Land Use Application

Lift One Lodge Planned Development

1 September 2020

710 S. Aspen Street, Aspen, CO (PID# 273513101001)

Detailed Review, Planned Development, Final Review, Certificate of Appropriateness for a Major Development

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PROJECT OVERVIEW

This application is submitted on behalf of Lift One Lodge Aspen LLC (the "Applicant") for Detailed Review, Planned Development, Final Review, and Certificate of Appropriateness for a Major Development (the "Detailed/Final Application") for the Lift One Lodge Planned Development (the "Lift One Lodge") located 710 S. Aspen Street (the "Property"). The Planned Development involves, and three distinct lots: Lot 1 contains the Lodge structure and the historic Steakhouse Restaurant, Lot 2 contains a free-market residential building, and Lot 3 contains the historic Skiers' Chalet Lodge, repurposed for use by the Aspen Historical Society and the Aspen Skiing Company, the historic Lift One towers, a new ski lift and public amenities relating to skiing and park access. This application is submitted in conformance with Conceptual Approval Ordinance 38, Series of 2018, the Pre-application Conference Summary dated 26 March 2019, and an Administrative Approval dated 24 December 2019, extending the time for Final Approval application.

Previous Approvals

The Lift One Lodge received City of Aspen voter approval on 5 March 2019 for Project Review of a Major Amendment to a Planned Development and Conceptual Review for a Certificate of Appropriateness for a Major Development through Ordinance No. 38, Series of 2018. Ordinance No. 38 granted approval of the Lift One Lodge Subdivision/Planned Development, with conditions, for a Major Amendment to a Planned Development, Subdivision (including exchange of City Land and Vacation of Public Right of Way), re-zoning, Growth Management Quota System, Commercial Design, and related reviews. HPC Resolution No. 16, Series of 2018 recommended support of the Lift One Corridor project and approved, with conditions, a Major Amendment to a Planned Development, Conceptual Major Development/Commercial Design and Relocation of Historic Resources. Copies of Ordinance No. 38, Series of 2018 and Resolution No. 16, Series of 2018 have been made a part of this application.

Ordinance No. 38, in conjunction with standard Final Development Plan Review criteria contained in the City of Aspen Land Use Code (the "LUC") will provide direction on the application and its review. Resolution No. 16 also provides conditions of approval that the Applicant will respond to in this application.

Combined Reviews

This Detailed/Final Application will be reviewed by both the City of Aspen Planning and Zoning Commission (P&Z) and the City of Aspen Historic Preservation Commission ("HPC"). P&Z will have purview over Lots 1 and 2 of the Planned Development. Lots 1 and 2 are comprised of the Lift One Lodge building and the Skiers Chalet Steakhouse. P&Z will review parking, access to the site via Dean Street, and the interaction between Lots 1 and 2 with Lot 3. HPC will have purview over Lot 3 which includes a new City of Aspen park, the Skiers Chalet Lodge, which will be used for Skier Services and a Ski Museum, and the historic Lift 1 lift towers and gantry. HPC will also review the details of the relocation and restoration of the Skiers Chalet Steakhouse on Lot 1.

In addition to the combined reviews discussed above, the Applicant has coordinated extensively with the City of Aspen Parks Department ("Parks") and the City of Aspen Engineering Department ("Engineering"). Parks will submit a 50% schematic design of the park facilities located on Lot 3 which will address the relationship of the park to Dean Street and how the park will interact with Lots 1 and 2. Engineering will review the project's engineering plans as well as review compliance with the specified engineering requirements which were outlined in a memorandum prepared by Engineering.

Finally, the Applicant has worked with the Aspen Skiing Company on obtaining the necessary approvals from the State of Colorado Tramway Board for the new lift to be provided as part of the project.

Project Details

The new LIFT ONE LODGE will feature:

- An extension of a lift replacement to a new base adjacent to Dean Street, the historic location of Lift One, including a sixty-foot (60-foot) skiway to serve return skiing to the new lift;
- Fifty-two (52) hotel rooms (including one 2-key suite for a total of fifty-three (53) lodging keys) and eleven (11) timeshare units with a total of fifty-one (51) keys (maintaining the one hundred four (104) lodging key total approved pursuant to the Ordinance No. 38);
- Subgrade parking garage with fifty (50) public parking spaces and seventy-six (76) spaces for Lift One Lodge use;
- Relocation and restoration of the Skiers Chalet Steakhouse building which will return to being used as a public restaurant and bar;
- Enhanced pedestrian and bicycle facilities on a reconstructed and improved Dean Street corridor;
- One (1) Employee housing unit;
- 16,125 SF of commercial space; and
- Six (6) free-market residential units.

The Applicant has also worked closely with the Aspen Historical Society and the Aspen Skiing Company to convert the Skiers Chalet Lodge building to provide for skier services, a Ski Museum and required public lockers per Ordinance No. 38. The Applicant will also undertake the restoration and relocation of the historic Lift One mechanical facilities.

The Applicant has worked diligently to create a revised proposal that complements the new Lift One ski lift and the park facilities on the newly added Dolinsek Gardens property. Taken together, these developments represent a very important milestone for the City of Aspen and the long-term vibrancy of the western portal to Aspen Mountain.

Conclusion

Throughout the extensive preliminary process exploring alternatives for the replacement of existing Lift 1A and the proposed Gorsuch Haus development, the Applicant has worked closely with City Staff and the various review boards to provide an overall plan for the South Aspen Street area that will provide many public benefits. The reimagining of the Lift One Lodge will meet the stated goal of the City to revitalize the western portal of Aspen Mountain.

The Applicant believes that the Lift One Lodge development appropriately responds to current conditions and expectations of visitors to Aspen. Moreover, the current proposal supports the economic viability of the project to ensure that this key component of the City's future can be constructed in an appropriate timeframe and coordinated with all other improvements to the area.

We look forward to continuing to work with staff, the City Council, HPC, and P&Z to provide for the compatible and aesthetic revitalization of the western portal to Aspen Mountain that meets the expectations of the citizens of Aspen who endorsed the project in the special election.

Project Dimensional Table

Lot Area (Lots 1 and 2):		
• Net Lot Size	44,830 SF	
• Gross Lot Size	46,721 SF	
Total Floor Area		
• Allowable per Code	112,075 SF	FAR 2.50:1
• Approved per Ord. 38	107,651 SF	FAR 2.41:1
• Proposed	108,000 SF	FAR 2.41:1
Lodge Net Livable		
• Approved per Ord. 38	53,976 SF	
• Average Room Size	519 SF/key or 1587.5 SF/unit	
Free-market Floor Area and Net Livable		
• Approved Floor Area	21,925 SF	
• Proposed Floor Area	22,881 SF (owing to grading changes, building remains the same)	
• Approved Net Livable	18,831 SF	
Commercial Net Leasable (Steakhouse and Lodge Buildings)	16,125 SF	
Affordable Housing Net Livable	791 SF (1.75 FTE)	
Skiers Chalet Lodge		
• AHS Ski Museum (Essential Public Facility)	8133 net SF	
• Public Lockers (Essential Public Facility)	1150 net SF	
• Aspen Skiing Company	907 net SF	
Subgrade Garage		
• Approved Parking:	126 spaces	
◦ Public parking - 50 spaces		
◦ Lift One Lodge Parking (FM, AH, and comm.)	76 spaces	
• Aspen Skiing Company Ski Patrol Facility	1,482 net SF	

Maximum Height

- Lift One Lodge:
  - West Building 53.3 feet (interpolated)
  - East Building 47.5 feet (interpolated)
- Skiers Chalet Steakhouse 29.0 feet (finished grade)
- Skiers Chalet Lodge 31.5 feet (finished grade)

Setbacks

- Lift One Lodge:
  - East Building - 12' north (vacated Gilbert Street); 0.0' west (from Lot 3); 5.00' east; 0.0 south (from Hill Street)
  - West building - 8.5' west (S. Aspen Street); 0.0' east (from Lot 3) 0.0' south (from Hill Street)
- Skiers Chalet Steakhouse – 0' north; 10' west
- Skiers Chalet Lodge – 10' north, 3' east (retaining wall to garage access)

Responses to Requirements Stipulated by Ordinance No. 38, Series of 2018

1.) License and Easement Agreements (Section 6)

A. The Lift 1 Corridor requires easements and licenses for skiing and ski operations for the benefit of Aspen Skiing Company across new Lot 3, the adjoining Dolinsek property (the Dolinsek Property) conveyed to the City pursuant and subject to the terms of the General Warranty Deed recorded on November 17, 2014 as Reception No. 615449 of the County Records (the Dolinsek Deed), and portions of new Lots 1 and 2. The following will be provided, in form and substance reasonably acceptable to all parties, such that they concurrently enable functional operation of the Lift 1 Corridor for skiing as well as lodging and residential uses.

1) The City will grant a 40-year, fee-free license, with a 40-year renewal option, to Aspen Skiing Company to provide ski corridor and necessary ski operations and access across the Dolinsek Property (the Dolinsek License). The Aspen Valley Land Trust holds a Conservation Easement on the Dolinsek Property as recorded in the Pitkin County records on 11/17/2004 at Reception No. 645448. The Dolinsek License will be subordinate to such Conservation Easement; provided, however, the City will cause Aspen Valley Land Trust to join as a consenting party to the Dolinsek License. The initial 40-year term of the use rights granted in the Dolinsek License will commence on the date the City has the authority to grant the Dolinsek License pursuant to the terms of the Dolinsek Deed. However, it is anticipated that the Dolinsek License will be executed prior to the actual commencement date of the term of the use rights as described in Section 6.D below. The City has received confirmation from all necessary parties, including Aspen Valley Land Trust, that the Dolinsek Property may be made available for the contemplated ski related activities, which for these purposes specifically include skiing and related circulation, snowmaking, snow storage, snow surface maintenance and grooming operations, subject only to completion of the rights set out in Section 6.1 of the Conservation Easement held by the Aspen Valley Land Trust.

The City of Aspen has drafted a 40-year license to the Aspen Skiing Company (see Attachment 31) to provide for the ski corridor and necessary ski operations and access across the Dolinsek Property. The City has the authority to grant the Dolinsek License as the terms of the Dolinsek Deed have been met.

2) The City will enter into a fee-free non-exclusive easement agreement with Aspen Skiing Company to allow skiing and ski and lift related activities, equipment, improvements and infrastructure, including, without limitation, subgrade snowmaking infrastructure as well as above grade ski and lift related equipment, improvements and infrastructure to occur on, over and below the surface of new Lot 3 (but not within or below the lid of the subgrade garage and structures to be constructed as part of the Lift One Lodge Project except as expressly provided in this Section 6.A.2). Lift One Lodge will be included as a party to the above-described easement agreement to the extent required for the purposes of (i) allowing snowmaking and ski lift, equipment, improvements, and infrastructure, as well as operations, maintenance and replacement thereof on and below the surface of the portion of Lot 3 above the lid of the Lift One Lodge subgrade structure and improvements, and (ii) if required because there is not sufficient space above the lid of the subgrade structure, allowing utility lines through agreed upon areas of the subgrade structure. The subgrade structure will be designed and constructed to support the Future Lift Terminal. The easement agreement will include easements from Lift One Lodge, as the owner of the

subgrade structure, to Aspen Skiing Company for subsistence and sub-adjacent and lateral support of the Future Lift Terminal and lift-related infrastructure to be identified from the as-built construction by Aspen Skiing Company. The easement agreement will provide that Aspen Skiing Company will own, exclusively control, and be responsible for maintaining, repairing and replacing, at its sole cost and expense, all ski and lift related equipment, improvements and infrastructure constructed on, over and below the surface of new Lot 3 pursuant to such easement agreement.

The easement from the City of Aspen to the Aspen Skiing Company addressed on the Draft 1st Amended Final Plat (see Attachment 22) and in the Master Easement Agreement (see Attachment 24).

3) Lift One Lodge will enter into a fee-free non-exclusive easement agreement with Aspen Skiing Company to allow (a) service vehicle and pedestrian access to the ski and lift related equipment, improvements and infrastructure located on Lot 3 via the access corridor across from Juan Street to be constructed on new Lot 1 between the Skier's Chalet Steakhouse building and the Lift One Lodge west building; (b) if required to accommodate the proposed new lift terminal location on new Lot 3, ski related equipment, improvements and infrastructure in the area on the east side of the access corridor described in the preceding clause (a), provided such installations will not interfere with the proposed locations of the Skier's Chalet Steakhouse building and west building of the Lift One Lodge; (c) return skiing and snow maintenance and grooming (but not snowmaking equipment or infrastructure) on the northwestern portion of new Lot 2 outside of the building footprint for the east building of the Lift One Lodge Project; and (d) if required based on the as-built condition of the skiing surface through the Lift 1 Corridor, return skiing and snow maintenance and grooming (but not snowmaking equipment or infrastructure) on other portions of new Lot 1 outside of the building footprints and related site improvements such as retaining walls, patios, stairways, etc. The easement agreement will provide that exercise of the easement rights by Aspen Skiing Company will not materially impair the development and operation of the Lift One Lodge buildings. The easement agreement will also provide that Aspen Skiing Company will own, exclusively control, and be responsible for maintaining, repairing and replacing, at its sole cost and expense, all ski and lift related equipment, improvements and infrastructure constructed on, over and below the surface of new Lots 1 and/or 2 pursuant to such easement agreement.

The easement from Lift One Lodge Aspen to the Aspen Skiing Company are addressed on the Draft 1st Amended Final Plat (see Attachment 22) and in the Master Easement Agreement (see Attachment 24).

B. The subgrade parking garage and subgrade structures and improvements of the Project require a three-dimensional perpetual, exclusive (subject to the provisions contained in Section 6.A.2 relating to Aspen Skiing Company) easement for extension of the garage and subgrade structures and improvements under the surface of Lot 3. The City will enter into an easement agreement with the Applicant to establish such perpetual exclusive easement rights in a manner sufficient in form and substance to make the Lift One Lodge Project financeable in the commercial loan and equity markets. Such easement agreement will provide that Lift One Lodge will own all garage and subgrade structures and improvements constructed by Lift One Lodge pursuant to such easement agreement and that Lift One Lodge will have the right to grant a security interest in such easement and all such garage and subgrade structures and improvements to secure any loan made for the Lift

One Lodge Project, and the City will promptly confirm in writing such matters concerning the easement as reasonably requested by Lift One Lodge from time to time.

A three-dimensional perpetual, exclusive easement for extension of the garage and subgrade structures and improvements under the surface of Lot 3 has been included in the Draft 1st Amended Final Plat (see Attachment 22) and in the Master Easement Agreement (see Attachment 24). This easement has been created in a manner sufficient in form and substance to make the Lift One Lodge Project financeable in the commercial loan and equity markets.

C. The City hereby grants the Applicant a temporary, exclusive easement within Lot 3 and within all rights-of-way adjacent to Lots 1 and 2, for the purpose of allowing over digging, shoring, and other construction activities necessary to complete the construction of improvements on Lots 1 and 2, and to establish and maintain a safe working environment, as reasonably required, during the construction of such improvements. The construction easement shall accommodate safe utility clearances for all earth retention systems, as required for in Title 21, and fees shall be valid for any use of such earth retention systems beyond a construction period of 8 months. This construction easement shall be temporary and shall automatically terminate upon the issuance of a certificate of occupancy for the structures utilizing this construction easement. Furthermore, the City hereby grants a perpetual, exclusive easement for any subsurface foundations, footer pads, or other structural elements of those structures to be constructed on Lots 1 and 2 which encroach into any adjacent rights-of-way or Lot 3.

The City has granted, pursuant to Ordinance No. 38, the Applicant a temporary, exclusive easement within Lot 3 and within all rights-of-way adjacent to Lots 1 and 2, for the purpose of allowing over digging, shoring, and other construction activities necessary to complete the construction of improvements on Lots 1 and 2, and to establish and maintain a safe working environment, as reasonably required, during the construction of such improvements. The City has also granted, again pursuant to Ordinance No. 38, a perpetual, exclusive easement for any subsurface foundations, footer pads, or other structural elements of those structures to be constructed on Lots 1 and 2 which encroach into any adjacent rights-of-way or Lot 3. (see Attachment 22).

D. All license and easement agreements will be submitted for review with the application materials for Detailed/Final Review approval and will be finalized as part of the Detailed/Final Review approval. The existing Master Easement Agreement for the Project recorded in the County Records on March 5, 2013 as Reception No. 597440 will either be amended or replaced in connection with the creation of the easements described above.

Draft license and easement agreements have been made a part of this application for Detailed/Final Review approval and will be finalized subsequent to Detailed/Final Review approval (see Attachment 22, Attachment 24, and Attachment 31).

The Applicant understands that the existing Master Easement Agreement for Lift One Lodge, recorded in the County Records on March 5, 2013 as Reception No. 597440, will either be amended or replaced in connection with the creation of the easements described above.

E. All license and easement agreements entered into pursuant to the above provisions of this Section 5 will contain commercially reasonable insurance and indemnity provisions, provided however, the City will not provide an indemnification to any party.

All license and easement agreements entered into contain commercially reasonable insurance and indemnity provisions, however, the Applicant understands that the City will not provide an indemnification to any party.

1.) Identify any dimensional changes (excepting height)

All dimensional changes have been noted in the preceding Approved Project Dimensional Requirements section of this application. Modified dimensions have been clearly identified along with the approved dimension.

2.) Update Growth Management calculations.

Updated Growth Management calculations have been made a part of this application (see Attachment 16).

3.) Timeshare Use and Management Plan

A Timeshare Use and Management Plan has been made a part of this application (see Attachment 23.

4.) Parking Management Plan for the subgrade garage (to be coordinated with City Parking Director)

A Parking Management Plan for the subgrade garage has been prepared in coordination with the City Parking Director and has been made a part of this application (see Attachment 28).

5.) In addition to the general documents required as part of a Planned Development – Detailed Review, the following items shall; be required as part of the Application's Planned Development – Detailed Review:

a. An Outdoor Lighting Plan, pursuant to section 26.575.150.

An outdoor lighting plan has been included as a part of this application (see Attachment 10).

b. An existing and proposed Landscaping Plan, identifying trees with diameters and values.

An existing and proposed Landscaping Plan, which identifies trees with diameters and values, has been made a part of this application (see Attachment 10).

c. A draft Construction Management/Phasing Plan.

A draft Construction Management/Phasing Plan has been included as a part of this application (see Attachment 19 and Attachment 29).

d. A snow storage and snow shedding plan. Snow is not permitted to shed off roofs onto neighboring properties. Demonstrate that any snow which sheds off roofs will remain on- site.

A snow storage and snow shedding plan has been included as a part of this application (see Attachment 10). The Applicant understands that snow is not permitted to shed off roofs onto neighboring properties. The snow storage and snow shedding plan will demonstrate that all snow storage and shedded snow will remain on site and will not cause any hazards to the public.

e. An updated and final Transportation Impact Analysis (TIA), including a monitoring plan.

An updated and final Transportation Impact Analysis (TIA), including a monitoring plan has been included as a part of this application (see Attachment 18).

f. A final engineered design for the Dean Street improvements.

The final engineered design for the Dean Street improvements has been included as a part of this application (see Attachment 11).

g. Proposed final engineered design for Gilbert Street.

The proposed final engineered design for Gilbert Street has been included as a part of this application (see Attachment 11).

h. Draft Ski Operations Plan

The draft Ski Operations Plan has been included as a part of this application (see Attachment 25).

i. A Timeshare Use and Management Plan – as well as other requirements specified in 26.590.060.

The Timeshare Use and Management Plan, as well as the other requirements specified in Sec. 26.590.060, which include a Developers Registration with the Colorado Real Estate Commission and architectural drawings, have been included as a part of this application (see Attachment 23).

Responses to Requirements Stipulated by Resolution No, 16, Series 2018

A. A detailed relocation plan for the two chalets and Lift 1. The relocation plan must be developed in consultation with a licensed structural engineer and a house mover with demonstrated expertise in the moving of structures of this size. A financial security of $30,000 per chalet and $30,000 for the Lift 1 bullwheel and first tower shall be provided by the applicant prior to submittal for building permit. The funds will be held by the City until the structures are installed on their new foundations. Any temporary location for any of the structures while their new foundations are prepared must be identified, reviewed and approved by HPC, including a long-term storage site for the two upper towers which are expected to be installed elsewhere on Aspen Mountain at a future date. An explanation of how the structures will be braced and protected from damage during temporary storage and during relocation must be provided.

A detailed relocation plan for the two chalets and Lift one has been carefully reviewed with Bailey House Movers. A structural engineer was also consulted on the relocation plan. Due to the size of the structures, the buildings will need to be significantly dismantled to allow transportation to a remote location where they will be stored. This poses significant challenges given the existing form of construction and the building conditions. Due to these concerns the team has developed an alternative strategy that allows the buildings to remain on site with minimal disassembly and disruption to the existing fabric. The intent is to move the buildings on site as one operation during the early phases of construction, once the new foundations for these structures have been built. Some of the exterior balustrades and stairs and other appurtenances will need to be removed to avoid damage in transition. Structural bracing will be inserted within the existing buildings with the intent, as far as is practicable, that some of this structure remains in the building in the new locations to reinforce the existing construction to make it suitable for purpose for the new uses. The process of moving the buildings will involve cutting utilities, removing the chimneys and fireplaces and partial removal of balustrades and bracing of decking, deconstruction of first floor walls (these levels will be part of the new foundation and ground level construction in the new location), and removal of lathe and plaster to the interior of the exterior walls which will be shear braced with OSB. Bracing framing will be introduced for stability during the moves.

The Applicant understands that a financial security of $30,000.00 per chalet and $30,000.00 for the Lift 1 bullwheel and first tower will be required to be provided at building permit.

B. Any elements of the buildings proposed to be temporarily dismantled or not salvaged must be clearly labeled in plan and elevation drawings. It is understood that the ground floor level of the Skier's Chalet Lodge will be entirely reconstructed and will be approximately 11' in height. The chimneys on both structures are to be dismantled and rebuilt to match the existing exterior appearance.

All elements of the building that are proposed to be temporarily dismantled or not salvaged have been clearly labeled in plan and elevation drawings made a part of this application (see Attachment 9). The exterior enclosures of both buildings will be preserved intact including the stud framed walls and roof members. The interiors of each of the Chalets will be replaced to meet the requirements of the new program. The chimney structures of both Chalets will be rebuilt in their current relative locations and to their current dimensions using materials consistent with the original. Both buildings will be located on new foundation structures, in each case providing support program areas for their new functions. The ground floor to floor height of the Skier Chalet

Museum building will be increased to 12'-6" to coordinate with the ski slope terrace to the north at Level 2.

C. Plans and elevations indicating all exterior materials for the historic structures and sitework. The reconstructed ground level of the Skiers Chalet Lodge should match the original conditions (painted CMU) or be similarly modest in character as should any other site walls, stairs or patios within the immediate vicinity of the historic structures. The retaining wall at the bullwheel must match the existing material and finish.

Plans and elevations have been made a part of this application that indicate all exterior materials for the historic structures and sitework (see Attachment 9). As stipulated, the reconstructed ground level of the Skier's Chalet Lodge employ board form concrete, which is similar to the original conditions of painted CMU. A feature line to indicate the original line of grade. Site walls, stairs, and patios employ the same board form concrete or concrete materiality. The retaining wall at the bullwheel will match the existing board form materiality.

D. An assessment and preservation solution for any wood elements of the Skier' s Chalet Steakhouse which might be considered to be in too close a proximity to the lift cable relative to fire concerns.

An assessment and preservation solution for the wood elements of the Skiers Chalet Steakhouse have been made (see Attachment 15). It has been determined that the Skier Chalet Steakhouse is outside of the zone of the CPTSB clear airspace and special fire treatment will not be required as a result of this proximity.

E. Labeled photographs showing all sides of the chalet structures and indicating the condition and proposed treatment for all exterior features.

Labeled photographs have been prepared that show all sides of the chalet structures. The labeling indicates the condition and proposed treatment for all exterior materials. The labeled photographs have been made a part of this application (see Attachment 9).

F. Labeled photographs showing all sides of the Lift 1 structures and indicating their condition and proposed treatment. The applicant shall reference the City's 2014 investigation of the Lift structure and, in consultation with the metal scientist who co-authored the report, propose an approach to either encapsulate or remove the lead paint on the structure. The applicant shall also consult with the wood scientist who prepared the City' s 2006 study that examined the wood elements of the bullwheel and lift chairs to identify appropriate treatments. The relocated and restored bullwheel and first tower must accommodate the installation of a section of original cable and an original chair.

Labeled photographs have been prepared that show all sides of the Lift 1 structures (see Attachment 14). The labeling indicates the condition and proposed treatment. The approach will be to encapsulate or remove the lead paint on the structure. An earlier preservation plan prepared by a qualified scientist will be updated, as appropriate, to include any current methodologies and the specifics of removal, storage, and relocation. As required, the relocated and restored bullwheel and first tower will accommodate the installation of a section of original cable and an original chair.

G. A maintenance plan to ensure the preservation of the historic structures until construction of this project begins. All loose exterior materials and features must be secured in place prior to Final Review, and

documentation that this has been accomplished must be submitted. All windows and doors must be weather-proof and secured.

As part of the HPC Guidelines and code response, a maintenance plan has been provided for the preservation of the historic structures until construction of the project begins. This maintenance plan includes securing any loose exterior material and features. All windows and doors will be weather-proofed and secured.

H. Preliminarily location for any utility meters, ground mounted mechanical equipment, trash storage or any similar features which may need to be located adjacent to the historic resources. No mechanical units will be permitted on the roof of the historic structures. The applicant is to study alternatives to the addition of elevator overruns on the roof of either chalet.

The preliminary locations for utility meters, ground mounted mechanical equipment, trash storage, and any other similar feature have been identified and made a part of this application (see Attachment 11). No mechanical equipment will be located on the roofs of the historic buildings. Elevator access to the third floor of the museum building is required by code and the elevator over-run will penetrate the existing roofline. The elevator within the Steakhouse is contained within the volume of the existing structure.

I. Plans and elevations indicating the proposed conversions of the Skier's Chalet Lodge pool house into public restrooms, or other adaptive re-use.

A proposed location for the Skier's Chalet pool house is shown on the Site Plan. Lift One Lodge will provide for the re-location of this structure to an approved location. It is our understanding that the City of Aspen Parks Department intends to re-purpose this structure as a public restroom with an appropriate expansion. Lift One Lodge is not responsible for the design of this expansion, which will be provided by others separately. Please refer to Aspen Historical Society plans.

J. Preliminary locations for interpretive signage related to the chalet buildings and lift components.

Preliminary locations for interpretive signage related to the chalet buildings and lift components has been identified on plans made a part of this application (see attachment 10).

K. No alterations to fenestration, materials, lighting, signage or any other exterior feature of the chalet structures have been approved at this time, other than the concept that Skier' s Chalet Lodge will be placed on a newly constructed exposed ground floor. In addition, HPC will allow the elimination of the two northern most stair runs on the Lodge, but the applicant is to retain the upper landing of this stair, to be presented at Final. Plans and elevations showing all exterior changes must be submitted. The applicant must consult with the Building Department prior to Final submittal and represent any code related alterations to exterior features that are expected to be necessary in the HPC application.

The Applicant looks forward to working with staff and the HPC to review the alterations to the fenestration, materials, lighting, signage, and other exterior features of the chalet structures. As approved, the two northern most stair runs on the Lodge will be removed. The upper landing to this stair will be retained. Plans showing these modifications, including plans and elevations of all exterior changes, have been made a part of this application (see Attachment 9). The Applicant has consulted with the Building Department and ensured that all code related alterations to the

exterior features have been incorporated in the plans. These exterior alterations can be reviewed on plans made a part of this application as a part of attachment 6. The exterior guardrails and walkways require significant repair. In renovating these elements, it is proposed to raise the walkway guardrails to a consistent 38" by increasing the gap below the balustrade and above the walkway surface.

L. No approval for location or plant selection for landscaping or trees for the area within HPC's purview has been approved at this time. These elements will be reviewed at Final.

The Applicant looks forward to working with staff and the HPC in reviewing the proposed landscape plan made a part of this application (see Attachment 10).

M. The original "Skiers Chalet" sign on the lodge is required to be preserved in place. Preserving the "No Vacancy" sign is also advised, to help to communicate the original use of the building and to clarify that the lodge is not operating.

The Applicant will preserve the original "Skiers Chalet" sign on the lodge as well as the "No Vacancy" sign (see Attachment 9). The Applicant agrees that retaining these elements communicated the original use of the building and clarifies the lodge is no longer operation as a lodge.

N. The original " Skiers Chalet" sign on the north balcony of the Steakhouse is required to be preserved in place. The " Skier's Chalet, Ski Lodge Steakhouse" sign is required to be recreated on the west façade of the Steakhouse using photo documentation. Remaining elements of the sign exist on the property and must be salvaged and used as a template.

The Applicant will preserve the "Skiers Chalet" sign on the north balcony of the Steakhouse and the "Skiers Chalet, Ski Lodge Steakhouse" will be recreated on the west façade of the Steakhouse from photographic records. Since photographic records show multiple iterations of this signage, an appropriate design has been proposed (see Attachment 9). The remaining elements of the sign existing on the property will be salvaged and used as a template.

O. The existing/original exterior paint colors for the chalet buildings must be retained as part of the project. The original paint color of the lift must be restored as part of the project.

The existing/original exterior paint colors for the chalet buildings has been retained, and the original paint color of the lift will be restored (see Attachment 9).

P. Within 6 months of Final approval of the project, the applicant, in coordination with Aspen Skiing Company, is to pursue approvals from Pitkin County and/or the Forest Service, if any are required, to install the two towers that currently sit in Lift 1 Park, at an uphill location which would appropriately represent the historic alignment of Lift 1.

A proposed location for the first of the two towers is provided on Lot 3 and shown on the site plan (see Attachment 9). The Applicant understands that, within six months of Final approval and in coordination with the Aspen Skiing Company, approvals from Pitkin County and the Forest Service, if required, will be initiated to install the remaining tower at an uphill location that represents the historic alignment of Lift 1.

Q. Prior to Final Review, the applicant and Aspen Skiing Company will discuss and propose architectural treatments to the new lift in consideration of the relationship to the historic resources and Willoughby Park.

The Applicant and the Aspen Skiing Company have discussed the possible architectural treatments to be incorporated in the new lift facilities. The new lift will have a strong relationship to surrounding development, which includes both historic and contemporary elements.

R. Study the proposed railing surrounding the north patio on the Skier' s Chalet Steakhouse to ensure that it is as transparent as possible.

The railing surrounding the north patio on the Skiers Chalet Steakhouse has been provided as a transparent glass railing. The design of the railing can be found in plans made a part of this application (see Attachment 9).

LAND USE CODE RESPONSES

Commercial Design Review

Sec. 26.412.040. Procedures for Review.

(a) General. Commercial Design Review is divided into a two-step process known as Conceptual Design and Final Design. Conceptual design review focuses on site planning, mass, scale, proportions, parking, height and other elements that define the shape and placement of the proposed development. Final design review focuses on materials, window size and placement, landscaping, architectural details, detailed roofscape, operational characteristics, and other elements that finalize the architecture and landscape of the proposed development. Based on the specific proposal, the Community Development Director may amend which features are considered during the conceptual or final review.

Conceptual Design Review has been recommended for approval and approved pursuant to HPC Resolution No.16, Series of 2018, Ordinance No. 38, Series of 2018, and by a public vote of the City of Aspen voters. Conceptual approval has set the site planning, mass, scale, proportions, parking, height, and other elements that define the shape and placement of the proposed Lift One Lodge. The approved dimensional limitations have been made a part of this application.

The Applicant is hereby applying for Final Design Review which will provide for the materials window size and placement, landscaping, architectural details, detailed roofscape, operational characteristics, and other elements that finalize the architecture and landscape of the Lift One Lodge. The Applicant has responded to the applicable Commercial, Lodging, and Historic District Design Standards and Guidelines and will respond to the applicable code sections below.

(c) Final Design.

(1) The procedures for the review of final design are as follows:

a. The Community Development Director shall review the application materials submitted for final development plan approval. If they are determined to be complete, the applicant will be notified in writing of this, and a public hearing before the Planning and Zoning Commission or Historic Preservation Commission shall be scheduled. Notice of the hearing shall be provided pursuant to Subparagraphs 26.304.060(e)(3)a.—c.

The Administrative Approval granted an extension to final the Lift One Lodge Detailed/Final Application, following Conceptual Approval, and provided for a milestone plan to move the application forward.

b. Staff shall review the submittal material and prepare a report that analyzes the project's conformance with the applicable Commercial, Lodging and Historic District Design Objectives and Guidelines and other applicable Land Use Code sections. This report will be transmitted to the Commission with relevant information on the proposed project and a recommendation to approve, disapprove or approve with conditions and the reasons for the recommendation. The Commission will review the application, the staff analysis report and the evidence presented at the hearing to determine the project's conformance with the City's Commercial, Lodging and Historic District Design Objectives and Guidelines.

The Applicant has provided responses to the applicable Commercial, Lodging, and Historic District Design Objectives and Guidelines as well as other applicable Land Use Code sections.

c. The Commission may approve, disapprove, approve with conditions or continue the application to obtain additional information necessary to make a decision to approve or deny.

d. Before an application for a building permit can be submitted, and pursuant to Chapter 26.490, *Development Documents*, a final set of plans reflecting any or all required changes by the Commission must be on file with the City. Any conditions of approval or outstanding issues which must be addressed in the field or at a later time shall be noted on the plans.

Following approval and prior to applying for a building permit, the Applicant will provide a final set of plans that will reflect any and all required changes required by the review boards. All conditions of approval or outstanding issues will be addressed.

The following items, as applicable, shall be required as part of the Development Documents:

1. ***Landscaping plan.*** **Prior to issuance of a building permit, the Community Development Director shall require site plans and drawings of any required Pedestrian Amenity space, including an access, landscaping and programming plan, and a bond in a satisfactory form and amount to ensure compliance with any Pedestrian Amenity requirements under this Title.**

   A landscaping plan showing any required Pedestrian Amenity space will be prepared prior to the issuance of a building permit. A bond, in a satisfactory form and amount to ensure compliance with any Pedestrian Amenity requirements will be provided by the applicant, as necessary.

2. ***Maintenance of landscaping.*** **Whenever the landscaping required herein is not maintained, the Chief Building Official, after thirty (30) days' written notice to the owner or occupant of the property, may revoke the certificate of occupancy until said party complies with the landscaping requirements of this Section.**

   In the unlikely event that the required landscaping is not maintained, the Applicant understands that, following a thirty-day period following a written notice from the Chief Building Official, the Certificate of Occupancy may be revoked until the landscaping requirements are met.

(d) Variations. An application requesting a variation from the Standards of *Commercial, Lodging, and Historic District Design Standards and Guidelines* shall be reviewed during either Conceptual Design Review or Final Design Review, as determined by the Community Development Department. The Planning & Zoning Commission or Historic Preservation Commission, during a duly noticed public hearing, shall

approve, approve with conditions, or deny an application for variation. The application shall demonstrate and the deciding board shall find that the variation, if granted, would:

(1) Provide an alternative design approach that meets the overall intent of the standard. The reviewing board shall consider the appropriateness of the design features, building elements, and existing neighborhood context to determine that the exception is appropriate; or

The Applicant does not anticipate requesting any variations from the Design Standards and Guidelines. In the event a variation is requested, the Applicant will provide an alternative design approach that meets the overall intents of the standard that is the subject of the variation request.

(2) Be clearly necessary for reasons of fairness related to unusual site-specific constraints.

In the event a variation is requested, the Applicant will clearly identify why the variation is necessary for reasons of fairness related to unusual site-specific constraints.

(e) Consolidation of applications and combining of reviews. If a development project involves additional City land use approvals, the Community Development Director may consolidate or modify the review process accordingly, pursuant to Subsection 26.304.060.B of this Title.
If a proposed development, upon determination of the Community Development Director and in consultation with the applicant, is of limited scope, the Director may authorize the application to be subject to a one-step process that combines both conceptual and final design reviews.

While there are two separate review bodies associated with this applicant, HPC and P&Z, staff has provided that this application is considered a single application.

When the Historic Preservation Commission has purview over Commercial Design Review, an application for commercial design review shall be consolidated with the appropriate review process as required by Section 26.415.070, *Development Involving Designated Property*. When an application is considered consolidated and a conflict between this Chapter and Chapter 26.415, Development Involving the Aspen Inventory of Historic Landmark Sites and Structures or Development in an "H," Historic Overlay District, arises, the regulations of Chapter 26.415 shall supersede.

P&Z will have jurisdiction over development proposed to be located on Lots 1 and 2. Pursuant to the pre-application conference summary, P&Z will respond to the requirements of Ordinance #38, Detailed Review Standards, and Commercial Design Review. HPC will have jurisdiction over proposed development on Lot 3. HPC will also have jurisdiction over the relocation and restoration of the Skiers Chalet Steakhouse on Lot 1. HPC will have jurisdiction over Commercial Design Review as it applies to the Skiers Chalet Lodge and Steakhouse.

Sec. 26.412.050 Application Requirements.

(a) Final design application. An application for a final development plan shall include:

(1) The general application information required in Section 26.304.030 of this Title.

The general application information has been provided with this land use application.

(2) A site plan and survey showing property boundaries, the location and orientation of existing and proposed improvements, proximity to any preserved view planes, and predominant site characteristics.

A site plan and survey showing property boundaries, the location and orientation of existing and proposed improvements, and predominant site characteristics has been included with this application as attachment 9. While the Property is technically located within a View Plane, it was shown during Conceptual approval that existing buildings within the view plan block the proposed development.

(3) Final scaled and dimensioned drawings of all proposed structures and/or additions including part of the development.

Final scaled drawings of all proposed structures and/or additions including part of the development has been included in this application as attachment 9.

(4) An accurate representations of all major building materials to be used in the development, depicted through samples or photographs.

An accurate selection of major building materials to be used in construction represented by samples and/or photographs has been included in this application as attachment 9.

(5) Visual depiction of the proposed building in the context of the overall block.

Visual depiction of the proposed building in the context of the overall block has been included in this application as attachment 9.

(6) A statement, including narrative text or graphics, indicating how the final design conforms to representations made or stipulations placed as a condition of the approval of the conceptual design.

A statement, including narrative text or graphics, indicating how the final design conforms to representations made or stipulations placed as a condition of the approved of the conceptual design has been included.

(7) Final landscape and lighting plans.

Final landscape and lighting plans are included as attachment 10.

Sec. 26.412.060. Review Criteria.

An application for commercial design review may be approved, approved with conditions or denied based on conformance with the following criteria:

(a) Guidelines and Standards

(1) **The *Commercial, Lodging and Historic District Design Standards and Guidelines* are met as determined by the appropriate Commission. The Standards and Guidelines include design review criteria that are to be used to determine whether the application is appropriate.**

The Applicant has responded to the Commercial, Lodging and Historic District Design Standards and Guidelines where applicable and as appropriate. Responses to the Commercial, Lodging and Historic District Design Standards and Guidelines are provided with this application.

(2) **All applicable standards in the *Commercial, Lodging and Historic District Design Standards and Guidelines* shall be met unless granted a Variation pursuant to Section 26.412.040.D, Variations.**

The Applicant does not anticipate variations will be requested.

(3) **Not every guideline will apply to each project, and some balancing of the guidelines must occur on a case-by-case basis. The applicable Commission must:**

a. determine that a sufficient number of the relevant guidelines are adequately met in order to approve a project proposal;

b. weigh the applicable guidelines with the practicality of the measure.

The applicable Commercial, Lodging and Historic District Design Standards and Guidelines have been met, with responses provided. In the event a standard is deemed not to have been be met, either a variation will be applied for and the Applicant will work with the review boards to ensure that a sufficient number of relevant guidelines are adequately met or that the impracticality of the guideline has been determined.

Sec. 26.412.070. Pedestrian Amenity.

Creative, well-designed public places and settings contribute to an attractive, vital, human-scale downtown commercial district and a pleasant pedestrian shopping and entertainment atmosphere. Pedestrian amenity space can take the form of physical or operational improvements to public rights-private property within commercial areas.

In conjunction with the City of Aspen Parks Department, the Applicant has worked to create creative, well-designed public gathering space immediately adjacent to the Lift One Lodge as well as adjacent to the new ski lift. The resulting base area contributes to an attractive, vital, human-scale area that will be cherished by the community and visitors alike. In addition to creating attractive spaces, the City of Aspen Parks Department, Aspen Skiing Company, the Aspen Historical Society, and the Applicant have coordinated to provide meaningful operational improvements to the new base area for ski area operations and a dedicated Aspen Ski Museum under the aegis of the Aspen Historical Society.

(a) Applicability and Requirement. The requirements of this Section shall apply to the development of all commercial, lodging and mixed-use development within the CC, C-1, MU, NC, S/C/I, L, CL, LP and LO Zone Districts, as well as any Essential Public Facility pursuant to section 26.412.020(A). This area represents the City's primary pedestrian-oriented downtown, as well as important mixed-use, service and lodging neighborhoods. Development in these zone districts consisting of entirely residential uses is exempt from these provisions. Remodel and renovation activities that do not trigger demolition, and which maintain 100% of the existing pedestrian amenity present on the site are exempt from this Section. Changes to pedestrian amenity space as a result of required accessibility

or building code compliance are exempt from compliance with the 25% requirement if demolition is nottriggered.

The Property is zoned Lodge (L), with LP and PD overlays. Therefore, the requirements of this section apply to the proposed commercial and lodging development. The pedestrian-oriented base area immediately adjacent to Lift One Lodge and the realigned lift will create an exceptional pedestrian and recreational experience.

Twenty-five percent (25%) of the Gross Lot Area of properties within the applicable area shall be provided as pedestrian amenity regardless of existing onsite pedestrian amenity amount. A project that qualifies as demolition, as defined in Section 26.104.100, must meet the requirements of this Section. Vacated rights of way do not count toward pedestrian amenity requirements.

Substantially more than twenty-five (25) percent of the gross lot area of the properties within the overall development have been provided as pedestrian amenity space.

Calculation of pedestrian amenity shall include stairs, walkways or other means of accessing pedestrian amenity space from rights-of-way or internal circulation ways counted as non-unit space per Section 26.575.020. Airlocks providing access to internal pedestrian amenity space, and which meet the criteria provided in Section 26.575.020 may be included in the calculation of pedestrian amenity space.

Calculation of pedestrian amenity will include stairs, walkways, or other means of accessing pedestrian amenity space from rights-of-way or internal circulation ways counted as non-unit space per Section 26.575.020. Airlocks providing access to internal pedestrian amenity space, and which meet the criteria provided in Section 26.575.020 have been included in the calculation of pedestrian amenity space

(b) Provision of pedestrian amenity. Unless specified, the Planning and Zoning Commission or Historic Preservation Commission shall determine the appropriate method or combination of methods for providing this required amenity. One (1) or more of the following methods may be used to meet the requirement.

(1) <u>On-site pedestrian amenity</u>. On-site pedestrian amenity options are provided within the *Commercial, Lodging, and Historic District Design Standards and Guidelines*.

Required Pedestrian Amenity Space will be provided on-site within the Property and off-site as part of the skiway and other improvements to the area.

a. For properties located on rights-of-way designated as pedestrian malls including Hyman and Cooper Streets between Galena and Mill Streets, and Mill Street between Hyman Street and Durant Street, new pedestrian amenity is limited to second floor or street level. Existing on-site pedestrian amenity may be maintained, with any difference between the existing amount and the 25% required to be provided as cash-in-lieu.

Not applicable.

(2) <u>Off-site pedestrian amenity</u>. These may be improvements to private property, public property or public rights-of-way.

a. An easement providing public access over an existing public amenity space for which no easement exists may be accepted if the easement provides permanent public access and is acceptable to the City Attorney.

The Applicant does not believe that easements will be required for public access to amenity spaces on its property. Easements and agreements will be provided for access and maintenance in the event they are deemed necessary.

b. Off-site improvements shall:

1. equal or exceed the value of an otherwise required cash-in-lieu payment as determined by the City Engineer, and

Offsite improvements include significant contributions for:

- Relocation and white box refurbishment of the Skiers Chalet building to provide for skier services and the Aspen Ski Museum;
- Relocation and refurbishment of the historic Lift One towers and gantry;
- Public locker and 50 parking spaces in the subgrade garage;
- Provision of power for the Dolinsek Gardens and water main improvements on Hill Street;
- Reconstruction of South Aspen Street and Dean Street, including pedestrian and cycling facilities for Dean Street.

These improvements far exceed the value of any cash-in-lieu payment that may be required for public amenity space.

2. be consistent with any public infrastructure or capital improvement plan for that area.

The contributions for off-site improvements will be consistent with public infrastructure or capital improvements for the area.

(3) <u>Cash-in-lieu provision</u>. Cash-in-lieu for pedestrian amenity requirements may be provided, subject to the following requirements:

A complete schedule of contributions to be provided to various public amenities has previously been provided to the City as "The Cost-Sharing Proposal." This Proposal supersedes any other cash-in-lieu requirements that may be applicable.

a. For properties located on rights-of-way designated as pedestrian malls including Hyman and Cooper Streets between Galena and Mill Streets, and Mill Street between Hyman Street and Durant Street, cash-in-lieu of on-site public amenity space is encouraged. Fees collected as cash-in-lieu for public amenity of designated pedestrian malls shall be held in reserve by the City for the maintenance and improvement of the pedestrian malls.

Not applicable.

b. For properties not located adjacent to the pedestrian malls, where on-site public amenity is not appropriate or may not be feasibly provided due to site or development constraints, cash-in-lieu may be accepted as an alternative. Such conditions shall be determined on a

case-by-case basis at the discretion of the Planning and Zoning Commission or Historic Preservation Commission.

Not applicable.

c. A cash-in-lieu payment for 50% or more of the required pedestrian amenity for properties not located on a pedestrian mall or less than 100% for properties located on a pedestrian mall requires City Council approval.

Not applicable.

(4) Alternative method. The Commission may accept any method of providing a pedestrian amenity not otherwise described herein if it finds that the alternative method meets the intent of pedestrian amenity, equals or exceeds the monetary value, or meets the purpose and intent of these regulations to an equivalent extent, of an otherwise required on-site amenity space or cash-in-lieu payment.

The "Cost-Sharing Proposal," along with amenities provided on the Lift One Lodge premises fully meets the intent of pedestrian amenity and exceeds any applicable monetary value for a cash-in-lieu payment.

(5) Pedestrian links. If the City has adopted a trail plan incorporating mid-block pedestrian links, any required public amenity space must, if the City shall so choose, be applied and dedicated for that use. The development of mid-block walkways to access second tier commercial spaces located off the primary street frontage, which are not part of an adopted trail plan, may be counted towards public amenity space requirements for a property and must be designed in accordance with the *Commercial, Lodging and Historic District Standards and Guidelines*.

Several mid-block access points are provided to the site and pedestrian and bicycle improvements to Dean Street support adopted and proposed planning for pedestrian amenities.

(c) Reduction of requirement. The Historic Preservation Commission may reduce the required pedestrian amenity amount, pursuant to the procedures and criteria of Chapter 26.412, Commercial Design Review, for historic landmark properties upon one (1) of the following circumstances:

(1) When the Historic Preservation Commission approves the on-site relocation of an historic landmark building such that the amount of on-site public space is reduced below that required by this Chapter.

Relocation of one historic landmarked building on-site and one potentially landmarked building off-site represent a significant contribution on the part of the Applicant that should be factored into the provision of on-site public amenity space.

(2) When the manner in which an historic landmark building was originally developed reduces the amount of on-site public amenity required by this Chapter.

Not applicable.

(3) When the redevelopment or expansion of an historic landmark constitutes an exemplary preservation effort deserving of an incentive or reward, as provided in the City of Aspen Historic Preservation Design Guidelines.

Taken together, the relocation of two historic buildings, and the contribution toward the refurbishing and permanent display of the historic lift facilities, represents an exemplary preservation effort on the part of the Applicant.

Sec. 26.412.090. Amendments.

(b) Substantial amendments. Any amendment to an existing approval which does not meet the thresholds for an insubstantial amendment shall be considered a substantial amendment. A substantial amendment to a Commercial Design Review approval shall be reviewed pursuant to the standards and procedures of this Section.

No amendments are anticipated to be requested.

Historic Preservation

Sec. 26.415.015. Applicability.

This Chapter applies to all properties listed on the Aspen Inventory of Historic Sites and Structures and to all properties located within the boundaries of a Historic District, including rights-of-way within Historic Districts as specified in Section 26.415.060.

On-site, the Property contains the historically eligible Skier's Chalet Lodge and the historically designated Skiers Chalet Steakhouse. Adjacent to the Property is the historically designated Lift One gantry and towers. The Property is not located within an historic district of the City of Aspen.

Sec. 26.415.030. Designation of historic properties.

The designation of properties to an official list, that is known as the Aspen Inventory of Historic Landmark Sites and Structures which is maintained by the City, is intended to provide a systematic public process to determine what buildings, areas and features of the historic built environment are of value to the community. Designation provides a means of deciding and communicating, in advance of specific issues or conflicts, what properties are in the public interest to protect.

(d) Aspen Inventory of Historic Landmark Sites and Structures has been established by City Council to formally recognize those districts, buildings, structures, sites and objects located in Aspen that have special significance to the United States, Colorado or Aspen history, architecture, archaeology, engineering or culture. The location of properties listed on the inventory shall be indicated on maps on file in the Community Development Department.

The Property contains the historically eligible Skier's Chalet Lodge, and the historically designated Skiers Chalet Steakhouse. Adjacent and part of this application is the Lift One gantry and towers. The Property is not located within an historic district of the City of Aspen. The Skiers Chalet Lodge would receive landmark designation as part of this application.

Sec. 26.415.070. Development involving designated historic property or property within a historic district.

(d) Certificate of appropriateness for major development.

(1) The review and decision on the issuance of a certificate of appropriateness for major development shall begin with a determination by the Community Development Director that the proposed project constitutes a major development. A major development includes one or more of the following activities:

a. The construction of a new structure within a historic district; and/or

b. Alterations to more than three (3) elements of a building façade including its windows, doors, roof planes or materials, exterior wall material, dormers, porches, exterior staircase, balcony or ornamental trim; and/or

c. The expansion of a building increasing the floor area by more than two hundred and fifty (250) square feet; and/or

d. Any new development that has not been determined to be minor development.

This proposed development contemplated by this application has been determined to be a major development.

(2) The procedures for the review of major development projects include a two-step process requiring approval by the HPC of a conceptual development plan and then a final development plan. If a major development project involves additional City Land Use approvals, the

Community Development Director may consolidate or modify the review process accordingly, pursuant to Subsection 26.304.060.B.

As the proposed development involves additional City Land Use approvals, the review process has been consolidated as previously provided.

(4) Final development plan review.

a. An application for a final development plan shall include the following:

1. The general application information required in Section 26.304.030.

2. Final drawings of all proposed structure(s) and /or addition(s) included as part of the development at ¼" = 1.0' scale.

3. An accurate representation of all major building materials to be used in the development, depicted through samples or photographs.

4. A statement, including narrative text or graphics, indicating how the final development plan conforms to representations made or stipulations placed as a condition of the approval of the conceptual development plan.

5. Supplemental materials to provide a visual description of the context surrounding the designated historic property or historic district including at least one (1) of the following: diagrams, maps, photographs, models or streetscape elevations.

All materials discussed in items 1-5 have been provided with this application, as applicable.

b. The procedures for the review of final development plans for major development projects are as follows:

1. The Community Development Director shall review the application materials submitted for the final development plan approval. If they are determined to be complete, the applicant will be notified in writing of this and public hearing before the HPC shall be scheduled. Notice of the hearing shall be provided pursuant to Paragraphs 26.304.060(e)(3)a, b and c.

The Applicant looks forward to confirmation by staff that the application materials submitted here for final development plan approval are complete. HPC will have jurisdiction over the aspects of the project located on Lot 3, the relocation and restoration of the Skiers Chalet Steakhouse.

2. Staff shall review the submittal material and prepare a report that analyzes the project's conformance with the design guidelines and other applicable Land Use Code sections. This report will be transmitted to the HPC with relevant information on the proposed project and a recommendation to continue, approve, disapprove or approve with conditions and the reasons for the recommendation. The HPC will review the application, the staff analysis report and the evidence presented at the hearing to determine the project's conformance with the City Historic Preservation Design Guidelines.

The Applicant looks forward to working with staff, the HPC and P&Z, and the public during the Detailed/Final review process.

3. **The HPC may approve, disapprove, approve with conditions or continue the application to obtain additional information necessary to make a decision to approve or deny. If the application is approved, the HPC shall issue a certificate of appropriateness and the Community Development Director shall issue a development order.**

   The Applicant will provide any additional information necessary for the review boards to make a final decision.

4. **Before an application for a building permit can be submitted, a final set of plans reflecting any or all required changes by the HPC or City Council must be on file with the City. Any conditions of approval or outstanding issues which must be addressed in the field or at a later time shall be noted on the plans.**

   Prior to applying for a building permit, the Applicant will cause a final set of plans reflecting any and all required changes by the review boards to be prepared and filed with the City. Any conditions of approval or outstanding issues which must be addressed in the field or at a later time shall be noted on the plans.

(e) Amendments, insubstantial and substantial. There are two processes for amending plans approved pursuant to a development order and an associated certificate of appropriateness. All requests for amendments, insubstantial or substantial, must be in writing and accompanied by drawing(s) and elevations as specified below.

(2) Substantial amendments.

a. **All changes to approved plans that materially modify the location, size, shape, materials, design, detailing or appearance of the building elements as originally depicted must be approved by the HPC as a substantial amendment.**

   In the event changes are required to be made to the approved plans that materially modify the location, size, shape, materials, design, detailing or appearance of the building elements as originally depicted, the Applicant understands that these changes must be approved by the HPC as a substantial amendment.

Planned Development

Sec. 26.445.010. Purpose.
The purpose of Planned Development review is to encourage flexibility and innovation in the development of land which:

(a) Promotes the purposes, goals and objectives of applicable adopted regulatory plans.

The proposed Planned Development will promote the purposes, goals, and objectives of the AACP by providing additional lodging rooms, enhancing public spaces, and support the long-term viability of the resort.

(b) Achieves a more desirable development pattern, a higher quality design and site planning, a greater variety in the type and character of development and a greater compatibility with existing and future surrounding land uses than would be possible through the strict application of the zone district provisions.

The proposed Planned Development will provide for a more desirable development pattern than currently exists in the Lift One neighborhood, will provide a much higher quality of design and site planning than existing features provide, will provide a greater variety in the type and character of development, and a greater compatibility with existing and future surrounding land uses, including the Gorsuch Haus, than would be possible through the strict application of the zone district provisions.

(c) Preserves natural and man-made site features of historic, cultural or scenic value.

The proposed Planned Development will cause the preservation of man-made site features of historic, cultural, and scenic value through the preservation of the historic Lift One and the adaptive reuse of the Skiers Chalet Lodge and the Skiers Chalet Steakhouse.

(d) Promotes more efficient use of land, public facilities and governmental services.

The proposed Planed Development will promote a more efficient use of land, public facilities and governmental services by redeveloping parcels of land that have languished from years of underusage and limited maintenance.

(e) Incorporates an appropriate level of public input to the planning process to ensure sensitivity to neighborhood and community goals and objectives.

Though the extensive collaborative effort pursued to date with the Gorsuch Haus, the City of Aspen, and the Aspen Skiing Company, the Applicant has been a part of a process that has and will continue to incorporate appropriate public input into the planning process. This collaboration with the community will ensure sensitivity to neighborhood and community goals and objectives. The voters of the City of Aspen by public vote approved the Conceptual level design of the project through Ordinance No. 38.

(f) Promotes safe and convenient transit, pedestrian, bicycle and vehicular access and circulation.

The proposed Planned Development, through physical enhancements made to the streetscape and involvement with ongoing transit-oriented programs, will promote safe and convenient transit, pedestrian, bicycle and vehicular access and circulation.

(g) Allows the development of mixed land uses through the encouragement of innovative design practices that warrant variations from the standard permitted zone district land uses and dimensional requirements.

The proposed Planned Development has as one of its primary focuses the development of mixed land uses through the encouragement of innovative design practices. These include the development of additional lodging, free-market residential, and commercial space in conjunction with historic preservation and active and passive recreation areas. This unique and beneficial mixed-use development warrants variation from the standard permitted zone district land uses and dimensional requirements.

Sec. 26.445.030. - Scope and Limitations.

(a) ***General.*** **Development on any land within a Planned Development may occur only after all land use approvals are received, a Development Order is issued, all requisite documents, agreements, plats, have been filed, and the applicant has received all necessary permits as required by the Municipal Code and any other county, state or federal authority with jurisdiction over the land.**

Development of the Planned Development will only occur following the granting of all necessary approvals, the issuance of a Development Order, the filing of all required documents, agreements, and plats, and obtaining the necessary permits.

(b) ***Scope and Limitations of Project Review.*** **Project Review shall set forth the overall concept and general parameters of a project. The allowed land uses, layout, mass and scale, and dimensions of the project, including all deviations from zone district allowances and limitations, shall be established during Project Review.**

The allowed land uses, layout, mass and scale, and dimensions of the project have been approved following Conceptual review.

(c) Scope and Limitations of Detailed Review. **Detailed Review shall be used to perfect and finalize detail aspects of the project within the parameters established during Project Review. Issues resolved during Project Review shall not be revisited or reconsidered as part of Detailed Review.**

This application has been submitted for Detailed Review. The intent of this application is to perfect and finalize detail aspects of the project withing the parameters established during Conceptual review and approval. None of the issues resolved during conceptual approval will be revisited as a part of this Detail Review.

The approval of a Project Review and Detailed Review together constitute a Final Planned Development Approval. A Development Order shall be issued after Detailed Review approval and the period of statutory vested rights shall begin, subject to requirements of the Development Order regarding the submission and recording of certain documents, plats, plans, or agreements.

The Applicant understands that a Development Order will be issued following Final/Detailed Review approval at which point the period of statutory vested rights will begin.

Sec. 26.445.070. - Detailed Review Standards.
Detailed Review shall focus on the comprehensive evaluation of the specific aspects of the development, including utility placement, and architectural materials. In the review of a development application for Detailed Review, the Planning and Zoning Commission, or the Historic Preservation Commission as applicable, shall consider the following:

(a) *Compliance with Project Review Approval.* The proposed development, including all dimensions and uses, is consistent with the Project Review approval and adequately addresses conditions on the approval and direction received during the Project Review.

The proposed development is consistent with Conceptual Approval, including all dimensional limitations and uses and adequately addresses conditions of approval and direction previously provided.

(b) *Growth Management.* The proposed development has received all required GMQS allotments, or is concurrently seeking allotments.

Pursuant to Ordinance No. 38, all required GMQS allotments have been obtained.

(c) *Site Planning and Landscape Architecture.* The site plan is compatible with the context and visual character of the area. In meeting this standard, the following criteria shall be used:

The site plan is consistent with the context and visual character of the area and represents a significant improvement with respect to existing conditions.

> **(1) The landscape plan exhibits a well-designed treatment of exterior spaces, preserves existing significant vegetation, and provides an ample quantity and variety of ornamental plant species suitable for the Aspen area climate. Vegetation removal, protection, and restoration plans shall be acceptable to the Director of Parks and Open Space.**
>
> The landscape plan exhibits a well-designed treatment of exterior spaces, and provides ample quantities and varieties of ornamental plant species suitable for the Aspen climate. Vegetation removal, protection, and restoration plans will be reviewed and accepted by the Director of Parks and Open Space.
>
> **(2) Buildings and site grading provide simple, at-grade entrances and minimize extensive grade changes along building exteriors. The project meets or exceeds the requirements of the Americans with Disabilities Act and applicable requirements for emergency, maintenance, and service vehicle access. Adequate snow storage is accommodated.**
>
> To the extent possible, buildings and site grading provide simple, at-grade entrances and minimize extensive grade changes along building exteriors. Lift One Lodge meets or exceeds the requirements of the ADA and applicable requirements for emergency, maintenance, and service vehicle access. Adequate snow storage has been accommodated.
>
> **(3) Energy efficiency or production features are integrated into the landscape in a manner that enhances the site.**

To the extent applicable and possible, energy efficiency or production features have been integrated into the landscape in a manner that enhances the site.

