



2024.07.25

Kelly Douglas  
AICP Senior Planner  
City of Steamboat Springs  
PO Box 775088  
Steamboat Springs, CO 80477

**RE: DRT Review Comments DP**

Dear Kelly Douglas:

Planning Review (Reviewed By: Kelly Douglas, AICP)

1. Please see the document titled "PL20240125 1965 Ski Time Square Dr Planning Review Submittal 1" - [Inserted below](#).

### **Article 3 Use Definitions and Standards**

1. The color key provided for uses on the floorplans is helpful, but commercial and amenity space is combined. Please revise floorplans and square footage per their article 3 classification for consistency and clarity.
  - a. *Response: Please see attached updated plans and Article 3 DP – Proposed Uses Table with commercial and amenity spaces separated.*
2. Parking, amenity space, administrative space, and services areas are not considered accessory uses. They are part of the use which they serve. Please revise for clarity.
  - a. *Response: Please see attached updated plans with spaces broken down into individual uses as noted.*
3. Parking:
  - a. The parking standard for underground parking for a hotel is .5 per guestroom. Please update the table provided.
    - i. *Response: Please see attached updated Summary Table indicating required parking count of 0.5 per guestroom rather than 0.75. This results in a reduction of the required parking spaces by 10. Provided spaces remain unchanged from original submittal.*
  - b. Not all parking spaces are underground on level P1.5 and level 1. Please correct the application of parking standards.
    - i. *Response: Please reference updated Summary Table indicating updated count and parking standards.*
      1. *Level P2 is below grade*
        - a. *90 Standard Stalls + 11 Tandem + 12 Valet = 113*
        - b. *101 Stalls matches staff count when valet spaces are removed.*
      2. *Level P1.5 has been redesignated to be considered above grade. Please refer to the updated Summary Table in Detailed Narrative.*
        - a. *68 Standard Stalls + 19 Tandem = 87*
        - b. *68 Stalls matches staff count when valet spaces are removed.*
      3. *Level 1 Above Grade*
        - a. *45 + 8 Valet*



- b. *45 Stalls matches staff count when valet spaces are removed.*
- c. Level P1 is noted in the parking space total table. Where is level P1 shown?
  - i. *Response: There is no parking on P1. The parking count has been removed from the table.*
- d. Staff's count of parking spaces proposed is not consistent with the tables shown. Please review.
  - i. *Response: The total parking counts on the original submittal included Valet. The Staff Count does not include Valet. When removed from the submittals counts, the Staff Count matches. Please refer to updated Parking Count Tables on sheets A.099, A.100, & A.101.*

Level	Table Information	Staff Count
P2	114	101 - <i>confirmed</i>
P1.5	87	68 - <i>confirmed</i>
1	53	45 - <i>confirmed</i>

**406 Off-Street Parking**

- 4. What is the height of the parking garage ceiling? Please confirm the parking garage can accommodate a typical SUV and ski rack.
  - a. *Response: Bases of design is that an SUV with a typical roof rack should not be taller than 6'-6".*
    - i. *Level P2: 7'-9" clear*
    - ii. *Level P1.5: 9'-9" clear*
    - iii. *Level 1: 8'-9" clear*
- 5. Are there parking spaces shown in front of the vehicular entrance to the building?
  - a. *Response: Please refer to sheet 2/L.301. These are Valet/short term parking stalls and are not included or necessary to meet required parking counts.*
- 6. Tandem spaces are required to be assigned to specific dwelling units in a manner that will ensure safe and efficient circulation and access. Please address.
  - a. *Response: Confirmed, Tandem spaces will be assigned to individual units to avoid different units blocking each other in.*

**408 Refuse Management**

- 7. Being that loading spaces and refuse management facilities are both on the west side of the building, as well as access to units, what signage or other measures will be in place to limit vehicular access and conflicts between service vehicles and pedestrians?
  - a. *Response: The west Promenade has been widened from 16' to 20'. The limited times where pedestrians and service vehicles occupy the space at the same time, a pedestrian path is clearly delineated with a level curb and different paving. At all other times, the Promenade is intended for pedestrian use.*
    - i. *The site plan has been updated to show the west promenade, pedestrian & service vehicle zones, layby for passing, vehicle turning template and service vehicle staging at the service area, all of which will limit service vehicle and pedestrian interaction.*



