Planning Commission
Wednesday, October 16, 2024
4:00 PM
130 Kearns Road
Council Chambers

Microsoft Teams meeting
Join on your computer, mobile app or room device
Meeting ID: 240 118 256 801
Passcode: tVvbuE
Agenda

1. ROLL CALL

2. APPROVAL OF MEETING MINUTES

2.a. APPROVAL OF JUNE 5, 2024 MEETING MINUTES
6.5.24 Meeting Minutes.docx

3. ITEMS FOR DISCUSSION

3.a. EMPLOYEE HOUSING - DRAW SITE BALLOT QUESTION
PC presentation.pptx
Draw Site Project Fact Sheet.pdf

3.b. ULLRHOF SPECIAL REVIEW
PC Agenda Summary 10-16-24 - Special Review_Ullrhof.pdf
Attachment A -PC Reso 6 of 2024 Ullrhof redevelopment_draft.pdf
Attachment B- Special Review Application_Ullrhof Applicant Letter 24 09 04.pdf
Attachment C - Referral Comments.pdf
Attachment D -Ullrhof_SkiCo Response to Comments.pdf
Attachment E - Ullrhof Achitectural Drawings.pdf
Attachment F - Ullrhof Will Serve Letter HCE.pdf
Attachment G - Employee Generation Matrix.pdf

3.c. COMMUNITY DEVELOPMENT DIRECTOR UPDATES

3.d. CORRESPONDENCE RECEIVED SINCE JUNE 5,2024 MEETING
Low Rise Alt - Shumaker Comment.pdf
7.15.24 Shumaker Comment - Transit Center.pdf
Comments on Draw Site State of Play 7.19.24.pdf
7.26.24 Shumaker Connectivity Comment.pdf

9.3.24 Shumaker Comment Draw Site.pdf

4. ADJOURNMENT

TOWN OF SNOWMASS VILLAGE

PLANNING COMMISSION MEETING MINUTES

June 5, 2024, 2024

DRAFT

Members Present:
Brian Marshack, Chair
Matt Dube, Vice Chair
Jim Gustafson
David Seglin
Elise Denis
Stan Clauson

Staff Present:
Dave Shinneman
Jim Walstrom
Ashleigh Huff
Brian McNellis

Members Absent:
Doug Faurer

Others Present: Andrew Atkins, Bob Wolfe, Chris Kiley, Dana Dalla Betta, Jami Downs, Hiram Champlin, Chris Cawley

Call to order: The meeting was called to order at 4:01 pm and roll was called. Commissioner Fauer was absent.

Attendance for the May 15th meeting was corrected to show that Commissioner Dube left the meeting at 5:15 pm.

Item 1: Approval of May 15, 2024, Meeting Minutes:
The Minutes from the 5/15/2024 meeting were brought for approval. Commissioners discuss changes to the wording of previous minutes and ultimately decide no changes are needed. Commissioner Dube motioned to approve, seconded by Commissioner Seglin, and were approved with Commissioner Clausen abstaining (he was absent from the 5.15.24 meeting).

Item 2: Continuation of the Amendment of the Workforce Housing Master Plan:
Jim Walstrom, Senior Planner, reviewed the Planning Commission's decision from the last meeting on May 15th not to amend the Workforce Housing Plan, considering it a relevant long-range planning document. Mr. Walstrom stated that a draft resolution was prepared to document issues and concerns in future applications.

Andrew Atkins, Attorney representing the applicant, emphasized the verbal support from various HOA presidents at the previous meeting.
Mr. Atkins indicated that the applicant committed to providing formal letters of support before the Town Council's final approval. Commissioners discussed and agreed to not include reference to other HOA support letters as they had not yet been received.

Commissioners moved on to discuss the prepared resolution and suggested edits. Commissioner Clauson proposed adding a 3rd "whereas" statement to acknowledge the review of the petition and public comments from the May 15th meeting. Additionally, the Commissioners aimed to clarify Section 2, line 30, to specify that the plan should not be amended per the Laurelwood Condo Association's request but should allow for future amendments. The Commissioners also recommended modifying Section 5, line 42, to emphasize that significant concerns must be reviewed before approval.

The motion to approve Resolution #4, Series 2024, with the discussed amendments was proposed by Commissioner Denis, seconded by Commissioner Clauson, and unanimously approved.

<u>Item 3: Lynn Britt Special Review</u>
Brian McNellis, Senior Planner, re-introduced the discussion of the proposed expansion of the Lynn Britt Cabin restaurant. Mr. McNellis began the discussion, noting that the Planning Commission had previously directed staff to prepare a resolution in the affirmative, which was presented as Resolution #5, Series of 2024.
Mr. McNellis highlighted a few corrections and clarifications in the resolution, such as the correct date of the first meeting (May 15th) and details regarding employee generation linked to architectural plans versus a matrix in Attachment I. Mr. McNellis emphasized that the expansion includes filling in a breezeway, adding exterior bar and food container areas, and an umbrella structure with outside plexiglass walls, which staff recommended be considered as interior commercial space for employee generation purposes. Mr. McNellis introduced Chris Kylie to continue the presentation.

Chris Kylie, Senior Vice President of Planning and Development with Aspen Skiing Company, presented. Mr. Kylie described the planned improvements, which aim to enhance both guest and employee experiences by upgrading kitchen and prep areas, bathrooms, and outdoor seating. The proposed outdoor area would feature a concrete deck, two food containers, and an umbrella system to extend usability in various weather conditions. Mr. Kylie argued that the umbrella space should be treated as covered outdoor space rather than interior space for employee generation calculations. He emphasized that the umbrella structure, while partially enclosed, would not provide the same conditions as indoor space and thus should be mitigated at a lower rate.

During the meeting, commissioners discussed several topics, including sustainability, noise mitigation for events such as weddings, access logistics for summer events, lighting concerns, design and aesthetic concerns, and the operational impact of the umbrella structure. The Planning Commission members discussed the appropriateness of applying a 50% employee generation rate to the area covered by the umbrella structure. Commissioner Clauson motioned to approve calculating the umbrella structure's employee generation at a 50% rate, resulting in a total of 3.24 Full-Time Equivalent (FTE) employees. Commissioner Dube seconded the motion. All voted in favor except Commissioner Seglin, who opposed (approved 5-1).

Item 4: Community Development Director Updates

- Lynn Britt Resolution will be updated, signed, and sent to Town Council on July 1
- June 19th (Juneteeth) meeting will be canceled (Town Holiday)
- Pre-sketch plan for Snowmass Club amendment has been submitted. A joint Town Council/ Planning Commission meeting will be held on July 8th
- LRSH and possibly several other items expected to be submitted in July
- Meetings postponed to 7/17
- Correspondence not related to an item on the agenda will be provided in bulk at the next meeting.

Motion to adjourn by Commissioner Denis, seconded by Commissioner Seglin. All in favor. None opposed.

The meeting was adjourned at 5:22 p.m.

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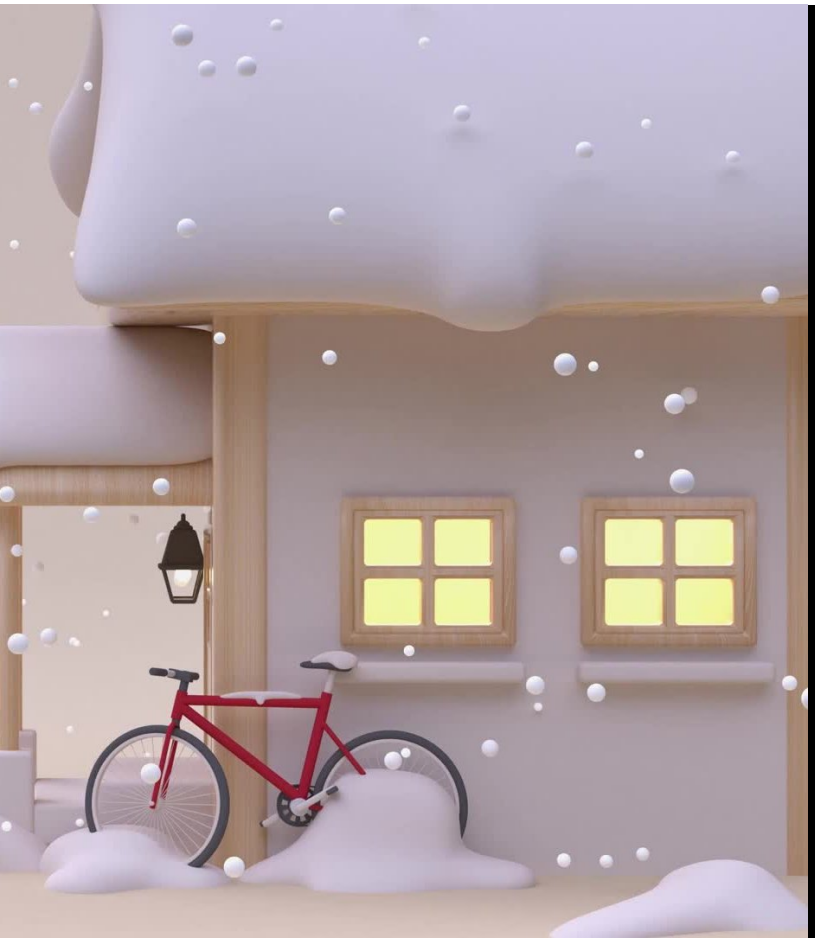


DRAW SITE HOUSING DEVELOPMENT

TOSV Housing Program

Betsy Crum, Housing Director

TOWN OF SNOWMASS VILLAGE

EMPLOYEE HOUSING – STRATEGIC PURPOSE

WORKFORCE

Support the housing needs of a diverse workforce that participates in the local economy

COMMUNITY

Support a vibrant, sustainable community that is in balance with the character and resources of the Town

TOWN OF SNOWMASS VILLAGE
EMPLOYEE HOUSING MARKET NEED

2018

Comprehensive Plan
- 383-unit shortfall for Snowmass Village Businesses

2019

Regional Housing Study
- 3,900-unit shortfall for working households in upper Valley

2022

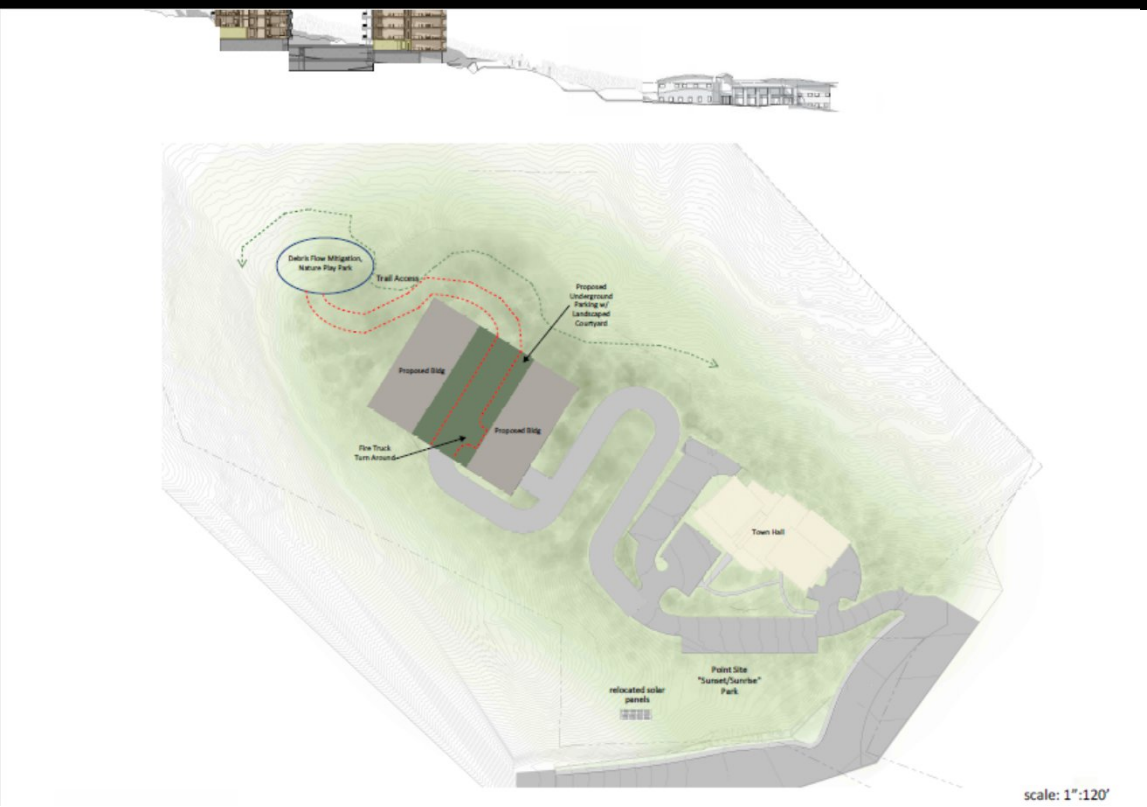
Data Supplement
- Pitkin County rents 2021: $4,577/month (average)
- Snowmass Village rents 2023: $7,450/month (two-bedroom)
- Median Sale Price – Pitkin County 2021 - $8 million

TOWN OF SNOWMASS VILLAGE
EMPLOYEE HOUSING MASTER PLAN

Town Council Goal:

"A near-term strategy that will actively identify opportunities, creative approaches, and partnerships to address housing needs, and incentivize the development of an additional 185 units."..

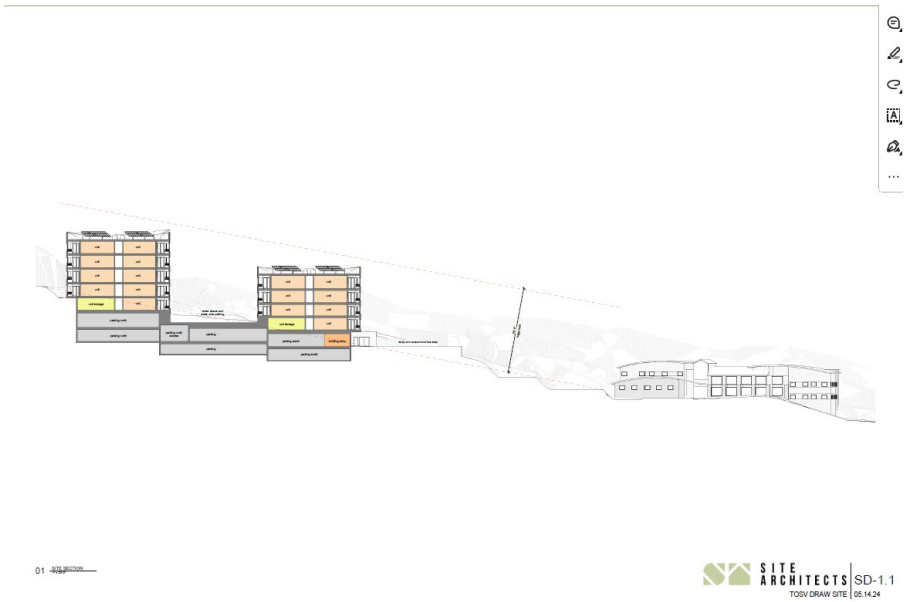
TOWN OF SNOWMASS VILLAGE
EMPLOYEE HOUSING – DRAW SITE



Town Hall Draw Site (if approved)

- Up to 79 rental units
- One- two- and three-bedroom apartments
- Priority to full-time, year-round Snowmass Village employees
- Private balconies; rooftop decks
- On-site storage, bike stations and underground parking
- Flexible outdoor courtyard
- Elevators; modern fire suppression

TOWN OF SNOWMASS VILLAGE
EMPLOYEE HOUSING – DRAW SITE



TOWN OF SNOWMASS VILLAGE
EMPLOYEE HOUSING – DRAW SITE

01 1 BDRM UNIT

02 2 BDRM UNIT

03 3 BDRM UNIT

TOWN OF SNOWMASS VILLAGE
EMPLOYEE HOUSING – DRAW SITE

TOWN OF SNOWMASS VILLAGE
EMPLOYEE HOUSING – DRAW SITE

Financing the Draw Site Housing – approximately $86 million to build:

→

Rental Income

$3 million annual allocation of existing tourism tax revenue

State grants and/or local partner contributions

TOWN OF SNOWMASS VILLAGE
EMPLOYEE HOUSING – DRAW SITE BALLOT QUESTION

On November 5, 2024, Snowmass Village voters will be asked the following:

Question:

- Without increasing taxes, shall the Town of Snowmass Village be authorized to take actions necessary to construct a new workforce housing project consisting of up to 79 units containing 118 bedrooms, located uphill of and adjacent to Town Hall in the area known as the Draw Site, at an estimated projected cost of up to $86 million, to be paid for with tourism tax revenues authorized for workforce housing purposes, rental income, potential grant funds and other public and/or private contributions?
- [ ] YES
- [ ] NO

TOWN OF SNOWMASS VILLAGE
EMPLOYEE HOUSING PROGRAM

Questions?

Draw Site Affordable Housing Project Fact Sheet

Following the adoption of the 2021 Workforce Housing Master Plan, the Town has been investigating developing new employee housing opportunities on the parcel of land uphill and adjacent to Town Hall known as the Draw Site.

What will the proposed Draw Site Housing Project offer?

- Up to 79 affordable rental units in two residential structures.
- Rents currently projected to be:
    - (49) One-bedroom - $1,400
    - (21) Two-bedroom - $2,000
    - (9) Three-bedroom - $2,600
- First priority will remain full-time, year-round Snowmass Village employees.
- Private balcony for each apartment.
- On-site storage, bike stations and underground covered parking
- Flexible outdoor courtyard between the two buildings.
- Modern fire suppression system and building standards.
- Elevator access to all floors.

A Vote of Snowmass Village Residents is Required

Because of the cost of the project, the residents of Snowmass Village must vote to decide if the project can proceed. On November 5, 2024, Snowmass Village voters will be asked the following question:

> **Without increasing taxes, shall the Town of Snowmass Village be authorized to take actions necessary to construct a new workforce housing project consisting of up to 79 units containing 118 bedrooms, located uphill of and adjacent to Town Hall in the area known as the Draw Site, at an estimated projected cost of up to $86 million, to be paid for with tourism tax revenues authorized for workforce housing purposes, rental income, potential grant funds and other public and/or private contributions?**
>
> **[ ] YES**
> **[ ] NO**

How will the Town of Snowmass Village Pay for the Draw Site Housing Project?

- The Draw Site Project is projected to cost $86 million.
- Payment sources include:
    - Rental income.
    - $3 million annual allocation of existing tourism tax revenue.
    - State grants and/or local partner contributions.

Statements in favor of a "Yes" vote:

- The Town Council approved Resolution 19- 2024 strongly supporting this project and urging residents to vote yes.
- The Comprehensive Plan identifies a need for 383 additional workforce housing units within Snowmass Village. This project will help the Town meet its long-standing goal to house 60% of its workforce
- The current waiting list for rental housing has 270- individuals, all of whom work in Snowmass Village. The current time someone must work in the Village before getting to the "top" of the wait list is 12+ years.
- No new taxes are needed for this project.
- The site was deeded to the Town in the 1980s specifically for workforce housing development.
- The site is centrally located within the Snowmass Center Development "Node" and identified for housing development in the Comprehensive Plan.

Statements in favor of a "NO" vote

- The 79-unit project is physically too large to appropriately fit within the Draw Site.
- The project will have negative traffic and visual impacts.
- There are more economical locations to build workforce housing, such as down valley and other locations in Town.
- Spending $3 million annually to subsidize this project over 30 years is too expensive.
- Spending $3 million annually to subsidize this one project could prevent future workforce housing projects from being constructed.

What Happens Next?

- On November 5, 2024, Snowmass Village voters will be asked a question on the ballot:
    - A "**yes**" vote means you approve the project and expenditures for the project.
    - A "**no**" vote means you do not approve the project and expenditures for the project.
- A "yes" vote does not fully approve the project. The project will still need to receive land use approvals from the Town Council.
- If approved by the voters in November, the Draw Site Housing project will continue through the planning and approvals processes. There will be continued opportunities for community input and comment.

Project Renderings

VIEW FROM UPPER TOWNHALL PARKING

VIEW TO DRAW SITE FROM POINT SITE

Town of SNOWMASS Village

Schematic Design:

LEGEND

1. BUS STOP
2. OUTDOOR SEATING
3. GUEST EV PARKING
4. UPPER LEVEL OUTDOOR KITCHEN
5. COVERED BIKE PARKING
6. EXTERIOR CIRCULATION
7. EMERGENCY ACCESS HAMMER HEAD TURN OVER STRUCTURE
8. FLEXIBLE USE HARDSCAPE
9. ALL AGES PLAY FEATURE
10. FLEXIBLE USE LAWN

BUILDING ENTRANCE W/ BUILDING LEVEL

schematic design | july 26 2024

TOSV HOUSING DRAW SITE

town of snowmass village affordable housing

MEMORANDUM

TO: Snowmass Village Planning Commission

FROM: Brian McNellis, Senior Planner – AICP, MLA
Community Development Department

DATE: October 16, 2024

SUBJECT: Special Review of the Ullrhof demolition and redevelopment

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I. PURPOSE

Section 16A-5-230 – Special Review (a) Purpose, of the municipal Land Use Code states: "*There are certain uses which, because of their unusual character and potential impact upon the use and enjoyment of neighboring property, cannot be classified into a particular district or districts without site specific consideration of their impacts upon neighboring lands and upon the public need for the particular use at the particular location. These uses require special review of their location, design, intensity, density, configuration, operating characteristics and impacts on public facilities, and may require the imposition of appropriate conditions to ensure the use will be compatible at a particular location and mitigates its adverse impacts.*"

II. SUMMARY DESCRIPTION AND BACKGROUND

The Aspen Skiing Company wishes to demolish the existing on-mountain Ullrhof restaurant and replace it with a significantly larger amenity in the same location. The proposed development is well within the commercial expansion allotment specified for the Snowmass ski area as identified in the updated PUD guide recently approved by Ordinance No. 7 of 2024.

III. MUNICIPAL CODE REVIEW STANDARDS

An application for Special Review shall comply with the following review standards pursuant to Section 16A-5-230 of the Land Use Code:

(1) **Consistent with Comprehensive Plan**. The proposed use shall be consistent with the intent of the Town of Snowmass Village Comprehensive Plan.

Staff Response: *As part of the Aspiration Statement in the 2018 Comprehensive Plan, "Snowmass Village is to be the leading multi-season, family-oriented inclusive resort community. We will do this by creating, marketing, and delivering distinctive choices for fun, excitement, challenge, learning, and togetherness. All this is done amidst our unique, natural splendor…as part of a memorable Aspen/Snowmass experience.*

Further, we wish to be seen by others as welcoming, dynamic, convenient, and successful.

The Community Development Department supports the Special Review request as it is specific to goal of maintaining Snowmass as a world-class tourist destination with varied and exceptional experiences offered.

(2) **Comply with standards of Development Code.** The proposed use shall comply with all other applicable standards of this Development Code, including, but not limited to:

a. Zone district standards. The purpose of the zone district in which it is located, the dimensional limitations of that zone district and any standards applicable to the particular use, all as specified in Article III, Zone Districts.

b. Development evaluation standards. The applicable standards specified in Article IV, Development Evaluation Standards.

Staff Response: *The proposed improvements are located within the Recreation (REC) zone district which is intended, "to regulate recreational facilities, activities and uses within appropriate areas of the Town, including those mixtures of uses related to a ski/snowboard area and operation…"*

The request supports the approved recreational activities within the ski area. The proposed improvements will comply with the standards of the zone district and the development evaluation standards which will also be reverified as part of any future building permit submittal.

Commercial development within the ski area is capped by the PUD Guide which allows for the expansion of the Ullrhof if approved through Special Review.

(3) **Compatible**. The proposed use shall be appropriate to its proposed location and be compatible with the character of surrounding land uses in the area and shall not adversely affect the future development of the surrounding area.

Staff Response: *The existing Ullrhof already functions as the main restaurant at the base of the Big Burn area of the Snowmass ski area as identified in the 2022 Master Development Plan as accepted by the U.S. Forest Service. The proposed improvements may help to absorb the current overflow from other on-mountain restaurants.*

(4) **Adequacy of access**. Access to the site shall be adequate for the proposed use, considering the width of adjacent streets, their grades, intersection safety, visibility, and entrance into the area to be developed. When appropriate, public transportation, or other public or private transportation services, and appropriate pedestrian facilities, shall be made available to serve the use.

Staff Response: *The Ullrhof is currently accessed via ski lift during regular winter operating times and by snowcat after hours. This will remain unchanged while summer road access will continue to be from upper Wood Road. Also, the new Coney Express ski lift may offer relative proximity and access to the area for special events as allowed per the PUD Guide.*

(5) **Design minimizes adverse impact**. The design and operation of the proposed use shall minimize adverse impacts and shall not create a nuisance, considering such impacts as traffic congestion or traffic hazards, service delivery, parking and loading, trash removal, odors, noise, glare, and vibration.

Staff Response: *The proposal will not generate measurable negative traffic impacts and/or parking generation - as it will rarely be used as an exclusive destination by those not already skiing on the mountain. Although trash generation may increase, the method of solid waste removal will remain manageable and well within the capabilities of applicant's current operations. Staff does not anticipate the proposal will generate any greater disturbance than is currently experienced on a seasonal basis. The project will add additional space to the ski area commercial inventory and will require restricted housing mitigation which Planning Staff worked with the applicant to verify (24.47 employees = 10,963 square feet of which 1,010 square feet will be mitigated on-site).*

(6) **Design minimizes environmental impact**. The proposed use shall minimize environmental impacts and shall not cause significant deterioration of water and air resources, wildlife habitat, scenic resources, and other natural resources.

Staff Response: *Staff does not anticipate any environmental impacts that cannot be properly mitigated as required by future building permit submittal and associated construction management plan (see Attachment C Dunlop letter) – which will require revegetation of disturbed areas and tree mitigation at 1:1 ratio.*

(7) **Facilities**. There shall be adequate public facilities available to serve the proposed use, or the applicant shall propose necessary improvements to address service deficiencies that the use would cause. In particular, the applicant shall demonstrate that adequate water supply and sewage disposal service is available for the proposed use, including sufficient water pressure and proximity to fire hydrants to provide for fire protection needs.

Staff Response: *The facility is currently connected to services provided by Snowmass Water & Sanitation and Holy Cross Energy. Both entities have ensured their respective ability to adequately serve the proposed improvements.*

(8) **Parking**. Sufficient off-street parking shall be provided for the proposed use.

Staff Response: *Parking in the winter will not be an issue as guests will arrive by ski lift or snowcat for special events Should special events occur in the summer, Aspen Skiing Company shall arrange parking and transportation for the event(s) as needed.*

The Parking & Transportation Department did not provide any comments regarding this redevelopment proposal.

IV. DISCUSSION ITEM - EMPLOYEE GENERATION

The applicant has have agreed to mitigate at a rate of 3.59 employees per 1000 square feet of interior space which is applied to cafeteria style restaurants based on the applicant's representation that the new areas will not include sit down service. This representation and employee generation rate is acceptable to staff (see Attachment G).

V. STAFF RECOMMENDATION

Staff recommends that the Planning Commission discuss the Special Review proposal and hear public comments if community members are present. The Planning Commission should also consider the draft PC resolution No.6 and make appropriate amendments as needed.

