

SSRC – PLAZA BUILDING

PROJECT NARRATIVE (RESUBMITTAL 01 – December 16, 2021)

Steamboat Springs, Colorado

Introduction

The Steamboat Base Village is comprised of a series of mixed-use buildings and public spaces that comprise the primary pedestrian route from the gondola transit center to the Steamboat Gondola and mountain activities beyond.

The proposed redevelopment consists of a series of sequenced projects that include the relocation of required infrastructure, development of new public amenities, demolition of existing structures, and development of new buildings. The Project Vision is to create a base area that represents *world class hospitality*, is *easy to navigate*, is a *destination for all ages*, and is *authentically Steamboat*.

The vision for this project is driven by the following principles:

- Develop and program a world-class plaza;
- Improve the arrival experience and route to the ski beach;
- Create places where people want to spend time;
- Align the quality of the base area with the investments being made on the mountain.

Additionally, the Mountain Area Master Plan is in the process of being updated. As stated in the 2005 Mountain Area Master Plan, this Development achieves the “desires of the community for Base Area to have the following attributes” by way of the following:

- Circulation that is sage, beautiful and easy to navigate;
- Design that is in character with Steamboat’s heritage and is harmonious;
- A natural environment that is accessible and integrated into the development;
- Activities that are available for Steamboat’s locals and visitors, including families and kids.

Project Description

The proposed project, referred to as the Plaza Building, is a two-story structure to be constructed above the existing and previously approved Promenade Building. At the plaza level, the proposed project will be located adjacent to, and serve as a backdrop to the previously approved ice rink. The proposed Plaza Building will replace the previously approved elevator and stair core serving the Promenade Building below, Zamboni storage area, and mechanical yard.

The project consists of the following:

- Level 1 (7,404 sf)
 - Food and beverage service and support space;
 - Elevator and stair service to and from the existing Promenade Building below;
 - Zamboni storage and service area.
- Level 2 (3,367sf)
 - Food and beverage service and support space;
 - Occupiable terrace with a secondary means of exterior access/egress;
 - Elevated mechanical yard housing a chiller (serving the Promenade and Plaza Buildings), heat rejection unit (supporting the ice plant located within the Promenade Building, and

various condensing and make-up air units supporting the kitchen and storage spaces located within both the Promenade and Plaza Buildings.

The proposed Plaza Building utilizes existing foundations and mechanical systems. Additionally, it does not interfere with any existing easements or alter any previously approved grading and drainage plans. Previous planning and design efforts were completed in anticipation of the proposed project.

Additionally, this submittal includes a proposed structure located above the existing public restrooms, covering the previously approved raised plaza area. The proposed structure includes a solid roof and is intended to create both a covered seating area within the plaza and allow for temporary event rigging during larger, scheduled events. It has been envisioned as a practical, yet friendlier version of the previously demolished stage structure. It will be appropriately oriented towards the plaza and prevent the need for temporary stage structures to be constructed throughout the course of the year for large events.

Criteria for Approval of a Development Plan- Public Hearing

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.

The proposed improvements are focused on supporting and enhancing the surrounding uses, structures and activities. By providing a more direct and intuitive primary path from the bus loading area to the snow beach, the existing mixture of uses, structures and activities will be enhanced.

With a focus on creating a place that is "authentically Steamboat", the material palette and architectural design is informed by the adjacent structures, while continuing to move the overall Base Village design forward in terms of quality and appropriateness. The building materials consist of stained wood siding, stone to match the adjacent Promenade Building, a natural bonderized standing seam metal roof, and wood and steel detailing throughout. All of these materials are to be applied to an expressive heavy timber structure with ample fenestrations and operable walls connecting it visually and physically to both the plaza and the mountain beyond.

The proposed stage structure is to be constructed of heavy timber with steel detailing to match the nearby escalator canopy. The standing seam metal roof will also match both the escalator canopy and the proposed Plaza Building.

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 entirety of the proposed project is within previously developed, impervious area. A primary goal of the project is to further enhance and celebrate the views of Mt. Werner from the Base Village.

Landscape improvements throughout the plaza were previously designed and approved in anticipation of the Plaza Building. The proposed Plaza Building does not remove or alter the current landscape plan and strategy for the plaza as a whole.

Water Quality. Burgess Creek stitches the ski mountain to the base area. The Community's interest for environmental protection demands that runoff from developed properties must receive treatment prior to entering our waterways. As there are currently no facilities providing pre-treatment of water before it enters Burgess Creek, the previous enabling projects had been carefully designed to accommodate runoff from on-site as well as off-site. The strategic location of the current water quality manhole is as far downstream as practicable to provide this public benefit.

