

October 27, 2023
City of Steamboat Springs Planning Department
PO Box 775088
Steamboat Springs, CO 80477

RE:

The Amble

Proposed Lot 1, The Knoll Development Rights Withdrawal and Resubdivision Plat, Steamboat Springs, Colorado

Ladies and Gentlemen:

On behalf of East West Partners, Steamboat (applicant), we are submitting this Development Plan application for a Resort Residential Building on a vacant, previously unplatted 1.63-acre parcel of land as shown on the pending Preliminary Plat Application (PL20220542) and is generally located southwest of the Steamboat Grand Resort Hotel Condominium west of the Gondola Transit Center.

359 Design, LLC. (359 Design) has coordinated and substantially prepared this Development Plan package to demonstrate compliance with the City of Steamboat Springs (City) development criteria. 359 Design has provided the architectural services, with Landmark Consultants, Inc. (Landmark) as the Civil Engineer and Norris Design (Norris) for landscape design services.

We have organized this narrative to generally coincide with the following:

- **CDC Section 713.D** – Criteria for Approval applicable to the Development Plan
- **CDC Section 707.C** - Criteria for Approval as applicable to the Conditional Use.
- **General Design Compliance** based on
 - *Section 209 – Zone District: Resort Residential – One*
 - *Section 440 Base Area Design Standards*

Thank you in advance for your time and careful consideration of this application.

Development Plan Criteria for Approval:**709.C.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.**

The project location is immediately adjacent to the existing Steamboat Grand, an approved and constructed mixed-use project within G-1. The subject property is zoned Resort Residential RR-1, and the land use, Multi-Family Residential is a By-Right Use, like other projects in RR-1 within the vicinity.

709.C.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.

The project Team has worked carefully under the direction of the Applicant to minimize impacts to the natural environment to the extent practicable. The water quality feature included with the above-mentioned Preliminary Plat application was designed specifically for this Development Plan in mind. Surface parking has been minimized to reduce potential petroleum contaminants and the below grade parking structure will drain through a sand-oil interceptor and ultimately routed to the City's sanitary sewer treatment facility. Please refer to the plans and drainage letter for additional information about these facilities.

The design strived to balance earthwork to the extent practicable to reduce import/export of material to reduce traffic during construction. There are no known sensitive environmental features on the property, including the absence of jurisdictional wetlands. Construction BMPs will be required, provided, and coordinated through the City and State as appropriate.

709.C.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.

The separate Preliminary Plat application depicts the privately maintained access drive to the development parcel that also maintains connection to the rear of the Grand for emergency access. This road classification aligns with an Internal Private Access (IPA) and meets the 2022 City Engineering Standards for grade and width. The included Traffic Impact Study by Consor Engineers concluded that no off-site improvements or traffic movement restrictions are required to accommodate this project.

The Applicant has met with Fire Prevention to review the access, staging and emergency response requirements. This resulted in including a designated area that will also serve to allow larger vehicles such as trash and delivery trucks to load/unload, maneuver and turn around. Trash facilities are to be located inside the parking structure and wheeled out for the trash truck to empty when appropriate. As there will not be commercial uses within the building, deliveries are expected to be minimal and infrequent.

The project is immediately adjacent to the City's most active public transportation node, the Gondola Transit Center (GTC). The Applicant is also including 2 temporary passenger vehicle spaces for guest/owner pickup and drop off outside of the parking structure. There will be an adjacent outdoor waiting area to support this feature.

The pedestrian circulation is also focused towards the GTC to promote the use of public transportation services and the ski area attractions. The existing asphalt path that connects the West Condominiums property to the GTC is proposed to be reconstructed to meet current ADA recommendations and reduce the curb face length – focusing the pedestrian crossing at Mt. Werner Circle.

709.C.4: The Development Plan complies with all applicable requirements of this CDC

Below is a brief summary of our analysis of the development standards described in CDC Article 4:

401: Waterbody Setbacks

Not Applicable: There are no named creeks, rivers or tributary areas exceeding 20-acres on the property.