VI. ATTACHMENTS

A. Draft PC Resolution No. 6 of 2024
B. Aspen Skiing Company Special Review application letter
C. TOSV referral comments
D. Aspen Skiing Company Application referral responses
E. Architectural Drawings
F. Will Serve letters (Snowmass Water & Sanitation and Holy Cross Energy)
G. Employee generation – amended 10/9/2024

Attachment A

TOWN OF SNOWMASS VILLAGE
PLANNING COMMISSION

RESOLUTION NO. 6
SERIES OF 2024

A RESOLUTION BY THE SNOWMASS VILLAGE PLANNING COMMISSION RECOMMENDING SPECIAL REVIEW APPROVAL FOR THE DEMOLITION AND REDEVELOPMENT OF THE ULLRHOF RESTAURANT WITHIN THE SNOWMASS SKI AREA

WHEREAS, in accordance with the Town of Snowmass Village (hereafter 'Town') Land Use Code, the Aspen Skiing Company ('Applicant') is requesting Special Review pursuant to Sec. 16A-5-230 of the Land Use Code to demolish the existing Ullrhof restaurant and constructing a new restaurant in the same location in accordance with the 2022 Mountain Master Plan; and

WHEREAS, the Town of Snowmass Village approved an updated the Snowmass Mountain PUD Guide in accordance with Ordinance No. 7 of 2024 which specified the expansion and redevelopment of on-mountain restaurants (including the Ullrhof) with Special Review approval; and

WHEREAS, the Planning Commission reviewed the Special Review application at a public meeting on October 16, 2024 to consider the proposal and recommendations from Town staff and referral agencies, a recommendation of approval was adopted; and

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

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

1) **Submission:** The Applicant has submitted the Special Review application in accordance with the provisions set forth in the Municipal Code and the 2024 Snowmass Mountain PUD Guide adopted in accordance with Ordinance No. 7 of 2024.

2) **Content:** The application contained the Minimum Contents as required by the Municipal Code Section 16A-5-40, '*Submission of Application*,' and included written and graphic materials of sufficient detail such that the application was deemed complete for referral and review.

3) **Public Process:** The Planning Commission held a public meeting to review the application on October 16, 2024 to consider the proposal in accordance with the responsibilities and procedures prescribed in the Municipal Code Section 16A-5-230(c)(4), '*Action by Decision-Making Body*'.

4) **<u>Code Requirements</u>:** Subject to the recommendations in Section Three of this Resolution, it was found the land use application follows the Review Standards established in Section 16A-5-230 of the Land Use Code as follows:

A. Consistent with Comprehensive Plan. The proposed use shall be consistent with the intent of the Town of Snowmass Village Comprehensive Plan.

B. Comply with standards of Development Code. The proposed use shall comply with all other applicable standards of this Development Code, including, but not limited to:
   1) Zone district standards. The purpose of the zone district in which it is located, the dimensional limitations of that zone district and any standards applicable to the particular use, all as specified in Article III, Zone Districts.
   2) Development evaluation standards. The applicable standards specified in Article IV, Development Evaluation Standards.

C. Compatible. The proposed use shall be appropriate to its proposed location and be compatible with the character of surrounding land uses in the area and shall not adversely affect the future development of the surrounding area.

D. Adequacy of access. Access to the site shall be adequate for the proposed use, considering the width of adjacent streets, their grades, intersection safety, visibility, and entrance into the area to be developed. When appropriate, public transportation, or other public or private transportation services, and appropriate pedestrian facilities, shall be made available to serve the use.

E. Design minimizes adverse impact. The design and operation of the proposed use shall minimize adverse impacts and shall not create a nuisance, considering such impacts as traffic congestion or traffic hazards, service delivery, parking and loading, trash removal, odors, noise, glare and vibration.

F. Design minimizes environmental impact. The proposed use shall minimize environmental impacts and shall not cause significant deterioration of water and air resources, wildlife habitat, scenic resources and other natural resources.

G. Facilities. There shall be adequate public facilities available to serve the proposed use, or the applicant shall propose necessary improvements to address service deficiencies that the use would cause. In particular,

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the applicant shall demonstrate that adequate water supply and sewage disposal service is available for the proposed use, including sufficient water pressure and proximity to fire hydrants to provide for fire protection needs.

H. Parking. Sufficient off-street parking shall be provided for the proposed use.

4) <u>Employee Generation:</u> The Town Council affirms that the proposal generates a need for additional employee housing in accordance with Division 4 – Standards for Restricted Housing of the Land Use and Development Code. Additional commercial square footage associated with the expansion of the Ullrhof shall be mitigated at a rate of 3.59 employees per 1,000 interior square feet as measured pursuant to Section 16A-3-210 of the Code.

<u>Section Two: Action</u>. Pursuant to the findings stated in Section One of this Resolution, the Planning Commission recommends approval of the Aspen Skiing Company's Special Review application by Resolution. This approval is subject to the conditions in Section Three below.

<u>Section Three: Conditions</u>. The Applicant shall comply with and implement the following conditions of the Special Review:

(1) The Applicant shall submit for a Building Permit and receive approval thereof prior to construction. The building permit shall include a construction management plan that addresses storm water management, dewatering, run-off management, and fugitive dust control.

(2) The Applicant shall continue to work with the Roaring Fork Fire District to assure that appropriate building specifications and fire suppression will be met as part of any building permit submittal.

(3) The Applicant shall mitigate for the employee generation associated with new development as represented in the Architectural Plans (see Exhibit A) for **22.42** employees (not housed in the on-site caretaker units). The applicant shall either provide the mitigation as "built" units acceptable to the Housing Department and deed restricted in accordance with Table 4-6 of the Land Use Code <u>or</u> in the form of a cash fee-in-lieu equaling $500,000 per employee = **$11.21** million paid at time of building permit issuance. A letter of credit for the said amount is acceptable to the Town in lieu of a cash payment at the time of building permit issuance for the restaurant which can be redeemed if additional housing mitigation is not provided within 3 years from the issuance of the building permit.

(4) The Applicant shall continue to work with the USFS to appropriately mitigate

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the removal of vegetation as needed for the proposed redevelopment.

(5) This approval in no way modifies the agreement for activities allowed at the Ullrhof restaurant as specified in the 2024 Snowmass Mountain PUD Guide.

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

INTRODUCED, READ, AND APPROVED by the Town Council of Snowmass Village on July 1, 2024, upon a motion by Commission Member_____, the second of Commission Member_____, and a vote of___in favor and___against.

TOWN OF SNOWMASS VILLAGE,
PLANNING COMMISSION

_____
Brian Marshack, Chairperson

ATTEST:

_____
Ashleigh Huff, Planning Commission Secretary

Exhibits:
A. Employee Generation Calculations
B. Architectural and Site Plans

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September 4, 2024

Dave Shinneman and Brian McNellis
Community Development Director and Senior Planner
TOSV Community Development
130 Kearns Road
Snowmass Village, CO 81615

Re: Special Review Application- Ullrhof Restaurant

Dear Dave and Brian,

Please find attached Aspen Skiing Company's (ASC) application materials for the Special Review application to redevelop and expand the Ullrhof Restaurant on Snowmass Ski area. The project proposes to fully demolish the existing structure and construct a new, three-story restaurant facility. The application is consistent with the 2024 Snowmass Mountain Master Development Plan (SM MDP) and our formal pre-application conference held August 8, 2024. The proposed project, located on land leased from the USFS, is further described in this application and exhibits. Pending all required governmental approvals, ASC intends to start construction in April 2025.

In preparing this application, we have followed the content requirements as noted in Section 16A-5-230 of the Town of Snowmass Village Municipal code and as listed in the Special Review application. Please find the attached information or note the following:

1. Special review application- including name, address and contact information
2. Record of Pre-application meeting
3. Disclosure of Ownership + Letter of Authorization
4. Vicinity map- attached
5. Existing Conditions Survey
6. Site Plan, Landscape and Architectural floor plans/Elevations to further describe the project
7. Exhibit A: Floor area calculations and plan diagrams
8. Development Application fee agreement- a check will be remitted to the Town in the amount of $2,000 for the initial processing of the application

Facility History:

The Ullrhof is an existing on-mountain food and beverage facility located in the Big Burn pod on Snowmass Mountain. As noted, it operates on land ASC leases from the USFS as such there is no Parcel ID. The legal description is Township 10S, Range 86W Section 11. The site is zoned SKI-REC and surrounded by the property with the same designation. The facility, which has been in place since the late 1960's, operates as a quick serve cafeteria for roughly 225 guests inside and an additional 100+ outside. It is heavily utilized by skiing guests in the winter and frequently operates at capacity during peak periods. The facility is accessible in the winter over

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09/05/2024

snow only. Historically, it has not been used during summer months or for special events, though it is approved for such use under the SM MDP. The restaurant operates as Ski-Related Commercial facility and within the following allowable uses as noted in the current Mountain PUD guide:

Activities and Uses Allowed All Year:
Use 26. Operation of the mountain restaurants

Following our pre-application review of the project on August 8, 2024, TOSV Planning Staff and ASC agreed that the project as proposed would fall under an *Activity and Uses Allowed subject to Special Review*. Per the PUD guide, certain modifications requiring a Special Review process may require a concurrent PUD Amendment. In this case, the project is consistent with the recently approved 2024 SM MDP and PUD amendment. Should the Project be approved and proceed, the Applicant will work with Staff to determine the process to update Table 1 – Ski Related Commercial Facilities to reflect this Project.

Project Purpose:
During the Master Plan process, ASC outlined the seating shortage which currently exists on Snowmass Ski area, specifically calling out a need for seating on the west side of the mountain. The shortage was identified in a 2020 SE Group report commissioned by ASC to study existing Mountain food and beverage facilities. SE Group also demonstrated how this shortage would grow alongside implementation of Master Plan improvements and associated added skier volume. The report concluded Snowmass was short roughly 500-650 seats, at that time, to ideally distribute guests across the mountain. The shortage is particularly acute during peak periods and at the facilities located within our most popular ski terrain. The proposed new, larger facility will provide a measurable increase in seating for guests skiing the Big Burn pod - an area that can see over 3,000 skiers on the mountain during the lunch period due to the popular intermediate terrain served by the Big Burn and Sheer Bliss lifts.

In addition to an acute shortage of seating on the mountain, staffing has been a challenge at our on-mountain restaurants, particularly facilities which are only accessed via skiing or snowboarding. Hiring capable culinary staff, who can also safely reach the restaurant, is a challenge year after year, as is providing housing for these employees. This facility was designed to uniquely embrace technology to efficiently utilize staff while enhancing the guest experience. Since COVID, the world has grown used to ordering food via an app or kiosk which does not require face to face contact. This restaurant is designed with this operational model in mind. In addition to efficiently utilizing staff, this model provides our guests with an alternative to the cafeteria experience typical in the ski area.

Finally, the facility was constructed originally in 1969 and is outdated and at the end of its useful life. The facility is not energy efficient, nor was the structure built to facilitate a practical expansion based on current snow and building codes. The current guest and employee experiences have deteriorated as the building has aged and are sub-par to our other mountain dining facilities. This often leads to overutilization of newer facilities such as Elk Camp Restaurant and High Alpine, leading to a crowded and less than ideal guest experience- further exacerbating the seat shortage.

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Project Specific Description:

The project scope includes the following scope of work, further described in the attached materials:

- Demolition of the existing structure
- Replacement, upgrade or removal of utilities to serve the new facility, specifically:
    - New electrical service for the planned all-electric facility
    - Installation of new water tanks and a water line to serve both the expanded facility and allow the installation of a code required fire sprinkler system
    - Installation of a new grease trap and sewer line, tied to the existing SWSD main already in place
    - Installation of new fiber services to support the technological goals of the facility
    - Removal of gas service in support of the all-electric facility
- Construction of a new, energy efficient building over three levels is described as follows:
    - The lowest level will be service only, no guest access. The restaurant will be accessed via the existing service road which provides for deliveries at the current building
    - The second level will contain the bulk of the seating and will be accessed most frequently by guests skiing Max Park – in similar fashion to the existing Ullrhof access
    - The upper level will contain the bar and additional restaurant seating. It can be accessed from the main level, via the elevator or stairs, or guests can ski directly to this level from the Lunch Line catwalk trail. This improved access, along with the new, out-of-base Coney Express, will allow lower-level intermediate skiers to easily access the facility, helping to distribute lunchtime traffic across the mountain.
- A total of ~600-700 interior and exterior seats will be provided. This expansion in seating is consistent with the project as described in the SMMDP (which noted an added 250-500 seats to the existing 250).
- Two caretaker units are planned for on the lower level. These units will in part satisfy a portion of the required employee mitigation, while offering an added layer of oversight on the building during non-operational times.

The facility is proposed over three levels, two of which will be accessible to guests, while the lowest level will house operational space only. The building, while taller than the current facility, is within the allowable height limitation for certain on-mountain facilities of 65' as established in the PUD guide. In total, the Project proposes to construct roughly 35,000 gross SF, 19,955 SF of which is considered "Floor Area" per the TOSV Municipal Code.

The additional height of the new structure is in part tied to the required floor to floor separation needed for modern mechanical equipment and structure. The third floor adds height too, but as noted, facilitates easier ski in/ski out access for guests approaching the restaurant from the Lunch Line Catwalk. While the impact of this additional height will be visible to skiing guests in the Burn area, designing the building vertically limits the footprint of the building and expands the facility to meet guest demand within a more limited disturbance area. The overall footprint of the structure was important to limit. A similarly sized, lower scale building would have generated a larger footprint thereby significantly impacting the skiing experience, potentially causing an unsafe traffic pattern in a congested area with the Big Burn lift just downhill of the structure.
The proposed design anchors the building into the hillside and takes advantage of the significant change in

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elevation which occurs on the site from west to east. As such, three levels of building will only be readily visible on the northeast corner of the structure. Trees are proposed on this corner of the building to screen the overall height of the facility and the back of house functions in this area. Building materials have been selected to be complimentary of the natural setting and avoid causing glare. The building has a traditional design. The primary structural members are timber, with accents of stone and other materials selected for use in this mountain environment.

The building is currently under review by the USFS per their Facility Design Review Standards, known as the Built Environment Image Guide. Forest Service staff and consultants will evaluate the building to ensure it is consistent and compatible with facilities in the White River National Forest. Ultimately, the goal is to arrive at a facility which is complimentary and respectful of the natural environment, while enhancing the experience for guests of Aspen Snowmass and the Forest. This ongoing process will likely result in updates and enhancements to the drawings contained with this application. Concurrently, the Forest is conducting their standard environmental review which is cursory in nature due to the existing condition of the site as previously disturbed. We expect both these processes to wrap up in by the end of 2024.

The interior improvements will be designed in compliance with The Americans for Disabilities Act and The Architectural Barriers Act requirements as per the USFS. A guest elevator will connect the two guest facing levels, while a back of house elevator will provide full accessibility to staff. The exterior spaces will be accessed directly from snow elevation in the winter. Summer access, when applicable, will be provided with a combination of stairs and temporary ramps to account for the elevation drop provided for snow management.

Review Standards:

1. **Consistent with the Comprehensive Plan:**
   The Snowmass Mountain Development Plan is a document that outlines a long-term vision for the Snowmass Ski Area, and updates to the Plan are reviewed for consistency and alignment with the most recent, currently 2018 TOSV Comprehensive Plan.

   Relative to consistency with the 2018 TOSV Comprehensive Plan, the proposed enhancements align with the Snowmass Village aspiration to "be the leading multi-season, family-oriented inclusive resort community. We will do this by creating, marketing, and delivering distinctive choices for fun, excitement, challenge, learning, and togetherness. All this is done amidst our unique, natural splendor…as part of a memorable Aspen/Snowmass experience."

   The reimagined Ullrhof restaurant seeks to keep the warmth, friendliness and generational history the facility is known for and elevate the experience to be consistent with Aspen Snowmass. The new facility will welcome guests and allow for the creation of memories for the next 50 years of Snowmass. The building is sited to take advantage of the views out to the Granite Cliffs and beyond to Independence Pass- highlighting the beauty of Snowmass and the Brush Creek Valley.

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The proposed enhancements are consistent with the approved 2024 Snowmass Mountain Master Development Plan and PUD Amendment recently approved by the Town. Section VI-20 and VI-23 of the 2024 SM MDP references proposed upgrades to food service, seating and facilities. Within this text, the improvements are described as follows:

> VI-20: The Ullrhof Restaurant will be expanded and redeveloped, as additional seating on the west side of the mountain has been identified as a need. Ullrhof was determined the best location to add seats in this area. Some of the existing structure would be used in the design** with the expansion extending to the west by approximately 28,000 SF. A third level will be added with an entry from the trail occurring upslope of the existing structure and the restaurant will expand out over the deck on the first and second levels. This will add an additional 250 to 500 seats.
>
> VI-23: The (Ullrhof) Restaurant will be upgraded to reflect current standards of access, appearance and functionality

** Since the drafting of this master plan, further analysis and engineering on the existing structure deemed the building unsuitable to remain in place in a future renovation.

2. **Comply with standards of the development code**
   - **a. Zone District Standards:**
     - (i.) Use: The site is located on land zoned "REC" by the Town and is within the Snowmass Mountain PUD. The existing uses and proposed modifications are consistent with the "REC" zone district and Ski Related Commercial Facilities as described in the Mountain PUD Guide.
     - (ii.) Maximum Amount of Building: The currently adopted 2024 Snowmass Mountain PUD Guide establishes a maximum limitation for "new development/ re-development since the Ordinance 9-94 approval" for Commercial Space of 120,000 SF. Table 1 of the adopted 2024 Snowmass Mountain PUD Guide lists 62,122 SF of total built square footage thus leaving a total remaining amount of 57,878 SF. Upon completion of the project, the Applicant will work with Town Staff to determine the process to update the Table to reflect the new, as-built conditions.
     - (iii.) Height: The 2024 Snowmass Mountain PUD Guide states that maximum building height is to be 65 feet for mountain restaurant areas. The proposed maximum building height is 64'11 as measured at the tallest point from the proposed grade at the service road to the peak of the main gable roof. There is one specific, Non-structural area which exceeds this 65'0 limit on the roof over the exterior upper-level deck. The design team has proposed a skylight to provide more natural light to the open deck area below. The skylight exceeds the height limit by

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approximately 7” for 25’ length. The applicant would request this skylight be treated like a chimney which per Sec. 16A-3-210.a is allowed to extend a maximum of 2’ above the height limit. The skylight is visible on the attached drawings on sheets A2.03, A3.01 and A3.02.

b. Development Evaluation Standards

16A-4-20 Sensitive Wildlife habitat Areas: The site is not shown on the sensitive wildlife habitat areas as illustrated in Comprehensive Plan maps. In reviewing the CPW Species activity map, the site is not shown as a sensitive area for elk, mule deer or bighorn sheep, nor is any mapping of nest activity shown.

16A-4-30 Brush Creek Impact Area: The site is not in the Brush Creek impact area as illustrated in the Comprehensive plan maps.

16A-4-40 Floodplain and wetland areas: The site is not in a flood plain or wetland area.

16A-4-50 Geological Hazard areas: The disturbance area does not impact areas of geological hazard. The site does include steep slope areas as noted on the Slope Analysis included in the attached drawings. Many of the steep slope areas were manmade in the construction of the existing service road and building. In the new configuration, the west side of the building foundation will act as retaining for the grade from the service road to the new Level 2 entrance. As is standard with projects on the mountain, the revegetation of the steep slope areas will be completed to minimize erosion as vegetation is re-established. If desired, the Applicant can provide soils information from HP Kumar.

The project is not in a ridgeline protection area defined in Section 16A-4-50. f of TOSV Code. Exterior lighting will be selected to meet the code requirements for exterior lighting as noted in TOSV Code section 18.271

Sec 16A-4-210 Streets and related improvements: This provision is not applicable to this project.

Sec 16A-4-220 Public Trails: The scope of the project does not propose any meaningful changes to access. In the winter, the facility is only accessible via skiing or snowboarding. This is not expected to change. The traditional uphill travel routes do not bring guests directly to the Ullrhof. While mass transit access is not applicable to this project, the site is accessible via hiking or biking in the summer. The existing Cross Mountain Bike Trail will be re-routed in this project's scope due to the building's revised footprint. The exact alignment is under review and discussion with the USFS.

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Sec 16A-4-230 Water supply, sewage disposal, solid waste disposal and utilities: Plans to continue and expand water, sewage and electrical service are described further in Section 7, Facilities below and as shown on Civil sheet C1

Solid waste will continue to be removed daily via snow cat. Trash, compost and recycling will continue to be transported to the existing receiving facility at the Divide. The operation will utilize a mix of reusable and compostable to serve food and drink items. A portion of the compostable products will be processed on site. Ullrhof will be the first facility wherein ASC installs a bio-digester. These units can accept all food waste, which traditionally might be transported as compost. The bio digester can process upwards of 800 pounds of food daily, with the only waste being clean water. We expect the capacity will allow for all restaurant food – both back of house and dining room- to be processed in this way. This will substantially cut back on food waste which needs to be transported off the mountain.

In respect to the reusable service items, the design of the facility assumes a cold-water feed only dishwashing machine. These units are designed to pre-heat water, when necessary, in the specific quantity needed only for the dishwasher. Once running, they utilize waste heat generated from the washing process to pre-heat the next cycle. These machines significantly reduce overall hot water heating energy.

All utilities outside of the elements noted in exception 2 (e.g. meters, transformers) will be placed underground as required. Gas service will be abandoned with no new service to the building.

Section 16A-4-240 Fire Protection: The facility is accessible by emergency services in summer conditions via the Sam's Knob work road. This access will remain.

The building is not accessible by firefighting services in the winter conditions as is typical for on-mountain facilities. The new water system, served by roughly 40,000 gallons of water storage, will allow installation of an NFPA-13 compliant fire sprinkler system. The building will also be designed with a fully addressable fire alarm system.

The exterior finish of the new building will meet the Fire Resistive Construction standards as issued by the TOSV Building department. The structure is designed as a Type 3A structure, utilizing fire retardant/treated framing members as required by Code. The exterior finishes will be a mix of stone, metal, cement board and wood in limited cases. The roof will be Class A, asphalt shingle and PVC Membrane.

The USFS and the Applicant's building insurance company will have specific requirements limiting vegetation adjacent to the building. The Applicant will request to meet with the Fire Marshal to review proposed landscaping and vegetation to determine if additional steps can be taken to reduce wildfire risks on the project site.

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Sec 16A-4-250 Storm Drainage: Based on the site's on-mountain nature, there is no impact on municipal drainage systems. This said, the project does include work to mitigate drainage around the new improvements. There is seasonal surface and subsurface drainage running through the site during the spring melt. This can be significant depending on snowfall the prior winter. The Soils and Civil engineer will work in tandem to develop a strategy which diverts water away from the building foundation systems.

Section 16A-4-260 Easement Characteristics: Easements may be required with Holy Cross Energy based on the location of the new transformer. Easements will be coordinated per the requirements noted in this Code section.

Section 16A-4-270 Survey Monuments: The restaurant is located within the USFS boundary which is leased by the Applicant. There are no existing monuments available for reference within the survey's extents, nor any adjacent property owners near the project site.

3. **Compatible**

The proposed project is on land previously disturbed for ski area development and recreational skiing. The proposed use is consistent with the character of the surrounding area as an operational ski area. The project will not adversely affect the future development of the surrounding area.

4. **Adequacy of access**

There will be no impacts to the summer or winter access to the site. In winter operations, the site is accessed via skiing/snowboarding or snowcat for operational service. The facility is on the existing route of service for delivery of food and pick up of trash etc. It will not require the addition of a snow cat or other on-mtn 'traffic'. Summer road access, via the gate at the top of Wood Road, will not change as part of this project.

5. **Design minimizes adverse impact**

As noted, the site is previously disturbed and located in an area heavily trafficked by skiers in the winter. While the new facility is larger to meet guest demand, the proposed facility will have less impact than developing a site for a new restaurant at an alternate location.

The site is directly surrounded by skiing terrain on all sides. No other property owners are impacted by the facility, improvements or operations. The building is not on a ridgeline and, while visible to skiing guests, it will not impact scenic vistas or any view planes within the Town.

6. **Design minimizes environmental impact**

The Applicant is working to construct the larger facility in an environmentally sensitive manner. The facility is designed to meet the 2021 IECC energy code, which exceeds the current TOSV energy code. The building structure prioritizes the use of CLT- cross laminated timber- for the core structural elements. This engineered wood product is more sustainable to produce than steel or concrete. The

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contractor is also researching options to pre-cast certain elements of the structure. Both methodologies will limit truck traffic during construction.

The new facilities will be served by electric utilities as part of Aspen Skiing Company's goal to build highly efficient, industry leading all-electric facilities and to remodel existing ones where possible to maximize use of clean power provided by Holy Cross while limiting use of fossil fuels via natural gas. Operationally, we are designing the building's mechanical system to be simple to operate and maintain with the use of electric resistance heating in the main dining spaces. This heat source will require a high performing building envelope to limit the heating load of the space. Glazing will be limited to elevations which provide scenic views and provide solar gain in winter operations. Kitchen exhaust systems will be designed with best practices in mind, particularly with variable speed air flow depending on business levels, to operate this energy intensive, code required system as optimally as possible.

Aspen Skiing Company will continue to utilize employees to sort customer waste to correctly divert items such as food and recyclables. As noted previously, composting of food waste will continue per existing operations- and will be enhanced with the addition of the bio-digester food processor.

As noted, the facility is on a site which has been previously disturbed and seeks to minimize new disturbance areas. Construction of the facility will require the removal of the treed hillside to the west of the facility, however much of the hillside represents a wildfire hazard to the current building. The attached landscape plans propose limited areas of new planting and vegetation to screen key views of the new facility and have been developed with the following in mind:

- **Skier Circulation:** The site once redeveloped, will not have room for significant tree planting while also maintaining open and safe ski pathways to and from the restaurant and to the lift.

- **USFS Tree planting requirements:** USFS would prefer new landscaping to be focused on key areas in limited fashion for screening/beautification of the facility. Typically, when planting trees in large quantities, the USFS would require the use of trees grown at their nursery from their approved seed stock. When planting specifically for screening purposes, they will waive these requirements for trees proposed in <u>limited</u> fashion, with species native to the adjacent forest.
- **Wildfire Hazard**: The Applicant is required to maintain a minimum 10' buffer to any flammable landscaping or native vegetation. In addition, the area within 30' of the structure is required to be clear of undergrowth from trees.

Within one growing season of the project's completion, all areas disturbed as part of the proposed improvements will be revegetated as per standard USFS requirements and practices to ensure the project does not create erosion or drainage issues downstream.

7. Facilities

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- **Sewer:** The facility is served by the Snowmass Water and Sanitation District (SWSD) for sewer connections to the mainline in the Sam's Knob work road. The proposed improvements will include upsizing the sewer service line to tie into the existing main. In addition, the grease trap for the restaurant will be replaced with an appropriately sized unit. Tap fees will be due at permit issuance to SWSD for the added seating proposed.
- **Electricity:** Holy Cross Energy is committed to ASC's goal to shift facilities to all electric. The applicant is working with Holy Cross and the electrical engineer to design the upsized service. Capacity exists in the vicinity based on upgrades completed with the recent replacement of the Big Burn Lift. A new transformer will be set on the service road to the north of the new facility.
- **Water:** As noted, a new water line and storage tanks (roughly 36,000 gallons) will be required to provide for the increased facility size and to allow installation of a fire sprinkler system. The design of this system is still in progress. The system will require new (buried) storage tanks either uphill of the restaurant on the Sunnyside Ski run or adjacent to the new restaurant. The latter design will require a fire pump to provide the required pressure for the fire sprinkler system. The two options are being evaluated by the construction and operations team to confirm which solution is constructable and serviceable for the building's life.
- **Gas:** The gas service to the building will be abandoned.
- **Telecommunications:** ASC owned, private fiber will provide connectivity to the new restaurant

8. **Parking**

   In winter conditions, parking is not directly applicable to this ski in/ski out facility as guests and employees access the cabin over snow. The proposed improvements are intended to serve existing winter ski area guests by addressing existing on-mountain F&B seating shortages and are not anticipated to generate new incremental skier visits to Snowmass, thus not impacting the Town's transit or base area parking capacities. The operation will continue to be served by snow cat for deliveries and trash removal. In summer conditions, the existing work road will provide access to operations for maintenance. There will be no access for the public to drive to the site.