#### 414 Multi-Mode Facilities / Complete Streets

8. Per 414.D.1.f, multi-mode facilities are to be provided in accordance with the Mountain Area Master Plan (MAMP). In addition, 440.C.1.d requires that all developments with property along the ski mountain edge or along public gathering areas designated in the MAMP provide public areas for gathering, sitting, recreation, entertainment, or other like activities. MAMP identifies both the Ski Time Square frontage as well as the promenade along the western and southern edge of the property as priorities. Based on the direction provided in MAMP, staff has the following feedback:
  - a. Ski Time Square Drive
    - i. The MAMP emphasizes an activated, vibrant streetscape along Ski Time Square Drive and taking advantage of a wide area to enhance the pedestrian experience. Staff have concerns that change in grade, stairs and the arrangement of planters may limit circulation and visibility. Also, the stairs immediately to the east of the promenade may be problematic.
      1. *Response: Please refer to sheets L.100.1, L.100.2, & L.101. The east stairs have been removed and 9 angled parking stalls provided that run along the sidewalk of Ski Time Square Drive. The sidewalk width is maintained at all instances to match the adjacent property to the west. Benches, seat walls, bike racks, and street lighting are provided for pedestrian activation along Ski Time Drive.*
    - ii. The bike parking proposed in front of the entrance to the spa may present conflicts.
      1. *Response: The bike parking has been relocated to be adjacent to the proposed 9 public parking stalls along Ski Time Square Drive.*
    - iii. What is the programming along the Ski Time Square Drive frontage expected to be? How will this development contribute to an activated, vibrant streetscape along Ski Time Square Drive?
      1. *Response: Outdoor seating along seat walls, benches, and 9 parking spaces are located along Ski Time Square Drive to allow pedestrians areas of relaxation, people watching and activation. Site lighting to be the city standard along the west promenade and Ski Time Square Drive.*
    - iv. A cross walk was envisioned to convey pedestrians between the promenade and the north side of Ski Time Square Drive.
      1. *Response: Please refer to sheets L.100.1, L.100.2, & L.101. A crosswalk was added at the west Promenade crossing Ski Time Square Dr. to connect to the north side of the road.*
    - v. Please see MAMP rendering below for reference.



b. Promenade

- i. Public access to the promenade needs to be provided.

1. *Response: An easement will be provided along the extent of the promenade to provide public access.*

- ii. The easement dedicated for the promenade needs to match the extents of the physical improvement.

1. *Response: The easement limits have been modified to coincide with the limits of the promenade. These are depicted on the Preliminary Plat and shall continue to be coordinated to reflect this requirement.*

- iii. Along the southern property line, the promenade needs to extend to eastern property line for future extension.

1. *Response: Please refer to sheets L.100.1, L.100.2, & L.101. The South Promenade now connects to the east property line.*

- iv. How is ADA access achieved?

1. *Response: Please refer to diagram on 3/L.304 and L.202 ADA access is achieved along the South Promenade through a ramp and lift. All aspects of the South and West Promenade are accessible. Due to the installation of the lift, a portion of the promenade has a 17' tall retaining wall. A Major Variance is provided within this submittal package since the wall is taller than 6'. The wall will be used for public art installations based in designs local to Steamboat Springs. Please refer to sheets A.208a & A.208c.*

- v. West Promenade –

1. Please provide a perspective of the west side of the building and include the treatment of the creek.

a. *Response: Please refer to sheet L.201 for sections of the West Promenade. Please refer to sheet A.208c for a perspective of the West Promenade. A retaining wall is needed along the extents of the creek to allow an ADA accessible path along the West*



*Promenade that connects Ski Times Square Dr. and the existing South Promenade.*

2. The promenade should be used as an opportunity to interact with this amenity and should preserve existing vegetation for creek health.
  - a. *Response: The West Promenade design uses a wall to minimize grade disturbance at the creek while creating an ADA accessible path along the West Promenade. This minimum grade disturbance is designed to retain as much existing vegetation along the creek as possible along with adding new stream vegetation.*
3. Provide plans that show greater detail including location of walls and any proposed removal of vegetation.
  - a. *Response: Please refer to sheet L.201. Sections of the West Promenade with additional information have been included to show relationships of the Promenade with Burgess Creek including walls, vegetation, floodway, and pavement areas.*
4. The primary use of this promenade should be for the pedestrians and access should be secondary.
  - a. Provide a service vehicle plan including but not limited to:
    - i. How they will access the site.
      1. *Response: Please refer to sheet L.101. The site plan has been updated to show the west promenade, pedestrian & service vehicle zones, layby for passing, vehicle turning template and service vehicle staging at the service area. Service vehicle access will be limited with the main purpose of the promenade for pedestrian use.*
    - ii. Where they will stage (off promenade)
      1. *Response: See response to a 4.a.i.1 above. Service vehicle staging areas have been provided at trash and service access locations*
    - iii. Where they will turn around and depict turning movements.
      1. *Response: See response to a 4.a.i.1 above.*
    - iv. How is priority is given to pedestrians vs. access vehicles.
      1. *Response: See response to a 4.a.i.1 above. The promenade has been enlarged from 16' wide to 20' wide. A pedestrian path has been denoted through change in paving material. When there is a service or emergency vehicles, this path is to remain clear for pedestrian access.*
    - v. Limiting conflicts between service vehicles and fire access.
      1. *Response: See response to a 4.a.i.1 above.*



