



**Planning Commission
Wednesday, September 2, 2026
4:00 PM**

**130 Kearns Road
Town Council Chambers
Snowmass Village, CO 81615**

**You can watch the meeting live online on our website at tosv.com.
To join the meeting remotely please use the Teams Meeting information below:**

**Microsoft Teams meeting: <https://teams.microsoft.com/>
Meeting ID: 215 223 568 451 2
Passcode: Lg33Af3U**

Agenda

- 1. Roll Call**
- 2. Approval of Minutes**
 - 2.A. Approval of August 19, 2026 minutes
- 3. Items for Discussion**
 - 3.A. Sketch Plan Application, Ritz Carlton Snowmass - Lodge Discussion
 - 3.B. Sketch Plan Application, Ritz Carlton Snowmass - Housing Discussion
 - 3.C. Community Development Director Updates
- 4. Adjournment**

TOWN OF SNOWMASS VILLAGE

**PLANNING COMMISSION
MEETING MINUTES**

August 19, 2026

Members Present:

Matt Dube, Chair
Brian Marshack, Vice Chair
David Seglin
Stan Clauson
Tom De Napoli
Maggie Helmig
Jim Gustafson

Staff Present:

Michelle Bonfils Thibeault, AICP
Kevin Kiernan
Ashleigh Huff
Carlton Henry

Members Absent: None

Others Present: Connors Ladner, Stéphane De Baets, Addison Martin, Leah Stoltz, Drew Welsheimer, Julia Theisen

Call to order: The meeting was called to order at 4:05 p.m. by Matt Dube, Chair. No Commissioners were absent.

Item 1: Meeting Minutes of August 5, 2026:

The minutes from the August 5, 2026, meeting were presented for approval. The minutes were unanimously approved 5-0.

Item 2: Sketch Plan Application, Ritz Carlton Snowmass - Lodge Discussion:

Community Development Director, Michelle Bonfils Thibeault, introduced the continued public hearing for the Ritz-Carlton Sketch Plan application, noting that the discussion would focus on the lodge component of the proposed redevelopment. Ms. Bonfils Thibeault reviewed the sketch plan criteria, including appropriate use, consistency with the Comprehensive Plan, architectural mass and scale, density and open space, natural resources, circulation, parking, project timing, and public health, safety, and welfare. She indicated that planning staff generally found the proposed redevelopment to be consistent with the applicable criteria, while identifying additional discussion regarding building height, pedestrian and vehicular circulation, and other elements that would require further review as the project progresses. Ms. Bonfils Thibeault outlined that the proposal includes 167 traditional lodge keys, 61 fractional units, approximately 65,000 square feet of commercial and amenity space, 125

workforce housing units, and approximately 252 on-site parking spaces. Staff also noted proposed improvements to pedestrian connections, delivery operations, and circulation throughout the site.

Representatives from Elevated Returns, Stéphane De Baets, and Design Workshop, Connors Ladner and Leah Stoltz, presented the overall redevelopment concept and described the project's guiding principles, including creating a centralized campus, improving operational and infrastructure efficiencies, providing responsive architecture, strengthening pedestrian connectivity, and supporting a vibrant, mixed-use West Village. The applicant team discussed the proposed lodge buildings, commercial and food-and-beverage uses, fractional ownership units, parking and delivery facilities, and requested flexibility related to building height, floor area, and setbacks. A particular emphasis was placed on creating an active pedestrian environment along Elbert Lane and the ski slope while integrating the redevelopment with the surrounding Village Mall and adjacent properties.

Planning Commissioners engaged in a detailed discussion of the proposed redevelopment and identified several areas requiring further clarification and analysis. Questions focused on the proposed building heights and massing, pedestrian circulation and connectivity, parking allocation, and project phasing. Commissioners also discussed the proposed realignment of Elbert Lane and improvements to Fall Lane, opportunities for food-and-beverage uses along the ski slope, conference facilities, and the relationship of the redevelopment to adjacent properties. Consideration of the Benedict Trail and the integration of Benedict Creek through the campus was requested as design development progresses. Additional information regarding the anticipated construction impacts and material removal impacts, as well as potential shadowing associated with the proposed building heights. Commissioners further emphasized the need for more comprehensive visual and sectional exhibits, particularly east-west sections, to better evaluate the project's scale, massing, setbacks, grade relationships, and the relationship between the individual buildings and uses as components of the overall redevelopment.

The Commission expressed general support for the overall conceptual direction but indicated that additional visual information was necessary to meaningfully evaluate the proposal at the sketch plan stage. Commissioners requested clearer three-dimensional exhibits, sectional drawings, overlays, and massing studies showing the lodge component in context with the workforce housing, conference center, commercial areas, parking, and surrounding properties. Staff and the applicant team agreed to provide additional exhibits and continue refining the information for future meetings.

Following the discussion, Ms. Bonfils Thibeault clarified that the Commission's comments at this stage were intended as general direction rather than approval of individual project components. The Commission indicated that it was not yet

ready to affirmatively endorse the staff findings or make separate findings on each component because of the interconnected nature of the overall redevelopment and the need for additional information.

Commissioner Clauson made the motion to continue the public hearing, which was seconded by Vice Chair Marshack. The motion was approved unanimously. The public hearing was continued to September 2, 2026, to allow the applicant to provide additional visual materials and information for further discussion.

Item 3: Community Development Director Updates:

None.

Adjournment: The meeting adjourned at 5:40 p.m.

Re: Request for Comments on 7/8 Ritz Carlton App: Lodge -- Due Mon 7/20

From Lauren Litchet <llitchet@snowmass.gov>
Date Wed 7/15/2026 9:43 AM
To Michelle Bonfils <MBonfils@snowmass.gov>
Cc Mike Metheny <mmetheny@snowmass.gov>

Hi Michelle,

Building would like to reiterate the necessity of providing accessibility and accessible routes throughout the site and to all structures as the site plan and conceptual sketches continue to be refined.

Thanks,



Lauren Litchet
Plans Examiner and Building Inspector
Town of Snowmass Village
130 Kearns Road, P.O. Box 5010
Snowmass Village, CO 81615
Cell: 970-452-1513
llitchet@snowmass.gov

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

From: Michelle Bonfils <MBonfils@snowmass.gov>
Sent: Tuesday, July 14, 2026 12:56 PM
To: Brian Olson <Bolson@snowmass.gov>; jpidcock@roaringforkfire.org <jpidcock@roaringforkfire.org>; Anne Martens <amartens@snowmass.gov>; Mike Horvath <mhorvath@snowmass.gov>; Mike Metheny <mmetheny@snowmass.gov>; Lauren Litchet <llitchet@snowmass.gov>; Andy Worline <aworline@snowmass.gov>; Sam Guarino <sguarino@snowmass.gov>; Clint Kinney <ckinney@snowmass.gov>; Jeff Conklin <jjc@mountainlawfirm.com>; Kevin Rayes <krayes@snowmass.gov>; Kevin Kiernan <kkiernan@snowmass.gov>
Subject: Request for Comments on 7/8 Ritz Carlton App: Lodge -- Due Mon 7/20

Hello DRT,

Thank you for an efficient kick-off to the series of Ritz App meetings last week. If you have comments/questions/concerns about the **lodge** aspect discussed last week, **please email me your comments by Monday 7/20**. There will be additional rounds to discuss this, but your initial comments are requested via email message or memo. A '*No comments at this time*' is also appreciated if applicable.

Our next round of review on this application is 7/22 to discuss conceptual site circulation and infrastructure. Attached is an agenda for that meeting.

I apologize for the calendar confusion — it was tricky adding the conference room to the invite!

NO DRT tomorrow 7/15.

Gratefully,
-Michelle

Michelle Bonfils Thibeault, AICP (she/her)
Community Development Director
Town of Snowmass Village
130 Kearns Road / PO Box 5010
Snowmass Village, CO 81615
O: 970.922.2321



DEVELOPMENT REVIEW TEAM Ritz Carlton Application – LODGE aspect

Meeting Date: July 8, 2026

Applicant Attendees: Leah Stoltz, Conners Ladner, Kathleen Wanatowicz, Addison Martin, Nora Jacobs

DRT Attendees: Jim Pidock (Fire), Anne Martens (PW), Mike Metheny (Bldg), Lauren Litchet (Bldg), Sam Guarino (Transportation), Julia Theison (Tourism), Drew Welsheimer (Tourism), Kevin Kiernan (Planning), Michelle Bonfils Thibeault (Community Development), Clint Kinney, Jeff Conklin.

DRT Comments submitted in response to this meeting:

FIRE: 7/14/26 No further comments at this time.

POLICE: No comments.

PUBLIC WORKS: No comments.

PARKS OPEN SPACE: No comments.

TRANSPORTATION: No comments.

HOUSING: No comments.

TOURISM: *See below.*

BUILDING: *See below.*

PLANNING: *See below.*

Tourism:



Drew Welsheimer

To: Michelle Bonfils



You replied on Thu 7/16/2026 2:29 PM

Here you go, Michelle. I have made some minor changes below and additions. Let me know if you need anything else.

Drew Welsheimer
Group Sales Director
Snowmass Tourism
O: (970) 922-2231
GoSnowmass.com

- Fractionals
 - Restrictions on those units
 - How far in the future will these be in the pool for hotel rooms? What is the booking window we can anticipate? (group tends to operate with larger programs 12-18 months in advance, but we often get them 2-3 years out as well)
 - Are there guarantees of how many will be in the rental pool at any given time?
 - Are there restrictions around how many days a unit can be occupied by owner vs. in the rental pool?
 - What kind of layout are the fractionals? Are they larger units with multi bed and lockoff options? Are they a mix of studios up to multi bed?
 - 30% group business important and supported goal
 - 30% is what we understand the current mix to be at Viewline. Keeping it in this range is ideal for our mix in town as well as overflow and larger group opportunity

- What is the group ceiling anticipated to be in strategy? (ceiling is the highest number of rooms they'd commit to group at any given time)
 - What is the ideal peak room night group anticipated to be for the hotel?
 - What will the consideration for group buyouts look like?
 - Conference Center
 - Are ballrooms divisible? Ideally, we'd have a ballroom and junior ballroom that would have airwall division options to allow for more creative use of space and meet a wider range of group or program needs. What is going to be the breakdown in size/sq. ft. for the ballrooms and potential divisible sections? How will the breakout rooms be combined? What are their sizes? What will prefunction/foyer spaces look like? What sq. ft. for those?
 - Flexibility to book special events in future – need to understand the booking window. Will there be a cap on future dates? (some hotels only sell within a 12 month period. Others, most commonly, do not have a cap and will book as far out as they are able)
 - Want to know true competitive sets for conference/meeting spaces – who are we going up against? Are there target markets we would like to see at Ritz/Snowmass that we intend to steal from competing destinations?
 - What will make this a draw against other Ritz properties
 - How will loading dock access to the conference space work? We need to understand capabilities, load capacities, etc. to ensure that the load in/out will work for a wide array of groups
 - Unique design of meeting space critical — indoor/outdoor relationship. Unique spaces and natural lighting are key in new design prospects. These are two of the biggest requests from the planner side of the industry. Properties and destinations that deliver unique and special experiences along with their conference offerings tend to lead the list in desirable destinations.
-

BUILDING:

 Lauren Litchet

To: Michelle Bonfils
Cc: Mike Metheny

 Reply  Reply all  Forward    

Wed 7/15/2026 9:43 AM

 You replied on Thu 7/16/2026 3:48 PM [View conversation](#)

Hi Michelle,

Building would like to reiterate the necessity of providing accessibility and accessible routes throughout the site and to all structures as the site plan and conceptual sketches continue to be refined.

PLANNING:

- Consider creating individual exhibits demonstrating the lodge/conference space height exhibits, View Easement and adjacent properties as an individual exhibit
- Roof top amenity space will need to be further defined and elements of such amenities may or may not count against the allowed height.
- Consider creating individual exhibits demonstrating the housing height exhibits, View Easement and adjacent properties as an individual exhibit.
- Highlight the height variance requests on these individual exhibits.
- Refinements to the Section Diagrams may partially achieve the previous requests.
- Consider creating an existing conditions exhibits with a drone to show the View Easement relationship to the existing conditions.
- Consider creating additional exhibit(s) to demonstrate the relationship of a pedestrian at the mall level accessing the entry or other aspects of the lodge (i.e. elevation of stairway – open space connection)
- Will there be mall level access to the lodge or is the mall level primarily retail space?
- The elevation and hardscape connection between the mall and the lodge will become a focal point (in addition to the retail space) of how the lodge interacts with the mall, contributes to community character, creates vitality, and similar qualities. The design of the connection will need to be fully detailed with a strong design element as the process proceeds. Consider options for this connection that are interesting and interact both vertically and horizontally rather than a singular monolithic staircase.
- Quality and clarity of pedestrian connections through and to the lodge between the mall, ski slope, and Carriage Way will need to demonstrate intentional design elements (i.e. pavement and/or sidewalk treatments, lighting, landscaping) to contribute to the clarity of connection and relationship of the property to the surrounding environment and existing buildings.

Ritz-Carlton Snowmass, Redevelopment Major PUD
DRT Lodge Program Referral Comments
Sketch Plan Application

Ritz-Carlton Snowmass, Sketch Plan DRT Comment Responses – Lodge Program

Roaring Fork Fire Rescue:

No further comments at this time.

Police Department:

No comments.

Public Works Department:

No comments.

Parks, Recreation and Trails:

No comments.

Transportation and Parking Department:

No comments.

Housing Department:

No comments.

Tourism: Marketing, Group Sales and Events:

Fractionals – Restrictions on those units:

1. How far in the future will these be in the pool for hotel rooms? What is the booking window we can anticipate? (group tends to operate with larger programs 12-18 months in advance, but we often get them 2-3 years out at well)
The fractional residences will be professionally managed by The Ritz-Carlton, and owners who elect to participate in the rental program will make their available inventory accessible through the resort's reservation and revenue management systems. While participation is voluntary and owner usage will influence availability, the intent is to make participating inventory available for advance sale in a manner consistent with hotel operations.
2. Are there guarantees of how many will be in the rental pool at any given time?
Participation in the rental program is voluntary. As such, it is not possible to guarantee how many fractional units will participate in the rental pool at any given time, as that decision rests with each individual owner following the purchase of their unit. Any developer-owned units, including unsold inventory, would be included in the rental pool. In addition, there are strong financial incentives for owners to participate, as rental income helps offset ownership costs, including operating expenses, association dues, and other carrying costs.
3. Are there restrictions around how many days a unit can be occupied by owner vs in the rental pool?
The fractional residences are proposed as 1/8 ownership interests, which naturally limits the amount of annual owner occupancy associated with each ownership interest. Owners may elect to participate in the rental program during periods when they are not using their allocated time.
4. What kind of layout are the fractionals? Are they larger units with multi bed and lock off options? Are they a mix of studios up to multi bed?

Fractional units are configured as 2-, 3-, 4-, and 5- bedroom units and do not include lockoffs. Floor plans of fractional units will be provided at a Preliminary Plan level of review.

5. 30% group business important and supported goal
 - a. 30% is what we understand the current mix to be at Viewline. Keeping it in this range is ideal for our mix in town as well as overflow and larger group opportunity.
Group business represents an important component of the operating strategy for the resort. The intent is to establish a stabilized group business mix of approximately 30% of overall occupied room nights, creating year-round demand, supporting shoulder-season occupancy, and generating significant food and beverage, wellness, recreation, and retail spending throughout the Town of Snowmass Village. This target is generally consistent with the property's historic role as a conference and group destination while positioning the resort to compete in the luxury group business market.
 - b. What is the group ceiling anticipated to be in strategy? (ceiling is the highest number of rooms they'd commit to group at any given time)
While detailed revenue management strategies will not be finalized until the year preceding opening, the intent is to maintain a balanced business mix that supports both transient and group demand. Group allocations will vary by season and demand period. However, the resort is not envisioned as a convention-focused property where group demand dominates occupancy.
 - c. What is the ideal peak room night group anticipated to be for the hotel?
The proposed conference center and resort program are intended to support a wide spectrum of significant groups, ranging from executive retreats and board meetings to larger corporate and social programs. The group ceiling will be demand-based, with the conference facilities are being designed to accommodate significant group activity. Final operating assumptions will be determined closer to opening.
 - d. What will the consideration for group buyouts look like?
The resort anticipates retaining the ability to consider full-resort and partial-resort buyouts, subject to seasonality, demand and residential ownership occupancy at the time of booking. Similar to other destination resorts, buyout opportunities would be evaluated on a case-by-case basis and priced to reflect the displacement of transient demand and the overall value of the program.

Additional details regarding fractional ownership will be provided at Preliminary Plan.

Conference Center

1. Are ballrooms divisible? Ideally, we'd have a ballroom and junior ballroom that would have airwall division options to allow for more creative use of space and meet a wider range of group or program needs. What is going to be the breakdown in size/sq.ft. for the ballrooms and potential divisible sections? How will the breakout rooms be combined? What are their sizes? What will prefunction/foyer spaces look like? What sq. ft for those? The redevelopment proposal includes a grand ballroom and junior ballroom that are flexible in their layout and division. Meeting spaces will be configured to be combined to host larger events or host smaller groups simultaneously. Additionally, the conference space has access, either directly or through stairs and elevators, to outdoor programming for overflow, pre or post event offerings.

The following describes the anticipated size and capacity of each space within the conference programming:

Grand Ballroom –

6,850 sq ft, Reception = 761 seats, Banquet = 571 seats, Classroom = 489 seats

Junior Ballroom –

4,500 sq ft, Reception = 500 seats, Banquet = 375 seats, Classroom = 321 seats

Flexible Meeting Space (x10 at ~600 sq ft ea.) –

6,000 sq ft, Reception = 67-667 seats, Banquet = 50-500 seats, Classroom = 43-430 seats

Pre-function / Foyer Space –

3,735 sq ft, Reception = 415 seats, Banquet = 311 seats, Classroom = 267 seats

Outdoor Space

Spa Amenity Terrace – *program to be determined*

Rooftop Amenity Terrace – *program to be determined*

Ski Run Amenity Terrace – *program to be determined*

Commented [LS1]: @Design Workshop Team: Please provide the overall sq ft and associated seat counts using the following factors:

Reception = total sq ft / 9 sq ft

Banquet = total sq ft / 12 sq ft

Classroom = total sq ft / 14 sq ft

Floor plans and alternative configurations of conference space will be provided at a Preliminary Plan level of review.

2. Flexibility to book special events in future – need to understand the booking window. Will there be a cap on future dates? (some hotels only sell within a 12-month period. Others, most commonly, do not have a cap and will book as far out as they are able.)

The anticipated booking strategy is consistent with other destination resorts. Transient reservations are expected to be managed through a rolling 365-day booking window. For Group business, the resort will maintain the flexibility necessary to pursue programs that may book several years into the future, including destination meetings, corporate retreats, association programs, weddings, and other special events.

3. Want to know true competitive sets for conference/meeting spaces – who are we going up against? Are there target markets we would like to see at Ritz/Snowmass that we intend to steal from competing destinations? The proposed facilities are intended to compete with luxury mountain-destination meeting venues throughout Colorado and the western United States. This includes existing Aspen-area resorts, Snowmass lodging properties, and other luxury mountain destinations that compete for corporate retreats, executive meetings, incentive programs, association meetings, and destination weddings. The objective is to position the Town of Snowmass Village and The Ritz-Carlton Snowmass to capture a greater share of luxury group business currently selecting competing mountain destinations. Competitive advantages include:
 - **Ritz-Carlton service platform:** Global sales reach and brand recognition among luxury meeting planners.
 - **Purpose-built luxury group facilities:** Purpose-built luxury group facilities are a key differentiator. The conference center is designed around two dedicated ballrooms, ten breakout rooms, generous pre-function space, and direct access to outdoor event venues. This configuration provides planners with greater flexibility to host concurrent programs, separate general sessions from meals and receptions, accommodate multiple groups simultaneously, and incorporate indoor-outdoor experiences that are increasingly sought after in the meetings and incentive travel market.
 - **Four mountains under one destination:** Snowmass, Aspen Mountain, Aspen Highlands, and Buttermilk provide a broader range of skiing experiences than most single-resort destinations.
 - **Aspen Snowmass brand recognition:** Few mountain destinations have comparable global recognition and aspirational appeal.

- **Year-round destination appeal:** Skiing, mountain recreation, arts, culture, dining, festivals, wellness, and outdoor experiences.
- **Village environment:** Snowmass combines ski access with a pedestrian-oriented resort village, allowing attendees to move between lodging, dining, recreation, and meeting venues without relying on transportation.

A Group segment specific competitive set will be established as part of the resort's pre-opening sales and marketing strategy but could include: Montage Deer Valley, Viceroy Snowmass, St Regis Deer Valley, Park Hyatt Beaver Creek, St Regis Aspen, The Ritz-Carlton Bachelor Gulch, Four Seasons Jackson Hole, The Ritz-Carlton Lake Tahoe, Hyatt Regency Beaver Creek, Four Seasons Vail.

4. What will make this a draw against other Ritz properties?
The Ritz-Carlton brand is designed to reflect the culture, landscape, and character of each destination it serves. At the Town of Snowmass Village, that expression will be rooted in a ski-in/ski-out mountain environment, connection to the surrounding alpine landscape, integration with the Village, outdoor recreation, family experiences, and access to the broader Aspen Snowmass community. The intent is not to replicate another Ritz-Carlton property, but rather to create a resort experience that is distinctly reflective of the Town of Snowmass Village.
5. How will loading dock access to the conference space work? We need to understand capabilities, load capacities, etc. to ensure that the load in/out will work for a wide array of groups.
There is capacity for deliveries and conference-related programming to access the facilities through the below-grade parking garage. Floor plans and relationship between the below grade parking garage and the conference space will be further defined and provided at a Preliminary Plan level of review.
6. Unique design of meeting spaces critical – indoor/outdoor relationship. Unique spaces and natural light are key in new design prospects. These are two of the biggest requests from the planner side of the industry. Properties and destinations that deliver unique and special experiences along within their conference offerings tend to lead the list in desirable destinations.
The grand ballroom has the potential to have daylight access from the autocourt at the second level of space. The junior ballroom, pre-function and foyer space daylight onto the ski run east of the primary facilities. Indoor / outdoor space is configured for conference programming to buy out the spa amenity terrace, rooftop amenity terrace, and ski run amenity terrace for additional overflow space and expanded programming.

Additional details regarding Conference Center facilities and function will be provided at Preliminary Plan.

Building Department:

1. Building would like to reiterate the necessity of providing accessibility and accessible routes throughout the site and to all structures as the site plan and conceptual sketches continue to be refined.
Accessibility, including accessible routes throughout the site and to all buildings and amenities, is a fundamental design consideration and will continue to be refined as the project advances. Accessible routes, grades, and site connections will be further developed and documented during the Preliminary Plan process to ensure compliance with applicable accessibility requirements while responding to the site's topography and overall design intent.

Planning / Community Development:

1. Consider creating individual exhibits demonstrating the lodge / conference space height exhibits, View Easement and adjacent properties as an individual exhibit.
An overall height diagram is included in the Sketch Plan application, page 54-55, and additional exhibits will be prepared specifically for each of the Planning Commission meetings, outlining the variance applicable height limitations that exist across the property.
2. Roof top amenity space will be to be further defined and elements of such amenities may or may not count against the allowed height.
Acknowledged, additional detail for the rooftop amenity will be defined at a Preliminary Plan level of review.
3. Consider creating individual exhibits demonstrating housing height exhibits, View Easement and adjacent properties as an individual exhibit.
See response to item #1.
4. Highlight the height variance requests on these individual exhibits.
See response to item #1.
5. Refinements to the Section Diagrams may partially achieve the previous requests.
Refinement and additional detail will be provided on the section diagrams for their respective Planning Commission meeting outlining existing conditions compared to the proposed.
6. Consider creating an existing conditions exhibits with a drone to show the View Easement relationship to existing conditions.
Additional graphics will be prepared throughout the review process to communicate the height limitations and variance requests associated with the application.
7. Consider creating additional exhibit(s) to demonstrate the relationship of a pedestrian at the mall level accessing the entry or other aspects of the lodge (i.e. elevation of stairway – open space connection).
Additional pedestrian circulation paths will be developed for review at the Planning Commission meetings to outline movement between the Mall and the arrival court, guest rooms, fractional, and workforce housing units.
8. Will there be mall level access to the lodge or is the mall level primarily retail space?
Lodge access will be provided at the Mall level, although the primary program on the ground levels are commercial retail and food and beverage service. Floor plans demonstrating access and movement from the Mall level to Lodge services and lobby space will be provided at a Preliminary Plan level of review.
9. The elevation and hardscape connection between the mall and the lodge will become a focal point (in addition to the retail space) of how the lodge interacts with the mall, contributes to community character, creates vitality, and similar qualities. The design of the connection will need to be fully detailed with a strong design elements as the process proceeds. Consider options for this connection that are interesting and interact both vertically and horizontally rather than a singular monolithic staircase.
The proposed pedestrian connection between the Mall and the arrival court will be further developed during the Preliminary Plan process. The design intent is to create more than a functional connection by integrating a ribbon of landscape that extends from the arrival court to the Mall level, combining stairs, accessible ramps, terraces, seating opportunities, and generous planting to create a layered pedestrian experience.

10. Quality and clarity of pedestrian connections through and to the lodge between the mall, ski slope, and Carriage Way will need to demonstrate intentional design elements (i.e. pavement and/or sidewalk treatments, lighting, landscaping) to contribute to the clarity of connection and relationship of the property to the surrounding environment and existing buildings.

The pedestrian network throughout the site, including connections between the Mall, Lodge, ski slope, and Carriage Way, will be further refined during the Preliminary Plan process. The design intent is to create a clear and intuitive pedestrian experience through the use of coordinated paving materials, landscape, lighting, signage, and other site elements that strengthen wayfinding and reinforce connections to the surrounding Village. These refinements will help ensure the redevelopment integrates seamlessly with adjacent public spaces and enhances the overall pedestrian experience.

Parks, Recreation & Trails Comments

From Andy Worline <aworline@snowmass.gov>

Date Thu 8/6/2026 2:24 PM

To Michelle Bonfils <MBonfils@snowmass.gov>

Cc Riley Bonilla <rbonilla@snowmass.gov>; Brandon Hawksley <bhawksley@snowmass.gov>

Michelle, If you need something more formal, please let me know. Thanks. AW

Staff requests that the design team evaluate and provide recommendations for maintaining and formalizing public pedestrian and bicycle access throughout the redevelopment area. This should include all roadways (Elbert Ln, Fall Ln and Gallun Ln), sidewalks, pathways, and connections between Carriage Way and Fanny Hill. Appropriate public access easements should be established to ensure long-term public connectivity, access, and maintenance of these important circulation routes.

Staff also request an evaluation of a potential trail connection from the end of the Mall at Fanny Hill running up the hill on the Ritz's property and not interfering with the concert venue. The concept would be a 48-inch-wide singletrack trail designed with a maximum sustained grade of 10 percent, connecting to the Discovery Trail. This connection could improve pedestrian and bicycle circulation while providing an accessible and intuitive route between the Village and the existing trail network.

Throughout the site planning and design process, staff also encourages the preservation, restoration, and enhancement of the Brush Creek (West Fork) stream corridor as it flows through the redevelopment area and continues into Benedict Park. Maintaining the natural character, ecological function, and continuity of this stream corridor should be an important consideration in the overall site design.

Finally, staff recommends incorporating bicycle channels (wheel gutters) on all stairways throughout the site, extending from the Mall to Gallun Ln. These features would improve bicycle mobility by allowing users to walk their bicycles safely through areas where stairs are necessary, enhancing connectivity without requiring cyclists to carry their bikes.

Andy Worline

Parks, Recreation & Trails Director

Town of Snowmass Village

PO Box 5010 Snowmass Village, CO 81615-5010

p: 970-922-2245 c: 970-319-3398

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

INTEROFFICE MEMORANDUM

TO: MICHELLE BONFILS, COMMUNITY DEVELOPMENT DIRECTOR
FROM: MIKE HORVATH, TOWN ENGINEER
ANNE MARTENS, PUBLIC WORKS DIRECTOR
SUBJECT: SKETCH PLAN REVIEW – RITZ CARLTON COMMENTS
DATE: JULY 22, 2026

These comments are in response to the proposed Design Workshop's application (dated June 2nd, 2026) for a Sketch Plan Review for the redevelopment of the Viewline into a Ritz Carlton.

1. Ice Age Discovery easement development should be coordinated with Town for Preliminary Plan to ensure proposed artwork can be accommodated. Tourism will be a key stakeholder for forming the Town's expectations.
2. Pedestrian access from numbered lots through to the ski hill must be maintained within easements.
3. The flow of the West Brush Creek diversion is limited at the intake. Further daylighting of the flow path is encouraged as it does not appear to negatively affect neighboring properties, as stated in the narrative.
4. All piping of West Brush Creek on site is required to be replaced as part of this redevelopment.
5. Historic pedestrian path and connections on the Benedict Trail needs to be maintained and easements provided or amended with revised design.
6. All steep slopes appear to be caused by development and need to be addressed.
7. Delivery system needs to be developed for site and Mall deliveries. Further coordination with Town will be required.
8. Pedestrian route from numbered lots through affordable housing area does not directly link to ski hill. Public Pedestrian access through the site needs to be accommodated.
9. Site must detain 25 yr storm and release at historic (predevelopment) rate. Outfall must be located to ensure no negative downstream impacts.
10. Fire turnaround must be accommodated within ROW/easement area on Elbert/dropoff circle.
11. Snowmelt on Mall responsibilities need to be studied along with drainage.
12. Elbert Lane ROW needs to be 40' wide, and asphalt minimum width will be 22' due to traffic numbers and geometry. Maintenance responsibilities need to be determined through agreements/ROW layout. ROW width needs to be confirmed prior to Preliminary Plan to ensure building locations/setbacks function with ROW.
13. Solid waste in parking garage. Need to study vertical trash truck movement.
14. A Solid Waste Management plan needs to be submitted as part of Preliminary Design.
15. Delivery turning movement onto Elbert/Upper Carriage, along with turning vehicle off of Upper Carriage Way, needs to be studied to ensure circulation functions.
16. Emergency/vehicle access to historic Elbert Lane and Mall access needs to be considered.
17. Sidewalk connection to Upper Carriage Way required on both sides of Elbert.
18. Fire and emergency access turnaround on Fall Lane is required.
19. Construction Phasing is stated for a complete scrape and replace. Phasing should be considered for existing businesses and limiting impacts.

20. Setbacks and encroachment for utility infrastructure will need to be reviewed as part of Preliminary Design.

21. Snow Removal and Snow Storage areas will need to be reviewed as part of Preliminary Design.

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

Conceptual Site Plan

The graphic conceptual site plan of the proposed Ritz Carlton Snowmass is intended to be used to study the distribution of program across the properties.

BUILDING A (8 levels above grade, 2 levels sub-grade)

- + 180 parking stalls (subgrade)
- + Mall-level commercial
- + Hotel/lodge

BUILDING B (4-8 levels above grade, 2 levels sub-grade)

- + 180 parking stalls (subgrade)
- + Upper level hotel/lodge
- + Lodge amenities
- + Fractional/branded residential units

BUILDING C (5 levels above grade, 2 levels sub-grade)

- + 60 parking stalls (subgrade)
- + Fractional/branded residential units
- + Fractional/branded amenities

BUILDING D (6-8 levels above grade, 2 levels sub-grade)

- + Conference functions (subgrade)
- + Hotel/lodge units
- + Workforce housing units

BUILDING E (6 levels above grade, 2 levels sub-grade)

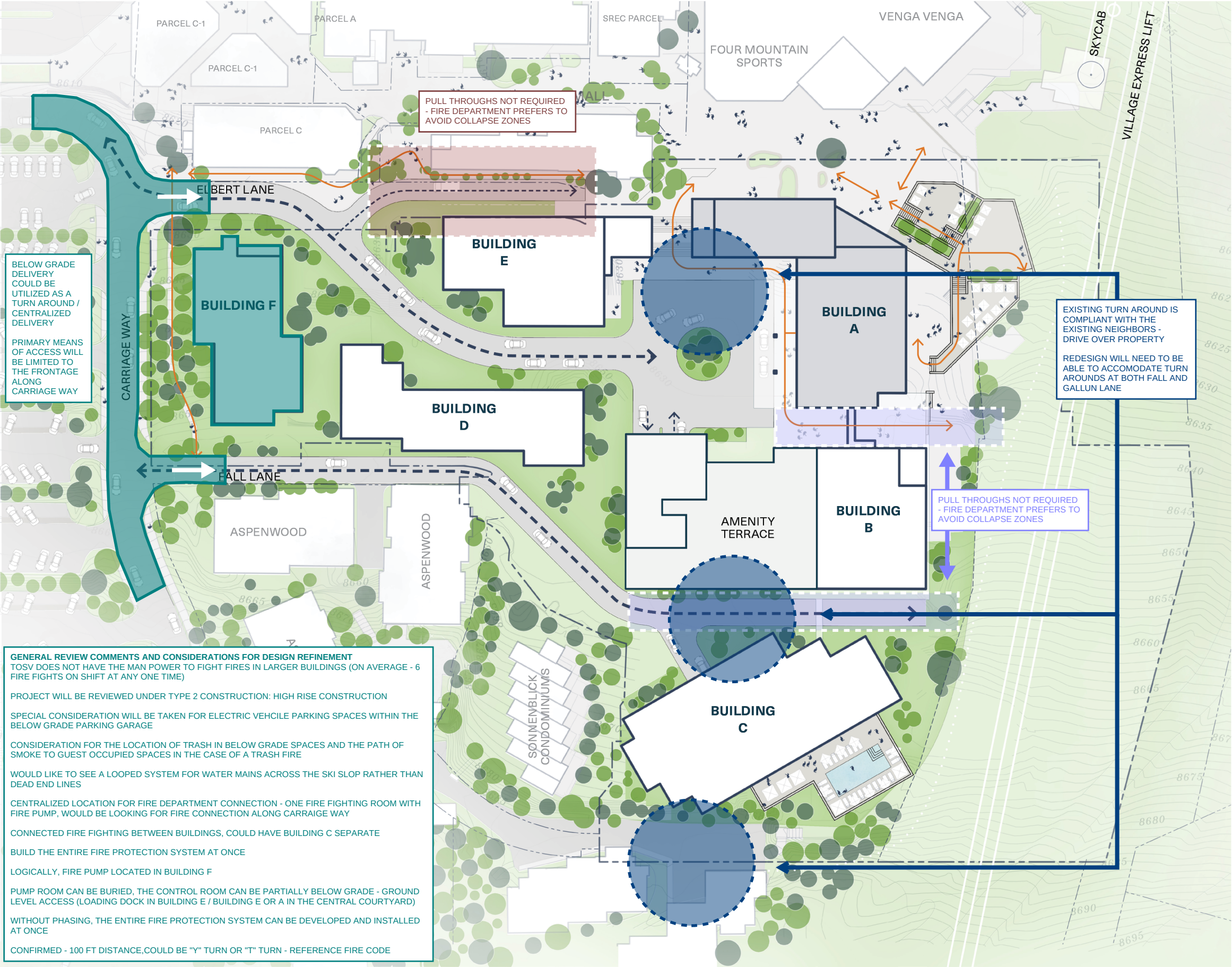
- + Subgrade parking
- + Ground-floor retail
- + Hotel/lodge units

BUILDING F (8 levels above grade, 2 levels sub-grade)

- + 8 levels above grade, 2 levels sub-grade
- + Conference functions (subgrade)
- + Workforce housing units

LEGEND

- ↔ Vehicular Circulation Path
- ↔ Pedestrian Circulation Path (Interior)



TRANSPORTATION DEPARTMENT MEMO

To: Michelle Bonfils

From: Sam Guarino

CC: Kevin Kiernan

Date: 7/31/26

Re: Ritz-Carlton Sketch Plan PUD

With the knowledge that this is a Sketch Plan PUD meeting the transportation department's comments remain broad in detail. That said, there are many special concerns for this project from a transportation perspective to be considered.

- **Site Circulation**

- **Elbert Lane Traffic Surveys**

- The Transportation Department has conducted a manual traffic survey on Elbert Lane under current conditions (7/9/26-7/15/26) which was utilized as basis for comments below. The Public Works Department is also conducting a traffic survey at the intersection of Elbert Lane and Carriage Way which will capture traffic on both roads. Collected data will be compiled in a separate report for planning department review.

- **Pedestrian**

- Current pedestrian usage of Elbert Lane peaks at over 1000 people per day during the summer at the intersection of Elbert Lane and Upper Carriage Way, far more than any other user group. This use does not capture those entering the property from Fall Lane, further east on Elbert Lane, or between Fall and Elbert.
 - The current pedestrian flow highlights the importance of the Elbert Lane Right of Way as a connection to the current Viewline Resort, as well as to the Snowmass Mall and Ski Area. The proposed sidewalks along the entrance to the Lodge, and pedestrian walking area, are both desirable infrastructure upgrades. Sidewalks should extend along the road the length of Elbert Lane to adequately protect the highest volume users of this road. If a sidewalk cannot be adequately sized on both sides of the road, an appropriate pedestrian crossing should be considered.

- Ensure that adequate ADA access exists along created walkways, or that alternative ADA pathways are identified.
- **Valet/Hotel Guests**
 - Current conditions require Valet and Hotel Self-Parking to utilize the numbered lots. While exact numbers for current valet created trips are difficult to ascertain from a traffic survey, it is clear that both valet and self-park guests contribute heavily to Elbert Lane Traffic. Overall bi-directional personal vehicular traffic peaks at nearly 400 vehicles per day and Viewline shuttles at over 120 vehicles per day.
 - Valet service often consists of a guest vehicle arriving, a valet driven hotel vehicle escorting guest vehicle to the numbered lots, and then that valet vehicle returning. Currently each arrival can amount to as many as 4 trips along Elbert Lane and Carriage Way (and 4 more for departure). Valet being kept on site as shown in the Sketch Plan should be a significant improvement to circulation both internal and external to the property.
 - If Self-Parking guests are to utilize the numbered parking lots, it will be important for the Ritz-Carlton to continue to sell guest parking permits for these guests as they do now. The Town does not have the capacity to manage payment for self-parking guests.
- **Skier pick-up/drop-off**
 - The current Elbert Lane Right of Way allows for skier pick-up and drop-off for all lodges and the public, and ADA elevator access. While it is difficult to estimate how many private or unmarked vehicles are utilizing Elbert Lane for this purpose, during the Summer 2026 traffic survey period over 30 marked vehicles from other lodges were observed in a day, a number that is expected to be much higher during Winter ski season. Finding a location, whether it be at the redesigned entrance to the Ritz-Carlton or along the existing Elbert Lane Right of Way, to accommodate these trips will be important moving forward with the PUD. If this location for pick-up and drop-off is removed, it will likely fall to inadequately designed infrastructure in other areas of the Town to accommodate the use.
 - While not a current use, it would be best to plan for Snowmass Village Transit vehicles to be able to utilize any future pick-up/drop-off sites.
- **Retail/Spa/Restaurant Access**
 - The trip generation study from Kimley-Horn discussed high turnover restaurant and strip retail trips. There should be some evaluation on how these trips affect site circulation. For example, would these guests be expected to valet, self-park onsite, or self-park offsite?

Each of these would have a different impact on site circulation, whether it be pedestrian or vehicular. Guest parking passes are not available for those utilizing hotel facilities between the hours of 7am-1pm during the winter season. These guests would be expected to utilize transit, timed parking, or visit outside of the 7am-1pm timeframe.

- **Biking**

- The Sketch Plan mentions 61 bike spaces. It should be clarified whether these are bikeshare, personal bikes, available to the public, etc. If these bikes are utilizing the drive lane there should be some level of added infrastructure to improve safety. To meet the .5 spaces per bedroom for the employee housing units without overwhelming the Town lots, designated bike parking will be an important option.
- Currently there is a 30-dock WE-cycle e-bikeshare station located at the Snowmass Mall. If the Ritz-Carlton is proposing adding a station on site, the Transportation Department would support this. However, it may be more appropriate to study whether the size of the current station could serve the new users as is, and if not, whether adding to that location rather than adding a new one is a better use of resources.

- **Trip Generation**

- **Letter (Kimley-Horn)**

- The Transportation Department does not refute the overall findings of the trip generation report at this point but there are a number of clarifications to be made and questions for the consultant. We also recognize that capturing trip generation in a resort community with robust transportation services is a difficult task and utilizing standardized modeling across the existing and planned uses is better utilized to compare deltas between rather than total trips.
- Was there a reason (310) Hotel utilized rather than (330) Resort Hotel in the ITE generation model (which would have a lower generation rate)?
- (310) Hotel was utilized for all 228 rooms associated with the new development. However, these new rooms are split between hotel rooms and fractional units. Would it would be appropriate to utilize (265) Timeshare for the fractional units (which would yield a higher trip generation rate)?
- The trip generation refers to a fully functioning Viewline/Wildwood hotel complex with over 400 rooms. It is the Transportation Department's understanding that this is not the current status of the hotel and may not have been true for some time. Therefore, there

may be an increase in trip generation from existing conditions if not from planned conditions.

- **Shuttles/Transit**
 - To continue to have parking demand at or below parking capacity it is vital to promote car-less travel to and from Snowmass Village. The Ritz-Carlton should provide and advertise free airport shuttles to and from the Aspen Airport. Additionally, the lodge should advertise to their guests the existence of free transit available to and from Aspen and within Snowmass Village.
 - The current plans show a removal of the shuttle pull out for drop-off and pick-up at the end of Elbert Lane. Regardless of on-site access this pull out needs to remain for shuttle/transit circulation/operation.
- **Employee Housing**
 - Approximately half of the employee housing units are designated for The Regis in Aspen. How will the Ritz Carlton development mitigate these rides to ensure this isn't a daily trip generator and promoting the use of single occupancy vehicle travel? Will there be an employee shuttle and/or bus passes for these employees?
- **General Comments**
 - The Town and region have a robust network of transportation services, as does the current lodge. Continuing to provide access to these services, while ensuring incoming lodge guests, conference attendees, retail and restaurant guests, and fractional owners are aware of them will be key to ensuring trip generation remains low. This again highlights the necessity of ensuring a location for other lodges and transit to pick-up and drop-off on the premises.
- **Parking**
 - **General Comments**
 - The Numbered Lots along Carriage Way across from the property have long served the Viewline and adjacent properties. These lots are often at or near capacity during events and busy times of the year. The impact on these lots by this project will depend heavily on how different groups are expected to utilize these lots as opposed to the parking added on site.
 - While detail of the design is yet to come, the Applicant should ensure that oversized vehicles have access to their parking garages wherever possible. The resort will attract guests/owners with sprinter vans, large vehicles with racks, oversized trucks, etc. Ensuring that garages can accept these types of vehicles will avoid impacts on other parking areas to accommodate them.

- The Transportation Department anticipates the need for the lodge to continue selling guest permits for the numbered lots to remain in some capacity.
- Communication throughout the development process with the Transportation Department will be important to ensuring the impacts to parking by certain user groups remains manageable and doesn't place the burden of new or additional parking needs entirely upon the Town.
- **Hotel Overnight Guests**
 - The onsite valet of overnight hotel guests should be a significant improvement over current conditions for parking, as well as the onsite storage of shuttle vehicles. Currently this use has a significant impact on numbered lot parking in areas that are popular with other lodges and employees (particularly lot 10) and it is expected that this plan will result in a 100% reduction of this use.
 - It is the Transportation Department's understanding that self-parking guests will continue to utilize the numbered parking lots. This is not expected to be an increase from current use, but it is important to note again that the lodge will need to continue to sell these guests permits for the numbered lots utilizing the software the Transportation Department has provided for this purpose.
- **Fractional Owners**
 - It is understood from the Sketch Plan that Fractional Owners will have on-site parking available to them, whether valet or otherwise. It will be important to understand, going forward, whether this parking will be only while on site, and how many vehicles owners will be allowed. Fractional owners are not permitted under current Town rules to purchase resident parking permits and storage in the numbered lots is not allowed. While fractional owners with multiple vehicles could be eligible for guest parking permits while on site, they would not be permitted to store vehicles in the numbered lots while out of town.
- **Restaurant/Retail/Spa Guests**
 - As mentioned above, there should be some evaluation on how restaurant/retail/spa guests will access the Ritz-Carlton. Would these guests be expected to valet, self-park onsite, or self-park offsite? Guest parking passes are not available for those utilizing hotel facilities between the hours of 7am-1pm during the winter season. These guests would be expected to utilize transit, timed parking, or visit outside of the 7am-1pm timeframe. This includes day skiers hoping to access the mountain and utilize these facilities through a "ski-club".

- **Conference Attendees**

- Currently, conference attendees staying offsite are expected to utilize transit, timed parking, or other alternate means to access the site (with attendees arriving before transit services begin and staying throughout the day being allowed guest passes). Would conference attendees staying offsite have parking available?

- **Employees**

- Assuming employee parking needs will not be managed onsite, it will be helpful to learn whether the development will generate a change in overall employee generation.
- Currently the parking department makes available employee parking passes for the Viewline Resort. This practice can be expected to continue; however, it is important to note that it will not be enough passes for all employees of the future lodge. Employer programs such as bus passes, employee shuttles, and/or carpools can help alleviate these demands.

- **Employee Housing**

- Resident parking creates a larger demand for parking than other lodging uses. While the guest parking use is largely mitigated by on-site parking, residents generally have a higher percentage of vehicles per unit, more vehicles, and more dwell time of vehicles. This could result in impacts of equal or greater magnitude on the numbered parking lots than current conditions depending on how employee housing parking is managed.
- The 63 on-site parking stalls for employee housing will likely result in the need for employees to park additional vehicles in the Numbered Lots. The impact of this parking generation will depend on a number of factors such as where the employees work, how many employees per unit, and the seasonality of their employment.
- How will the applicant designate which employees are permitted to utilize their on-site parking?
- It will be important for the applicant to work closely with the Transportation Department to develop a plan to manage employee housing parking demand on the Town lots. Current Transportation Department policy surrounding Resident Parking permits will make it difficult to restrict the number of vehicles employee housing residents will be permitted to park in the numbered lots and it would be impossible for the department to know which residents already have vehicles stored within the on-site parking.

- **Car Share**

- To help mitigate parking demand by all users the Transportation Department recommends a Car Share program be operated on site and advertised to guests and residents.
- **Construction**
 - If construction is expected to utilize Town Lots at any point it will be important to coordinate this use early with the Transportation Department to lessen the impact on other users.
 -
- **Deliveries**
 - The current Elbert Lane serves as a delivery zone for much of the Snowmass Mall. The Manual survey found 10-15 deliveries utilizing Elbert Lane during the summer and it is expected that this impact would be higher during the winter. There is not capacity elsewhere for these deliveries. This function is vital to current Mall operations and should be adequately addressed, and ideally improved, in the final project.
 - The on-site delivery logistics center shown in the Sketch Plan is likely something that can meet the above comment on the need to address and ideally improve deliveries to the Mall. The applicant should continue to work with Town staff to ensure that this is a right sized facility for the demand and will be an overall positive impact on the community.