(4) All site lighting is proposed so as to prevent direct glare or hazardous interference of any kind to adjoining streets or lands. All exterior lighting shall comply with the City's outdoor lighting standards.

All lighting has been proposed so as to prevent direct glare or hazardous interference of any kind to adjoining streets or lands. All exterior lighting complies with the City's outdoor lighting standards. A lighting plan has been made a part of this application as attachment 10.

(5) Site drainage is accommodated for the proposed development in compliance with Title 29—Engineering Design Standards and shall not negatively impact surrounding properties.

Site drainage is accommodated for the proposed development in compliance with Title 29 and will not negatively impact the surrounding properties. Civil engineering drawings dealing with site drainage have been made a part of this application as attachment 11.

(d) Design Standards and Architecture. The proposed architectural details emphasize quality construction and design characteristics. In meeting this standard, the following criteria shall be used:

The proposed architectural details have been created by very creative and respected designers and utilize the highest quality materials. The Applicant will demand the highest quality of construction techniques to ensure the long-term beauty and viability of the Lift One Lode.

(1) The project architecture provides for visual interest and incorporates present-day details and use of materials respectful of the community's past without attempting to mimic history.

The architecture provides unparalleled visual interest and incorporates present-day details and use of durable and beautiful materials. The Applicant strongly believes that the design of the Lift One Lodge is respectful of the community's past while providing a "gold-standard" of development in Aspen in the 21st century.

(2) Exterior materials are of a high quality, durability, and comply with applicable design standards, including those outlined in Chapter 26.410, Residential Design Standards, Chapter 26.412, Commercial Design Standards, and Chapter 26.415, Historic Preservation.

Exterior materials are of the highest quality, providing beauty and resiliency capable of dealing with Aspen's challenge environment. All exterior materials comply with applicable design standards. Responses to the applicable Commercial Design Standards and Historic Preservation guidelines have been provided as a part of this application.

(3) Building entrances are sited or designed to minimize icing and snow shedding effects.

All building entrances have been sited and designed to minimize icing and snow shedding effects. A snow storage and shedding plan has been made a part of this application as attachment 10.

(4) Energy efficiency or production features are integrated into structures in a manner that enhances the architecture.

As applicable and appropriate, energy efficiency or production features have been integrated into structures in a manner that enhances the architecture.

(5) All structure lighting is proposed so as to prevent direct glare or hazardous interference of any kind to adjoining streets or lands. All exterior lighting shall comply with the City's outdoor lighting standards.

All structure lighting has been designed to prevent direct glare and hazardous interference to adjoining streets and lands. All exterior lighting complies with the City's outdoor lighting standards. A lighting plan has been made a part of this application as attachment 10.

(e) Common Parks, Open Space, Recreation Areas, or Facilities. If the proposed development includes common parks, open space, recreation areas, or common facilities, a proportionate, undivided interest is deeded in perpetuity to each lot or dwelling unit owner within the Planned Development. An adequate assurance through a Development Agreement for the permanent care and maintenance of open spaces, recreation areas, and shared facilities together with a prohibition against future development is required.

Lift One Lodge is responsible for the development of many common park and public facilities. However, these will be located on a dedicated property known as Lot 3 of the overall subdivision. Lot 3 will be under the ownership of the City of Aspen, which will guarantee the perpetuity of these facilities.

(f) Pedestrian, bicycle & transit facilities. The development improves pedestrian, bicycle, and transit facilities. These facilities and improvements shall be prioritized over vehicular facilities and improvements. Any new vehicular access points minimize impacts on existing pedestrian, bicycle and transit facilities.
Any specific designs, mitigation techniques, and implementation timelines as required during Project Review comply with the applicable requirements of the Project Review and as otherwise required in the Land Use Code. These plans shall provide sufficient detail to determine if the design or mitigation concept complies with the intent of the requirements and to determine any required cost estimating for surety requirements, but do not need to be detailed construction documents.

The Lift One Lodge will drastically improve the pedestrian, bicycle, and transit connectivity for this area of Aspen. The facilities provided take priory over vehicular improvements which will largely be located in a subgrade parking garage. In conjunction with the Transportation Impact Analysis, these facilities fully respond to previous Project Review and meet all applicable requirements of the Land Use Code. These improvements have been made a part of this application as attachment 16. The facilities have been designed with sufficient detail so that a determination can be made that the facilities comply with the intent of the requirements and are sufficient to accomplish cost estimating for surety requirements.

(g) Engineering Design Standards. There has been accurate identification of engineering design and mitigation techniques necessary for development of the proposed subdivision to comply with the applicable requirements of Municipal Code Title 29—Engineering Design Standards and the City of Aspen Urban Runoff Management Plan (URMP). Any specific designs, mitigation techniques, and implementation timelines as required during Project Review comply with the applicable requirements of Municipal Code Title 29—Engineering Design Standards and the City of Aspen Urban Runoff Management Plan (URMP).

These plans shall provide sufficient detail to determine if the design or mitigation concept complies with the intent of the requirements, but do not need to be detailed construction documents.

The Applicant has pursued engineering design in a very competent and thorough manner. Accurate identification of engineering design and mitigation techniques have been identified so that the development fully complies with applicable requirements of the Land Use Code and he URMP. The civil engineering plans made a part of this application as attachment 11 provide sufficient detail to determine that the design or mitigation concept fully complies with the intent of the requirement.

(h) Public Infrastructure and Facilities. The proposed Planned Development shall upgrade public infrastructure and facilities necessary to serve the project. Improvements shall be at the sole costs of the developer. Any specific designs, mitigation techniques, and implementation timelines as required during Project Review comply with the applicable requirements of Municipal Code Title 29—Engineering Design Standards and the City of Aspen Urban Runoff Management Plan (URMP). These plans shall provide sufficient detail to determine if the design or mitigation concept complies with the intent of the requirements, but do not need to be detailed construction documents.

The Lift One Lodge project represents an immense upgrade in public infrastructure and facilities over existing conditions and these upgrades will fully meet the needs of the project. All improvements will be completed at the sole cost of the Applicant. All public infrastructure upgrades comply with the applicable requirements of the Engineering Design Standards and the URMP and contain sufficient information to determine that the design or mitigation concept fully complies with the intent of the requirements.

(i) Phasing of development plan. If phasing of the development plan is proposed, each phase shall be designed to function as a complete development and shall not be reliant on subsequent phases. Phasing shall insulate, to the extent practical, occupants of initial phases from the construction of later phases. All necessary or proportionate improvements to public facilities, payment of impact fees and fees-in-lieu, construction of any facilities to be used jointly by residents of the Planned Development, construction of any required affordable housing, and any mitigation measures shall be completed concurrent or prior to the respective impacts associated with the phase.

Phasing is not anticipated to be pursued. Preliminary construction staging and sequencing has been considered (see Attachment 29).

Sec. 26.445.090. - Documents and Deadlines.

An application for Project Review amendment must be submitted within one (1) year of the previously approved Project Review. Applications for Project Review amendment submitted after this deadline shall be subject to a new Project Review and shall be subject to any changes in zoning and the Land Use Code. The Community Development Director may extend this deadline by one hundred eighty (180) days, pursuant to Subsection (c) below. When an application for a Project Review Amendment is submitted pursuant to Section 26.445.110(a), the requirement that a development application for Detailed Review be submitted within one (1) year shall be stayed for the period of pendency of the amendment. Amendment approval shall create a new one-year application deadline.

The Administrative Approval granted an extension for the filing of the Lift One Lodge Detailed/Final Application following Conceptual Approval and provided for a milestone plan to move the application forward.

(b) Documenting Final Planned Development Approval. The approval of a Project Review and Detailed Review together constitute a Final Planned Development Approval. A Development Order shall be issued after Detailed Review approval. A Final Planned Development approval shall be documented by filing an approved plan set and all required plats and Development Agreements, pursuant to Chapter 26.490—Approval Documents. Unless otherwise specified in the Resolution granting Detailed Review approval, the approved plan set and all proposed plats and agreements shall be submitted within one hundred eighty (180) days following the date of issuance of the Development Order. The approved plan set may be required to contain various plans, diagrams, or narrative to document unique characteristics of the approval. Failure to submit an approved plan set within the time period shall render null and void the Project Review and Detailed Review approvals. The Community Development Director may extend this deadline by a time period not to exceed the period of statutory vested rights, pursuant to Subsection (c) below.

The Applicant will cause the Final Planned Development approved plan set, along with all plats and agreements, within one hundred eight (180) days following the receipt of the Development Order. The Applicant will work with staff to ensure that all plans, diagrams, or narrative documents are provided. If necessary, the Applicant reserves the right to request an extension to this time period.

HISTORIC PRESERVATION GUIDELINES RESPONSE

1.1 All projects shall respect the historic development pattern or context of the block, neighborhood or district.

- **Building footprint and location should reinforce the traditional patterns of the neighborhood.**
- **Allow for some porosity on a site. In a residential project, setback to setback development is typically uncharacteristic of the historic context. Do not design a project which leaves no useful open space visible from the street.**

The site planning of the Lift One Lodge respects the historic development pattern and context of the neighborhood by maintaining the existing orientation of buildings as they approach the mountain base in a manner similar to the original lodges. Views up the mountain remain the important aspect of the project, reinforcing the ski-centric approach of the original Lift One corridor.

1.2 Preserve the system and character of historic streets, alleys, and ditches. When HPC input is requested, the following bullet points may be applicable.

- **Retain and preserve the variety and character found in historic alleys, including retaining historic ancillary buildings or constructing new ones.**
- **Retain and preserve the simple character of historic ditches. Do not plant flowers or add landscape.**
- **Abandoning or re-routing a street in a historic area is generally discouraged.**
- **Consider the value of unpaved alleys in residential areas.**
- **Opening a platted right of way which was abandoned or never graded may be encouraged on a case by case basis.**

The system and character of historic streets have been preserved. Due to the location of the proposed development, no alleys or ditches exist. Existing paths of travel through the site, including entrances to new development, are generally maintained and in some instances reinforced.

1.7 Provide positive open space within a project site.

- **Ensure that open space on site is meaningful and consolidated into a few large spaces rather than many small unusable areas.**
- **Open space should be designed to support and complement the historic building.**

The Lift One Lodge project employs generous amounts of open space within the project site. This open space has been designed in conjunction with the City of Aspen Parks Department and will provide for year-round activation and use. The majority of the open space will consist of a new base area that will serve as an important second portal to Aspen Mountain. Open space has also been incorporated in and around the proposed Lift One Lodge with generous patios and terraces provided immediately adjacent to the historic resources.

1.8 Consider stormwater quality needs early in the design process.

- **When included in the initial planning for a project, stormwater quality facilities can be better integrated into the proposal. All landscape plans presented for HPC review must include at least a preliminary representation of the stormwater design. A more detailed design must be reviewed and approved by Planning and Engineering prior to building permit submittal.**
- **Site designs and stormwater management should provide positive drainage away from the historic landmark, preserve the use of natural drainage and treatment systems of the site, reduce the generation of additional stormwater runoff, and increase infiltration into the ground. Stormwater facilities and conveyances located in front of a landmark should have minimal visual impact when viewed from the public right of way.**

- **Refer to City Engineering for additional guidance and requirements.**

The stormwater needs have been closely considered and all designs meet the City of Aspen's URMP as well as debris flow mitigation as required by the City of Aspen Engineering Department. The stormwater and debris flow mitigation has been incorporated into the site design so that these features can be seamlessly incorporated. Final engineering design will be available for review prior to building permit submittal. Positive drainage is provided for all structures within the development, particularly the historic resources. Pervious pavers and other techniques aimed at reducing additional stormwater runoff have been provided.

1.9 Landscape development on AspenModern landmarks shall be addressed on a case by case basis.

A detailed and fully developed landscape plan has been made a part of this application as attachment 7.

1.10 Built-in furnishings, such as water features, fire pits, grills, and hot tubs, that could interfere with or block views of historic structures are inappropriate.

- **Site furnishings that are added to the historic property should not be intrusive or degrade the integrity of the neighborhood patterns, site, or existing historic landscape.**
- **Consolidating and screening these elements is preferred.**

The placement of site furnishings has been carefully considered not to interfere with the historic structures. The quality of materiality and careful placement will ensure that new site furnishings will not degrade the integrity of the historic resources. New site furnishings reinforced the historic pattern of use as development approaches the mountain base. Unnecessary or overly complicated site furnishings have been avoided.

1.11 Preserve and maintain historically significant landscaping on site, particularly landmark trees and shrubs.

- **Retaining historic planting beds and landscape features is encouraged.**

- **Protect historically significant vegetation during construction to avoid damage. Removal of damaged, aged, or diseased trees must be approved by the Parks Department.**
- **If a significant tree must be removed, replace it with the same or similar species in coordination with the Parks Department.**
- **The removal of non-historic planting schemes is encouraged.**
- **Consider restoring the original landscape if information is available, including original plant materials.**

When possible and appropriate, significant landscaping has been maintained. No landmarked trees and shrubs nor character defining trees exist on the site. The Dolinsek gardens will maintain many of the plantings developed by the Dolinsek family. All proposed tree removal has been done in conjunction with the Parks Department. All plant species used in the landscape plan have been selected with respect to appropriate species and in conjunction with the Parks Department.

1.12 Provide an appropriate context for historic structures.

- **Simplicity and restraint are required. Do not overplant a site, or install a landscape which is overtextured or overly complex in relationship to the historic resource, particularly in Zone A. In Zone A, new planting shall be species that were used historically or species of similar attributes.**
- **In areas immediately adjacent to the landmark, Zone A and Zone B, plants up 42" in height, sod, and low shrubs are often appropriate.**
- **Contemporary planting, walls and other features are not appropriate in Zone A. A more contemporary landscape may surround new development or be located in the rear of the property, in Zone C.**
- **Do not cover areas which were historically unpaved with hard surfaces, except for a limited patio where appropriate.**
- **Where residential structures are being adapted to commercial use, proposals to alter the landscape will be considered on a case-by-case basis. The residential nature of the building must be honored.**
- **In the case of a historic landmark lot split, careful consideration should be given so as not to over plant either property, or remove all evidence of the landscape characteristics from before the property was divided.**
- **Contemporary landscapes that highlight an AspenModern architectural style are encouraged.**

The landscape plan provides for an appropriate context for historic structures and ensures that the historic resources are appreciated and easily recognized. The landscape plan is appropriate for the site, avoiding an overly complex or over textured approach. The "zone" approach generally utilized in connection with historic resources is not appropriate for this project. To the extent possible, historic use patterns have been reinforced by the landscape plan. Appropriate lighting has been designated that compliments the historic resources and the use of the public spaces.

1.13 Additions of plant material to the landscape that could interfere with or block views of historic structures are inappropriate.

- **Low plantings and ground covers are preferred.**
- **Do not place trees, shrubs, or hedgerows in locations that will obscure, damage, or block significant architectural features or views to the building. Hedgerows are not allowed as fences.**

- **Consider mature canopy size when planting new trees adjacent to historic resources. Planting trees too close to a landmark may result in building deteriorate or blocked views and is inappropriate.**
- **Climbing vines can damage historic structures and are not allowed.**

The landscape plan has been carefully developed so that no views of the historic structures will be blocked and that all significant architectural features and views to the buildings have been preserved or emphasized. Mature plant material size has been carefully considered so that the landscape can mature in conjunction with the long-term activities to be pursued. No vegetation has been specified that would introduce negative or damaging plant materials to the historic resources.

1.14 Minimize the visual impacts of landscape lighting.

- **Landscape and pathway lighting is not permitted in Zone A (refer to diagram) on Aspen Victorian properties unless an exception is approved by HPC based on safety considerations.**
- **Landscape, driveway, and pathway lighting on AspenModern properties is addressed on a case- by-case basis.**
- **Landscape light fixtures should be carefully selected so that they are compatible with the building, yet recognizable as a product of their own time.**
- **Driveway lighting is not permitted on Aspen Victorian properties.**
- **Landscape uplighting is not allowed.**

Landscape lighting has been carefully selected to compliment the project, particularly the historic resources. A lighting plan has been made a part of this application (see Attachment 10). The "zone" approach generally utilized in connection with historic resources is not appropriate for this project. No landscape uplighting has been employed.

1.21 Preserve original retaining walls

- **Replace only those portions that are deteriorated beyond repair. Any replacement materials should match the original in color, texture, size and finish.**
- **Painting or covering a historic masonry retaining wall or covering is not allowed.**
- **Increasing the height of a retaining wall is inappropriate.**

No original retaining walls are appropriate to maintain. When new retaining walls are required, they utilize board-form concrete that has been previously identified to be consistent with the simple approach historically utilized.

1.22 When a new retaining wall is necessary, its height and visibility should be minimized.

- **All wall materials, including veneer and mortar, will be reviewed on a case by case basis and should be compatible with the palette used on the historic structure.**

When new retaining walls are provided, their height and visibility has been carefully considered to reduce visual impacts while accomplishing the required retaining. The board-form approach has been previously approved and is keeping with the simple style of historic building techniques.

1.23 Re-grading the site in a manner that changes historic grade is generally not allowed and will be reviewed on a case by case basis.

To the extent possible, the historic grade of the site has generally been maintained.

2.1 Preserve original building materials.

- **Do not remove siding that is in good condition or that can be repaired in place.**
- **Masonry features that define the overall historic character, such as walls, cornices, pediments, steps and foundations, should be preserved.**
- **Avoid rebuilding a major portion of an exterior wall that could be repaired in place. Reconstruction may result in a building which no longer retains its historic integrity.**
- **Original AspenModern materials may be replaced in kind if it has been determined that the weathering detracts from the original design intent or philosophy.**

When possible, original building materials will be preserved. All historic materials that are in good condition will be repaired in place and any character defining elements will be preserved or reconstructed in a sensitive manner. Reconstruction will be the last resort and will be kept minimal so that the historic integrity can be maintained to the greatest extent possible.

2.2 The finish of materials should be as it would have existed historically.

- **Masonry naturally has a water-protective layer to protect it from the elements. Brick or stone that was not historically painted shall not be painted.**
- **If masonry that was not painted historically was given a coat of paint at some more recent time, consider removing it, using appropriate methods.**
- **Wood should be painted, stained or natural, as appropriate to the style and history of the building.**

Finish materials will be consistent with what would have been used originally. The simplicity of historic building techniques has been carefully maintained. Masonry features that are retained or reconstructed will not be painted. Wood features have been carefully reviewed with a wood preservation expert and will be finished in a manner consistent with the historic resources.

2.3 Match the original material in composition, scale and finish when replacing materials on primary surfaces.

- **If the original material is wood clapboard for example, then the replacement material must be wood as well. It should match the original in size, and the amount of exposed lap and finish.**
- **Replace only the amount required. If a few boards are damaged beyond repair, then only those should be replaced, not the entire wall. For AspenModern buildings, sometimes the replacement of a larger area is required to preserve the integrity of the design intent.**

When possible, the original materials will be matched in composition, scale, and finish. Materials that can be salvaged will be reutilized. Only damaged portions of materials will be replaced, and the original materials maintained wherever possible.

2.4 Do not use synthetic materials as replacements for original building materials.

- **Original building materials such as wood siding and brick should not be replaced with synthetic materials.**

Synthetic materials will not be used to replace original building materials. All replacement materials will match historic, natural materials.

2.5 Covering original building materials with new materials is inappropriate.

- **Regardless of their character, new materials obscure the original, historically significant material.**
- **Any material that covers historic materials may also trap moisture between the two layers. This will cause accelerated deterioration to the historic material which may go unnoticed.**

Original exterior building materials will not be covered with new materials. Care has been taken to ensure historic features are maintained. The long-term health of the historic resources is very important. Therefore, no building techniques that would trap moisture between layers or other non-sensitive building technique will be utilized.

2.6 Remove layers that cover the original material.

- **Once the non-historic siding is removed, repair the original, underlying material.**

Non-historic layers that may have been added to the historic resources will be removed. If materials are removed, the original underlying material will be repaired, if possible.

3.1 Preserve the functional and decorative features of a historic window.

- **Features important to the character of a window include its frame, sash, muntins/mullions, sills, heads, jambs, moldings, operations, and groupings of windows.**
- **Repair frames and sashes rather than replacing them.**
- **Preserve the original glass. If original Victorian era glass is broken, consider using restoration glass for the repair.**

The functional and decorative features will be reproduced in the energy efficient replacement windows. Features such as the frame, sash, mullions, sills, heads, jambs, moldings, operational characteristics, and groupings have been very carefully considered. Given the degraded state of the windows, all windows will be replaced.

3.2 Preserve the position, number, and arrangement of historic windows in a building wall.

- **Enclosing a historic window is inappropriate.**
- **Do not change the size of an original window opening.**

Where possible the approach has been to maintain the existing (not remove) and add where the program and planning dictates. The Applicant proposes modifying the openings in the elevations of both the Steakhouse and Museum buildings. These are identified on the drawings.

These modifications are in response to the new program and uses. Amy Simon, Historic Preservation Officer, is aware of this approach.

3.3 Match a replacement window to the original in its design.

- **If the original is double-hung, then the replacement window must also be double-hung. If the sash have divided lights, match that characteristic as well.**

Replacement windows will match original design to the greatest extent possible.

3.4 When replacing an original window, use materials that are the same as the original.

Replacement windows will use the same materials as the original window.

3.5 Preserve the size and proportion of a historic window opening.

- **Changing the window opening is not permitted.**
- **Consider restoring an original window opening that was enclosed in the past.**

Where possible the approach has been to maintain the existing (not remove) and add where the program and planning dictates. The size and proportion of historic windows will be preserved. In the event a window that was covered is discovered, reopening the window will be carefully considered.

3.6 Match, as closely as possible, the profile of the sash and its components to that of the original window.

- **A historic window often has a complex profile. Within the window's casing, the sash steps back to the plane of the glazing (glass) in several increments. These increments, which individually only measure in eighths or quarters of inches, are important details. They distinguish the actual window from the surrounding plane of the wall.**

- **The historic profile on AspenModern properties is typically minimal.**

The profile of the sash and its components of the original window will be carefully considered and replaced.

3.7 Adding new openings on a historic structure is generally not allowed.

- **Greater flexibility in installing new windows may be considered on rear or secondary walls.**
- **New windows should be similar in scale to the historic openings on the building, but should in some way be distinguishable as new, through the use of somewhat different detailing, etc.**
- **Preserve the historic ratio of window openings to solid wall on a façade.**
- **Significantly increasing the amount of glass on a character defining façade will negatively affect the integrity of a structure.**

New openings have generally been avoided on all but the rear façade of the Skier's Chalet building. If a new window is called for, the new window will be in similar scale to the historic openings but distinguished so as to convey that the window is not historic.

3.8 Use a storm window to enhance energy conservation rather than replace a historic window.

- **Install a storm window on the interior, when feasible. This will allow the character of the original window to be seen from the public way.**
- **If a storm window is to be installed on the exterior, match the sash design and material of the original window. It should fit tightly within the window opening without the need for sub-frames or panning around the perimeter. A storm window should not include muntins unless necessary for structure. Any muntin should be placed to match horizontal or vertical divisions of the historic window.**

Storm windows will be carefully considered to enhance energy conservations rather than replacement of the historic window. When a storm window is added, the sash design and material of the original window will be matched.

4.1 Preserve historically significant doors.

- **Maintain features important to the character of a historic doorway. These include the door, door frame, screen door, threshold, glass panes, paneling, hardware, detailing, transoms and flanking sidelights.**
- **Do not change the position and function of original front doors and primary entrances.**
- **If a secondary entrance must be sealed shut, any work that is done must be reversible so that the door can be used at a later time, if necessary. Also, keep the door in place, in its historic position.**
- **Previously enclosed original doors should be reopened when possible.**

To the extent possible and to the extent they exist, historically significant doors will be maintained. The door, door frame, glazing, hardware, and detailing will be maintained as appropriate. The location of the primary access point will be maintained. In the event a secondary entrance is sealed, the work will be done in manner that is reversible. The historic door will remain in place, if sealed.

4.2 Maintain the original size of a door and its opening.

- **Altering its size and shape is inappropriate. It should not be widened or raised in height.**

The original size of the door and its opening will be maintained, when possible.

4.3 When a historic door or screen door is damaged, repair it and maintain its general historic appearance.

If a historic door or screen is damaged, if possible, the feature will be repaired to maintain its general historic appearance.

4.4 When replacing a door or screen door, use a design that has an appearance similar to the original door or a door associated with the style of the building.

- **A replica of the original, if evidence exists, is the preferred replacement.**
- **A historic door or screen door from a similar building also may be considered.**
- **Simple paneled doors were typical for Aspen Victorian properties.**
- **Very ornate doors, including stained or leaded glass, are discouraged, unless photographic evidence can support their use.**

When a door is replaced, a design that is similar in appearance to the original door, or the style of door that would have been used, will be utilized. Replicas will be based on original designs. No overly ornate doors will be utilized, in keeping with the simple approach historically pursued.

4.5 Adding new doors on a historic building is generally not allowed.

- **Place new doors in any proposed addition rather than altering the historic resource.**
- **Greater flexibility in installing a door in a new location may be considered on rear or secondary walls.**
- **A new door in a new location should be similar in scale and style to historic openings on the building and should be a product of its own time.**
- **Preserve the historic ratio of openings to solid wall on a façade. Significantly increasing the openings on a character defining façade negatively affects the integrity of a structure.**

Doors will only be added to ensure the adaptive reuse of the historic resources is functional. When possible, new doors will be accommodated in new additions or in secondary locations. All new doors will be differentiated from historic doors to indicate the door is a recent addition. The historic ratio of opening to a solid wall will be maintained, to the extent possible. No significant increase in opening is proposed.

4.6 If energy conservation and heat loss are concerns, use a storm door instead of replacing a historic entry door.

- **Match the material, frame design, character, and color of the primary door.**
- **Simple features that do not detract from the historic entry door are appropriate for a new storm door.**
- **New storm or screen doors should be in character with the primary door.**

Where appropriate, airlocks rather than storm doors will be employed. Given the public nature of the adaptively reused historic resources, high traffic areas will need to be treated differently.

4.7 Preserve historic hardware.

- **When new hardware is needed, it must be in scale with the door and appropriate to the style of the building.**
- **On Aspen Victorian properties, conceal any modern elements such as entry key pads.**

Where appropriate, historic hardware will be preserved. If new hardware is utilized, the new hardware will match the scale of the door and be of an appropriate style to match the simple construction techniques.

5.1 Preserve an original porch or balcony.

- **Replace missing posts and railings when necessary. Match the original proportions, material and spacing of balusters.**
- **Expanding the size of a historic porch or balcony is inappropriate.**

With specific exceptions, porches and balconies have been preserved. An extension to an existing balcony is proposed for the Steakhouse where a non-contributing addition will be removed.

5.2 Avoid removing or covering historic materials and details.

- **Removing an original balustrade, for example, is inappropriate.**

Historic materials and details will not be removed or covered, as possible and practical. Original features will be retained to the greatest extent possible

5.3 Enclosing a porch or balcony is not appropriate.

Unless previously approved by HPC, no porches or balconies are being enclosed.

5.4 If reconstruction is necessary, match the original in form, character and detail.

- **Match original materials.**
- **When reconstructing an original porch or balcony without historic photographs, use dimensions and characteristics found on comparable buildings. Keep style and form simple with minimal, if any, decorative elements.**

When reconstruction is necessary, the original form, character, detail, and materials will be matched, to the greatest extent possible. If photos are not available, dimensions and characteristics found on other buildings built in a similar timeframe as the historic resources will be utilized. The simple style originally employed will be maintained.

5.5 If new steps are to be added, construct them out of the same primary materials used on the original, and design them to be in scale with the porch or balcony

- **Steps should be located in the original location.**
- **Step width should relate to the scale of entry doors, spacing between posts, depth of deck, etc.**
- **Brick, red sandstone, grey concrete, or wood are appropriate materials for steps.**

No new steps are proposed for the historic resources. Steps for grade level changes are incorporated into the overall site planning.

5.6 Avoid adding handrails or guardrails where they did not exist historically, particularly where visible from the street.

- **If handrails or guardrails are needed according to building code, keep their design simple in character and different from the historic detailing on the porch or balcony.**

Additional height will be required for balcony railings to meet code. The Applicant is proposing raising the guardrails to the walkways to 38". Although an improvement, this does not meet new building code. We have reviewed this detail with the Building Department, and they do not have an objection in principle to this revised height, based on the application of the Existing Building Code standards. This additional height will be carefully designed to complement the historic structure as shown in the building elevations.

6.1 Preserve significant architectural features.

- **Repair only those features that are deteriorated.**
- **Patch, piece-in, splice, or consolidate to repair the existing materials, using recognized preservation methods whenever possible.**
- **On AspenModern properties, repair is preferred, however, it may be more important to integrity of the original design intent, such as crisp edges, rather than to retain heavily deteriorated material.**

Significant architectural features have been preserved and great care taken to reconstruct the historic resources in an accurate and sympathetic manner. Only features that need replacement will be replaced with sensitive materials using appropriate techniques. All primary construction personnel will be educated in appropriate and recognized preservation methods. The simple style of the historic resources will be maintained.

6.2 When disassembly of a historic element is necessary for its restoration, use methods that minimize damage to the original material.

- **Document its location so it may be repositioned accurately. Always devise methods of replacing the disassembled material in its original configuration.**

In the event disassembly is required for restoration, methods that minimize damage or the original material will be utilized, to the extent possible. Careful documentation has been made of all historic elements to aid in reconstruction.

6.3 Remove only the portion of the detail that is deteriorated and must be replaced.

- **Match the original in composition, scale, and finish when replacing materials or features.**
- **If the original detail was made of wood, for example, then the replacement material should be wood, when feasible. It should match the original in size and finish.**

Only the portion of the deteriorated material will be replaced, if possible. When utilizing replacement materials, the material will match the composition, scale, and finish of the original material.

6.4 Repair or replacement of missing or deteriorated features are required to be based on original designs.

- **The design should be substantiated by physical or pictorial evidence to avoid creating a misrepresentation of the building's heritage.**
- **When reconstruction of an element is impossible because there is no historical evidence, develop a compatible new design that is a simplified interpretation of the original, and maintains similar scale, proportion and material.**

When missing or deteriorated materials are repaired or replaced, the replacement will be based on original designs. Care has been taken to document all historic features so that misrepresentations of the building's heritage can be avoided. If no evidence exists to base a replacement on, the new design will be compatible and based on a simplified interpretation of the original feature.

6.5 Do not guess at "historic" designs for replacement parts.

- **Where scars on the exterior suggest that architectural features existed, but there is no other physical or photographic evidence, then new features may be designed that are similar in character to related buildings.**
- **Using ornate materials on a building or adding new conjectural detailing for which there is no documentation is inappropriate.**

To the extent possible, physical, or photographic evidence will be used in determining replacement parts. When no evidence exists, replacement features will be designed in a simple manner utilizing similar techniques as what is suspected to have been used. In this event, the Applicant will work with monitor and staff to devise an appropriate replacement.

7.1 Preserve the original form of a roof.

- **Do not alter the angle of a historic roof. Preserve the orientation and slope of the roof as seen from the street.**
- **Retain and repair original and decorative roof detailing.**
- **Where the original roof form has been altered, consider restoration.**

The original form of the roofs on the historic resources will be maintained, including the angle of the roof and the orientation and slope of the roof as seen from the street. To the extent they are present on the roofs, original and decorative roof details will be maintained. It is not believed that the roof form has been altered.

7.2 Preserve the original eave depth.

- **Overhangs contribute to the scale and detailing of a historic resource.**
- **AspenModern properties typically have very deep or extremely minimal overhangs that are key character defining features of the architectural style.**

The original eave depth will be preserved. The deep overhangs on the historic resources are integral to the design of the building and contribute to the scale and detailing.

7.3 Minimize the visual impacts of skylights and other rooftop devices.

- **Skylights and solar panels are generally not allowed on a historic structure. These elements may be appropriate on an addition.**

No skylights or solar panels are proposed to be integrated into the historic resource.

7.4 New vents should be minimized, carefully, placed and painted a dark color.

- **Direct vents for fireplaces are generally not permitted to be added on historic structures.**
- **Locate vents on non-street facing facades.**
- **Use historic chimneys as chases for new flues when possible.**

New vents will be minimized to the greatest extent possible, carefully placed on non-street facing façades, when possible, and painted a dark color. Direct venting is not anticipated to be utilized for fireplaces. Historic chimneys will be used as chases, when possible.

7.5 Preserve original chimneys, even if they are made non-functional.

- **Reconstruct a missing chimney when documentation exists.**

To the extent they exist, original chimneys will be preserved and reconstructed if documentation exists providing for their existence historically.

7.6 A new dormer should remain subordinate to the historic roof in scale and character.

- **A new dormer is not appropriate on a primary, character defining façade.**

- **A new dormer should fit within the existing wall plane. It should be lower than the ridgeline and set in from the eave. It should also be in proportion with the building.**
- **The mass and scale of a dormer addition must be subordinate to the scale of the historic building.**
- **While dormers improve the livability of upper floor spaces where low plate heights exist, they also complicate the roof and may not be appropriate on very simple structures.**
- **Dormers are not generally not permitted on AspenModern properties since they are not characteristic of these building styles.**

No dormers are proposed to be utilized in the reconstruction of the historic resources.

7.7 Preserve original roof materials.

- **Avoid removing historic roofing material that is in good condition. When replacement is necessary, use a material that is similar to the original in both style as well as physical qualities and use a color that is similar to that seen historically.**

The existing roofing material is not in good condition. The roof assembly will be replaced utilizing materials that are similar to historic materials in style, physical qualities, and color.

7.8 New or replacement roof materials should convey a scale, color and texture similar to the original.

- **If a substitute is used, such as composition shingle, the roof material should be earth tone and have a matte, non-reflective finish.**
- **Flashing should be in scale with the roof material.**
- **Flashing should be tin, lead coated copper, galvanized or painted metal and have a matte, non-reflective finish.**
- **Design flashing, such as drip edges, so that architectural details are not obscured.**
- **A metal roof is inappropriate for an Aspen Victorian primary home but may be appropriate for a secondary structure from that time period.**
- **A metal roof material should have a matte, non- reflective finish and match the original seaming.**

The new roof will convey the scale, color, and texture of the original roof. The roof materials will be earth toned and non-reflective and be consistent with historic materials. Flashing will be in scale with the roof materials, have a matte finish, and be provided so architectural details are not obscured. The roof material will be wood.

7.9 Avoid using conjectural features on a roof.

- **Adding ornamental cresting, for example, where there is no evidence that it existed, creates a false impression of the building's original appearance, and is inappropriate.**

No roofing materials will be arrived at using conjecture. The roof will be reconstructed as accurately and authentically as possible.

7.10 Design gutters so that their visibility on the structure is minimized to the extent possible.

- **Downspouts should be placed in locations that are not visible from the street if possible, or in locations that do not obscure architectural detailing on the building.**
- **The material used for the gutters should be in character with the style of the building.**

To the extent they are utilized, gutters will be designed and constructed to minimize their visibility. Downspouts will be placed in areas that are not visible from the street, wherever possible, in a manner that do not obscure architectural details, and of materials that is keeping with the simple style of the historic resources.

9.1 Developing a basement by underpinning and excavating while the historic structure remains in place may help to preserve the historic fabric.

- **This activity will require the same level of documentation, structural assessment, and posting of financial assurances as a building relocation.**

The extent of the subgrade development and building relocation will not make underpinning and excavation with the historic resources in place possible. Careful documentation,

structural assessments, and posting of financial assurances have or will be made to ensure that the historic resources is reconstructed as accurately as possible.

9.2 Proposals to relocate a building will be considered on a case-by-case basis

- **In general, on-site relocation has less of an impact on individual landmark structures than those in a historic district.**
- **In a district, where numerous adjacent historic structures may exist, the way that buildings were placed on the site historically, and the open yards visible from the street are characteristics that should be respected in new development.**
- **Provide a figure ground study of the surrounding parcels to demonstrate the effects of a building relocation.**
- **In some cases, the historic significance of the structure, the context of the site, the construction technique, and the architectural style may make on-site relocation too impactful to be appropriate. It must be demonstrated that on-site relocation is the best preservation alternative in order for approval to be granted.**
- **If relocation would result in the need to reconstruct a substantial area of the original exterior surface of the building above grade, it is not an appropriate preservation option.**

The HPC has already approved the relocation of the historic resources to the locations indicated in the site plan.

9.3 Site a relocated structure in a position similar to its historic orientation.

- **It must face the same direction and have a relatively similar setback. In general, a forward movement, rather than a lateral movement is preferred. HPC will consider setback variations where appropriate.**

- **A primary structure may not be moved to the rear of the parcel to accommodate a new building in front of it.**
- **Be aware of potential restrictions against locating buildings too close to mature trees. Consult with the City Forester early in the design process. Do not relocate a building so that it becomes obscured by trees.**

The HPC has already approved the relocation of the historic resources to the locations indicated in the site plan. The relocated historic resources will be located in a similar orientation as historic conditions. The new locations will ensure that the historic resources are a primary focal point for the development and in a location where their utilization will be increased.

9.4 Position a relocated structure at its historic elevation above grade.

- **Raising the finished floor of the building slightly above its original elevation is acceptable if needed to address drainage issues. A substantial change in position relative to grade is inappropriate.**
- **Avoid making design decisions that require code related alterations which could have been avoided. In particular, consider how the relationship to grade could result in non-historic guardrails, etc.**

The HPC has already approved the relocation of the historic resources to the locations indicated in the site plan, including raising the elevation above grade to accommodate related programming. The additional exposed foundation wall will utilize board form concrete which approximates the simple CMU foundation wall historically used. The elevation of the historic resources has been done in careful coordination with City staff.

9.5 A new foundation shall appear similar in design and materials to the historic foundation.

- **On modest structures, a simple foundation is appropriate. Constructing a stone foundation on a miner's cottage where there is no evidence that one existed historically is out of character and is not allowed.**
- **Exposed concrete or painted metal flashing are generally appropriate.**
- **Where a stone or brick foundation existed historically, it must be replicated, ideally using stone salvaged from the original foundation as a veneer. The replacement must be similar in the cut of the stone and design of the mortar joints.**
- **New AspenModern foundations shall be handled on a case by case basis to ensure preservation of the design intent.**

The HPC has already approved the relocation of the historic resources to the locations indicated in the site plan, including raising the elevation above grade to accommodate related programming. The additional exposed foundation wall will utilize board form concrete which approximates the simple CMU foundation wall historically used. The elevation of the historic resources has been done in careful coordination with City staff.

9.6 Minimize the visual impact of lightwells.

- **The size of any lightwell that faces a street should be minimized.**
- **Lightwells must be placed so that they are not immediately adjacent to character defining features, such as front porches.**
- **Lightwells must be protected with a flat grate, rather than a railing or may not be visible from a street.**
- **Lightwells that face a street must abut the building foundation and generally may not "float" in the landscape except where they are screened, or on an AspenModern site.**

The impacts of lightwells will be minimized to the greatest extent possible. All lightwells will be sized to meet applicable code requirements. If possible, lightwells will not be placed adjacent to character defining features. Lightwells will be protected with a flat grate or other feature that is not visible from the street. All lightwells abut the building foundation.

9.7 All relocations of designated structures shall be performed by contractors who specialize in moving historic buildings, or can document adequate experience in successfully relocating such buildings.

- **The specific methodology to be used in relocating the structure must be approved by the HPC.**
- **During the relocation process, panels must be mounted on the exterior of the building to protect existing openings and historic glass. Special care shall be taken to keep from damaging door and window frames and sashes in the process of covering the openings. Significant architectural details may need to be removed and securely stored until restoration.**

- **The structure is expected to be stored on its original site during the construction process. Proposals for temporary storage on a different parcel will be considered on a case by case basis and may require special conditions of approval.**
- **A historic resource may not be relocated outside of the City of Aspen.**

The HPC has already approved the relocation of the historic resources to the locations indicated in the site plan. The relocation of the historic resources will be performed by a Bailey House Movers, a house mover with experience in moving structures of this size and in a similar location located on a sloping hill. Due to the size of the structures, the buildings will need to be significantly dismantled to allow transportation to a remote location where they will be stored. This poses significant challenges given the existing form of construction and the building conditions. Due to these concerns the team has developed an alternative strategy that allows the buildings to remain on site with minimal disassembly and disruption to the existing fabric. The intent is to move the buildings on site as one operation during the early phases of construction, once the new foundations for these structures have been built. Some of the exterior balustrades and stairs and other appurtenances will need to be removed to avoid damage in transition. Structural bracing will be inserted within the existing buildings with the intent, as far as is practicable, that some of this structure remains in the building in the new locations to reinforce the existing construction to make it suitable for purpose for the new uses. The process of moving the buildings will involve cutting utilities, removing the chimneys and fireplaces and partial removal of balustrades and bracing of decking, deconstruction of first floor walls (these levels will be part of the new foundation and ground level construction in the new location), and removal of lathe and plaster to the interior of the exterior walls which will be shear braced with OSB. Bracing framing will be introduced for stability during the moves.

The historic resources are not proposed to be located outside of the City of Aspen.

9.8 Proposals to relocate a building to a new site are highly discouraged.

- **Permanently relocating a structure from where it was built to a new site is only allowed for special circumstances, where it is demonstrated to be the only preservation alternative.**

The HPC has already approved the relocation of the historic resources to the locations indicated in the site plan.

12.1 Address accessibility compliance requirements while preserving character defining features of historic buildings and districts.

- **All new construction must comply completely with the International Building Code (IBC) for accessibility. Special provisions for historic buildings exist in the law that allow some flexibility when designing solutions which meet accessibility standards.**

Accessibility compliance has been met while preserving character defining features of the historic resources. Accessible routes have been identified on civil engineering plans made a

part of this application (see Attachment 11). All construction will completely comply with the IBC for accessibility.

12.2 Original light fixtures must be maintained. When there is evidence as to the appearance of original fixtures that are no longer present, a replication is appropriate.

It is not possible or practical to retain existing light fixtures. New light fixtures will be consistent with the original appearance of the historic fixtures, to the greatest extent possible.

12.3 Exterior light fixtures should be simple in character.

- **The design of a new fixture should be appropriate in form, finish, and scale with the structure.**
- **New fixtures should not reflect a different period of history than that of the affected building, or be associated with a different architectural style.**
- **Lighting should be placed in a manner that is consistent with the period of the building, and should not provide a level of illumination that is out of character.**
- **One light adjacent to each entry is appropriate on an Aspen Victorian residential structure. A recessed fixture, surface mounted light, pendant or sconce will be considered if suited to the building type or style.**
- **On commercial structures and AspenModern properties, recessed lights and concealed lights are often most appropriate.**

In keeping with the theme, light fixtures will reflect the simple construction techniques employed in the historic resources. The fixtures will reflect the period in history of when the buildings were originally constructed and placed on the building in a manner that is consistent with the placement on the structures when they were built. The level of illumination will be consistent with the level of illumination that was attainable when the historic resources were constructed. As the historic resources will be utilized for commercial purposes, recessed lights and concealed lights have been carefully considered.

12.4 Minimize the visual impacts of utilitarian areas, such as mechanical equipment and trash storage.

- **Place mechanical equipment on the ground where it can be screened.**
- **Mechanical equipment may only be mounted on a building on an alley façade.**
- **Rooftop mechanical equipment or vents must be grouped together to minimize their visual impact. Where rooftop units are visible, it may be appropriate to provide screening with materials that are compatible with those of the building itself. Use the smallest, low profile units available for the purpose.**
- **Window air conditioning units are not allowed.**
- **Minimize the visual impacts of utility connections and service boxes. Group them in a discrete location. Use pedestals when possible, rather than mounting on a historic building.**
- **Paint mechanical equipment in a neutral color to minimize their appearance by blending with their backgrounds**
- **In general, mechanical equipment should be vented through the roof, rather than a wall, in a manner that has the least visual impact possible.**
- **Avoid surface mounted conduit on historic structures.**

Utilitarian areas will be screened to the greatest extent possible. Mechanical equipment will be placed on the ground, when possible, to facilitate screening. To the greatest extent possible, rooftop mechanical will be grouped, and a screen provided using materials that are consistent with the historic resource. The smallest profile units will be utilized, as applicable. Window air conditioning units are not proposed to be utilized in the historic resources. Mechanical equipment will be painted a neutral color and located and grouped in a manner to reduce visibility. When possible, venting will be through the roof and surface mounted conduit on the historic resources will be avoided.

12.5 Awnings must be functional.

- **An awning must project at least 3 feet, and not more than 5 feet from the building façade.**
- **An awning may only be installed at a door or window and must fit within the limits of the door or window opening.**
- **Awnings are inappropriate on AspenModern properties unless historic evidence shows otherwise.**

To the extent they are utilized, awnings will be functional and not for adornment purposes only. Awning projects will project at least three feet and no more than five feet from the building. Awnings installed at a door or window will fit within the limits of the particular opening.

12.6 Signs should not obscure or damage historic building fabric.

- **Where possible, install a free standing sign that is appropriate in height and width. Consolidate signage for multiple businesses.**
- **Mount signs so that the attachment point can be easily repaired when the sign is replaced. Do not mount signage directly into historic masonry.**
- **Blade signs or hanging signs are generally preferred to wall mounted signs because the number of attachment points may be less.**
- **Signs should be constructed of wood or metal.**
- **Pictographic signs are encouraged because they add visual interest to the street.**

Signs will be carefully designed and placed so that the historic building fabric is not obscured or damaged. When possible, free standing signs with appropriate height and width will be utilized. Information will be consolidated to the greatest extent possible to minimize the number of signs required. If a sign is located on the façade of an historic resource, the mounting will be done in such a manner to minimize damage to the historic resource. Blade signs will be incorporated, as appropriate, and sign materiality will be generally wood or metal. Pictographic signs will be utilized to increase visual interest.

12.7 Sign lighting must be subtle and concealed.

- **Pin mounted letters with halo lighting will not be approved on Aspen Victorian buildings.**
- **The size of a fixture used to light a sign must be minimized. The light must be directed towards the sign. If possible, integrate the lights into the sign bracket.**

Illumination of signage will be subtle and concealed and integrated into the sign when possible.

12.8 Locate signs to be subordinate to the building design.

- **Signs should be located on the first floor of buildings, primarily.**
- **Signs should not obscure historic building details.**

Signage will be designed so that the sign will be subordinate but compatible to the building design. Signs will be located on the first floor, when appropriate, and will be located so that building details are not obscured.

12.9 Preserve historic signs.

As previously directed by the HPC, the existing Skiers Chalet signage will be retained, including the "No Vacancy" sign to reinforce the past use of the property as a lodge and to indicate that the use of the historic resource has changed.

COMMERCIAL, LODGING, AND HISTORIC DISTRICT DESIGN STANDARDS AND GUIDELINES RESPONSES

Site Planning and Streetscape

1.1 All projects shall provide a context study.

- **The study should include the relationship to adjacent structures and streets through photographs, streetscape elevations, historic maps, etc.**

  The LIFT ONE LODGE application contains a context study which shows the relationship of the project to adjacent structures and streets through photographs and streetscape elevations.

1.2 All projects shall respond to the traditional street grid.

- **A building shall be oriented parallel to the street unless uncharacteristic of the area. Refer to specific chapters for more information. Buildings on corners shall be parallel to both streets.**

  The LIFT ONE LODGE project will respond to the traditional street grid, to the extent possible, by employing a strong north/south building orientation. The project will be oriented generally parallel to the street while also responding to the geometry of required ski area operations. The site design provides activities and structures that on the corners of the project site that are parallel to adjacent streets.

1.3 Landscape elements (both hardscape and softscape) should complement the surrounding context, support the street scene, and enhance the architecture of the building.

- **This applies to landscape located both on-site and in the public right-of-way.**
- **High quality and durable materials should be used.**
- **Early in the design process, consider stormwater best management practices as an integral part of the landscape design process.**

  The landscape elements have been designed in close coordination with the City of Aspen and the Aspen Ski Co to create a coordinated project programmatically and aesthetically. Site materials have been selected to compliment the architecture, both historic and proposed. A permeable paver suitable for vehicular circulation is proposed for Dean Street, with a similar non-permeable paver for the plaza, museum terrace and wrapping around to South Aspen Street creating a coordinated and unified look. The streetscape design includes amenities to welcome pedestrians and guests in both the summer and winter months including bike racks, a variety of options for seating, plaza space for meeting and milling, and plantings that are appropriate for Aspen and create a welcoming environment.

  The stormwater design includes bio-retention plantings along Dean Street consistent with other street applications around the City and water quality vaults to accommodate the drainage flows. Plantings in the bio-retention areas are both functional in cleaning stormwater and aesthetically pleasing adding a nice design element to the project area.

1.4 Where there is open space on a site, reinforce the traditional transition from public space, to semi-public space to private space.

- **This may be achieved through a fence, a defined walkway, a front porch element, covered walkway, or landscape.**

  The transitions between public, semi-public, and private site open spaces have been carefully considered and designed with interested stakeholders. As a visitor to the site, the line between the different property holders, including the Lift One Lodge and the City of Aspen, are blurred so that there is the appearance of a continuous park like feature irrespective of ownership. Ski operations, including lift loading and snow maintenance, have also been considered so that these functional needs can be accommodated in a seamless and integrated manner. The planting scheme includes native grasses both mowed and unmowed and other appropriate plantings organized in an organic manner that reads as a large park drawing people up to the ski hill during the summer months and accommodating ski traffic in the winter. The more private areas of the lodge itself are articulated through terraces and patios while still feeling connected to the overall landscape.

1.5 Maintain alignment of building facades where appropriate.

- **Consider the entire block of a neighborhood to determine appropriate building placement. Carefully examine and respond to the variety of building alignments that are present.**
- **Consider all four corners of an intersection and architectural context to determine appropriate placement for buildings located on corners.**
- **Consider the appropriate location of street level Pedestrian Amenity when siting a new building.**

  The LIFT ONE LODGE project will maintain the historic alignment of buildings, as appropriate and applicable, of previous building facades. The design team has carefully considered the entire block of the Lift One neighborhood to determine appropriate building placement, considering adjacent uses, ski area operations, and accessibility, both vehicular and pedestrian. The design team has also carefully examined and responded to the variety of building alignments that are present in the neighborhood. The design team has also considered how the all four corners of the intersection and architectural context to determine appropriate placement for buildings located on corners. The design team has provided street level Pedestrian Amenity in a location between the West Building and the Steakhouse that will complement the lodging and residential uses, where it will be most beneficial and accessible to the public.

1.6 When a building facade is set back, define the property line. Review the context of the block when selecting an appropriate technique. Examples include:

- **A fence which is low in height and mostly transparent so as to maintain openness along the street.**
- **Landscaping, though it may not block views of the architecture or a Pedestrian Amenity space. Hedgerows over 42 inches are prohibited.**
- **Benches or other street furniture.**

  The property line will clearly be defined with site improvements and the location of structures. The siting of the structures has carefully considered the context of the neighborhood. No fences are contemplated, and the project will maintain openness along the street. Proposed landscaping will not block views of the structures nor the Pedestrian Amenity Space, except for proposed screening to the south of the buildings to screen adjacent loading areas. Landscape improvements have been closely developed with the City of

Aspen Parks Department to welcome people to Willoughby Park. Views and access to the historic lift have been carefully addressed highlighting this important feature. Street furniture has been placed in ways to enhance the experience while providing for areas to sit, circulate and gather. The street furniture package includes benches, seat walls, planters, and bike racks.

Alleyways

1.7 Develop alley facades to create visual interest.

- **Use varied building setbacks and/or changes in material to reduce perceived scale.**

Due to site characteristics and ski area operations, alleyways will not be provided.

1.8 Consider small alley commercial spaces, especially on corner lots or lots with midblock access from the street (See Pedestrian Amenity Section PA4).

- **Maximize visibility and access to alley commercial spaces with large windows and setbacks.**
- **Minimize adverse impacts of adjacent service and parking areas through materials, setbacks, and/or landscaping.**

Due to site characteristics and ski area operations, alleyways will not be provided.

Parking

1.9 Minimize the visual impacts of parking.

- **All on-site parking shall be accessed off an alley where one is available.**
- **Break up the massing of the alley facade, especially when garage doors are present.**
- **Consider the potential for future retail use accessed from alleys and the desire to create a safe and attractive environment for cars and people.**
  - **If no alley access exists, access should be from the shortest block length.**
  - **Screen surface parking and avoid locating it at the front of a building. Landscaping and fences are recommended.**
  - **Consider a paving material change to define surface parking areas and to create visual interest.**
  - **Design any street-facing entry to underground parking to reduce visibility. Use high quality materials for doors and ramps and integrate the parking area into the architecture.**

All parking will be provided in a subgrade parking structure. The parking structure will be accessed off Dean Street. Due to site characteristics and ski area operations, alleyways will not be provided.

Building Mass, Height, and Scale

1.10 A new building should appear similar in scale and proportion with buildings on the block.

All LIFT ONE LODGE structures will be of a similar scale and proportion with existing and proposed buildings on the block and in the area, including the proposed Gorsuch Haus lodge and adjacent condominiums.

1.11 A minimum building height difference of 2 feet from immediately adjacent buildings is required.

- **The height difference shall be a minimum of 15 feet wide.**
- **The height difference should reflect the range and variation in building height in the block.**
- **This may be achieved through the use of a cornice, parapet or other architectural articulation.**

Differences in height occur in all related structures. The East Building is approximately six (6) feet lower at its maximum height from the adjacent West building. The Steakhouse building is a considerably lower three-story structure.

1.12 On lots larger than 6,000 square feet, break up building mass into smaller modules.

- **A street level front setback to accommodate Pedestrian Amenity in accordance with the Pedestrian Amenity Guidelines may be an appropriate method to break up building mass.**
- **Building setbacks, height variation, changes of material, and architectural details may be appropriate techniques to vertically divide a building into modules.**

The LIFT ONE LODGE has been broken into modules so as to break up the massing of the structures. This has been accomplished to work with the stepping of the structures as the development ascends the existing grade. A street level front setback has been incorporated to accommodate Pedestrian Amenity space, which meets applicable Pedestrian Amenity Guidelines and further breaks up the perceived building mass. Additionally, building setbacks, height variations, changes of materials, and architectural details have been utilized to vertically divide the structures into modules.

1.13 Development adjacent to a historic landmark should respond to the historic resource.

- **A new building should not obscure historic features of the landmark.**
- **A new large building should avoid negative impacts on historic resources by stepping down in scale toward a smaller landmark.**
- **Consider these three aspects of a new building adjacent to a landmark: form, materials and fenestration. When choosing to relate to building form, use forms that are similar to the historic resource.**
    - **When choosing to relate to materials, use materials that appear similar in scale and finish to those used historically on the site, and use building materials that contribute to a traditional sense of pedestrian scale.**
    - **When choosing to relate to fenestration, use windows and doors that are similar in size, shape, and proportion to those of the historic resource.**

The LIFT ONE LODGE project has taken great care in relocating and reusing the historic Skier's Chalet Lodge buildings. In addition to be being refurbished and repurposed as integral components of the project, the appearance of these buildings, reflecting a certain era of the development of the resort, will be prominently located on the project site and set apart from the new construction. The historic resources will be further privileged but maintain their unique architectural styling.

Street Level Design

1.14 Commercial entrances shall be at the sidewalk level and oriented to the street.

- **Finished floor and sidewalk level shall align for at least 1/2 the depth of the ground floor where possible. If significant grade changes exist on property, then the project will be reviewed on a case-by-case basis.**

- **All buildings shall have at least one clearly defined primary entrance facing the front lot line, as defined in the Land Use Code. An entrance located within a chamfered corner is an alternative. (See Commercial Core Historic District).**
    - **If a building is located on a corner lot, two entrances shall be provided; a primary entrance facing the longest block length and a secondary entrance facing the shortest block length.**

The LIFT ONE LODGE will feature I entrances that are at sidewalk level and strongly oriented towards the adjacent streets. The west building porte cochère and main entrance fronts onto South Aspen Street, as does the entrance to the Steakhouse. The East Building will have its entrance connecting to Gilbert Street. Finish floor elevations will align with the sidewalk level. All LIFT ONE LODGE structures will have clearly defined primary entrances facing the most immediate lot line. No entrances will be located on chamfered corners. The primary structures of the LIFT ONE LODGE ae not located adjacent to street corners.

1.15 Incorporate an internal airlock or air curtain into first floor commercial space

- **An airlock or air curtain shall be integrated into the architecture.**
- **Adding a temporary exterior airlock of any material to an existing building not allowed.**

The LIFT ONE LODGE will incorporate internal airlocks or air curtains on the first floor of the building. The air lock or air curtain will be integral to the architecture and not readily apparent. No temporary airlocks will be added to existing buildings.

1.16 Entries that are significantly taller or shorter than those seen historically or that conflict with the established scale are highly discouraged.

- **Transom windows above an entry are a traditional element that may be appropriate in neighborhoods with 19th century commercial buildings.**
- **Entries should reflect the established range of sizes within the context of the block. Analyze surrounding buildings to determine appropriate height for entry doors.**

The LIFT ONE LODGE will not utilize entries that are significantly taller or shorter than those historically seen or that conflict with the established scale. Entries will mirror established ranges of sizes within the context of the block to the greatest extent possible.

1.17 ATMs and vending machines visible from the street are prohibited.

To the extent they will be present at the LIFT ONE LODGE, ATMs and vending machines will not be visible from the street.

Roofscape

1.18 The roofscape should be designed with the same attention as the elevations of the building.

- **Consolidate mechanical equipment, including solar panels, and screen from view.**
- **Locate mechanical equipment toward the alley, or rear of a building if there is no alley access.**
- **Use varied roof forms or parapet heights to break up the roof plane mass and add visual interest.**

The design team has taken great care with the design of the roof scape by consolidating mechanical equipment to the greatest extent possible as well as screening the equipment when possible. All mechanical equipment has been located away from the facades. A

parapet wall has also been incorporated to break up the roof plane mass and to add visual interest.

1.19 Use materials that complement the design of the building facade.

- **Minimize the visual impact of elevator shafts and stairway corridors through material selection and placement of elements.**

The design team has very carefully selected building materials which complement the design of the buildings. The material palette will also serve to minimize features such as elevator shafts, stairway corridors, and similar features. This will also complement the strategic placement of these features.

1.20 Incorporate green roofs and low landscape elements into rooftop design where feasible.

Green roofs are intended to be incorporated on portions of the roof for both the East and West Buildings. The green roofs incorporate a variety of planting types depending on soil depth, aspect, and adjacent use. Sedum and grasses are the primary plant types used on the roofscape with occasional areas for perennial plantings in higher use areas like the pool decks.

1.21 Minimize visibility of rooftops railings.

- **Mostly transparent railings are preferred.**
- **Integrating the rooftop railing into the architecture as a parapet or other feature, may be appropriate considering the neighborhood context and proposed building style.**
- **Set back the railing a distance that equals or exceeds the height of the railing.**

Rooftop railings will be predominantly transparent and integrated into the architecture of buildings, including the use of parapet walls acting as railings. All railings will be set back a distance at least equal to the height of the railing.

Materials and Details

1.22 Complete and accurate identification of materials is required.

- **Provide drawings that identify the palette of materials, specifications for the materials, and location on the proposed building as part of the application.**
- **Physical material samples shall be presented to the review body. An onsite mock-up prior to installation may be required.**

This application contains a complete and accurate identification of all building materials, sufficient for a conceptual review. The architectural drawings have identified the palette or materials, specifications of the materials, and the location of where the material is proposed to be utilized. At the time of a final design review hearing, physical samples will be available for the review board to inspect. If requested, a mock-up of building materiality can be provided as well.

