mounting Arm

*Consult factory for other configurations.

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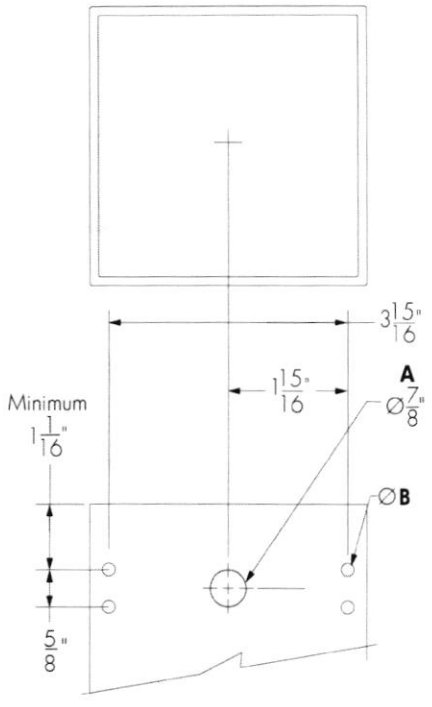
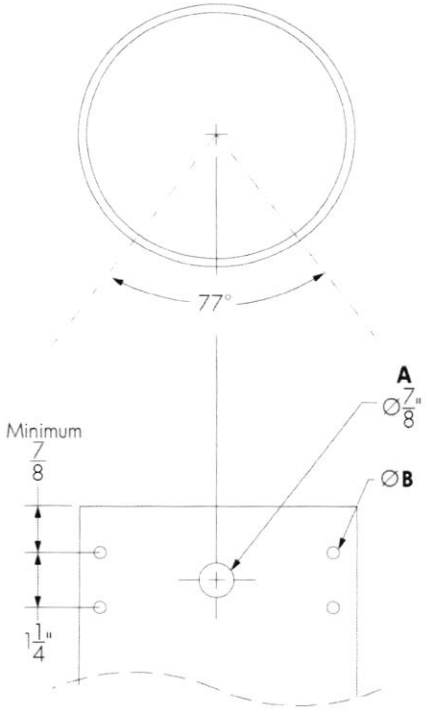
BLDN-SD Poles Drilling Patterns

SPA6N, SPA6TN, SPA8N and SPA8TN



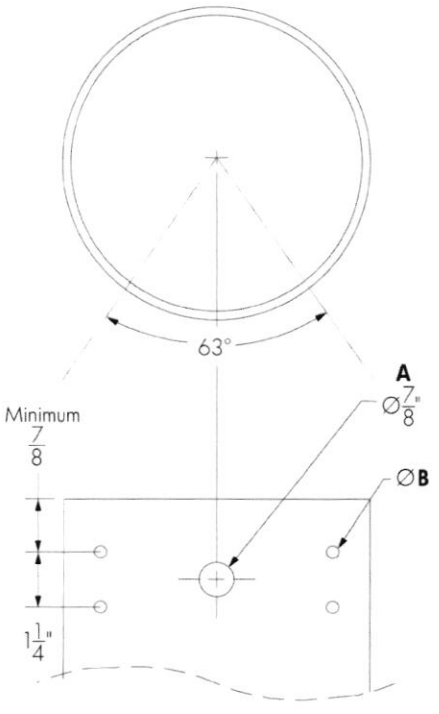
6 in or 8 in Square pole mount.

RPA6N And RPA6TN



6 in Ø round pole mounting.

RPA8N And RPA8TN



8 in Ø round pole mounting.

A - Wire feeding location

B - S1E and S2E pole configuration

9/32 in drilling holes. Nylon nuts (x4) and screws (4x) 1/4-20 x 1.25 in provided by lumenpulse.

S1X pole configuration

1/4-20 threaded holes. Screws (4x) 1/4-20 x 1.25 in provided by lumenpulse.

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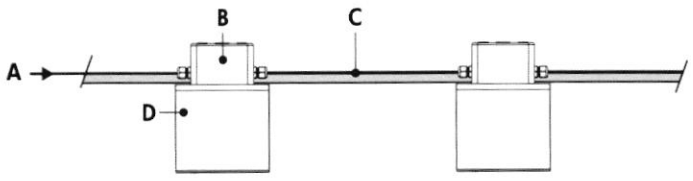
Typical Wiring Diagrams

Wiring Color Code

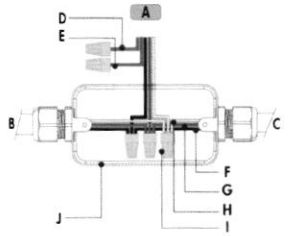
Color	Black	White	Green	Purple	Gray
Use	Line	Line/Neutral	Ground	0-10V+	0-10V-

On/Off Control (NO)



A - Power input (120-277V)
B - Junction box (by others)
C - Power wiring (by others)
D - Lumenblade Nano Wall Mount

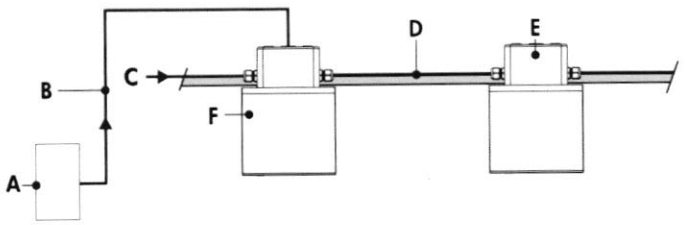
On/Off Control (NO) - Wiring Detail



A - To fixture
B - Power input or from previous fixture
C - To next fixture
D - Not required
E - Not required
F - Line
G - Ground
H - Neutral
I - Wire-nuts
J - Junction box (by others)

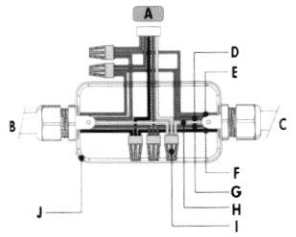
- Consult factory for specific applications and maximum fixture count/cable length recommendations.

0-10V Dimming (DIM)



A - Dimmer (by others)
B - Data wiring (by others)
C - Power input (120-277V, wiring by others)
D - Conduit (by others)
E - Junction box (by others)
F - Lumenblade Nano Wall mount

0-10V Dimming (DIM) - Wiring Detail



A - To fixture
B - Power input or from previous fixture
C - To next fixture
D - 0-10V +
E - 0-10V -
F - Line
G - Ground
H - Neutral
I - Wire-nuts
J - Junction box (by others)

- Consult factory for specific applications and maximum fixture count/cable length recommendations.
- 0-10V mA ratings: passive dimmer (Current Sink): 3mA per fixture, active dimmer (Current Source): 0.5mA per fixture.
- 1% minimum dimming value.

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How to Order

Housing	Mounting	Voltage	Lens [5]	Output (Nominal Lumens) [9]	Color and Color Temperature	Color Rendering	Distributions	Optical Option	Finish	Control	Option
BLDN Lumenblade Nano	**SD** Side Mounting [1] **WM** Wall Mounting [2] [3] [4]	**120** 120 volts **208** 208 volts **240** 240 volts **277** 277 volts	**CSL** Clearsite Lens [8] **FSL** Frostsite Lens [7] **HFSL** Half-Frosted Site Lens [4] [8]	**N02** 200lm (4 LEDs) [6] [10] [11] **N03** 300lm (4 LEDs) **N05** 500lm (4 LEDs) **N07** 700lm (4 LEDs) **N10** 1000lm (4 LEDs) **XS03** 300lm (8 LEDs) [6] [10] [11] **XS10** 1000lm (8 LEDs) **XS15** 1500lm (8 LEDs) **XS20** 2000lm (8 LEDs) **XS25** 2500lm (8 LEDs)	**AMB** True Amber 585nm-595nm (Turtle-Friendly) **22K** 2200K **27K** 2700K **30K** 3000K	**CRI 70** CRI 70+ [12] **CRI 80** CRI 80+ [13] **CRI 90** CRI 90+ [14]	**2** Type II **2BLS** Type II Backlight Shield **3** Type III **3BLS** Type III Backlight Shield **4** Type IV **4BLS** Type IV Backlight Shield **5** Type V **5S** Type V Square	**LV** Louver [6] [15] [16]	**BK** Black Sandtex® **BRZ** Bronze Sandtex® **SI** Silver Sandtex® **BKTX** Textured Black **BRZTX** Textured Bronze Non-Metallic **GRATX** Textured Medium Gray **GRNTX** Textured Green **WHTX** Textured White **CC** Custom Color & Finish [17] [18] [19]	**DIM** 0-10V Dimming [20]	**VRBO** Vibration Rated for Bridge and Overpass [21] [22] [23] **CRC** Corrosion-resistant coating [24] [25]

Notes:

1. Available with all pole mounting options.
2. Available with W1H2, W1H4 and W1HSJB adaptors only.
3. When combined with CSL lens, only AMB color temperature is available.
4. Available with Type 2, 3 and 4 distributions only.
5. Standard IK06 rating for glass lens. IK10 rated polycarbonate lens available, please consult factory.
6. Not available with type 5 distribution.
7. Available with type 3 and 5 distributions only.
8. Available for N03, N05, N07 and N10 outputs only.
9. Lumen output will vary according to the lens and distribution specified for the fixture. Please consult the photometric information section of the specification sheet for more details.
10. Available with AMB color temperature only.
11. Not available for FSL and HFSL lens.
12. Binning within a 3-step McAdam ellipse
13. Binning within a 2-step McAdam ellipse, with the exception of 2200K.
14. Binning within a 2-step MacAdam ellipse.
15. Available with CSL and HFSL lenses only.
16. Factory installed.
17. Specify RAL number followed by "TX" for textured finish (ex: RAL9007TX) or STX for Sandtex finish (ex: RAL9007STX). Textured or Sandtex finishes are recommended for the durability of all products. If a finish is not specified with the RAL number (ex: RAL9007), a glossy finish will be provided. Please consult factory for other RAL textures and glosses, or to match alternate color charts. Final color matching results may vary.
18. Longer lead times can be expected for custom RAL color finishes.
19. Setup charges apply for RAL colors. Consult factory for details.
20. DIM control can be used as NO (On/Off control) if no data is required.
21. Vibration tested in accordance with ANSI 136.31 2018 for bridge and overpass applications at 5Gv.
22. Specify only if a bridge or overpass application is required.
23. Not available for W1HSJB mounting adaptor.
24. Use only when exposed to salt spray. This option is not required for normal outdoor exposure.
25. Setup charges apply. Consult factory for details.

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How to Order

Mounting Adaptor
RPA6N Round Pole Adaptor for Ø6 in Pole
SPA6N Square Pole Adaptor for Ø6 in Pole
RPA8N Round Pole Adaptor for Ø8 in Pole
SPA8N Square Pole Adaptor for Ø8 in Pole
RPA6TN Round Pole Adaptor for Lumentech Ø6 in Pole
SPA6TN Square Pole Adaptor for Lumentech Ø6 in Pole
RPA8TN Round Pole Adaptor for Lumentech Ø8 in Pole
SPA8TN Square Pole Adaptor for Lumentech Ø8 in Pole
W1H2 Horizontal Wall Mount Adaptor for 2 in x 4 in Recessed Junction Box
W1H4 Horizontal Wall Mounting Adaptor for 4 in x 4 in Recessed Junction Box
W1HSJB Horizontal Wall Mounting Adaptor for Ø4 in Round Exterior Surface Junction Box [26] [27]

Notes:

26. The WM-W1HSJB mounting is designed for installation on a round exterior (weatherproof) surface junction box (Ø4 in diameter and 1 5/8 in deep). For all other types of junction box, consult the factory.

27. Not available with VRBO option.

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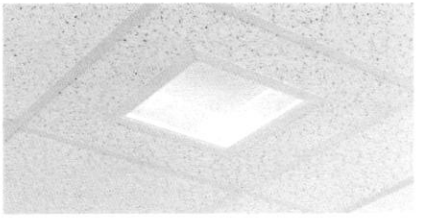
SPECIFICATION DATA

INBOX (NB1 | NB2)

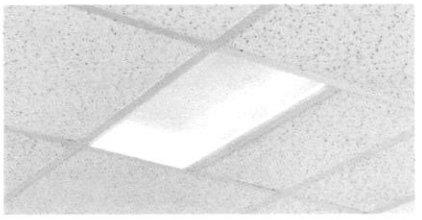


2' x 2' (2-SIDED | 4-SIDED OPTICS)

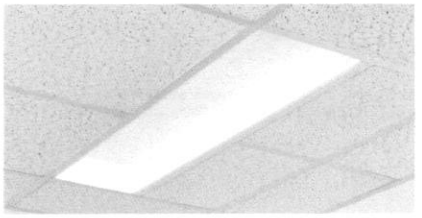
2' x 2'



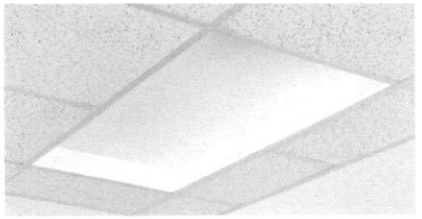
1' x 1'



1' x 2'



1' x 4'



2' x 4'

CATALOG #

PROJECT

NOTES

PERFORMANCE FOCUS

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

	Energy (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 Matching (SDCM)	Lumen Maintenance (hr)	
	L90 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 Anidolic optics generate a visually comfortable, precisely controlled light distribution.
- Up to 12' x 12' spacing, delivering over 40 fc at less than 0.4 W/ft².
- Available in a variety of standard sizes (2×2, 1×4 & 2×4), as well as exclusive 1×1 & 1×2 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 2×2 (4-sided) version.

Declare. Dw CERTIFIED 5 YEAR WARRANTY

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SPECIFICATION DATA

INBOX (NB1|NB2)

ORDER GUIDE

1	2	3	4	5	6	OPTIONS	CONTROLS

1	FAMILY	2	SIZE	3	ENERGY [1]	4	CRI-CCT	5	DRIVER
NB1	Inbox 4-Sided Optics	**11**	1' x 1'	**A**	16 W	**30**	80 CRI 3000 K	**F1**	Non-Dim
				B	20 W	**35**	80 CRI 3500 K	**F2**	0-10 V Dim 3%
				C	25 W	**40**	80 CRI 4000 K	**F4**	Line Voltage Dim (Fwd/Rev) 3% 120 V
		22	2' x 2'	**A**	22 W	**93**	90 CRI 3000 K	**E1**	eldoLED ECO 0-10 V Dim 1%
				B	27 W	**90**	90 CRI 3500 K	**E2**	eldoLED SOLO 0-10 V Dim 0.1%
NB2	Inbox 2-Sided Optics	**12**	1' x 2'	**C**	34 W	**94**	90 CRI 4000 K	**E3**	eldoLED ECO DALI-2 DT6 Dim 1%
		14	1' x 4'	**D**	43 W [2]	**W2**	80 CRI 2700-6500 K [3]	**E4**	eldoLED SOLO DALI-2 DT6 Dim 0.1%
		22	2' x 2'					**L1**	Lutron Hi-Lume 1% EcoSystem (LDE1)
		24	2' x 4'					**W1**	eldoLED DUAL Dynamic White 0.1% [3]

[1] Nominal input power. Add 4 W for BP or 347 V.
[2] D: 1 x 4, 2 x 4, 2 x 2 4-Optic only.
[3] Dynamic White (NB122) 2 x 2 4-Optic only. Pair with Dyn. White driver.

6	VOLTAGE	OPTIONS		CONTROLS
M	120-277 V	**B**	Battery Pack [6]	TYPE & LOCATION [9]
1	120 V [4]	**C**	Chicago CCEA	**R** Remote Sensor / Controller on Ceiling
2	277 V [4]	**F**	6' Flex Whip	**V** Controller on Enclosure / Plenum Side
3	347 V [5]	**H**	Emergency Switching [6,7] (GTD or Controller)	
		K1	Drywall Flange Kit - Trim [8]	
		K2	Drywall Flange Kit - Trimless	

BRAND & PROTOCOL [9]

- **N1** Acuity nLight Wired [10]
- **N3** Acuity nLight Air RPP20 [10,12]
- **E1** Enlighted Smart Sensor [11]
- **L1** Lutron Athena Wireless
- **M1** Legrand Wattstopper PLUS
- **V1** Leviton Intellect Wireless

DYNAMIC WHITE for 0-10 V, DALI [13]

- **WC1** 0-10 V Linear Curve
- **WC2** 0-10 V Log Curve
- **WD1** DALI-2 DT6 Linear Curve
- **WD2** DALI-2 DT6 Inverse Log Curve
- **WD3** DALI-2 DT8

[4] Fixed voltage only for (F4) Line Dim Driver or nLight controls.
[5] 347 V transformer for drivers E1-4/L1.
[6] BP & GTD available for 120-277 V.
[7] GTD not compatible with (F4) Line Dim driver.
[8] Trim flange kit (K1) included with 1' x 1' version by default.
[9] Controls selection may be limited by version, protocol or other features – see Controls page.
[10] nLight: Controller (V) only.
[11] Enlighted: Sensor/Controller (R) only.
[12] No Dynamic White with (N3) nLight RPP20.
[13] See reference table in later Dynamic White section.

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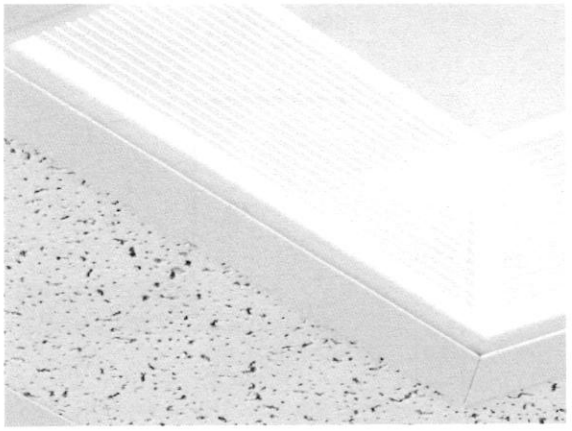
SPECIFICATION DATA

INBOX (NB1 | NB2)

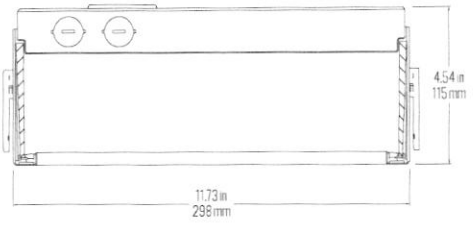
LINEAR ANIDOLIC OPTIC



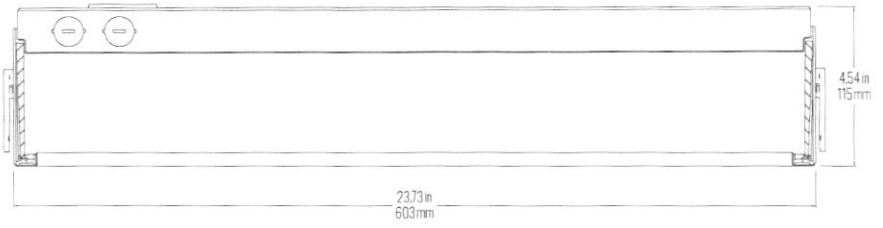
DIMENSIONS

CROSS SECTION

1' x 1' | 1' x 2' | 1' x 4'

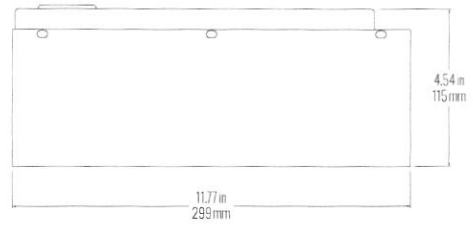


2' x 2' | 2' x 4'

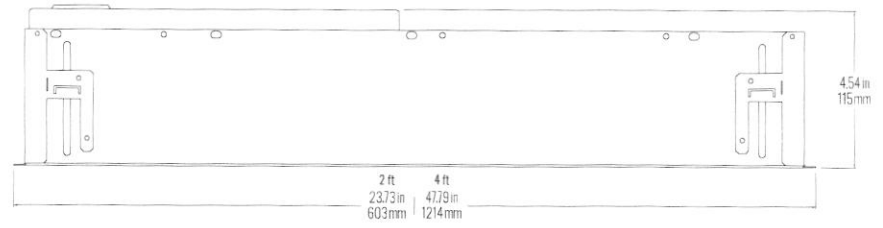


SIDE VIEW

1' x 1'



1' x 2' | 2' x 2' | 1' x 4' | 2' x 4'



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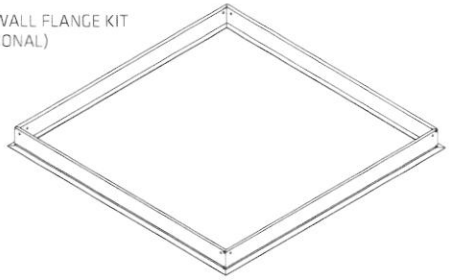
CEILING INTEGRATION

DRYWALL

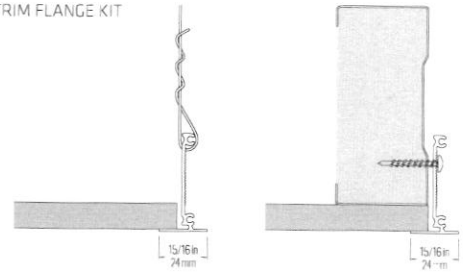
DRYWALL FLANGE KIT
(OPTIONAL)



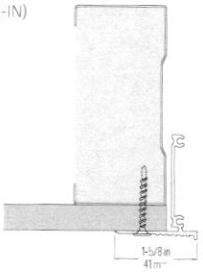
CEILING CUT-OUT

(12) 1' x 2'	12.5" x 24.5" (318 x 622 mm)
(14) 1' x 4'	12.5" x 48.5" (318 x 1232 mm)
(22) 2' x 2'	24.5" x 24.5" (622 x 622 mm)
(24) 2' x 4'	24.5" x 48.5" (622 x 1232 mm)

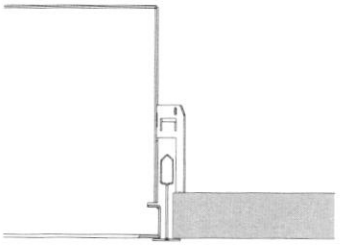
TRIM FLANGE KIT



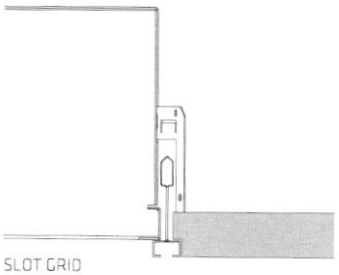
TRIMLESS (MUD-IN)
FLANGE KIT



GRID



FLAT GRID

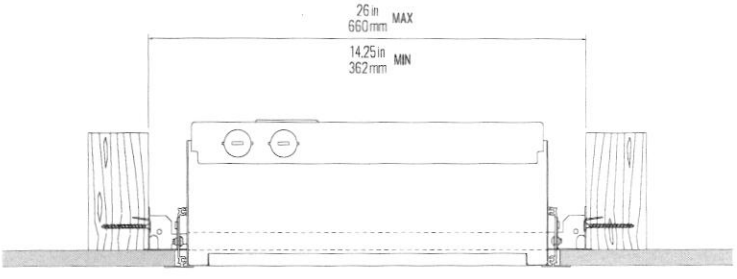


SLOT GRID

CEILING INTEGRATION – 1' x 1'

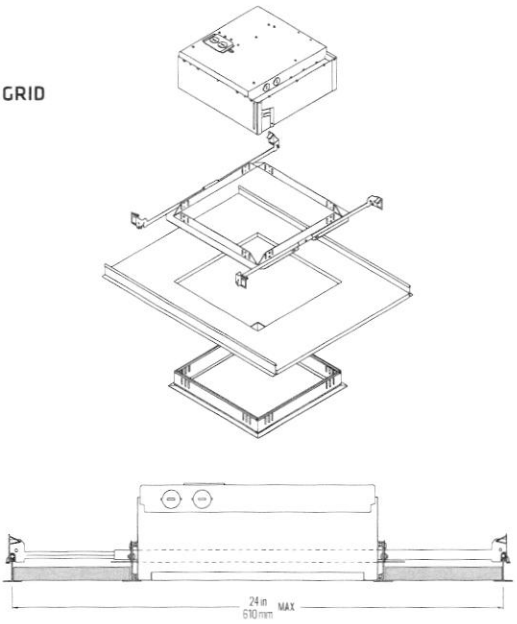
Flange Kit included with luminaire.

