

Attachment 1



DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT STAFF REPORT

PLANNING COMMISSION AGENDA ITEM 5:	
Project Name:	SCE Subdivision, Lots 1 and 2 #DP-12-02
Prepared By:	Jason K. Peasley, AICP, City Planner (Ext. 229)
Through:	Tyler Gibbs, AIA, Director of Planning and Community Development (Ext. 244)
Planning Commission (PC):	August 23, 2012
City Council (CC):	September 4, 2012
Zoning:	Gondola – One (G-1) and Resort Residential - One (RR-1)
Applicant:	Ski Country, LLC c/o Eric Smith Associates P.C., 1919 7 th Street, Boulder, CO 80203, (303) 442-5458
Request:	Conceptual Development Plan for a 74 unit condominium project located at the corner of Burgess Creek Road and Storm Meadows Drive. This application contains a front setback variance for retaining walls over four feet in height and a variance to allow a 6 foot sidewalk along the property frontage.

Project Location

Location:
2135 Burgess Creek Rd.

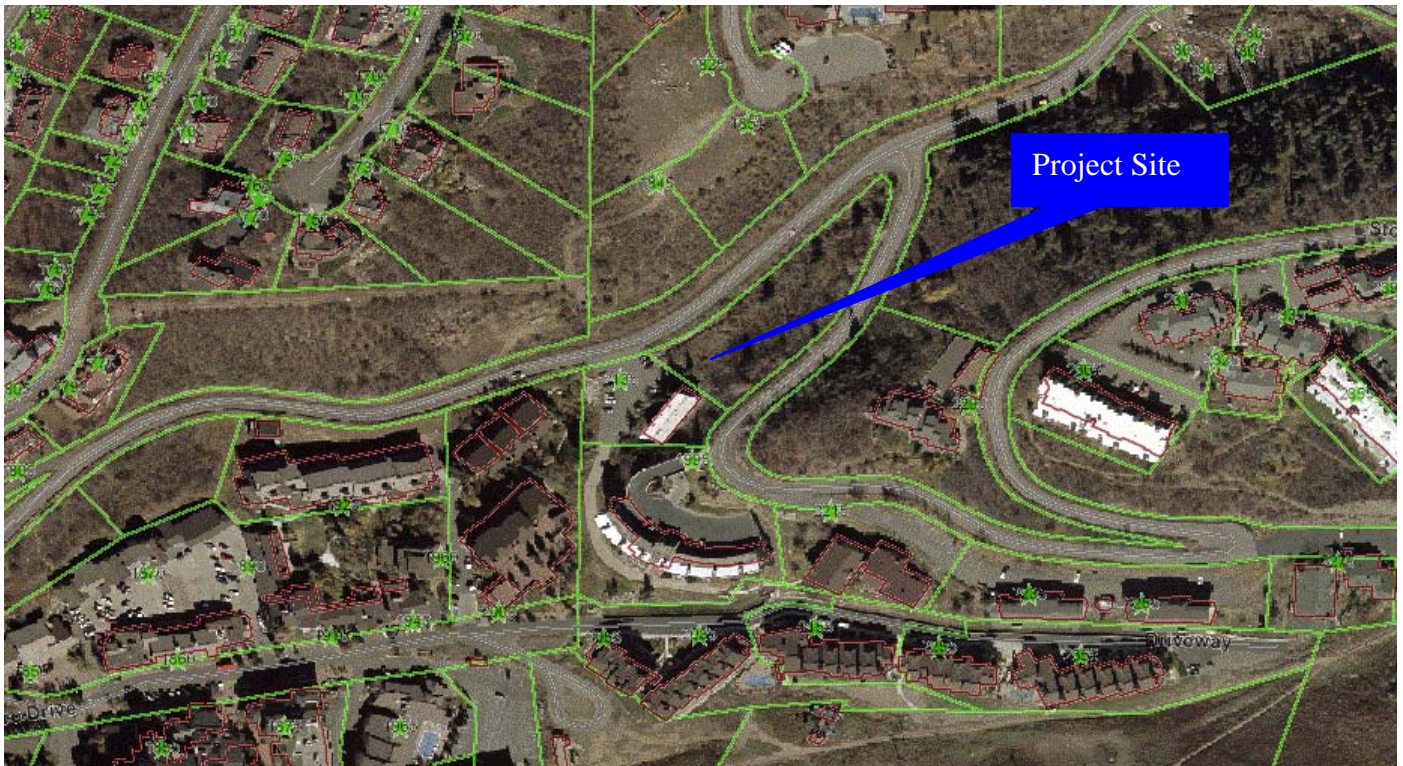
Development Statistics - Overview	
Lot Area:	2.11 acres
Gross Floor Area:	219,330 sq. ft.
Lot Coverage:	0.42
Overall Height:	63' to 75'

Staff Report - Table of Contents		
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I. COMMUNITY DEVELOPMENT CODE (CDC) – STAFF ANALYSIS SUMMARY

<i>CDC - SECTION 26-65 (D): NO DEVELOPMENT PLAN SHALL BE APPROVED UNLESS THE CITY COUNCIL FINDS THAT THE PLAN MEETS ALL OF THE FOLLOWING CRITERIA:</i>					
Subsection		Consistent			Notes
		Yes	No	NA	
1)	Conformity with Community Plan	<input checked="" type="checkbox"/>			
2)	Consistency with Surrounding Uses	<input checked="" type="checkbox"/>			
3)	Minimize Adverse Impacts	<input checked="" type="checkbox"/>			
4)	Access	<input checked="" type="checkbox"/>			
5)	Minimize Environmental Impacts	<input checked="" type="checkbox"/>			
6)	Phasing			<input checked="" type="checkbox"/>	
7)	Compliance With Other Standards	<input checked="" type="checkbox"/>			
8)	Variance Criteria	<input checked="" type="checkbox"/>			

Staff Finding: Staff finds that the proposed Conceptual Development Plan (#DP-12-02) to be in compliance with Section 26-65(d) of the Community Development Code with conditions. (Detailed policy analysis is located in Section V; Staff Findings and Conditions are in Section VII)



II. BACKGROUND

The proposed redevelopment encompasses two parcels that are bordered by Burgess Creek Road and Storm Meadows Drive. The two parcels form a triangular shaped lot extending north from the Kutuk Condominiums to the junction of Burgess Creek Road and Storm Meadows Drive. The southern parcel contains the existing Ski Country Building, an associated parking lot and an emergency access to the adjacent Bronze Tree Condominiums. The existing Ski Country Building (to be demolished) contains 1 residential unit and roughly 10,000 sq. ft. of commercial office space. The northern parcel is undeveloped. Burgess Creek runs parallel to Burgess Creek Road through the western portion of both parcels.

The parcel containing the existing Ski Country Building is zoned Gondola One (G-1). The undeveloped parcel is zoned Resort Residential One (RR-1). The undeveloped parcel (Lot 2) was rezoned from Residential Estate One (RE-1) to Resort Residential One (RR-1) on December 21, 2010. In the process of reviewing the rezoning application both the Planning Commission and City Council expressed a desire to see the future development of this site reduce in scale and mass as it approached the intersection of Burgess Creek Road and Storm Meadows Drive (see Attachments 3 and 4).

III. PRINCIPAL DISCUSSION ITEMS

Principal discussion items recommended to Planning Commission include:

1. Lot line elimination between Lots 1 and 2, SCE Subdivision

To facilitate the development of this site as one lot, the applicant has proposed to eliminate the common lot line between Lots 1 and 2. The resulting lot would contain two areas with different zoning, G-1 on the southern third and RR-1 on the northern two thirds. While this configuration is quite uncommon in the City of Steamboat Springs, some precedents exist. The Old Town Hot Springs exists on a lot that contains three different zone districts (OR, CO and CN). The Community Development Code does not prohibit the elimination of common lot lines where zoning differs. In addition, the resulting lot consolidation eliminates the CDC requirement for setbacks along the interface of the two zone districts because setbacks are measured from lot lines. The impact of this lot consolidation is primarily felt in the mass of the proposed building. By eliminating the common lot line, the site can be developed as one single building (as opposed to two separate buildings on two separate lots). While the concept of eliminating a lot line where zoning differs is largely unprecedented, the code does not provide support to deny this request. As a result, criticism of this approach should be directed to the resulting building mass and its compliance with the Base Area Design Standards.

2. Public safety and access

At the December 21, 2010 City Council hearing the former Steamboat Springs Fire Chief Ron Lindroth expressed a concern that this site was unsuitable for dense development because Burgess Creek Road was a one way in one way out road. As a result of this meeting, City Staff investigated means of achieving secondary access to Burgess Creek Road to alleviate safety concerns regarding the access to this neighborhood. Only one

option was identified as being practically feasible to provide secondary access. This option included extending a road through The Ranches property from the terminus of their cul-de-sac east to Burgess Creek Road above its intersection with Storm Meadows Drive. Further research into this option revealed that the conservation easement that exists on that property prohibits the building of roads through or on the location of the conceptual road alignment. With this information, it appears highly unlikely that secondary access will be established to the Burgess Creek Road neighborhood in the near future. With no plan in hand to mitigate the access issues on Burgess Creek Road, a policy question arises that needs to be addressed by Planning Commission and City Council: Are we going to limit development below what is allowed by zoning for properties along Burgess Creek Road because of the lack of secondary access?

Maintaining full access along Burgess Creek Road and Storm Meadows Drive during the construction of this project has been addressed by the Fire Department and Public Works through the Technical Advisory Committee (TAC) process. Necessary utility work may result in the roads being restricted to one way travel at limited times however, general project construction is not permitted to restrict access along Burgess Creek Road and/or Storm Meadows Drive.

3. Building Height

On July 7, 2009 the City Council approved a text amendment to the Community Development Code that fundamentally changed the way developments in the Mountain Base Area are reviewed. A firm height was established for each of the four base area zone districts (RR-1, RR-2, G-1 and G-2), the Base Area PUD was eliminated and the way height is measured in the base area was amended. These changes have significant impact on the overall height of the proposed project. The firm height of 75 feet for the G-1 portion of the parcel and 63 feet for the RR-1 portion have been adhered to in the proposed project. These heights are measured to the nearest existing or proposed grade resulting in the tiered effect seen in the building design. Half of the building takes its height measurement from the Burgess Creek Road side and the other half takes its height from Storm Meadows Drive side. The significant grade difference between these two sides of the lot results in a building that conforms to the firm maximum height and is over 120 feet tall from the Burgess Creek Road frontage.

Below is the CDC definition of height as it is measured in the base area:

Height, base area. Applicable only for zone districts resort residential one (RR-1), resort residential two (RR-2), Gondola one (G-1), and Gondola two (G-2). Any point on the structure, measured vertically plumb, to the nearest adjacent proposed grade as determined through the development review process (if applicable). The greatest of these measurements is the overall building height. Should a point on a building be equidistant to adjacent grade the lower of the two (2) grades shall be used to determine height.

4. Sidewalk Variance

The proposed project includes a six foot wide sidewalk along the building street frontages. The CDC requires an eight foot wide sidewalk in this location because Burgess Creek Road is an arterial street. Staff has worked with the applicant to design a pedestrian system that balances the need to protect the integrity of Burgess Creek while meeting the objectives of the CDC to provide a pedestrian environment. Given the tight nature of this site, an eight foot sidewalk along the Burgess Creek Road frontage would have resulted in a significant volume of retaining walls in the floodplain and riparian area surrounding Burgess Creek. To mitigate this potential impact the applicant reduced the mass of the building, bringing it further away from the creek to allow for a six foot sidewalk that can be accommodated with few retaining walls. This variance is analyzed in greater detail in Section VI-A below.

5. Compliance with the Mountain Base Area Design Standards

The proposed building has met all of the Base Area Design Standards for massing, building stepbacks, roof plane, site layout and pedestrian circulation. A 3-D model of the building will be available at the meeting to help with an understanding of the project’s mass, scale and relationship to the surrounding developments. See Section VI - C below for detailed analysis of all of the Base Area Design Standards.

IV. PROJECT DESCRIPTION

For a complete project description please refer to the narrative and complete application packet, included as Attachments 1 and 2. The following is a brief summary of that information:

Ski Country Lodge Use and Area Table

USE	SQUARE FOOTAGE	# OF UNITS
Residential Condominiums		74
Total Residential	138,362	74
Interior Amenities	9,943	
Parking/Driving	47,056	
Bldg Services, etc.	27,793	
Project Total	219,330	

The project is being reviewed as a Conceptual Development Plan which gives the applicant the ability to request that specific aspects of the project be reviewed and approved while the remaining items are deferred until Final Development Plan. The aspects of the CDC that the applicant wishes to be considered with this application are contained in the chart below:

STANDARDS	Compliance Review	Variance Requested
*Dimensional Standards 26-132	X	X
Open Space		
Landscaping		
Parking/Loading		
Pedestrian Circulation - Sidewalks/Trails	X	X
Refuse Management		
*Site Planning - Building & Parking Orientation	X	
Snow Storage		
Waterbody Setbacks	X	
*Building Massing, Form & Variety	X	
* Roof Form & Function	X	
Public Spaces / Community Amenities		
Access Location - Vehicular		
*Use		
Other		
-Views	X	
-Building Mass/Human Scale	X	
-Transition in Scale	X	
-Building Step back	X	
-Service Area Location	X	
-Relationships to Surrounding Developments	X	
* Items marked with an asterisk denote the minimum submittal requirements for consideration through the Conceptual Development Plan process.		
**The following standards cannot be approved through this process and must be approved through an FDP: <i>final utilities, final grading, final drainage, final architecture; fenestration/transparency, materials, color, and mechanical equipment location.</i>		

V. OVERVIEW OF DIMENSIONAL AND DEVELOPMENT STANDARDS – G-1 AND RR-1 ZONE

The G-1 and RR-1 zone district is intended for high density, mixed use (G-1 only), pedestrian oriented developments. In order to adequately guide the form and function of

these types of development the Mountain Base Area Design Standards were adopted (analysis included in section VI-C).

STANDARD	RR-1	G-1	PROPOSED	COMPLIES?
Lot Area	6,000 sf. Min.	6,000 sf. Min.	91,911 sq. ft. (2.11 acres)	Yes
Lot Coverage	0.50 Max.	0.60 Max.	0.42	Yes
Building Height	63 feet overall height Max.	75 feet overall height Max.	South Tower: 75 feet OH Middle Tower: 63 feet OH North Tower: 63 feet OH	Yes
Front Setback (Burgess Creek Road)	20 ft (1 st and 2 nd Story) Min. 25 ft (3 rd Story) Min.	Per Mountain Town Sub-Area Plan	35 ft (1 st and 2 nd Story) 50 ft (3 rd Story) 1 ft. (retaining walls)	VARIANCE REQUIRED
Front Setback (Strom Meadows Drive)	20 ft (1 st and 2 nd Story) Min. 25 ft (3 rd Story) Min.	Per Mountain Town Sub-Area Plan	20 ft (1 st and 2 nd Story) 25 ft (3 rd Story)	Yes
Side/Rear Setback	15 feet Min.	Per Mountain Town Sub-Area Plan	15 feet	Yes
Waterbody Setback	12 feet- while this is the minimum setback, the intent is to have areas in excess of twelve (12) feet in order to provide for greater area for landscaping.		15-40 feet (main building)	Yes
Parking	98 space required		98	Yes
Open Space	15% Min.		29%	Yes

VI. PROJECT ANALYSIS

This project is being reviewed as a Conceptual Development Plan. The Conceptual Development Plan are described by the following statement:

“Approval of a Development Plan shall be limited to those aspects and qualities expressly depicted in the submittal, either in words or graphics. Approvals of site design, access, and building design, including height and massing, are intended to define minimum and/or maximum acceptable limits and are subject to confirmation at Final Development Plan. Information including, but not limited to, grading and

drainage, utilities, building fenestration, landscaping may be depicted and labeled as conceptual only and will be reviewed as such subject to approval at Final Development Plan.”

The following section provides staff analysis of the application as it relates to key sections of the CDC and the Mountain Base Area Design Standards. It is intended to highlight those areas that may be of interest or concern to Planning Commission, City Council, staff or the public. For a comprehensive list of standards and requirements applicable to this proposal please refer to the CDC or contact the staff planner.

A) CRITERIA FOR APPROVAL

CDC - Section 26-65 (d): No development plan shall be approved unless the city council finds that the plan meets all of the following criteria:

CDC - Section 26-65(d)(1): Conformity with Community Plan:

Staff Analysis: **Consistent;** The Ski Country Lodge project complies with and implements the listed policies from the Steamboat Springs Area Community Plan.

Goal LU-1: Our community will promote a functional, compact, and mixed-use pattern that integrates and balances residential and non-residential land uses.

LU-1.2: Future development will be in compact mixed-use neighborhoods.

LU-2.1: Infill and redevelopment will occur in appropriate locations, as designated by the city.

LU-3.2: New development will be designed to promote distinct new mixed-use neighborhoods.

LU-5.1: Develop appropriate land use densities to support transit.

LU-5.2: New neighborhoods will be well connected by streets, sidewalks, trails, walkways, and bicycle lanes.

Goal T-1: The community considers transportation to be a basic utility in all land use decisions.

T-1.1: New development, including infill, shall be designed to achieve walkable communities and limit trip generation.

T-1.4: New development shall incorporate transit friendly design.

Goal T-2: The community will support improvements to the local transportation system.

T-2.1: New development shall include an interconnected pedestrian and bicycle system.

T-2.10: New development shall create an efficient, interconnected, multi-modal road system without dead ends and cul-de-sacs.

Goal ED-1: Steamboat Springs will have a vital, sustainable, and diverse year-round economy.

ED-1.1: Continue to support tourism-related land uses, businesses, and marketing.

ED-3.1(b): Focus on Ski Base Area Improvements

Goal CD-1: Our community will preserve its small town character and the image of neighborhoods and the community.

CD-1.4: Encourage high quality site planning and building design.

CD-1.5: Infill and redevelopment projects shall be compatible with the context of existing neighborhoods and development.

Goal CD-4: Our community will maintain and improve the appearance of its corridors and gateways and will continue to have vibrant public spaces.

CD-4.3: Public buildings and public outdoor spaces shall continue to be built to a high design standard.

CD-4.4: New commercial development shall incorporate high quality public spaces.

Goal SPA-2: Our community will continue to promote the Mountain Area as the focal point for tourism activity.

SPA-2.1: Promote redevelopment of the Mt. Werner base area.

SPA-2.3: Support neighborhood planning for Mountain area neighborhoods.

SPA-2.4: Improve pedestrian and bicycle circulation patterns in the Mountain Area and reduce vehicular conflicts and the visual impact of parking.

CDC – Section 26-65 (d)(2): Consistency with Surrounding Uses:

Staff Analysis: **Consistent;** There is a significant amount of variety in the uses surrounding the proposed project. To the south and east of the proposed project, development patterns are typical of the base area with multi-unit condominium building. To the west and north of the project, the development pattern is significantly lower in intensity, including single family, duplex and open space parcels. The building steps down as it moves north on the site to transition from the intense base area to the less intense Burgess Creek Road neighborhood. The building height is stepped down on the south tower to create a compatible scale with the height of Bronze Tree Condominiums.

CDC – Section 26-65 (d)(3) Minimize Adverse Impacts:

Staff Analysis: **Consistent;** The project has the potential to have adverse impacts to the City owned Right of Way on Storm Meadows Drive. The proposed soil nailing into the Right of Way has been examined by NWCC. A demonstration that no adverse impacts to the City Right of Way is required at the time of Final Development Plan.

CDC – Section 26-65 (d)(4) Access:

Staff Analysis: **Consistent;** Vehicular access to the site will be accommodated by three accesses from Burgess Creek Road. The southerly accesses provides vehicular ingress and egress to the porte-cochere, service bay and lower structured parking. The northerly access provides ingress and egress to the upper structured parking level. Strong pedestrian access is achieved at the southern portion of the site (closest to Ski Time Square) through proposed

stairs to the existing trail along Burgess Creek at the Kutuk Condominiums and along the existing emergency access drive in front of Bronze Tree Condominiums.

CDC – Section 26-65 (d)(5) Minimize Environmental Impacts:

Staff Analysis: **Consistent;** While the development of a building of this magnitude in close proximity to Burgess Creek may impact the creek, the proposal does not include any work in the creek corridor. Specific requirements will be added to the Construction Site Management Plan as conditions of approval of the FDP to ensure that construction activities minimize impacts to Burgess Creek. In addition, a Floodplain Development Permit and a Wetlands Permit will be required and are conditions of approval of the FDP.

CDC – Section 26-65 (d)(6) Phasing:

Staff Analysis: **Not Applicable;** The project will be constructed in one phase.

CDC – Section 26-65 (d)(7) Compliance with other Standards:

Staff Analysis: **Consistent;** The proposal complies with all applicable standards of the CDC with the exception of variance requested. Proposal also complies with Base Area Design Standards as discussed in Section VI-C of this report.

CDC – Section 26-65 (d)(9) Variance Criteria:

Variance #1: Front Setback

The proposed development contains a variance to the minimum front setback along Burgess Creek Road for retaining walls over four feet. These retaining walls exist to support the access bridges that are necessary to gain access to the proposed building.

a. *Legal use.* The property and the use of such property for which the variance is requested is in full compliance with all requirements of the zone district in which the property is located, or there is a legal nonconforming structure or lot, or there is a conforming structure housing a legal nonconforming use. No variance may be granted which would permit or expand any unlawful use of property.

Staff Analysis: **Consistent;** The proposed use is in full compliance with all requirements of the zone district.

b. *Injury to adjoining property mitigated.* The variance will not permanently injure or adversely impact legal conforming uses of adjacent property; or the applicant has accurately assessed the impacts of the proposed variance and has agreed to mitigate those impacts. In making this determination the city council shall begin with the assumption that variations from development standards create impacts on adjacent properties, and shall place the burden of proof on the applicant to show:

1. Impacts to adjacent properties are presumed.
2. That there are no impacts, or that the impacts have been adequately mitigated. Unsupported opinions of impacts from surrounding property owners shall not be conclusive evidence of impacts.

Staff Analysis: **Consistent;** The proposed variance for retaining walls in the front setback will not injure adjoining properties. These walls are necessary to allow for the access drives to cross Burgess Creek without impact to the creek itself and the public Right of Way.

c. *Advantages outweigh disadvantages.* The applicant shall bear the burden of proof and demonstrate that the advantages of the variance substantially outweigh its disadvantages to the community and to neighboring lands.

Staff Analysis: **Consistent;** The magnitude of the proposed variance is minimal and with no impact to adjoining properties. The advantages of these retaining walls which facilitate access to the site while maintaining the integrity of Burgess Creek outweighs the disadvantages of granting this variance.

d. *Superior development.* The applicant shall demonstrate that the requested variation(s) from the dimensional or development standards will result in a development which better meets the intent of the underlying zone district and adopted plans.

Staff Analysis: **Consistent;** The proposed variance result in a development which gains access while maintaining the integrity of Burgess Creek.

e. *Minimum relief.* The applicant shall demonstrate that the requested variation(s) is (are) the least modification possible of the CDC that will meet the design goals of the development.

Staff Analysis: **Consistent;** The proposed variance is the minimum necessary to support the bridge structures that will provide access to this site from Burgess Creek Road.

Variance #2: Sidewalks

The proposed development contains a variance to allow for a six foot sidewalk along the Burgess Creek Road frontage. The Community Development Code requires an eight foot sidewalk be installed along all arterial roads.

a. *Legal use.* The property and the use of such property for which the variance is requested is in full compliance with all requirements of the zone district in which the property is located, or there is a legal nonconforming structure or lot, or there is a conforming structure housing a legal nonconforming use. No variance may be granted which would permit or expand any unlawful use of property.

Staff Analysis: **Consistent;** The proposed use is in full compliance with all requirements of the zone district.

b. *Injury to adjoining property mitigated.* The variance will not permanently injure or adversely impact legal conforming uses of adjacent property; or the applicant has accurately assessed the impacts of the proposed variance and has agreed to mitigate those impacts. In making this determination the city council shall begin with the assumption that variations from development standards create impacts on adjacent properties, and shall place the burden of proof on the applicant to show:

1. Impacts to adjacent properties are presumed.

2. That there are no impacts, or that the impacts have been adequately mitigated. Unsupported opinions of impacts from surrounding property owners shall not be conclusive evidence of impacts.

Staff Analysis: **Consistent;** The proposed variance of a six foot sidewalk will not have any adverse effects on neighboring properties. Pedestrian traffic in this area is not sufficient to warrant an eight foot sidewalk.

c. *Advantages outweigh disadvantages.* The applicant shall bear the burden of proof and demonstrate that the advantages of the variance substantially outweigh its disadvantages to the community and to neighboring lands.

Staff Analysis: **Consistent;** The advantages of approving six foot sidewalk while maintaining the integrity of Burgess Creek outweighs the disadvantages of strict adherence to the requirement for an eight foot sidewalk.

d. *Superior development.* The applicant shall demonstrate that the requested variation(s) from the dimensional or development standards will result in a development which better meets the intent of the underlying zone district and adopted plans.

Staff Analysis: **Consistent;** The proposed variance result in a development which balances the need to provide a pedestrian network that works in concert with the adjacent creek.

e. *Minimum relief.* The applicant shall demonstrate that the requested variation(s) is (are) the least modification possible of the CDC that will meet the design goals of the development.

