



July 31, 2023

City of Steamboat
Planning & Community Development
124 10th Street
PO Box 775088
Steamboat Springs, CO 80477

Project: **ASTRID Condominiums at 156399201 (PL20220662)**

Address: MAIN LOT - EXPANSION PROPERTY SUBJECT TO DEVELOPMENT RIGHTS, EDGEMONT
CONDOMINIUM - BUILDING A TOTAL: 3.266 ACS

TRIANGULAR LOT - OUTLOT, SKI TRAILS F3, BLK 2 TOTAL .16AC

SOUTH LONG LOT - OUTLOT SKI TRAILS SUBD F3 BLK2 TOTAL .86AC

Re: Response to DRT Comments #1

To Whom It May Concern:

Please see the attached responses to the DRT Comments #2 for the **Astrid Condominiums** located at the end of the existing Gondola Lane Road ROW. This revised narrative is being provided on behalf Fuse Family Ventures, LLC. Please let us know if you have any questions.

Thanks,

A handwritten signature in blue ink, appearing to read 'Eric P. Smith', with a stylized flourish at the end.

Eric. P Smith
ESA Architects

Project Narrative

The subject property includes Lot 9 & 10 of the original Ski Trail subdivision, filing 3, but excludes the existing Edgemont condominiums that were constructed on a portion of Lot 10 as Phase 1 of an overall approved project that included Edgemont Phase 1 & 2 that encompassed development on both lots 9 & 10. These lots are accessed from the Gondola Lane Right-of-way that runs from Ski Trail Lane to Lots 9 & 10. The current survey for the property refers to Parcel 1A and Parcel 2 which were acquired by Fuse Family Venture from Kevin Stoneburner, who purchased this property from Fortress when they decided not to construct Edgemont Phase 2 pursuant to the original approved plans. Fuse Family Ventures, after purchase from Stoneburner, acquired the out lot from Gondola Lane Right-of-way to Ski Trail Lane from the Joseph M. Brennen estate. A current survey has been provided to show the ownership of this parcel of land.

The proposed project includes construction of Gondola Lane in the existing Gondola Lane Right-of-way as well as an extension of Gondola Lane onto Lots 9 & 10 to access the proposed future buildings to be constructed on this property which include the following.

- Building 1 – 41 units
- Building 2-3 – 12 units
- Building 5 – 6 units
- Building 6 – 6 units
- Building 7 – 4 units
- Pool Building – Amenity Use Only

Buildings 1 thru 6 + Pool Building all access from the Gondola Lane extension.

Building 7 is accessed from the existing Bear Claw/Edgemont Drive.

Building 1 will be constructed adjacent to the ski hill and will be a concrete and steel structure constructed over 2 levels of underground parking to a maximum height of 105 feet.

Buildings 2 thru 6 will be conventional stick framed structures containing 3 stories above a concrete podium, under building parking structure.

The pool building will be a two-story wood framed structure to accommodate the amenities associated with the pool and hot tub facilities for onsite residents and guests.

Building 7 will be a 4-story building constructed on the downhill side of the Edgemont driveway with attached garages on the main level with one condominium unit at grade behind the garages, 2 units on levels below and one unit on the level above the entry.

All buildings will be served with a common elevator making all units in all buildings Type B design from an accessibility perspective. There will also be Type A units as required by building code constructed throughout the various building types.

The existing Ski Inn Condominium parking lot encroaches onto the existing Gondola Lane road right-of-way and the Astrid developers have agreed as part of this application to reconstruct the Ski Inn parking lot to provide the same number of parking spaces outside of the Gondola Lane right-of-way so that there will be no loss of parking for the Ski Inn HOA.

As part of the reconstruction of the Ski Inn parking lot the Astrid development has also agreed to rework the sidewalks and trail connections from Ski Inn to the new ski trail and pedestrian easement provided along the west property line of the Astrid property.

Based on discussions with the Ski Trail Condominium HOA the Astrid developer has agreed to reconstruct and pay for the retaining wall along the east side of the existing Ski Trail parking lot as it adjoins the Astrid properties west property line.