- vi. Access vehicles limitations restrictions to certain times of day to reduce conflicts.
  - 1. *Response: The client is to work with delivery companies to promote deliveries outside prime pedestrian use times.*

#### 418 Retaining Walls

- 9. Will there be fall protection?
  - a. *Response: Yes, fall protection is required by code when there is a vertical drop greater than 30" for 36" horizontally.*
- 10. Variance criteria for approval 719.D.1 states that requests shall "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." Please provide additional information and analysis regarding how the retaining walls proposed may impact future development of the adjacent property to the east.
  - a. *Response: The Applicant has communicated with the owner of Parcel B to cooperatively relocate the existing 48" storm sewer that commonly encumbered the properties. As part of their agreement, an easement to allow for blending the grades along the property line will substantially reduce or eliminate the retaining wall along the east side of the building. That wall no longer requires a variance as it will be less than 6-ft in height.*

*We have included the signature of the Parcel B owner with this resubmittal reflecting their conditioned support of the anticipated work.*

#### 419 Flood Damage Prevention

- 11. Please provide a detail of walls proposed on the west side of the building. It appears there are areas of floodway that it may slightly encroach into.
  - a. *Response: Please refer to sheet L.201 diagraming the proposed location of the retaining wall in relation to the property line and the floodway. There is no instance where the proposed retaining wall encroaches on the floodway.*

#### 440 Base Area Design Standards

##### 440.C Building Placement and Orientation

- 12. Sheet G.301 is noted in the narrative as addressing 440.C.1.b, however it was not included in the coversheet indexes. Perhaps it was missed with the original submittal upload? Please be sure to include sheet G.301 with the next submittal and that it addresses 440.C.1.b requiring a minimum of ten percent of the net floor area be dedicated to amenities.
  - a. *Response: Please see updated Summary Tables in the Detail Narrative indicating that the 10% minimum floor area is dedicated to interior and exterior Hotel/Residential amenity space. The references to Sheet G.301 have been removed.*
- 13. 440.C.1.c requires developments with an estimated construction cost of more than \$250,000 to provide community amenities. Please propose an on-site amenity, contribution, or combination to address the standard.
  - a. *Response: Public amenities are being provided through the west and south promenade as well as public parking and community break out areas along ski time square. The south promenade includes breakout areas with seating for the public as well as access to*





*the restaurant and lobby bar. In the winter, all skiers (not just guests of the hotel) can access the south promenade, restaurant, and lobby bar through the ski back trail. Please refer to sheet 2/L3.04 for break out of Public, Semi-Public, and Private amenities with associated square footage and cost. Overall estimated building cost from Schematic Design Package is \$444,000,000 which requires \$4,440,000 be dedicated to public amenity. The estimated cost of the South & West Promenade is \$7,174,659.*

14. Please see comment #8 regarding 440.C.1.d.  
*a. Response: Please refer to response included in comment #8, a, i.*

#### **440.D Access**

15. 440.D.1.a and 440.D.1.b together call for exterior entrances to nonresidential spaces to be predominant. This concept is reinforced throughout the MAMP. Please review the entrances along Ski Time Square Drive to ensure all nonresidential spaces have individual public access from outside, and that entrances are a predominant presence.  
*a. Response: Each nonresidential entrance is highlighted by a separate canopy, signage, and change in exterior material. 2 of the 3 retail entries are denoted by wood siding which is used minimally throughout the elevations. The other retail entry is denoted by stone siding and is flanked by the other 2 entries. Please refer to sheet A.207 for enlarged elevation and renderings depicting the retail entries.*

#### **440.E Building Massing**

16. It appears there may be areas of walls that exceed three stories or 45 feet of unbroken height. Please review to confirm compliance with 440.E.1.c.  
*a. Response: Please refer to sheets A.213, A.214 and A.215 indicating all setbacks and dimensions.*  
*b. Response: Please see attached Major Variance Request for conditions below that do not meet setback requirements.*  
*i. Section 10/A2.13 does not comply with the setback requirements due to a stair core.*  
*ii. Section 11/A2.13 does not comply with the setback requirements due to loss of building sf which would drastically reduce the size of the residential unit.*  
*c. Response: the east elevation, south of the port cochere does not step. Per 440.E.d the paving in this area is not intended for pedestrian circulation, a gathering area, or a public/private street. The area is provided for Fire Truck Staging.*
17. Is the elevation of the east interior courtyard missing?  
*a. Response: Please refer to sheet A.206 for East Interior Courtyard Elevations.*

#### **440.F Roof Forms**

18. There is primary 3:12 roof forms proposed. Please amend the design to comply or request a Major Variance. A Major Variance requires an updated variance narrative and additional Major Variance fee.  
*a. Response: Please see request for Major Variance Request to allow the 3:12 shed roof to remain to restrict snow from falling to pedestrian paths below.*
19. The slope percentage diagram is appreciated, however additional detail to represent the different pitches proposed would be helpful.  
*a. Response: Please refer to updated sheet A.111 Roof Plan which indicates all roof slopes, balconies, and walking surfaces.*