Staff Analysis: **Consistent;** The proposed variance is the minimum necessary to provide a functioning pedestrian network without significant impacts to Burgess Creek.

B) CDC - KEY ISSUES/DEVELOPMENT STANDARDS

CDC Section 26-133(d)(3) Mass, Scale and Articulation/Modulation

Staff Analysis: **Consistent;** The Ski Country Lodge project works to reduce its overall mass foremost by breaking the building into three towers sitting atop a common pedestal. The buildings include substantial stepdowns at each end to transition well to adjacent development and up Burgess Creek Road. In addition to numerous building setbacks, the building includes multiple awnings, both traditional and angular, that add interest and articulation.

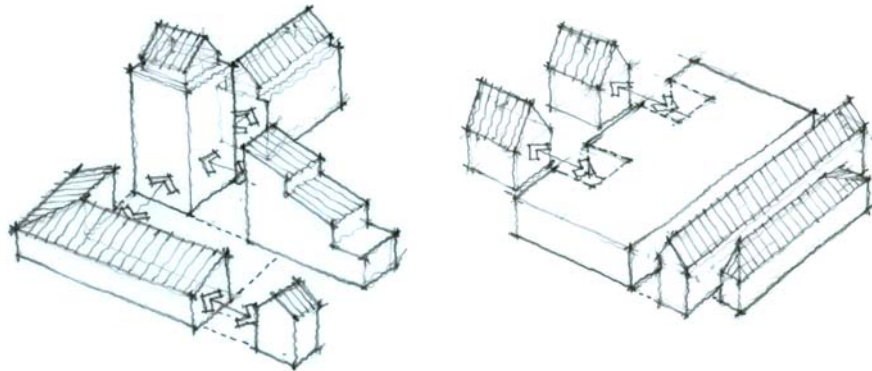
C) MOUNTAIN BASE AREA DESIGN STANDARDS

A. Building Design and Character

2 b) Building Massing and Form Design Standards

(1) Composition of Building Elements

- (a) The mass of a single building or group of buildings shall be organized so that it appears to be an arrangement of smaller-scale connected structures comprised of simple building forms.



Staff Comments: **Consistent;** The project achieves this standard by breaking the building up into three distinct towers that sit atop a pedestal. This creates the sense that the building is actually 3 buildings connected at the base.

(2) Stepping back of building mass

- (a) To the maximum extent feasible, above grade step backs in the building's form shall be provided to achieve at least one of the following objectives where such an objective is relevant:
- (i) Provide modulation and articulation of large expansive walls;
 - (ii) Relate to the surrounding development context; or
 - (iii) Provide human scale adjacent to streets, pedestrian walkways, plazas, or other public spaces.
 - (iv) Provide a transition in scale from pedestrian scale to large scale.

Staff Comments: **Consistent;** The project contains a four sided design that contains building stepbacks on all sides to achieve a pedestrian scale. At the south end of the building the stepbacks are utilized to relate to the adjacent Bronze Tree Condominiums.

- (b) The above standard only applies where primary building walls that exceed 3 stories or 45 feet in un-broken height (as measured from finish grade to the underside of the eaves).
- (c) Step backs shall:
- (i) Be at least 8 feet in depth;
 - (ii) Generally occur between 12 feet and 45 feet above the finish grade (dependant upon the height of the structure and the surrounding development context) to meet one or more of the objectives listed in Standard a above.
 - (iii) Where large variations in topography exist (e.g., a building is backed up to an adjacent hillside) or where other unique site constraints exist, alternatives to the building massing and height configurations required above may be approved.

- (d) The intent of these standards is not to create a “wedding cake” form; however, multiple step backs, or variations in building massing and height in order to meet the objectives stated in standard a., above.

Staff Comments: Consistent; The building includes multiple setbacks, generally occurring in the vicinity of 20’ to 40’.

(3) Prominent Entry Features

- (a) Primary building entrances shall be clearly distinguished through the use of two or more of the following architectural features:
- (i) Covered walkways or arcades;
 - (ii) Awnings, canopies, or porches;
 - (iii) Portal frame composed of an articulated post-and-beam opening;
 - (iv) Projected or recessed building mass; or
 - (v) Special window or door elements.
- (b) At least one major entrance and a related public interior space for each building shall be related to the Mountain Base Area’s system of pedestrian walkways and public plazas through the use of the above architectural features.

Staff Comments: Consistent; The primary building entrance is clearly distinguishable and at least 4 of the 5 above listed architectural features. The proposed building provides one main entrance. Further analysis of this standard will occur at time of Final Development Plan.

(4) Pedestrian/Street-Level Interest

- (a) To the maximum extent feasible, building entrances, retail storefronts, and other active spaces shall be oriented towards adjacent streets, public plazas, and primary pedestrian walkways and shall exhibit a high degree of transparency.
- (b) Where a direct physical and visual connection cannot be made between interior and exterior spaces for programmatic reasons, building walls shall be articulated at ground level in a manner that enhances the pedestrian experience through the use of three or more of the following:
- (i) Windows;
 - (ii) Masonry columns;
 - (iii) Decorative wall insets or projections;
 - (iv) Awnings;
 - (v) Balconies;
 - (vi) Changes in color or texture of materials;

- (vii) Pedestrian furniture such as benches, seat walls, or
- (viii) Integrated landscape planters

Staff Comments: Consistent; Overall the project does an effective job of providing pedestrian/street level interest. Further analysis of this standard will occur at time of Final Development Plan.

(5) Service Areas

- (a) Service areas shall be located away from primary pedestrian walkways and public plazas to the maximum extent practicable, to limit the interruption of the pedestrian environment.

Staff Comments: Consistent; The projects service areas are located interior to the building and only garage door openings will be visible to the public. The treatment of the two garage opening will be further analyzed at time of Final Development Plan.

3 b) Relationship to Surrounding Development Design Standards

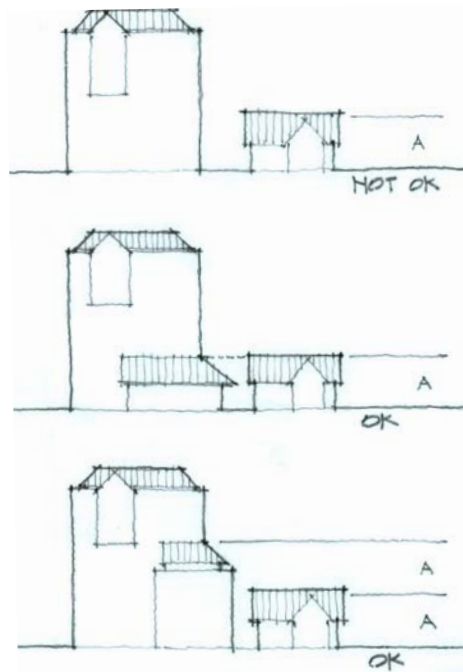
(1) Four-sided design

- (a) All building facades shall be designed with a similar level of design detail. Blank walls shall not be permitted.
- (b) Exceptions from the above standard may be granted for those areas of the building envelope that the applicant can demonstrate are not visible from adjacent development and public spaces.

Staff Comments: Consistent; Compliance with this standard will be further evaluated at the time of Final Development Plan.

(2) Development Transitions

- (a)



New developments that are significantly larger than adjacent existing development in terms of their height and/or mass shall provide a development transition using an appropriate combination of the following techniques:

- (i) Wrapping the ground floor with a building element or integrated architectural feature (e.g., pedestrian arcade) that is the same height as the adjacent structure; or
- (ii) Graduating building height and mass in the form of building step-backs or other techniques so that new structures

- have a comparable scale with existing structures; or
- (iii) Orienting porches, balconies, and other outdoor living spaces away from the shared property line to protect the privacy of adjacent residents where applicable.

Staff Comments: **Consistent;** The project provides successful transitions to the adjacent Bronze Tree developments through the use of graduating building height and through the stepping back of building mass. The project also steps down as it moves north towards the less dense neighborhoods up Burgess Creek Road.

(3) Shade and Shadow

(a) To facilitate the safe and enjoyable use of primary public pedestrian spaces in the Mountain Base Area, to the maximum extent practicable, steps shall be taken to minimize shadowing from new development on these spaces.

(b) Any new development or significant additions to existing developments adjacent to major public open spaces (as identified by the Mountain Town Sub-Area Plan Update) shall be required to perform a sun/shadow study of the effects of the development on these spaces from autumn through spring (Sept 21-March 21)

Staff Comments: **Consistent;** The proposed site is located in a narrow section of the Burgess Creek drainage and experiences a great deal of shadowing from nearby ridges in the winter months. The addition of the proposed building will result in shadowing of their planned pedestrian walkway along Burgess Creek. All of these spaces, including driveways will be snow melted to mitigate the impacts of increased shadowing. The pedestrian area to the south of the project along the emergency access to Bronze Tree will receive the most substantial sun exposure of any of the planned public space. The shadow effects on Burgess Creek Road and Storm Meadows Drive will result in more demand for snow removal and may create a more challenging driving environment when not properly maintained.

5 b) Sustainable Design – Standards

(1) Materials and Building Techniques

(a)

The certification from a third party of the use of sustainable building materials and construction techniques via program completion is required. Standards and programs for sustainable building that may be utilized can include, but are not limited to:

- US Green Building Council's LEED (Leadership in Energy and Environmental Design) program for commercial (including lodging), multi-family, and existing buildings;
- Green Globes.
- Any other nationally recognized and accepted program that is equal to or greater than the above listed programs in terms of

sustainable qualities.

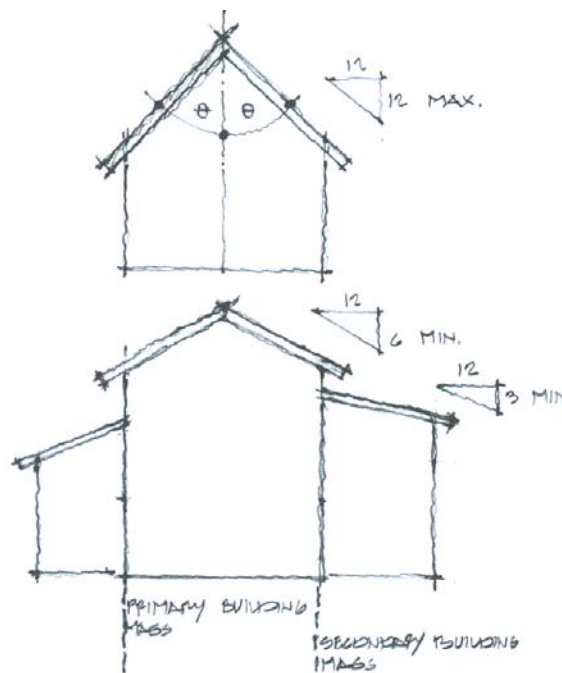
Staff Comments: Consistent; Compliance with this requirement cannot be demonstrated until the building is complete. Compliance with this requirement has been added as a condition of approval.

7 b) Roof Form and Function (Snow Retention) Design Standards

(1) Roof Form

(a)

A variety of roof forms and surfaces (pitched, shed, dormers, and flat roofs with parapets) shall be incorporated into structures to break up large roof planes, provide visual interest, and manage snow loads. Specifically:



- (i) All buildings shall have a pitched roof form (with a slope of between 6/12 and 12/12) as a primary visual element. Both roof planes of any pitched roof are encouraged to have the same slope.
- (ii) Shed roof forms shall be allowed only on secondary building masses and shall have a slope of between 3/12 and 12/12.
- (iii) Flat roof forms shall be enclosed by a parapet wall of no

less than 42 inches in height.

- (iv) The maximum allowable area of flat roof on any building shall be 50% of the total primary roofed area (See also, discussion of Snow Retention, Catchment, Control, below).
- (v) The proportion of the total roof area devoted to pitched roof forms shall vary according to the height and massing of the building to ensure a higher degree of control over snow shedding as building height increases (e.g., smaller, shorter buildings should have the highest proportion of pitched roof coverage and larger, taller buildings should have the lowest proportion).

Staff Comments: Consistent; The roof plan demonstrates a variety of roof forms with most roof pitches being 6:12 and 8:12 with smaller

shed roofs at 3:12.

- (b) Dormers shall be allowed within any sloping roof plane, but shall be subject to the following standards:
 - (i) Any single dormer element shall not be longer than 1/2 the total length of the associated sloping roof plane.
 - (ii) All standards governing primary pitched roofs and shed roofs shall also be applicable to dormer roofs.

Staff Comments: **Consistent;** The project includes multiple dormers that add visual interest to the roof lines. All of the dormers comply with the requirements of this section.

B. Site Layout and Development Pattern

3 b) Pedestrian Circulation and Connections

(1) Connections

- (a) An on-site system of pedestrian walkways shall, to the maximum extent feasible, be designed to be consistent with the sidewalks/pedestrian pathways depicted in the circulation element of the Mountain Sub-Area Plan and the city sidewalk study, when completed. The system shall provide direct access and connections to and between the following:
 - (i) The primary entrance or entrances to each building and parking structure;
 - (ii) To any existing sidewalks or pedestrian pathways on adjacent properties that extend to other locations within the Mountain Base Area;
 - (iii) Any adjacent existing or proposed sidewalk, trail, or promenade located on the Public Roadway Network Plan or the Pedestrian Network Plan contained in the Mountain Town Sub-Area Plan Update; and
 - (iv) Any adjacent public plaza.

Staff Comments: **Consistent;** The site has provided pedestrian connections completely around and through the site. The proposal also included pedestrian connection to adjacent properties near Ski Time Square including Kutuk and Bronze Tree. Evidence of public access through these sites has not been provided and will be further reviewed at time of Final Development Plan.

4 b) Public Spaces/Community Amenities

(1) Quantity

- (a) *Projects with an estimated construction cost of more than \$250,000 shall provide community amenities on site (where appropriate) in an amount equal to 1% of the construction cost valuation, as determined by the Routt County Building Department, or provide a contribution for community amenities, or provide a combination of community amenities and a contribution. The contribution shall be paid at the time the building permit is*

issued for the project.

In addition, projects with an estimated construction cost of more than \$250,000 shall provide a contribution to the Urban Renewal Authority (URA) in the amount equal to ¼ % of the construction cost valuation, as determined by the Routt County Building Department. The contribution shall be paid at the time the building permit is issued for the project.

*Staff Comments: **Consistent;** Compliance with this standard will be demonstrated by the applicant and reviewed by staff at the time of Final Development Plan.*

(2) Community Amenities

- (a) The Community Amenity contribution shall be administered by the Urban Renewal Authority and shall be applied to the types of amenities identified in the unified Streetscape Plan. The types of amenities may include, but are not limited to:
- a) Fountains or other water elements;
 - b) Wall murals;
 - c) Permanent outdoor art work or sculptures; or
 - d) Rotating artwork or sculptures.
 - e) Bicycle racks;
 - f) Public lockers;
 - g) Public meeting room;
 - h) Ski racks;
 - i) Bus/shuttle shelters;
 - j) Fire pits;
 - k) Public restrooms;
 - l) Public seating (e.g., benches, seat walls integrated with base of building or landscape areas or outdoor patio that is open to public); or
 - m) Public drinking fountains.

*Staff Comments: **Consistent;** Compliance with this standard will be demonstrated by the applicant and reviewed by staff at the time of Final Development Plan.*

(3) Site Planning and Design

- (a) Plazas and other community amenities shall be constructed of materials that are of a comparable quality and be of a compatible design as the building they are attached to or the public space in which they are placed and shall be consistent with the Streetscape Plan in terms of their design and location.

*Staff Comments: **Consistent;** Compliance with this standard will be demonstrated by the applicant and reviewed by staff at the time of Final Development Plan.*

VII. STAFF FINDING & CONDITIONS

Finding and Recommendation:

Staff finds that the proposed Conceptual Development Plan (#DP-12-02) to be in compliance with Section 26-65(d) of the Community Development Code and recommends approval.

The Conceptual Development Plan (CDP) for the (Ski Country Lodge, #DP-12-02), is hereby approved for the following standards as requested by the application: (without variations: dimensional standards for G-1 and RR-1 zone districts; pedestrian circulation; waterbody setback; building and parking orientation; building massing, form, and variety per the Base Area Design Standards; roof form and function per the Base Area Design Standards; views, building mass/human scale, transition in scale, building stepbacks, service area location and relationship to surrounding development per the Base Area Design Standards. with variations: front setback on Burgess Creek Road and pedestrian circulation along Burgess Creek Road; as depicted in proposed plans dated August 17, 2012), which are subject to confirmation of conformance with provisions in the CDC at time of Final Development Plan (FDP). All other information depicted in the above-mentioned plans is illustrative only and are subject to approval at FDP and are NOT approved at this time.

At the time of FDP the application shall be in substantial conformance with the approved CDP, all provisions of the CDC, and all other applicable requirements. In the event that an application for FDP is not in substantial conformance with the approved CDP, the applicant must either amend their CDP or state in writing to the director that the approved CDP is no longer applicable.

VIII. ATTACHMENTS

Attachment 1 – Ski Country Lodge Development Plan Submittal

Attachment 2 – Ski Country Lodge Project Narrative

Attachment 3 – Planning Commission Minutes from October 28, 2010 (RR-2 Zoning Hearing and project tabling)

Attachment 4– Planning Commission Minutes from November 18, 2010 (RR-1 Zoning Hearing and recommendation for approval)

Attachment 5 – Public Comments

SKI COUNTRY LODGE

STEAMBOAT SPRINGS, CO

8/17/2012



ARCHITECT/PLANNER:

ERIC SMITH ASSOCIATES, P.C.
1919 7TH ST
BOULDER, CO 80302
303-442-5458

CIVIL ENGINEER:

LANDMARK CONSULTANTS, LLC
141 9TH STREET
P.O. BOX 774943 (80477)
STEAMBOAT SPRINGS, CO 80477
970 871-9494

SHEET INDEX:

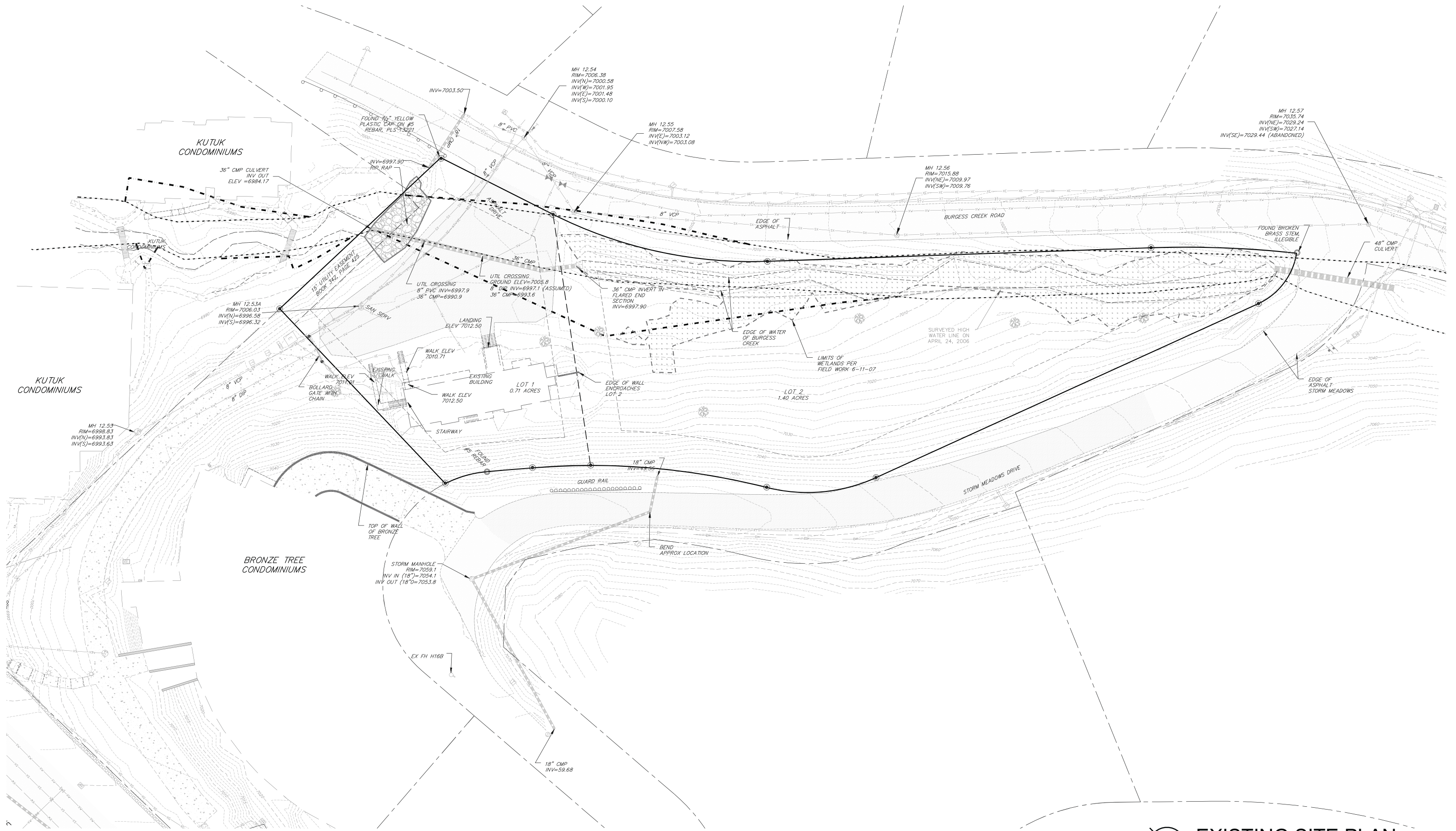
1.0 SITE PLAN
2.0 EXISTING CONDITIONS
3.1 SITE PLAN WITH BLDG HEIGHT
3.2 BLDG STEP BACK WITH HEIGHT
3.3 BLDG A - SE ELEVATION
3.4 BLDG B - SE ELEVATION
3.5 BLDG C - E ELEVATION
3.6 BLDG C - N ELEVATION
3.7 BLDG C - W ELEVATION
3.8 BLDG B - NW ELEVATION
3.9 BLDG A - NW ELEVATION
3.10 BLDG A - SW ELEVATION

4.0 PRELIM GRADING
5.0 ELEVATION
6.0 ELEVATIONS
7.0 PKG/LOBBY LEVEL
8.0 PKG/MEZZ LEVEL
9.0 LEVEL 1
10.0 LEVEL 2
11.0 LEVEL 3
12.0 LEVEL 4
13.0 LEVEL 5
14.0 LEVEL 6
15.0 LEVEL 7
16.0 LEVEL 8

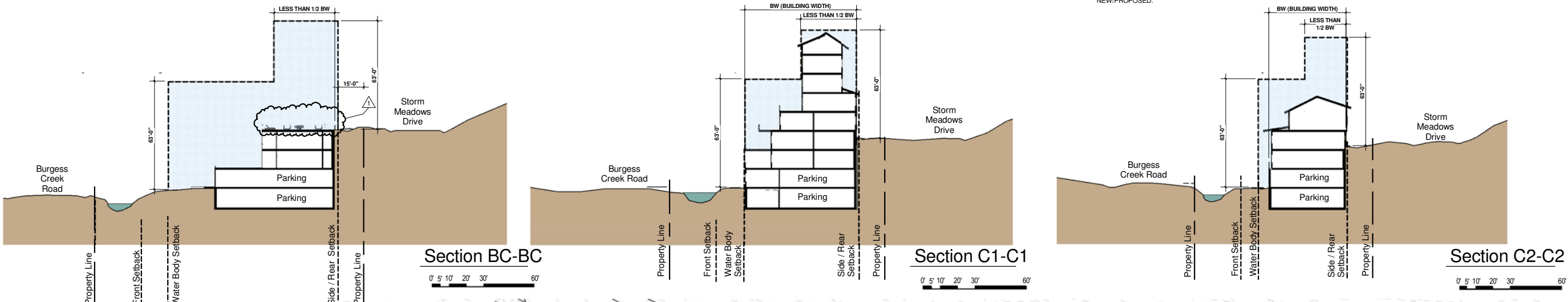
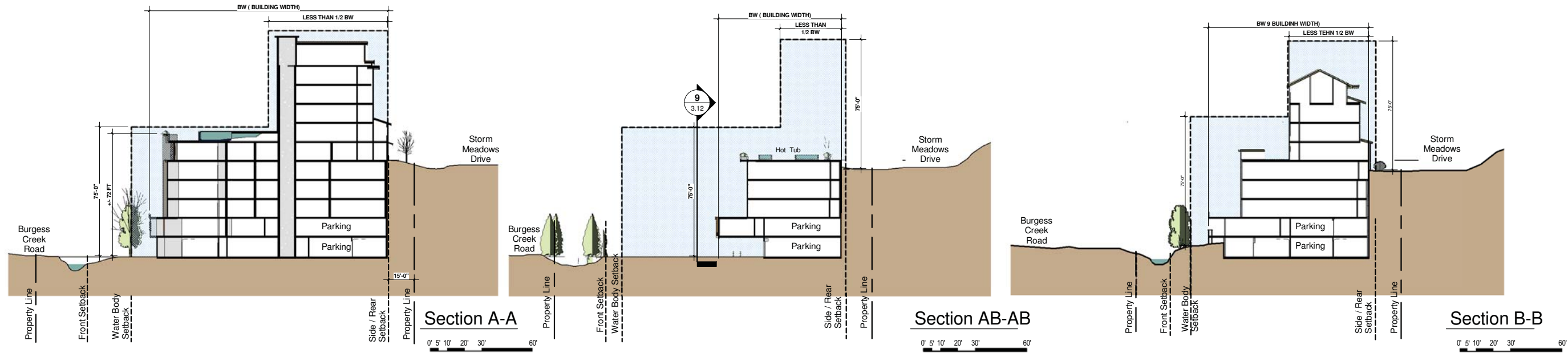
17.0 ROOF LEVEL
F-9.1 INDIVIDUAL SHADOW PLAN
F-9.2 COMPREHENSIVE SHADOW PLAN
R-1 ROOF PLAN AREA