Employee Generation:

Individual projects outlined in the Snowmass Ski Area MDP are evaluated for employee generation impacts per Land Use Code Section 16A-4-400 at time of project-specific proposal to the Town. The total floor area applicable to employee generation is 19,955 SF. Based on the proposed operation which does not utilize direct wait service, the restaurant will be classified as "Ski Area- Cafeteria style". Per Section 16A-4-410, table 4-5 this classification will generate 3.59 employees per 1,000 SF of Floor Area. The applicant has calculated the anticipated employee mitigation per the Code, accounting for the allowable replacement credit as described in section e. of the same Code. In total after allowing for the redevelopment credit, the restaurant is required to mitigate for 24 employees. Allowing for the (2) units proposed on site, the project must provide an additional 9,855 SF of housing offsite.

The calculations are summarized as follows:

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Ullrhof Employee Mitigation calcs	Value	Calculation
Number of Post development employees	71.6	Floor Area (19,955 SF)/1000 * 3.59 employees
Mitigate for 60%, per 16A.4-410.f	43.0	Post dev Employees x 60% per Code
Number of pre-development employees	27.15	Existing Floor Area (7,562 SF) /1000 * 3.59 employees
Mitigate for 60%	16.29	pre-dev Employees x 60%
Re-development Credit, per 16A.4-410.e	18.73	60% of pre-dev employees x 115%
Mitigation requirement (Employees)	24.25	60% of Post development - Redevelopment credit
Square footage required (SF)	10,864	448 SF x mitigation requirement
Proposed SF at Ullrhof	1010	Two units at Ullrhof
Offsite mitigation required (SF)	**9,855**	**Required SF - proposed at Ullr**

As per the PUD amendment submitted on 8/6/2024, Aspen Skiing Company is pursuing a new employee housing project at the Divide, referred to as SHOP. SHOP will mitigate for the balance of the housing required for this project after accounting for the two on-site units.

Project Execution

Pending all governmental reviews and approvals, the Applicant anticipates starting construction on this project as early as April 2025, with delivery potentially in early January 2026. Pending site conditions, specifically soils, construction could stretch into two construction seasons with an opening then scheduled for November 2026. As the facility is needed to provide adequate guest service to the skiing public, it is our goal to bring the seats online as soon as feasible. Several factors need to be confirmed before committing to a development schedule including final design requirements from the USFS, construction costs and availability of labor and materials to complete the project on a fast-track schedule. The impact of certain aspects, such as the sub-surface soil conditions- will not be fully understood until construction commences on the Project. The applicant would request the standard three-year vesting period to apply for a building permit to account for these uncertainties.

We look forward to further discussions regarding this application.

Thank you for your consideration,

Dana Dalla Betta

Dana Dalla Betta
Senior Project Manager- Aspen Skiing Company

cc: Chris Kiley, Susan Cross - Aspen Skiing Company

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SGM
www.sgm-inc.com

October 8, 2024

Via E-mail: jimwahlstrom@tosv.com

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

RE: SWSD – Ullrhof – Will Serve

Dear Jim:

The purpose of this letter is to provide a can and will serve letter for the Ullrhof Restaurant on Snowmass Mountain Ski Area. SWSD provides only sewer service to the existing Ullrhof at approximately 13 EQRs. The Aspen Skiing Company is proposing to demolish the existing restaurant and construct a new expanded restaurant in the same location with approximately 40 EQRs. SWSD can and will serve the project with sewer with the following conditions.

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

2. SWSD will perform an EQR audit on the final construction drawings when they are ready to determine the system development fees owed to SWSD. The system development fees are due at the time of building permit and then when the project is completed, an onsite audit is completed to verify the EQRs. The difference in EQRs are required to be paid for.

3. A new grease trap, adequately sized, shall be provided.

4. The construction drawings shall be reviewed and approved by SWSD prior to construction.

5. The Aspen Skiing Company will pay for all costs associated with review, inspection and construction of the associated wastewater collection system.

If you have any questions, please call.

Sincerely,

SGM

Chris Lehrman, PE
District Engineer

Cc e-mail: Kit Hamby

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Dunlop Environmental Consulting, Inc.

Environmental Public Health Planning for the Future

October 3, 2024

Town of Snowmass Village
Community Development Department
Brian McNellis, Senior Planner AICP/MLA
130 Kearns Road
Snowmass Village, CO 81615-5010

Re: Major PUD Amendment Aspen Skiing Company Vehicle Maintenance Facility Parcel C, Lot 44, Divide Subdivision – The SHOP Snowmass Housing for Ops Personnel Major PUD Amendment

Dear Mr. McNellis,

As per your request, Dunlop Environmental Consulting has reviewed the above referenced application for compliance with appropriate Town of Snowmass Village (TOSV) Codes. The focus of this review will be on water quality, air quality, noise management and the Construction Management Plan (CMP). There is general discussion in the application regarding project location and function, but with minimal detail regarding statements around environmental impacts.

To summarize the application, the Aspen Skiing Company (ASC) is proposing to add 30 living units to 2.85 acres of land near the existing Snowmass Mtn. Vehicle Maintenance Facility. There will be 20 one-bedroom units and 10 two-bedroom units available year-round for fulltime employees. These will be rental units owned by the ASC. The residences will be 100% electric, prefabricated modular construction made off-site and assembled on parcel C, Lot 44 of the Divide Subdivision. The project is proposed to be completed within 12-18 months after the start date.

WATER QUALITY:

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

245 Woodruff Road Glenwood Springs, CO 81601

(970) 945-4820 Office (970) 379-4028 Cell

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

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

AIR QUALITY:

The residential units will be 100% electric. Therefore, there is no concern with emissions from natural gas or wood burning devices.

It is requested the applicant provide a statement regarding increased vehicular traffic as the result of more vehicles congregating in this area. Since there is an existing abundance of vehicles in the immediate area from the vehicle maintenance garage, it is not anticipated that this project will significantly contribute to degrading air quality, but a statement from the applicant to this point, with subject matter expert support, is requested.

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

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

NOISE:

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

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

work nights while others work days. Sleep patterns and personal entertainment choices can present conflicts. The TOSV may become engaged settling these conflicts.

CONSTRUCTION MANAGEMENT PLAN:

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

This concludes findings of this review.

Sincerely,

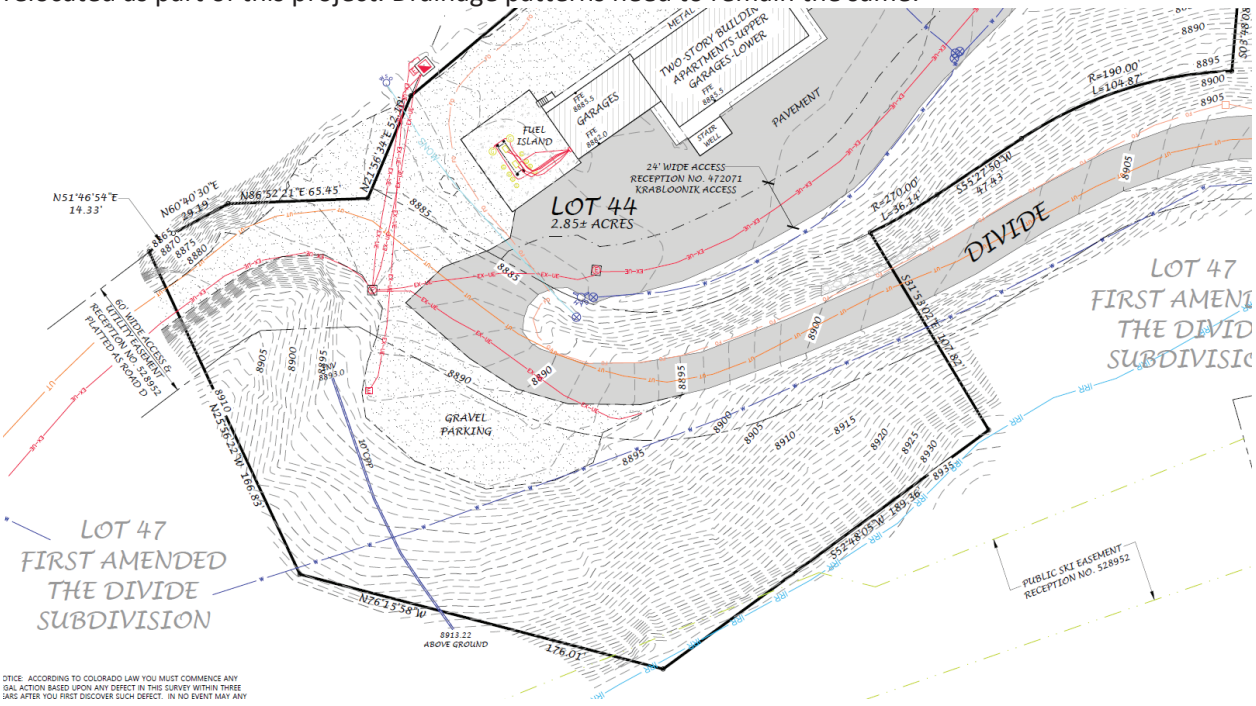
Thomas S. Dunlop, MPH, REHS
President

INTEROFFICE MEMORANDUM

TO: BRIAN MCNELLIS, SENIOR PLANNER
FROM: MIKE HORVATH, TOWN ENGINEER
ANNE MARTENS, PUBLIC WORKS DIRECTOR
SUBJECT: SPECIAL REVIEW – DIVIDE HOUSING COMMENTS
DATE: OCTOBER 7, 2024

These comments are in response to the proposed Aspen Skiing Company's application (dated August 5, 2024) for a Special Review for the redevelopment of the Divide Housing.

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



2. Divide Way needs to be widened to 24' for its entirety, not only within Lot 44, to Divide Rd.
3. The current application has the Divide Way easement listed as an access easement across Lot 44. This easement needs to be a right-of-way easement to accommodate both access and utilities.
4. With road widening and utility work, easements for new infrastructure located outside existing easement on Lot 47 will need to be implemented.
5. Intent to Serve Letters are required from all utility providers. Please provide as part of application.
6. Realigned roadway appears to extend onto neighboring property to the north. An easement will be required for this encroachment or realignment needs to be redesigned to prevent encroachment.

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

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

Attachment D

ASPEN SNOWMASS

October 8, 2024

Dave Shinneman and Brian McNellis
Community Development Director and Senior Planner
TOSV Community Development
130 Kearns Road
Snowmass Village, CO 81615

Re: Ullrhof Redevelopment

Dear Dave and Brian,

Thank you for your time on Friday, October 4 to discuss the referral comments received thus far on the Special Review Application for the Ullrhof Restaurant. In response to the comments received please note the following:

Memo: Public Works 9/23/24

Comment	Response
Sheet L0-01 depicts the regrading of an existing swale. Drainage patterns are to remain the as existing and if altered must demonstrate no negative impact to downstream properties.	Please see the attached response from Roaring Fork Engineering, the Civil Engineer on the project. Please note the engineer will prepare a full drainage report for submission at the time of Building Permit
The application states an increase of 24 employees. Per Condition 3 of Ordinance 7 of 2024, please address additional employee parking and additional traffic produced. As part of expansion of services, transportation demand management strategies need to be implemented to keep level of service (LOS) consistent with existing LOS's throughout town as requested in the Snowmass Mountain Masterplan PUD.	The Applicant currently manages a comprehensive employee transportation and parking program for the ski area that includes restaurant operations. The expanded Ullrhof Restaurant will continue to be included in this management plan. The Applicant actively manages employee access to the ski area thru a combination of existing permitted parking and transit solutions. Transportation demand management strategies include employee shuttles and vanpools, subsidized RFTA passes for employees, and investment in employee housing in TOSV and near RFTA BRT stops throughout the valley. The Applicant contributes funding to both the TOSV shuttle and RFTA on an annual basis.
No sanitary service was depicted in the application. Please demonstrate a sanitary service that meets demand/capacity and SWSD standards.	Sanitary service is noted sheet C1. The scope includes replacement of the existing grease trap to serve the larger facility and connection to an existing sewer line which is tied to the SWSD main. All new components will be designed to the standards of the District. The Applicant has reviewed the proposed Project with the District and has verbally been told the District has capacity to serve the new facility. A formal Will Serve Letter has been requested and will be provided upon receipt.

Memo: Dunlop Environmental Consulting 9/27/24

Water quality- including storm water management, dewatering and run off management	The proposed project is located on USFS Property and within the boundaries of the Applicant's State Stormwater management permit for the Ski area more broadly. Federal and State regulations will largely govern the required management of water- surface and subsurface- during construction. As noted previously, a full drainage report will be provided at Building Permit Submission. A Construction Management plan (CMP) will be prepared for the property, will delineate the responsibilities of the contractor to implement Best Management Practices (BMP's) to minimize the impacts of spring runoff both on and off the Project Site. The Applicant is working with a geotechnical engineer particularly as tied to dewatering required during construction.
Wastewater Treatment	As noted, the necessary components will be replaced to serve the expanded facility with the system tied back into the existing District mainline. The consultant notes a need to provide year-round access to the grease trap – this is not practical nor typical for on-mountain facilities. The grease trap will be sized to serve the facility for the entirety of the winter season
Air Quality- Fugitive Dust Management	A management strategy for the mitigation of dust, during demo and construction, will be outlined in the Construction Management Plan to be submitted with Building Permit
Air Quality- Wood Burning Fireplaces	There is one wood burning fireplace proposed inside the new restaurant. This proposed fireplace is allowed under Section 18-41 of the TOSV Municipal and will be constructed per the requirements noted with the Code.

Please reach out with any further questions or concerns regarding the Project. We look forward to meeting with the Planning Commission on 10/16.

Regards,

Dana Dalla Betta
Aspen Skiing Company

P.O. Box 1248
Aspen, CO 81612-1248
970-925-1220
aspensnowmass.com

ROARING FORK ENGINEERING

To: Brian McNellis
Town of Snowmass Village | Senior Planner

From: Anthony Alfini, PE
Project Engineer
Roaring Fork Engineering

CC: Mike Horvath, PE
Town of Snowmass Village | Town Engineer

Dana Dalla Betta, Sr Project Manager
Aspen One | Planning & Development

Date: October 7, 2024

Re: Ullrhof Drainage Design

RFE prepared this memo to address comments from the Town of Snowmass Village (TOSV) regarding a special review of a redevelopment of the Ullrhof Restaurant.

Comment 1: *Sheet L0-01 depicts the regrading of an existing swale. Drainage patterns are to remain the as existing and if altered must demonstrate no negative impact to downstream properties.*

Applicant Response: The grading changes associated with the Ullrhof redevelopment will be designed to safely convey drainage away from the new structure and maintain existing drainage patterns and peak discharge rates. Drainage will be directed from and around the proposed structure and will be intercepted by area drains where necessary. Roof drainage from the proposed structure will be collected by downspouts and conveyed to the proposed storm drain system. The proposed storm drain system will discharge to above and/or below grade best management practices (BMPs) such as drywells, detention basins, etc. Existing drainage patterns and peak flow rates will be maintained. There are no known flooding issues at or downstream of the site. As such, the stormwater runoff from the site is not anticipated to have any adverse impacts to downstream properties or resources. BMPs will also be implemented to meet TOSV stormwater quality requirements. Roaring Fork Engineering is currently coordinating with TOSV Public Works to ensure that the Ullrhof design meets the Town's requirements for both stormwater quality and peak runoff discharge.

ULLRHOF RESTAURANT, SNOWMASS VILLAGE, CO

PROJECT DESCRIPTION

PROJECT ADDRESS:

ULLRHOF RESTAURANT
ASPEN SNOWMASS
SNOWMASS VILLAGE, COLORADO

SCOPE OF WORK:
NEW MID-MOUNTAIN RETAURANT TO REPLACE AN EXISTING FACILITY

APPLICABLE CODES:
2015 INTERNATIONAL BUILDING CODE
2015 INTERNATIONAL MECHANICAL CODE
2015 INTERNATIONAL PLUMBING CODE
2014 NATIONAL ELECTRIC CODE
2015 INTERNATIONAL ENERGY CONSERVATION CODE
2015 INTERNATIONAL FIRE CODE
2012 INTERNATIONAL GREEN CONSTRUCTION CODE
NOTE: ALL ABOVE CODES ADOPTED WITH LOCAL AMENDMENTS
2015 ARCHITECTURAL BARRIERS ACT (ABA)

PROJECT IS DESIGNED TO 2021 CODE CYCLES OF THOSE LISTED ABOVE, WHICH HAS NOT YET BEEN ADOPTED BY THE TOWN OF SNOWMASS VILLAGE, CO.

OCCUPANCY CLASSIFICATION :
A-2 - ASSEMBLY
S-2 - STORAGE
M - RETAIL
B - OFFICE
R2 - RESIDENTIAL

TYPE OF CONSTRUCTION:
NEW BUILDING:
TYPE III-B, FULL SPRINKLER SYSTEM THROUGHOUT

NUMBER OF STORIES:
NEW BUILDING -
3 STORIES ABOVE GRADE PLANE

3D IMAGE

DEFERRED SUBMITTALS:

DEFERRED SUBMITTALS FOR THIS PROJECT INCLUDES:

1.FIRE SPRINKLER SYSTEM DESIGN
2.FIRE ALARM SYSTEM

PROJECT DIRECTORY:

CLIENT INFORMATION

ASPEN SKIING COMPANY, LLC
PO BOX 1248
ASPEN, COLORADO 81611

CONTACT: DANA DALLA BETTA
TEL: 970.925.1220 970.456.6601

ARCHITECT

BULL STOCKWELL ALLEN
300 MONTGOMERY ST, SUITE 600
SAN FRANCISCO, CA 94104

CONTACT: JOHN ASHWORTH
TEL: 415.281.4720

CIVIL ENGINEER

ROARING FORK ENGINEERING
592 CO-133
CARBONDALE, COLORADO 81623

CONTACT: ANTHONY ALFINI
TEL: 970.340.4130

LANDSCAPE ARCHITECT

DESIGN WORKSHOP
22860 TWO RIVERS RD., SUITE 102
BASALT, COLORADO 81621

CONTACT: DARLA CALLAWAY
TEL: 970.399.1417

BUILDING ENVELOPE CONSULTANT

APPLIED ENCLOSURE CONSULTING
11757 WEST KEN CARYL AVE, SUITE F308
LITTLETON, COLORADO 80127

CONTACT: EVERETT VERSCHAVE
TEL: 303.763.1863

STRUCTURAL ENGINEER

KL&A ENGINEERS & BUILDERS
215 N 12th ST, UNIT E
CARBONDALE, CO 81623

CONTACT: DAN DOHERTY
TEL: 970.927.5174

MECH / ELEC/ PLUMBING/ FIRE PROTECTION /LIGHT

RTM ENGINEERING CONSULTANTS
251 LINDEN STREET, SUITE 200
FORT COLLINS, COLORADO 80524

CONTACT: ERIN PASOLD
TEL: 970.221.5691 x2244

FOOD SERVICE DESIGN

JEDRZIEWSKI DESIGNS
1334 EAST BROWNING AVENUE
SALT LAKE CITY, UTAH 84105

CONTACT: RIC JEDRZIEWSKI
TEL: 801.403.9073

ENERGY CONSULTANT

GROUP14 ENGINEERING, PBC
1325 EAST 16TH AVENUE
DENVER, COLORADO 80218

CONTACT: TAYLOR ROBERTS
TEL: 720.382.1708

INTERIOR DESIGNER

85 NORTH 3RD STREET, #110
BROOKLYN, NY, 11249

CONTACT: SARAH BULLER
TEL: 718.384.2822 x102

VICINITY MAP

8/23/2024 6:35:52 PM

bull stockwell allen
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SAN FRANCISCO CA 94104

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Ullrhof Restaurant
Aspen Snowmass
Snowmass Village, Colorado

ISSUE
50% DESIGN DEVELOPMENT

RELEASE DATE
08.23.2024

REVISIONS

PROJECT NO. 223214
MADE BY Author
REVIEWED BY Checker

COVER SHEET

G1.00

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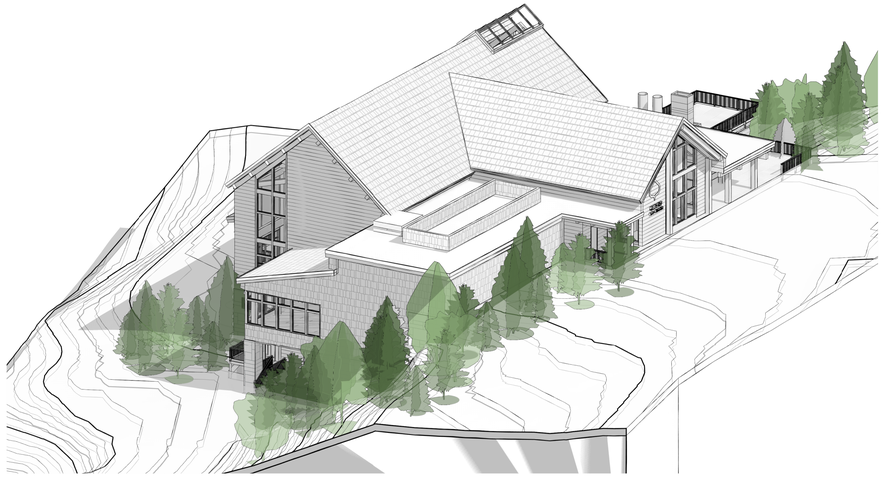
09/05/2024



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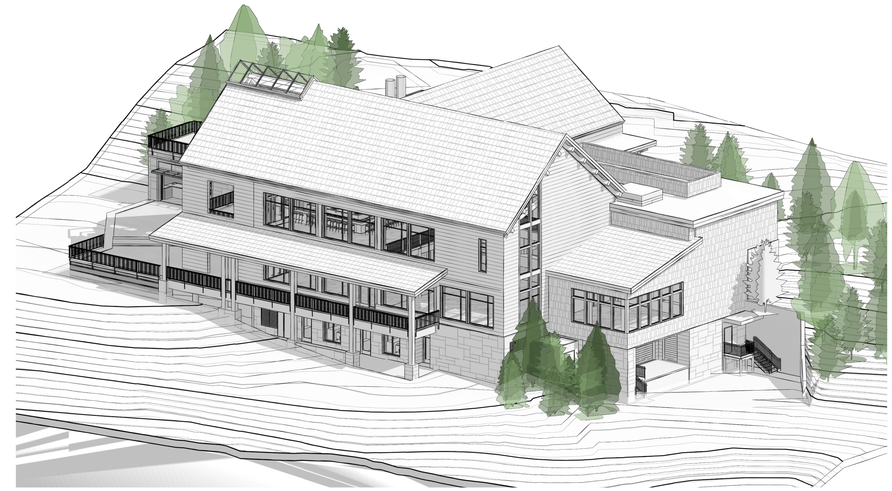

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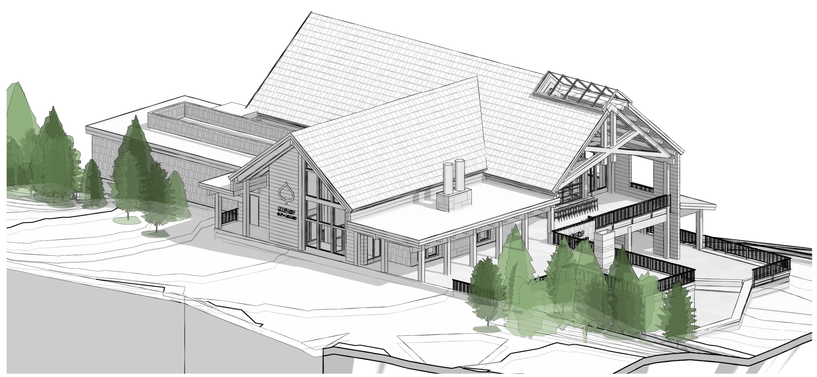

3 AXON VIEW 03 - SOUTH WEST CORNER

1 AXON VIEW 01 - SOUTH EAST CORNER

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Ullrhof Restaurant

Aspen Snowmass

Snowmass Village, Colorado

ISSUE
50% DESIGN DEVELOPMENT

RELEASE DATE
08.23.2024

REVISIONS
1

PROJECT NO.	223214
MADE BY	Author
REVIEWED BY	Checker

BUILDING EXTERIOR VIEWS

G1.03

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PROJECT DESCRIPTION

THE PROJECT IS A NEW MID MOUNTAIN RESTAURANT FOR ASPEN SKIING COMPANY. THE BUILDING HAS THREE LEVELS. CONSTRUCTION INCLUDES A MASS TIMBER PRIMARY STRUCTURAL SYSTEM. MAJOR EXTERIOR MATERIALS ARE WOOD SIDING, STONE VENEER, ALUMINUM CLAD WOOD WINDOWS, ASPHALT SHINGLES, AND MEMBRANE ROOFING.

MAJOR FUNCTIONS WITHIN THE BUILDING INCLUDE FOOD SERVICE VENUES WITH SUPPORTING COMMERCIAL KITCHEN AND FOOD PREPARATION AREAS, A SMALL COFFEESHOP/MARKET, LOADING DOCK AND ASSOCIATED SUPPORT SPACES. THERE ARE ALSO TWO (2) CARETAKER LIVING UNITS.

CODE ANALYSIS

APPLICABLE CODES
SNOWMASS VILLAGE, CO

2015 INTERNATIONAL BUILDING CODE
2015 INTERNATIONAL MECHANICAL CODE
2015 INTERNATIONAL PLUMBING CODE
2014 NATIONAL ELECTRIC CODE
2015 INTERNATIONAL ENERGY CONSERVATION CODE
2015 INTERNATIONAL FIRE CODE
2012 INTERNATIONAL GREEN CONSTRUCTION CODE
NOTE: ALL ABOVE CODES ADOPTED WITH LOCAL AMENDMENTS
2015 ARCHITECTURAL BARRIERS ACT (ABA)

PROJECT IS DESIGNED TO 2021 CODE CYCLES OF THOSE LISTED ABOVE, WHICH HAS NOT YET BEEN ADOPTED BY THE TOWN OF SNOWMASS VILLAGE, CO.

IBC CHAPTER 3
USE AND OCCUPANCY CLASSIFICATION

LEVEL- 2
A-2 Dining areas, Kitchen, Lounge,Bar (Section 303.3)
S-2 Kitchen Storage (Section 311.2)

LEVEL- 1
A-2 Dining areas, Kitchens (Section 303.3)
S-2 Restaurant Storage, Waste Storage (Section 311.3)
M Retail/General Store (Section 309.1)

LEVEL- 0
A-2 Kitchen, Staff Room (Section 303.3)
S-2 Restaurant Storage, Waste Storage (Section 311.3)
S-2 Elec.Switchgear, Mechanical, Telecom(Section 311.2)
B Kitchen Office (Section 304.1)
R-2 Caretaker Units (Section 310.5)

IBC CHAPTER 5
GENERAL BUILDING HEIGHTS AND AREAS

Approved address identification shall be provided on the building in correspondence to **Section 502**.

Per **IBC Section 302.1** Structures containing multiple occupancy groups shall comply with **IBC Section 508.**

Per **IBC Section 508.1** Where a building contains more than on occupancy group, the building or portion thereof shall comply with the applicable provisions of **Section 508.2, 508.3 or 508.4,** or a combination of these sections.

Per **IBC Section 508.2** No separation is required between accessory occupencies and the main occupency. **Exception**: Group R-3 Dwelling Units and sleeping units shall be separated from other dwelling units or sleeping units and from accessory occupencies contiguous to themin accordance with the requirements of **Section 420**.
Per **IBC Section 508.3 Nonseparated Occupancies**, Buildings or portions of buildings that comply with the provisions of this section shall be considered as nonseparated occupancies.
Per **IBC Section 508.1.1** Nonseparated occupancies shall be individually classified in accordance with **Section 302.1**. The requirements of this code shall apply to each portion of the building based on the occupancy classification of that space. In addition, the most restrictive provision of **Chapter 9** that applys to the nonseparated occupancies shall apply to the total nonseparated occupancy area.
Per **IBC Section 508.3.2** The allowable building area, height and number of stories of the building or portion thereof shall be based on the most restrictive allowances for the occupancy groups under consideration for the type of construction of the building in accordance with **Section 503.1**.