Town of Snowmass Village

DATE OF MEETING:

September 2, 2026

AGENDA ITEM:

Ritz Carlton (Elevated Snowmass, LLC) Sketch Plan Major PUD Amendment and Rezoning -- Public Hearing. **LODGE aspect**

PRESENTED BY:

Michelle Bonfils Thibeault, AICP, Community Development Director

BACKGROUND

The application is available at this link: [Ritz Carlton \(Viewline\) Sketch Plan PUD](#)

This meeting is a continuation of the public hearing opened August 5, 2026 which included a guided site visit. The public hearing was continued to August 19, 2026 where Staff and the Applicant gave presentations regarding the Lodge aspect of the application. The Planning Commission requested additional exhibits to better understand the mass and scale of the proposed development including views from the pedestrian perspective at the Mall, review of Development Review Team (DRT) comments and sun/shade studies.

To support the Planning Commission's request, this memo:

1. Highlights several key existing conditions with the proposed development for consideration regarding building mass and scale
2. Clarifies which DRT comments are required to be addressed at Sketch Plan or at Preliminary Plan
3. Staff findings on sun/shade studies

PROCESS

The Planning Commission requested additional exhibits to better understand the mass and scale of the proposed project as related to the development review criteria for Sketch Plan. The Applicant agreed to return with a revised presentation.

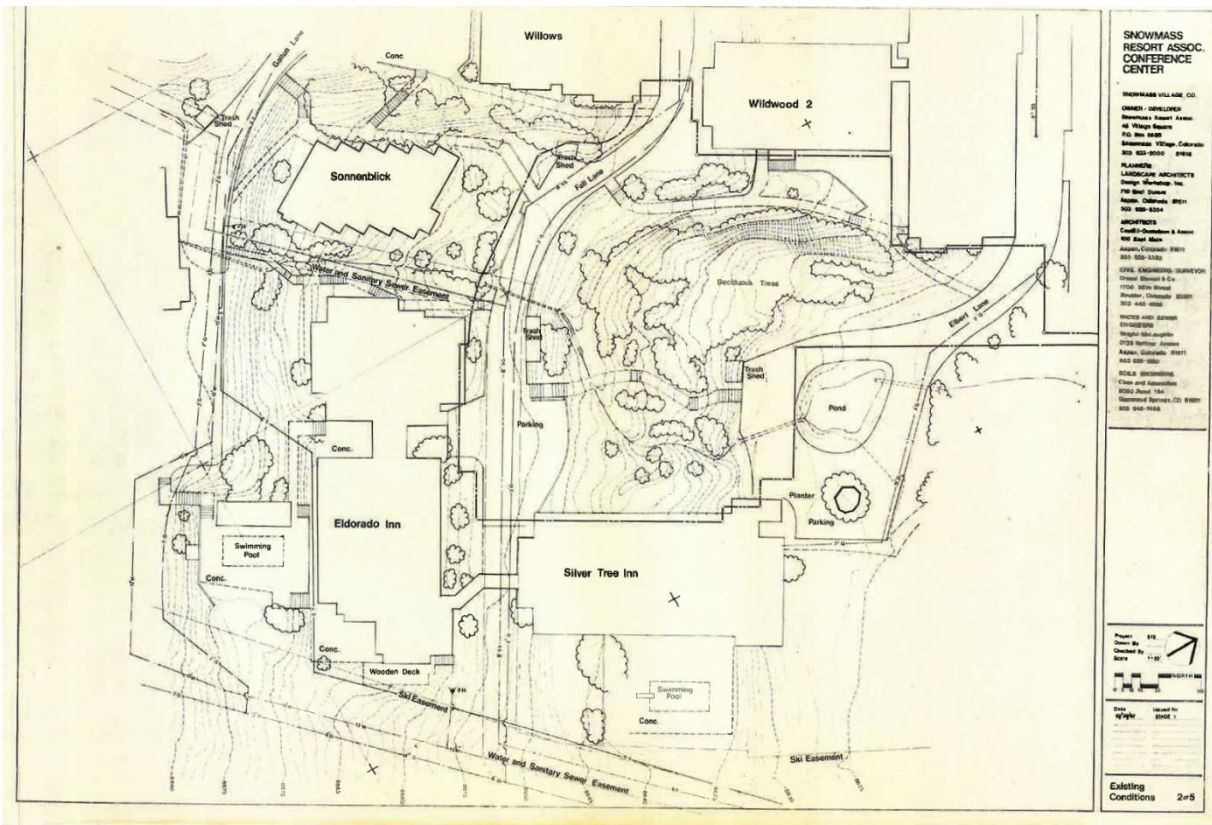
As Sketch Plan is “an exploratory discussion of a development proposal,” architectural details are not required as a part of the application per municipal code Sec. 16A-5-320.2(e), rather:

Simple sketches, massing diagrams or models, that are not required to show detailed fenestration or architectural details, which show building mass, scale and height in a conceptual manner in relation to natural features, and the relationship of the various development components to their respective sites, the surrounding area and each other. A sketch or narrative description should be included that adequately expresses the typical or overall intended architectural theme, character and fenestration for the project.

Architectural plans are required at Preliminary Plan per Sec. 16A-5-340(2)e.

1. Highlights of several key existing conditions with the proposed development

The original Silver Tree Inn and Eldorado Inn were two separate buildings shown on this site plan from 1982, prior to the Snowmass Conference Center’s development.



Overtime, the properties were improved into the Viewline Resort that exists today and appears as a large singular mass spanning the ski slope from the Mall to Gallum Lane.

Photo via Marriott.com



VISUAL ACCESS FALL LANE AREA: The proposed redevelopment of individual fractional buildings and a separated lodge building will reduce the visual impact of the existing singular.



Fractional buildings A & B are oriented parallel to Fall and Gallum Lanes. The separated buildings may create view access to the ski slope for the Sonnenblick Condominiums and pedestrians traversing the area.

Similarly, the separation of the Fractional buildings from the main lodge building will create visual and direct ped access from Fall Lane to the Fanny Hill.

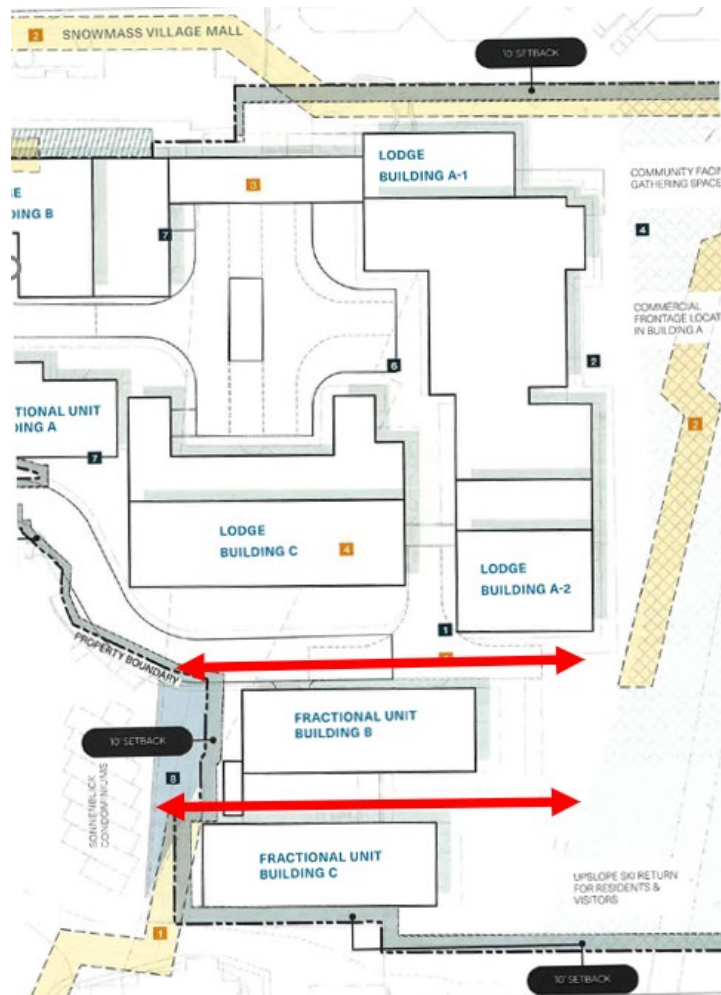
LEGEND

Below Grade L2	Level 1	Level 3	Level 5	Level 7
Below Grade L1	Level 2	Level 4	Level 6	Level 8

90 SKETCH PLAN APPLICATION

RECEIVED
06/03/2026

Arrows indicate view access to slope created by proposed individual buildings.



Dashed line generally depicts proposed separation of Lodge Bldg and Fractional building A creating a direct slope view to Fanny Hill.





The existing Viewline structure easterly adjacent (photo middle) to the Sonnenblick Condos (photo right) is approximately 63ft tall in this area. The Applicant is proposing a reduced mass to a maximum of 58ft of height for Fractional Building A.

LODGE BUILDING B

Lodge building B represents a relocated aspect of the existing Viewline resort featuring restaurant space. Lodge building B emphasizes the proposed realignment of Elbert Lane. Lodge building B is separated from the adjacent Mall uses by a pedestrian easement. Lodge building B is proposed at a maximum building height of 44ft, overall averaging 38ft tall.

From Elbert Lane, Lodge building B will feature a protected pedestrian easement for Mall access, as well as a vehicular arrival experience at to the Lodge, conference center, and related commercial uses.

Lodge building B proposed approximately midpoint of the existing Wildwood structure shown on right. Similar to the existing Wildwood building, Lodge building B is anticipated to have limited visibility from the pedestrian level of the Mall.



View from pedestrian level of Mall toward existing Wildwood structure/general Lodge Building B location.



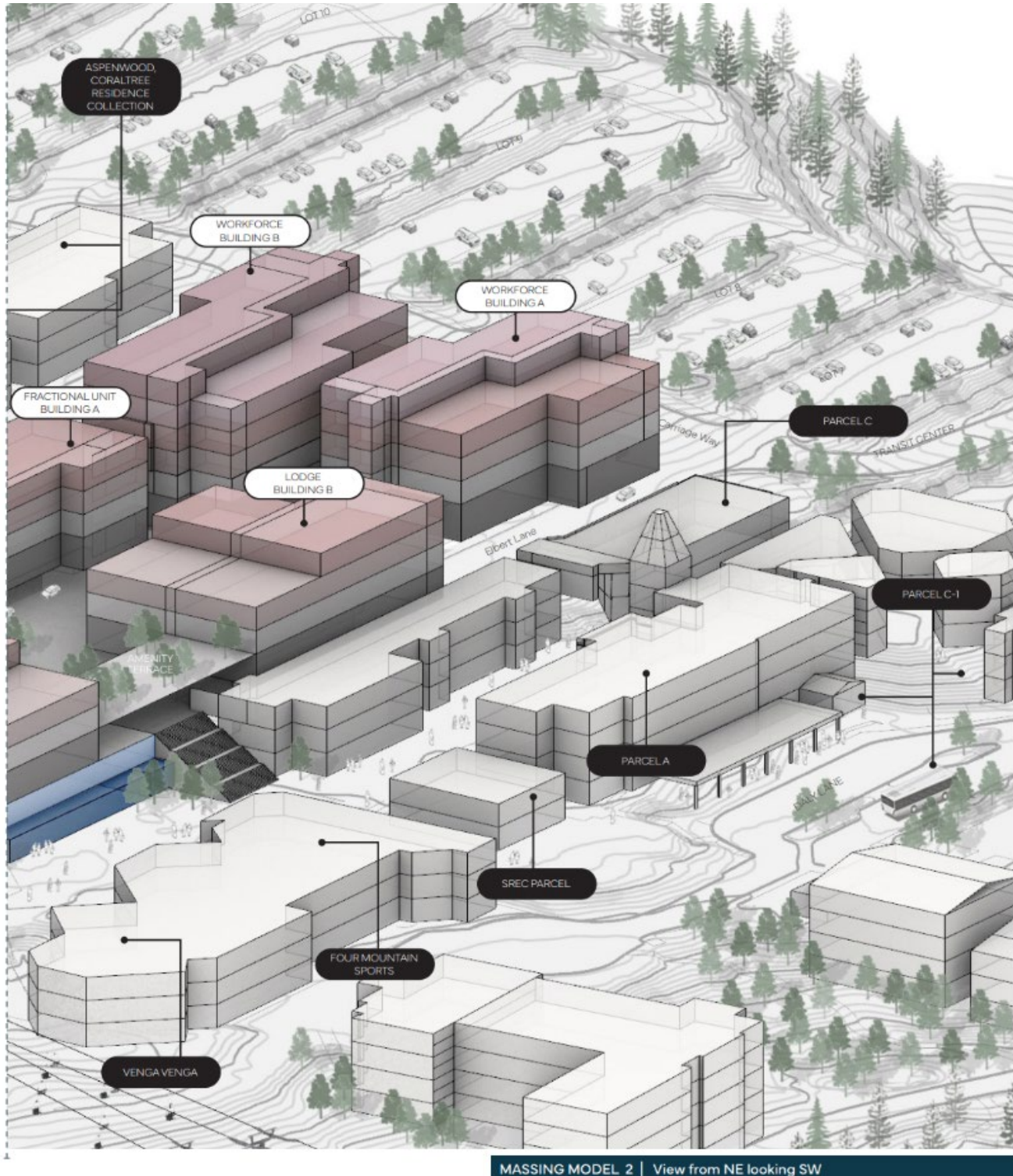
Visibility of structures beyond the Mall are reduced from the sidewalk level as the viewing angle to see beyond the Mall structure is steep. Structures setback from the Mall have further reduced visibility from the pedestrian view which is dominated by the ground floor and second floor adjacent building mass.

Photo from alcove near Tower on Mall – chimney and top floor of Wildwood visible at top of photo.



Visibility of structures beyond the Mall increases as a pedestrian is distanced (+70ft) from immediate structures.

Plan sheet (pg.91 of application) indicating proposed Lodge building B adjacent to existing Mall conditions.



From the second level of the Mall, the massing of the existing Wildwood structure is partially visible and perceived as a comfortable, stepped back silhouette.



2. Summary of Development Review Team Comments: Sketch or Preliminary Plan requirements.

Following is a summary of the DRT comments and clarification of when further details and/or compliance is required to be demonstrated (full comments in Attachment A). DRT comments at Sketch Plan are generally advisory in nature for the applicant to consider as the Application progresses through the review process.

Tourism Department Compliance to be demonstrated at Preliminary Plan.

1. Questions around details of booking rooms for group sales and availability of fractionally owned units to demonstrate the relationship of the proposed development to economic development of group bookings the Tourism Department executes.
2. At Preliminary Plan, the Tourism Dept will be requesting detailed documentation that secures opportunities for group sales including a requirement of fractional ownership units to be accessible to the general rental pool when not occupied by an owner, as is standard practice at existing fractionally owned properties in the Town.

Building Department Compliance to be demonstrated at Preliminary Plan.

1. Requests accessibility and accessible routes throughout the site and to all structures.

Planning Department Compliance to be demonstrated at Preliminary Plan.

1. Requests for exhibits that separate uses and/or buildings were requested for ease of public review. Provide during Sketch Plan Review.
2. Notes regarding the importance of design regarding interaction with the Mall were included. Compliance to be demonstrated at Preliminary Plan.
3. Notes regarding ADA access to the ski slope (for the public) requested to be considered. Compliance to be demonstrated at Preliminary Plan.
4. Realignment of Elbert Lane will require a dedicated pedestrian easement to existing Mall commercial uses that will accommodate EMS vehicles. Compliance to be demonstrated at Preliminary Plan.

Fire Department Compliance to be demonstrated at Preliminary Plan.

1. The project will be reviewed against the Type 2 Construction Standards: High Rise for required fire protection.
2. Special consideration will be taken for EV parking spaces in the subgrade garage

3. Consideration for the location of trash in subgrade locations to be reviewed against pedestrian emergency exit paths
4. Preference for a looped water system for water mains across the ski slope rather than dead end lines.
5. One fire fighting room with fire pump in a centralized location (potentially Building F) and a fire connection along Carriage Way.
6. Build the entire fire protection system at once
7. Confirmed – 100 ft distance could be ‘Y’ turn or ‘I’ turn, reference fire code

Public Works Compliance to be demonstrated at Preliminary Plan.

1. Easements required – public ped access easement from numbered lots to ski slope; Benedict Trail easement through property updated and maintained; Ice Age Discovery easement to accommodate future artwork.
2. Sidewalk connection to Upper Carriage Way required on both sides of Elbert Lane
3. West Brush Creek – replacement of on-site piping to be required; daylighting opportunities should be considered.
4. Centralized delivery system and design to be further analyzed at Preliminary Plan.
5. Solid waste Management plan required at Preliminary Plan including location and accessibility.
6. Rerouted Elbert Lane ROW requirements of 40” width; delivery/Fire and turning movements to be studied onto and through proposed rerouted Elbert Lane.
7. Fire and emergency access required on Fall Lane.
8. On-site stormwater detention requirements; snow removal and snow storage areas to be identified; further analysis of development impacts
9. Setbacks and encroachments for utility infrastructure to be identified at Preliminary Plan.
10. Snowmelt system and drainage responsibilities along the Mall will be required to be reviewed with redesign.
11. Review of construction phasing required at Preliminary Plan.

Parks, Recreation and Trails Compliance to be demonstrated at Preliminary Plan.

1. Formalizing public pedestrian and bike access throughout the project including roadways, sidewalks, pathways, and connections between Carriage Way & Fanny Hill.
2. Incorporate bicycle channels (wheel gutters) on all stairways throughout the site to improve bicycle mobility where stairs are necessary to enhance connectivity throughout the site.

3. Consider a 48-inch wide, singletrack trail with a maximum 10% sustained grade connection from the end of the Mall at Fanny Hill running up the hill on the subject property (and not interfering with the concert venue) connecting to the Discovery Trail.
4. Encourage the preservation, restoration and enhancement of the Brech Creek stream corridor as it flows through the redevelopment area continuing into Benedict Park.

Transportation Several items require response at Sketch Plan but allow for further verification at Preliminary Plan. All other items -- compliance to be demonstrated at Preliminary Plan.

1. A location should be identified to accommodate skier pick-up/drop off shuttles on Elbert Lane or in the Ritz-Carlton vehicle courtyard. Response at Sketch Plan, verification at Preliminary Plan.
2. Sidewalks along both sides of Elbert Lane are highly desirable.
3. Ensure adequate ADA access created along sidewalks and/or alternative ADA pathways are identified.
4. Valet Parking contained entirely on-site is a notable improvement to existing conditions.
5. Clarification of vehicle storage allowance/prohibition for Fractional Owners is required to analyze the provided parking. Response at Sketch Plan, verification at Preliminary Plan.
6. Oversized vehicle parking should be considered as part of the on-site parking provided.
7. Ritz-Carlton to sell guest parking permits for use of the numbered parking lots (similar to existing conditions).
8. Clarify off-site conference attendees, restaurant and spa patrons parking access on-site.
9. Carshare program for hotel guests and workforce residents highly recommended to off-set parking demands.
10. Designated bike parking for the workforce housing units should be created to help off-set potential impacts to the Town's numbered parking lots; additional analysis of a We-Cycle station on-site supported.
11. How will parking for the workforce housing units be allocated 125 units – 63 parking spaces? Response at Sketch Plan, verification at Preliminary Plan.
12. Use of Town Lots during construction required to be detailed as part of the Construction Management Plan.
13. A centralized delivery facility is desirable to address the existing high volume of delivery traffic on Elbert Lane servicing both the subject property and the Mall businesses.

3. Sun/Shade Studies

The Applicant provided A Sun/Shade Analysis on pages 98-101 of the submitted application. The analysis compares existing conditions to proposed conditions.

SUN SHADE ANALYSIS 1 | Existing Conditions



8:00am
Winter Solstice



10:00am
Winter Solstice



12:00pm
Winter Solstice

SUN SHADE ANALYSIS 2 | Proposed Conditions



8:00am
Winter Solstice



10:00am
Winter Solstice



12:00pm
Winter Solstice

Staff notes that Analysis 1: Existing Conditions (top row) indicates continued winter shading from 8am to noon along Fall Lane caused by the height and monolithic mass of the existing buildings. The proposed redevelopment of individual buildings and the separation of the Fractional buildings A & B from the Lodge A-2 building create solar access to Fall Lane starting at 10am as depicted in Analysis 2: Proposed Conditions.

Similarly, portions of the Mall (i.e. The Tavern) adjacent to the proposed Lodge building B may be shaded more than under existing condition.

STAFF RECOMMENDATION:

Staff recommends the Planning Commission hear a presentation by Staff, the applicant, hear public comment, and hold discussion.

As the subject application is complex and multifaceted, Staff and the Applicant have agreed to presenting the application in segments to the Planning Commission to allow for focused review and discussion of the conceptual aspects of the application. The proposed review schedule, subject to change, is:

- August 5, 2026 Site Visit (*completed*)
- August 19, 2026 Discussion and review of lodge component (*conducted*)
- September 2, 2026 Continued review Lodge; initiate housing component
- September 16, 2026 Discussion and review of conference space and commercial component
- October 7, 2026 Conclusive review and consideration of Resolution

Recommended Motion: *"I motion to continue the public hearing for the Ritz Carlton Sketch Plan application to September 16, 2026.*

ATTACHMENTS:

Attachment A -- Compiled DRT comments

Attachment B – Applicant Response to DRT Lodge specific comments

Ritz-Carlton Snowmass, Sketch Plan DRT Comment Responses – Circulation and Parking

Roaring Fork Fire Rescue:

No further comments at this time.

Police Department:

No comments.

Public Works Department:

These comments are in response to the proposed Design Workshop's application (dated June 2nd, 2026) for a Sketch Plan Review for the redevelopment of the Viewline into a Ritz Carlton.

1. Ice Age Discovery easement development should be coordinated with Town for Preliminary Plan to ensure proposed artwork can be accommodated. Tourism will be a key stakeholder for forming the Town's expectations. The Applicant and design team are actively engaging with Town staff and the Tourism department to incorporate the Ice Age Discovery public artwork into the Mall level of development, adjacent to the commercial retail and food and beverage programming. As the redevelopment plan advances to a Preliminary Plan level of review, draft easements and artwork locations will be reviewed.
2. Pedestrian access from numbered lots through to the ski hill must be maintained within easements. A draft plat outlining pedestrian easements will be prepared and reviewed at the Preliminary Plan level. Conceptual circulation proposed pedestrian sidewalks and access points that allow movement from the numbered lots to the ski run and from the Mall to the adjacent properties upslope.
3. The flow of the West Brush Creek diversion is limited at the intake. Further daylighting of the flow path is encouraged as it does not appear to negatively affect neighboring properties, as stated in the narrative. Upon initial studies, the upslope infrastructure does not appear to have the capacity for increasing flows. From the diversion point adjacent to the Timberline Condominiums, there are a series of pipes and open channels that move the flow onto the property. The adjacent infrastructure on the Sonnenblick Condominium parcel is a shallow creek bed and would require improvements to accommodate increased flow, which is not within the project property boundary or scope of work. It is not feasible to increase the flows within the property without influencing all upslope parcels and ownership.
4. All piping of West Brush Creek on site is required to be replaced as part of this redevelopment. Acknowledged, all infrastructure within the property is proposed to be improved or replaced. The Applicant will proceed accordingly.
5. Historic pedestrian path and connections on the Benedict Trail needs to be maintained and easements provided or amended with revised design. It is unclear if there is documentation for the existing trail within the property boundaries of the project. There is an upslope trail connection between the Sonnenblick Condominiums and the Aspenwood, CoralTree Residence Connection. No modifications are proposed to the trail as they are located off site of the subject property. The downslope connection to the Benedict Creek begins at the northern extent of the Mall. Similarly, no impacts are proposed as they are off site of the subject property.

6. All steep slopes appear to be caused by development and need to be addressed.
The development will respond to existing topography and grade slopes to mitigation steep slopes caused by the development, incorporating retaining walls and stairs where appropriate to assist in navigating grade. All existing steep slopes on site are caused by the existing development, with grading mitigation strategies proposed to be reviewed at the Preliminary Plan level of review.
7. Delivery system needs to be developed for site and Mall deliveries. Further coordination with Town will be required.
A conceptual centralized delivery facility is proposed as a program element of the Sketch Plan application. The Town is leading discussions with a deliveries consultant to understand the capacity requirements of a centralized delivery facility to serve both the redevelopment and the Mall. Ongoing discussions will determine the feasibility of incorporating the conceptual facility on the redevelopment property.
8. Pedestrian route from numbered lots through affordable housing area does not directly link to ski hill. Public Pedestrian access through the site needs to be accommodated.
Pedestrian access and circulation throughout the site is encouraged and will be defined as the architecture is advanced in the next level of review.
9. Site must detain 25 yr storm and release at historic (predevelopment) rate. Outfall must be located to ensure no negative downstream impacts.
Acknowledged, the Applicant will proceed accordingly.
10. Fire turnaround must be accommodated within ROW/easement area on Elbert/dropoff circle.
Fire fighting vehicle access, staging, and turnaround is accommodated within the arrival court, as coordinated with Roaring Fork Fire Rescue. ROW and easements covering the extent of access, staging and turnaround will be provided in draft form with the DRAFT plat submitted with the Preliminary Plan application.
11. Snowmelt on Mall responsibilities need to be studied along with drainage.
Acknowledged. Mall level improvements are proposed for the redevelopment with additional study and detail associated with grading and drainage strategy provided at Preliminary Plan.
12. Elbert Lane ROW needs to be 40' wide, and asphalt minimum width will be 22' due to traffic numbers and geometry. Maintenance responsibilities need to be determined through agreements/ROW layout. ROW width needs to be confirmed prior to Preliminary Plan to ensure building locations/setbacks function with ROW.
Acknowledged, the Applicant will work with the Public Works department to determine the appropriate use of ROW and easements to allow access into the interior of the property and will provide the appropriate roadway widths required with the proposed approach.
13. Solid waste in parking garage. Need to study vertical trash truck movement.
Solid waste truck movement is accommodated within the centralized delivery facility. Vehicular tracking movements will be provided at Preliminary Plan to confirm movement of delivery and service vehicles.
14. A Solid Waste Management plan needs to be submitted as part of Preliminary Design.
Acknowledge, the Applicant will proceed accordingly.

15. Delivery turning movement onto Elbert/Upper Carriage, along with turning vehicle off of Upper Carriage Way, needs to be studied to ensure circulation functions.
Vehicular tracking movements will be provided at Preliminary Plan to confirm movement of delivery and service vehicles.
16. Emergency/vehicle access to historic Elbert Lane and Mall access needs to be considered.
Emergency vehicle access, staging and turnaround are accommodated in the maintained (historic) Elbert Lane ROW as an auxiliary use to the primary access at the Arrival Court and Fall Lane.
17. Sidewalk connection to Upper Carriage Way required on both sides of Elbert.
Sidewalk connections from the Arrival Court to Upper Carriage Way are provided along the southern side of the realigned Elbert Lane. A sidewalk connection will be provided along the northern side of the realigned Elbert Lane, connection to the maintain Elbert Lane ROW, that becomes a pedestrian corridor, with limited emergency vehicle use. No improvements are proposed to the northern side of Elbert Lane in the existing alignment as those improvements would be off property.
18. Fire and emergency access turnaround on Fall Lane is required.
Fire fighting vehicle access, staging, and turnaround is accommodated along Fall Lane, as coordinated with Roaring Fork Fire Rescue. It is anticipated that retractable bollards or other apparatus are incorporated into the design of the pedestrian plaza to limit the vehicular use to emergency vehicles. ROW and easements covering the extent of access, staging and turnaround will be provided in draft form with the DRAFT plat submitted with the Preliminary Plan application.
19. Construction Phasing is stated for a complete scrape and replace. Phasing should be considered for existing businesses and limiting impacts.
The Construction Management Plan submitted with the Preliminary Plan application will outline the proposed phasing of construction, and will consider if which approach, strategies and methods will be appropriate for the project. The current intent of the construction phasing is to not stagger demolition, development occupancy and overall construction timeline to limit the impact on adjacent properties and businesses.
20. Setbacks and encroachment for utility infrastructure will need to be reviewed as part of Preliminary Design.
Acknowledge, the Applicant will proceed accordingly.
21. Snow Removal and Snow Storage areas will need to be reviewed as part of Preliminary Design.
Acknowledge, the Applicant will proceed accordingly.

Parks, Recreation and Trails:

No comments.

Transportation and Parking Department:

With the knowledge that this is a Sketch Plan PUD meeting the transportation department's comments remain broad in detail. That said, there are many special concerns for this project from a transportation perspective to be considered.

Site Circulation:

Elbert Lane Traffic Surveys

1. The Transportation Department has conducted a manual traffic survey on Elbert Lane under current conditions (7/9/26-7/15/26) which was utilized as basis for comments below. The Public Works Department is also conducting a traffic survey at the intersection of Elbert Lane and Carriage Way which will capture traffic on both roads. Collected data will be compiled in a separate report for planning department review.
[Acknowledged, the Applicant will review the report as it becomes publicly available.](#)

Pedestrian

1. Current pedestrian usage of Elbert Lane peaks at over 1000 people per day during the summer at the intersection of Elbert Lane and Upper Carriage Way, far more than any other user group. This use does not capture those entering the property from Fall Lane, further east on Elbert Lane, or between Fall and Elbert.
[Acknowledged, safe crossing and movement from Carriage Way through the property is a priority for the proposal and additional safety measures will be considered at the Preliminary Plan.](#)
2. The current pedestrian flow highlights the importance of the Elbert Lane Right of Way as a connection to the current Viewline Resort, as well as to the Snowmass Mall and Ski Area. The proposed sidewalks along the entrance to the Lodge, and pedestrian walking area, are both desirable infrastructure upgrades. Sidewalks should extend along the road the length of Elbert Lane to adequately protect the highest volume users of this road. If a sidewalk cannot be adequately sized on both sides of the road, an appropriate pedestrian crossing should be considered.
[Pedestrian sidewalks are considered on the south side of the existing \(historic\) Elbert Lane alignment and propose a crossing to the maintained \(historic\) Elbert Lane ROW that is proposed as a pedestrian corridor connection to the Mall and businesses that front Elbert Lane. No improvements are currently proposed for off site improvements along the northern face of Elbert Lane to the intersection at Upper Carriage Way.](#)
3. Ensure that adequate ADA access exists along created walkways, or that alternative ADA pathways are identified.
[Given the exterior grade change that occurs between the Mall and the upper extent of the property, exterior accessible pathways will be provided where possible and interior pathways provided to supplement. Floor plans showing the interior movement between levels will be provided at Preliminary Plan.](#)

Valet/Hotel Guests

1. Current conditions require Valet and Hotel Self-Parking to utilize the numbered lots. While exact numbers for current valet created trips are difficult to ascertain from a traffic survey, it is clear that both valet and self-park guests contribute heavily to Elbert Lane Traffic. Overall bi-directional personal vehicular traffic peaks at nearly 400 vehicles per day and Viewline shuttles at over 120 vehicles per day.
[Acknowledged. The development plan aims to lessen the overall traffic impact along Elbert Lane through the incorporation of on-site valet parking.](#)
2. Valet service often consists of a guest vehicle arriving, a valet driven hotel vehicle escorting guest vehicle to the numbered lots, and then that valet vehicle returning. Currently each arrival can amount to as many as 4 trips along Elbert Lane and Carriage Way (and 4 more for departure). Valet being kept on site as shown in the Sketch Plan should be a significant improvement to circulation both internal and external to the property.
[Acknowledge, the Applicant will proceed accordingly with on-site parking direction.](#)

3. If Self-Parking guests are to utilize the numbered parking lots, it will be important for the Ritz-Carlton to continue to sell guest parking permits for these guests as they do now. The Town does not have the capacity to manage payment for self-parking guests.

Acknowledged, all self-park users and parking permits will be coordinated by the hotel.

Skier pick-up/drop-off

1. The current Elbert Lane Right of Way allows for skier pick-up and drop-off for all lodges and the public, and ADA elevator access. While it is difficult to estimate how many private or unmarked vehicles are utilizing Elbert Lane for this purpose, during the Summer 2026 traffic survey period over 30 marked vehicles from other lodges were observed in a day, a number that is expected to be much higher during Winter ski season. Finding a location, whether it be at the redesigned entrance to the Ritz-Carlton or along the existing Elbert Lane Right of Way, to accommodate these trips will be important moving forward with the PUD. If this location for pick-up and drop-off is removed, it will likely fall to inadequately designed infrastructure in other areas of the Town to accommodate the use.

We anticipate shuttle service will be able to access the existing drop off location at the intersection of Elbert Lane and Carriage Way, providing an accessible drop off location for guests wishing to access the property. Additionally, the pedestrian easement at Fall Lane will be relocated but continue to provide access to the ski run. Additional coordination between the Applicant and Transportation Department will occur as the plan is advanced to a Preliminary Plan level of review.

2. While not a current use, it would be best to plan for Snowmass Village Transit vehicles to be able to utilize any future pick-up/drop-off sites.

It is anticipated that shuttle pick up and drop off will continue to operation at the intersection of Elbert Lane and Carriage Way, providing access to the Mall and adjacent hotels. Guests accessing the Ritz Carlton would be allowed access within the arrival court. The design team will explore this function in detail for Preliminary Plan.

Retail/Spa/Restaurant Access

1. The trip generation study from Kimley-Horn discussed high turnover restaurant and strip retail trips. There should be some evaluation on how these trips affect site circulation. For example, would these guests be expected to valet, self-park onsite, or self-park offsite? Each of these would have a different impact on site circulation, whether it be pedestrian or vehicular. Guest parking passes are not available for those utilizing hotel facilities between the hours of 7am-1pm during the winter season. These guests would be expected to utilize transit, timed parking, or visit outside of the 7am-1pm timeframe.

These existing requirements are understood. Any restaurant and retail guests would be expected to use transit, times parking, or use guest passes available outside of the prohibited hours, similar to how these guests access the site today.

Biking

1. The Sketch Plan mentions 61 bike spaces. It should be clarified whether these are bikeshare, personal bikes, available to the public, etc. If these bikes are utilizing the drive lane there should be some level of added infrastructure to improve safety. To meet the .5 spaces per bedroom for the employee housing units without overwhelming the Town lots, designated bike parking will be an important option.

Bike spaces are proposed as a shared amenity serving workforce housing employees, guests of the hotel, and residents. The location of bike parking will be provided at Preliminary Plan, and will be coordinated with the Transportation and Parking Department to ensure appropriate locations are provided.

2. Currently there is a 30-dock WE-cycle e-bikeshare station located at the Snowmass Mall. If the Ritz-Carlton is proposing adding a station on site, the Transportation Department would support this. However, it may be more appropriate to study whether the size of the current station could serve the new users as is, and if not, whether adding to that location rather than adding a new one is a better use of resources.
The land use code requires 61 parking spaces be incorporated into the site plan based on program sq ft. If there is support for the use of the existing WE-cycle station, the Applicant would be in favor of utilizing the existing infrastructure. The development team will continue discussions with the Transportation and Parking Department to determine what the best location of bike facilities is, and if any additional program beyond what exists today is needed.

Trip Generation:

Letter (Kimley-Horn)

1. The Transportation Department does not refute the overall findings of the trip generation report at this point but there are a number of clarifications to be made and questions for the consultant. We also recognize that capturing trip generation in a resort community with robust transportation services is a difficult task and utilizing standardized modeling across the existing and planned uses is better utilized to compare deltas between rather than total trips.
Comment noted.
2. Was there a reason (310) Hotel utilized rather than (330) Resort Hotel in the ITE generation model (which would have a lower generation rate)?
We used the 310 Land Use to provide a conservative analysis since the site does include a convention center, ancillary to the hotel. However, the resort hotel land use description does match closely with the type of property the hotel is intended to be.
3. (310) Hotel was utilized for all 228 rooms associated with the new development. However, these new rooms are split between hotel rooms and fractional units. Would it would be appropriate to utilize (265) Timeshare for the fractional units (which would yield a higher trip generation rate)?
As the review process continues and additional clarification of the land use classification is shared, the design team apply the appropriate ITE Land Use to the fractional units.
4. The trip generation refers to a fully functioning Viewline/Wildwood hotel complex with over 400 rooms. It is the Transportation Department's understanding that this is not the current status of the hotel and may not have been true for some time. Therefore, there may be an increase in trip generation from existing conditions if not from planned conditions.
The trip generation comparison accounts for the approved existing conditions that was studied originally for the roadway network. However, it is difficult to estimate the trip generation potential of the existing development program at full capacity at this time without using ITE Trip Generation. The Town's recent data collection may be used to provide insight into the current traffic volumes generated by the existing site.

Shuttles/Transit

1. To continue to have parking demand at or below parking capacity it is vital to promote car-less travel to and from Snowmass Village. The Ritz-Carlton should provide and advertise free airport shuttles to and from the Aspen Airport. Additionally, the lodge should advertise to their guests the existence of free transit available to and from Aspen and within Snowmass Village.

Shuttle service for lodge guests and fractional owners between the Aspen Airport and the property will be provided, the operation of such to be further clarified at the Preliminary Plan level of review.

2. The current plans show a removal of the shuttle pull out for drop-off and pick-up at the end of Elbert Lane. Regardless of on-site access this pull out needs to remain for shuttle/transit circulation/operation.
The reference shuttle pull out for drop off and pick up at the intersection of Elbert Lane and Carriage Way is proposed to be maintained.

Employee Housing

1. Approximately half of the employee housing units are designated for The Regis in Aspen. How will the Ritz Carlton development mitigate these rides to ensure this isn't a daily trip generator and promoting the use of single occupancy vehicle travel? Will there be an employee shuttle and/or bus passes for these employees?
Acknowledged. Operations of employee transportation is closely tied to the allocation of units within the proposed workforce housing buildings. As an appropriate unit mix is determined for the property, additional clarification for the transportation and circulation of employees will be provided.

General Comments

1. The Town and region have a robust network of transportation services, as does the current lodge. Continuing to provide access to these services, while ensuring incoming lodge guests, conference attendees, retail and restaurant guests, and fractional owners are aware of them will be key to ensuring trip generation remains low. This again highlights the necessity of ensuring a location for other lodges and transit to pick-up and drop-off on the premises.
See note on Shuttles/Transit comments #2. Additional drop off and pick up locations may be considered on the property.

Parking:

General Comments

1. The Numbered Lots along Carriage Way across from the property have long served the Viewline and adjacent properties. These lots are often at or near capacity during events and busy times of the year. The impact on these lots by this project will depend heavily on how different groups are expected to utilize these lots as opposed to the parking added on site.
Guests and residents are encouraged to utilize the on-site valet parking as the primary parking method, only using the numbered lots when the on-site parking is at capacity.
2. While detail of the design is yet to come, the Applicant should ensure that oversized vehicles have access to their parking garages wherever possible. The resort will attract guests/owners with sprinter vans, large vehicles with racks, oversized trucks, etc. Ensuring that garages can accept these types of vehicles will avoid impacts on other parking areas to accommodate them.
Acknowledged, the design team will incorporate this feedback into the next phase of design iteration.
3. The Transportation Department anticipates the need for the lodge to continue selling guest permits for the numbered lots to remain in some capacity.
Agree, this is the operational intent. While the on site parking will alleviate use of the numbered lots, it is anticipated that use of the numbered lots would continue.

4. Communication throughout the development process with the Transportation Department will be important to ensuring the impacts to parking by certain user groups remains manageable and doesn't place the burden of new or additional parking needs entirely upon the Town.

Acknowledged, the development team will continue to coordination with the Transportation Department as the plan develops.

Hotel Overnight Guests

1. The onsite valet of overnight hotel guests should be a significant improvement over current conditions for parking, as well as the onsite storage of shuttle vehicles. Currently this use has a significant impact on numbered lot parking in areas that are popular with other lodges and employees (particularly lot 10) and it is expected that this plan will result in a 100% reduction of this use.

Shuttles for the hotels are anticipated to be parked on site when not in use while the overnight use of the numbered lots for hotel guest is anticipated to continue. The location of overnight parking can be coordinated to reduce conflict between other users of the numbered lots.

2. It is the Transportation Department's understanding that self-parking guests will continue to utilize the numbered parking lots. This is not expected to be an increase from current use, but it is important to note again that the lodge will need to continue to sell these guests permits for the numbered lots utilizing the software the Transportation Department has provided for this purpose.

n/a.

Fractional Owners

1. It is understood from the Sketch Plan that Fractional Owners will have on-site parking available to them, whether valet or otherwise. It will be important to understand, going forward, whether this parking will be only while on site, and how many vehicles owners will be allowed. Fractional owners are not permitted under current Town rules to purchase resident parking permits and storage in the numbered lots is not allowed. While fractional owners with multiple vehicles could be eligible for guest parking permits while on site, they would not be permitted to store vehicles in the numbered lots while out of town.

Acknowledged, parking associated with the fractional units is anticipated to be occupied by owners while they reside on property and the long term storage of vehicles will not be accommodated. Fractional owners and guests would have the option to purchase additional parking permits for the duration of their stay.

Restaurant/Retail/Spa Guests

1. As mentioned above, there should be some evaluation on how restaurant/retail/spa guests will access the Ritz-Carlton. Would these guests be expected to valet, self-park onsite, or self-park offsite? Guest parking passes are not available for those utilizing hotel facilities between the hours of 7am-1pm during the winter season. These guests would be expected to utilize transit, timed parking, or visit outside of the 7am-1pm timeframe. This includes day skiers hoping to access the mountain and utilize these facilities through a "ski-club".

It is anticipated that users of the restaurant, retail, or spa amenities that are not guests would self-park in the numbered lots or utilize public transportation from the Base Village to access the facilities. The specific operations and allowed used for parking on site will be defined at the Preliminary Plan level of review.

Conference Attendees

1. Currently, conference attendees staying offsite are expected to utilize transit, timed parking, or other alternate means to access the site (with attendees arriving before transit services begin and staying throughout the day being allowed guest passes). Would conference attendees staying offsite have parking available?

The conference program areas is designed as a supporting amenity to the overall lodge program, and it is anticipated that conference users are also guests of the hotel and would utilize the valet parking. If users are not guests of the hotel, it is anticipated that they would utilize transit, timed parking, or alternative means as they do today.

Employees

1. Assuming employee parking needs will not be managed onsite, it will be helpful to learn whether the development will generate a change in overall employee generation.
The redevelopment under the current land use code generates 346.15 employees while the existing development would have generated 337.74 employees. The proposal allocated 0.5 parking spaces per unit for workforce housing in the current studio configuration, although that allocation may change depending on the preferred unit mix as advised by the Housing Director and operator.
2. Currently the parking department makes available employee parking passes for the Viewline Resort. This practice can be expected to continue; however, it is important to note that it will not be enough passes for all employees of the future lodge. Employer programs such as bus passes, employee shuttles, and/or carpools can help alleviate these demands.
Acknowledged, the Applicant will consider alternative means of transportation for employees houses off site.

Employee Housing

1. Resident parking creates a larger demand for parking than other lodging uses. While the guest parking use is largely mitigated by on-site parking, residents generally have a higher percentage of vehicles per unit, more vehicles, and more dwell time of vehicles. This could result in impacts of equal or greater magnitude on the numbered parking lots than current conditions depending on how employee housing parking is managed.
Acknowledged, parking allocation and impact of residential use (fractional and workforce housing) will be further studied.
2. The 63 on-site parking stalls for employee housing will likely result in the need for employees to park additional vehicles in the Numbered Lots. The impact of this parking generation will depend on a number of factors such as where the employees work, how many employees per unit, and the seasonality of their employment.
Refer to Employees Response 1-2, alternative means of transportation will be evaluated and the impact of seasonal workers further studied to understand the impact on and anticipated use of the numbered lots.
3. How will the applicant designate which employees are permitted to utilize their on-site parking?
The allocation of employee parking spaces is determined by a number of factors that are not yet available, such as seniority of employees housed, longevity of employment, etc.
4. It will be important for the applicant to work closely with the Transportation Department to develop a plan to manage employee housing parking demand on the Town lots. Current Transportation Department policy surrounding Resident Parking permits will make it difficult to restrict the number of vehicles employee housing residents will be permitted to park in the numbered lots and it would be impossible for the department to know which residents already have vehicles stored within the on-site parking.
Acknowledged, the development team will continue to coordination with the Transportation Department as the plan develops

Car Share

1. To help mitigate parking demand by all users the Transportation Department recommends a Car Share program be operated on site and advertised to guests and residents.
[Comment acknowledged, a car share service will be considered for inclusion in the Preliminary Plan application.](#)

Construction

1. If construction is expected to utilize Town Lots at any point it will be important to coordinate this use early with the Transportation Department to lessen the impact on other users.
[The Applicant and development team will continue coordination with all relevant departments as the plan continues to develop to mitigation the impact of users for the duration of construction.](#)

Deliveries:

1. The current Elbert Lane serves as a delivery zone for much of the Snowmass Mall. The Manual survey found 10-15 deliveries utilizing Elbert Lane during the summer and it is expected that this impact would be higher during the winter. There is not capacity elsewhere for these deliveries. This function is vital to current Mall operations and should be adequately addressed, and ideally improved, in the final project.
[The Town and Applicant are exploring the capacity and operation requirements of providing a centralized delivery facility on the property that were serve both the hotel and the Mall as an optional paid service.](#)
2. The on-site delivery logistics center shown in the Sketch Plan is likely something that can meet the above comment on the need to address and ideally improve deliveries to the Mall. The applicant should continue to work with Town staff to ensure that this is a right sized facility for the demand and will be an overall positive impact on the community.
[The Town is leading discussions with a third-party consultant for the operations and requirements for a centralized delivery facility.](#)

Housing Department:

No comments.

Tourism: Marketing, Group Sales and Events:

No comments.

Building Department:

No comments.

Planning / Community Development:

1. Only owners of fractional units will have access to subgrade parking. Please create an exhibit that depicts how many parking spaces this consumes out of the parking garage.
[Additional parking and allocation diagrams will be prepared for inclusion in subsequent Planning Commission and Town Council meetings.](#)
2. Please describe how reservation of these spaces will impact overall parking counts if these spaces are not available to persons renting fractional units who are not owners.
[Parking spaces allocations to fractional units are available to owners when in residence and lodge guests when they are reserved as part of the overall rental pool.](#)

3. Design interface with Elbert Lane along existing commercial uses (i.e. the Tavern) to accommodate EMS vehicles although remain a pedestrian-oriented access.
Acknowledged, the design intent is to create auxiliary EMS access although the primary function remains pedestrian focused.
4. Consider how ADA access to skill hill has historically been accommodated via Fall Lane.
ADA skier access through Fall Lane will be maintained.