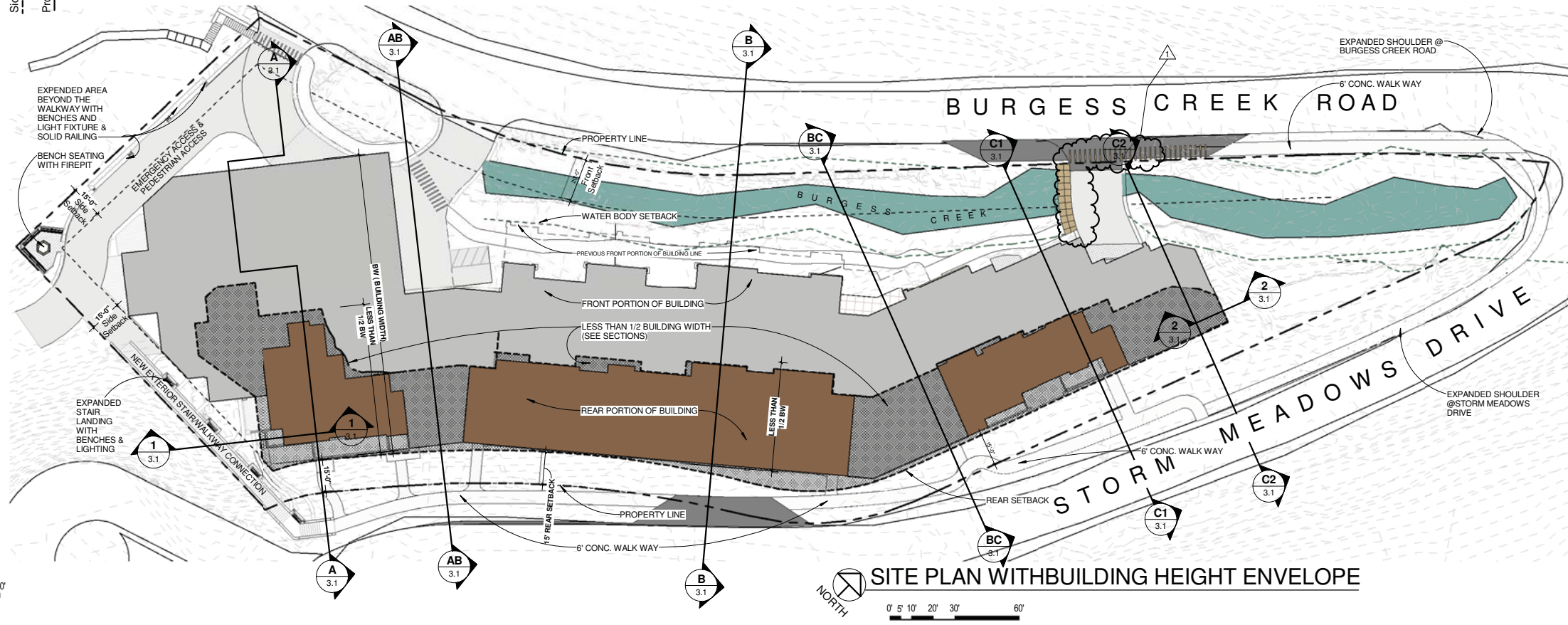
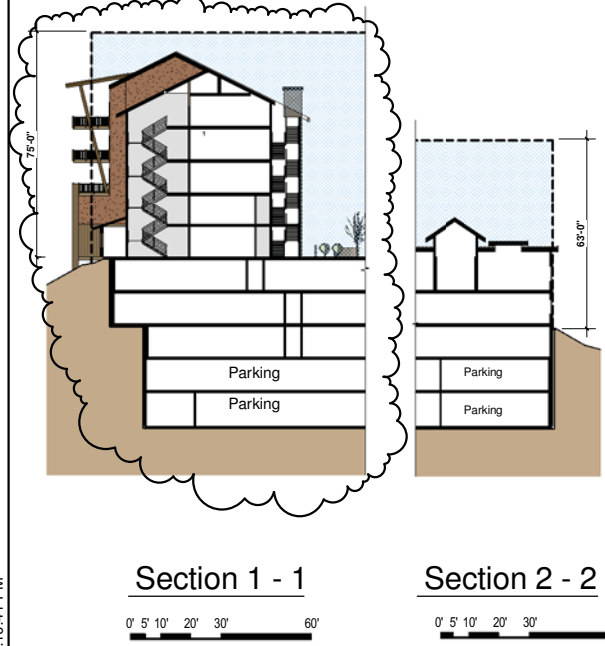
 **ILLUSTRATIVE SITE PLAN**
0' 5' 10' 20' 30' 50'



EXISTING SITE PLAN
 0' 5' 10' 20' 30' 50'
 (1" = 30' @ 24x36 PRINT, 1" = 60' @ 12x18 PRINT)



NOTE: GRADE AROUND BUILDING IS NEW/PROPOSED.

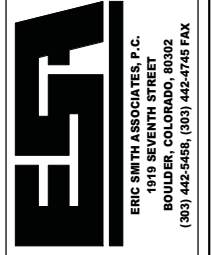


NOTICE: DUTY OF COOPERATION
 Release of these plans contemplates further cooperation among the owner, his contractor and the architect. Design and construction are complex. Although the architect and his consultants have performed their services with due care and diligence, they cannot guarantee perfection. Communication is expected and every contingency cannot be anticipated. Any ambiguity or discrepancy discovered by the use of these plans shall be reported immediately to the architect. Failure to notify the architect compounds misunderstanding and increases construction costs. A failure to cooperate by a simple notice to the architect shall relieve the architect from responsibility for the consequences. Changes made from the plans without consent of the architect are unauthorized and shall relieve the architect of responsibility for all consequences arising out of such changes.

All design, documents and data prepared by Eric Smith Associates, P.C. as instruments of service shall remain property of Eric Smith Associates, P.C. and shall not be copied, changed or disclosed in any form whatsoever without first obtaining the express written consent of Eric Smith Associates, P.C.
 Eric Smith Associates, P.C.

REVISIONS		
No.	Description	Date
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2	TAC COMMENTS	AUG 15 2012

SKI COUNTRY LODGE
 Burgess Creek Road and Storm Meadows Drive
 Steamboat Springs, CO



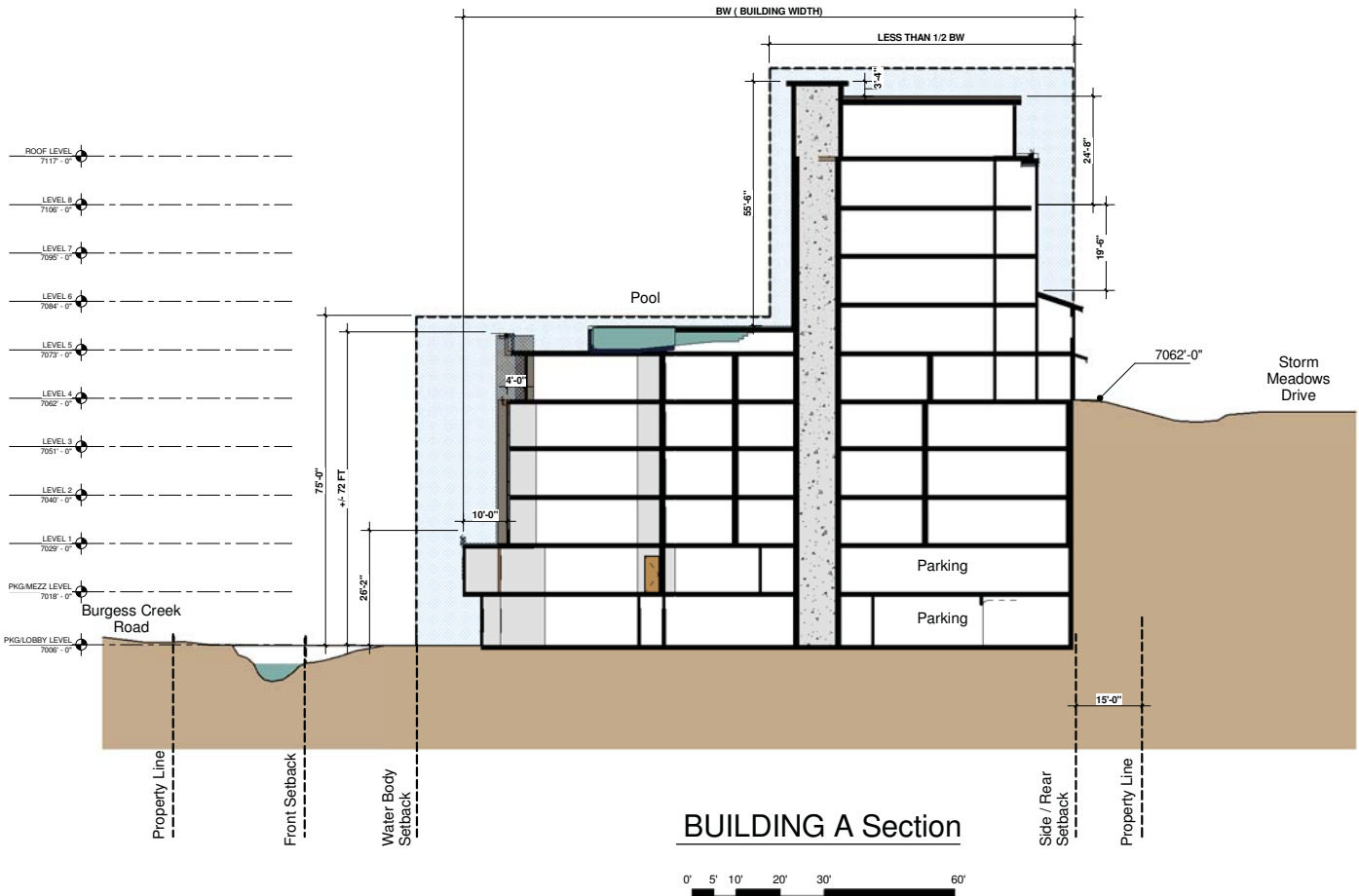
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 Date: 08(AUG)-16-12
 Drawn By: J.D.
 Checked By: T.J.

Project Phase
 DEVELOPMENT PLAN

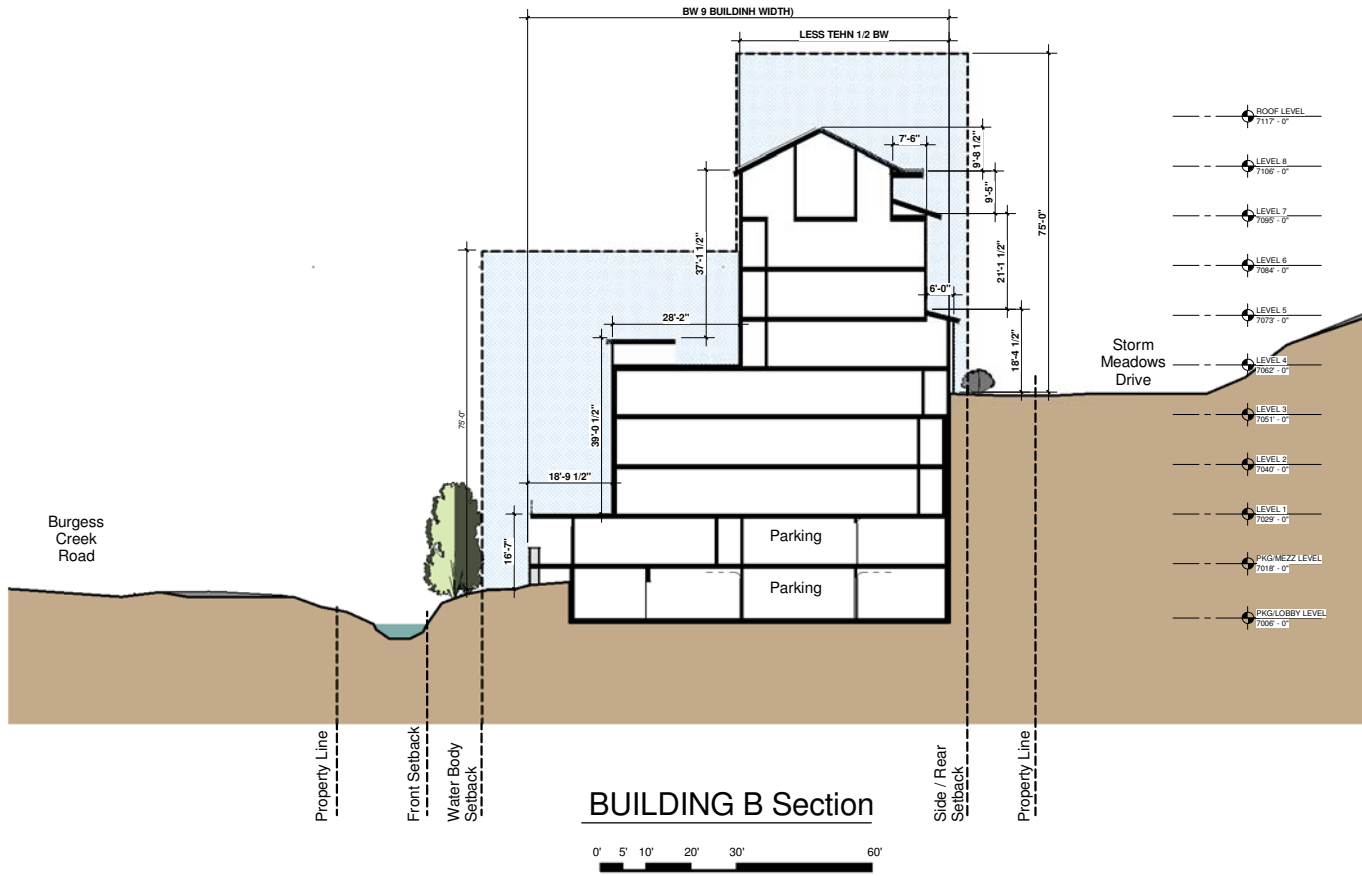
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 SITE PLAN WITH BUILDING
 HEIGHT ENVELOPE

Sheet Number

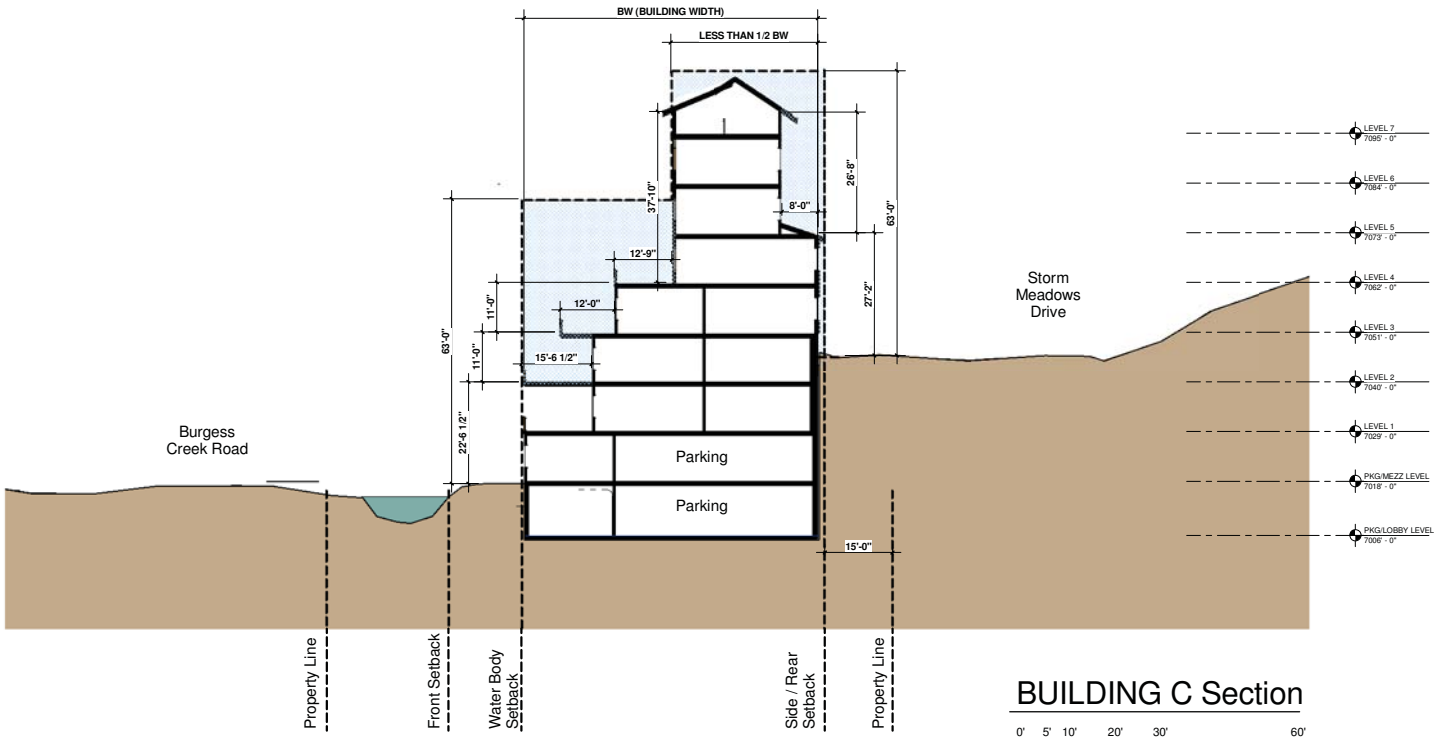
5-23
 3.1



BUILDING A Section



BUILDING B Section



BUILDING C Section

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 Eric Smith Associates, P.C.

REVISIONS		
No.	Description	Date

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 Burgess Creek Road and Storm Meadows Drive
 Steamboat Springs, CO



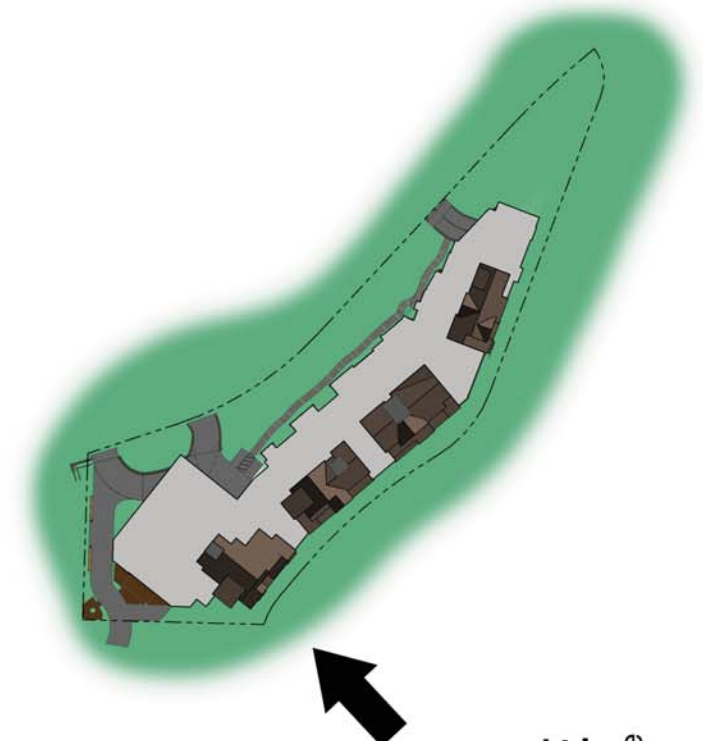
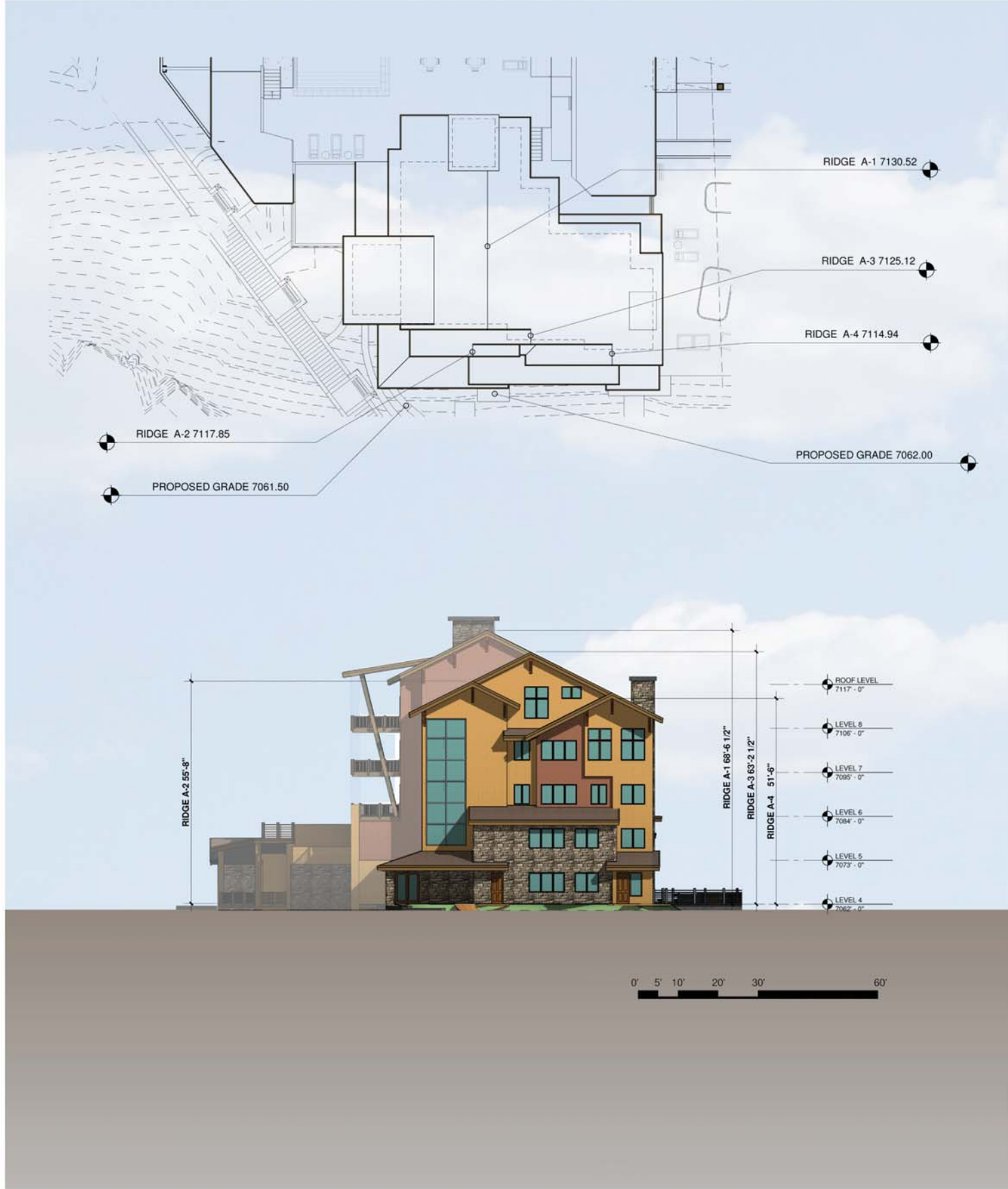
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 Checked By: T.J.