402: Landscaping

The existing site has minimal existing landscape, mostly consisting of low native grass and smaller trees. Where possible we will preserve the existing native grass landscape. Most of the landscape for this site will be proposed landscaping. The proposed landscaping will be placed adjacent to the building, along the entry drive and adjoining pedestrian pathways to create an aesthetically pleasing and naturalized setting for the architecture of the building and site as a whole. Landscaping for the site will be provided pursuant to Tables 402-1 and 402-2, please see sheet L-1.02 for requirement tables and exhibit. Plantings have been selected for their suitability to the climate with drought resistant types being utilized. Plantings will be selected from Appendix A, Table A-1 as required by the CDC, please see sheet L-1.01 for landscape schedule.

403: Buffering, Screening, and Fencing

There is no proposed buffering, screening, or additional fencing aside from what is shown on the plans.

404: Revegetation

The standards described in CDC Section 404.C are addressed as follows:

404.C.1: Vegetation and Site Grading

The proposed grading plan has minimized the area of disturbance to the extent practicable. Proposed slopes were flattened where possible to promote revegetation opportunities.

There are no existing trees within the disturbance zone that are large enough to fall within the Tree Preservation criteria per Table 404-1.

404.C.2: Revegetation plans are required for this project

All areas disturbed are to be revegetated and monitored/maintained until ground cover meets or exceeds the City and State's requirements. Detailed plans, along with the Stormwater Management Plan, will be generated for construction permit as required. The site disturbance is subject to the State's Stormwater Discharge Permit System as administered by the Colorado Department of Public Health & Environment.

404.E – Disturbance

The anticipated overall land disturbance from the Preliminary Plat and this Development Plan is expected to be around 5.2 acres and therefore Revegetation Collateral for Large Lot Land Disturbance is likely expected to be applicable. This requirement will be re-evaluated as the project continues to evolve and will become a condition of approval if still valid.

405: Exterior Lighting: IIC

The lighting for this site is fully led. The site lighting was designed to provide lighting for pedestrian safety and security while minimizing light trespass and source visibility.

This lighting layout and selected fixtures are in compliance with the Steamboat CDC section 405 governing exterior lighting, as well as the IECC and NEC codes. The calculations shown were performed on a 10' x 10' grid and values are shown in footcandles (fc). Light levels maximums occur directly under fixtures. All calculation points along the property line are 0.0 fc.

Fixtures to be controlled via a building relay dimming system with astronomical timeclock and photocell capabilities.

All proposed light fixtures installed on private property, adjacent to the public right of way, shall be oriented in such a manner or limited in lumen output to prevent glare and shall not exceed the national I.E.S. standards for disability glare

406: Off-Street Parking

There are 42 proposed units of varying sizes. Per the CDC, RR-1 multi-family there are .75 spaces required. This equates to 32.5 required spaces. The project is providing 42 spaces with two exterior loading spaces outside of the garage for loading and pick-up. This provides ample opportunity for some residents to have an extra vehicle or for an overnight guest of an owner. Accessible spaces have been provided within the 42 spaces.

407: Off-Street Loading

Off-street Loading will occur at the Western Garage Entry on the exterior of the building. There will be temporary use of the provided parking space. Further, the road and surface area has been anticipated to accommodate turning movements.

408: Refuse Management: Trash

There are three to five dumpsters proposed for this project. The dumpsters will be located within the parking garage and will be rolled out to empty. The trash vehicle has ample space to load full dumpsters. Further, the road and surface area has been anticipated to accommodate turning movements.

409: Snow Storage

The elevation of the site straddles the City's 6750 elevation, and the snow storage calculations break out the zones accordingly. The proposed site plan was specifically designed with snow removal and maintenance in mind to push the snow to the ends of the access aisles. Additionally, for water quality considerations, many of the snow storage areas were designed to discharge to the water quality pond.