DRYWALL



TRIM OR TRIMLESS (MUD-IN) FLANGE KIT

GRID



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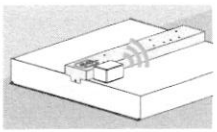
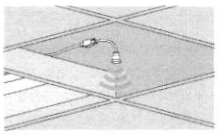
CONTROLS & SENSORS

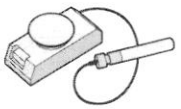
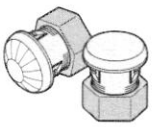
LUMINAIRE INTEGRATION



V
Controller,
Enclosure/Plenum Side



R
Sensor,
Remote/on Ceiling

(N1)	Acuity nLight Wired	nLIGHT	nLight wired, digital network. Model: nPS-80-EZ or nPS-80-EZ-ER (with **H** - Emergency Switching)		**VN1** nLight Wired Controller, Enclosure/Plenum Side
(N2, N3)	Acuity nLight Air	nLIGHT	Acuity nLight wireless network interfaces. Models: rIO, rPP20		**VN3** nLight rPP20 Controller, Enclosure/Plenum Side
(E1)	Siemens Enlighted	Enlighted	Siemens Enlighted wireless smart sensor-controllers. Model: SU-5E-CL		**RE1** Enlighted Smart Sensor, Remote/on Ceiling
(L1)	Lutron Athena	LUTRON Athena	Lutron Athena wireless smart controllers & sensors. Models: A-WN-D01-RF, A-WN-D01-OCC For VL1 and SL1: Default Athena color to match fixture/canopy color Canopy / Athena WH / WH SV / BK BK / BK For VL1 and RL1: default WH		**VL1** Athena Controller, Enclosure/Plenum Side **RL1** Athena Sensor, Remote/on Ceiling
(M1)	Legrand Wattstopper PLUS	legrand® WATTSTOPPER® PLUS	Wattstopper PLUS wireless smart controllers & sensors. Models: ZBHA-CLM, EN-CLM-PIR		**VM1** Wattstopper PLUS Control Module, Enclosure/Plenum Side **RM1** SensiLUM Sensor, Remote/on Ceiling
(V1)	Leviton Intellect	LEVITON	Leviton Intellect wireless smart controllers & sensors. Models: ZL0x0, ZL0xS		**VV1** Intellect Controller, Enclosure/Plenum Side **RV1** Intellect Sensor, Remote/on Ceiling

Ask us about... Pass & Seymour® EATON DISTECH CONTROLS CRESTRON CASAMBI

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SPECIFICATION DATA

INBOX (NB1|NB2)

NOTES

CONSTRUCTION

- Formed 22 ga. steel housing
- Quick wire access plate and integral seismic restraint tabs/tie-offs
- Optional drywall trim or trimless (mud-in) flange kits
- High reflectance diffuse white textured powdercoat

OPTICAL

- Anidolic optical structures with linear light extraction elements
- Precision extruded high transmittance clear acrylic lenses
- Long life LED system designed for typical TM21 lumen maintenance ≥ L90 @ 60,000 h
- Available in 3000 K, 3500 K, 4000 K or 2700–6500 K with CRI ≥ 80 and R9 ≥ 0. Also static white with CRI ≥ 90 and R9 ≥ 50, all with color accurate binning ≤ 2 SDCM

ELECTRICAL

- Integral high efficiency drivers for 50–60 Hz, 120–277 V and transformer for 347 V
- Power Factor > 0.90
- Total Harmonic Distortion < 20%
- Dim level: Standard 3%, optional 1% or 0.1%
- Optional flex whip: 6' prewired
- Surge Protection: Meets ANSI C82.11 spec and ANSI/IEEE C62.41
- Inrush Current: Meets NEMA 410

EMERGENCY

- Optional Battery Pack delivers 10 W Class 2 rated output for 90 min. Use 12 W input energy to estimate emergency flux, typically 1150–1750 lm (@ 100–150 lm/W).
- Optional GTD (Generator Transfer Switch), 120–277 V, disables 0–10 V control during emergency for full light output

ENVIRONMENTAL & CARE

- Designed for use in dry or damp indoor locations with ambient temperatures of 0–30° C (32–86° F)
- The luminaire may be damaged by chemicals such as chlorine, solvents, ammonia, alcohol or sulfur in the area of operation or in cleaning products. Damage from contaminants is not covered under warranty.
- Not suitable for natatorium environments, e.g. swimming pools, hot tubs and saunas.
- Clean only by wiping with a slightly water-damp, soft, clean cloth.

WARRANTY

- 5 year limited warranty on all components and workmanship

MAX WEIGHT

	120–277 V NO OPTIONS	EMERGENCY OR 347 V
1' x 1'	9 lbs (4.1 kg)	13 lbs (5.9 kg)
1' x 2'	11 lbs (4.8 kg)	15 lbs (6.8 kg)
2' x 2' 2-SIDE	15 lbs (6.5 kg)	19 lbs (8.6 kg)
2' x 2' 4-SIDE	17 lbs (7.6 kg)	21 lbs (9.5 kg)
1' x 4'	18 lbs (8.0 kg)	21 lbs (10 kg)
2' x 4'	25 lbs (11.3 kg)	29 lbs (13.2 kg)

INDEPENDENT TESTING

- IESNA LM79
- IESNA LM80 (LED @ 10,000 h)

APPROVALS

- UL Listed (USA + Canada)
- CCEA Chicago Plenum
- IC Rated
- Living Building Challenge (LBC) Declared

Protected by one or more US patents: 10215344, 10830415, 9733411, 9823406, D848047.

DRIVERS + EMERGENCY

STANDARD DRIVER OPTIONS

OPTOTRONIC®

ADVANCE

ERP POWER

- **F1** Non-Dim
- **F2** 0–10 V Dim 3%
- **F4** Line Voltage Dim 3% (Forward/Reverse) 120 V

eldoLED

- **E1** eldoLED ECO 0–10 V Dim 1%
- **E2** eldoLED SOLO 0–10 V Dim 0.1%
- **E3** eldoLED ECO DALI-2 DT6 Dim 1%
- **E4** eldoLED SOLO DALI-2 DT6 Dim 0.1%

LUTRON

- **L1** Lutron Hi-Lume 1% EcoSystem (LDE1)

EMERGENCY OPTIONS

bodine

RIB

- **B** Battery Pack Bodine BSL310 (10 W)
- **H** Emergency Switching Functional Devices ESRB Emergency Lighting Relay

Driver and emergency selection may be limited by product or version. For further options, contact Fluxwerx.

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FLUXWERX

SPECIFICATION DATA

INBOX (NB1|NB2)

FAMILY PERFORMANCE

COLOR

80 CRI	4000 K	3500 K	3000 K
Color Rendering (CRI)	83	82	82
Red Index (R9)	4	3	3
Fidelity (TM-30 R_f)	82	83	83
Gamut (TM-30 R_g)	98	96	96
Color Matching (SDCM)		< 2	

90 CRI	4000 K	3500 K	3000 K
Color Rendering (CRI)	94	94	94
Red Index (R9)	77	76	76
Fidelity (TM-30 R_f)	90	91	91
Gamut (TM-30 R_g)	99	98	98
Color Matching (SDCM)		< 2	

Typical colorimetry values.

LUMEN MAINTENANCE

	A 22 W	B 27 W	C 34 W	D 43 W
L90 per TM-21 (hr)		> 60,000		
L70 Estimate (hr)		> 200,000		

OUTPUT MULTIPLIERS

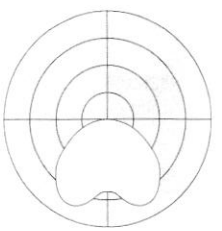
MULTIPLIER		Applies To
90 CRI	0.84	All 80 CRI
Battery Pack - 1'x1'	0.76	Energy A (16 W)
Battery Pack - 1'x2', 1'x4', 2'x2', 2'x4'	0.56	Energy A (22 W)

For 90 CRI or emergency BP, use multipliers to scale published Light (lm), Efficacy (lm/W), Intensity (Cd), Luminance (Cd/m²) and IES files.

VERSION PERFORMANCE

NB111 - 4-SIDE 1'x1', 80 CRI

CONFIGURATION			LIGHT & POWER				VISUAL COMFORT			LIGHT DISTRIBUTION
CCT	ENERGY (NOM.)		LIGHT (lm)	POWER (W)	EFFICACY (lm/W)	MAX BEAM INTENSITY (Cd)	MAX INTENSITY 45-90° (Cd)	MAX LUMINANCE 45-90° (Cd/m²)	UGR (4H x 8H)	
NB111x40 4000 K	A	16 W	1857	15.75	117.9	543	504	>10,000	>25.0	
	B	20 W	2200	19.69	111.7	643	598	>10,000	>25.0	
	C	25 W	2721	24.81	109.7	796	739	>10,000	>25.0	
NB111x35 3500 K	A	16 W	1817	15.75	115.3	531	494	>10,000	>25.0	
	B	20 W	2152	19.69	109.3	629	585	>10,000	>25.0	
	C	25 W	2662	24.81	107.3	779	723	>10,000	>25.0	
NB111x30 3000 K	A	16 W	1776	15.75	112.8	519	482	9,930	24.9	
	B	20 W	2104	19.69	106.8	615	572	>10,000	>25.0	
	C	25 W	2603	24.81	104.9	761	707	>10,000	>25.0	



Inbox Recessed
4-Side 1'x1'

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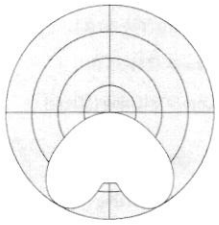
VERSION PERFORMANCE

NB212 - 2-SIDE 1'x2', 80 CRI

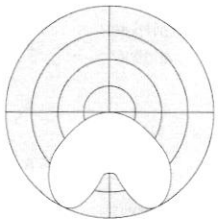
CONFIGURATION			LIGHT & POWER				VISUAL COMFORT			LIGHT DISTRIBUTION
CCT	ENERGY (NOM.)		LIGHT (lm)	POWER (W)	EFFICACY (lm/W)	MAX BEAM INTENSITY (Cd)	MAX INTENSITY 45-90° (Cd)	MAX LUMINANCE 45-90° (Cd/m²)	UGR (4H x 8H)	
NB212x40 4000 K	A	22 W	2522	21.12	119.4	807	692	6,350	23.4	
	B	27 W	2995	26.36	113.6	959	822	7,550	24.0	
	C	34 W	3679	32.17	114.4	1,178	>1,000	9,270	24.7	
NB212x35 3500 K	A	22 W	2467	21.12	116.8	790	677	6,210	23.3	
	B	27 W	2930	26.36	111.2	938	804	7,380	23.9	
	C	34 W	3599	32.17	111.9	1,152	988	9,070	24.7	
NB212x30 3000 K	A	22 W	2412	21.12	114.2	772	662	6,080	23.3	
	B	27 W	2865	26.36	108.7	917	786	7,220	23.9	
	C	34 W	3519	32.17	109.4	1,127	966	8,860	24.6	



Inbox Recessed
2-Side 1'x2'

NB214 - 2-SIDE 1'x4', 80 CRI

CONFIGURATION			LIGHT & POWER				VISUAL COMFORT			LIGHT DISTRIBUTION
CCT	ENERGY (NOM.)		LIGHT (lm)	POWER (W)	EFFICACY (lm/W)	MAX BEAM INTENSITY (Cd)	MAX INTENSITY 45-90° (Cd)	MAX LUMINANCE 45-90° (Cd/m²)	UGR (4H x 8H)	
NB214x40 4000 K	A	22 W	2690	21.10	127.5	885	741	3,500	21.6	
	B	27 W	3344	26.31	127.1	1,100	921	4,350	22.4	
	C	34 W	4205	33.25	126.4	1,383	>1,000	5,460	23.2	
	D	43 W	5177	41.67	124.2	1,703	>1,000	6,730	23.9	
NB214x35 3500 K	A	22 W	2631	21.10	124.7	866	725	3,420	21.5	
	B	27 W	3271	26.31	124.3	1,076	901	4,250	22.3	
	C	34 W	4113	33.25	123.7	1,353	>1,000	5,350	23.1	
	D	43 W	5064	41.67	121.5	1,666	>1,000	6,580	23.8	
NB214x30 3000 K	A	22 W	2573	21.10	121.9	846	709	3,340	21.5	
	B	27 W	3198	26.31	121.5	1,052	881	4,160	22.2	
	C	34 W	4021	33.25	120.9	1,323	>1,000	5,230	23.0	
	D	43 W	4951	41.67	118.8	1,629	>1,000	6,430	23.7	



Inbox Recessed
2-Side 1'x4'

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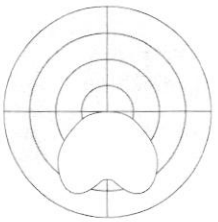
NB122 – 4-SIDE 2' x 2', 80 CRI

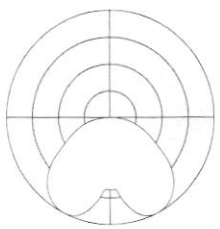
CONFIGURATION			LIGHT & POWER				VISUAL COMFORT			LIGHT DISTRIBUTION
CCT	ENERGY (NOM.)		LIGHT (lm)	POWER (W)	EFFICACY (lm/W)	MAX BEAM INTENSITY (Cd)	MAX INTENSITY 45–90° (Cd)	MAX LUMINANCE 45–90° (Cd/m²)	UGR (4H x 8H)	
NB122x40 4000 K	A	22 W	2684	20.98	128.0	788	722	3,260	21.4	
	B	27 W	3336	26.16	127.5	980	898	4,050	22.1	
	C	34 W	4195	33.06	126.9	1,233	>1,000	5,090	22.9	
	D	43 W	5165	41.43	124.7	1,518	>1,000	6,270	23.7	
NB122x35 3500 K	A	22 W	2626	20.98	125.2	771	706	3,190	21.3	
	B	27 W	3264	26.16	124.8	959	878	3,960	22.1	
	C	34 W	4104	33.06	124.1	1,206	>1,000	4,980	22.9	
	D	43 W	5053	41.43	122.0	1,485	>1,000	6,130	23.6	
NB122x30 3000 K	A	22 W	2567	20.98	122.4	754	691	3,120	21.2	
	B	27 W	3191	26.16	122.0	938	858	3,870	22.0	
	C	34 W	4012	33.06	121.4	1,179	>1,000	4,870	22.8	
	D	43 W	4940	41.43	119.2	1,451	>1,000	6,000	23.5	



Inbox Recessed
4-Side 2' x 2'

NB222 – 2-SIDE 2' x 2', 80 CRI

CONFIGURATION			LIGHT & POWER				VISUAL COMFORT			LIGHT DISTRIBUTION
CCT	ENERGY (NOM.)		LIGHT (lm)	POWER (W)	EFFICACY (lm/W)	MAX BEAM INTENSITY (Cd)	MAX INTENSITY 45–90° (Cd)	MAX LUMINANCE 45–90° (Cd/m²)	UGR (4H x 8H)	
NB222x40 4000 K	A	22 W	2516	21.12	119.1	791	677	2,920	21.1	
	B	27 W	3122	26.36	118.4	982	841	3,630	21.9	
	C	34 W	3835	32.17	119.2	1,206	>1,000	4,460	22.6	
NB222x35 3500 K	A	22 W	2461	21.12	116.5	774	663	2,860	21.0	
	B	27 W	3054	26.36	115.9	960	822	3,550	21.8	
	C	34 W	3752	32.17	116.6	1,180	>1,000	4,360	22.5	
NB222x30 3000 K	A	22 W	2406	21.12	113.9	756	648	2,800	21.0	
	B	27 W	2986	26.36	113.3	939	804	3,470	21.7	
	C	34 W	3668	32.17	114.0	1,154	988	4,260	22.4	



Inbox Recessed
2-Side 2' x 2'

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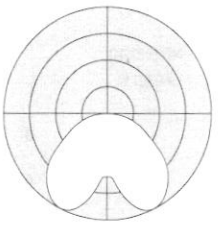
VERSION PERFORMANCE

NB224 – 2-SIDE 2'x4', 80 CRI

CONFIGURATION			LIGHT & POWER				VISUAL COMFORT			LIGHT DISTRIBUTION
CCT	ENERGY (NOM.)		LIGHT (lm)	POWER (W)	EFFICACY (lm/W)	MAX BEAM INTENSITY (Cd)	MAX INTENSITY 45–90° (Cd)	MAX LUMINANCE 45–90° (Cd/m²)	UGR (4H x 8H)	
NB224x40 4000 K	A	22 W	2717	21.19	128.2	868	732	1,590	19.0	
	B	27 W	3377	26.43	127.8	1,080	910	1,980	19.8	
	C	34 W	4246	33.40	127.1	1,357	>1,000	2,490	20.6	
	D	43 W	5228	41.85	124.9	1,671	>1,000	3,060	21.3	
NB224x35 3500 K	A	22 W	2657	21.19	125.4	850	716	1,560	19.0	
	B	27 W	3303	26.43	125.0	1,056	890	1,930	19.7	
	C	34 W	4154	33.40	124.4	1,328	>1,000	2,430	20.5	
	D	43 W	5114	41.85	122.2	1,635	>1,000	2,990	21.2	
NB224x30 3000 K	A	22 W	2598	21.19	122.6	830	700	1,520	18.9	
	B	27 W	3230	26.43	122.2	1,032	870	1,890	19.6	
	C	34 W	4061	33.40	121.6	1,298	>1,000	2,380	20.4	
	D	43 W	5000	41.85	119.5	1,598	>1,000	2,930	21.2	



Inbox Recessed
2-Side 2'x4'

Photometry Reports: 11540236.12 – 14, 11660485.02 – 21

Photometry baseline established with integrating sphere and goniophotometer results from an independent accredited testing laboratory per IES LM-79-2008, ANSI C78.377-2017. Remaining table values scaled from baseline data.

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DYNAMIC WHITE – SITE CONTROLS INTEGRATION (NB122 – 4-SIDE 2'x 2')

Site controllers by others.