All of the check-in and the majority of the amenities for the overall property will be provided in Building 1 with the exception of the pool and spa facility that will be provided in the separate pool building that will be located between Building 1 and Building 6. Prior to construction of Building 1, all check-in and management services will be provided from the front desk at the Bear Claw Condominium building.

The amenities included in Building 1 will be Overall Management Space, Management Laundry, Dog Wash Area, Mail Room, Conference Room, Fitness Room, Ski Club and Ski Locker Area, Private Condominium Club and associated Roof Top amenities. The pool building will include an exterior pool and hot tub facility as well as interior lounge and private restrooms and changing areas.

709.C Criteria for Approval

Development Plans shall be approved upon a finding that the following criteria are met:

- 1. The Development Plan is consistent with the character of the immediate vicinity or enhances or complements the mixture of uses, structures, and activities present in the immediate vicinity.**
- 2. The Development Plan will minimize any adverse impacts on the natural environment, including water quality, air quality, wildlife habitat, vegetation, wetlands, and natural landforms.**
- 3. The Development Plan provides adequate vehicular access, considering grade, width, and capacity of adjacent streets and intersections; parking; loading, unloading, refuse management, and other service areas; pedestrian facilities; and public or private transportation facilities.**
- 4. The Development Plan complies with all applicable requirements of this CDC.**

1. Consistent Character

The Development Plan is consistent with the character of the immediate vicinity or enhances or complements the mixture of uses, structures, and activities present in the immediate vicinity.

The Astrid Condominium Project is in the RR-2 zone district. As defined by the Steamboat Springs CDC, RR-2 is a zone, "Intended to provide areas for high density residential and lodging uses and development with a mountain

resort character that is complimentary to and supportive of the base area in terms of intensity, density, uses, and connectivity. These zone districts accommodate development that serves as a gateway to the mountain resort area with density and intensity increasing closer to the base area.” The proposed buildings comply with the setback requirements from the RR-2 zone district as well as the overall height of the 75 feet. Building 1 will be close to the 75-foot maximum, while Buildings 2-7 and the Pool Building will be substantially below the maximum height. Lot coverage is well below the 65% maximum and there is no floor area ratio limit or density limit in the RR-2 zone district. The building mass for Building 1 is similar to the existing Edgemont building although our overall building heights are lower than Edgemont while the overall building length is similar to the existing Edgemont building.

All the parking required on site is provided under each building except for Building 7 which has 4 private attached 2-car garages for each of the 4 units.

2. Impacts on the natural environment

The Development Plan will minimize any adverse impacts on the natural environment, including water quality, air quality, wildlife habitat, vegetation, wetlands, and natural landforms.

The proposed development plan is located on a site that has no existing significant vegetation or improvements other than native grasses exist on the steep site which slopes down from the northeast to the southwest. The only vegetation to be disturbed as part of this development is for the construction of Gondola Lane in the existing Gondola Lane Road right-of-way.

3. Adequate vehicular access

The Development Plan provides adequate vehicular access, considering grade, width, and capacity of adjacent streets and intersections; parking; loading, unloading, refuse management, and other service areas; pedestrian facilities; and public or private transportation facilities.

Vehicle access to the property will be achieved by construction of Gondola Lane in the existing Gondola Lane Road right-of-way from Ski Trail Lane up to Building 1. Fire Department turn around will be provided at Building 1. A central trash area will be provided at Building 1 that can be accessed from the exterior for trash collection and from the interior for all building residents. Refuse management for Buildings 2-7 will occur in each building via roll outs for trash and recycle. A sidewalk will be constructed along Gondola Lane from Building 1 all the way down Gondola Lane to the existing Ski Trail Lane access. As part of the Gondola Lane reconstruction, the Ski Inn Condominium Association Parking Lot that encroaches into the existing road right-of-way will be reconstructed at the Astrid Development expense on the Ski Inn property so that it is reconstructed out of the existing road right-of-way and entirely on Ski Inn property. Access for Building 7 will come from the existing Bear Claw Edgemont drive access and can be developed without reconstruction of the existing drive access.