Project Phase
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Sheet Title
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 HEIGHT

Sheet Number
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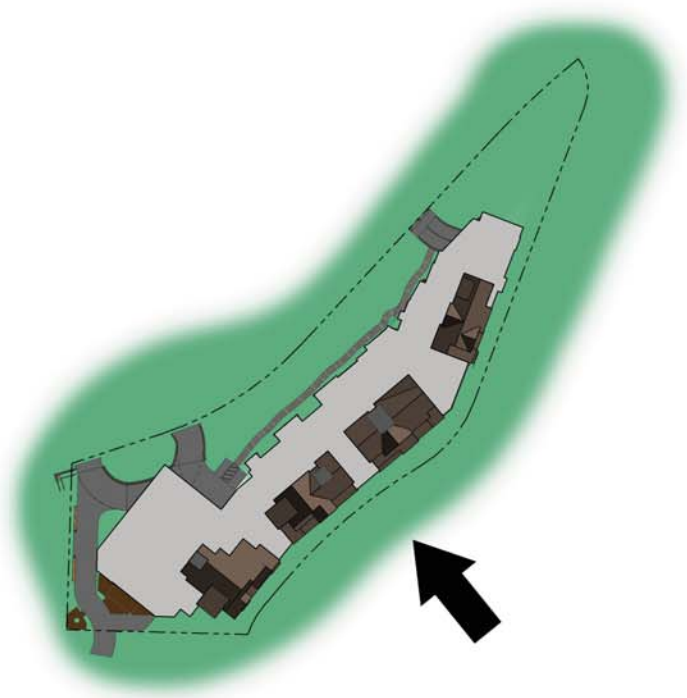
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SKI COUNTRY LODGE
 Burgess Creek Road and Strom Meadows Drive
 Steamboat Springs, CO



Job Number: 11028.00
 Date: 8-9-12
 Revision: 8-17-12
 Sheet Number

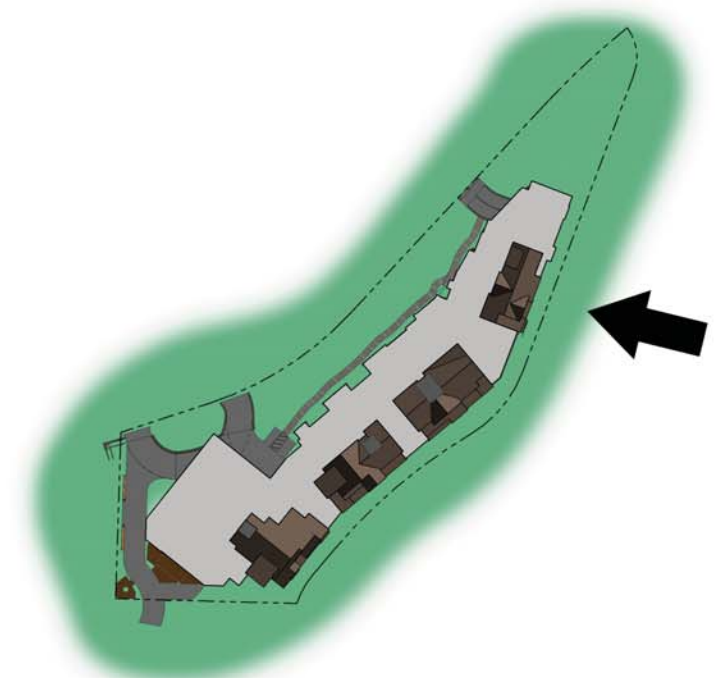
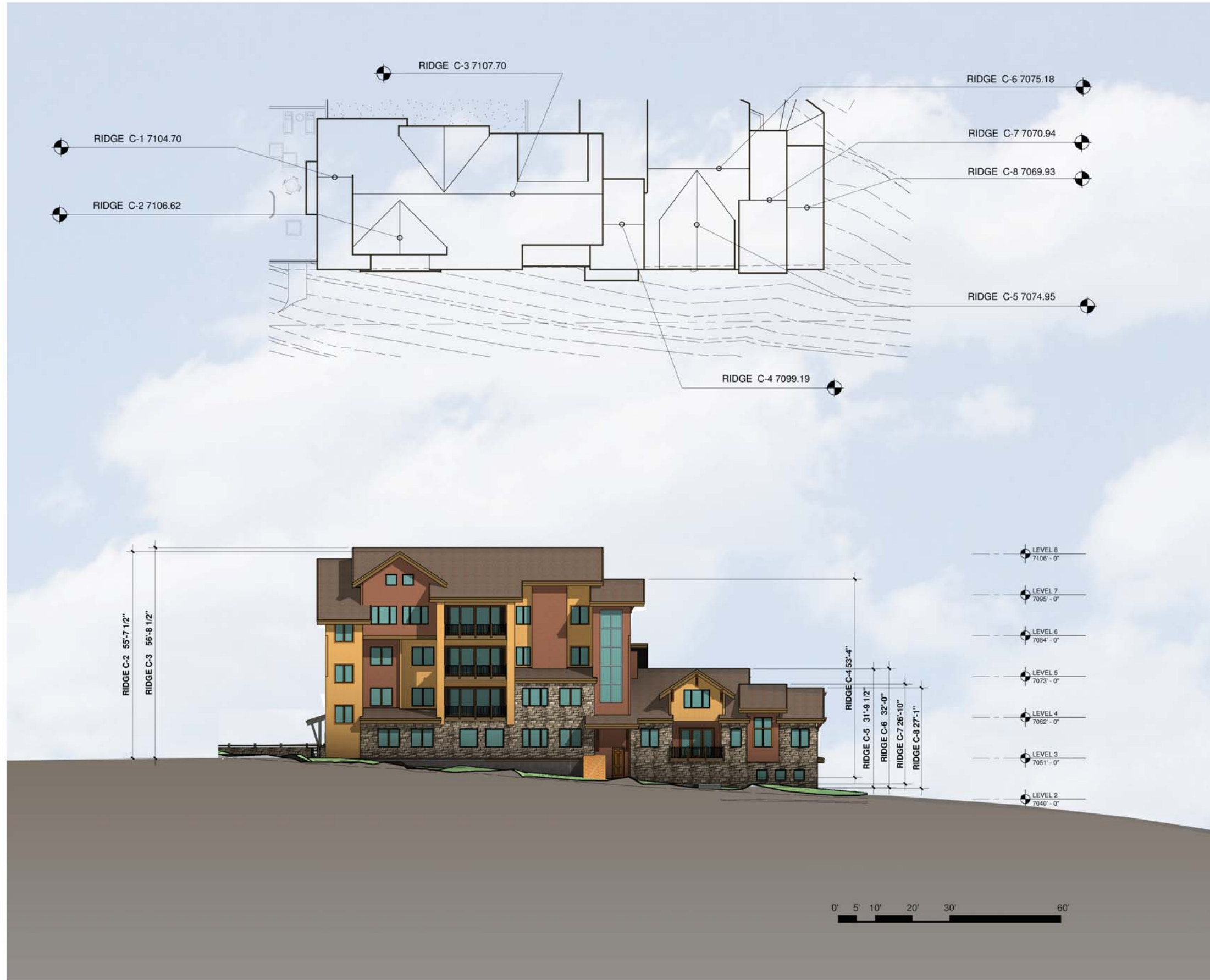


SKI COUNTRY LODGE
 Burgess Creek Road and Strom Meadows Drive
 Steamboat Springs, CO



ERIC SMITH ASSOCIATES, P.C.
 1919 SEVENTH STREET
 BOULDER, COLORADO, 80302
 (303) 442-5458, (303) 442-4745 FAX

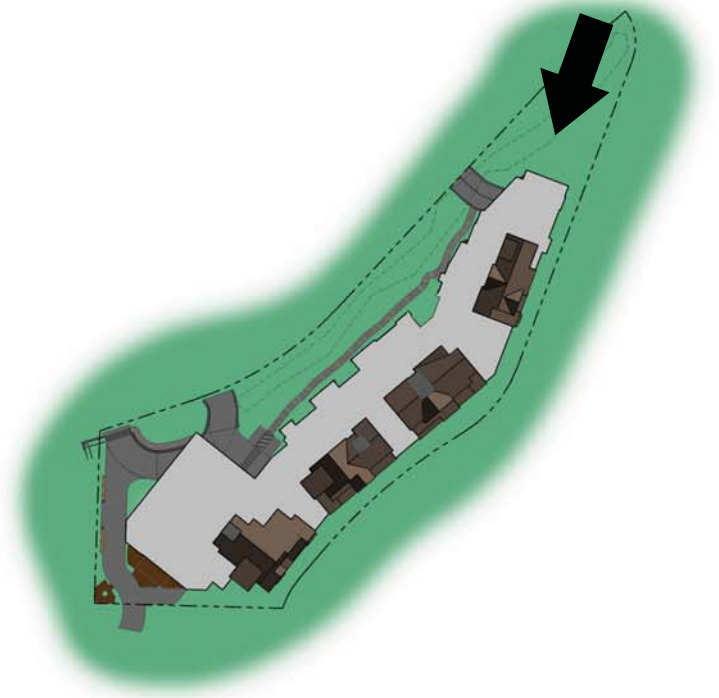
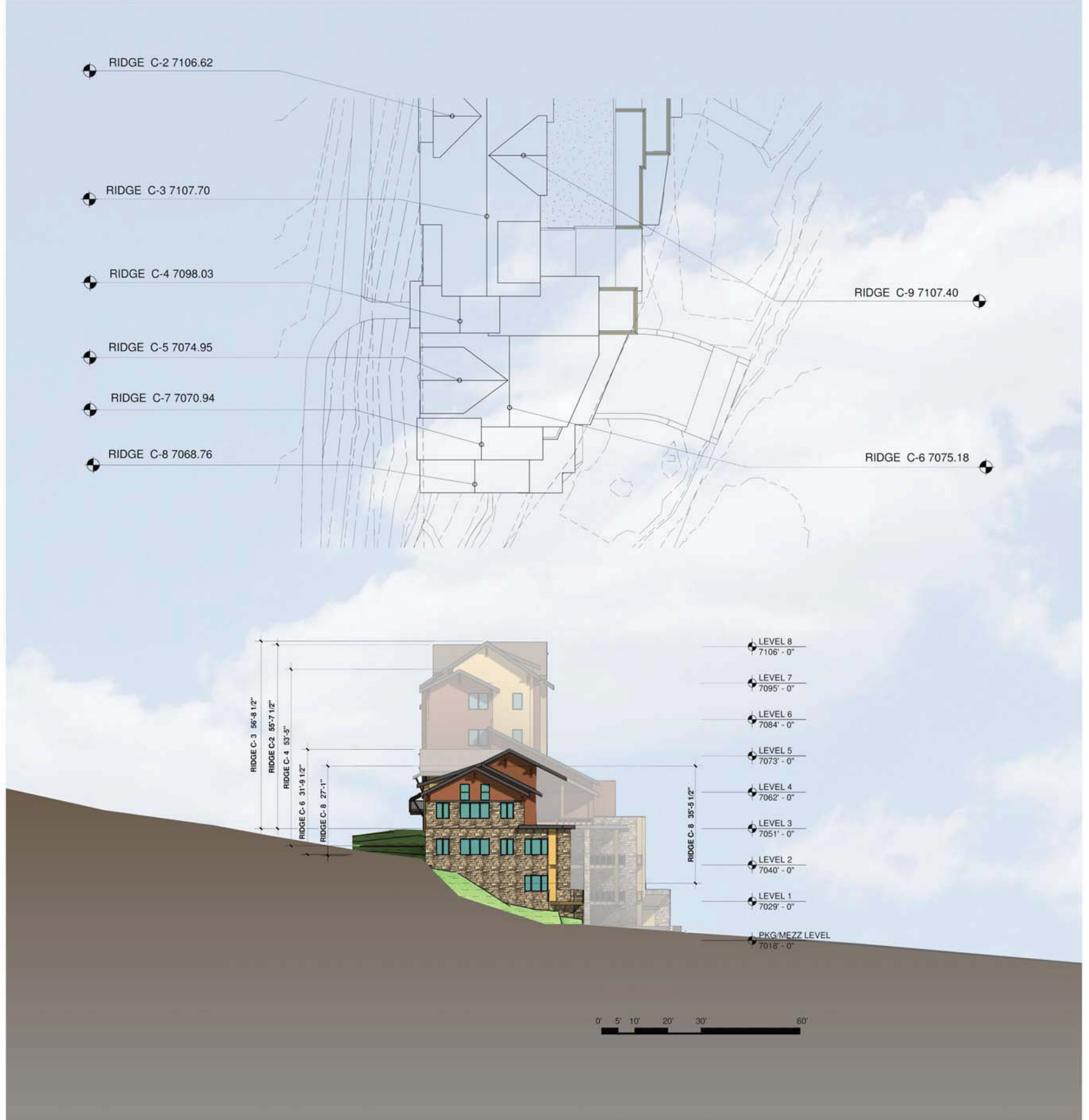
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 Steamboat Springs, CO



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 Sheet Number

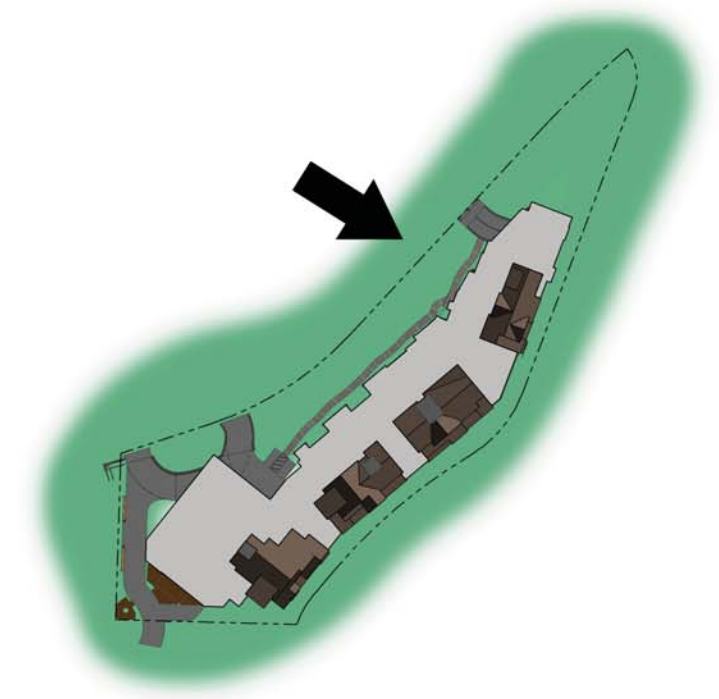
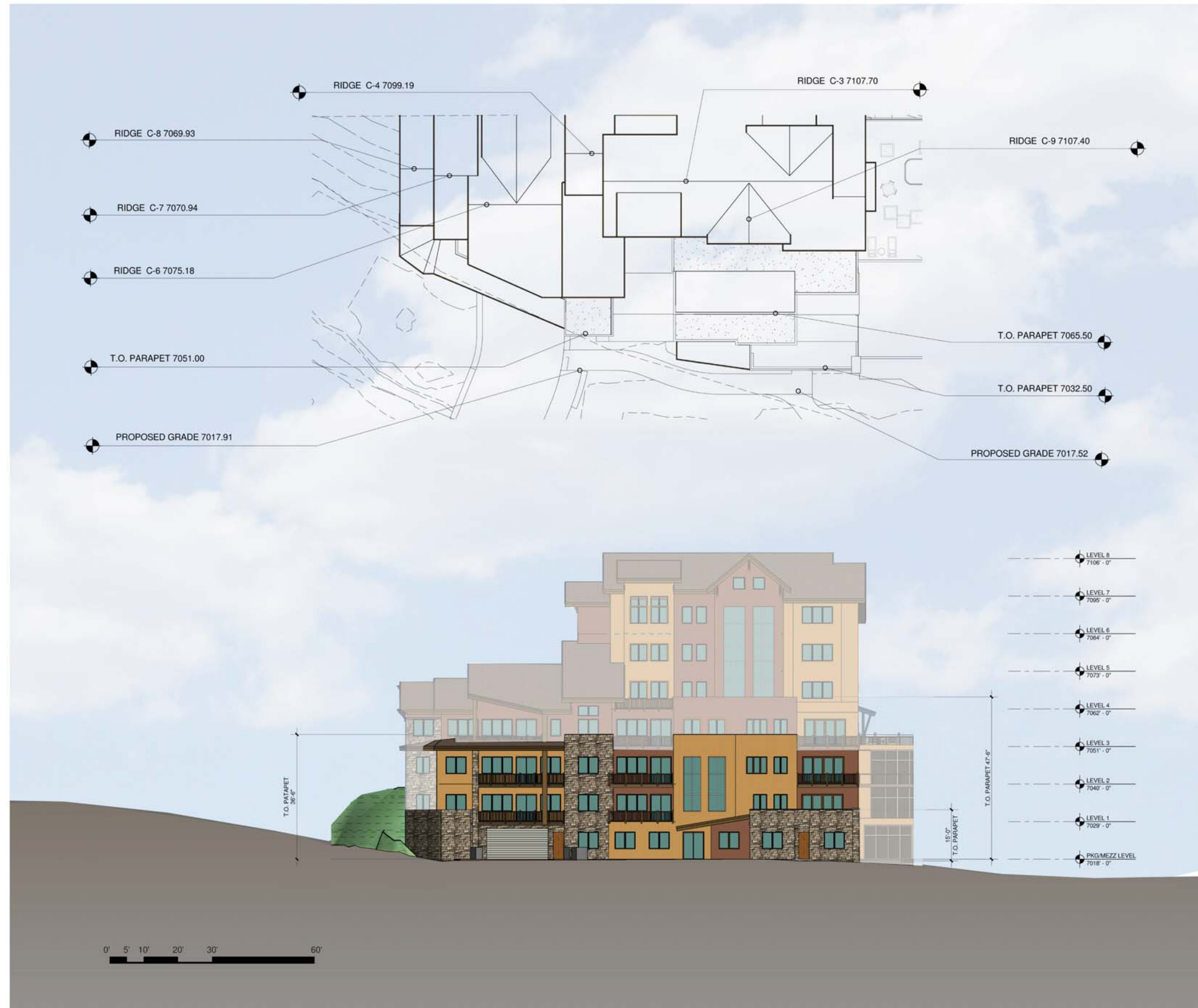


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 1919 SEVENTH STREET
 BOULDER, COLORADO, 80302
 (303) 442-5458, (303) 442-4745 FAX

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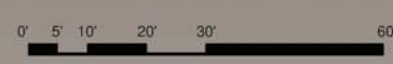
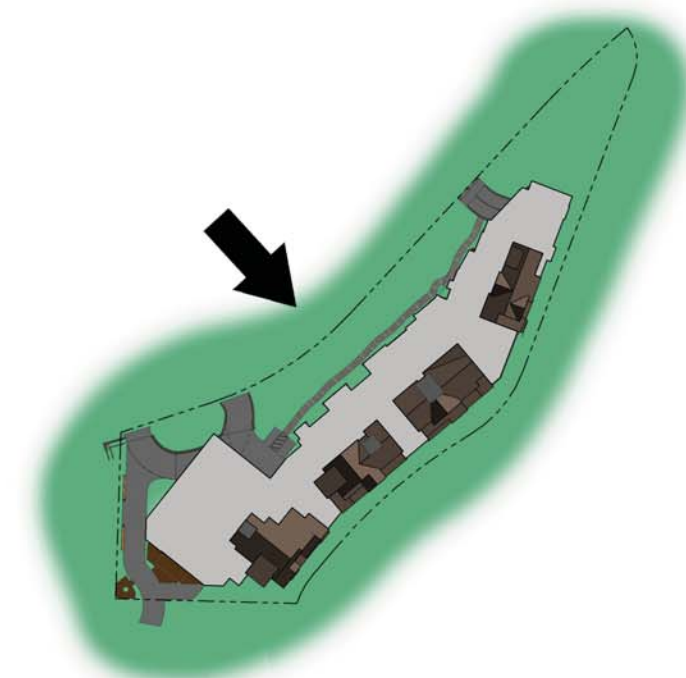
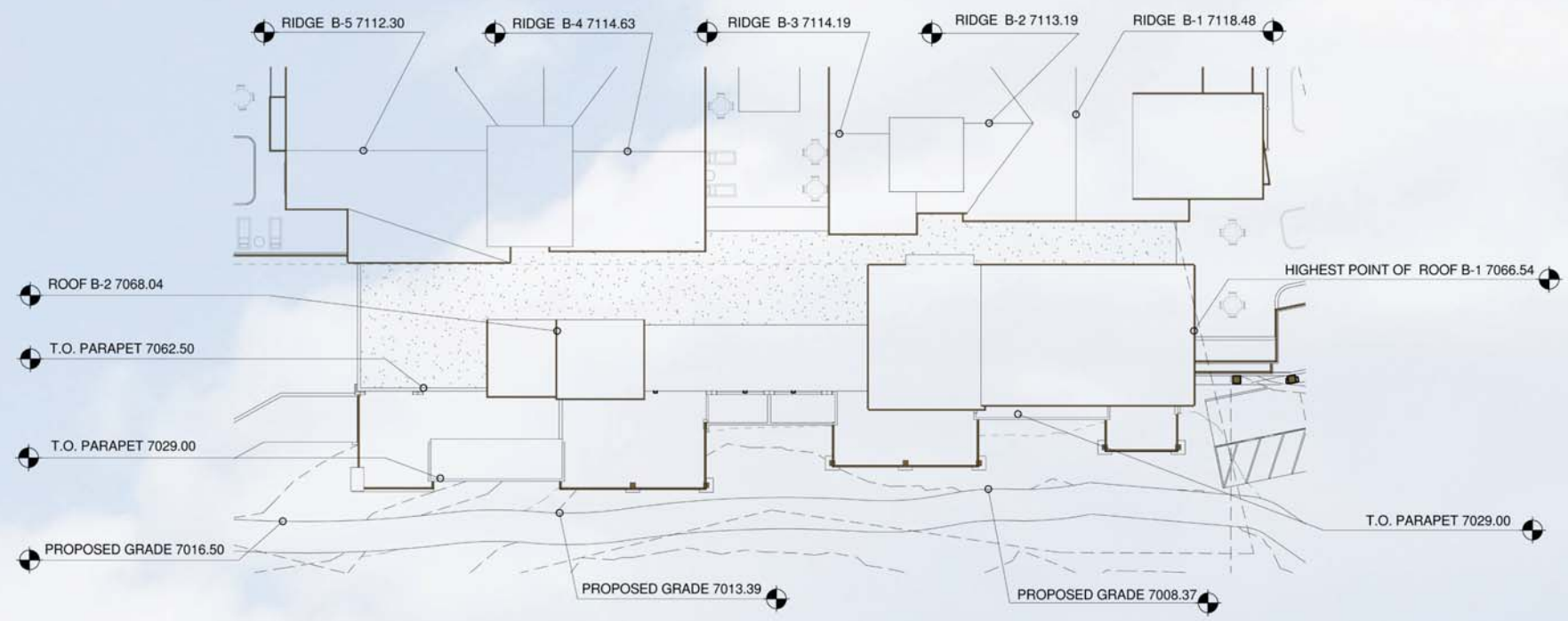