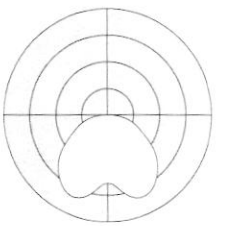
CATALOG CODE	CONTROLS PROTOCOL	COLOR CURVE	CONTROLS BRAND	DW COMPONENT DETAILS
WC1	0-10V	Linear	e.g. Leviton, Watt Stopper, Crestron, Pass & Seymour	Requires a Fluxwerx 0-10V Converter per zone – order separately.*
WC2		Log	e.g. Lutron, Cooper Controls	
WD1	DALI-2 DT6	Linear	e.g. Lutron, Crestron	
WD2		Inverse Log	e.g. Distech, Helvar	
WD3	DALI-2 DT8	Internal	e.g. Distech, Lutron, Sunricher, Lunatone	
VN1, RE1, VL1, VM1, VV1	Internal	Internal	nLight, Enlighted, Athena, Wattstopper PLUS, Leviton	

** See Fluxwerx Dynamic White Component data sheet*

DYNAMIC WHITE PERFORMANCE DATA

NB122xW2 – 4-SIDE 2'x2', 80 CRI

CONFIGURATION			LIGHT & POWER			VISUAL COMFORT		LIGHT DISTRIBUTION
CCT	ENERGY (NOM.)		LIGHT (lm/4ft)	POWER (W/4ft)	EFFICACY (lm/W)	MAX INTENSITY 45–90° (Cd)	MAX LUMINANCE 45–90° (Cd/m²)	
6500 K	A	22 W	2680	23.45	114.3			
	B	27 W	3230	29.41	109.8			
	C	34 W	4190	39.01	107.4			
	D	43 W	5060	48.96	103.4			
5000 K	A	22 W	2630	21.86	120.3			
	B	27 W	3170	27.22	116.5			
	C	34 W	4100	36.44	112.5			
	D	43 W	4960	45.95	107.9			
4000 K	A	22 W	2620	21.76	120.4			
	B	27 W	3160	27.09	116.6			
	C	34 W	4090	36.27	112.8			
	D	43 W	4940	45.74	108.0			
3500 K	A	22 W	2580	22.13	116.6	694	3,131	
	B	27 W	3120	27.55	113.3	839	3,787	
	C	34 W	4030	36.88	109.3	1,084	4,891	
	D	43 W	4870	46.51	104.7	1,310	5,911	
3000 K	A	22 W	2520	22.91	110.0			
	B	27 W	3030	28.53	106.2			
	C	34 W	3930	38.19	102.9			
	D	43 W	4740	48.16	98.4			
2700 K	A	22 W	2500	23.75	105.3	673	3,034	
	B	27 W	3010	29.79	101.0	810	3,653	
	C	34 W	3900	39.51	98.7	1,049	4,733	
	D	43 W	4710	49.59	95.0	1,267	5,717	



Inbox Recessed
4-Side 2'x2'

Photometry Reports: Fluxwerx

Photometry baseline established with integrating sphere and goniophotometer results from an independent accredited testing laboratory per IES LM-79, ANSI C78.377. Remaining values scaled from baseline data per IES LM-63. Output and power may vary by up to 5%.

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OTTENJOHNSON
ROBINSON NEFF + RAGONETTI PC

November 28, 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; BMCNELLIS@TOSV.COM; COUNCIL@TOSV.COM; AND HAND DELIVERY

Town of Snowmass Village Town Council
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 – Comment Letter for December 1, 2025 Town Council Hearing

To Whom it May Concern:

As you know, this firm represents the Divide Homeowners Association (the "**Divide HOA**"). We are writing concerning the Town Council's December 1, 2025 meeting, at which it will be holding a continued hearing on 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 Town Council and in the Town's record for the Application.

Introduction

At the Town Council's November 17, 2025 meeting, the Divide HOA, members of the Divide community, and other Snowmass residents raised significant concerns regarding the Project. The basic problem is that SkiCo is trying to fit too much into this constrained site, in a remote part of the Town, without access to transit. A 3-story, 30 unit apartment housing up to 60 residents is simply not compatible in this location in the single-family Divide neighborhood, and this close to the Ditch Trail, and a future use of the Krabloonik site. These concerns are consistent with language throughout the Comprehensive Plan, which emphasizes directing new housing development to the established nodes and near transit.

The Divide community also expressed its frustration and disappointment that SkiCo has ignored input from the Divide HOA and has rejected any compromise as to the size or density of the Project. That said, on Friday, November 21, 2025 Heather Henry reached out via email, asking for information on changes the Divide HOA would want to see in a more balanced approach. That outreach came just before Thanksgiving week, so the

Divide HOA had limited ability to discuss this with its members. However, the Divide HOA was encouraged to the extent that the email might indicate a willingness on the part of SkiCo to make substantial changes to the Project. Based on the limited internal discussions that were possible on a short timeline, the Divide HOA responded by email on Monday, November 24, 2025, outlining the HOA's key concerns and the kinds of changes it feels would be important. The Divide HOA isn't in a practical position to design a modified version of the Project, especially given that design issues on such a constrained site are inherently interwoven. However, if SkiCo is genuinely willing to make the kinds of fundamental changes needed to make the Project compatible with the location and the Comprehensive Plan, the Divide HOA is committed to working with SkiCo in good faith.

The Divide HOA is hopeful that the parties can start focusing on a more constructive approach involving changes to the design of the Project. However, the Divide HOA has not heard further from SkiCo since the November 21 email, and it appears from agenda materials that SkiCo is still pursuing approval of the Project as currently designed. As long as that is the case, the Divide HOA feels it is important to provide additional information to the Town Council based on issues that came up during the November 17, 2025 hearing, and further review of the background materials.

Request for Hearing Time

During the November 17 hearing, there were a significant number of individuals who were interested in presenting public comment. As a result, it was reasonable for the Town Council to request that comments be limited to three minutes. Some of the individuals who spoke were residents of the Divide neighborhood. There were also a significant number of SkiCo employees who spoke during public comment, and not as part of the applicant presentation. Between the formal applicant presentation and comments from SkiCo employees, SkiCo likely had the floor for a couple of hours. Staff is aggressively supporting the Project as well.

Given the importance and complexity of the issues at hand, the Divide HOA respectfully requests the opportunity to have its legal counsel and architectural advisor be afforded a reasonable time to address the Divide HOA's concerns at the December 1 hearing. At that hearing, the Divide HOA does not anticipate having a significant number of Divide residents provide additional comment, as there have not been material changes to the Application. At this point, the residents intend to remain engaged, but those who already spoke are happy to have had a chance to provide their input on the Project, and do not believe that it is necessary or the best use of additional hearing time to continue to repeat those points. Nevertheless, the Divide HOA, and the residents of the neighborhood believe that it is critical for their designated representatives to have a meaningful opportunity to address the serious concerns that have now been laid out in the record, including associated legal issues, and to answer questions from Town Council, if any.

In the context of this request, it is important to emphasize that it is clear that the Town Council has carefully reviewed the Divide HOA's written submissions and the concerns the community has raised. That is sincerely appreciated. However, there is no substitute for an opportunity to address these issues directly with the Council. This submission is lengthy, in part because, given the nature of the proceeding and the limited opportunity to address issues as they are raised, we are forced to address things one meeting behind. The

Divide HOA appreciates Town Council's consideration of this request, and its careful review of all of the materials and information that has been submitted for the record.

Prior Concerns Continue to Apply

It is important to note that the issues raised in the Divide HOA's November 12, 2025 detailed comment letter (the "**November 12 Letter**") continue to apply. Nothing said during the November 17 meeting refutes those concerns, and many of the questions raised therein remain unanswered.

One thing that did come up during the November 17 meeting was the Community Purpose benefits for the Project. There has been some conflicting information as to whether all 30 units SkiCo is proposing to include in the Project would be needed to satisfy SkiCo's existing workforce housing mitigation obligations relating to the Ullrhoff, Cabin and Elk Camp approvals. During the Planning Commission's review of the Application, a staff report had stated that all 30 units would be used for these prior mitigation obligations. However, during the November 17, 2025 meeting, staff said that the latest calculations indicated that the mitigation obligation totaled 26.5 units. Staff subsequently provided copies of Town Council Resolution Nos. 16, Series of 2024; 29, Series of 2024; and 18 Series of 2025, which appear to confirm that SkiCo's existing mitigation obligation relating to those prior projects is to provide 26.5 units. The Town should also confirm that SkiCo has no other existing mitigation obligations relating to other projects.

Even assuming that the 26.5 unit number is correct, that would mean that the Community Purpose benefit for this project would be constructing 3.5 units of workforce housing beyond the amount already required under the LUC. As discussed during the November 17 meeting, the 26.5 units cannot be counted as Community Purpose benefits. Thus, those 3.5 units would need to justify the tenfold increase in the units from what is currently allowed, the addition of 30 units to the Buildout chart (as none are currently contemplated), and an almost 50% increase in floor area. It would set a very dangerous precedent to allow changes this drastic on the basis of so little Community Purpose benefits.

Additional Information and Concerns

Based on public comment, questions and comments from the Town Council, and additional review of the Application materials, the Divide HOA has identified a number of additional concerns that the Town Council should consider. These concerns also support the Divide HOA's contention that SkiCo is trying to fit too much into this site.

<u>Historical Context – The Krabloonik Land Exchange and PUD Amendment</u>

As an initial matter, it is important for the Town to continue to frame its evaluation of the Project based on the approval standards in the LUC. The Town Council's ultimate vote is not a vote in favor or against affordable housing development. Rather, in evaluating a proposed major PUD amendment, a full PUD process is required and the Town Council is required to "determine whether the application complies with the standards of Subsection 16A-5-300(c), General Restrictions, and Section 16A-5-310, Review Standards, and shall also consider (but not be bound by) whether the application complies with the standards of Subsection (3), Review

standards." LUC Sec. 16A-5-390(1)(c.). The Divide HOA's previous comments have addressed many of the General Restrictions and the Review Standards in LUC Sec. 16A-5-310.

It should be noted that it does not appear that there has previously ever been a major PUD amendment to the Divide PUD. Both the 2001 amendment putting into place the Existing PUD on Lot 44 and the PUD amendment for the Krabloonik land exchange in 2006 were minor PUD amendments. Because the prior amendments to the Divide PUD were minor amendments, those amendments were consistent with, or an enhancement of the original PUD approval, they caused no substantially adverse effect on the neighborhood or abutting land, and did not change the basic character of the PUD or surrounding areas. *See* LUC Sec. 16A-5-390(3). The present application seeks a major amendment, because it cannot satisfy those criteria. Moreover, both of the prior PUD amendments had the consent of adjacent property owners. Indeed, the Divide HOA was an active participant in the Krabloonik amendment.

The history of the Krabloonik land exchange, which was the last PUD amendment to occur within the Divide, illustrates the contrast from the present situation. The background documents for that transaction were included in the Divide HOA's supplemental record materials submitted on November 17, 2025 (with a hard copy provided to the Town Clerk at the hearing) (the "**Supplemental Record Materials**").[1] The changes were requested by the operator of the Krabloonik, who owned Lot 45. A parking lot used by Krabloonik had been located on what ultimately became Divide Lot 42, but it had a dangerous stairway leading down to the Krabloonik site. As a result of the various approvals, the Town conveyed Lot 42 to Krabloonik and Krabloonik conveyed Lot 45 to the Town. Additionally, the Divide conveyed part of its open space in Lot 47 to the Town as a newly-created Lot 51. In connection with its acquisition of Lot 45, and in consideration of the Divide conveying part of Lot 47 to the Town, the Town agreed to impose a use covenant on Lot 45 that limited the use of Lot 45 to open space, one single family home site or restaurant and/or dog sled operation. Divide Lot 42 became a new single family home site allowing one home. The proceeds from the sale of Lot 42 were ultimately used to fund the restoration of that site as well as the construction of a replacement parking lot, which is owned by the Town on Lot 51. As a result of the exchange, the Town gained ownership of both Lots 45 and 51, and increased control over Krabloonik. While the Town effectively traded Lot 42 to do so, the replacement land and parking lot were a vast improvement in terms of access, safety and usability as compared to the previously-existing parking. The approval thus provided substantial Community Purpose benefits.

The Krabloonik land exchange is a great example of the kind of collaborative approach that should be happening here, especially given that the Application seeks a major PUD amendment. Substantial changes to PUDs should be made with meaningful input from the surrounding community, while respecting the directives in the Comprehensive Plan. That is exactly what happened with the Krabloonik transaction, which had the Divide HOA's express support and provided numerous clear Community Purpose benefits. It was a win-win

[1] In addition to the Supplemental Record Materials, two additional documents are also being submitted, reflecting a lot line adjustment for Lots 47 and 51 that was completed in 2008 after the rest of the Krabloonik transaction was completed. These documents are not specifically at issue, but they reflect the current lot boundaries for Lots 47 and 51, which may be relevant to drainage issues, as described below. They should be included in the record for completeness. The documents are also in the Krabloonik Land Exchange Documents folder with the other Supplemental Record Materials previously provided. A better copy of the original Divide Land Use Plan has also been placed in the Divide Subdivision Background Documents folder. These materials are all available at https://tinyurl.com/Divide-HOA-Record-Materials.

outcome, which also had the support of SkiCo.

SkiCo's approach here has been markedly different. While SkiCo's recent outreach is encouraging, it is unclear whether SkiCo is actually open to making meaningful changes to the Project.

Livability Concerns

The Divide HOA has repeatedly noted that the Project contemplates many very small units that could each potentially house up to two residents. This level of density is not compatible with the surrounding low-density neighborhood. The issue is not solely density in terms of the unit count, but also in terms of occupancy.

Many of the insurmountable problems with the Project flow from the fact that this remote site with no transit access is wholly inappropriate as a place to house up to 60 people. During the November 17 meeting, SkiCo attempted to downplay that concern by stating that, in their experience only 13-15% of studio and one bedrooms units have double occupancy, so they believe the likely number of people who would reside at the SHOP would be about 36. However, that is still far too many given the nature of the area and the neighborhood. Under SkiCo's proposal, and based on optimistic assumptions, there could still be dozens of people living at the site without a car, and without a safe way to get to or from home for many hours of the day and for much of the year. In general, there has been a lack of clarity from SkiCo on occupancy and terms of occupancy for this housing. *See, e.g.,* LUC Sec. 16A-4-420(5) (requiring determinations of unit mix, rental rates, estimates of occupancy, etc.). However, SkiCo has consistently rejected any notion of capping the occupancy via a condition or other limitation.

The configuration of the units also creates livability concerns. During the November 17 meeting, it was discussed that the one-bedroom units would have bedrooms that have no windows to the outside, and no direct ingress/egress to a hallway or the outside. The bedrooms are fully interior to those units, and only have "transom windows" between the bedrooms and living rooms. This is an unusual and undesirable configuration for a one-bedroom unit. In addition to this issue, on a closer review, there is another problem with these bedrooms. The floor plans for the one-bedroom units in the Application do not depict actual measurements for the bedrooms themselves, but it appears that the bedrooms would be smaller than 10'x10'. This is quite small for a bedroom, especially for two people.

In addition to the bedrooms themselves, it appears that, as presently proposed, the one-bedrooms units are actually undersized and do not comply with the LUC. The minimum unit sizes for restricted housing units are as specified in Table 4-6 of LUC. For one-bedroom units, the minimum size is 550 sf. The Application states that the one-bedroom units meet the minimum unit size by counting the 36 sf of dedicated storage that would be provided on the ground floor level. However, there are problems with SkiCo's approach.

First, SkiCo's calculation of its unit size appears to be off. SkiCo asserts the one-bedroom units are 540 sf, but the actual size appears to be 535 sf. Pursuant to LUC Sec 16A-4-410(b), units are to be measured as provided in LUC Sec. 16A-3-210(b). LUC Sec 16A-3-210(b)(1) specifies:

> (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.

As it relates to units, this means measuring from the centerline of walls separating adjoining units of a building. Given the planned modular construction approach, the centerline of the walls separating the units appears to be what is depicted as the unit layout on Sheet A106, which shows the one-bedroom units are 17'-10" wide by 30' deep. *See* Application, Sheet A106. This amounts to a total size of 535 sf (17.833 ft X 30 ft = 535 sf). So, the Application misstates the size of the one-bedroom units.

Second, the storage spaces cannot make up the shortfall. LUC Sec 16A-3-210(b)(2) addresses "[e]xclusions, inclusions and adjustments to the gross calculations of Paragraph (1)" set forth above. SkiCo is contemplating that it can count the 36 sf storage units to *increase* the size of one-bedroom units, and meet the 550 sf minimum. However, the LUC does <u>not</u> contemplate counting storage space as an *inclusion* to overall unit square footage. On the contrary, storage space up to 5% of the floor area of the unit is an *exclusion* from square footage. LUC Sec 16A-3-210(b)(2)(c.)(2.) states:

> c. Exclusions specifically for hotel/ lodge rooms/suites, dormitory and multi family units.
>
> . . .
>
> 2. Storage. In multi-family unit and dormitory buildings only, areas designed and used as storage which do not have direct access to a dwelling unit, not to exceed five percent (5%) of the total proposed floor area of the unit for which the storage is intended.

Here, the one-bedroom units are 535 sf. Five percent of that floor area would be 26.75 sf. Storage space up to this size is *excluded* from the unit size calculation. The actual storage units are contemplated to be 36 sf, meaning that 9.25 sf of the storage units would be counted in the overall square footage of the unit, making the one-bedroom unit size 544.25 sf. This is still too small under the LUC.

The shortfall from the required 550 sf is obviously not massive, but it illustrates two points. First, SkiCo is trying to do the bare minimum here, and not even achieving that. Second, there is apparently a lack of attention to detail and a lack of scrutiny, with basic square footage calculations presented in the Application being incorrect.

Related to the unit size issue, Town Council also raised a concern during the November 17 meeting about ensuring that the units are, in fact, used by year-round/long-term SkiCo employees as SkiCo has represented. The Divide HOA agrees with this concern and believes that it would be better if there were fewer, larger units, with an appropriate occupancy cap rather than trying to pack so many small units into the site and allowing up to two residents per unit. SkiCo has repeatedly said that it has serious housing shortages across the housing continuum. Larger, more livable units would be a better fit for the long-term employees that SkiCo has suggested would be the target residents for the Project. It would also decrease the overall number of people

living at the site, which would lessen impacts and compatibility concerns, and could improve transportation and safety concerns, especially if adequate parking for the total number of occupants were actually provided.

Parking Plan Violations

Parking has long been recognized as an issue for Lot 44, including in a condition that was a part of the Existing PUD:

> 20) A minimum of 30 parking spaces shall be provided on the site, in addition to the loading spaces. There shall be no outside storage that reduces the amount of required parking without further Town approval. A temporary parking area of approximately 10 spaces, or as deemed necessary by the Planning Director, shall be provided on the Phase 11 site if, in the future, the Town determines that the number of parking spaces on the Phase I site is not adequate.

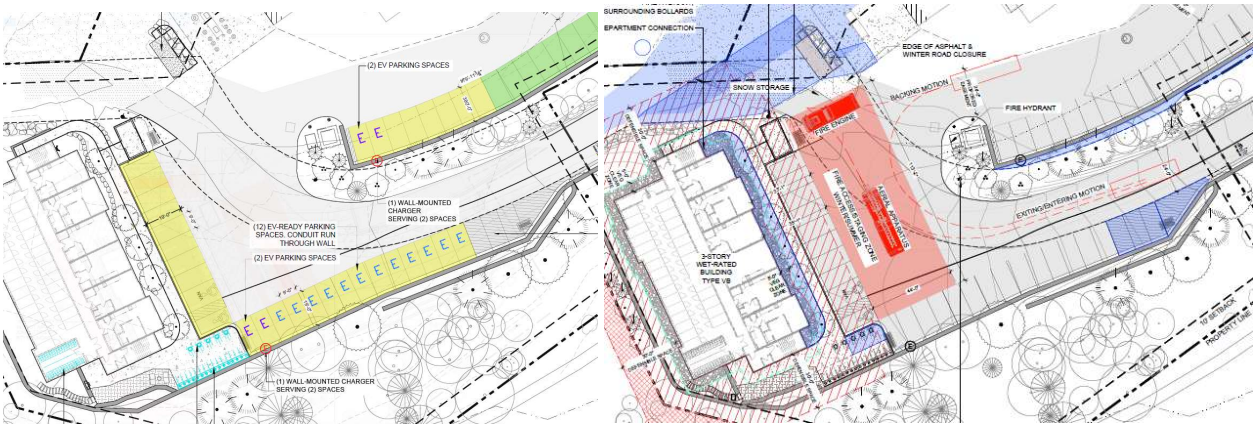
Existing PUD, p. 5 (condition 20). Indeed, SkiCo has apparently already had issues with the existing parking on Lot 44 for the VMF. In 2008, SkiCo obtained approval from the Town for an administrative modification to the Existing PUD in order to allow temporary relocation of 8 VMF parking spaces to accommodate a dumpster staging area for on-mountain restaurants. This was a temporary modification for the 2008-09 ski season, which was re-evaluated prior to the start of the 2009-10 ski season. In 2009, SkiCo obtained approval from the Town to make a permanent change allowing relocation of 5 parking spaces to the location where SkiCo is now proposing to put the new apartment building. The documents reflecting these prior administrative modifications were submitted with our Supplemental Record Materials.

Just this week, the Divide HOA observed approximately 35 cars parked at the VMF at one time. There are usually vehicles and equipment parked in the location where the apartment building proposed for the Project would go. The Project obviously contemplates reconfiguring the parking on Lot 44, but all this illustrates that parking has already been an issue at the VMF. SkiCo's attempts to cut corners will create serious problems.

The minimum required parking under the LUC and existing approvals for the VMF is 30 spaces for the VMF and 30 spaces for the proposed residential that would be built as part of the Project (one space per unit). The Divide HOA previously pointed out that SkiCo's parking plan fails to satisfy the minimum number of required parking spaces, because 9 of the spaces are tandem spaces that cannot be counted under the LUC.

Relatedly, SkiCo identified that one of the parking spaces for the VMF is dedicated to use of the VMF's forklift. This is also prohibited. Pursuant to LUC Sec. 16A-4-310(e)(2), "Storage. Required off-street parking spaces shall not be used for storage of earth-moving machines, trailers, motor homes or construction-related or similar heavy equipment." SkiCo also plans to use one of the VMF spaces as permanent parking for the black saddle van, which also does not appear consistent with this provision, especially if the van were parked (i.e., stored) there during the off-season. Additionally, SkiCo has said that some of the required off-street parking would be used for residents to park "toys," like snowmobiles. Those would likely be parked on trailers, which is not an allowable use of required off-street parking.