20. Some of the non-roof balcony/decks areas identified with light green on the slope percentage diagram are flat roofs. Please update the diagram as well as the roof slope percentage table.
  - a. *Response: Please refer to updated sheet A.111 Roof Plan which indicates all flat roofs.*
21. Please include details to demonstrate that 440.F.1.d, requiring parapet walls to enclose flat roofs, is met.
  - a. *Response: Please refer to sheet A.110. All flat roofs include either a parapet or guardrail at 42". All 42" tall parapet walls are highlighted in blue and can be reviewed through the spot elevation markers. All 42" tall guardrails on flat roofs are highlighted in red. All balconies and decks have a 42" min. guardrail around them.*

#### **440.H Building Scale, Variation, and Fenestration**

22. Please review 440.H.1.g and confirm compliance regarding spanning elements.
  - a. *Response: Spanning elements and lintels across masonry openings will be constructed of steel and clad in heavy timber.*

#### **440.L Sustainability**

23. Draft Condition of Approval: CDC Section 440 (Base Area Design Standards) requires all buildings in the Base Area to comply with third-party certification of building materials and construction techniques that are consistent with a nationally recognized sustainable building program or alternative approved by the Director of Planning and Community Development. Prior to issuance of a Building Permit, the owner shall provide documentation to the City about the proposed program the project will comply with. Prior to Certificate of Occupancy/Completion, the owner shall provide the City with proof of completion of the chosen sustainable building program.
  - a. *Response: NGBS Bronze as noted in the Detailed Narrative.*

#### **707 Conditional Use**

24. Please update the narrative to include responses to the 707.C Criteria for Approval.
  - a. *Response: Please see response in detailed narrative.*

#### **General**

25. It appears that portions of the roof cross the property line. This is prohibited. Please correct.
  - a. *Response: Please refer to sheet roof/canopy has been pulled back so that it does not cross property line.*
26. Where are skis for restaurant patrons planned to be stored?
  - a. *Response: Ski racks will be provided along the edge of the ski run next to access points to the site. See Winter Illustrative for location of proposed ski rack locations.*
27. Provide a site plan that includes easements.
  - a. *Response: Please refer to 1/L.304 for easement diagram.*
28. A fee adjustment is required for the Major Variance.
  - a. *Response: OK, please provide required additional fee.*

#### **Fire Department Review (Reviewed By: Doug Shaffer)**

1. The access along the west/burgess creek side is a multipurpose access that up to now has had a 30-foot-wide easement and 20- to 24-foot-wide paved surface. With its multipurpose use (Fire, deliveries to multiple businesses, trash, and pedestrian) the Fire Department access standards require this access to be 24 feet wide. The access standards do allow a reduction to 20' wide if all structures accessed are fire sprinklered.







3. L.101:
- a. Head-in Angled parking is required along Ski Time Square Dr to maintain consistency with the typical street section and provide additional public parking.
    - i. *Response: Please refer to sheet L.100. Nine angled parking spaces have been added to the plan along Ski Time Square Drive.*
  - b. Show the proposed improvements for the Ski Time Sq Reconstruction project as "by others."
    - i. *Response: Please refer to sheet L.101. A note has been added to the site plan to show Ski Time Square Reconstruction project as "by others".*
  - c. ADA curb ramps are required.
    - i. *Response: Please refer to sheet L.100. ADA curb ramps have been included in locations where 6" concrete curbs are located.*
  - d. ADA curb ramps are required.
    - i. *Response: Please see response to 3.c. above*
  - e. Promenade minimum width is 20ft as referenced in the Mountain Town Sub Area Plan which preceded the recently adopted Mountain Area Master Plan which is still applicable to this project.
    - i. *Response: Please refer to updated sheet L1.01 where the West Promenade is now 20' wide.*
  - f. Promenade minimum width is 20ft as referenced in the Mountain Town Sub Area Plan which preceded the recently adopted Mountain Area Master Plan which is still applicable to this project.
    - i. *Response: Please refer to sheet 1/A.208a. The South Promenade varies in width with multiple public breakout areas for activation. If a straight 20' wide Promenade is provided the full length of the south property line, it will be 5,863 sf. The proposed South Promenade is 6,225 sf. The intent is to create breakout areas of activation along the promenade to encourage pedestrians to gather and use the space, rather than a large sidewalk that pushes users through the site.*
  - g. Consider creek access at intermittent locations along this portion of Burgess Creek to activate the area for Promenade users.
    - i. *Response: Please refer to sheet L.201. The majority of the West Promenade is located 2' from the property line with up to a 6' elevation difference between the Promenade to existing grade near the creek creating a lack of space for users to access Burgess Creek. In the widest spot of 5' between the property line to Burgess Creek, a 6' vertical stair would be needed to provide creek access, creating an undesirable tight space to the creek below a 6' tall wall. The West Promenade is elevated above the creek to maintain an accessible path from the existing elevation at Ski Times Square Dr. to the existing elevation at the south promenade at Torian Plum. Please refer to sheet L.202 and 3/L.304.*
  - h. CPW shall be consulted to analyze the effects to the natural habitat in the section of Burgess Creek due to proposed lighting and potential light trespass.
    - i. *Architect Response: Luminaires located in areas where they could have potential impact to Burgess Creek will be installed with factory external shielding to prevent unwanted light spill and light trespass. The EG1 pole is most likely to have potential light spill; therefore, the luminaire will be supplied with appropriate shielding to cut off any potential back-spill light into Burgess Creek.*
    - ii. *Bill Atkins – Aquatic Biologist Response: I have reviewed this lighting question and discussed it with other CPW staff. While the architectural rendering you provided does not delineate or detail lighting, we feel there will be minimal negative impacts on the Burgess Creek aquatic system, at this location, given the Architect's (and presume builder's) commitment to provide the 'factory-installed external Shielding' on all lights that could potentially have an impact.*