The proposed Plaza Building looks to utilize the existing and previously approved system without modification. All stormwater drainage from the building will be directed through the Promenade Building below. All required utility improvements and modifications have also been previously designed and approved in anticipated of this project.

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 project does not propose any modifications to public vehicular access and/or parking. The previously defined fire truck route through the plaza area connecting the transit center with the promenade remains undisturbed. [A complete parking analysis has been completed by Walker Consultants and is summarized in the memo attached to this narrative as Exhibit A.](#)

Plaza Building loading, refuse management and service will be provided by way of the previously approved Promenade Building with access being by way of the One Steamboat Place access agreement. [The previously approved Promenade Building floor plan illustrating the connection to One Steamboat Place is attached for reference as Exhibit B.](#)

4. *The Development Plan complies with all applicable requirements of the CDC.*

As designed, or through the course of construction, the proposed development meets or will meet all applicable requirements of the CDC as illustrated by the Development Plan submittal or described elsewhere in this narrative. Due to the lack of adjacent public streets, Section 414 Multi-Model Facilities / Complete Streets and Section 415 Clear Vision Setbacks have been deemed not applicable.

In reference to **Section 440.C.1.a** – While not adjacent to any public streets, the Plaza Building is oriented to further define the plaza edges (and the gather spaces within) and help intuitively facilitate pedestrian circulation.

In reference to **Section 440.C.1.b** – Not applicable as the proposed project does not include any residential dwelling units.

In reference to **Section 440.C.1.c** – The proposed project looks to building upon, and further enhance, the previously approved public improvements. These include the development of a new public ice rink, overall plaza improvements, and public skier support services. The Plaza Building will offer additional food and beverage opportunities and service as a visual backdrop for the plaza and ice rink.

Additionally, the proposed stage structure will further enhance the plaza area by allowing for larger, public performances to occur without the disruption of installing a major, temporary stage system. Additionally, it has been designed with the “other” times in mind, providing an appropriately scaled pavilion to accommodate public seating and other smaller activities.

The following analysis illustrates the anticipated costs of the Community Amenities as compared to the complete project costs. For the purpose of this analysis, the project includes the previously approved Promenade Building and associated plaza improvements.

| | | | |
|---|----|------------|-------|
| Total Project Costs (Plaza and Promenade Building including Plaza, Ice Rink, and Stage) | \$ | 16,500,000 | |
| Public Plaza | \$ | 2,500,000 | 15.2% |
| Ice Rink and Associated Equipment | \$ | 1,800,000 | 5.3% |
| Stage | \$ | 500,000 | 3.0% |
| Total Community Amenities | \$ | 4,800,000 | 29.1% |

In reference to **Section 440.C.1.d** – The Plaza Building has been designed in coordination with the previously approved plaza improvements and amenity areas and is intended to enhance the pedestrian/guest experience.

In reference to **Section 440.C.1.e** - The Plaza Building design, including its overall height, has contemplated its impact on the adjacent ice rink and plaza area. The overall impact is negligible with the impact from the adjacent One Steamboat Plaza structure dictating the sun/shadow impact. A shadow study is included as Exhibit C.

In reference to **Section 440.D Access** – The Plaza Building entries are oriented to predominant pedestrian circulation paths through the plaza and Base Village area. Additionally, level 1 of the Plaza Building includes operable walls allowing for further activation of the adjacent gathering areas. The primary entry on the west end of the building is clearly distinguished and prominent by way of a lower roof that extend from the primary building mass.

In reference to **Section 440.E Building Massing** – the building massing has been organized in a manner appropriate to the adjacent pedestrian activities. The building is limited to 2-stories, and on the east end, steps down to a single story with an occupiable terrace area. The building site is flat and therefore does not need to respond to any building slope. The east end of the building is located away from the east edge of the Promenade Building, avoiding a 3-story façade along the promenade and ski beach below. The massing is further broken down by way of material applications, detailing and fenestration.

In reference to **Section 440.F Roof Forms** – A variety of roof forms are included in the design to provide visual interest and manage snow loads. The primary roof has a slope of 9:12 while the lower shed roof is slope at 3:12.

The Plaza Building includes a proposed level 2 mechanical yard compromised of a flat roof section that is appropriately screened.

The roof slope of the proposed stage is 2.5/12 to allow for adequate drainage while minimizing its impact to the views beyond from the plaza area.