Based on further review of the referral comments, the Divide HOA notes that the Town Engineer pointed out that the existing parking spaces have a proposed depth of 18 ft. from the edge of the wall, and that future EV charging stations would limit the room to park, and would functionally reduce the size of the parking spaces. This is a problem given that any increase in the size of the parking spaces would impinge on the drive lane for Divide Way and/or needed space for trucks and fire staging. This is illustrated in the following images.

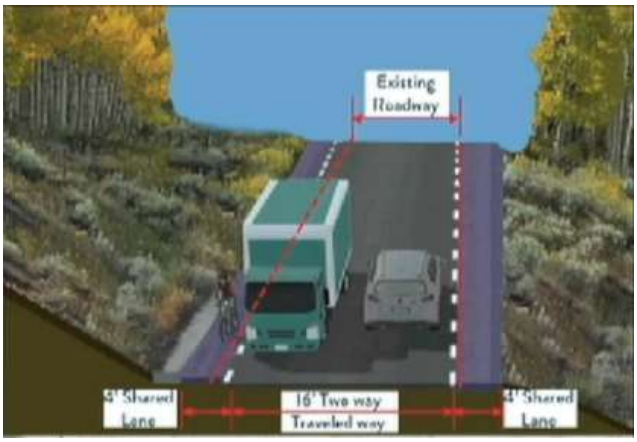


Of course, the biggest problem relating to parking is that, while the Town has a goal of minimizing single occupancy vehicle trips, the reality of this location is that it is not a viable place for people to live without a car. SkiCo's contemplated solutions are inadequate, and will leave residents without a safe way to get to or from the SHOP at many times of the day and parts of the year. Anyone living at Lot 44 needs to have the ability to have a car there.

<u>The Proposed Divide Way Changes Violate Town Standards and are Unsafe</u>

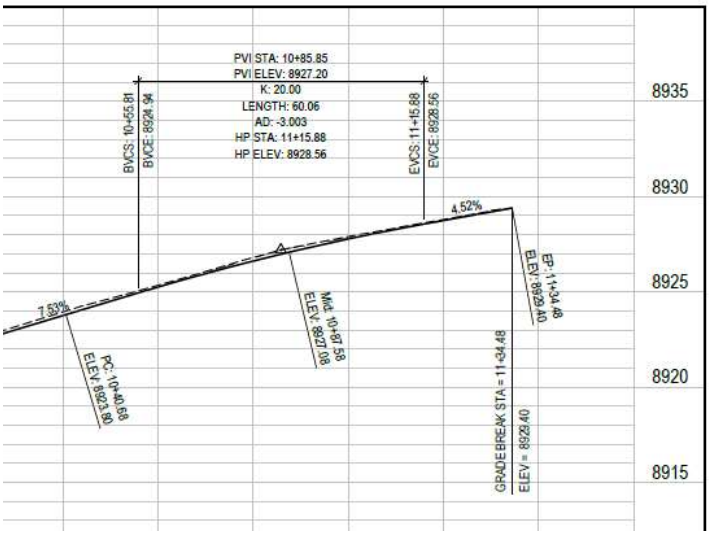
While the Divide HOA's primary concerns relating to traffic and vehicular, pedestrian and bicyclist safety relate to Divide Road, there are also problems with SkiCo's plans for Divide Way. During the November 17 Meeting, there was discussion about SkiCo's plans to make changes to Divide Way to create a 16' two-way traveled way for vehicles, with two 4' "shared lanes" for pedestrians and bicyclists on either side.

During the November 17 meeting, SkiCo showed the image at right, which is misleading. Many trucks that frequent the VMF are approximately 8 ft. wide plus mirrors.[2] Two trucks meeting on the road would not be able to pass each other without at least one of them going into the pedestrian/bicycle lane. Even if a truck were passing a passenger car, it would be tighter than depicted in the image. The image also does not depict planned retaining walls along the road, which could be up to 10 ft. high on the uphill side. *See* Application, Sheet L.1.08.



In our November 12 Letter, and in commentary from the Divide HOA's architect, T. Michael Manchester, we identified concerns with the substantial amount of grading and change in grade that SkiCo is proposing for Divide Way, including lowering Divide Way by approximately 6 ft. in certain locations. Related to that, the intersection of Divide Way with Divide Road violates Town standards.

LUC Sec. 16A-4-210(b)(10) provides: "Intersection grades. Intersection grades shall not exceed four percent (4%) for a minimum distance of fifty (50) feet on each leg; flatter grades are preferred." However, the proposed grade of Divide Way immediately at the intersection is 4.52%, as reflected in the image at right. *See* Application, Sheet C4.1.



As Mr. Manchester pointed out, the lack of a flat area approaching the intersection creates a visibility and safety problem. Additionally, as modified, portions of Divide Way would have a grade of 8%, which is the maximum allowable grade per Table 4-1, as specified under LUC Sec. 16A-4-210(b)(2). Of course, changing the grade in one location would impact grades in other parts of the road. This again illustrates SkiCo trying to do too much on the site.

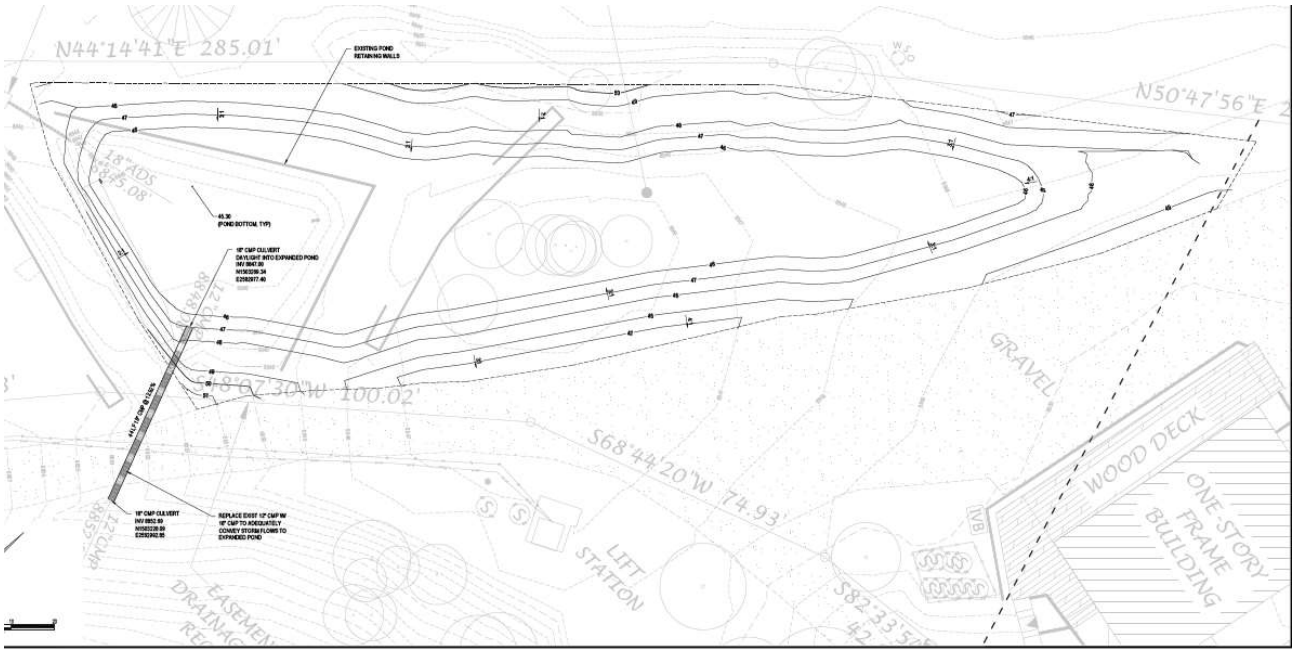
Limitations on changes to Divide Way were recognized as appropriate in the Existing PUD, which precluded retaining walls with the exception that some boulders were allowed to be used to retain 2:1 to 1.5:1 slopes. *See* Existing PUD, p. 4 (which referred to Divide Way as Divide Road).

[2] The federal highway limit for the width of commercial vehicles is 102.36 in., excluding mirrors and certain safety devices. That is 8.53 ft. in width plus mirrors. *See* https://ops.fhwa.dot.gov/freight/publications/size_regs_final_rpt/.

There are Significant Questions about Drainage

The Project would pave a significant additional area of Lot 44, and the increased impermeable surface area would increase the need to manage stormwater runoff and snowmelt. There are significant questions about the viability and impacts of SkiCo's drainage plans.

During the November 17 meeting, SkiCo indicated it was making additional changes to its drainage plans even now, during the preliminary plan review. SkiCo said it is now planning to improve the existing surface detention on the Town-owned Lot 45 to massively increase the pond that is there. This is a change from what had been contemplated in the Application materials, in which the primary component of the drainage was an underground infiltration. The Application noted that the underground infiltration system would be costly, which is apparently the reason for shifting to the enlarged pond approach. The Application materials showed an increase in the size of the Lot 45 pond, as depicted below:

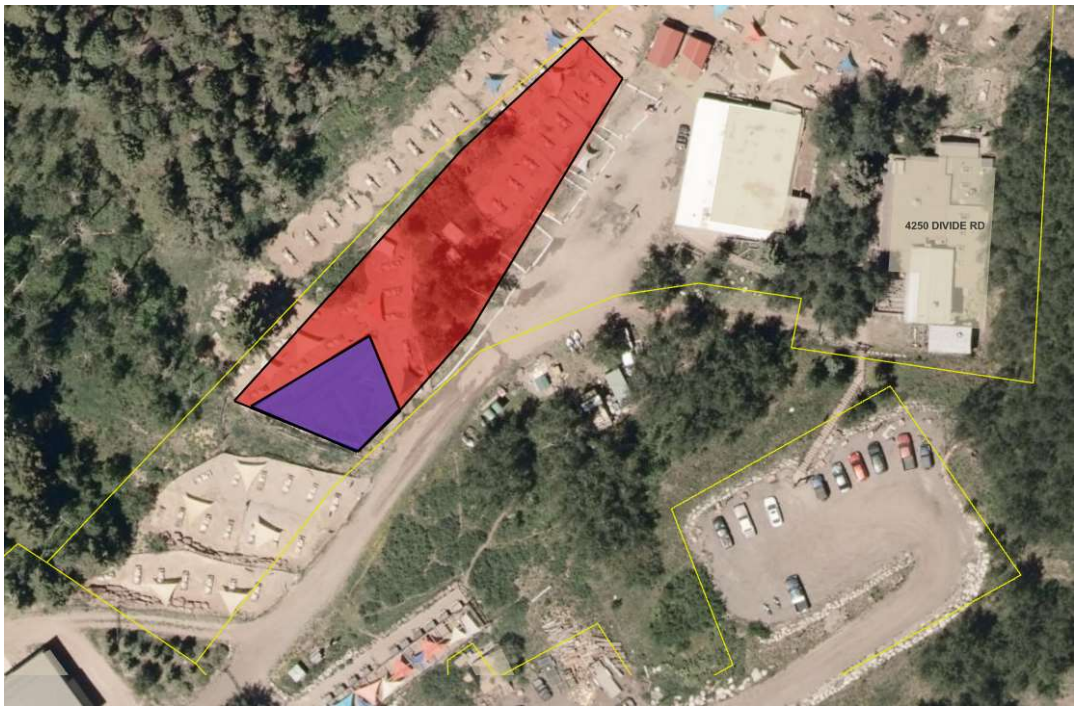


See Application, Fig. 3.1.

In that regard, questions were raised about using Town-owned Lot 45 property for SkiCo's drainage. SkiCo characterized the use of Lot 45 as limited by the existing easement. They were presumably referring to the use restriction that was negotiated with the Divide HOA in connection with the Krabloonik land exchange, described above. Specifically, without the consent of the Divide HOA, the future use of Lot 45 is limited to open space, a dog sled operation and/or restaurant or one single-family home site.

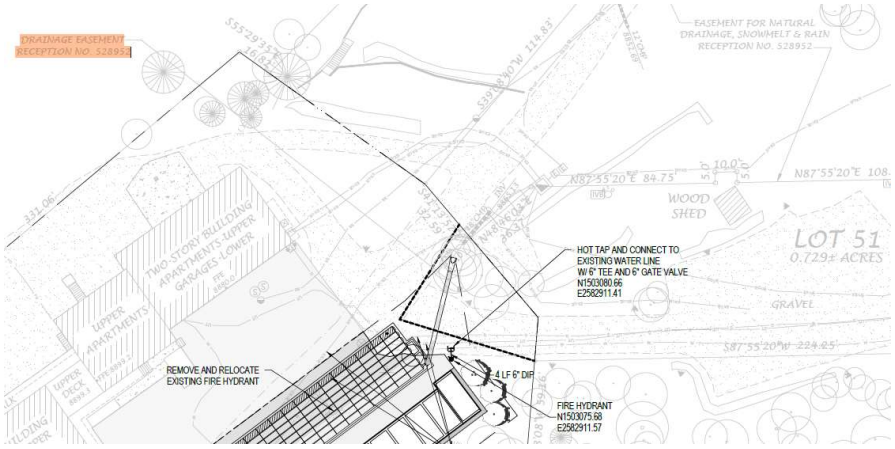
The Town now owns and controls Lot 45, and with Krabloonik no longer operating, the Town has discretion for future use of the site, consistent with the use restriction. The Town has recently discussed what it would like to see done on the Krabloonik site. It presents an exciting opportunity to create a true community asset. Given the use restriction, the Divide HOA will be an important part of future discussions over the use of the Krabloonik site.

In that regard, it should be noted that the proposed pond expansion, as depicted in the Application materials, is *massive* and may impact future uses of the Krabloonik site. Though no drawing overlaid on an aerial was provided, it appears that the expanded drainage pond would cover approximately the location shaded in red on the image below, as compared to the existing detention pond, which is shaded in purple. The Town Engineer indicated that this approach has Town staff's support, but it is not clear that there is actually an existing easement on Lot 45 for this purpose. This is something that the Town Council should probe further to completely understand. Generally speaking, developers should not expect to be able to use Town-owned property to handle their stormwater drainage.



There is a related issue on sewage management. Snowmass Water and Sanitation District's ("**SWSD**") referral comment notes: "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." Anything done here should preserve the Town's options relating to the future use of the Krabloonik site, so SWSD's requested relocation and sizing should be required.

There are other drainage issues as well. There is an exclusive easement on Lot 44 in the east end to the "owner of Lot 51 [i.e., the Town] for the installation and maintenance of drainage structures to direct surface drainage from the parking lot to be constructed on Lot 51 to a drainage detention pond on Lot 45." *See* First Amended Final Plat of Lots 42, 45 and 47 of the Divide Subdivision, Recorded on September 25, 2006, at Reception No. 528952 (the "**Krabloonik Exchange Plat**"). This easement is depicted below (see highlighted label pointing to roughly triangular area at east end of Lot 44):



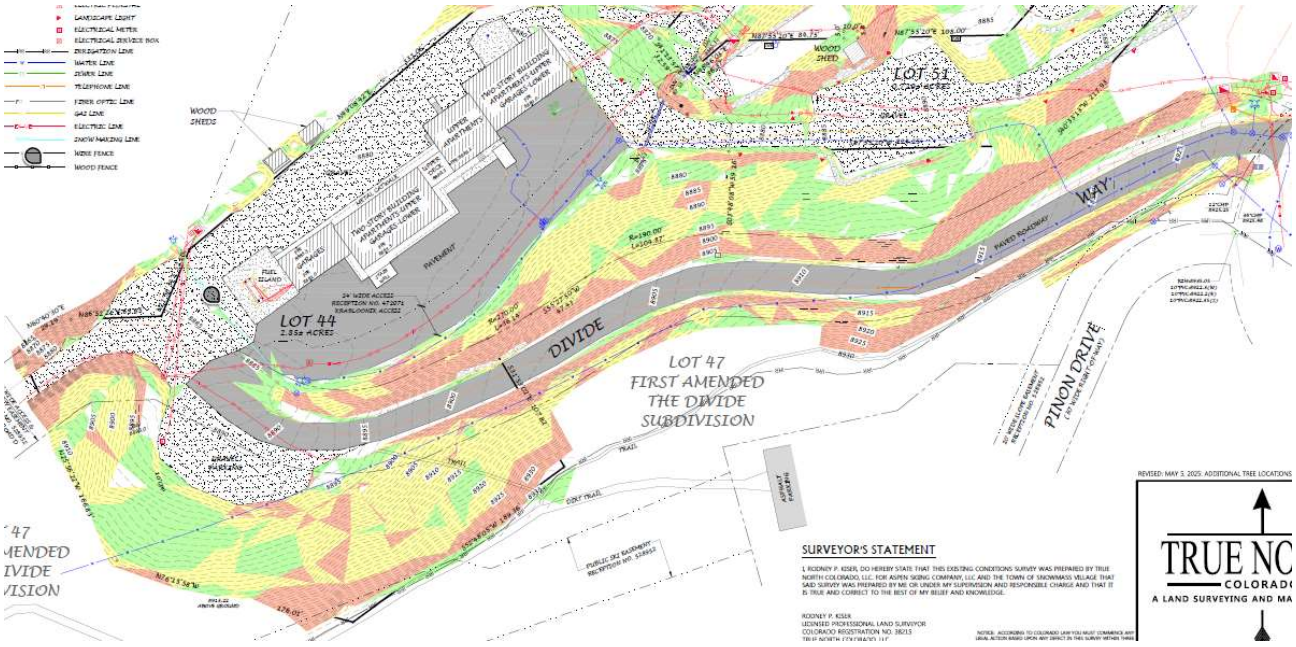
It appears that SkiCo is proposing to use this exclusive easement to put its own drainage infrastructure in the easement.

It also appears that some of the drainage on Lot 44 is currently conveyed to Lot 51, and then across the Divide HOA-owned Lot 47. It should be noted that the only apparent drainage easement that exists across that portion of Lot 47 is an easement for the purpose of allowing the natural drainage of snowmelt and rain *from Lot 51* to flow across Lot 47 generally in areas where such drainage has historically occurred. *See* Krabloonik Exchange Plat. There may not be any existing authorization for drainage that is not natural drainage from Lot 51 to cross Lot 47 (or for additional discharge from the existing pond on Lot 45 onto the Divide HOA's adjacent Lot 46). The Divide HOA is investigating this issue further, but it should be noted that the Divide HOA does not currently consent to any expansion of rights or easements across Lots 46 or 47 to benefit Lot 44, other than those that already exist, and reserves all rights.

<u>The Project Requires Construction in Areas of 30% Slopes</u>

As noted previously, 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). Plans have now been developed, but no update has been provided. This violates LUC Sec. 16A-5-340(c)(2)(q.).

The Divide HOA has raised this previously, but given that there has been no attention paid to this matter, it is important to highlight it. There are significant areas of the site that would be disturbed that involve slopes of 30% or greater.



See Application, Existing Survey Sheets. Areas shaded in yellow involve 30-45% slopes and areas shaded in red involve slopes of 45% or greater. Much of the building, as well as areas of the Divide Way improvements would require disturbance of slopes greater than 30%. This implicates specific PUD approval issues.

LUC Sec. 16A-5-310(5) requires that a PUD must comply with all applicable provisions of Article IV of the LUC, which includes LUC Sec. 16A-4-50(d). That provision states, in relevant part:

> (d) Development Prohibited on Slopes Greater Than Thirty Percent (30%). No development shall be allowed on any slope greater than thirty percent (30%), except in the following circumstances:
>
> . . .
>
> (4) Other circumstances. The Town Council may authorize development on slopes greater than thirty percent (30%) in circumstances not listed above if at least three-quarters (¾) of the members of the Town Council present and voting approve an ordinance finding that:
>
> a. The development is unable to avoid the steep slopes, and the reasons therefor; and

> b. On the basis of competent engineering or geologic reports and data and testimony received, the design and/or construction techniques that will be incorporated within the development will satisfactorily mitigate the risk of potential harm to the public health, safety or welfare.
>
> (5) Engineer's opinion. For the Town to allow development under any of the above circumstances, the applicant shall provide an opinion from a professional geotechnical engineer licensed in the State stating that:
>
> a. The slope is not prone to instability or failure; or
>
> b. The proposed development will not cause greater slope instability or increase the potential for slope failure, and that therefore, there will be no significant risk that damage to adjacent property will result from the proposed construction.

This contemplates specific requirements that do not appear to have been satisfied here. Excavation, retention and slope cuts can pose are serious life safety issues that need to be studied more carefully and completely.

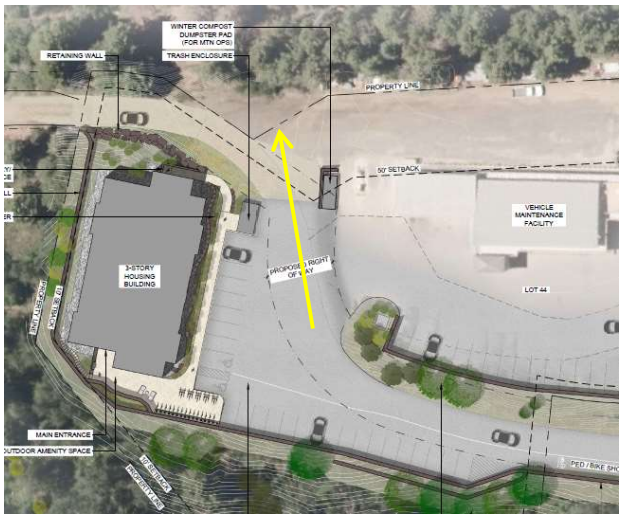
Lighting Impacts on Snowmass Valley Still Appear Likely

Throughout the Town's review of the Project, repeated concerns have been raised about lighting impacts, particularly impacts from the Project on Old Snowmass Valley. Gideon Kaufman had been working on this issue for his clients before his passing. Staff has stated that it had reached an agreement with Mr. Kaufman's clients on mitigating lighting concerns, which appears to be reflected in conditions 23 and 24 in the proposed Resolution:

23. As needed and whenever possible, the clustering of spruce (and other tree species - as well as significant brush stands) located on the north side of Divide Road from the proposed building location, shall be maintained and protected during and after construction in order to screen light emissions reaching the Snowmass Creek valley. Said trees shall be inspected annually and must be protected against beetle kill and other diseases. If any of these trees die, they will be replaced with significant size spruce trees as a replacement.