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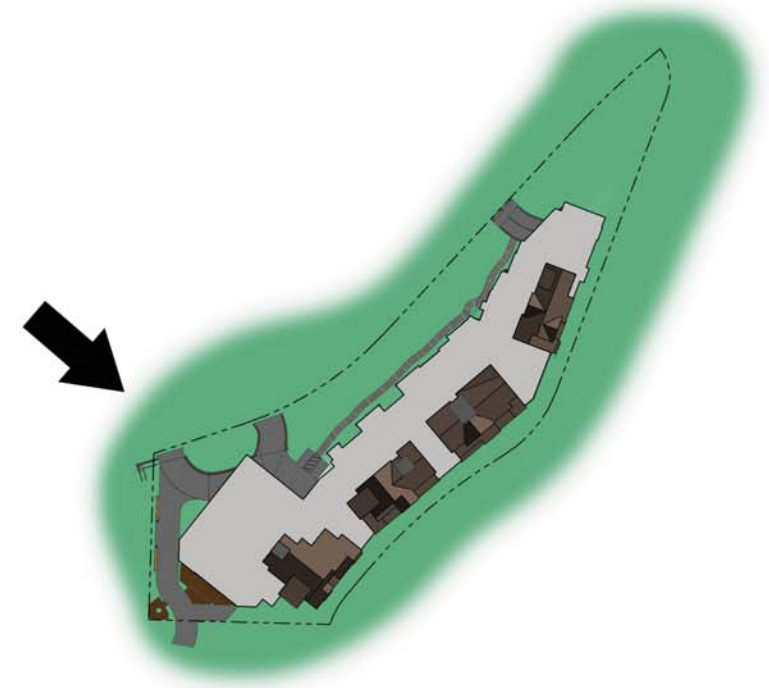
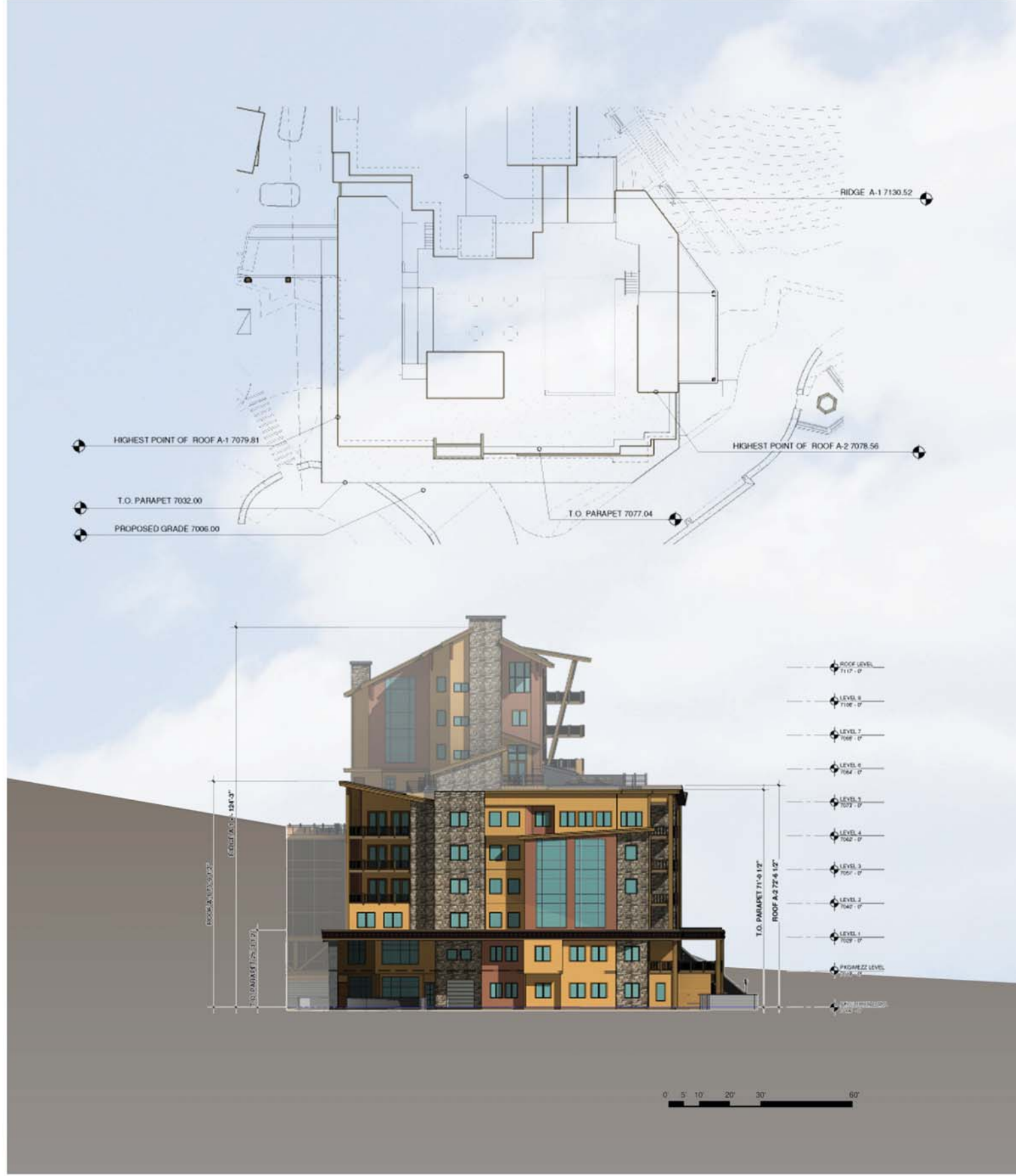
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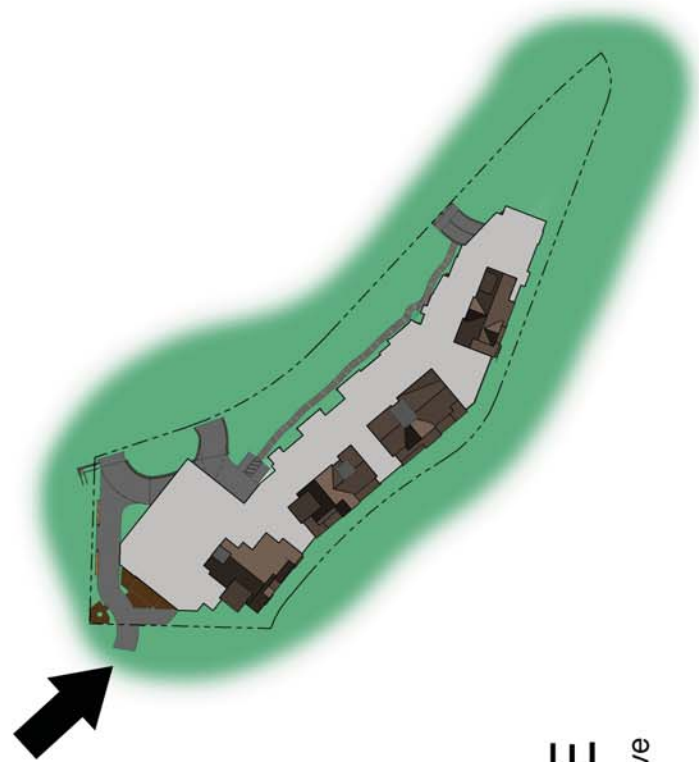
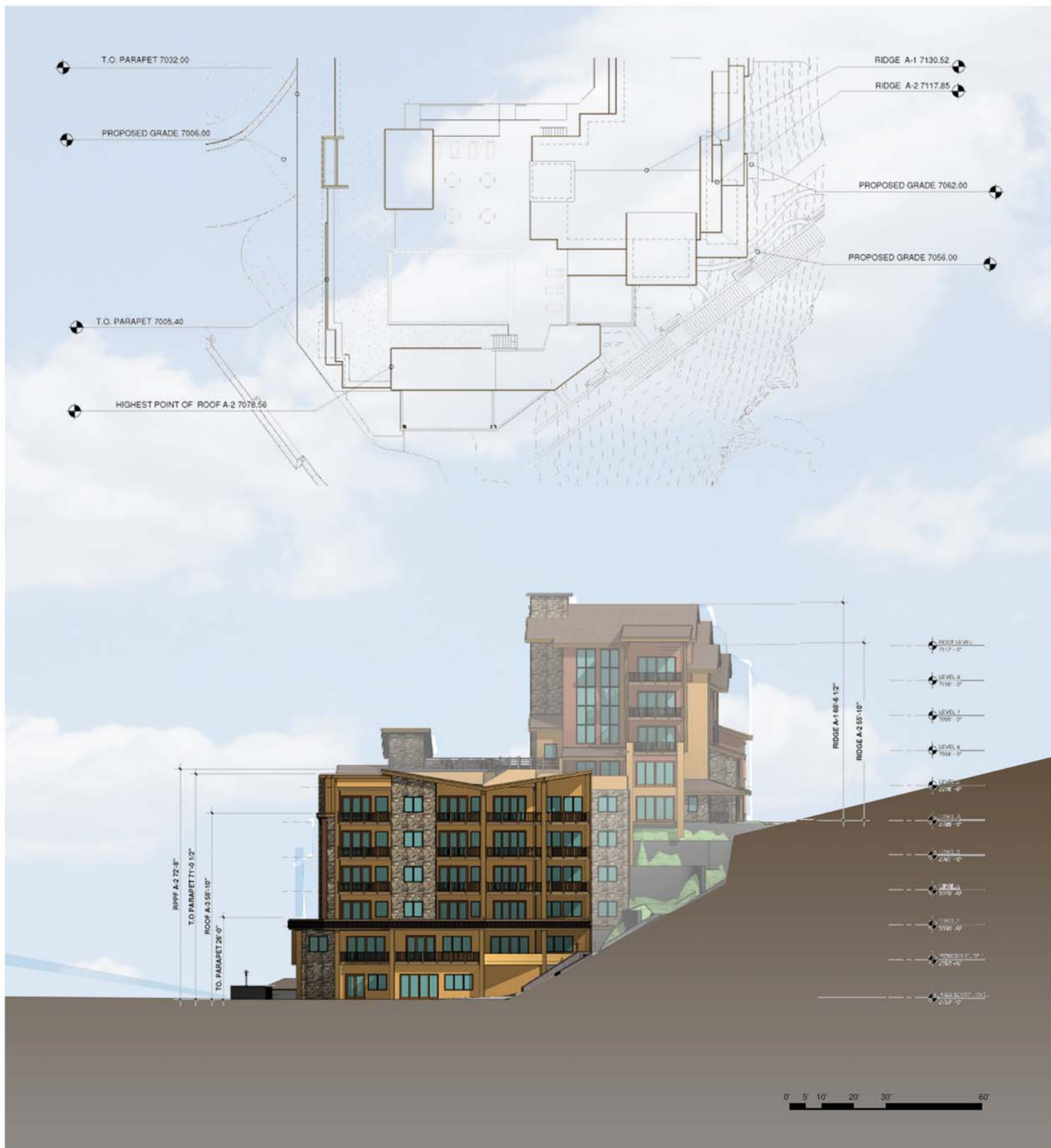
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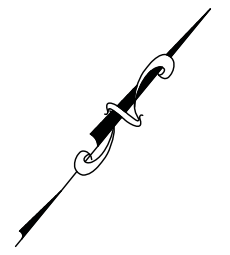
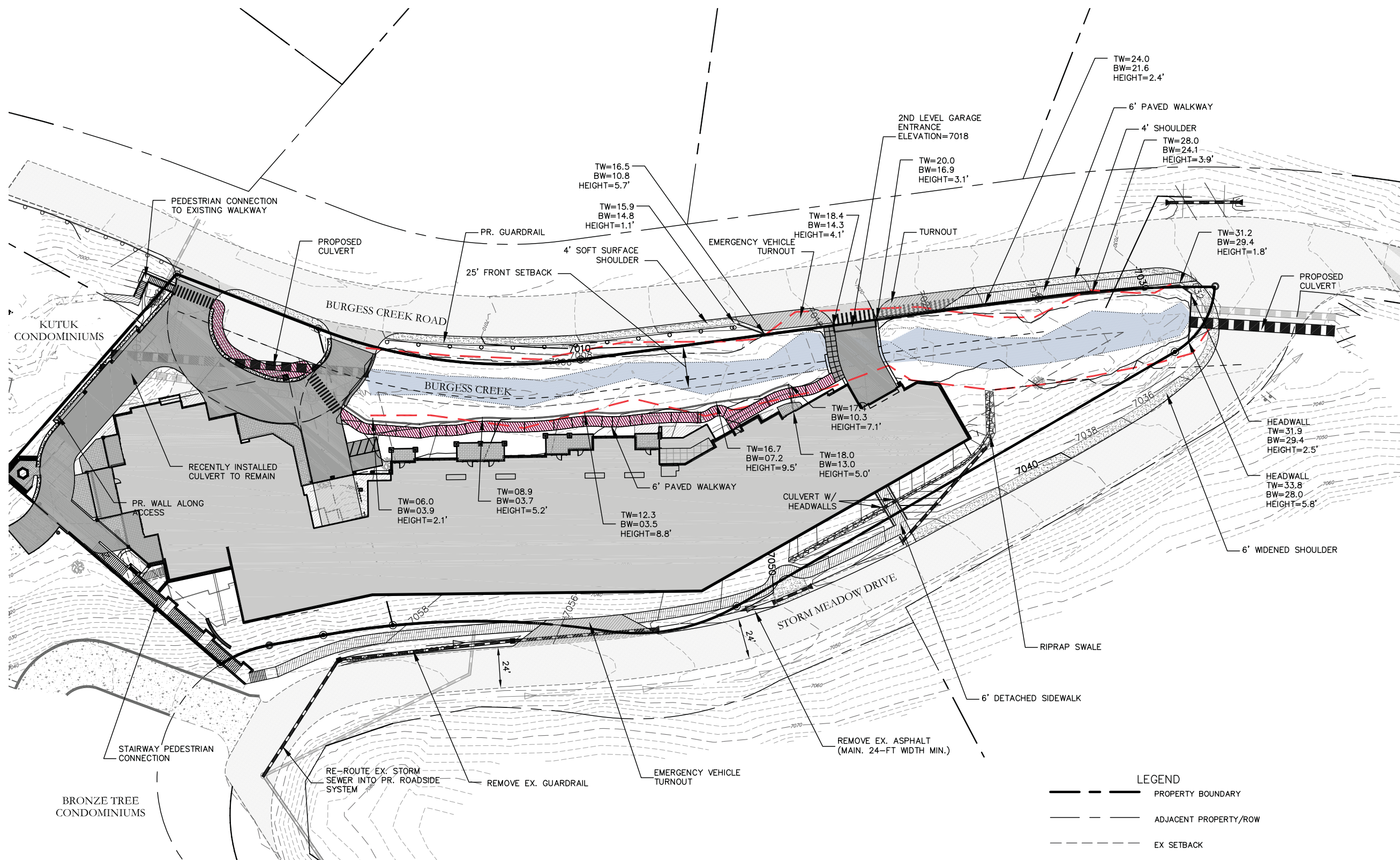
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 (303) 442-5458, (303) 442-4745 FAX

Job Number: 11028.00
 Date: 8-5-12
 Revision: 8-17-12
 Sheet Number

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- NOTES:**
1. THIS PLAN IS FOR DP-LITE PLANNING APPROVAL ONLY. MODIFICATIONS TO THE GRADING PLAN MAY BE REQUIRED BASED ON REFINEMENT OF SITE PLAN.
 2. EXISTING BURGESS CREEK HORIZONTAL AND VERTICAL ALIGNMENT TO REMAIN. IMPACTS FROM WALLS DUE TO REQUIRED WALKWAYS WILL BE MINIMIZED AS MUCH AS POSSIBLE.
 3. OFF-SITE PEDESTRIAN CONNECTION TO KUTUK IS SUBJECT TO ADJACENT PROPERTY OWNER APPROVAL. IMPROVEMENTS SHOWN ARE WITHIN AVAILABLE PROPERTY LIMITS.
 4. THE NORTHWEST EDGE OF PAVEMENT OF STORM MEADOW DRIVE WILL BE ADJUSTED SO THE ROAD HAS A WIDTH OF 24'. THE ROAD WILL BE WIDENED AND NARROWED IN DIFFERENT LOCATIONS AS NECESSARY.
 5. THE REGULATORY FLOODPLAIN WILL REQUIRE MODIFICATION DUE TO BOTH PROPOSED SITE IMPROVEMENTS AND THE RECENTLY REPLACED CULVERT. THE PRELIMINARY INFORMATION HEREIN REFLECTS THE ANTICIPATED/FINAL REVISIONS TO THE FLOODPLAIN ACCORDING TO FEMA REQUIREMENTS. THE REVISED FLOODPLAIN HAS NOT BEEN SHOWN.

LEGEND

	PROPERTY BOUNDARY
	ADJACENT PROPERTY/ROW
	EX SETBACK
	EXISTING WATERBODY SETBACK
	PROPOSED PAVED WALKWAY
	PROPOSED SOFT SURFACE SHOULDER
	SURVEYED HIGHWATER LINE, 04/24/2006
	PROPOSED WALL
	PROPOSED CULVERT W/ FES
	PROPOSED DITCH/SWALE

NO.	DATE	REVISIONS	INT.
1	7-25-12	SIDEWALK CONNECTION	EG

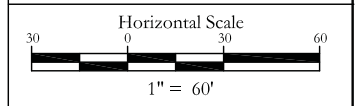
ESA
Steamboat Springs, CO

Ski Country Lodge
**Preliminary
Grading and Drainage
Plan**

DATE: 06-12-12	DGN. BY: JCS
JOB NO. 2188-001	DWN. BY: JCS
FILE: 2188-001-GD	CHK. BY:

Vertical Scale: 1" = NA

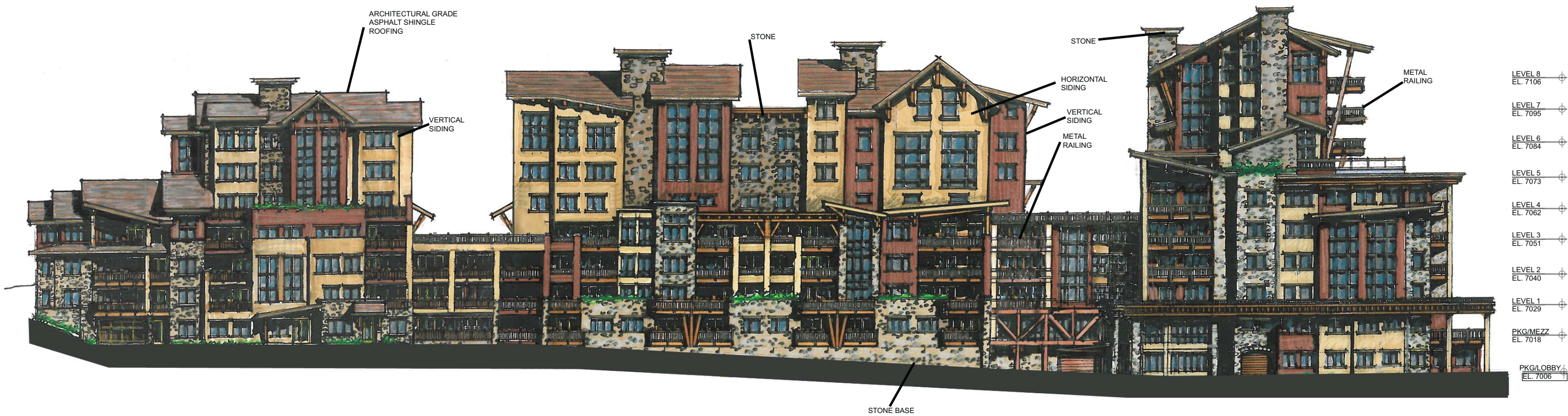
Contour Interval = 2 Feet



141 9th Street, P.O. Box 774943
Steamboat Springs, Colorado 80477
Phone (970) 871-9494 Fax (970) 871-9299
www.LANDMARK-CO.com

SHEET NO.

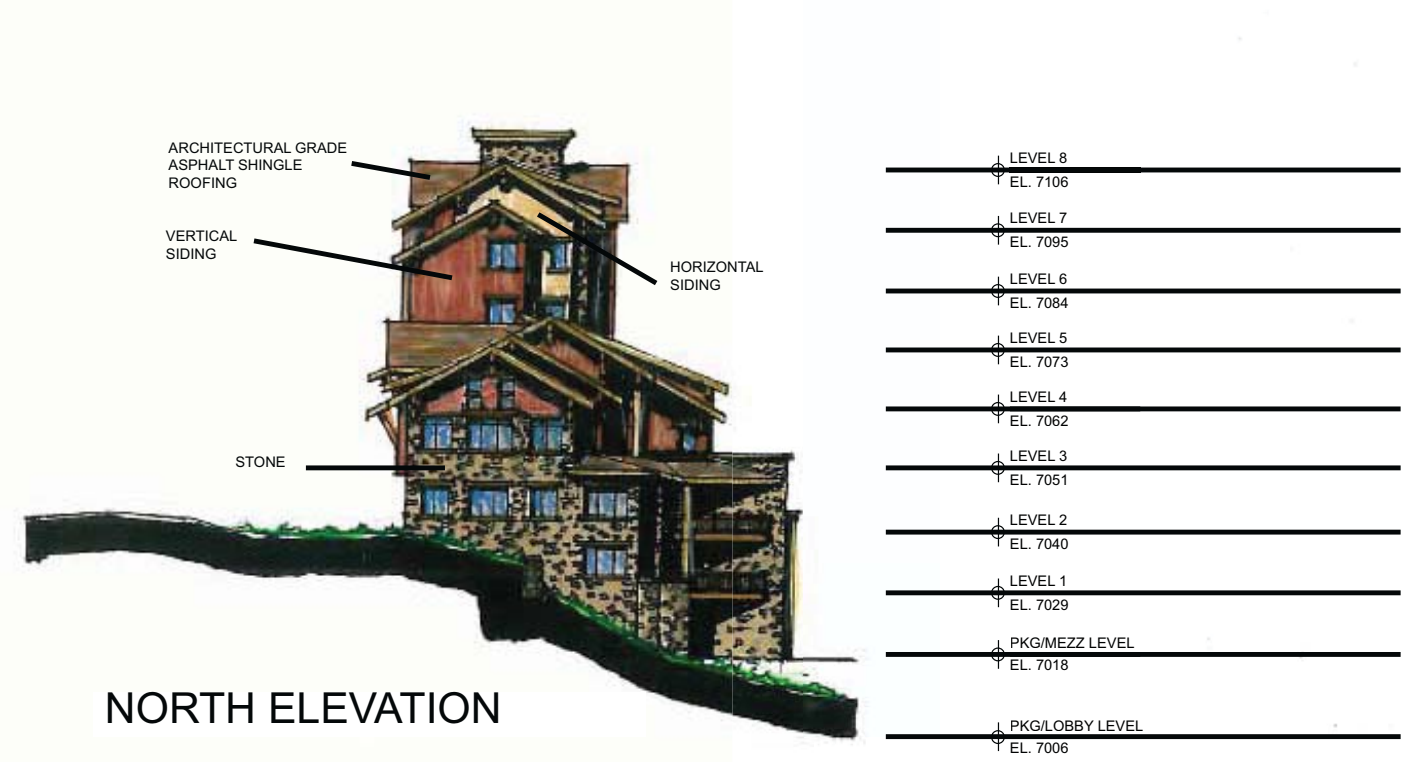
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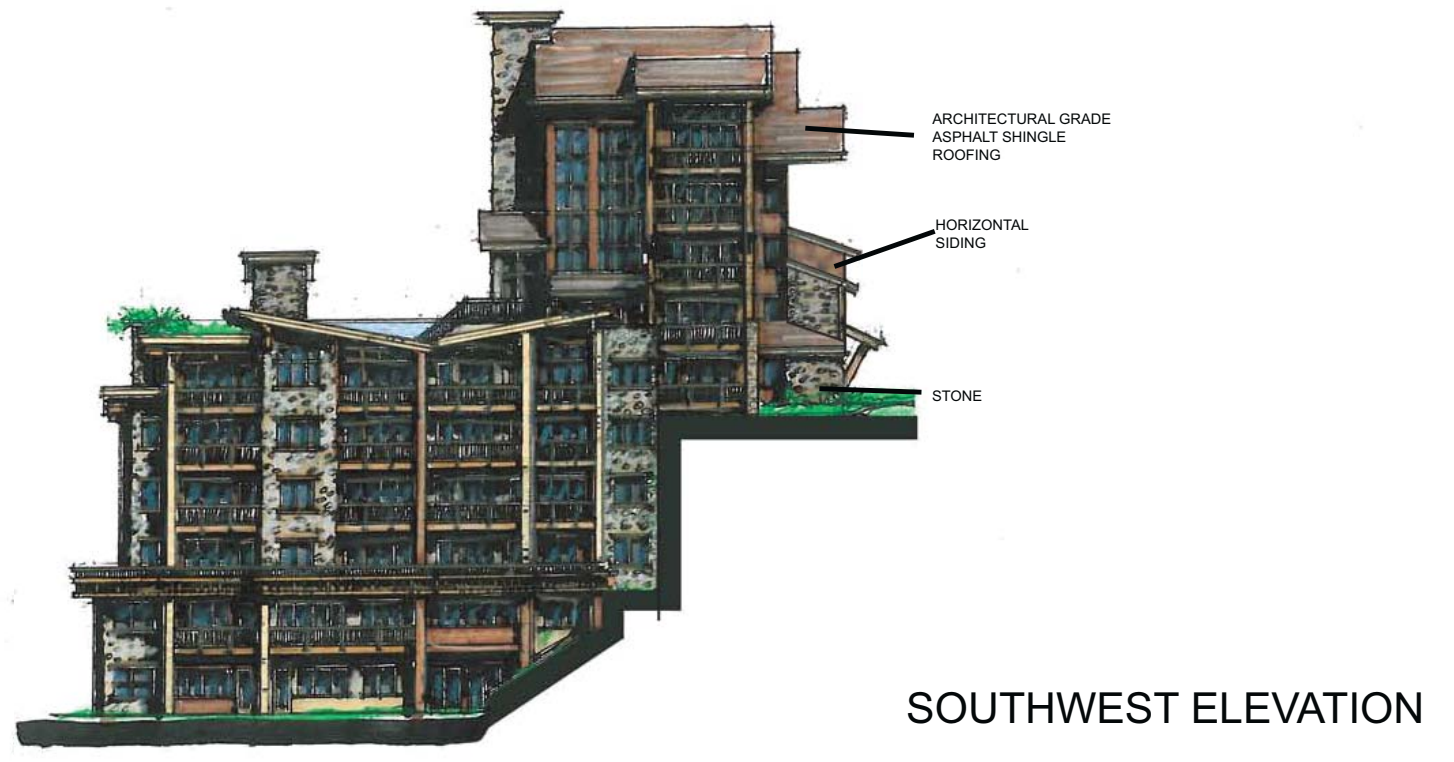
NORTHWEST ELEVATION



SOUTHEAST ELEVATION



NORTH ELEVATION



SOUTHWEST ELEVATION

PHASING - Ski Country Lodge is anticipated to be a one phase project depending on the real estate market with an anticipated construction start in the Spring of 2013

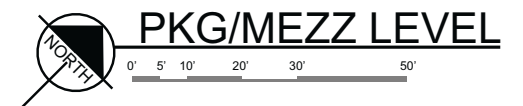
PARKING SCHEDULE					
	GARAGE PARKING	COVERED NON-GARAGE PARKING	EXTERIOR SURFACE PARKING	INCLUDED HANDICAPPED PARKING	TOTAL PARKING
PARKING LEVEL 1	25	35	1	(3)	61
PARKING LEVEL 2	9	28	-	(2)	37
TOTAL	34	63	1		98



PKG/LOBBY LEVEL

NORTH

0' 5' 10' 20' 30' 50'



- CORRIDORS
- UNITS
- STAIRS/ELEVATORS
- MECHANICAL/UTILITY
- STORAGE
- PARKING
- GARAGE PARKING
- PATIO/DECK
- COMMON AREAS



LEVEL 1
 0' 5' 10' 20' 30' 50'

- CORRIDORS
- UNITS
- STAIRS/ELEVATORS
- MECHANICAL/UTILITY
- STORAGE
- PARKING
- GARAGE PARKING
- PATIO/DECK
- COMMON AREAS



LEVEL 2
 0' 5' 10' 20' 30' 50'