Snow guards, heated eaves, and heated gutters and downspouts will all be utilized to manage snow. Downspouts will be tied directly to the previously designed Stormwater drainage system approved along with the Promenade Building.

In reference to **Section 440.G Surface and Structured Parking** – Not applicable as the proposed project does not include any surface or structured parking.

In reference to **Section 440.H Building Scale, Variation and Fenestration** – As previously stated, the primary building entrances are oriented towards predominant pedestrian circulation paths. The building is not a standard trademark design recognizable in other communities. The building walls are articulated by way of an expressed structural bay. Additionally, variations in wall plane are utilized as appropriate.

Stone cladding, matching the stone elsewhere on the Promenade Building, [defines the base of the building where appropriate. Stone is limited on the north façade as its porosity \(both visual and physical\) is intended to connect the interior space to the adjacent ice rink and plaza beyond.](#)

All four facades, and their contribution to the guest experience, have been considered and treated appropriately. All four facades include similar materials and a consistent level of detail.

Glazing and transparency standards are met and further defined and illustrated in the drawing portion of the submittal.

In reference to **Section 440.I Building Materials** – Proposed building materials are in compliance with Appendix C Table C-1 and further illustrated on the submitted drawings.

In reference to **Section 440.J Building Color** – Proposed building colors are in compliance with Appendix B and further illustrated on the submitted drawings.

In reference to **Section 440.K Mechanical, Service, and Accessory Structures** – All proposed mechanical equipment is located within the level 2 mechanical yard and appropriately screened. Additionally, all service and loading is accommodated by way of the Promenade Building below, [accessed by way of the existing One Steamboat Place garage. The previously approved Promenade Building plan has been included for reference as Exhibit B.](#)

In reference to **Section 440.L Sustainability** – This project will be LEED certified, at a minimum. Additionally, the project is anticipated to meet both the Steamboat Ski & Resort Corporation and Alterra Mountain Company's sustainability commitments from a design, construction and operations standpoint.

As part of our permit document submission we will include project requirements for the General Contractor in our drawings and project manual (specifications), as well as documentation of our LEED Project Registration with the USGBC. We plan to submit to the USGBC a design review package early in the construction process. We will submit to the City the results of that design

review once received by the USGBC. We plan to submit our construction points review with the USGBC towards the end of the construction process.

5. The Development Plan is in substantial conformance with an approved Conceptual Development Plan, if applicable.

Not applicable. There is no approved Conceptual Development Plan for this site.

EXHIBIT A – PARKING ANALYSIS



MEMORANDUM
PARKING IMPACTS OF PLAZA BUILDING & BUILDING B

PROJECT #23-008321.00

10375 Park Meadows Drive, Suite 425
Lone Tree, CO 80124

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DATE: December 15, 2021
TO: Mr. Jim Schneider, Vice President
COMPANY: Steamboat Ski and Resort Corporation
ADDRESS: 2305 Mt. Werner Circle
CITY/STATE: Steamboat Springs, CO 80487
FROM: Adam Ambro Vidor
PROJECT NAME: Parking Impacts of Plaza Building and Building B
PROJECT NUMBER: 23-008321.00

This summary memo prepared by Walker Consultants was developed to accompany the Plaza Building and Building B Development Applications. Parking required per the Steamboat Community Development Code was evaluated for the programming elements of the proposed new Plaza Building and Building B. The number of parking spaces required for these developments totals 88 spaces, as shown in **Table 1**. Applying a 10% reduction allowed for transit proximity reduces the needed new spaces to 80 spaces. Finally, after applying the reduction in required parking resulting from the demolition of the Gondola Plaza in 2021, the project results in a net of 3 new parking required parking spaces per the Community Development Code.

It is Walker Consultants' professional opinion that no new parking should be required to be constructed for these projects. We provide this opinion for the following reasons.

1. At peak, the Resort currently operates with an excess parking capacity to support the Community Development Code required 3 parking spaces. During the non-holiday 20/21 "powder day" weekend, the Resort's parking system was observed to have approximately 693 spaces of excess capacity or 29%, still available to serve guests as of noon on Sunday, or 293 spaces (15%) if excluding contracted overflow parking capacity.
2. The parking demand resulting from these new buildings is captive; therefore, it does not generate additional parking trips since the primary vehicle trip is associated with skiing. A similar methodology is applied to the traffic impact modeling, referred to as "On-Site Reduction."
3. The intent of constructing restaurant facilities in these buildings is to address the 442-seat deficit in the Base Area outlined in the 2019 Master Development Plan. Reducing this deficit is intended to improve the existing guest experience and reduce food and beverage wait times rather than attract new guests.