1.23 Building materials shall have these features:

- **Convey the quality and range of materials found in the current block context or seen historically in the Character Area.**
- **Convey pedestrian scale.**
- **Enhance visual interest through texture, application, and/or dimension.**
- **Be non-reflective. Shiny or glossy materials are not appropriate as a primary material.**
- **Have proven durability and weathering characteristics within Aspen's climate.**
- **A material with an integral color shall be a neutral color. Some variation is allowed for secondary materials.**

The LIFT ONE LODGE will feature materials that convey the quality and range of materials found in the current block context or seen historically in the Mountain Base Character Area, convey pedestrian scale, enhance visual interest through texture, application, and/or dimension, is non-reflective, has proven durability and weathering characteristics appropriate for Aspen's climate, and utilize neutral colors.

1.24 Introducing a new material, material application, or material finish to the existing streetscape may be approved by HPC or P&Z if the following criteria are met:

- **Innovative building design.**
- **Creative material application that positively contributes to the streetscape.**
- **Environmentally sustainable building practice.**
- **Proven durability.**

The streetscape is entirely subject to redesign and new development, so no existing streetscape compatibility is at issue. However, new materials, material applications, and material finishes may be added to or adjacent to the historic Steakhouse building. These items will be presented to HPC as applicable. If employed, these materials will serve to strengthen innovative building design, creativity in material application, support of environmentally sustainable building practices, and/or durability.

1.25 Architecture that reflects corporate branding of the tenant is not permitted.

The proposed architectural design of the LIFT ONE LODGE has not been determined based on corporate branding in any manner. The architectural design has been chosen to relate to the context of the neighborhood, current design practices, required ski area operations, and the creation of Pedestrian Amenity space.

Lighting, Service and Mechanical Areas

1.26 The design of light fixtures should be appropriate to the form, materials, scale, and style of the building.

The design of the lighting has been chosen to be appropriate to the form, materials, scale, and style of the LIFT ONE LODGE buildings.

1.27 Trash and recycle service areas shall be co-located along an alleyway where one exists, and screened from view with a fence or door

- **Screening fences shall be 6 feet high from grade (unless prohibited by the Land Use Code), shall be of sound construction, and shall be no less than 90% opaque, unless otherwise varied based on a recommendation from the Environmental Health Department.**

All trash, waste, recycling, and delivery activities will take place off-street within the Lower Level Basement of the Lodge building, accessed off Dean Street. The main trash room is refrigerated and located adjacent to the Loading Dock.

1.28 Design trash and recycle areas thoughtfully and within the style of the building, with the goal of enhancing pedestrian and commercial uses along alleys.

All trash, waste, recycling, and delivery activities will take place off-street within the Lower Level Basement of the Lodge building, accessed off Dean Street. The main trash room is refrigerated and located adjacent to the Loading Dock.

1.29 Delivery areas shall be located along an alleyway where one exists.

- **Shared facilities are highly encouraged**

Delivery areas will be located in the subgrade parking structure. No alleyways will exist on the Property from which deliveries can be made.

1.30 Mechanical equipment, ducts, and vents shall be accommodated internally within the building and/or co-located on the roof.

- **Screen rooftop mechanical equipment and venting with a low fence or recess behind a parapet wall to minimize visual impacts.**

Mechanical equipment, ducts, and vents will be accommodated internally within the building and/or co-located on the roof. If located on the rooftop, the equipment will be screened with an appropriate screen or located behind a parapet wall as appropriate.

1.31 Minimize the visual impacts of utility connections and service boxes.

Group and discreetly locate these features.
Use screening and materials that complement the architecture.

1.32 Transformer location and size are dictated by City and utility company standards and codes.

Remodel

1.33 All remodels projects shall meet Standards 1.22 and 1.23

- **Place a transformer on an alley where possible.**
- **Provide screening for any non-alley location.**

1.34 Consider updating windows, doors, and/ or primary entrances to better relate to the Character Area and pedestrian experience.

1.35 Design alterations to relate to the existing building style and form that may remain.

1.36 Incorporate elements that define the property line in accordance with Guideline 1.6.

1.37 Creative solutions that incorporate ADA compliance into the architecture are encouraged.

- **Minimize the appearance of ramps by exploring other on-site options such as altering interior floor levels or exterior grade.**
- **Replacing features such as balconies is considered a remodel.**
- **Alterations should relate to the existing building style.**
- **Exterior grade altered for an accessible entrance.**

Remodeling activities are limited to the Steakhouse building on Lift One Lodge property and the Skiers Chalet Structure to be relocated to the City's Willoughby Park. Remodeling of these structures will be undertaken in conjunction with Historic Preservation Commission review and will conform to these guidelines.

Street Level Pedestrian Amenity

PA1.1 Maximize solar access to Pedestrian Amenity space on the subject property.

- **At grade Pedestrian Amenity on the north side of the street is discouraged, except when providing a front yard along Main Street.**

The proposed pedestrian amenity space is located on the east side of a north-south street. Although located to the north of the proposed West Building, clearances between the buildings will allow for good solar access.

PA1.2 Consider all four corners of an intersection when designing street level amenity space on a corner lot.

- **If one or more lots on the intersection already includes a large corner Pedestrian Amenity, a new corner amenity space may not be appropriate.**

Not located on a corner lot.

PA1.3 Street level Pedestrian Amenity spaces should be equal to a minimum of 1/3 of the total Pedestrian Amenity requirement.

- **For example, a requirement of 300 square feet of Pedestrian Amenity can be comprised of three 100 square feet spaces; but cannot be comprised of one 275 square feet space and one 25 square feet space.**

PA1.4 Street level Pedestrian Amenity shall be within 18 inches above or below the existing grade of the street or sidewalk which abuts the space.

All amenity space is proposed to be at street level with at grade entries. The sloping site may require that some portions of the pedestrian amenity exceeds 18 inches above or below street level, but a generous street-level access will be provided.

PA1.5 Street level Pedestrian Amenity areas shall be open to the sky.

- **Direct access to the Pedestrian Amenity from the street is required.**
- **A street level Pedestrian Amenity space may be covered, subject to HPC or P&Z approval. If the space is covered, the street-facing portion shall be entirely open.**

The Pedestrian Amenity will be open to the sky, except for possible shade structures to provide for user comfort.

PA1.6 Design meaningful street level space that is useful, versatile, and accessible

- **Small unusable spaces are inappropriate.**
- **Consider providing space for future outdoor merchandising or restaurant seating opportunities when designing the space.**
- **Providing good solar access, capturing mountain views, and providing seating is recommended.**
- **Do not duplicate existing nearby open space.**
- **Storage areas, delivery areas, parking areas, or trash areas are not allowed uses within Pedestrian Amenity space.**

The Pedestrian Amenity space will meet all of these requirements.

PA1.7 Design amenity space that enhances the pedestrian experience and faces the street.

- **On corner lots, Pedestrian Amenity space may be considered on side streets or adjacent to the alley rather than facing primary streets.**

Pedestrian Amenity space will relate directly to South Aspen Street. Additional Pedestrian Amenity space will be provided offsite facing Dean Street and relating to ski operations or the summer experience of Willoughby Park.

PA1.8 Street level Pedestrian Amenity space should reinforce the property line. Consider the context of the block when selecting an appropriate technique. Examples include:

- **Overhangs: A cantilevered roof or retractable awning that stretches to the property line.**
- **Fences: A low fence, mostly transparent, that allows views into the Pedestrian Amenity space.**
- **Landscape: Low planter boxes. If including trees, the mature tree canopy size should not prohibit views into the amenity space. Hedgerows over 42 inches are prohibited.**
- **Street Furniture: Permanent, fixed benches or other pedestrian-related elements may be considered to establish property lines.**
- **Surface Material: A change in hardscape material to differentiate between Pedestrian Amenity and right-of-way.**

Landscape improvements have been closely developed in conjunction with the City of Aspen Parks Department. Pedestrian amenities located on Lot 1 include those relating to the Skier's Chalet Steakhouse and the lodge building street right-of-way planted with a tree lawn adjacent to the public walkway reinforce the property lines for that lot. Other pedestrian amenity areas have been designed to allow for the integration of Park, Aspen Skiing Company, and Lift One uses. These amenities are contained within a distinct park development.

PA1.9 Street level Pedestrian Amenity may be appropriate on a case-by-case basis within the Commercial Core Historic District.

- **Consider the existing context of the block.**
- **Clearly define the property line as defined in PA1.8.**
- **In this District, street level Pedestrian Amenity should be subordinate to the line of building fronts.**

This project is not in the Commercial Core Historic District.

PA1.10 Street level Pedestrian Amenity may include providing public access to the mountain or river in the Mountain Base and River Approach Character Areas through a trail easement, subject to Parks and Engineering approval.

The proposed Pedestrian Amenity will relate directly to the Mountain Base through connections to adjacent City of Aspen park property.

PA1.11 Within the Main Street Historic District, required building setbacks may be used toward a Pedestrian Amenity requirement.

Not applicable.

Second Floor Pedestrian Amenity

No second-floor Pedestrian Amenity is proposed as part of this application, although public amenity spaces will be provided above the ground level on terraces.

PA2.1 A second floor Pedestrian Amenity shall be in the form of a deck that is visible from, and adjacent to the street.

- **Railing height shall not be increased above the minimum IBC requirement.**
- **Historic landmark parapets may be exempt, subject to HPC approval.**
- **Railings shall be a minimum of 50% transparent unless located in the Commercial Core Historic District where transparent railings may not be appropriate, given the pattern of decorative cornices capping buildings.**

PA2.2 Pedestrian Amenity is highly discouraged on the roof of the second floor.

PA2.3 Second floor amenity shall be accessed directly from the street.

- **Remodels and historic landmarks may be exempted from this requirement, subject to P&Z or HPC approval.**
- **A separate exterior entrance is preferred.**
- **A public access easement may be requested by the City as part of an approval.**

PA2.4 Second floor Pedestrian Amenity should be equal to a minimum of 50% of the total Pedestrian Amenity requirement.

PA2.5 All second floor Pedestrian Amenity shall be open to the sky.

- **Small seasonal umbrellas or retractable canopies may be allowed, subject to Planning Staff, HPC or P&Z approval, as long as these features do not cover the entire space and do not obstruct views in from the street.**

PA2.6 Design meaningful space that is useful, versatile and accessible.

- **Small unusable spaces are inappropriate.**
- **Consider providing space for future outdoor merchandising or restaurant seating opportunities.**

- **Providing good solar access, mountain views, and seating is recommended.**
- **Storage area or trash area are not allowed uses within pedestrian amenity space.**

PA2.7 The Pedestrian Amenity shall be directly connected to a publicly accessible area.
- **A second floor Pedestrian Amenity in a lodge may be accessible from a restaurant, lobby, or other adjacent public space.**
- **Access to second floor Pedestrian Amenity shall be integrated into the architecture, either through an interior or exterior space.**

PA2.8 Design wayfinding to the second floor amenity into the architecture.

Midblock Pedestrian Amenity

PA4.1 New midblock Pedestrian Amenity walkways shall not be located in a block face that already has a midblock walkway.

The Pedestrian Amenity Space will be located mid-block along South Aspen Street. No other similar spaces exist along that block.

PA4.2 Midblock Pedestrian Amenity shall provide access to additional commercial space.
- **The amount of Pedestrian Amenity of the feature counts as double. For example, a midblock walkway that is 500 square feet in size is equal to 1,000 square feet for the purposes of Pedestrian Amenity calculation.**
- **Commercial space shall be accessed directly from the walkway and at least 40 feet back from the street edge.**
- **Midblock Pedestrian Amenity shall extend the length of the lot to the alley and be a minimum width of 10 feet.**

The Pedestrian Amenity will provide access to the Steakhouse building proposed restaurant, the West Building of Lift One Lodge, and the adjacent City of Aspen park properties. There is no alley associated with these spaces.

PA4.3 Midblock Pedestrian Amenity walkways shall be open to the sky.
- **A midblock Pedestrian Amenity space may be covered subject to HPC or P&Z approval. If the space is covered, the street-facing portion shall be entirely open.**

The Pedestrian Amenity will be open to the sky.

PA4.4 Design the space to be surrounded with high quality materials and architectural details.

High quality materials and finishes will characterize every aspect of this development, including the pedestrian amenity spaces.

PA4.5 A midblock Pedestrian Amenity should include lighting and landscape elements.

Lighting and landscaping elements will be included. A conceptual landscape plan is incorporated into this application. A final landscape plan will be provided for Final Design Review.

PA4.6 Design wayfinding to the midblock walkway into the architecture.

Wayfinding and interpretive signage for historical features will be incorporated into the architecture and landscape design.

Off-site Pedestrian Amenity

PA6.1 Off-site improvements shall be located within the block of the subject property.
- **The proposed design shall not detract from nearby historic resources.**
- **The proposed design shall provide or enhance the streetscape or historic district.**
- **A right-of-way may be altered to reflect the design of an adjacent building.**
- **Only off-site improvements that are completed beyond minimum Engineering requirements shall qualify as Pedestrian Amenity.**

Significant off-site improvements to Willoughby Park are included in this application. They will reflect the new location of a ski lift, the historical Lift 1 features, a relocated Skiers Chalet Building, and pedestrian access to adjacent park lands and the Dolinsek Gardens.

PA6.2 Covered walkways are prohibited in blocks that already have a similar feature.
- **The final design of these features shall be subject to Engineering Department and Parks Department approval.**
- **The final design of these features shall be subject to Engineering Department and Parks Department approval.**

Covered walkways are not part of the proposed design, which is being carefully coordinated with the City of Aspen Parks and Engineering Departments.

PA6.3 At least 50% of the block shall meet standard City of Aspen right-of-way design.

All the streetscape and street improvements have been carefully coordinated with City of Aspen right-of-way design standards.

PA6.4 Additions to the streetscape should enhance the pedestrian experience.

Additions to the streetscape will enhance the pedestrian experience vastly over existing conditions.

Mountain Base

Building Placement

6.1 On lots greater than 15,000 square feet, the massing of the building should be broken into smaller volumes.

The Property is greater than 15,000 square feet, and the massing of buildings has been carefully designed to reflect smaller volumes.

6.2 Place a building into the topography to minimize visual impacts from downtown and to reinforce a strong relationship to the mountain.

- **Make mountain access easier when siting a building.**
- **For larger projects, offer pedestrians multiple entry points.**
- **Emphasize horizontal elements to blend the building into the topography.**
- **Step a building up the hillside to minimize visual impacts and allow points of entry to be at natural grade.**

The proposed Lift One Lodge buildings are stepped into the landscape on this sloping site in order to blend into the topography. Horizontal elements help the buildings to blend into the topography. Pedestrians are offered multiple access points to make access easier.

6.3 Minimize retaining walls.

- **When retaining walls are necessary, integrate them into the architecture.**

Some retaining walls are required owing to the sloping grade and for debris flow mitigation. These walls are the minimum required and will be well-integrated into the architecture.

6.4 Incorporate open space into building placement and site design.

- **Create views through the property to the mountain slopes to strengthen mountain connection to the neighborhood and improve the pedestrian experience.**

Considerable open space has been incorporated into the design, including the wide skiway of more than 70 feet. This will enhance views to the mountain and provide for recreational opportunities.

6.5 Eclectic and creative approaches to break up building mass and scale is encouraged.

- **Consider separate buildings on a property or linked exterior walkways instead of internal corridors.**

The Lift One Lodge project will consist of three separate buildings, joined by exterior walkways and open space corridors.

6.6 Create interest along the street, for instance by providing places for the public to sit.
See the Landscape Plan, which provides numerous places along South Aspen Street and Dean Street that offer points of interest.

6.7 Carefully plan parking areas and loading zones to minimize visual impacts.

All parking areas are subgrade within the Lift One Lodge project, including fifty (50) public parking spaces to be provided.

Architecture

6.7 Roof forms should be low pitched to reinforce the mountain character of the neighborhood.

- **Other roof forms may be considered on a case-by-case basis depending on the context of the block, adjacent historic landmarks, and other restrictions such as view planes.**
- **Flat roofs are particularly appropriate to provide upper level decks and for installation of mechanical equipment.**

Flat roofs are utilized on all new structures and the historic Steakhouse building has a low-pitched chalet-style roof. While view planes are not affected, the roof forms and building placement are designed to enhance views of the mountains.

Details and Materials

6.8 Easily identifiable architectural details are encouraged.

- **Character defining details are recommended to engage the pedestrian, to promote variety of architecture, and to aid in wayfinding.**

Final detailing will be provided for Final Design Review and will meet this criterion.

CITY OF ASPEN COMMUNITY DEVELOPMENT DEPARTMENT

LAND USE APPLICATION

Project Name and Address: Lift One Lodge, 710 and 720 S. Aspen Street, Aspen, CO

Parcel ID # (REQUIRED) 273513101001

APPLICANT:

Name: Lift One Lodge Aspen LLC

Address: 10880 Wilshire Blvd., Ste. 2222, Los Angles, CA 90024-4101

Phone #: 970-930-1754 email: michael@haymaxcapital.com

REPRESENTATIVE:

Name: Stan Clauson Associates, Inc.

Address: 412 N. Mill Street, Aspen, CO

Phone#: 970-925-2323 email: stan@scaplanning.com

Description: Existing and Proposed Conditions

Lift One Lodge Aspen, LLC wishes to provide for a reconfigured Lift One Lodge located at 710 S. Aspen Street based on proposed changes for a replacement for the Aspen Skiing Company Lift 1A and other factors.

Lift One Lodge Planned Development received voter approval on 5 March 2019 for Project Review of a Major Amendment to a Planned Development and Conceptual Review for a Certificate of Appropriateness for a Major Development through Ordinance No. 38, Series of 2018.

This application is for Detailed Review for the Planned Development and Final Review for the Major Development.

Review:

Staff for complete application and recommendation. Public Hearings before Historic Preservation Commission and Planning and Zoning.

Required Land Use Review(s):

Planned Development, Major Amendment to a Development Order

Growth Management Quota System (GMQS) required fields:

Net Leasable square footage X **Lodge Pillows** X **Free Market dwelling units** X

Affordable Housing dwelling units X **Essential Public Facility square footage** _____

Have you included the following?

FEES DUE: $ $10,400.00

- [X] **Pre-Application Conference Summary**
- [X] **Signed Fee Agreement**
- [X] **HOA Compliance form**
- [X] **All items listed in checklist on PreApplication Conference Summary**

CITY OF ASPEN COMMUNITY DEVELOPMENT DEPARTMENT

DIMENSIONAL REQUIREMENTS FORM
Complete only if required by the PreApplication checklist

Project and Location: Detailed Review, Planned Development, Final Review, Certificate of Appropriateness for a Major Development, 710 S. Aspen Street

Applicant: Lift One Lodge Aspen, LLC

Zone District: Lodge **Gross Lot Area:** 46,721 SF **Net Lot Area:** 44,830 SF

**Please refer to section 26.575.020 for information on how to calculate Net Lot Area

Please fill out all relevant dimensions

Single Family and Duplex Residential

	Existing	Allowed	Proposed
1) Floor Area (square feet)			
2) Maximum Height			
3) Front Setback			
4) Rear Setback			
5) Side Setbacks			
6) Combined Side Setbacks			
7) % Site Coverage			
8) Minimum distance between buildings			

Please see "Approved Project Dimensional Limitations" on page 4 of the Project Overview.

Proposed % of demolition _____

Multi-family Residential

	Existing	Allowed	Proposed
1) Number of Units			
2) Parcel Density (see 26.710.090.C.10)			
3) FAR (Floor Area Ratio)			
4) Floor Area (square feet)			
4) Maximum Height			
5) Front Setback			
6) Rear Setback			
7) Side Setbacks			

Please see "Approved Project Dimensional Limitations" on page 4 of the Project Overview.

Proposed % of demolition _____

Commercial

Proposed Use(s)_____

	Existing	Allowed	Proposed
1) FAR (Floor Area Ratio)			
2) Floor Area (square feet)			
3) Maximum Height			
4) Off-Street Parking Spaces			
5) Second Tier (square feet)			
6) Pedestrian Amenity (square feet)			

Please see "Approved Project Dimensional Limitations" on page 4 of the Project Overview.

Proposed % of demolition _____

Lodge

Additional Use(s)_____

	Existing	Allowed	Proposed
1) FAR (Floor Area Ratio)			
2) Floor Area (square feet)			
3) Maximum Height			
4) Free Market Residential (square feet)			
4) Front setback			
5) Rear setback			
6) Side setbacks			
7) Off-Street Parking Spaces			
8) Pedestrian Amenity (square feet)			

Please see "Approved Project Dimensional Limitations" on page 4 of the Project Overview.

Proposed % of demolition _____

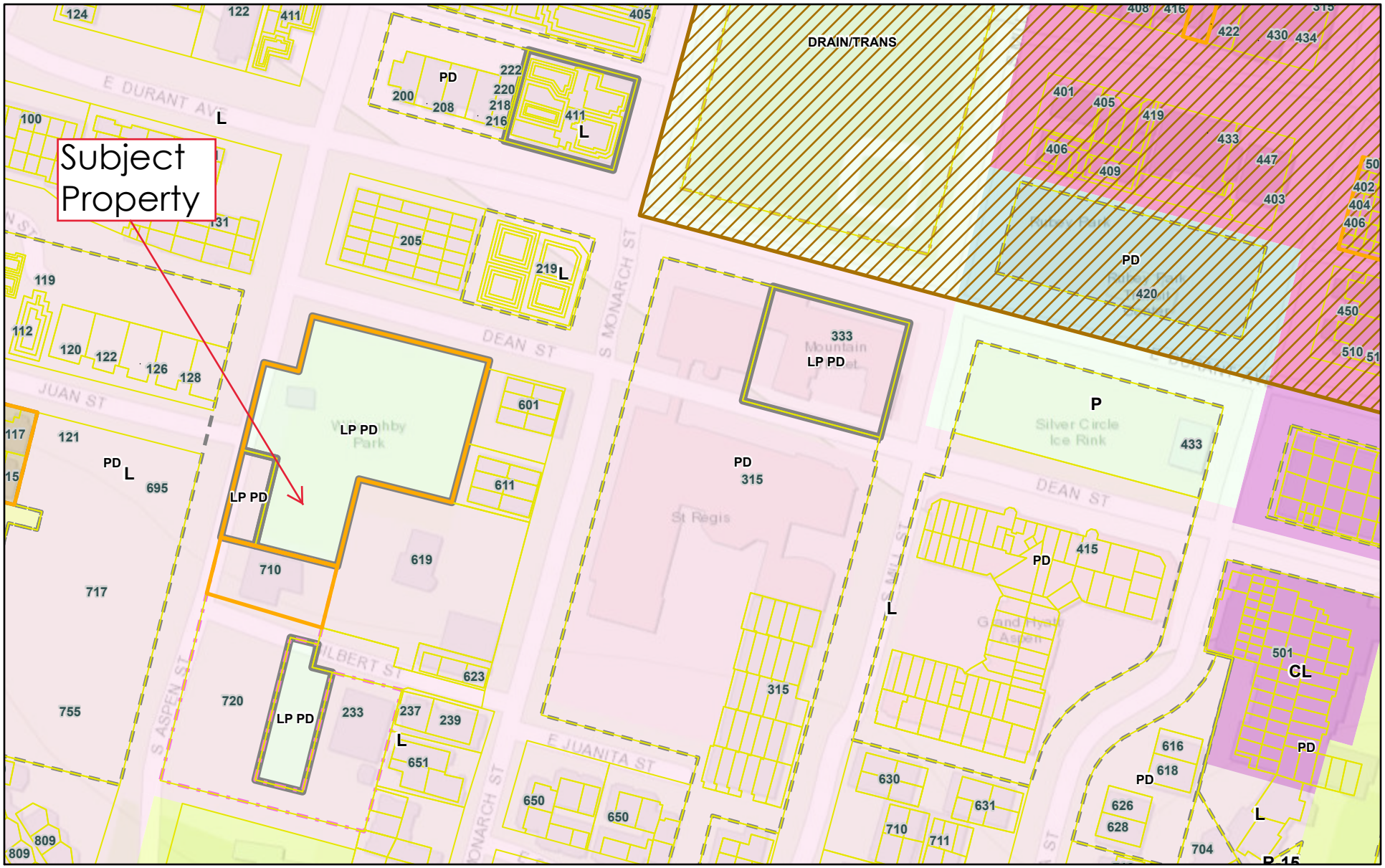
Existing non-conformities or encroachments:

none

Variations requested:

none

Lift One Lodge



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- Urban Growth Boundary (UGB)
- Emissions Inventory Boundary (EIB)
- Historic Sites
- Historic Districts
- Parcel Boundary

Zone Overlay

- LP PD
- DRAIN/TRANS
- L PD
- PD

1:2,257

0 0.01 0.03 0.05 mi

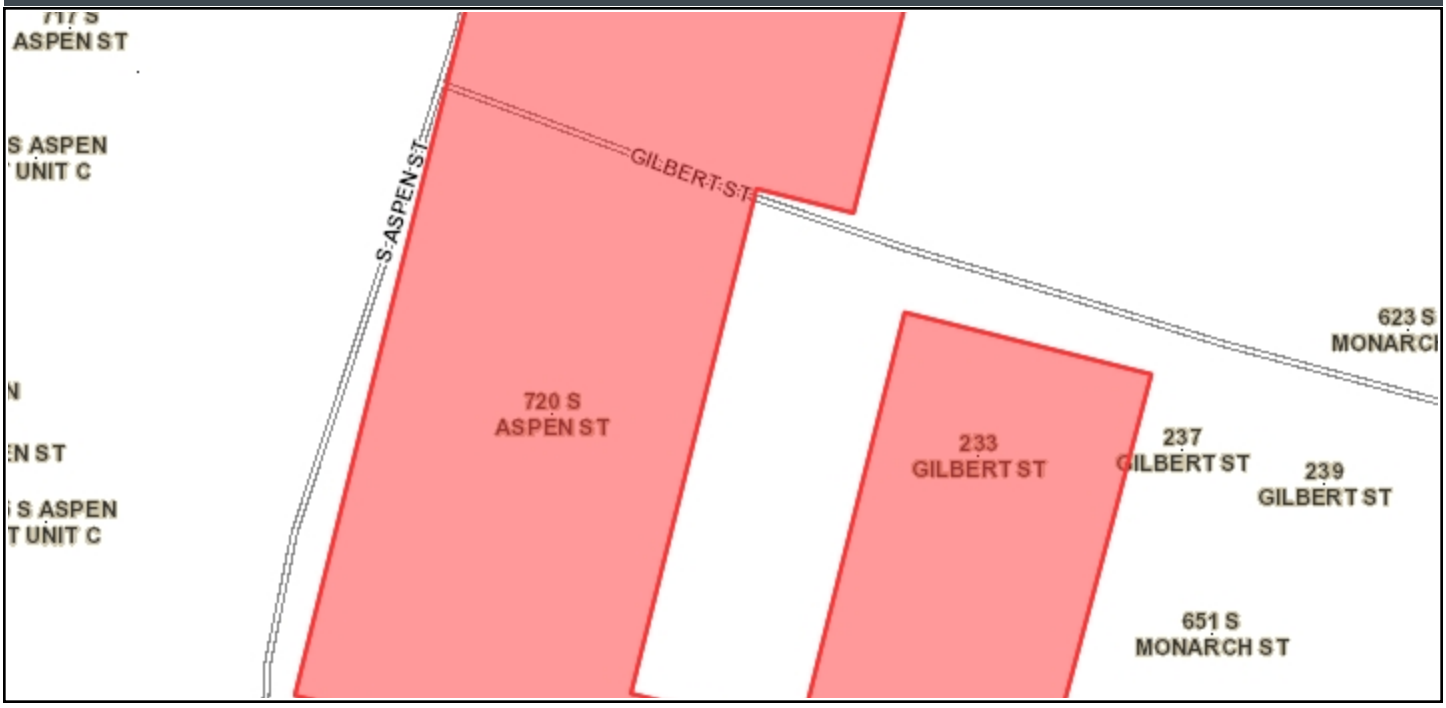
0 0.02 0.04 0.09 km

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri

only at the risk of user. | CityofAspenGIS; City of Aspen Community Development Department | AspenPitkinGIS | City of Aspen Engineering Department; AspenPitkin GIS | CityofAspenGIS | CityofAspenGIS, Aspen Environmental Health Department | City of Aspen GIS | Pitkin County |

Pitkin County Parcel Report

Parcel ID: 273513101001
Report Created: 8/6/2020 5:43:18 PM



Property Information

Address (Assessor's Records)	710 S ASPEN ST
Address (GIS Points)	233 GILBERT ST
Address (GIS Points)	710 S ASPEN ST
Address (GIS Points)	720 S ASPEN ST
Account	R021842
Owner	LIFT ONE LODGE ASPEN LLC
Owner Address	10877 WILSHIRE BLVD #2300 LOS ANGLES , CA 90024
GIS Parcel Size	41294.88 Sq. Feet
Jurisdiction	Aspen
Township, Range, Section	T:10, R:85, S:13

Assessor's Information

Land Use Category	1120: Residential-Multi-Units (4-8)
Legal Description	Subdivision: LIFT ONE LODGE SUB/PUD Lot: 1
Improvements	6300 Sq. Feet

Services

Sewer System	Aspen Consolidated Sanitation District
Water District	City of Aspen Water Service Area
Fire District	Aspen Fire Protection District
School District	Aspen School District No. 1 (RE)
Library District	Pitkin County Library

Boundaries

Caucus	Not within a Caucus Area
Master Plan Area	AACP
Zone District	No Zoning District on this parcel

Zone District Overlays	No Zoning Overlay on this parcel
Historic District	Not within a Historic District
Watershed Drainage	Upper Roaring Fork River
Watershed Subbasin	Roaring Fork River above Aspen

Tax Information

Authority	Mill Levy	Amount
PITKIN COUNTY GENERAL FND	2.31	$3,893.59
COUNTY TV/FM TRANSLATOR	0.274	$461.84
COUNTY ROAD & BRIDGE	0.171	$288.23
COUNTY HUMAN SERVICES	0.065	$109.56
HEALTHY COMMUNITY FUND	0.941	$1,586.09
ASPEN AMBULANCE DISTRICT	0.501	$844.46
OPEN SPACE & TRAILS	3.75	$6,320.77
PITKIN COUNTY LIBRARY	1.377	$2,320.99
CITY OF ASPEN	4.962	$8,363.65
ASPEN FIRE PROTECTION	2.597	$4,377.35
ASPEN CONSOLIDATED SANITA	0.095	$160.13
ASPEN VALLEY HOSPITAL	2.606	$4,392.52
ROARING FORK TRANSP AUTH	2.65	$4,466.68
ASPEN SCHOOL DISTRICT	8.88	$14,967.59
COLORADO MTN COLLEGE	4.013	$6,764.07
COLORADO RIVER WATER CONS	0.235	$396.10
ASPEN HISTORIC PARK & REC	0.3	$505.66
Total	35.727	$60,219.28

Voting Information

Voting Precinct	2
State House District	61
State Senate District	5
Board of County Commissioners District(s)	1
U.S. House of Representatives District	3

Public Amenities

Parks Nearby (1/2 Mile)	Wagner Park, Pioneer Park, Koch Lumber Park, Wheeler Park, Conner Memorial Park, Clapper Park, Francis Whitaker Park, Veterans Park, Paepcke Park, Yellow Brick School Park, Willoughby ParK, Library Plaza, Lift One A Park, Aspen Alps Park, Glory Hole Park, Ajax Park, Rio Grande Skate Park, Rio Grande Park, John Denver Sanctuary, Herron Park, Newbury Park, Cooper Park, Hyman Park, Silver Circle Ice Rink, Mary B
Trails Nearby (1/2 Mile)	W Hallam St, Trueman , Recycle Center, Rio Grande Park, Summit St Cutoff , Post Office, Ajax Park, E Hallam St, Courthouse, No Problem Joe, Ajax - Little Cloud connector, John Denver Sanctuary, E Hopkins Ave, Little Cloud, Clarendon, Scotties, Midland Trail , W Hopkins Ave, Wheeler Ditch , Ajax, Aspen Mountain Rd, Rio Grande, Top of Mill Crossover, Trueman, Alps, Ute Ave, Red Brick, West Side, Midland - 3rd St, W Hopkins Path
Open Spaces Nearby (1/2 Mile)	Millionaire Millsite, Reeder, Little Cloud, Little Cloud Park, Millionaire Lode, Center Lode Mining Claim, Barbee, Ute Mesa

Documents

Parcel	273513101001
Address	233 GILBERT ST
Retired Parcel	273513119001 273513121001 273513119002 273513119851

Disclaimer

Pitkin County GIS presents the information and data on this report as a service to the public. Every effort has been made to ensure that the information and data contained in the report is accurate, but the accuracy may change.

Pitkin County GIS makes no warranty or guarantee concerning the completeness, accuracy, or reliability of the content at this site or at other sites to which we link. Assessing accuracy and reliability of information and data is the sole responsibility of the user. The user understands he or she is solely responsible and liable for use, modification, or distribution of any information or data obtained on this web site.

Data is presented in WGS 1984 Web Mercator. Size, shape, measurement and overlay of features may be distorted. In some cases, multiple results could be valid; for example, Zoning. In other cases, a parcel may cross over the boundary of more than one data area, for example, multiple Precincts. More information about Trails, Parks and Open Space can be found www.pitkinoutside.org. Visit the Pitkin County GIS Department at

http://www.pitkinmapsandmore.com

IMPROVEMENT SURVEY PLAT OF:

LIFT ONE LODGE SUBDIVISION/PUD

SITUATED IN SECTION 13, TOWNSHIP 10 SOUTH, RANGE 85 WEST OF THE 6th P.M.
CITY OF ASPEN, COUNTY OF PITKIN, STATE OF COLORADO

SHEET 1 OF 3

SCHEDULE B-2 TITLE EXCEPTIONS
[From the ALTA Commitment referenced in Survey Note 6]

1. Any facts, rights, interests, or claims thereof, not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.

2. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.

3. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.

4. Any lien, or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not shown by the Public Records.

5. Defects, liens, encumbrances, adverse claims or other matters, if any, created, first appearing in the public records or attaching subsequent to the effective date hereof but prior to the date of the proposed insured acquires of record for value the estate or interest or mortgage thereon covered by this Commitment.

6. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.

7. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water.

8. EXISTING LEASES AND TENENCIES
(AFFECTS SUBJECT PROPERTY)
Not Plottable

9. *RIGHT OF* THE PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM, SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES HEREBY GRANTED, AND A RIGHT OF WAY FOR DITCHES OR CANALS CONSTRUCTED BY THE AUTHORITY OF THE UNITED STATES, AS RESERVED IN PATENT RECORDED AUGUST 26, 1949 IN BOOK 175 AT PAGE 298.
(AFFECTS SUBJECT PROPERTY)
Not Plottable

10. *TERMS,* CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN CITY OF ASPEN ORDINANCE #28 (SERIES 2011) RECORDED JANUARY 10, 2012 UNDER RECEPTION NO. 585785.
(AFFECTS SUBJECT PROPERTY)
Not Plottable

11. *TERMS,* CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN DEVELOPMENT ORDER OF THE CITY OF ASPEN RECORDED JANUARY 18, 2012 UNDER RECEPTION NO. 585963, AND AS AMENDED IN DEVELOPMENT ORDER - AMENDMENT #1, CITY OF ASPEN RECORDED AUGUST 21, 2012 UNDER RECEPTION NO. 591520.
(AFFECTS SUBJECT PROPERTY)
Not Plottable

12. *EASEMENTS,* CONDITIONS, COVENANTS, RESTRICTIONS, RESERVATIONS AND NOTES ON THE FINAL PLAT OF LIFT ONE LODGE SUBDIVISION/PUD RECORDED MARCH 5, 2013 IN PLAT BOOK 102 AT PAGE 1 (RECEPTION NO. 597438).
(AFFECTS SUBJECT PROPERTY)
This survey reflects the matters set forth on said Final Plat; See Sheets 2 and 3

13. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN DEVELOPMENT AGREEMENT FOR LIFT ONE LODGE SUBDIVISION/PUD RECORDED MARCH 5, 2013 AT RECEPTION NO. 597439; FIRST AMENDMENT RECORDED DECEMBER 30, 2016 AT RECEPTION NO. 635076 AND SECOND AMENDMENT RECORDED SEPTEMBER 22, 2017 UNDER RECEPTION NO. 641689.
Not Plottable

14. *EASEMENTS,* CONDITIONS, COVENANTS, RESTRICTIONS, RESERVATIONS AND NOTES ON THE PLAT OF LIFT ONE LODGE SUBDIVISION/PUD RECORDED MARCH 05, 2013 IN BOOK 102 AT PAGE 4 AND AMENDED PLAT OF APPROVED PLAN SET RECORDED DECEMBER 30, 2016 IN PLAT BOOK 117 AT PAGE 23.
This survey reflects the Easements set forth in the PUD and Approved Plan Set; See Sheets 2 and 3

15. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN MASTER EASEMENT AGREEMENT RECORDED MARCH 5, 2013 AT RECEPTION NO. 597440.
(AFFECTS SUBJECT PROPERTY)
This survey reflects the Easements set forth in the Master Easement Agreement; See Sheets 2 and 3

16. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN INSTRUMENT RECORDED MARCH 5, 2013 AT RECEPTION NO. 597441.
(AFFECTS SUBJECT PROPERTY)
Not Plottable

17. *CONDITIONS* AS SET FORTH IN RESOLUTION NO. 14, SERIES OF 2010, RECORDED DECEMBER 17, 2010 UNDER RECEPTION NO. 575969.
(AFFECTS SUBJECT PROPERTY)
Not Plottable

18. *CONDITIONS* AS SET FORTH IN RESOLUTION NO. 41, SERIES OF 2015, RECORDED APRIL 21, 2015 UNDER RECEPTION NO. 619190.
(AFFECTS SUBJECT PROPERTY)
Not Plottable

19. *TERMS, CONDIT*IONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN DEVELOPMENT ORDER-AMENDMENT #2 RECORDED APRIL 27, 2015 UNDER RECEPTION NO. 619352.
(AFFECTS SUBJECT PROPERTY)
Not Plottable

20. *TERMS, CONDIT*IONS AND PROVISIONS OF AGREEMENT RECORDED AUGUST 18, 2015 AT RECEPTION NO. 622523.
(AFFECTS SUBJECT PROPERTY)
License area shown hereon on Sheets 2 and 3

21. TERMS, CONDITIONS AND PROVISIONS OF RESOLUTION NO. 2, SERIES OF 2016, RECORDED APRIL 21, 2016 AT RECEPTION NO. 628735.
(AFFECTS SUBJECT PROPERTY)
Not Plottable

22. *TERMS, CONDIT*IONS AND PROVISIONS OF RESOLUTION NO. 90, SERIES OF 2017 RECORDED JUNE 01, 2017 AT RECEPTION NO. 638824.
(AFFECTS SUBJECT PROPERTY)
Not Plottable

23. *TERMS,* CONDITIONS, PROVISIONS AND OBLIGATIONS OF RESOLUTION OF THE CITY OF ASPEN, NO. 71, SERIES OF 2018 RECORDED MAY 10, 2018 AS RECEPTION NO. 647282.
(AFFECTS SUBJECT PROPERTY)
Not Plottable

24. *TERMS,* CONDITIONS, PROVISIONS AND OBLIGATIONS OF RESOLUTION OF THE CITY OF ASPEN PLANNING AND ZONING COMMISSION, NO. 5, SERIES OF 2018 RECORDED NOVEMBER 8, 2018 AS RECEPTION NO. 651808.
(AFFECTS SUBJECT PROPERTY)
Not Plottable

25. *TERMS,* CONDITIONS, PROVISIONS AND OBLIGATIONS OF RESOLUTION OF THE ASPEN HISTORIC PRESERVATION COMMISSION, NO. 16, SERIES OF 2018 RECORDED NOVEMBER 21, 2018 AS RECEPTION NO. 652126.
(AFFECTS SUBJECT PROPERTY)
Not Plottable

26. *TERMS,* CONDITIONS, PROVISIONS AND OBLIGATIONS OF ORDINANCE OF THE CITY OF ASPEN, NO. 38, SERIES OF 2018 RECORDED APRIL 8, 2019 AS RECEPTION NO. 655084.
(AFFECTS SUBJECT PROPERTY)
Dimensional Requirements are shown on Sheet 2

(THIS ITEM WAS INTENTIONALLY DELETED)

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

VICINITY MAP
SCALE: 1" = 200'
(U.S.SURVEY FOOT)

PROPERTY DESCRIPTION

Lots 1 and 2, Lift One Lodge Subdivision/PUD, according to the Plat thereof recorded March 5, 2013 in Plat Book 102 at Page 1 (Reception No. 597438).

County of Pitkin
State of Colorado

SURVEY NOTES

1. Date of Field Work: August - September 2005. Updated May 2007, September 2009, March 2010, August 2011, March 2012, August 2014, and January 2015. Updated February 2019. Updated February and April 2020.
2. Date of Preparation: July 2020
3. Basis of Survey: the 1896 W. C. Willits map of Aspen, Colorado, the Official Map of the City of Aspen prepared by G.E. Buchanan dated December 15, 1959, the 2009 City of Aspen GPS Control Survey prepared by Marcin Engineering (Rev. 2010), the Final Plat of Barbee Family PUD recorded November 2001 as Reception No. 461107, the Final Plat of South Aspen Street Subdivision/PUD recorded April 27, 2007 as Reception No. 537080, The Amended and Restated Final Plat of South Aspen Street Subdivision/PUD recorded December 19, 2014 as Reception No. 616166, The Street, Alleyway and Easement Vacation Plat recorded March 5, 2013 under Reception No. 597435, the Final Plat of Lift One Lodge Subdivision/PUD recorded March 5, 2013 under Reception No. 597438, The Final PUD Plan of Lift One Lodge Subdivision/PUD recorded March 5, 2013 as Reception No. 597441, various documents of record and the found monuments, as shown on Sheet 2.
4. Basis of Bearing: A bearing of N 14°50'49" E along the westerly boundary line of Lift One Lodge Subdivision/PUD, as shown on Sheet 2.
5. The locations of underground utilities have been plotted based on utility maps, construction/design plans, other information provided by utility companies and actual field locations in some instances. These utilities, as shown, may not represent actual field conditions. It is the responsibility of the contractor to contact all utility companies for field location of utilities prior to construction. No underground utility locates were performed as a part of this survey.
6. This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights of way and/or title of record, SE relied upon the above said items described in Note 4 and the ALTA Commitment prepared by Land Title Guarantee Company under Order No. QTF62011063 effective date February 7, 2020.
7. The linear unit used in the preparation of this plat is the U.S. Survey Foot as defined by the United States Department of Commerce, National Institute of Standards and Technology.
8. Based solely upon the Flood Insurance Rate Map (Community Panel No. 08097C0203 C, dated June 4, 1987) prepared by the Federal Emergency Management Agency, the subject property is designated as Zone X - area determined to be outside the 500-year flood plain.

SOPRIS ENGINEERING - LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, COLORADO 81623
(970) 704-0311
sopris@sopriseng.com

SURVEYOR'S CERTIFICATE

I, Mark S. Beckler, hereby certify to: Lift One Lodge Aspen LLC, a Delaware Limited Liability Company, Firstbank, a Colorado State Banking Corporation, its successors and/or assigns, Old Republic National Title Insurance Company, and Land Title Company, and their respective successors and/or assigns:

That this is an "Improvement Survey Plat" as defined by C.R.S. § 38-51-102(9) and that it is a monumented Land Survey showing the location of all setbacks, structures, visible utilities, fences, or walls situated on the described parcel and within five feet of all boundaries of such parcel, any conflicting boundary evidence or visible encroachments, utilities marked by client and all depicted easements described in Land Title Guarantee Company under Order No. QTF62011063, or other sources specified on the improvement survey plat.

The error of closure for this plat is less than 1/15,000.

COLORADO REGISTERED LAND SURVEYOR MARK S. BECKLER 28643 7th PRINCIPAL MERIDIAN

Mark S. Beckler P.L.S. #28643 2020-07-29

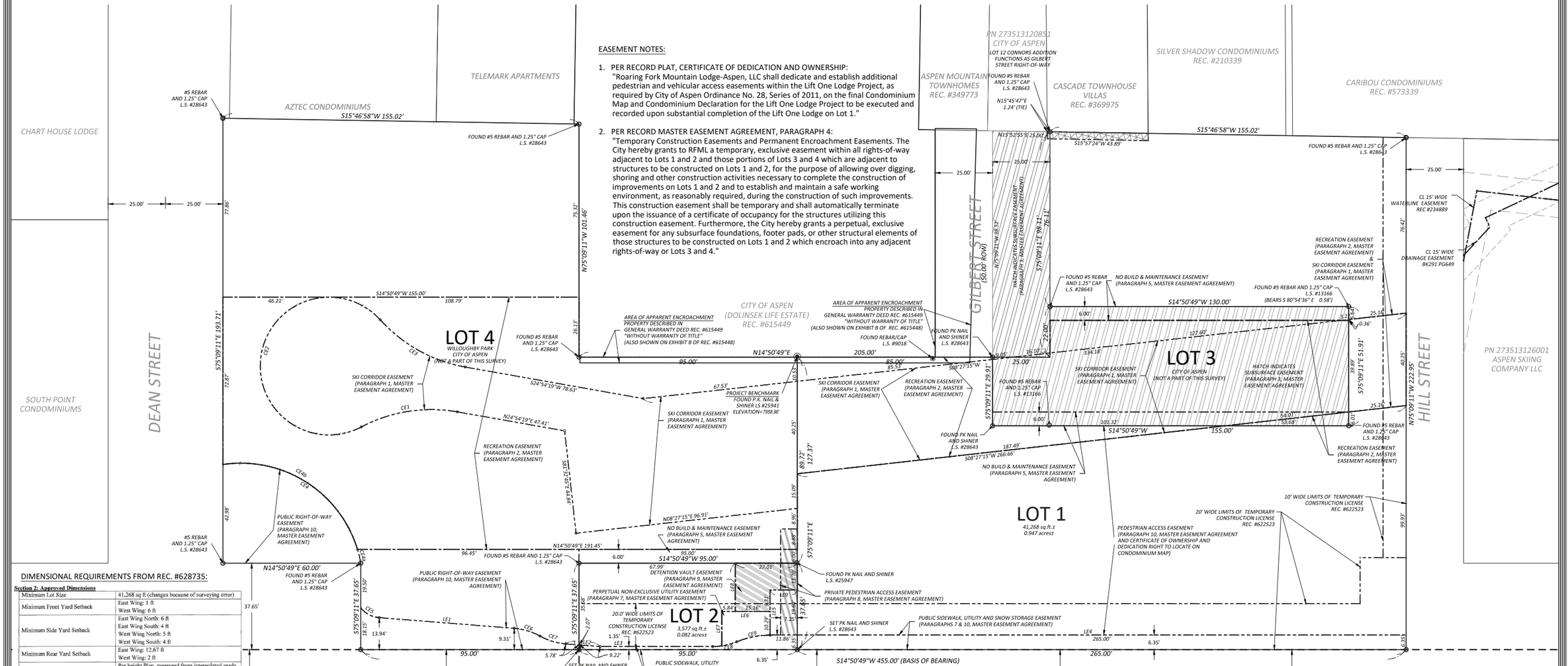
IMPROVEMENT SURVEY PLAT OF:

LIFT ONE LODGE SUBDIVISION/PUD

SITUATED IN SECTION 13, TOWNSHIP 10 SOUTH, RANGE 85 WEST OF THE 6th P.M. CITY OF ASPEN, COUNTY OF PITKIN, STATE OF COLORADO

SHEET 2 OF 3

BOUNDARY DIMENSIONS AND EASEMENTS OF RECORD



EASEMENT NOTES:

1. PER RECORD PLAT, CERTIFICATE OF DEDICATION AND OWNERSHIP:
"Roaring Fork Mountain Lodge-Aspen, LLC shall dedicate and establish additional pedestrian and vehicular access easements within the Lift One Lodge Project, as required by City of Aspen Ordinance No. 28, Series of 2011, on the final Condominium Map and Condominium Declaration for the Lift One Lodge Project to be executed and recorded upon substantial completion of the Lift One Lodge on Lot 1."

2. PER RECORD MASTER EASEMENT AGREEMENT, PARAGRAPH 4:
"Temporary Construction Easements and Permanent Encroachment Easements. The City hereby grants to RFML a temporary, exclusive easement within all rights-of-way adjacent to Lots 1 and 2 and those portions of Lots 3 and 4 which are adjacent to structures to be constructed on Lots 1 and 2, for the purpose of allowing over digging, shoring and other construction activities necessary to complete the construction of improvements on Lots 1 and 2 and to establish and maintain a safe working environment, as reasonably required, during the construction of such improvements. This construction easement shall be temporary and shall automatically terminate upon the issuance of a certificate of occupancy for the structures utilizing this construction easement. Furthermore, the City hereby grants a perpetual, exclusive easement for any subsurface foundations, footer pads, or other structural elements of those structures to be constructed on Lots 1 and 2 which encroach into any adjacent rights-of-way or Lots 3 and 4."

DIMENSIONAL REQUIREMENTS FROM REC. #628735:

Section 2: Approved Dimensions

Minimum Lot Size	41,268 sq ft (changes because of surveying error)
Minimum Front Yard Setback	East Wing: 1 ft West Wing: 6 ft
Minimum Side Yard Setback	East Wing North: 6 ft East Wing South: 4 ft West Wing North: 5 ft West Wing South: 4 ft
Minimum Rear Yard Setback	East Wing: 12.67 ft West Wing: 2 ft
Maximum Height	Per height Plan, measured from interpolated grade East Wing: 29.3 – 43.75 ft West Wing: 24.9 - 33 ft
Total Floor Area	**1.98:1, 76,123 sq ft**
Lodge Floor Area	1.16:1, 45,118 sq ft
Commercial Floor Area	0.13:1, 5,220sq ft
Non-Unit Space Floor Area	0.33:1, 12,684 sq ft
Free-Market Residential Floor Area	17% of lodge FAR (0.33:1), 13,101 sq ft
Total Parking	**163 spaces**
Lodge Parking	66 spaces
Commercial Parking	24 spaces
Free-Market Residential Parking	5 spaces
Affordable Housing Parking	8 spaces
Public Parking	50 spaces
Private Lodge Members Parking	N/A
Other (Neighbors)	10 spaces

LINE TABLE		
LINE	LENGTH	BEARING
LE1	58.95'	S19°21'03"W
LE2	15.00'	S19°20'58"W
LE3	48.96'	S14°50'49"W
LE4	276.86'	S14°50'49"W
LE4	9.72'	N75°09'11"W
LE5	10.29	S75°09'11"E
LE6	21.00	N14°50'49"E
LE7	15.00	N75°09'11"W

CURVE TABLE						
CURVE	LENGTH	RADIUS	TANGENT	DELTA	BEARING	CHORD
CE1	43.06'	65.00'	22.35'	37°57'24"	N 05°55'38" E	42.28'
CE2	134.00'	30.00'	38.46'	255°54'47"	N 65°05'41" W	47.31'
CE3	43.06'	65.00'	22.35'	37°57'24"	S 43°53'01" W	42.28'
CE4	81.64'	53.00'	51.42'	88°15'42"	N 50°27'52" E	73.81'
CE4a	6.18'	53.00'	3.09'	6°40'37"	S 88°44'36" E	6.17'
CE4b	75.47'	53.00'	45.74'	81°35'05"	N 47°07'33" E	69.25'
CE5	9.31'	11.51'	4.93'	46°20'23"	S 42°32'47" W	9.06'
CE6	11.82'	27.50'	6.00'	24°37'18"	N 31°39'42" E	11.73'
CE7	11.82'	27.50'	6.00'	24°37'24"	S 31°39'39" W	11.73'
CE8	10.86'	27.49'	5.50'	22°37'20"	S 03°32'09" W	10.79'
CE9	14.80'	37.49'	7.50'	22°37'28"	N 03°32'13" E	14.71'

HATCH INDEX

- SUBSURFACE EASEMENT (PARAGRAPH 3, MASTER EASEMENT AGREEMENT)
- DETENTION VAULT EASEMENT (PARAGRAPH 9, MASTER EASEMENT AGREEMENT)
- PRIVATE PEDESTRIAN ACCESS EASEMENT (PARAGRAPH 8, MASTER EASEMENT AGREEMENT)

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

SOPRIS ENGINEERING - LLC
CIVIL CONSULTANTS 502 MAIN STREET, SUITE A3
CARBONDALE, COLORADO 81623 (970) 704-0311
sopris@sopriseng.com

COLORADO REGISTERED MARK S. BECKLER 28643 LAND SURVEYOR

Mark S. Beckler L.S. #28643 2020-07-29

IMPROVEMENT SURVEY PLAT OF:

LIFT ONE LODGE SUBDIVISION/PUD

SITUATED IN SECTION 13, TOWNSHIP 10 SOUTH, RANGE 85 WEST OF THE 6th P.M. CITY OF ASPEN, COUNTY OF PITKIN, STATE OF COLORADO

SHEET 3 OF 3

EXISTING CONDITIONS WITH TOPOGRAPHY

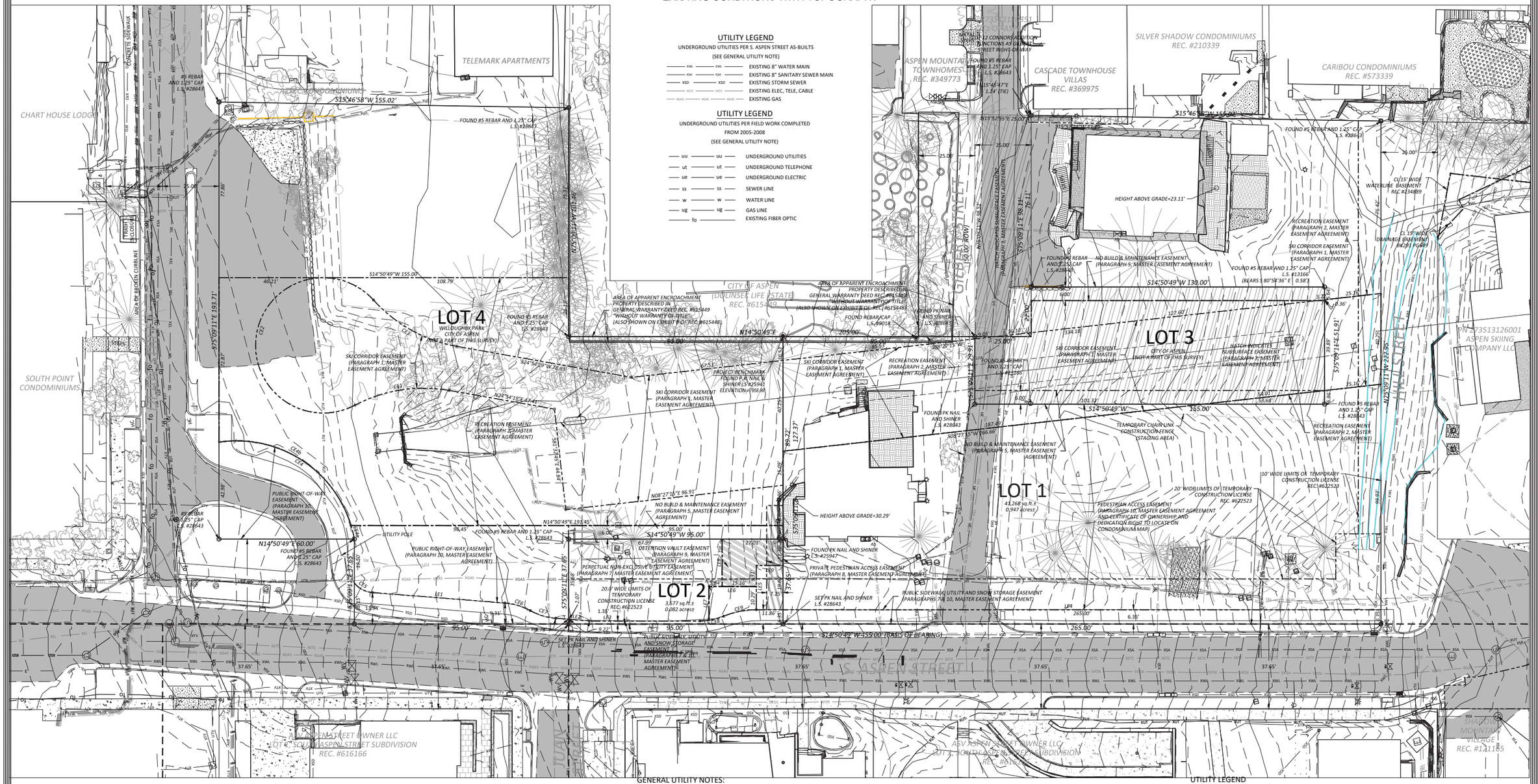


CHART HOUSE LODGE
TELEMARK APARTMENTS
SOUTH POINT CONDOMINIUMS
ASPEN MOUNTAIN TOWNHOMES REC. #349773
CASCADE TOWNHOUSE VILLAS REC. #369975
SILVER SHADOW CONDOMINIUMS REC. #210339
CARIBOU CONDOMINIUMS REC. #573339
GIBBS STREET (50.00' ROW)
S. ASPEN STREET
LOT 4
WILLOUGHBY PARK CITY OF ASPEN (NOT A PART OF THIS SURVEY)
LOT 3
CITY OF ASPEN (NOT A PART OF THIS SURVEY)
LOT 2
3,577 sq.ft.± 0.082 acres
LOT 1
43,268 sq.ft.± 0.947 acres
CITY OF ASPEN (DOLINSEK LIFE ESTATE) REC. #615249
ASPEN SKIING COMPANY LLC
S75°09'11"E 193.71'
S15°46'58"W 155.02'
N14°50'49"E 205.00'
S14°50'49"W 130.00'
S14°50'49"W 155.00'
S14°50'49"W 265.00'
N14°50'49"E 160.00'
S14°50'49"W 95.00'
S14°50'49"W 355.00' (BASIS OF BEARING)
N75°09'11"W 232.95'
S75°09'11"E 51.91'
S75°09'11"E 98.11'
S75°09'11"E 37.65'
N75°09'11"W 101.46'
S24°54'10"W 42.44'
S24°54'09"W 78.69'
S31°34'57"E 44.84'
N08°27'15"E 96.91'
S08°27'15"W 86.66'
S04°27'15"W 86.66'
FOUND #5 REBAR AND 1.25" CAP L.S. #28643
SET PK NAIL AND SHINER L.S. #28643
FOUND PK NAIL AND SHINER L.S. #25947
FOUND REBAR/CAP L.S. #19018
FOUND PK NAIL AND SHINER L.S. #28643
AREA OF APPARENT ENCROACHMENT PROPERTY DESCRIBED IN GENERAL WARRANTY DEED REC. #615249 "WITHOUT WARRANTY OF TITLE" (ALSO SHOWN ON EXHIBIT B OF REC. #615448)
AREA OF APPARENT ENCROACHMENT PROPERTY DESCRIBED IN GENERAL WARRANTY DEED REC. #615249 "WITHOUT WARRANTY OF TITLE" (ALSO SHOWN ON EXHIBIT B OF REC. #615448)
PROJECT BENCHMARK FOUND PK NAIL & SHINER (S.P.2594) ELEVATION=7958.66
HEIGHT ABOVE GRADE=23.11'
HEIGHT ABOVE GRADE=30.29'
SKI CORRIDOR EASEMENT (PARAGRAPH 1, MASTER EASEMENT AGREEMENT)
RECREATION EASEMENT (PARAGRAPH 2, MASTER EASEMENT AGREEMENT)
NO BUILD & MAINTENANCE EASEMENT (PARAGRAPH 5, MASTER EASEMENT AGREEMENT)
PUBLIC RIGHT-OF-WAY EASEMENT (PARAGRAPH 10, MASTER EASEMENT AGREEMENT)
PUBLIC SIDEWALK UTILITY AND SNOW STORAGE EASEMENT (PARAGRAPHS 7 & 10, MASTER EASEMENT AGREEMENT)
PERPETUAL NON-EXCLUSIVE UTILITY EASEMENT (PARAGRAPH 7, MASTER EASEMENT AGREEMENT)
20.0' WIDE LIMITS OF TEMPORARY CONSTRUCTION LICENSE REC. #622523
PRIVATE PEDESTRIAN ACCESS EASEMENT (PARAGRAPH 8, MASTER EASEMENT AGREEMENT)
PEDESTRIAN ACCESS EASEMENT (PARAGRAPH 10, MASTER EASEMENT AGREEMENT AND CERTIFICATE OF OWNERSHIP AND DEDICATION RIGHT TO LOCATE ON CONDOMINIUM MAP)
TEMPORARY CHAIN LINK CONSTRUCTION FENCE (STAGING AREA)
DETENTION VAULT EASEMENT (PARAGRAPH 9, MASTER EASEMENT AGREEMENT)
HATCH INDICATES SUBSURFACE EASEMENT (PARAGRAPH 3 MASTER EASEMENT AGREEMENT)
HATCH INDICATES SUBSURFACE EASEMENT (PARAGRAPH 3 MASTER EASEMENT AGREEMENT)
FOUND #5 REBAR AND 1.25" CAP L.S. #28643
FOUND #5 REBAR AND 1.25" CAP L.S. #13166
FOUND #5 REBAR (BEARS S 80°59'36" E 0.58')
SET #5 REBAR AND 1.25" CAP L.S. #28643
#5 REBAR AND 1.25" CAP L.S. #28643
CL/15' WIDE WATERLINE EASEMENT REC. #234889
15' WIDE DRAINAGE EASEMENT BK.291 PG.889
10' WIDE LIMITS OF TEMPORARY CONSTRUCTION LICENSE REC. #622533
20' WIDE LIMITS OF TEMPORARY CONSTRUCTION LICENSE REC. #622523
SCHEDULE 12 CONNORS ADDITION JUNCTIONS AS GIBBS STREET RIGHT-OF-WAY
CONCRETE SIDEWALK
TRUCK LOADING AREA
BREAK IN BROKEN CURBLINE
PUBLIC RIGHT-OF-WAY EASEMENT (PARAGRAPH 10, MASTER EASEMENT AGREEMENT)
UTILITY POLE
SET PK NAIL AND SHINER L.S. #28643
FOUND #5 REBAR AND 1.25" CAP L.S. #28643
N14°50'49"E 160.00'
FOUND #5 REBAR AND 1.25" CAP L.S. #28643
N14°50'49"E 191.45'
FOUND #5 REBAR AND 1.25" CAP L.S. #28643
98.45'
FOUND #5 REBAR AND 1.25" CAP L.S. #28643
FOUND #5 REBAR AND 1.25" CAP L.S. #28643
FOUND #5 REBAR AND 1.25" CAP L.S. #28643