- CORRIDORS
- UNITS
- STAIRS/ELEVATORS
- MECHANICAL/UTILITY
- STORAGE
- PARKING
- GARAGE PARKING
- PATIO/DECK
- COMMON AREAS

LEVEL 3
 0' 5' 10' 20' 30' 50'



- CORRIDORS
- UNITS
- STAIRS/ELEVATORS
- MECHANICAL/UTILITY
- STORAGE
- PARKING
- GARAGE PARKING
- PATIO/DECK
- COMMON AREAS

LEVEL 4
 0' 5' 10' 20' 30' 50'



- CORRIDORS
- UNITS
- STAIRS/ELEVATORS
- MECHANICAL/UTILITY
- STORAGE
- PARKING
- GARAGE PARKING
- PATIO/DECK
- COMMON AREAS

LEVEL 5
 0' 5' 10' 20' 30' 50'



- CORRIDORS
- UNITS
- STAIRS/ELEVATORS
- MECHANICAL/UTILITY
- STORAGE
- PARKING
- GARAGE PARKING
- PATIO/DECK
- COMMON AREAS

LEVEL 6
 0' 5' 10' 20' 30' 50'



- CORRIDORS
- UNITS
- STAIRS/ELEVATORS
- MECHANICAL/UTILITY
- STORAGE
- PARKING
- GARAGE PARKING
- PATIO/DECK
- COMMON AREAS

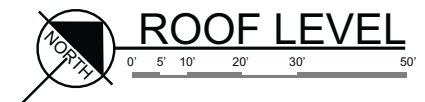


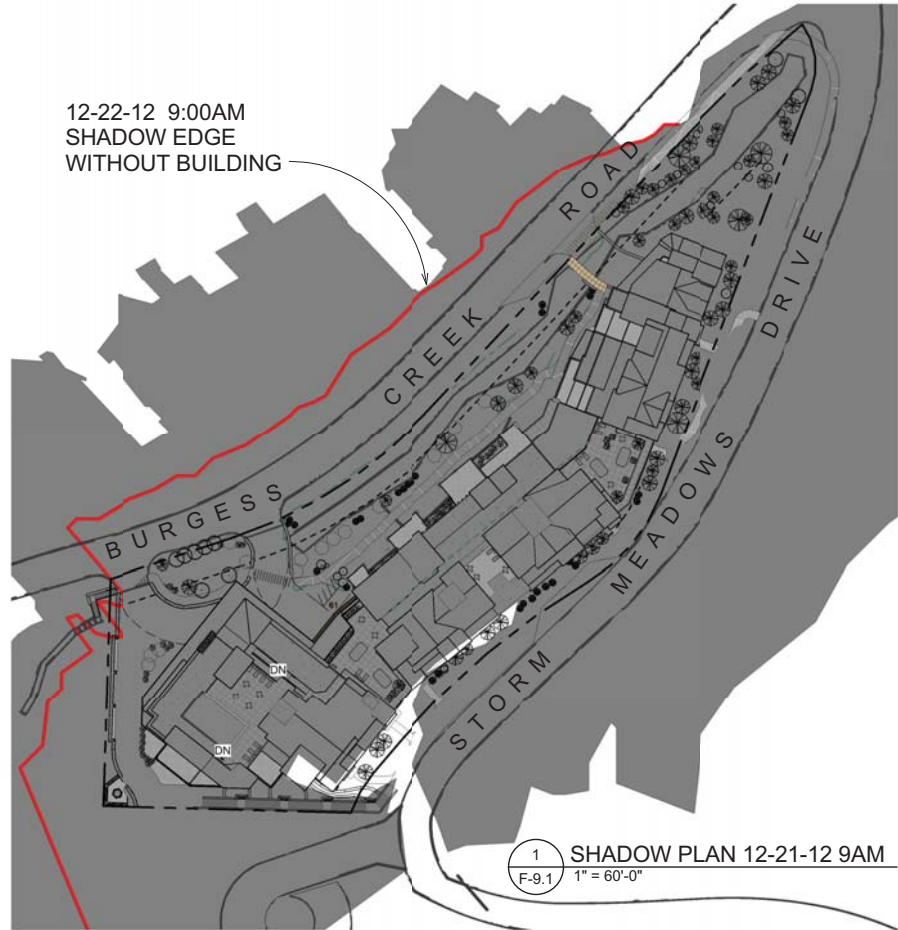
- CORRIDORS
- UNITS
- STAIRS/ELEVATORS
- MECHANICAL/UTILITY
- STORAGE
- PARKING
- GARAGE PARKING
- PATIO/DECK
- COMMON AREAS





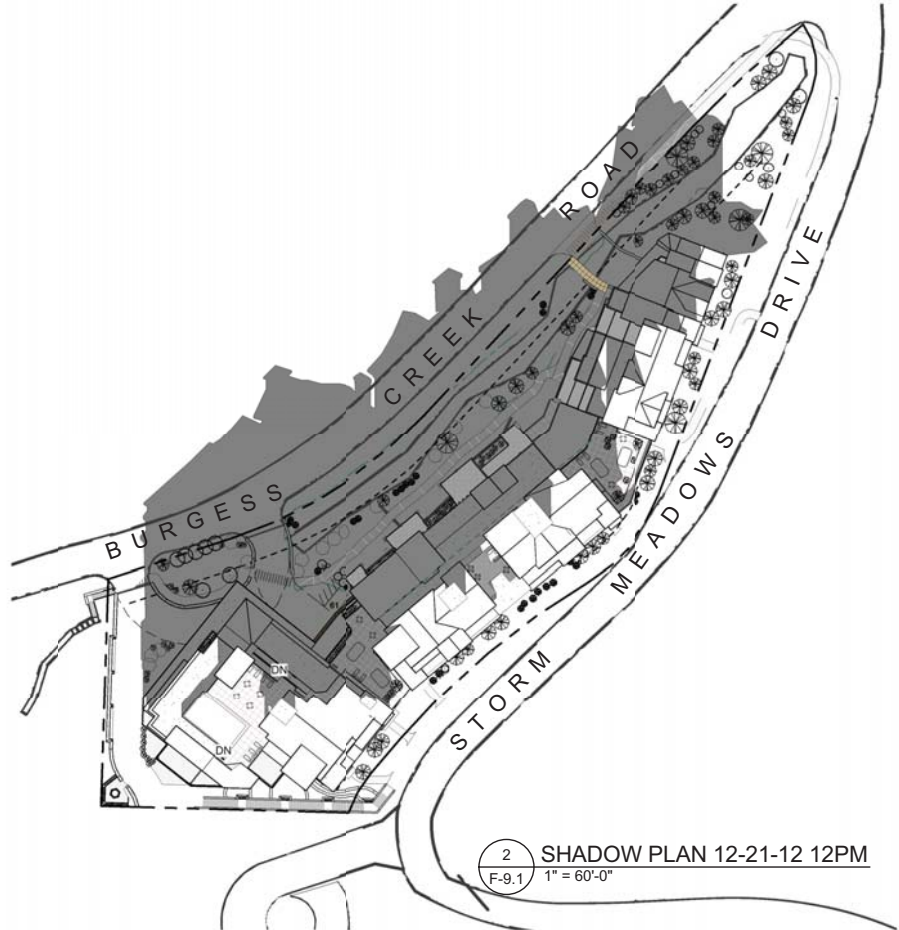
NOTE: ROOF ELEMENTS WITH NO SLOPE DESIGNATION ARE FLAT OR PARTIALLY HIDDEN.



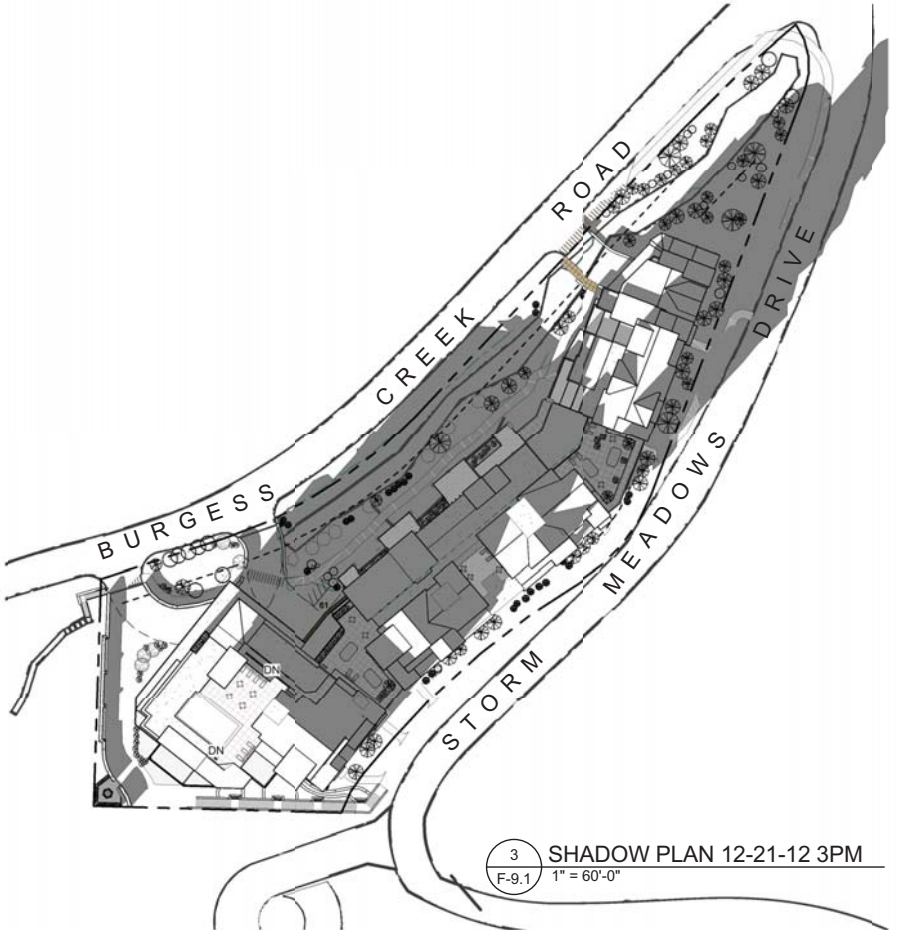


12-22-12 9:00AM
SHADOW EDGE
WITHOUT BUILDING

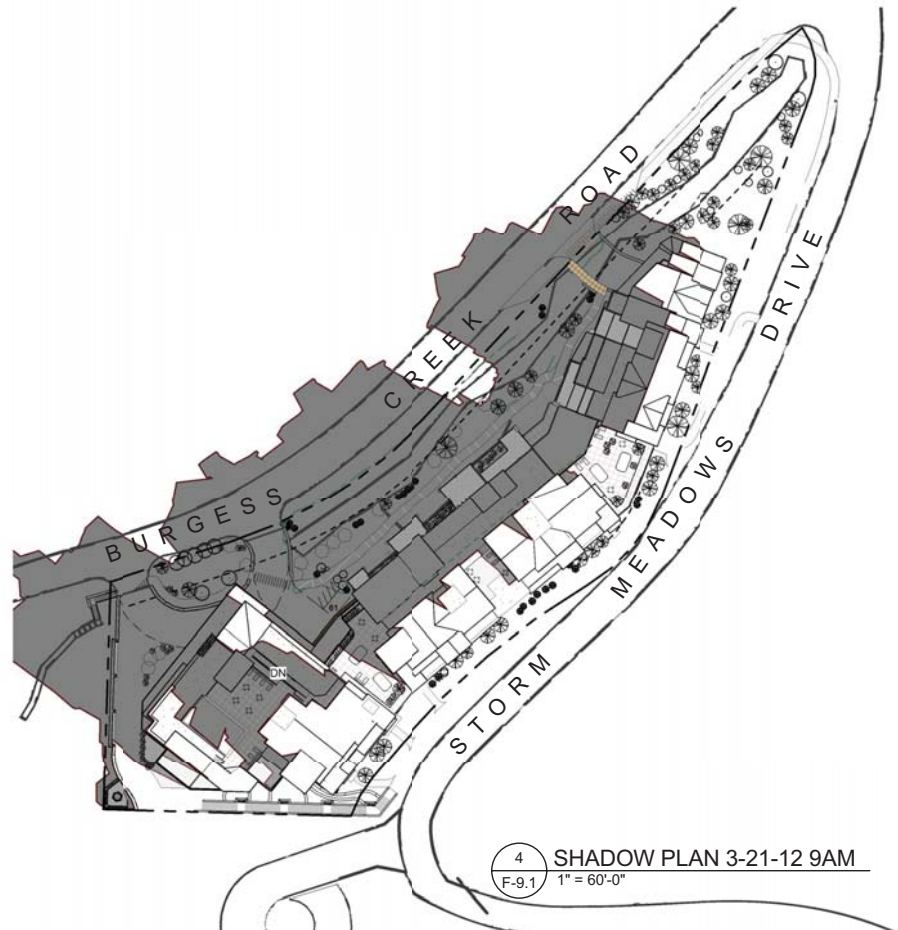
1 SHADOW PLAN 12-21-12 9AM
F-9.1 1" = 60'-0"



2 SHADOW PLAN 12-21-12 12PM
F-9.1 1" = 60'-0"



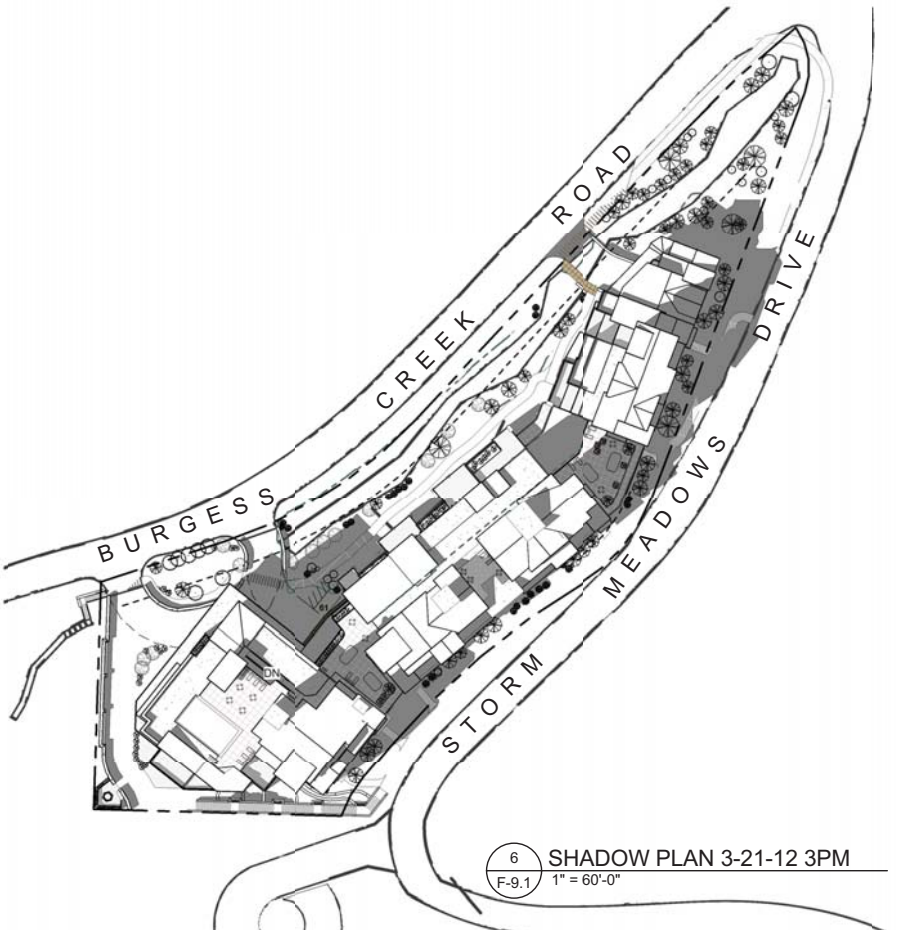
3 SHADOW PLAN 12-21-12 3PM
F-9.1 1" = 60'-0"



4 SHADOW PLAN 3-21-12 9AM
F-9.1 1" = 60'-0"



5 SHADOW PLAN 3-21-12 12PM
F-9.1 1" = 60'-0"



6 SHADOW PLAN 3-21-12 3PM
F-9.1 1" = 60'-0"

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Eric Smith Associates, P.C.

REVISIONS

No.	Description	Date

SKI COUNTRY LODGE
Burgess Creek Road and Storm Meadows Drive
Steamboat Springs, CO



Job Number: 11028.00
Date: 07-06-12
Drawn By: GGH
Checked By: TJ

Project Phase
DEVELOPMENT PLAN

Sheet Title
INDIVIDUAL SHADOW PLANS

Sheet Number




5-489.1

Astronomical Applications Dept.
 U.S. Naval Observatory
 Washington, DC 20392-5420

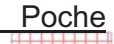


Altitude and Azimuth of the Sun for:

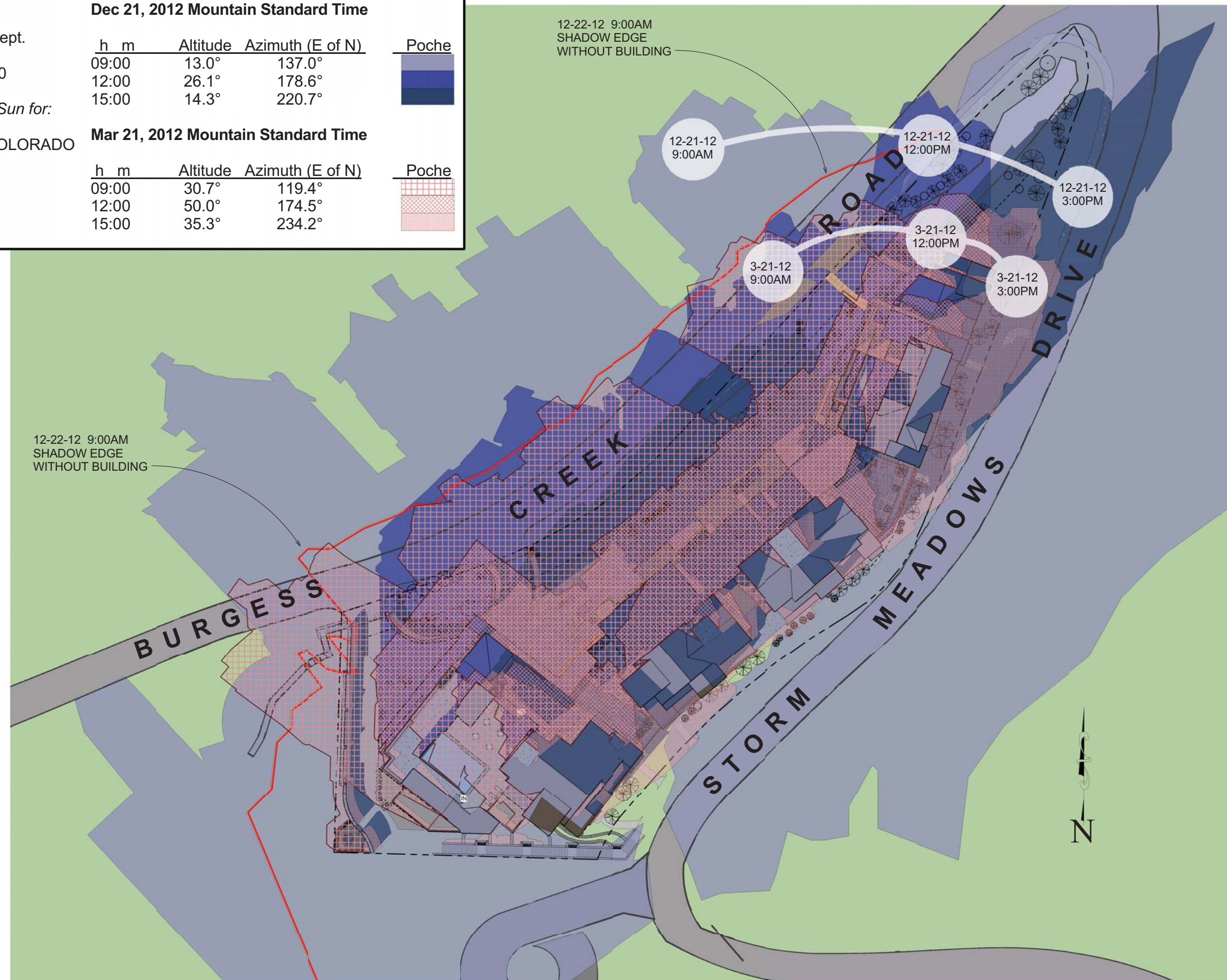
STEAMBOAT SPRINGS, COLORADO
 W106° 48' 00", N40° 27' 44"

Dec 21, 2012 Mountain Standard Time

h	m	Altitude	Azimuth (E of N)	Poche
09:00		13.0°	137.0°	
12:00		26.1°	178.6°	
15:00		14.3°	220.7°	

Mar 21, 2012 Mountain Standard Time

h	m	Altitude	Azimuth (E of N)	Poche
09:00		30.7°	119.4°	
12:00		50.0°	174.5°	
15:00		35.3°	234.2°	



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Eric Smith Associates, P.C.

REVISIONS		
No.	Description	Date

SKI COUNTRY LODGE
 Burgess Creek Road and Storm Meadows Drive
 Steamboat Springs, CO



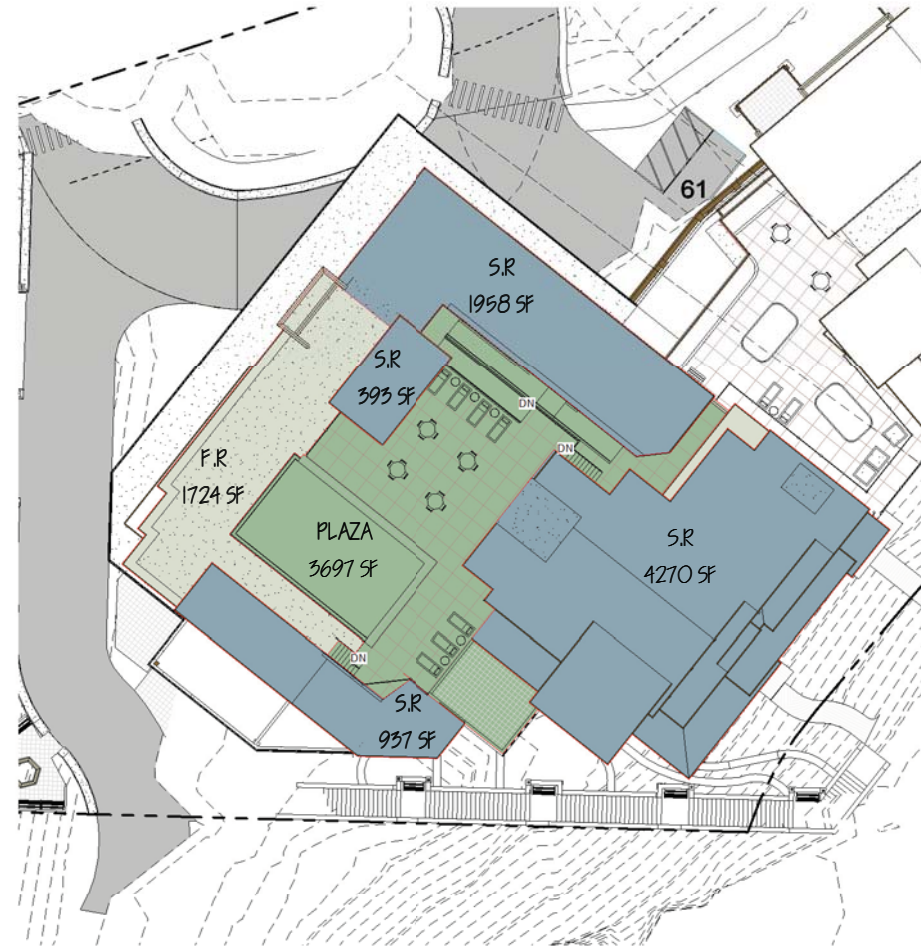
Job Number: 11028.00
 Date: 07-06-12
 Drawn By: GGH
 Checked By: TJ