NEW PARKING REQUIRED

Table 1 below shows the calculated required parking for both the proposed new Plaza Building and Building B.

Parking rates were determined per City of Steamboat Community Development Code ("CDC"), Section 300 Permitted Use, Table 300-1 Permitted Use Matrix — Principal Uses. Note that the development is located within the City of Steamboat Springs's Gondola-2 zone. According to Table 300-1 in the Code, certain alternate, reduced parking requirements apply for some land uses within this zone. These uses, and their associated alternate ratios, are highlighted in blue.

Table 1: Required New Parking per CDC

| Building | Name or Use of Programmed Space | Square Feet | per Unit | Use Category from Code | Parking Ratio | per Unit | Required Parking per Code |
|--|---------------------------------|-------------|----------|--|---------------|----------|---------------------------|
| Plaza Building | Employee Locker Room | 3,475 | SF | Health and Recreation Center | 1 | 200 SF | 17 |
| | Guest Lockers | 6,140 | SF | Health and Recreation Center | 1 | 200 SF | 31 |
| | UCHealth | 2,500 | SF | Office, Medical/Dental | 1 | 900 SF | 3 |
| | Retail | 360 | SF | Retail/Service, General Indoor (<3,001 sf) | 1 | 900 SF | 0 |
| | Restaurant | 13,350 | SF | Brewpub | 1 | 900 SF | 15 |
| Sub-Total, New Required Parking for Plaza Building | | | | | | | 66 |
| Building B | Lifestyle Café | 2,530 | SF | Restaurant, Drive-Through | 1 | 150 SF | 17 |
| | Restaurant | 3,260 | SF | Restaurant/Tavern | 1 | 900 SF | 4 |
| | Retail | 1,460 | SF | Retail/Service, General Indoor (<3,001 sf) | 1 | 900 SF | 2 |
| Sub-Total, New Required Parking for Building B | | | | | | | 22 |
| Total, New Required Parking (Both Buildings) | | | | | | | 88 |
| 10% Parking Reduction Resulting from Access to Transit² | | | | | | | -8 |
| Required Parking Reduction from 2021 Demolition of Gondola Plaza Building¹ | | | | | | | -77 |
| Net New Parking Required | | | | | | | 3 |

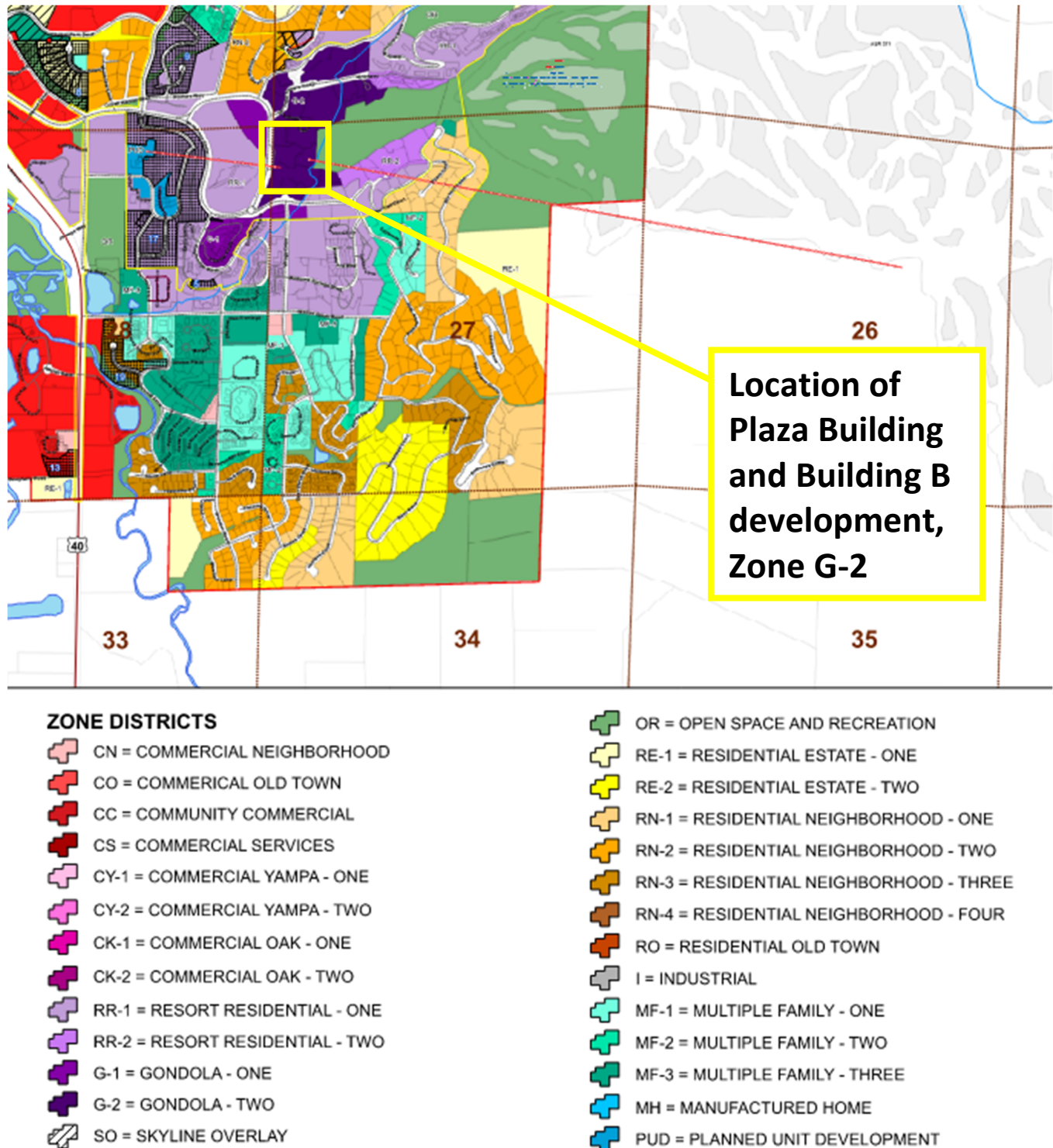
¹ Analysis of parking reduction from 2021 Gondola Plaza demolition show in Table 2.