4. Compliance with all applicable requirements of CDC

RR-2 Zone District Standards

210.A Purpose

The Resort Residential zone districts are intended to provide areas for high-intensity residential and lodging uses and development with a mountain resort character that is complementary to and supportive of the Base Area in terms of intensity, density, uses, and connectivity. These zone districts accommodate development that serves as a gateway to the mountain resort area with density and intensity increasing closer to the Base Area.

The proposed project density and intensity use is consistent with the RR2 zone district standards while still complying with the required building height setbacks and lot coverage ratios. The site is designed as such that the building with greatest intensity (Building 1) is located adjacent to the ski hill and all units on the property will have access to the ski hill through the ski room and ski club facility located in Building 1. Building 1 will include central front desk and management space to facilitate easy building management and rental operations for maximum nightly occupancy.

Article 4

401 Waterbody Setbacks

This provision does not apply as there are no waterbodies adjacent to the proposed development.

402 Landscaping

A landscape plan is provided with this submittal and provides landscaping on all areas on site except building and paved areas. There are very little surface parking spaces provided and essentially all parking provided on the site is within building garages or underground parking areas to minimize surface parking on the site with exception of parking under and around the porte-cochere area for building check-in and deliveries. Automatic irrigation is provided for all landscaping areas. All buildings on the site have sloped roofs with the exception of Building 1 which has flat green roof components and roof top public amenity space. Most of the landscaping on the flat roof top of Building 1 will be Xeriscape.

403 Buffering, Screening, and Fencing

There are no proposed fences or screens along the property lines other than transparent fencing that will be installed around the pool area deck for security purposes. All other areas will be on the site will be buffered with landscaping.

404 Revegetation

All areas of the site disturbed by construction will be relandscaped pursuant to the landscape plans submitted with this application. The only areas of the site not disturbed will be portions of the Out Lot running adjacent to Gondola Lane up to Ski Trail Lane which will not be touched as part of this construction.

405 Exterior Lighting

There will be minimal site lighting provided at each building entry, at each building private balcony, and along egress pathways. All light fixtures will meet the dark sky standards and have fully shielded light sources.

406 Off-Street Parking

Site parking will be provided under the buildings or in the garages at Building 7. There will be temporary parking for check-in and delivery parking at the porte-cochere in Building 1. There are also two guest parking spaces located south of Building 2-3.

407 Off-Street Loading

Off-street loading will be provided at the Porte-Cochere for Building 1. Trash pick-up will also be in this location.

408 Refuse Management

All trash from Building 1 will be stored in a common trash room on the ground floor of Building 1 adjacent to the entry drive for easy pick-up. There will be an interior entrance to this trash area for residence and housekeeping and these trash areas will include recycle capabilities. The trash and recycle for Buildings 2-7 will be in rollouts located in the underground parking garage and private garages.

409 Snow Storage

Snow Storage will be provided for the entry road and walks from Ski Trail Lane up to the entry drive for Building 2. The paving in front of Building 1 and down the ramp to the Building 1 underground parking will be snow melted as well as the patio slabs around the pool area. All entry drives into Building 2-7 will be snow melted so the only snow removal remaining will be from the street and sidewalk down from Building 6 entry to the lower portion of Ski Trail Lane. See Snow Storage Plan for more information .

413 Phasing

It is anticipated that the project will be phased as follows:

- Phase 1 – Building 7 and Gondola Lane Access Drive
- Phase 2 – Buildings 5 & 6
- Phase 3 – Buildings 2-3
- Phase 4 – Building 1 & Pool Amenity Building

415 Clear Vision Setbacks

Clear Vision Setbacks will be provided at the intersection of Gondola Lane and Ski Trail Lane. Gondola Lane intersects Ski Trail Lane at 90 degrees providing good visual access up Ski Trail Lane to the left and down Ski Trail Lane around the switch back to the right.

416 Outdoor Storage

There will be no outdoor storage provided on this site.

417 Internal Sidewalks

Internal sidewalks will be provided from the south side of Building 7 to a sidewalk behind Buildings 2-3 that connects these structures with Building 1 and Gondola Lane. There will also be a sidewalk along the side of Gondola Lane from the pool amenity building down Gondola Lane to Ski Trail Lane to provide pedestrian access from Ski Trail Lane up to all the buildings within the Astrid development. There will also be a soft surface ski trail provided along the west property line from the ski hill down to and across Gondola Lane and up to the existing Ski Inn sidewalks.