The Applicant has extensive experience operating self-storage facilities including snow management, and they have assisted with developing the areas shown as 'Alternative Snow Storage Locations'. These areas meet all the Criteria described in CDC Section 409.D.2.a as follows:

1. The alternative snow storage area contains enough unencumbered space to accommodate the necessary snow storage:

The areas shown meet or exceed the minimum calculated area. The areas are not proposed for any other site amenities including landscaping, sidewalks, or other active uses.

2. The snow storage area is configured to adequately facilitate the proposed snow storage without damage to landscaping, sidewalks, or other site amenities:

The areas shown are readily accessible and adjacent to the pavements being cleared by pushing snow using standard equipment. Loading and hauling (on-site) are not expected to be necessary for routine clearing.

3. Snow can be moved to the alternative snow storage area on-site through the use of commonly accessible equipment or machinery.

The Applicant already possesses the necessary equipment for snow management including pickup trucks with snow blades, front end loaders, road graders, snow blowers, and regular employees with shovels. The alternative snow storage areas are contiguous with other snow storage areas and will not require special treatment or machinery.

410: Performance and Operation

This Development Plan application does not propose uses, offensive noise, smoke, vibrations, dust, odors, heat, glare, or other objectionable impacts that violate local, state, or federal laws and regulations. This Resort Residential provides healthy living. Apart from the Salt Water Pool and Residential trash removal, we do not anticipate the presence of hazardous materials.

411: Technical Specifications

The proposed improvements shall conform with the City's Engineering Standards to protect the public health, safety, and welfare.

411.C.1: Drainage

The City's drainage requirements have been met and are further detailed in the included Drainage Letter.

411.C.2: Streets and Circulation

As shown on the Preliminary Plat application, there will be a privately maintained access drive to the development parcel that also maintains connection to the rear of the Grand for emergency access. This road classification aligns with an Internal Private Access (IPA) and meets the 2022 City Engineering Standards for grade and width.

411.C.3: Fire Prevention:

The Applicant has met with Fire Prevention to review the access, staging and emergency response requirements. The proposed connection to the rear of the Grand Summit Resort Condominium is a vast improvement over the existing access and is intended to satisfy the requirements for the Fire Prevention Department. Fire hydrants have been located per these conversations and shall be adjusted where requested. To provide additional emergency resources, a stand-pipe system is proposed to extend access.

412: Critical Improvements

There will be Critical improvements required as part of the Preliminary Plat that include the access road, water and sewer facilities to Lot 1 and the storm water quality and detention facility. These are intricate to the Development Plan and the Conditions of Approval will be important to differentiate between minimum improvements that are required prior to Building Permit and final certificate of occupancy.

413: Phasing

The overall project is not expected to be phased but construction shall generally progress from Ground to Roof. There are expected to be requests for Certificates of Occupancy based on the progression of construction. Critical improvements shall be completed prior to the first CO.

414: Multi-Mode Facilities/Complete Streets

The proposed resort residential development is clearly located in the southern portion Mt. Werner Circle at the entrance to the property. Internally we have provided clear connectivity of internal paths through the project to connect to the East Portion of Mt Werner Circle and the Gondola Transit Center. The access/entrance road and all paths have been designed in accordance with the City Engineering Standards.

415: Clear Vision Setbacks

All intersections have been reviewed under traffic and engineering and comply with the Clear Vision Standards.

416: Outdoor Storage

There is no outdoor storage proposed with this application.

417: Internal Sidewalks

Internal sidewalks are provided and are clearly illustrated on Pages L2.00 and A0.01. Sidewalk circulation is meant to provide access from the amenity space to the site common areas and to the Gondola Transit Center.

418: Retaining Walls

There are retaining walls required to accommodate the immense natural changes in topography. These have been carefully developed to comply with the dimensional requirements described in this section and shown on CDC Table 418-1 Retaining Wall Height.

419: Flood Damage Prevention

There are no areas on or immediately adjacent to the property designated as Special Flood Hazard Areas per FEMA FIRM Number 08107C0883D dated February 4, 2005.

420: Accessory Building and Structures

There are no accessory buildings on the site. All amenities and building parts except for the partial in-ground pool structure will be attached to the overall building.