Lift One Lodge

Aspen, Colorado

PLANNED DEVELOPMENT DETAILED REVIEW APPLICATION

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LIFT ONE LODGE

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ASPEN, CO 81611

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE

PROJECT # 1803

DRAWING TITLE:

COVER SHEET

DRAWING NO:

AC-001.00

SHEET:

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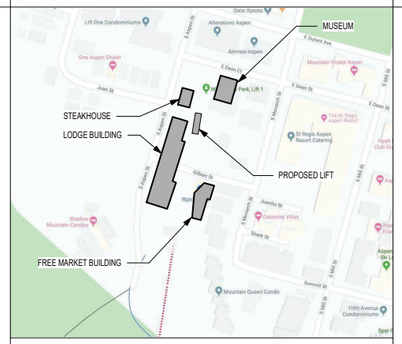
LOCATION MAP



VICINITY MAP

BASIC CODE INFORMATION

Edition	IBC 2015, IMC 2015, IFGC 2015, IPC 2015, IECC 2015, NEC 2017		
ADA	ICC A117.1 2009		
Construction Type	Main Building: 6 stories above grade plane 7973', FAR: 105,500 sf	IB	Table 504.4 Table 506.2
	Restaurant Chalet: 2 stories above grade plane, FAR: 3,600 sf	VB	
	Skiers Chalet: 3 stories above grade plane	VB	
High Rise	Upper occupied floor at 8036'-4", lowest level of fire department vehicle access at 7931', total height 105' - 4"		Chapter 2
High Rise safety systems	Smoke detection system		907.2.13.1
	Fire department communication system		907.2.13.2
	Standpipe system		905.3
	Emergency voice/alarm communication system		907.5.2.2
	Emergency responder radio coverage		510 of IFC
Occupancy Type	A, R, M, S-1, F-1, S-2, B - Nonseparated occupancies		Section 508
Fire Separation btw Buidlings	Lodge and FM considered as one building	0 hr	Section 705.3 Exc. 1
	between main building and chalets >30 ft	0 hr	Table 602
	between main building and chalets <5 ft (in basement)	3 hr	Table 706.4/Section 503.1
Separation of Occupancies	Nonseparated occupancy building	No separation requirement	Table 508.4
	Between R and R / Between R and others	1 hr	Section 508.2.4 Exc. 2
Dead End Corridor	All uses	20 ft (sprinklered)	Section 1020.4
	B, F, M, R-1, R-2, S	50 ft (sprinklered)	
Max Travel Distance	A, R, M, S-1, F-1	250 ft (sprinklered)	Table 1017.2
	S-2	400 ft (sprinklered)	
	B	300 ft (sprinklered)	
Common Path of Travel	R-1, A, M	75 ft (sprinklered)	Table 1006.2.1
	R-2	125 ft (sprinklered)	
	B, F, S	100 ft (sprinklered)	
Fire Resistance Rating	Structure	2 hr	Table 601
	Ext Bearing	2 hr	
	Int Bearing	2 hr	
	Int Non-Bearing	0 hr	
	Floor	2 hr	
	Roof	1 hr	
	Roof Support	1 hr	
	Walls separating dwelling units	1 hr	Section 420.2
	Walls separating dwelling units from other occupancies	1 hr	
Occupant Load	See sheet G.004		Table 1004.1.2
Fire Command Center	200 sf	min 10 ft dim	Section 911.1.3
	fire separation	1 hr	Section 911.1.2
Fire Separation Distance	10</= X, <30	1 hr	Table 602
	X >/= 30	0	
Exterior Wall Openings	10-15 ft	45% (unprotected, sprinklered)	Table 705.8
	15-20 ft	75% (unprotected, sprinklered)	
	20< ft	100% (unprotected, sprinklered)	
Exit configuration	Distance apart (straight line or shortest line of travel if 1hr fire-rated corridor)	1/3 length of the max. overall diagonal dim. of the area served (sprinklered)	Section 1007.1.1 Exc. 2
	Measurement point	any point along the width of the doorway / to the closest riser	Section 1007.1.1.1
	req. separation distance shall be maintained for all portions of exit access stairways or ramps		Section 1007.1.3
Single Egress Requirements	A (commercial terrace), M (ski shop)	49 occ/75 ft travel distance	Table 1006.2.1
	R2 (2nd floor of Free Market building)	up to 3rd story above grade plane/max 4 dwelling units/125 ft travel distance	Table 1006.3.2
Accessible Means of Egress	All elevators w/ two way communication at all floors		Section 1009.8
	Stairways	48 in min. between handrails	Section 1009.3
	Areas of refuge	Not req.	Section 1009.3
Doors	Determined by occupant load		Section 1010.1
	Minimum clear width/Maximum leaf width	32"/48"/no min. for closets < 10 sf	
	Minimum height of door opening	80"	
	Dwelling units interior/exterior minimum door height	78"/76"	
Door Swing	in direction of egress when serving an occupant load of more than 50		Section 1010.1.2
Door Landings	Landings shall have a width not less than the width of the stairway or the door, whichever is greater		Section 1010.1.6
	Doors when fully open shall not reduce a required width by more than 7"		
	Doors in any position may not reduce the landing to less than 1/2 req. width where occupant load >50 occ		
	Length in direction of travel not less than 44" or 36" in R-2 units		
Door Arrangement	Space between two doors in a series	Minimum 48" + door width (shall swing in same direction or away)	Section 1010.1.8
	Exception: for R-2 other than Type A		Section 1010.1.8 Exc. 3
	Exception for less than 50 occ		Section 1010.1.2.1
Stairways	Determined by occupant load	Width min. 44" or 36" when <50 occ	Section 1011.1
	Headroom	Clearance min. 80"	Section 1011.3
Risers & Treads	Risers	Max. 7" or 7-3/4" in R-2 units	Section 1011.5
	Treads	Min. 11" or 10" in R-2 units	
Stair Landings	Width measured perpendicular to direction of travel	Min. stairways width	Section 1011.6
	Vertical rise between landings	Max. 12 ft	Section 1011.8
Handrail	All uses	On each side	Section 1011.11
	Single change of elevation at decks, patios, and walkways with landing space	None	Section 1011.11 Exc.
	R-2	One side only or none when < 4 risers	
Residential Group	R-1 (Lodge Guestrooms)	transient (< 30 day stay)	Section 310.3
	R-2 (Lodge fractionals and Free Market units)	non-transient (apartment)	Section 310.4
ADA accessible units *(lodge use)*	49 Hotel units	2 fully accessible units required	Table 1107.6.1.1
	13 Multi-bedroom dwelling units	All units required to be Type B/No Type A or accessible units required.	
	hearing impaired	12	IBC Section 907.5.2.3.2
Accessible Parking	101-150 overall spaces	5 spaces (4 spaces, 1 van)	IBC Section 1106.1
Plumbing Fixtures	A-2	1 per 40 for bar / 1 per 75 for restaurant	IBC Chapter 29
	B	1 per 25 for for first 50 and 1 per 50 beyond	

DRAWING LIST

GENERAL

AC-001.00	COVER SHEET
AR-001.00	RENDERINGS
AR-002.00	RENDERINGS
AR-003.00	RENDERINGS
AR-004.00	RENDERINGS
AR-005.00	RENDERINGS
G-001.00	PROJECT INFO/ LOCATION/ CODES
G-002.00	AREA PLANS GROSS_FAR
G-002.01	AREAS FAR - ELEVATIONS DIAGRAMS
G-003.00	AREA PLANS_NET LODGING
G-004.00	AREA PLANS_NET LIVABLE
G-005.00	AREA PLANS_NET LEASABLE
G-006.00	INTERPOLATED NATURAL GRADE
G-007.00	HEIGHT PLAN PROPOSED
G-008.00	SNOW SHEDDING PLAN
G-009.00	TURNING MOVEMENT DIAGRAMS
G-010.00	TRASH DIAGRAM

ARCHITECTURAL

A-001.00	SITE PLAN
A-101.00	FLOOR PLAN - BASEMENT 2
A-102.00	FLOOR PLAN - BASEMENT 1.5
A-103.00	FLOOR PLAN - BASEMENT 1
A-104.00	FLOOR PLAN - GROUND FLOOR
A-105.00	FLOOR PLAN - FIRST FLOOR
A-106.00	FLOOR PLAN - SECOND FLOOR
A-107.00	FLOOR PLAN - THIRD FLOOR
A-108.00	FLOOR PLAN - FOURTH FLOOR
A-109.00	FLOOR PLAN - FIFTH FLOOR
A-110.00	FLOOR PLAN - SIXTH FLOOR
A-111.00	ROOF PLAN
A-120.00	FLOOR PLANS - MUSEUM CHALET
A-300.00	OVERALL ELEVATIONS
A-301.00	BUILDING ELEVATIONS - LODGE
A-302.00	BUILDING ELEVATIONS -FREE MARKET
A-303.00	BUILDING ELEVATIONS - STEAKHOUSE
A-303.01	TYPICAL WALL SECTION STEAKHOUSE
A-304.00	BUILDING ELEVATIONS - MUSEUM
A-304.01	TYPICAL WALL SECTION MUSEUM
A-305.00	RENDERED ELEVATIONS - LODGE & CHALET - EAST & WEST
A-306.00	RENDERED ELEVATIONS - FREE MARKET - EAST & WEST
A-307.00	RENDERED ELEVATIONS - NORTH & SOUTH
A-310.00	OVERALL SITE SECTIONS
A-401.00	MATERIALS BOARD

SURVEY

SHEET 1	LIFT ONE LODGE VICINITY MAP
SHEET 2	BOUNDARY DIMENSIONS AND EASEMENTS OF RECORD
SHEET 3	EXISTING CONDITIONS WITH TOPOGRAPHY

PLAT

SHEET 1	PURPOSE STATEMENT
SHEET 2	NEW/REALIGNED LOTS AND EASEMENTS
SHEET 3	EASEMENTS DETAILS

CIVIL

C.100.00	COVER AND GENERAL NOTES
C.100.01	OVERALL CONCEPTUAL SITE PLAN
C.100.02	CONCEPTUAL SNOW STORAGE PLAN
C.100.03	DEBRIS FLOW MITIGATION PLAN
C.100.04	EMERGENCY FIRE STAGING PLAN
C.100.05	LODGE MOTOR COURT TURNING MOVEMENTS
C.100.06	FREE MARKET TURNING MOVEMENTS
C.100.07	FREE MARKET TURNING MOVEMENTS
C.200.00	OVERALL GRADING PLAN
C.200.01	DEAN STREET PLAZA & MUSEUM GRADING PLAN
C.200.02	STEAKHOUSE & GONDOLA PLATFORM GRADING PLAN
C.200.03	LODGE MOTOR COURT GRADING PLAN
C.200.04	LODGE SOUTH PATIO GRADING PLAN
C.200.05	FREE MARKET GRADING PLAN
C.200.06	DEAN STREET PLAN & PROFILE
C.200.07	DEAN STREET SECTIONS
C.200.08	GILBERT STREET LAYOUT & PLAN & PROFILE
C.300.00	MASTER UTILITY
C.300.01	UTILITY PLAN & PROFILES
C.400.00	MASTER DRAINAGE PLAN
C.400.01	FREE MARKET STORM PLAN & PROFILES
C.400.02	CONCEPTUAL LODGE STORM PLAN & PROFILE
C.400.03	STEAKHOUSE STORM PLAN & PROFILE
C.400.04	MUSEUM STORM PLAN & PROFILES
C.400.05	EXISTING BASIN DELINEATION
C.400.06	CONCEPTUAL POST DRAINAGE & WQ BASIN PLAN
C.400.07	OFFSITE DRAINAGE BASIN PLAN
C.500.00	CONCEPTUAL SITE DETAILS
C.500.01	CONCEPTUAL SITE DETAILS CONT.
C.500.02	COA STANDARD WATER DETAILS

SHORING

SHEET 1	

LANDSCAPE

LR.001	LANDSCAPE DRAWING
LR.002	LANDSCAPE DRAWING
LR.003	LANDSCAPE DRAWING
LR.004	LANDSCAPE DRAWING
LR.005	LANDSCAPE DRAWING
LR.006	LANDSCAPE DRAWING
LR.007	LANDSCAPE DRAWING
LR.008	LANDSCAPE DRAWING
L.2.001	TREE REMOVAL PLAN
L.2.002	TREE REMOVAL CHART
L.2.003	RENDERED SITE PLAN
L.2.004	DEAN STREET PLAN AND SECTIONS
L.2.005	SITE MATERIALS PLAN
L.2.006	SITE MATERIALS PLAN
L.2.007	PLANTING PLAN
L.2.008	PLANTING PLAN
L.2.009	PLANTING PLAN (ROOF DECKS)
L.6.001	SITE DETAILS
L.6.002	SITE DETAILS
L.6.003	PLANTING DETAILS

LIGHTING

L.0.001	PRELIMINARY LTG FIXTURES
L.1.001	PRELIMINARY LTG PLAN

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CARBONDALE, CO 81623
(970) 963 6520

CIVIL ENGINEERS

SOPRIS ENGINEERING
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CARBONDALE, CO 81623
(970) 704 0311

STRUCTURAL ENGINEERS

KL&A
1717 WASHINGTON AVENUE, STE 100
GOLDEN, CO 80401
(303) 384 9910

MEP ENGINEERS

BG BUILDING WORKS
261 LINDEN STREET, STE 200
FORT COLLINS, CO 80524
(970) 221 6691

SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 12" = 1'-0"

PROJECT # 1803

DRAWING TITLE:

PROJECT INFO/ LOCATION/ CODES

DRAWING NO:

G-001.00

SHEET:

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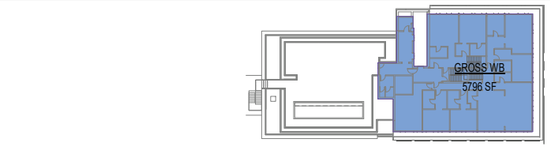
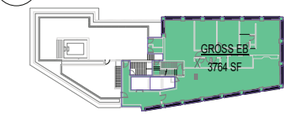
	TOTAL WALL AREA (SF)	EXPOSED WALL AREA (SF)	% EXPOSED WALL AREA	GSF	FAR
WEST BUILDING AND SUBGRADE					
BASEMENT 2	14690	282	1.9%	**27,710**	**532**
BASEMENT 1.5	478	105	22.0%	**232**	**51**
BASEMENT 1	9720	260	2.7%	**32,214**	**862**
LEVEL 0	10,313	2,534	24.6%	**27,121**	**6,664**
LEVEL 1	10226	4020	39.3%	**14,155**	**5,565**
LEVEL 2	7,757	5,523	71.2%	**19,521**	**13,899**
LEVEL 3	--	--	100.0%	**19,937**	**19,937**
LEVEL 4	--	--	100.0%	**16,530**	**16,530**
LEVEL 5	--	--	100.0%	**11,599**	**11,599**
LEVEL 6	--	--	100.0%	**5,796**	**5,796**
SUBTOTAL				**174,815**	**81,434**
EAST BUILDING					
LEVEL 1	2,810	1,235	44.0%	**2,092**	**919**
LEVEL 2	4,155	3,302	79.5%	**7,122**	**5,660**
LEVEL 3	--	--	100.0%	**6,681**	**6,681**
LEVEL 4	--	--	100.0%	**6,835**	**6,835**
LEVEL 5	--	--	100.0%	**3,764**	**3,764**
SUBTOTAL				**26,494**	**23,859**
STEAKHOUSE					
BASEMENT 2			0.0%	**1506**	**0**
BASEMENT 1	--	--	100.0%	**1,352**	**1,352**
LEVEL 0	--	--	100.0%	**1,352**	**1,352**
SUBTOTAL				**4,210**	**2,704**
TOTAL				**205,519**	**107,997**

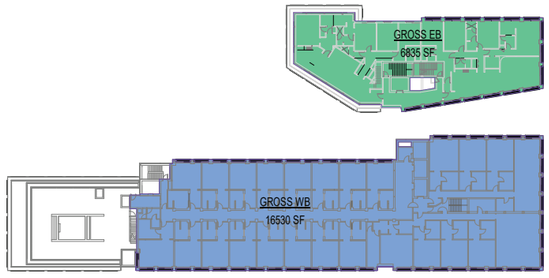
Guestroom and Unit layouts are shown for illustrative purposes only. Location, number, configuration and sizing, are subject to revision during design development, within the parameters of the Ordinance 38 requirements.



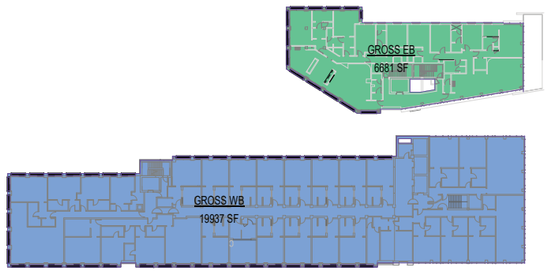
9 LEVEL 6_GROSS
SCALE: 1 : 500



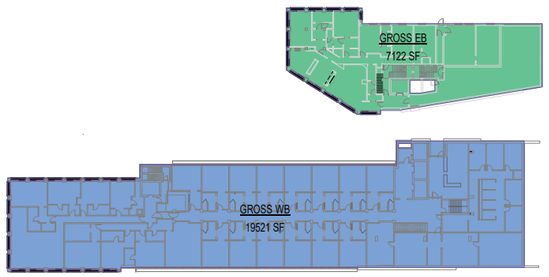
8 LEVEL 5_GROSS
SCALE: 1 : 500



7 LEVEL 4_GROSS
SCALE: 1 : 500

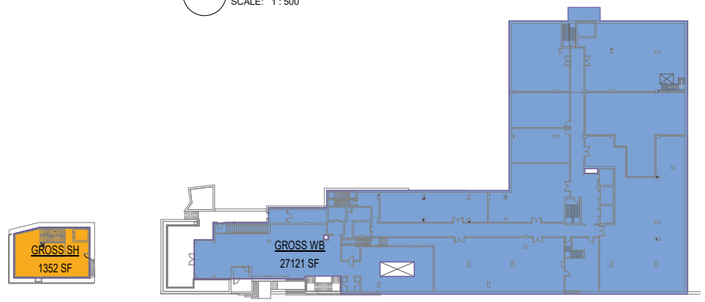


6 LEVEL 3_GROSS
SCALE: 1 : 500

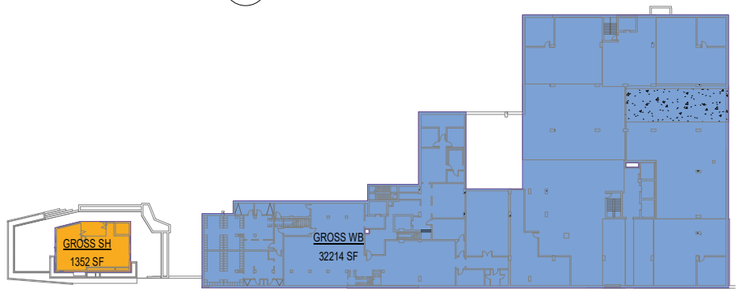


5 LEVEL 2_GROSS
SCALE: 1 : 500

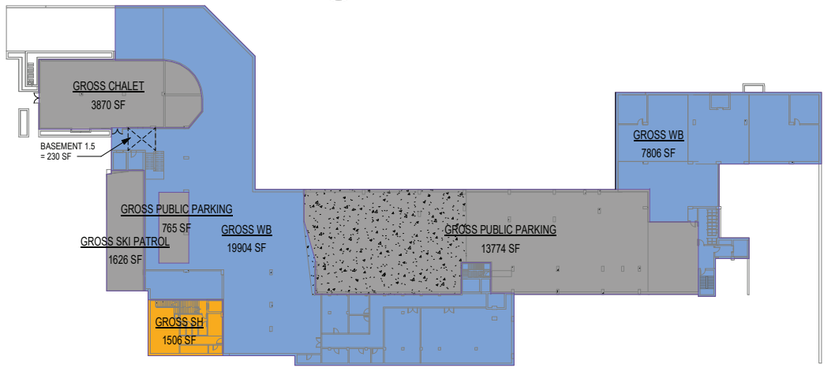
4 LEVEL 1_GROSS
SCALE: 1 : 500



3 GROUND FLOOR_GROSS
SCALE: 1 : 500



2 BASEMENT 1_GROSS
SCALE: 1 : 500



1 BASEMENT 2_GROSS
SCALE: 1 : 500

LIFT ONE LODGE

710 SOUTH ASPEN STREET,
ASPEN, CO 81611

OWNER

LIFT ONE LODGE ASPEN, LLC
605 W. MAIN STREET, SUITE 2
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10880 WILSHIRE BLVD SUITE 2222
LOS ANGELES, CA 90024

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE: As indicated
PROJECT #: 1803
DRAWING TITLE:
AREA PLANS GROSS_FAR

DRAWING NO:
G-002.00
SHEET:

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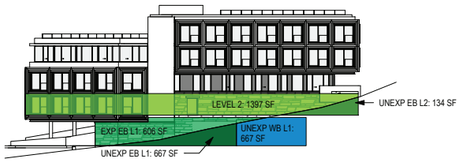
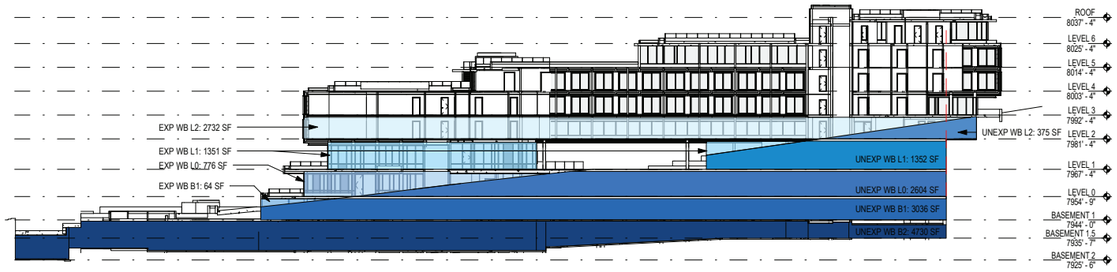
		WALL AREAS (SF)					% EXPOSED WALL AREA
		NORTH	EAST	SOUTH	WEST	TOTAL	
WEST BUILDING	B2 UNEXP	2617	6003	1058	4730		
	B2 EXP	282	0	0	0	282	1.9%
	B2 TOTAL	2899	6003	1058	4730	14690	
	B1.5 UNEXP		132	109	132		
	B1.5 EXP	105	0	0	0	105	22.0%
	B1.5 TOTAL	105	132	109	132	478	
	B1 UNEXP	1429	2995	2000	3036		
	B1 EXP	122	74	0	64	260	2.7%
	B1 TOTAL	1551	3069	2000	3100	9720	
	L0 UNEXP	1122	2159	1894	2604		
	L0 EXP	673	1085	0	776	2534	24.6%
	L0 TOTAL	1795	3244	1894	3380	10313	
	L1 UNEXP	724	1181	2282	2019		
	L1 EXP	1242	1427	0	1351	4020	39.3%
	L1 TOTAL	1966	2608	2282	3370	10226	
	L2 UNEXP	784	315	760	375		
	L2 EXP	0	2791	0	2732	5523	71.2%
	L2 TOTAL	784	3106	760	3107	7757	
EAST BUILDING	L1 UNEXP	0	908	0	667		
	L1 EXP	589	40	0	606	1235	44.0%
	L1 TOTAL	589	948	0	1273	2810	
	L2 UNEXP	0	342	377	134		
	L2 EXP	712	1193	0	1397	3302	79.5%
	L2 TOTAL	712	1535	377	1531	4155	

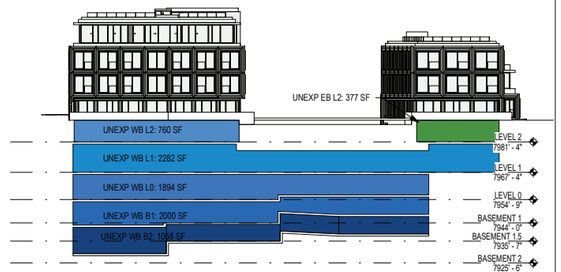


6 FAR_ELEVATION - FREE MARKET - WEST
SCALE: 1/32" = 1'-0"

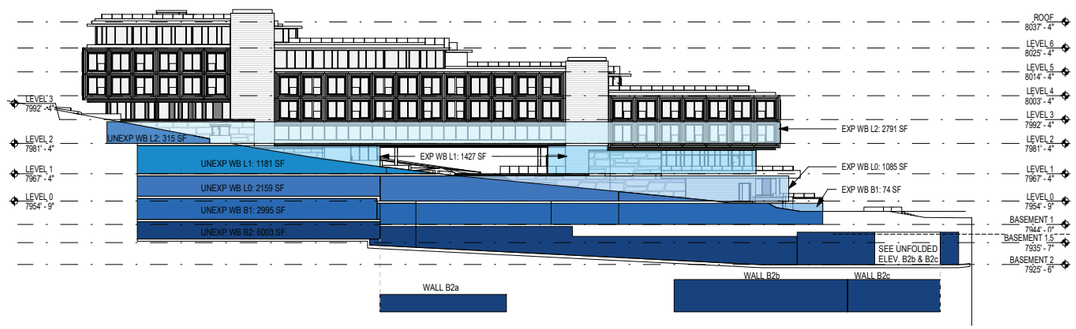
5 FAR_ELEVATION - FREE MARKET - EAST
SCALE: 1/32" = 1'-0"



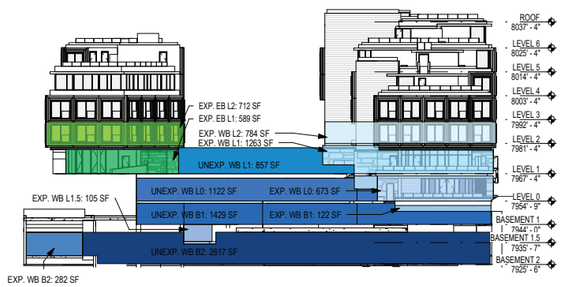
4 OVERALL ELEVATION - WEST
SCALE: 1/32" = 1'-0"



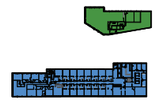
3 ELEVATION - LODGE - SOUTH
SCALE: 1/32" = 1'-0"



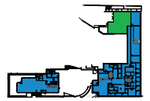
2 OVERALL ELEVATION - EAST
SCALE: 1/32" = 1'-0"



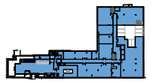
1 ELEVATION - LODGE - NORTH
SCALE: 1/32" = 1'-0"



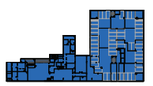
12 L2 - KEY PLAN
SCALE: 1" = 160'-0"



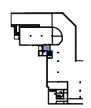
11 L1 - KEY PLAN
SCALE: 1" = 160'-0"



10 L0 - KEY PLAN
SCALE: 1" = 160'-0"



9 B1 - KEY PLAN
SCALE: 1" = 160'-0"



8 B1.5 - KEY PLAN
SCALE: 1" = 160'-0"

7 B2 - Key Plan
SCALE: 1" = 160'-0"

LIFT ONE LODGE

710 SOUTH ASPEN STREET,
ASPEN, CO 81611

OWNER
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(970) 544 4196

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261 LINDEN STREET, STE 200
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(970) 221 6691

SEAL

ISSUE	DESCRIPTION	DATE

SCALE	As indicated
PROJECT #	1803

DRAWING TITLE:
AREAS FAR - ELEVATIONS DIAGRAMS

DRAWING NO:
G-002.01

SHEET:

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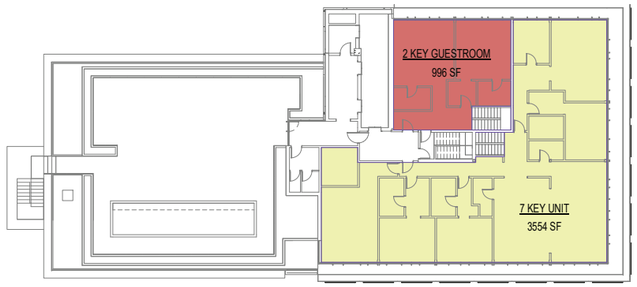
Total keys: 104
Average area per key: 519 SF

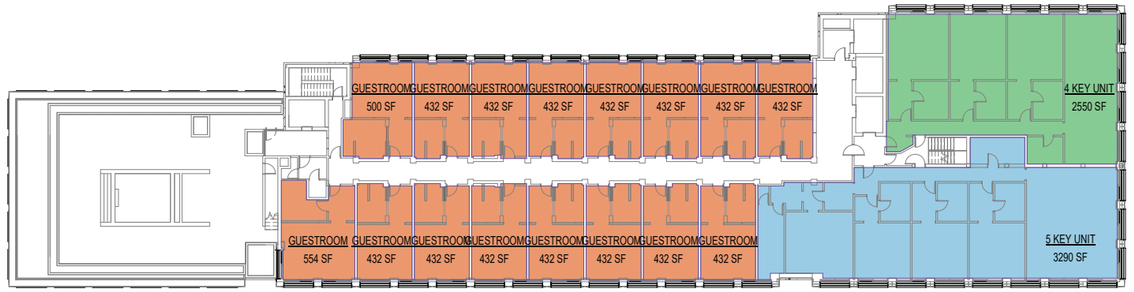
NET LODGING	53,976
LEVEL 2	10,959
GUESTROOM	420
GUESTROOM	413
GUESTROOM	420
GUESTROOM	420
GUESTROOM	420
GUESTROOM	420
GUESTROOM	420
GUESTROOM	420
GUESTROOM	420
GUESTROOM	420
GUESTROOM	420
GUESTROOM	420
GUESTROOM	420
GUESTROOM	420
GUESTROOM	522
4 KEY UNIT	2,179
5 KEY UNIT	2,805
LEVEL 3	16,265
3 KEY UNIT	2,058
5 KEY UNIT	3,037
GUESTROOM	432
GUESTROOM	432
GUESTROOM	432
GUESTROOM	432
GUESTROOM	432
GUESTROOM	432
GUESTROOM	432
GUESTROOM	432
GUESTROOM	432
GUESTROOM	432
GUESTROOM	541
4 KEY UNIT	2,208
5 KEY UNIT	2,805
LEVEL 4	12,942
5 KEY UNIT	3,290
4 KEY UNIT	2,550
GUESTROOM	432
GUESTROOM	432
GUESTROOM	432
GUESTROOM	432
GUESTROOM	432
GUESTROOM	432
GUESTROOM	432
GUESTROOM	432
GUESTROOM	432
GUESTROOM	432
GUESTROOM	432
GUESTROOM	432
GUESTROOM	432
GUESTROOM	432
GUESTROOM	432
GUESTROOM	500
GUESTROOM	554
LEVEL 5	9,260
5 KEY UNIT	3,290
4 KEY UNIT	2,550
GUESTROOM	405
GUESTROOM	405
GUESTROOM	405
GUESTROOM	405
GUESTROOM	405
GUESTROOM	687
GUESTROOM	708
LEVEL 6	4,550
7 KEY UNIT	3,554
2 KEY GUESTROOM	996

Guestroom and Unit layouts are shown for illustrative purposes only. Location, number, configuration and sizing, are subject to revision during design development, within the parameters of the Ordinance 38 requirements.

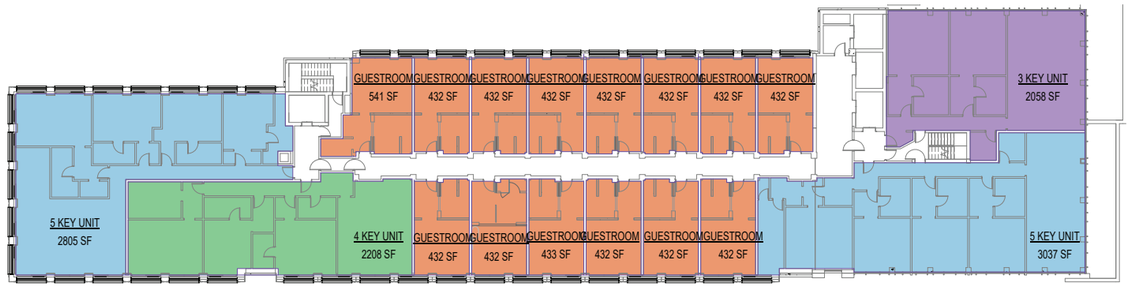


5 NET LODGING - LEVEL 6
SCALE: 1" = 20'-0"

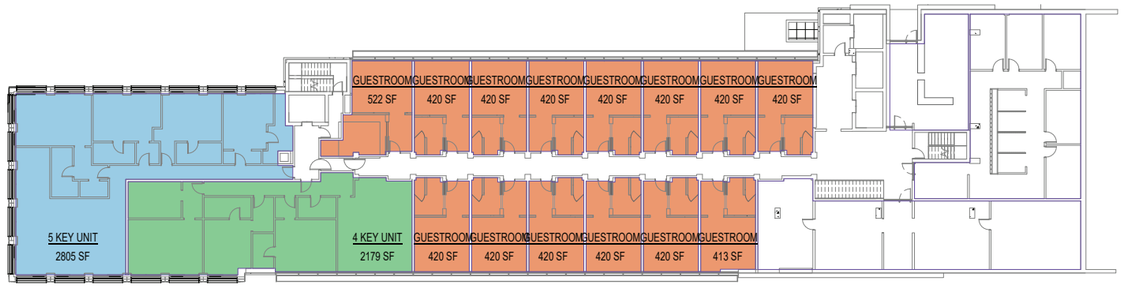
4 NET LODGING - LEVEL 5
SCALE: 1" = 20'-0"



3 NET LODGING - LEVEL 4
SCALE: 1" = 20'-0"



2 NET LODGING - LEVEL 3
SCALE: 1" = 20'-0"



1 NET LODGING - LEVEL 2
SCALE: 1" = 20'-0"

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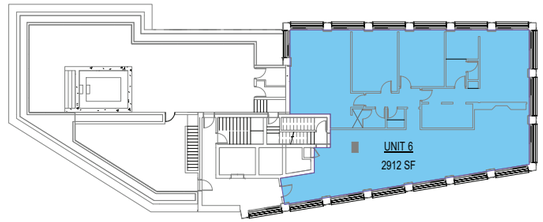
SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:
AREA PLANS_NET LODGING

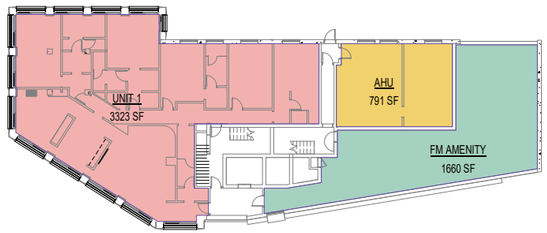
DRAWING NO:
G-003.00
SHEET:



4 NET LIVABLE - LEVEL 5_NET
SCALE: 1" = 20'-0"

3 NET LIVABLE - LEVEL 4_NET
SCALE: 1" = 20'-0"

2 NET LIVABLE - LEVEL 3_NET
SCALE: 1" = 20'-0"



1 NET LIVABLE - LEVEL 2_NET
SCALE: 1" = 20'-0"

Total Units: 6
Average area per unit: 3,139 SF

NET LIVABLE	18,831
FM AMENITY	1,660
UNIT 1	3,323
UNIT 2	2,988
UNIT 3	2,496
UNIT 4	2,628
UNIT 5	2,824
UNIT 6	2,912
AHU	791

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HAYMAX CAPITAL, LLC
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(970) 963 6520

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(303) 384 9910

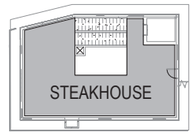
MEP ENGINEERS
BG BUILDING WORKS
261 LINDEN STREET, STE 200
FORT COLLINS, CO 80524
(970) 221 6691

SEAL

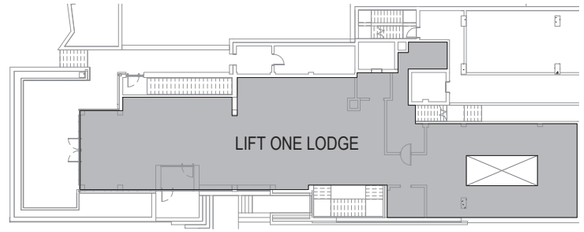
ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:
AREA PLANS_NET LIVABLE

DRAWING NO:
G-004.00
SHEET:



3 NET - LEVEL 0
SCALE: 1" = 20'-0"



1 NET - BASEMENT 1
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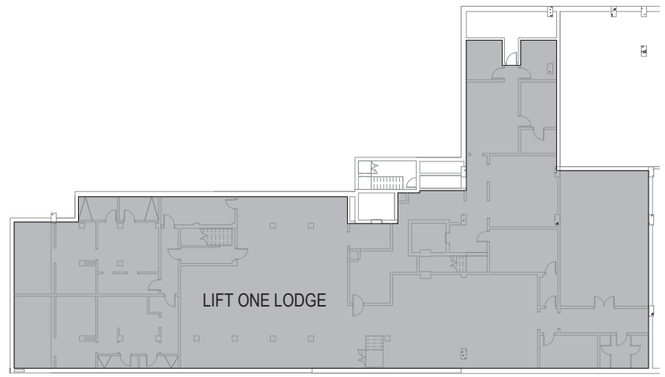

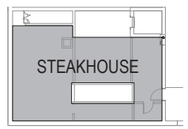

2 NET LEASABLE - BASEMENT 2
SCALE: 1" = 20'-0"

NET LEASABLE TOTAL	**16,126**
COMMERCIAL LIFT ONE LODGE	**13,269**
COMMERCIAL STEAKHOUSE	**2,857**

Guestroom and Unit layouts are shown for illustrative purposes only. Location, number, configuration and sizing, are subject to revision during design development, within the parameters of the Ordinance 38 requirements.

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LIFT ONE LODGE

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

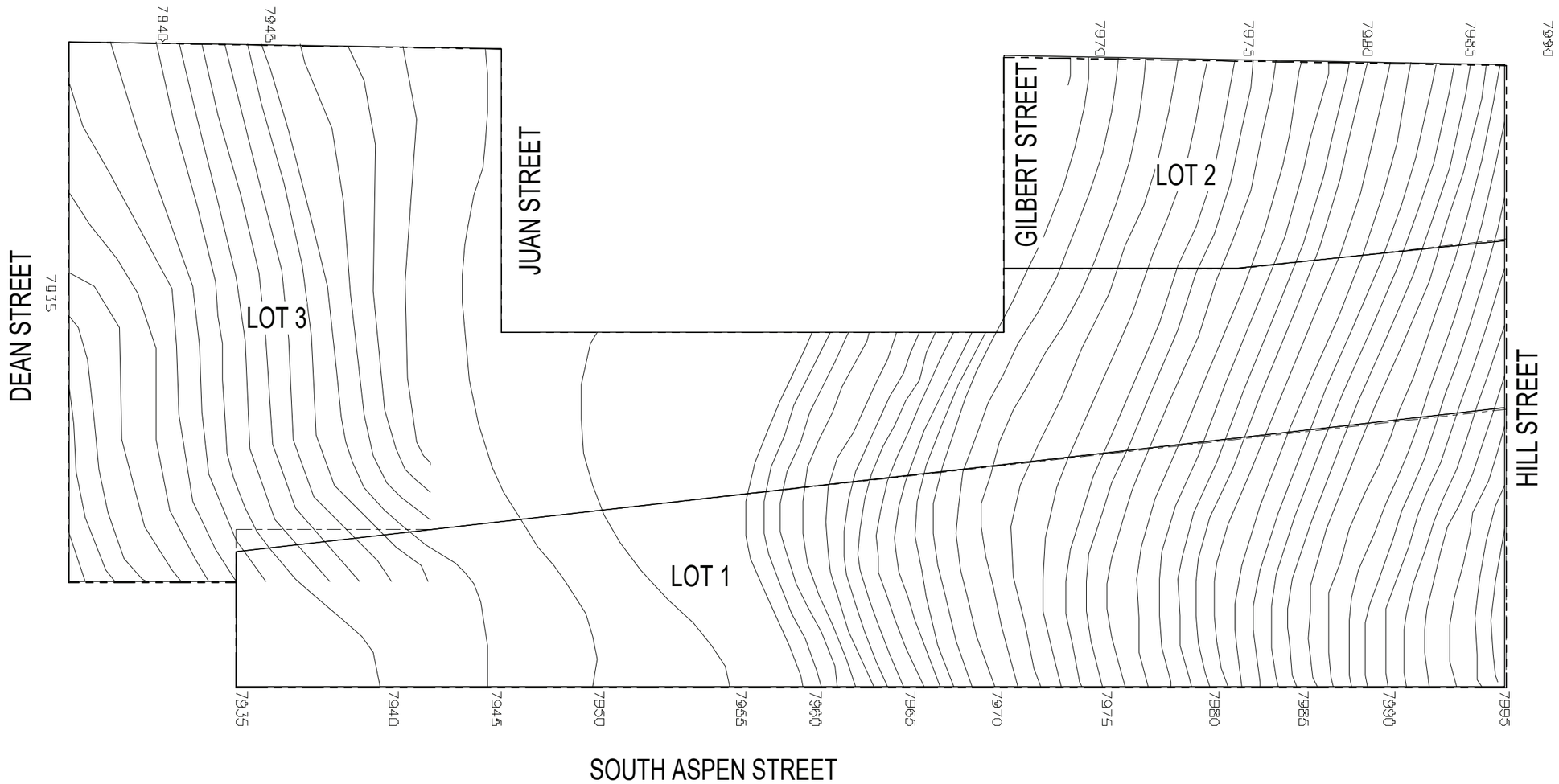
SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:

AREA PLANS_NET LEASABLE

DRAWING NO:

G-005.00

SHEET:



Note: Interpolated Grade Map provided by City of Aspen

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"

PROJECT # 1803

DRAWING TITLE:

INTERPOLATED NATURAL GRADE

DRAWING NO:

G-006.00

SHEET:

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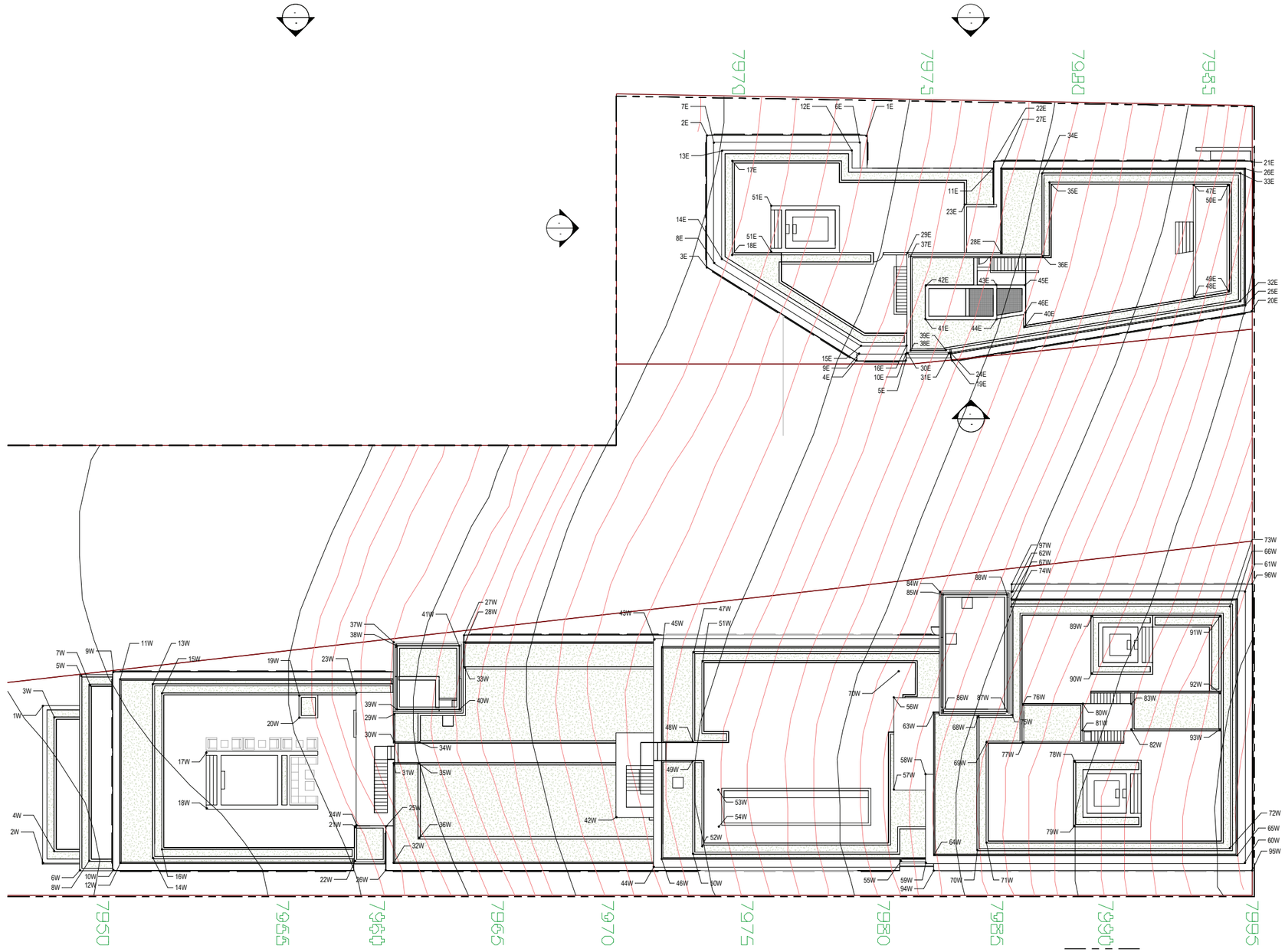
WEST BUILDING - MAX ALLOWABLE HEIGHT 53.3 FT ABOVE IG					
LOCATION			INTERPOLATED GRADE	BLDG ELEVATION	HEIGHT ABOVE IG
1	W	PARAPET	7951.0	7957.40	6.40
2	W	PARAPET		7957.40	
3	W	PARAPET	7951.0	7957.40	6.40
4	W	PARAPET		7957.40	
5	W	PARAPET	7954.0	7968.83	14.83
6	W	PARAPET		7968.83	
7	W	PARAPET	7954.0	7968.83	14.83
8	W	PARAPET		7968.83	
9	W	ROOF	7955.2	8003.42	48.22
10	W	ROOF	7950.6	8003.42	52.81
11	W	PARAPET	7955.3	8004.83	49.58
12	W	PARAPET	7951.0	8004.83	53.83
13	W	PARAPET	7956.3	8005.83	49.53
14	W	PARAPET	7952.1	8005.83	53.73
15	W	PARAPET	7956.3	8005.83	49.53
16	W	PARAPET	7952.3	8005.83	53.53
17	W	POOL	7956.3	8007.67	51.37
18	W	POOL	7954.9	8007.67	52.77
19	W	PLANTER	7960.5	8006.33	45.83
20	W	PLANTER	7960.4	8006.33	45.93
21	W	PARAPET	7960.8	8004.83	44.03
22	W	PARAPET	7960.2	8004.83	44.63
23	W	ROOF	7962.9	8013.33	50.43
24	W	ROOF	7961.0	8013.33	52.33
25	W	ROOF	7962.1	8014.42	52.32
26	W	ROOF	7961.4	8014.42	53.02
27	W	ROOF	7966.8	8014.42	47.62
28	W	PARAPET	7966.9	8015.83	48.93
29	W	PARAPET	7964.1	8015.83	51.73
30	W	PARAPET	7964.0	8015.83	51.83
31	W	PARAPET	7963.7	8015.83	52.13
32	W	PARAPET	7967.2	8015.83	48.63
33	W	PARAPET	7966.8	8016.83	50.03
34	W	PARAPET	7965.2	8016.83	51.63
35	W	PARAPET	7965.0	8016.83	51.83
36	W	PARAPET	7963.7	8016.83	53.13
37	W	CORE	7964.0	8019.33	55.33
38	W	CORE	7964.2	8021.00	56.80
39	W	CORE	7964.2	8021.00	56.80
40	W	CORE	7967.2	8021.00	53.80
41	W	CORE	7966.7	8021.00	54.30
42	W	ROOF	7972.1	8024.33	52.23
43	W	ROOF	7973.3	8025.33	52.03
44	W	ROOF	7973.0	8025.33	52.33
45	W	PARAPET	7973.6	8026.83	53.23
46	W	PARAPET	7973.4	8026.83	53.43
47	W	PARAPET	7974.4	8027.83	53.43
48	W	PARAPET	7974.8	8027.83	53.03
49	W	PARAPET	7974.9	8027.83	52.93
50	W	PARAPET	7974.6	8027.83	53.23
51	W	PARAPET	7974.5	8027.83	53.33
52	W	PARAPET	7974.9	8027.83	52.93
53	W	POOL	7975.9	8028.83	52.93
54	W	POOL	7975.8	8028.83	53.03
55	W	PARAPET	7982.4	8026.83	44.43
56	W	ROOF	7981.8	8035.33	53.53
57	W	ROOF	7982.4	8035.33	52.93
58	W	ROOF	7983.6	8036.33	52.73
59	W	ROOF	7983.5	8036.33	52.83
60	W	ROOF	7996.3	8036.33	40.03
61	W	ROOF	7994.0	8036.33	42.33
62	W	ROOF	7984.6	8036.33	51.73
63	W	PARAPET	7983.3	8037.83	54.53
64	W	PARAPET	7983.9	8037.83	53.93
65	W	PARAPET	7996.0	8037.83	41.83
66	W	PARAPET	7993.7	8037.83	44.13
67	W	PARAPET	7984.8	8037.83	53.03
68	W	PARAPET	7985.3	8038.83	53.53
69	W	PARAPET	7986.0	8038.83	52.83
70	W	PARAPET	7985.9	8038.83	52.93
71	W	PARAPET	7986.2	8038.83	52.63
72	W	PARAPET	7995.6	8038.83	43.23
73	W	PARAPET	7993.5	8038.83	45.33
74	W	PARAPET	7984.9	8038.83	53.93
75	W	PARAPET	7986.6	8038.83	52.23
76	W	PLANTER	7987.0	8039.83	52.83
77	W	PLANTER	7987.4	8039.83	52.43
78	W	POOL	7989.0	8040.67	51.67
79	W	POOL	7989.5	8040.67	51.17
80	W	ROOF	7989.0	8041.83	52.83
81	W	ROOF	7989.3	8042.58	53.28
82	W	ROOF	7991.3	8042.58	51.28
83	W	ROOF	7990.9	8042.58	51.68
84	W	CORE	7981.9	8042.58	60.68
85	W	CORE	7982.1	8043.00	60.90
86	W	CORE	7983.6	8043.00	59.40
87	W	CORE	7986.4	8043.00	56.60
88	W	CORE	7984.5	8043.00	58.50
89	W	POOL	7988.0	8040.67	52.67
90	W	POOL	7988.8	8040.67	51.87
91	W	PLANTER	7993.2	8039.33	46.13
92	W	PLANTER	7994.5	8039.83	45.33
93	W	PLANTER	7994.8	8039.83	45.03
94	W	ROOF	7983.8	8025.42	41.62
95	W	ROOF	7996.6	8025.42	28.82
96	W	ROOF	7994.2	8025.42	31.22
97	W	ROOF	7984.5	8025.42	40.92

EAST BUILDING - MAX ALLOWABLE HEIGHT 47.5 FT ABOVE IG					
LOCATION			INTERPOLATED GRADE	BLDG ELEVATION	HEIGHT ABOVE IG
1	E	ROOF	7974.0	8003.42	29.42
2	E	ROOF	7969.5	8003.42	33.92
3	E	ROOF	7970.5	8003.42	32.92
4	E	ROOF	7975.7	8003.42	27.72
5	E	ROOF	7977.3	8003.42	26.12
6	E	ROOF	7973.8	8014.37	40.57
7	E	ROOF	7969.8	8014.37	44.57
8	E	ROOF	7970.6	8014.37	43.77
9	E	ROOF	7975.7	8014.37	38.67
10	E	ROOF	7977.2	8014.37	37.17
11	E	PARAPET	7978.3	8016.87	38.57
12	E	PARAPET	7973.6	8016.87	43.27
13	E	PARAPET	7970.1	8016.87	46.77
14	E	PARAPET	7970.8	8016.87	46.07
15	E	PARAPET	7975.6	8016.87	41.27
16	E	PARAPET	7977.2	8016.87	39.67
17	E	PARAPET	7970.4	8016.87	46.47
18	E	PARAPET	7971.1	8016.87	45.77
19	E	ROOF	7978.7	8025.45	46.75
20	E	ROOF	7990.3	8025.45	35.15
21	E	ROOF	7988.7	8025.45	36.75
22	E	ROOF	7978.3	8025.45	47.15
23	E	ROOF	7977.7	8025.45	47.75
24	E	CORE	7978.6	8026.75	48.15
25	E	PARAPET	7990.0	8026.75	36.75
26	E	PARAPET	7988.4	8026.75	38.35
27	E	PARAPET	7978.6	8026.75	48.15
28	E	CORE	7979.3	8026.75	47.45
29	E	CORE	7976.1	8026.75	50.65
30	E	CORE	7977.3	8026.75	49.45
31	E	CORE	7978.6	8026.75	48.15
32	E	PARAPET	7989.7	8027.75	38.05
33	E	PARAPET	7988.3	8027.75	39.45
34	E	PARAPET	7980.2	8027.75	47.55
35	E	PARAPET	7980.6	8027.75	47.15
36	E	PARAPET	7981.0	8027.75	46.75
37	E	CORE	7976.2	8027.75	51.55
38	E	CORE	7977.4	8027.75	50.35
39	E	CORE	7978.4	8027.75	49.35
40	E	CORE	7981.2	8027.75	46.55
41	E	CORE	7977.4	8032.00	54.60
42	E	CORE	7977.1	8032.00	54.90
43	E	CORE	7979.5	8032.00	52.50
44	E	CORE	7979.8	8032.00	52.20
45	E	CORE	7980.6	8027.75	47.15
46	E	CORE	7981.1	8027.75	46.65
47	E	POOL	7986.0	8029.58	43.58
48	E	POOL	7987.6	8029.58	41.98
49	E	POOL	7989.1	8029.58	40.48
50	E	POOL	7987.8	8029.58	41.78
51	E	POOL	7971.7	8018.87	47.17
52	E	POOL	7972.1	8018.87	46.77

Minimally exceeds the referenced height above interpolated grade

Note: Core allowable height is 10 ft above interpolated grade



PURSUANT TO SECTION 8: MEASUREMENTS OF CITY COUNCIL ORDINANCE NO. 28, SERIES OF 2011, THE HEIGHTS NOTED AREA MEASURED AS THE MAXIMUM DISTANCE POSSIBLE VERTICALLY FROM THE INTERPOLATED NATURAL GRADE TO THE HIGHEST POINT OF STRUCTURE WITHIN A VERTICAL PLANE. THE INTERPOLATED NATURAL GRADE REPRESENTED IS DOCUMENTED ON SHEET G-006.00.