² City of Steamboat Community Development Code allows a 10% parking credit for land uses that are located within 660 feet of a transit line and where pedestrian connections to the transit line exist. The existing transit station is well within this 660-foot radius. This reduction of 10% is possible if between 50 and 200 spaces are required, and 20% if more than 200 spaces are required. No reduction is allowed if fewer than 50 spaces are required. We have applied the 10% for this development project.

Source: City of Steamboat Community Development Code

The location of the development is shown in **Figure 1**. The demolition resulted in a required parking reduction of – 77 parking spaces per the Steamboat Community Development Code.

Figure 1: Location of New Development and Associated City Zoning



Source: City of Steamboat Community Development Code

REQUIRED PARKING REDUCTION RESULTING FROM DEMOLITION OF GONDOLA PLAZA BUILDING

Table 2 shows the net reduction in required parking resulting from the demolition of the Gondola Plaza Building in 2020, with uses falling under alternative, lower ratios shown in blue.

Table 2: Reduction in Required Parking from Demolition of Gondola Plaza Building per CDC

| Name or Use of Programming Space | Net Change in Square Feet | per Unit | Use Category from Code | Parking Ratio ¹ | per Unit | | Net Change in Required Parking per Code |
|---|---------------------------|----------|------------------------------|----------------------------|----------|----------|---|
| Kids Vacation Club ² | 0 | SF | Child Care Center, Large | 1 | 1 | employee | 0 |
| | | | | 1 | 6 | children | |
| Office ⁴ | 20,100 | SF | Office, General | 1 | 900 | SF | -22 |
| Skier Services/Ticketing | -5,800 | SF | Health and Recreation Center | 1 | 200 | SF | -29 |
| Skier Lockers | -3,300 | SF | Health and Recreation Center | 1 | 200 | SF | -17 |
| Restaurant Storage ³ | 0 | SF | Restaurant/Tavern | 1 | 900 | SF | 0 |
| Steamboat STARS Adaptive Program | -1,500 | SF | Health and Recreation Center | 1 | 200 | SF | -8 |
| Gondola Joe's Coffee | -1,300 | SF | Restaurant/Tavern | 1 | 900 | SF | -1 |
| Total Change in Required Parking | | | | | | | -77 |

¹ Parking rates per City of Steamboat Community Development Code, Section 300 Permitted Use, Table 300-1 Permitted Use Matrix — Principal Uses

² Kids Vacation Club activities were relocated to the Sheraton Hotel. No net change in parking.

³ Restaurant storage is associated with the Kids Vacation Club and SnowSports School has been relocated to the Sheraton and Wild Blue Gondola Mid-Station. No net change in parking. Refer to Wild Blue Gondola Development Application parking analysis for more information.