Per **IBC Section 508.3.3** No separation is required between nonseparated occupanices.

BUILDING HEIGHTS AND AREAS LIMITATIONS
(IBC, Section 503):

Type III-B Construction
Allowable Height, Story and Area
IBC Tables 504.3, 504.4, 506.2

Occupancy -	**Building Height in Stories/Feet**	
Limitations -	**Building Area Limitations per Story**	
A-2 Occupancy	3 Stories/75'	28,500SF
B Occupancy	4 Stories/75'	57,000SF
M Occupancy	3 Stories/75'	37,500SF
S-2 Occupancy	4 Stories/75'	63,000SF
R-2 Occupancy	4 Stories/75'	78,000SF

Actual Height Total
69'-6" From Level -1 Loading to Top of Roof

Actual Story Total
3 Stories

Actual Gross Area Total
Level 2 : 6,025 SF
Level 1 : 12,190 SF
Level 0 : 6,840 SF
TOTAL: 25,055 SF

OCCUPANCY SEPARATION REQUIREMENTS
IBC Table 508.4:
A-2 to B : 1- hour
A-2 to S-2: No separation required
A-2 to R-2: 1- Hour
S-2 to R-2 : 1- Hour

IBC CHAPTER 6
TYPES OF CONSTRUCTION

Per Table 601 Fire Resistance Ratings
In all occupancies, heavy timber shall be allowed where 1-hour or less fire resistance rating is required.

Primary structural frame:
Type III-B: 0 hr protection
Exterior bearing walls:
Type III-B: 2 hr protection
Exterior non-load bearing walls:
Per Table 602, based on a
X > 30' Fire Separation Distance:
Type III-B: 0 hr protection
Interior non-load bearing partitions:
Type III-B: 0 hr protection
Floor construction:
Type III-B: 0 hr protection
Roof construction:
Type III-B: 0 hr protection

IBC Section 602
Type III-B at all levels.
IBC Section 602.5
Type III construction is the type of construction in which the exterior walls are of noncombustible materials and the interior building elementsare of any material permitted by code. Fire-Retardent-Treated wood framing complying with Section 2303.2 shall be permitted within exterior wall assemblies of a 2-hr rating or less.

IBC CHAPTER 7
FIRE AND SMOKE PROTECTION FEATURES
Per **Section 705.5** Exterior walls shall be fire-resistance rated in accordance with **Tables 601** and **602** and this section
Section 707 Fire Walls
Section 708 Fire Barriers
Section 709 Fire Partitions
Section 711 Floor and Roof Assemblies
Section 712 Vertical Openings
Section 713 Shaft Enclosures

IBC CHAPTER 8
INTERIOR FINISHES

Section 805.1 Combustible materials-Application and exception
Section 807 Insulation

IBC CHAPTER 9
FIRE PROTECTION AND LIFE SAFETY SYSTEMS

Section 902.1 Pump and Riser room size
The building will be fully protected by approved automatic sprinkler system in accordance with **Section 903.2.1.3**.

IBC CHAPTER 10
MEANS OF EGRESS

Per **Section 1004.4** Where a building contains two or more occupancies, the means of egress requirements shall apply to each portion of the building based on the occupancy of that space. Where two or more occupancies utilize portions of the same means of egress system, those egress components shall meet the more stringent requirments of all occupancies.

Table 1004.5 Maximum floor area allowances per occupant
300 SF gross - Accessory storage area, mechanical equipment room
15 SF net - Asembly without fixed seats, Unconcentrated
150 SF gross - Business Areas
200 SF gross - Kitchen,commercial
50 SF gross - Locker rooms
60 SF gross - Mercantile
15 SF gross - Decks

Per Section 1006.2.1 Two exits or exit access doorways from any space shall be provided where the design occupant load or the common path of egress travel distance exceed the values listed in **Table 1006.2.1**
(With Sprinkler System)
A Occupancy - 75 feet
B Occupancy - 100 feet
M Occupancy - 75 feet
S Occupancy - 100 feet

Per section 1005.3.1 -Stairways : The capacity, in inches, of means of egress stairways shall be calculated by multiplying the occpant load served by such stairways by a means of egress capacity factor of 0.2 inch per occupant.

Per Table 1006.3.2 : Minimum Number of Exits or Access to Exits per Story
Level 2 : 2
Level 1 : 2
Level 0 : 2

Section 1009 Accessible Means of Egress
Section 1010 Doors, Gates and Turnstiles
Section 1011 Stairways
Section 1013 Exit Signs
Section 1014 Handrails
Section 1015 Guards
Section 1028 Exit Discharge

IBC CHAPTER 11
ACCESSIBILITY

Section 1104 Accessible Route
Section 1105 Accessible Entrances
Section 1108 Special Occupancies
Section 1109 Other Features and Facilities
Section 1111 Signage

2015 International Plumbing Code (IPC)
Chapter 4

Per **Section 403** Plumbing fixtures shall be shown in the Minimum number as shown in **Table 403.1** based on the actual use of the building or space.

IECC 2021
ENERGY CODE

The project is a commercial buildilng located in Climate Zone 7, Pitkin County, Colorado.

Per IECC Section C402, the following Thermal Envelope Insulation Component Requirements are as follows:

Insulation entirely above roof deck:	R-35-ci
Attic/Other:	R-60ci
Mass Wall, above grade:	R-15.2ci
Wood framed wall, above grade:	R-13+R-7.5ci, or R-20+R-3.8ci
Below Grade Wall:	R-15ci
Mass Floors:	R-20.9ci
Joist-Framed Floors:	R-38
Slab on Grade, Unheated:	R-20 for 24: below
Slab on Grade, Heated:	R-20 for 48" below grade +R-5 full slab

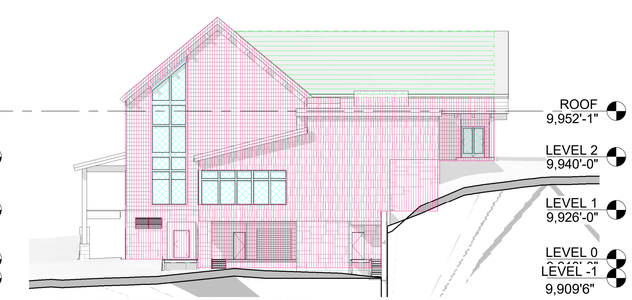
PROJECT ENERGY PERFORMANCE GOALS:

Windows:	U-0.2 or Less at center of glass. Vitro Sungate ThermL or similar product Argon filled glazing cavities
Walls above grade:	R-40 minimum Continuous Exterior insulation
Walls below grade:	R-20 minimum
Roof:	R-60 minimum
Slab on Grade:	R-10 minimum R-20 minimum at crawl spaces

Thermal gradient calculation in walls are provided on Sheet A8.02 for prevention of condensation on the interior side of water/vapor membranes.

	NORTH	SOUTH	EAST	WEST	TOTAL	
GLAZED WALL	730 SF	1,415 SF	1,830 SF	450 SF	**4,425 SF**	**20%**
SOLID WALL	3,530 SF	2,175 SF	3,860 SF	2,475 SF	**12,040 SF**	**55%**
SLOPED ROOF	1,015 SF	1,015 SF	2,000 SF	1,515 SF	**5,545 SF**	**25%**

4 ENVELOPE STUDY - EAST
1" = 20'-0"



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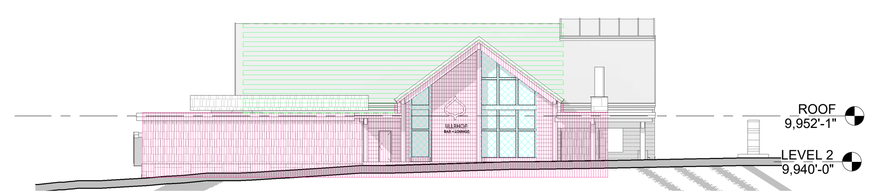
1" = 20'-0"



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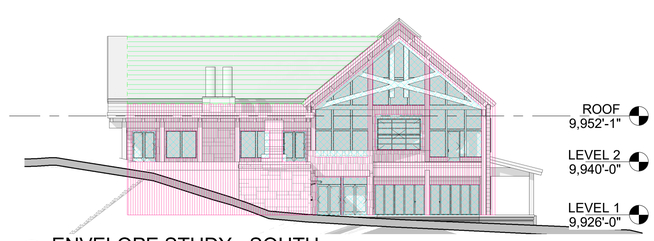

1 ENVELOPE STUDY - SOUTH
1" = 20'-0"

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SAN FRANCISCO CA 94104

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UllnhoF Restaurant

Aspen Snowmass
Snowmass Village, Colorado

ISSUE
50% DESIGN DEVELOPMENT

RELEASE DATE
08.23.2024

REVISIONS
1

PROJECT NO. 223214
MADE BY Author
REVIEWED BY Checker

CODE ANALYSIS

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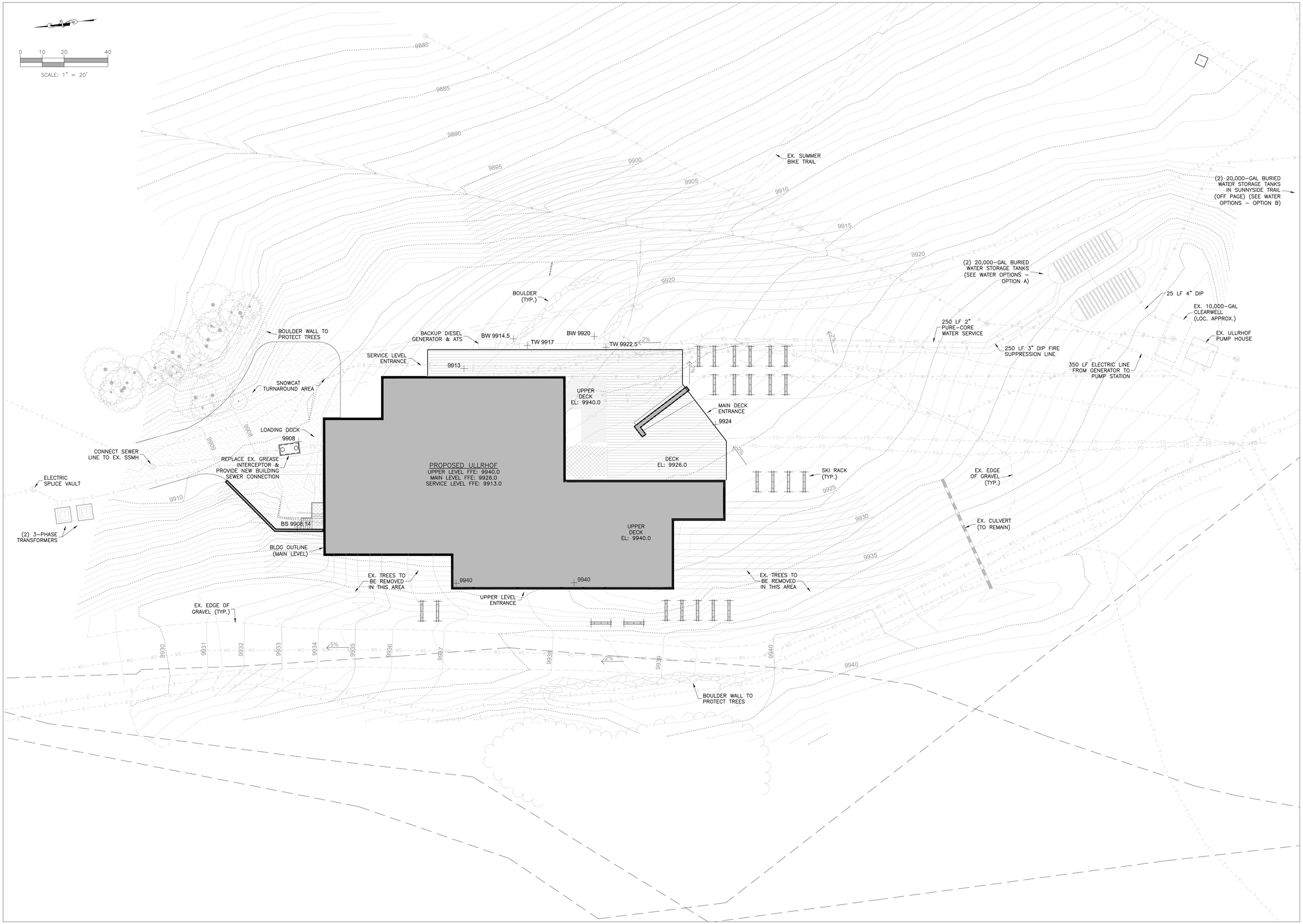
09/05/2024



ROARING FORK ENGINEERING
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RFENG.BIZ | (970) 340-4130

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PRELIMINARY

ULLRHOF

ASPEN SKIING COMPANY
SNOWMASS VILLAGE, CO

ISSUE
50% DESIGN DEVELOPMENT

RELEASE DATE
23 August 2024

REVISIONS

PROJECT NO.	2023-48
DRAWN BY	AWA
REVIEWED BY	RBG

SITE LAYOUT

C1

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Ullrhof- Option A: proposed water storage tank design; engineering review is ongoing to determine best option to implement

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592 HIGHWAY 133
CARBONDALE, CO 81623
RFENG.BIZ | (970) 340-4130

PRELIMINARY

CHECKED BY: RBG
DRAWN BY: AWA

DRAWN BY	DATE
MKM	05.21.24
MKM	08.23.24

#	DESCRIPTION
1	100% SD SUBMITTAL
2	50% DD SUBMITTAL

JOB #: 2023-48

NOT FOR CONSTRUCTION

ULLRHOF
ASPEN SKIING COMPANY
TOWN OF SNOWMASS VILLAGE, CO

Water Options - Option A

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09/05/2024

Ullrhof- Option B: proposed water storage tank design; engineering review is ongoing to determine best option to implement

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CARBONDALE, CO 81623
RFENG.BIZ | (970) 340-4130

PRELIMINARY

CHECKED BY: RBG
DRAWN BY: AWA

#	DESCRIPTION	DRAWN BY	DATE
1	100% SD SUBMITTAL	MKM	05.21.24
2	50% DD SUBMITTAL	MKM	08.23.24

JOB #: 2023-48
NOT FOR CONSTRUCTION

ULLRHOF
ASPEN SKIING COMPANY
TOWN OF SNOWMASS VILLAGE, CO

Water Options - Option B

2
Of 2

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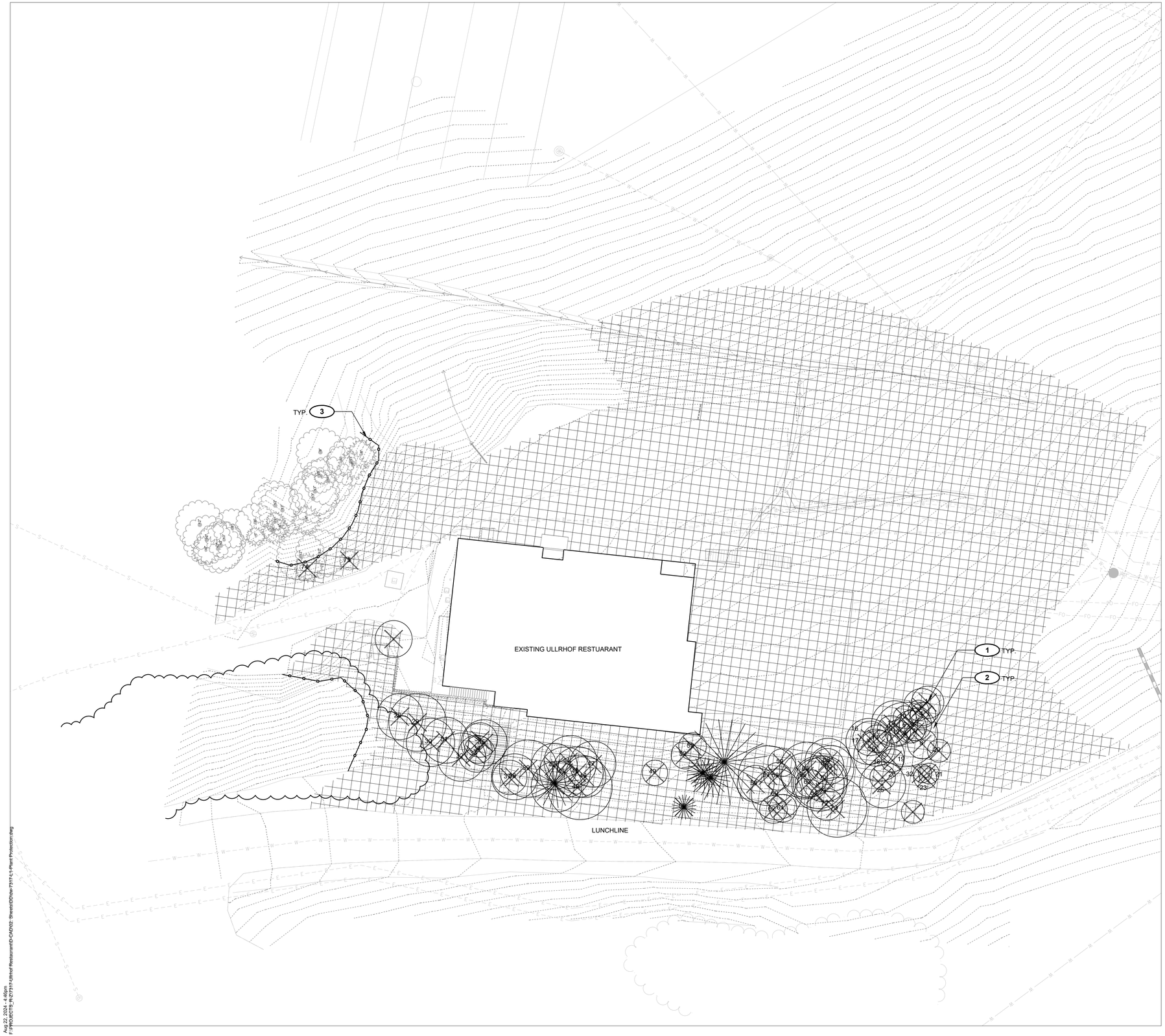

PLANT PROTECTION & REMOVAL REFERENCE NOTES

1. Existing tree to be removed including stump. Fill depressions with suitable soil to be flush with and meet adjacent grade smoothly and evenly. Provide positive drainage. See also Civil Grading Plans.
2. Existing vegetation area to be removed. Fill depressions with suitable soil to be flush with and meet adjacent grade smoothly and evenly. Provide positive drainage. Contractor to stockpile removed topsoil on site.
3. Tree Protection Fencing.

TREE REMOVAL CHART

NO.	TYPE	CALIPER INCHES (DBH)	NO.	TYPE	CALIPER INCHES (DBH)
T1	Deciduous	7"	T41	Deciduous	14"
T2	Deciduous	8"	T42	Deciduous	11"
T3	Deciduous	4"	T43	Deciduous	14"
T4	Deciduous	5"	T44	Deciduous	11"
T5	Deciduous	7"	T45	Deciduous	13"
T6	Deciduous	7"	T46	Deciduous	9"
T7	Deciduous	4"	T47	Deciduous	14"
T8	Deciduous	6"	T48	Deciduous	15"
T9	Deciduous	16"	T49	Deciduous	6"
T10	Deciduous	5"	T50	Coniferous	6"
T11	Deciduous	13"	T51	Coniferous	6"
T12	Deciduous	5"	T52	Deciduous	7"
T13	Deciduous	6"	T53	Deciduous	7"
T14	Deciduous	5"	T54	Coniferous	7"
T15	Deciduous	9"	T55	Coniferous	20"
T16	Deciduous	7"	T56	Deciduous	8"
T17	Deciduous	12"	T57	Deciduous	13"
T18	Deciduous	15"	T58	Deciduous	6"
T19	Deciduous	5"	T59	Deciduous	6"
T20	Deciduous	5"	T60	Deciduous	14"
T21	Deciduous	4"	T61	Deciduous	6"
T22	Deciduous	4"	T62	Deciduous	6"
T23	Deciduous	5"	T63	Deciduous	7"
T24	Deciduous	5"	T64	Deciduous	13"
T25	Deciduous	13"	T65	Deciduous	10"
T26	Deciduous	5"	T66	Deciduous	12"
T27	Deciduous	8"	T67	Deciduous	8"
T28	Deciduous	13"	T68	Deciduous	10"
T29	Deciduous	15"	T69	Deciduous	10"
T30	Deciduous	11"	T70	Deciduous	10"
T31	Deciduous	11"	T71	Deciduous	13"
T32	Deciduous	13"	T72	Deciduous	7"
T33	Deciduous	8"	T73	Deciduous	13"
T34	Deciduous	5"	T74	Coniferous	8"
T35	Deciduous	12"	T75	Deciduous	4"
T36	Deciduous	7"			
T37	Deciduous	13"			
T38	Deciduous	10"			
T39	Deciduous	13"			
T40	Coniferous	10"			
Total:					
Total inches to be mitigated (over 6" DBH):		610"			
Total inches proposed :		57"			

Note: This plan and chart indicates all trees to be removed for construction. Only tree 6" caliper or greater are included in Tree Removal Summary calculation.

NORTH

0 10 20 40
ORIGINAL SCALE: 1" = 20'-0"

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PLANT PROTECTION PLAN

L1-01

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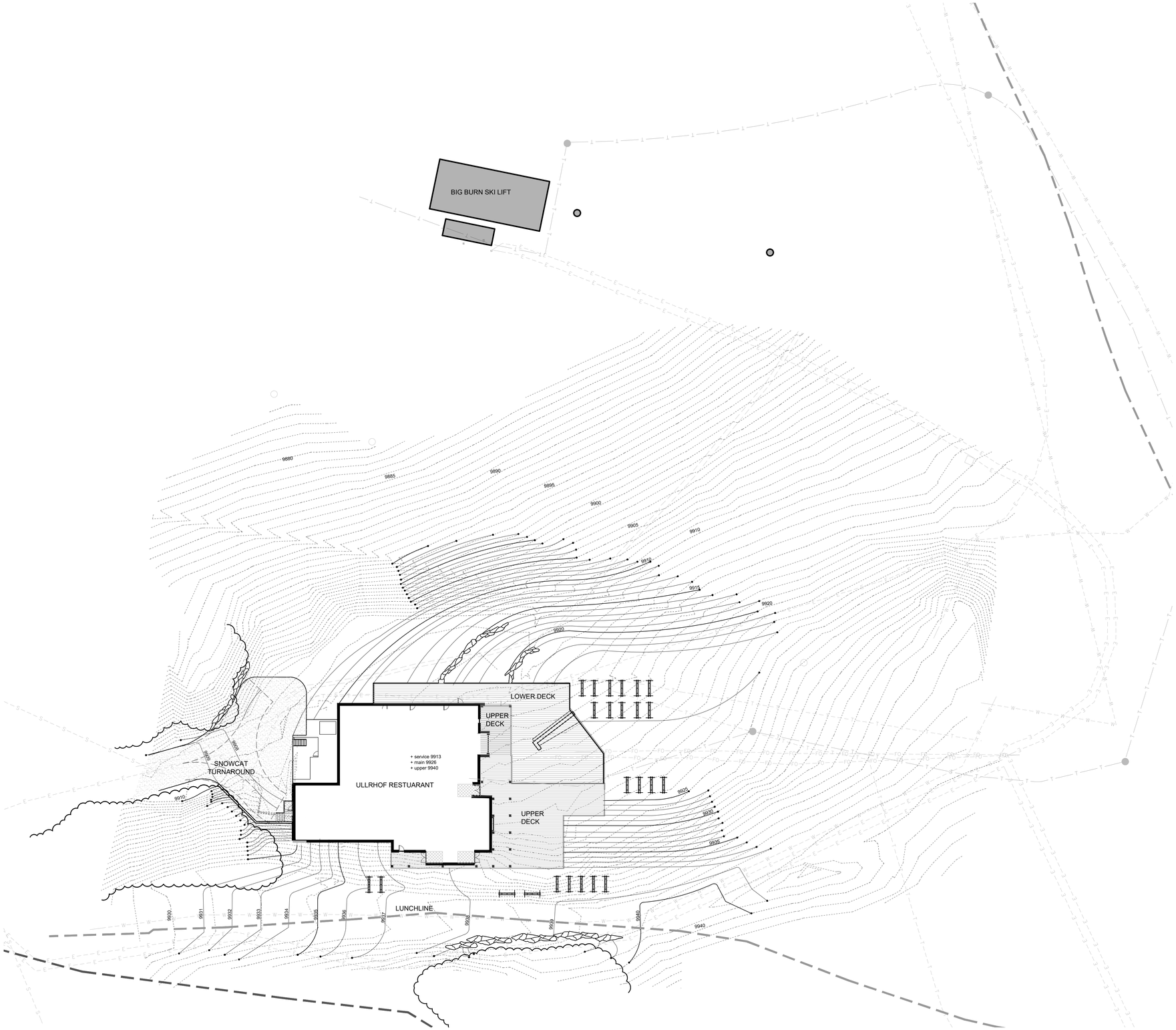

NORTH

0 15' 30' 60'
ORIGINAL SCALE: 1"=30'

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SITE HARDSCAPE REFERENCE PLAN

L0-01

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NORTH

0 15' 30' 60'
ORIGINAL SCALE: 1"=30'

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SOFTSCAPE SITE REFERENCE PLAN