LIFT ONE LODGE

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1 : 180

PROJECT # 1803

DRAWING TITLE:

HEIGHT PLAN PROPOSED

DRAWING NO:

G-007.00

SHEET:

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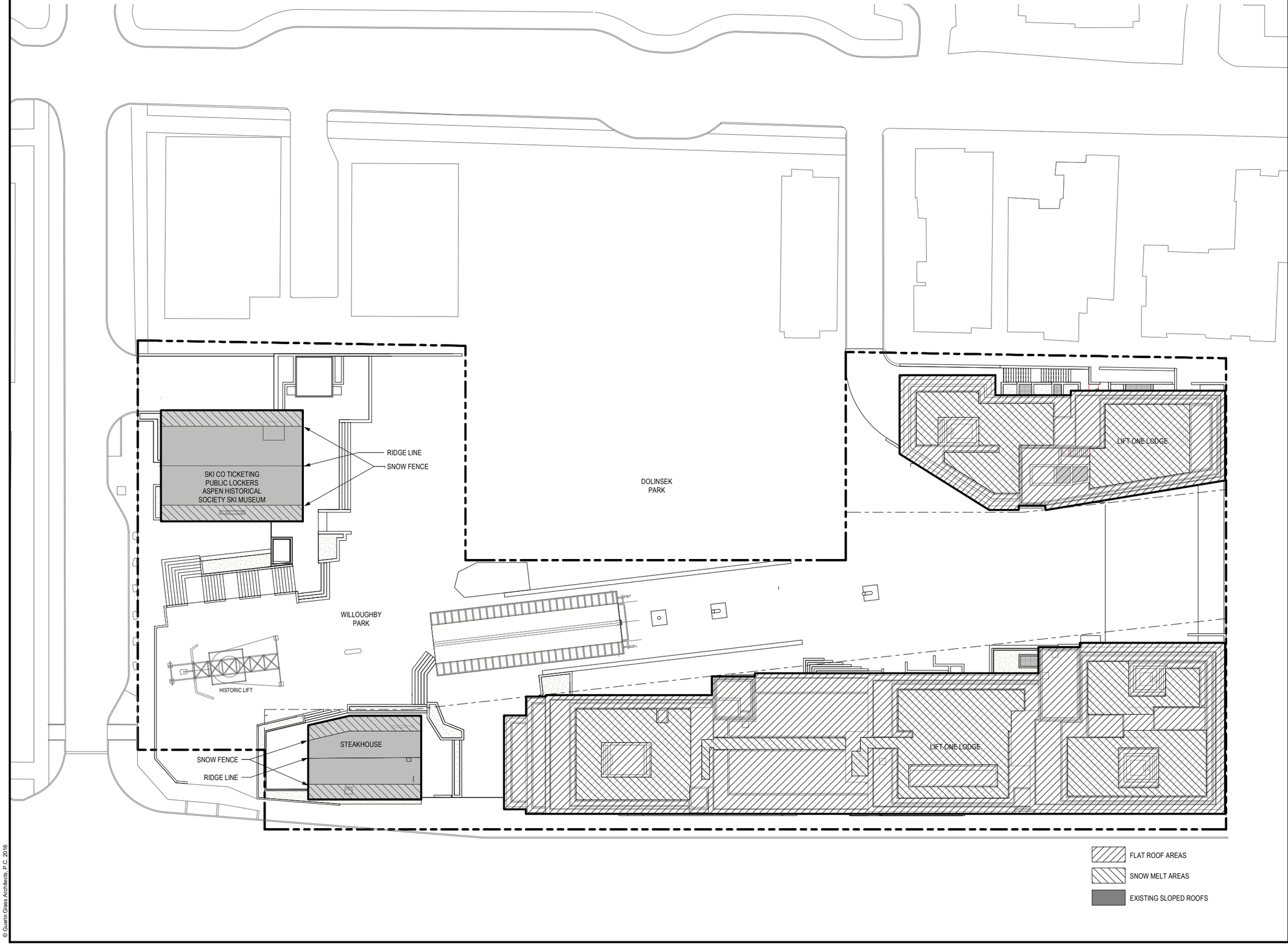

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE	1" = 20'-0"
PROJECT #	1803

DRAWING TITLE:

SNOW SHEDDING PLAN

DRAWING NO:

G-008.00

SHEET:

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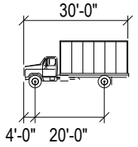
DELIVERY TRUCK TURNING ANALYSIS



SU-30

	FEET
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TRACK	: 8.0
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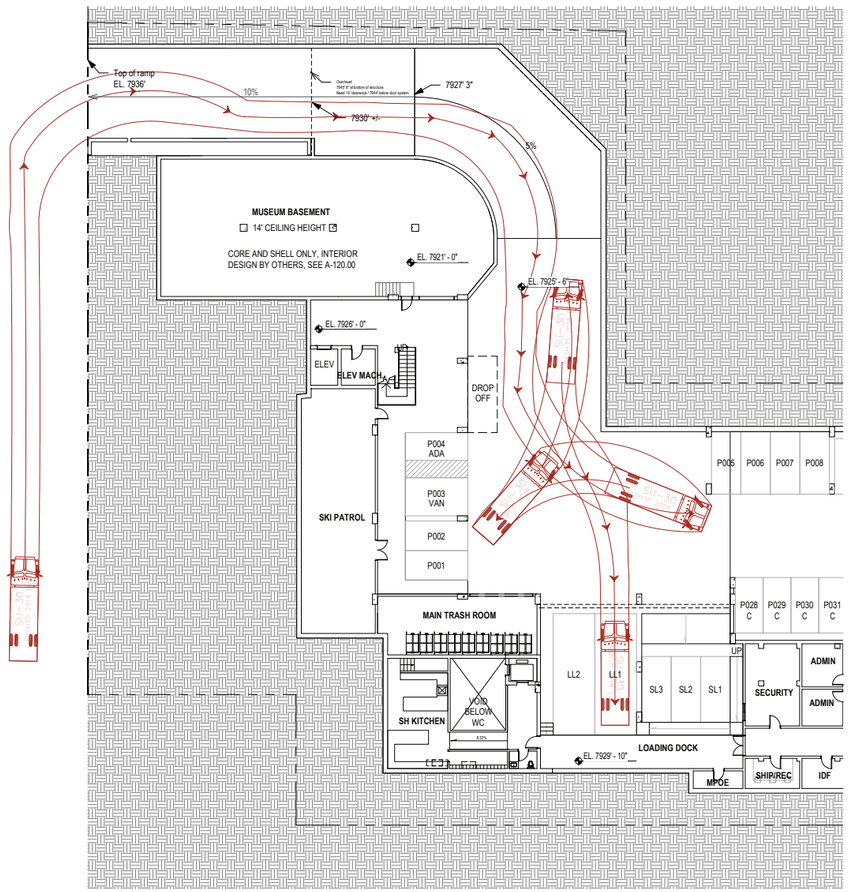
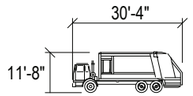
STEERING ANGLE	: 31.8°



TRASH TRUCK TURNING ANALYSIS



REAR-LOAD TRASH TRUCK

	FEET
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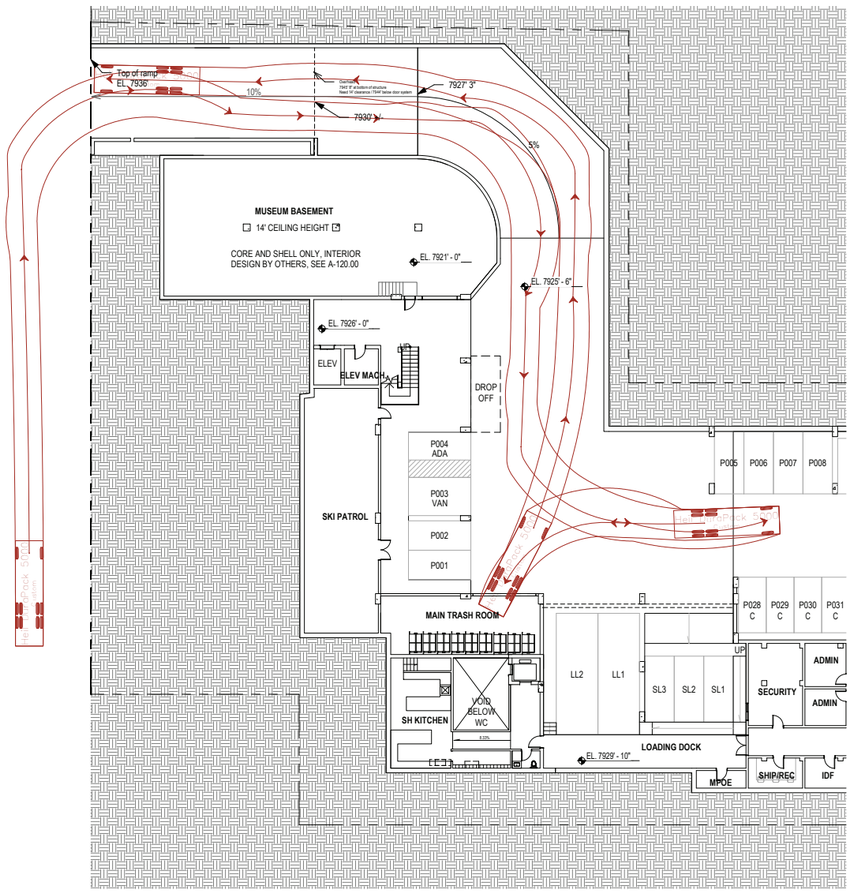
STEERING ANGLE	: 29°



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OWNER

LIFT ONE LODGE ASPEN, LLC
605 W. MAIN STREET, SUITE 2
ASPEN, CO 81611
(970) 544 4196

DEVELOPERS

IRONGATE, LLC
10880 WILSHIRE BLVD SUITE 2222
LOS ANGELES, CA 90024

HAYMAX CAPITAL, LLC
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(970) 544-4196

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STRUCTURAL ENGINEERS

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(303) 384 9910

MEP ENGINEERS

BG BUILDING WORKS
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FORT COLLINS, CO 80524
(970) 221 6691

SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"

PROJECT # 1803

DRAWING TITLE:

TURNING MOVEMENT DIAGRAMS

DRAWING NO:

G-009.00

SHEET:

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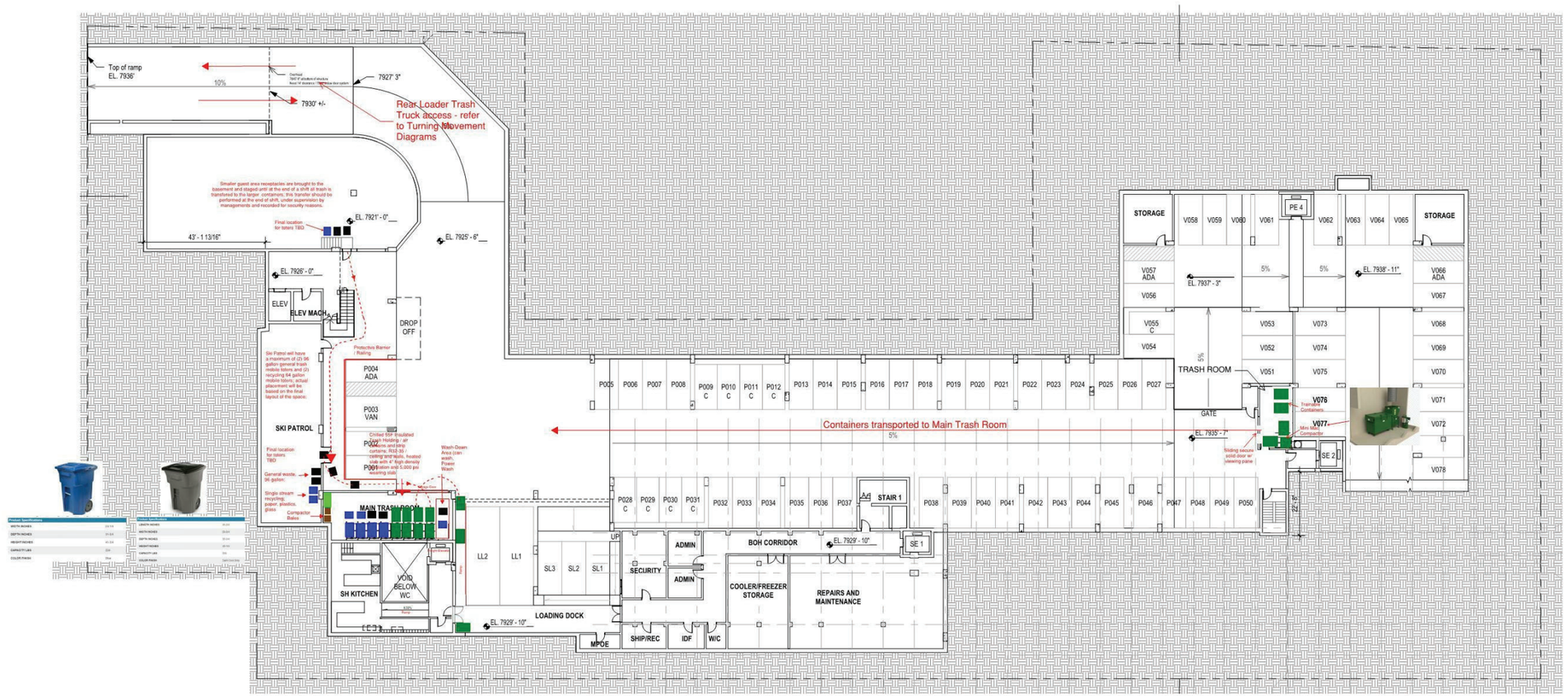

Product Specifications	
WIDTH INCHES	22.1/5
DEPTH INCHES	31.3/4
HEIGHT INCHES	41.3/4
CAPACITY LBS	228
COLOR FINISH	Blue

Product Specifications	
WIDTH INCHES	22.1/5
DEPTH INCHES	31.3/4
HEIGHT INCHES	41.3/4
CAPACITY LBS	228
COLOR FINISH	Dark Gray

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SEAL

ISSUE	DESCRIPTION	DATE

SCALE

PROJECT # 1803

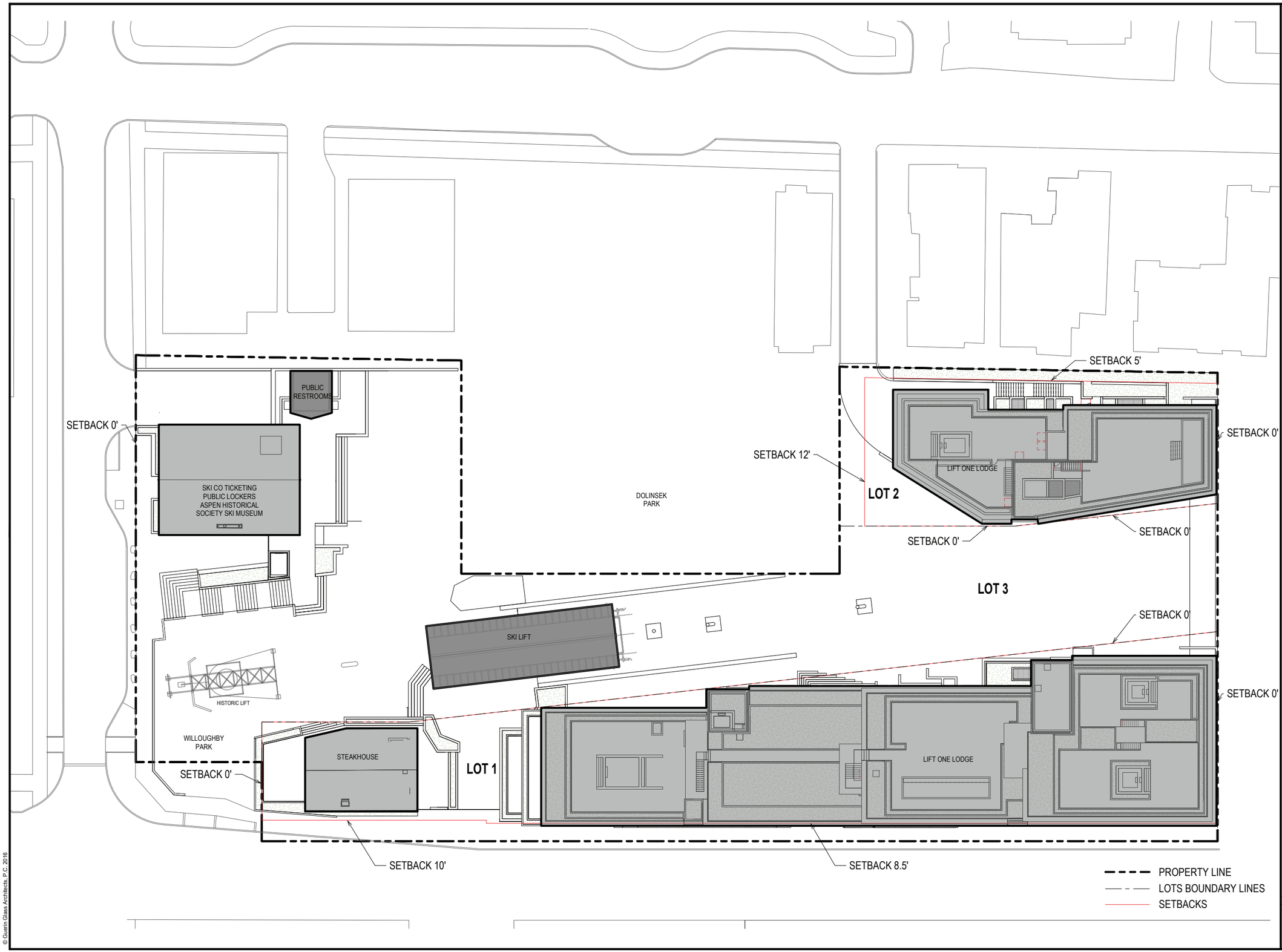
DRAWING TITLE:

TRASH DIAGRAM

DRAWING NO:

G-010.00

SHEET:



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SEAL

ISSUE	DESCRIPTION	DATE

SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:

SITE PLAN

DRAWING NO:

A-001.00

SHEET:

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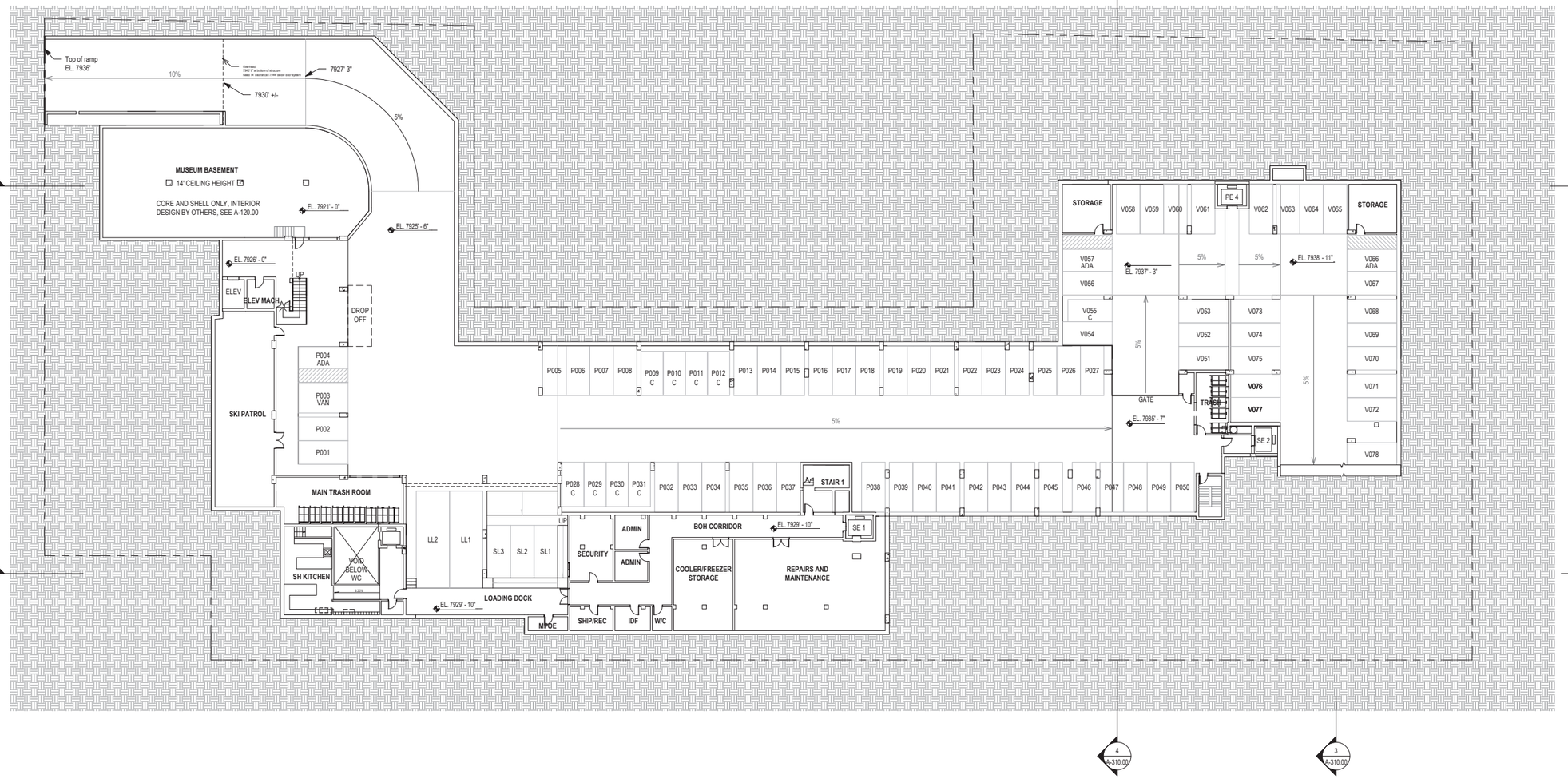

PARKING
Stalls dimensions: 8'-6" X 18'
P: Public stalls
V: Private Valet stalls
C: Compact stalls 8' X 16' (Aspen Code Section 26.515.070 allows up to 25% of compact stalls)

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

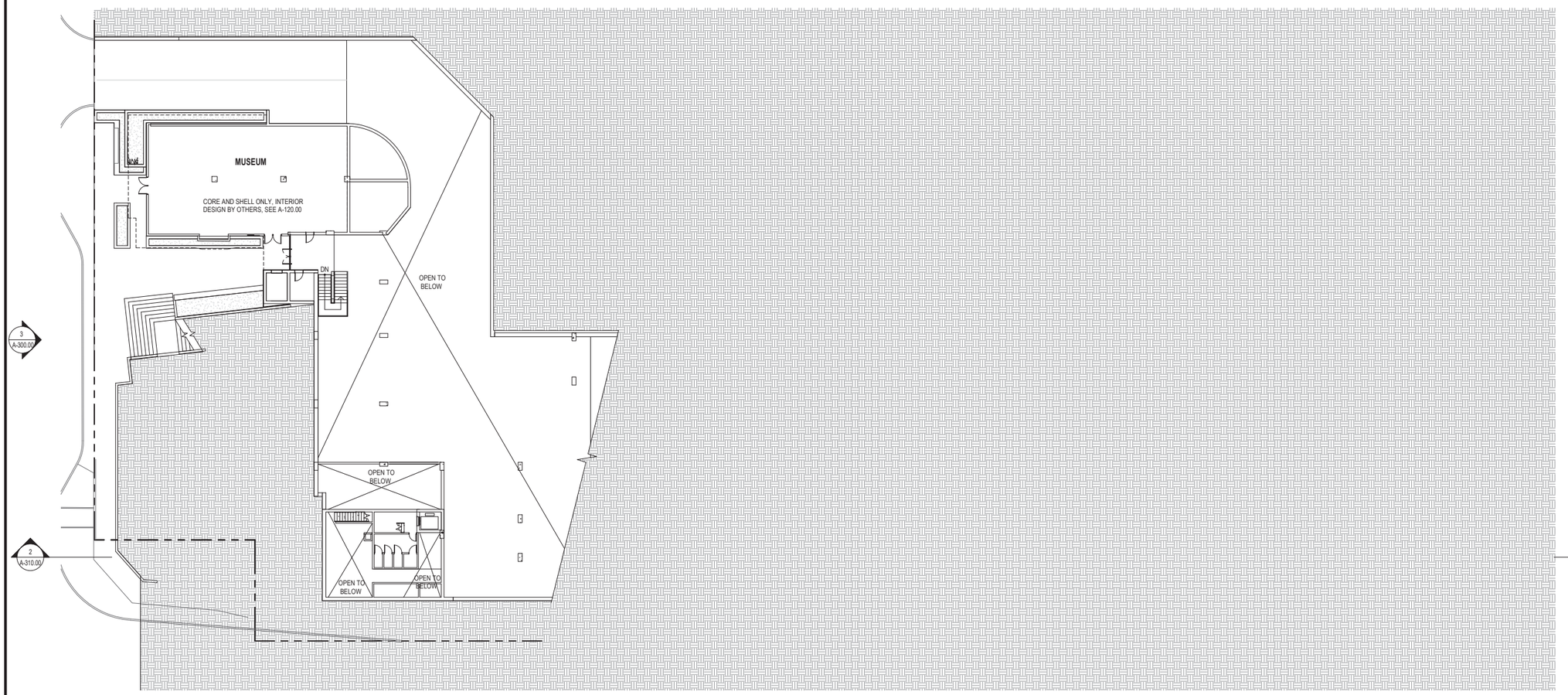
SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:

FLOOR PLAN - BASEMENT 2

DRAWING NO:

A-101.00

SHEET:



LIFT ONE LODGE

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OWNER

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"

PROJECT # 1803

DRAWING TITLE:

FLOOR PLAN - BASEMENT 1.5

DRAWING NO:

A-102.00

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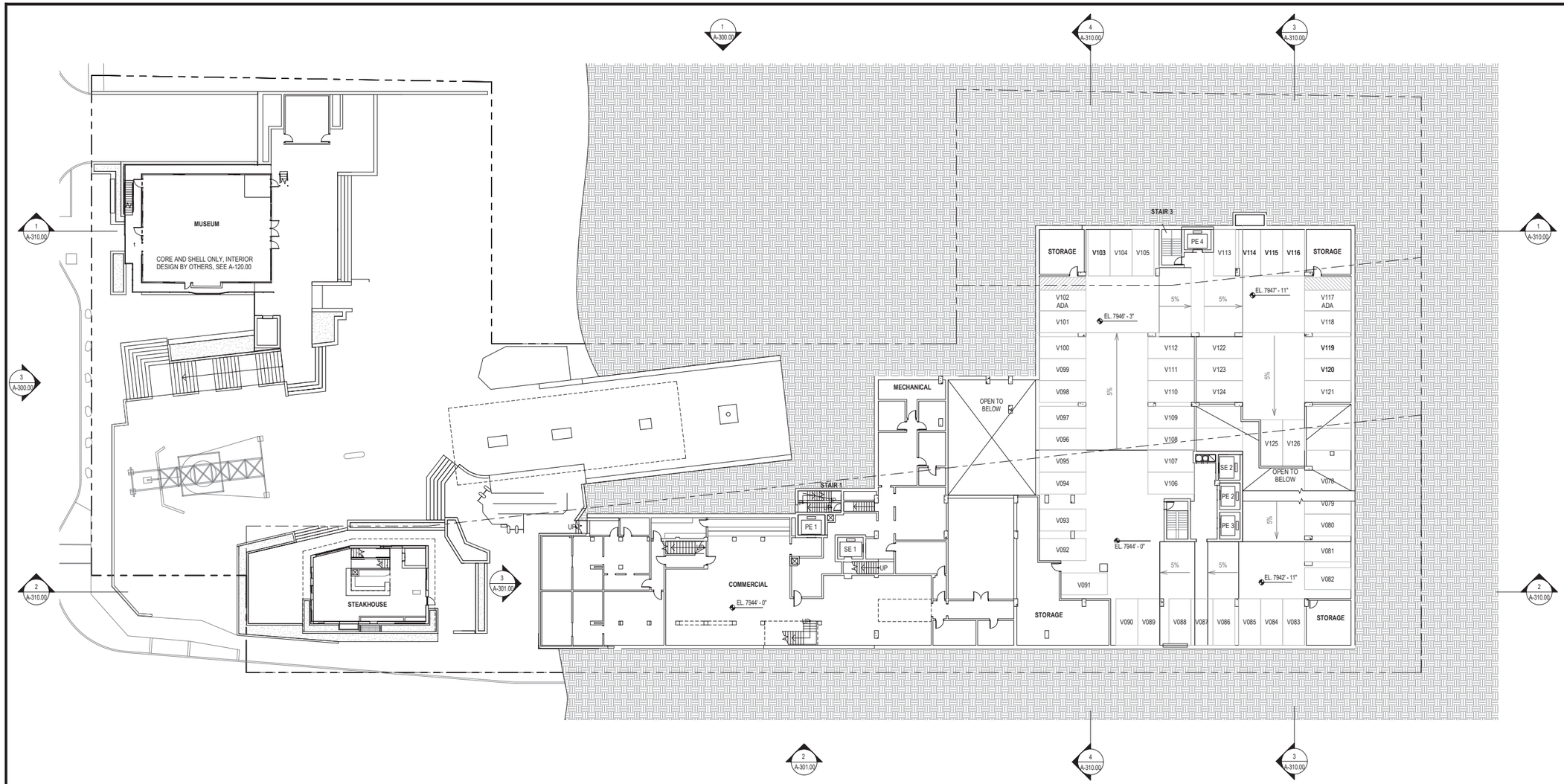

PARKING
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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:

FLOOR PLAN - BASEMENT 1

DRAWING NO:

A-103.00

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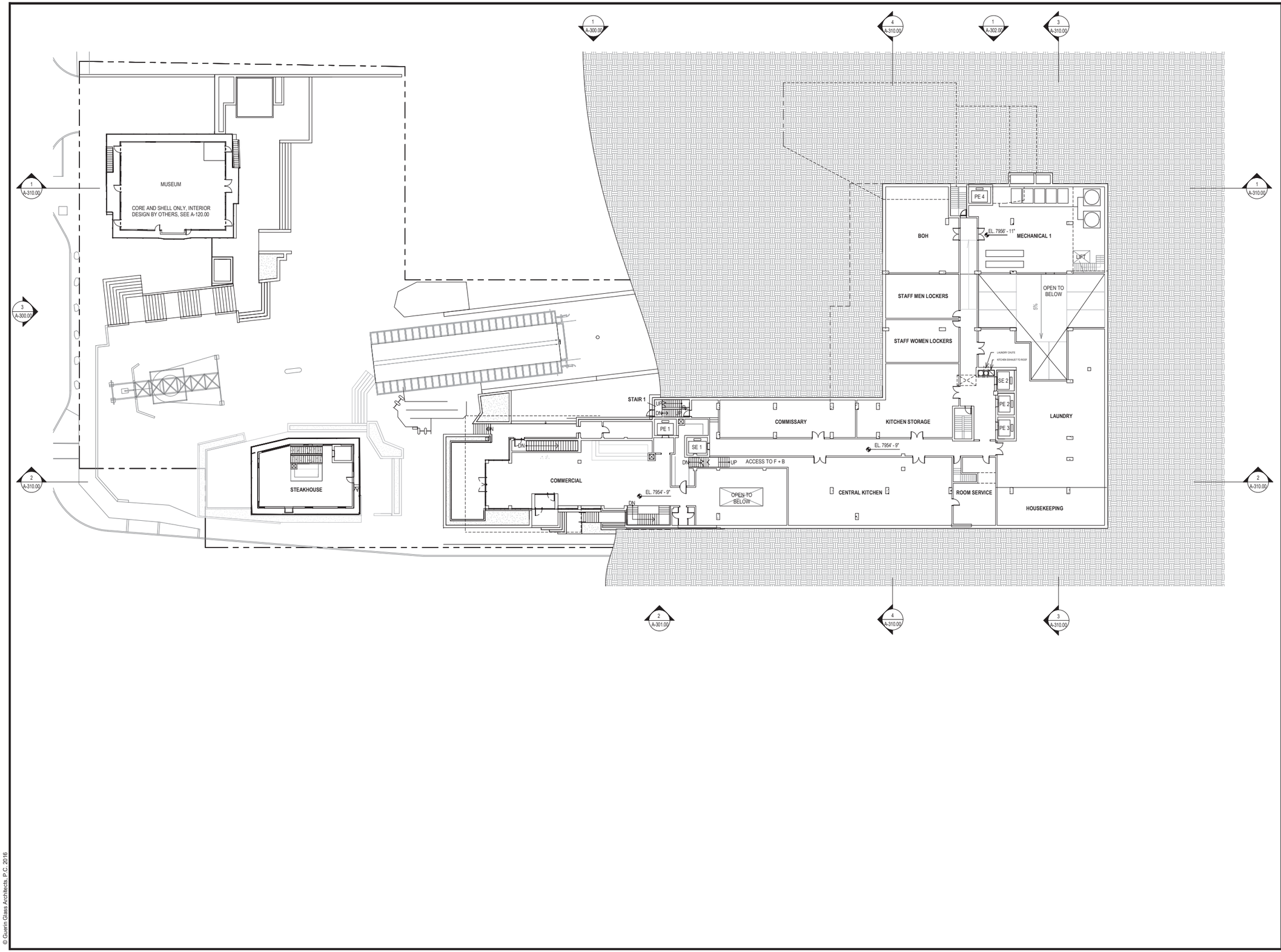

LIFT ONE LODGE

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:

FLOOR PLAN - GROUND FLOOR

DRAWING NO:

A-104.00

SHEET:

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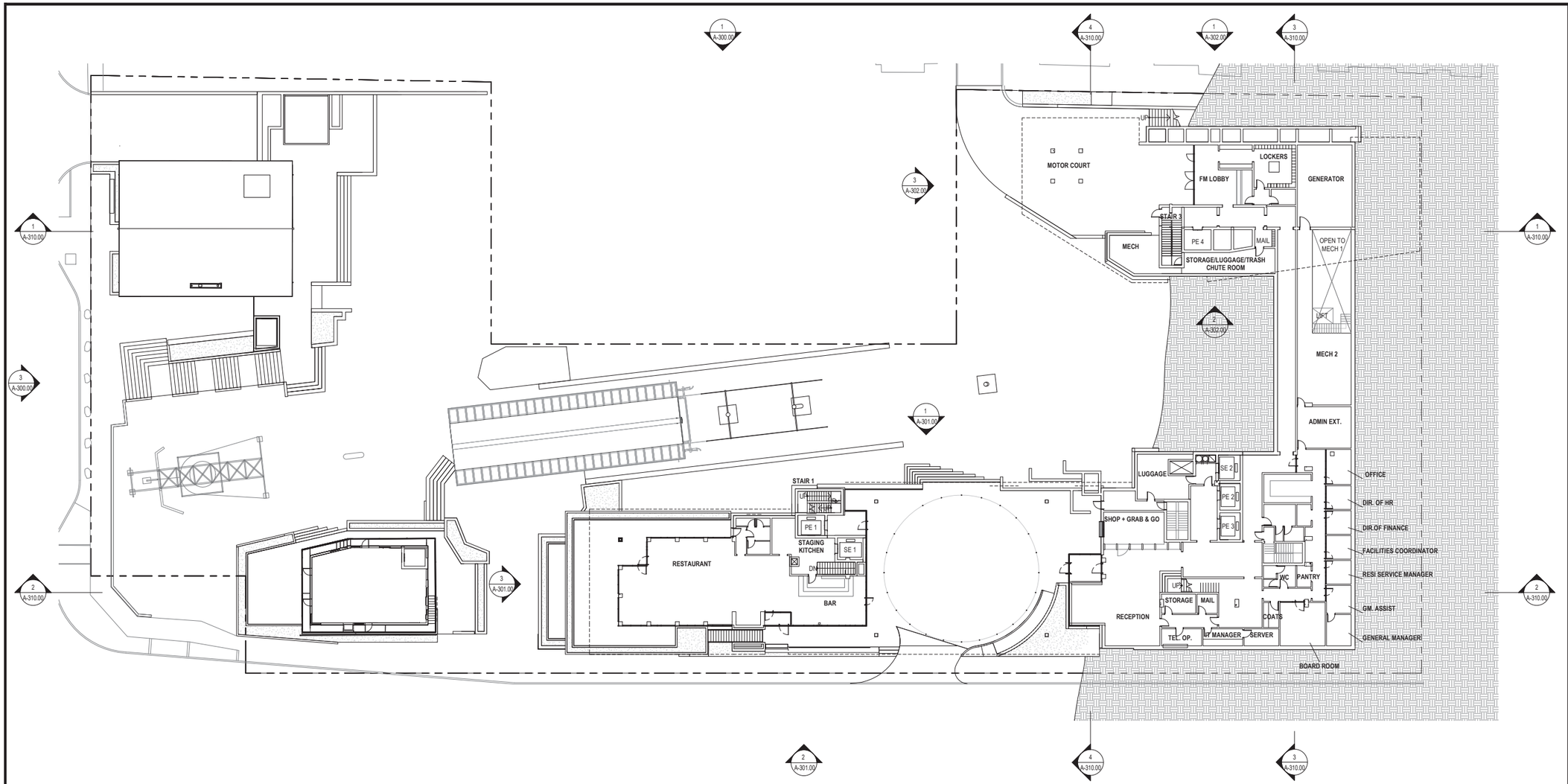

NOTES

Guestroom and Unit layouts are shown for illustrative purposes only.
Location, number, configuration and sizing, are subject to revision during design development, within the parameters of the Ordinance 38 requirements.

LEGEND

LIFT ONE LODGE

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:

FLOOR PLAN - FIRST FLOOR

DRAWING NO:

A-105.00

SHEET:

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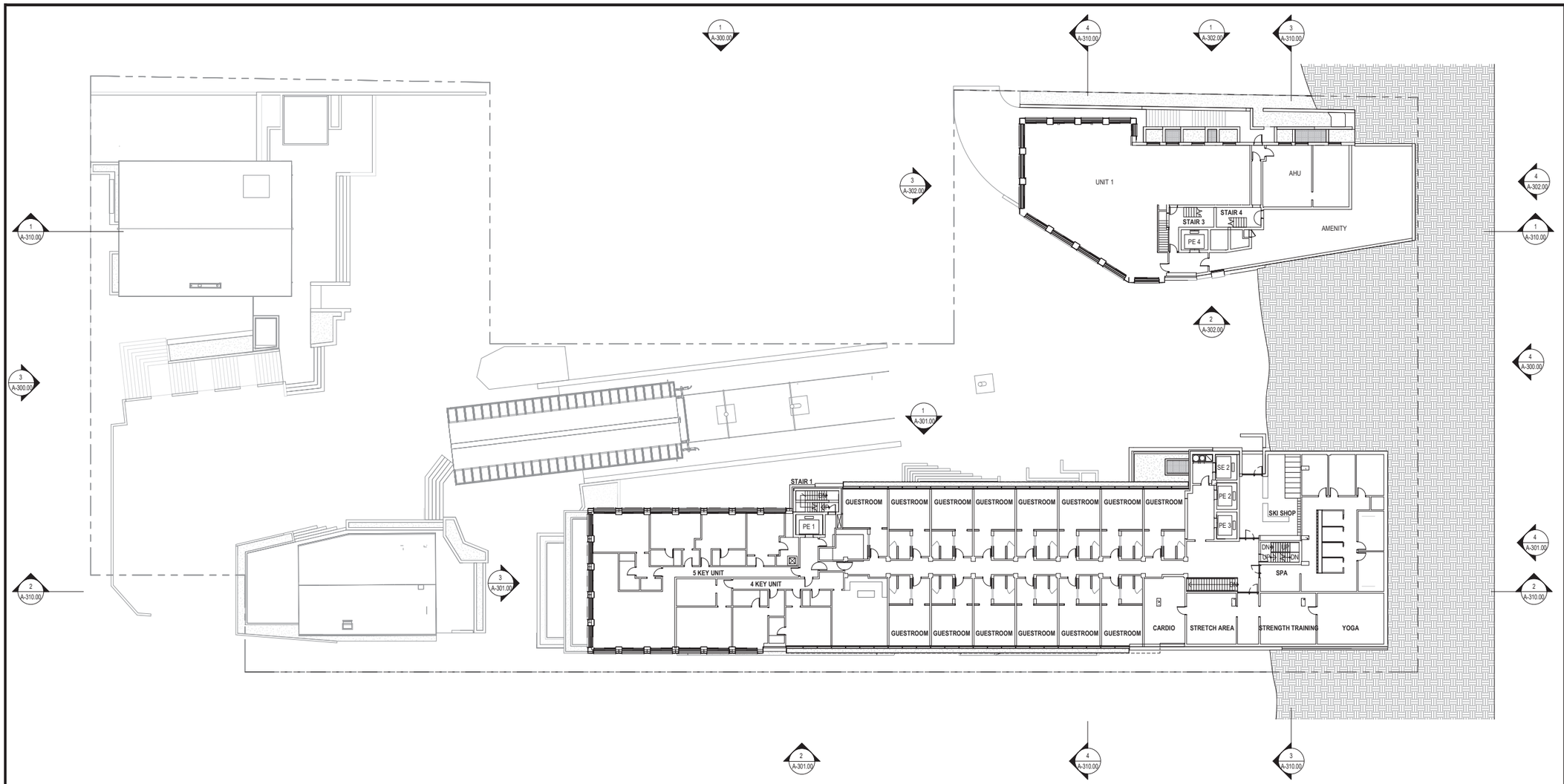

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LEGEND

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:

FLOOR PLAN - SECOND FLOOR

DRAWING NO:

A-106.00

SHEET:

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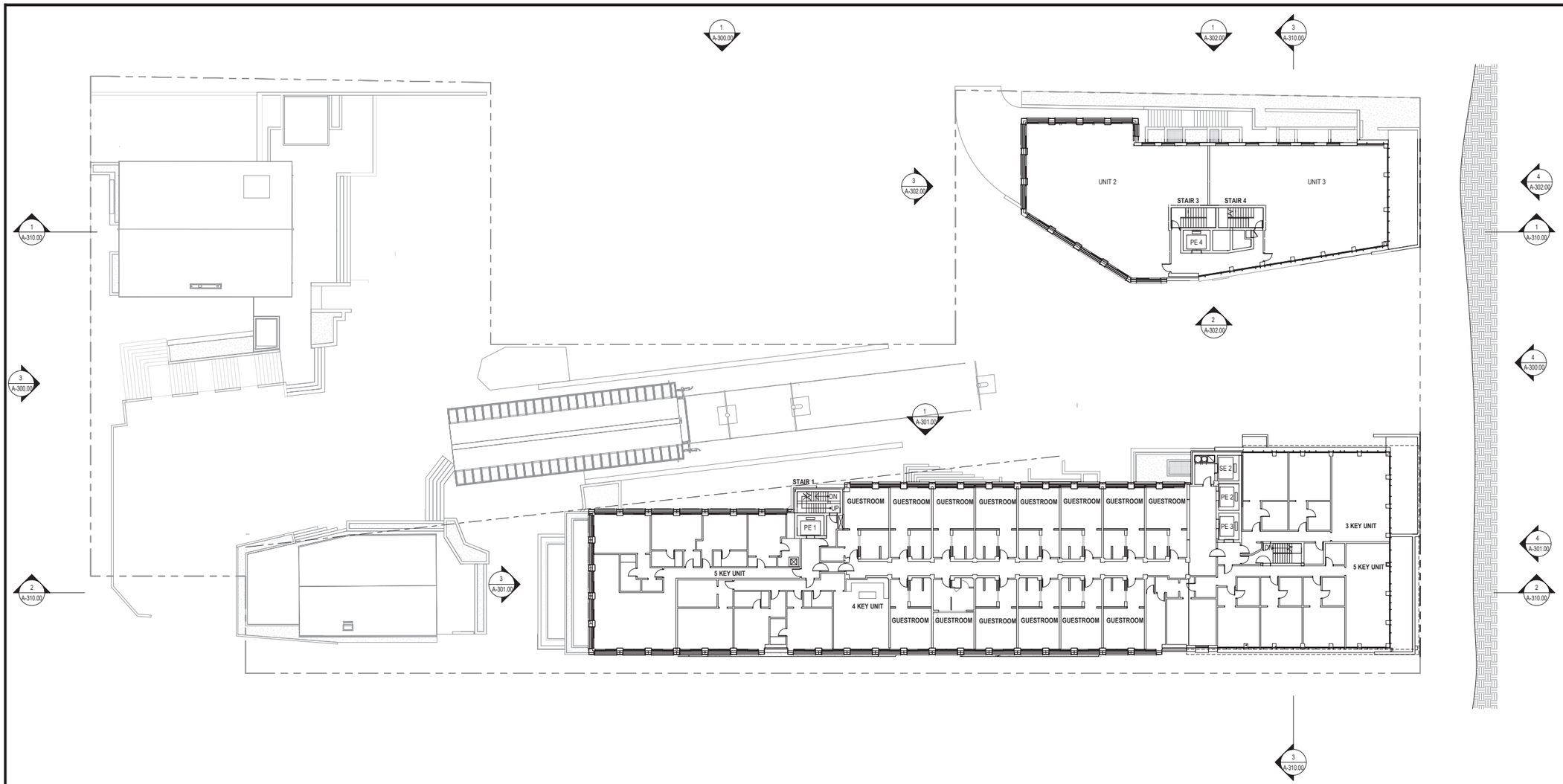

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:

FLOOR PLAN - THIRD FLOOR

DRAWING NO:

A-107.00

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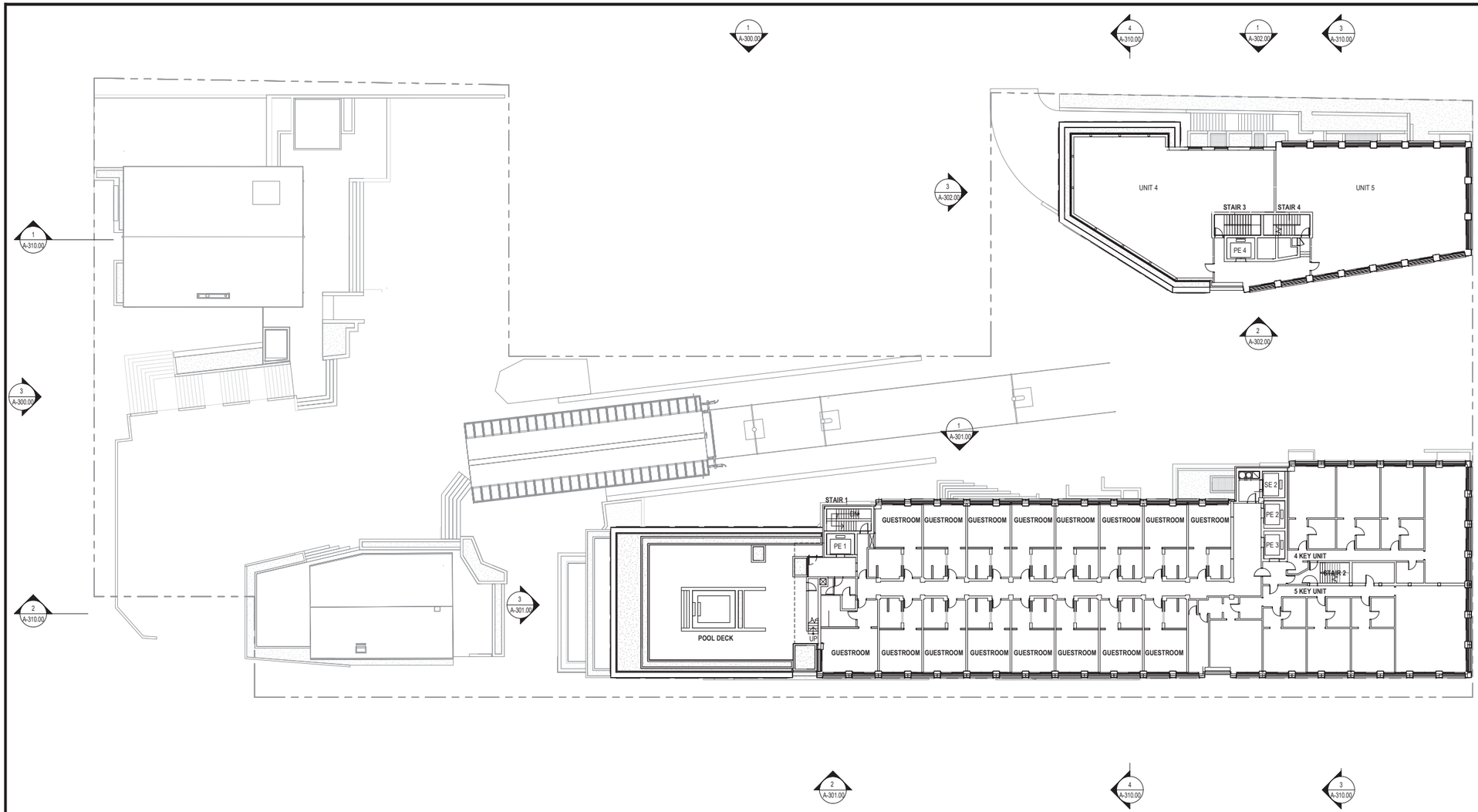

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LEGEND

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:

FLOOR PLAN - FOURTH FLOOR

DRAWING NO:

A-108.00

SHEET:

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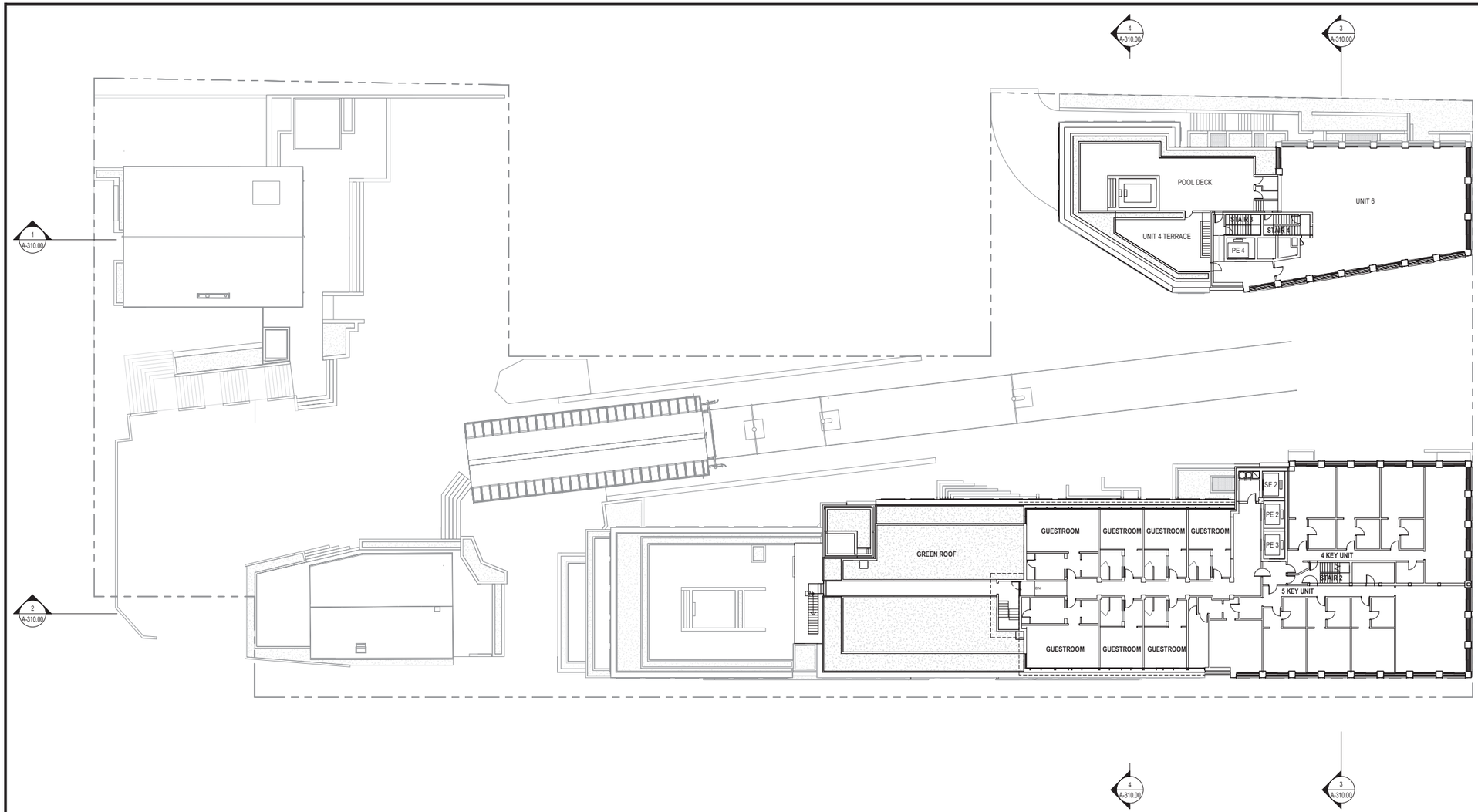

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LEGEND

LIFT ONE LODGE

710 SOUTH ASPEN STREET,
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OWNER

LIFT ONE LODGE ASPEN, LLC
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(970) 544 4196

DEVELOPERS

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10880 WILSHIRE BLVD SUITE 2222
LOS ANGELES, CA 90024

HAYMAX CAPITAL, LLC
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CIVIL ENGINEERS

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STRUCTURAL ENGINEERS

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(303) 384 9910

MEP ENGINEERS

BG BUILDING WORKS
261 LINDEN STREET, STE 200
FORT COLLINS, CO 80524
(970) 221 6691

N

SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:

FLOOR PLAN - FIFTH FLOOR

DRAWING NO:

A-109.00

SHEET:

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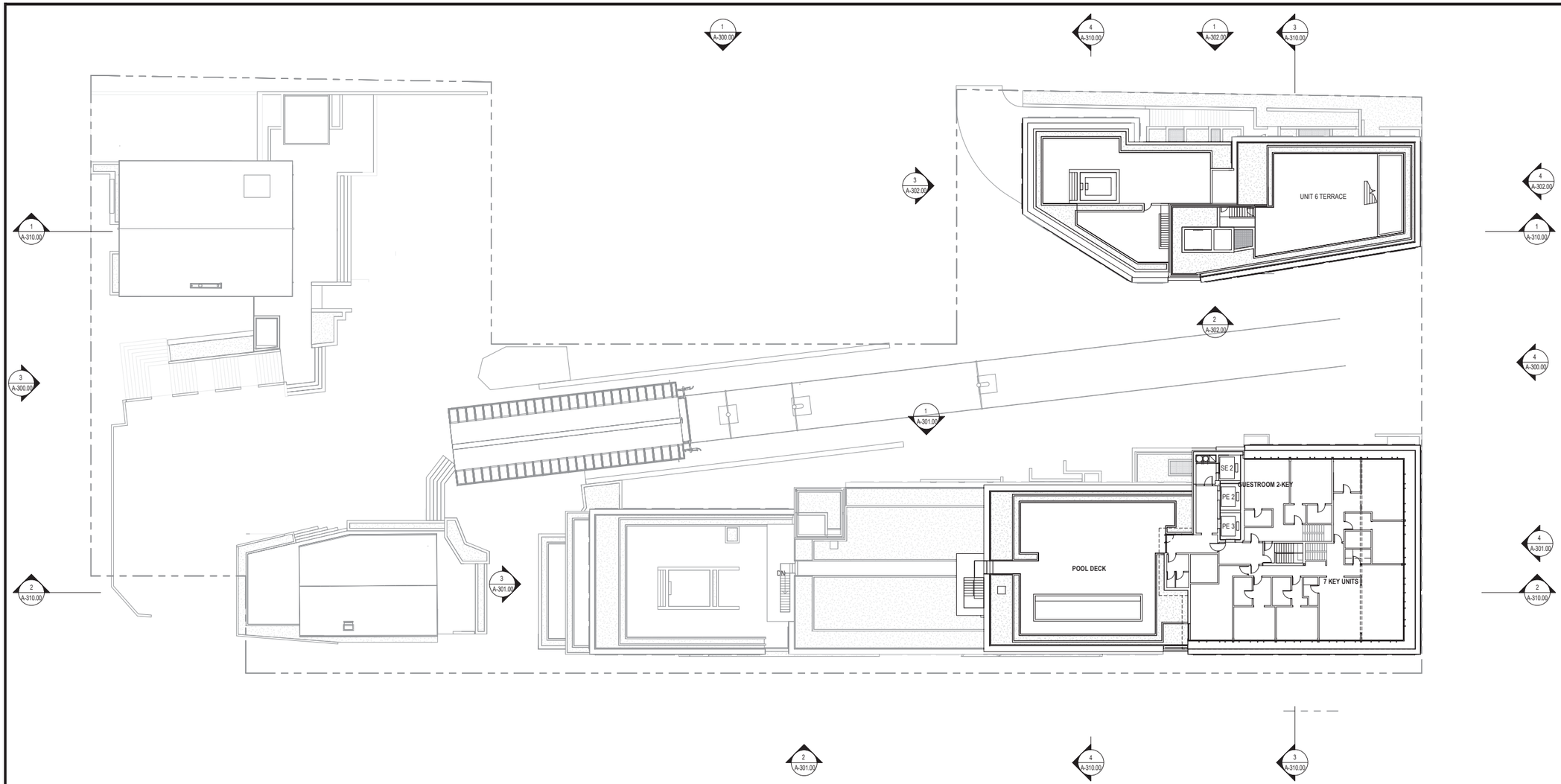

NOTES

Guestroom and Unit layouts are shown for illustrative purposes only.
Location, number, configuration and sizing, are subject to revision during design development, within the parameters of the Ordinance 38 requirements.