The Ritz-Carlton Snowmass Redevelopment Major PUD

Sketch Plan Application Review



THE RITZ-CARLTON

Planning Commission Meeting – Workforce
Housing Programming
September 2nd, 2026



DESIGNWORKSHOP

Today's Agenda

ROAD MAP

- + Alignment with Goals
- + Conceptual Site Plan + Redevelopment Goals
- + Existing Program Comparison
- + Massing Studies - Design Walkthrough
- + Lodge Program Presentation Recap
- + Workforce Housing Presentation



“Just Big Enough” Alignment

DESIGN PRINCIPLE



Goal A: Sustainability, Conservation and Environmental Stewardship

- + The natural environment must be thoughtfully protected.
- + Improve building energy efficiency and water use.
- + Meaningful waste management with sub-grade BOH connections.
- + Respecting the view easement that crosses the property.



Consistency with Goal B: Promote Mixed-Use Activity Centers & Diversify the Economy

- + Maintaining and enhancing existing community assets.
- + Sub-grade parking to offload pressures while integrating with programming goals.
- + A centralized delivery center provides a much-needed community benefit.
- + Fostering year-round vitality.



Consistency with Goal C: Promote Transportation Choice & Mobility

- + Transit Oriented Development (TOD) principles.
- + Use of the transit center by workers, residents, and visitors.
- + New pedestrian paths through the project site.
- + Ample bicycle parking for lodge guests, residents, and visitors.
- + Enhanced civic gathering spaces near the Sky Cab Gondola.
- + Safe, accessible, and interconnected pathways.



Consistency with Goal D: Preserve Snowmass' Unique Character and Celebrate Arts & Culture

- + The building siting and massing is intended to reflect the character of Snowmass Village.
- + Incorporating key elements that reflect the village and natural areas.
- + Incorporating public art.

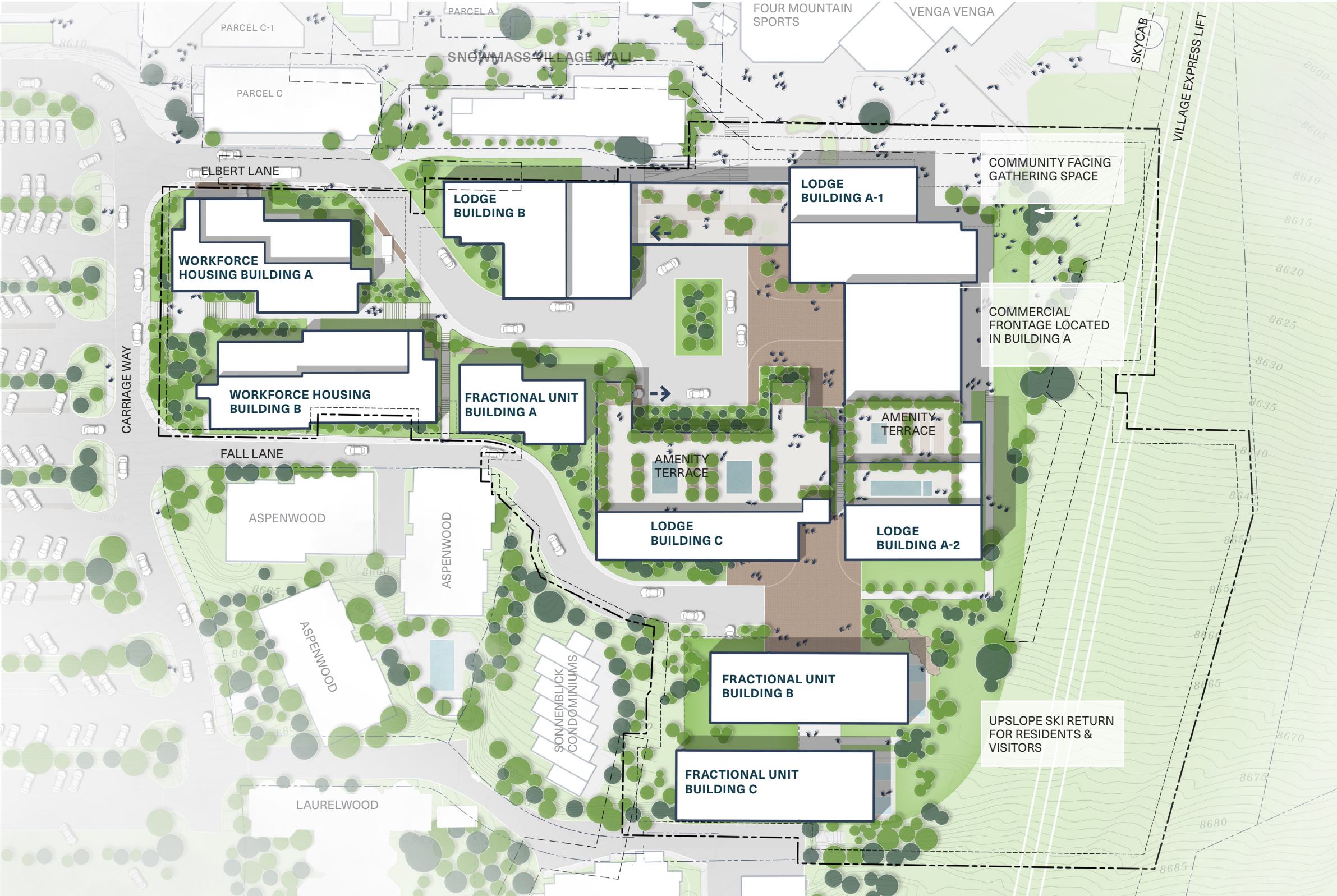


Consistency with Goal E: Expand Housing Choice & Affordability

- + The project includes significant deed workforce housing that is more than required by the code.

Conceptual Site Plan

SKETCH PLAN DESIGN LAYOUT

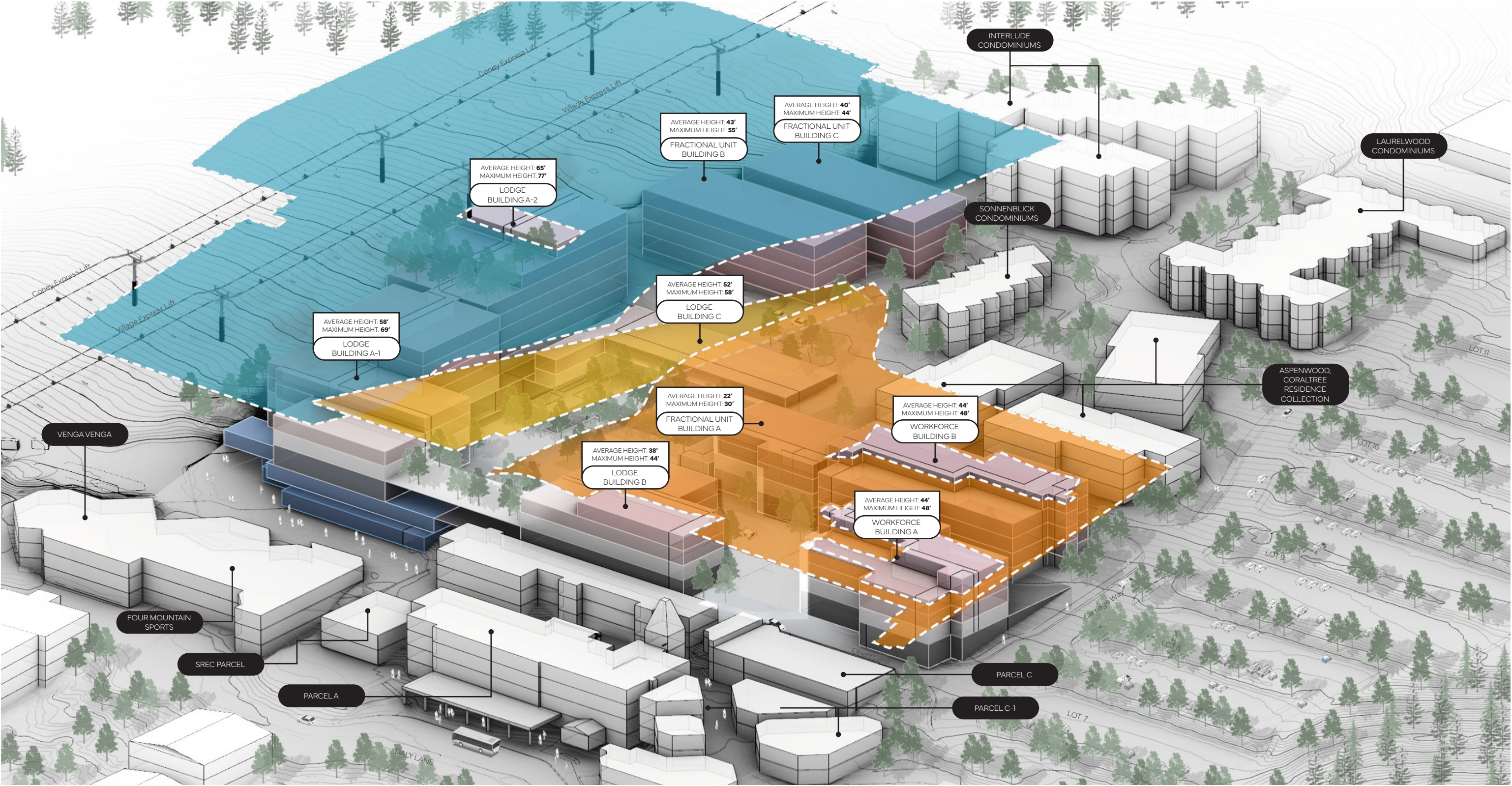


Big Ideas:

- + **Optimize Operations:**
Coordinate a Centralized Campus
- + **Streamline Operations:**
Provision of Centralized Delivery on Property
- + **Create a Vibrant Community:**
Community Activation through Supporting Amenities
- + **Meet Market Expectations:**
Increase Lodge Unit Size by 60.8% on Average
- + **Support Local Community:**
Increase Workforce Housing Units by 1,462%
- + **Provide On Site Parking:**
Increase On Site Parking Spaces by 908%

Interpolated Grade

GRADE OFFSET EXHIBIT



LEGEND

- Below Grade L2

Below Grade L1
- Level 1

Level 2
- Level 3

Level 4
- Level 5

Level 6
- Level 7

Level 8

LEGEND

- 69' Height from Interpolated Grade

45' Height from Interpolated Grade
- View Easement (8664.68')



Indoor-Outdoor Connections



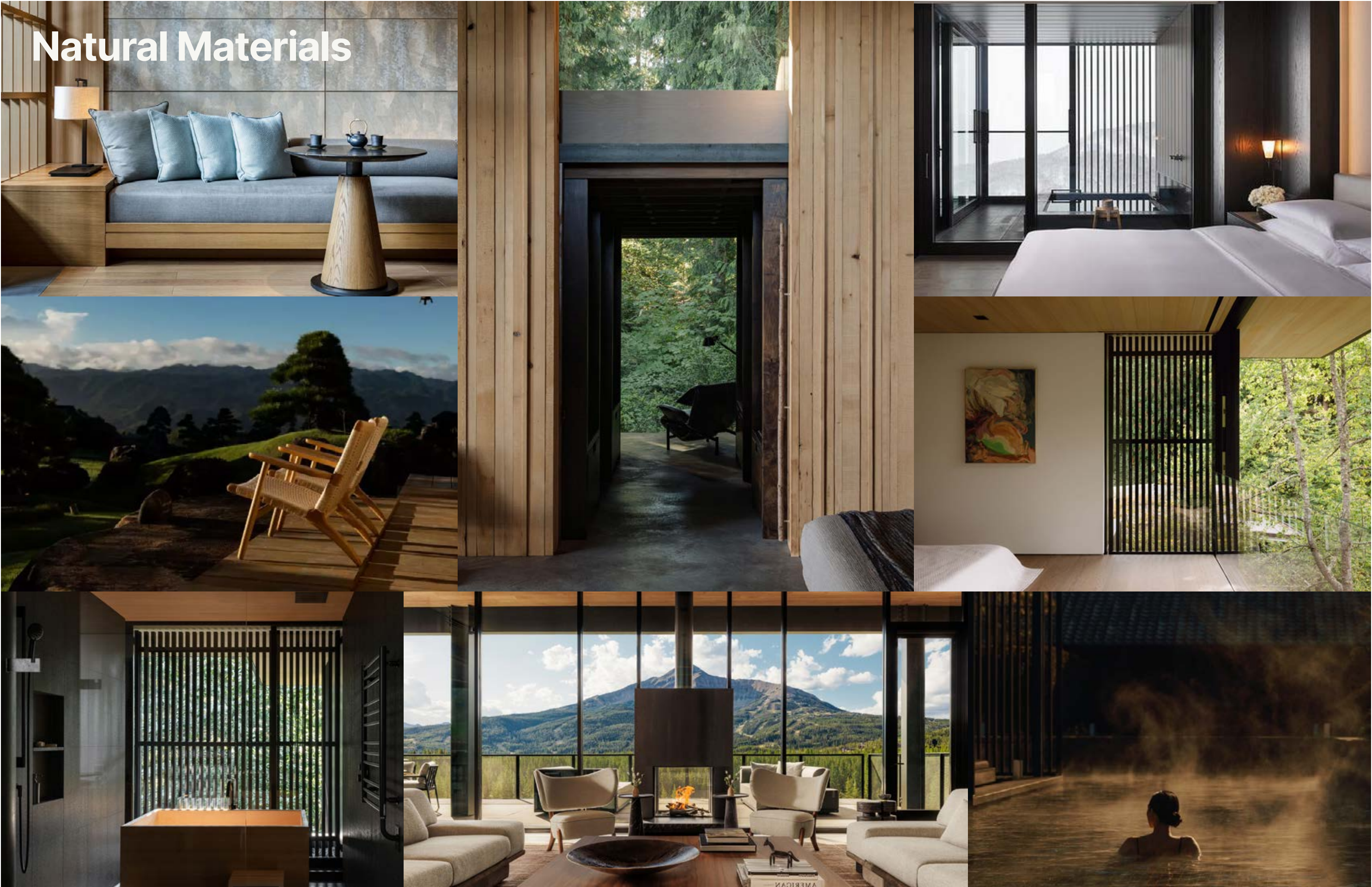


Craft & Materiality

Spatial Design



Natural Materials



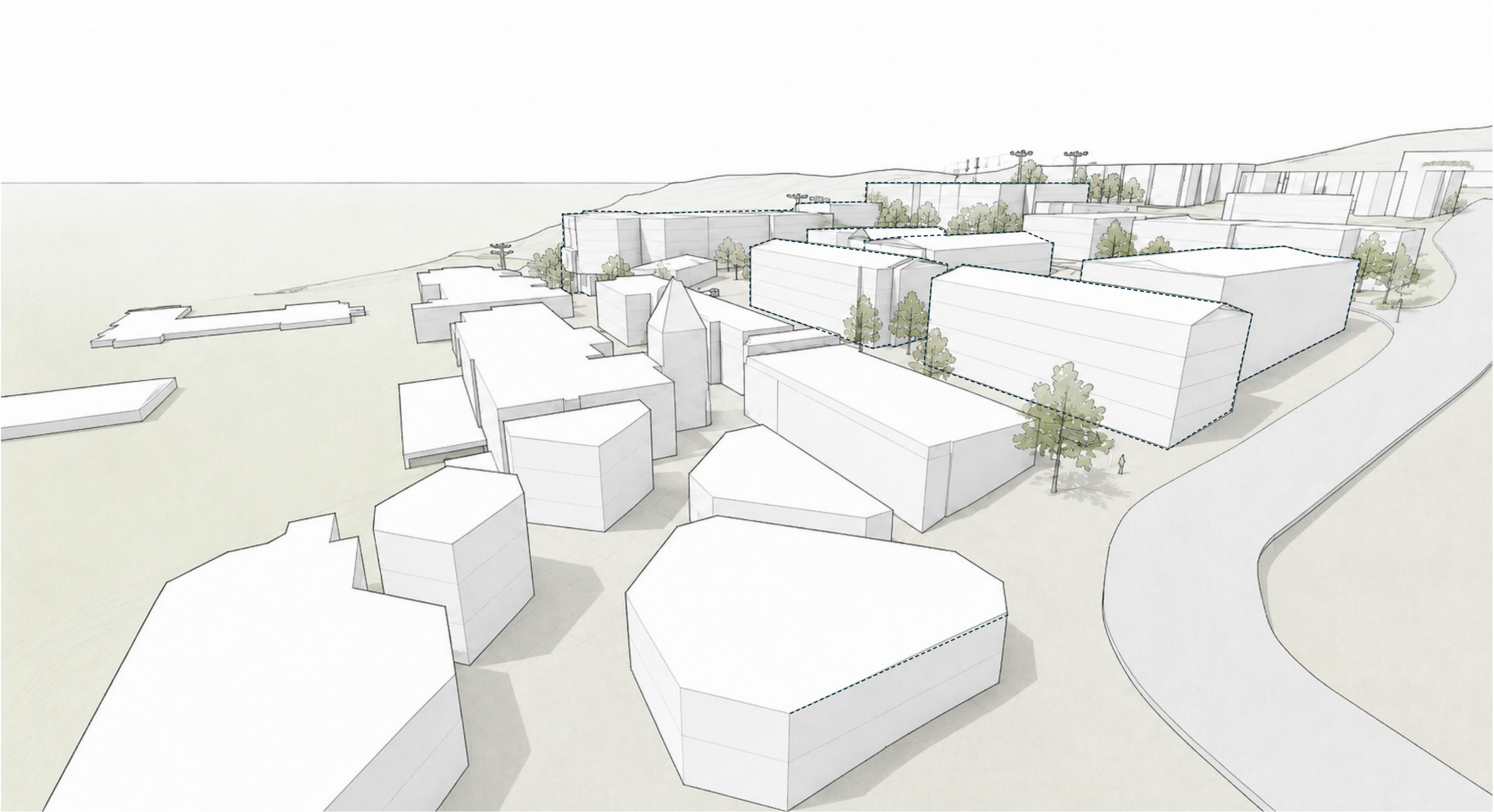
Wildwood Property View Looking Southeast

EXISTING CONDITION



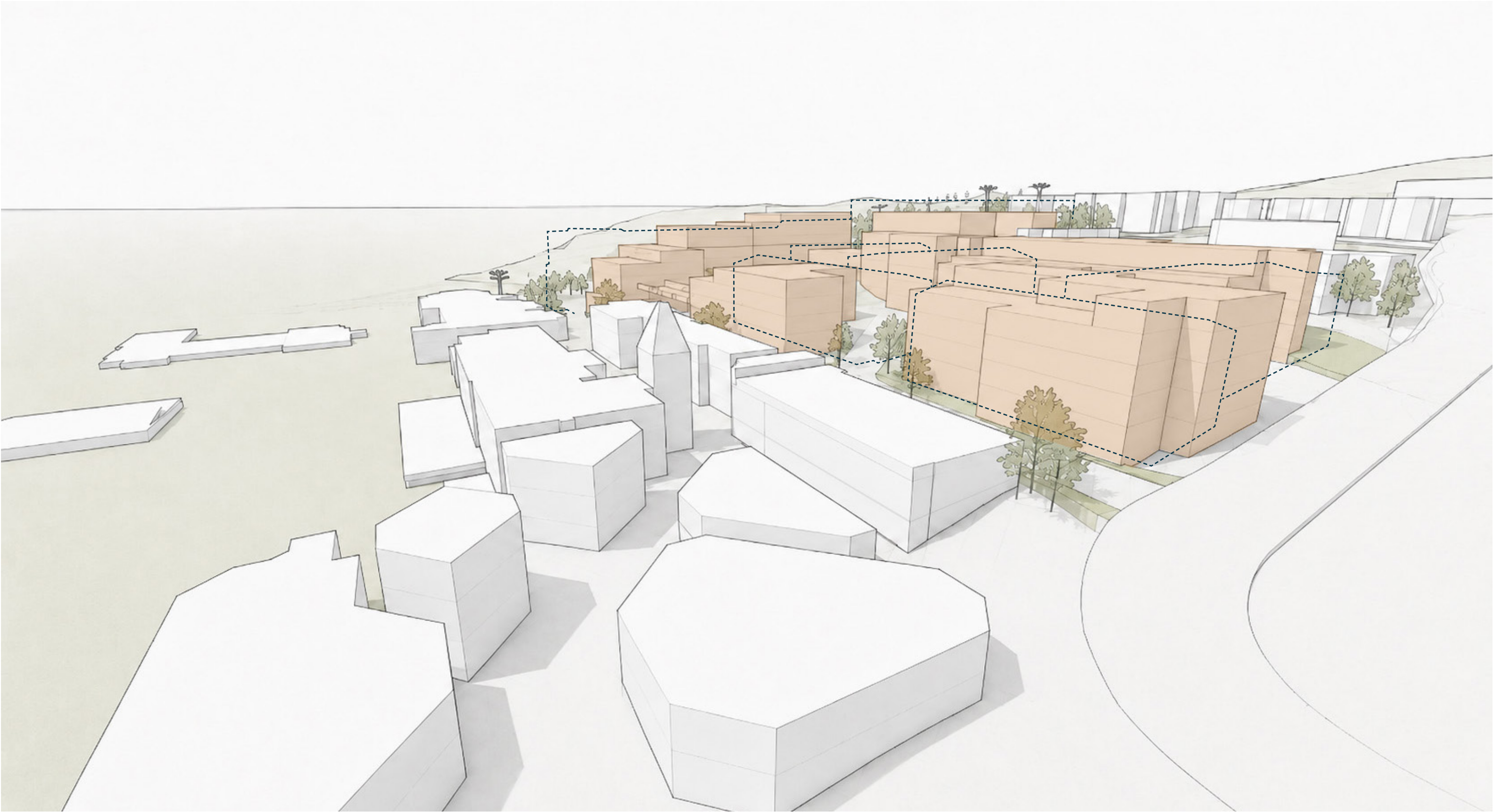
Wildwood Property View Looking Southeast

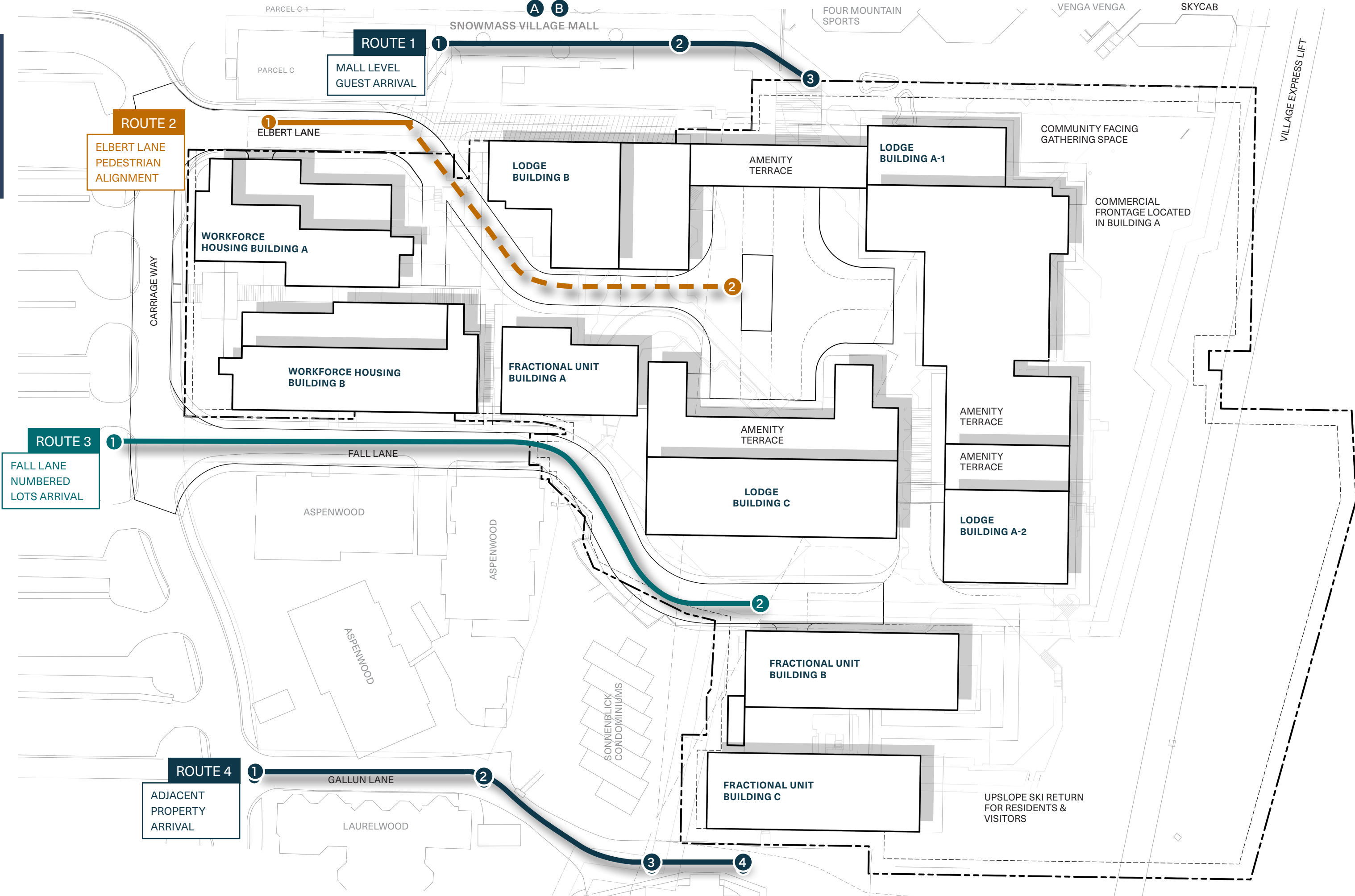
EXISTING CONDITION

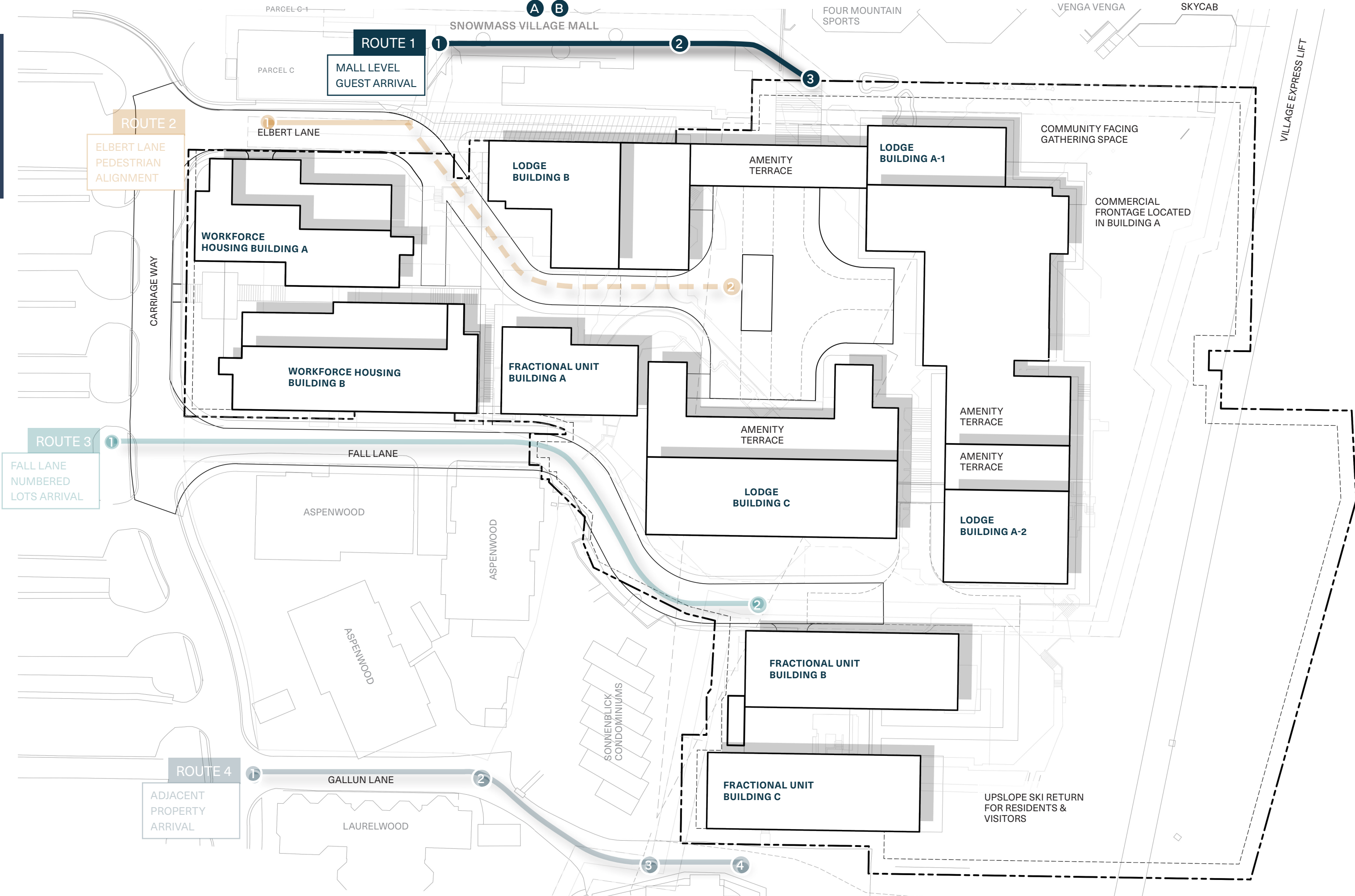


Wildwood Property View Looking Southeast

PROPOSED CONDITION



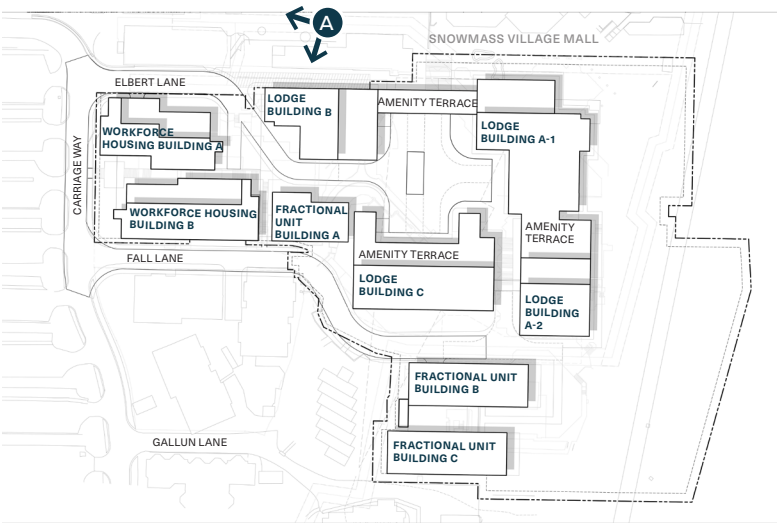




Mall Level Guest Arrival

ROCK ISLAND

EXISTING CONDITIONS



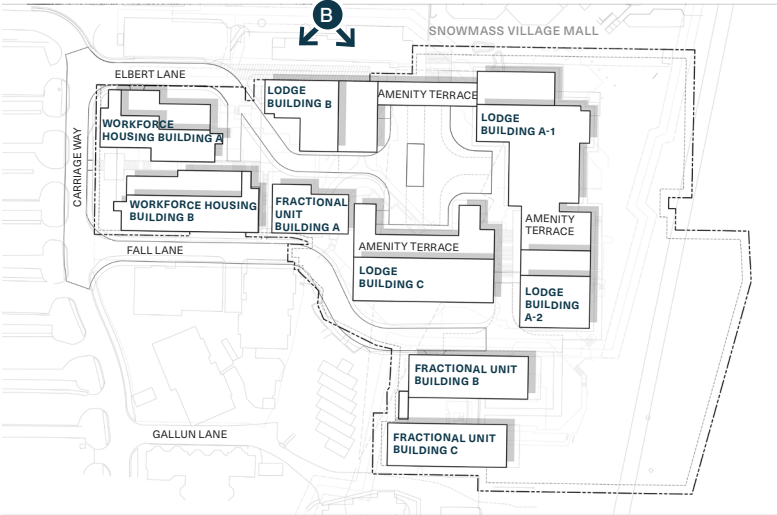
SKETCH PLAN APPLICATION - CONCEPTUAL PROGRAM MASSING



Mall Level Guest Arrival

ROCK ISLAND

EXISTING CONDITIONS



SKETCH PLAN APPLICATION - CONCEPTUAL PROGRAM MASSING

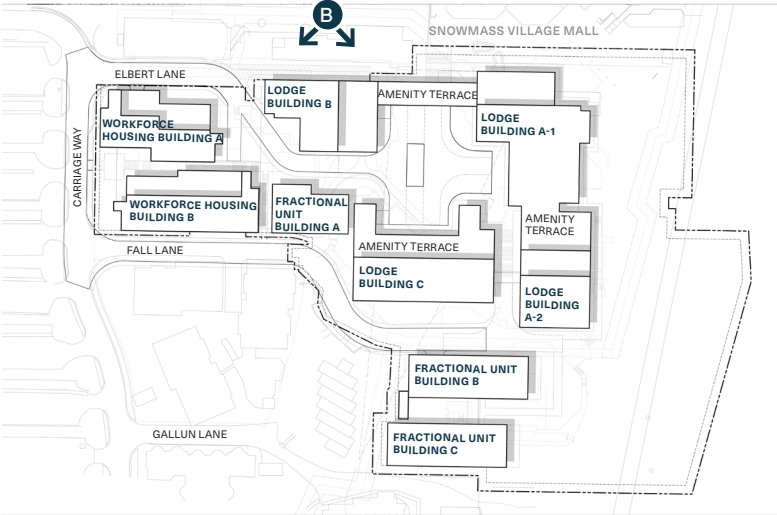


Mall Level Guest Arrival

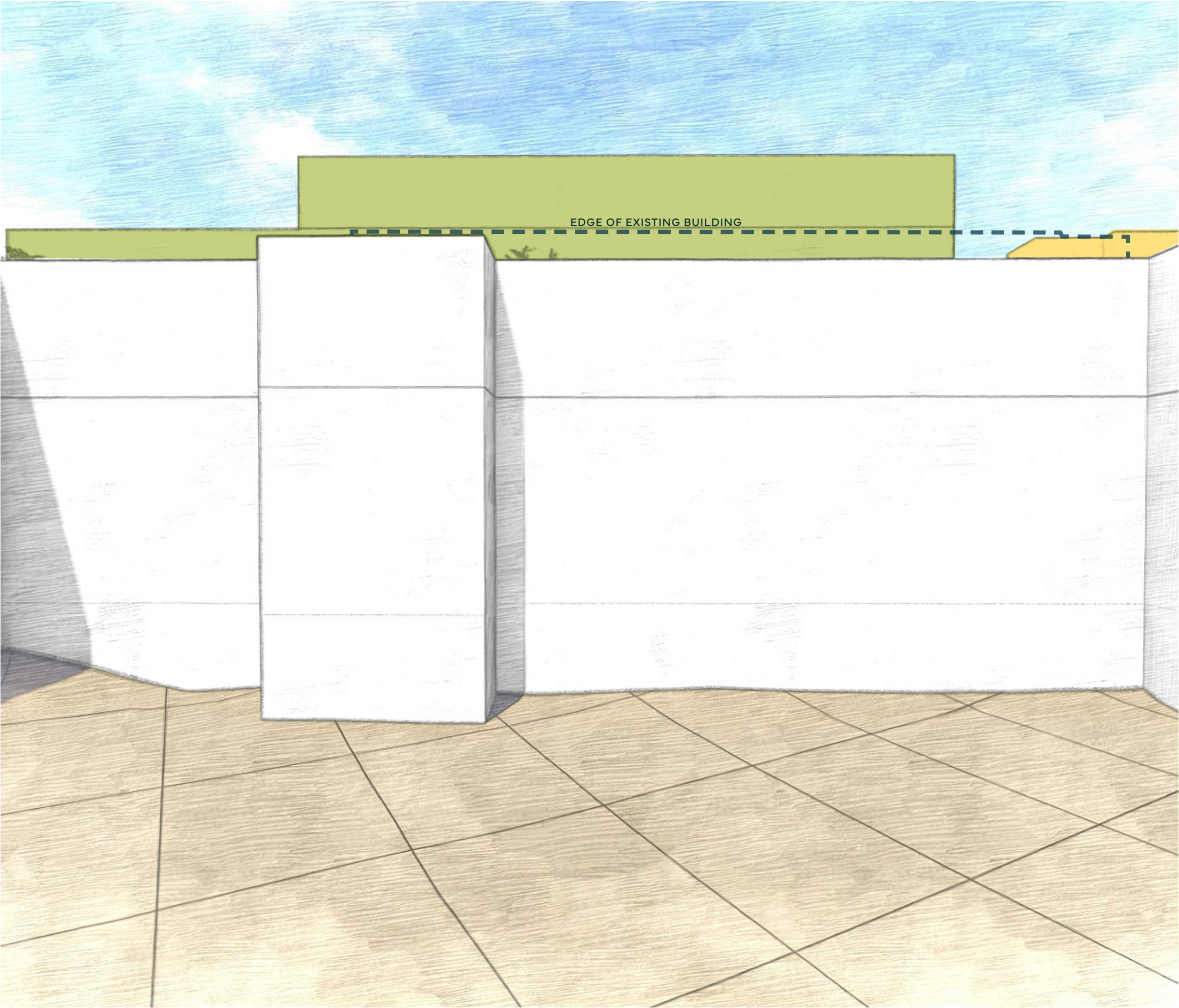
ROCK ISLAND

PROPOSED: 3D MODEL

-  Lodge
-  Fractional Units
-  General Commercial
-  Restaurant
-  Health Club and Spa
-  Parking
-  Conference
-  Workforce Housing
-  Deliveries

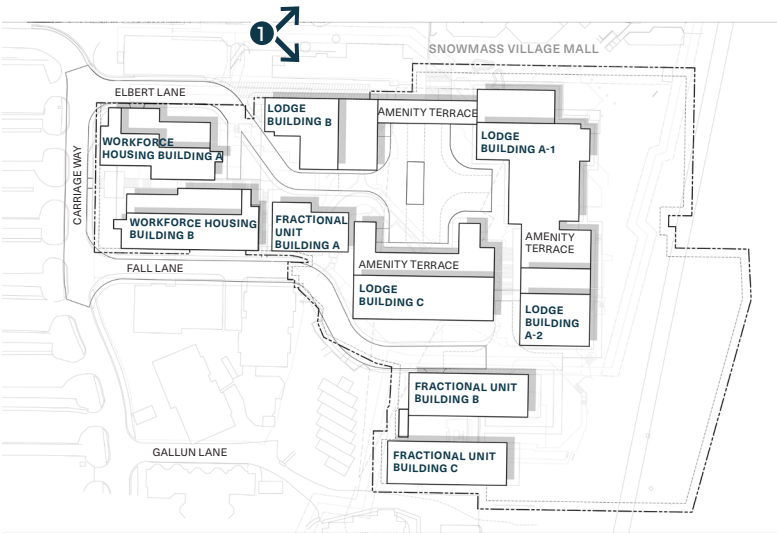


SKETCH PLAN APPLICATION - CONCEPTUAL PROGRAM MASSING



Route 1 - Mall Level Guest Arrival

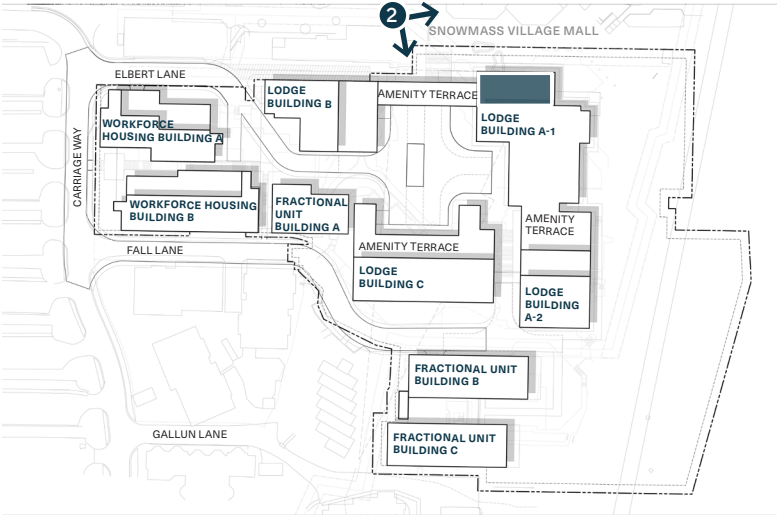
STOP 1: SKI PICK-UP



Route 1 - Mall Level Guest Arrival

STOP 2: APPROACH THROUGH THE MALL

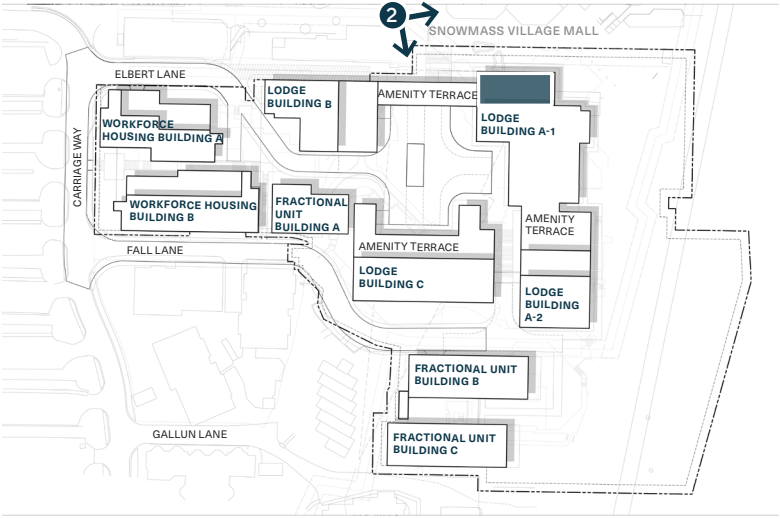
EXISTING CONDITIONS



Route 1 - Mall Level Guest Arrival

STOP 2: APPROACH THROUGH THE MALL

EXISTING CONDITIONS: 3D MODEL

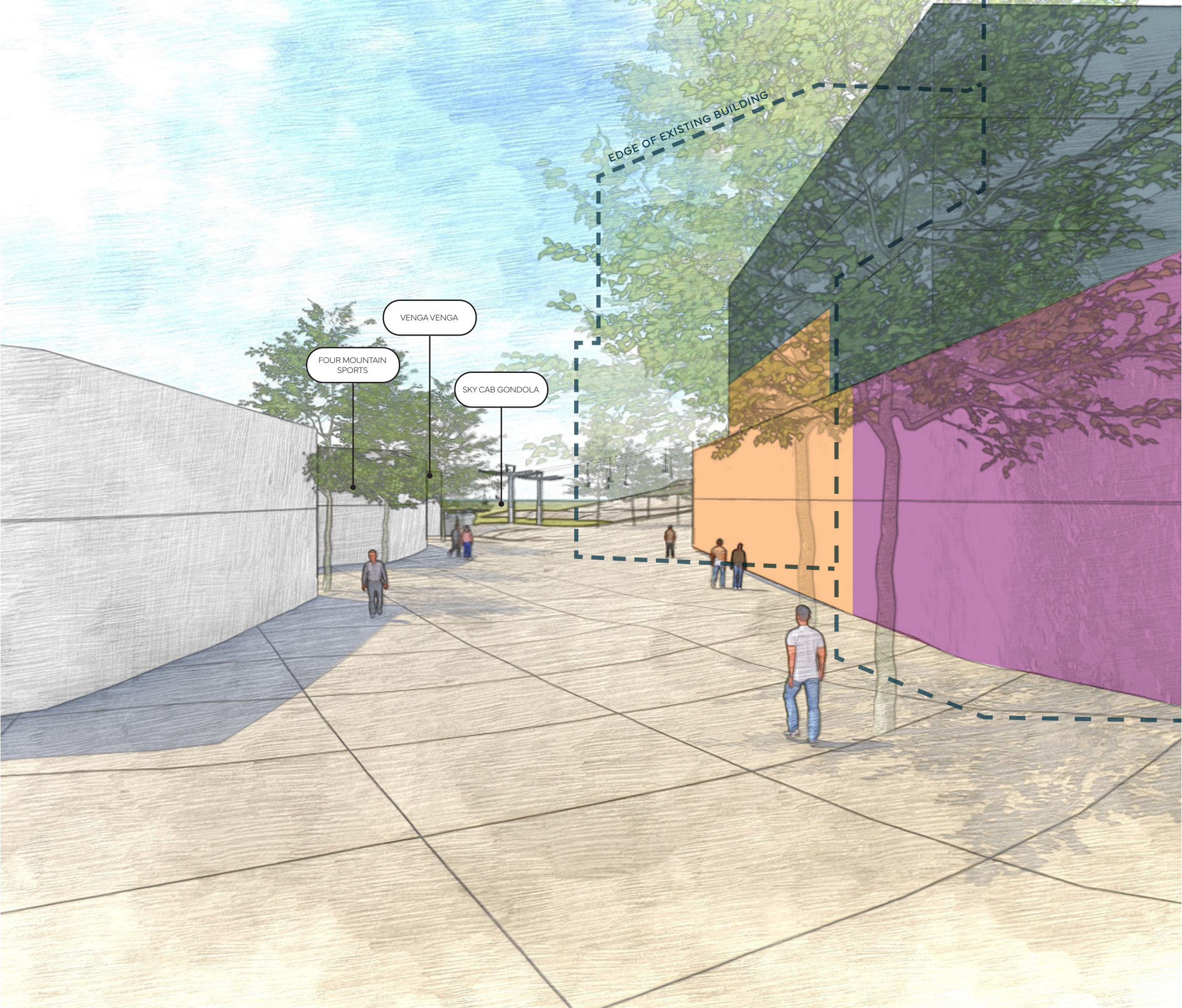
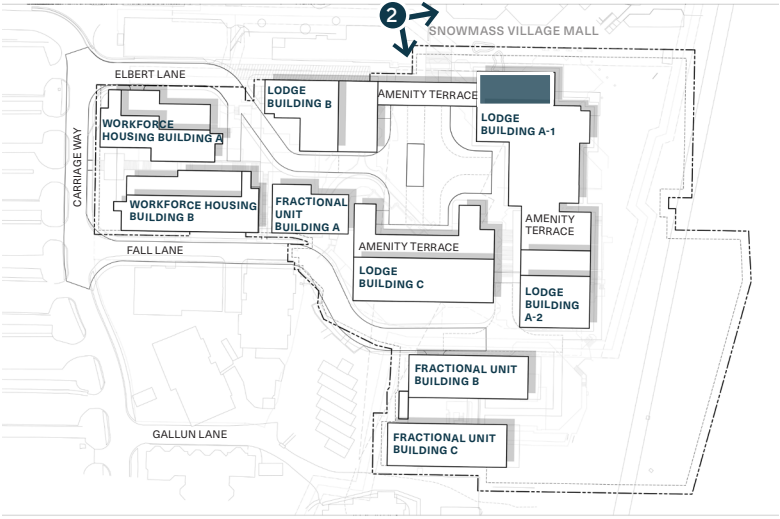