- i. Per the Mountain Town Sub Area Plan, the Promenade shall be ADA accessible.
  - i. *Response: Please refer to sheet L.202 and 3/L.304. ADA access is provided through a ramp and elevator at the South Promenade.*
- j. The Promenade shall be stubbed out at this location to provide a future connection to the east.
  - i. *Response: Please refer to sheet L.201. The South Promenade has been revised to stub out a future connection to the east in the current Site Plan.*

#### PS23-0183\_DP\_1965SkiTimeSq\_GRADING PLAN

4. L.201:
  - a. Provide a centerline profile for the northern Promenade extension.
    - i. *Response: Please refer to sheet L.202. A centerline profile for the northern Promenade extension has been added to the set.*
  - b. Provide a centerline profile for the east Promenade extension.
    - i. *Response: Please refer to sheet L.202. A centerline profile for the east Promenade extension has been added to the set.*
  - c. Provide a centerline profile for internal private access.
    - i. *Response: Please refer to sheet L.202. A centerline profile for the internal private access drive has been added to the set.*
  - d. How will all the existing pass-through drainage be conveyed once this retaining wall is constructed?
    - i. *Response: The Applicant has communicated with the owner of Parcel B to cooperatively relocate the existing 48" storm sewer that commonly encumbered the properties. As part of their agreement, an easement to allow for blending the grades along the property line will substantially reduce or eliminate the retaining wall along the east side of the building. That wall is no longer requiring a variance as it will be less than 6-ft in height.*

*We have included the signature of the Parcel B owner with this resubmittal reflecting their conditioned support of the anticipated work.*

5. Additional details and information need to be provided to understand how the western portion of the Promenade functions with pedestrians and service vehicles. 16ft shared space does not seem adequate for comfort, safety, and vehicle movements.
  - a. *Response: Please refer to sheet L.201. Six sections cut through the West Promenade have been included to show the relationship of Burgess Creek, the 20' wide Promenade and pedestrian/service vehicle zones. Vehicle turning movements and layby areas have also been added.*
6. Traffic Study: Include a section or table showing the percent increase from project generated traffic for the intersections Mt. Werner/Mt. Werner and Mt. Werner/Pine Grove. These percentage increases will be used to generate the traffic contributions required by this development.
  - a. *Response: A project traffic contribution table and summary has been provided for the intersections of Mt. Werner Road/Pine Grove Road and Mt. Werner Road/Mt. Werner Circle. This has been included in Section 5.5 of the revised traffic study.*

Utilities-Mount Werner Review (Reviewed By: Beau Cahill)

#### PS23-0183\_DP\_1965SkiTimeSq\_UTILITY PLAN (Received)

C.200

1. As a critical improvement; the portion of sewer main between MH 12.48 and MH12.47 will need to up sized from 12" to 18" PVC. Further discussion is required between applicant and MWW staff.