L0-02

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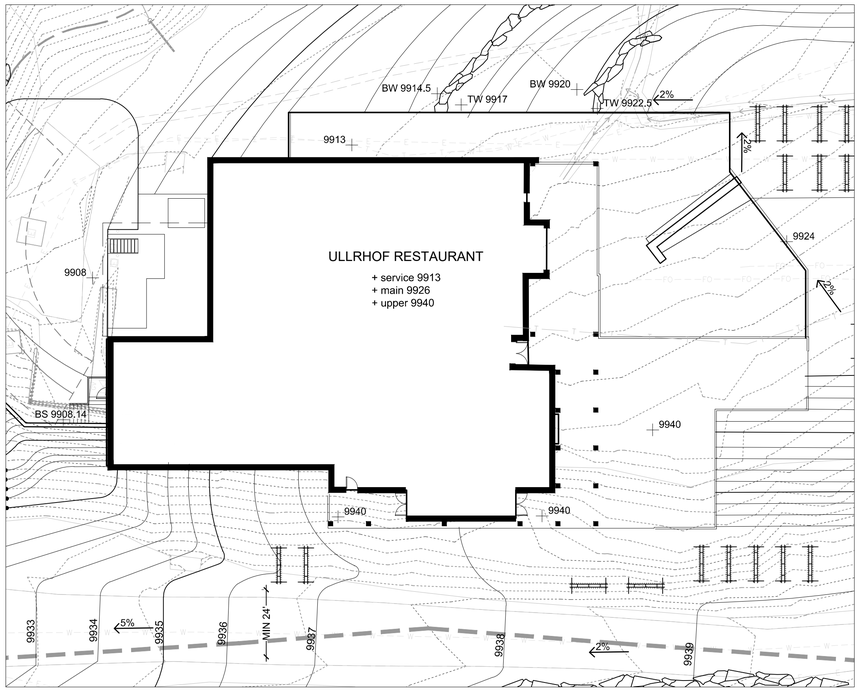
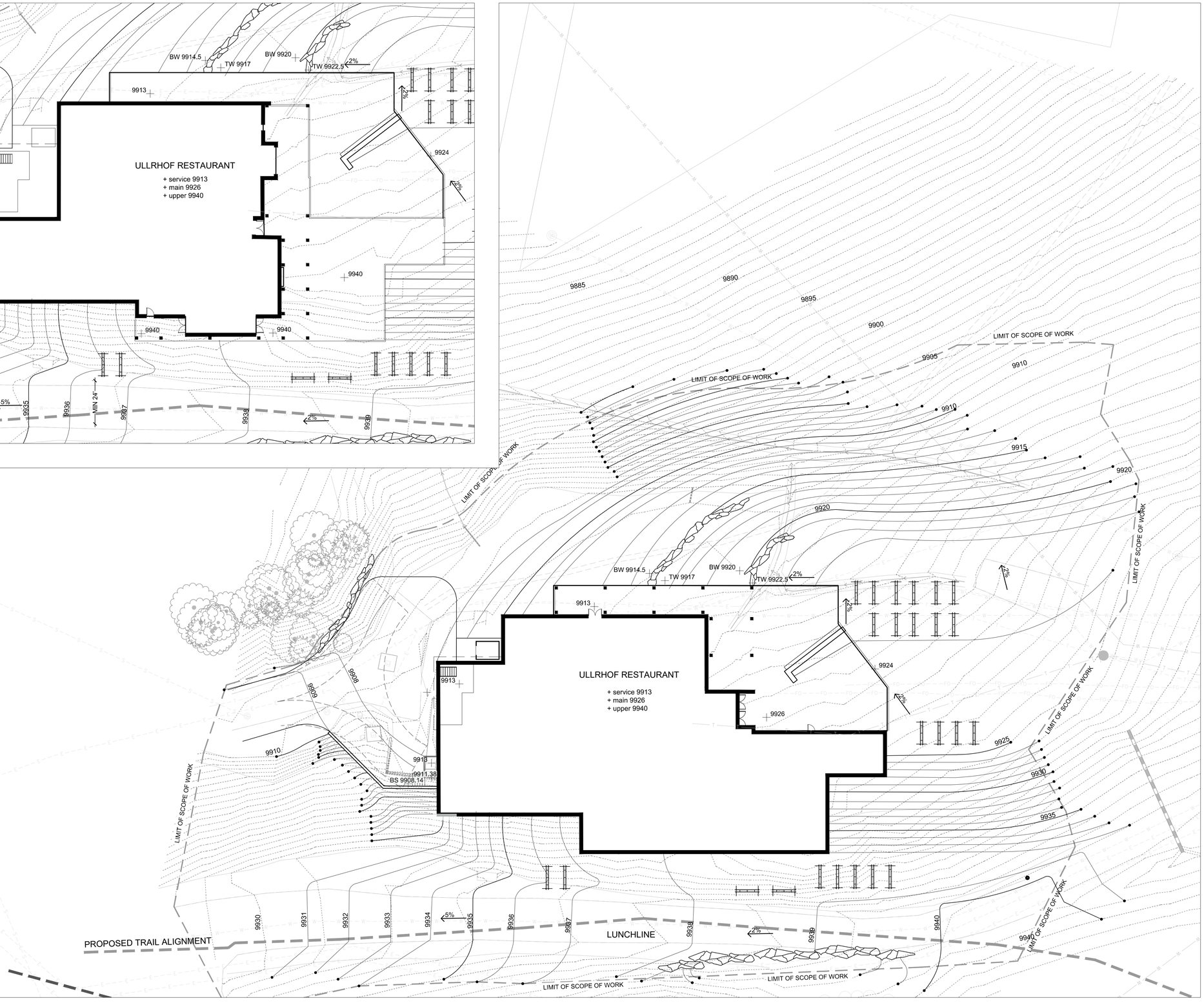
UPPER LEVEL

SCALE 1" = 20'-0"



MAIN LEVEL

SCALE 1" = 20'-0"



NORTH

0 10 20 40

ORIGINAL SCALE: 1" = 20'-0"

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SITE GRADING PLAN

L5-01

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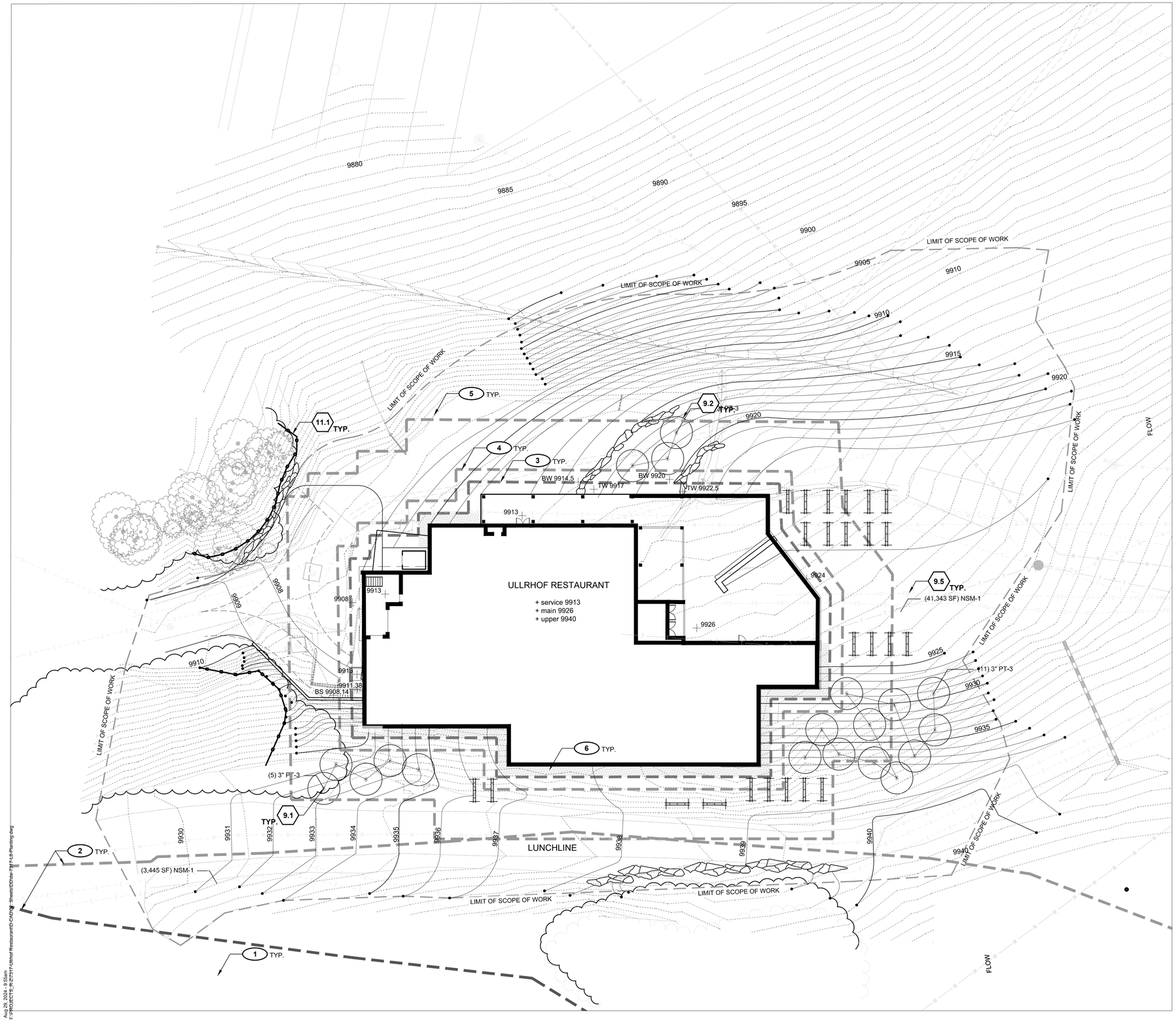

SITE DETAIL KEYNOTES:

		DETAIL / SHEET	RELATED DETAILS	SPEC. SECTION
9.0	**PLANTING AND LANDSCAPE**			
9.1	Deciduous Tree	1 / L9-01		000000
9.2	Deciduous Tree on Slope	2 / L9-01		000000
9.3	Coniferous Tree	3 / L9-01		000000
9.4	Coniferous Tree on Slope	4 / L9-01		000000
9.5	Native Seeding	5 / L9-01		000000
11.0	**PLANT PROTECTION**			
11.1	Plant Protection Fencing	1 / L9-02		000000

PLANTING KEY LEGEND

ABBR.	BOTANICAL NAME	COMMON NAME	SPACING
DECIDUOUS TREES			
PT-3	*Populus tremuloides*	Quaking Aspen	As Shown
TURF/ NATIVE GRASSES/ WILDFLOWERS/ EDGING			
NSM-1	Native Grass Seed Mix		Seed Mix

SITE REFERENCE NOTES:

1. Existing trail alignment.
2. Proposed trail alignment.
3. Defensible space: (5') Maintain a 'fire-free' area within five feet of each structure.
4. Defensible space: (10') Maintain area as primarily noncombustible zone. Remove all brush, debris and non-ornamental vegetation.
5. Defensible space: (10'-30') Vegetation shall be reduced to break up the vertical and horizontal continuity of the fuels at a minimum of thirty (30) foot perimeter around a structure built on flat ground.
6. Gravel border. Refer to Materials Series.

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SITE PLANTING PLAN

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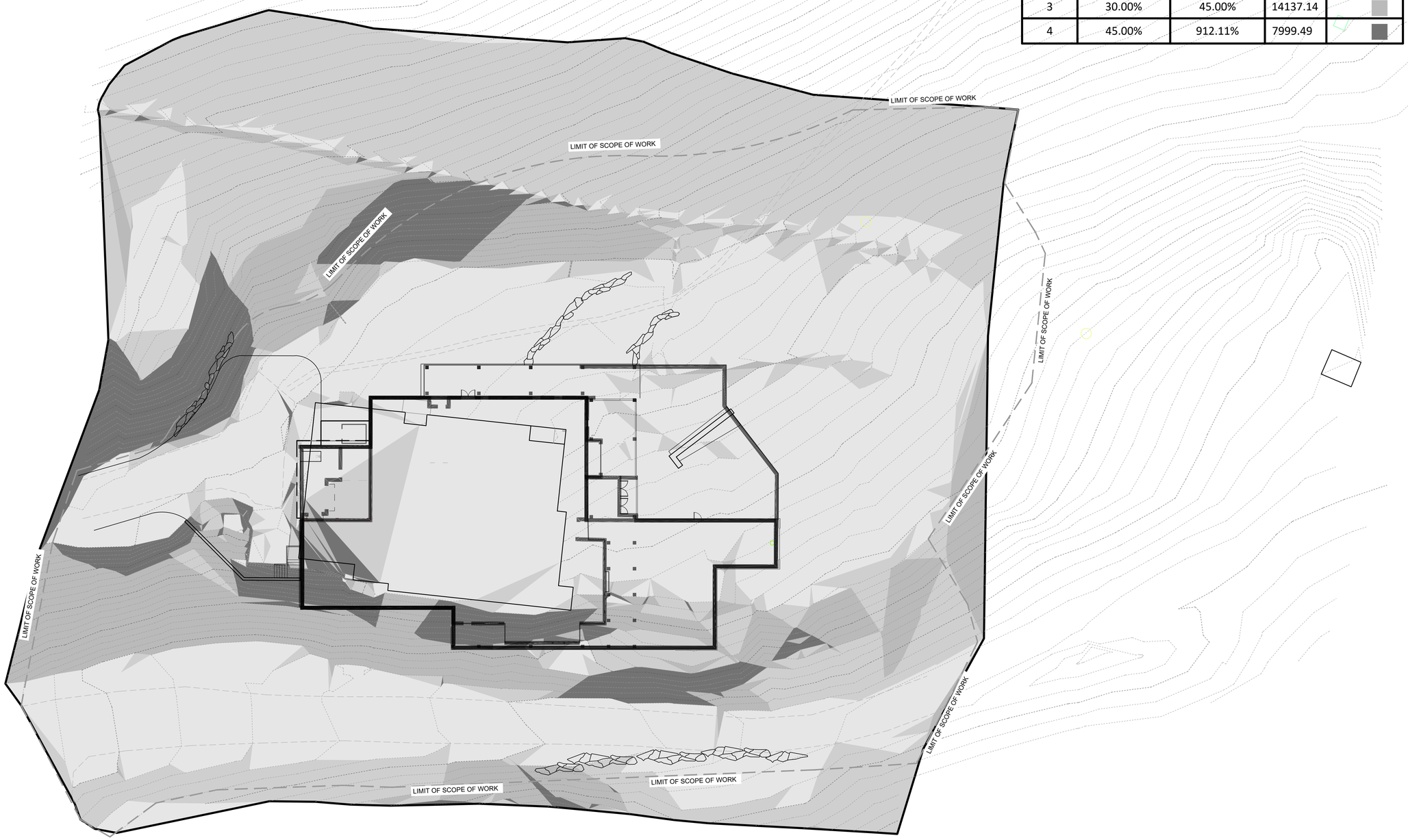
Slopes Table				
Number	Minimum Slope	Maximum Slope	Area	Color
1	0.00%	15.00%	46640.94	
2	15.00%	30.00%	33868.84	
3	30.00%	45.00%	14137.14	
4	45.00%	912.11%	7999.49	



NORTH

0 10 20 40
ORIGINAL SCALE: 1" = 20'-0"

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SLOPE ANALYSIS

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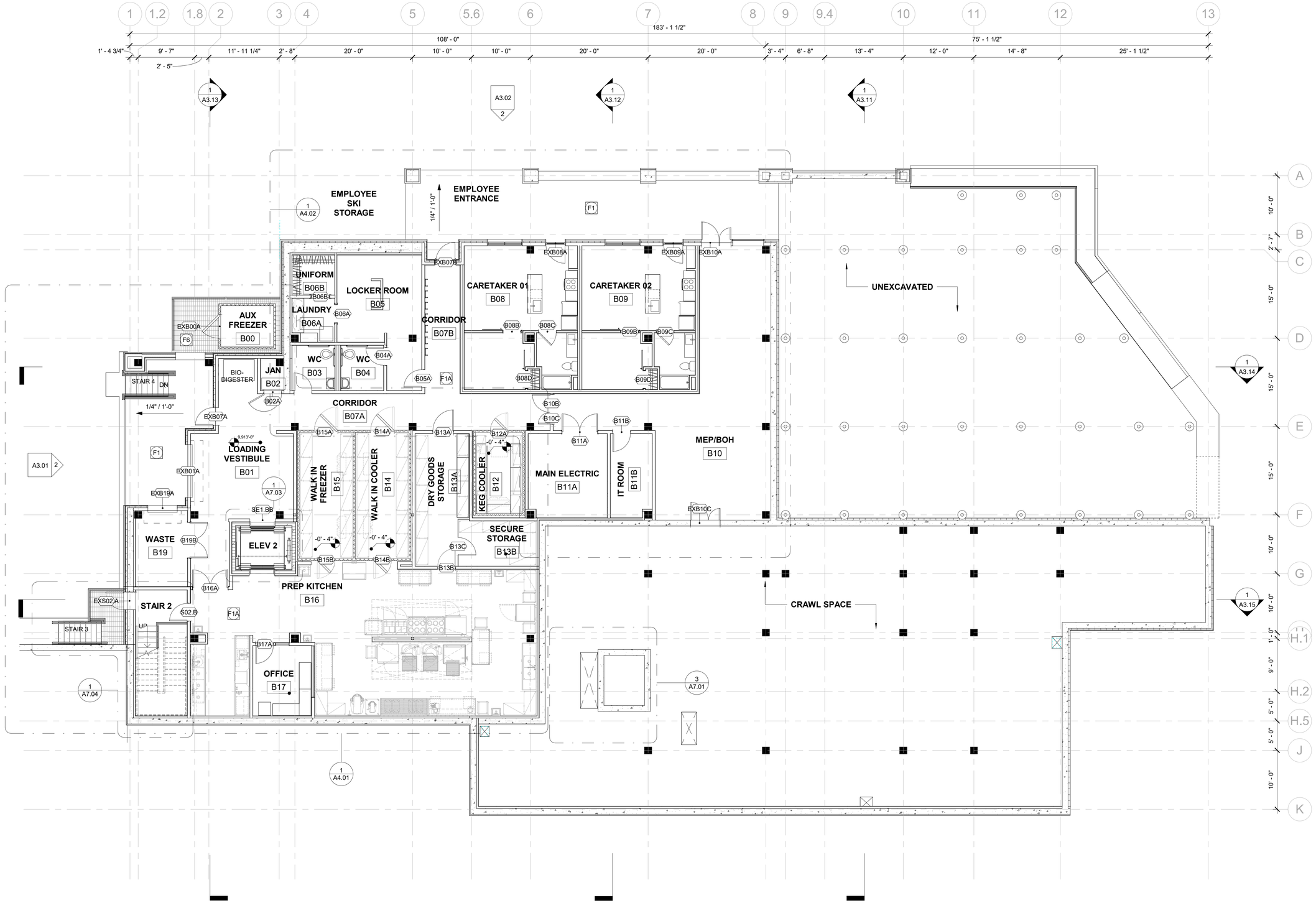

1 FLOOR PLAN - LEVEL 00
1/8" = 1'-0"

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FLOOR PLAN - LEVEL 00

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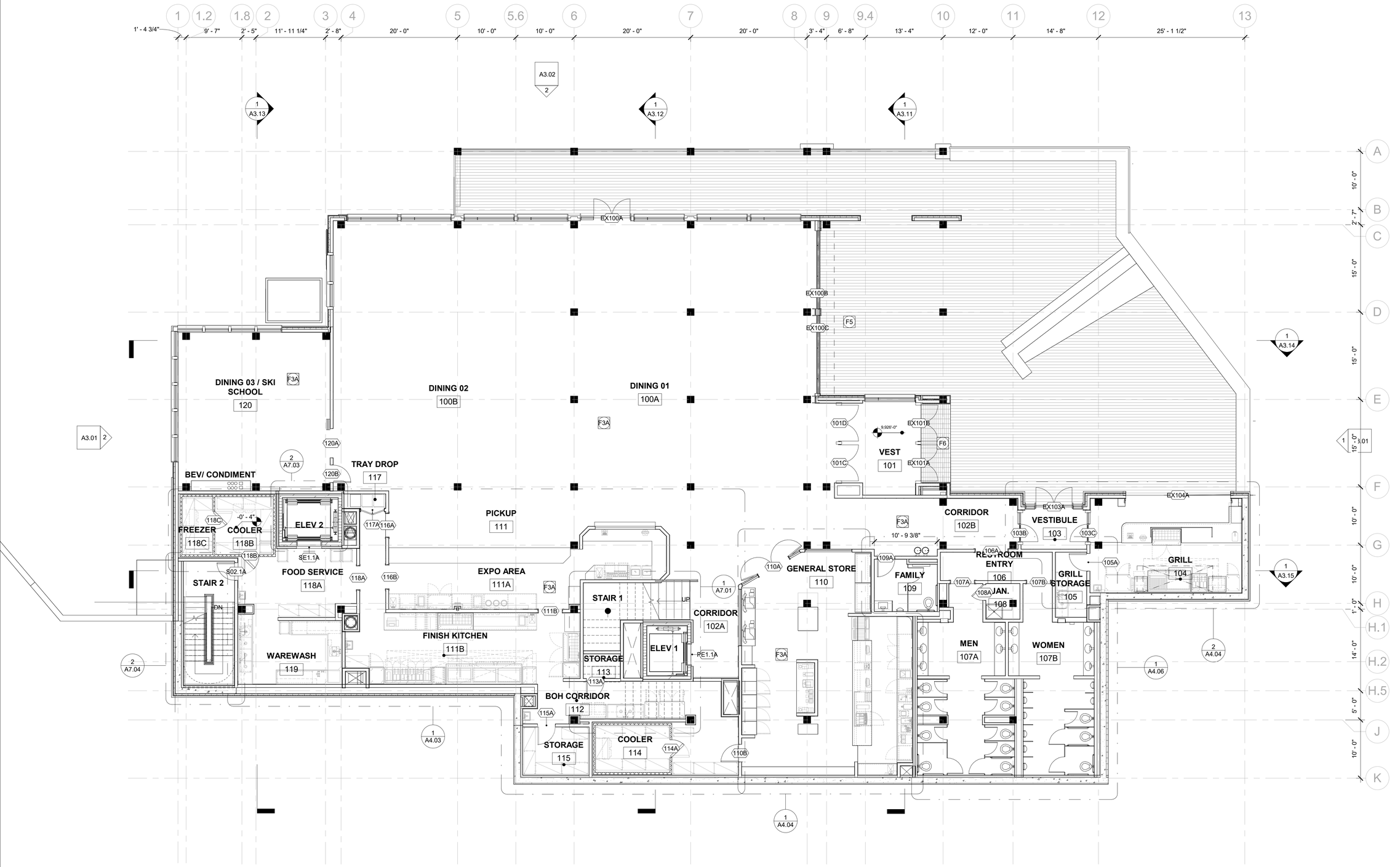

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FLOOR PLAN - LEVEL 01

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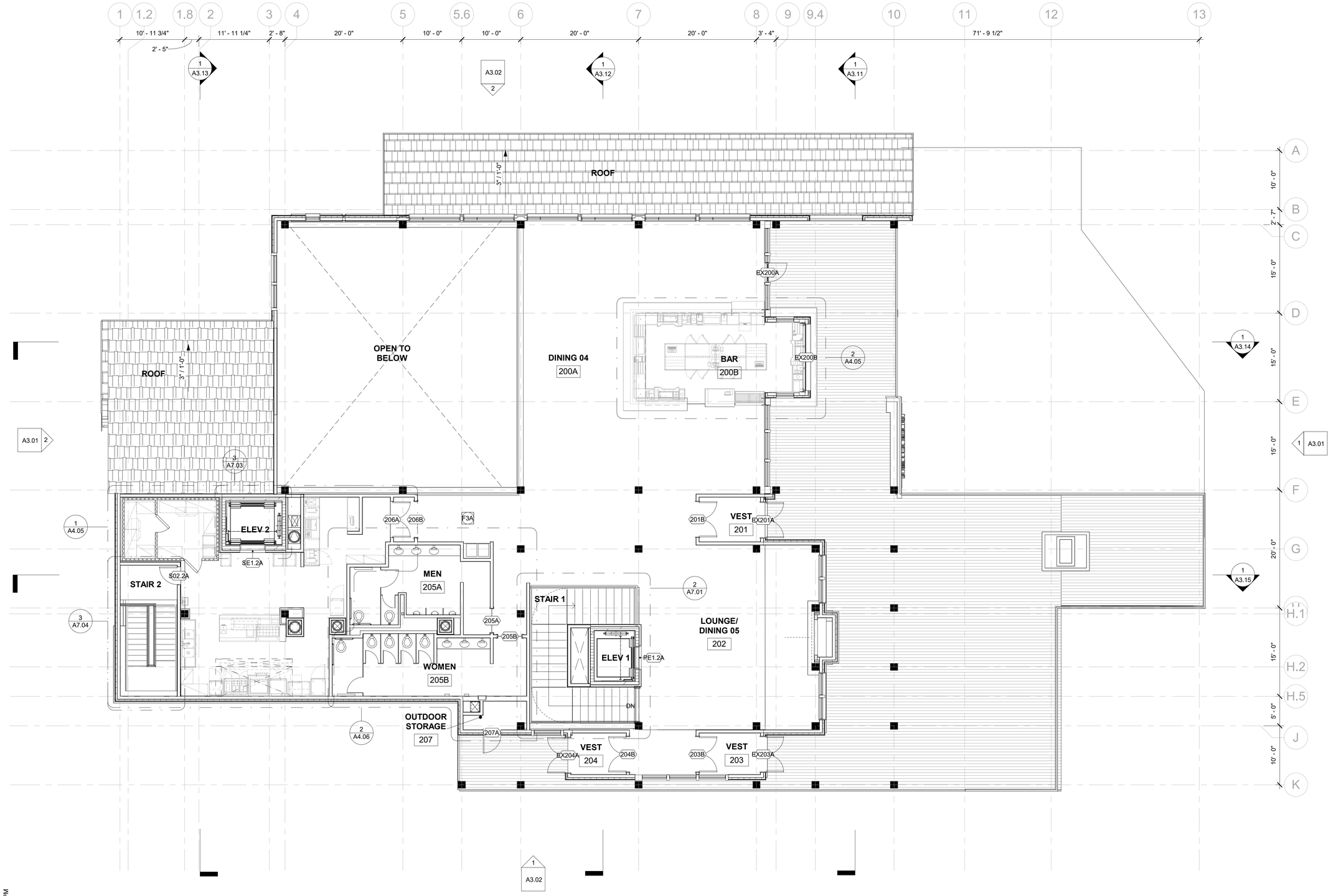

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FLOOR PLAN - LEVEL 02

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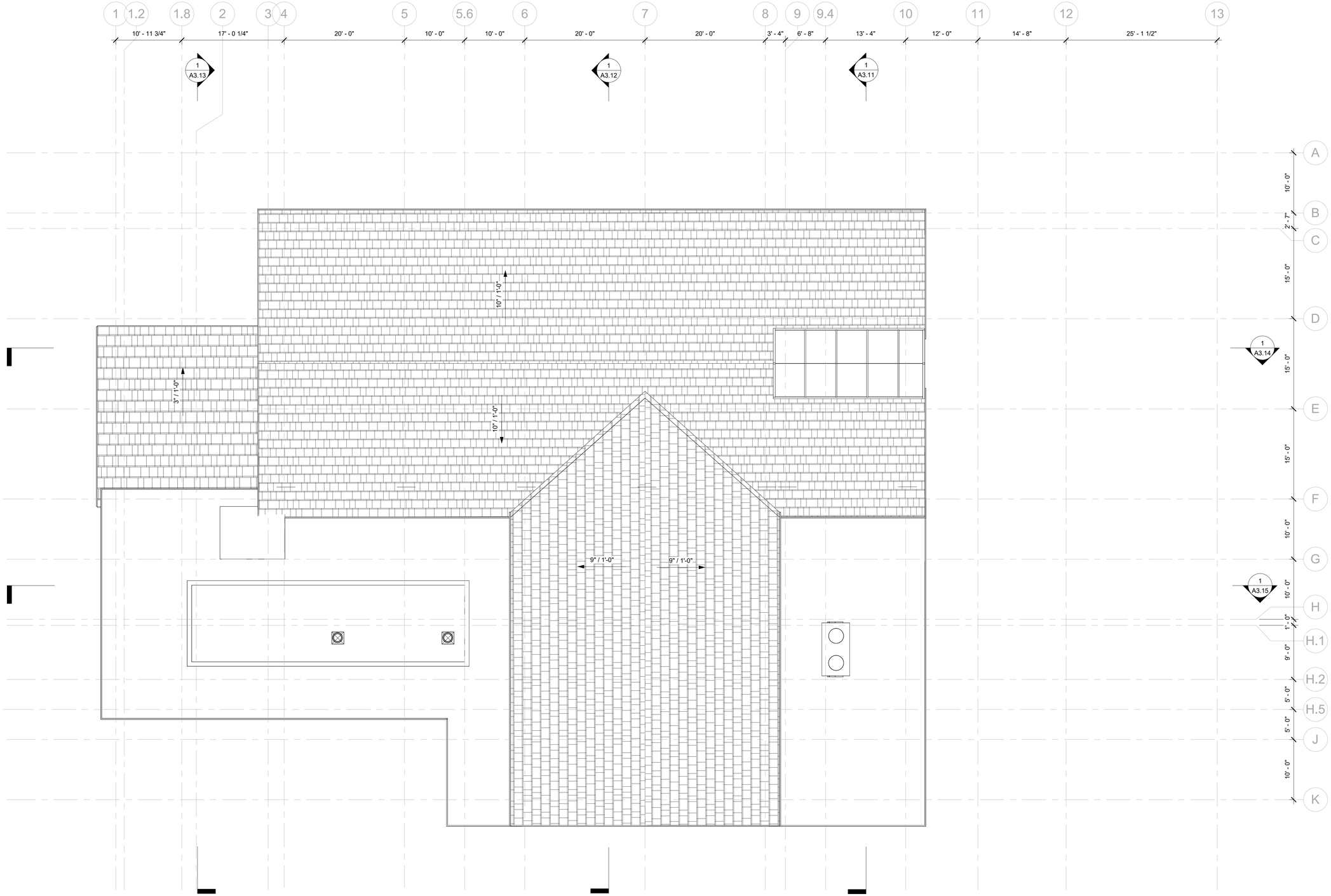

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1 ROOF PLAN
1/8" = 1'-0"