418 Retaining Walls

Because of the steep slope of the site there will be retaining walls along the north side of the pedestrian sidewalk behind Buildings 2-3 and along the east side of the Porte-Cochere access. There will also be retaining walls along the northwest and southwest portions of Building 1 to accommodate the grade transitions and sloped driveway

down to the underground parking in Building 1. There will also be retaining walls around the pool deck separating the pool deck from the Building 1 sloped garage entry and the pool deck from the ski trail below on the west side. There will be a retaining wall south of Building 5 & 6 to facilitate storm water detention in the area and a newly constructed retaining wall along the property line between Astrid and Ski Trail condominiums being rebuilt at the request and agreement of Ski trail Condominiums. Another retaining wall will need to be constructed between the Ski Inn Condominium property's new parking lot reconstruction and the Gondola Lane Road to facilitate the grade change in this area. There will also be retaining walls at Building 7 to facilitate the west drive. See attached Variance Request for retaining wall heights.

419 Flood Damage Prevention

There is no flood damage prevention provided on the site as we are not in any existing flood plain or flood way. We are providing provisions for storm drainage from the site as well as storm water detention and treatment areas as required to control off site flows and water quality issues.

420 Accessory Buildings and Structures

The only accessory building is the Pool Amenity Building which will contain restrooms and support facilities for the pool as well as the upper-level lounge areas.

421 Open Space

The Open Space provided on site exceeds the 15% minimum standard. Open Spaces provided around the proposed buildings on site as well as between the Astrid buildings and the existing Edgemont condominium building and pool facilities. All this proposed open space will be landscaped pursuant to our landscape plan. The only other open space contained within Parcel 2, which is undeveloped other than for drainage facilities and landscaping and the upper portions of the out lot which are undisturbed by this construction between Norwegian Log and the Bear Claw Duplex lots on the other side of the out lot.

426 Access

Access is provided to the site through the construction of Gondola Lane in the Gondola Lane Road right-of-way and extension of this access drive up to Building 1. Access to all the vehicle garages for Building 1 - 5 will occur from the Gondola Lane access drive. Access to Building 6 will be through the Building 5 garage. Access to the Building 7 parking will occur from the Bear Claw/Edgemont access drive.

440 Base Area Design Standards

City of Steamboat Springs Mountain Base Area Standards

440.A Purpose

1. Create a distinct and unified architectural character that creates a sense of community, heritage, and harmony within the larger landscape.
2. Provide accommodation for the high-density, high-amenity residential and resort uses consistent with the gateway area to the mountain resort community.
3. Ensure all development reinforces the interconnection of the resort area through a high quality, integrated, and active pedestrian system of public streets, sidewalks, recreational paths, open spaces, and gathering areas.
4. Ensure the densest development in the City accommodates flexibility and creativity in the development of land in order to provide a quality pedestrian-oriented environment.
6. Create a unique mountain design vocabulary that is related to but discrete from that of the

original historic town of Steamboat proper.

7. Reflect the western building tradition of strong, simple, traditional building forms as seen in ranch complexes and older, WPA-era national park hotels.

8. Break down the visual and physical mass and scale of larger buildings within the Base Area.

440.C Building Placement and Orientation

Buildings 1 through 7 are oriented with entrances directly on the Gondola Road access drive extension. Building 7 has access directly from the Bear Claw/ Edgemont access drive.

Building 1 is a double loaded interior corridor building with units on the north side facing the ski area and on the south side facing the valley views. Building 1 has exterior rooftop public areas that take advantage of solar exposure to the south and west as well as views to the ski area.

The Pool structure has the pool and pool deck areas facing south and west for maximum solar benefit. The pool building has its main entry facing the Gondola Lane access road for easy pedestrian connections to Building 1 as well as Building 2 thru 6. All amenities provided on site will be for the use of Astrid Owners and guests. Because of limited public access to this site a contribution of 1% will be made to the city for off-site public amenities. All skier access to the ski area for Buildings 1 thru 6 will be provided through the Building 1 ski access and locker amenity area directly to the ski mountain.