421: Open Space

Per CDC Section 421.C.3, the Open Space requirements will have been addressed by the designation on an approved subdivision. The west side of the Steamboat Grand Resort Hotel Condominium (File No. 12907) identified 13.99 acres as the Parcel Subject to Future Development Rights. After the release of all but the remaining 4.35 acres, 9.64 acres remain as effective open space, far exceeding the actual land area of this application.

422: Large Format Retail Development

Not Applicable to this Development Plan application.

423: TND Frontage Type Standards

Not Applicable to this Development Plan application.

424: TND Building Type Standards

Not Applicable to this Development Plan application.

424: TND Hillside Strategies

Not Applicable to this Development Plan application.

426: Access

There will be a privately maintained access drive to the development parcel that also maintains connection to the rear of the Grand for emergency access. This road classification aligns with an Internal Private Access (IPA) and meets the 2022 City Engineering Standards for grade and width.

427: Postal Facilities

Postal Facilities will be accommodated within the Amenity space of the building. Delivery will be accommodated at the Delivery and Temporary loading spaces at the west side of the project at the ground level. All postal facilities will be in standard with US Postal regulations

709.C.1: The Development Plan is in substantial conformance with an approved Conceptual Development Plan, if applicable.

Not Applicable - There is not an approved or proposed Conceptual Development Plan

200 Zone District Compliance:

209 – Zone District: Resort Residential – One

See sheet G0.01 for adherence to 209.B – Resort Residential

440 Base Area Design Standards Compliance:

440.A: Purpose

1. Create a distinct and unified architectural character that creates a sense of community, heritage, and harmony within the larger landscape.

The Proposed Development will fit contextually into the RR-1 area and adjacent to the existing Steamboat Grand. We have focused the project to provide a welcoming Landscape and connectivity to the Gondola Transit Center. The building and landscape are approachable and designed with an Active Western Hospitality mentality in mind.

2. Provide accommodation for the high-density, high-amenity residential and resort uses consistent with the gateway area to the mountain resort community.

The Proposed Development provides 42 units of varying size and appropriately sized amenities such as an active lobby, exterior pool, welcoming landscape and green area, a ski exchange and welcoming area.

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.

The project has incredible connectivity in all directions to Mount Werner Circle South and East as well as the existing developments to the north and south

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.

The project is well balanced to concentrate the density of development to the south of the site while providing relief in space to the pedestrian areas of the existing Steamboat Grand and providing visual and pedestrian connection to the base area and the Gondola Transit Center.

5. Create a unique mountain design vocabulary that is related to but discrete from that of the original historic town of Steamboat proper.

The intent of the design vocabulary is to utilize traditional forms and materials reflective of the hard-working western heritage of Steamboat.

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

The design forms and larger moves within the roof and building base are a strong nod to the glory reflected in the national park tradition & a utilitarian ranch heritage

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

The overall mass of the building has a series of relief and identifiable elements that move the project from a large mass and provide undulation and articulation. Special care has been taken to step down the mass at the ends and kneel to the pedestrian activity.

440.B: Applicability

Currently, the development does not trigger any modifications from the community development standards

440.C.1: Building Placement – Standards

440.C.1.a Development shall be placed to define the edges of and orient access to primary public and private streets, pedestrian circulation, and gathering areas.

The Development is appropriately situated on the site. It provides an edge at the Southeast and west sides of the property while opening on the side north side for views, community activities and access to the ski area.

440.C.1.b Amenity Space – 10% of Net Floor Area

The project has provided amenities to include a ground level arrival and departure lobby, a central lobby / common space to support the development pool and open space as well as greeting and lounging. Adjacent to this space is a fitness lobby. One the ground level is a ski exchange and storage. The amenity spaces are appropriate for the product type and is over 10%. Architectural sheet G0.30 provides further information regarding the proposed amenity space and conformance to 440.C.1.b.