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ROOF PLAN

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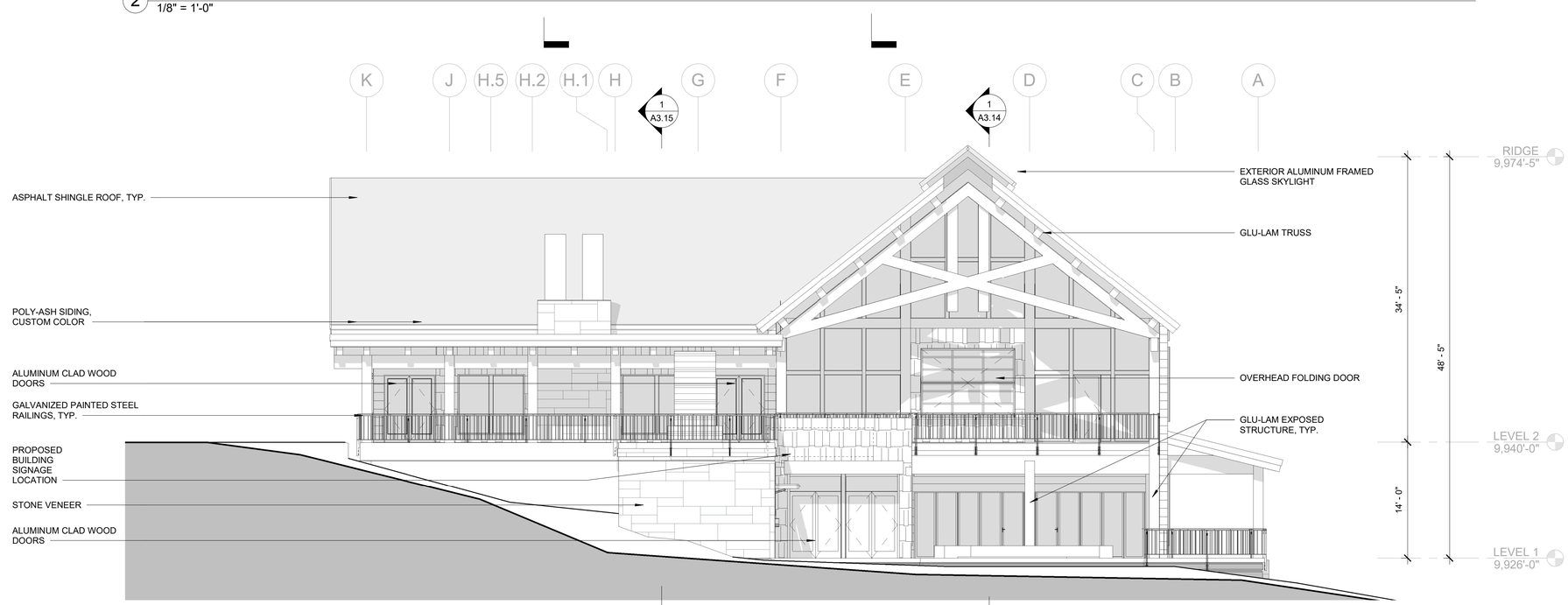
2 BUILDING ELEVATION - NORTH
1/8" = 1'-0"



1 BUILDING ELEVATION - SOUTH
1/8" = 1'-0"

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EXTERIOR ELEVATIONS

A3.01

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2 BUILDING ELEVATION - EAST
1/8" = 1'-0"

1 BUILDING ELEVATION - WEST
1/8" = 1'-0"

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EXTERIOR ELEVATIONS

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BUILDING SECTIONS

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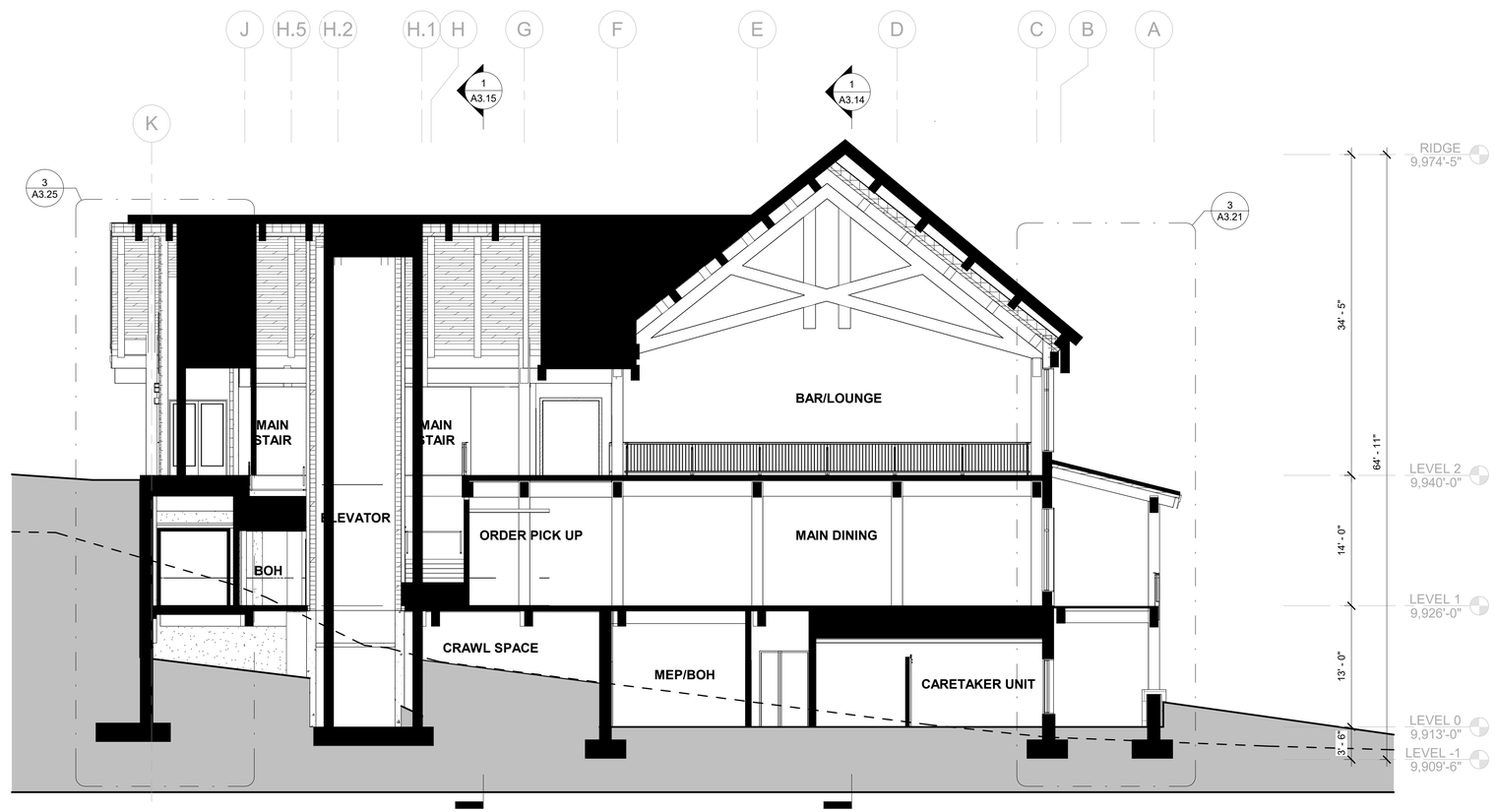

1 BUILDING SECTION - E/W 02
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BUILDING SECTIONS

A3.12

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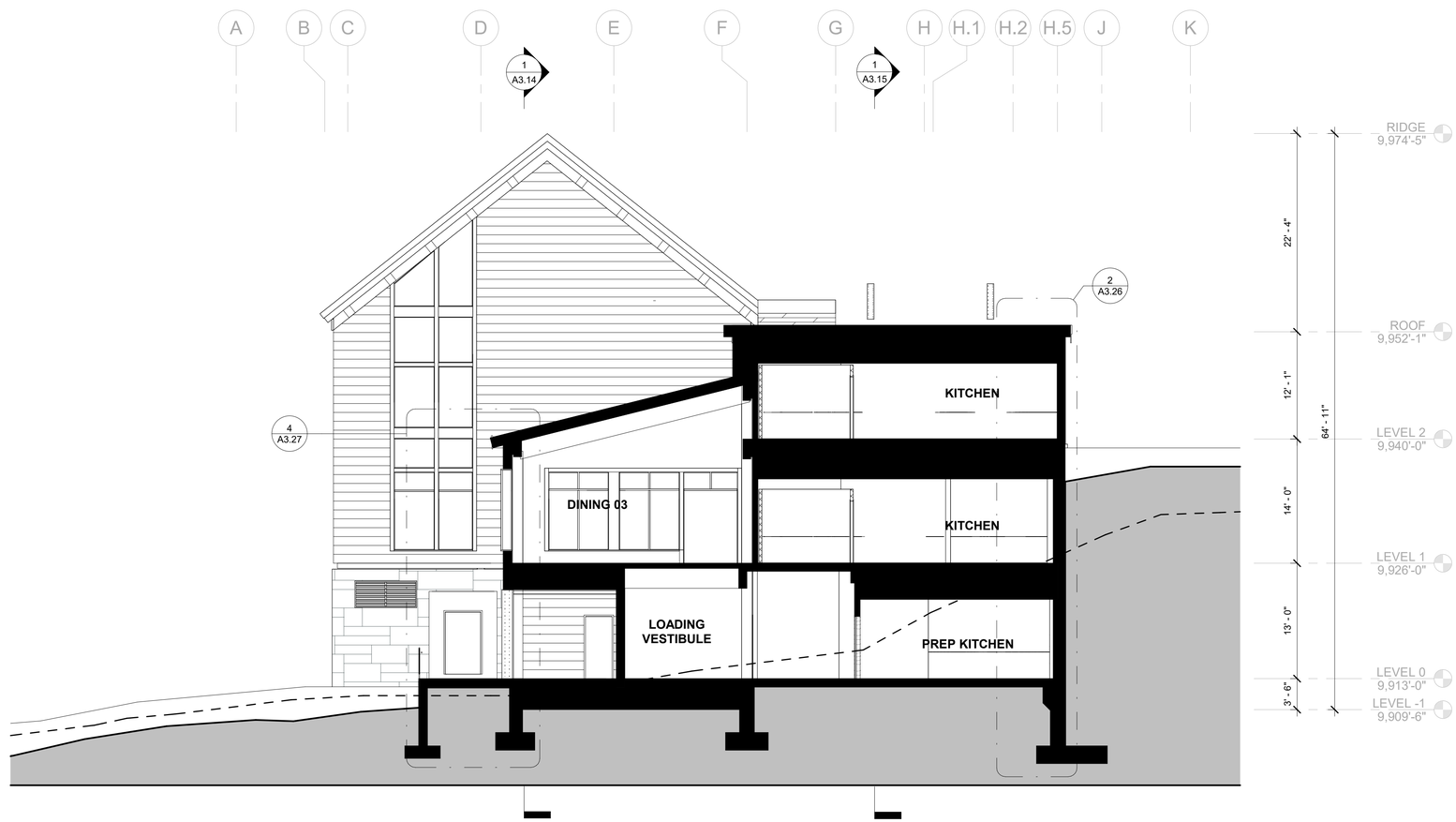

1 BUILDING SECTION - E/W 04
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BUILDING SECTIONS

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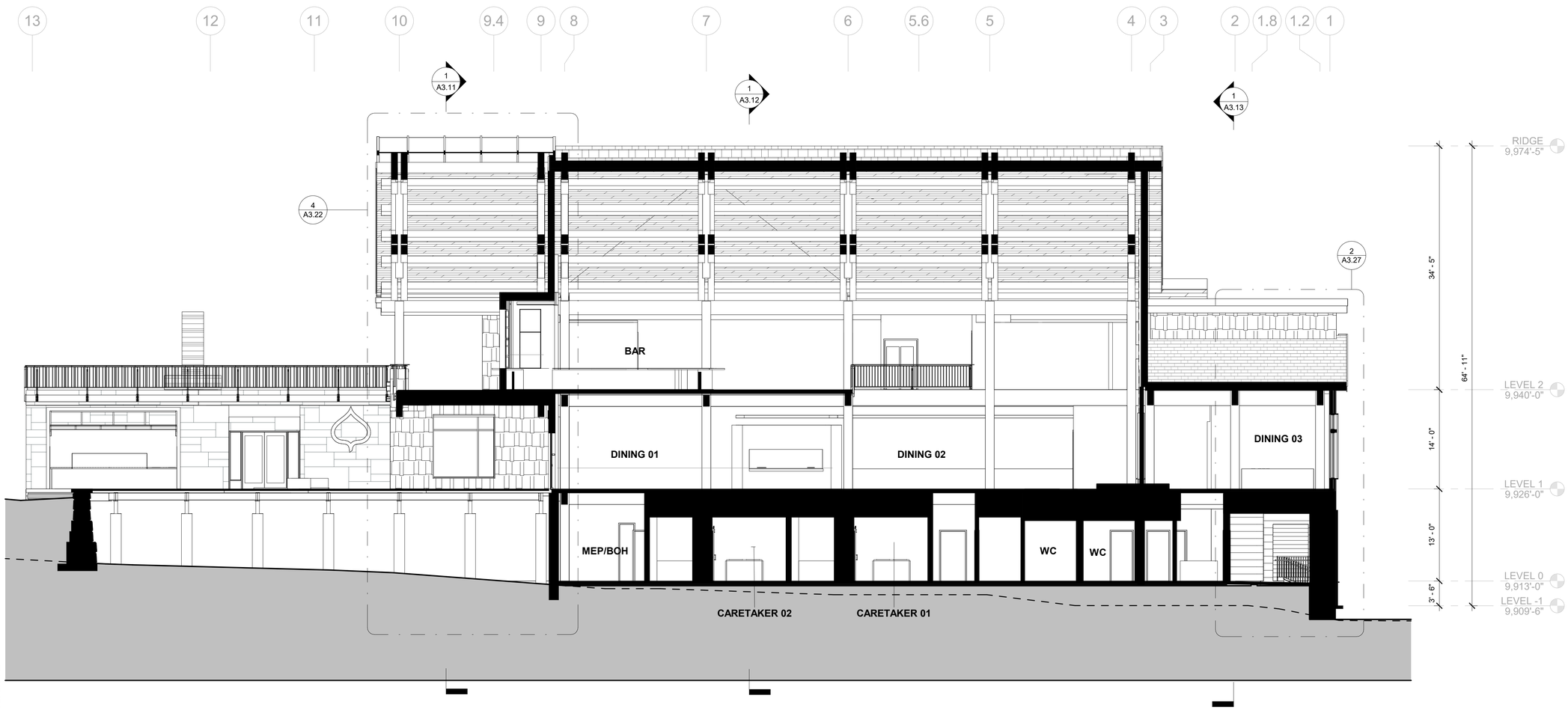

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1 BUILDING SECTION - N/S 01
1/8" = 1'-0"

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BUILDING SECTIONS

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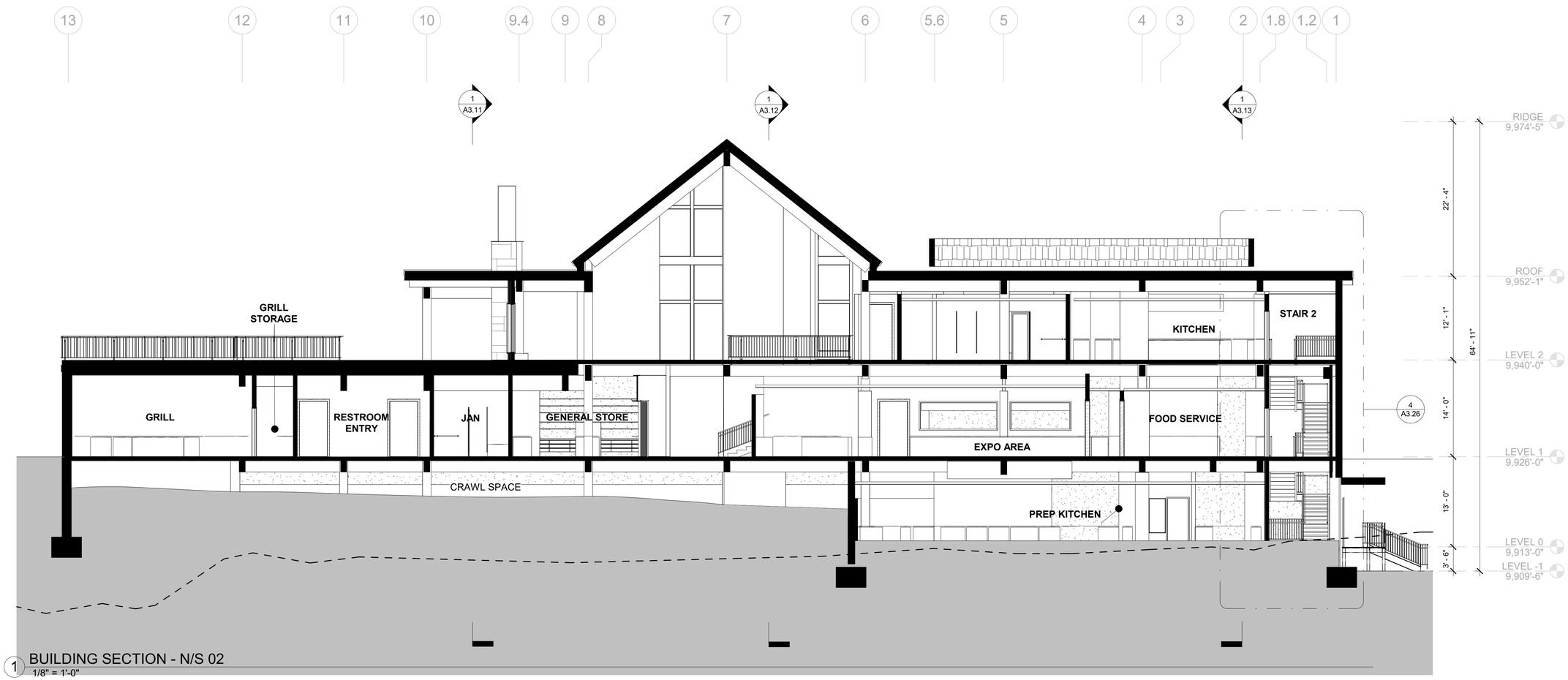

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BUILDING SECTIONS

A3.15

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September 17, 2024

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P.O. Box 1248
Aspen, CO 81612

RE: Snowmass Mtn – Ullrhof Restaurant Remodel

Dear Mrs. Dana Dalla Betta,

The above-mentioned project is within the certified service area of Holy Cross Energy.

Holy Cross Energy has adequate power supply to provide electric power to the development, subject to tariffs, rules, and regulations on file. Any power line enlargements, relocations, and new extensions necessary to deliver adequate power to and within the development will be undertaken by Holy Cross Energy upon completion of appropriate contractual agreements and subject to necessary governmental approvals.

Sincerely,
HOLY CROSS ENERGY

Luke Pagni

Luke Pagni,
Engineer II
lpagni@holycross.com
(970) 947-5524

ATTACHMENT G

Ullrhof Employee Mitigation calcs	Value	Calculation
# of Post development employees	71.9	applicable SF (20,033 SF)/1000 * 3.59 employees
Mitigate for 60%	43.2	Post dev Employees x 60% per Code
# of predevelopment employees	27.15	7,562 SF existing SF/1000 * 3.59 employees
Mitigate for 60%	16.29	pre-dev Employees x 60% (based on SF not actual)
Re-development Credit	18.73	60% of pre-dev employees x 115%
Mitigation requirement (Employees)	24.42	60% of Post development - Redevelopment credit
Square footage required (SF)	10,940	448 SF x mitigation requirement
Proposed SF at Ullrhof	1010	Two units at Ullrhof
Offsite mitigation required (SF)	**9,930**	**Required SF**

Exhibit A: *Please reference the coded drawings included when reviewing these calculations.*

The calculation of "Floor Area" excludes square footage as allowable for FAR calculations such as common circulation, public restrooms or loading/delivery areas per TOSV Municipal Code Sec 16A-3-210. d.1. The Code also allows for a certain percentage of space to be excluded from Floor Area calculations, such as basements, based on a Maximum Allowable Floor Area. This project is located on a larger parcel leased from the USFS. As such, Maximum allowable floor area does not apply for this building. Consistent with spirit of this provision, the Applicant has proposed a certain percentage of the basement be excluded from the total Floor area.

Gross SF	**Interior**	**Exterior**
Lower Level	11,860	1,130
Main Level	12,125	1,670
Upper Level	6,822	1,869
Subtotal	30,807	4,669
Total		35,476

Detailed Area (in SF)	**Calculated Floor Area**	**Excluded Floor Area**
Lower Level		
Employee Entrance (1)		160
Loading area and Caretaker Entry (2)	330	641
Loading/Delivery area (3)		651
Common Circulation (3)		523
Employee Spaces	606	
Commercial Kitchen	2,704	
Caretaker Units (4)		1,010
Mechanical (5)		1,245
Crawlspace under 5'5 (6)		5,122
Main Level		
Entry Vestibule (2)	6	63
Covered outdoor space, only areas greater than 4' depth (2)	606	1,025
Common Circulation/Public Restrooms (3)		2,048
Dining Room, General Store, Kitchen, Outdoor Grill	10,078	
Upper Level		
Entry Vestibule (2)	115	191
Covered outdoor space, only areas greater than 4' depth (2)	633	900
Common Circulation/Public Restrooms (3)		1,865
Bar/Kitchen	4,957	
Total Floor Area	**20,033**	**15,443**

Notes:

1. Per 16A-3-210-b.2.a.4: A building's primary entry may exclude floor area under a covered entry only if the entry is open and unenclosed and is no more than one hundred sixty (160) square feet in area. In this case, the entry noted is more than 160 SF but per the coded diagrams, the area over this limit is included in the calculations

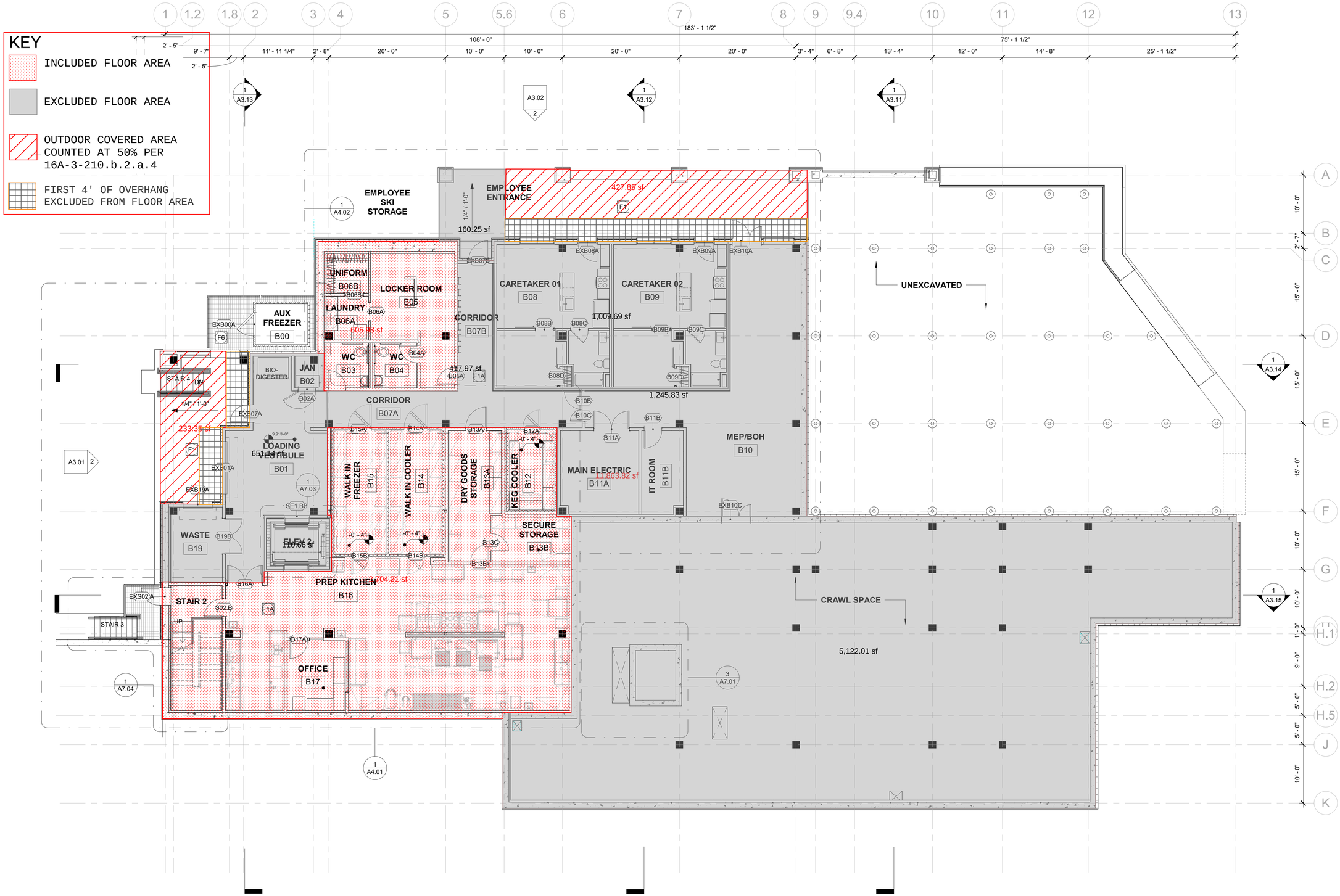
2. Per 16A-3-210- b.2.a.4: Areas covered by a horizontal projection of a roof or floor above exceeding four (4) feet in depth or the area limitation for a primary entry shall include the square footage of the area beyond the specified overhang and horizontal projection limits in the floor area calculation at a rate of fifty percent (50%).

3. Per 16A-3-210-b.2.d.1: Floor area calculations for commercial spaces shall exclude Service areas, such as common circulation areas, public restrooms, loading/delivery areas and other similar uses

4. While not specifically addressed in the code for commercial spaces, per discussions with Town Staff, the floor area associated with the employee units shall not count against the total floor area for employee mitigation purposes.

5. Per 16A-3-210.b.2.a.6: Mechanical space devoted to housing mechanical, plumbing, electrical, telephone, heating, cooling, snowmelt, security and/or related equipment shall be excluded from the calculations up to five percent (5%) of the maximum allowable floor area. In the case of this application, the project does not have a maximum allowable floor area. As such, the exclusion is based on the lesser of 5% of the gross square footage or the actual square footage of the mechanical space. In this case, the actual square footage is accounted for as it is less than 5% of the gross.

6. Per 16A-2-210.b.2.a.2: Crawl space as defined by the Town's adopted building code and less than five and one-half (5½) feet in ceiling height, measured from finished grade or slab floor elevation to the bottom of primary framing members for the floor structure above, such as primary floor joists, for ninety percent (90%) of the area of the crawl space, shall be excluded from the calculation.