LEGEND

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MEP ENGINEERS

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(970) 221 6691

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:

FLOOR PLAN - SIXTH FLOOR

DRAWING NO:

A-110.00

SHEET:

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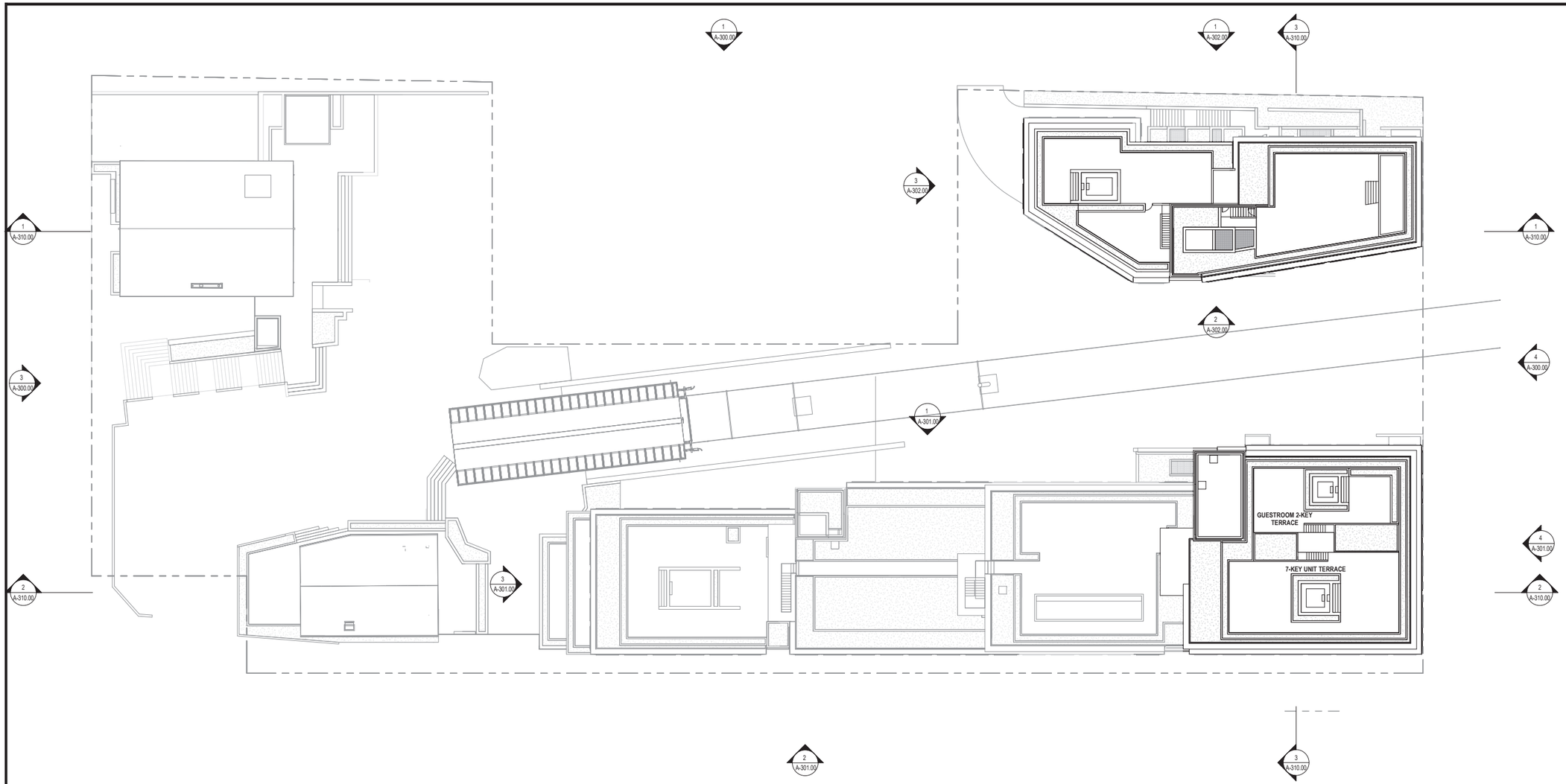

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:
ROOF PLAN
DRAWING NO:
A-111.00
SHEET:

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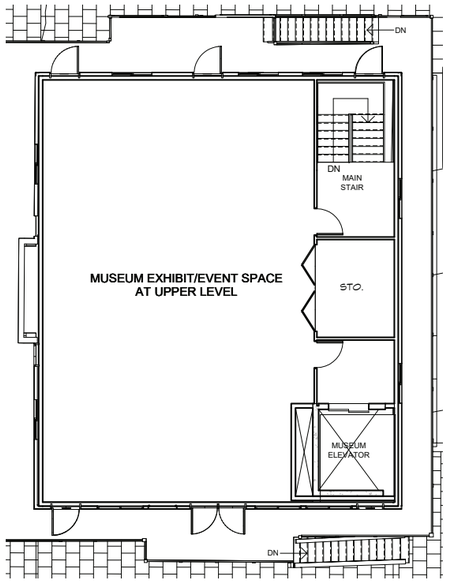
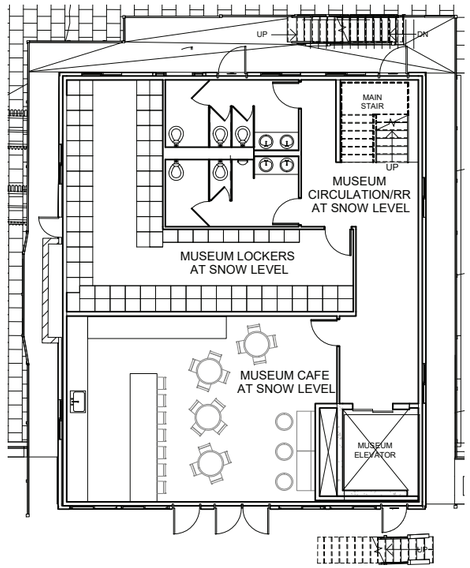
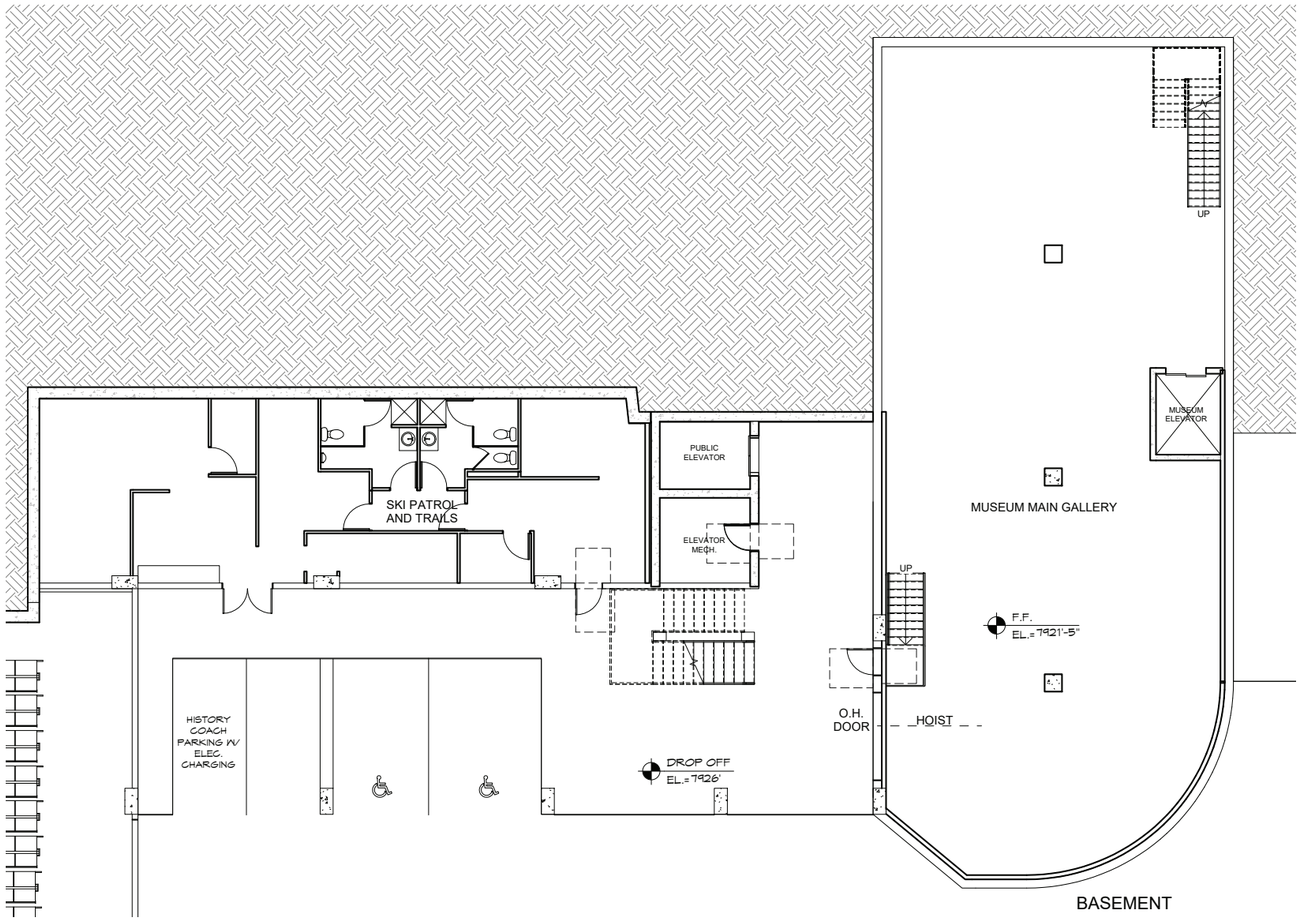


UPPER LEVEL

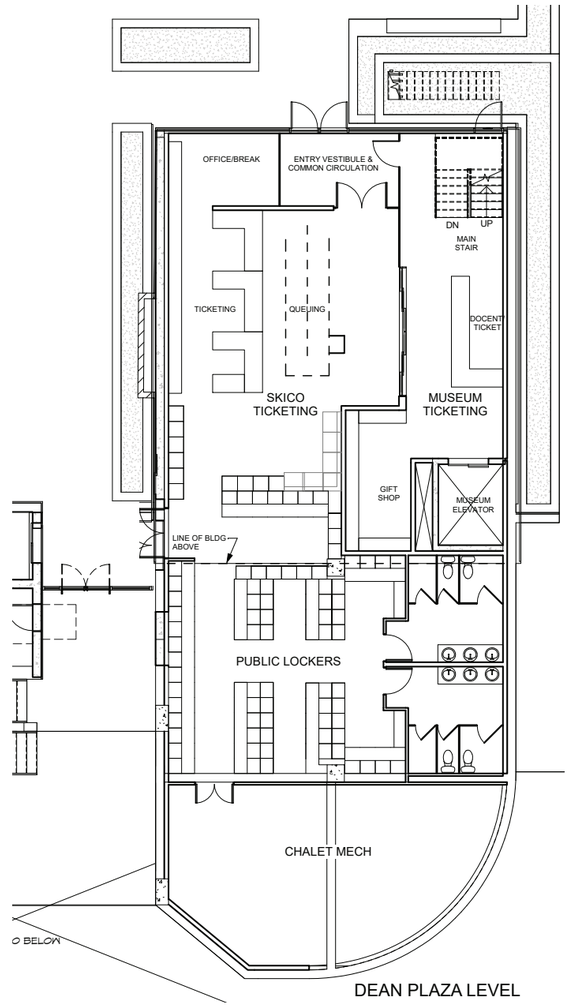


SNOW LEVEL

PLANS BY CUNNIFFE ARCHITECTS



BASEMENT



DEAN PLAZA LEVEL

LIFT ONE LODGE

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HayMax Capital

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SEAL

ISSUE	DESCRIPTION	DATE

SCALE 1/8" = 1'-0"
PROJECT # 1803

DRAWING TITLE:

FLOOR PLANS - MUSEUM CHALET

DRAWING NO:

A-120.00

SHEET:

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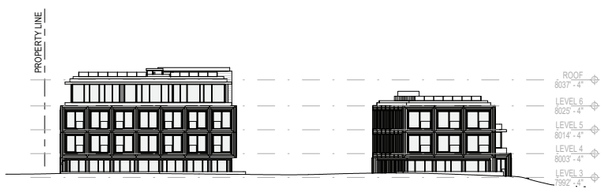
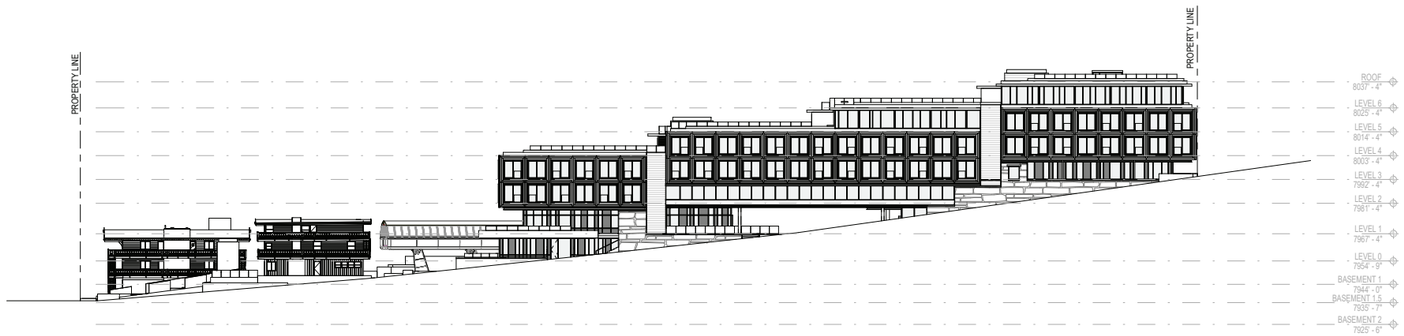
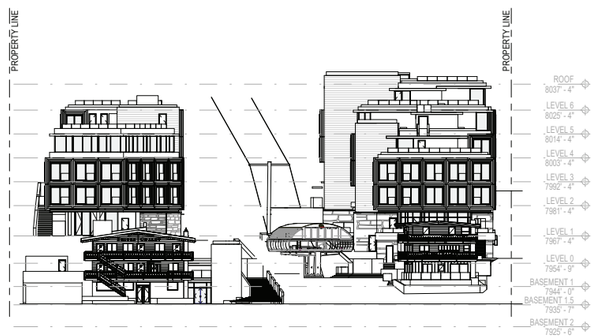


4 OVERALL ELEVATION - SOUTH
SCALE: 1/32" = 1'-0"



2 OVERALL ELEVATION - WEST
SCALE: 1/32" = 1'-0"



3 OVERALL ELEVATION - NORTH
SCALE: 1/32" = 1'-0"

1 OVERALL ELEVATION - EAST
SCALE: 1/32" = 1'-0"

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SEAL

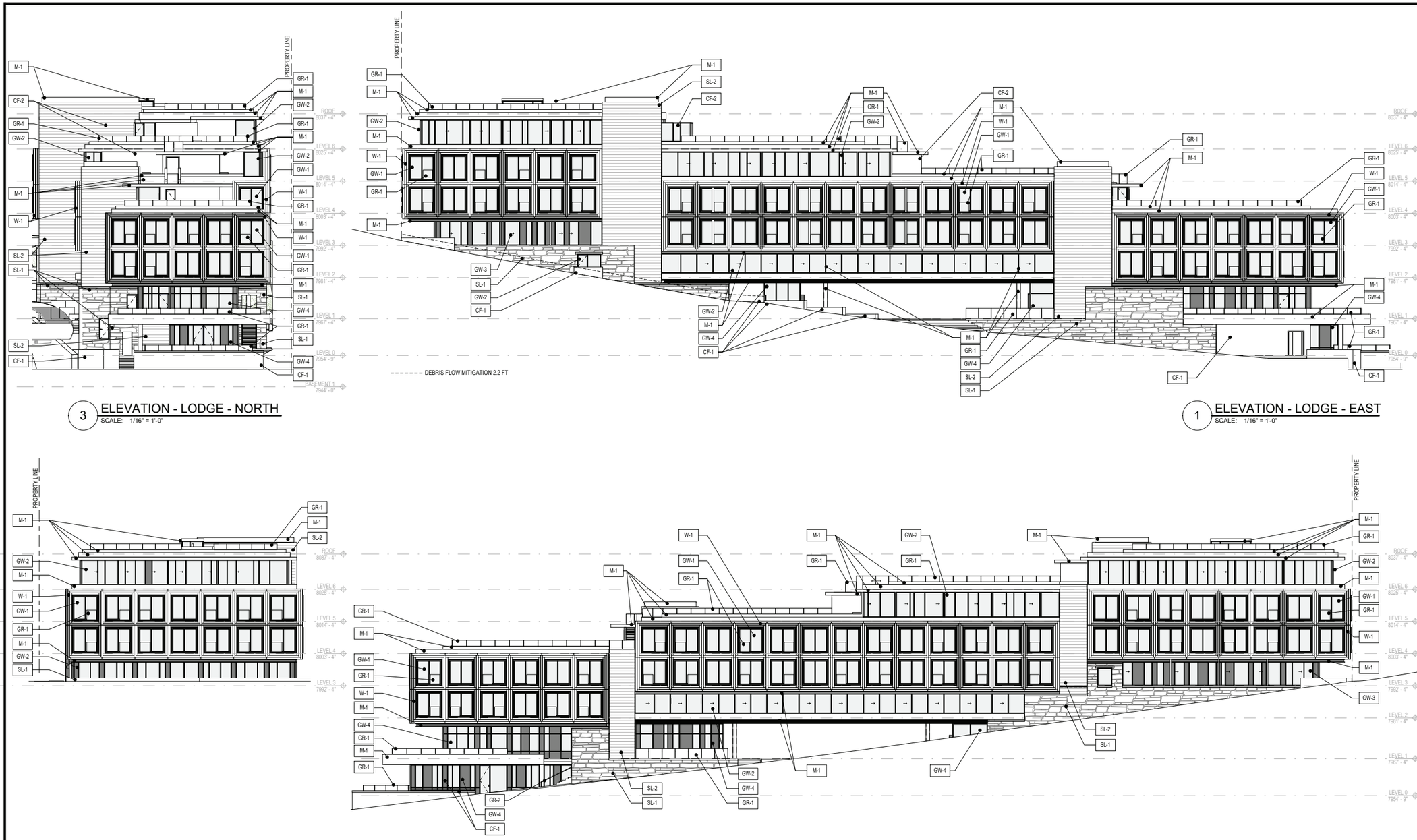
ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1/32" = 1'-0"
PROJECT # 1803

DRAWING TITLE:
OVERALL ELEVATIONS

DRAWING NO:
A-300.00

SHEET:



3 ELEVATION - LODGE - NORTH
SCALE: 1/16" = 1'-0"

1 ELEVATION - LODGE - EAST
SCALE: 1/16" = 1'-0"

4 ELEVATION - LODGE - SOUTH
SCALE: 1/16" = 1'-0"

2 ELEVATION - LODGE - WEST
SCALE: 1/16" = 1'-0"

MATERIAL LEGEND

EXTERIOR METALS

M-1 BLACKENED STEEL

GUARDRAIL SYSTEMS

GR-1 2" LAMINATED GLASS ON SHOE

GR-2 1-1/2" M-1 TUBE

EXTERIOR STONE

SL-1 6" STONE VENEER, RUSTICATED FINISH

SL-2 1" TO 3" STONE TILES, CLEFT FINISH

WOOD

W-1 3/4" THK CLEAR CEDAR CLADDING W/ CLEAR POLY FINISH

WINDOW WALL SYSTEMS

GW-1 ALUMINUM/GLASS SLIDING WINDOW SYSTEM

GW-2 ALUMINUM/GLASS SLIDING WINDOW SYSTEM

GW-3 ALUMINUM/GLASS SLIDING WINDOW SYSTEM W/OPAQUE PANELS

GW-4 ALUMINUM/GLASS WALL SYSTEM W/OPAQUE PANELS

GW-5 ALUMINUM/GLASS WALL SYSTEM

GW-6 ALUMINUM WINDOWS WITH OPERABLE, UPPER AWNING AND LOWER FIXED LITE

CONCRETE FINISHES:

CF-1 BOARD-FORMED CONCRETE WITH MATTE SEALER

CF-2 STUCCO: PORTLAND CEMENT/LIME STUCCO (FINE TEXTURE)

ANCHORING NOTE:

WINDOW WALL SUPPORT:

TOP OF SLAB EMBED: CAST IN CHANNEL FOR HEAD AND SILL SUPPORT (Halfen OR SIMILAR)

RELATED DRAWINGS:

DIMENSIONS:
DO NOT SCALE DRAWINGS. THIS DRAWING TO BE USED FOR LAYOUT OF GLAZING ONLY. SEE ARCHITECTURAL FLOOR PLANS FOR PARTITION TAGS AND FINISH DIMENSIONS.

LAYOUT OF THE DESIGN RELIES ON ALIGNMENTS AND HOLD DIMENSIONS AS WELL AS POSSIBLE ADJUSTMENTS DUE TO FIELD CONDITION AND TRADE COORDINATION. ALL WORK MUST BE CHALKED AND LAID OUT BY THE GC PRIOR TO CONSTRUCTION. ALL DISCREPANCIES MUST BE RECTIFIED BY THE GC AND ARCHITECT PRIOR TO CONSTRUCTION.

TYPICAL R.O. DIMENSIONS ARE TAKEN FROM FIN FACE OF CONCRETE OR STUCCO.

LIFT ONE LODGE

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MEP ENGINEERS

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE	1/16" = 1'-0"
PROJECT #	1803

DRAWING TITLE:

BUILDING ELEVATIONS - LODGE

DRAWING NO:

A-301.00

SHEET:

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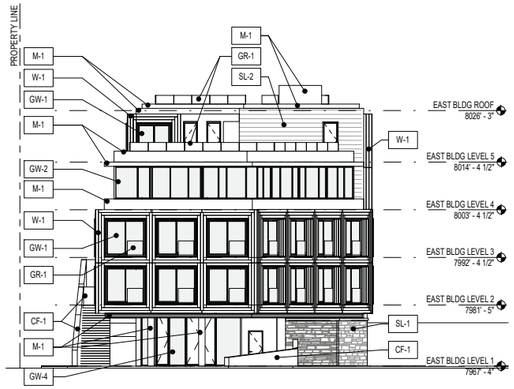
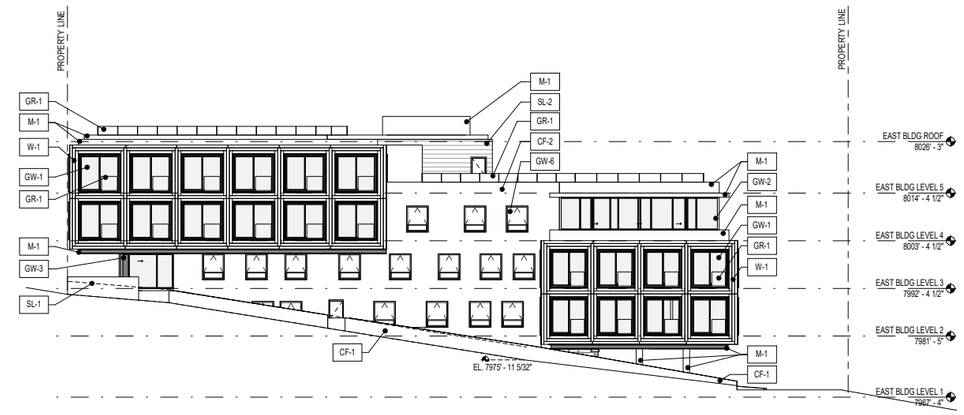
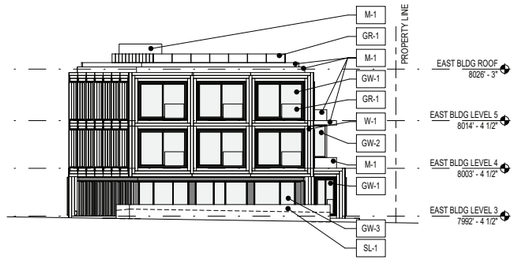


3 ELEVATION - FREE MARKET - NORTH
SCALE: 1/16" = 1'-0"



DEBRIS FLOW MITIGATION 3 FT

1 ELEVATION - FREE MARKET - EAST
SCALE: 1/16" = 1'-0"



DEBRIS FLOW MITIGATION 2.2 FT

4 ELEVATION - FREE MARKET - SOUTH
SCALE: 1/16" = 1'-0"

DEBRIS FLOW MITIGATION 3 FT

2 ELEVATION - FREE MARKET - WEST
SCALE: 1/16" = 1'-0"

MATERIAL LEGEND

EXTERIOR METALS

M-1 BLACKENED STEEL

GUARDRAIL SYSTEMS

GR-1 2" LAMINATED GLASS ON SHOE
GR-2 1-1/2" M-1 TUBE

EXTERIOR STONE

SL-1 6" STONE VENEER, RUSTICATED FINISH
SL-2 1" TO 3" STONE TILES, CLEFT FINISH

WOOD

W-1 3/4" THK CLEAR CEDAR CLADDING W/ CLEAR POLY FINISH

WINDOW WALL SYSTEMS

GW-1 ALUMINUM/GLASS SLIDING WINDOW SYSTEM
GW-2 ALUMINUM/GLASS SLIDING WINDOW SYSTEM
GW-3 ALUMINUM/GLASS SLIDING WINDOW SYSTEM W/OPAQUE PANELS
GW-4 ALUMINUM/GLASS WALL SYSTEM W/OPAQUE PANELS
GW-5 ALUMINUM/GLASS WALL SYSTEM
GW-6 ALUMINUM WINDOWS WITH OPERABLE, UPPER AWNING AND LOWER FIXED LITE

CONCRETE FINISHES:

CF-1 BOARD-FORMED CONCRETE WITH MATTE SEALER
CF-2 STUCCO: PORTLAND CEMENT/LIME STUCCO (FINE TEXTURE)

ANCHORING NOTE:

WINDOW WALL SUPPORT:

TOP OF SLAB EMBED: CAST IN CHANNEL FOR HEAD AND SILL SUPPORT (Halfen OR SIMILAR)

RELATED DRAWINGS:

DIMENSIONS:
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SEAL

ISSUE DESCRIPTION DATE

1 **Planned Development Detailed Review Application** **09/01/20**

SCALE 1/16" = 1'-0"
PROJECT # 1803

DRAWING TITLE:

BUILDING ELEVATIONS -FREE MARKET

DRAWING NO:

A-302.00

SHEET:

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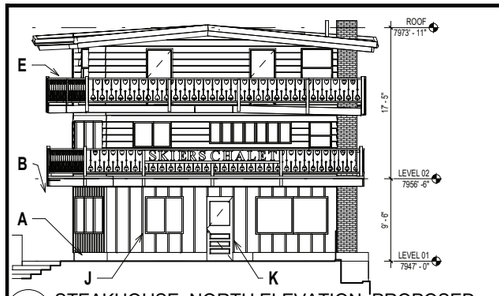
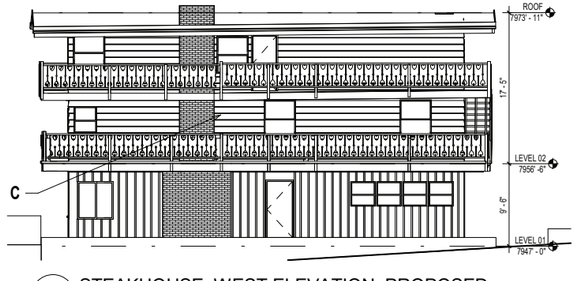
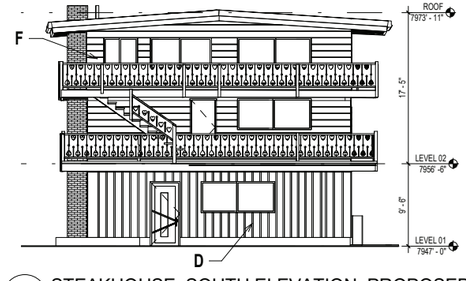


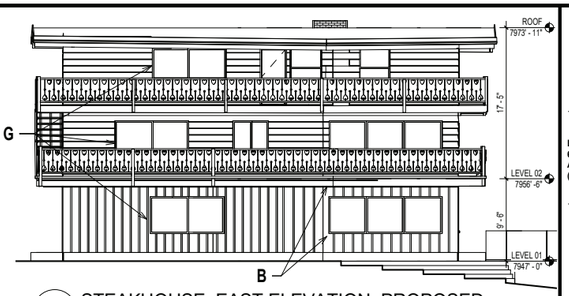
1 STEAKHOUSE_NORTH ELEVATION_PROPOSED
SCALE: 1/8" = 1'-0"



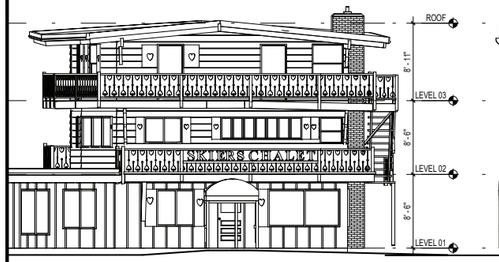
2 STEAKHOUSE_WEST ELEVATION_PROPOSED
SCALE: 1/8" = 1'-0"



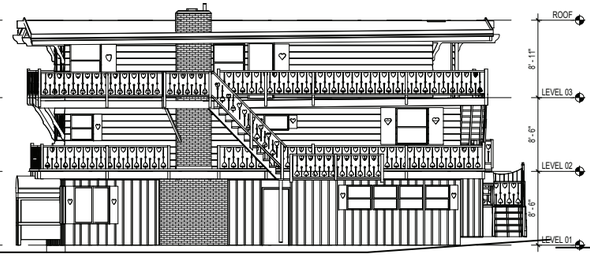
3 STEAKHOUSE_SOUTH ELEVATION_PROPOSED
SCALE: 1/8" = 1'-0"



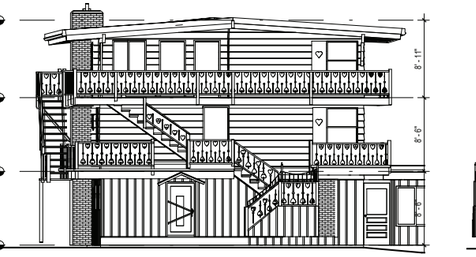
4 STEAKHOUSE_EAST ELEVATION_PROPOSED
SCALE: 1/8" = 1'-0"



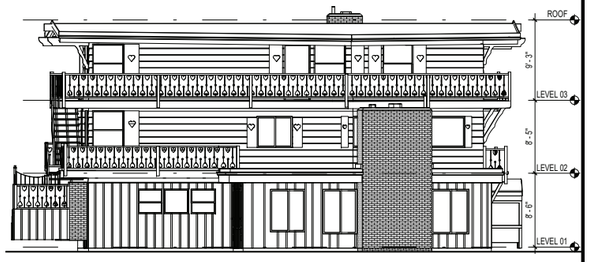
5 STEAKHOUSE_NORTH ELEVATION_EXISTING
SCALE: 1/8" = 1'-0"



6 STEAKHOUSE_WEST ELEVATION_EXISTING
SCALE: 1/8" = 1'-0"



7 STEAKHOUSE_SOUTH ELEVATION_EXISTING
SCALE: 1/8" = 1'-0"



8 STEAKHOUSE_EAST ELEVATION_EXISTING
SCALE: 1/8" = 1'-0"

EXISTING

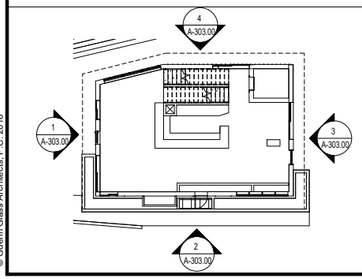
1955

1955

1961

1966

LIST OF MODIFICATIONS



A- First floor height increased by 12", not perceived from the exterior: wood cladding remaining the same height, concrete base appearing as existing (see A-503.00) or hidden behind a planter on the West elevation
B- First floor extension eliminated (not an original element), wall aligned with the upper floors (upper floors were originally cantilevered), balcony running, window restored as its original version
C- West stairs between both balconies eliminated, balcony running straight and window increased to match the nearby one
D- South stairs from ground to lower balcony eliminated (not an original element)
E- Interior third floor eliminated, balcony remaining and exterior appearing unchanged
F- Third floor South West wall aligned with lower wall (is currently pulled back to accomodate the stairs) and doors replaced with window
G- South East windows replaced with original type windows (horizontal proportions and away from corner), 3 of these windows having one fake panel front of the elevator wall
H- Steel structure added inside, not visible from outside (see A-503.00)
I- Steel cantilevered beams to support balconies at both levels, concealed by wood joists to appear as existing (see A-503.00)
J- Shutters eliminated (not an original element)
K- Entrance awning eliminated (not an original element)

NOTES

- Existing guardrails to be renovated/repaired and adjusted to 38"
- Chimneys to be rebuilt to match existing
- Exterior paint colors to match existing
- "SKIERS CHALET" sign to be preserved in place
- "SKIERS CHALET - SKI LODGE STEAKHOUSE" sign to be renovated and reinstated
- New transluscent glass guardrail to terrace

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MEP ENGINEERS
BG BUILDING WORKS
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SEAL

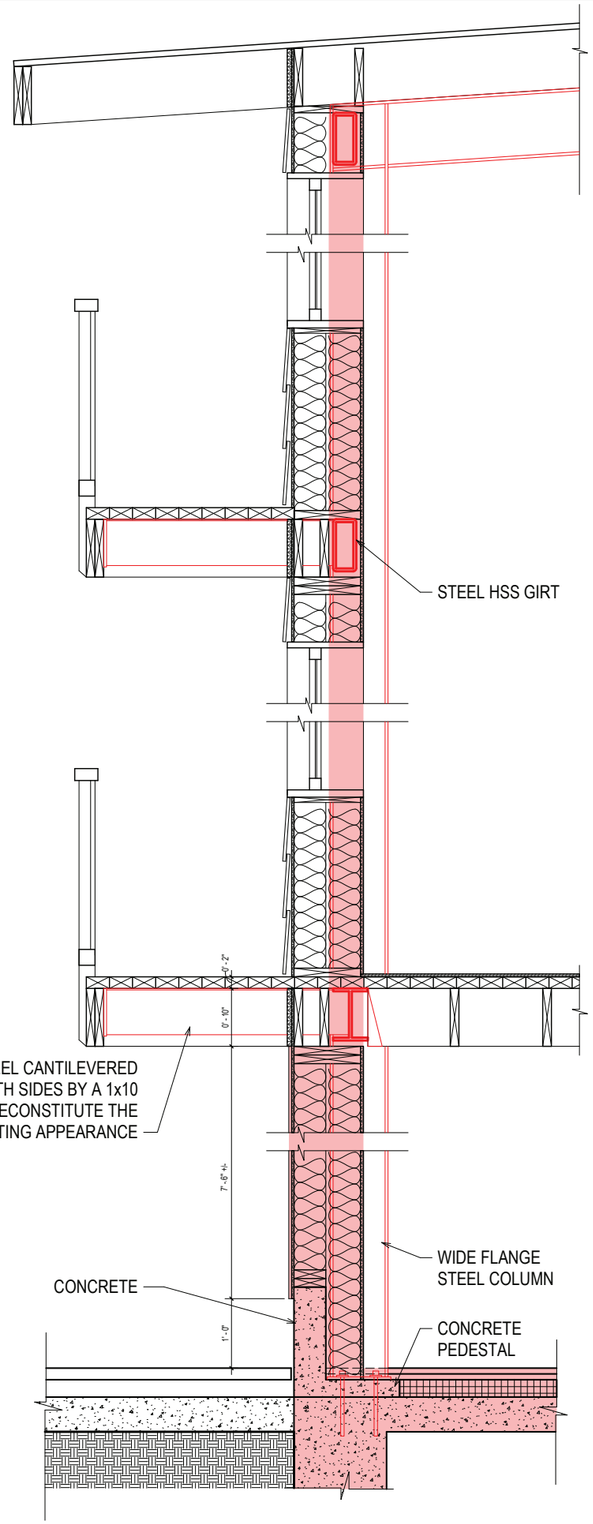
ISSUE	DESCRIPTION	DATE

SCALE	As indicated
PROJECT #	1803

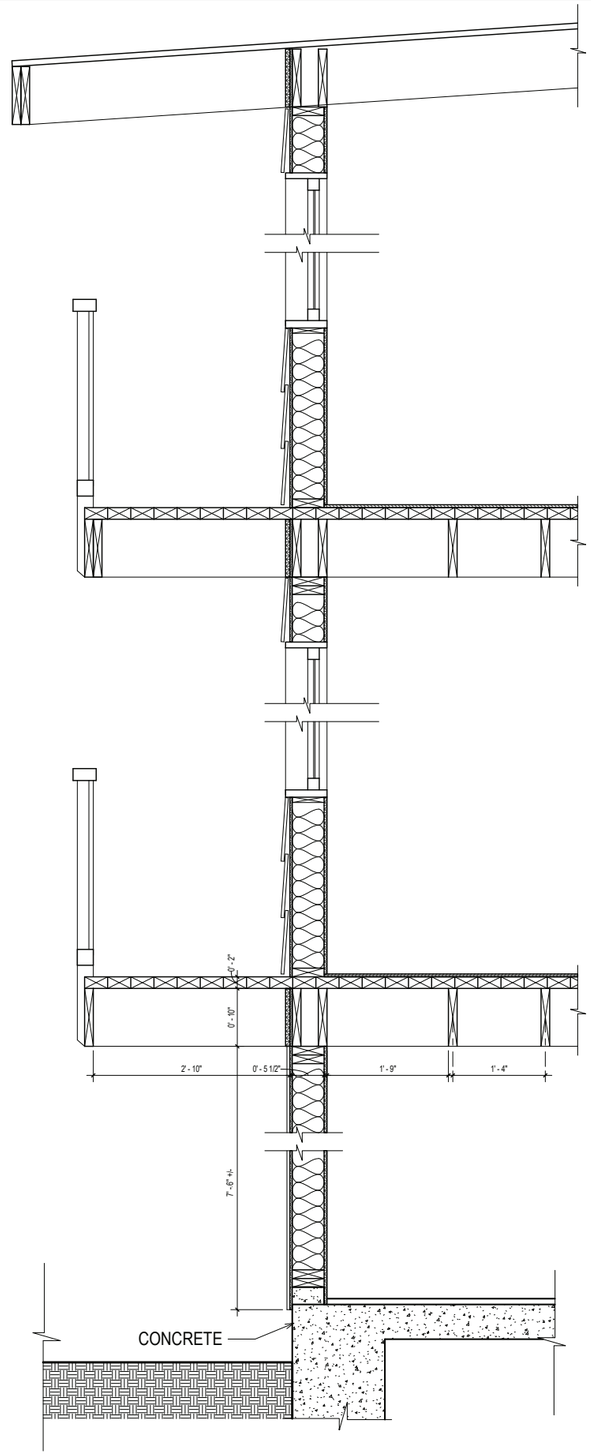
DRAWING TITLE:
BUILDING ELEVATIONS - STEAKHOUSE

DRAWING NO:
A-303.00

SHEET:



PROPOSED



EXISTING

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SEAL

ISSUE	DESCRIPTION	DATE

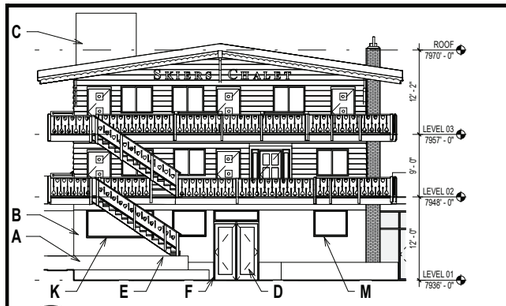
SCALE 1" = 1'-0"
PROJECT # 1803
DRAWING TITLE:

TYPICAL WALL SECTION STEAKHOUSE

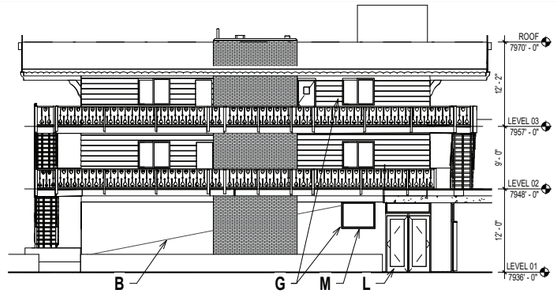
DRAWING NO:

A-303.01

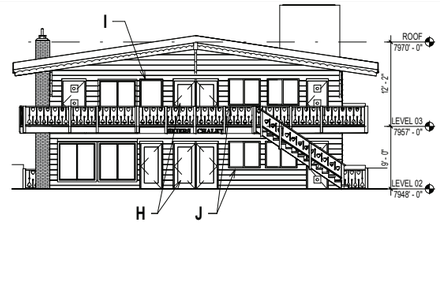
SHEET:



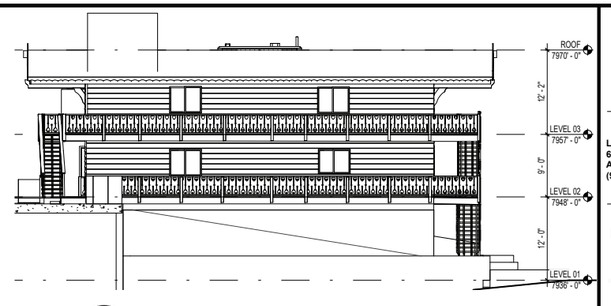
11 SKIERS CHALET_NORTH ELEVATION_PROPOSED
SCALE: 1" = 10'



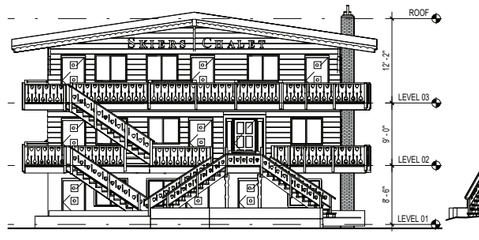
13 SKIERS CHALET_WEST ELEVATION_PROPOSED
SCALE: 1" = 10'



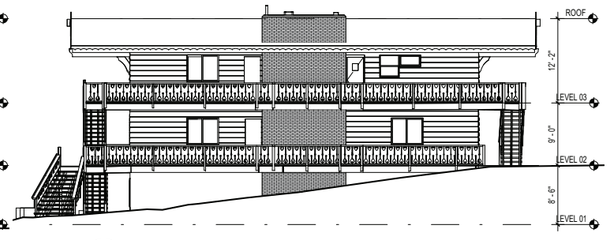
12 SKIERS CHALET_SOUTH ELEVATION_PROPOSED
SCALE: 1" = 10'



10 SKIERS CHALET_EAST ELEVATION_PROPOSED
SCALE: 1" = 10'

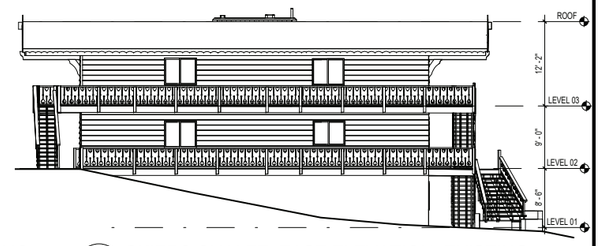


15 SKIERS CHALET_NORTH ELEVATION_EXISTING
SCALE: 1" = 10'-0"



17 SKIERS CHALET_WEST ELEVATION_EXISTING
SCALE: 1" = 10'-0"

16 SKIERS CHALET_SOUTH ELEVATION_EXISTING
SCALE: 1" = 10'-0"



14 SKIERS CHALET_EAST ELEVATION_EXISTING
SCALE: 1" = 10'-0"

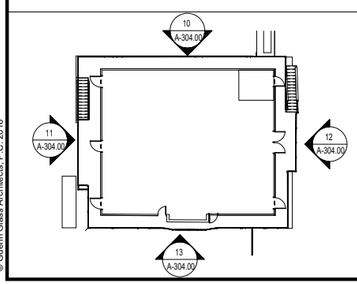
EXISTING

1966

1965

LIST OF MODIFICATIONS

A- First floor height increased by 3' - 6", visually mitigated by planters or base running along the West, North and East walls, with a horizontal board formed concrete texture
B- First floor material CMU replaced with board-formed concrete, vertical pattern, a concrete lintel running between top of openings and bottom of balcony, and a line revealed in the concrete texture in recognition of original grade line.
C- Elevator overrun above roof plane, board-formed concrete texture
D- North middle stairs eliminated
E- North first floor left stairs landing into planter, not accessible
F- North first floor two doors replaced with a double glass door with transom
G- West right windows at first and third floor similar size to the second floor window
H- South second and third floors middle doors replaced with double glass doors
I- Window added at South third floor
J- Windows slightly moved at South second and third floors
K- South first floor left window is extended to the left and replace the door opening
L- Double glass door with transom added on first floor West facade
M- All first floor windows have no intermediary mullions



NOTES

- Existing guardrails to be renovated/repaired and adjusted to 38"
- Chimneys to be rebuilt to match existing
- Exterior paint colors to match existing
- "SKIERS CHALET" sign to be preserved in place
- "NO VACANCY" sign to be preserved in place

LIFT ONE LODGE

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MEP ENGINEERS
BG BUILDING WORKS
261 LINDEN STREET, STE 200
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(970) 221 6691

SEAL

ISSUE	DESCRIPTION	DATE

SCALE As indicated
PROJECT # 1803
DRAWING TITLE:
BUILDING ELEVATIONS - MUSEUM
DRAWING NO:
A-304.00
SHEET:

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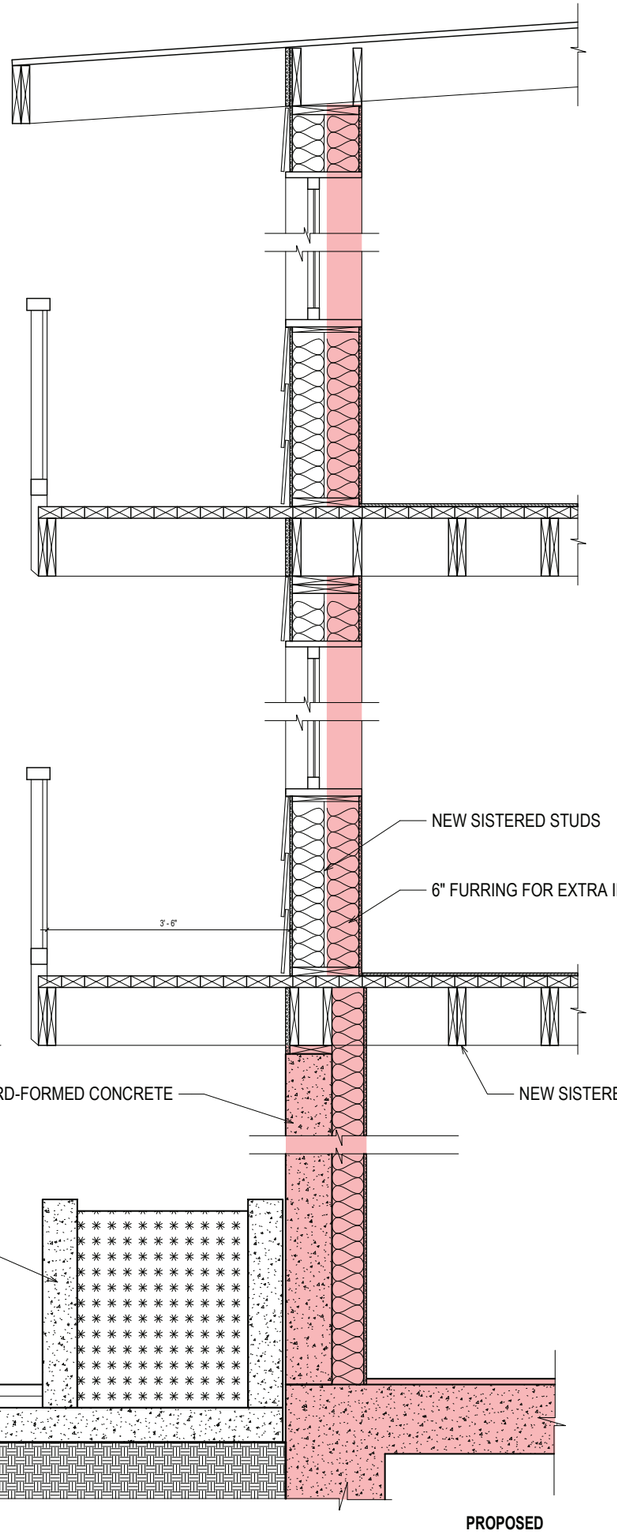
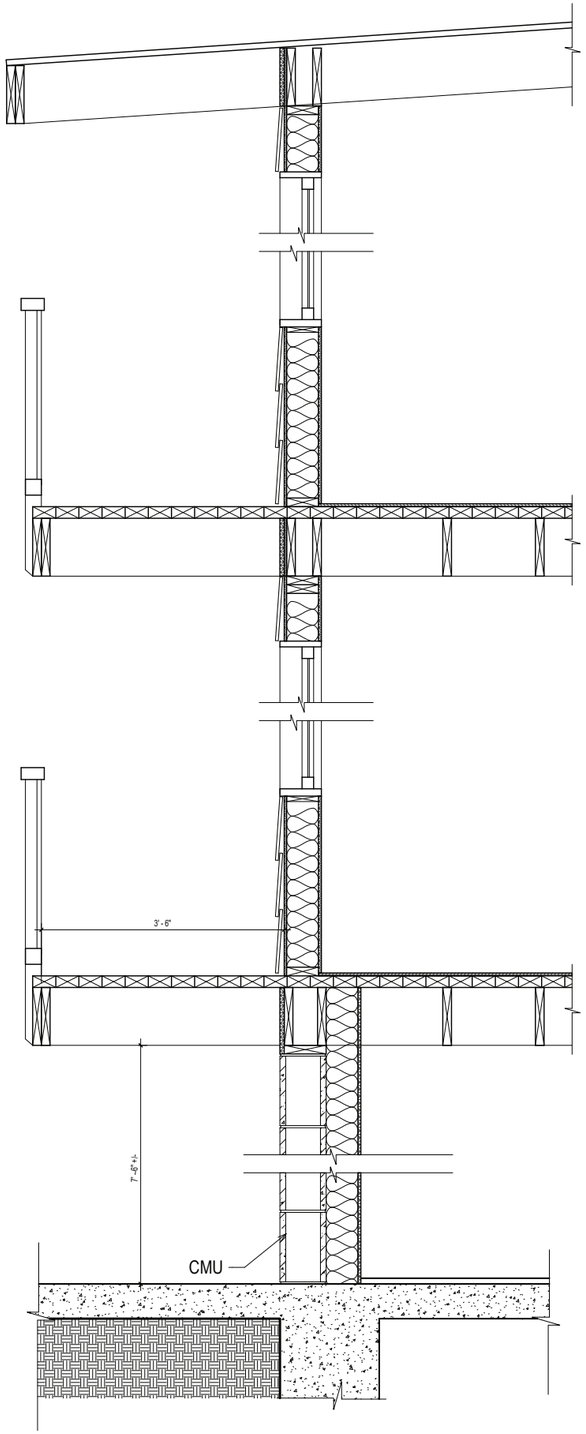


PROPOSED



EXISTING

LIFT ONE LODGE

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SEAL

ISSUE	DESCRIPTION	DATE

SCALE	1" = 1'-0"
PROJECT #	1803

DRAWING TITLE:

TYPICAL WALL SECTION MUSEUM

DRAWING NO:

A-304.01

SHEET:

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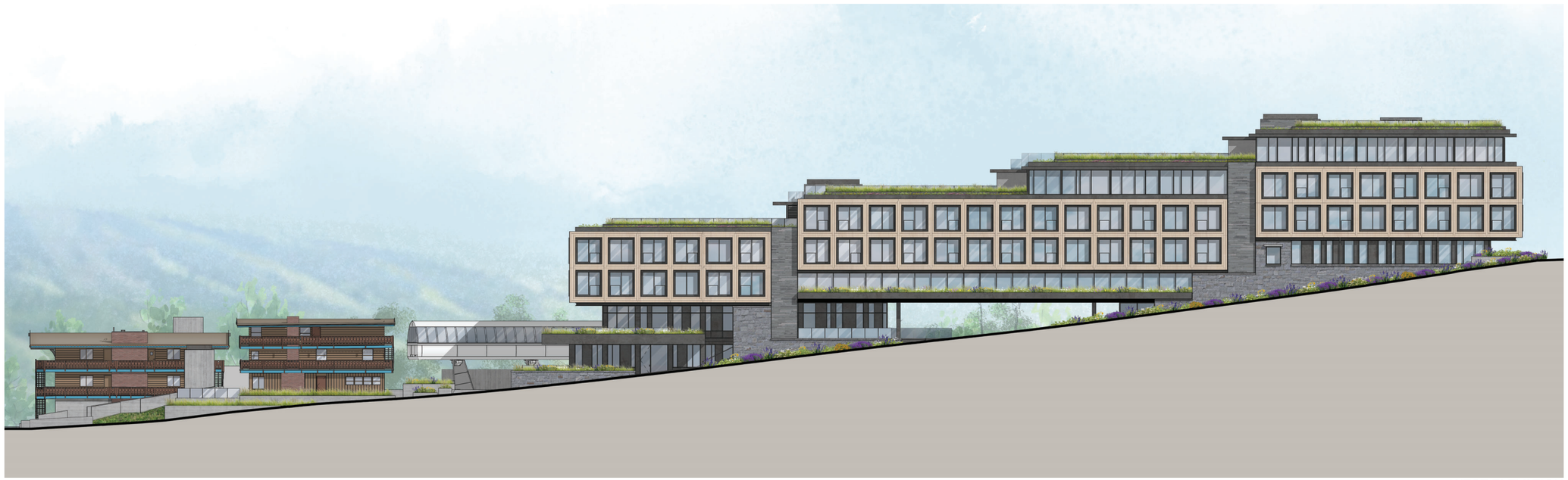

WEST ELEVATION

EAST ELEVATION

LIFT ONE LODGE

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SEAL

ISSUE	DESCRIPTION	DATE

SCALE	1" = 20' - 0"
PROJECT #	1803

DRAWING TITLE:

RENDERED ELEVATIONS - LODGE & CHALET - EAST & WEST

DRAWING NO:

A-305.00

SHEET:

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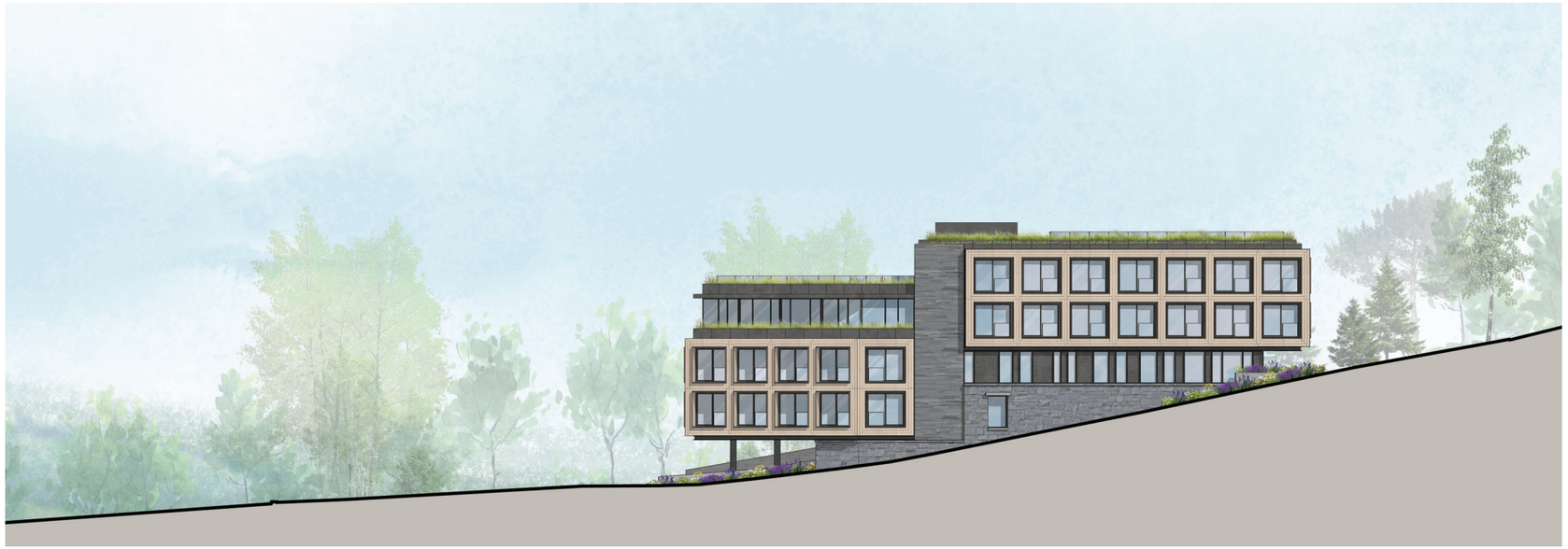
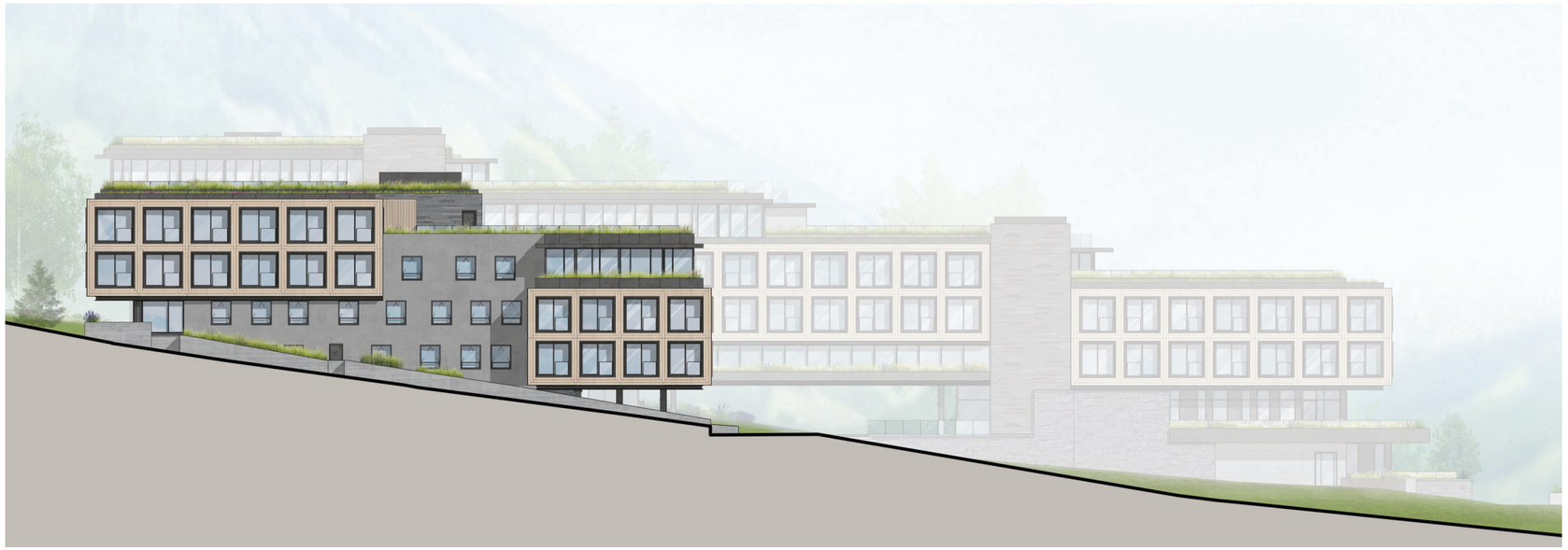


WEST ELEVATION



EAST ELEVATION

LIFT ONE LODGE

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SEAL

ISSUE	DESCRIPTION	DATE

SCALE 1/16" = 1'-0"
PROJECT # 1803

DRAWING TITLE:
RENDERED ELEVATIONS - FREE MARKET - EAST & WEST

DRAWING NO:
A-306.00

SHEET:

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SOUTH ELEVATION

NORTH ELEVATION LIFT ONE LODGE

NORTH ELEVATION OVERALL

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FORT COLLINS, CO 80524
(970) 221 6691

SEAL

ISSUE	DESCRIPTION	DATE

SCALE 1/16" = 1' - 0"
PROJECT # 1803

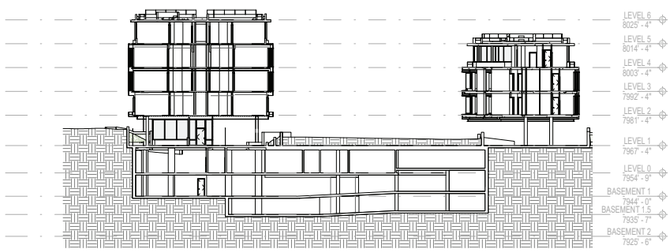
DRAWING TITLE:

RENDERED ELEVATIONS - NORTH & SOUTH

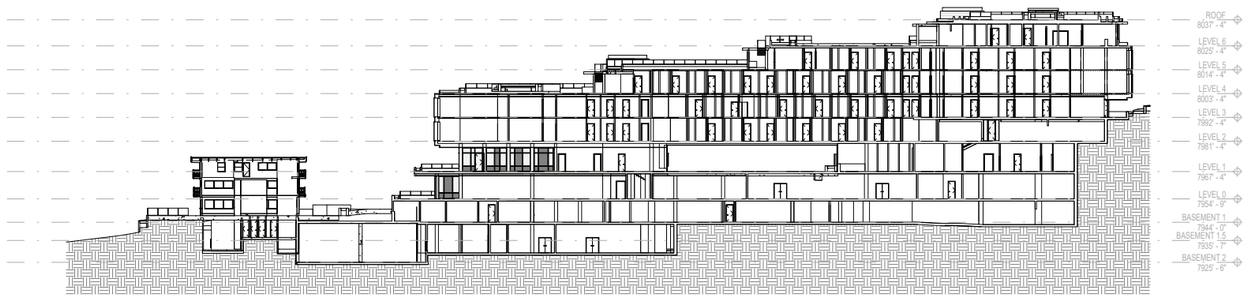
DRAWING NO:

A-307.00

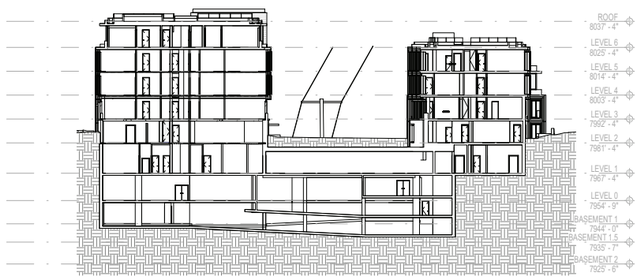
SHEET:



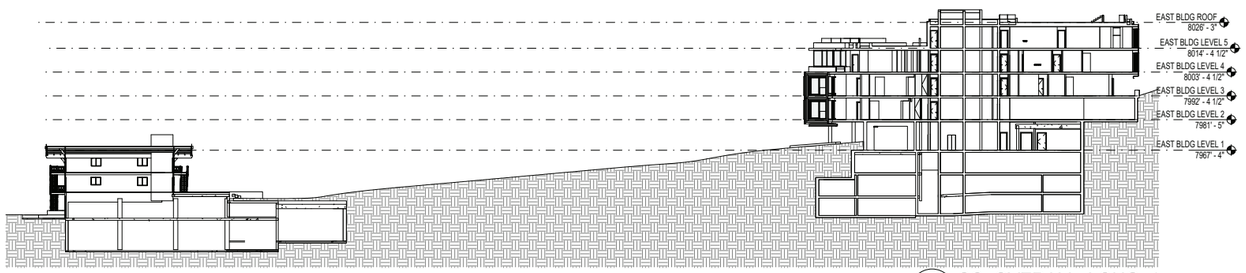
4 SC_OVERALL_CROSS_2
SCALE: 1/32" = 1'-0"



2 SC_OVERALL_LONG_2
SCALE: 1/32" = 1'-0"



3 SC_OVERALL_CROSS_1
SCALE: 1/32" = 1'-0"



1 SC_OVERALL_LONG_1
SCALE: 1/32" = 1'-0"

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ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1/32" = 1'-0"
PROJECT # 1803

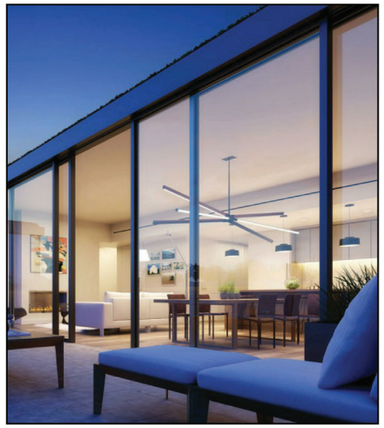
DRAWING TITLE:

OVERALL SITE SECTIONS

DRAWING NO:

A-310.00

SHEET:

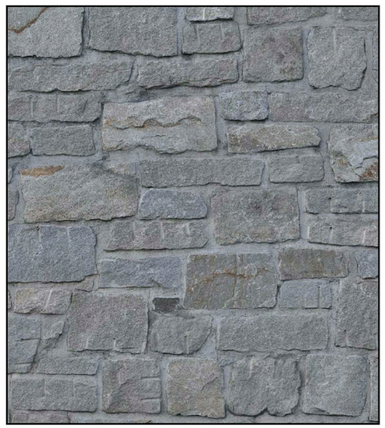


1. GLAZING SYSTEM

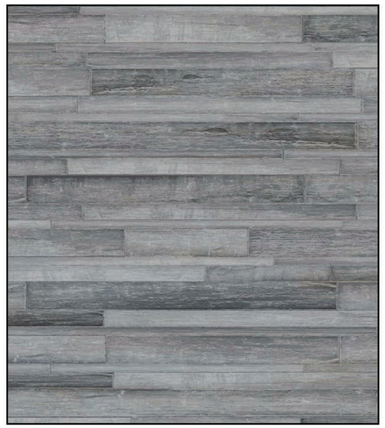
2. GLASS RAILS

3. BLACKENED STEEL

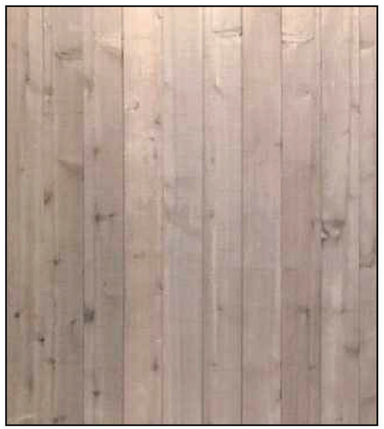
ELEVATION DETAIL



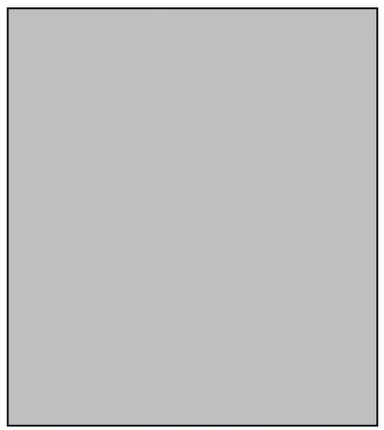
4. RUSTICATED STONE



5. CLEFT STONE

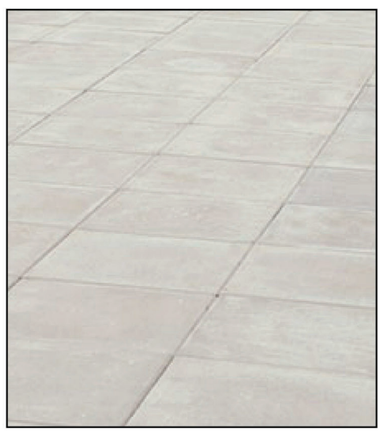


6. CEDAR SIDING



7. STUCCO

8. BOARD FORMED CONCRETE



9. ROOF PAVERS

10. GREEN ROOF - NATIVE PLANTINGS

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SEAL

ISSUE	DESCRIPTION	DATE
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SCALE

PROJECT # 1803

DRAWING TITLE:

MATERIALS BOARD

DRAWING NO:

A-401.00

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

PROJECT # 1803

DRAWING TITLE:

LANDSCAPE DRAWING

DRAWING NO:

LR.001

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ISSUE	DESCRIPTION	DATE
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PROJECT # 1803

DRAWING TITLE:

LANDSCAPE DRAWING

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PROJECT # 1803

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LANDSCAPE DRAWING

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LR.006

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LANDSCAPE DRAWING

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PROJECT # 1803

DRAWING TITLE:

LANDSCAPE DRAWING

DRAWING NO:

LR.008

SHEET:

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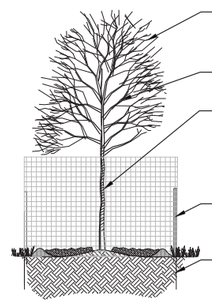
LEGEND:

- PROPERTY BOUNDARY
- EXISTING CONTOURS (7935)
- TREE PROTECTION FENCING
- EXISTING TREES TO BE REMOVED
- EXISTING TREES TO REMAIN

NOTES:

1. THIS PLAN DEPICTS ALL TREES TO BE REMOVED PER ORDINANCE. ALL NUMBERED TREES WERE REVIEWED ON SITE TO CONFIRM CALIPER SIZE AND HEALTH CONDITION (2018).
2. TREE MITIGATION VALUE PREVIOUSLY AGREED UPON BY CITY OF ASPEN PARKS DEPARTMENT AND LIFT ONE LODGE.
3. ANY TREES TO BE REMOVED ON DOLINSEK PROPERTY IS TO BE THE RESPONSIBILITY OF THE CITY OF ASPEN PARKS DEPARTMENT.
4. VEGETATION PROTECTION FENCE SHALL BE ERECTED AT THE DRIP LINE OF EACH INDIVIDUAL TREE OR GROUPINGS OF TREES ON SITE. SEE DETAIL BELOW ON TREE PROTECTION FENCING.