Route 1 - Mall Level Guest Arrival

STOP 2: APPROACH THROUGH THE MALL

PROPOSED: 3D MODEL

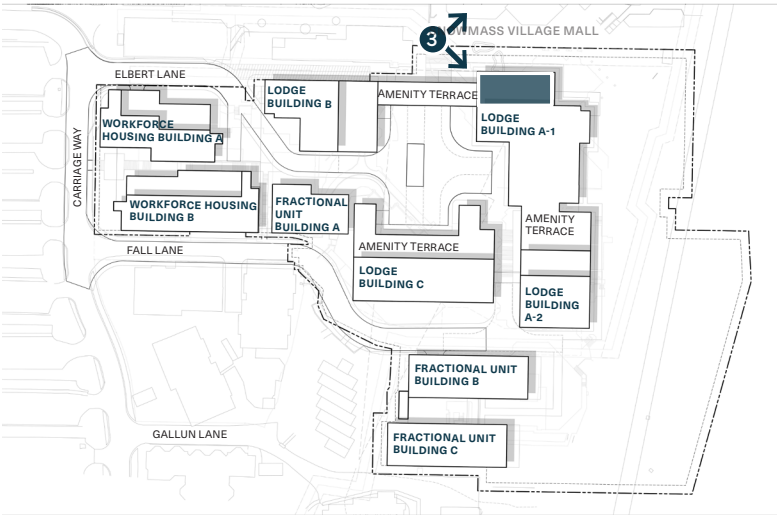
-  Lodge
-  Fractional Units
-  General Commercial
-  Restaurant
-  Health Club and Spa
-  Parking
-  Conference
-  Workforce Housing
-  Deliveries



Route 1 - Mall Level Guest Arrival

STOP 3: MOUNTAIN PORTAL

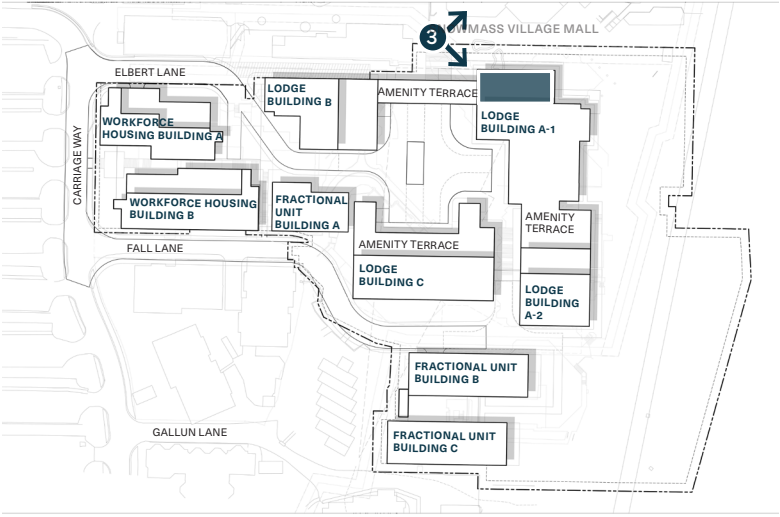
EXISTING CONDITIONS



Route 1 - Mall Level Guest Arrival

STOP 3: MOUNTAIN PORTAL

EXISTING CONDITIONS: 3D MODEL

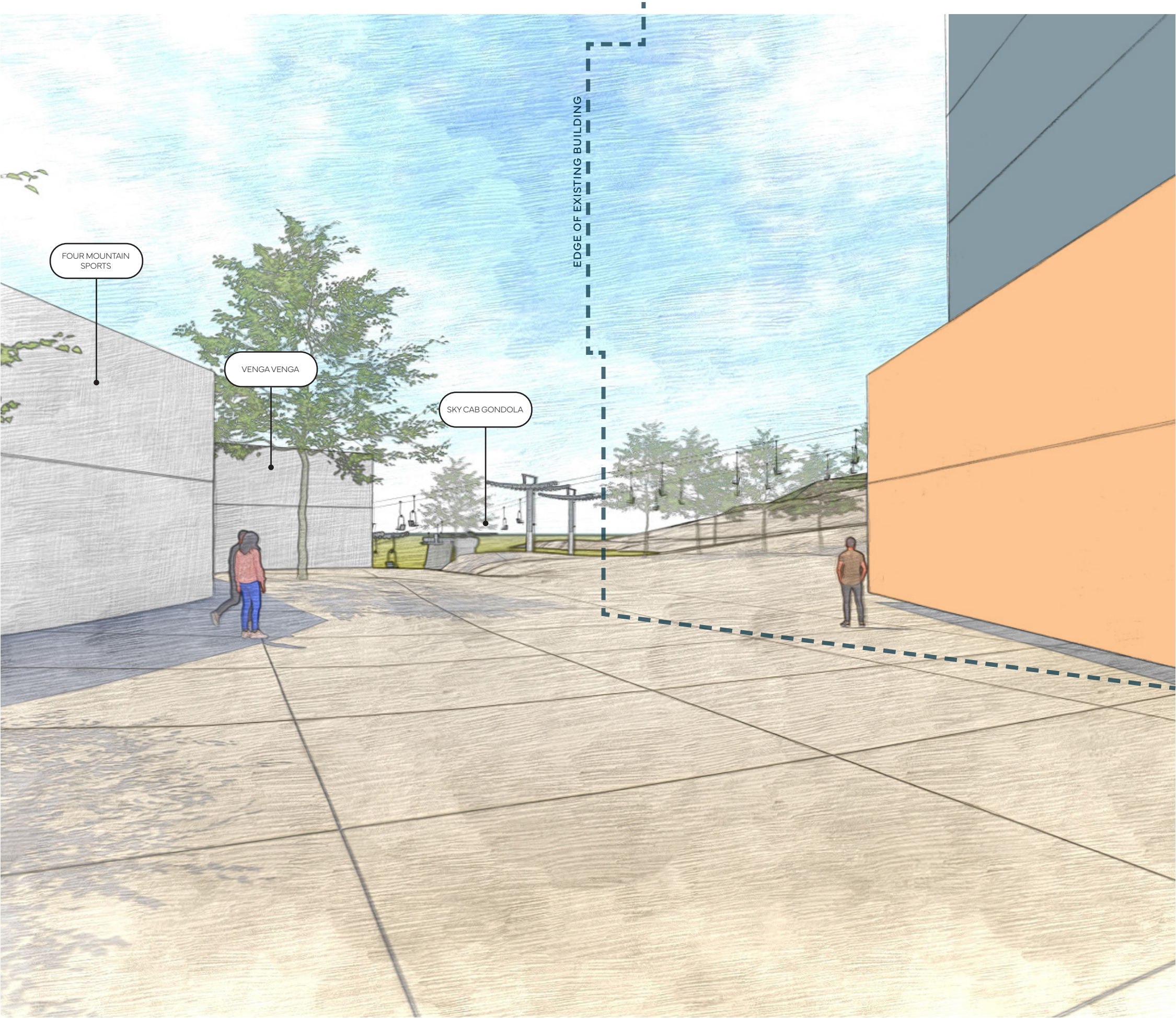
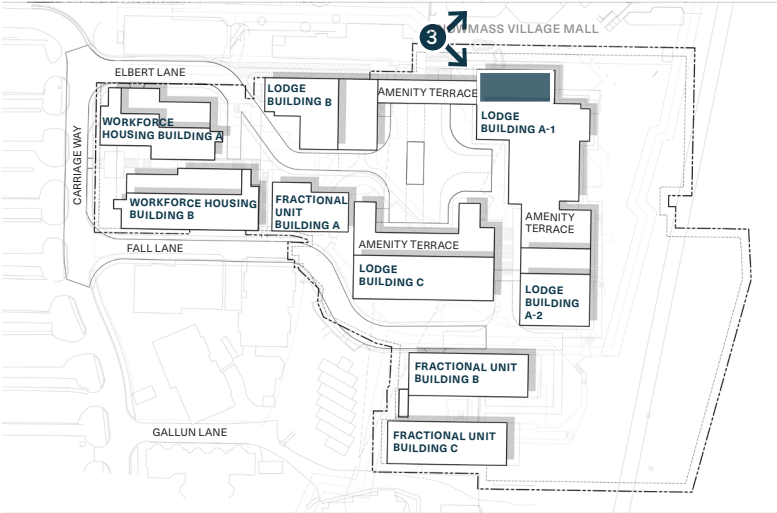


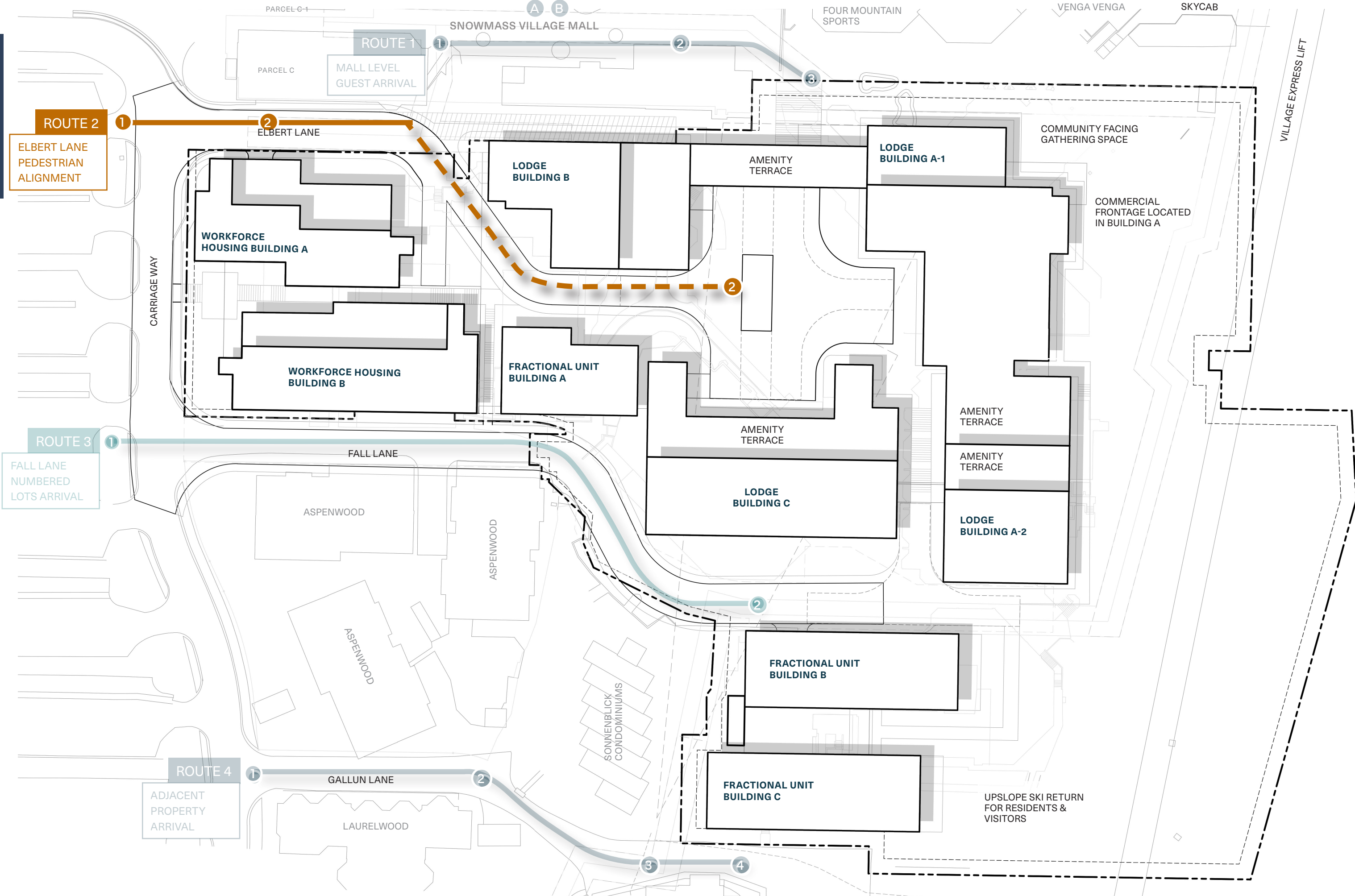
Route 1 - Mall Level Guest Arrival

STOP 3: MOUNTAIN PORTAL

PROPOSED: 3D MODEL

-  Lodge
-  Fractional Units
-  General Commercial
-  Restaurant
-  Health Club and Spa
-  Parking
-  Conference
-  Workforce Housing
-  Deliveries

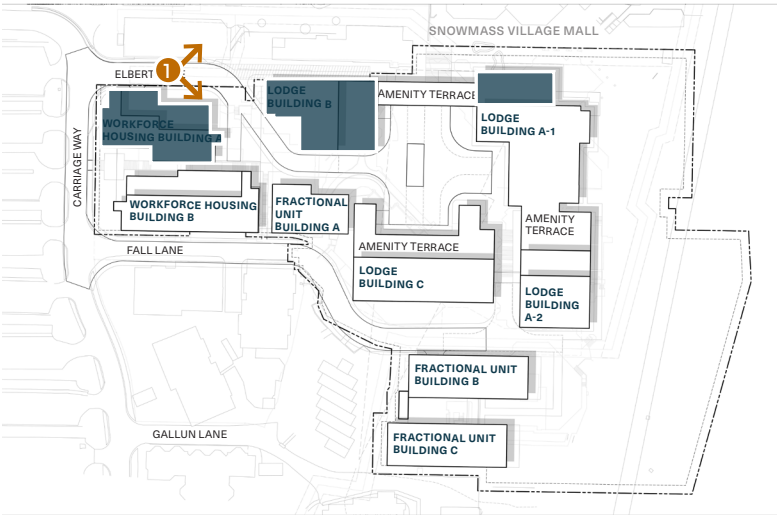




Route 2 - Elbert Lane Pedestrian Alignment

STOP 1: WALKING ALONG ELBERT LANE

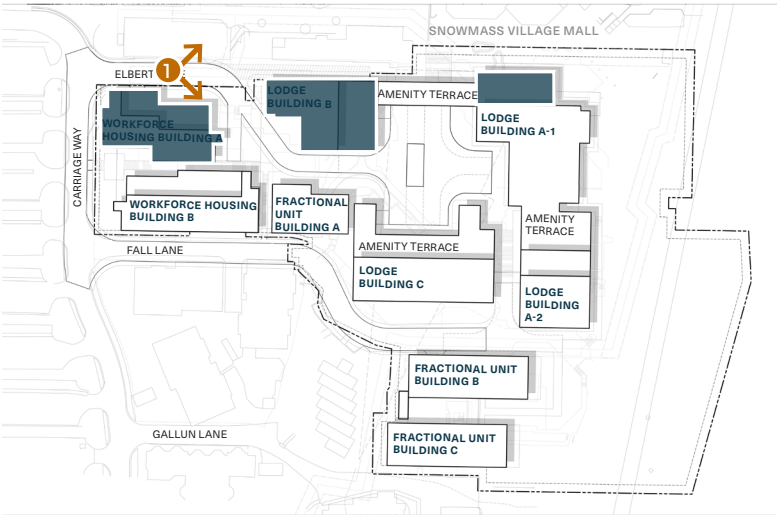
EXISTING CONDITIONS



Route 2 - Elbert Lane Pedestrian Alignment

STOP 1: WALKING ALONG ELBERT LANE

EXISTING CONDITIONS: 3D MODEL

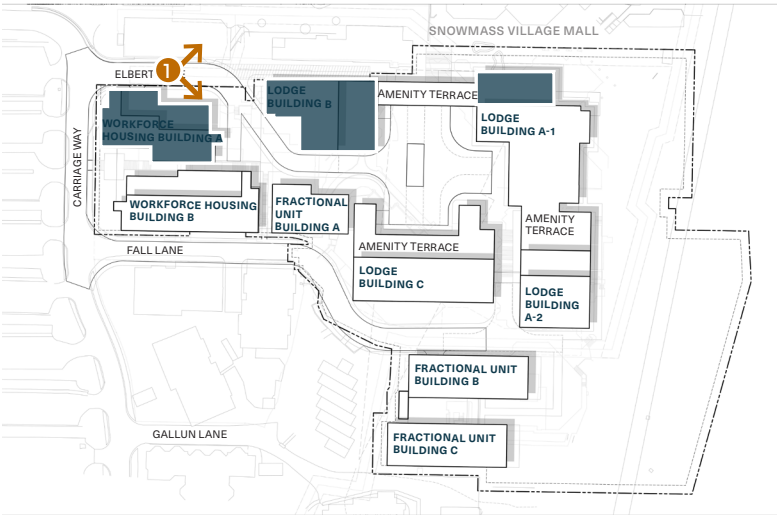


Route 2 - Elbert Lane Pedestrian Alignment

STOP 1: WALKING ALONG ELBERT LANE

PROPOSED: 3D MODEL

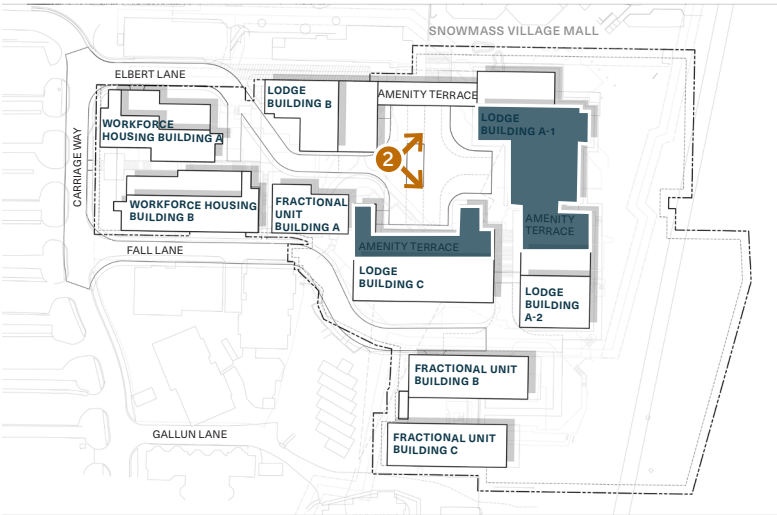
-  Lodge
-  Fractional Units
-  General Commercial
-  Restaurant
-  Health Club and Spa
-  Parking
-  Conference
-  Workforce Housing
-  Deliveries



Route 2 - Elbert Lane Pedestrian Alignment

STOP 2: PRIMARY AUTO-COURT ARRIVAL

EXISTING CONDITIONS



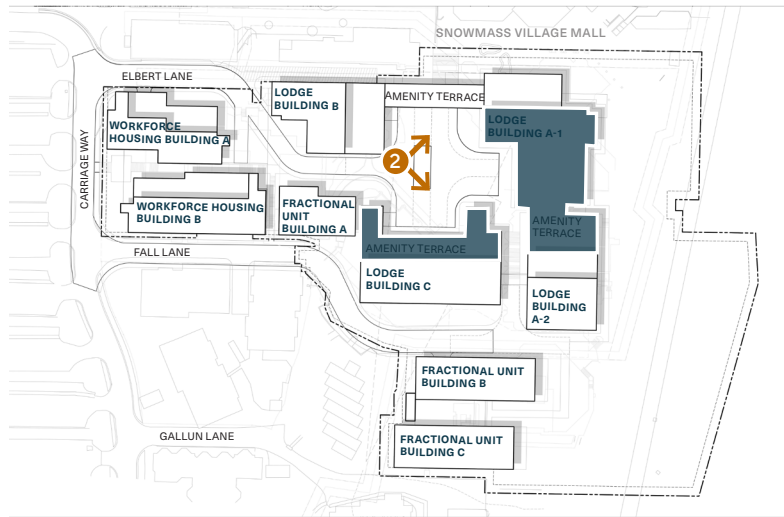
SKETCH PLAN APPLICATION - CONCEPTUAL PROGRAM MASSING



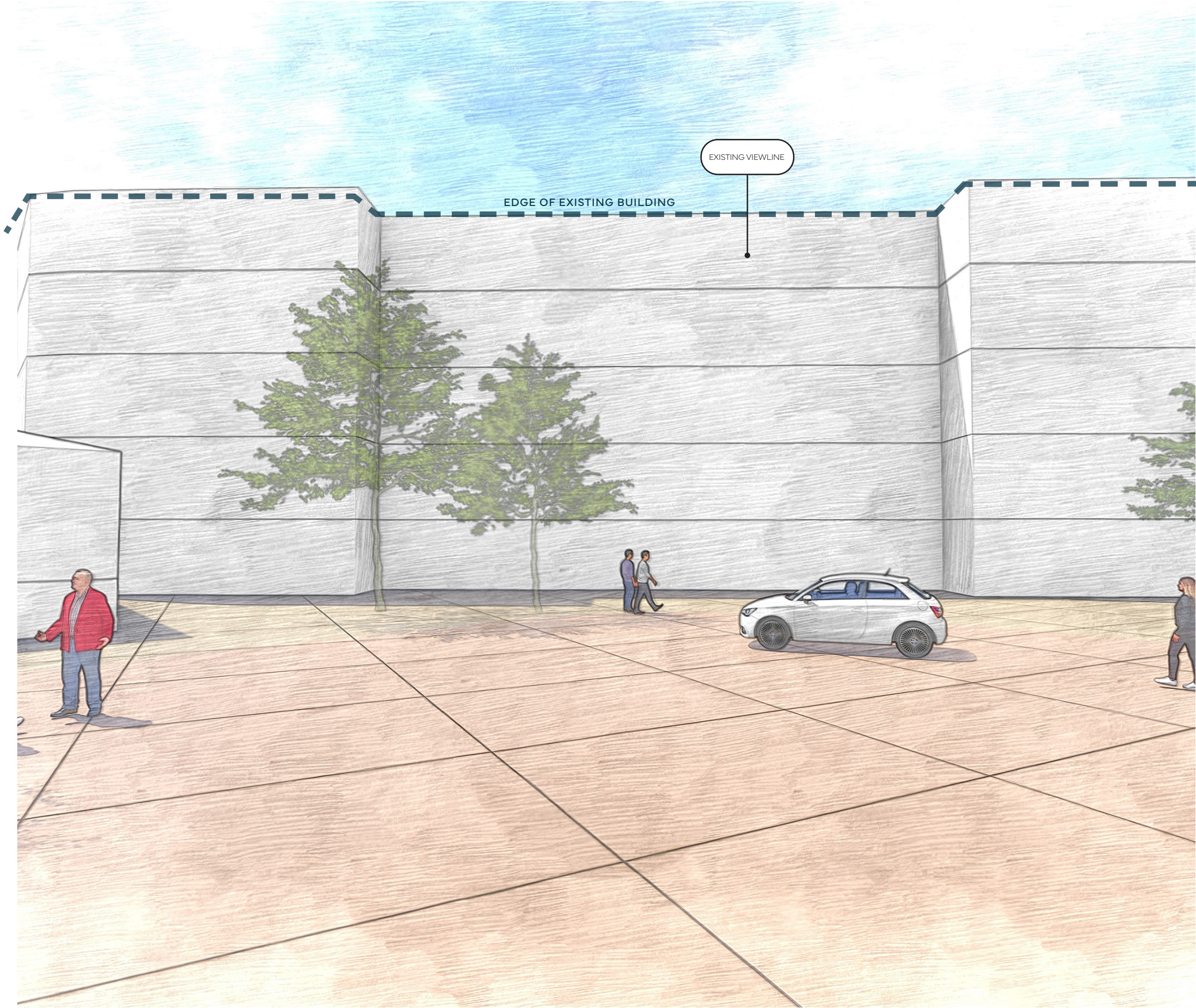
Route 2 - Elbert Lane Pedestrian Alignment

STOP 2: PRIMARY AUTO-COURT ARRIVAL

EXISTING CONDITIONS: 3D MODEL



SKETCH PLAN APPLICATION - CONCEPTUAL PROGRAM MASSING

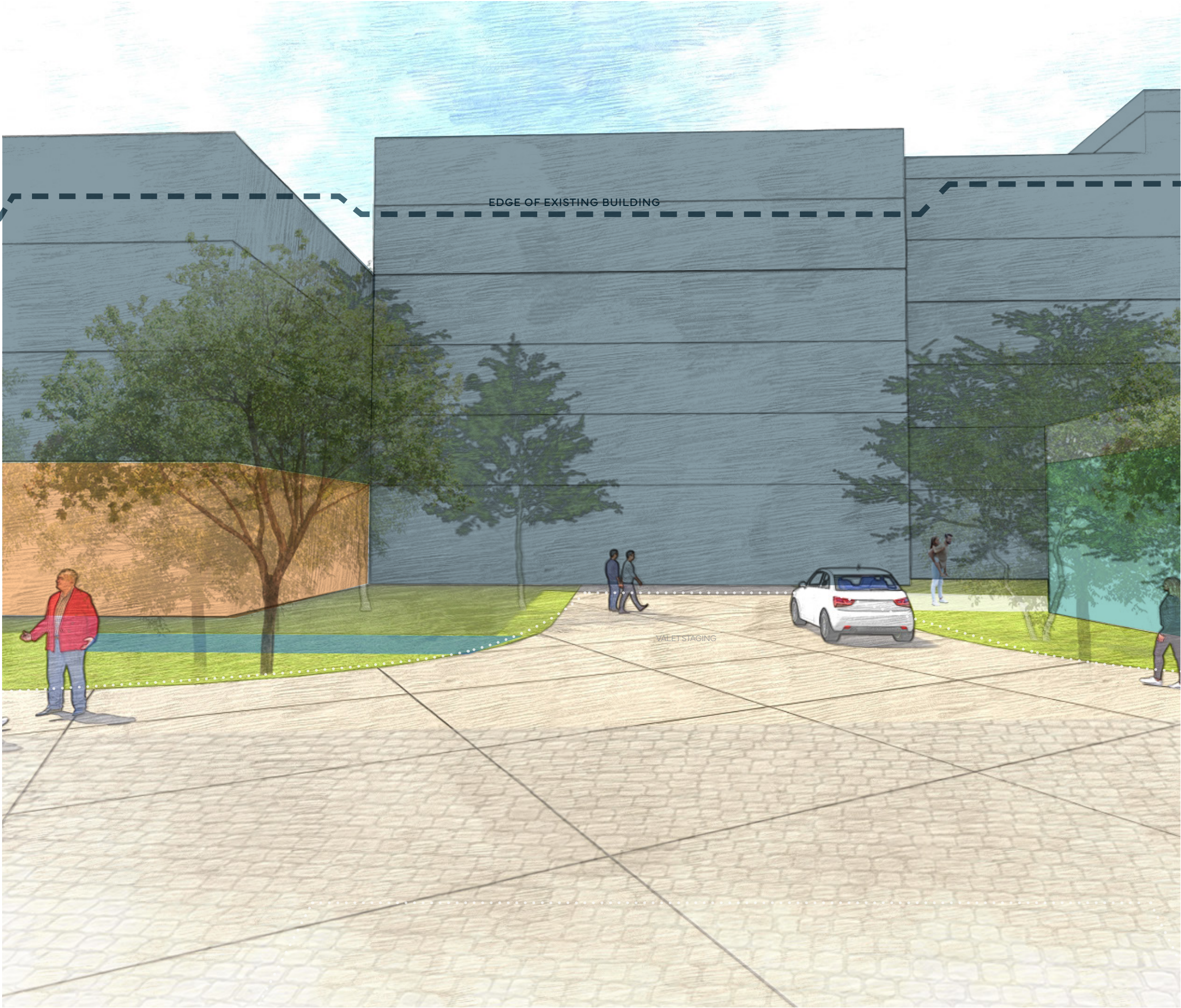
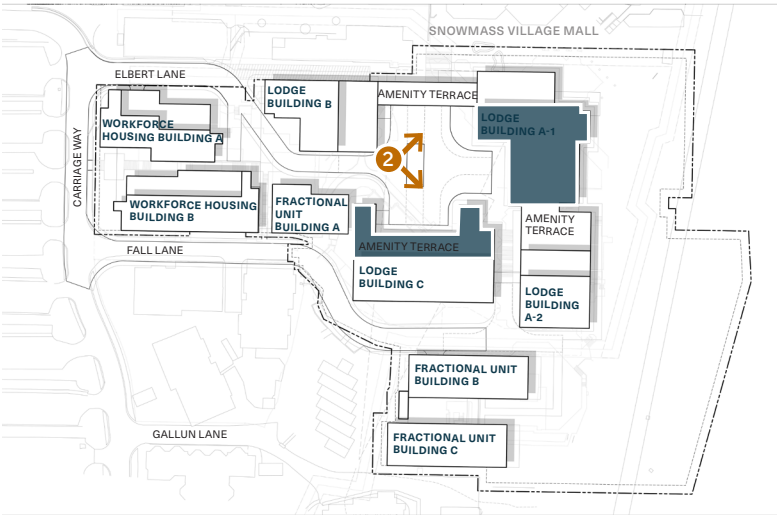


Route 2 - Elbert Lane Pedestrian Alignment

STOP 2: PRIMARY AUTO-COURT ARRIVAL

PROPOSED: 3D MODEL

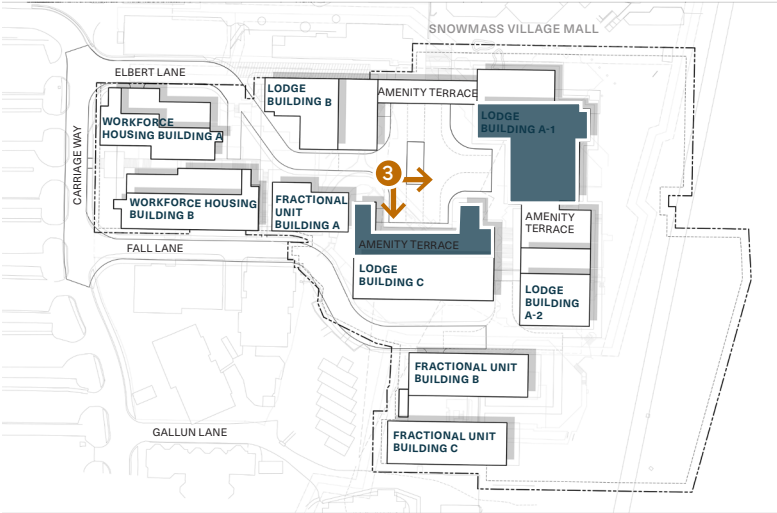
-  Lodge
-  Fractional Units
-  General Commercial
-  Restaurant
-  Health Club and Spa
-  Parking
-  Conference
-  Workforce Housing
-  Deliveries



Route 2 - Elbert Lane Pedestrian Alignment

STOP 3: PEDESTRIAN SCALE

EXISTING CONDITIONS



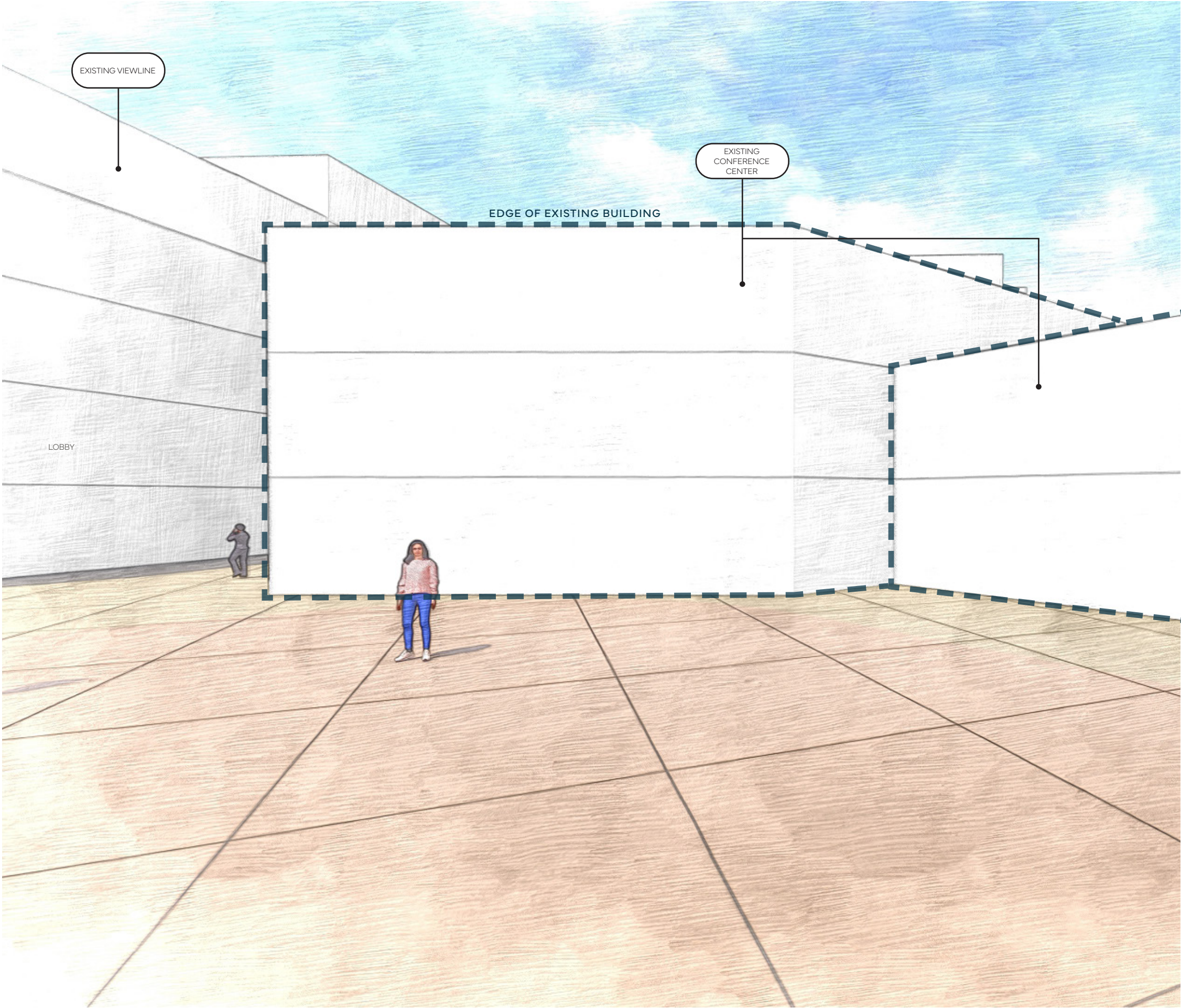
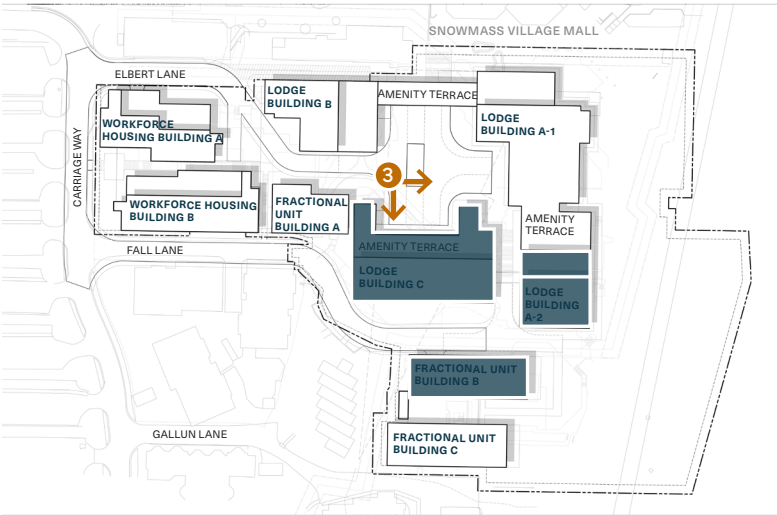
SKETCH PLAN APPLICATION - CONCEPTUAL PROGRAM MASSING



Route 2 - Elbert Lane Pedestrian Alignment

STOP 3: PEDESTRIAN SCALE

EXISTING CONDITIONS: 3D MODEL

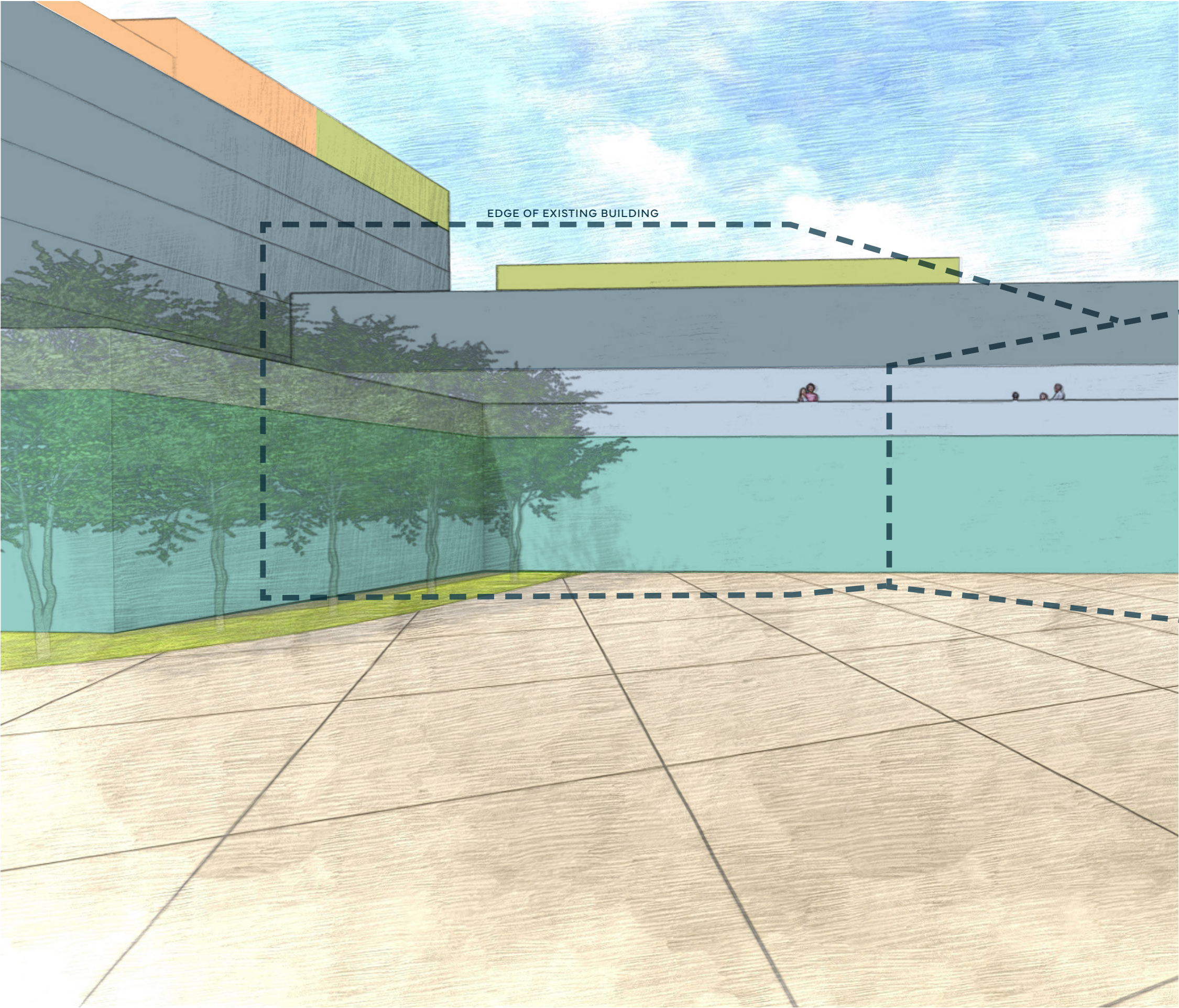
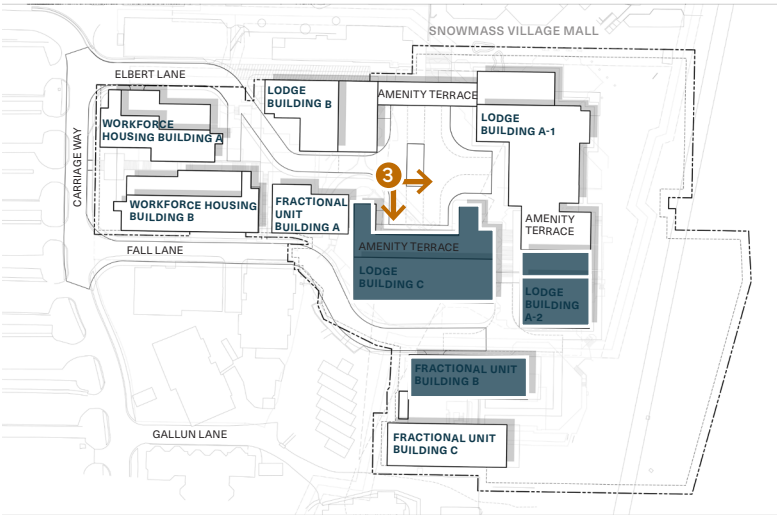


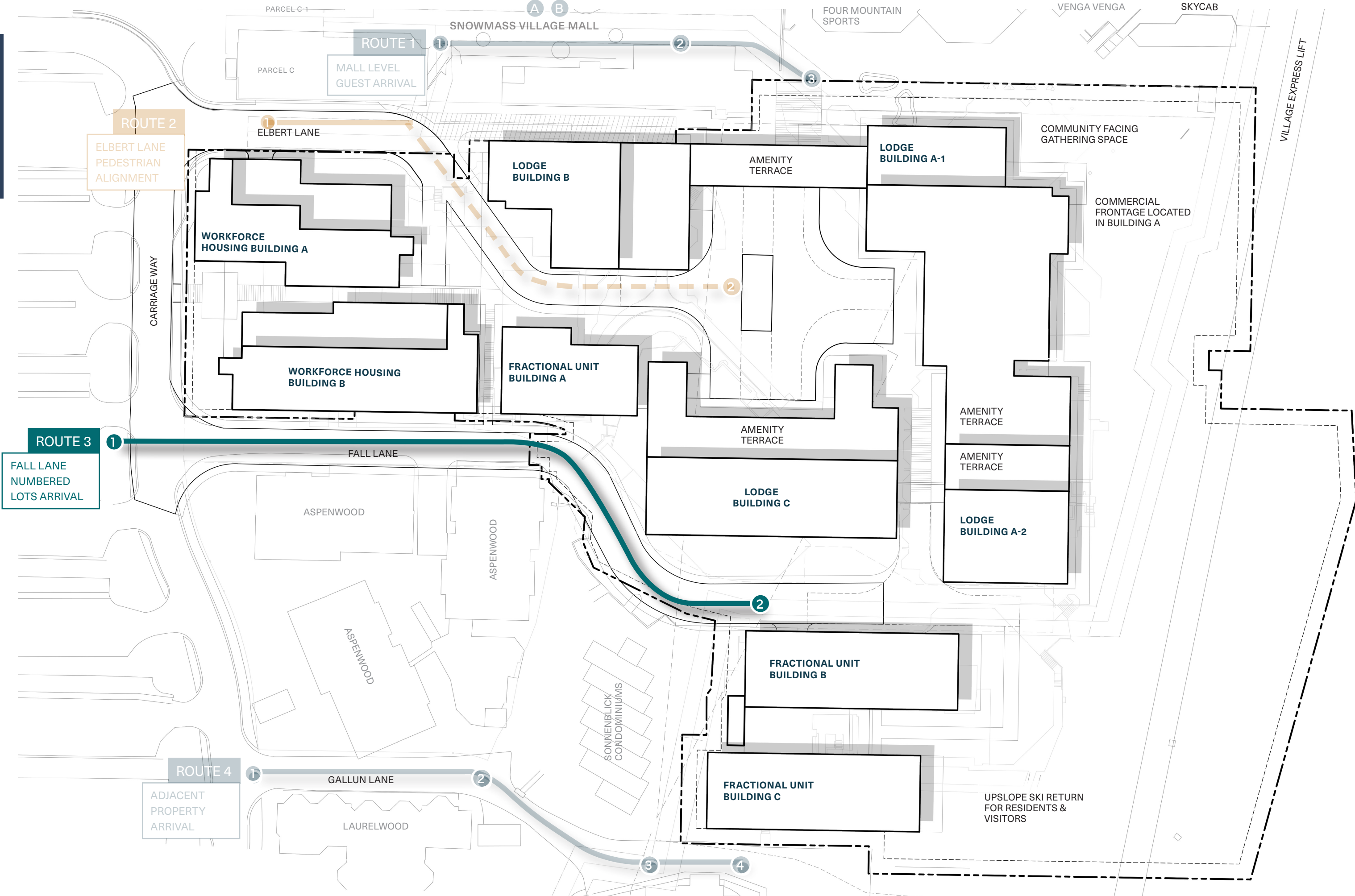
Route 2 - Elbert Lane Pedestrian Alignment

STOP 3: PEDESTRIAN SCALE

PROPOSED: 3D MODEL

-  Lodge
-  Fractional Units
-  General Commercial
-  Restaurant
-  Health Club and Spa
-  Parking
-  Conference
-  Workforce Housing
-  Deliveries