24. All lighting on site conform to codified standards in accordance with Ordinance No. 1of 2025.

(Proposed Resolution 38, Series of 2025). Condition 23 is problematic. SkiCo does not own the property where the trees "on the north side of Divide Road from the proposed building location" would need to go under this condition. The Divide HOA owns that land as part of Lot 47. Additionally, trees on the north side of the building location would not address the fact that headlights would sweep to the north as vehicles come down Divide Way and turn to the right. These headlights would potentially shine past the building and into the valley. It may be possible for trees to mitigate that impact, but such trees would also be located on Lot 47, not on property owned by SkiCo. *See* image below, with yellow line indicating potential sweep of headlights.



Application, Sheet L.1.02.

SkiCo has similarly proposed screening of the building on its property by planting trees in various locations on Lot 47. SkiCo should be mitigating the impacts of its Project on its own property, and the fact that it cannot do so reinforces that it is proposing more than the site can accommodate.

Conclusion

The Divide HOA is hopeful that the SkiCo's recent outreach indicates that SkiCo has a sincere interest in making substantial changes to the Project to address the fundamental incompatibility of the current design. If it does, the Divide HOA looks forward to working with SkiCo on creative ways to address the neighborhood's concerns and deliver a better project that delivers additional housing, while also respecting the important priorities laid out in the Comprehensive Plan.

If SkiCo is not willing to substantially change the Project, the Divide HOA will continue to raise its concerns and objections, and we trust that the Town Council will reject the proposal as inconsistent with the Comprehensive Plan, incompatible with the neighborhood, and in violation of the LUC.

Sincerely,

Bill E. Kyriagis

Brad W. Schacht
For the Firm

BEK
cc: Deidre Boineau (By email divide@sopris.net)

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November 17, 2025

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VIA E-MAIL - DSHINNEMAN@TOSV.COM; BMCNELLIS@TOSV.COM; COUNCIL@TOSV.COM; AND HAND DELIVERY

Town of Snowmass Village Town Council
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 – Supplemental Materials for the Record

To Whom it May Concern:

As you know, this firm represents the Divide Homeowners Association (the "**Divide HOA**"). We are writing concerning the Town Council's November 17, 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**").

In addition to our previous submissions, we are providing this letter to ensure that the following relevant background materials are included in the Town Council record and readily available for review by the Town Council in connection with its consideration of the Application.

Town Planning and Land Use Code Documents

- Town of Snowmass Village Comprehensive Plan (2018)
- Town of Workforce Housing Master Plan (2021)
- Town Council Resolution 38-2021, dated November 1, 2021
- Town Council Ordinance 1-2022, dated February 22, 2022
- Snowmass Village Municipal Code Chapter 16A (Land Use and Development Code)
- Snowmass Village Municipal Code Section 10-31 (Use of Electrical Assisted Bicycles)

Divide Subdivision Background Documents:

- Divide Final Plat, August 28, 1989
- Divide Land Use Plan, August 28, 1989 (with legible excerpt showing allowed uses on Lot 44)
- Current PUD Approval for Lot 44, Town Council Ordinance 16-2001, Recorded December 5, 2001
- 2002 Administrative Modification for Lot 44 PUD Approval, Recorded November 6, 2002
- 2008 Administrative Modification for Lot 44 PUD Approval, Recorded December 9, 2008
- 2009 Administrative Modification for Lot 44 PUD Approval, Recorded December 22, 2009

Planning Commission Materials:

- Video of August 20, 2025 Planning Commission Meeting, available at https://tosvco.portal.civicclerk.com/event/103/media
- Video of September 17, 2025 Planning Commission Meeting, available at https://tosvco.portal.civicclerk.com/event/104/media
- Video of October 1, 2025 Planning Commission Meeting, available at https://tosvco.portal.civicclerk.com/event/117/media
- Staff Report for October 1, 2025 Planning Commission meeting (the Staff Reports for the August 20 and September 17, 2025 Planning Commission meetings were substantially the same).

Krabloonik Land Exchange Documents:

- Town Council Resolution 49-2002, dated September 9, 2002
- Town Council Ordinance 13-2004, dated June 21, 2004
- Town Council Resolution 28-2004, Recorded March 30, 2005
- Town Council Ordinance 13-2004, Recorded April 14, 2006
- First Amended Final Plat of Lots 42, 45 and 47 of the Divide Subdivision, Recorded September 25, 2006
- 2006 Administrative Modifications relating to Krabloonik, Recorded September 25, 2006.

Copies of all documents listed above are available at https://tinyurl.com/Divide-HOA-Record-Materials.

A hard copy will be provided to the Town Clerk at the November 17, 2025 Town Council meeting. The Planning Commission videos are available at the referenced links (which are provided in lieu of physical media).

Sincerely,



Bill E. Kyriagis



Brad W. Schacht
For the Firm

BEK
cc: Deidre Boineau (By email divide@sopris.net)

OTTENJOHNSON
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November 12, 2025

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VIA E-MAIL - DSHINNEMAN@TOSV.COM; BMCNELLIS@TOSV.COM; COUNCIL@TOSV.COM

Town of Snowmass Village Town Council
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**") Town Council, for the Town Council's November 17, 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 Town Council and in the Town's record for the Application.

Introduction

In the current iteration of the Application, SkiCo is still trying to advance an urban-scale housing development project for one of the most remote parts of the Town. 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. The Project constitutes a massive change from existing approvals, including a tenfold increase in the unit count and an increase in floor area of almost 50%. 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 Town's existing "nodes"/CPAs. Under the clear language of the Comprehensive Plan and the Town's Land Use Code, this Project should not be approved.

That said, the Divide HOA recognizes that the development of additional workforce housing is an important goal for the Town, so it has repeatedly stated that it could support a compromise that would involve an increase beyond the existing 3 additional housing units that are currently approved for Lot 44. A better approach is

possible—one that would deliver additional workforce housing units while also respecting the Town's planning guidance and the remote and low-density nature of the area. There can and should be a balance, especially with a change this drastic.

However, in the only meeting between SkiCo and the Divide HOA since the sketch plan review, SkiCo did not seek input from the Divide HOA. Instead, SkiCo presented its revisions to the Application as already complete. During the course of the Planning Commission's review, the Divide HOA again approached SkiCo to explore whether SkiCo would be open to an approach that would involve a two-story building instead of a three-story building, along with a reduced unit count. SkiCo responded that it was insisting on proceeding with the Project as currently designed, justifying that decision, in part, based on continued increases in real estate values. SkiCo also acknowledged its unwillingness to reduce the scale and density of the Project during the October 1, 2025, Planning Commission Meeting.

It is unfortunate that we are in the present posture, but the Project, as currently conceived, represents a drastic departure from the Town's planning directives that completely disregards the important goals that the community defined for itself through the Comprehensive Plan. SkiCo has made changes at the margins from what was originally proposed at sketch plan, but those changes ignore the fundamental incompatibility of a project with this level of density in this location.

The following is a detailed description of the problems that the Divide HOA has identified in its review of the current Application. This letter is lengthy, but there are a significant number of problems with the Application that have largely been ignored. 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, and respectfully submits that the Application should be denied.

History

Lot 44 is a part of 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 (the "**Existing PUD**") and are reflected in a 2001 PUD approval as set forth in Ordinance No. 16, Series of 2001. ("**Ordinance 01-16**"). 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 Phase II to include an additional 14,000 sf of additional building area. Of this, the vast majority of the additional square footage was intended to consist of snowcat storage and maintenance (7,600 sf) and ski patrol and multi-purpose space (4,800 sf). 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.

It is important to emphasize that the Divide HOA believes that the existing 6 housing units have 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. However, as approved in 2001, employee housing was always intended to be a small portion of the VMF, and the predominant focus was on the vehicle maintenance uses. The total building area for Phase I and Phase II was to be limited to 28,810 sf, of which the vast majority (22,410 sf) was to be limited to snowcat storage and maintenance, restaurant receiving and ski patrol, and multi-purpose space. Only a total of 6,400 sf was to consist of employee housing.

In the 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,[1] 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 drastic change from the concept for Phase II of the VMF as reflected in the Existing PUD. Instead of a Phase II development consisting of 14,000 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, storage for the housing units, and parking. 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, a number of Councilmembers expressed significant concerns about the Project, so the Sketch Plan Resolution

[1] SkiCo claims it was originally exploring a concept that would have involved 36 units, but that it scaled that back before it submitted its Application. However, as explained herein, the site cannot even adequately accommodate 30 units and required parking.

included significant conditions which required SkiCo to make material modifications to the Sketch Plan Proposal prior to any future submission. Those conditions include, without limitation:

> 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.
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> . . .
>
> 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.
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> . . .
>
> 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. Most significantly, 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 Preliminary Plan Proposal 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.

The Planning Commission reviewed the Preliminary Plan Proposal at meetings held on August 4, 2025 (joint meeting with Town Council), August 20, 2025, September 17, 2025, and October 1, 2025. At the October 1, 2025, meeting, the Planning Commission voted 6-0 (with one Commissioner absent) to recommend approval of the Preliminary Plan, subject to conditions.

The Planning Commission's review confirmed that SkiCo is proposing to use all 30 of the units that would be included in the Project as mitigation for additional on-mountain employees generated by recent approved improvements at Lyn Britt and the expansions of the Ullrhof and Elk Camp Restaurants. As stated in the Staff Report for the Planning Commission's October 1, 2025, meeting:

> 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.

October 1, 2025 Staff Report, p. 2-3.

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 50% over the approved Phase II (from 14,000 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 is not a document to be discarded or disregarded lightly. Indeed, the Plan states that it "should be the compass by which all decisions are measured, moving Snowmass Village toward long-term quality of life for residents and success as a resort community." Comprehensive Plan, p. 25.

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 apartment building for up to 60 people 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, which is one of the most beloved gateways to the natural landscapes that are so critical to the Town, and also the Krabloonik site, which has amazing potential as a future event/gathering space, surrounded by the natural environment.

The Comprehensive Plan also speaks directly to the development of additional affordable/workforce housing. In doing so, the Comprehensive Plan recognizes that increasing affordable housing is important, but it does not sacrifice all other Town priorities for this goal. On the contrary, the community made clear in the Comprehensive Plan that the Town should only support workforce housing opportunities "that best balance the character and resources of the Town." Comprehensive Plan, p. III (Strategic Initiatives). In furtherance of this principle, in *the very first item* under the Strategic Initiative Goal E: Expand Housing Choice and Affordability, the Comprehensive Plan gives explicit guidance on *where* such housing should be developed.

> **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).

Lot 44 is not in one of the nodes, and is not in close proximity to transit. More broadly, the Project also suffers from a fundamental lack of balance. In that regard, it is important to note what the Comprehensive Plan does *not* say about additional affordable/workforce housing. It does *not* say that, if a private developer proposes to build and fund a workforce housing project, all other considerations can be discarded. It does *not* say that affordable/workforce housing should be built anywhere and everywhere in the Town.

Relatedly, focusing development within 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*.

In addition to directing additional housing development to the nodes, 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 possibly 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 is required to follow the same rules as everyone else.

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.

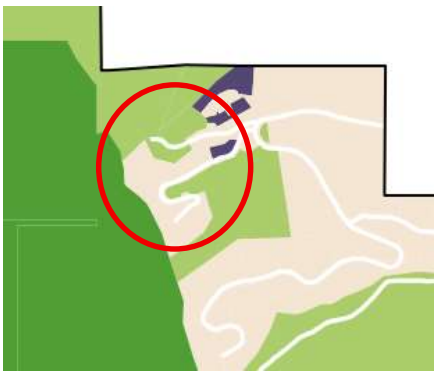
Comprehensive Plan, p. 149. Similarly, development in a remote part of Town near the Ditch Trail should not be allowed in light of the following guidance: "**the Town wants to be sure that it is not encouraging new development in places that have significant impacts on its pristine natural environment.** 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, shown in light green). 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.

The Town should take these issues seriously. 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. There were multiple in-person meetings, as well as online outreach, with hundreds of individuals participating in these processes. There was local media coverage. Posters were put up around Town. After a massive effort to create the draft, dozens of public comments were submitted on the draft to refine it based on community input.

More recently, both the Planning Commission and the Town Council engaged in a thorough review of the Comprehensive Plan as required pursuant to LUC Sec. 16A-1-50(c). This review occurred in 2021 and 2022, with the Planning Commission conducting its review over seven meetings from March to September of 2021, resulting in the Planning Commission's approval of a Periodic Review of the State of the Comprehensive Plan via Planning Commission Resolution No. 2, Series of 2021 (the "**2021 Report**"). During a public hearing held on November 1, 2021, the Town Council accepted via Resolution No. 38, Series of 2021, the 2021 Report with the Planning Commission's recommendations in Resolution No. 2, Series of 2021, and directed town staff to begin the Comprehensive Plan Amendment process pursuant to LUC Sec. 16A-1-50(d). In February of 2022, the Town Council unanimously adopted Ordinance No. 1, Series of 2022, approving certain amendments to the Comprehensive Plan (the "**2022 Comprehensive Plan Amendments**").

Critically, none of the changes enacted in the 2022 Comprehensive Plan Amendments did anything to weaken any of the relevant direction from the original 2018 version of the Comprehensive Plan that is outlined above. This is important. As of 2021 and 2022, the Town was operating in a COVID and post-COVID environment during which the extent of the Town's challenges on affordable and workforce housing were better understood than they were when the Comprehensive Plan was originally developed. If the community had felt it was important to take an "anywhere and everywhere" approach to prioritizing affordable/workforce housing development (as opposed to focusing it in the nodes), that view could have been incorporated into the 2022 Comprehensive Plan Amendments. It was not. Indeed, a primary thesis of the Town's 2021 Workforce Housing Master Plan is that the suitability of sites for potential additional workforce housing varies widely.

Based on the analysis in the Workforce Housing Master Plan, certain sites directly adjacent to and sharing key characteristics with Lot 44 were essentially eliminated from consideration as unsuitable.[2]

In contrast to the massive community outreach and engagement effort associated with the creation of the Comprehensive Plan and its review in 2021, there is, inherently, much less community attention paid to a single development application like the proposal for the SHOP Project. That is to be expected, but it is all the more reason why the Town should not disregard the guidance in the Comprehensive Plan for a single application proposed by a private developer. Doing so would undermine the credibility of the Comprehensive Plan as a community-driven blueprint for sustainable growth and responsible development. It would also be a disservice to the hundreds of residents, stakeholders, and public officials who invested their time, energy, and financial resources to shape the Plan through an extensive public process. Why dedicate so much effort to crafting a shared vision if it is to be cast aside when inconvenient? Instead, if SkiCo wants to propose that the Town pursue a substantial change in direction, that should be addressed through a thorough and *comprehensive* process of amending the Comprehensive Plan. This would allow the full community to weigh in and for the Town to decide, together, whether a change in the Town's priorities and vision should be made.

The Preliminary Plan Proposal Violates the LUC

According to the LUC, the general purpose of the PUD process is "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." LUC Sec. 16A-5-300(a). While one of the purposes of the PUD regulations "is to provide flexibility in the land development process," the LUC also includes specific provisions that "define the limits of that flexibility." LUC Sec. 16A-5-300(c).

As relevant here, the LUC imposes limitations as to buildout, and as to varying any of a parcel's dimensional limitations.

LUC Sec. 16A-5-300(c)(4) includes mandatory language imposing a maximum number of future lots/units that may be developed within each subdivision, parcel or other development in the Town, stating, in part:

> 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

[2] Members of Town staff have asserted that the fact that several sites near Lot 44 that were evaluated in the Housing Master Plan indicates that Lot 44 was "considered" as a location for additional workforce housing. This completely ignores the actual work that went into the detailed analysis in the Housing Master Plan. The Housing Master plan evaluated 21 sites, concluding that 11 of those sites "rose to the top as sites of interest." Housing Master Plan, p. 4. The three sites near Lot 44 were not in the top 11. Rather, they ranked among the *least* suitable of the sites that were evaluated.

> 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:
>
> . . .
>
> 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 buildout analysis is set forth in Table 2 in the Comprehensive Plan (the "**Buildout Chart**"). The Buildout Chart states that, as of October 2017, the Divide subdivision was already at 95% buildout, and that only 2 lots remained. Pursuant to LUC Sec. 16A-5-300(c)(4), the Unit Equivalency Chart in Table 5-4 of the LUC specifies that the units that would be included in the Project would each count as a unit equivalent of .5, since the units are less than 1,000 sf. Thus, SkiCo is proposing an additional unit equivalency of 15 units. This greatly exceeds the 65% limitation and the 100% maximum limitation.

In the Application, SkiCo expressly admits that the Preliminary Plan Proposal violates these provisions and the limits,[3] 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 such a substantial 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.

[3] Despite this admission, during the Planning Commission's review of the Preliminary Plan Proposal, members of Town staff suggested that the Buildout Chart does not apply to the Project or to Lot 44, because the Buildout Chart only identifies the single-family neighborhood to the south of the Project. *See* October 1, 2025, Staff Report, p. 3-4. While it is true that the existing Buildout Chart may not have counted the existing and approved three additional employee housing units, that does not mean that there are no limitations applicable here. The Buildout Chart is intended to cover all properties in the Town. The Divide is a listed as a subdivision, and Lot 44 is a part of the Divide subdivision. Any additional units within the Divide would require a substantial amendment of the Buildout Chart.

In addition to violating the limitations imposed pursuant to the Buildout Chart, SkiCo is also seeking a massive variation relating to floor area, increasing it by almost 50% compared to what is currently approved (adding 6,725 sf to the approved 14,000 sf).

In order to allow a buildout for a PUD exceeding 65% of that identified in the buildout analysis in the Comprehensive Plan or to vary a parcel's dimensional limitations, the Town is required to evaluate "Community Purposes" specified in LUC Sec. 16A-5-300(c)(6). SkiCo has been relying most heavily on its assertion that it is providing restricted housing as a Community Purpose, stating:

> 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.

Application, p. 46-47. However, none of the housing units proposed to be included in the Project qualify as a Community Purpose within the meaning of the LUC, because SkiCo is already obligated to deliver 30 additional housing units in connection with mitigation requirements imposed for SkiCo's recent projects involving improvements at Lynn Britt ('Cabin') and the expansions of the Ullrhof and Elk Camp restaurants.

The LUC defines the provision of restricted housing as a Community Purpose benefit as follows:

> 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.

Pursuant to LUC Sec. 16A-5-300(c)(6)(emphasis added). Setting aside the fact that Lot 44 is not a priority location for housing identified within the Comprehensive Plan, the Project does not satisfy this provision. As noted above, SkiCo is already obligated to provide 30 employee housing units based on its other projects. In other words, SkiCo is not providing more restricted housing within the Project than would otherwise be required by the LUC, so none of the housing units within the Project can qualify as Community Purpose benefits.

This may seem counterintuitive, but this is exactly how the Town has applied this language in the past, including with respect to the Existing PUD. Under the Existing PUD, Phase I of the VMF was to include deed-restricted employee housing of 4,800 sf, consisting of 6 housing units. However, of this 4,800 sf, SkiCo was already obligated to provide 4,124 sf of employee housing in connection with a previously-approved Snowmass Club Phase II development. Because that 4,124 sf satisfied an already-existing housing mitigation obligation, only the difference—676 sf—was considered additional square footage that could be considered a "Community Purpose benefit" for purposes of justifying variations approved in the Existing PUD. As stated in Ordinance 01-16:

> The additional deed-restricted employee housing of 4,800 square feet within the Phase I portion of the VMF facility shall satisfy the 4,124 square feet of employee housing required for the Snowmass Club Phase II development pursuant to Town Council Resolution No. 36, Series of 2001 subheading 11 titled Restricted Housing, subsection d on page 19]. The balance of 676 square feet is considered a Community Purpose benefit for the height variance.

Ordinance 01-16, p. 2.

This approach makes sense. Community Purpose benefits are supposed to be public benefits that go above and beyond. Under the LUC, developers don't get extra credit for doing what they are already obligated to provide, nor should they. Here, SkiCo is proposing to use the Project to satisfy an obligation it already has. As a result, *none* of the housing units proposed for the Project qualify as Community Purpose benefits.

The LUC makes clear that "[a]chieving 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." LUC Sec. 16A-5-300(c)(6). Clearly, greater variations require greater justifications/Community Purpose benefits. While SkiCo has primarily relied on the fact that it was providing additional restricted housing—which, as noted, actually cannot be recognized under the LUC—it has also claimed to be providing other Community Purpose benefits. However, none of the other claimed Community Purpose benefits apply, nor are they sufficient to justify a ten-fold increase in unit count that completely ignores the Buildout Chart, and an almost 50% increase in floor area.