TYP. TREE PROTECTION FENCING AT DRIP LINE



- PRUNE DAMAGED OR DEAD WOOD AS DIRECTED BY LANDSCAPE ARCHITECT
- DO NOT CUT LEADER
- WRAP ENTIRE SURFACE OF TRUNK UP TO SECOND BRANCH WITH TWO LAYER CREPE TREE WRAP SECURED AT TOP AND BOTTOM & TWO FOOT INTERVALS
- PROTECTION FENCING TO BE PROVIDED AND MAINTAINED AT TREE DRIP LINE.
- NO DISTURBANCE WITHIN TREE DRIP LINE

TREES IN DARK GRAY TO BE REMOVED OUTSIDE OF LIFT ONE OR WILLOUGHBY PARK PROPERTY.

DOLINSEK PARCEL

GILBERT STREET

DEAN STREET

EXISTING HISTORIC LIFT LOCATION

S. ASPEN STREET

#76, #73,74,75, #72, #71, #69,70, #67,68, #66, #63,64,65, #62, #61, #59, #58,60, #56,57, #54,55, #52, #53, #51, #50, #49, #48, #47, #29, #28, #23, #22, #21, #20, #24, #16, #11, #12, #13, #14, #15, #27, #18, #19, #35, #34, #33, #32, #31, #30, #27, #26, #25, #41, #40, #39, #38, #37, #36, #44, #43, #42, #9, #10, #8, #46, #3, #2, #4, #5, #6, #1, #7, #90, #89, #45, #88, #87, #85, #84, #83, #82, #86, #80, #81, #77, #79, #78

NORTH

0 10 20 40

SCALE: 1"=20'

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(970) 704 0311

STRUCTURAL ENGINEERS
KL&A
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GOLDEN, CO 80401
(303) 384 9910

MEP ENGINEERS
BG BUILDING WORKS
261 LINDEN STREET, STE 200
FORT COLLINS, CO 80524
(970) 221 6691

SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

PROJECT # 1803

DRAWING TITLE:

TREE REMOVAL PLAN

DRAWING NO:

L.2.001

SHEET:

LIST OF TREE REMOVALS AND VALUES

Tree #	Number of Leaders	Species*	Trunk Cal (In)	Dripline Dia (Ft)	Condition	Proposed Mitigation Value
1		(D) Narrow Leaf Cottonwood	19.8	40	In severe decline.	0
2		(C) Colorado Blue Spruce	33.4	66	Good Condition	1
3		(C) Colorado Blue Spruce	12.2	24	Good Condition	1
4		(C) Colorado Blue Spruce	11.8	23	Good Condition	1
5	3	(D) Narrow Leaf Cottonwood	10	10	In severe decline.	0
6		(C) Colorado Blue Spruce	15.1	30	Good Condition	1
7		(C) Colorado Blue Spruce	21	42	Good Condition	1
8		(C) Colorado Blue Spruce	24.7	50	Good Condition	1
9		(C) Colorado Blue Spruce	9.8	19	In severe decline.	0
10	2	(D) Aspen	8.4	16	In decline	0.5
11		(D) Aspen	18.7	37	In decline	0.5
12		(D) Aspen	14.3	28	Good Condition	1
13		(D) Aspen	13.7	28	Good Condition	1
14	2	(D) Aspen	12.5	25	Good Condition	1
15		(D) Aspen	20.4	41	Good Condition	1
16		(D) Aspen	17.8	36	Good Condition	1
17	2	(D) Aspen	6.1	113	In decline	0.5
18		(D) Aspen	15.4	31	In decline	0.5
19		(D) Aspen	11.3	23	In decline	0.5
20		(D) Aspen	15.3	30	In decline	0.5
21		(D) Lanceleaf Cottonwood	7.3	15	In decline	0.5
22		(D) Aspen	18.1	36	Good Condition	1
23		(C) Fir	22.7	45	Good Condition	1
24		(D) Aspen	16.1	32	Good Condition	1
25	2	(D) Aspen	15	30	In decline	0.5
26		(D) Aspen	11.5	23	Good Condition	1
27		(D) Aspen	11.3	22	Good Condition	1
28		(D) Aspen	10.8	22	In decline	0.5
29		(D) Aspen	12.5	25	In decline	0.5
30		(D) Aspen	11.3	22	In decline	0.5
31		(D) Aspen	8.1	16	Good Condition	1
32		(D) Aspen	9	18	Good Condition	1
33		(D) Aspen	12.2	24	In decline	0.5
34		(D) Aspen	8.9	18	Good Condition	1
35	2	(D) Aspen	9.6	20	Good Condition	1
36	6	(C) Rocky Mountain Juniper	6	12	In decline	0.5
37		(C) Pine	16.3	32	Good Condition	1
38		(C) Austrian Pine	9.5	20	In decline	0.5
39		(C) Ponderosa Pine	17.3	34	Good Condition	1
40		(C) Ponderosa Pine	15.6	30	Good Condition	1
41		(C) Rocky Mountain Juniper	6.3	15	In decline	0.5
42		(C) Colorado Blue Spruce	18.1	36	Good Condition	1
43		(C) Colorado Blue Spruce	18.5	25	Good Condition	1
44	2	(C) Colorado Blue Spruce	4	8	Good Condition	1
45		(C) Colorado Blue Spruce	27.5	50	Good Condition	1
46	2	(D) Aspen	6.75	13	Good Condition	1
47		(C) Fir	16.8	33	Good Condition	1
48		(D) Locust	4	8	Good Condition	1
49		(D) Locust	4	8	Good Condition	1
50		(C) Spruce	12.7	25	In Decline	0.5
51		(C) Spruce	14.5	29	In Decline	0.5
52		(C) Spruce	16.5	31	In Decline	0.5
53		(C) Spruce	12	24	In Decline	0.5
54		(C) Spruce	7.4	14	In Decline	0.5
55		(C) Spruce	9.9	20	In Decline	0.5
56		(D) Aspen	8.2	16	In Decline	0.5
57		(C) Spruce	8.2	16	In Decline	0.5
58		(C) Spruce	6.4	12	In Decline	0.5
59		(C) Spruce	13	26	In Decline	0.5
60		(C) Spruce	12.6	25	Good Condition	1
61		(C) Spruce	10.6	21	Good Condition	1
62		(D) Aspen	11.8	22	In Decline	0.5
63		(C) Spruce	11.9	24	In Decline	0.5
64		(C) Spruce	10.3	21	In Decline	0.5
65		(C) Spruce	18.9	36	In Decline	0.5
66		(C) Spruce	5.1	10	In Severe Decline	0
67		(C) Spruce	12.3	24	In Decline	0.5
68		(C) Spruce	8.5	16.5	Good Condition	1
69		(C) Spruce	6.1	12	In Decline	0.5
70		(D) Aspen	13	26	Good Condition	1
71		(C) Spruce	11.4	22	In Decline	0.5
72		(C) Spruce	17.8	35	Good Condition	1
73		(C) Spruce	6.6	12	In severe decline.	0
74		(C) Spruce	10.8	21	In severe decline.	0
75		(C) Spruce	7	14	In severe decline.	0
76		(C) Spruce	14.4	30	Good Condition	1
77	2	(D) Narrow Leaf Cottonwood	5.5	10	Good Condition	1
78		(D) Narrow Leaf Cottonwood	4	8	In severe decline.	0
79		(D) Narrow Leaf Cottonwood	4	8	In severe decline.	0
80		(D) Narrow Leaf Cottonwood	4	8	Good Condition	1
81	2	(D) Narrow Leaf Cottonwood	7	14	In Decline	0.5
82		(D) Narrow Leaf Cottonwood	6.3	13	In Decline	0.5
83	3	(D) Narrow Leaf Cottonwood	6	12	In severe decline.	0
84	2	(D) Narrow Leaf Cottonwood	10	20	Good Condition	1
85	2	(D) Aspen	4	8	In severe decline.	0
86		(D) Aspen	4	8	In severe decline.	0
87		(D) Aspen	5.5	11	In severe decline.	0
88		(D) Aspen	5.5	11	In severe decline.	0
89		(C) Spruce	23.8	12.0635	Good Condition	1
90		(C) Rocky Mountain Juniper	6.5	11.7933	In severe decline.	0

DOLLAR VALUES

PREVIOUSLY APPROVED = $329,000.00
MITIGATION

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

PROJECT # 1803

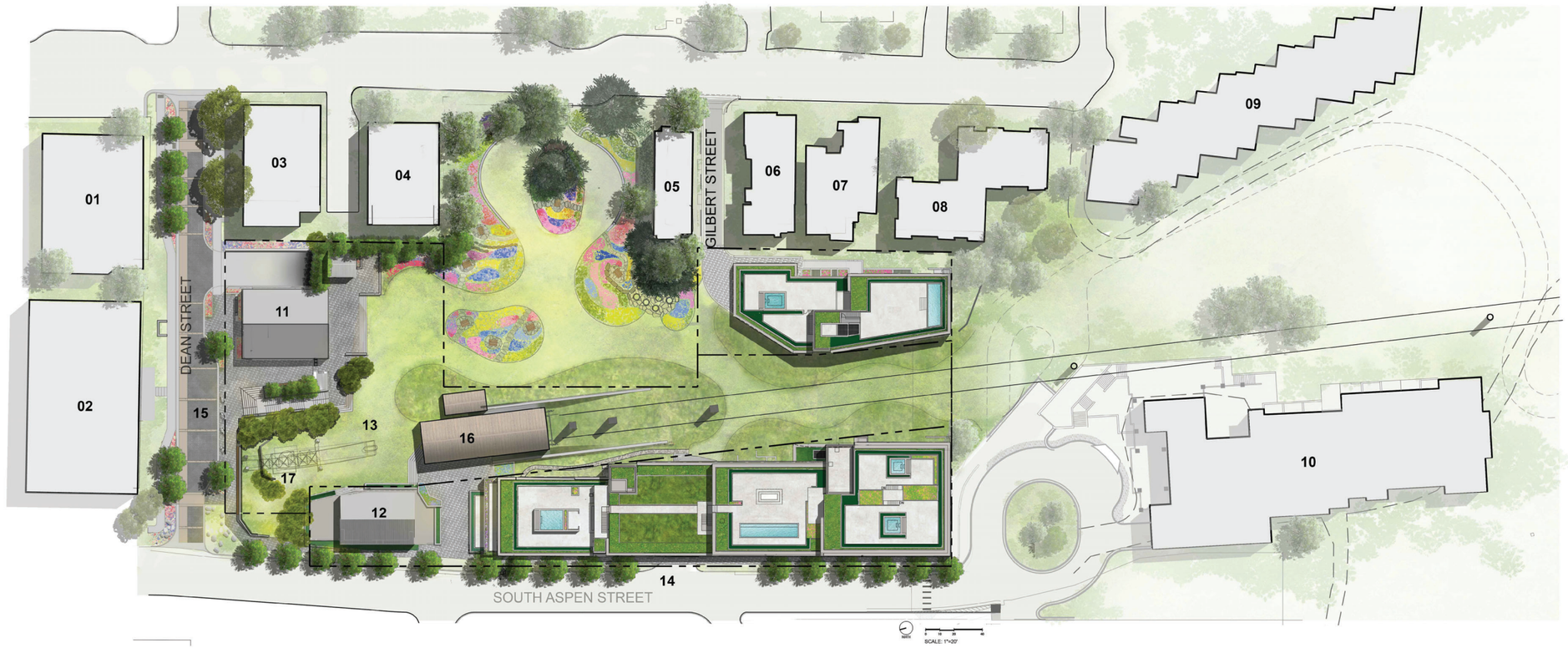
DRAWING TITLE:

TREE REMOVAL CHART

DRAWING NO:

L.2.002

SHEET:



LEGEND

01 DANCING BEAR LODGE
02 SOUTH POINT CONDOMINIUMS
03 AZTEC CONDOMINIUMS
04 TELEMARK
05 ASPEN MOUNTAIN TOWNHOMES
06 CASCADE TOWNHOMES
07 SILVER SHADOW CONDOMINIUMS
08 CARIBOU CONDOMINIUMS
09 MOUNTAIN QUEEN CONDOMINIUMS
10 GORSUCH HAUS
11 SKIERS CHALET (MUSEUM)
12 SKIERS CHALET (STEAK HOUSE)
13 WILLOUGHBY PARK
14 MOTOR COURT ENTRY
15 DEAN STREET DROP OFF
16 RELOCATED LIFT 1A
17 HISTORIC LIFT

LIFT ONE PROPERTY BOUNDARY

SITE RETAINING WALLS

HARDSCAPE PAVING

PROPOSED TREES

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

PROJECT # 1803

DRAWING TITLE:

RENDERED SITE PLAN

DRAWING NO:

L.2.003

SHEET:

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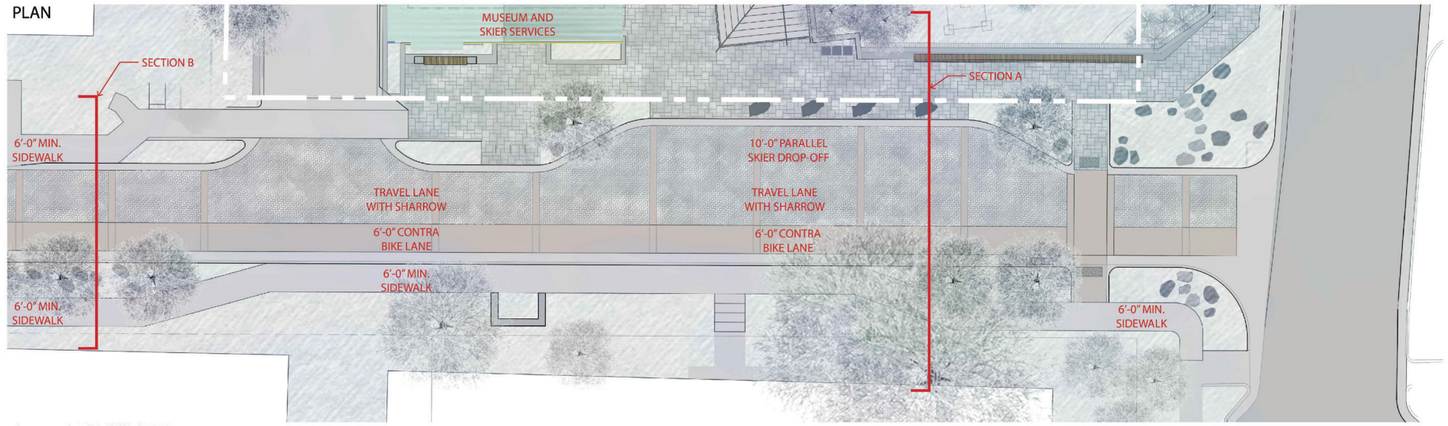
PLAN



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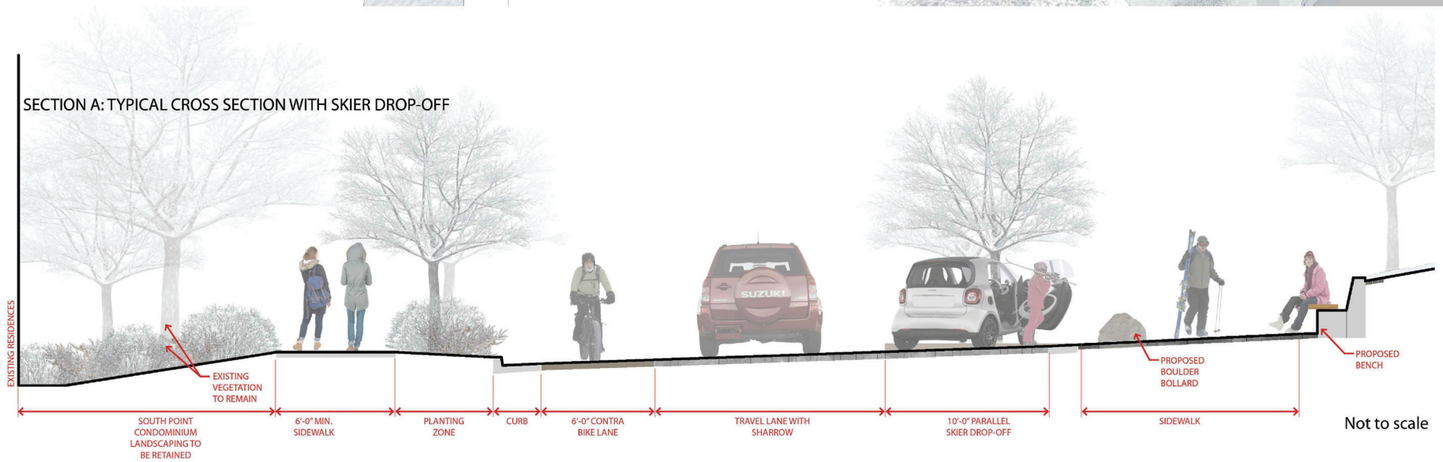
SECTION A: TYPICAL CROSS SECTION WITH SKIER DROP-OFF



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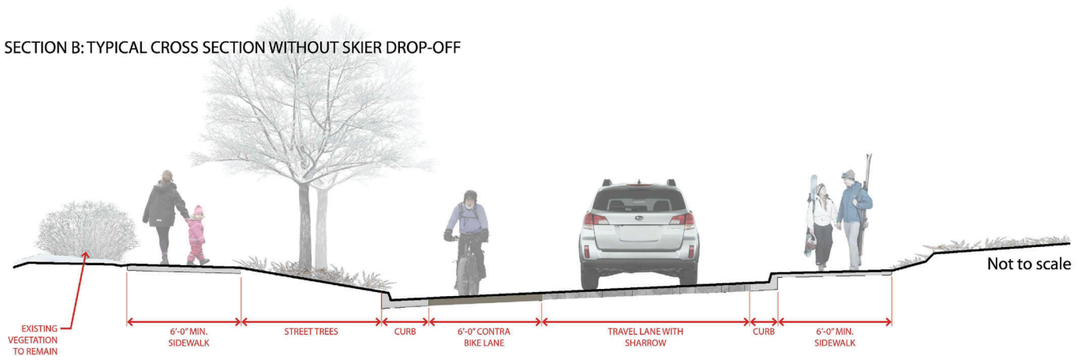
SECTION B: TYPICAL CROSS SECTION WITHOUT SKIER DROP-OFF



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SEAL

ISSUE DESCRIPTION DATE

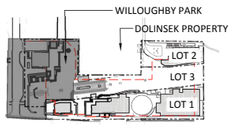
1	Planned Development Detailed Review Application	09/01/20

PROJECT # 1803

DRAWING TITLE:
DEAN STREET
PLAN AND
SECTIONS

DRAWING NO:
L.2.004

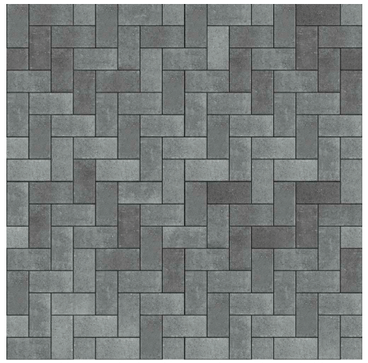
SHEET:



KEY PLAN
NTS

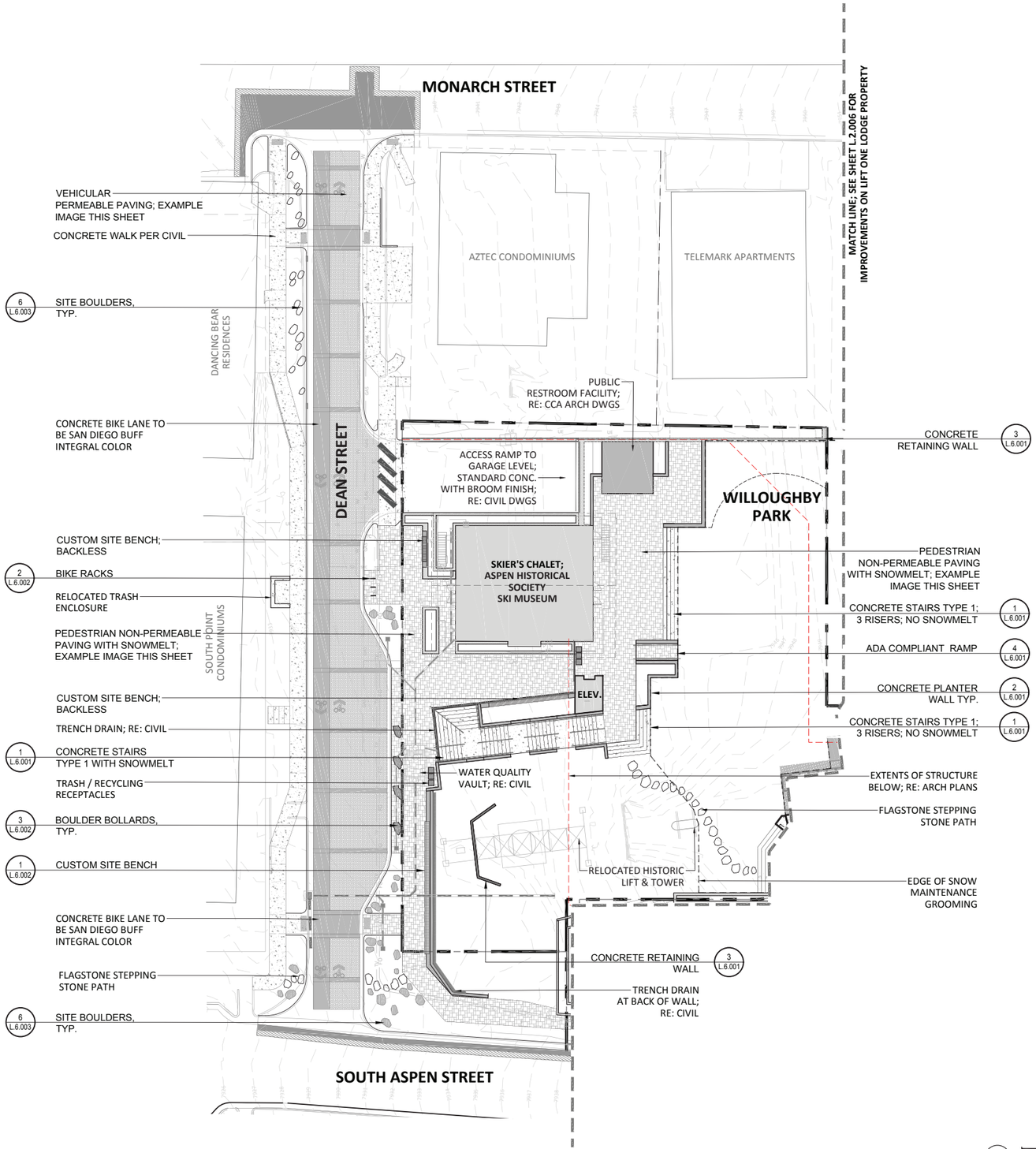
LEGEND:

- PROPERTY BOUNDARY
- EXISTING CONTOURS (7935)
- EXTENTS OF SUBGRADE STRUCTURE
- CONCRETE PAVING
- VEHICULAR UNIT PAVING
- PEDESTRIAN UNIT PAVING WITH SNOWMELT
- CONCRETE SITE WALLS



VEHICULAR PERMEABLE PAVING
ECO PRIORIA SERIES BY UNILOCK PAVING WITH HERRINGBONE PATTERN

PEDESTRIAN NON-PERMEABLE PAVING WITH SNOWMELT
CUSTOM ASHLAR PAVING PATTERN BY UNILOCK PAVING



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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

PROJECT # 1803

DRAWING TITLE:
SITE MATERIALS PLAN

DRAWING NO:
L.2.005

SHEET:

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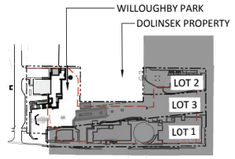
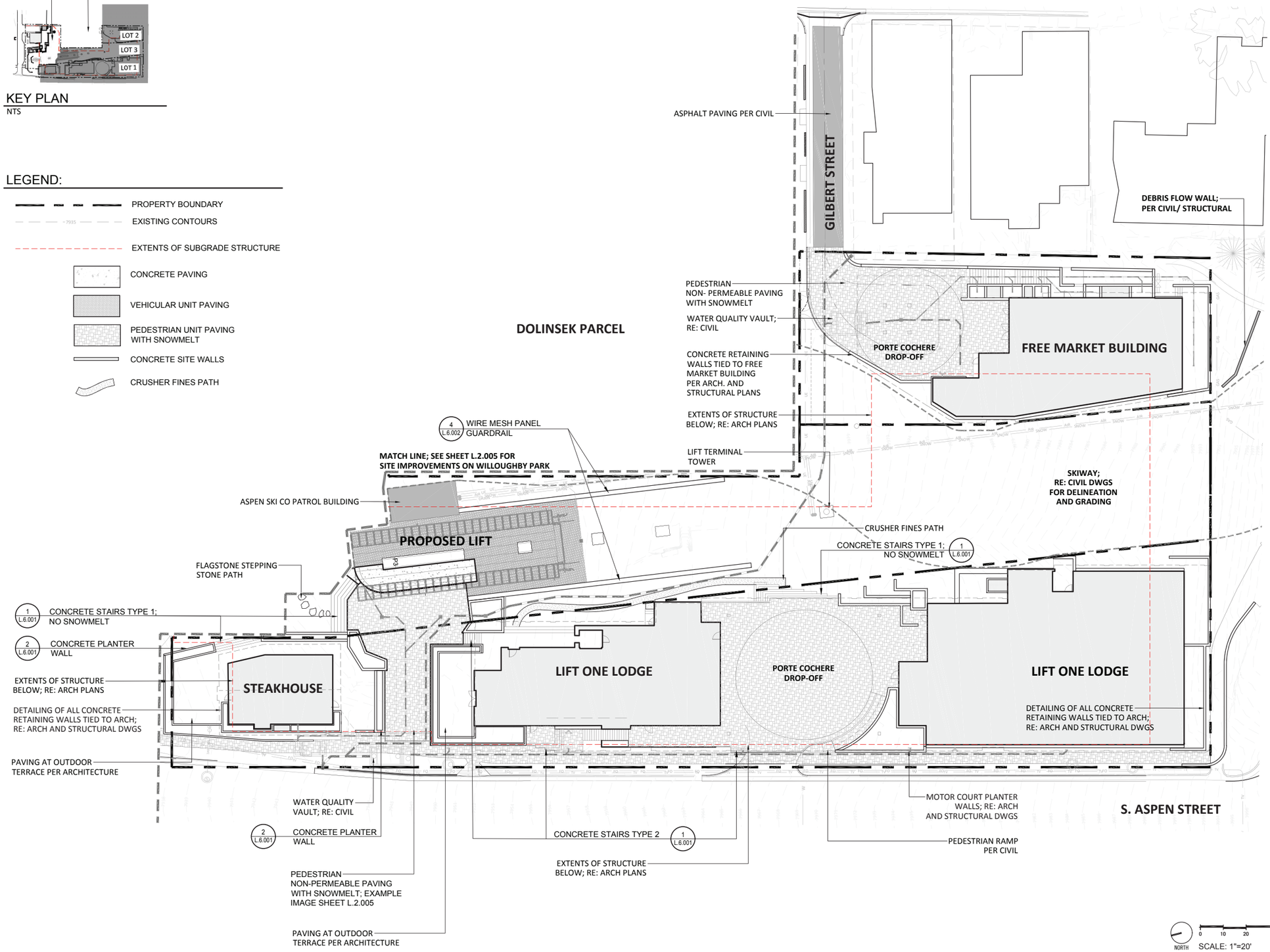


KEY PLAN
NTS

LEGEND:

- PROPERTY BOUNDARY
- EXISTING CONTOURS
- EXTENTS OF SUBGRADE STRUCTURE
- CONCRETE PAVING
- VEHICULAR UNIT PAVING
- PEDESTRIAN UNIT PAVING WITH SNOWMELT
- CONCRETE SITE WALLS
- CRUSHER FINES PATH



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SEAL

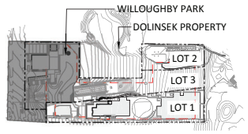
ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

PROJECT # 1803

DRAWING TITLE:
SITE MATERIALS PLAN

DRAWING NO:
L.2.006

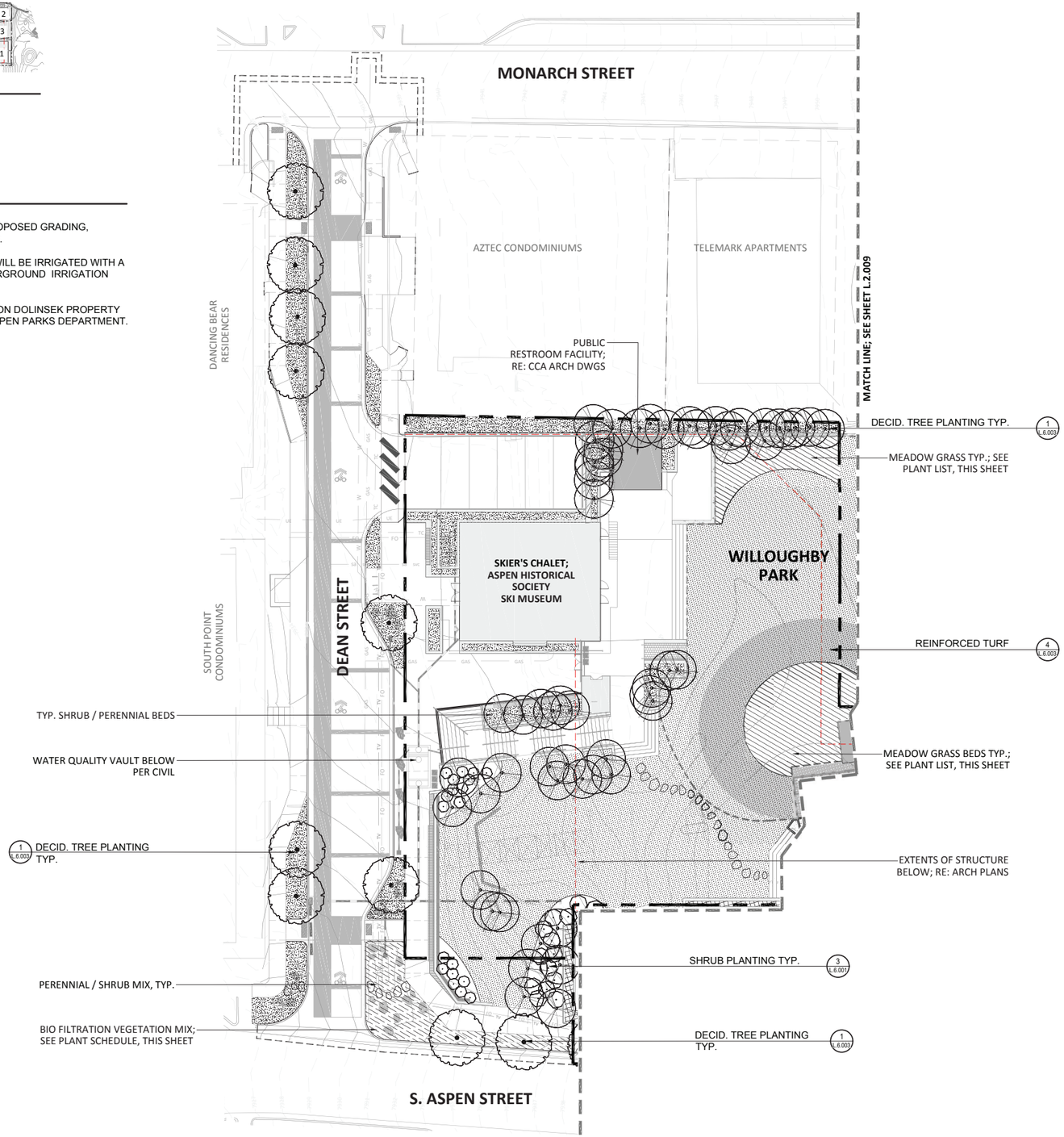
SHEET:



KEY PLAN
NTS

NOTES:

1. SEE CIVIL PLANS FOR PROPOSED GRADING, DRAINAGE, AND UTILITIES.
2. ALL LANDSCAPE AREAS WILL BE IRRIGATED WITH A FULLY AUTOMATIC UNDERGROUND IRRIGATION SYSTEM.
3. FINAL PLANTING DESIGN ON DOLINSEK PROPERTY TO BE COMPLETED BY ASPEN PARKS DEPARTMENT.



PLANT LIST (WILLOUGHBY PARK)

DECIDUOUS TREES	BOTANICAL / COMMON NAME	CONT	CAL	QTY
	ACER X FREEMANII `SIENNA` SIENNA GLEN MAPLE	B & B		9
	POPULUS TREMULOIDES QUAKING ASPEN	B & B		56
SHRUBS	BOTANICAL / COMMON NAME	SIZE	FIELD2	QTY
	*SEE SHRUB LIST BELOW	5 GAL.	POT	33

BIO-FILTRATION - GRASSES, PERENNIAL, SHRUB MIX — 2,553 SF
ANDROPOGON GERARDII / BIG BLUESTEM
ELYMUS HYSTRIX / BOTTLEBRUSH GRASS
LIATRIS ASPERA / ROUGH BLAZING STAR
LOBELIA SIPHILITICA / GREAT LOBELIA
MONARDA DIDYMA / BEE BALM
PANICUM VIRGATUM / SWITCH GRASS
PENSTEMON DIGITALIS / BEARDTONGUE
RUDBECKIA TRILOBA / BROWN EYED SUSAN

TURF MIX — 12,064 SF
NATURE`S PRAIRIE TURF PRODUCT
BOUTELOUA CURTIPENDULA / SIDE OATS GRAMA
DESCHAMPSIA CESPITOSA / TUFTED HAIR GRASS
FESTUCA OVINA / SHEEP FESCUE
FESTUCA RUBRA / RED FESCUE
KOELERIA MACRANTHA / PRAIRIE JUNEGRASS

SHRUB / PERENNIAL BEDS — 1,162 SF
ACHILLEA MILLEFOLIUM / COMMON YARROW
CORNUS SERICEA `ISANTI` / ISANTI REDOSIER DOGWOOD
COTONEASTER ACUTIFOLIUS / PEKING COTONEASTER
LIATRIS ASPERA / ROUGH BLAZING STAR
NEPETA X `WALKER`S LOW` / WALKER`S LOW CATMINT
PENSTEMON STRICTUS / ROCKY MOUNTAIN PENSTEMON
PINUS MUGO `MOPS` / MUGO PINE
RHUS AROMATICA `GRO-LOW` / GRO-LOW FRAGRANT SUMAC
ROSA WOODSII ULTRAMONTANA / WOODS` ROSE
RUDBECKIA HIRTA / BLACK-EYED SUSAN
SALVIA X SYLVESTRIS `MAY NIGHT` / MAY NIGHT SAGE
SAMBUCUS RACEMOSA / RED ELDERBERRY
SYMPHORICARPOS ALBUS / COMMON WHITE SNOWBERRY
POTENTILLA FRUTICOSA 'DAVURICA' / POTENTILLA 'PRAIRIE SNOW'

MEADOW GRASS / WILDFLOWERS — 732 SF
BOUTELOUA CURTIPENDULA / SIDE OATS GRAMA
DESCHAMPSIA CAESPITOSA / TUFTED HAIR GRASS
ELYMUS LANCEOLATUS `CRITANA` / THICKSPIKE WHEATGRASS
KOELERIA MACRANTHA / PRAIRIE JUNEGRASS
PASCOPYRUM SMITHII / WESTERN WHEATGRASS

NORTH
0 10 20 40
SCALE: 1"=20'

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710 SOUTH ASPEN STREET,
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MEP ENGINEERS
BG BUILDING WORKS
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FORT COLLINS, CO 80524
(970) 221 6691

SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

PROJECT # 1803

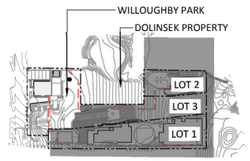
DRAWING TITLE:

PLANTING PLAN

DRAWING NO:

L.2.007

SHEET:



KEY PLAN
NTS

NOTES:

1. SEE CIVIL PLANS FOR PROPOSED GRADING, DRAINAGE, AND UTILITIES.
2. ALL LANDSCAPE AREAS WILL BE IRRIGATED WITH A FULLY AUTOMATIC UNDERGROUND IRRIGATION SYSTEM.
3. FINAL PLANTING DESIGN ON DOLINSEK PROPERTY TO BE COMPLETED BY ASPEN PARKS DEPARTMENT.
4. LIFT ONE LODGE TO SEED AREAS OF DISTURBANCE TO THE LIMITS OF SKIWAY. REFER TO CIVIL FOR EXTENTS OF SKIWAY DELINEATION.

PRELIMINARY PLANT SCHEDULE

TURF - STREET TREE LAWN — 2,244 SF
POA PRATENSIS / KENTUCKY BLUEGRASS

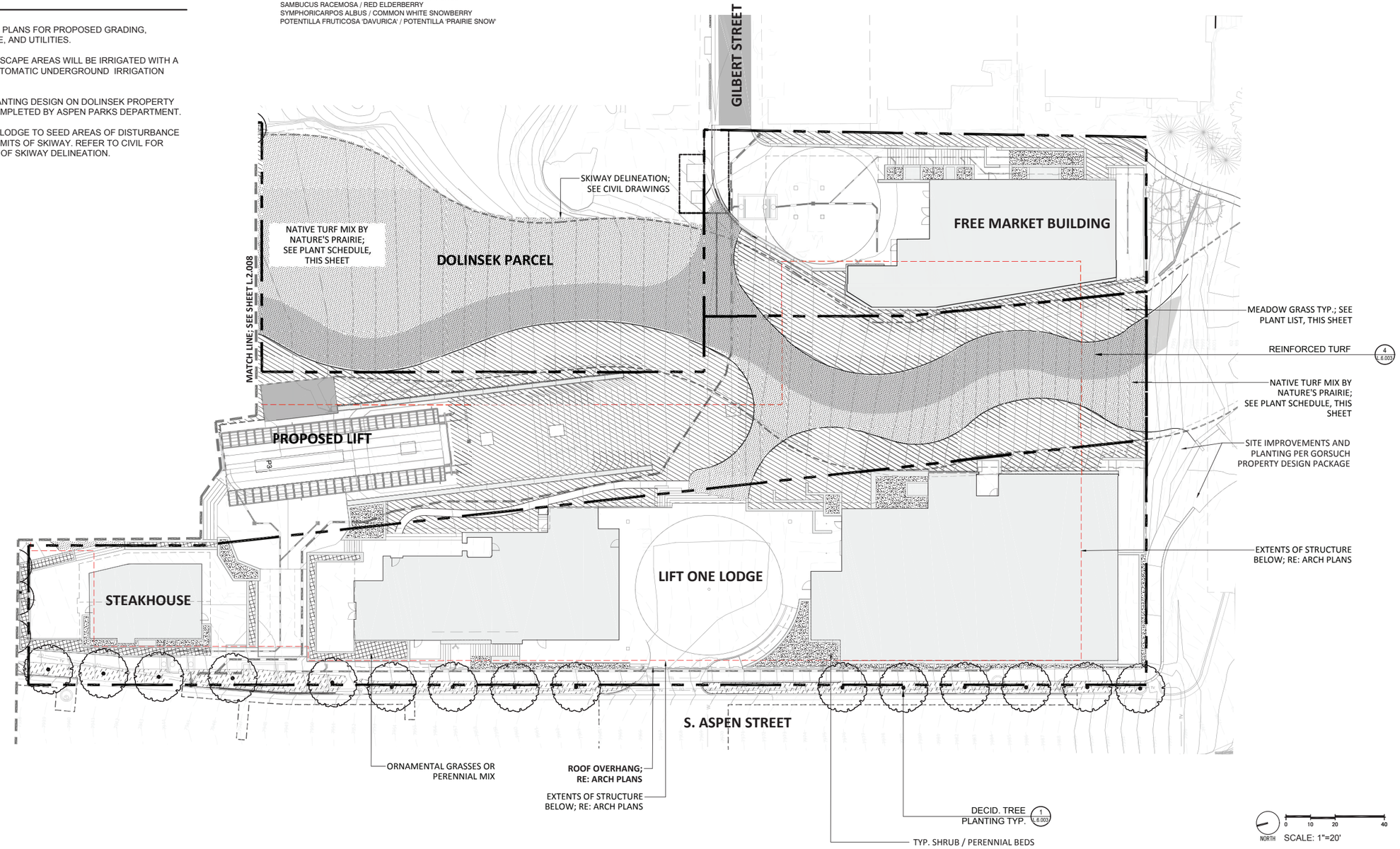
TURF MIX — 6,448 SF
NATURE`S PRAIRIE TURF PRODUCT
BOUTELOUA CURTIPENDULA / SIDE OATS GRAMA
DESCHAMPSIA CESPITOSA / TUFTED HAIR GRASS
FESTUCA OVINA / SHEEP FESCUE
FESTUCA RUBRA / RED FESCUE
KOELERIA MACRANTHA / PRAIRIE JUNEGRASS

SHRUB / PERENNIAL BEDS — 1,416 SF
ACHILLEA MILLEFOLIUM / COMMON YARROW
CORNUS SERICEA `ISANTI` / ISANTI REDOSIER DOGWOOD
COTONEASTER ACUTIFOLIUS / PEKING COTONEASTER
LIATRIS ASPERA / ROUGH BLAZING STAR
NEPETA X `WALKER`S LOW` / WALKER`S LOW CATMINT
PENSTEMON STRICTUS / ROCKY MOUNTAIN PENSTEMON
PINUS MUGO `MOPS` / MUGO PINE
RHUS AROMATICA `GRO-LOW` / GRO-LOW FRAGRANT SUMAC
ROSA WOODSII ULTRAMONTANA / WOODS` ROSE
RUDBECKIA HIRTA / BLACK-EYED SUSAN
SALVIA X SYLVESTRIS `MAY NIGHT` / MAY NIGHT SAGE
SAMBUCUS RACEMOSA / RED ELDERBERRY
SYMPHORICARPOS ALBUS / COMMON WHITE SNOWBERRY
POTENTILLA FRUTICOSA 'DAVURICA' / POTENTILLA 'PRAIRIE SNOW'

MEADOW GRASS / WILDFLOWERS — 10,579 SF
BOUTELOUA CURTIPENDULA / SIDE OATS GRAMA
DESCHAMPSIA CAESPITOSA / TUFTED HAIR GRASS
ELYMUS LANCEOLATUS `CRITANA` / THICKSPIKE WHEATGRASS
KOELERIA MACRANTHA / PRAIRIE JUNEGRASS
PASCOPYRUM SMITHII / WESTERN WHEATGRASS

ORNAMENTAL GRASSES OR PERENNIAL MIX — 851 SF

DECIDUOUS TREES	BOTANICAL / COMMON NAME	CONT	QTY
	ACER X FREEMANII `SIENNA` SIENNA GLEN MAPLE	B & B	15
EVERGREEN TREES	**BOTANICAL / COMMON NAME**	**CONT**	**QTY**
	PICEA PUNGENS COLORADO SPRUCE	16` B&B	3



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SEAL

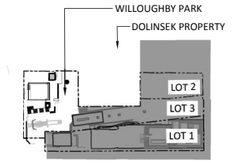
ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

PROJECT # 1803

DRAWING TITLE:
PLANTING PLAN (GROUND PLANE)

DRAWING NO:
L.2.008

SHEET:



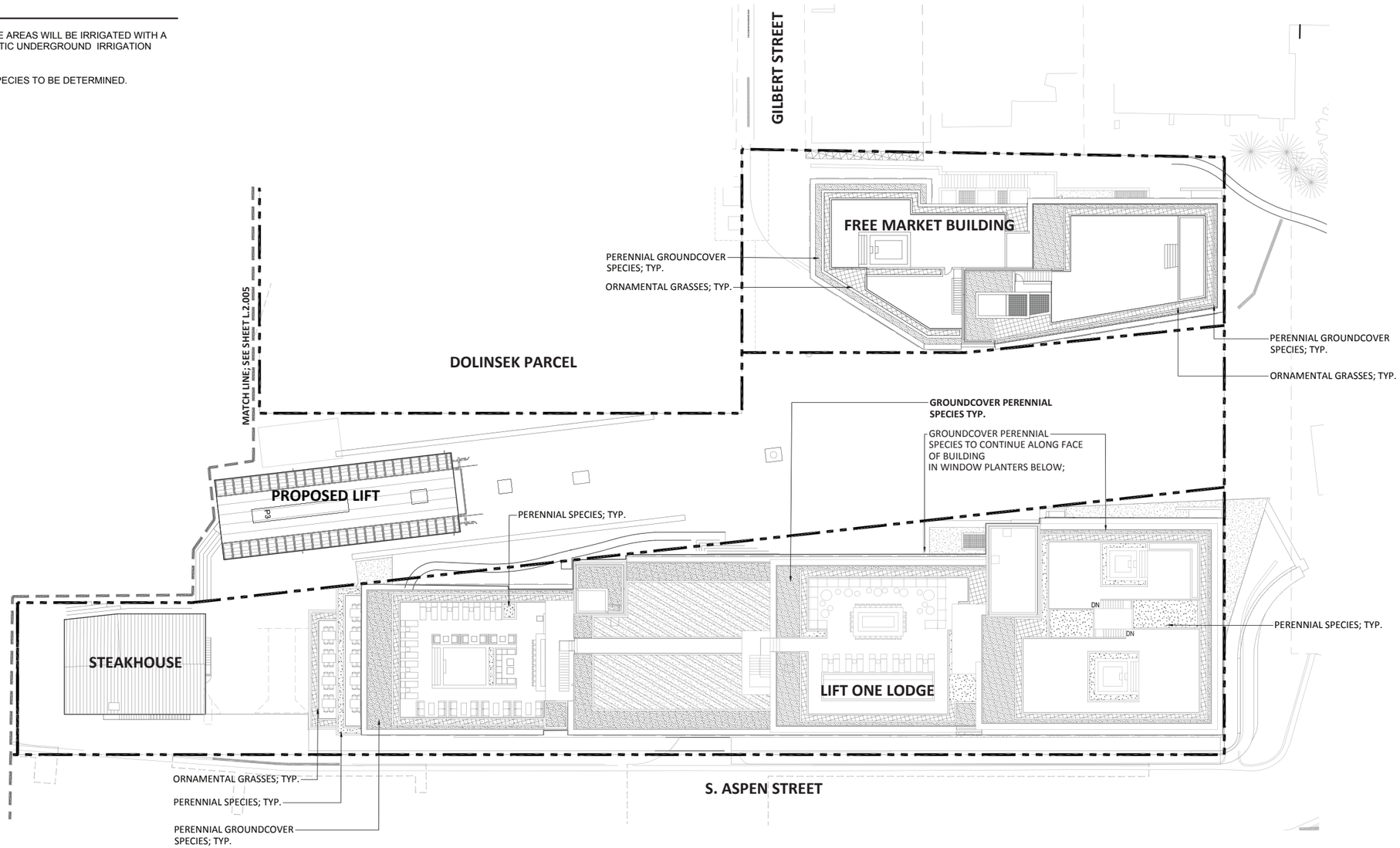
KEY PLAN
NTS

PRELIMINARY PLANT SCHEDULE

- SHRUB / PERENNIAL BEDS
- ROOF GRASS MIX
- ORNAMENTAL GRASS MIX
- GROUNDCOVER PERENNIAL MIX

NOTES:

1. ALL LANDSCAPE AREAS WILL BE IRRIGATED WITH A FULLY AUTOMATIC UNDERGROUND IRRIGATION SYSTEM.
2. FINAL PLANT SPECIES TO BE DETERMINED.



NORTH
0 10 20 40
SCALE: 1"=20'

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SEAL

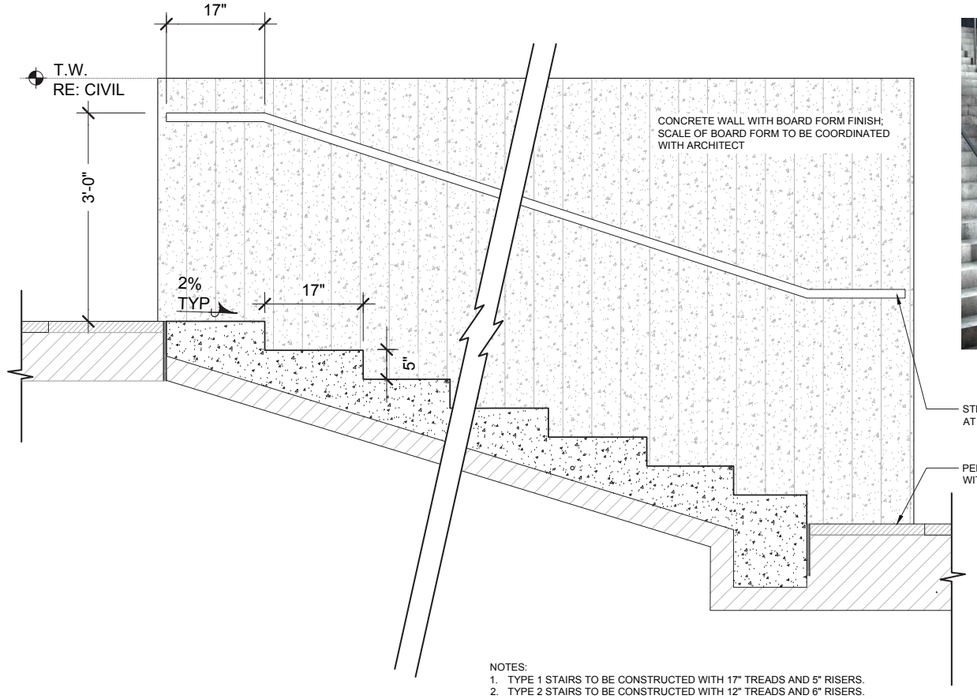
ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

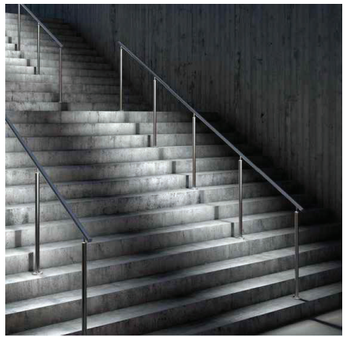
PROJECT # 1803

DRAWING TITLE:
PLANTING PLAN (ROOF DECKS)

DRAWING NO:
L.2.009

SHEET:





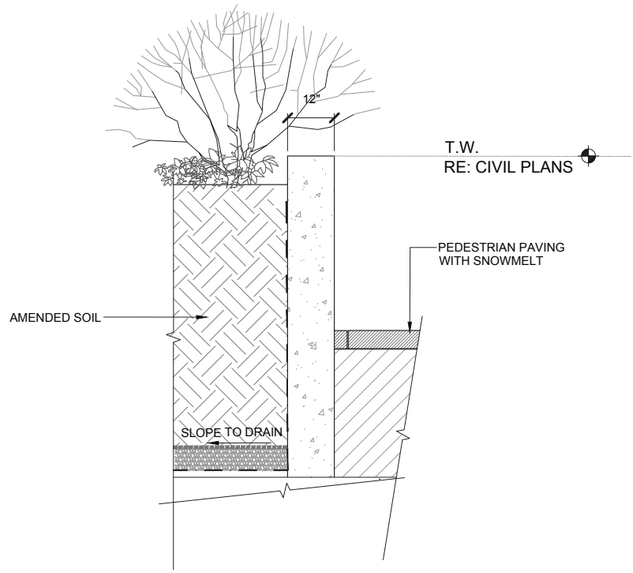
EXAMPLE IMAGERY

NOTES:
1. TYPE 1 STAIRS TO BE CONSTRUCTED WITH 17" TREADS AND 5" RISERS.
2. TYPE 2 STAIRS TO BE CONSTRUCTED WITH 12" TREADS AND 6" RISERS.
3. HANDRAIL CONSTRUCTION TO MEET APPLICABLE CODE REQUIREMENTS.
4. SCALE OF BOARD FORM CONCRETE TO BE COORDINATED WITH ARCHITECT.
5. CENTER RAILS TO INCLUDE POSTS FOR STABILITY; REFER TO EXAMPLE IMAGE ABOVE.

1 L.6.001 CONCRETE STAIRS (TYPE 1)

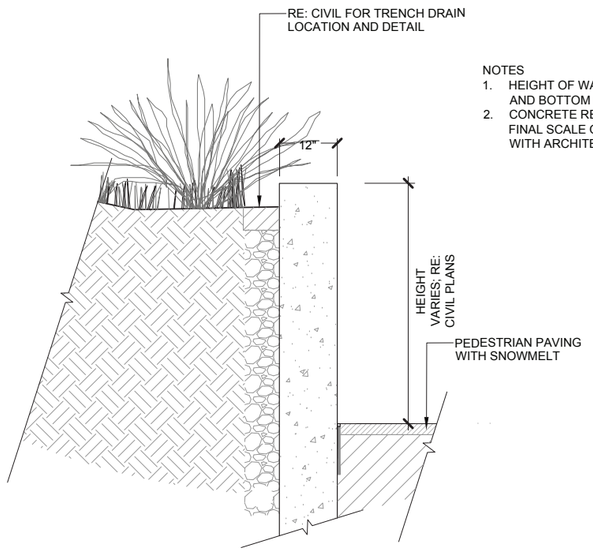
1" = 1'-0"

NOTES
1. HEIGHT OF WALL VARIES; SEE CIVIL PLANS FOR TOP AND BOTTOM OF WALL ELEVATIONS.
2. SEE DETAIL 3-L.6002 (THIS SHEET) FOR WALL MATERIAL AND FINISH.



2 L.6.001 CONCRETE PLANTER WALL

1" = 1'-0"

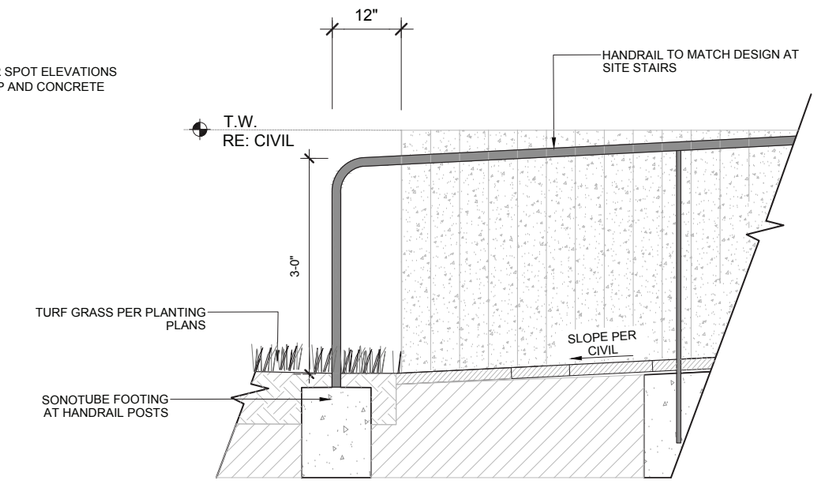


NOTES
1. HEIGHT OF WALL VARIES; SEE CIVIL PLANS FOR TOP AND BOTTOM OF WALL ELEVATIONS.
2. CONCRETE RETAINING WALLS; BOARD FORM FINISH-FINAL SCALE OF PATTERNING TO BE COORDINATED WITH ARCHITECT.