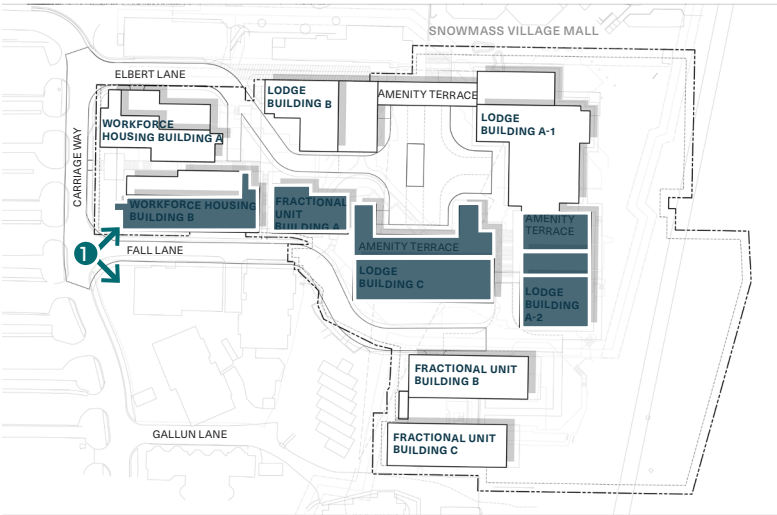




Route 3 - Fall Lane Numbered
Lots Arrival

STOP 1: CROSSING CARRIAGE WAY

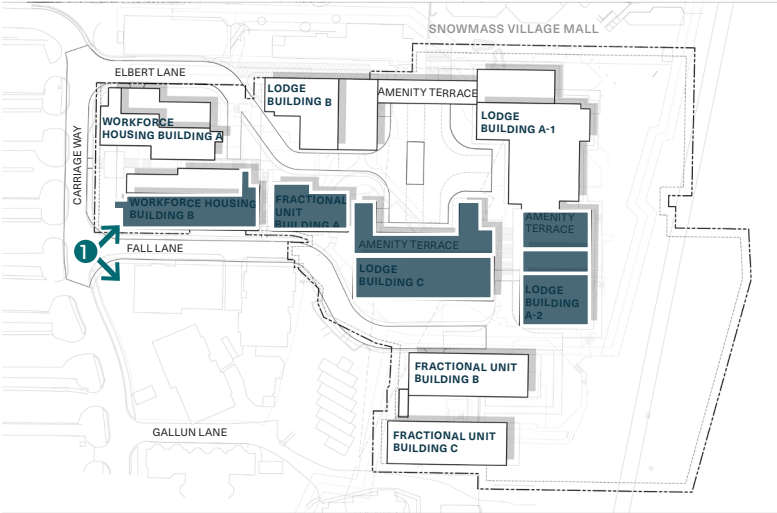
EXISTING CONDITIONS



Route 3 - Fall Lane Numbered
Lots Arrival

STOP 1: CROSSING CARRIAGE WAY

EXISTING CONDITIONS: 3D MODEL

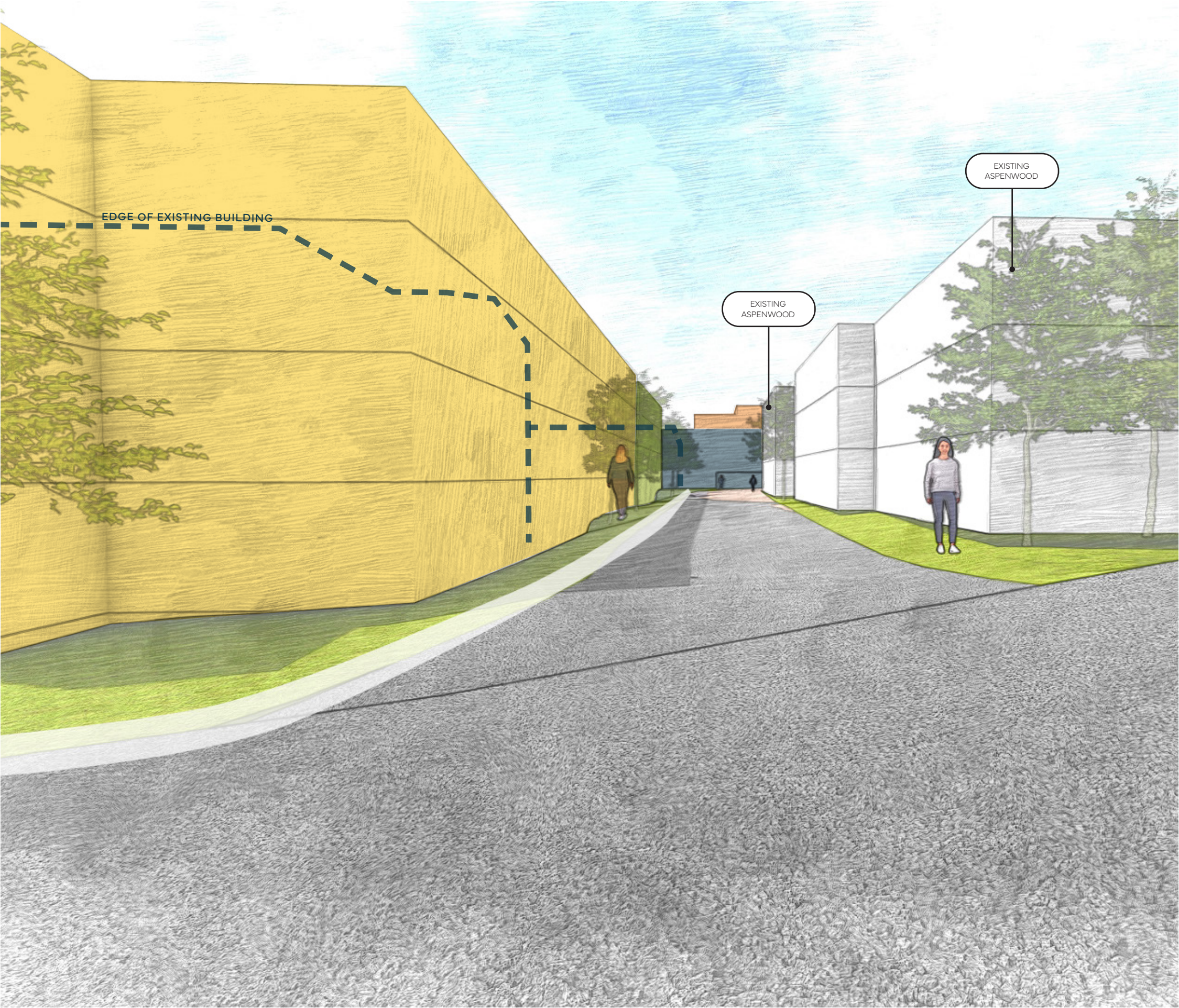
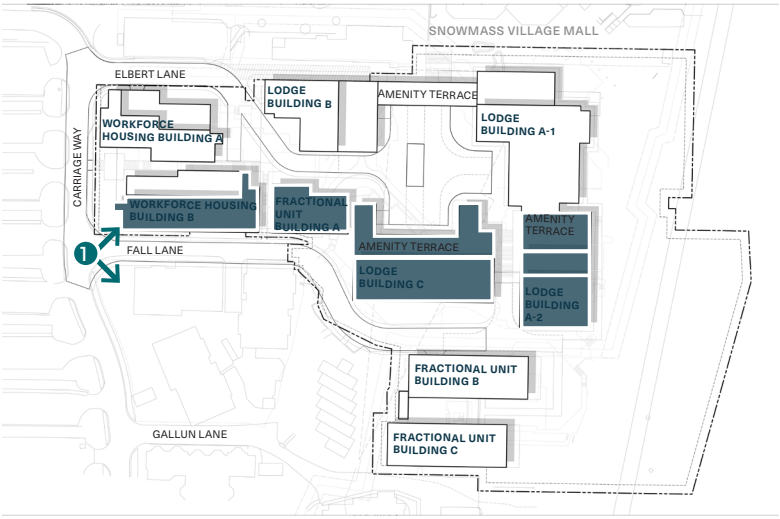


Route 3 - Fall Lane Numbered Lots Arrival

STOP 1: CROSSING CARRIAGE WAY

PROPOSED: 3D MODEL

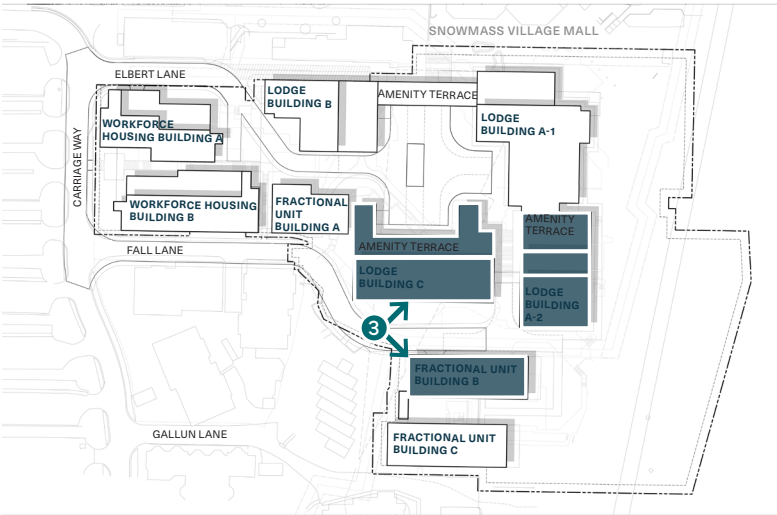
-  Lodge
-  Fractional Units
-  General Commercial
-  Restaurant
-  Health Club and Spa
-  Parking
-  Conference
-  Workforce Housing
-  Deliveries



Route 3 - Fall Lane Numbered
Lots Arrival

STOP 3: PEDESTRIAN PLAZA & MOUNTAIN PORTAL

EXISTING CONDITIONS



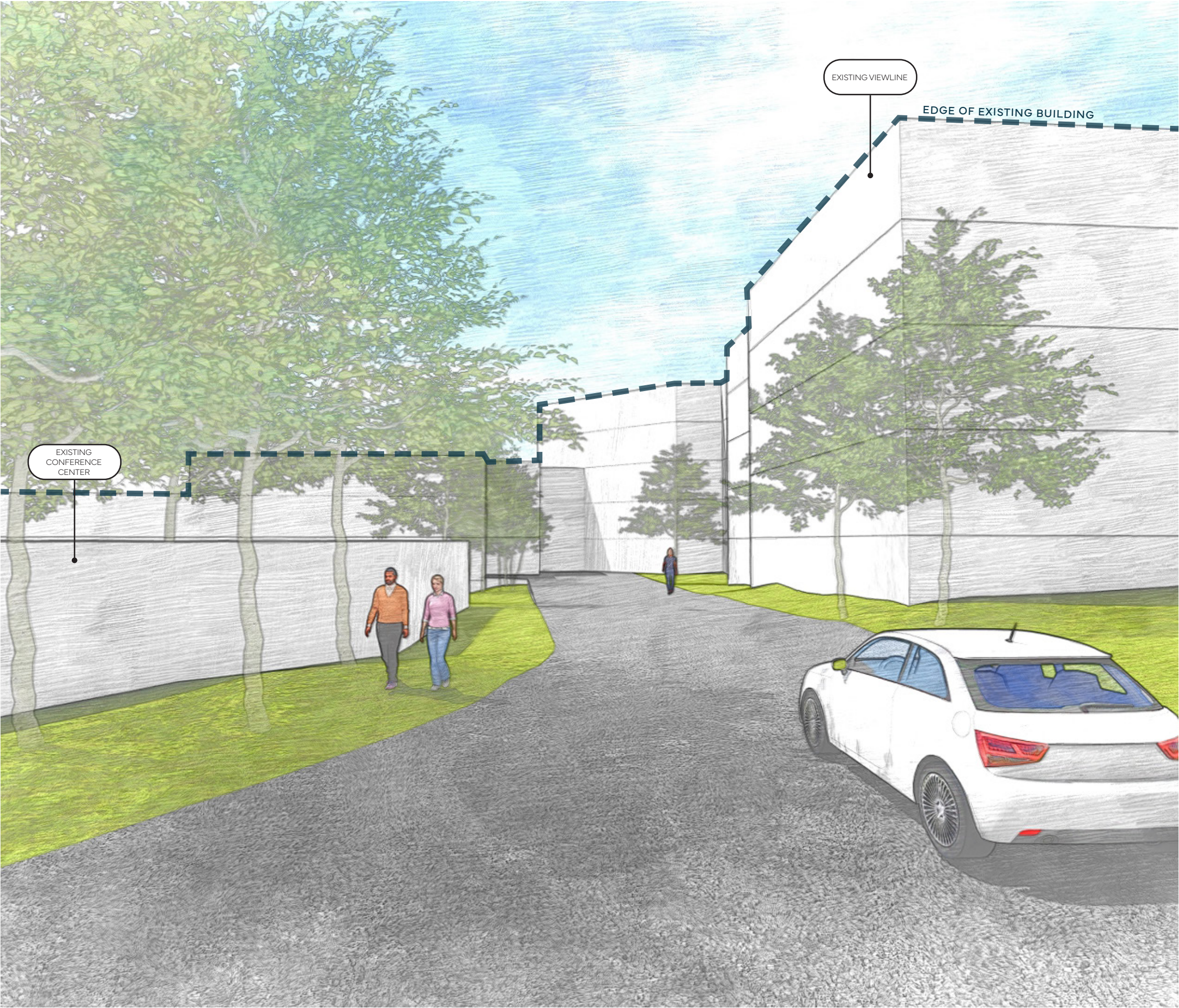
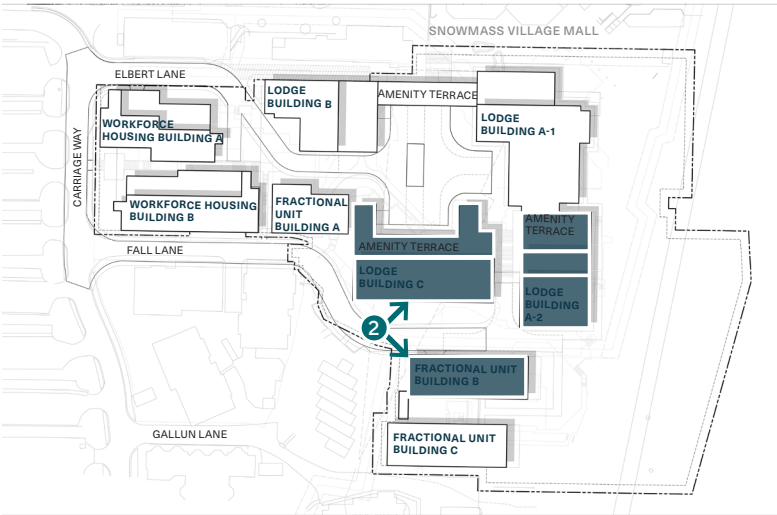
SKETCH PLAN APPLICATION - CONCEPTUAL PROGRAM MASSING



Route 3 - Fall Lane Numbered
Lots Arrival

STOP 2: PEDESTRIAN PLAZA & MOUNTAIN PORTAL

EXISTING CONDITIONS: 3D MODEL

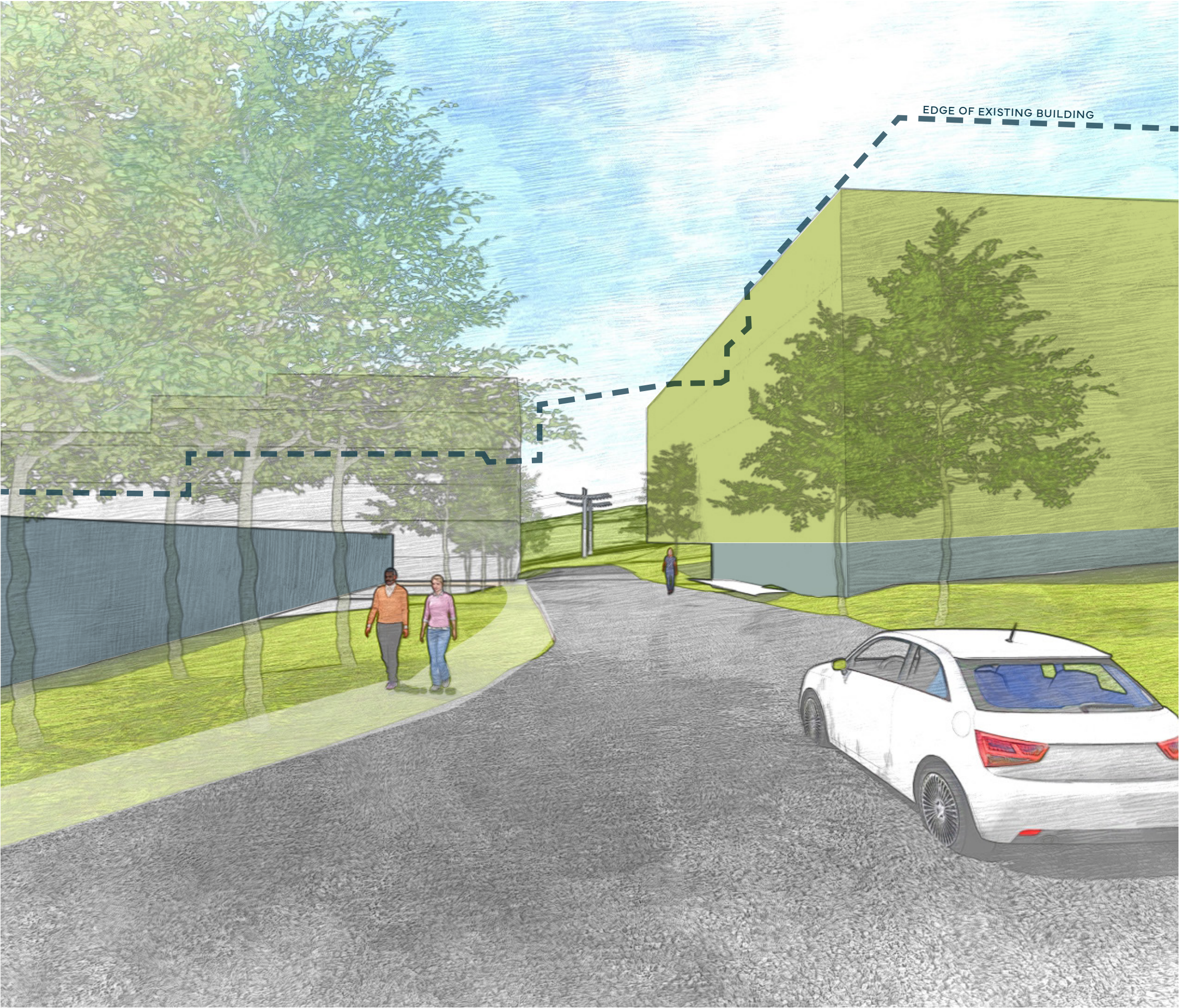
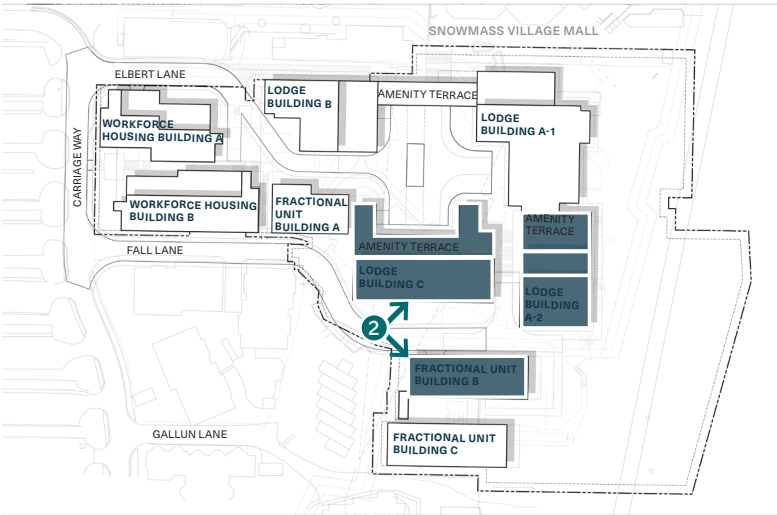


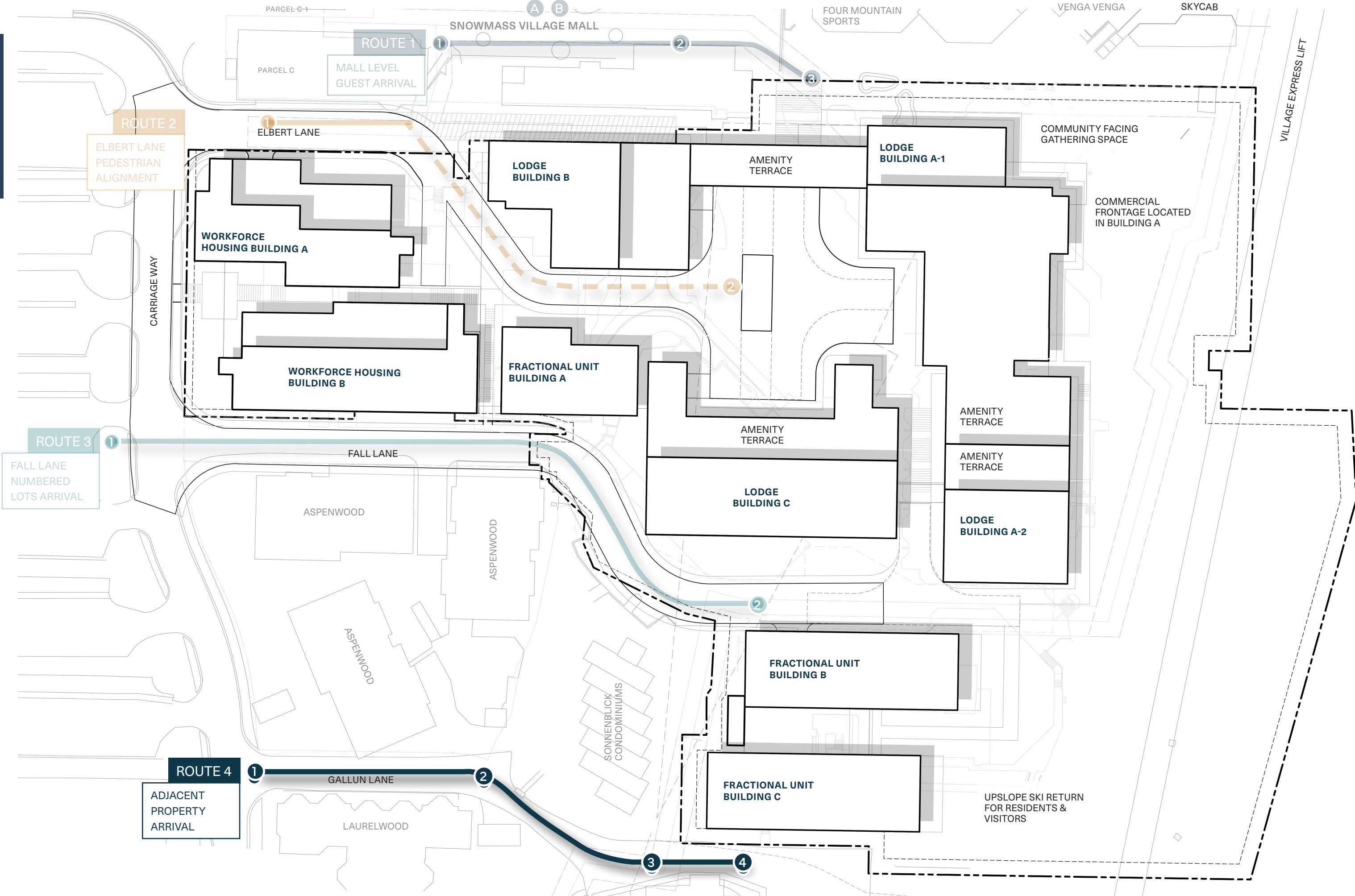
Route 3 - Fall Lane Numbered Lots Arrival

STOP 2: PEDESTRIAN PLAZA & MOUNTAIN PORTAL

PROPOSED: 3D MODEL

-  Lodge
-  Fractional Units
-  General Commercial
-  Restaurant
-  Health Club and Spa
-  Parking
-  Conference
-  Workforce Housing
-  Deliveries

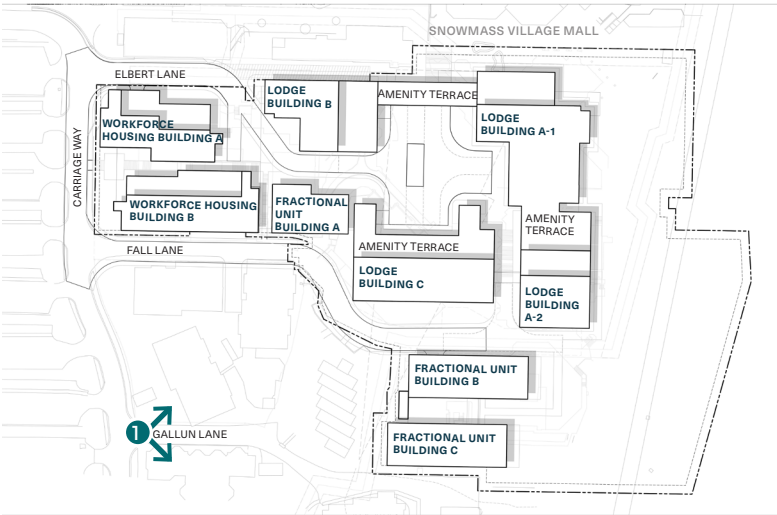




Route 4 - Neighboring Property Arrival

STOP 1: CROSSING CARRIAGE WAY

EXISTING CONDITIONS



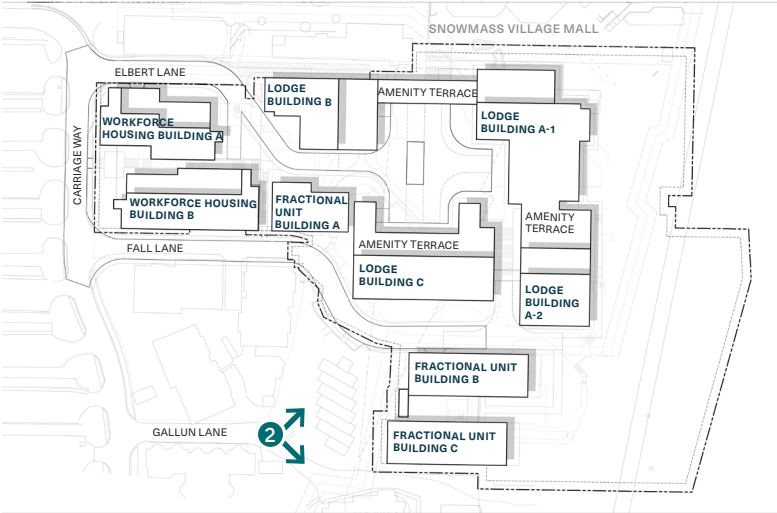
SKETCH PLAN APPLICATION - CONCEPTUAL PROGRAM MASSING



Route 4 - Neighboring Property Arrival

STOP 2: SONNENBLICK CONDOS & LAURELWOOD CONDOS

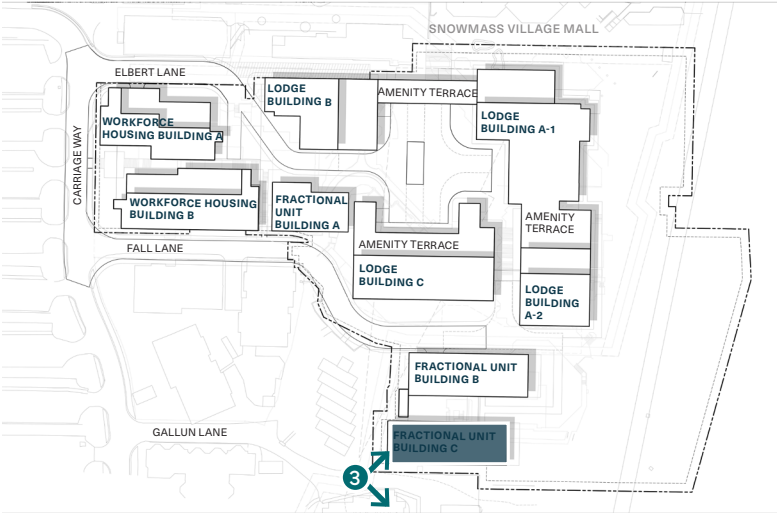
EXISTING CONDITIONS



Route 4 - Neighboring Property
Arrival

STOP 3: INTERLUDE CONDOS

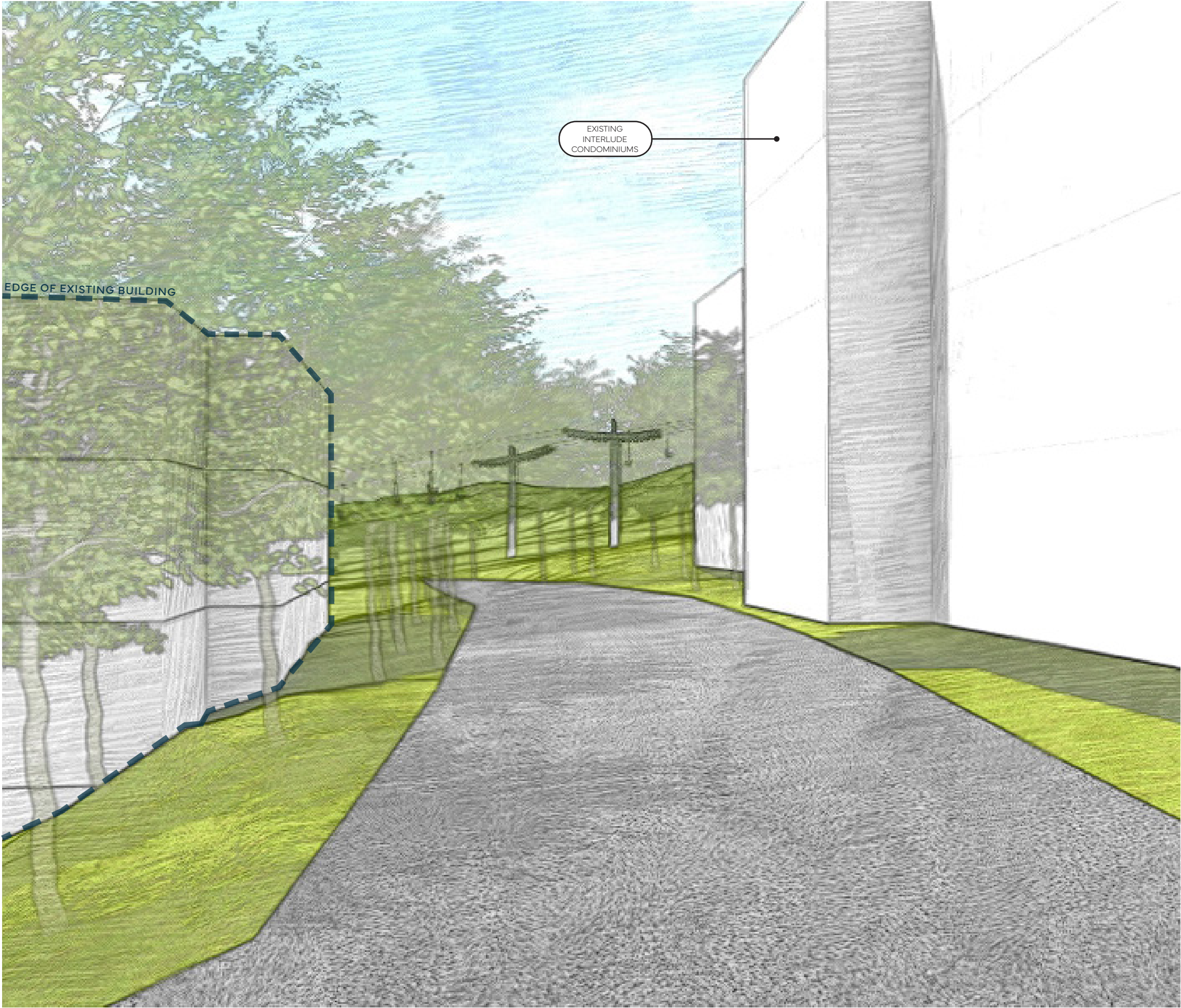
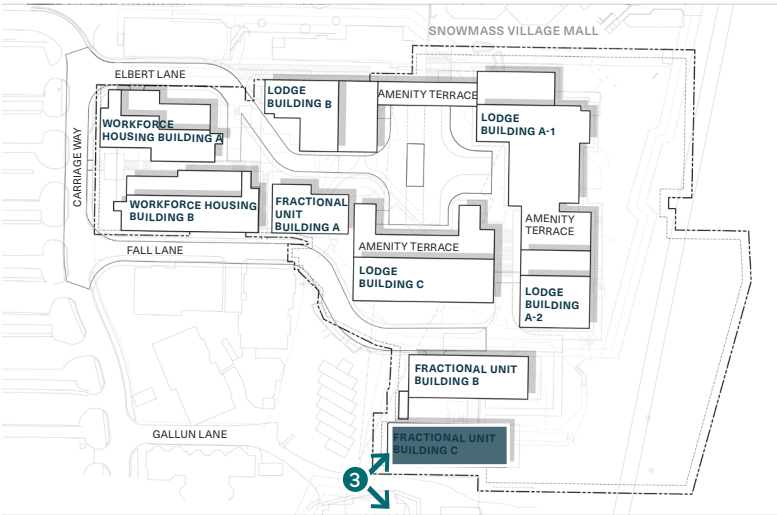
EXISTING CONDITIONS



Route 4 - Neighboring Property
Arrival

STOP 3: INTERLUDE CONDOS

EXISTING CONDITIONS: 3D MODEL

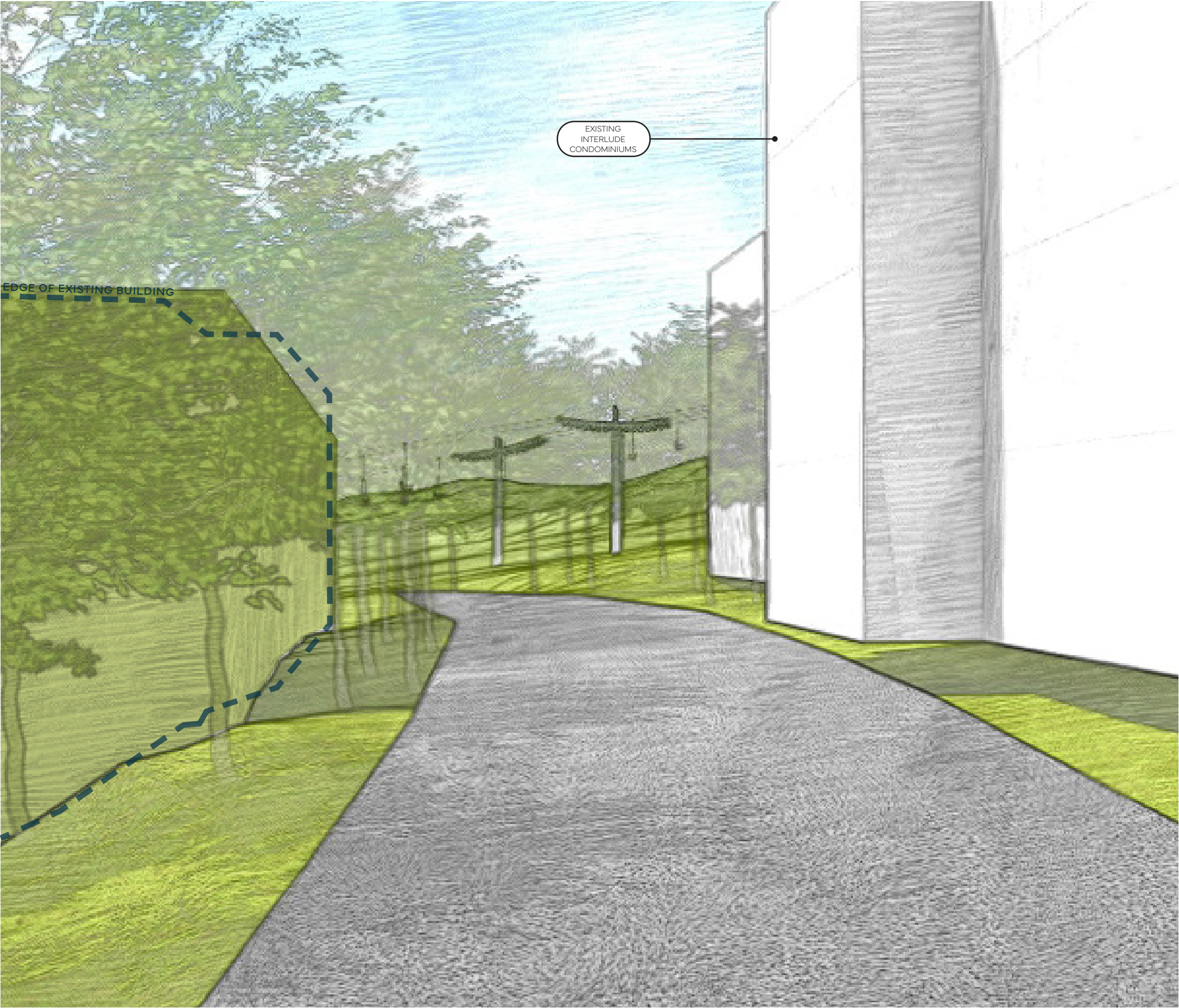
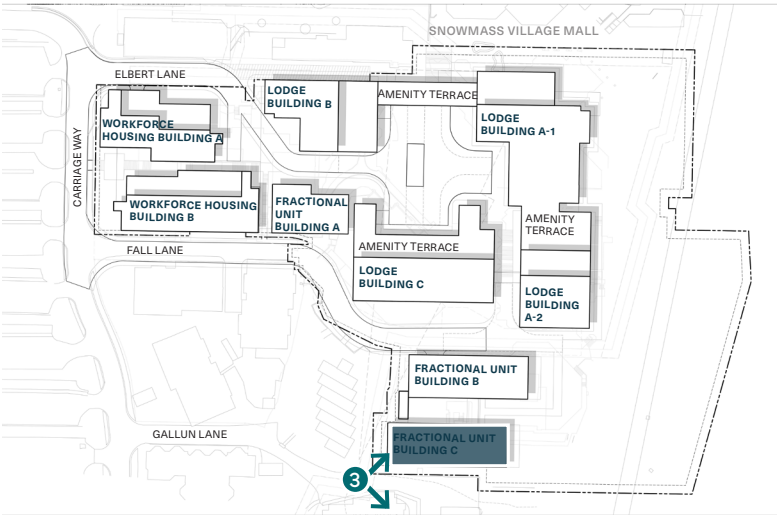


Route 4 - Neighboring Property Arrival

STOP 3: INTERLUDE CONDOS

PROPOSED: 3D MODEL

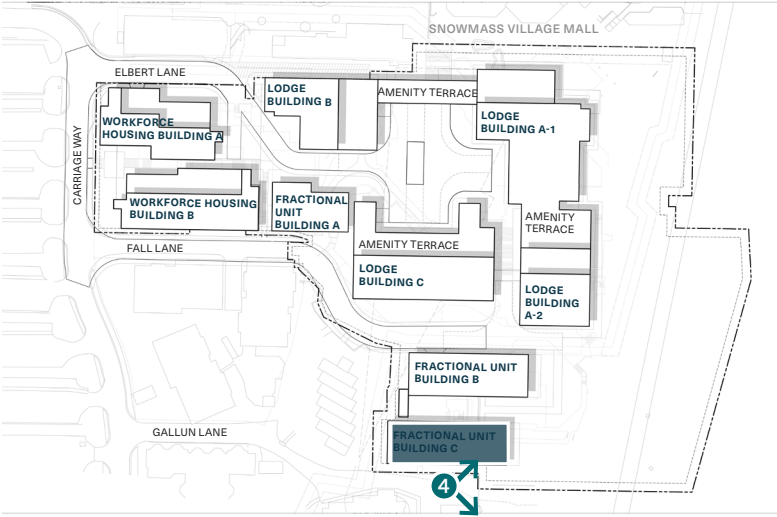
-  Lodge
-  Fractional Units
-  General Commercial
-  Restaurant
-  Health Club and Spa
-  Parking
-  Conference
-  Workforce Housing
-  Deliveries



Route 4 - Neighboring Property Arrival

STOP 4: GALLUN LANE MOUNTAIN PORTAL

EXISTING CONDITIONS



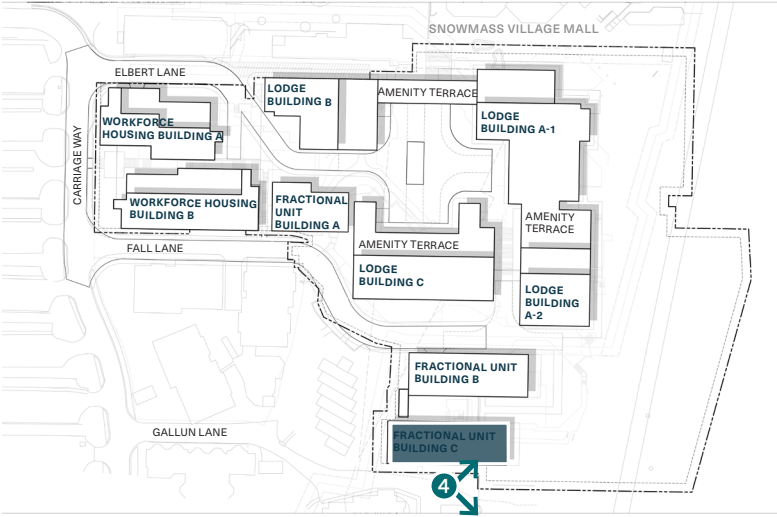
SKETCH PLAN APPLICATION - CONCEPTUAL PROGRAM MASSING



Route 4 - Neighboring Property Arrival

STOP 4: GALLUN LANE MOUNTAIN PORTAL

EXISTING CONDITIONS: 3D MODEL

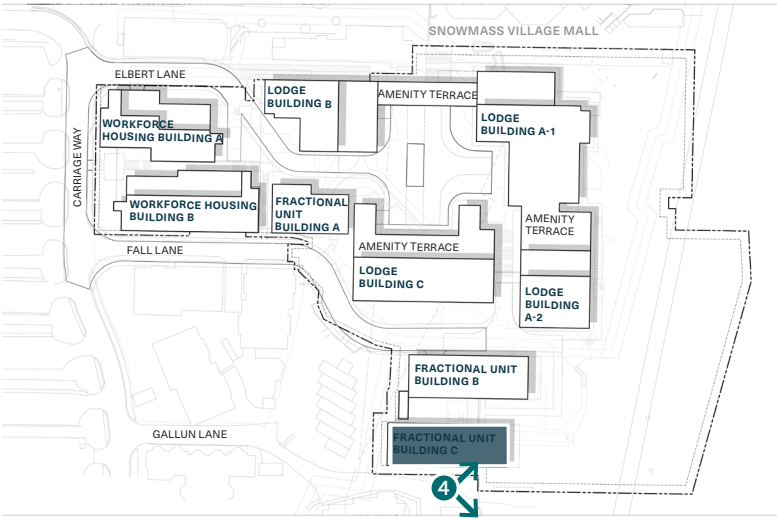


Route 4 - Neighboring Property Arrival

STOP 4: GALLUN LANE MOUNTAIN PORTAL

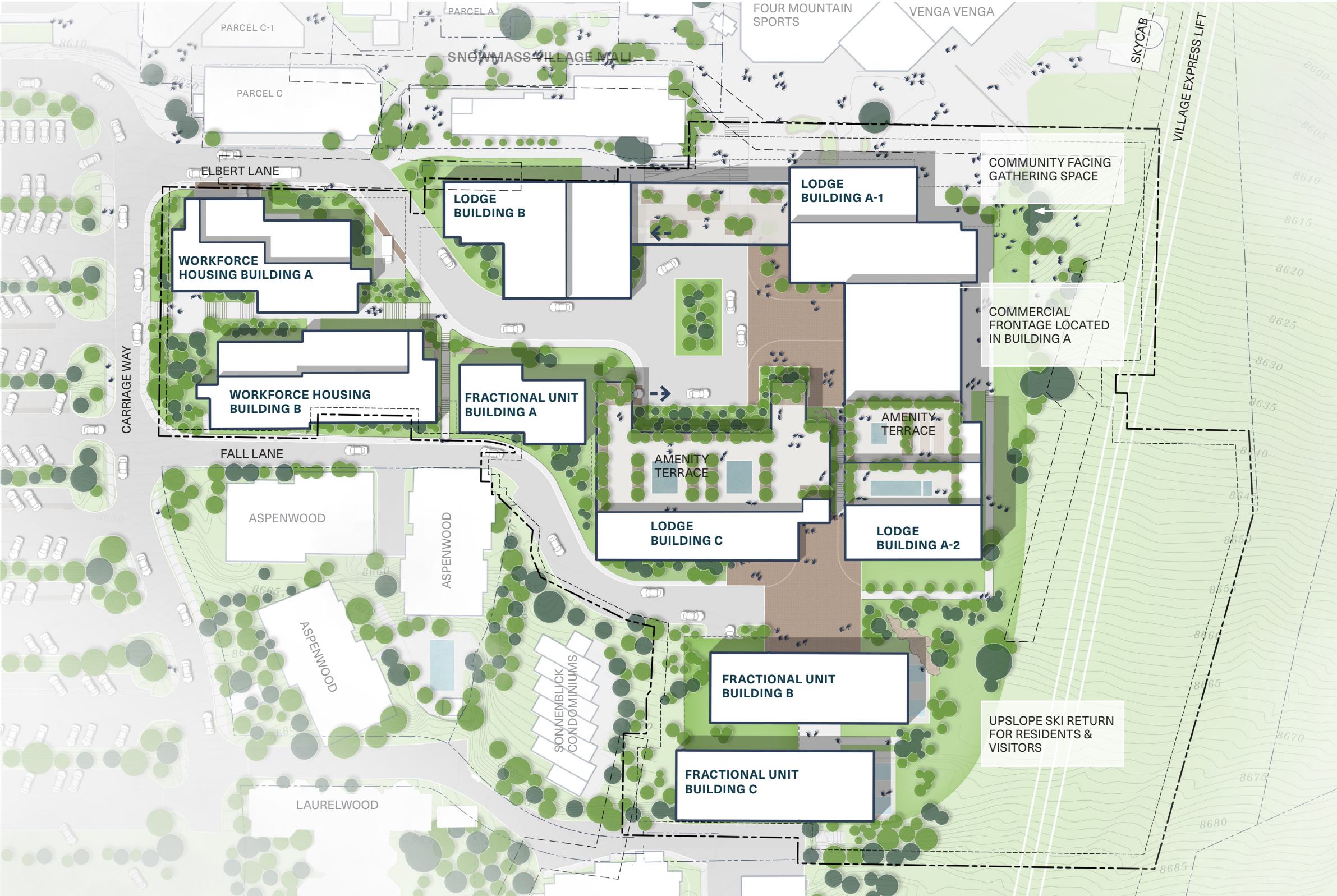
PROPOSED: 3D MODEL

-  Lodge
-  Fractional Units
-  General Commercial
-  Restaurant
-  Health Club and Spa
-  Parking
-  Conference
-  Workforce Housing
-  Deliveries



Conceptual Site Plan

SKETCH PLAN DESIGN LAYOUT



Big Ideas:

- + **Optimize Operations:**
Coordinate a Centralized Campus
- + **Streamline Operations:**
Provision of Centralized Delivery on Property
- + **Create a Vibrant Community:**
Community Activation through Supporting Amenities
- + **Meet Market Expectations:**
Increase Lodge Unit Size by 60.8% on Average
- + **Support Local Community:**
Increase Workforce Housing Units by 1,462%
- + **Provide On Site Parking:**
Increase On Site Parking Spaces by 908%

The Ritz Carlton Snowmass Redevelopment Major PUD Sketch Plan Application Review



ELEVATED RETURNS



THE RITZ-CARLTON

DESIGNWORKSHOP

Planning Commission Meeting
September 2nd, 2026

Conceptual Massing Model Sun Shade Analysis

WINTER SOLSTICE

EXISTING CONDITION



10:00am



12:00pm



2:00pm



4:00pm

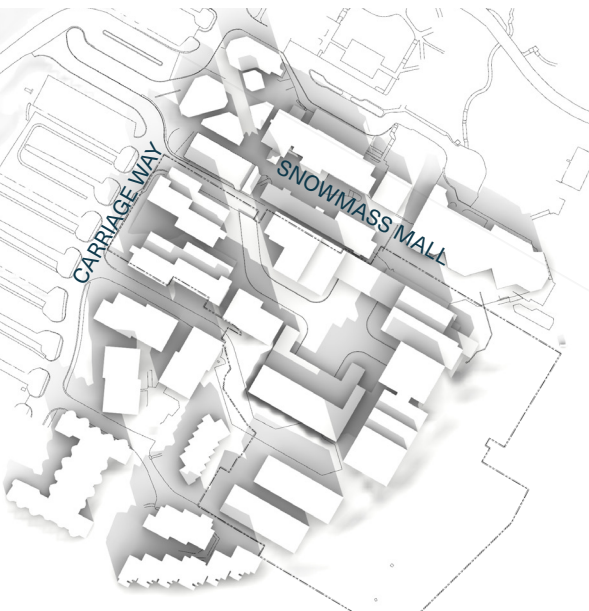


7:00pm

PROPOSED CONDITION



10:00am



12:00pm



2:00pm



4:00pm

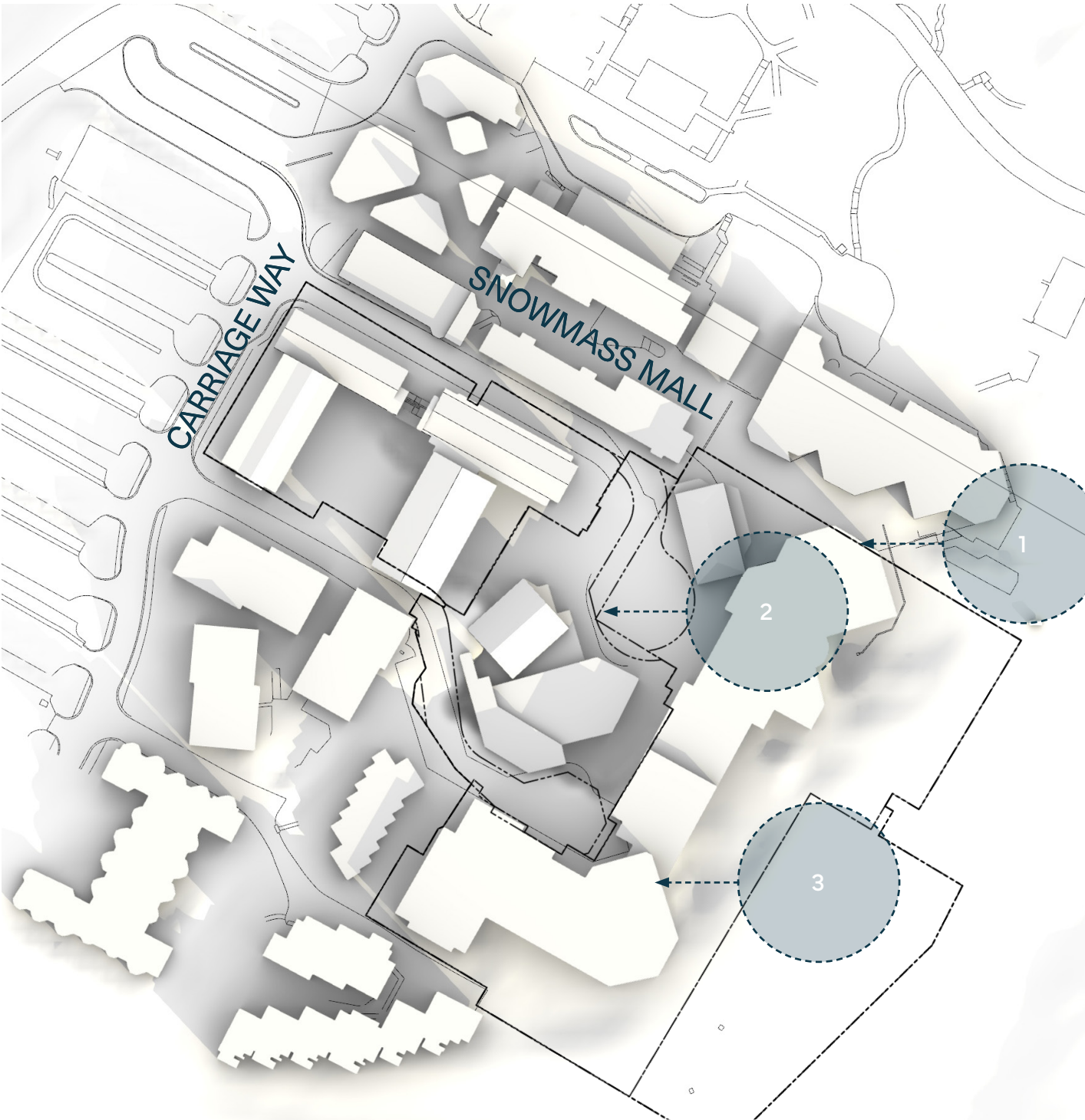


7:00pm

Conceptual Massing Model Sun Shade Analysis

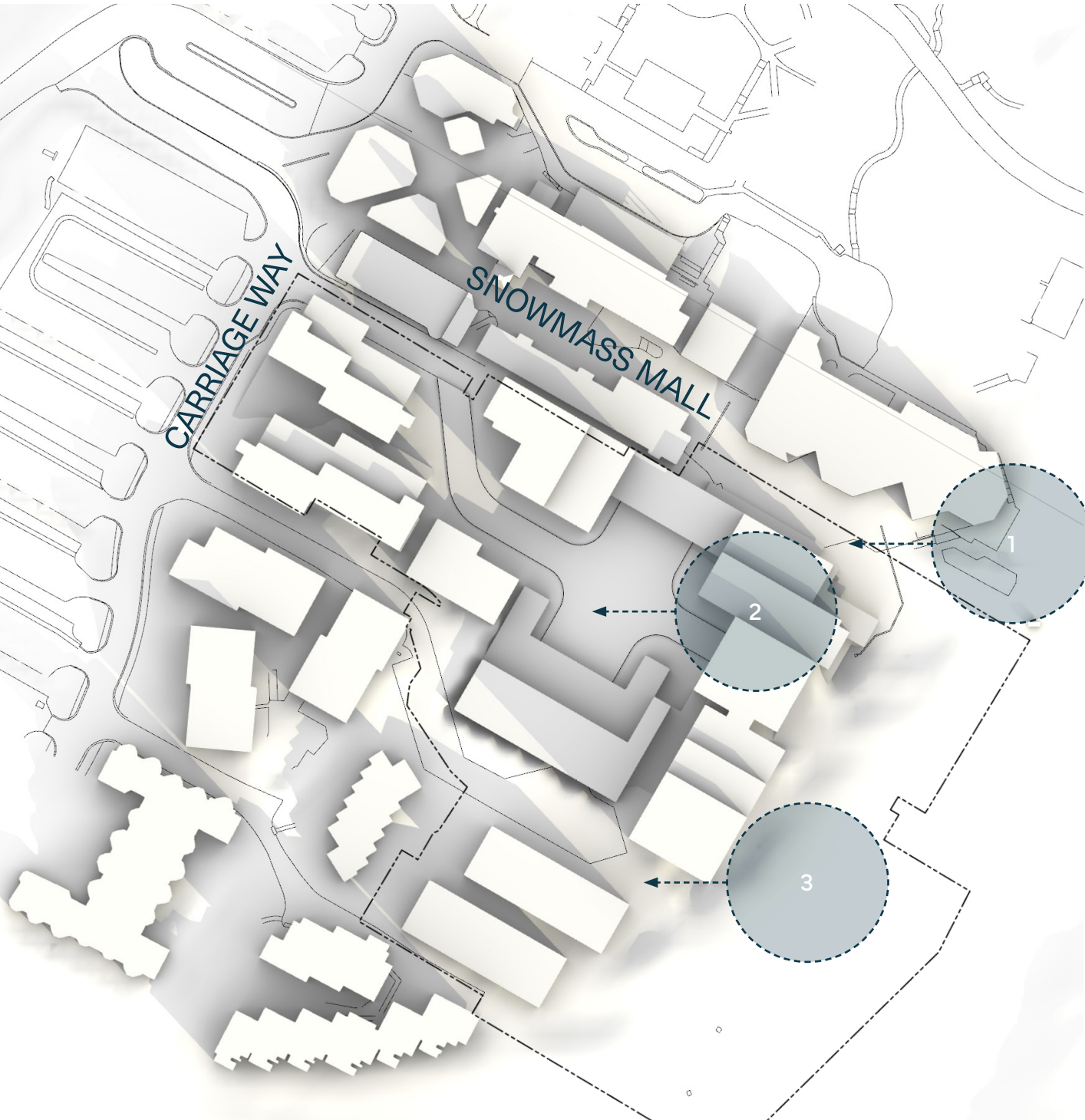
DESIGN PRINCIPLE

EXISTING CONDITION



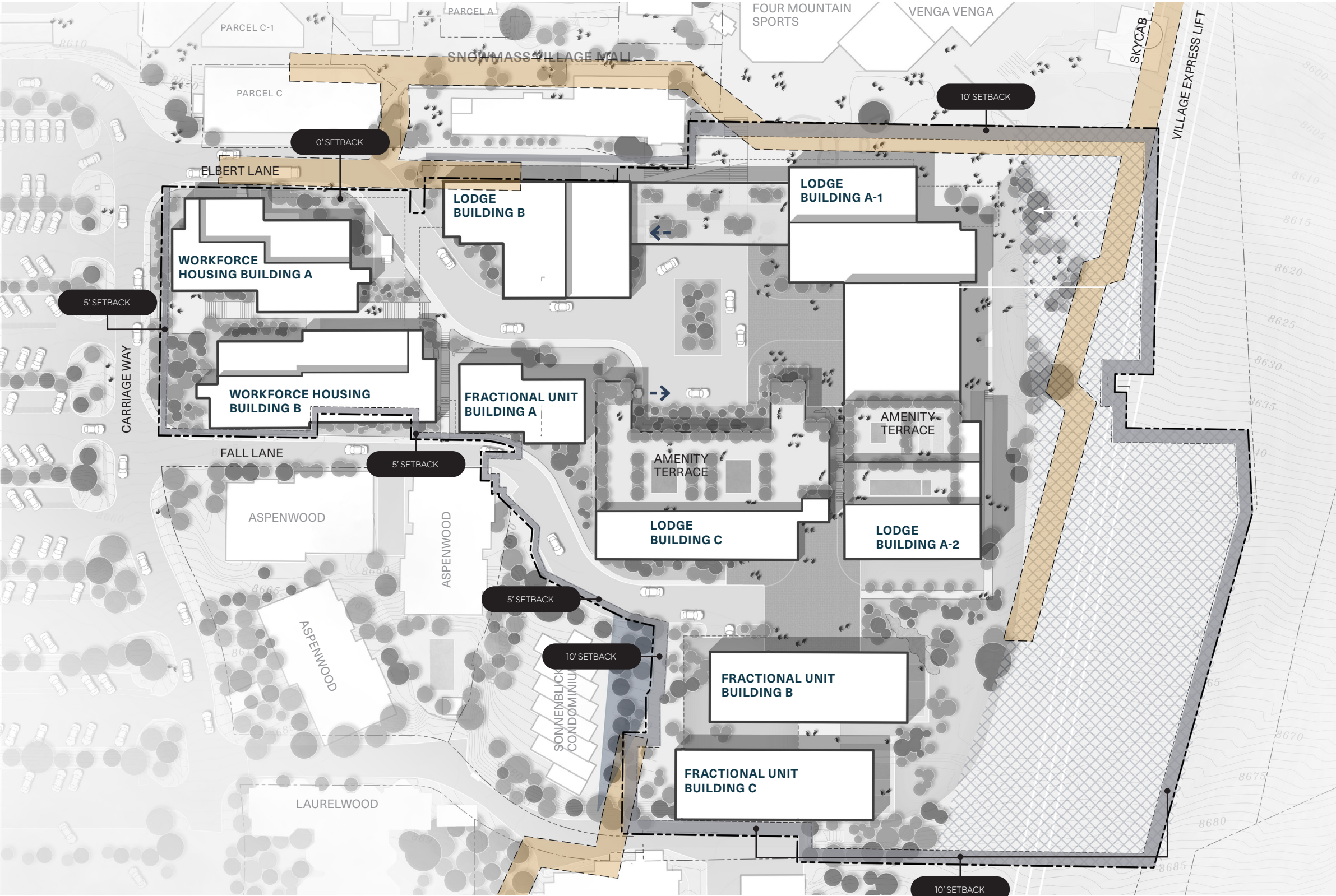
10:00am
Winter Solstice

PROPOSED CONDITION



Conceptual Setback Plan

SKETCH PLAN SETBACK / EASEMENT LAYOUT



SKETCH PLAN APPLICATION - CONCEPTUAL PROGRAM MASSING



Redevelopment Comparison

FLOOR AREA RATIO

AS BUILT DEVELOPMENT SUMMARY

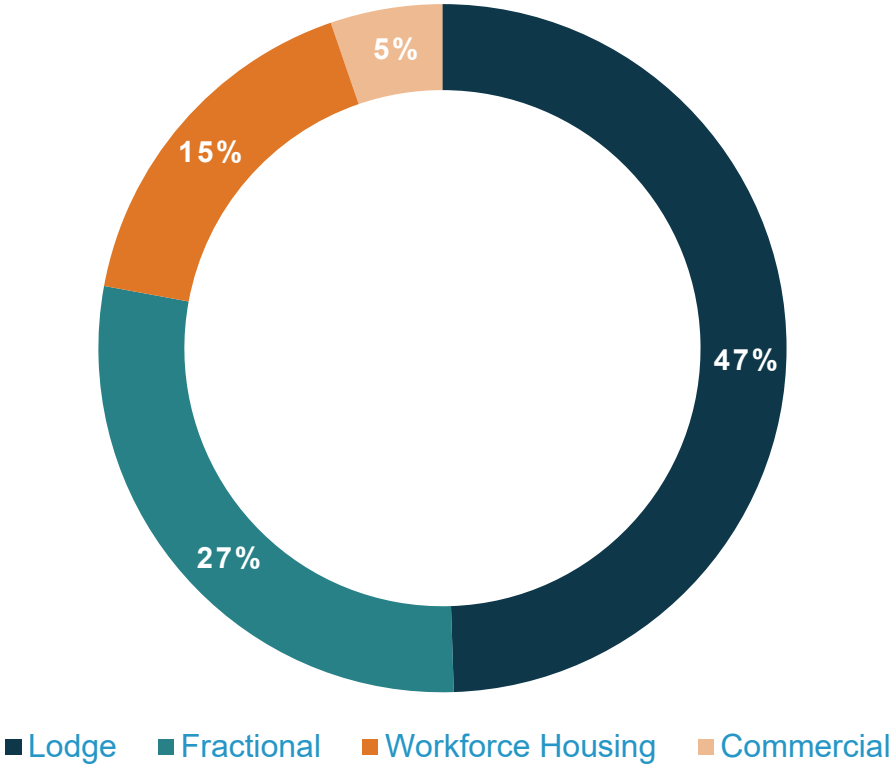
	Total
Guest Rooms (SF)	155,498
Commercial Support (SF)	4,135
Hotel Support (SF)	7,722
Hotel Function of Commercial Space	38,504
Retail/Restaurant	30,017
Conference	33,912
Subtotal Existing Gross Area (SF)	369,788
Number of Guest Rooms	407 keys
Average Size of Guest Rooms	367 SF
Workforce Housing Units	8 DU (2,866 SF)
Average Size of Workforce Housing Units	358 SF
Number of Parking Spaces	25 spaces

SKETCH REDEVELOPMENT SUMMARY

	Total
Guest Rooms ¹ (SF)	98,595
Fractional Units ² (SF)	101,282
Commercial Support ³ (SF)	-
Hotel Support ⁴ (SF)	24,283
Hotel Function of Commercial Space	5,774
Retail/Restaurant ⁵	38,778
Conference	38,462
Subtotal Proposed Gross Area (SF)	537,568 ⁶
Number of Guest Rooms	167
Average Size of Guest Rooms	590 SF
Number of Fractional Units	61 units
Average Size of Fractional Units	1,660 SF
Workforce Housing Units	125 DU (57,131 SF)
Average Size of Workforce Housing Units	457 SF
Number of Parking Spaces	252

1 INCLUDES TRADITIONAL LODGE KEYS.
2 FRACTIONAL UNITS ARE PRIVATELY OWNED AND ANTICIPATED TO BE INCLUDED IN THE HOT BED RENTAL POOL WHEN NOT IN OWNER USE.
3 INCLUDED IN HOTEL SUPPORT.
4 INCLUDES: ADMINISTRATION, FOOD PRODUCTION, RECEIVING & STORAGE, EMPLOYEE AREAS, LAUNDRY & HOUSEKEEPING, MAINTENANCE & SHOPS, MECHANICAL
5 INCLUDES: COMMERCIAL / RETAIL INCLUDES FUNCTION FOR RETAIL, RESTAURANT, COMMERCIAL SUPPORT, FITNESS FACILITIES
SUBTRACTING CONFERENCE AND BALLROOM SPACE WHICH IS INCLUDED AS A SEPARATE LINE ITEM.
6 INCLUDES: 173,263 SQUARE FEET FOR CIRCULATION, INCLUDING HALLWAYS AND ELEVATORS, AND PARKING AND CENTRALIZED DELIVERY.

Proposed FAR Distribution



Lot Area	Hotel/Lodge	Fractional Units	Commercial	Workforce Housing	Floor Area
190,357.2 sq ft	187,301 sq ft 0.984	101,282 sq ft 0.532	18,591 sq ft 0.098	57,131 sq ft 0.300	364,305 sq ft 1.914

Does not account for 173,263 sq ft of space allocated for parking garages, centralized delivery, or circulation associated with each use.

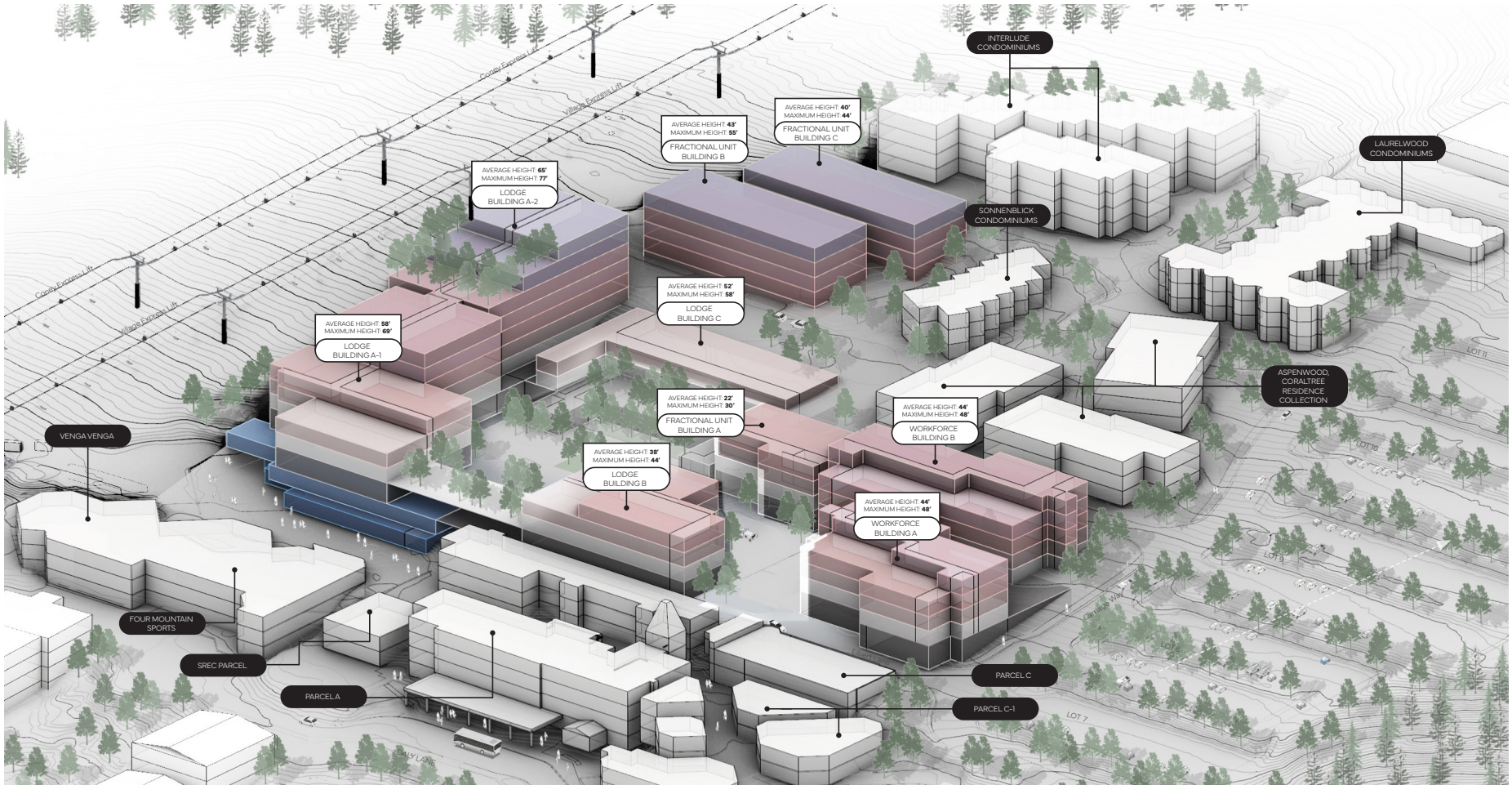
- + 102,319 sq ft Parking Garages
- + 56,704 sq ft Circulation
- + 14,240 sq ft Centralized Delivery

1

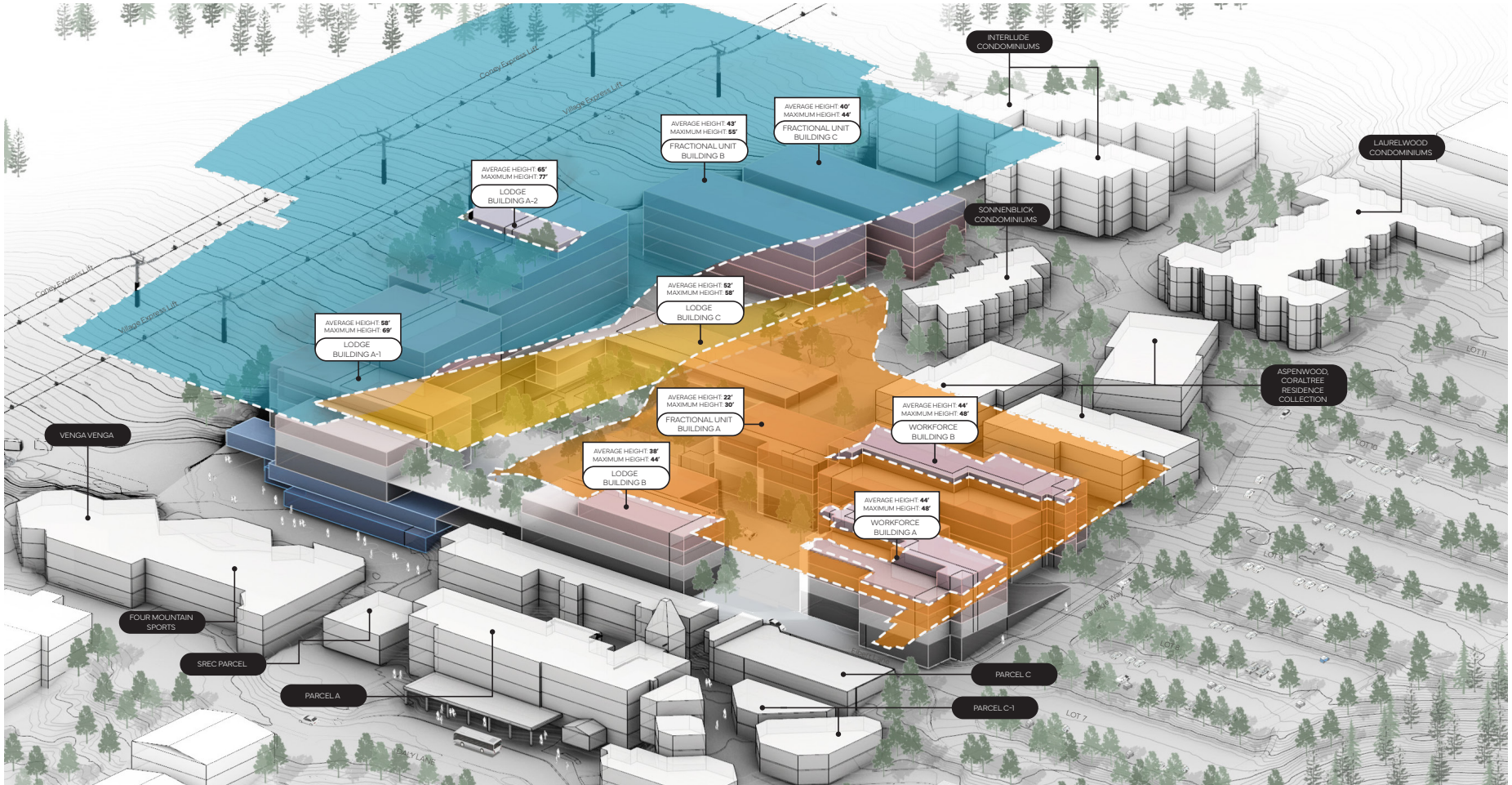


Interpolated Grade

2



3



- LEGEND**
- 69' Height from Interpolated Grade
 - View Easement (8664.68')
 - 45' Height from Interpolated Grade

Viewline Property View Looking Northwest

EXISTING CONDITION



Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

September 2, 2026

AGENDA ITEM:

Ritz Carlton (Elevated Snowmass, LLC) Sketch Plan Major PUD Amendment and Rezoning
– Public Hearing- Housing

PRESENTED BY:

Carlton Henry, Senior Planner

Michelle Bonfils Thibeault, AICP, Community Development Director

BACKGROUND:

On March 16, 2026, Town Council and the Planning Commission reviewed and commented on a Pre-Sketch Application presentation by Elevate Snowmass, LLC (the “Applicant”) to redevelop the existing Viewline Resort (consisting of the Viewline Hotel, Snowmass Conference Center, and Wildwood Lodge) with a proposed 167 traditional lodge keys, 61 fractional units, conference center with meeting rooms, 125 on-site workforce housing units, and subgrade parking and centralized deliveries facilities. The proposed redevelopment will require a Major PUD Amendment and Rezoning (the “Application”).

On May 11, 2026, Town Staff received an initial submittal from the Applicant for a Sketch Plan Application for Major PUD Amendment and Rezoning; Staff received an amended and resubmitted Application on June 2, 2026. On July 20, 2026, the Application advanced to Sketch Plan with a joint presentation to Town Council and the Planning Commission.

On August 5, 2026, the first Sketch Plan public hearing was held with the Planning Commission. Additionally, the Applicant and the Planning Commission conducted a site visit to review the

elements of the proposal in relation to existing conditions. The public hearing was continued to August 19, 2026.

On August 19, 2026 a continued Sketch Plan public hearing was held, with a focus on the lodging aspect of the Application. The public hearing was continued to September 2, 2026.

Due to the size and scale of the Application, Staff and the Applicant have agreed to presentation of the Application materials in segments to allow for deeper, more detailed discussion.

The proposed review schedule, subject to change, is as follows:

- August 5, 2026 Site Visit (*completed*)
- August 19, 2026 Discussion and review of lodge component (*completed*)
- September 2, 2026 Continued discussion and review of lodging component
- September 2, 2026 Discussion and review of the housing component
- September 16, 2026 Discussion and review of conference space and commercial component
- October 7, 2026 Conclusive review and consideration of draft Resolution

This is an estimated review schedule, which may be modified as directed by the Planning Commission.

The Application is available here: [Ritz Carlton \(Viewline Redevelopment\) Sketch Plan PUD Application](#)

PROCESS:

In accordance with Section 16A-5-320 of the Land Use Code, the Sketch Plan review is an opportunity for the Town and the Applicant to engage in an exploratory discussion of a development proposal. Following are the eight criteria for Sketch Plan review and the associated Staff findings specific to the Housing aspect of the application; review of the lodging, fractional ownership, conference center, workforce housing, and commercial aspects will be analyzed in separate reports:

1. Generally appropriate use at a specific location

The subject property runs the length of Elbert Lane and Fall Lane, generally bounded by Carriage Way to the northwest and Fanny Hill to the southeast. Additionally, a portion of the property is upslope, abutting the ski slope between Fall and Gallum Lanes as indicated in red below.



Figure 1: Vicinity Map

One hundred and twenty-five (125) deed-restricted on-site workforce housing units are proposed as part of the Application. The proposed housing use is clustered in two residential buildings between Elbert and Fall Lane, at the western end of the property.

Staff Finding: *Staff finds that on-site housing mitigation is an appropriate use of the property. Providing 125 on-site workforce housing units associated with the employment generated by the proposed lodging and commercial uses reflects best practices in inclusionary housing development. Provision of on-site housing units also decreases the demands on transportation infrastructure, such as streets, parking, and transit infrastructure. The Applicant has proposed the inclusion of housing as a permitted use in the associated PUD Amendment language.*

2. Consistency with Comprehensive Plan

The subject property is located in the West Village Comprehensively Planned Area (CPA) identified in the 2018 Comprehensive Plan (p. 22). Goals of the CPA specific to the housing use proposed in the subject application include:

- Increased mixed-use activities should be encouraged here to leverage vitality in the area.
- Recognize the West Village as a tourist focused neighborhood that could support both free market and employee housing.
- Incentivize the revitalization/modernization of older buildings and short-term lodging properties.

With regard to the Strategic Initiative Goal E. Expand Housing Choice & Affordability, the following objectives are applicable to the proposed residential development:

- E.1 Focus New Housing within the Nodes – Based on the limited land available for development in 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...
- E.2 Provide More Employee Housing — ...maintain an appropriate housing mitigation standard for new construction in the Village...

Staff Finding: *The development of 125 units of workforce housing adjacent to the Mall will generate vibrancy, economic activity, and significantly support the sustainability of the West Village commercial uses. The proposed workforce housing supports, and does not conflict with, the West Village CPA goals or the Strategic Initiatives listed in the 2018 Comprehensive Plan. The application generally is consistent with the Comprehensive Plan.*

3. Generally appropriate architectural mass, scale and density and related common or dedicated open space

The two proposed residential buildings are situated towards the western end of the property where the Wildwood Lodge buildings currently stand.

The current zoning is a legacy zone district known as Special Planning Area 1 (SPA-1). Redevelopment in SPA-1 requires rezoning to establish zoning. The proposed application includes a rezoning to the Mixed Use-2 Zone District of which the purpose “is to provide visitor services and accommodations, recreation, office, community and visitor servicing commercial and permanent resident housing, as appropriate to the site and compatible with the character of the surrounding area.”

In addition to a Rezoning request, the Application also proposes a PUD to govern the property. The Major PUD Amendment proposed through this Application would expand the PUD to include the existing Wildwood Lodge property. Dimensional requirements of the Mixed Use-2 Zone District are considered, as well as previous approvals and existing conditions, in evaluating the proposed dimensional variations by the Applicant as is stated in Sec. 16A-5-300:

“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.”

Mass and Scale: The Application proposes two residential buildings, referred to in the Conceptual Site Plan as Workforce Housing Building A and Workforce Housing Building B. These two buildings are situated parallel to Elbert Lane and Fall Lane, as compared to existing conditions of the Wildwood perpendicular relationship to Elbert and Fall Lanes. Workforce Housing Building A is situated along Elbert Lane, while Workforce Housing Building B is situated along Fall Lane.

Table 3: As-Built Development Summary

	Viewline Snowmass	Snowmass Conference Center	Wildwood Resort	Total
Guest Rooms (SF)	104,818	-	50,680	155,498
Commercial Support (SF)	-	1,600	2,535	4,135
Hotel Support (SF)	6,363	-	1,359	7,722
Hotel Function of Commercial Space	33,267	-	5,237	38,504
Retail/Restaurant	25,232	-	4,785	30,017
Conference	-	33,912	-	33,912
Subtotal Existing Floor Area (SF)	169,680	35,512	66,852	272,044
Number of Guest Rooms	254 keys	N/A	154 keys	407 keys
Average Size of Guest Rooms	403 SF	N/A	331 SF	367 SF
Workforce Housing Units	1 DU (315 SF)	N/A	7 DU (2,535 SF)	8 DU (2,866 SF)
Building Coverage	53,578.8 SF (1.23 acres maximum)	26,136 SF (0.06 acres maximum)	23,937 SF (0.54 acres)	103,651.8 SF
Open Space	44% (0.97 acres minimum)	0.224 acres minimum	53% (0.62 acres)	n/a
Building Height	69' (exceeds Town wide height limit by 31')	38' (8664.68' and 8694.68' maximum)	Approximately 45' (exceeds Town wide height limit by 7')	n/a
Number of Parking Spaces	17 spaces maximum (3,280 SF surface)	N/A	8 spaces (1 by entrance, 7 by Fall Lane)	25 spaces

Figure 2: Existing Condition, Wildwood Resort (Page 105 Sketch Plan Application, June 2, 2026)

The existing Wildwood Lodge consists of two mixed-use buildings, containing approximately 57,276 square feet of lodging space (154 keys), 4,785 square feet of commercial space, and seven (7) workforce housing units (2,535 square feet). The existing as-built condition, as shown above, contains 66,852 SF of finished floor area.

The proposed site plan proposes 4-5 levels above grade with 1 sub-grade level. An average height of 44' above grade, with a maximum height of 48' above grade is proposed, which accommodates four stories of residential use. As noted, the average height of Workforce Housing Buildings A & B is 44 feet, with elements stepped back that top out at 48 feet or lower. The current Wildwood Lodge buildings include a maximum height of approximately 45 feet above grade; the Applicant is proposing an increase in maximum height to 48 feet through a change to the Planned Unit Development (PUD) Agreement and the aforementioned rezoning.

Consideration of height restrictions for the proposed development shall consider existing conditions, and the MU-2 dimensional requirements, as well as site constraints and visual impacts. Note that the Conceptual Site Plan provided at Sketch Plan level is conceptual; per Town Code, architectural details, elevations, and renderings are required at Preliminary Plan. The MU-2 dimensional requirements include a maximum height of 38 feet.

The Conceptual Site Plan proposes 24,216 square feet of residential space in Workforce Housing Building A, with 3,706 square feet of commercial space reserved at the ground floor level. Workforce Housing Building B is proposed to include 32,915 square feet of residential space.

Floor Area

The ratio of the total floor area of all proposed structures, by type, to the area of land within the development.

Table 13: Floor Area by Use Types

Structure ID	FAR by Type of Use ¹ by Building				Building Description
	Hotel/Lodge ²	Fractional Units	Commercial	Workforce Housing	
Workforce Housing Building A	-	-	3,706 0.019	24,216 0.127	Western Edge, Intersection of Elbert Lane and Carriage Way
Workforce Housing Building B	-	-	-	32,915 0.173	Western Edge, Intersection of Fall Lane and Carriage Way

Figure 3: Floor Area Table (Page 105 Sketch Plan Application, June 2, 2026)

Combined, the 57,131 square feet of workforce housing residential equates to a floor area ratio (FAR) of 0.3 across the entirety of the redevelopment site. See figures below:

Table 14: Floor Area Summary

Lot Area	Hotel/Lodge	Fractional Units	Commercial	Workforce Housing	Floor Area
190,357.2 sq ft	187,301 sq ft 0.984	101,282 sq ft 0.532	18,591 sq ft 0.098	57,131 sq ft 0.300	364,305 sq ft 1.914

Figure 4: Floor Area Summary Table (Page 105 Sketch Plan Application, June 2, 2026)

Staff Finding: *The proposed Major PUD Amendment seeks to rezone the portion of the subject property currently zoned SPA-1 to MU-2/PUD in order to accommodate the portion of the site not currently captured by the PUD or established Town zoning. Staff finds that the height proposed, including the step back massing of the top floor, to accommodate additional workforce housing is consistent with development within the West Village CPA and the height of the surrounding uses.*

Regarding FAR, Staff finds that the FAR dedicated to housing is consistent with development within the West Village CPA; however, Staff recommends that Planning Commission consider the FAR in terms of the whole development, however, it should be noted that the proposal would reduce the floor area from the two existing Wildwood Lodge buildings to the two proposed Workforce Housing Buildings A & B from 66,852 SF to 57,131 SF.

Centralized Delivery Facility:

The Applicant has proposed the construction of a subgrade centralized loading/delivery facility for use by the development and adjacent property owners, with access taken from Elbert Lane, directly underneath Workforce Housing Building A. The proposed 14,240 square foot dock would be located below grade underneath Workforce Housing Buildings A & B to create a grade separation and functional efficiency for heavy vehicles. The goal of this design is to enhance the aesthetic and functional nature of the built condition by reducing negative externalities from high-intensity commercial/lodging use. The subgrade dock seeks to limit vehicular conflicts and limit pedestrian/vehicular conflicts by keeping the adjacent rights-of-way clear of large delivery vehicles. This proposed condition would also improve the general aesthetic condition in the West Village. The centralized delivery facility may also provide a community benefit by offering usage of the facility by adjacent properties.

Staff Finding: *The conceptual design for the centralized delivery facility is unprecedented in the Town of Snowmass Village. Staff believes the concept offers inherent benefits to the redevelopment proposal and the greater West Village neighborhood.*

Density and Open Space:

Please note that the density calculations between the existing use on the Wildwood Lodge property and the proposed development of Workforce Housing Buildings A & B consider different uses. The existing uses on the Wildwood Lodge include 200 square feet of retail commercial space, and 4,585 square feet of restaurant/service commercial space in addition to 154 lodge keys. The proposed use for Workforce Housing Buildings A & B considers 125 workforce housing units, equating to 57,131 square feet and 3,706 square feet of commercial space.

With regard to the density

- Existing: 154 Wildwood keys, average room size 331 sq.ft.
- Proposed: 125 WFH units, average room size 457 sq.ft.

The application proposes 1.57 acres total open space, or 36% of the total site (+/- 4.5 acres). This exceeds the Mixed Use-2 Zoning requirement of 25%.

The Silvertree Hotel PUD is specific to the original property (requiring 44% open space) and does not consider the area of the Wildwood or extents of the former Eldorado property and therefore comparison of the proposed to the existing PUD requirements is not applicable.

Staff Finding: *The proposed workforce housing portion of the development is generally less intensive than the existing use with regard to density.*

Staff would recommend that the Planning Commission consider open space provision across the development as a whole.

Setbacks and Encroachments:

The Applicant has proposed 5' setbacks along the southern and western-most boundaries of the property (along Falls Lane and Carriage Way), with a zero-foot setback along Elbert Lane.

Additionally, the Applicant is currently showing an encroachment of Workforce Housing Building B, across the property line.

Staff Finding: *Staff finds, as noted in the Public Works and Engineering memo, that the setbacks as shown adjacent to Workforce Housing Buildings A & B must be a minimum width of 10 feet. This comment is advisory as sightlines and turning radii must be verified at Preliminary Plan. Staff*

notes that any proposed building encroachments onto Town property (i.e. parking spaces on Fall Lane) shall be further reviewed at Preliminary Plan.

(4) Consideration of natural resources on the site

The subject property is fully developed with similar uses. Geotechnical analysis is a requirement of Preliminary Plan to understand specific conditions related to redevelopment and construction considerations.

Similarly, the subject property is not located in sensitive wildlife habitat areas, floodplain or wetland areas or geologic hazard areas.

The Brush Creek Impact Area is loosely defined on an exhibit map in the Comprehensive Plan and may extend over small portions of the subject property. The site has been developed and improved upon since the late 1970s. Geotechnical analysis is a requirement of Preliminary Plan to understand specific conditions related to redevelopment and construction considerations.

The subject property does include steep slopes greater than 30% grade, consistent with slopeside development in the West Village. The subject property was subdivided prior to January 1, 1987 as noted as a threshold date for development in areas containing slopes greater than 30% per Sec. 16A-4-50(d)(2). Geotechnical analysis is a requirement of the Preliminary Plan application to understand specific conditions related to redevelopment and construction considerations.

Staff Finding: *The proposed redevelopment of a fully constructed site supports the Comprehensive Plan goal of redeveloping existing properties in the West Village CPA. Redevelopment of existing properties limits disturbance of undeveloped areas in the Town. Geotechnical analysis is a requirement of Preliminary Plan to understand specific conditions related to redevelopment and construction considerations.*

(5) Access and circulation

Pedestrian Movement:

The subject property directly abuts the Mall, which is a primary pedestrian access to the ski slope. The subject property runs the length of both Elbert and Fall Lanes, where the Applicant has proposed improvements to the pedestrian circulation.

Related to the workforce housing portion of the proposal, the Applicant has proposed improvement to the pedestrian infrastructure along the adjacent right-of-way and pedestrian circulation through the site, both across the site (generally north-south) and bisecting the property (generally east-west).

Staff Finding: *Visual connection to the ski slope is an important aspect of the pedestrian circulation plan. Pedestrian paths connecting the public from Carriage Way to the ski slope should not be impeded by navigation around or through private buildings, and sightlines should be maintained where possible.*

Vehicular Movement:

Vehicular movement for users of the workforce housing development is not proposed through the site, but rather along the adjacent rights-of-way in order to access the underground parking for residents.

Staff Finding: *The conceptual pedestrian and vehicle circulation throughout the site has been reviewed by Development Review Team which includes emergency services, Transportation, Public Works, Parks Open Space Trails, and Community Development. The general concept of the site circulation is considered generally acceptable however detailed vehicle movements, multiple easements and public right-of-way considerations will need to be further addressed at Preliminary Plan.*

(6) Parking

The existing Viewline Resort, Snowmass Conference Center, and Wildwood properties function with limited on-site parking, through utilization of the numbered lots and required shuttle service for hotel guests. Seventeen (17) surface parking spaces at the Viewline and eight (8) parking spaces at the Wildwood (25 total) exist today. The parking approvals for the existing conditions were implemented as part of the Silvertree Hotel PUD (Ordinance No. 24 Series of 1986) prior to the effective date of the Snowmass Development Code (September 2, 1998). Expansion of uses

approved prior to the 1998 adoption of the Development Code are required to meet Sec. 16A-4-310 Off-Street Parking Standards for expanded areas.

The construction of a large, subgrade parking structure is proposed to accommodate some of the parking needs of the proposed development. A total of 252 parking spaces are proposed to be constructed in the parking garage, with 63 parking spaces reserved for Workforce Housing Buildings A & B, or approximately 0.5 spaces per unit (125 units proposed). 61 bicycle parking spaces are also proposed.

The Applicant proposes continued purchase of parking spaces from the numbered lots for continued off-site parking mitigation.

Staff Finding: *The Applicant has proposed 0.5 spaces/unit for the workforce housing use, which equates to half of the spaces required per the Town Code. Staff would recommend that the Applicant dedicate more of the proposed parking towards the full-time residents of the development, the residents of Workforce Housing Buildings A & B.*

(7) Proposed timetable for the development

Timetable

The proposed timetable and phasing for the development, identifying the number of anticipated PUD filings.

The development anticipates one PUD filing with the following schedule.

- + Pre Sketch Plan Submittal: January 2026 (Complete)
- + Sketch Plan Submittal: May 2026
- + Sketch Plan Review: June 2026 – December 2026 (6 months)
- + Preliminary Plan Submittal: December 2026 – March 2027 (3 months)
- + Preliminary Plan Review: March 2027 – October 2027 (8 months)
- + Final Plan Submittal: November 2027 – February 2028 (4 months)
- + Final Plan Review: March 2028 – June 2028 (4 months)
- + Anticipated Groundbreaking: Autumn 2028
- + Anticipated Opening: Spring/Summer 2031

Figure 5: Anticipated Development Timeline (Page 111 Sketch Plan Application, June 2, 2026)

The Applicant proposes a single, coordinated construction effort across the property as described in the following excerpt from the application:

(8) Consideration of the proposed concepts relative to promoting public health, safety and welfare.

The subject property is located in the West Village Comprehensively Planned Area (CPA) identified in the 2018 Comprehensive Plan (p. 22). Goals of the CPA specific to the housing use proposed in the subject application include:

- E.1 Focus New Housing within the Nodes – Based on the limited land available for development in 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...
- E.2 Provide More Employee Housing — ...maintain an appropriate housing mitigation standard for new construction in the Village...

Employee Generation:

Sec. 16A-4-410 Workforce Housing Requirements defines mitigation calculations for 100% employee generation by development and redevelopment. Furthermore, to support the Comprehensive Goal to promote redevelopment of aging buildings, 16A-4-410(e)(1) provides a credit towards housing mitigation requirements of up to 115% based on existing square footage.