To maximize the residential density adjacent to the snow the majority of the density on this site is placed in the larger Building 1 which contains approximately 41 condominium units. Buildings 2 thru 6 which are located further away from the edge of the ski area, are smaller structures along both sides of the Gondola Lane access road. They are smaller mass buildings allowing for more view corridors from this access drive and surrounding buildings.

440.D Access

Each building derives its primary access from either the Gondola Lane access road or the existing Bear Claw/Edgemont access drive. Building 1 has a dominant porte-cochere roof cover and Buildings 2 thru 6 have clearly identifiable entries directly to the Gondola Lane access drive. Building 1 has a secondary primary access directly to the ski area to facilitate ski-in/ski-out access for Building 1 thru 6, residents and guests. Building 7 is accessed directly from the existing Bear Claw/Edgemont access drive.

440.E Building Massing

Overall building massing is divided between a total of 6 buildings including the Pool Building with the largest structure being directly on the ski area and adjacent to the Edgemont Phase 2 building which has a similar length and general massing although the proposed Astrid building complies with the maximum 75 height limit which the existing Edgemont building exceeds. Building 1 has multiple building steps as the building transitions up from west to east along the existing grade of the ski area and steep grade of the Astrid property. All buildings have substantial articulation which includes multiple building planes as well as multiple exterior balconies. These buildings are further articulated with multiple sizes and forms from Building 1 to Building 7 going from 41 units to 4 units as well as the smallest structure which is the pool building located between Building 6 and Building 1.

440.F Roof Forms

Buildings 2-7 all have sloped roof forms that meet the 6/12 minimum slope. Building 1 has a green roof that occupies more than 50% of the Building's primary roof surface and all roofs on Building 1 are flat with minimal slope for drainage. Snow shed and snow retention should be accomplished on Buildings 2 through 7 by use of a heavy textured architectural asphalt shingle with heated gutters and downspouts to control drainage from these roof areas. Building 1 flat roofs will have internal heated drains to eliminate any snow shed concern on this taller structure.

440.G Surface and Structured Parking

All proposed parking spaces for Buildings 1 through 6 are provided in underground parking levels below the residential floors of the buildings. Building 7 provides 4 individual 2-car garages, one for each unit. The parking ratio provided for Building 7 is two cars per unit inside the garages. Buildings 2 through 6 have one car per unit in the underground parking. Building 1 has 55 underground parking spaces provided for the 41 units, creating just over 1.28 cars/unit which is well in excess of the .5 car/unit code requirement. Based on the slope of the property, the parking located in Buildings 1 thru 6 occurs mostly below grade other than the parking garage entries. Providing the majority of the parking under building eliminates the need for any snow storage and associated visual impact of having this parking exposed on site. There will be 2 exterior guest parking spaces provided south of Building 2-3.

440.H Building Scale, Variation, and Fenestration

Buildings on site are designed to be viewed from all frontages and existing building fenestration and balconies occur on all sides to create a wrapped building architecture that is consistent on all sides of the structures. Building 1 has substantial steps in building height as it rises from west to east following the grade of the ski hill up the site. Building 2-3 is on the uphill side of the road and cut into the hillside leaving the back of the structures approximately 1 to 3 stories shorter buried into the ground. Buildings 5 & 6 are on the downhill side of the road leaving their larger exposed elevation on the south and west frontages opposite the pedestrian entry from the access road. Vehicle access to Building 5 occurs from the downhill side of the site and access to Building 6 parking is through the Building 5 garage. Building 7 is 2 stories facing Edgemont to the north and has an additional 2 stories on the backside of the building.

440.I Building Materials

All Buildings on site have multiple variations in wall plane, exterior materials, and balconies to create a substantial amount of articulation along the building frontages. Exterior materials will be a mix of stone, stucco, metal siding, and wood or synthetic siding. Exterior railings will be predominantly steel. Exterior retaining walls will be concrete and stone.

440.J Building Color

All exterior colors will be earth tone in nature to blend with the existing surrounding buildings.