- a. *Response: The existing 12" sewer line is shown as being replaced with a new 18" line. This work should be coordinated with the construction of the wall supporting the Promenade and therefore is shown as a Development Plan improvement vs. a Preliminary Plat improvement. Please see the revised drawings for additional information for this item.*
2. Ensure no construction, structures or improvements encroach or impede use of sewer easement as intended.
  - a. *Response: The coordination of the sanitary sewer with the other utilities and improvements within the Promenade has been carefully included in the design. We have included cross sections along the Promenade to show the need for the retaining wall to be designed to consider future access to the sewer. Additionally, we have noted minor above grade roof elements encroaching into the sewer easement. These are well above grade and should not interfere with equipment that may be needed for maintenance. The lowest roof overhang that overlaps the easements is a min. 91' above grade.*
3. Include line size, label all material information, provide specs if available. Weigh proposed line size with tapping information and alignment with new 18" sewer main.
  - a. *Response: The drawings have been coordinated with the MEP to date and the information has been included.*
4. Will require Fire Department approval.
  - a. *Response: The fire department has been included with the proposed Application. OZ has had multiple meetings with the Fire Department to ensure they are up to date and aware of new construction.*
5. Provide more information on this water service stub.
  - a. *Response: Please refer to the updated plans and let us know if you have any questions. We have coordinated with the MEP for location and sizing.*
6. Provide more information on water service - tapping information, line sizes, materials and label all appurtenances.
  - a. *Response: Please refer to the updated plans and let us know if you have any questions. We have coordinated with the MEP for location and sizing.*
7. 1) A signed copy of MWW's Request for Water and Sewer Services Form will need to be signed by project owners and returned to MWW for the development agreement. This form is located on [mwwwater.com](http://mwwwater.com) or reach out directly.  
*Response: The design team is working on all required forms for utility services to be provided to the proposed buildings. Thank you for the reminder.*  
2) Plan Investment Fees will need to be paid in full prior to approval of a building permit  
*Response: Thank you for the reminder. This will be provided prior to the building permit.*

Public Works Review (Reviewed By: Danny Paul)

1. Please see the document titled "DRTMemo\_PL20240125\_URA Comments." - [Inserted below](#)
2. This review has been completed with a primary focus on the proposed project improvements in coordination with the Steamboat Springs Redevelopment Authority (SSRA) mountain plan area's past and current efforts.
3. The existing conditions should be updated to reflect the URA streetscape improvements currently under construction along Ski Time Square Drive. Alternatively, the applicant should provide an



exhibit showing how the streetscape improvements must be modified to accommodate the proposed development.

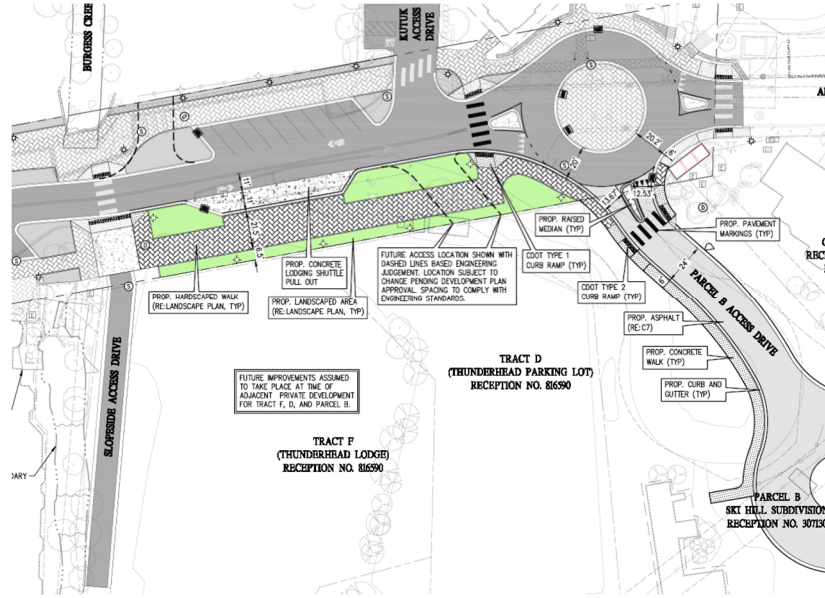
- a. Response: The plans have been modified to reflect this anticipated condition. Please refer to the revised drawings that also reflect the new streetscape along the property frontage including the introduction of angled parking.*
  
4. The southern and western promenade extensions are not of sufficient width. The stairways are only 8-ft wide on the south promenade extension and are walled off on the ski slope side. The promenade extensions should be of consistent width and character with the rest of the promenade. For reference, most of the existing promenade is a minimum of 20-ft wide and much wider in some areas. The promenade extensions shall also include placemaking elements (benches, landscape features, signage/wayfinding) to encourage gathering and enjoyment of the natural environment. The Mountain Town Sub-Area plan, which preceded the Mountain Area Master Plan, specified the promenade should be designed at 20-ft width minimum and this width seems to be an appropriate minimum width for these extensions. The design should emphasize the promenade extensions as primarily for pedestrian use but balance the needs of emergency and service vehicles. A shared street design with appropriate delineation is acceptable. A mountable curb and signage should be used at the interface with Ski Time Square Drive to discourage unauthorized vehicles from using the promenade.
  - a. Response: Please refer to sheet 1/A.208a. The South Promenade varies in width with multiple public breakout areas for activation. If a straight 20' wide Promenade is provided the full length of the south property line, it will be 5,863 sf. The proposed South Promenade is 6,225 sf. The intent is to create breakout areas of activation along the promenade to encourage pedestrians to gather and use the space, rather than a large sidewalk that pushes users through the site.*
  - b. Response: Please refer to sheet L.100 and L.401. Emergency access is provided along the West Promenade and East Entry Drive. Access was reviewed by Fire Marshall to ensure adequate access was provided.*
  - c. Response: Please refer to sheet L.101. The site plan has been updated to show the west promenade as 20' wide, pedestrian & service vehicle zones, layby for passing, vehicle turning template and service vehicle staging at the service area. Signage will be added to indicate only service and emergency vehicles are allowed.*
  - d. Providing ski access along the entirety of the south property line of the promenade is difficult due to the steepness of the site. It appears the properties closer to the ski base as referenced do not contend with a +10% side slope when entering the ski hill. A 64' wide "Ski Beach" has been provided for public access to and from the ski hill along a flat portion of the South Promenade. There is also access at the termination of the West Promenade. A snow pillow is also needed to allow a flat entry from the south promenade onto the ski hill. This requires a minimum 30" retaining wall with grading below that allows for the creation of a smooth transition. To create an ADA path and 30" snow pillow, only certain portions of the South Promenade were able to accommodate direct skier access.*
  