440.C.1.c Community Amenity –

The proposed development is contemplated to be within the boundaries of the proposed Steamboat Metropolitan District. The Steamboat Metropolitan District was submitted to the City Manager on 11/22/2022 and is being formed for the purpose of providing a funding mechanism for design, construction, and maintenance of community amenities needed in the areas surrounding the proposed development including road, pedestrian, and transportation improvements.

The change narrative, submitted with this updated design narrative, outlines in more detail how this project specifically meets the requirements outlined in CDC section 440.C.1.c.

440.C.1.e Sun Shade –

Not Applicable as it is not immediately adjacent to the public space.

440.C.2: Building Placement – Guidelines

440.C.2.a - e Guidelines

The Development and Gathering Zones of the pool and amenity Deck are on the Northwest area of the site to take as much advantage of the Winter solar exposure as possible while still maintaining views of the mountain. The Ski Exchange Area is located on the eastern side to take advantage of morning exposure and Engaging views of the mountain. The main Pedestrian Plaza is free of building Shade and optimizes Views of the destination.

The project, positively set on a triangular parcel perched at the top of the knoll, has taken advantage of 290 Degree views. Over 70% of the units have a view of the Steamboat ski area, with the remainder sharing in Howelsen Hill. The Public Areas of the building are oriented to view the Base area and top of Gondola Destination.

The lot reaches a peak at the center of the buildable parcel. The development is nestled 1 story down into the knoll. The building crescendos down the hill on the east and steps back at the upper building corners to mimic the slope. Along the way, the Design Team considered in multiple layouts. Given the access points, need for sub-level parking and optimizing pedestrian and human scale interaction the current project has emerged and matured.

440.D: Access**440.D.1.a - c Standards**

General - There exist 3 entry and public portals from the interior to the exterior. All entry points engage on area of public and private connection. All no residential space is accessed from the public plazas and are clearly distinguished.

440.D.2 Guidelines

General - Orientation has been maximized to capitalize on areas of gather.

440.E: Building Massing**440.E.1.a - d - Standards**

The overall vertical shape and the L oriented footprint of the building allow for the mass of the development to be set in the center. The smaller ends and varied form of building stepping produce a kneeling building with identifiable pedestrian areas. To add texture and differential of surface and interest. The building faces are within 45' before stepping to roof or change in plane. This is identifiable at the building ends and provides great interest through change in surface and function. Internal to the building, the vertical masses and stepped back areas for mass break down expansive walls.

440.E.2 a-e Guidelines

As illustrated above, much care has been done to articulate the building vertically and horizontally while keeping the pedestrian scale in mind. Further, the buildings steps should be considered inviting and active rather than tiered and stagnant.

440.F: Roof Forms

440.F.1.a - f General Standards

A variety of Roof Forms with Primary Roof at 6:12 mixed with secondary shed roofs at 3:12 and incorporating 3:12 sheds at the ends to accentuate stepdown. Areas of green roof have been utilized on the lower levels of the building to enhance the pedestrian experience and further articulate the overall building form. Areas of Flat roof forms for Caps and mechanical. Flat, non-active roofs only exist to terminate function of vent stacks and elevator overruns. Rather than being obtrusive and utilitarian, these elements break up the horizontal nature of the building function.

440.F.2 a-e & .3 a-c Snow Retention, Catchment & Control Standards and Roof Overhang Standards

The overall Roof has been designed to shed snow away from decks and pedestrian areas. Series of lower green roofs and lower shed roofs break up the larger forms to provide pedestrian havens and shelter on exiting the building. The project has been designed with a main 6:12 pitch in a cold roof format with asphalt shingles. This system is very adept for holding snow. Any area of potential snow drop is away from pedestrian paths and decks. Nonetheless, snow fences will be utilized on the project.

440.F.4 Green Roof Standards

Green Roofs are utilized at two of our pedestrian entrances. These are utilized as they are contextual and can be utilized as a pedestrian element for use and scale.