440.K Mechanical, Service, and Accessory Structures

All the mechanical equipment for Building 1 will be enclosed within the structure with minimal rooftop equipment present. Mechanical equipment for Buildings 2 thru 7 will be contained within the unit except for ground or private balcony mounted condensing units associated with the air conditioning systems. All Pool Building and pool equipment will be located inside of the Pool Building structure.

440.L Sustainability

All buildings will be constructed to the highest standard of the most current international energy codes and include all LED lighting, energy star appliances, high efficiency HVAC systems, high performance glazing, exterior envelope insulation systems and programmable thermostats for heating and cooling to be turned on and off during non-occupancy times. We will be using the Green Globes sustainability standards through the Green Building Initiative.

Retaining Wall Variance Request

Based on the steep grade transitions on the existing Astrid site, the project is requesting a variance for retaining wall heights that will be required in a number of locations on the site as follows:

- See updated sheet C4 Site Wall Schedule included in the DRT Response #2 Drawings for reference.
- Wall 9A - Drive down to lower parking level of Bldg 1 – This wall is the transition between the existing ski access trail along the west side of the property and the Building 1 drive. This variance is being requested to accommodate the required drive access down to the underground parking area. This retaining wall cannot be stepped in this location due to the constraints of the existing ski trail level and the driveway / garage entry location. This wall has been reduced since the last design iteration by three feet and will now have a guard rail mounted to the top of it in lieu of the wall being any taller than necessary.
- Wall 4 - South of Bldgs 5 & 6, adjacent to Pond B – These tiered retaining walls run along the east side of the existing ski access trail south of Building 6 and 5. These walls allow for the stepped transition from the existing ski access trail level and the sidewalk along Gondola Lane up to the grade around Buildings 5 & 6. The proposed grade at the top retaining wall then transitions up to the floor level of each of these buildings at a 3:1 slope as noted in the grading plans. These tiered retaining walls also help to accommodate the grading required for the storm water detention and treatment area called Pond B. The project is using stepped walls in this location to help soften this portion of the pedestrian trail.
- Wall 3 – Ski Trail Condos Parking Lot – The existing ski trail located east of the east end of Ski Trail Condos is proposed to be moved so it runs parallel to the property line. In doing so, the existing retaining wall between the trail and the parking lot is to be replaced to re-align with the existing and proposed contours and make appropriate connections to the adjoining property's parking lot. The wall is proposed to not tier due to the limited space allotted between the trail and the parking lot. The relocation and re-building of this wall has been discussed with and approved by Ski Trail Condos.
- Wall 11 – 3 tiered walls north of Bldg 2-3 in No-Build Easement – This tiered wall along the east side of the Building 1 entry drive and Porte Cochere is to allow this drive area to remain relatively flat to accommodate the entry arrival to the building and required emergency vehicle turn-around. It will also allow for trash and recycling area pickup. The walls are transitioning up into the no-build easement to create tiered areas for landscape as requested by the adjoining neighbor, Edgemont. Wall 11 continues to the east behind Building 2-3 to accommodate the pedestrian circulation path against the steep grades behind these structures.
- Wall 1 – South side of Gondola Lane near site access in ROW and Wall 2 – Ski Inn Condos Parking Lot - Both of these walls are single walls. Wall 1 has to sit between the proposed new Gondola Lane and the existing Ski Inn Parking Lot, which is proposed to stay at its existing level. The wall has a limited space to create the transition required. Wall 2, which is located on the south side of the Ski Inn parking lot and ski Inn Building 200 is being proposed there to accommodate the grading required for reconstruction of the parking lot and transition up to Building 200. Both walls are restricted by their existing conditions include the existing drive connection point, the existing parking lot level and size and the existing building level.
- Wall 8A-B – Southeast side of pool – The walls 8A & 8B are flanking the stairs that transition from the ski trail access lane up to the walkway for the proposed Gondola Lane. These walls are directly adjacent to the stairs themselves with the pool patio level on the north side and the grade transitioning down to the Building 6 access on the south. These walls do not have the space to tier in this location.
- Also see updated sheet C4 Site Wall Schedule included in the DRT Response #2 Drawings.