Project Phase
 DEVELOPMENT PLAN

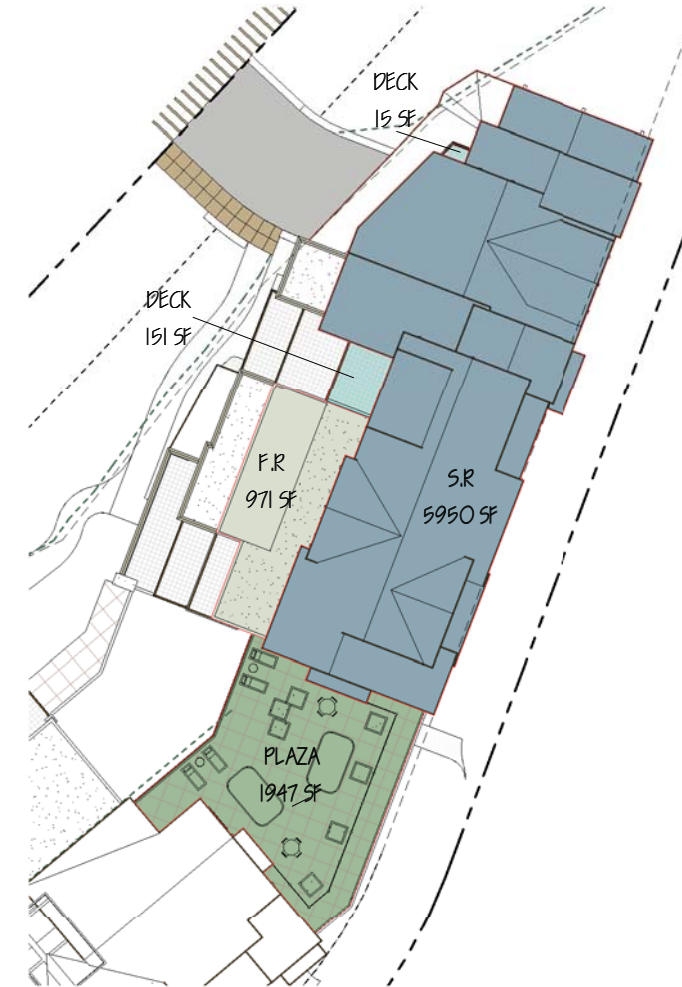
Sheet Title
 COMPREHENSIVE SHADOW PLAN

Sheet Number
 5-499.2

8/8/2012 11:07:47 AM



F.R = FLAT ROOF
 PLAZA
 S.R = SLOPED ROOF



ROOF (NORTH) Area Schedule	
Name	Area
F.R	1724 SF
F.R	96 SF
	1820 SF
PLAZA	3697 SF
	3697 SF
S.R	4270 SF
S.R	393 SF
S.R	1958 SF
S.R	937 SF
	7558 SF
Grand total	13075 SF

F.R AREA + S.R AREA
 = 1820 + 7558
 = 9378 sf

% OF F.R = 1820 / 9378 = 19.4 %
 % OF S.R = 7558 / 9378 = 80.6%

% OF S.R WITH PLAZA = 7558 / 13075
 = 57.8% > 50%

ROOF (CENTER) Area Schedule	
Name	Area
F.R	3257 SF
F.R	444 SF
	3702 SF
PLAZA	524 SF
PLAZA	1941 SF
	2466 SF
S.R	4010 SF
S.R	3582 SF
S.R	1718 SF
	9310 SF
Grand total	15477 SF

F.R AREA + S.R AREA
 = 444 + 9310
 = 9754 sf

% OF F.R = 444 / 9754 = 4.6 %
 % OF S.R = 9310 / 9754 = 95.4%

% OF S.R WITH PLAZA = 9310 / 15477
 = 60.1% > 50%

ROOF (SOUTH) Area Schedule	
Name	Area
DECK	151 SF
DECK	15 SF
	166 SF
F.R	971 SF
	971 SF
PLAZA	1947 SF
	1947 SF
S.R	5950 SF
	5950 SF
Grand total	9033 SF

F.R AREA + S.R AREA
 = 971 + 5950
 = 6921 sf

% OF F.R = 971 / 6921 = 14 %
 % OF S.R = 5950 / 6921 = 86%

% OF S.R WITH PLAZA AND DECK
 = 5950 / 9033
 = 65.9% > 50%

1 ROOF LEVEL NORTH AREA
 R-1 1" = 20'-0"

2 ROOF LEVEL CENTER AREA
 R-1 1" = 20'-0"

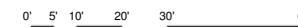
3 ROOF LEVEL SOUTH AREA
 R-1 1" = 20'-0"

NOTE: FOR TOTAL ROOF AREA
 FLAT ROOF AREA + SLOPED ROOF AREA
 = 6492 + 22818
 = 29310 sf

% OF FLAT ROOF = 6492 / 29310 = 22.1 %
 % OF SLOPED ROOF = 22818 / 29310 = 77.9%

PLAZA & DECK AREA = 8275 sf

% OF SLOPED ROOF WITH PLAZA & DECK AS FLAT ROOF
 = 22818 / 37586
 = 60.7% > 50%



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Eric Smith Associates, P.C.

REVISIONS		
No.	Description	Date

SKI COUNTRY LODGE
 Burgess Creek Road and Strom Meadows Drive
 Steamboat Springs, CO



Job Number: 11028.00
 Date: 08(AUG)-16-12
 Drawn By: Author
 Checked By: Checker

Project Phase
 DEVELOPMENT PLAN

Sheet Title
 ROOF AREA

Sheet Number
5-50-1

8/17/12 6:10:53 PM



Project Variance & Criteria Response:

Ski Country Lodge meets the criteria for approval as all of the building mass and height is within the maximum height limit for the zoning, the Base Area Design Standards are met, the lot coverage is less than the zoning requirement and there are only 2 minor variances and these variance criteria are met.

Retaining Wall Setback Variance

The minor variances are a setback variance for retaining walls above four feet in the front setback and a variance for a 6' wide sidewalk instead of 8' walk. The retaining wall section that is above four feet high in the front setback is created to accommodate fire trucks to stage outside of the travel way along Burgess Creek Road without expanding into the channel and regulatory floodway of Burgess Creek and impacting the Burgess Creek ecosystem.

Sidewalk Width Variance

The 6' wide sidewalk section is adjacent to Burgess Creek and the slightly narrower width allows for the walk to be located on the building side of the creek and to reduce retaining walls along the creek and protect the regulatory floodway from impacts and better protect the Creek ecosystem.

Base Area Design Standards:

Building Massing

Ski Country Lodge meets the Base Area Design Standards as the building mass is comprised of a number of forms with varying heights and elements with the lower building portions facing toward Burgess Creek tiering down. A series of articulated building forms mass up in 3-4 clusters toward the East/Southeast creating the appearance and mass of 3-4 "buildings" as viewed from the East/Northeast portions of the site (Storm Meadows Drive).

Masonry Elements at the Base Level

Varying heights of stone extend up from the base of the building and wrap around the corners of almost all the building exteriors. These stone masonry elements serve to anchor the base of the building and to provide material and color breaks with the building including stone masonry chimney elements.

Views

The majority of views from the adjacent Bronze Tree units and the Kutuk units orient in different directions from the Ski Country Lodge building and views from these and other adjacent properties will not be substantially affected. The view from Burgess Creek Road is of dramatic step back and tiering up of the building vertically and horizontal breakups of the upper portions of the building into smaller segments. The Ski Country Lodge building massing steps up from the West/Northwest to the East/southeast with the existing topography of the site. The highest mass of the building is located at the highest existing topography of the site along the South/Southeast portion of the site.

Scale at Walkways

The building massing tiers down to 2 to 3 stories in the majority of locations adjacent to the main pedestrian walkway along the West portion of the site and along the North/Northwest portion of the site.

Scale Transition From Pedestrian to Large Scale

The building steps up from a lower scale of 2 to 3 stories at the lower portions of the site at the Southwest/West/North portions of the site in tiers to the higher mass elements of the upper portion of the site along the East/Southeast portions of the property along Storm Meadows Drive.

ATTACHMENT 2

Building Stepback

The building mass tiers back from the perimeter of the building with significant massing step back at most portions of the building per the Base Area Design Standards requirements.

Entrance Relationship to Walkways

An expanded pedestrian plaza/gathering space is planned adjacent to the South/Southwest wide pedestrian plaza/pedestrian walkway for main Ski Country Lodge building access to and from the pedestrian access. The interior portion of this access is planned to be a Lobby/Lounge space.

Service Areas

The vehicle service area for the building, with the trash/recycling facility, is located both inside the building and adjacent to the vehicle entry drive near the Southwest portion of the site to allow for service vehicular access and maneuvering. The service area is located away from the pedestrian walkways.

Relationships to Surrounding Developments

The mass of the structure is compatible with the steep terrain of the project site, the nearby Bronze Tree project and the uphill Storm Meadows properties. The Storm Meadows Drive and upper Storm Meadows property views of Ski Country Lodge is mostly clusters of 3 to 4 story buildings. The southern portion of the building is taller as this is a higher G-2 zoning which allows for higher building height on this portion of the site. The variety of building materials, colors and building forms helps reduce the mass of the structure and are compatible with the materials used on the surrounding buildings Bronze Tree, Kutuk, and The Ridge.

Shadowing Mitigation

The main axis of the Ski Country Lodge building is in the North/South orientation which allows solar access to the majority of all sides of the building and the building site. Morning sun from the East provides exposure to the South and East portions of the building and the afternoon sun from the South and West provides exposure on the South and West portions of the building.

Building/Roof Materials & Colors

The building features a significant mix of materials including a strong stone base, horizontal and vertical siding, multiple timber elements (columns, braces and beams), alternate railing details to provide visual interest, architectural grade asphalt composition shingle roofing and traditional cement hard coat stucco wall accents. The building colors are per the permitted Design Standards colors and these colors are mixed throughout the building on different building forms and elements to break up the building. The combination of varying materials, varying colors, varying roof forms, elements and massing creates a break-up of the massing and a well articulated exterior appearance.

Sustainable Design

The project will comply with the sustainability requirements of the Community Development Code.

Roof Forms

The building features a variety of roof forms to provide visual interest and include the incorporation of simple roof forms and dormers such as shed, gable and flat roof forms with a mix of roof pitches.

Snow Retention, Catchment & Control

The roof structures will be constructed with an architectural grade asphalt shingle and snow fence details that will retain snow on the roof surface and eliminate any snow shed issues.

Pedestrian Connectivity

The entire site perimeter is surrounded by new pedestrian connectivity providing a great opportunity for adjoining properties. The new Ski Country Lodge will have building connection points on all sides of the building to these new pedestrian connections, which includes the very wide pedestrian access at the South/Southwest portion of the site and the pedestrian walkway along the West/Northwest portion of the site near Storm Meadows Drive. In addition, the new exterior stairway pedestrian connection along the steep terrain of the South perimeter serves properties from Storm Meadows Drive with access down to the pedestrian access to Ski Times Square. This further includes the new pedestrian walkway at the East portion of the site along Storm Meadows Drive and the new pedestrian walkway between the building and Burgess Creek. A proposed offsite stairway connection is

also planned at the Southwest corner of the site in the Burgess Creek Road right-of-way for potential pedestrian connection to the existing Kutuk property.

Community Amenities

In addition to the pedestrian walkway system connectivity and stairs surrounding the site, the proposed Community Amenities for Ski Country Lodge include:

- a) Expanded landings at the new pedestrian stair with benches for use of the stair with lighting.
- b) Fire pit with a bench seating surround adjacent to the wide pedestrian access at the Southwest portion of the site.
- c) Bench seating and lighting adjacent to the wide pedestrian access at the Southwest portion of the site.

Project Narrative:

The development of Ski Country Lodge is an outstanding response to a narrow, steep site with an existing creek flowing through the area. Mostly kept in its previous location, the existing Burgess Creek has been able to maintain the majority of its current ecosystem. Access drives from Burgess Creek Road are set to the existing grades of the road and connect to 2 levels of parking below the building. The entry access drive to the lobby and the lower level of parking has a looped drive to provide both arrival/departure access, shuttle/van access, and trash collection.

Following the existing site topography, the building steps and tiers up the site seamlessly as the footprint is configured into varying angled segments uniform to the site layout, adding visual interest. The forms designed for this building are articulated with different roof outlines, geometry, and massing elements accented with varying shapes, materials, and colors. Vertical and horizontal lines of the building are broken up with different elements to create a visually interesting and creative exterior.

The upper building forms are separated by hot tub decks and a swimming pool, which provides exterior amenities that are dispersed throughout the building. A large skier lobby is provided at grade level and the South portion of the site offers an outdoor patio space and a fire pit gathering space.

Public pedestrian circulation has been developed completely around the building site, including a walkway between the Burgess Creek and the building. Exterior site stairs are also provided at the Southern portion of the site, allowing pedestrian access from Upper Storm Meadows Drive down to the Burgess Creek Road level walkways. Emergency vehicle staging has also been provided.

Based on the Steamboat Springs design criteria, the Ski Country Lodge development has successfully provided an interesting, highly articulated exterior with ample amounts of amenities, including maintaining Burgess Creek and accommodating pedestrian access surrounding the site.

SCE Subdivision Lot 2 #ZMA-10-03 Official Zoning Map Amendment to change the zoning of SCE Subdivision, Lot 2 from Residential Estate One, Low Density (RE-1) to Resort Residential Two, High Density (RR-2). SCE Subdivision, Lot 2 is located at the corner of Burgess Creek Road and Storm Meadows Drive.

Combined with:

SCE Subdivision Lot 2 #CP-09-02 Steamboat Springs Area Community Plan Minor Amendment to change the Future Land Use Designation of SCE Subdivision, Lot 2 from Resort Commercial to Resort Residential. SCE Subdivision, Lot 2 is located at the corner of Burgess Creek Road and Storm Meadows Drive

A combined discussion on both agenda items started at approximately 5:08 p.m.

Commissioner Lacy stepped down.

STAFF PRESENTATION

Jason Peasley –

This lot is located between Burgess Creek Rd and Storm Meadows Drive. We will go over the community plan land use map amendment first and the zoning map amendment second. The community land use map amendment is to go from resort commercial to resort residential. The zoning map amendment is to change from RE-1 to RR-2. We got several public comments on this item. We have provided you with the minutes from October 8, 2009, which was the last time that the Planning Commission heard this item and that was to change the zoning for both parcels to RR-2.

APPLICANT PRESENTATION

Sebastian (Last name unknown) -

Gave a brief background of the project and explained they have hired a new management team.

Eric Smith –

This zoning is for the request of the rezoning of lot 2 in the SCE Subdivision from RE-1 to RR-2. He gave a PowerPoint presentation with a brief history of the project. This is under a new ownership. There is a significant difference to what we're proposing compared to what was proposed previously a year ago. We're surprised to find that some of these criteria are not consistent. We don't feel that anything has changed other than the economy isn't doing as good. The RE-1 zone district is a single family dwelling. The purpose and intent for RE-1 is to provide homes for single family detached living in a low density environment. The RE-1 is most appropriate in sensitive areas and away from high density areas. This property is adjacent to a lot of high density zones. The land use map has been the overriding factor on whether or not a zone change will be approved. The G-1 zone designation would be appropriate for this property based off of the land use plan, but we feel that the commercial isn't appropriate for this particular area and so feel that the RR-2 zone designation would be more appropriate. The current owners don't have any intention in having any commercial use on this property.

This property is also within the URA. This property is included in the redevelopment plan for the base area. He explained the intentions of the URA and how that affects this property. This plan was put together by the City. The idea of this redevelopment is to create infill and allow for less traffic and more places to go within walking distance in the base area. He talked about some of the different redevelopments that have either already occurred or are currently occurring in the base area.

We feel that lot 2 should be rezoned to RR-2. We are a shorter distance from the ski slopes than some of the other redevelopment projects that are zoned G-2. It's interesting that in the staff report it notes that the RR-2 zone districts are connected to the ski area while the G-2 isn't connected at all. Burgess Creek Rd is the primary access to this property. He mentioned some of the other properties that have accesses off of Burgess Creek Road. We don't feel that this will have any real impact on the traffic on Burgess Creek Rd. We may have up to 50 units on this property, which would account for only 10% of the traffic on Burgess Creek Rd. He discussed the traffic study that was done for this property.

There are 5 criteria that are involved in the rezoning of this property. The 1st one is justification of rezoning substantially furthering the community's plans to defer directions and policies. According to the SSACP suggests that the RR-1 and RR-2 zoning is appropriate zoning for parcels identified as resort residential on the future land use map. I feel that this policy is consistent with this application.

The 2nd criteria was compatibility with the surrounding development. We feel that it would be compatible with the surrounding zone districts, uses and neighborhood character. This property was originally set aside as open space for the surrounding developments, which included RR-1 zones. On the zoning map a lot of the surrounding developments along Storm Meadows Dr. are RR-1 zone districts. None of those properties can be built today under an RR-1 zone, because all of those buildings exceed the heights allowed in an RR-1 zone district. The advantages of this zone district we feel outweigh the disadvantages to the community and further the goals of the SSACP. It has no traffic impact on Ski Time Square. This is a unique opportunity to put a more appropriate density in Ski Time Square without impacting the traffic.

The secondary fire access still applies for all of the developments and not all of them have secondary fire accesses. We feel that it is consistent with the 3rd criteria, which is a requirement for a secondary fire access.

The 4th criteria is consistent with the purpose and standards of the zone district. This site is a gateway to the resort and is pedestrian connected to the base area. We feel that RR-2 is less dense than G-1 or G-2. We feel that this is a consistent use for this property.

The 5th criteria is affects on the natural environment. There are no adverse effects on the natural environment.

We feel that it is appropriate for the RR zoning on this property. We feel that it is consistent for an RR-2 designation.

COMMISSIONER QUESTIONS

Commissioner Hanlen –

The idea is that the future land use map designation creates an expectation of allowable density when you look at that particular designation on the map. With resort commercial what type of designation does that imply?

Jason Peasley –

Resort Commercial identifies G-1 and G-2 as the preferred zone districts.

Commissioner Hanlen –

If we're down grading what we think is acceptable down to RR what kind of zoning is implied by that?

Jason Peasley –

RR-1 or RR-2.

Commissioner Hanlen –

If staff is supporting a future land use map to be changed to RR, but in the next application you're recommending denial of that same direction. If we're reviewing this as a transitional piece, or an open space piece, or it's supposed to be staying single family then whose mouth is this coming out of and why is staff not pushing this to stay as a single family as a designation on the land use map? It seems to be confusing and misleading to not change this to what staff feels to be appropriate for this. Can you speak to that?

Jason Peasley –

RR has 2 different classifications. I haven't done an analysis of RR-1 for this site, but that's another option that they have.

Commissioner Hanlen –

Is that what you recommended to the applicant?

Jason Peasley –

I have recommended that in the past to the applicants of this parcel.

Commissioner Hanlen –

You recommended less than a year ago that RR-2 was acceptable on this site. The main difference is just an additional story.

Jason Peasley –

The difference is 12'.

Commissioner Hanlen –

Based off of that I'm confused to how this went from acceptable 8-9 months ago and now it's not acceptable. Staff supported the change to the future land use map on the previous application. It seems like you're not following through on that thought.

Jason Peasley –

It is inconsistent with what we did in the past. The standard is clear and convincing evidence, which is a little higher threshold. It didn't appear that RR-2 overwhelmingly met those criteria.

Commissioner Hanlen –

It seems like a difference if we're only talking about 1 story. It just seems inconsistent if that's an acceptable designation on the land use map. It seems like if it's so obvious to push for that clear and convincing evidence it should be 1 side or the other. It seems like we're being misleading as a City to put that on the future land use map and not follow through with that.

Jason Peasley –

The future land use map is a guiding document.

Commissioner Hanlen –

It seems like we're changing it incorrectly again based off of the way the argument reads in the next application. It seems like either you're going to get it right or the change seems to be a mistake if it's not supported by the staff's stance in the next application.

Commissioner Slavik –

I'm confused that you're not supporting RR-2, but I get the feeling that you might support RR-1. Am I reading that correctly that if this application had come in as RR-1 that the conformance may have been greater?

Jason Peasley –

There are a few criteria where RR-1 would meet that RR-2 doesn't meet. The specific one is the purpose and standards of the zone district. RR-2 is the only zone district that has a location requirement. All the rest of the zone districts do not.

Commissioner Hanlen –

What's the zoning for Wildhorse Meadows?

Jason Peasley –

RR-1.

Commissioner Slavik –

Where is the closest RR-2 property to this property?

Jason Peasley –

It's directly south of it.

Commissioner Slavik –

Is there a reason why we go to RR-1 behind it?

Jason Peasley –

I wasn't around when we established the zoning for those. It has to do with that locational criteria for the RR zone district.

Commissioner Beauregard –

When I read the staff report on the future land use map amendment it appeared that because it was brought to us by the applicant that it was the lesser of the two evils getting RR zoning versus the G-1. Would it have changed if it were driven by the City? It seems

like it should have been driven by the City as a policy decision. Is it normal to amend the future land use map through an application?

Jason Peasley –

We often do it through applications. I think that you're right.

Commissioner Beauregard –

That was the impression as I read through the staff report and I sympathized with your views in the sense that you hamstrung this. It's either this or that. All of your arguments seem to state that the existing was the bigger of the 2 evils. I think that might be why we're in this logical void.

Jason Peasley –

If you look at the 1st criteria for the zoning map amendment justification there's 4 circumstances under which you can meet that criteria. The one that we typically go with is that you're consistent with the future land use map. That's been the standard practice.

Commissioner Beauregard –

Would it be possible to right now as a body suggest a different zoning for the future land use map in this hearing?

Jason Peasley –

If we were going to change what the approval would be then we would request that you table the application for whatever your direction would be. We can come back to you with an analyzed staff report on that particular land use map designation.

Commissioner Levy –

Some of the buildings in the RR-1 district east of the G-1 properties are above the current height. Were they varianced in or grandfathered in after the dimensions were set?

Jason Peasley –

I don't know what the circumstances surrounding all of those projects.

Commissioner Levy –

Do you know how those came to be?

Eric Smith –

Bronze Tree was built in the early '80's. Some of these buildings were built when this was still in the county. They set this zoning in place after the buildings were built. There are 8 buildings that substantially exceed what's allowed in that zone district. Our position is that we're not that inconsistent with what's around us when the buildings around us exceed what's allowed in the RR-1 zone district.

PUBLIC COMMENTS

Bill Moser –

The reason why I and my neighbors are against this is for safety reasons. I went to the same document that Eric Smith went to and there were a lot of things that disturbed me. There's only 1 way in and 1 way out on Burgess Creek Rd. If this were to be built today then it couldn't be built with 1 way in and 1 way out. With this density what we're doing is

increasing the number of pedestrians and vehicles on Burgess Creek Rd. This is a very accident prone road. When these accidents happen then traffic stops and nothing goes up or down Burgess Creek Rd. If all of these projects that are proposed to be built along Burgess Creek Rd then it would most likely denigrate from an 'A' to an 'F' on Burgess Creek Rd. Anything that would increase the intensity of use would add to the potential of a problem. One thing doesn't cause a problem, but two things do cause a problem. We wish that you would take this into consideration.

John Dewardt –

At which point is 'no' really going to be 'no'. These diagrams are very interesting because they're all in 2 dimensions. The third dimension vertical height has a significant impact on the relationship of this property with surrounding properties. There is a ridge that hides this property physically from the ski mountain. I think that a lot of Eric Smith's arguments are built on stretching visions. I don't hear anything from their arguments saying what are the codes and regulations. I think that what you need to look at is the counter arguments that are in your packet. What we've heard tonight and in previous applications is all about precedence. Whatever you do with your decision will set a precedent. I recommend that you deny this rezoning and I recommend that you leave this property alone as RE-1.

Peggy Rogers –

We recommend that you stay with the current zoning. Please consider the 88 homeowners that live just north of that property. The idea that pedestrians will be walking down to the ski area from that property is very remote. There will be a lot of shuttle buses involved with the property. We request that the application be denied.

FINAL APPLICANT COMMENTS

Eric Smith –

From this property the grades are very reasonable and the alignment of the curves is reasonable. The property that's north of this property isn't RE-1, but MF. This is the only piece of RE-1 in this area. The difference of a 3 story and a 4 story on this property is insignificant since it sits down in a hole and doesn't affect any views. In terms of control on this site all that we're requesting is a rezoning. Any DP would have to come back through here again.

FINAL STAFF COMMENTS

None

FINAL COMMISSIONER COMMENTS

Commissioner Slavik –

I think that the idea of going from single family to something greater than isn't necessarily bad. We talked about feathering and the RR-2 seems to be doing a leap frog from where we were to where that takes us. There are some places in between. I'm wondering about whether we should look at some of those zoning areas that could be between the RR-2 and residential.

Commissioner Hanlen –

My understanding was when the CDC was updated and the zoning map was changed so that any parcel previously zoned Ag automatically went to RE-1. It just did that by default as opposed to by specific designation. My assumption with that was this parcel felt like a

remainder parcel and since nobody requested anything different it was just zoned that by default and went to RE-1. It feels funny to be looking at it as if it was this purposeful designation that now we're arguing over as if it was purposefully placed as RE-1. My understanding was that it ended up there by default.

Eric Smith –
That's correct.

Jason Peasley –
It was actually an application to rezone this parcel to resort and it was denied, because they didn't have a specific plan for the parcel. I don't know why it was originally zoned Ag.

Commissioner Meyer –
This area was out in the county and so this parcel was zoned Ag and when it was annexed into the City the City didn't really have an Ag designation. When we updated the code and the zoning map in 2001 all of the Ag parcels weren't really scrutinized or didn't have an application and those were just a blanket zoning to RE-1, which would allow 1 dwelling per acre as opposed to an Ag which the City didn't have a designation for.

Jason Peasley –
That's a common practice when you're adopting a new zoning district.

Commissioner Hanlen –
It wasn't a purposeful designation. It was a designation by default. I think that changes the way you have a discussion about it.

RECOMMENDED MOTION for CP

Staff finds this Steamboat Springs Community Area Plan (SSACP) Minor Amendment to change the Future Land Use Designation of SCE Subdivision, Lot 2 from Resort Commercial to Resort Residential to be consistent with the SSACP criteria for approval for a Minor Amendment.

Motion:

Planning Commission recommends approval of CP-09-02 with the findings that the application is consistent with the criteria for approval in Appendix E of the Steamboat Springs Area Community Plan.