The 115% credit for the existing Viewline Resort, Snowmass Conference Center, and Wildwood commercial uses results in a credit toward 389 employees as calculated below:

TABLE 16: Existing Development -- Commercial Viewline					
Finished Sleeping Area					
HOTEL/LODGE USES	# of FSA	Employee Gen Rate	100% Factor	115% Factor	
Viewline FSA	254	0.38	96.52	110.998	
Conference Center	0				
Wildwood FSA	153	0.38	58.14	66.861	
SUBTOTAL			155	178	credit for existing development
COMMERCIAL (Viewline)	Area (SF)	Employee Gen Rate per 1,000 SF	100% Factor	115% Factor	
Commercial, General Retail	11,527	4.93	56.83	65.35	
Office, Finance		1.97			
Office, Property Management		4.93			
Restaurants	10076	5.9	59.45	68.37	
Conference Center		0.97			
Health Club, General		0.96			
Health Club, Spa	2194	1.97	4.32	4.97	
SUBTOTAL			121	139	credit for existing development
CONFERENCE CENTER	Area (SF)	Employee Gen Rate per 1,000 SF	100% Factor	115% Factor	
Conference Center	35,512	0.97	34.45	39.61	credit for existing development
COMMERCIAL (Wildwood)	Area (SF)	Employee Gen Rate per 1,000 SF	100% Factor	115% Factor	
Commercial, General Retail	200	4.93	0.99	1.13	
Office, Finance		1.97			
Office, Property Management		4.93			
Restaurants	4585	5.9	27.05	31.11	
Conference Center		0.97			
Health Club, General		0.96			
SUBTOTAL			28	32	credit for existing development
TOTALS			337.74	388.40	credit for existing development

Figure 6: Existing Development Employee Generation Calculations, Staff Worksheet

The proposed redevelopment generates approximately 347 employees – or 42 fewer employees than the 115% mitigation credit for redevelopment. Employee generation is shown on Table 17 of the Application below:

Table 17: Proposed Development Employees Generation Calculations

	Area (SF)	Employee Generation	100% Factor
		Rate	
Hotel FSA	167	0.38	63.46
MR-2 Units	61	0.60	36.60
Commercial, General Retail	18,591	4.93	91.65
Office, Finance	-	1.97	-
Office, Property Management	-	4.93	-
Restaurants	17,501	5.90	103.26
Conference Center	38,462	0.97	37.31
Health Club, General	2,765	0.96	2.65
Health Club, Spa	5,695	1.97	11.22
Total	83,014		346.15

Figure 7: Proposed Employee Generation (Page 109 Sketch Plan Application, June 2, 2026)

Whereas under the existing mitigation housing redevelopment credit, no housing mitigation may be required of the proposed development, the Applicant is proposing 125 units of workforce housing.

Staff Finding: *Staff finds that on-site provision of workforce housing aligns with promotion of the public safety and welfare of the community. Providing quality workforce housing in close proximity to employment centers within the Town, promotes the feasibility of multi-modal transportation alternatives, economic health of employees in Snowmass Village, and quality of life for residents and visitors alike. Staff finds that the community benefit provided in the form of proposed workforce housing development is a substantial benefit to the welfare of the community and local economy.*

FINANCIAL IMPACT:

The Sketch Plan does not obligate the Town to approve future development(s) and therefore, there are no financial impacts associated with the land use process. Financial obligations of the development will be analyzed and reviewed during the formal PUD review process.

A financial impact analysis is required as a part of the Preliminary Plan application.

STAFF RECOMMENDATION:

Staff recommends the Planning Commission hear a presentation by Staff, the applicant, hear public comment, and hold discussion related to the Sketch Plan materials provided in the June 2, 2026 Application.

Recommended Motion: *"I motion to continue the public hearing for the Ritz Carlton Sketch Plan application to September 16, 2026."*

ATTACHMENTS:

A – Development Review Team (DRT) comments on Workforce Housing Uses



To: Michelle Bonfils, Community Development Director

From: Kevin Rayes, Housing Director

Date: August 26, 2026

Re: Sketch Plan PUD Ritz Carlton (Viewline) Land Use Application – Workforce Housing

Dear Michelle:

Thank you for the opportunity to weigh in on Sketch Plan PUD Ritz Carlton (Viewline) land use application – specifically the workforce housing component of the project.

Project Summary:

The application proposes up to 125 onsite deed-restricted workforce housing units. All studio units are contemplated; however, the applicant is open to adjusting unit sizes and configurations. Roughly half of the proposed units would be reserved for employees of the Ritz based in Snowmass, with the remaining half reserved for employees based at the St. Regis in Aspen. The application proposes 0.5 parking spaces per unit. The proposed parking ratio falls below the code's minimum studio parking requirement of 1 off-street space per studio. The application also seeks a height variance of up to four feet to accommodate building sections of up to 48 feet in height (the land use code allows a maximum height of 44 ft.).

Housing Department Comments:

Unit Mix

The Housing Department appreciates the applicant's thoughtful approach to providing a robust amount of housing for the employees that will be servicing the new development. As the applicant team continues to refine the project, it might be helpful to consider the types of units that are in highest demand within the Town's workforce housing program. As shown in Figure 1, one-bedroom units are in highest demand. Most applicants who requested a studio also requested a one bedroom, so some are double counted between the two-unit types. (Both unit types are often selected to increase chances of getting a unit sooner.) Two-bedroom units are also in high demand as folks with children or elderly parents seek extra space. While studios help increase overall density, they are generally less desirable for tenants. Many folks live in studio units request transfers to one-bedrooms on a regular basis as they quickly outgrow the limited space provided by a studio. The highest turnover of units we experience in our inventory

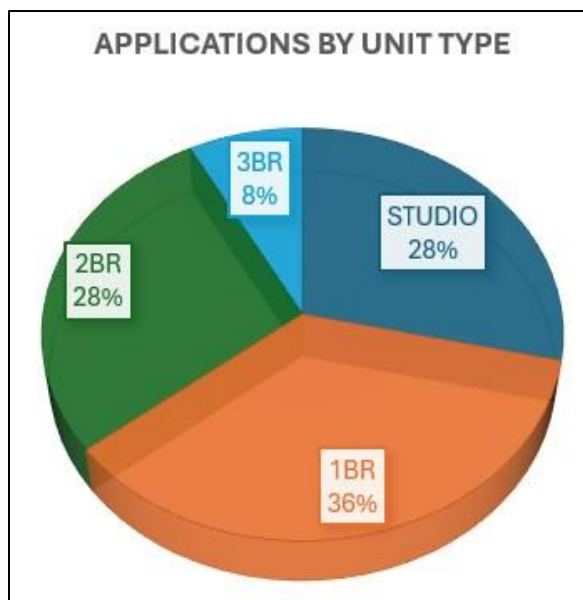


Figure 1: TOSV Waiting List

occurs within studio apartments. A community benefit to the town is for the applicant to develop housing that residents enjoy and stay in for many years. Housing intended for seasonal or part-time employees is not ideal and falls short of meeting the intent of the Town's workforce housing program. For this reason, the Housing Department recommends minimizing the number of studio units provided and instead focus on one-bedroom and two-bedroom units.

Considerations to Maximize Livability

Beyond unit type, the Housing Department recommends the applicant consider providing some combination of the following amenities to improve livability:

- Kitchen quality, including the layout, size and types of appliances provided can make a big difference for unit quality. The Housing Department would like to see the following improvements provided in each unit:
 - Minimum 30-inch-wide oven, 4-burner stovetop,
 - Dishwasher
 - Minimum 20 cubic foot refrigerator with freezer
 - Minimum 24 sq. ft. of counter space and a minimum of 15 ft. cubic ft. of cabinet space
- Washer dryer hookups
- Provide adequate storage. This means a closet in each bedroom and a closet in the common area (i.e., living room). Additional storage outside of each unit is recommended.
- Site porosity – Considering the relatively large number of units proposed, ensure there is sufficient “elbow room” on the site so tenants don't feel cramped.
 - Provide usable private outdoor spaces such as porches, upper floor decks, etc. These spaces should be at least six ft. deep and 50 sq. ft. in area
 - Provide shared outdoor gathering areas

Lease Restrictions

To ensure the proposed housing units align with the Town of Snowmass workforce housing program, units should be leased on a long-term basis, meaning leases should be no shorter than one year. No short-term rentals are allowed. Units should be rented at rates consistent with Town of Snowmass housing. Generally, this means rental rates should align with those set forth at Mountain View II. For context, in 2026, a studio rents for \$825/month, a one-bedroom rents at \$1,180/month and a two-bedroom at \$1,730/month.

As stated throughout this memo, the Housing Department believes providing up to 125 onsite workforce housing units to be a notable community benefit. With that said, half of the units are set aside for employees based in Aspen. Pursuant to Housing regulations, residents who work outside of Snowmass Village – whether in Aspen or unincorporated Pitkin County – do not qualify for workforce housing in Snowmass. (Once a Snowmass-based employee is in Snowmass housing, they can work anywhere in Pitkin County but cannot get into the housing program unless they work in Snowmass at the time of qualifying.) It is understandable that the applicant seeks first priority/discretion to lease units to Ritz employees. Setting aside half the units for St. Regis employees is a bigger ask. The Housing Department can support the concept, with the condition that if any of the 125 units are unfilled for 45 days or more, the Housing Department has the next priority to fill said units with a qualified applicant from the housing waitlist. Additional

conversation/collaboration is needed between the applicant and Housing to determine how this concept will be memorialized and enforced.

Parking

As previously mentioned, the application proposes 0.5 off-street parking spaces per unit, which falls below the code minimum of one off-street space per unit. Considering the project's central location in the village along with its proximity to transit, the feasibility of reducing parking is reasonable, subject to the conditions set forth by the Transportation Department (see Transportation Department Memo Dated 7/31/26). To complement Transportation's comments, the Housing Department supports adding WeCycle stations to the site. Housing also proposes increasing the number of bike spaces from 61 to 125 so there is at least one bike space per unit. Increasing bicycle parking could be considered additional storage for units so that folks do not need to keep bikes in their units. Ideally the bike storage would be covered/enclosed and have access to electrical outlets. Many of our residents use e-bikes so providing a secure location where the bikes can be charged would be a major benefit. Lastly, the Housing Department supports including a car share service to the site.

The Ritz-Carlton Snowmass Redevelopment Major PUD

Sketch Plan Application Review



THE RITZ-CARLTON

Planning Commission Meeting – Workforce
Housing Programming
September 2nd, 2026



ELEVATED RETURNS

DESIGNWORKSHOP

Today's Agenda

Road Map - Workforce Housing Programming

+ CHALLENGES + DEVELOPMENT OPPORTUNITY

Design Strategy

+ WORKFORCE HOUSING CONCEPTUAL SITE PLAN

Development Plan + Programming

+ DEVELOPMENT CALCULATIONS

Development Code Review

+ VARIANCE REQUEST

Dimensional Limitations + Parking Allocation



Workforce Housing Consistent with Code



**Develop Sustainable
Infrastructure for a
Year-Round Economy**



**Improve Connection to
the Public Realm**



**Increase Availability of
Workforce Housing**



**Improve Connectivity
Between the Village
and Ski Mountain**



**Celebrate Community
Character**

The proposed uses are consistent with the existing operation of the properties and pose a substantial opportunity to transform the development into one that is economically viable, can have year-round activation, and enhance the long-term sustainability and community value of the site, all while strengthening its position as a vibrant, four-season destination.

Alignment with Plans

JUST BIG ENOUGH

"Recognize the West Village as a tourist focused neighborhood that could support both free market and employee housing."

- WEST VILLAGE CPA

GOAL E. EXPAND HOUSING CHOICE AND AFFORDABILITY

E.2 Provide More Employee Housing

As its primary housing goal, provide housing for 70 percent of full-time, year-round employees (60 percent of total employees).

- COMPREHENSIVE PLAN



Why Now?

Operational Challenge

+ **Lack of Existing Housing On Site**

Existing development has just 8 units on site

Impacts ability to attract and retain workers

+ **Operational Challenges**

Aging infrastructure requires continual maintenance and repair beyond what is expected for general upkeep

Parking spaces and drop off areas are over-constrained and inadequate

Existing Workforce Housing

AS BUILT DEVELOPMENT SUMMARY

	Total
Guest Rooms (sf)	155,498
Commercial Support (sf)	4,135
Hotel Support (sf)	7,722
Hotel Function of Commercial Space	38,504
Retail/Restaurant	30,017
Conference	33,912
Subtotal Existing Floor Area (sf)	369,788
Number of Guest Rooms	407 keys
Average Size of Guest Rooms	367 sf
Workforce Housing Units	8 DU (2,866 sf)
Average Size of Workforce Housing Units	358 sf
Number of Parking Spaces	25 spaces



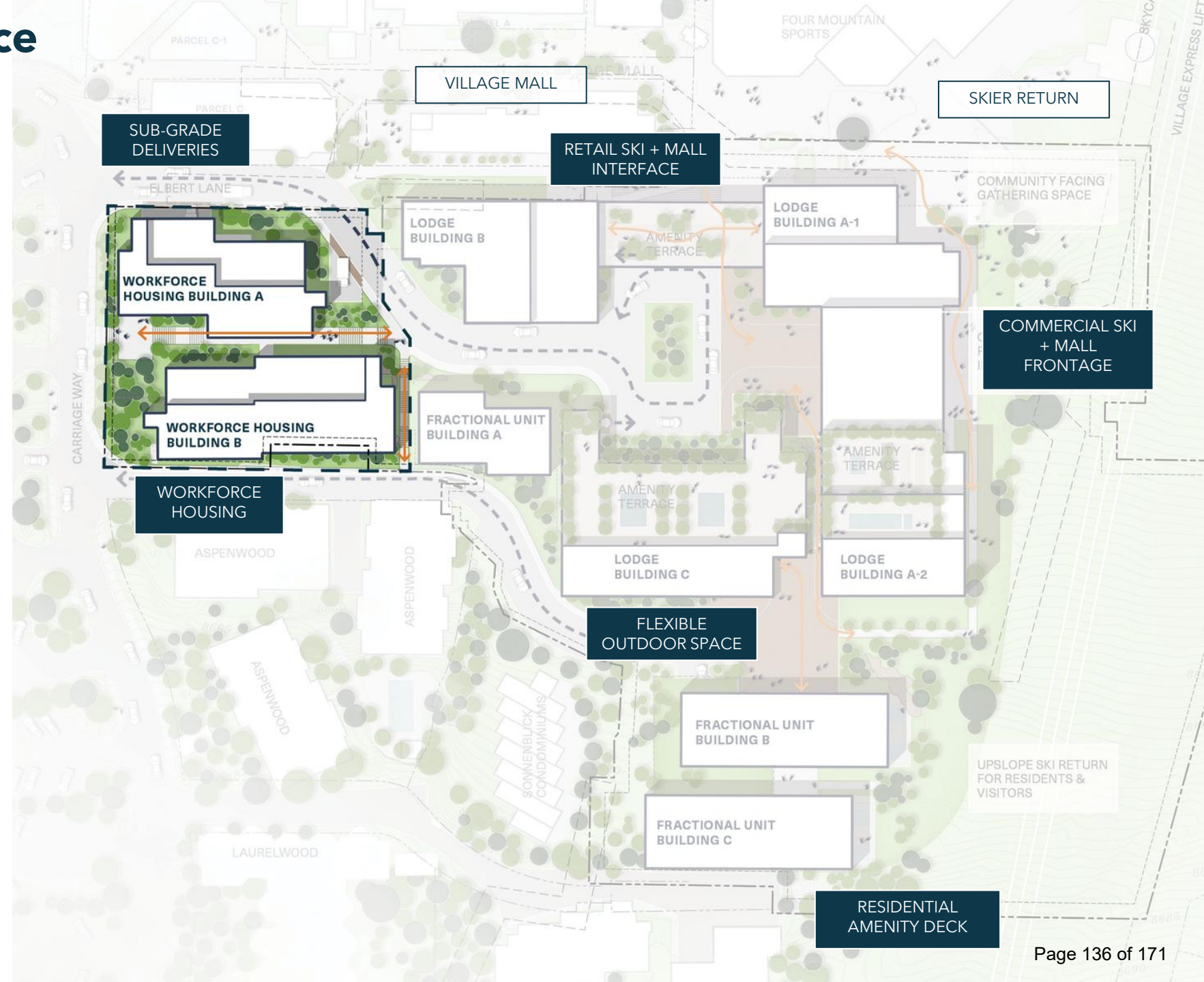
Proposed Workforce Housing

125 On-Site Workforce Housing Units. (57,131 sq ft)

Unit Distribution. Intend housing units to be allocated to Marriott employees with the remainder allocated for essential Town employees.

Connection to Transit. Use of Town of Snowmass Village public transportation is encouraged, although some parking provided on property for employees.

- ✓ Provide workforce housing units integrated within the redevelopment.
- ✓ Provide housing opportunities that support employees working within Snowmass Village.
- ✓ Contribute to the Town's workforce housing supply targets.
- ✓ Support long term stability of the local tourism workforce.



Workforce Housing Comparison

AS BUILT DEVELOPMENT SUMMARY

	Total
Guest Rooms (sf)	155,498
Commercial Support (sf)	4,135
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Average Size of Guest Rooms	367 sf
Workforce Housing Units	8 DU (2,866 sf)
Average Size of Workforce Housing Units	358 sf
Number of Parking Spaces	25 spaces

SKETCH REDEVELOPMENT SUMMARY

	Total
Guest Rooms (sf)	98,595
Fractional Units (sf)	101,282
Commercial Support (sf)	-
Hotel Support (sf)	24,283
Hotel Function of Commercial Space	5,774
Retail/Restaurant	38,778
Conference	38,462
Subtotal Proposed Floor Area (sf)	480,437
Number of Guest Rooms	167
Average Size of Guest Rooms	590 sf
Number of Fractional Units	61 units
Average Size of Fractional Units	1,660 sf
Workforce Housing Units	125 DU (57,131 sf)
Average Size of Workforce Housing Units	457 sf
Number of Parking Spaces	252

INCREASE OF
CONFERENCE SPACE BY
13.4%

INCREASE LODGE UNIT
SIZE BY **60.8%** ON
AVERAGE

INCREASE WORKFORCE
HOUSING UNITS BY
1,462%

INCREASE PARKING
SPACES BY **908%**



Community Benefit

Mitigating Housing Needs in Snowmass

WHEREAS, according to the Housing Needs Assessment currently underway, the existing shortage of housing is 300 units, with a 208-unit estimated additional need for housing to satisfy future employment demand, bringing the total shortage to 508 units;

- ORDINANCE NO- 1, SERIES OF 2025



Formula for Redevelopment

Requirement for Provision of On-Site Housing

Redevelopment. (Number of post-redevelopment employees generated x 448 square feet x 100%) minus (Number of existing pre-redevelopment employees generated minus existing FTE employees housed x 448 square feet x 100% x 115%)

- ORDINANCE NO- 1, SERIES OF 2025

(346.15 x 448 sq ft x 100%) minus ((388.40 - 8) x 448 sq ft x 100% x 115%) = -18,929.36 sq ft

Number of post-development employees

Number of existing pre-development employees

Required sq ft for Workforce Housing

57,131 sq ft Workforce Housing Proposed

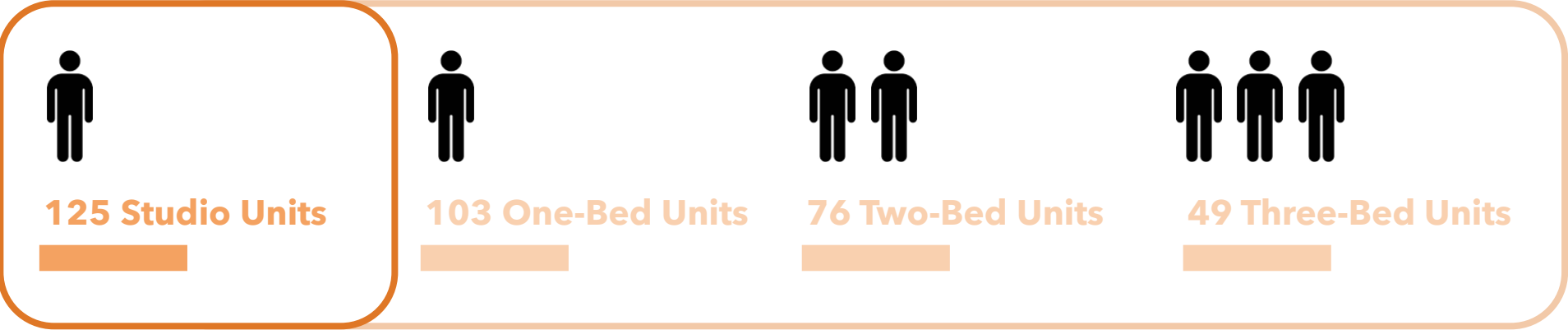
Unit Mix – Current Sketch Plan Proposal

Configuration of Housing

Type of Unit	Minimum Size (sq ft)	Maximum Size (sq ft)
Studio	448	550
One-Bedroom	550	750
Two-Bedroom	750	1,080
Three-Bedroom	1,150	1,350

Total Housing Sq Ft

57,131 sq ft
Workforce Housing
Development
Programming



In Demand Unit Mix

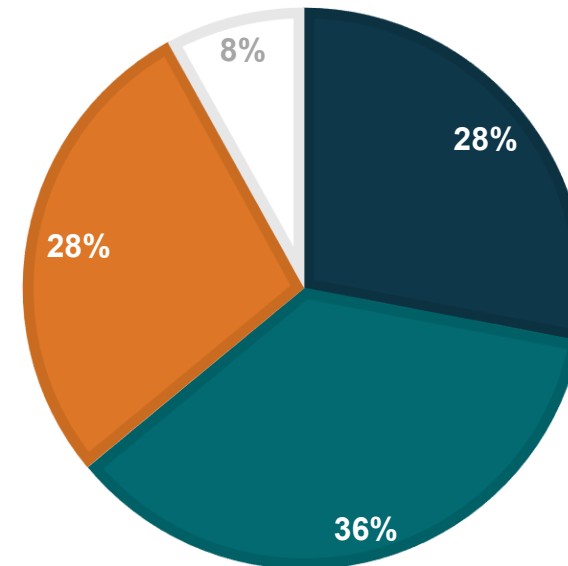
The Housing Department has indicated that the most desired unit type is a 1-bedroom unit, with 2-bedroom and studio units the second most sought after unit, and 3-bedrooms the least desirable.

Studio units experience the highest rates of turnover. Often moving to a 1-bedroom unit after quickly outgrowing the space.

2-bedroom units serve families with young children or individuals caring for elderly parents.

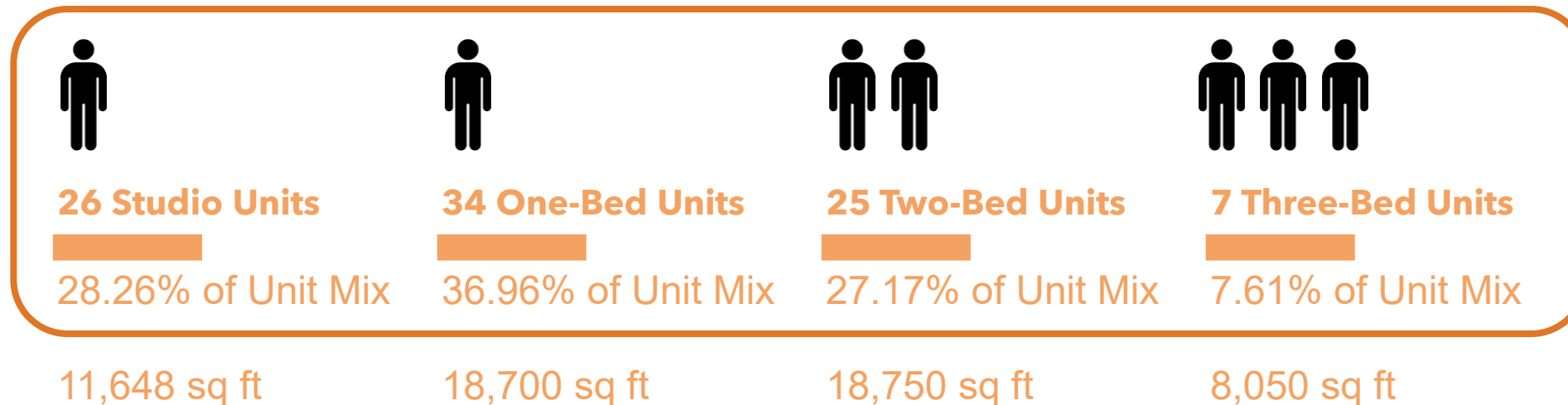
APPLICATIONS BY UNIT TYPE

■ Studio ■ 1-Bedroom ■ 2-Bedroom ■ 3-Bedroom



Unit Mix – Alternative Allocation Response to Housing Department

Configuration of Housing Provisions



Development calculation based on the desired unit mix provided by the Housing Department generates a total of **92 workforce housing units** in the above allocation per unit type.

DRT Comments

Employee Unit Livability

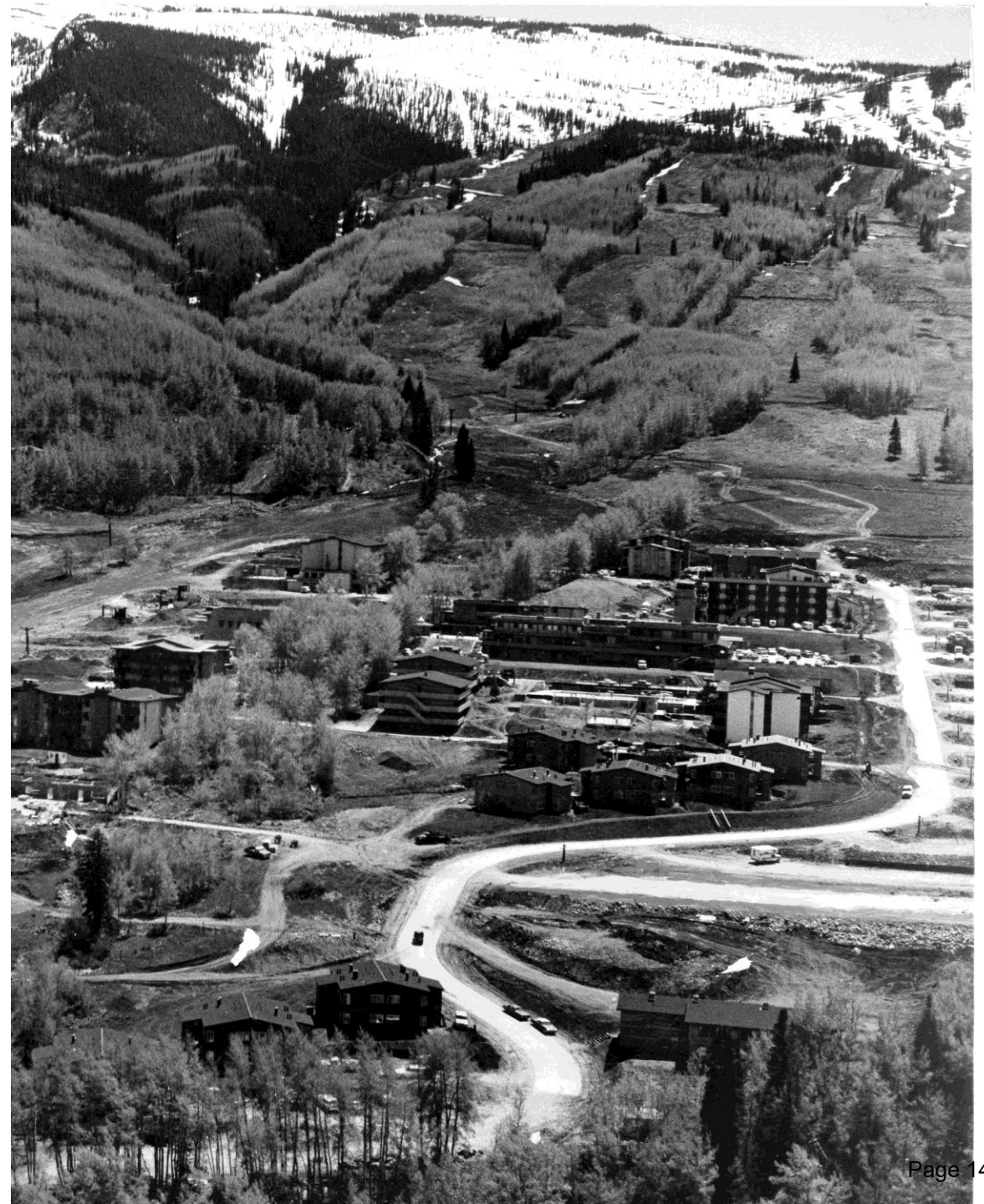
- + **Kitchen Quality.** Each unit will include kitchen space with adequate facilities, including appliances and counter space.
- + **Washer Dryer Hookups.** On site or shared laundry facilities will be incorporated into the overall design of the workforce housing buildings.
- + **Adequate Storage.** Storage allocations within each unit will be provided, including closets within bedroom spaces. Floor plans of the proposed units will be shared at Preliminary Plan.
- + **Site Porosity.** Outdoor space will be allocated to the workforce housing buildings and will be reviewed as a comprehensive site plan at Preliminary Plan.



DRT Comments

Unit Eligibility

- + **Marriott Employees.** A number of units will be allocated to Marriott employees working on site at the Ritz Carlton or working at both the Ritz Carlton in Snowmass and the St. Regis in Aspen.
- + **Essential Town Employees.** Remaining units will be allocated to the Town of Snowmass workforce housing program waitlist, with priority given to employees that are considered “essential employees”.



DRT Comments

On-Site Parking

- + **Personal Vehicle Parking.** The application allocated **65 parking spaces** for workforce housing units.



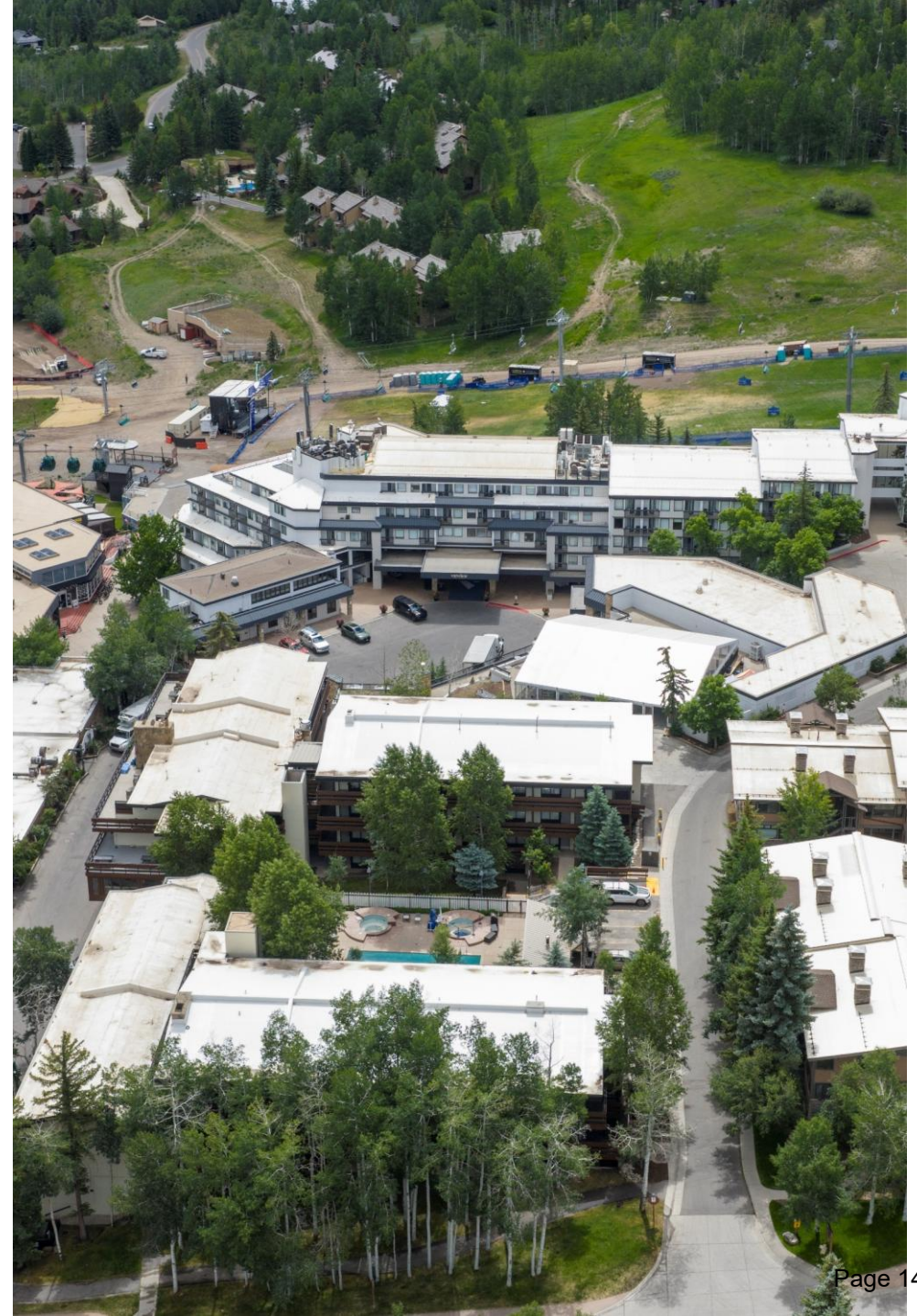
Application
Proposal

65 spaces / 125 units
0.5 parking spaces per
unit

Alternative
Calculation

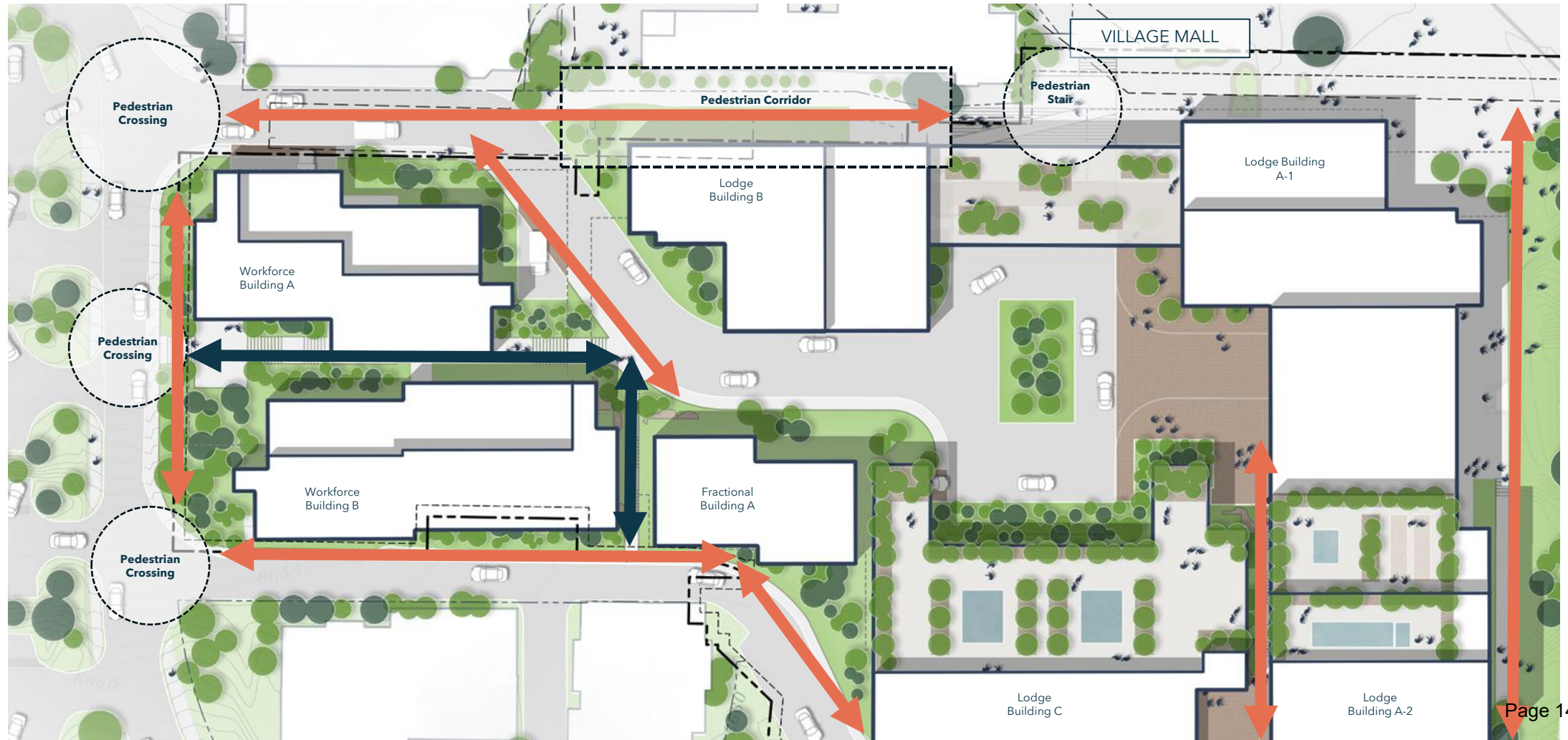
65 spaces / 92 units
0.7 parking spaces per
unit

- + **Bike Parking.** The application allocated **61 bike parking spaces** for the redevelopment.

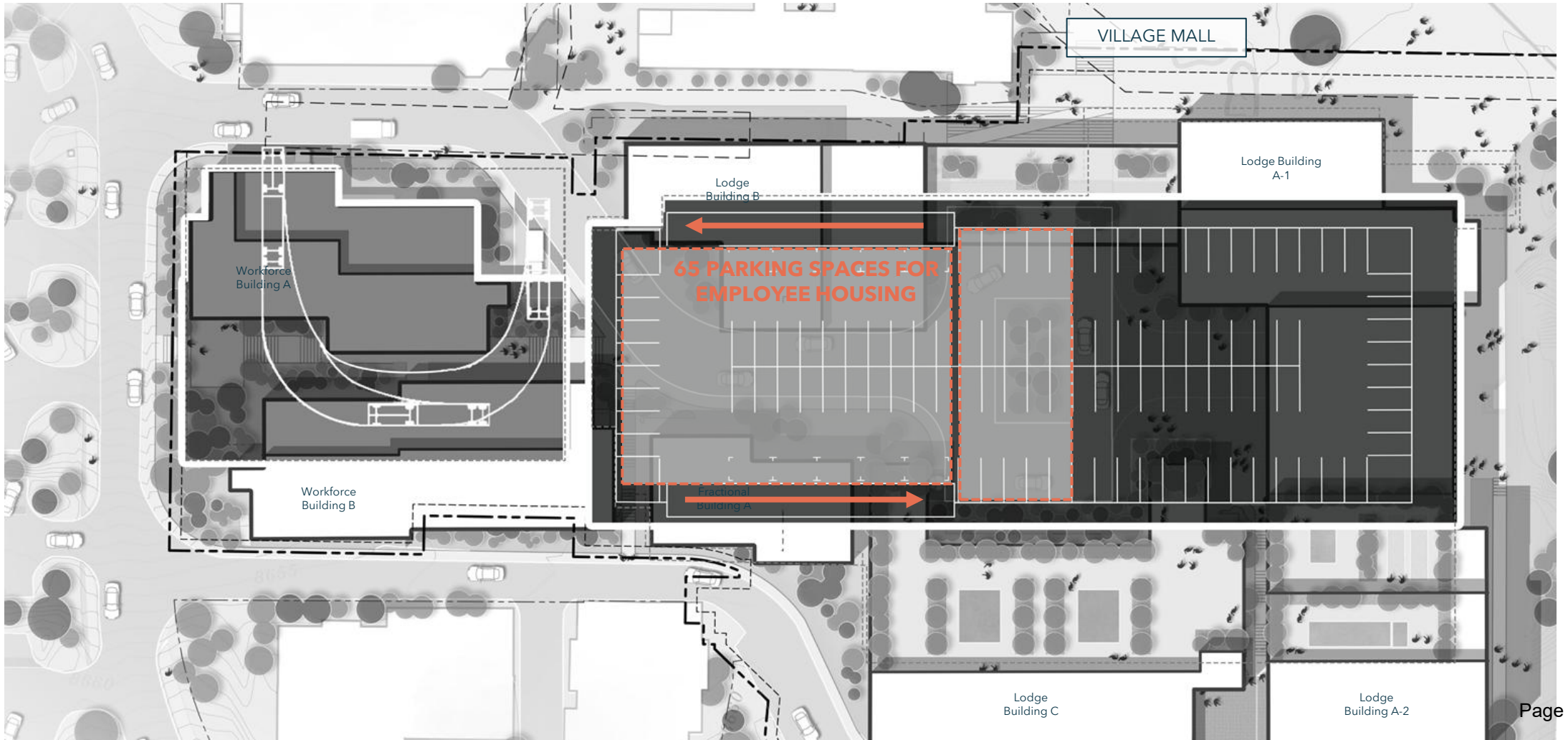


Design Strategy

Safe Pedestrian Circulation



Workforce Housing Parking



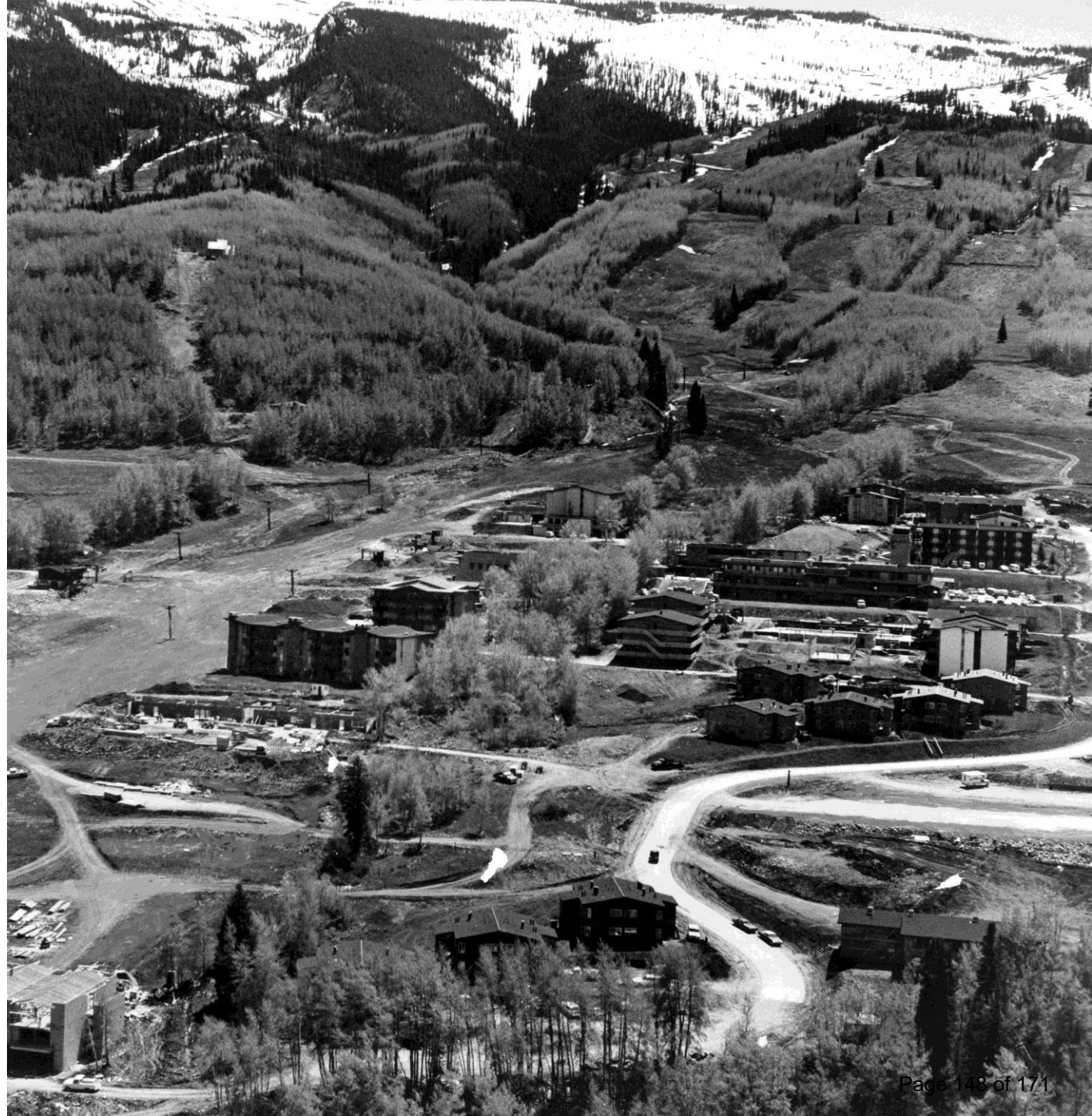
Variance Requests

- + Allow Creativity
- + Allow Variation
- + Maximize Choice
- + Preserve Natural Features
- + Creating Efficient Land Use Patterns
- + Ensure Public Input
- + Increase Community Value

Dimensional Limitations

- + Height
- + Allowable Floor Area
- + Setbacks

Parking



Height Variance

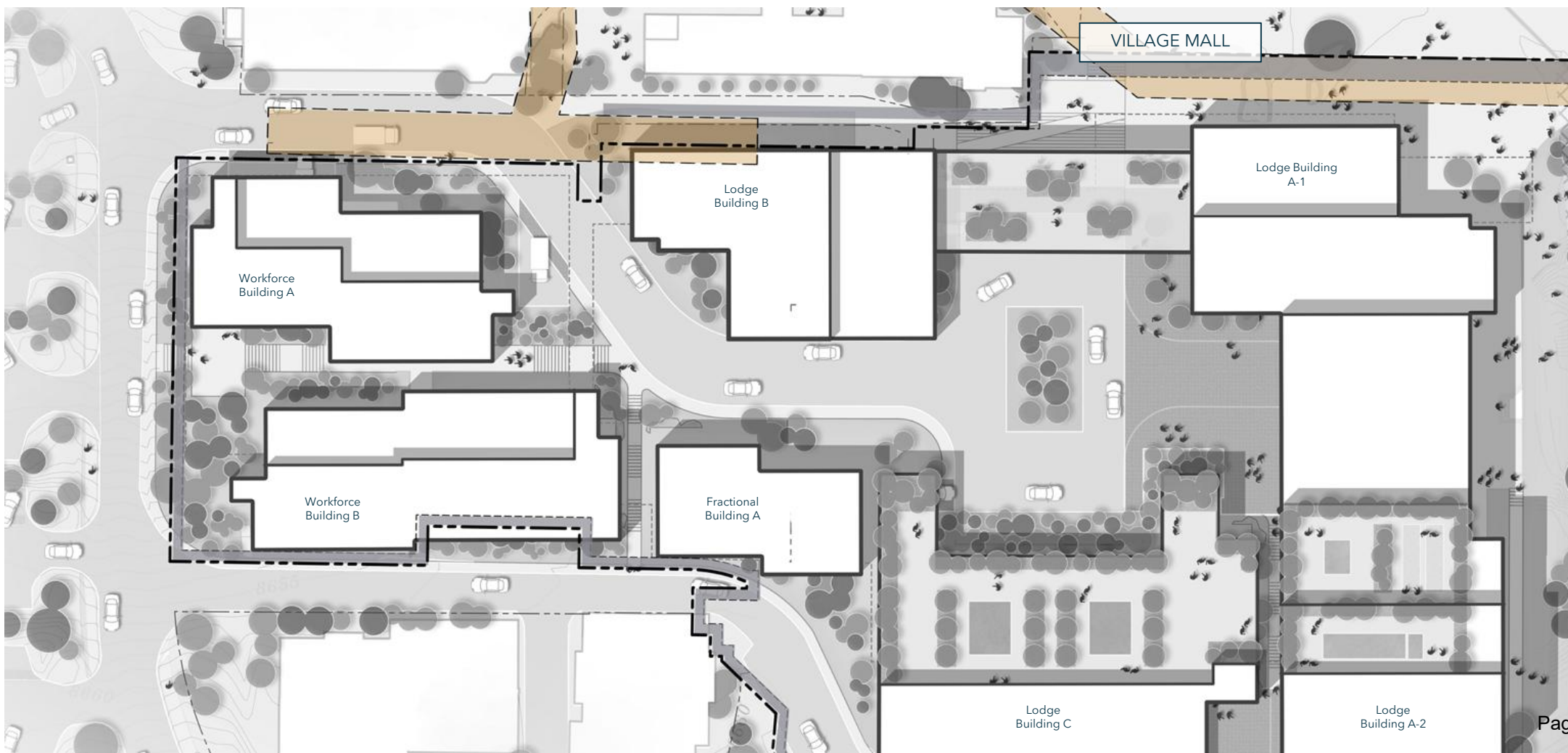
Meeting Community Needs

- + **Centralized Delivery Facility.** The facility occupies Level 1 of Workforce Housing Building A and B in a subgrade space, with increase floor to floor space to accommodate truck movement for loading, unloading, and trash removal.
- + **Floor to floor height.** There are four levels of workforce housing units across the Building A and B to maximize the number of units that can be provided.
- + **Mix of Unit Types.** The application includes studio units, but the final distribution of units is intended to include studio, 1-bedroom, 2-bedroom, and 3-bedroom units.