719.D General Criteria for Approval

1. The Variance will not 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.

The variance will have no adverse impacts on the adjoining properties as most of the retaining walls are internal to the site. The retaining walls that are long adjacent properties will existing ski slope and ski access trail grades to remain as is and provide a protected access through the site. The retaining walls being provided for Ski Trail Condos and Ski Inn Condos have been reviewed with and are supported by each of the communities.

2. The Variance is compatible with the preferred direction and policies outlined in the Community Plan and other applicable adopted plans.

The variance request helps facilitate reasonable access to the buildings, underground parking, building patio areas and separation of the ski trail from pool patio areas and private condominium uses. The proposed retaining walls also help minimize the extent of grading on site and help facilitate a reasonable road grade access to the property and building vehicle & pedestrian access and safety.

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

The proposed retaining walls allow for reasonable road and sidewalk grading on the site (in lieu of steep, inaccessible pathways). This allows for connection via sidewalks to the existing Ski Trail Lane sidewalk system and the ski trail access path; connecting the Astrid residents with the surrounding communities.

Resort Residential from Community Plan – areas should be linked with surrounding neighborhoods through transit and provisions of trails and sidewalks.

3. The Variance application meets either the criteria for unnecessary hardship or practical difficulty, as applicable, or the criteria for an acceptable alternative:
 - b. Acceptable Alternative The proposed development provides at least one of the following acceptable alternatives to the standard:
 - i. The alternative achieves a result that is equal to or better than the code standard to which a variance is being sought; or

The proposed retaining walls which require heights higher than the standard will allow the development of this site to provide reasonable grading for the road, drives and pedestrian access across the site. The steep existing grade slopes down from the Northeast corner to the Southwest corner of the site approximately 60 vertical feet. The road grade is required to comply with the City grade criteria and following these required road grades creates substantial cuts and fills for the access road that cannot be avoided. The taller retaining walls allow the required cuts and fills to be completed for the access road to comply with the standards.

The reconstruction of the Ski Inn parking lot requires the removal of a portion of their existing parking lot from the Gondola Lane road ROW and new construction to meet the current parking standards,

requires the edge of the new lot to be located closer to the Ski Inn Building 200. This requires a retaining wall at the edge of the new parking lot to accommodate the existing grades and allow for the pedestrian connection between the parking lot and building without undermining the foundations of the 200 Building.

Transparency Variance Request

440.H.3.a - A minimum of 25 percent of the wall area of all facades shall be transparent glazing, including glazed doors.

The project is requesting a variance to allow for the transparent glazing requirement for Building 7 to be 19 percent in lieu of 25 percent.

719.D General Criteria for Approval

1. The Variance will not 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.

We are not aware of any circumstances where approving this variance would injure or be the cause of any legal action related to the occupancy or actions of individuals pertaining to this development or adjacent properties.

2. The Variance is compatible with the preferred direction and policies outlined in the Community Plan and other applicable adopted plans.

Policy LU-2.1 Infill and redevelopment will occur in appropriate locations as designated by the city. This development is proposed to be in the "Ski Base Area". This is a location noted as being appropriate for infill and redevelopment, which is what this project is. The variance allows for Building 7 to be part of this development and support that additional appropriate infill.

3. The Variance application meets either the criteria for unnecessary hardship or practical difficulty, as applicable, or the criteria for an acceptable alternative:
 - a. Acceptable Alternative: The proposed development provides at least one of the following acceptable alternatives to the standard:
 - i. The purpose and intent of the code standard will not be achieved by strict application of the standard in the[se] particular circumstance[s].

The transparency for Building 7 was previously approved by both Planning and City Council. The majority of windows are proposed to be on the south elevation where the majority of the main unit spaces will be located and where passive solar benefit can be garnered. The façade facing Edgemont to the north has a limited number of windows due to the first level of that elevations being garages with solid, overhead doors. The upper floor has windows that meet the functional requirements of the spaces. The end elevations, where there is minimal transparent glazing provided, are designed that way due to the functional spaces of the unit. They are to be supplementary spaces for service like restrooms, storage, stairs, etc.. They do not require or have the space for large windows to be provided. The intent of this variance is to provide the transparency but at a scale that is appropriate to the building use and size.