The Project does not "encourage sustainable development," because a live-work arrangement does not qualify unless it is in a location "where recreation, public transportation, open space, personal services, and shopping are within reasonable walking distance." LUC Sec. 16A-5-300(c)(6)(b.). One of the major problems with the Project's location is how far it is from public transportation and services.

The Project does not "provide open space and/or avoid wildlife habitat," because the language contemplates "flexibility to enable the development to provide more and higher quality open space or to conserve critical wildlife habitat." LUC Sec. 16A-5-300(c)(6)(c.). The Project provides zero open space. The underlying zone district is MU-PUD, which would typically require 25% open space. While the Existing PUD requires no open space, and SkiCo is thus not formally seeking a variation, SkiCo does not fit within the language. While the Town approved the Existing PUD without requiring an open space dedication, it did so based on no more than three additional housing units being included in Phase II. SkiCo should not be able to bootstrap that previous approval into adding up to 60 residents in this remote location without any Open Space. The Comprehensive Plan directs additional development to the nodes for many reasons, but environmental considerations are important among them. It is inescapable that an apartment building housing up to 60 residents and their pets will have a significant impact on this area, including wildlife.

The Project also does not "encourage better design," but even if it did, that is expressly excluded as a basis for allowing the maximum buildout in the Buildout Chart to be achieved. LUC Sec. 16A-5-300(c)(6)(d.). Additionally, this provision requires that structures

> 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.

Id. The Project contemplates a single building for up to 60 residents. That is not compatible with the surrounding uses, which include the low-density single-family Divide neighborhood. Additionally, the single building has no variation in types of residential uses, and does not increase open space, as none is provided.

Finally, the Project does not "develop necessary public facilities." This LUC provision speaks in terms 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." LUC Sec. 16A-5-300(c)(6)(e.). Moreover, similar to the language on restricted housing, this provision bars double-counting, and requires that, for public facilities to count, they must 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 . . ." The Project does not provide any public facilities, let alone public facilities that go beyond SkiCo's existing obligations.

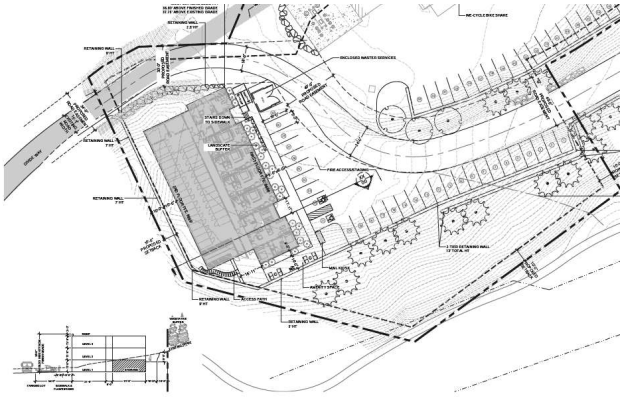
In short, SkiCo falls well short of its burden to justify the massive departures from the existing PUD, or to exceed the buildout limitations.

Failure to Reduce Scale, Density, and Height of the Project

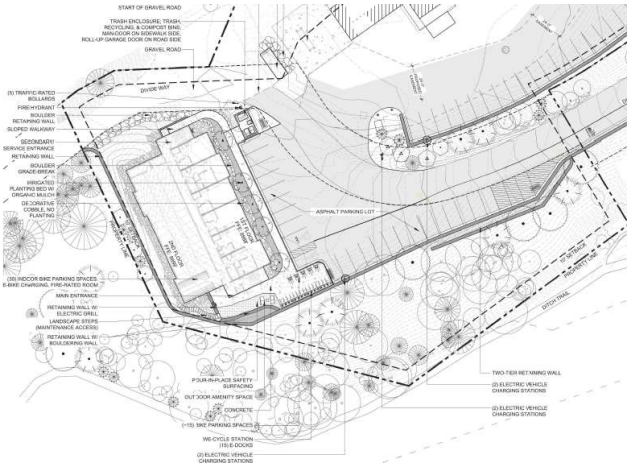
The Sketch Plan Proposal contemplated a 30-unit housing project in a 3-story building. Despite the direction from Town Council in the Sketch Plan Resolution that "the applicant is strongly encouraged to reduce the scale, density, and height of the project," the Preliminary Plan Proposal still seeks approval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

A side-by-side comparison of the site plans from the Sketch Plan Proposal and the Preliminary Plan Proposal shows layouts that are not readily distinguishable.

Sketch Plan Proposal Site Plan:



Preliminary Plan Proposal Site Plan:



SkiCo paid lip service to the Town's direction, but has not addressed the core issue from which the incompatibility of the Project derives: the extreme residential density, on a constrained site, in one of the most remote parts of the Town.

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. This is less than the minimum required lane width of 10 feet, as specified under the Town's roadway standards. *See* Town of Snowmass Village Right-of-Way Regulations & Standards, p.4 ("Traffic Lane shall mean that portion of a street designated for vehicular travel by painted lane markings or a minimum ten (10) foot width from the center of the street, median curb, or painted lane markings."); *see also* LUC Sec. 16a-4-210 (minimum paved surface width for local and minor roads is 20', plus a shoulder). Thus, it 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's Preliminary Plan Proposal 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 during the sketch plan process, SkiCo 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"[4]) 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. Most 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.

The Divide HOA first pointed out the e-bike prohibition at the joint Planning Commission and Town Council meeting on August 4, 2025. If SkiCo or Town staff were cognizant of the issue prior to that, they had not said anything about it. Since that August meeting, SkiCo has done nothing to change its transportation plan. During

[4] *See* https://www.we-cycle.org/we-cycle-basics/ ("WE-cycle e-bikes are Class 1 pedal-assist bikes, . . .")

hearings in front of the Planning Commission on the Preliminary Plan Proposal, SkiCo also acknowledged another problem with the proposal to use e-bikes on the Sleigh Ride trail. Significant portions of the Sleigh Ride trail pass through the backyards of private homes and/or open space located within the Divide neighborhood. The easements allowing the trail do not authorize motorized use for any purpose other than for ski area operations. Thus, amending the town's Code to allow the use of e-bikes on the Sleigh Ride trail would not solve the problem. Given that a significant component of its transportation plan is simply *illegal* under the Town's Code, and, in any event, not authorized under existing easements, it is not viable. SkiCo has done nothing but shrug this issue off.

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.

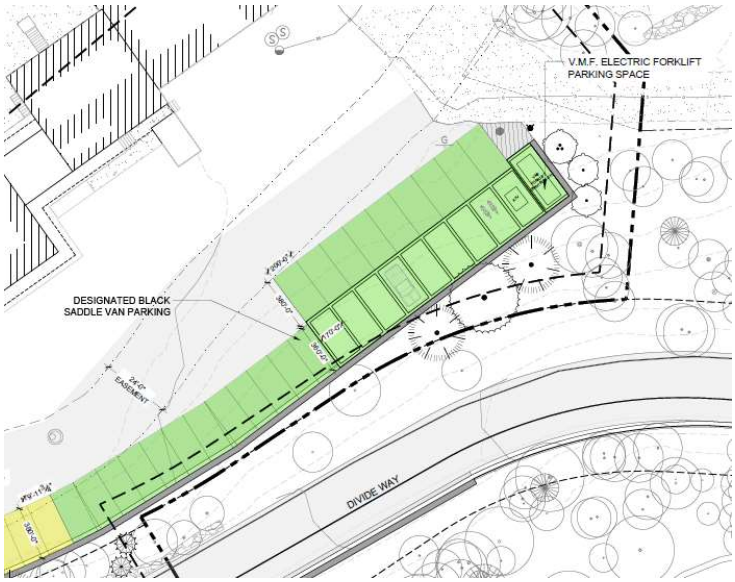
Parking

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:

> 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 intent, as discussed in the context of the Sketch Plan approval, was that SkiCo had to meet the required parking standards under the LUC, which 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, the only way the Project can be considered to provide 31 spaces for the existing VMF is if you count the 9 spaces that will be double (i.e., "tandem") 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. More importantly, in the circumstances here, tandem parking is simply not allowed under the LUC, which states:

> Tandem/stacked parking will only be considered in conjunction with the overall parking management plan and may only be allowed if there will be valets or other persons employed to assist in the parking of automobiles. A suitable form of guarantee must be provided, ensuring that a valet or other persons will always be available when the parking lot is in operation.

LUC Sec. 16A-4-310(c)(2)(d.)

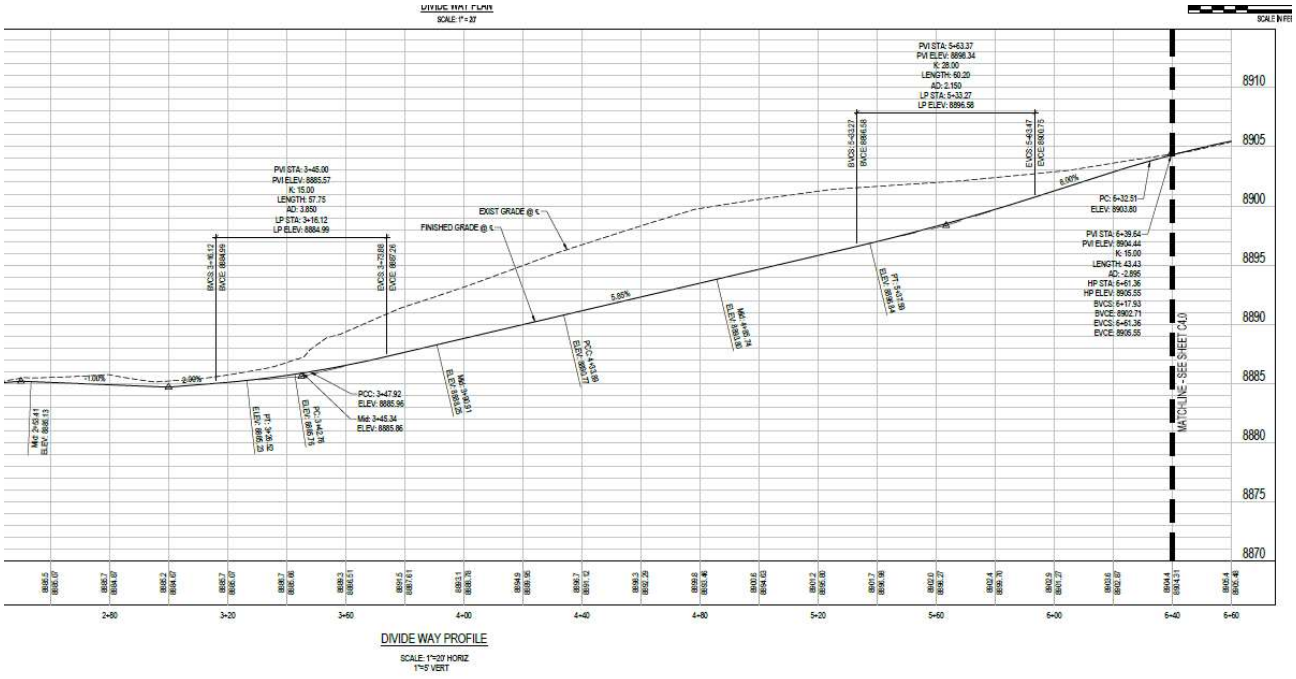
Again, SkiCo is stretching the site to the max—trying but still failing to meet the minimum requirements set by the Town.

Additionally, given the lack of any access to transit, and the lack of other alternative transportation options, even one space per unit would be inadequate. As proposed, the Project would house up to 60 full-time, year-round residents, who would lack a safe way to get to and from the site during many hours of the day and for much of the year. 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 Section 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 Section 16A-4-50 prohibits development on slopes greater than 30% unless a limited exception applies.

Many problems flow from SkiCo's insistence on a 30-unit Project on a constrained site. First, as previously noted, SkiCo is planning changes to Divide Way, including widening the roadway, and a 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. This is further evidence of attempting to fit too much onto the site.

The combination of 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.

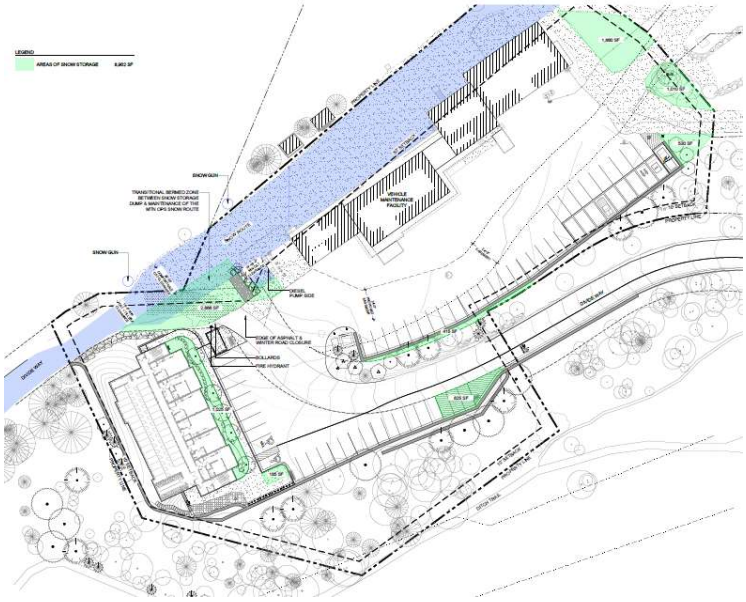
There is also a substantial raw water line located below Divide Way, with no detail provided as to how it will be affected, and/or how the slope for that pipe will be maintained as required following the change in grade. Indeed, the notes on sheet C2.0 state that the raw water line "is not in the location shown on the survey. Contractor to verify location, size and depth at start of construction." That is not appropriate.

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). Plans have now been developed, but no update has been provided. Excavation and retention are serious life safety issues that need to be studied more carefully and completely.

The snow storage plan also illustrates that SkiCo is trying to squeeze too much into the site. Snow storage is not a trivial issue at this elevation, and 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 at right. This is not realistic. SkiCo 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.

An appropriately-scaled project would not have these issues.



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 cages" for the one-bedroom units are counted that the one-bedroom units meet the minimum requirements of the LUC.

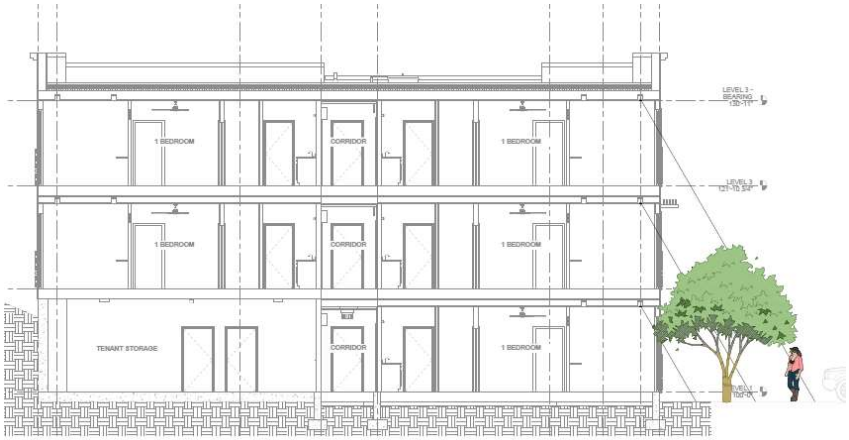
Additionally, the one-bedroom units appear to contemplate interior windows for the bedrooms that "look into" the living area. The bedrooms have no apparent outside ventilation.

Despite the requirement of the Sketch Plan Resolution, the units are not going to be mirrored.

Additionally, 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. This will create a "canyon" effect for many of the units in the building.

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 the sketch plan process 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. Another 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.

While the Application has been addressed at a number of public meetings, many of the details have not been probed. Town staff has extremely strong in its support of the Project, with the bulk of staff comments at prior hearings directed at rebutting points raised by the Divide HOA. Meanwhile, SkiCo's case has been focused on the general need for additional workforce housing, including videos and other testimonials from its employees who have struggled to find affordable, reliable housing options in the Roaring Fork Valley. These stories undoubtedly generate sympathy, and legitimately so. But, they don't address the issues at the core of the Town's analysis of the Application: the suitability of *this site* for *this particular* housing proposal.

In this context, there is good reason to believe that important hard questions are going unasked. SkiCo's strategy may be prudent given the challenges inherent in trying to fit this much density on the small, constrained site. However, the Town's processes demand more scrutiny of the Project, particularly given the drastic departures from the requirements in the Comprehensive Plan.

Conclusion

While SkiCo has spent a lot of time justifying the Project on the basis of the 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 the vision 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, and also balancing the character and resources of the Town. The fact that SkiCo is proposing an unprecedented level of development in one of the most remote 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.

The Divide HOA has attempted to take a reasonable and constructive approach to this issue, recognizing that some increase above the existing approvals allowing three additional units could still be possible in a way that remains compatible for the site, while allowing for appropriate mitigation of impacts. The Divide HOA has repeatedly emphasized its openness to such compromise. However, SkiCo has rejected any reductions in the unit count.

As a result, the Divide HOA firmly opposes the Project. There are better options that would not require the Town to abandon its planning priorities.

Sincerely,



Bill E. Kyriagis



Brad W. Schacht
For the Firm

BEK
cc: Deidre Boineau (By email divide@sopris.net)

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)

D.F. $50.00

BOOK 600 PAGE 882

SILVIA DAVIS
PITKIN CNTY RECORDER
AUG 31 10 11 AM '89

3 1 4 3 9 4

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

8-31-89

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 Donselaar
Notary Public

NOTARY PUBLIC

8-31-89

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

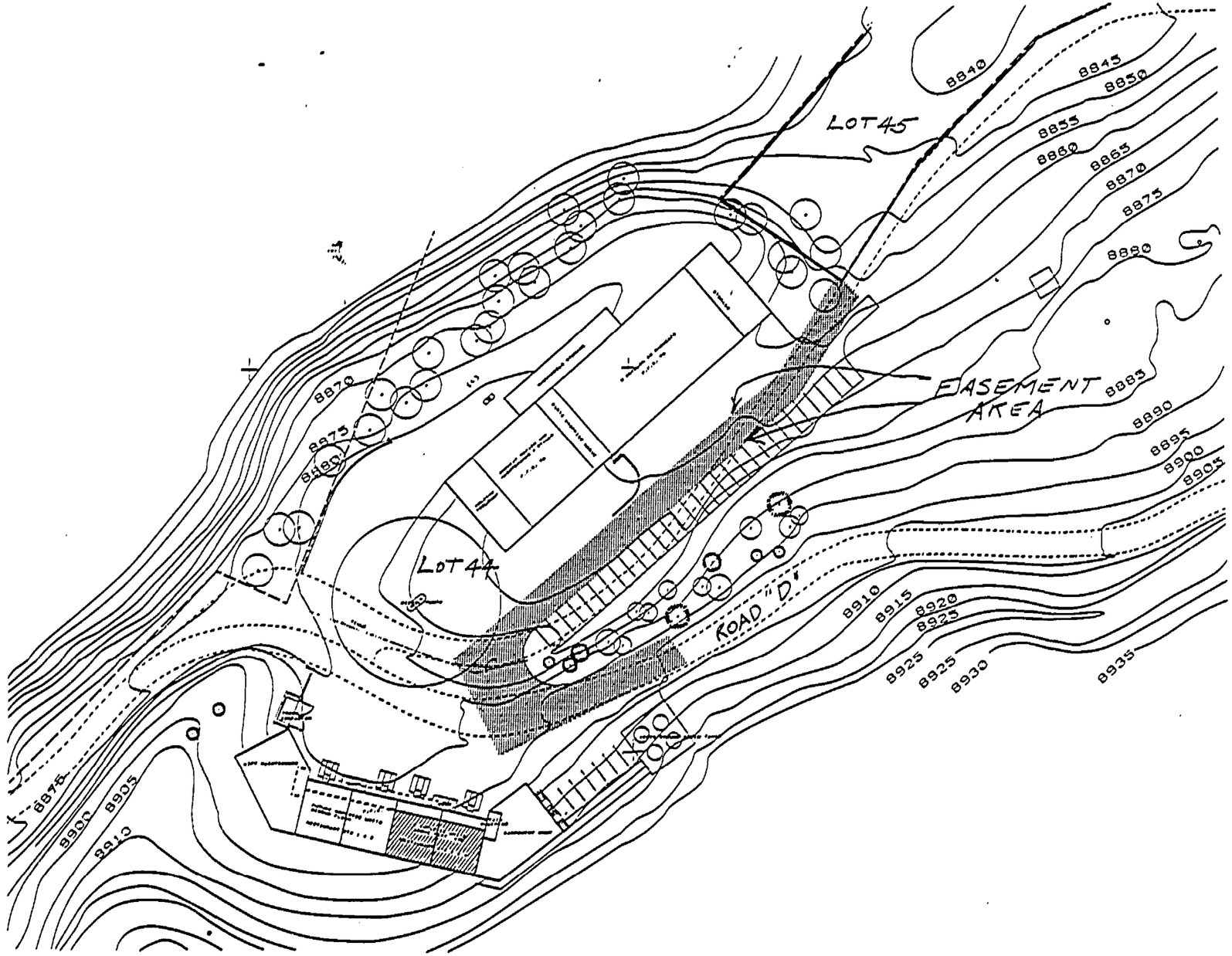


EXHIBIT B

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.