1 FLOOR PLAN - LEVEL 00
1/8" = 1'-0"

8/23/2024 6:36:25 PM

bull stockwell allen
ARCHITECTURE + PLANNING + INTERIORS
300 MONTGOMERY STREET, SUITE 600
SAN FRANCISCO CA 94104

(C) 2024 BSA ARCHITECTS INC
"Drawings and written material appearing herein constitute the original and unpublished work of the architect and the same may not be duplicated, used, or disclosed without the written consent of the architect"

Ullrhof Restaurant

Aspen Snowmass
Snowmass Village, Colorado

ISSUE
50% DESIGN DEVELOPMENT

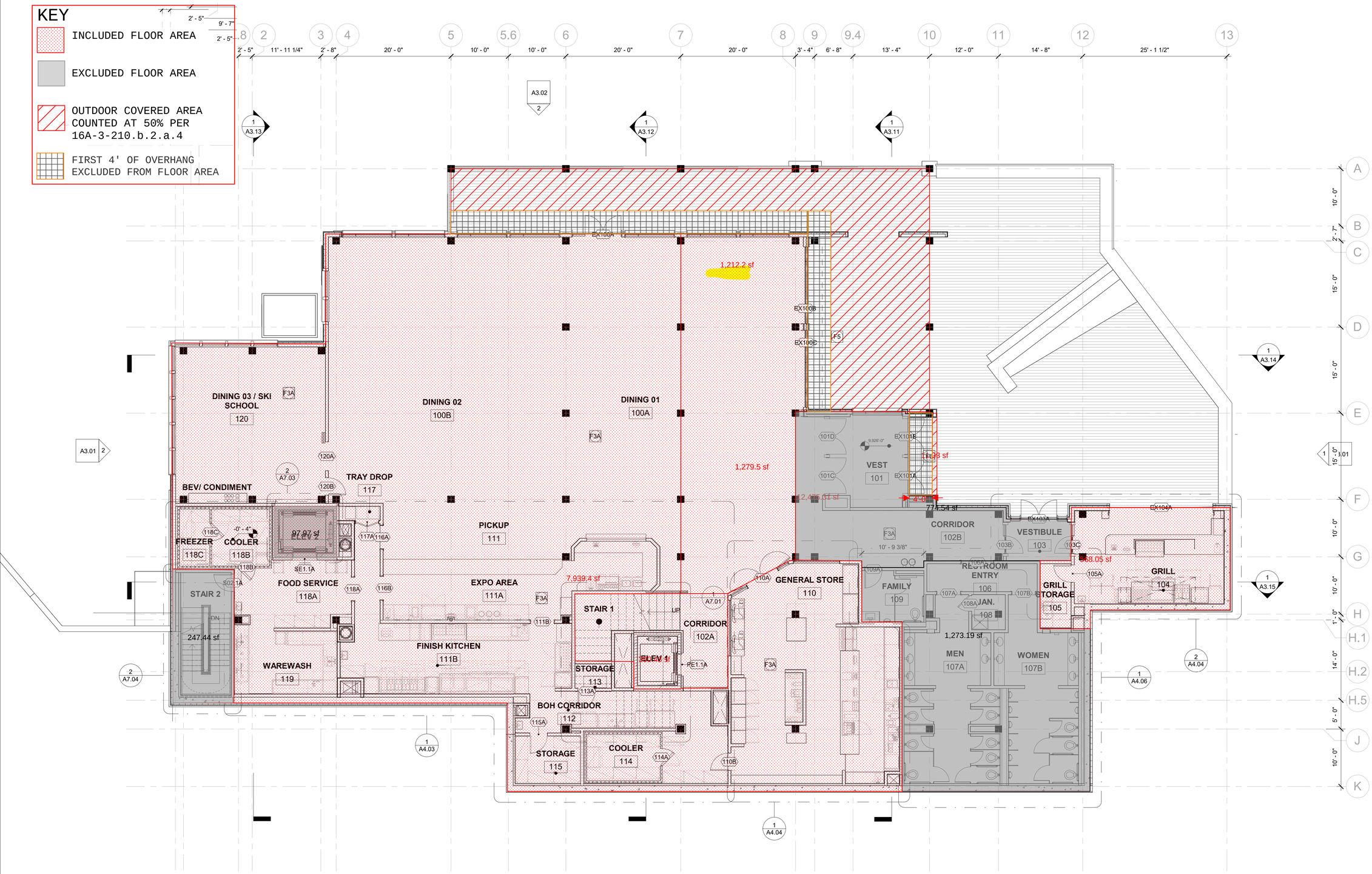
RELEASE DATE
08.23.2024

REVISIONS
1

PROJECT NO.	223214
MADE BY	Author
REVIEWED BY	Checker

FLOOR PLAN - LEVEL 00

A2.00



1 FLOOR PLAN - LEVEL 01
1/8" = 1'-0"

8/23/2024 6:36:26 PM

bull stockwell allen
ARCHITECTURE + PLANNING + INTERIORS
300 MONTGOMERY STREET, SUITE 600
SAN FRANCISCO CA 94104

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Ullrhof Restaurant

Aspen Snowmass
Snowmass Village, Colorado

ISSUE
50% DESIGN DEVELOPMENT

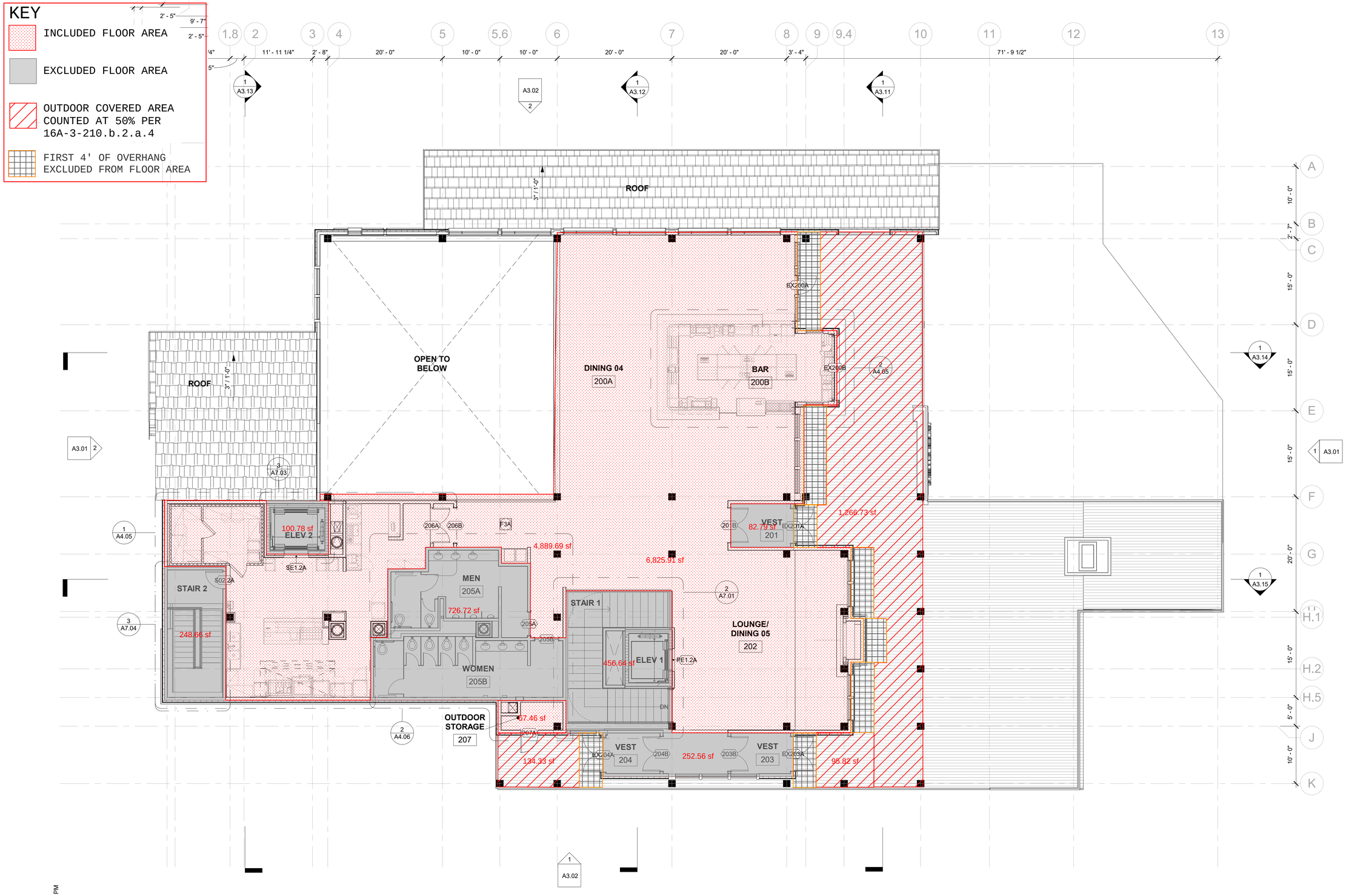
RELEASE DATE
08.23.2024

REVISIONS
1

PROJECT NO. 223214
MADE BY Author
REVIEWED BY Checker

FLOOR PLAN - LEVEL 01

A2.01



1 FLOOR PLAN - LEVEL 02
1/8" = 1'-0"

8/23/2024 6:36:27 PM

bull stockwell allen
ARCHITECTURE + PLANNING + INTERIORS
300 MONTGOMERY STREET, SUITE 600
SAN FRANCISCO CA 94104

(C) 2024 BSA ARCHITECTS INC
"Drawings and written material appearing herein constitute the original and unpublished work of the architect and the same may not be duplicated, used, or disclosed without the written consent of the architect"

Ullrhof Restaurant
Aspen Snowmass
Snowmass Village, Colorado

ISSUE
50% DESIGN DEVELOPMENT

RELEASE DATE
08.23.2024

REVISIONS
1

PROJECT NO.	223214
MADE BY	Author
REVIEWED BY	Checker

FLOOR PLAN - LEVEL 02

A2.02

RE: A Low Rise Alternative

Dave Shinneman <dshinneman@tosv.com>

Tue 6/11/2024 8:57 AM

To:Thomas A Shumaker Jr <tasaia@mac.com>
Cc:Clint Kinney <CKinney@tosv.com>;Brian McNellis <bmcnellis@tosv.com>;Jim Wahlstrom <JWahlstrom@tosv.com>; Snowmass Town Council <council@tosv.com>;Ashleigh Huff <Ahuff@tosv.com>

Jay,
We will include this in the next Planning Commission packet.

Thank you.
Dave

From: Thomas A Shumaker Jr <tasaia@mac.com>
Sent: Monday, June 10, 2024 2:32 PM
To: Snowmass Town Council <council@tosv.com>
Cc: Clint Kinney <ckinney@tosv.com>; Dave Shinneman <dshinneman@tosv.com>; Brian McNellis <bmcnellis@tosv.com>; Jim Wahlstrom <JWahlstrom@tosv.com>
Subject: A Low Rise Alternative

Dave, Please forward to the planning commission. Thx. JS

==========

Dear Town Council (...but mostly Tom Fridstein),

Tom, as an experienced architect please press professional priorities with our town: **Aesthetics, Lifestyle, Costs,**...and the future determined by such sensibilities.

Where I come from "time is money." We would do studies in days, not months, ***because we had to!*** For the consultants to require two months to create a Draw Site alternative makes me question this back and forth planning process and recent, hasty, council action:

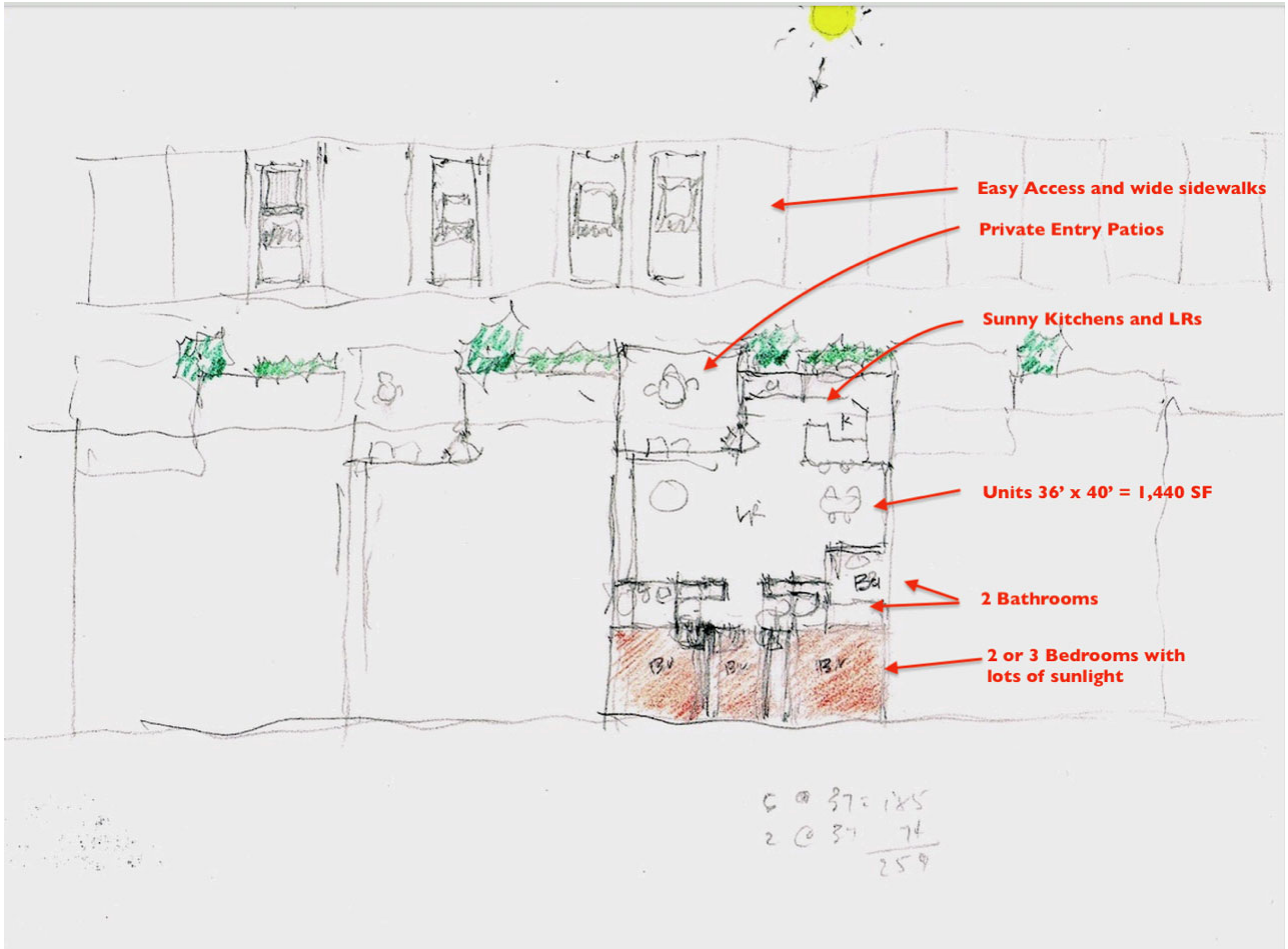
Visualize cutting ***40 feet (!)*** into the hillside for a parking garage, forcing tenants to park down there, to carry things and guide children along cars and exhaust pipes to an elevator shared with others, then past doors in narrow hallways checking apartment numbers, fumbling keys at the door, ...observed, occasionally, by strangers.

Does that sound like "Home Sweet Home"?

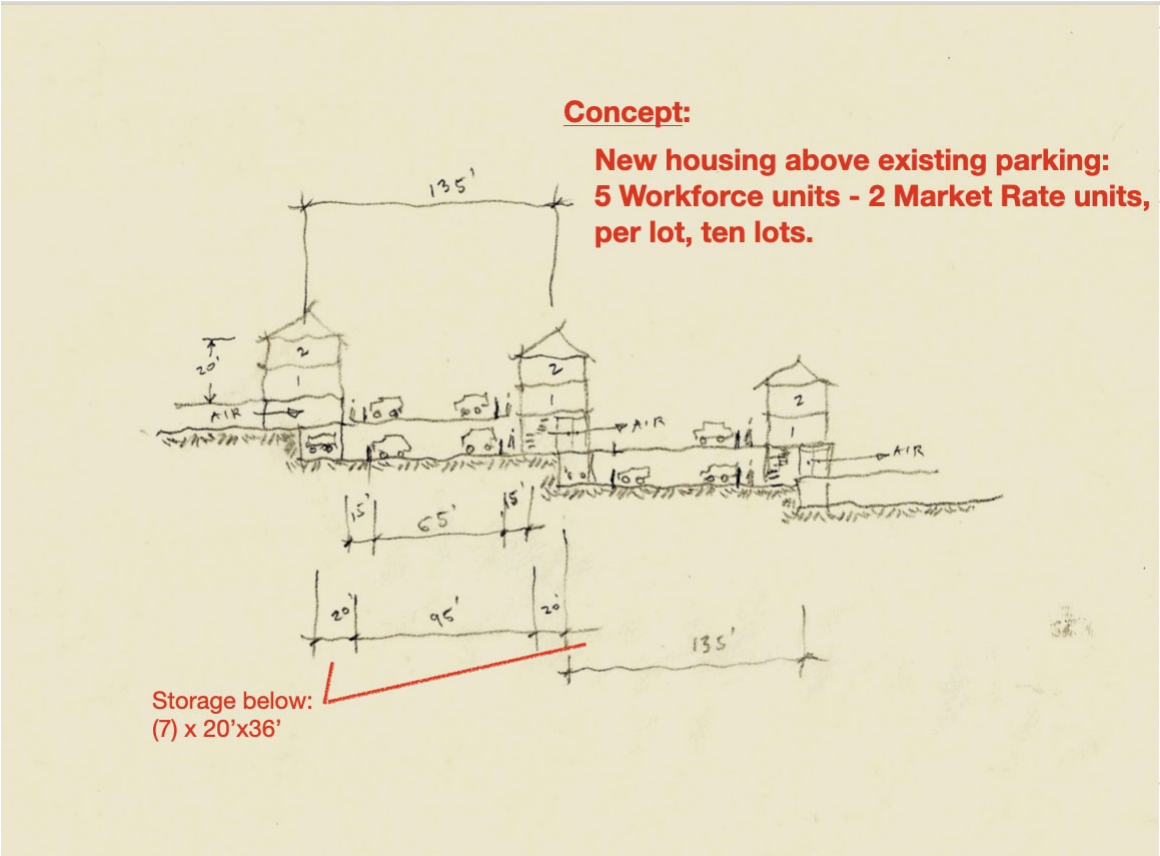
Tom you are right to challenge the assumptions that have squandered so much time and money on these unpopular apartment blocks to be built at unconscionable public expense. Unpopular? Wait for the citizen vote on it. As Roger Marolt points out, life has gotten busy down valley. Why live uncomfortably in Snowmass then "reverse commute" to work in Silt?

Questions:
"What kind of rents would people be required to pay at the Draw Site?"
"Would the apartments be doubled up, tenants crammed in, with more cars and more noise than anticipated?"
"Who would want the Draw Site lifestyle when the sun smiles so brightly elsewhere?"

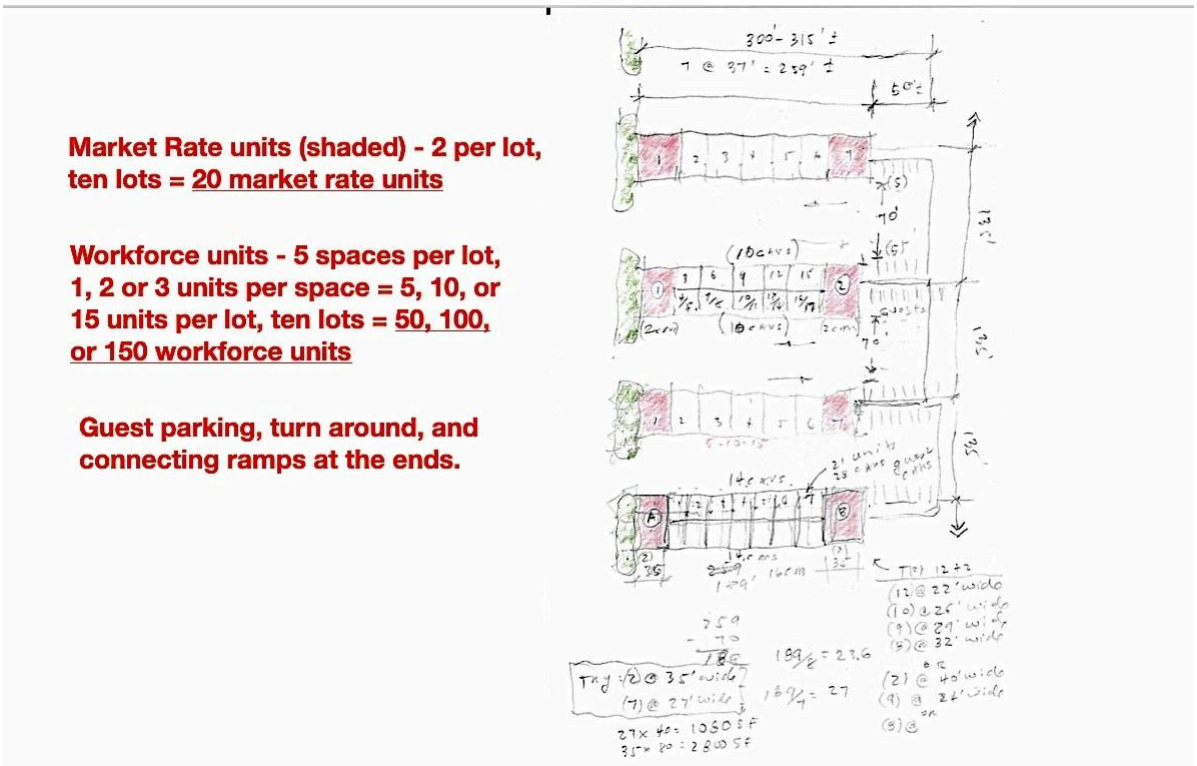
Consider the reasonable alternative (sketched here) of modest units built at the numbered lots:
No hallways
Ample storage
Acceptable density and design
Safe parking with "eyes on the street"
Easy access for occupants and EV taxis
Covered parking for existing condo owners
Straightforward "stick construction" over podiums
Easily prepared building sites for swifter construction
Private entries and a "sense of ownership" for occupants
And ...so much sunlight!



Concept Floor Plan



Concept Cross Section



Concept Layout

The Numbered Lots will provide room for 50 to 100 (or more) units in a low rise environment. Neighboring HOAs needn't worry so much about this modest housing plan. They need workers too, and will enjoy covered parking.

Inexpert planning fueled by hysteria and flawed assumptions eventually backfires. I would recommend a presentation of something lower key, created promptly by an experienced architect team.

Tom, as a trained professional you have pointed out, so diplomatically, troublesome faults with the Draw Site that make it unsuitable at this time. I’ve added a couple more…and offer an alternative.

-Jay Shumaker, Architect, retired
6/10/2024

RE: Pictures Are Worth A Thousand Words (message size with graphics is 10.3 MB)

Dave Shinneman <dshinneman@tosv.com>

Mon 7/15/2024 8:37 AM

To:Thomas A Shumaker Jr <tasaia@mac.com>;Ashleigh Huff <Ahuff@tosv.com>
Cc:Clint Kinney <CKinney@tosv.com>;Brian McNellis <bmcnellis@tosv.com>;Snowmass Town Council <council@tosv.com>

Thank you, Mr. Shumaker, we will include your email in the next Planning Commission packet.

Dave

From: Thomas A Shumaker Jr <tasaia@mac.com>
Sent: Sunday, July 14, 2024 3:59 PM
To: Snowmass Town Council <council@tosv.com>
Cc: Dave Shinneman <dshinneman@tosv.com>; Clint Kinney <ckinney@tosv.com>; Brian McNellis <bmcnellis@tosv.com>
Subject: Pictures Are Worth A Thousand Words (message size with graphics is 10.3 MB)

Dave, Please forward to planning commission. JS

Dear Town Council,

As designers and planners, to survive in private practice we must continually offer clients richer overall ideas that will work financially. The market keeps us honest.

But our Housing and Transit departments have sponsored design exercises at enormous, ongoing, public expense, all focused on singular concepts. They have offered no "just big enough" options to fit our setting in this giant forest. Realistic and artistic town planning...it is not.

Regarding the recent notice of the council meeting, my comments below appear in this larger typeface:

Town of Snowmass Village

DATE OF MEETING:
July 15, 2024

ADMINISTRATIVE REPORTS:

8.A. Update RE Connecting the Village Nodes

$400,000 will buy a lot of nice graphics explaining our town to us, for us. It surprises me that no jitney bridge alternative linking the Base Village to the Center appears yet. Of course a bridge would need the involvement of all beneficiaries and that could require yet another $$$ analysis, ...or better, a more effective town planning process.

8.C. Agenda Item Summary - Mall Transit Center Public Outreach

Mall Transit Center Public Outreach
PRESENTED BY:
Sam Guarino, Transportation Director
Clint Kinney, Town Manager

Of particular interest was this:

Over the coming months feedback will be sought from the public through a number of means. Business owners on the mall and in other affected areas will be invited to an open house meeting (along with any members of the general public who would like to attend) and/or to one-on-one meetings if they would like with written and verbal feedback encouraged.

And:

Staff will set up and direct people to a webpage with a description of the possible next steps to solicit further written feedback from the general public.

If the public would submit "possible next steps" that new webpage must accept drawings and graphics. As we've seen, misunderstood feedback costs. Out of town consultants often miss the mark.

Regarding BACKGROUND and FINANCIAL IMPACT the memo explains that SEH prepared nearly complete construction documents for the "2022 Plan" for just 2.7 percent of the cost of construction. Hmmm.
But they missed the mark!

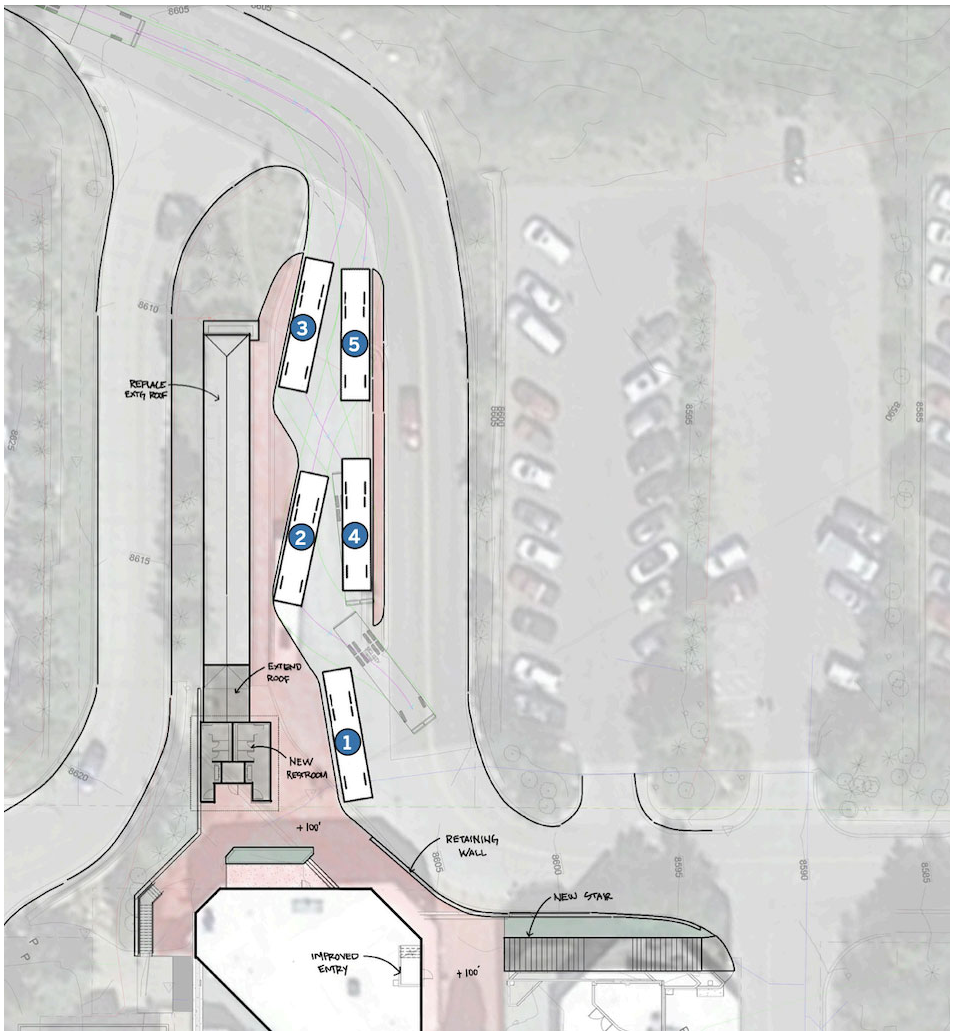
Then:

COUNCIL OPTIONS:
1. Direct staff to move forward with public outreach as described.
2. Direct staff to move forward with a modified public outreach approach
3. Direct staff to end examination of any transit improvement project at the mall for the time being.