5. The existing promenade near Slopeside is currently gated off before where the proposed turnaround is shown. An operations plan should be developed for how this will be managed if the area is relied on for emergency and service vehicles to turnaround. Vehicles backing in or out of driveways onto Ski Time Square Drive should not be allowed.
  - a. Response: The gate will be relocated to accommodate the emergency turning movement as shown on the Grading Plan.*
  
6. Public restrooms are encouraged as an on-site community amenity.
  - a. Response: Public amenities are being provided through the west and south promenade as well as public parking and community break out areas along ski time square. The*



*south promenade includes breakout areas with seating for the public as well as access to the restaurant and lobby bar. In the winter, all skiers (not just guests of the hotel) can access the south promenade, restaurant, and lobby bar through the ski back trail.*

7. Is the walkway/stairway/plaza area on the south side of the development intended as a public promenade extension? Why is the proposed promenade easement shown on the preliminary plat not aligned with the site plan? Or, does this application assume a promenade extension would come in a future phase and sit further south? In general, the proposed approach to extending the south side promenade extension is unclear.
  - a. *Response: The original Preliminary Plat application preceded the Development Plan application. At the time the Preliminary Plat submittal was made, the promenade along the southern property line was not resolved, yet the expectation of the requested easement was reflected. The updated promenade design is now captured with an updated easement. This easement is specifically for Public Access.*
8. The southerly promenade extension and connection to Ski Time Square Drive along Burgess Creek shall be ADA compliant.
  - a. *Response: The West Promenade is ADA compliant. The South Promenade is ADA compliant using a ramp and lift. Due to the installation of the lift, a portion of the promenade has a 17' tall retaining wall. A Major Variance is provided within this submittal package since the wall is taller than 6'. The wall will be used for public art installations based in designs local to Steamboat Springs. Please refer to sheets A.208a & A.208c.*
9. The URA style streetlight provided by Yampa Valley Electric Association shall be used for the promenade extensions and along Ski Time Square Drive to maintain consistency with other public URA lighting.
  - a. *Response: Lighting will be updated to show the town standard along Ski Time Square Drive and Promenade.*
10. The southerly promenade extension shall be extended (stubbed out) to make a future connection to Parcel B.
  - a. *Response: The Promenade has been revised to stub out a future connection to the east in the current Site Plan.*
11. Is the front entry to the building from Ski Time Square Drive (to the commercial space) ADA compliant?
  - a. *Response: Yes, ADA access is provided from the public sidewalk.*
12. The public sidewalk along Ski Time Square Drive is too narrow and at some locations is less than 7-ft wide. Based on the design it feels like priority has been given to the private property space over the public right-of-way. Additionally, there is no area identified for public parking in front of the property or for shuttles/buses. Will the property have a location for its shuttles to pick up and drop off? The current design for the Ski Time Square Drive Turnaround & Complete Street project (under construction) was chosen to minimize costs and risk for tear-out at time of future development but was not the preferred design. The preferred design has a much wider sidewalk and would integrate either a shuttle/bus area or on-street public parking. Below is the schematic design for this property frontage from the Ski Time Square Drive Turnaround & Complete Street project. Additional on-street public parking in front of the property will support the commercial space function and provide additional parking for an area already in need of additional spaces.
  - a. *Response: Nine angled parking spaces have been added along Ski Time Square Drive and the sidewalk has been widened to match and align with the adjacent property to the west. Planting and benches have been provided to activate the space and allow people to occupy the space as they come in and out of the retail shops. Shuttle pick up and drop off are provided within Porte Cochere.*





Schematic Design, Ski Time Square Drive Turnaround & Complete Streets (2022)