- + Today, the Wildwood property is entitled to approximately 45' height.
- + **75% of the existing building** breaches the 38' listed in the underlying zone height.
- + Without a consistent base measurement of height for this site due to regrading and redevelopment since 1967, **we are using interpolated (pre-development) grade.**
- + Town Council may grant a height variance by a majority vote.

Setback Variance

Creating a Pedestrian Core

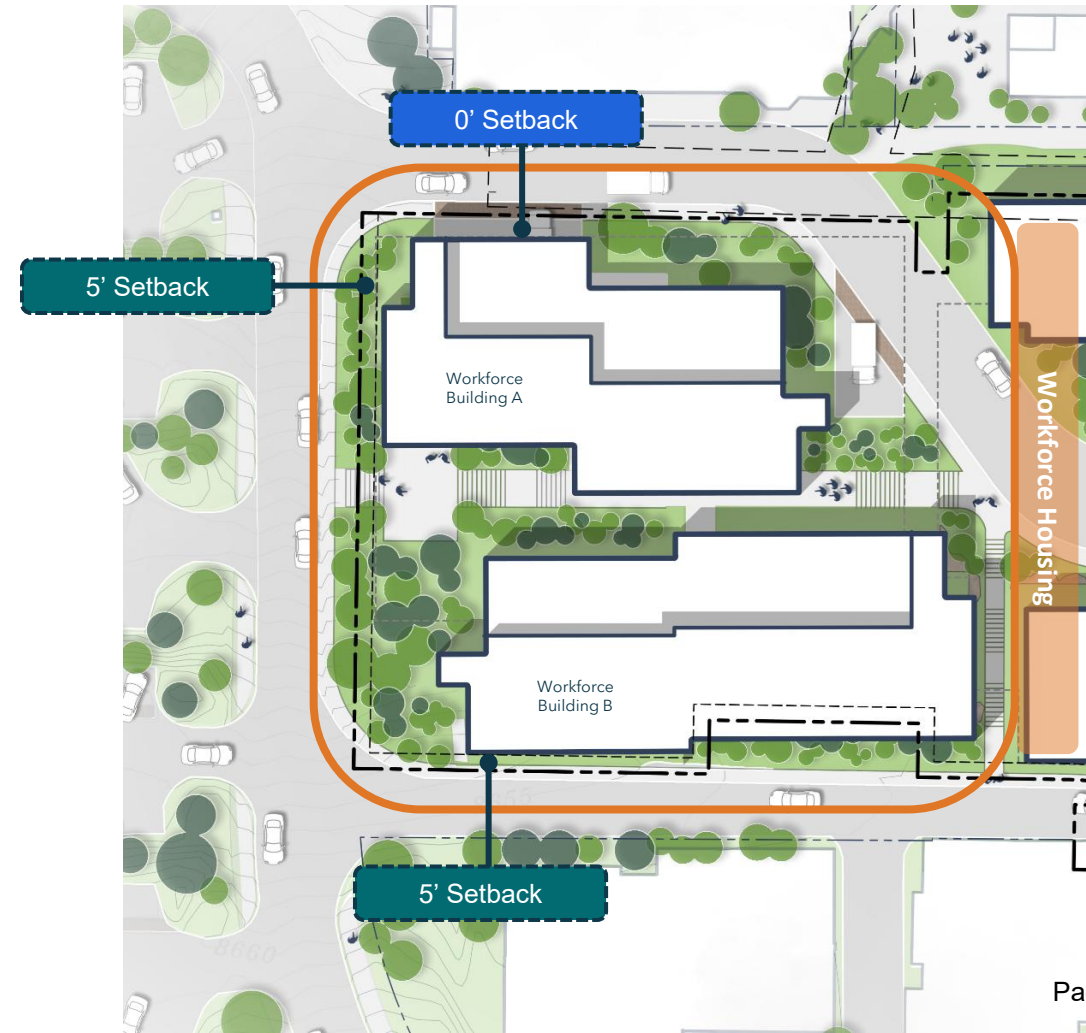


Setback Variance

Supporting Successful Spaces

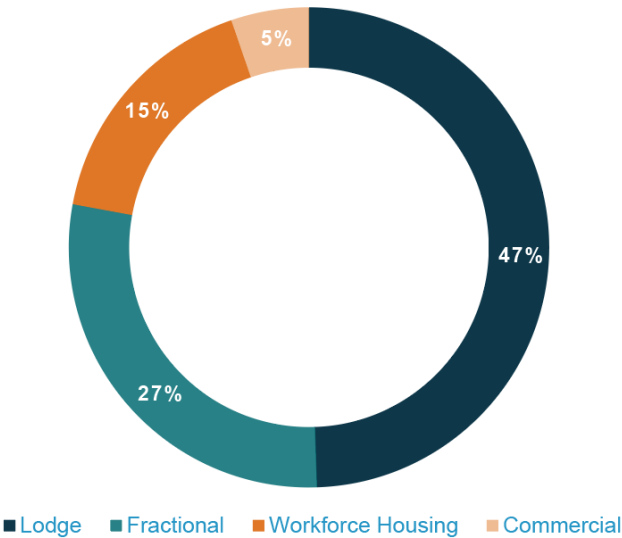
SETBACKS TO BE DEFINED BY THE PUD

- + The Workforce Housing portion of the site is predominantly proposed with **5' setbacks** above grade.
- + **0' setback** is proposed along Elbert Lane to accommodate the below grade garage space and commercial frontage in Workforce Housing Building A.



Supporting Meaningful Workforce Housing

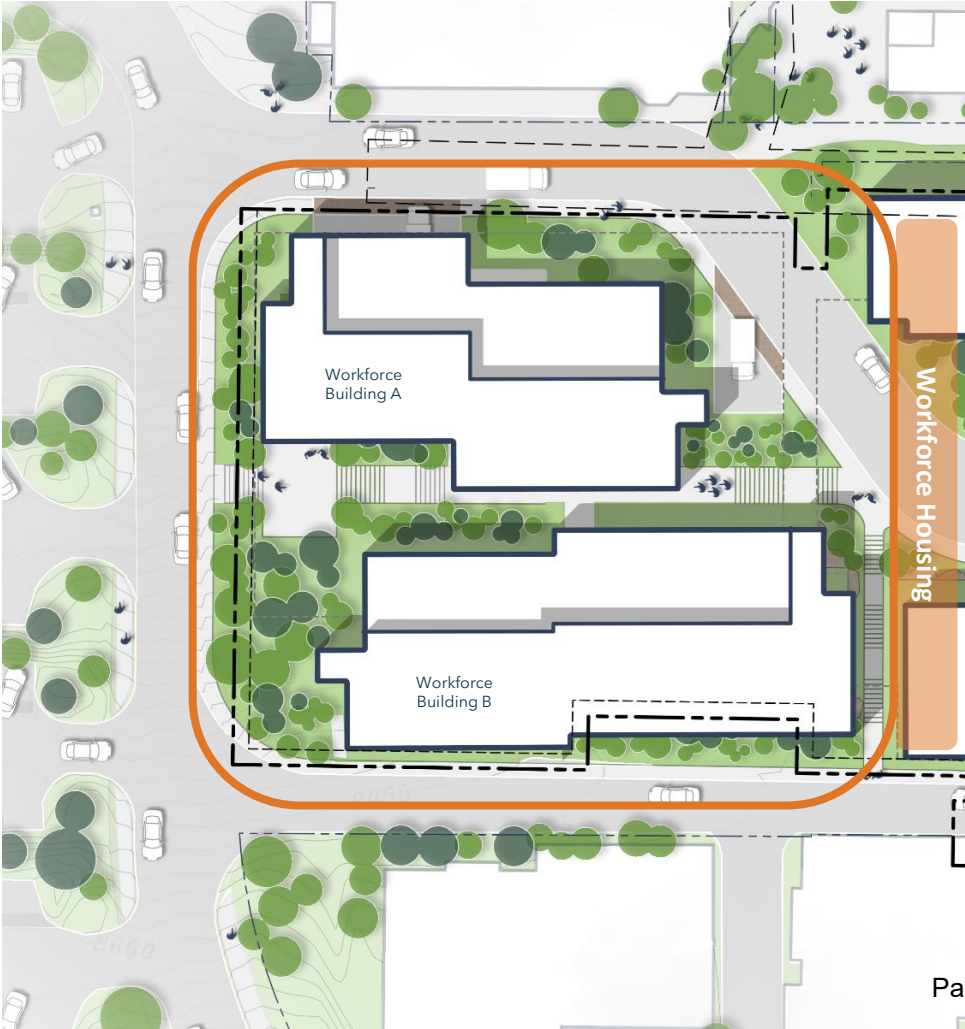
Proposed FAR Distribution



Lot Area	Hotel/Lodge	Fractional Units	Commercial	Workforce Housing	Floor Area
190,357.2 sq ft	187,301 sq ft 0.984	101,282 sq ft 0.532	18,591 sq ft 0.098	57,131 sq ft 0.300	364,305 sq ft 1.914

Does not account for 173,263 sq ft of space allocated for parking garages, centralized delivery, or circulation associated with each use.

- + 102,319 sq ft Parking Garages
- + 56,704 sq ft Circulation
- + 14,240 sq ft Centralized Delivery



Planning Commission Meeting Approach

Meeting #1- Site Visit

- + Walk the property to review existing conditions, proposed roadway alignment and building locations, outlining the areas where variances are requested.

Meeting #2- Lodge Programming

- + Review number of lodge keys and fractional units, orientation and distribution of units, target market, and supporting uses.

Meeting #3- Workforce Housing Programming

- + Review the number of workforce housing units, size and mix of units, and discussion of which employees are accommodated.

Meeting #4- Commercial and Conference Programming

- + Review the number of conference rooms and sizes, configuration of space, utilization of exterior amenity programming as an extension of conference space, and connection to the public realm.

Planning Commission Meeting Schedule



●	●	●	●	●	●	●
Jun.	Jul. 20th	Aug. 5th	Aug. 19th	Sept. 2nd	Sept. 16th	Oct. - Nov.
<i>Sketch Plan Application deemed Complete</i>	<i>Joint Town Council and Planning Commission Meeting</i>	<i>Planning Commission Meeting #1: Site Visit</i>	<i>Planning Commission Meeting #2: Lodge Programming</i>	<i>Planning Commission Meeting #3: Workforce Housing</i>	<i>Planning Commission Meeting #4: Commercial + Conference Programming</i>	<i>Town Council Meetings to be Scheduled</i>

The Ritz Carlton Snowmass Redevelopment Major PUD

Sketch Plan Application Review



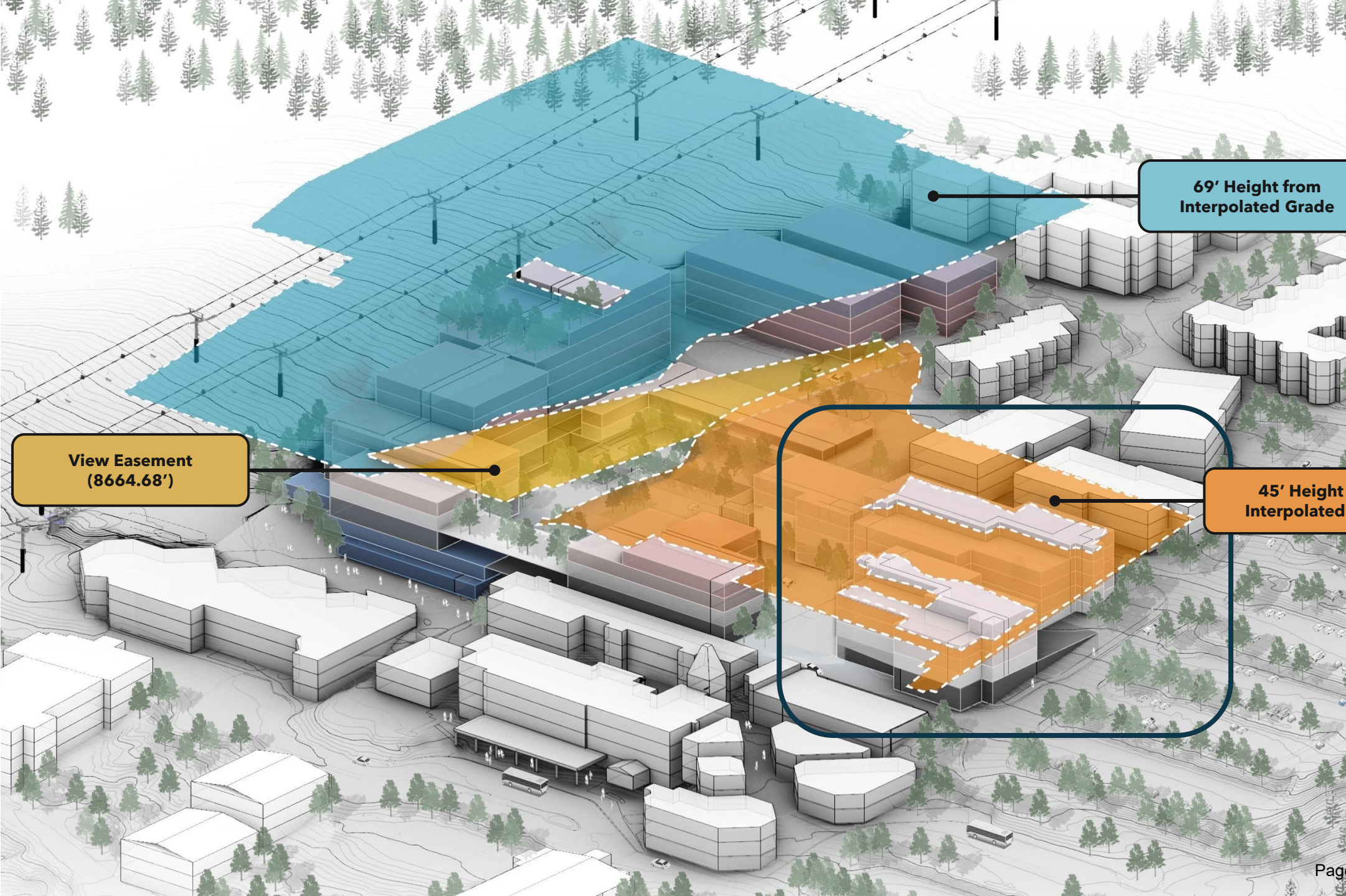
ELEVATED RETURNS



THE RITZ-CARLTON

DESIGNWORKSHOP

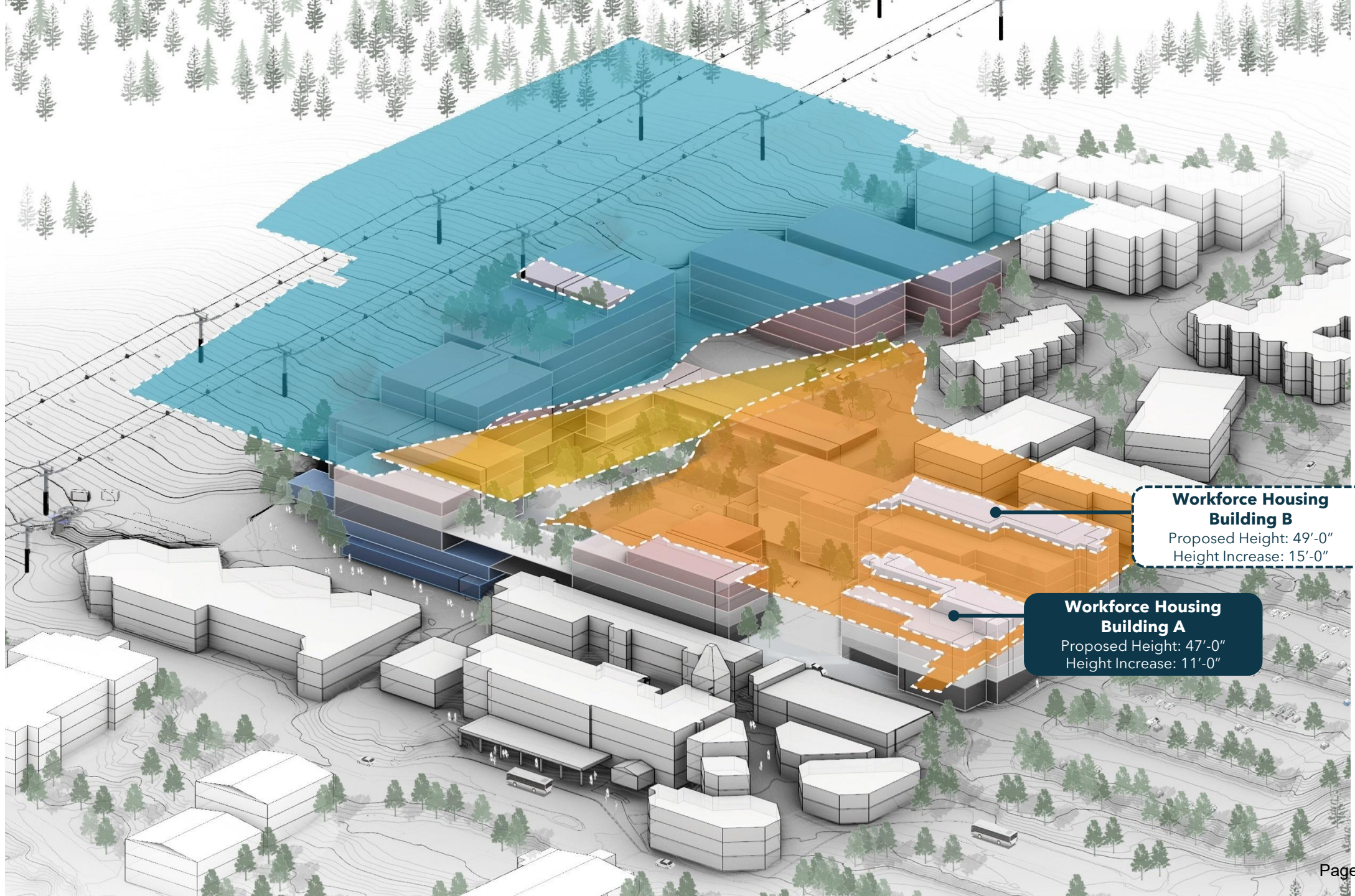
Planning Commission Meeting
September 2nd, 2026



**69' Height from
Interpolated Grade**

**View Easement
(8664.68')**

**45' Height from
Interpolated Grade**



**Workforce Housing
Building B**

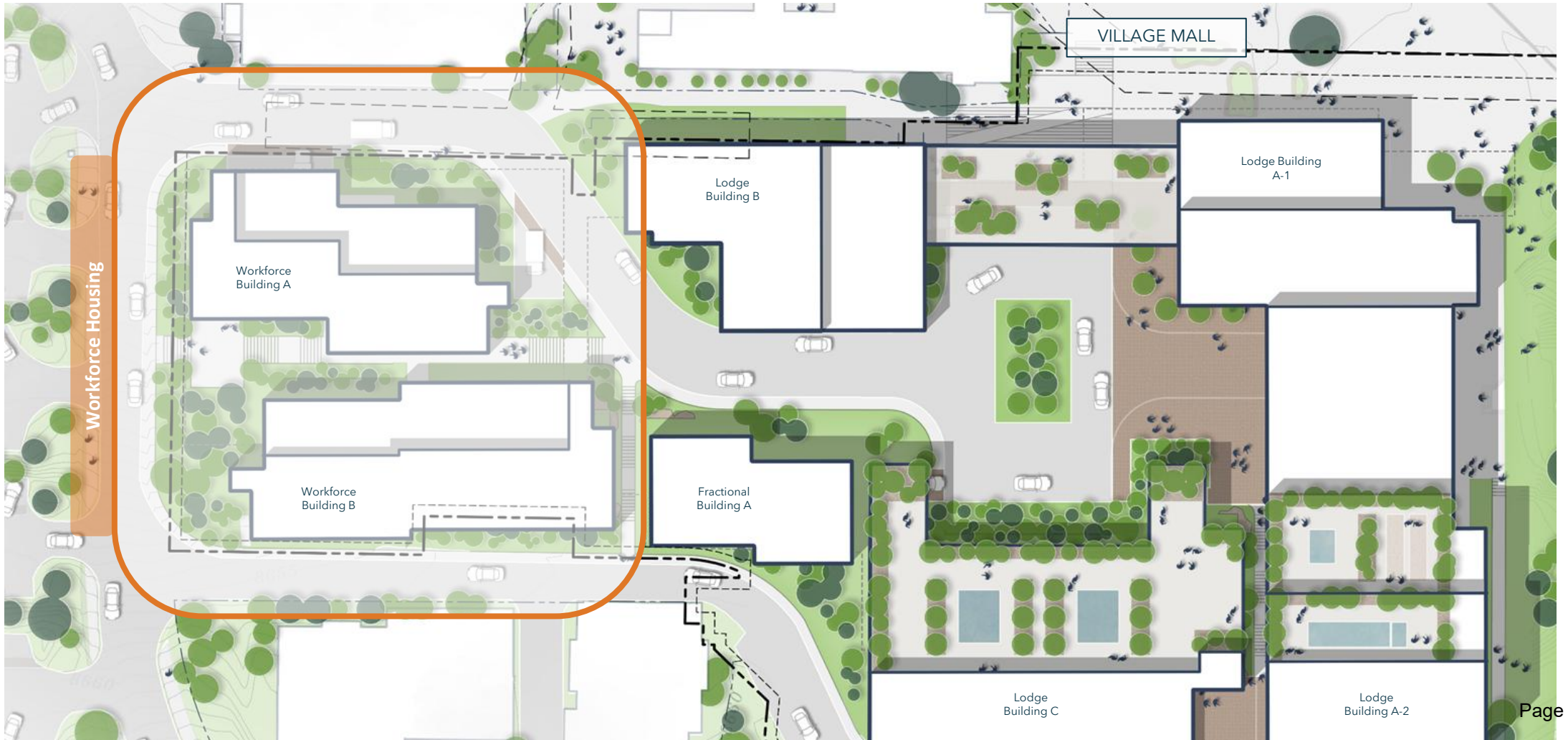
Proposed Height: 49'-0"
Height Increase: 15'-0"

**Workforce Housing
Building A**

Proposed Height: 47'-0"
Height Increase: 11'-0"

Design Strategy

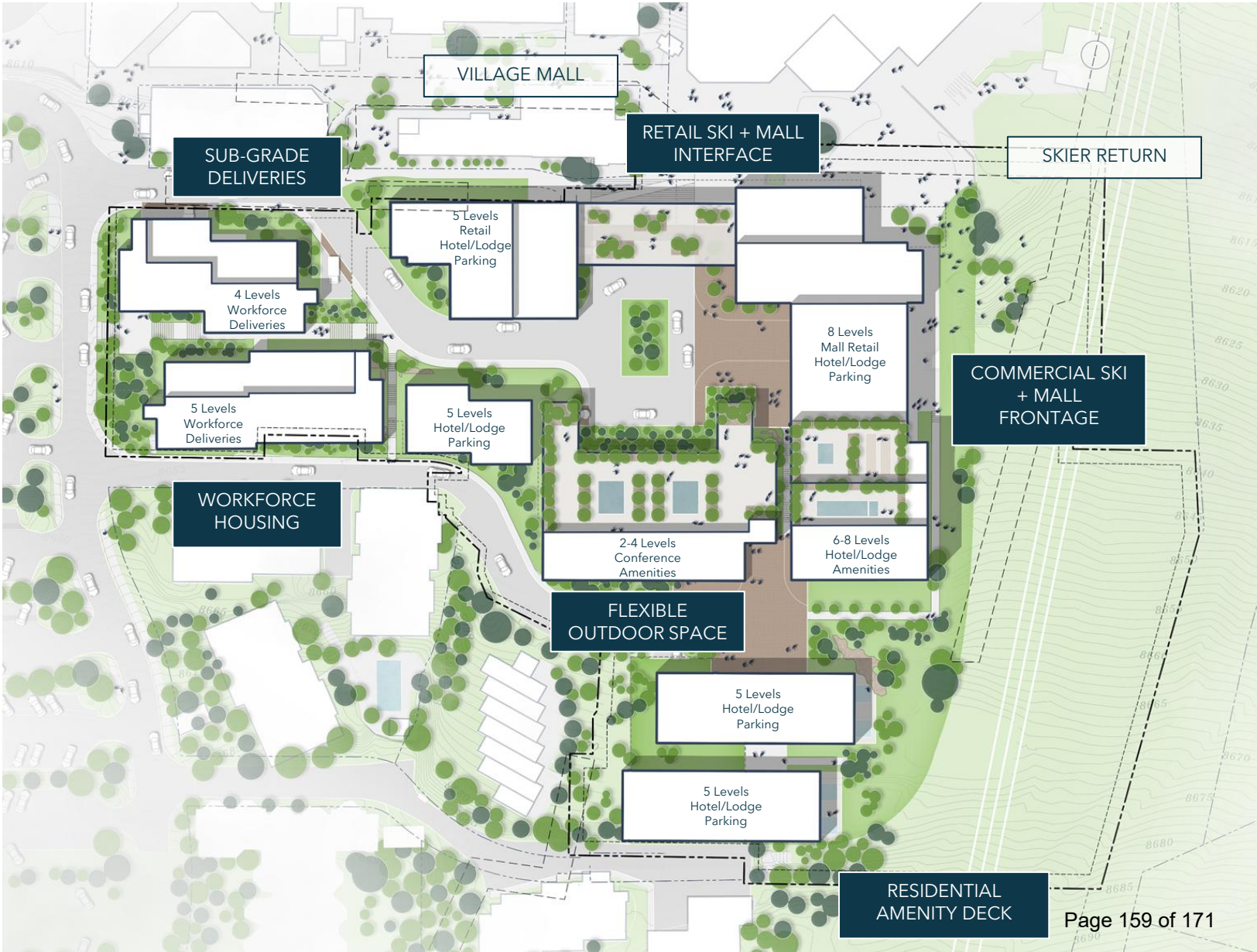
Clustered Development



Development Overview: Sketch Plan

SKETCH REDEVELOPMENT SUMMARY

	Total
Guest Rooms (sf)	98,595
Fractional Units (sf)	101,282
Commercial Support (sf)	-
Hotel Support (sf)	24,283
Hotel Function of Commercial Space	5,774
Retail/Restaurant	38,778
Conference	38,462
Subtotal Existing Floor Area (sf)	480,437
Number of Guest Rooms	167
Average Size of Guest Rooms	590 sf
Number of Fractional Units	61 units
Average Size of Fractional Units	1,660 units
Workforce Housing Units	125 DU (57,131 sf)
Average Size of Workforce Housing Units	457 sf
Number of Parking Spaces	252



Community Benefit

Mitigating Housing Needs in Snowmass

WHEREAS, according to the Housing Needs Assessment currently underway, the existing shortage of housing is 300 units, with a 208-unit estimated additional need for housing to satisfy future employment demand, bringing the total shortage to 508 units;

- ORDINANCE NO- 1, SERIES OF 2025

346 employees generated
125 workforce housing units
36.11% accommodated on site

**Number of post-development
employees**

337.74 employees generated
8 entitled workforce housing units
2.36% accommodated on site

**Number of existing pre-
development employees**

**57,131 sq ft Workforce
Housing Proposed**

Existing Development

Hotel/Lodge

	# of FSA	Employee Generation Rate	100% Factor	115% Factor
Viewline FSA	254	0.38	96.52	111.00
Conference Center	-	0.38	-	-
Wildwood FSA	153	0.38	58.14	66.86
Total	407	-	154.66	177.86

Commercial Viewline

	Area (sf)	Employee Generation Rate	100% Factor	115% Factor
Commercial, General Retail	11,527	4.93	56.86	65.35
Office, Finance	-	1.97	-	-
Office, Property Management	-	4.93	-	-
Restaurants	10,076	5.90	59.45	68.37
Conference Center	-	0.97	-	-
Health Club, General	-	0.96	-	-
Health Club, Spa	2,194	1.97	4.32	4.97
Total	23,797	-	120.60	138.69

Existing Development

Conference Center

	Area (sf)	Employee Generation Rate	100% Factor	115% Factor
Commercial, General Retail	-	4.93	-	-
Office, Finance	-	1.97	-	-
Office, Property Management	-	4.93	-	-
Restaurants	-	5.90	-	-
Conference Center	35,512	0.97	34.45	39.61
Health Club, General	-	0.96	-	-
Health Club, Spa	-	1.97	-	-
Total	35,512		34.45	39.61

Existing Development

Wildwood

	Area (sf)	Employee Generation Rate	100% Factor	115% Factor
Commercial, General Retail	200	4.93	0.99	1.13
Office, Finance	-	1.97	-	-
Office, Property Management	-	4.93	-	-
Restaurants	4,585	5.90	27.05	31.11
Conference Center	-	0.97	-	-
Health Club, General	-	0.96	-	-
Health Club, Spa	-	1.97	-	-
Total	4,785		28.04	32.24

Multi-Family Units

	Units	Employee Generation Rate	100% Factor	115% Factor
Viewline Units	-	0.60	-	-
Conference Center	-	0.60	-	-
Wildwood Units	-	4.93	-	-
Total	-		-	-

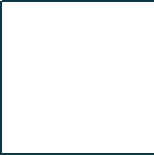
Ritz-Carlton Snowmass

Employee Generation

	Area (sf)	Employee Generation Rate	100% Factor
Hotel FSA	167	0.38	63.46
MR-2 Units	61	0.60	36.60
Commercial, General Retail	18,591	4.93	91.65
Office, Finance	-	1.97	-
Office, Property Management	-	4.93	-
Restaurants	17,501	5.90	103.26
Conference Center	38	1.97	37.31
Health Club, General	2,765	0.96	2.65
Health Club, Spa	5,695	1.97	11.22
Total	83,014		346.15



Development Overview



Statement of Objectives

- + Invest in the redevelopment of a marquee hotel property in the West Village.
- + Enhance year-round mountain recreation and community gatherings.
- + Provide localized investment in community uses and workforce housing.
- + Provide a variety of lodge, free market, and workforce housing options for guests and locals within the Town of Snowmass Village.
- + Reinvestment into enticing offerings, 21st Century group business spaces and comfortably sized rooms for families, positioning Snowmass Village competitively among world-class resort destinations.



PUD Replat

Access Easements

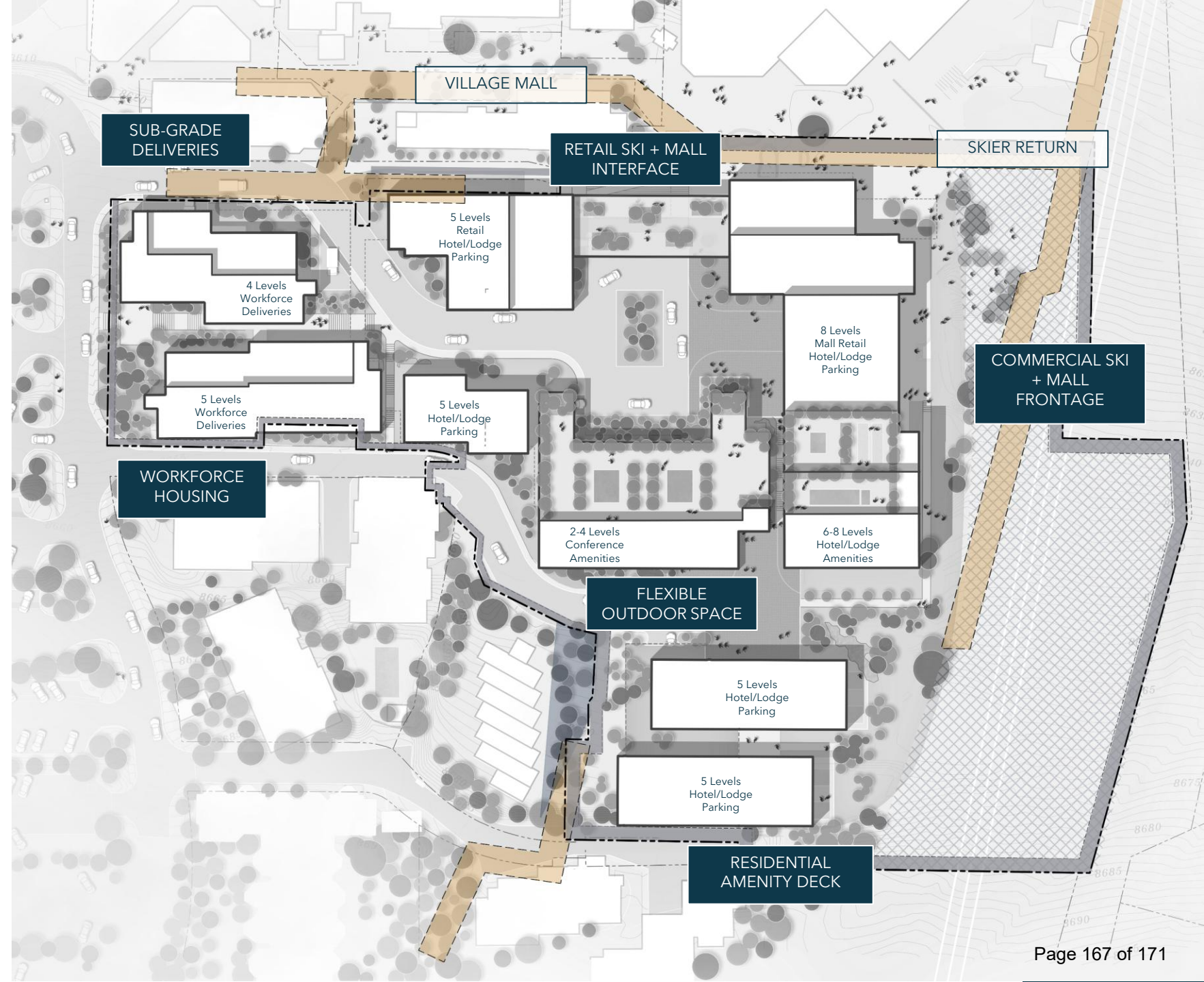
- + Pedestrian Access Easement
 - + Book 566, Page 79 (VACATED, TO BE RELOCATED)
 - + Book 23, Page 46 (VACATED, TO BE RELOCATED)
- + Sidewalk Agreement: Reception No. 495339 (MAINTAINED)
- + Ski Easement
 - + Book 269, Page 162 (MAINTAINED)
 - + Book 289, Page 142 (MAINTAINED)
- + Emergency Access Easement: Book 23, Page 46 (VACATED)
- + Town of Snowmass Village ROW: Reception No. 127435 (VACATED, TO BE RELOCATED)

Utility Easements

- + Utility Easement: Book 564, Page 147 (PARTIALLY MAINTAINED)
- + Water and Sanitary Easement: Book 344, Page 701 (PARTIALLY MAINTAINED)
- + Drainage Easement
 - + Book 23, Page 46 (VACATED, TO BE RELOCATED)
 - + Book 15, Page 46 (VACATED, TO BE RELOCATED)

View Easement

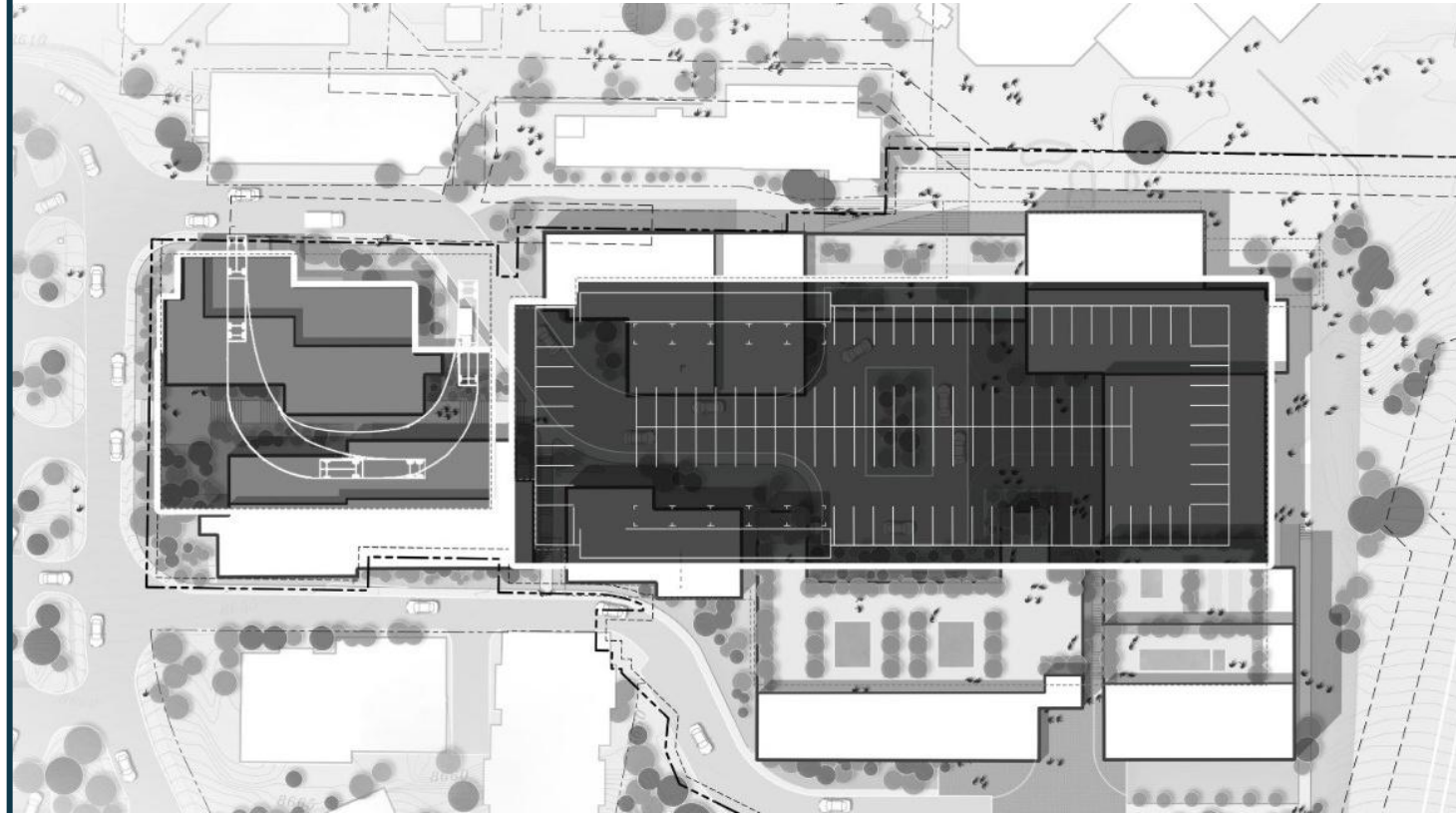
- + View Easement: Book 239, Page 213 (MAINTAINED)



Numbered Village Lot	Est. Number of Stalls
Lot 11	126
Lot 10	103
Lot 9	92
Total	320 existing parking spaces to remain

Location ID	Parking Classification	# of Parking Stalls
Parking Garage Level B1	Regular Stall	100
	Handicapped Stall	0
	EV Parking Stall	12
	Shuttle Stall	2
Parking Garage Level B2	Regular Stall	114
	Handicapped Stall	0
	EV Parking Stall	0
	Shuttle Stall	0
Surface Parking Garage	Regular Stall	10
	Handicapped Stall	2
	EV Parking	0
	Shuttle Stall	0
Total		252 new parking spaces

572 parking spaces total



Design Strategy

PARKING

The Ritz-Carlton is meeting the code for parking for the fractional units and workforce housing.

The code asks for an additional 616 new parking spaces for commercial spaces which includes restaurants, conference center, and health club, users of which will most often be guests at the hotel.

The design team believes that this double counts users at the hotel who will be using the commercial space and made a calculated decision to not provide more parking than is necessary.

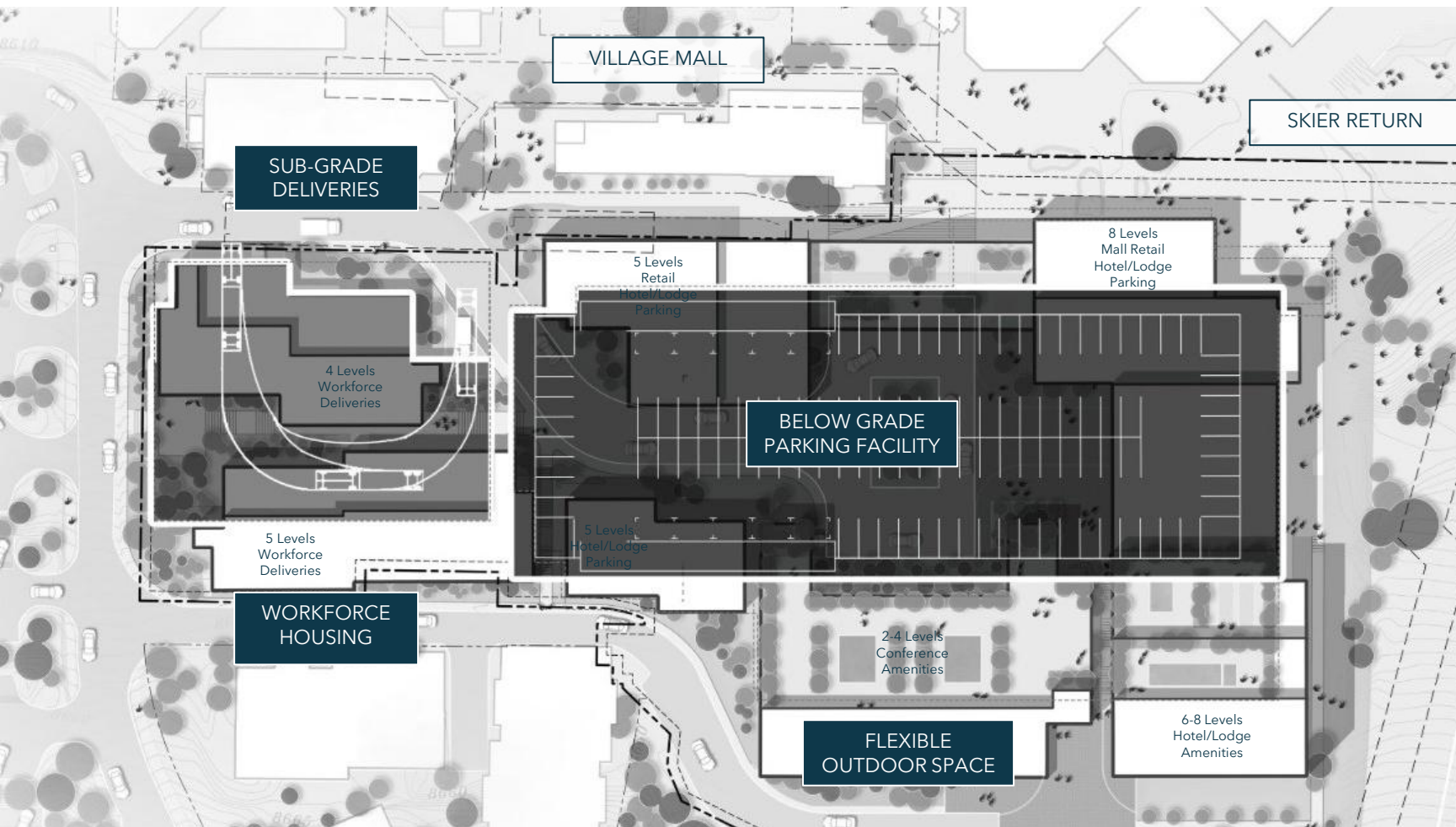
Program	Sq Ft / Rooms/ Seats	Required Parking
Hotel		
1 Bedroom	150	0
2 Bedroom	17	0
TOTAL	167	0
Fractional		
1 Bedroom	0	0
2 Bedroom	38	76
3 Bedroom	20	40
4+ Bedroom	3	9
TOTAL	61	125
Workforce Housing		
1 Bedroom	125	125
2 Bedroom	0	0
3 Bedroom	0	0
4+ Bedroom	0	0
TOTAL	125	125
Commercial Spaces		2
General Retail	18,591	61.97
Office - Finance	0	0
Office - Property Management	0	0
Restaurants	601	150.25
Conference Center	38,462	128.2
Health Club - General	2,765	9.22
Health Club - Spa	5,695	18.98
TOTAL	66,114	368.62
Total by Code		868.62 parking spaces

Community Benefit

- + **On-Site Workforce Housing.** A successful resort community depends on a stable and accessible workforce. The redevelopment will incorporate new deed-restricted workforce housing units that support local employees and contribute to the long-term sustainability of Snowmass Village.
- + **Sustainable Development.** Elevates regional artisans, guides, chefs, and experiences, amplifying the sense of place and authenticity.
- + **Provision of Open Space.** Curated programming that celebrates the Town of Snowmass Village mountain heritage, outdoor lifestyle, and sense of community.
- + **Better Design.** Focus on emotional connection, anticipation of guest needs, and meaningful moments.
- + **Public Facilities.** Focus on emotional connection, anticipation of guest needs, and meaningful moments.



Centralized Delivery



Centralized Delivery. Facilities located below the workforce housing units are equipped to accommodate cold and dry storage as rentable space to adjacent Mall business owners.