⁴ Executive Offices were relocated off-site.

Source: City of Steamboat Community Development Code, Steamboat Resort

OTHER ASSUMPTIONS

Other assumptions made in this memo that were provided and confirmed by the Resort include:

- No growth in parking from other Resort development is included in this analysis. No changes to the current transportation demand management strategies that would reduce overall parking demand are included in this analysis.
- Parking Impacts from other projects currently being planned.
 - The parking impacts related to Phase 1 of the Wild Blue Gondola are addressed in a separate Development Application.

END OF MEMO

EXHIBIT B – PROMENADE PLAN

| Date | Description |
|------------|------------------------------------|
| 2021/02/10 | DEVELOPMENT PACKAGE SUBMITTAL |
| 2021/04/07 | DEVELOPMENT PACKAGE RESUBMITTAL 01 |
| 2021/04/23 | DEVELOPMENT PACKAGE RESUBMITTAL 02 |

Seal / Signature

**NOT FOR
CONSTRUCTION**

Project Name

SSRC | BASE AREA PLAZA
IMPROVEMENTS

Project Number

003.7835.000

Description

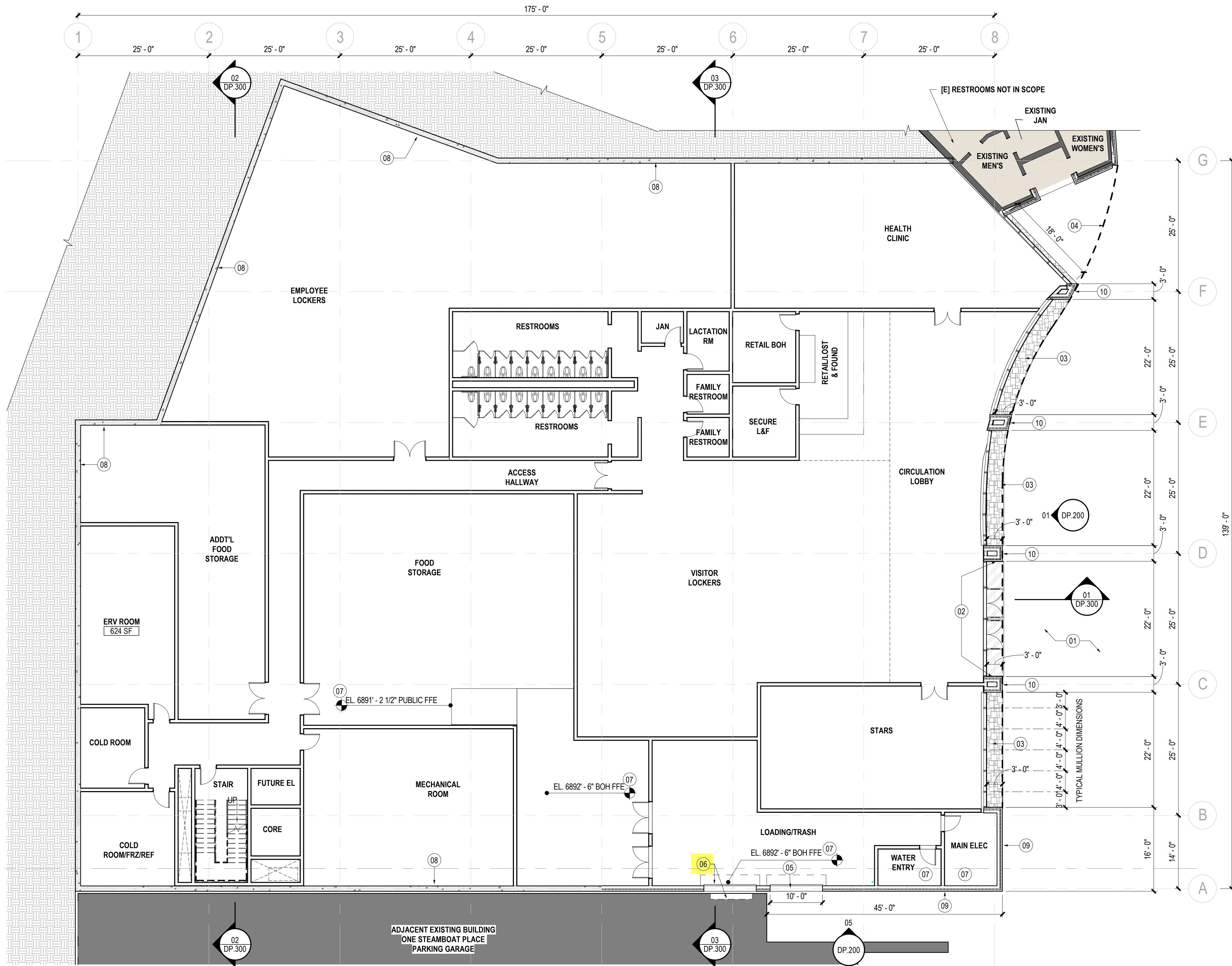
FLOOR PLANS - LOWER LEVEL

Scale

NOT TO SCALE

DP.100

© 2021 Gensler



01 LOWER LEVEL 00 FLOOR PLAN

SCALE: 3/32" = 1'-0"

SHEET NOTES

- REDEVELOPED OUTDOOR PATIO ADJACENT TO ENTRANCE, RE: CIVIL & LANDSCAPE PLANS
- MT01 ACCENT PANEL AT ENTRY OVERHANG, RE: ELEVATION/3D VIEWS
- ST01 @ WINDOW SILL LOCATION