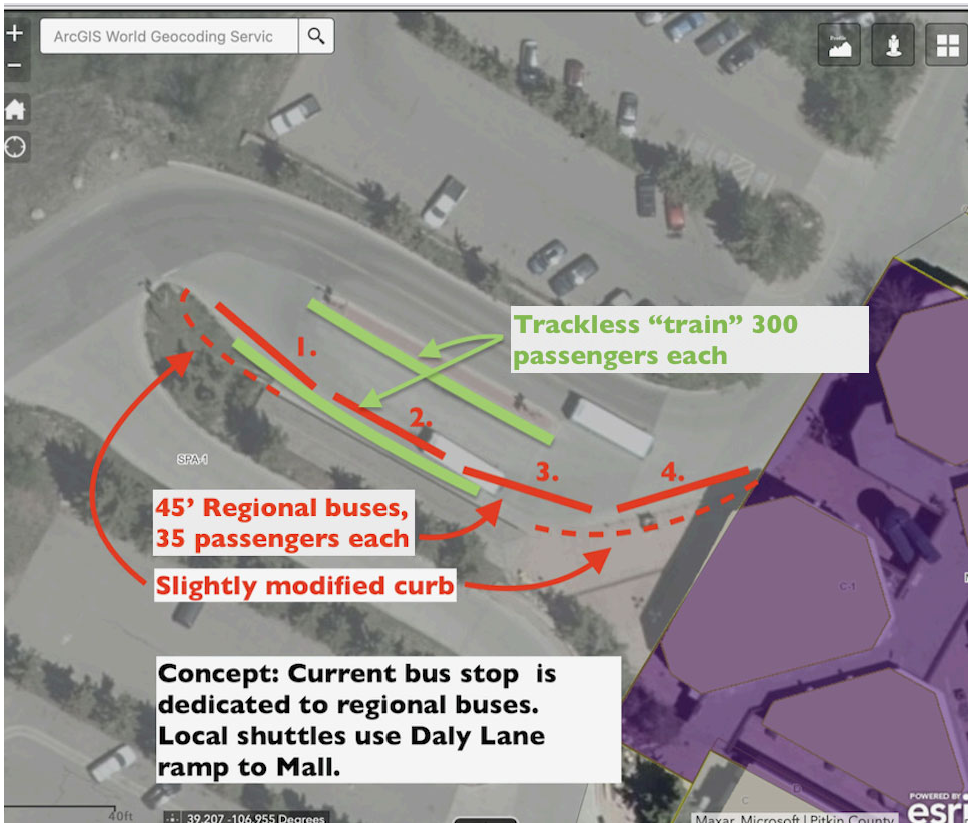
STAFF RECOMMENDATION:
It is the recommendation of Town Staff, that the Council

Direct staff to move forward with the proposed public outreach strategies and return to council with a summary of feedback received in the fall.

PUBLIC OUTREACH: **Here's a sample showing the value of graphic input in the outreach:**



This plan is pinched. Why not investigate modern vehicles before planning a $3 million dollar "curb remodel", leading to a $44 million dollar plan to serve buses that only carry 35 passengers?



Trackless trains (98 feet long, shown here and below) can carry 100 to as many as 300 passengers and needn't turn around. They arrive, switch heads, and depart on the same path. Smaller, nimbler, vehicles are available, ...suggesting a rethink of transit plans and operations.

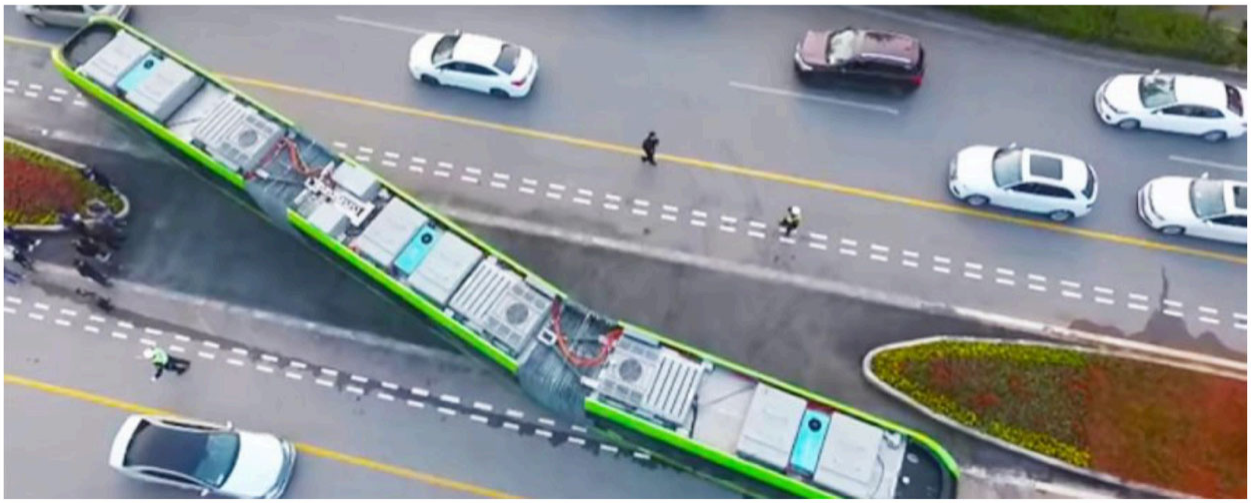
Modern concepts:

Credit: CC BY-SA 4.0

A standard bus is about 30 meters long and features three carriages with a capacity of 300 people, while a five-carriage bus can carry up to 500 passengers.

And:

The train can reportedly run for over 15 miles after charging for 10 minutes. A few outlets say the ART has **lithium titanate batteries** and charges via a **flash charging facility**. The ART is more than 103 feet long, and instead of steel wheels it has rubber tires. A twin-head system allows the train to travel without ever making a U-turn. The trackless train's lifespan is reportedly around 25 years.



This from a knowledgable Swede:

Train..? You mean bus?

We've had these in Malmö Sweden since 2014, they are not something new.

5:14 AM · May 19, 2021

Below is the "2022 Plan", ...it's a "bus yard" entry to Snowmass:

APPROACH FROM
GENE
TAYLOR
SPORTS

SEH

Snowmass Mall Transit Center - Planning Commission Submittal 19

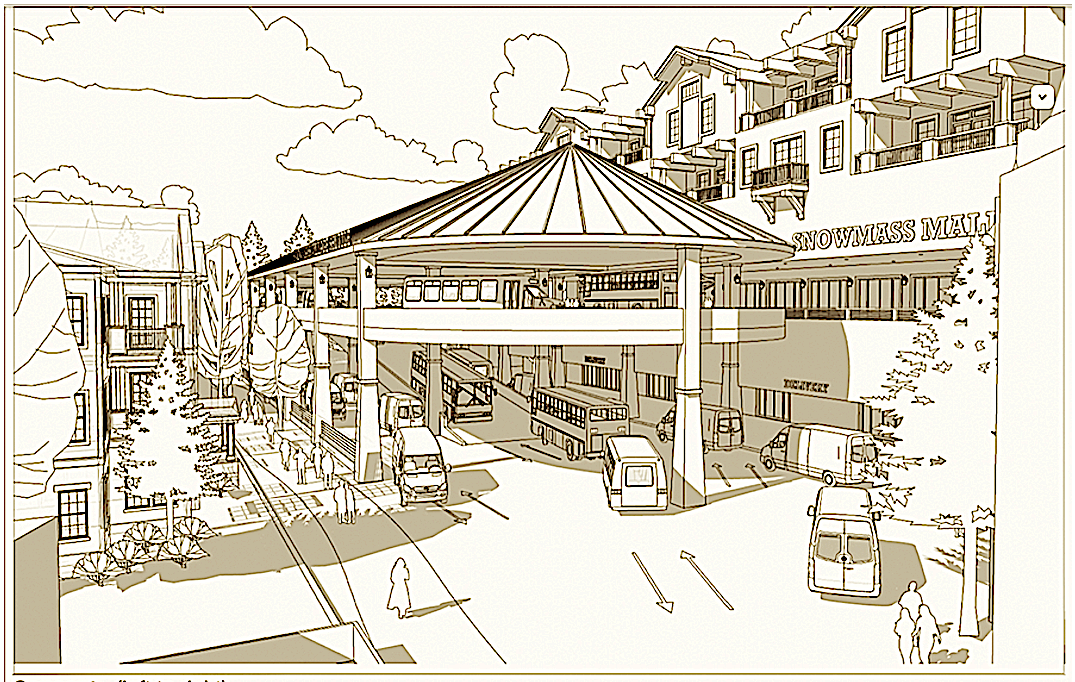
Many are fiercely opposed to this type of thinking which **kills the** forest majesty of our ski town.

Timber Mobilities: The Ecological Future Of Our Mobilities - Vince...

Consider: Local trips by smaller AEVs positioned strategically around town. When one departs its charging station another "knows" to fill in. They're small and quiet. Might they be approved for use in and around the Base Village, replacing the "Luge" and crossing a new bridge to the Center? Imagine door to door service from and to the Center.

The 2022 Mall Transit Center Project was withdrawn for consideration in April of 2023. In June 2023, the Town Council directed staff to develop a proposal for a simple and cost-effective solution(s) at both the RFTA Depot and Daly Lane Village Shuttle Depot. These incremental alternative solutions were to have lower construction impact and lower cost than the proposed 2022 Project.

Here's a polite reminder should a larger player come along to redevelop the Mall to its former commercial essence. Modern shuttles would be tucked between new Employee Housing and expanded Mall buildings. This design preserves the alpine forest theme at Carriage Way.



Concept: (left to right)
-Employee housing on property owned by the Snowmass Foundation;
-Lanes in and out to the Mountain Chalet and Snowmass Inn;
-The ramp with lanes up and down to the Mall level and counterclockwise flow;
-Lanes for freight delivery and to (secure) freight storage, and a freight elevator;
-Condo storage lockers on the next level above, and;
-Condominiums above the Mall shops or above the entire Daly Lane. (This is a conceptual reboot.)

Sincerely,

Jay Shumaker, Architect, retired.
7/14/2024

From: bill Turner <bill@williamdturner.com>
Sent: Friday, July 19, 2024 1:27 AM
To: Bill Madsen <bmadsen@tosv.com>; Alyssa Shenk <ashenk@tosv.com>; Tom Fridstein <tfridstein@tosv.com>; Britta Gustafson <bgustafson@tosv.com>; Susan Marolt <smarolt@tosv.com>
Cc: Clint Kinney <ckinney@tosv.com>; Dave Shinneman <dshinneman@tosv.com>
Subject: [Copy] Draw Site State of Play

Dear TOSV Council and Planning Commission,

Please see the attached comments regarding the Draw Site proposition.

Thanks for your attention,
Bill Turner

A Few Comments on Draw Site State of Play

Despite TOSV's priority for increased employee housing, consideration of the Draw as a potential site has exposed some severe problems, including bulk and out-of-core density; inaccessibility; potentially inadequate parking for residents, visitors, deliveries, and emergencies; and extremely high building costs.

At this point, I would emphasize the following:

1. Misplaced location of massive housing buildings. Many, including Council members, have questioned the size, bulk, and "urban nature" of the proposed project. I would add to this my understanding that, for years, the Town has meant and committed to confining building densities of this nature to the "core," which I thought excludes the Draw Site, despite the need for employee housing.

It would be helpful to add an additional rendering of the proposed buildings from a view across from and above the entire draw. For example, a rendering of the new buildings (e.g., Photo A below) set in the view of the draw from the Wood Road bridge (Photo B below). This will demonstrate the impact on this very visible rural element of the Town from the road to the Rim. These monstrous buildings should not be built there.

Photo A: Rendering of A Draw Site Building

Photo B: Current View of Draw and Town Hall

2. Unacceptable accessibility. With the proposed location up that Draw from the Town Hall, with the nearest transit stop down in front of the Town Hall/Police Department or farther down at the edge of the Center, the new residents (employees and their families) will, of course, have to either drive or walk to and from the Center.

A two-dimensional aerial view conveys the distance between the new buildings and the Center to be relatively short. However, this seriously misconstrues the effort required to walk from the nearest transit stop and the Center to the new apartments.

I would ask each member of the Planning Commission and Town Council to walk from Taster's or the Police Department to the location of the top building proposed for the Draw Site. While walking, imagine folks with kids, groceries, laundry, or mail. It is safe to assume that the majority of these daily trips - and, of course, trips to and from jobs and elsewhere - will be made in resident motor vehicles, rather than walked or even biked.

As a result, it is imperative that the implications for traffic and parking in and around the Draw Site and the Center be explicitly dealt with satisfactorily before deciding to proceed with the project.

3. Ensuring realistic parking requirements. The Town needs to assess the vehicular and resulting parking experience at its *current* employee housing and develop a profile of the likely parking needs of prospective Draw residents. From simple inspection of current employee residence parking lots, it appears that many residents have more than a single car, and some have motorbikes or cycles, campers, an occasional boat and snowmobile, etc. This experience can help define per unit and per bedroom requirements for the new Draw residents, to ensure that sufficient parking is included, and prospective tenants attracted.

In addition, adequate parking for delivery, maintenance, and emergency services, and parking for visitors, remain questions for the Draw.

4. Prioritizing the to-be-acquired area to the east of the Center, *instead of* the Draw Site. Many of these challenges - even with fewer Draw Site units - may be tempered or avoided with a properly-designed 'neighborhood' of employee housing to the east of the Center's retail and commercial

buildings. This site should be considered *prior to,* and probably *instead* of, the current Draw Site, not *in addition* to it.

5. Maximizing housing value for Village employees. New Snowmass-owned housing should be aimed at and allocated to Village employees. For instance, the 200+ current waiting list can be sorted by *location of employment* and first priority given to those actually working in the Village. (Any new employee housing in Snowmass Village - even if dedicated to Village employees - helps meet the broader need in the County and Valley.)

In addition, hospitality corporations operating in the Village as private profit-making businesses, should be encouraged to follow SkiCo's lead and plan to invest in local housing on their properties for their own employees, and might be given lower priority for new Town-owned units.

Constructively intended,
Bill Turner

RE: Bridge Connection (message size 5.4 MB)

Dave Shinneman <dshinneman@tosv.com>

Fri 7/26/2024 3:41 PM

To:Thomas A Shumaker Jr <tasaia@me.com>
Cc:Brian McNellis <bmcnellis@tosv.com>;Jim Wahlstrom <JWahlstrom@tosv.com>;Snowmass Town Council <council@tosv.com>;Clint Kinney <CKinney@tosv.com>;Ashleigh Huff <Ahuff@tosv.com>

Thank you. We will include this in the next Planning Commission packet.

Dave

From: Thomas A Shumaker Jr <tasaia@me.com>
Sent: Friday, July 26, 2024 3:09 PM
To: Snowmass Town Council <council@tosv.com>; Clint Kinney <ckinney@tosv.com>; Dave Shinneman <dshinneman@tosv.com>
Cc: Brian McNellis <bmcnellis@tosv.com>; Jim Wahlstrom <JWahlstrom@tosv.com>
Subject: Bridge Connection (message size 5.4 MB)

Dave, Please forward to the Planning Commission. Thx, JS

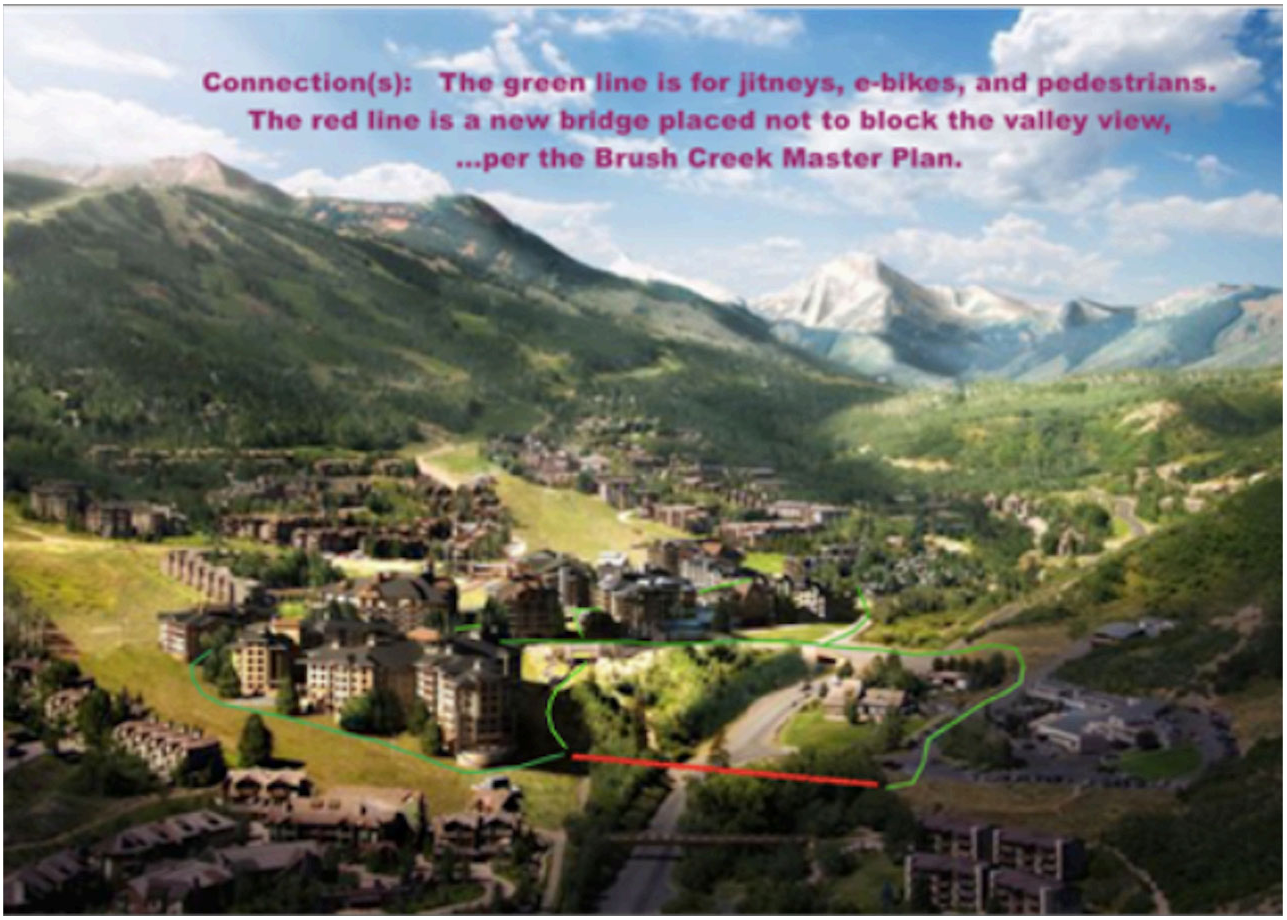


Illustration presented to a former council.

Re the Connectivity Study:

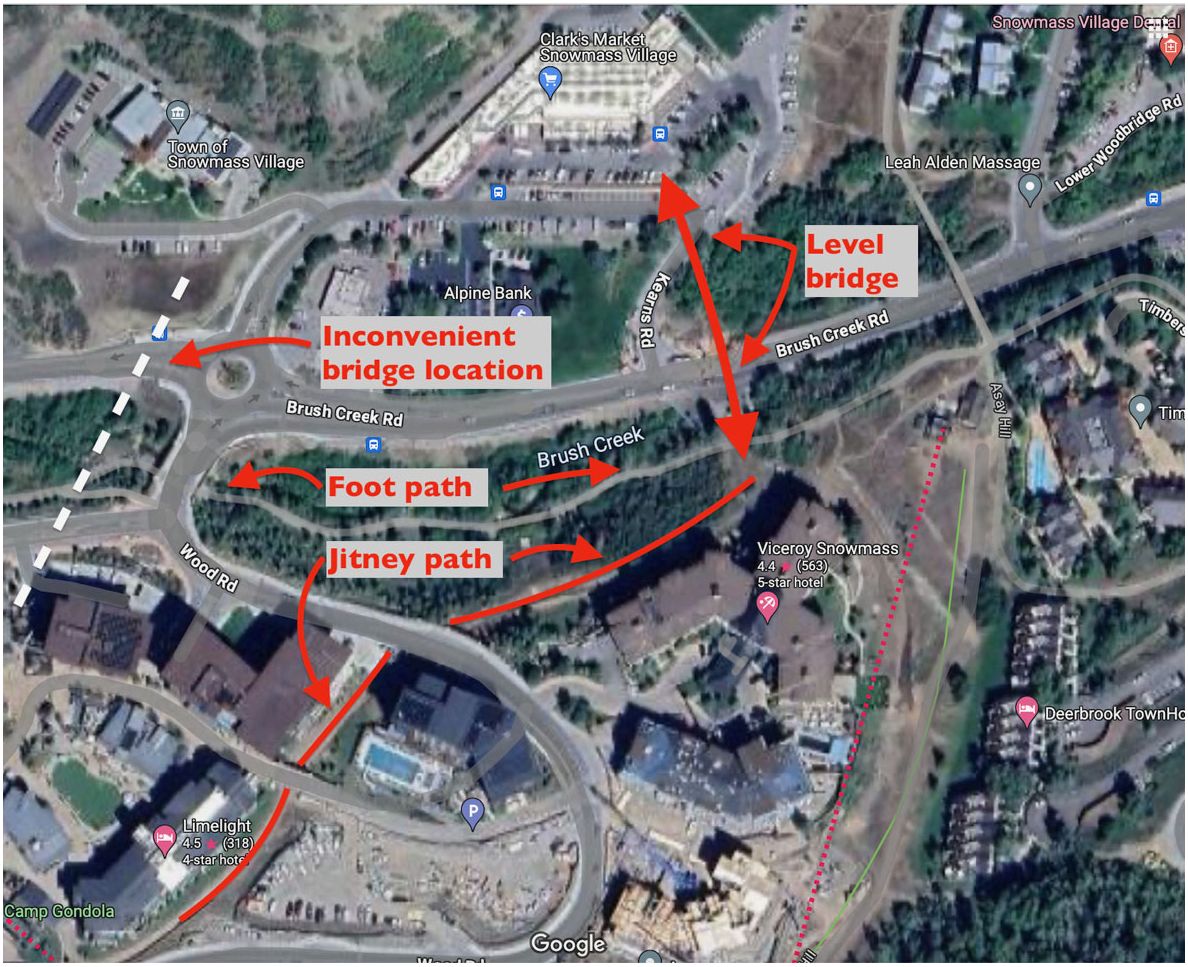
Dear Town Council, and Planning Commission, ...and Bcc'd Friends,

It seems odd to me to be thinking of awkward bridge options shown high over the roundabout when a level bridge could drop shoppers right into the Center directly.

Think of skiing down to the Viceroy, skate skiing across a virtually level bridge, to return with a loaded backpack and skiing down Assay Hill to the lifts to ski home…Alpine style.

Think of a plowed pathway for jitneys or small AEVs along side that ski trail under the bridge to the Viceroy. Think of the hundreds of Base Village and neighboring condos that could enjoy safe door to door jitney service, from grocery to home. The Center could be an extension of the Base Village lifestyle. No cars. Think of lunch carts and tables serving workers and visitors on this new bridge with great views up the valley to Mt. Daly.

Alternatively:
Weigh the costs to the town of unattractive connections over the next 150 years. Think of the long walks to and from, and across, the other bridge options. Think of all the shopping carts scattered at the ends of those other bridge options. Think of the valley views blocked by a bridge when driving up Brush Creek, …and of the hundreds of unnecessary car trips to and from the grocery, and of all that surface parking.


Clark's Market
Snowmass Village
Snowmass Village Dental
Town of
Snowmass Village
Leah Alden Massage
Lower Woodbridge Rd
Level
bridge
Alpine Bank
Leahs Rd
Inconvenient
bridge location
Brush Creek Rd
Brush Creek Rd
Brush Creek
Foot path
Jitney path
Wood Rd
Viceroy Snowmass
4.4 (563)
5-star hotel
Deerbrook TownHo
Limelight
4.5 (318)
4-star hote
Camp Gondola
Google

Sincerely,

Jay Shumaker, Architect retired.
7/26/2024

We live in an era that is choking on automobiles:

But there are alternatives to the use of private automobiles. Safer options that don't squander space; that are powered by sunshine;

that are designed for short trips with smaller passenger loads;

...and that really are fun to ride!

-Jay Shumaker, to Town Council, 2019

FW: Debts Penalize The Future

Dave Shinneman <dshinneman@tosv.com>
Tue 9/3/2024 9:00 AM
To:Ashleigh Huff <Ahuff@tosv.com>
Cc:Brian McNellis <bmcnellis@tosv.com>;Jim Wahlstrom <JWahlstrom@tosv.com>

Please include in our next Planning Commission packet.

Thank you.
Dave

From: Thomas A Shumaker Jr <tasaia@mac.com>
Sent: Monday, September 2, 2024 2:11 PM
To: Snowmass Town Council <council@tosv.com>; Dave Shinneman <dshinneman@tosv.com>
Cc: Clint Kinney <ckinney@tosv.com>; Brian McNellis <bmcnellis@tosv.com>; Jim Wahlstrom <JWahlstrom@tosv.com>
Subject: Debts Penalize The Future

Dave, Please forward to Planning Commission. Thx, JS

Dear Town Council and Planning Commissioners,

From the September 3, 2024 Agenda Item summary:
"…the Council unanimously approved the Housing Master Plan in 2021. The Draw Site development was the first site recommended in that plan."

An alternative history:
That 2021 Housing Plan's preferred site, and first recommendation, threatened Top of Village neighbors by illustrating unconscionable housing density across the street. Their attorney responded and the "difficult" Draw Site became the next least objectionable option, not on its merits but to avoid entanglements.

The livability of that Draw Site extravagance has been challenged by the town's most sensitive and clear sighted citizens. Remarkably, no palatable modifications of the original design were developed for Council and neighborhood review. Planning commissioners, and others*, suggested workforce housing options but were ignored in the rush to build …something, …anything.

This is NOT artful, deliberative, planning.
Further, I seem to recall mention of Municipal Bonding for this expensive project.

Your resolution's current wording:
"Without increasing taxes, shall the Town of Snowmass Village be authorized to take actions necessary to construct a new workforce housing project consisting of up to 79 units containing 118 bedrooms, located uphill of and adjacent to Town Hall in the area known as the Draw Site, at an estimated

projected cost of up to $86 million, to be paid for with tourism tax revenues authorized for workforce housing purposes, rental income, potential grant funds and other public and/or private contributions?"

[ ] YES
[ ] NO

Shouldn't the phrase "other public and/or private contributions" be demystified lest the voters feel mislead?

Municipal Bonding and planning mistakes can backfire! Please see the Stockton example.

"City officials approved spending on large projects to raise Stockton's profile and turn it into a bedroom community for the Bay Area." -Reuters, July 3, 2012.

From MunicipalBonds.com 2012:

The Case of Stockton's Municipal Bankruptcy

- Stock market was booming, enabling local governments to earn high returns on their pension portfolios
- Real estate market was hot, increasing the property tax revenues
- Consumer sentiment was at an all-time high, bringing significant growth to the sales tax revenues

"Stockton approved spending on large projects and issued significant public debt to fund these initiatives. These debt issuances were primarily backed by the property tax revenues on the super-inflated house prices in California during that time.

To make interest payments…its general fund revenues were slashed substantially. These revenues were committed for different purposes like public safety, debt service, community services, etc., and all these areas had to suffer significantly along with the City defaulting on its debt.

The City of Stockton's bankruptcy showed that political decision-making during the "good times" should be carefully vetted with the worst-case scenarios."

Respectfully Submitted,

Jay Shumaker, Architect retired
9/2/2024

* See: "A Low Rise Alternative" sent June 10, 2024 at 8:57 AM.