MOTION

Commissioner Hanlen moved to approve CP-09-02 and Commissioner Levy seconded the motion.

DISCUSSION ON MOTION

Commissioner Levy –

I don't see why future land use map changes can't be held in a policy session and not just an application. This is our vision. If we were to downgrade the vision that doesn't directly affect the property. In other instances we've said that the future land use map is not binding and doesn't necessarily create an expectation. I think that we can say what our vision is at any time with or without specific landowner approval. I think that when we have

the time that we should be looking at that on more of a policy approach. This change is certainly consistent with what everyone expects to happen.

Commissioner Hanlen –

It doesn't create a guarantee, but it does create expectations.

Commissioner Beaugard –

I'm torn whether or not I can support it, because I've said in the past hearings I liked the zoning the way it is. If that's the case for various reasons mainly surrounding neighborhoods then I would want to change the future land use map to neighborhood residential. This is closer to neighborhood residential. I would support this motion.

VOTE

Vote: 5-0

Voting for approval of motion to approve: Beaugard, Hanlen, Levy, Slavik and Meyer

Stepped Down: Lacy

RECOMMENDED MOTION for ZMA

Staff finds this Official Zoning Map Amendment to change the zoning from Residential Estate One, Low Density (RE-1) to Resort Residential Two, High Density (RR-2) for a 1.40 acre parcel known as SCE Subdivision, Lot 2 to be inconsistent with the following Community Development Code criteria for approval for an Official Zoning Map Amendment:

- Compatibility with Surrounding Development
- Advantages vs. Disadvantages
- Consistent with Purpose and Standards of the Zone District

MOTION

Commissioner Hanlen moved to approve ZMA-10-03 and Commissioner Meyer seconded the motion.

DISCUSSION ON MOTION

Commissioner Hanlen –

When the transit study was anticipating 100 units, 20,000 square feet of commercial and a 3,000 square foot restaurant I think that everyone in the room would be in agreement that putting a restaurant or 20,000 square feet of commercial would be nuts. With the implication of 100 units up there and I haven't done an analysis to see what would fit up there based off of the RR-2 zoning, but based off of the double setback, the setback off of the creek, and the significant topography on that I think that you're limited on what can actually fit on the site. When that was implied at 100 units, if we just use that portion of it and throw out the commercial, is that implying a G-1 or higher zoning?

Jason Peasley –

I think that the 100 units was the 142' building.

Commissioner Hanlen –

For that reason where they just took Highlands even though it wasn't approved. It was a pie in the sky idea and they just took those numbers?

Jason Peasley –

They had to go off of it with the best information they had at that time. That's significantly higher than what would be approved.

Commissioner Meyer –

One of the reasons why I seconded the motion is that I'm reading the master traffic study and on pg 2-25 it basically recommends that improvements be made to the intersection of Mt. Werner Cr. and Burgess Creek Road. It's recommending the improvements be completed prior to any additional development traffic accessing Burgess Creek Rd. I would expect that when this comes back or any other development that we see accessing off of Burgess Creek that it's going to have to include some Public Works improvement. I was certainly cognizant of the public comment regarding traffic and safety and it seemed to me that intersection is key to being able to have vehicles. If there was blockage at that intersection then every single development up Burgess Creek would be affected.

Commissioner Slavik –

The reason why I'm having concerns with this and probably will not support the motion it seems not from a safety perspective, but from the 3^d dimension talking about that is not well defined. I understand that can be in the DP process. It does look to me that the RR-2 with the locational requirement that Jason Peasley had pointed out it doesn't seem as directly adjacent or close enough to be the RR-2. If it was one of the zone districts without that requirement then possibly I could support it, but I won't be supporting the motion right now.

Commissioner Levy –

I won't be supporting the motion. I agree with the staff report. There are no other current RR-2 that's not adjacent to the ski area. This piece is not adjacent. I assume that safety wasn't included in the staff report, which is included at the DP and DPF process. We don't know what's going to happen on this property. The zoning alone doesn't create a safety problem. I think the expectation is that we have some resort level development, because it is RR. Just because it's RR doesn't mean that it has to be the highest level of RR even though it's in the URA. Redevelopment will be an increment. The last time I thought that RR-1 creates a better buffer between the more residential areas and the resort area.

Commissioner Beauregard –

My reasoning for not supporting the motion is a little abstract. If all I did was read these documents and just heard the arguments then I would probably be supporting it. When I get out on the property it is such a reventant piece. The elevation grade between the upper and lower road is huge. The river runs right through the middle of it. It almost feels like the piece of property left at an intersection where the off ramp circles around. The impacts on a property like that are so much greater to that surrounding neighborhood than if it was just down in a hole and if it didn't have the road wrapping all the way around it. You get out on this property and you wonder how anybody could build anything other than a single residence on here. I've spent quite a bit of time out there and I think that because of the extreme nature of this property and because it's such a unique property. It's not going to be easy to build on. We saw that with the prior application with the shoring and the stabilizing of the landscape and everything else. This property in itself if I just looked at this property without any other mapping I would say that there's no way that we would want that

kind of high density on this piece of property. I think logically if you go through the maps and you look at the vicinities then it might make sense to support it. For me it's an abstract and a real site specific reason for wanting to keep it this way.

Commissioner Hanlen –

You can argue that the previous application wasn't examining the financial cost to benefit of the impacts that they were trying to achieve. For example the soil nailing that they were proposing, changing the location of the road, we're now inferring what the future application would be proposing. The way that I see a parcel like this being developed is that you don't try to push those extents as hard, because there won't be a sufficient return to warrant going that deep into the hillside or that far into that point. Without seeing a DP application we don't know what that impact is going to be. The way that I see the site being used is of the portion of the lot that we're seeing tonight maybe only 1/3 or 1/2 of the parcel directly adjacent to the existing condos as being usable. To think that somebody is going to try and push out into the boot shape; I don't see that being financially feasible. To say that somebody is going to do that is inferring something that needs to be presented in a DP as opposed to a simple rezone.

Commissioner Beauregard –

The rezone is allowing that.

Commissioner Hanlen –

You have setbacks off of the creek and road. It would be a variance to the front setback off of the right of way to build as they had previously proposed. You have a double front setback in this case, which is further increased by the setback off of the creek. If you come in with a new proposal, the use by right for this zone district, or simply following the rules without any variance creates a very small building envelope on the new lot. You would have to request a variance that changes what would be allowed by right if you wanted anything other than that.

Commissioner Slavik –

That's one of the things that RR-2 is going to force them into requesting a lot of variances. Is that what we want to do?

Commissioner Hanlen –

You're inferring we don't know what they're going to do. If I was developing this parcel I wouldn't be pushing out into the boot because for the couple more units that you would gain as the money that it would cost to push out into that boot you wouldn't get a sufficient return. The cost to benefit analysis doesn't warrant it. That's something that I would do if I was developing this piece. It's merely speculation. Unless you see a DP you don't know what that's going to be. Again because of all of the setbacks you're fairly impinged already and to exceed that setback you have to ask for a variance. That's in the form of a DP.

Commissioner Slavik –

We're setting the limitation. For example from RR-1 to RR-2 the number of units that are permissible the square footage is different.

Commissioner Hanlen –

The setback is the same. The only difference is the height.

Commissioner Slavik –
And the lot coverage.

Commissioner Hanlen –
RR-2 has a 0.65.

Commissioner Meyer –
RR-1 has a 0.50.

Commissioner Hanlen –
Based off of the setbacks you won't come close to your lot coverage. It's a deceptive thing until you see what can fit on the site. Because of the way that the previous application went we all have this image in our head of what's going to be built on the site. All that we're doing tonight is addressing zoning not the DP.

Commissioner Slavik –
We're looking at the adjacent zoning and the transition from one zoning to another. I think that Commissioner Levy was right when he said that there aren't any other RR-2's that aren't adjacent to the ski slope.

Commissioner Hanlen –
Eric Smith's point is that those buildings don't fit the zoning that they're sitting within.

Commissioner Slavik –
We should have different zoning criteria. If something has already been there before and been grandfathered in does that mean that we should change all of the other units or go with the way that we're trying to create the zoning transition? That's opinion.

VOTE

Vote: 2-3

Voting for approval of motion to approve: Hanlen and Meyer

Voting against the motion to approve: Beauregard, Levy, and Slavik

Stepped down: Lacy

Absent:

Motion failed

MOTION

Commissioner Levy moves to deny SCE Subdivision Lot 2 ZMA-10-03 because it doesn't meet the criteria for approval and especially compatibility with surrounding development and consistent with the purpose and standards of the zone district and Commissioner Slavik seconded the motion.

DISCUSSION ON THE MOTION

Eric Smith –

I would like to request a tabled motion. We can work with staff to change this to an RR-1 zone.

Commissioner Levy moved to table ZMA-10-03 to November 18 and Commissioner Hanlen seconded the motion.

VOTE

Vote: 5-0

Voting for approval of motion to table: Beauregard, Hanlen, Levy, Slavik and Meyer

Stepped down: Lacy

Discussion on these agenda items ended at approximately 6:22 p.m.

SCE Subdivision Lot 2 #ZMA-10-03 Official Zoning Map Amendment to change the zoning of SCE Subdivision, Lot 2 from Residential Estate One, Low Density (RE-1) to Resort Residential One, Low Density (RR-1). SCE Subdivision, Lot 2 is located at the corner of Burgess Creek Road and Storm Meadows Drive. *Tabled 10/28/10*

Discussion on this agenda item started at approximately 5:04 p.m.

Commissioner Lacy stepped down.

STAFF PRESENTATION

Jason Peasley –

This is a continuation of the application for the rezoning of SCE Subdivision Lot 2 from the last meeting. At that meeting a tabling was requested so the applicant can come back to staff and explore RR-1. Our analysis has changed based on the different zoning. There are new public comments regarding this agenda.

APPLICANT PRESENTATION

Eric Smith –

There has been a change request from RE-1 to RR-1.

COMMISSIONER QUESTIONS

Commissioner Levy –

One of the letters from Ron Smith talked about convincing evidence. It seemed like the letter went on to talk about the type of building that might not meet the RR-1 zone district. The code does talk about clear and convincing evidence, but just about the 5 criteria for the zoning change. Can you speak to that?

Jason Peasley –

There is a section within the code that establishes this threshold in which an application needs to meet the approval of the rezoning. On pg 2-4 it says 'the ordinance approving the rezoning amendment shall be approved and adopted only if it appears by clear and convincing evidence presented during the public hearing before City Council that the following conditions exist'. To my understanding it sets the bar for you to meet those criteria to be pretty high.

Commissioner Levy –

What I got from the letter was that he was stating that there was a certain expectation for RR-1, and because of the limitations of that property those might not be able to be met. Since we're up zoning we assuming that there's a bigger building and it's not clear and convincing that that properly sized RR-1 building can be placed on that lot. Is that relevant at a zoning meeting? It doesn't seem like that's required as clear and convincing evidence. I think what it is asking is the lot and all of the dimensions of that lot eligible for RR-1. We don't look at the type of development that might occur other than that.

Jason Peasley –

My analysis of that is that you do take that into account a little bit the scope of what that zone district allows. The 63' of height and the volumetric box that's created through the development standards it's not guarantee, but a potential for that particular site. The DP

and FDP would have to show that they met all of those criteria and standards for approval of the DP and FDP to fill-out that volumetric box.

Commissioner Levy –
That's not a concern or a direct consideration.

Jason Peasley –
There a few criteria that you can look at in that context.

Commissioner Hanlen –
Is the primary change from staff not supporting RR-2 to staff supporting RR-1 is the adjacency to the ski slope?

Jason Peasley –
That's a primary change in our analysis. When you propose RR-1 there's no longer a location criteria. RR-2 is very unique and is the only zone that has location as a requirement. I found that to be more compatible with the surrounding area.

PUBLIC COMMENTS

Ron Smith –
We oppose the zone change from RE-1 to RR-1. The standard to change that is that the applicant must meet 5 criteria; the first one is justification, the second one is compatibility with surrounding development, the third is advantages versus disadvantages, the fourth is consistent with the purpose and intent of the zone standards, the fifth is the effects on the natural environment. We feel that the applicant has failed criteria 2-5. The second criteria is compatibility with surrounding development and we would like you to consider the zoning map. The zoning map was previously submitted with the previous application. (He mentioned the zoning for the surrounding property). The surrounding zoning areas are not consistent with this change. The only change is that the staff changed their recommendation. The only finding that they changed was going from 75' down to 63'. All of the other findings are the same. That 12' 1-story change while significant does not make the changing of the zone district compatible with the surrounding development. The third criteria is do the advantages outweigh the disadvantages. In the first staff report on pg 2-6 it states 'the site is located on Burgess Creek Rd, which is a one way in one way out access. This concern is not specific to this site, but is a concern with the fire chief. Adding additional density to the Burgess Creek neighborhood without a secondary access adds to the existing problem of providing emergency services to the area'. On the first staff report they found that it was not consistent with the RR-2 zone, which is why they required a denial at that time. By lowering the building by 1 story that doesn't lower the density enough to change that criteria. What you're doing is you're selling out the safety of the community members that live up that road. You're selling their safety for additional building size to a developer. The purpose and standards of the zone district, that talks about the highest intensity of residential use. On this lot with this hill and creek I don't think that this lot should be the highest intensity possible. To state that it won't have any adverse effects on the natural environment when you have the capacity to cover 50% of the lot and to go up 63' is very consistent.

Bill Moser –

On pg 2-6 it says 'while this site is located on Burgess Creek Road which is a one way in, one way out access, this issue is not specific to this site but is of concern to the City Fire Chief'. It seems like an easy decision to make when it comes down to life safety. Please weigh this carefully.

FINAL APPLICANT COMMENTS

Eric Smith –

There is no single family zoning surrounding this property. All of the properties in Ski Time Square are either G-1 or G-2. The property that is accessed off of Storm Meadows Drive are all RR-1. This is the only single family property in this area. The one way access was something that was discussed extensively when the comp plan was developed. Ski Time Square only has a one way in, one way out access.

FINAL STAFF COMMENTS

Jason Peasley –

We've done some preliminary discussions with the Fire Chief about looking at some options for addressing this. We're following through with looking at some options.

FINAL COMMISSIONER COMMENTS

Commissioner Hanlen –

What's the current height of Bronze Tree?

Eric Smith –

6 stories with 12' per story.

Commissioner Hanlen –

What's the approximate drop from the front of the property to the back of the property from road to road on this site?

Eric Smith –

20' to 40'.

RECOMMENDED MOTION

Staff finds this Official Zoning Map Amendment to change the zoning from Residential Estate One, Low Density (RE-1) to Resort Residential One, Low Density (RR-1) for a 1.40 acre parcel known as SCE Subdivision, Lot 2 to be consistent with the Community Development Code criteria for approval for an Official Zoning Map Amendment.

MOTION

Commissioner Hanlen moved to approve ZMA-10-03 and Commissioner Slavik seconded the motion.

DISCUSSION ON MOTION

None

VOTE

Vote: 4-0

Voting for approval of motion to approve: Hanlen, Levy, Slavik, and Meyer

Stepped Down: Lacy

Absent: Beauregard

Discussion on this agenda item ended at approximately 5:26 p.m.

Jason Peasley, City Planner
City of Steamboat Springs, CO
RE: SCE Subdivision, Lots 1 and 2 (Ski Country) # DP-12-02
DATE : August 13, 2012

The Bronze Tree Association has several concerns regarding the proposed Ski County Lodge. With only a five-day notice, I only have time to address a couple of major concerns, easement and setbacks.

The plans indicate that connectivity to Ski Time Square is across Bronze Tree property and down a set of stairs and continues between Kutuck and the Bronze Tree. No mention is made of that portion of the Bronze Tree property where all foot traffic will actually pass both coming and going to the ski slopes.

The Planning Commission needs to be aware that Burgess Creek Holdings signed an easement agreement with the Bronze Tree Association in 2005 and that Ski Country LLC signed as assumption of that agreement in 2007.

Among other things, that agreement included provisions for the Bronze Tree Association to improve the area of the easement to make it functional and attractive for the Ski County guests. Bronze Tree was willing to do that for them. That portion of the agreement called for Burgess Creek and then Ski Country to make five (5) annual payments of \$10,000 to be expended by 2015. Only four payments were made. Those funds are currently escrowed.

When Ski Country assumed the property and signed the assumption agreement in 2007 they were fully aware of their contractual obligation. **Rather than fulfill that obligation they requested a revisions to the agreement as condition for making its final payment on the contract. When the Bronze Tree Association did not accept those conditions, the final payment was not made and they broke off communications.**

Now we come to this point in the planning process and discover that there is yet another owner using the same name that is not aware that an easement agreement ever existed. The current set of plans seems to presume that an easement has been attained, or is not needed, for owners and guests of the Ski Country Lodge to access the ski area through the Bronze Tree property and utilize the ski-in trail jointly maintained by Storm Meadows, Bronze Tree and Kutuck associations.

The situation needs to be resolved before the Planning Committee approves the proposal. Forwarding this proposal to the City Council and thus "kicking the can down the road" would be unfortunate.

For many years, the Bronze Tree Association and the neighboring associations have enjoyed a friendly relationship that recognizes that cooperation benefits everyone. This was the relationship that was understood and fostered by the easement agreement between Burgess Creek Holdings and the Bronze Tree Association.

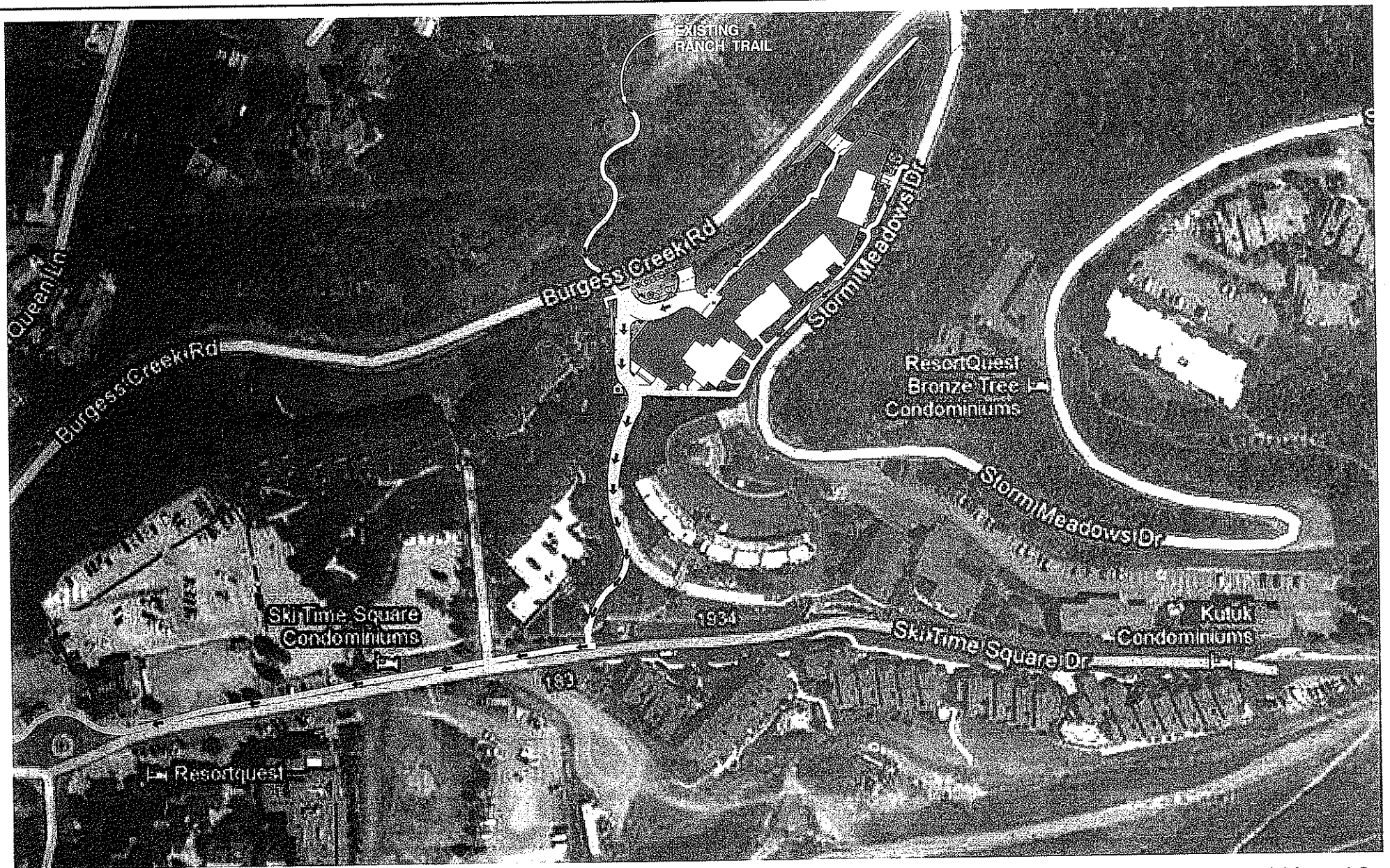
On behalf of the Bronze Tree Owners' Association, I request that the Planning Commission not approve these plans at this stage until Ski Country LLC has the easement agreements in place that are required.

The second major concern, one that has been expressed previously, is the effect that construction of retaining walls and a building of this mass will have on the structural integrity of the Bronze Tree parking structure. What appears to be a black top circular drive on several of the Ski Country plans is actually the top of a two level entrance to underground parking. All parking at the Bronze Tree depends on this structure. Without it, the building would be essentially shut down. This is not an issue of liability insurance, because compensation would not equate to the loss of access for owners and rental guests. The precautions must be taken now in the planning process to ensure that the building does not endanger the Bronze Tree parking structure.

Other concerns, such as traffic congestion, exit routes in case of fires, stability of Storm Meadows drive and other topics will be presented at a later time. Our legal consul will also be addressing of these concerns as well. Thank you for your consideration.

Sincerely yours,

Clayton F. Thomas, President
Bronze Tree Owners' Association



Jason Peasley

From: bronzball@aol.com
Sent: Monday, August 13, 2012 4:37 PM
To: Jason Peasley
Subject: Re: Steamboat Highlands Update

--Original Message--

Jason:

This project still puts too much additional traffic onto a road which does not conform to City specifications. This is already one of the most heavily trafficked roads by automobiles, buses, and trucks during the ski season because of dropoffs at the Thunderhead lift. It also has incredibly heavy and dangerous pedestrian and bike traffic in the summer. Furthermore, any set back variance would only make it more difficult in the future should the City decide to bring the road to normal specifications. This road was designed and built by John Fetcher to serve a few residential properties. It was never built for, and intended to be used for, the purposes for which it is now being used and the City just continues to exacerbate the problems on the road-- first by allowing the construction and rental of private homes that house up to 16(and often more in excess of the ordinances) and now by even considering the use of Burgess Creek road by a 74 unit condo project. Jim and Barbara Bronner

From: Jason Peasley <jpeasley@steamboatsprings.net>
 To: Art Wittern <director@wittern.com>; Barbara and Jim Bronner <Bronzball@aol.com>; Bill Jameson <wintercondo@comcast.net>; Bill Moser <bmoser2@earthlink.net>; Brandy McHan <bmchanparalegal@gmail.com>; Charles Harth <ChasHarth@aol.com>; David Parish <david.parish@calypsocontrol.com>; Don Mathes <mathes2@comcast.net>; Gayle Strong <StrongG@gtlaw.com>; Gregg Strong <greggstrong@mac.com>; Jim Ronner <jwronner@verizon.net>; Joanne Erickson <joanne@steamboatexpert.com>; Joe Bier <joe4bier@gmail.com>; John de Wardt <jdewardt@dewardt.com>; Maria McEvoy <mariamcevoy@hotmail.com>; Mary Alice <maryalice@pageallenassociates.com>; Monica Hansen <mmmccue1@aol.com>; Paul Sachs <psachs@paulsachspc.com>; Peggy Rogers <progers@mtn-resorts.com>; Randy Boyer <randybo@comcast.net>; Ron Smith <rsmith16673@earthlink.net>; Steve Aigner <smyaig@gmail.com>; Susan Allen <susanballen@aol.com>; Susie Hadden <shadden@mtn-resorts.com>; Tee Murray <Teetee80477@yahoo.com>; Terrance Riordan <terrence.riordan@nb.com>; Tim Rast <TRastello@hollandhart.com>; Todd Moore <tmoore@resortquest.com>; Vincent & Karen Plona <PLONAVT@aol.com>
 Sent: Mon, Aug 13, 2012 11:08 am
 Subject: Steamboat Highlands Update

All,

The project at the corner of Burgess Creek Road and Storm Meadows Drive (formerly known as Steamboat Highlands) is back again. They are scheduled for public hearing before the Planning Commission on Thursday, August 23 and City Council on Tuesday, September 4.

If you have any comments on the project please email them to me before Thursday's meeting and I will make sure that they are included in the public discussion.

Attached is the first set of drawings. I will send two more emails with the remainder.

Thank you,

Jason K. Peasley, AICP
 City of Steamboat Springs
 City Planner
 o. (970) 871-8229
 f. (970) 871-8285
 jpeasley@steamboatsprings.net

Participate in the Steamboat Springs Area Community Plan Update at: www.steamboatsprings.net/communityplan