- EXTENT OF SOFFIT OVERHANG ABOVE
- PT01 ROLLUP OVERHEAD DOOR FOR SERVICE ACCESS TO PROMENADE
- PT01 ROLLUP OVERHEAD DOOR ALIGNED TO EXISTING SERVICE ACCESS DOOR @ ADJACENT EXISTING BUILDING [ONE STEAMBOAT PLACE] TO PROVIDE SERVICE FUNCTION BETWEEN BUILDINGS.
- BOH FFE TO MATCH EXISTING EXTERIOR GRADING FOR SERVICE TO EXTERIOR. BOH FFE TO RAMP TO DESIGNATED PUBLIC FFE IN FOOD STORAGE ROOM. RE: GRADING PLAN FOR EXTERIOR ELEVATIONS
- SUBGRADE CONCRETE RETAINING WALL @ UNDER PLAZA LEVEL CONDITION
- ST01 STONE WALL @ EXPOSED EXTERIOR ELEVATIONS, RE: DP.201
- ST-01 CLAD COLUMNS @ EAST ELEVATION, RE: DP.201
- RL-01 GUARDRAIL SYSTEM SET BACK 16" FROM F.O. ST-01 FASCIA, RE: DP.200
- F.O. ST-01 FASCIA BELOW, RE: DP.200
- REDEVELOPED OUTDOOR PATIO BELOW
- PROPERTY LINE
- EXTEND RL-01 TO ALIGN W/ ADJACENT EXISTING FRAMED WALL @ EXISTING BUILDING FOR CONTINUOUS PROTECTION ALONG ELEVATED EDGE
- MECHANICAL YARD ACCESS DOOR TO MATCH WD-01 W/ PT-02 PTD STL FRAME
- CLEAR AREA FOR SNOW STORAGE FROM ROOF
- ROOF OVERHANG ABOVE
- MECHANICAL EXHAUST / INTAKE AIR SHAFT SPACE
- SNOW GUARD
- INTERFACE EASEMENT, RE: C-710-C-711
- FIRE LAND ACCESS, RE: C.700

GENERAL NOTES

- REFER TO SHEET DP.201 FOR BUILDING MATERIAL LEGEND AND L.01 FOR SITE MATERIALS AND INFORMATION.
- LIGHT GRAY HATCH INDICATES AREA NOT IN PROJECT SCOPE.
- DARK GRAY HATCH AREA INDICATES EXISTING BUILDINGS/STRUCTURES NOT IN PROJECT SCOPE.