440.G: Surface and Structured Parking

440.G.1-4 Surface Parking Standards/Guidelines, Structured Parking Standards/Guidelines

A Subgrade Private Parking Structure is utilized. Parking is not visible from the street and is wrapped with a Semi-Public Amenity Function except at the area of the entry garage, where it is covered by a green roof.

440.H: Building Scale, Variation and Fenestration

440.H.1 Scale and Variation Standards and Guidelines

The project is designed with the pedestrian in mind. Through the course of developing and arranging program, we have considered most user and guest demographic and tendencies. We have designed for the multitude of scenarios that pedestrians will use this building. We know that most but not all guests are not active skiers, hikers, or cyclists. Some are there to enjoy the hospitality and amenities and relax. The interior and exterior program has been arranged for it to be a contributing element to the vibrancy of the development and the base area. We have designed interior and exterior connections to relate and be seamless though the weather will have something to say about the boundaries.

This is clear at the pedestrian areas at the north end of the building on 3 sides, at the vehicular and pedestrian entries at the west and accentuated at the ski exchange. Each offer a rection space for the pedestrian entering and departing the building. Be it for anxiously departing skiing or sharing stories at the end of the day. The areas will be identifiable at night and during a storm as a great place to be. These elements are

identifiable by furniture, fenestration, tactile architectural elements, and welcoming interior/exterior treatments

The building is organized horizontally and vertically to provide a stoic base that is grounded by stone with reliefs of glass fenestration to identify entry points. The middle of the building is quiet and constant, while the upper building is active with a mixture of roof and pedestrian space. Across the building, the fenestration responds to use. It is not stagnant.

The building is designed as contextual. Much study of Steamboat, National Park and Ranch Vernacular has been considered and has contributed to the design. This is reflected in the building form stepping, articulation and roof forms. Further, the fenestration is dynamic and relates to programmed function. It is intentional and not haphazard.

440.H.3 Glazing and Transparency Standards

The building façade meets the glazing requirements. This is noted in more detail on sheet A2.20

440.J Building Materials

440.J.1 – Standards

All Building Materials comply with Appendix C Table C-1. Material changes occur at inside corners or at a vertical change in elevation.

440.J.2 – Guidelines

Much care has been taken to deliver a building that is contextual with Contextual Hardworking Natural materials of Stone, Wood Texture materials in 2-3 tones, application, and asphalt shingles. All materials will be durable to wear and to the rigors that the natural climate induces on the structure. Pages A2.10 – A2.12 exhibit materials on facades.

440.I Building Colors

440.I.1 – Standards

All Building Materials comply with Appendix B

440.I.2 – Guidelines

Materials, along with color can be found on Pages A2.10 – A2.12. All colors are contextual and complement the base area and the natural environment. Light Colors are limited to natural concrete and used sparingly. All finishes will be muted and non-reflective.

440.K Mechanical, Service and Accessory Structures

All Mechanical Equipment and loading docks are hidden from view, per the requirements outlined. There are three spaces where mechanical equipment is located outside of the primary building structure, all of which are designed to be in compliance with CDC section 440.K. These three spaces are outlined below, and are also identified clearly in the change narrative commentary provided.

- *Transformers – located to the south of the drive aisle and screened from public view with short retaining walls (max. 4' – 0" in height) and an operable gate along the drive aisle. The gate is constructed of materials that reflect the primary project façade.*
- *Generator – a generator is located to the north of the drive aisle and on the side of the west building core. The generator enclosure matches the surrounding façade materials.*
- *Upblast fans – these fans are located on the roof of the west core. The core façade continues*

vertically to screen these fans from public view.

440.J Sustainability

The sustainable goals for this project are very high. The building strives for high levels of Carbon Neutrality on an operational and constructed level to reduce operational and maintenance costs as well as to continue to be good stewards to the environment. The project will utilize a nationally reputable certification program as a metric and guide.

We are happy to answer any questions you may have during your review. Thank you in advance for your time and careful consideration.

On behalf of the Applicant,

Sincerely,

A handwritten signature in black ink, appearing to be 'Will Hentschel', with a stylized, cursive script.

Will Hentschel

359 Design, LLC