13. An ADA compliant pedestrian ramp shall be included at the access drive to create a formal crosswalk.
  - a. *Response: An ADA pedestrian ramp and crosswalk will be included at the access drive.*
14. The URA has a planning fund intended to be utilized for design coordination with incoming development projects in key areas where SSRA projects are planned. The applicant is encouraged to contact the SSRA project manager to discuss opportunities for partnering.
  - a. *Response: The owner will reach out to the URA about funding.*
15. The applicant is encouraged to join discussions surrounding a possible geothermal heat exchange in the base area, which could power this project's snowmelt, but may also rely on connecting to building heating and cooling for proper load balancing. The permeable snowmelt design mentioned in the narrative may no longer be desirable given updated approaches to system energy efficiency.
  - a. *Response: Based on conversations with the city, it is unclear when geothermal will be provided. Due to this, the building will be equipped to allow for future geothermal connection when the city installs the system.*
16. The applicant is hereby notified the URA has an existing diversion structure in Burgess Creek located immediately adjacent to the proposed construction. The point of diversion shall be protected in place and remain permanently accessible for operations and maintenance.
  - a. *Response: This diversion structure is not intended to be disturbed or modified with this plan. The coordination of the existing overflow pipe with the other utilities and improvements within the Promenade have been carefully included in the design. We have included cross sections along the Promenade to show the need for the retaining wall to be designed to consider protecting the existing pipe as well as allowing for future access.*

Please see draft conditions of approval for this application below. All conditions of approval are also visible in Portal.

- o Mineral Rights Notification: Submit a signed affidavit no later than eight days prior to the required public hearing confirming the required notice has been completed in accordance with Section 703. C.4.
  - o *Response: Continue to monitor and keep us aware of planning commission hearing dates.*



- At this time the Building Department has reviewed the parking plans for ADA compliance, and we agree and understand the total number of ADA spots provided are added on all parking spaces that are not valet spaces. We have not done a full ADA review on total number of Type A Vs Type B for the Units, as we assume these are R-2 but are not sure if they will be used as nightly like hotel units or owned by private owners, this review is TBD. At this point due to the plans being semi conceptual with no Building Code Study's prepared, nor any Life Safety Plans, we have no additional comments. We look forward to working with you as the design work progresses and would be happy to have meetings as design work moves forward in advance of actual permit application submittal as questions arise.
  - *Response: Prior to Permit Submission, OZ would appreciate a page turn to review the project and code compliance. All units within the building are considered R-1 and can be further reviewed when code sheets are provided.*
- CDC Section 440 (Base Area Design Standards) requires all buildings in the Base Area to comply with third-party certification of building materials and construction techniques that are consistent with a nationally recognized sustainable building program or alternative approved by the Director of Planning and Community Development. Prior to issuance of a Building Permit, the owner shall provide documentation to the City about the proposed program the project will comply with. Prior to Certificate of Occupancy/Completion, the owner shall provide the City with proof of completion of the chosen sustainable building program.
  - *Response: It is our intent to comply with NGBS Bronze and IECC 2021*
- Civil Construction Plans prepared/signed/sealed by a licensed Colorado Professional Engineer are required to be submitted to DRT for review and approval prior to approval of any Improvements Agreement, Building Permit, Grading Permit, or Final Plat and prior to the start of any construction.
  - *Response: We respectfully request that the need for Civil Construction Drawings be limited solely to the improvements reflected on the Preliminary Plat. The building permit for the Development Plan shall include the necessary Civil scope items for review as part of the Building Permit application – not a separate Civil drawing submittal.*
- The following items are considered critical improvements and must be constructed and approved or accepted prior to issuance of a Certificate of Occupancy/Completion or approval of a Final Plat, whichever occurs first: • Access drive, driveway, and parking areas • Drainage improvements • Permanent storm water quality treatment facilities • Sidewalk improvements • Promenade Extension
  - *Response: We respectfully request that the reference to a Final Plat be modified for a Condominium Plat to differentiate the Final Plat scope requirements related to the concurrent Preliminary Plat.*
- Record Drawings/CAD Files including drainage, PWQTF(s), and sidewalks shall be submitted prior to Final Engineering Site Inspection.
  - *Response: Ok.*
- Prior to Certificate of Occupancy/Completion, an executed Ownership and Maintenance Agreement for the Permanent Stormwater Quality Treatment Facility shall be recorded.
  - *Response: Ok.*
- Prior to Building Permit issuance, the developer shall pay their proportionate share of potential future roadway and/or intersection improvements at Mt. Werner Rd. @ Mt. Werner Cir. intersection, calculated at 0.TBD% of current cost basis \$4,141,125 (indexed to CDOT CCI) or \$x,000.
  - *Please provide contribution amount*



- Prior to Building Permit issuance, the developer shall pay their proportionate share of potential future roadway and/or intersection improvements at Mt. Werner Rd. @ Pine Grove Rd. intersection, calculated at 0.TBD% of current cost basis \$1,552,992 (indexed to CDOT CCI) or \$x,000.
  - *Please provide contribution amount*

Sincerely,

OZ Architecture, Inc.

Becky Stone  
Principle, OZ Architecture