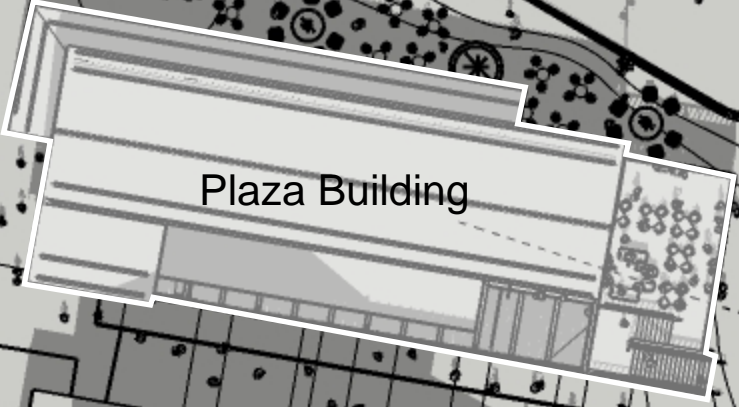
EXHIBIT C – SHADOW STUDY

SEPTEMBER 21, 9AM



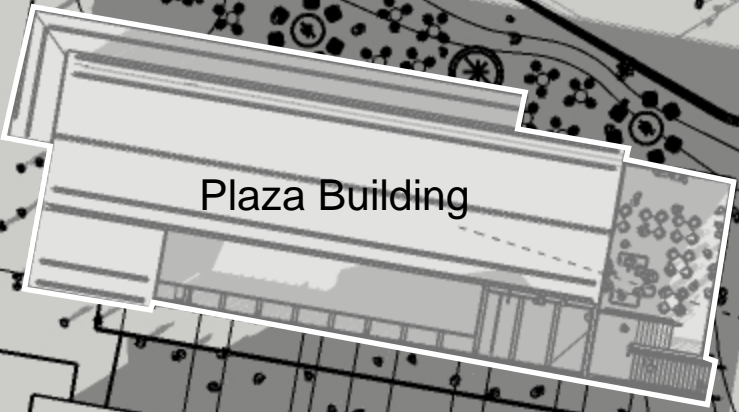
Plaza Building

SEPTEMBER 21, 12PM



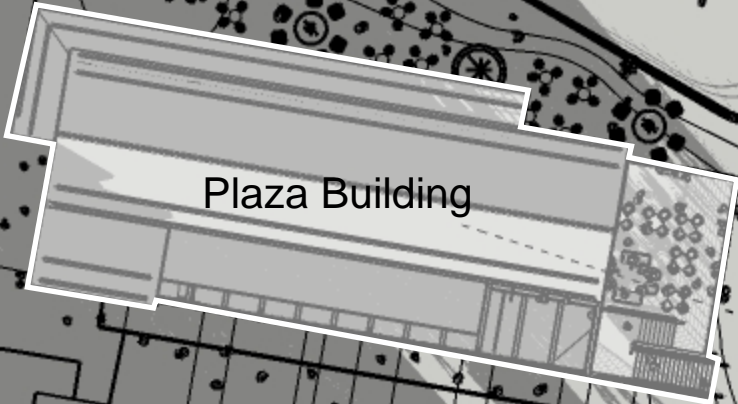
Plaza Building

SEPTEMBER 21, 3PM



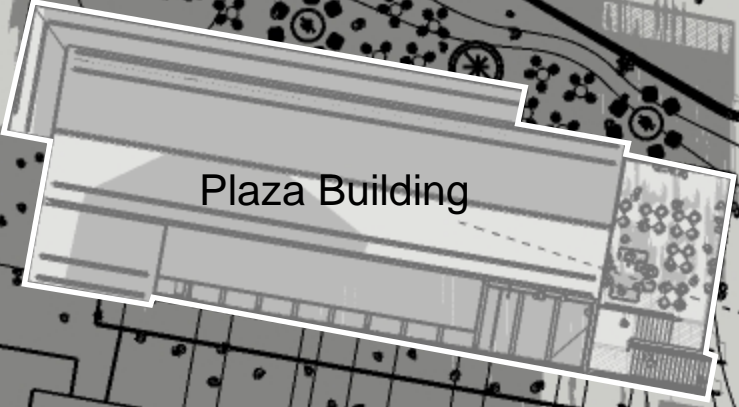
Plaza Building

DECEMBER 21, 9AM



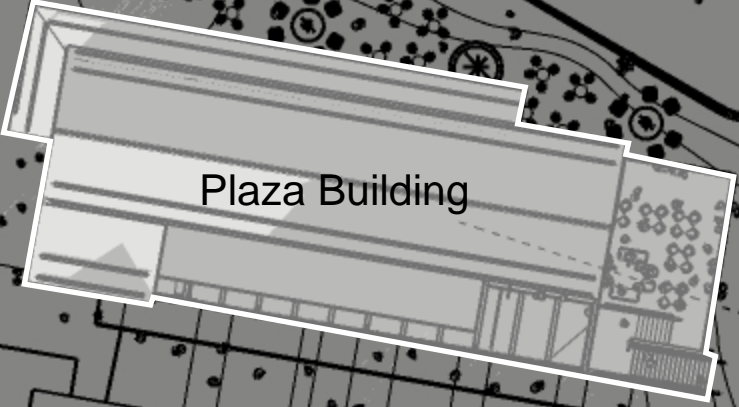
Plaza Building

DECEMBER 21, 12PM



Plaza Building

DECEMBER 21, 3PM



Plaza Building