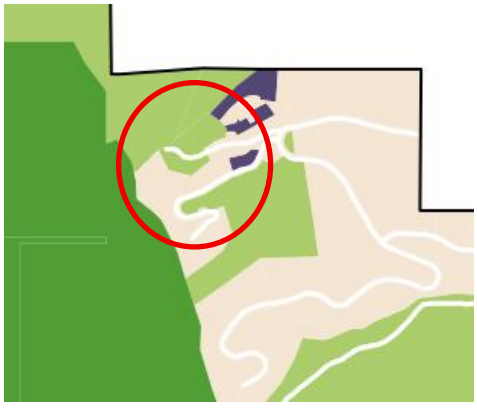
This also plays into the Town's Goals concerning Climate Change, where the Comprehensive Plan states: ". . . by promoting a more compact development pattern closer to the existing major nodes of the Village as well as ensuring the construction of green buildings, we not only have the potential of reducing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

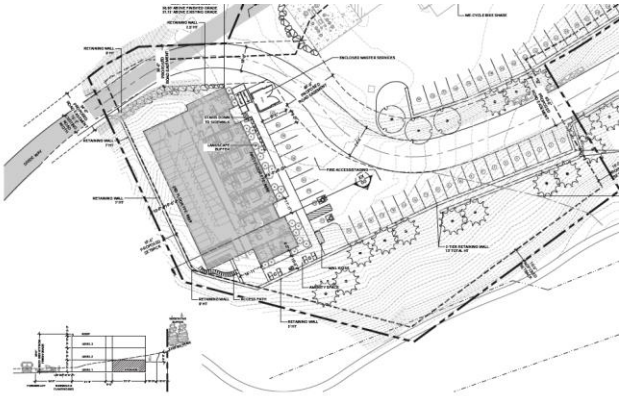
In short, there is no way to read the Comprehensive Plan as allowing, let alone encouraging, a project of this scale or nature in this location.

Failure to Reduce Scale, Density and Height of the Project

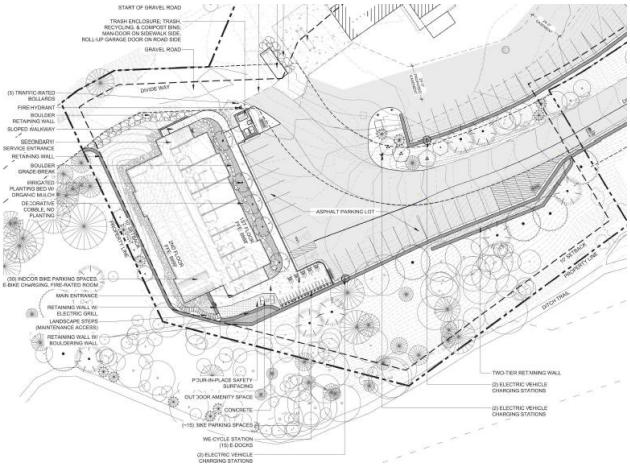
The Sketch Plan Proposal contemplated a 30-unit housing project in a 3-story building. Despite the direction from Town Council in the Sketch Plan Resolution that "the applicant is strongly encouraged to reduce the scale, density, and height of the project," the Preliminary Plan Proposal still seeks approval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


START OF GRAVEL ROAD
TRASH ENCLOSURE; TRASH, RECYCLING, & COMPOST BINS; MANDOOR ON SIDEWALK SIDE; ROLL-UP GARAGE DOOR ON ROAD SIDE
GRAVEL ROAD
(5) TRAFFIC RATED BOLLARDS
FIRE HYDRANT
BOULDER RETAINING WALL
SLOPED WALKWAY
SECONDARY SERVICE ENTRANCE
RETAINING WALL
BOULDER GRADE BREAK
IRRIGATED PLANTING BED W/ ORGANIC MULCH
DECORATIVE COBBLE, NO PLANTING
ASPHALT PARKING LOT
(30) INDOOR BIKE PARKING SPACES E-BIKE Charging, FIRE-RATED ROOM
MAIN ENTRANCE
RETAINING WALL W/ ELECTRIC GRILL
LANDSCAPE STEPS (MAINTENANCE ACCESS)
RETAINING WALL W/ BOULDERING WALL
P.I.P. OUTDOOR AMENITY SPACE
DITCH TRAIL
P.I.P. OUTDOOR AMENITY SPACE
P.I.P. OUTDOOR AMENITY SPACE
P.I.P. OUTDOOR AMENITY SPACE

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.

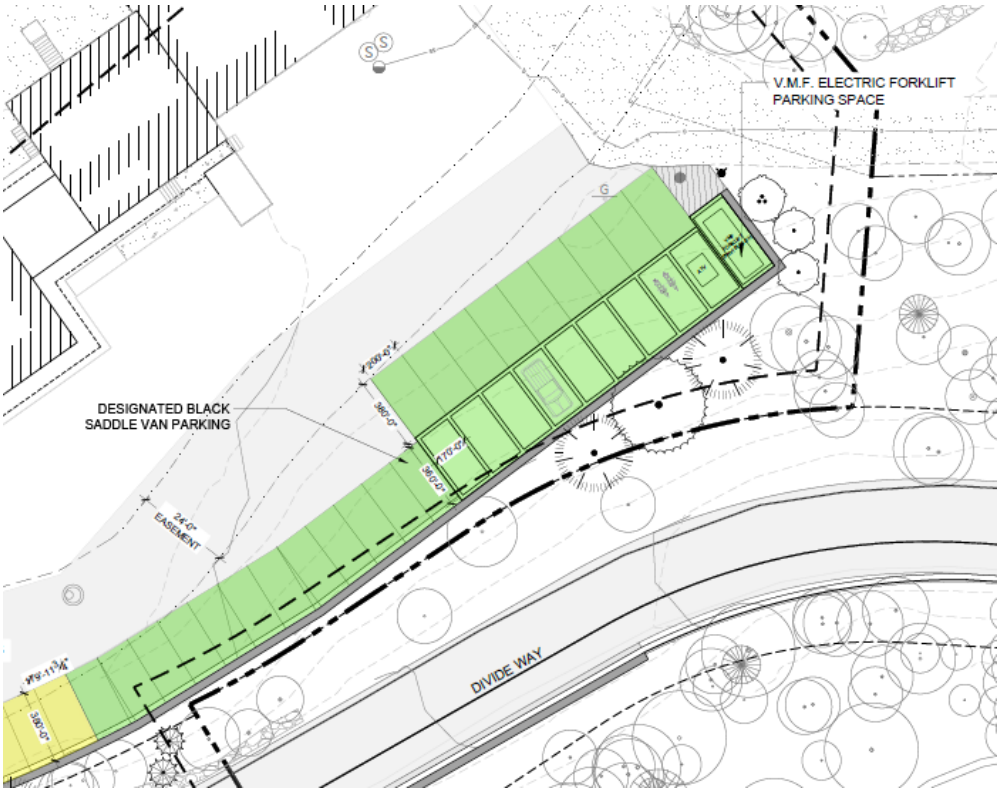
Parking

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.

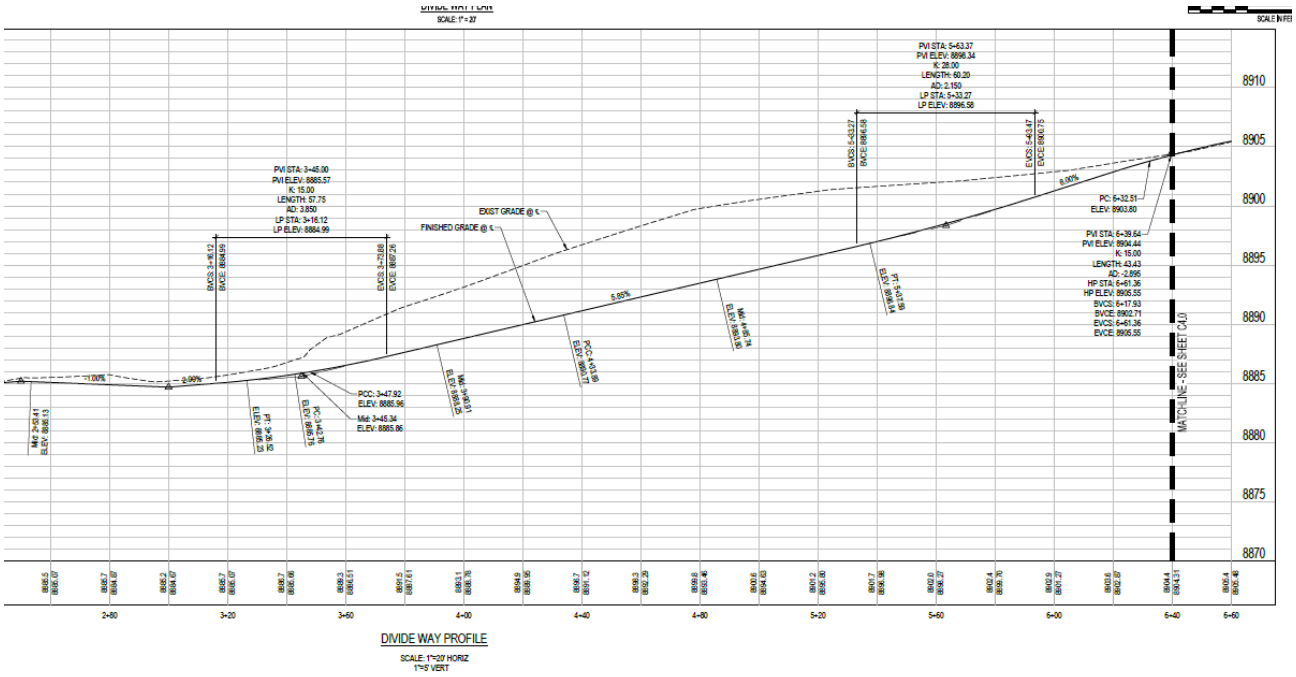
Additionally, while it is true that the minimum parking requirement under the LUC is only one space per unit, and not one space per *resident*, given the lack of any access to transit, and the lack of other alternative transportation options, the parking will not be adequate for up to 60 full-time, year-round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

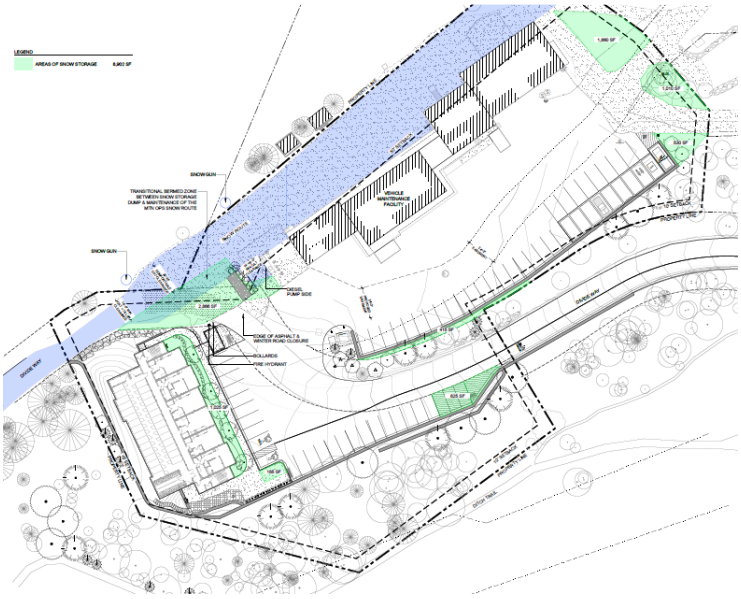
The combination of the lowering and widening the Divide Way Road surface compound to require significant re-grading. It may also require additional retaining structures, but no road cross-sections were shown. No effort was made to reduce the grade of Divide Way as it approaches the intersection with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

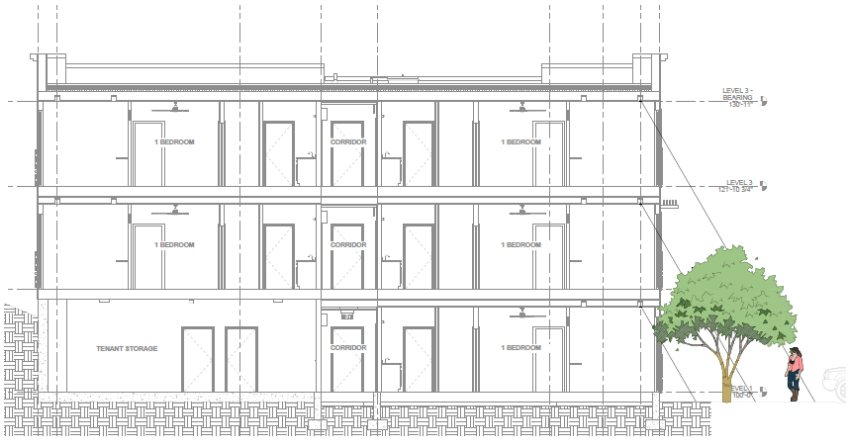
SkiCo touts an "amenity space" at the south side of the building that will include "an integrated bouldering wall with rubberized fall surfacing, outdoor grill/ kitchen area, movable seating, and other outdoor community elements." This is depicted in the image below, where the teal coloring is on the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

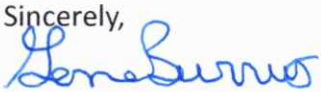
The current proposal represents a massive increase in density and units beyond what the existing PUD — in place for nearly 25 years — allows. The Town cannot simply ignore or bypass The Divide PUD and other established residential PUDs—even if its intentions are to provide more housing. If the project 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

---

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.

OTTENJOHNSON
ROBINSON NEFF + RAGONETTI PC

September 12, 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; BMCNELLIS@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 September 17, 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**").

We have re-attached our August 15, 2025, letter (the "**Prior Letter**") here, which outlines in detail the concerns the Divide HOA has with the Application. The Prior Letter should already be in the record, but we are resubmitting it now, because, to date, the Commission has not made any effort to address the concerns the Divide HOA has raised. This leaves the Divide HOA to wonder whether the Planning Commission has considered the Divide HOA's legitimate concerns.

So, without limiting the issues raised in the Prior Letter, we write to ask:

- There are repeated references in the Comprehensive Plan to the importance of focusing new development in the existing nodes. The Application clearly violates this, and numerous other directives set forth in the Comprehensive Plan (including the mandatory maximum build out cap per LUC Section 16A-5-300(c)(4) and the Unit Equivalency Chart in Table 5-4 of the Comprehensive Plan). So, does the Comprehensive Plan matter? Is the Planning Commission following the directives to focus on sustainability and conservation and limit substantial new development to the existing nodes? How does the Application comply with those directives?

- While the Comprehensive Plan does recognize the importance of the development of additional affordable housing, it does not sacrifice all other Town priorities for this goal. On the contrary, *the very first item* under the Strategic Initiative Goal E: Expand Housing Choice and Affordability, expressly specifies that "new housing should be concentrated in and around the existing nodes of activity. . ." Comprehensive Plan, p. 40. Is it the Planning Commission's position that all other directives concerning how and where housing should be built can be ignored if a private party is proposing to fund, develop, and build additional affordable housing units?

- The Project is a 3-story, 30-unit building that could house up to 60 residents at one time, and it would be located in one of the most remote and low-density parts of the Town. How would the Planning Commission explain that this scale of development in this location is "compatible with, or an enhancement of, the character of existing land uses in the area and [does] not adversely affect the future development of the surrounding area," as required under LUC Sec. 16A-5-310(2)?

- SkiCo has made clear that it is unwilling to further reduce the number of units included in the Project because of its own financial considerations, which are driven by the cost of infrastructure for the Project, and by the fact that it already owns Lot 44. Given the importance SkiCo has said it places on affordable housing, SkiCo could, of course, pursue a smaller housing project on Lot 44 that would be more appropriate for the site and location, or it could look to buy property in one of the existing nodes for a different affordable housing project. That might not be the best outcome for SkiCo's bottom line, but since when is a developer's profit motives a legitimate basis to justify discarding all existing Town planning guidance?

- SkiCo is already obligated to deliver almost all of the units proposed to be included in the Project as mitigation for SkiCo's recent expansions of the Ullrhof restaurant and the Lynn Britt Cabin.[1] In other words, SkiCo is not taking a substantial step toward filling the pre-existing need for affordable housing in the Town or the broader Roaring Fork Valley. Instead, it is mostly seeking to just fill in the hole that SkiCo, itself, just recently dug deeper. Why is the neighboring Divide community expected to bear the brunt of SkiCo's own additional development activities?

- Snowmass owners who purchased property in established PUDs within the Town have relied, with good reason, on the provisions of those PUDs. Approval of the Application would be a drastic departure from existing standards, and would be occurring over the objection of the surrounding Divide neighborhood and PUD. Would approving the Application create a precedent for allowing for-profit multi-family housing developers to ignore existing standards and guidelines and push through major amendments to other PUDs elsewhere in the Town, without the support of the surrounding neighborhoods?

[1] *See* Minutes from December 18, 2024, Planning Commission Hearing, p.4 ("Although the site is not included in the 2021 Workforce Master Plan, Aspen Skiing Company is proposing this private development, which is tied to employee generation from the expansion of the Lynn Britt Cabin and the redevelopment of the Ullrhof restaurant.**")** The Divide HOA understands that approximately 24 of the 30 units to be included in the Project are required mitigation for these recent expansions.

- Planning Commission members and other residents of the Town know that Divide Road is steep, narrow and winding, as well as very dark and cold in the winter. Cars end up in the ditch along Divide Road all the time. The Project would be located over a mile away from the nearest transit stop. At most, half of the allowed 60 residents would be able to have and park cars at the site. SkiCo's proposed transportation solutions (seasonal/working hours "Black Saddle shuttle" operations, and seasonal WE-cycle availability, and the fact that some portion of the residents will "start their workday" at the adjacent VMF) will not solve the inherent transportation problems. E-bikes are prohibited on Town trails like the Sleigh Ride Trail. Residents of the Project will need to go places other than work, and will need to do so at night, including in the winter. They will be forced onto Divide Road on foot or on bikes. The Comprehensive Plan already notes the problem of "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. The Project would have those problems to an even greater degree. How would the Planning Commission explain that approving this kind of project in this location is consistent with the Town's transportation and safety priorities?

These are not rhetorical questions. The Divide HOA respectfully requests that the Planning Commission actually address these issues in its hearing on September 17, 2025.

To state the problem clearly: The Divide HOA is concerned that the Town is ignoring its well-established planning commitments, priorities and obligations simply because the Project involves a private developer proposing to fund and build an affordable housing project. While that is less common than it should be (and should have been over the years, particularly for parties like SkiCo, who are not new to the Town, and who have had employee housing needs for years), it does not justify sacrificing all other Town planning priorities. The Comprehensive Plan makes this clear:

> The approach to conservation and development presented in the Plan Framework portion of the 2018 Comprehensive Plan re-affirms the community's desire that major development and redevelopment be limited to protect the natural environment and community character. The Plan Framework shows that development may be allowed as long as the goals and values outlined in the combination of the Aspiration Statement, Guiding Principles, and Just Big Enough analysis are met. By focusing on sustainability and conservation, the 2018 Comprehensive Plan fundamentally limits any noteworthy development or redevelopment in Snowmass Village to three areas: Town Park, the Snowmass Center, and the Snowmass Mall. Outside of these three comprehensively planned areas (CPAs), no significant development, growth, or change is foreseen; and if a project were to ever be proposed outside of these three CPAs, it would require a much more extensive and thorough review.

Comprehensive Plan, p. II.

As currently proposed, the Project does not meet the goals and values outlined in the combination of the Aspiration Statement, Guiding Principles, and Just Big Enough analysis. The Town simply should not be approving urban-scale development in this location.

As noted above, there are alternative options. SkiCo already has mitigation obligations and is required to deliver additional affordable housing units. It should do so in the locations where all Town guidance directs it should be—in the existing nodes.

Additionally, in order to support development of additional housing in a project that could be compatible, the Divide HOA has repeatedly emphasized that it is open to supporting a compromise solution that would involve something more than the 3 additional units currently allowed on Lot 44, but substantially less than the 30 that SkiCo is insisting on. However, SkiCo has rejected further reductions in the unit count.

As a result, the Divide HOA firmly opposes the Project as currently proposed.

Sincerely,

Bill E. Kyriagis

Brad W. Schacht
For the Firm

BWS/stm

cc: Deidre Boineau (By email divide@sopris.net)

GIDEON I. KAUFMAN*
PATRICK D. MCALLISTER

* ALSO ADMITTED IN MARYLAND

LAW OFFICES
OF
KAUFMAN & MCALLISTER, P.C.

PO BOX 7966
ASPEN, COLORADO 81612

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(970) 925-8166
FACSIMILE
(970) 925-1090

September 16, 2025

Via Email to Bmcnellis@tosv.com
Brian McNellis, Senior Planner
Town of Snowmass Village Community Development

RE: Aspen One SHOP Housing Major PUD Amendment and Preliminary Plan Application

Dear Brian:

Thank you for your call this afternoon. Per our conversation, I write this letter to be submitted to the record and shared with the individual Town of Snowmass Planning and Zoning members on behalf of my clients, long time Old Snowmass residents Bob Helm, Spruce Lodge Trust, and Jan Martin. This letter addresses a concern my clients have with the Aspen One SHOP Major PUD Amendment and Preliminary Plan Application that is currently being reviewed by the Town of Snowmass Planning and Zoning Commission. As I mentioned to you, a requirement of Town Council Resolution Number 8 Series of 2025 for any subsequent preliminary plan application was to include a study that demonstrates visibility of the proposed building and associated lighting interior and exterior as seen from the Snowmass Creek Valley. In reviewing the response by the Applicant to this condition, the Applicant states that they support this condition, yet no study was submitted. The application describes the lighting fixtures that will be used, both interior and exterior lighting fixtures, and fixtures to be used that shield lighting, but their lighting impact on the Snowmass Creek Valley has not been addressed. While a lighting consultant, Aspen Glow Lighting Design, was hired, no study was provided to address this condition. We request that their consultant provide a study or put a statement into the record that the new SHOP lighting will not be seen from the Snowmass Creek Valley, thereby addressing this condition of approval. I appreciate your assistance on this matter.

Thank you and please reach out with any questions.

Sincerely,

Kaufman & McAllister, P.C.
A Professional Corporation

By: _____
Gideon Kaufman

Two Creeks Homeowners Association

P. O. Box 5065

Snowmass Village, CO 81615

September 14, 2025

Town of Snowmass Village

Planning Commission

130 Kearns Road
Box 5010
Snowmass Village, CO 81615

Dear Planning Commission Members:

On behalf of the homeowners within the Two Creeks Homeowners Association, I would like to express our concerns with the Town of Snowmass Village's review and processing of the Aspen Ski Company's S.H.O.P. application.

The Two Creeks HOA believes that Council, Planning Commission and town staff must follow the comprehensive plan and the Planned Unit Developments (PUDs) for each neighborhood within the Town of Snowmass Village. These documents were developed through thoughtful community engagement and representation. They provide current and future property owners in Snowmass Village with assurances on how and where growth and development will happen. These guidelines were likely important factors for many homeowners when they decided to own a property here in Snowmass Village.

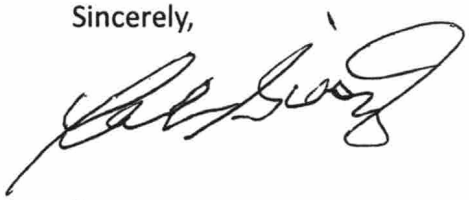
Unfortunately, it appears that the Town is not following the comp plan or the Divide PUD as it considers the S.H.O.P. application. Clearly, the S.H.O.P. is far outside the areas that were

identified in the comp plan for future workforce housing. Instead of being near transit, groceries and other services, the S.H.O.P. is positioned far away from services, without adequate transportation to address the serious traffic and safety concerns identified along Divide Road.

Additionally, changing or approving a project outside a PUD should only be done with engagement and agreement from the impacted property owners. It appears from public comments and letters to the Town that Divide homeowners have not been fully consulted or engaged by either the Town or the applicant. If the Town does not follow the guidance outlined in a PUD or is willing to push through amendments without proper engagement, it's fair to question if the Town will follow and honor other PUDs for Snowmass Village neighborhoods.

Clearly, this application does not align with the comprehensive plan or the PUD. It's time for the Town to take a step back and look at this application in light of these concerns. Please take into consideration the importance of the comp plan and Divide PUD when making your final decision. This project will impact all future development in Snowmass Village. It's worth getting it right.

Sincerely,



Yale Gieszl

President, Two Creeks Homeowners Association

September 12, 2025

Town of Snowmass Village

Town Council and Building Commission

Dear Council Members and Building Commissioners:

I am writing to respectfully urge you to reject Aspen Ski Company's application for the SHOP project. Approval of this project would irreparably undermine the imminent International Dark Sky Certification of Old Snowmass; impose traffic and risks that are grossly underestimated; and disregard clear precedent set by your bodies when rejecting the Snowmass Club redevelopment plan only one year ago.

First, Old Snowmass is on the verge of achieving the prestigious International Dark Sky Certification which recognizes communities for protecting this disappearing natural resource, night skies. This application has been submitted in cooperation with Pitkin County. The SHOP will permanently undermine this effort by introducing light into this beautiful rural valley. Not only will it degrade the greater character of both Old Snowmass and the TOSV, but it will eliminate the opportunity to explore ASTRO-tourism for economic growth. See Appendix A.

Next, the applicant's traffic impact analysis, in my opinion, is underestimated and limited. It appears the Fox and Tuttle report has overlooked the additional 31 vehicle parking spaces and the corresponding traffic impact. Moreover, the long term plan to redevelop the Krabloonik site has not been taken into account as future traffic. The traffic estimates could be over 100,000 vehicle trips/year which is at odds with town objectives for "just big enough" and conservation. The risks include wildlife encounters/impacts, trail health, and employee safety. See Appendix B.

Lastly, there is a precedence that town officials have established regarding developing outside the 2018 Comprehensive Plan's three nodes. Not only does the general Krabloonik/Divide area rank 17th and 19th worst of the 21 sites studied for affordable housing, but the SHOP, like the Snowmass Club, is outside the nodes with no access to public transportation and nearby amenities. See Appendix C.

I have done my best as a layman to study the application and supporting documents; hopefully, my assessments are without error, and I ask you to seriously consider their intent. While affordable housing is important to this community, the location is critical to a recreational town seeking balance between values and unbridled development. The TOSV's natural assets need to be preserved for future generations, and I urge you to remain consistent with the Town's established objectives and precedents by rejecting the Aspen Ski Company application.

Thank you for your consideration,

Margaret Smith

TOSV

Appendix A: Dark Sky Preservation

Old Snowmass Valley Dark Sky Certification:

- Old Snowmass is imminently getting an International Dark Sky certification; this will be the first in the Roaring Fork Valley. *The Shop would undermine this entire effort.*
- Capitol Creek Caucus has worked with Pitkin County to get this certification. Martha Ferguson (WildSky-Old Snowmass) has spearheaded this initiative and will be receiving a county award soon.
- Visual evidence: iPhone photo from the Divide, showing the spectacular quality of the Old Snowmass night sky. Exhibit 1.

Dark Sky Certification in Ski Communities

- Breckenridge, Colorado was designated as the first U.S. ski resort to achieve Dark Sky Community status (8/22/2025).
- This demonstrates that *ski towns can balance recreation, tourism, and development with strong light-pollution standards.*
- Source: International Dark-Sky Association – "Breckenridge, Colorado Officially Designated as a Dark Sky Community." Link

Current Light Pollution from Snowmass Village

- Today, *light pollution from Snowmass Village is clearly visible in otherwise dark skies*.
- Visual evidence: photograph taken from Monastery Road, Old Snowmass, showing the artificial glow over the valley. Exhibit 2.

Alternative Community Vision –ASTRO-TOURISM BOOM

- Rather than add to light pollution, Snowmass Village could become a leader in conservation by converting Krabloonik into a public observatory and dark sky education site, reinforcing its identity as a gateway to wilderness and stewardship.
- On the Colorado Plateau, non-local tourists interested in dark skies are projected to spend US $5.8 billion over the next 10 years, generating US $2.4 billion in higher wages and creating over 10,000 new jobs each year (Missouri State University, 2019). Source
- In Utah's dark-sky certified regions, astrotourism is expected to generate US $6 billion over the next decade (KSUT / NPR, 2024). Source
- The U.S. National Park Service reports that in 2022, 312 million park visitors spent US $23.9 billion in local gateway regions; many of these visitors participated in night sky and stargazing programs, showing that astro-gazing contributes significantly to local economies (NPS, 2023). Source

Exhibit 1: Dark Sky View over Old Snowmass

Perspective from Divide Neighborhood



Exhibit 2: Dark Sky View: TOSV Light Pollution

Perspective from The Monastery



Appendix B

Traffic Impact

- **The Fox Tuttle Transportation Impact Analysis** appears to be based on housing units alone: 30 units / 30 parking spaces. It **does not seem to include the additional 31 VMF parking spaces** asked for by AO for ancillary employees. Therefore, the estimate must be increased by at least 30 cars /day (60 trips) and even more trips if the spaces are shared or VMF employees will travel between hubs throughout the day. **150 +60 = 210 trips per day, min**

- **The traffic analysis is limited to the SHOP. It does not include the future vehicle projection for the re-use of Krabloonik**. The potential re-development of Krabloonik could easily add another 100 trips or more per day. It could be much higher. **210 + 100 = 310 trips per day, min**

- **This means that over 100,000 vehicles will be added to the sole approach to the SHOP area each year, and Divide Road runs thru a 1 mile stretch of "habitat sensitive" area**. While there may be no migrating corridors nearby, animals regularly cross Wildcat, the lower riparian area and the Divide to access resources on the ski trails and beyond. 2018 Comprehensive Plan, page 81. See Exhibit 3.

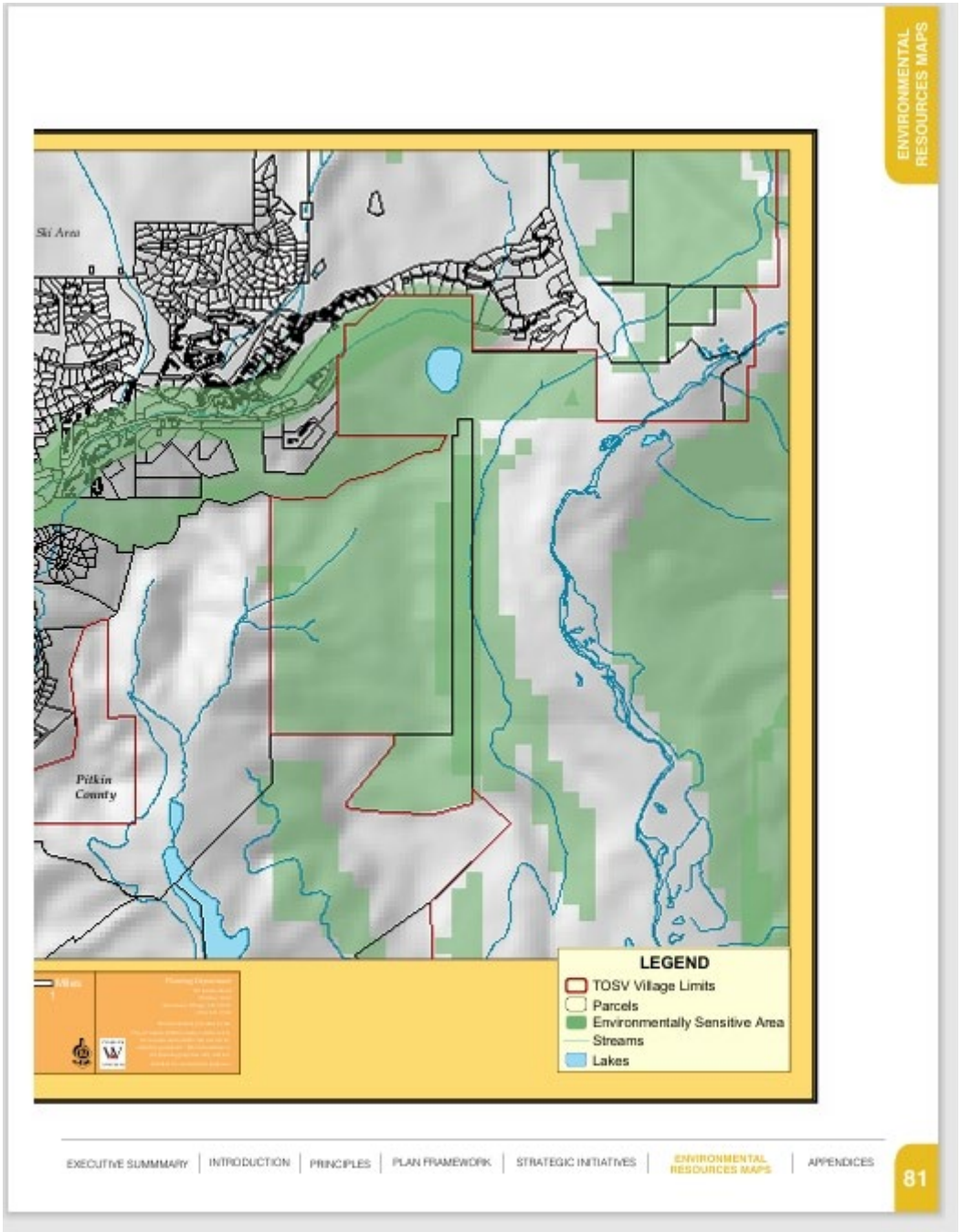
  310 x 365 = 113,150 trips/year

In conclusion, the potential increase in traffic, 113,350 vehicles/year, is inconsistent with safety (human or wildlife) and preserving sensitive habitats and trails which are core to the town's development and tourism objectives. Vehicle conflicts are likely to occur. It is high risk.

At the very least, the SHOP evaluation should be delayed indefinitely, until the re-use of Krabloonik is determined, presented and approved.

Exhibit 3

2018 Comprehensive Plan, Page 91



Appendix C
Denial Based on Precedence
July 2024
"Redevelopment of the Snowmass Club"
REJECTED

The Aspen Times reported on July 10, 2024 that in a joint meeting between the TOSV town council and planning commission dismissed a pre-sketch application for the Snowmass Club for 60 units of affordable housing. Council members argued that the "… Club development was not included in the 2018 Comp Plan … to keep the town "just big enough"… specifying growth should happen in one of already-established areas: the West Village, Faraway Ranch and Town park."

Councilmember Tom Fridstein stated " its not really the best spot…we'd rather have those up in the West village core where they have access to services and transportation. …I don't really quite understand the benefit…"

Councilmember Susan Marolt said the community appetite for a project that would largely affect only members of the Snowmass Club is just not there. Moreover, …"its net affect doesn't benefit community"; (preserve) community character, and "just big enough"…."

Council members and commissioners were both concerned with the density of the proposal…and change to the "community character", and that most of the community not benefiting….

Commissioner Jim Gustafson closed in stating that "the comprehensive plan, not only does it not recognize this as a development area, but it was discussed at great length as to whether it should be or could be a development area, and the answer was no."

An Examination of Parallels

SNOWMASS CLUB	ASPEN ONE
Privately Owned	Privately Owned
Serves Select Population (paid members)	Serves Select Population (Paid Rec-Users)
Is a Private Club	Has Private Clubs: Aspen X & Snowmass Mtn. Club
Housing for Corporate Employees Only	Housing for Corporate Employees Only
Not in Comp Plan 3 Nodes	Not in Comp Plan 3 Nodes
Not in Town Character	Not in Town Character
Not of Neighborhood Density	Not of Neighborhood Density

From: Pearl Chan Hartley
To: council@tosv.com
Subject: IMPORTANT: PLEASE READ
Date: Monday, November 24, 2025 6:10:46 AM

Some people who received this message don't often get email from chanhartley@yahoo.com. Learn why this is important

Dear Councilmen,

Our family has been coming annually to Aspen and Snowmass Village for over 30 years, and we have entertained countless guests here from around the country. We enjoy skiing in the winter and hiking in the summer; it's where we visit for year-round recreation. It deserves protection from ill thought-out development; otherwise, the very reasons we come here will disappear.

We still read the local papers while we are back in Philadelphia, and much to our shock, we saw the proposal to put Work Force Housing way up by Krabloonik. How is this possible? That location is the farthest end of town, it's tranquil with no services nearby; the two-lane road approach is unbelievably slippery in the winter; and the only public transportation is a taxi. We know this first-hand because we frequently use that area in both seasons.

We thought the town had plans to put housing closer to public services where additional town traffic would be minimized: that's a green idea that we support. We love the Ditch trail in the summer, with our grands; in the Aspen Daily, even Betsy Crum said, "its quiet" here. And she is right. More cars at this end of town will increase the noise levels on our favorite trails and most likely affect the available parking. Where is the commitment to preserving this end of town? Didn't we just purchase Snowmass Falls Creek Ranch?

It seems counterintuitive, if not reckless, to build in an area reserved for engagement with mother nature. Doesn't Ski-Co own other property in TOSV? That whole Two Creeks site, in our opinion, is underdeveloped and underserved. If Ski-Co can't help underwrite the Draw site, why not put a mixed-use node at Two Creeks to support their need for hard-working employees? Townhomes for employees with families, condos for part-timers, and a sprinkle of shops and restaurants. It looks like a huge parcel of land, it's much closer to HWY-82 and there is still plenty of room for green space. Studios don't foster happy citizens who want to grow families here. And adding hundreds of cars that travel across the length of town is a set-up for congestion, pollution and hazards.

While I may not be a resident, I hope you think about how tourists and regular visitors use your community and why they

come here year after year. It's the access to the beautiful landscape. Please preserve it for future generations.

Sincerely,

Ken and Pearl Hartley

New Hope, PA & Aspen/Snowmass

Kumar & Associates, Inc.®
Geotechnical and Materials Engineers
and Environmental Scientists

5020 County Road 154
Glenwood Springs, CO 81601
phone: (970) 945-7988
email: kaglenwood@kumarusa.com
www.kumarusa.com

An Employee Owned Company

Office Locations: Denver (HQ), Parker, Colorado Springs, Fort Collins, Glenwood Springs, and Summit County, Colorado

December 11, 2025

Aspen Skiing Company
Attn: Jonathan Tapper
P.O. Box 1248
Aspen, Colorado 81612
jtapper@aspensnowmass.com

Project No. 24-7-388

Subject: Geotechnical Review for Sec. 16A-4-50 Geologic Hazard Areas, Steep Slope, and Ridgeline Protection Areas, Proposed Workforce Housing, 1001 Divide Way, Snowmass Village, Colorado

Gentlemen:

As requested, we have reviewed our geotechnical study conducted for the proposed development at the subject site to address Sec. 16A-4-50 Geologic Hazard Areas, Steep Slope, and Ridgeline Protection Areas as part of the submittal to Town of Snowmass Village. We previously conducted a geotechnical study for design of workforce housing at the site and presented our findings in a report dated January 3, 2025, Project No. 24-7-388.

The proposed development site plan is shown on the attached Existing Conditions Survey which identifies slope steepness by areas at breaks between 15%, 30% and greater than 45%. As indicated by the color coding, the areas of greater than 45% are relatively small including those man-made by grading (along Divide Way) and, in our opinion, are anomalous of insignificance and can be ignored for our discussion.

The subsurface conditions within the proposed workforce development footprint were evaluated by drilling 6 exploratory borings as presented in our previous report. The subsoils mainly consist of a limited extent or depth of finer graded soil above relatively dense, coarse granular soil with a ground water gradient down to the north-northeast similar to the ground surface slope direction. The finer grained soil areas are typically confined to the slope areas of less than 30% and the steeper slopes of 30 to 45% mainly consist of the coarse granular soils.

Based on our review of the proposed construction, the subsoils encountered in the exploratory borings and the geologic conditions at the site, in our opinion, the slopes within the development footprint are not prone to instability or failure in their present condition, and with proper design and construction techniques normally employed for this type development will satisfactorily mitigate the risk of potential harm to the public health, safety or welfare. As the project progresses, we should be retained to perform additional reviews and conduct additional analyses to provide geotechnical recommendations for specific aspects of the design and construction.

If you have any questions or need further assistance, please call our office.

Sincerely,

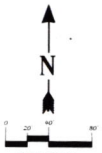
Kumar & Associates, Inc.



Steven L. Pawlak, P.E.
SLP/kac
Attachment: Existing Conditions Survey

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



SCALE: 1" = 40'

LEGEND

SLOPE LEGEND

NOTES:

1. DATE OF FIELD SURVEY: JUNE 25, 26, 27, 2024 AND JULY 3, 2024.
2. LINEAR UNITS USED TO PERFORM THIS SURVEY MEET U.S. SURVEY FOOT.
3. THIS EXISTING CONDITIONS SURVEY IS BASED ON THE DIVIDE SUBDIVISION, THE FIRST AMENDED PLAT OF LOTS 42, 43, AND 47 OF THE DIVIDE SUBDIVISION, RECORDED SEPTEMBER 28, 2006 IN PLAT BOOK 81 AT PAGE 65 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 EASEMENTS, RIGHTS-OF-WAY AND/OR TITLE OF RECORD, TRUE NORTH COLORADO, LLC. RELIED UPON TITLE COMMITMENT NO. ABS55039-5 ISSUED BY LAND TITLE GUARANTEE COMPANY WITH AN EFFECTIVE DATE OF FEBRUARY 26, 2024.
5. ELEVATIONS SHOWN HEREON ARE BASED ON FIELD OBSERVATIONS AND ARE NOT NAVD 88 (GEOID 18) DATUM OF 1988 (NAVD88).
6. CONTOUR INTERVAL EQUALS 1 FOOT.
7. UNDERGROUND UTILITIES SHOWN HEREON WERE LOCATED BY ROCKY MOUNTAIN UTILITY LOCATION, LLC AND ARE FOR GRAPHICAL PURPOSES ONLY. PLEASE CALL COLORADO 811 PRIOR TO ANY EXCAVATION TO DETERMINE CONFLICTION THE EXACT LOCATION.

YOR'S STATEMENT

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: EPK
DATE: JULY 16, 2024	SURVEYED: DBL DLR

SHEET 1 OF 3

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

December 15, 2025

AGENDA ITEM:

Executive Session

PRESENTED BY:

Clint Kinney, Town Manager

BACKGROUND:

The Town Council has reason to convene in Executive Session. To convene in executive session, the Colorado Open Meetings Law requires that the Town announce the topics for discussion with specific statutory citation and to the identify the particular matter(s) to be discussed in as much detail as possible without compromising the purpose for which the executive session is authorized. A motion to enter executive session for the announced purposes must be passed by 2/3 of the quorum voting in the affirmative for said motion.

FINANCIAL IMPACT:

N/A

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

N/A

COUNCIL OPTIONS:

Convene in Executive Session
Choose not to convene in Executive Session

STAFF RECOMMENDATION:

Town Council will now meet in Executive Session pursuant to C.R.S. 24-6-402(4) and Snowmass Village Municipal Code Section 2-45(c) for the following purpose:

a) For determining positions relative to matters that may be subject to negotiations, developing strategy for negotiations, and instructing negotiators pursuant to C.R.S. 24-6-402(4)(e) and Snowmass Village Municipal Code Section 2-45(c)(5), more specifically related to: **Little Red Schoolhouse Lease.**

Provided, there is an affirmative vote of two-thirds of the quorum present at this meeting to hold an Executive Session and for the purposes of considering items (a) above. Provided further, that no adoption of any proposed policy, position, resolution, regulation, or formal action shall occur at this Executive Session.

ATTACHMENTS:

N/A