3 L.6.001 CONCRETE RETAINING WALL AT DEAN STREET

1" = 1'-0"

NOTES
1. SEE CIVIL PLANS FOR SPOT ELEVATIONS AND SLOPES OF RAMP AND CONCRETE WALLS.



SECTION-ELEVATION

4 L.6.001 ADA CODE COMPLIANT PEDESTRIAN RAMP

1" = 1'-0"

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

PROJECT # 1803

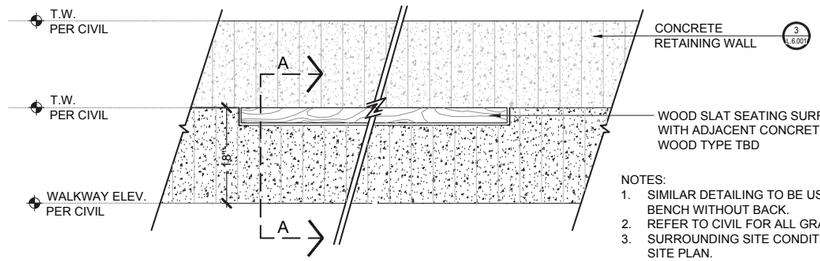
DRAWING TITLE:

SITE DETAILS

DRAWING NO:

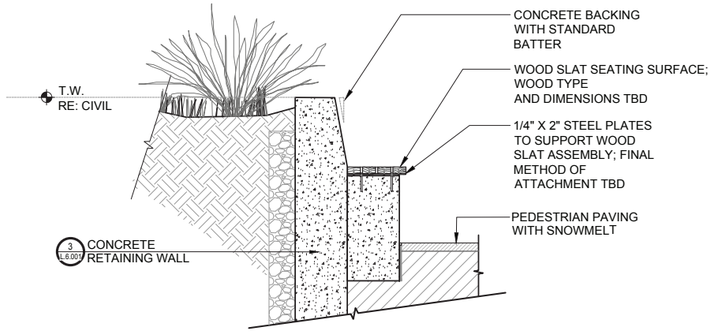
L.6.001

SHEET:



ELEVATION

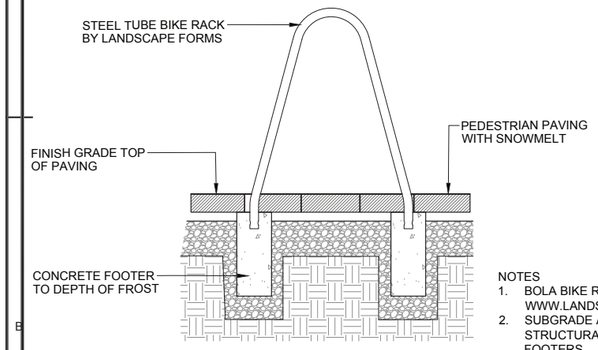
NOTES:
1. SIMILAR DETAILING TO BE USED ON CUSTOM WOOD BENCH WITHOUT BACK.
2. REFER TO CIVIL FOR ALL GRADING INFORMATION.
3. SURROUNDING SITE CONDITIONS VARY; REFER TO SITE PLAN.
4. EXPOSED CONCRETE SEATWALL SURFACES TO INCLUDE STANDARD SKATEBOARD DETERRENT STOPPERS.



SECTION A-A
ALONG DEAN STREET

1 L.6.002 CUSTOM WOOD BENCH

1" = 1'-0"



EXAMPLE IMAGERY

NOTES
1. BOLA BIKE RACK BY LANDSCAPE FORMS: WWW.LANDSCAPEFORMS.COM.
2. SUBGRADE ASSEMBLY VARIES; RE: STRUCTURAL FOR DEPTH OF CONCRETE FOOTERS.

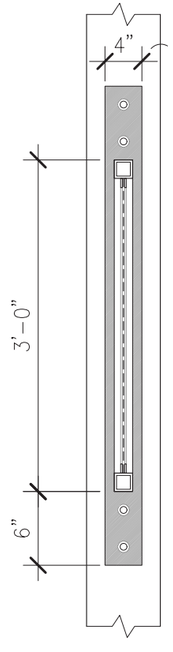
2 L.6.002 BIKE RACK AT PEDESTRIAN PAVING

1" = 1'-0"

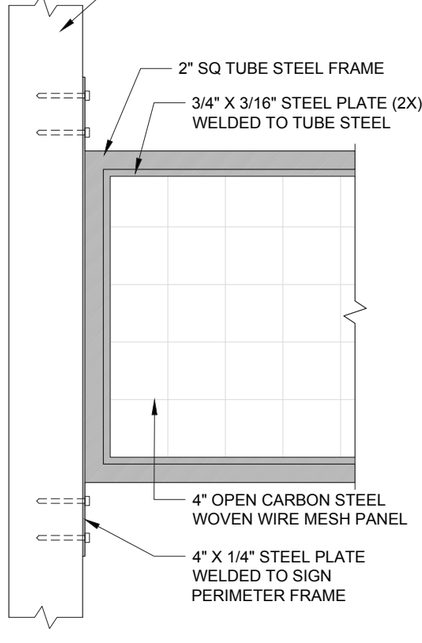
NOTES:
1. BOULDER BOLLARD TO SERVE AS BOLLARD FOR VEHICULAR TRAFFIC AND TO BE SHAPED TO PROVIDE SEATING OPPORTUNITIES FOR PEDESTRIANS.
2. BOULDERS TO BE LOCALLY-SOURCED, ANGULAR GRANITE ROCK;
3. BOULDER SIZE TO BE 18"-24" TALL AND FROM 3'-0" - 4'-0" FOR LOCATION OF BOULDER BOLLARDS SEE SITE MATERIALS PLAN.
4. BOULDER TO BE SET IN PAVING.

3 L.6.002 BOULDER BOLLARD - CHARACTER IMAGE

NTS



SIDE VIEW



FRONT VIEW

EXAMPLE IMAGERY;
MCNICHOLS: 4" SQUARE

NOTES:
1. WIRE MESH PANELS BY MCNICOLS METAL: www.mcnichols.com/wire-mesh/designer-mesh

4 L.6.002 WIRE MESH PANEL GUARDRAIL

NTS

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ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

PROJECT # 1803

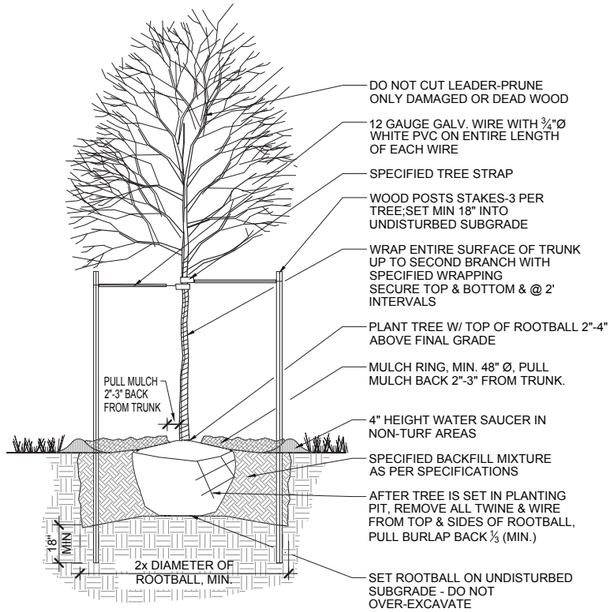
DRAWING TITLE:

SITE DETAILS

DRAWING NO:

L.6.002

SHEET:

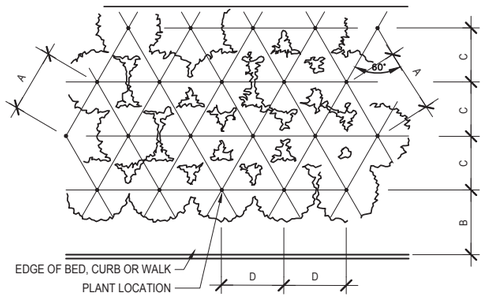


NOTES: 1. MULCH TO BE 2" DEEP. MULCH TYPE TBD.

2. WRAP ALL SINGLE-STEM DECIDUOUS SHADE TREES BY NOVEMBER 1. REMOVE TWINE WRAP BY MAY 1.

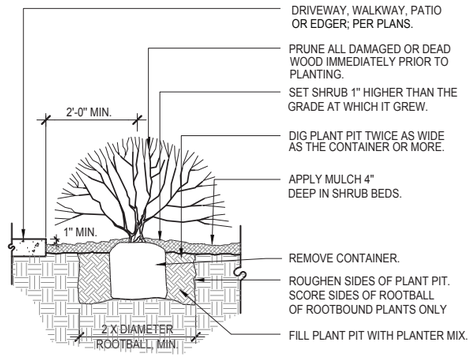
1 L.6.003 DECIDUOUS TREE PLANTING — NOT TO SCALE

PLANT SPACING	A	B	C	D
6"	6"	6"	5"	6"
8"	8"	6"	7"	8"
12"	12"	8"	10"	12"
18"	18"	9"	15½"	18"
24"	24"	18"	21"	24"
30"	30"	15"	26"	30"
36"	36"	30"	31"	36"
48"	48"	30"	42"	48"
60"	60"	36"	52"	60"



NOTE:
ALIGN FRONT ROW PARALLEL TO BED LINE

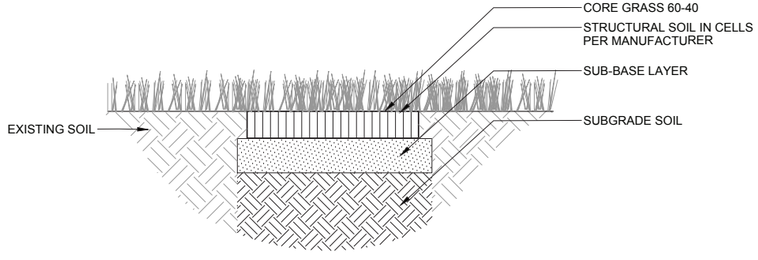
2 L.6.003 SHRUB/ FLOWER / GROUNDCOVER PLANTING LAYOUT - TRIANGULAR SPACED — NOT TO SCALE



NOTES:

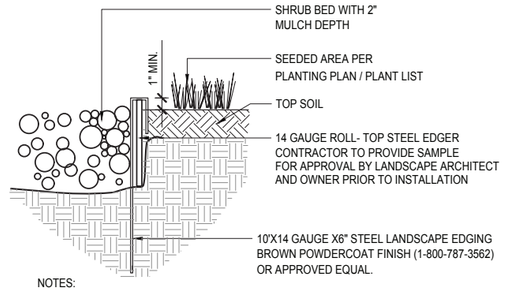
1. ANY BROKEN OR CRUMBLING ROOTBALL WILL BE REJECTED. REMOVING THE CONTAINERS WILL NOT BE AN EXCUSE FOR DAMAGED ROOTBALLS.
2. HOLD GRADE 1" BELOW EDGE OF WALK OR CURB

3 L.6.003 SHRUB PLANTING — NOT TO SCALE



NOTES:
1. ARMORED TURF PRODUCTS BY CORE LANDSCAPE PRODUCTS: www.coregravel.ca/core-foundations/core-grass
2. SEE PLAN FOR EXTENTS OF ARMORED TURF.

4 L.6.003 REINFORCED TURF — NOT TO SCALE



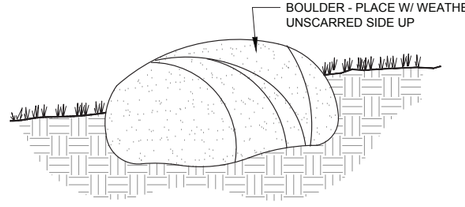
NOTES:

1. SET ALL EDGING 1" ABOVE FINISH GRADE AS SHOWN.
2. EDGING SHALL ABUT ALL CONCRETE CURBS, WALKWAYS AND PAVING PERPENDICULAR OR AS SHOWN ON PLANS, AND FLUSH W/ GRADES OF CONCRETE.
3. ALL JOINTS TO BE SECURELY STAKED.
4. EDGING TO BE PARALLEL WITH GRADE.
5. INSTALL EDGER PER MANUFACTURERS SPECIFICATIONS USING SPLICES AND CORNERS AS DIRECTED.

5 L.6.003 STEEL EDGER — NOT TO SCALE

NOTES:

1. BOULDERS TO BE LOCALLY-SOURCED, MIX OF RECTANGULAR AND ROUNDED GRANITE MOSS ROCK; AND TO VARY IN SIZE FROM 2'-0" - 4'-0".
2. PLACE BOULDERS TO CONFIGURATIONS AND LOCATION AS SHOWN ON PLAN.
3. BURY BOULDER ½ TO ⅔ OF TOTAL DEPTH.
4. WASH OFF BOULDERS COMPLETELY AFTER PLACEMENT.
5. BOULDERS TO BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO PLACEMENT.
6. DO NOT FRACTURE BOULDER DURING PLACEMENT, SUCH ACTION WILL BE CAUSE FOR REJECTION.
7. CHOOSE AND PLACE BOULDERS SO THAT A MINIMUM OF EXCAVATION SCARS ARE VISIBLE.



6 L.6.003 LANDSCAPE SITE BOULDER — NOT TO SCALE

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LIFT ONE LODGE

710 SOUTH ASPEN STREET,
ASPEN, CO 81611

OWNER
LIFT ONE LODGE ASPEN, LLC
605 W. MAIN STREET, SUITE 2
ASPEN, CO 81611
(970) 544 4196

DEVELOPERS
IRONGATE, LLC
10880 WILSHIRE BLVD SUITE 2222
LOS ANGELES, CA 90024

HAYMAX CAPITAL, LLC
605 W. MAIN STREET, SUITE 2
ASPEN, CO 81611
(970) 544-4196

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www.gueringlass.com

PLANNER
STAN CLAUSON ASSOCIATES
412 NORTH MILL STREET
ASPEN, CO 81611
(970) 925 2323

LANDSCAPE ARCHITECTS
DHM DESIGN
311 MAIN STREET SUITE 201
CARBONDALE, CO 81623
(970) 963 6520

CIVIL ENGINEERS
SOPRIS ENGINEERING
502 MAIN STREET, SUITE A-3
CARBONDALE, CO 81623
(970) 704 0311

STRUCTURAL ENGINEERS
KLEA
1717 WASHINGTON AVENUE, STE 100
GOLDEN, CO 80401
(303) 384 9910

MEP ENGINEERS
BG BUILDING WORKS
261 LINDEN STREET, STE 200
FORT COLLINS, CO 80524
(970) 221 6691

SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

PROJECT # 1803

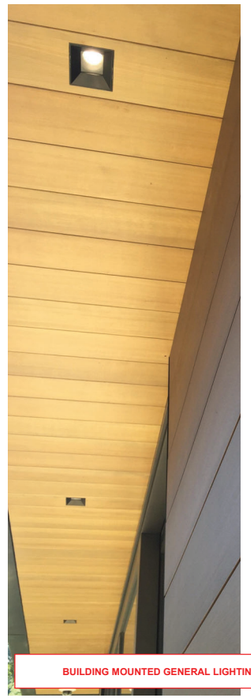
DRAWING TITLE:

PLANTING DETAILS

DRAWING NO:

L.6.003

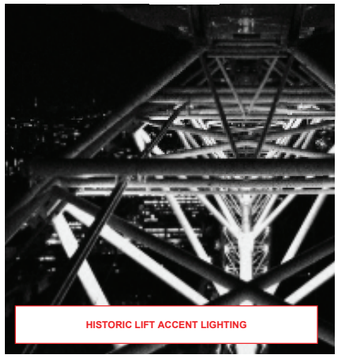
SHEET:



BUILDING MOUNTED GENERAL LIGHTING: DOWNLIGHTS AND DARK-SKY SCONCES

PORTABLE CAFE LANTERNS

MODERN PED POLE AND AREA LIGHTS



HISTORIC LIFT ACCENT LIGHTING

WALL RECESSED STEPLIGHTING: MINI AND LINEAR

HISTORIC STYLE BUILDING MOUNT SCONCES

NOTE: Fixture types shown are for illustrative purposes only and are subject to change and reselection during the course of Design Development.

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DHM DESIGN
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CARBONDALE, CO 81623
(970) 963-8520

CIVIL ENGINEERS
SOPRIS ENGINEERING
0238 MAIN STREET, SUITE A-3
BASALT, CO 81623
(970) 704-03111

STRUCTURAL ENGINEERS
KL&A
1717 WASHINGTON AVENUE, SUITE 100
GOLDEN, CO 80401
(303) 384-9910

MECHANICAL ENGINEERS
BG BUILDING WORKS
201 LINDEN STREET, SUITE 200
FORT COLLINS, CO 80524
(970) 221-5891

KEYPLAN

SCALE 1:20

ISSUE	DESCRIPTION - DATE
	PLANNED DEVELOPMENT DETAILED REVIEW APPLICATION 09.02.20
01	SD PACKAGE 09.09.19

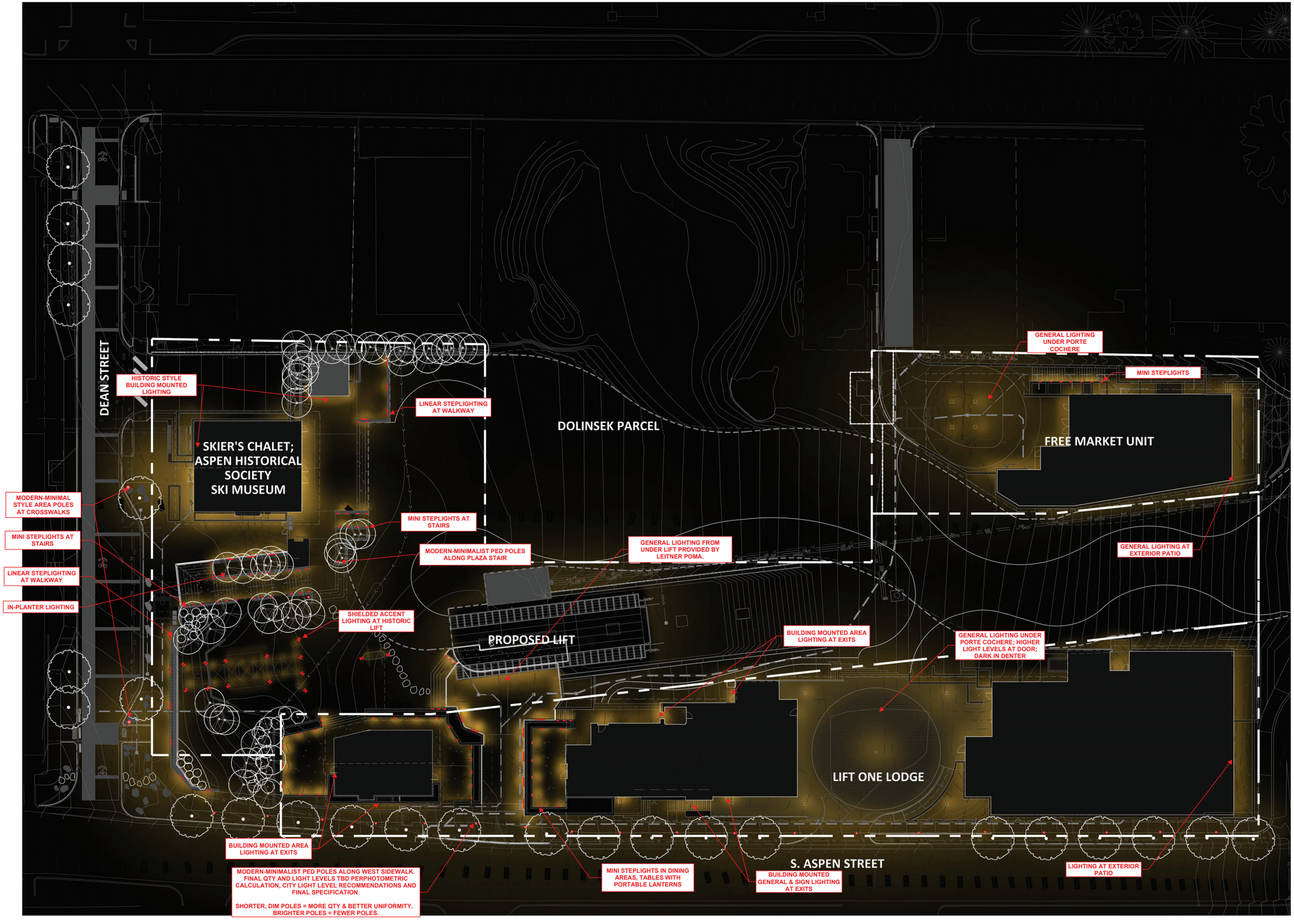
SEAL

SD PACAKAGE

PROJECT NUMBER 1803

PRELIMINARY
LTG FIXTURES

L.0.001



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KEYPLAN

SCALE 1:20

ISSUE	DESCRIPTION - DATE
	PLANNED DEVELOPMENT DETAILED REVIEW APPLICATION 09.02.20
01	SD PACKAGE 09.09.19

SEAL

SD PACAKAGE

PROJECT NUMBER 1803

PRELIMINARY LTG PLAN

L.1.001

	NET LEASEABLE SQ. FT.	TOTAL SIGN SQ. FT.	ADDITIONAL SQ. FT. ALLOWED	PERMIT	ILLUMINATION	NOTES
LIFT ONE AREA:						
IDENTIFICATION	N/A	6 sq. ft. maximum	N/A	no	yes	***
WAYFINDING	N/A	2 sq. ft. maximum (each sign)	N/A	no	no	****
REGULATORY	N/A	MUTCD typical	N/A	no	retro-reflective	****
ACCESSIBILITY	N/A	2 sq. ft. maximum (each sign)	N/A	no	no	
LIFT ONE LODGE:						
LODGE IDENTIFICATION	53,976	12 sq. ft. (parallel to building)	6 sq. ft. (perpendicular/blade)	yes	yes	* / **
RESTAURANT & BAR IDENTIFICATION	3,020	12 sq. ft. (parallel to building)	6 sq. ft. (perpendicular/blade)	yes	yes	* / **
COMMERCIAL IDENTIFICATION	11,878	12 sq. ft. (parallel to builsing)	6 sq. ft. (perpendicular/blade)	yes	yes	* / **
STEAKHOUE BUILDING:						
RESTAURANT IDENTIFICATION	2,075	12 sq. ft. (parallel to building)	6 sq. ft. (perpendicular/blade)	yes	yes	* / **
ORIGINAL HISTORIC SIGN	N/A	exempt from allocation	N/A	no	no	******
INTERPRETIVE (HISTORIC BUILDING)	N/A	6 sq. ft. maximum	N/A	no	no	
SKIER'S CHALET BUILDING:						
AHS MUSEUM IDENTIFICATION	7,317	8 sq. ft. (parallel to building)	6 sq. ft. (perpendicular/blade)	yes	yes	* / **
CAFÉ IDENTIFICATION	635	6 sq. ft. (parallel to building)	6 sq. ft. (perpendicular/blade)	yes	yes	*
ASC IDENTIFICATION, TICKETING, OPERATIONS	2,050	6 sq. ft. (parallel to building)	6 sq. ft. (perpendicular/blade)	yes	no	*
ORIGINAL HISTORIC SIGN	N/A	exempt from allocation	N/A	no	no	******
INTERPRETIVE (HISTORIC BUILDING)	N/A	6 sq. ft. maximum	N/A	no	no	
ASC LIFT TERMINAL:						
ASC LIFT IDENTIFICATION	N/A	Leitner/Poma/ASC typical	N/A	no	no	
SKIER RULES & SAFETY (TEMPORARY/SEASONAL)	N/A	18 sq. ft. (3 sq. ft. max. per sign)	N/A	no	no	*****
DIRECTIONALS (TEMPORARY/SEASONAL)	N/A	2 sq. ft. maximum (each sign)	N/A	no	no	*****
MAP KIOSK	N/A	6 sq. ft. maximum	N/A	yes	no	
HISTORIC LIFT ONE / WILLOUGHBY PARK:						
INTERPRETIVE	N/A	6 sq. ft. maximum	N/A	no	no	
DOLINSEK PARK:						
IDENTIFICATION	N/A	COA typical	N/A	no	no	
RULES & SAFETY	N/A	COA typical	N/A	no	no	****
DIRECTIONAL	N/A	COA typical	N/A	no	no	****
PUBLIC FACILITIES:						
RESTROOMS	N/A	2 sq. ft. maximum (each)	N/A	no	no	
SKI LOCKERS	N/A	2 sq. ft. maximum (each)	N/A	no	no	
ELEVATOR	N/A	2 sq. ft. maximum (each)	N/A	no	no	

NOTES:

*Cut out graphics on glass count for 50% of total sq. ft. of area occupied
**No single sign being greater than 6 sq. ft.
***Identifies the combined area as "Life One"; Does not advertise individual businesses; Use of international icons/symbols to indicate lodging, food, restrooms, skiing, etc.
****Combined graphics on freestanding blade style sign; Incorporated with lamp posts or other existing vertical post structures where possible.
*****Seasonal safety, regulatory or otherwise incidental sign postings by ASC are operational requirements do not require permits.
******Historic Signage is required to remain on historic buildings and so is not counted toward modern business identification allocations.

LIFT ONE LODGE

710 SOUTH ASPEN STREET
ASPEN, CO 81611

OWNER:
LIFT ONE LODGE ASPEN, LLC
605 W. MAIN STREET
SUITE 2
ASPEN, CO 81611
(970) 544 4196

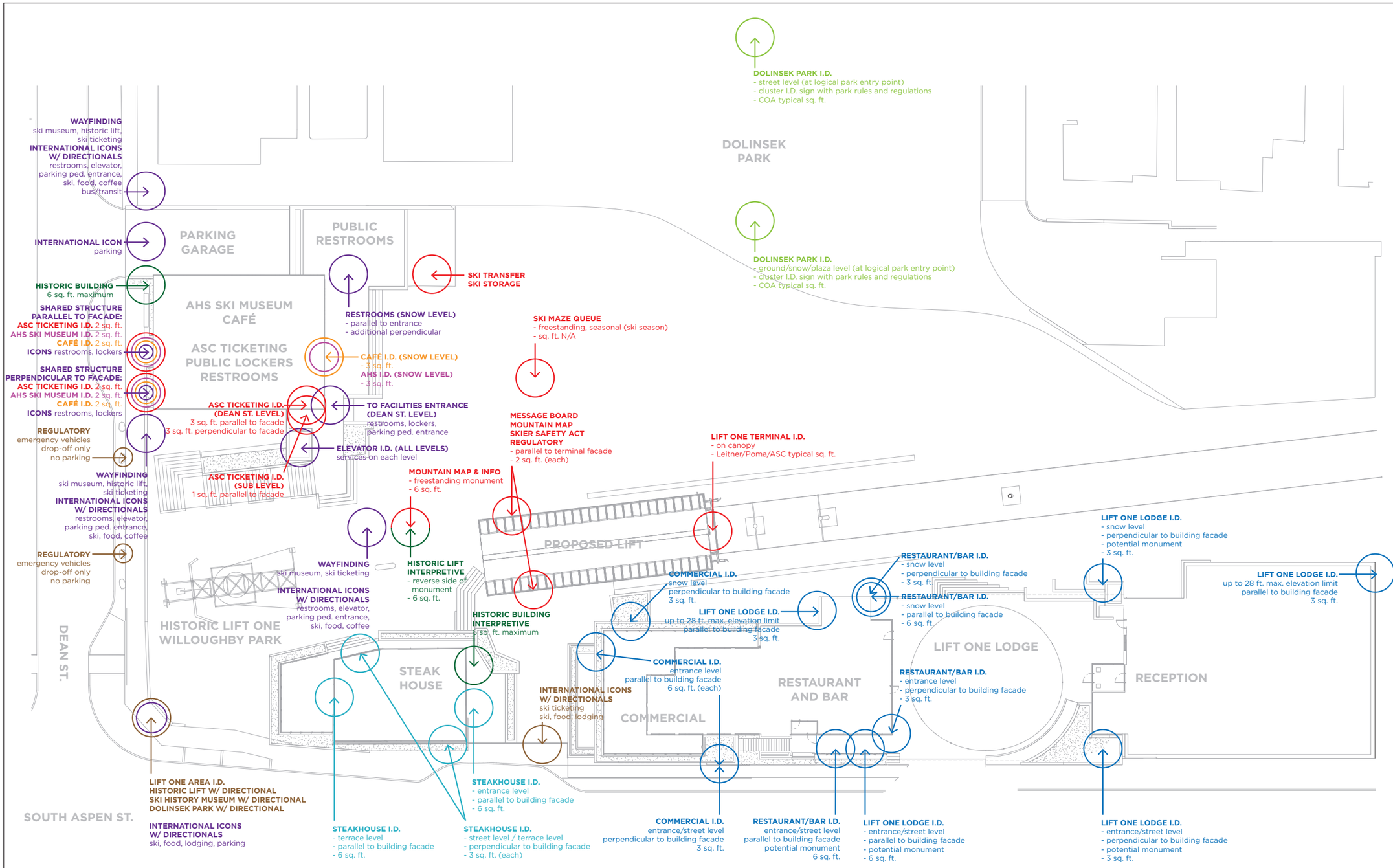
WAYFINDING CONSULTANT:
essedesign
strategic visual communications
post office box 1790
basalt, colorado 81621
970.927.4459
www.essedesign.net

LIFT ONE AREA SCHEMATIC WAYFINDING PLAN

DRAFT

DRAWING TITLE:
SIGN CODE ALLOCATIONS

DRAWING #:
01



NOTES:

All locations are approximate and meant to indicate relevant placement according to primary and secondary entrances as well as view planes from a distance.

SIGNAGE ALLOCATION AND LOCATION BY STAKEHOLDER COLOR CODE:

LIFT ONE AREA | LIFT ONE LODGE | STEAKHOUSE | AHS MUSEUM | AHS CAFÉ | ASC | HISTORIC REQ./ASSET | DOLINSEK PARK | PUBLIC FACILITIES

LIFT ONE LODGE

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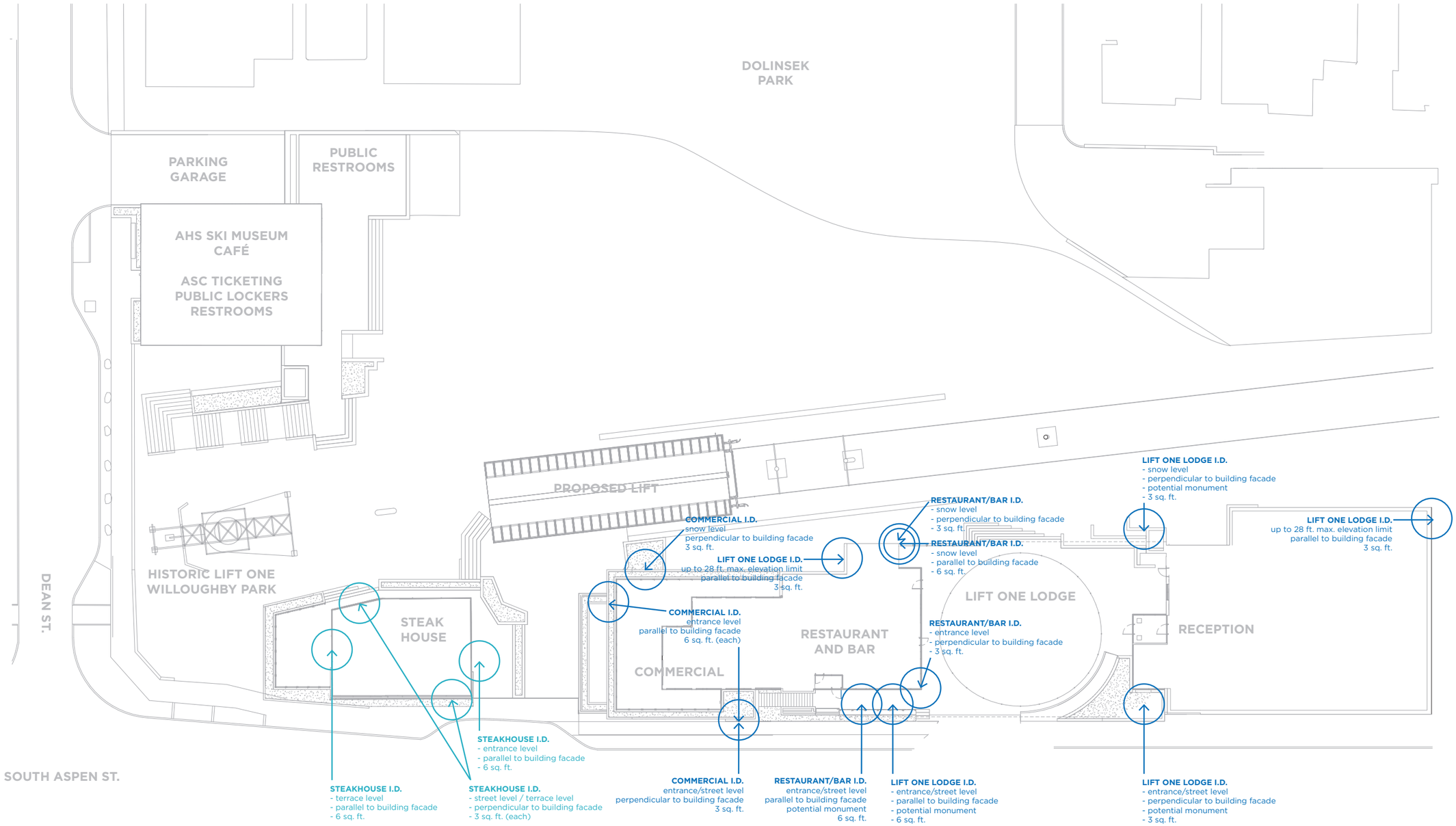
LIFT ONE AREA SCHEMATIC WAYFINDING PLAN

DRAFT

DRAWING TITLE:
WAYFINDING DIAGRAM (1)

DRAWING #:
02



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ASPEN, CO 81611

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strategic visual communications
post office box 1790
basalt, colorado 81621
970.927.4459
www.essedesign.net

LIFT ONE AREA
SCHEMATIC
WAYFINDING
PLAN

DRAFT

NOTES:

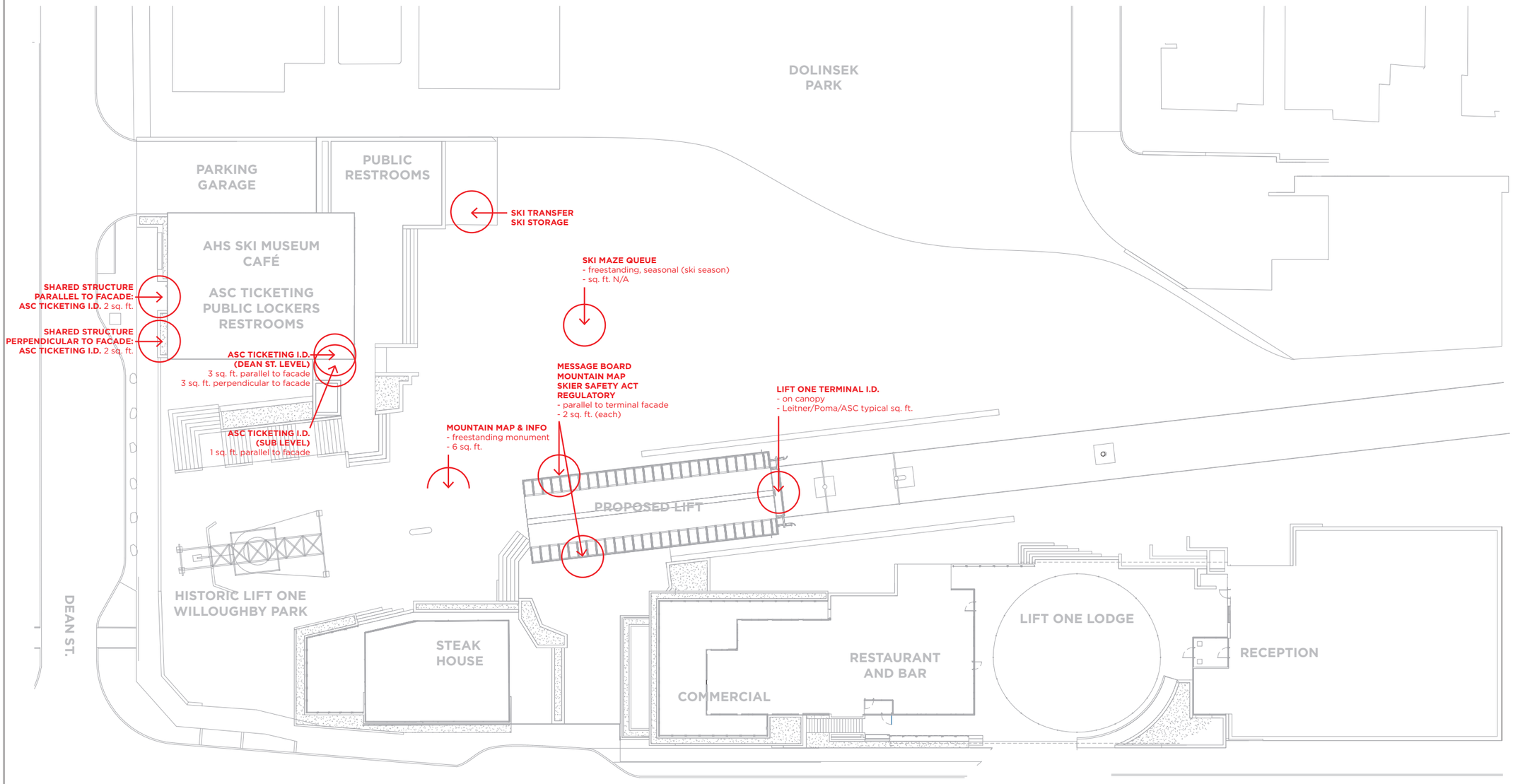
All locations are approximate and meant to indicate relevant placement according to primary and secondary entrances as well as view planes from a distance.

SIGNAGE ALLOCATION AND LOCATION BY STAKEHOLDER COLOR CODE:

LIFT ONE LODGE STEAKHOUSE

DRAWING TITLE:
WAYFINDING DIAGRAM (1a)

DRAWING #:
02a



NOTES:

All locations are approximate and meant to indicate relevant placement according to primary and secondary entrances as well as view planes from a distance.

SIGNAGE ALLOCATION AND LOCATION BY STAKEHOLDER COLOR CODE:

ASC

LIFT ONE LODGE

710 SOUTH ASPEN STREET
ASPEN, CO 81611

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(970) 544 4196

WAYFINDING CONSULTANT:

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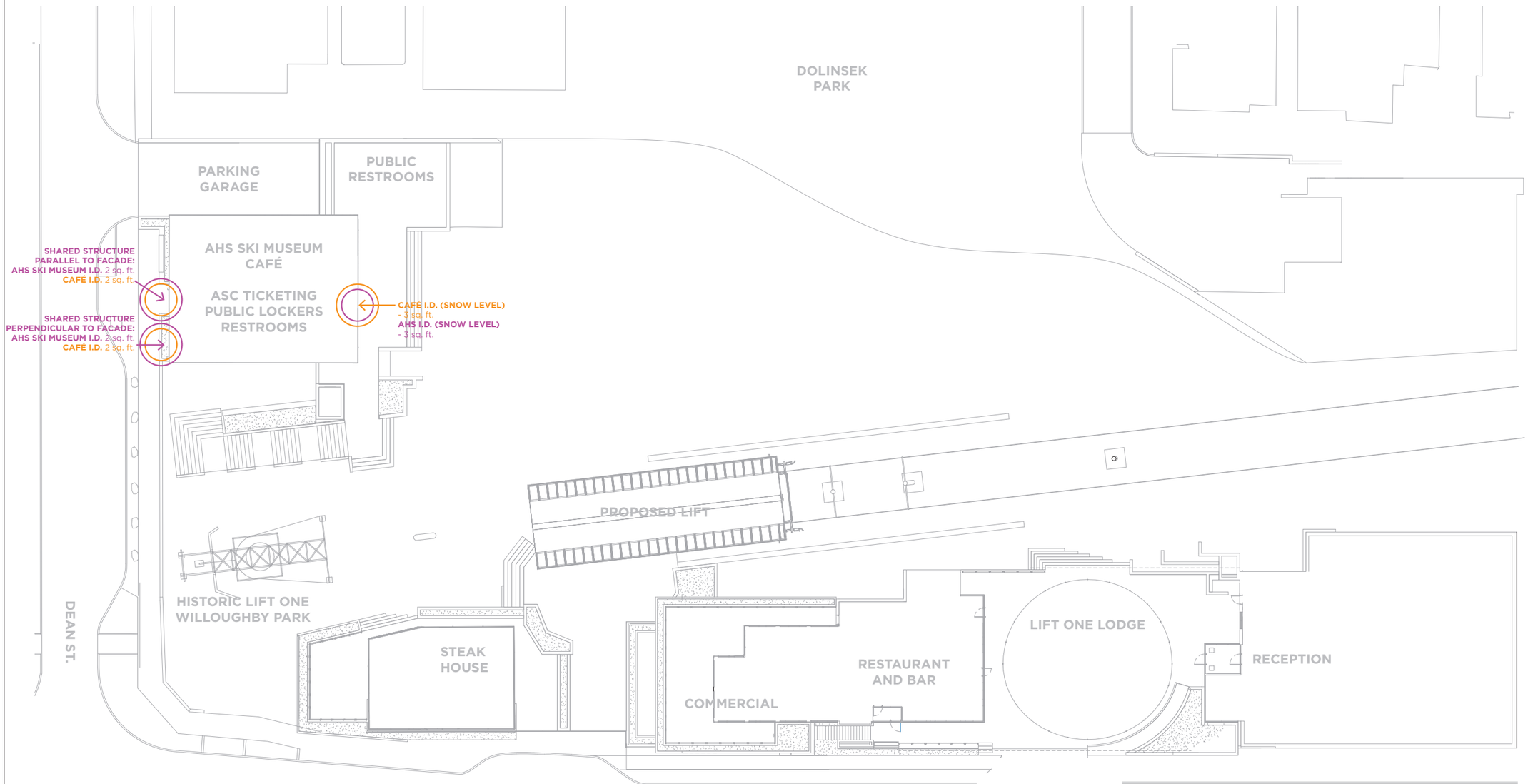
strategic visual communications
post office box 1790
basalt, colorado 81621
970.927.4459
www.essedesign.net

LIFT ONE AREA
SCHEMATIC
WAYFINDING
PLAN

DRAFT

DRAWING TITLE:
WAYFINDING DIAGRAM (1b)

DRAWING #:
02b



NOTES:

All locations are approximate and meant to indicate relevant placement according to primary and secondary entrances as well as view planes from a distance.

SIGNAGE ALLOCATION AND LOCATION BY STAKEHOLDER COLOR CODE:

AHS MUSEUM AHS CAFÉ

LIFT ONE LODGE

710 SOUTH ASPEN STREET
ASPEN, CO 81611

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605 W. MAIN STREET
SUITE 2
ASPEN, CO 81611
(970) 544 4196

WAYFINDING CONSULTANT:

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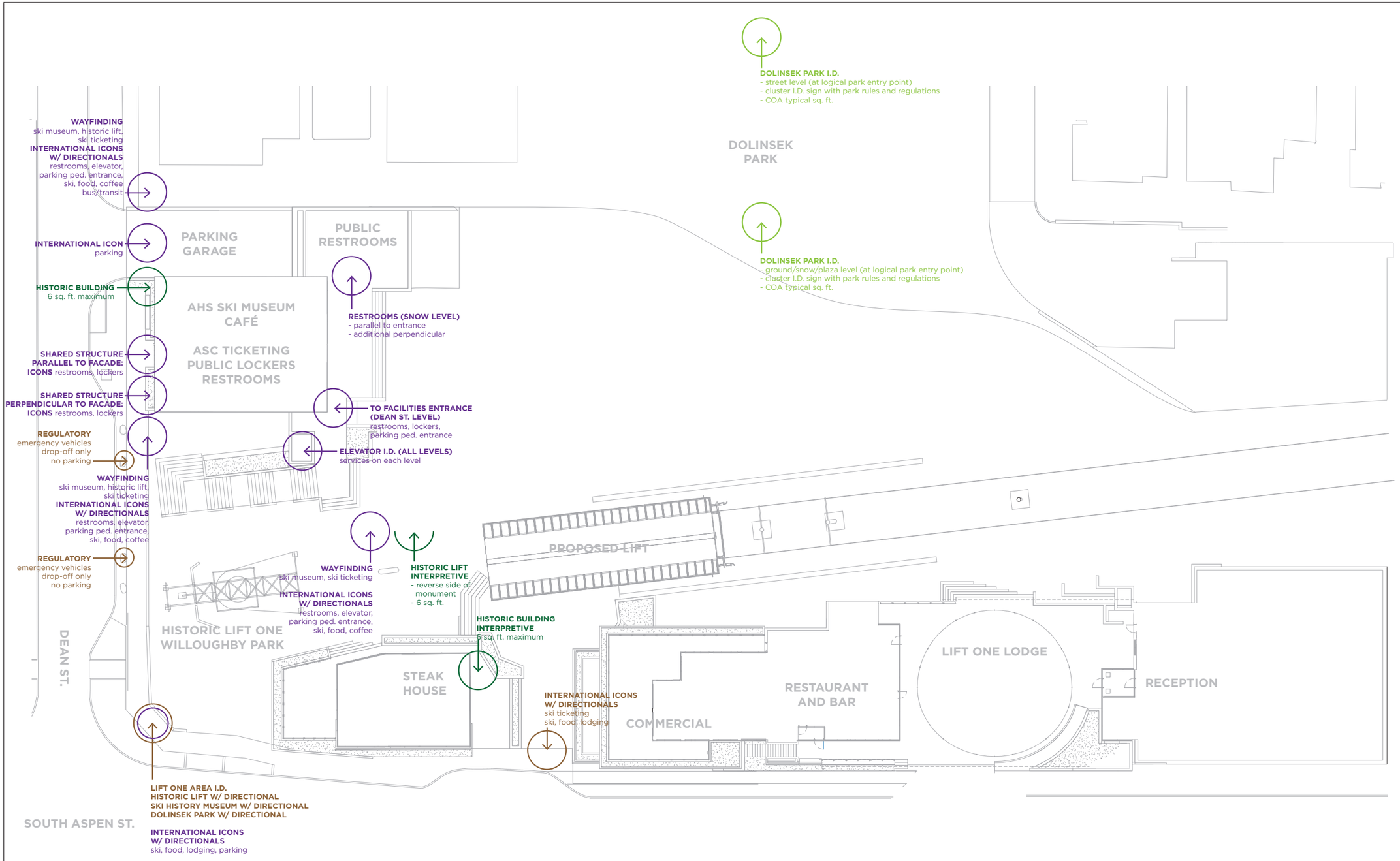
strategic visual communications
post office box 1790
basalt, colorado 81621
970.927.4459
www.essedesign.net

LIFT ONE AREA
SCHEMATIC
WAYFINDING
PLAN

DRAFT

DRAWING TITLE:
WAYFINDING DIAGRAM (1c)

DRAWING #:
02c



NOTES:

All locations are approximate and meant to indicate relevant placement according to primary and secondary entrances as well as view planes from a distance.

SIGNAGE ALLOCATION AND LOCATION BY STAKEHOLDER COLOR CODE:

LIFT ONE AREA | HISTORIC REQ./ASSET | DOLINSEK PARK | PUBLIC FACILITIES

LIFT ONE LODGE

710 SOUTH ASPEN STREET
ASPEN, CO 81611

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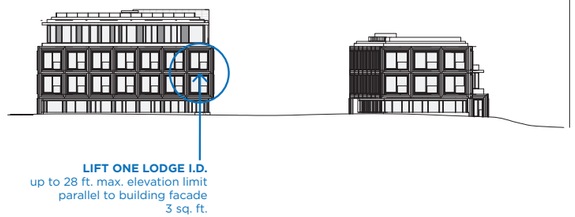
LIFT ONE AREA SCHEMATIC WAYFINDING PLAN

DRAFT

DRAWING TITLE:
WAYFINDING DIAGRAM (1d)

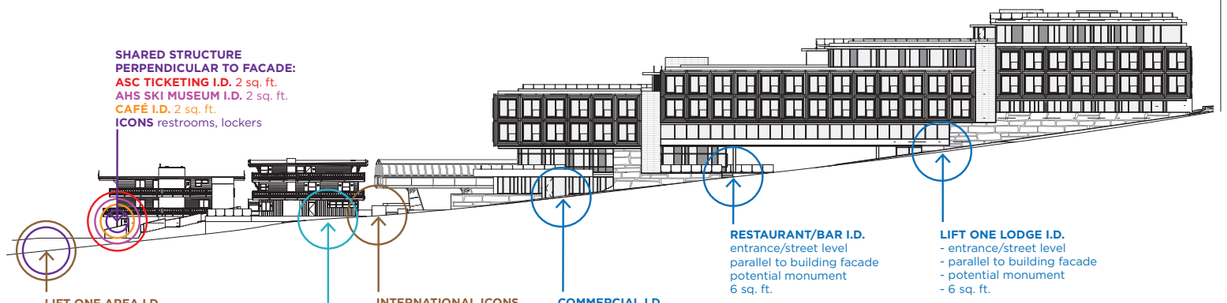
DRAWING #:
02d

SOUTH ELEVATION



LIFT ONE LODGE I.D.
up to 28 ft. max. elevation limit
parallel to building facade
3 sq. ft.

WEST ELEVATION



SHARED STRUCTURE PERPENDICULAR TO FACADE:
ASC TICKETING I.D. 2 sq. ft.
AHS SKI MUSEUM I.D. 2 sq. ft.
CAFÉ I.D. 2 sq. ft.
ICONS restrooms, lockers

LIFT ONE AREA I.D.
HISTORIC LIFT W/ DIRECTIONAL
SKI HISTORY MUSEUM W/ DIRECTIONAL
DOLINSEK PARK W/ DIRECTIONAL
INTERNATIONAL ICONS W/ DIRECTIONALS
ski, food, lodging, parking

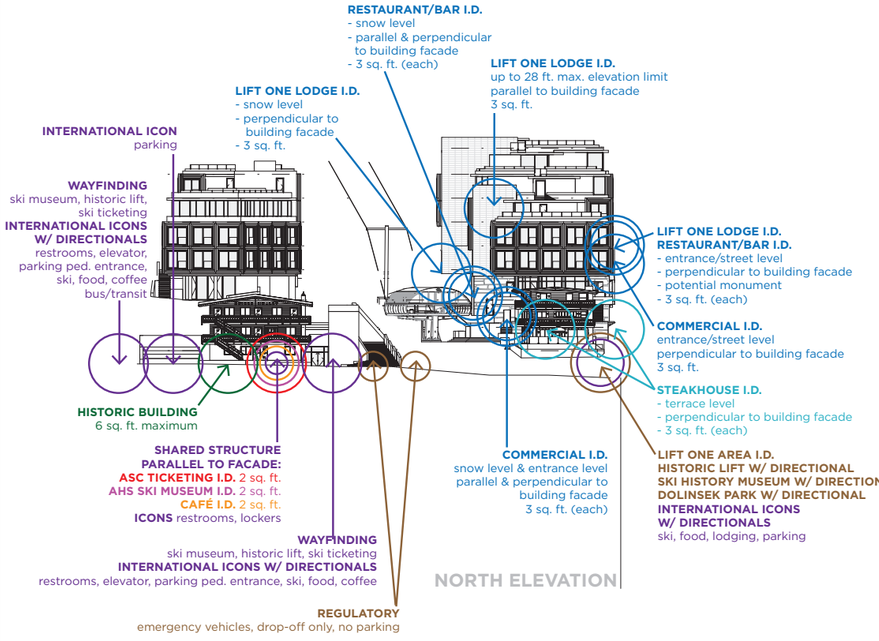
STEAKHOUSE I.D.
- entrance/street level
- parallel to building facade
- 3 sq. ft. (each)

INTERNATIONAL ICONS W/ DIRECTIONALS
ski ticketing
ski, food, lodging

COMMERCIAL I.D.
entrance/street level
parallel to building facade
3 sq. ft.

RESTAURANT/BAR I.D.
entrance/street level
parallel to building facade
potential monument
6 sq. ft.

LIFT ONE LODGE I.D.
- entrance/street level
- parallel to building facade
- potential monument
- 6 sq. ft.



RESTAURANT/BAR I.D.
- snow level
- parallel & perpendicular to building facade
- 3 sq. ft. (each)

LIFT ONE LODGE I.D.
- snow level
- perpendicular to building facade
- 3 sq. ft.

LIFT ONE LODGE I.D.
up to 28 ft. max. elevation limit
parallel to building facade
3 sq. ft.

INTERNATIONAL ICON
parking

WAYFINDING
ski museum, historic lift, ski ticketing
INTERNATIONAL ICONS W/ DIRECTIONALS
restrooms, elevator, parking ped. entrance, ski, food, coffee
bus/transit

LIFT ONE LODGE I.D.
RESTAURANT/BAR I.D.
- entrance/street level
- perpendicular to building facade
- potential monument
- 3 sq. ft. (each)

COMMERCIAL I.D.
entrance/street level
perpendicular to building facade
3 sq. ft.

STEAKHOUSE I.D.
- terrace level
- perpendicular to building facade
- 3 sq. ft. (each)

HISTORIC BUILDING
6 sq. ft. maximum

SHARED STRUCTURE PARALLEL TO FACADE:
ASC TICKETING I.D. 2 sq. ft.
AHS SKI MUSEUM I.D. 2 sq. ft.
CAFÉ I.D. 2 sq. ft.
ICONS restrooms, lockers

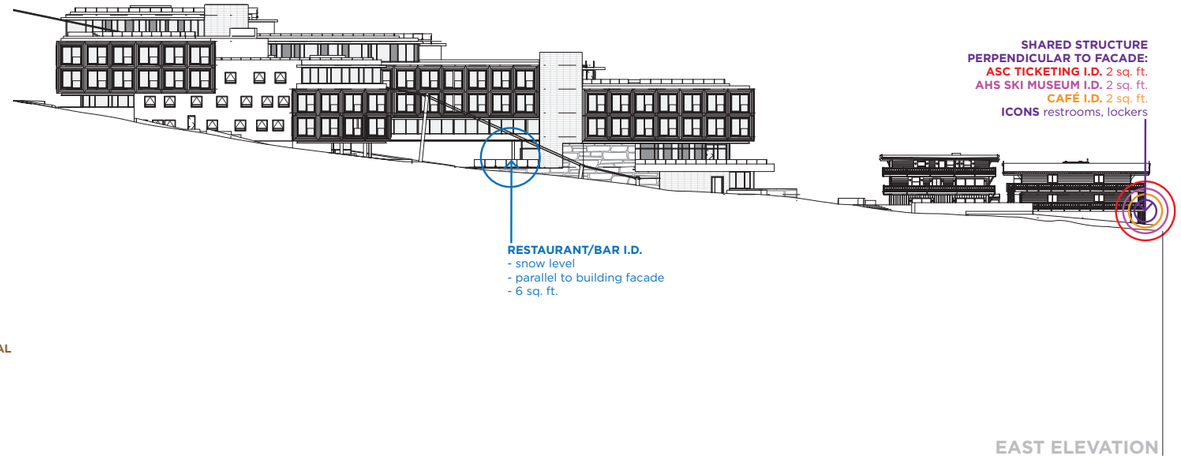
COMMERCIAL I.D.
snow level & entrance level
parallel & perpendicular to building facade
3 sq. ft. (each)

LIFT ONE AREA I.D.
HISTORIC LIFT W/ DIRECTIONAL
SKI HISTORY MUSEUM W/ DIRECTIONAL
DOLINSEK PARK W/ DIRECTIONAL
INTERNATIONAL ICONS W/ DIRECTIONALS
ski, food, lodging, parking

WAYFINDING
ski museum, historic lift, ski ticketing
INTERNATIONAL ICONS W/ DIRECTIONALS
restrooms, elevator, parking ped. entrance, ski, food, coffee

REGULATORY
emergency vehicles, drop-off only, no parking

NORTH ELEVATION



SHARED STRUCTURE PERPENDICULAR TO FACADE:
ASC TICKETING I.D. 2 sq. ft.
AHS SKI MUSEUM I.D. 2 sq. ft.
CAFÉ I.D. 2 sq. ft.
ICONS restrooms, lockers

RESTAURANT/BAR I.D.
- snow level
- parallel to building facade
- 6 sq. ft.

EAST ELEVATION

LIFT ONE LODGE
ELEVATIONS

SIGNAGE ALLOCATION AND LOCATION BY STAKEHOLDER COLOR CODE:

LIFT ONE AREA | LIFT ONE LODGE | STEAKHOUSE | AHS MUSEUM | AHS CAFÉ | ASC | HISTORIC REQ./ASSET | DOLINSEK PARK | PUBLIC FACILITIES

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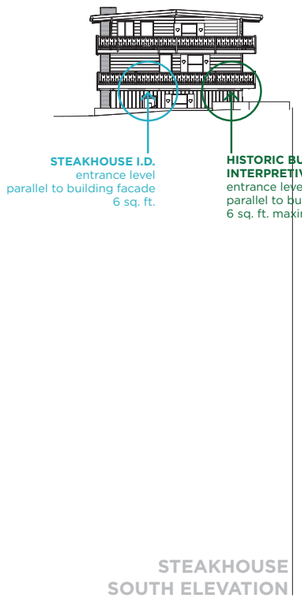
970.927.4459
www.essedesign.net

LIFT ONE AREA
SCHEMATIC
WAYFINDING
PLAN

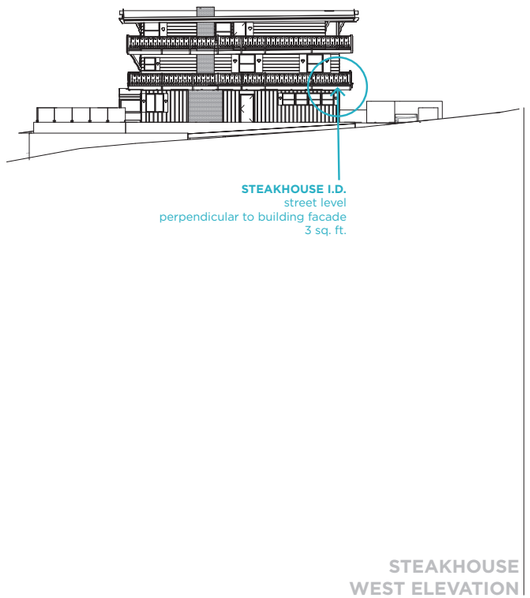
DRAFT

DRAWING TITLE:
WAYFINDING DIAGRAM (2)

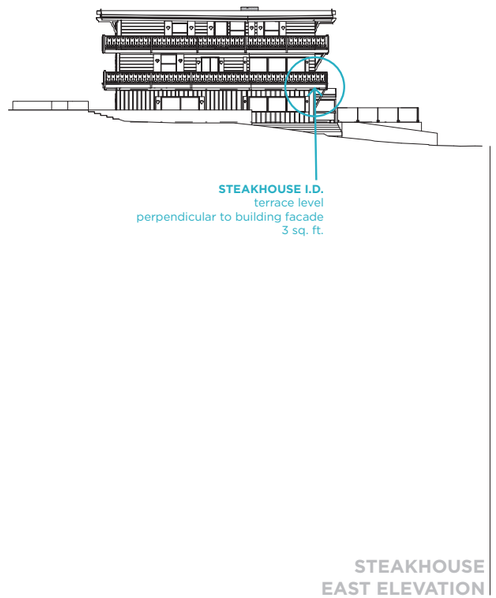
DRAWING #:
03



STEAKHOUSE
SOUTH ELEVATION



STEAKHOUSE
WEST ELEVATION



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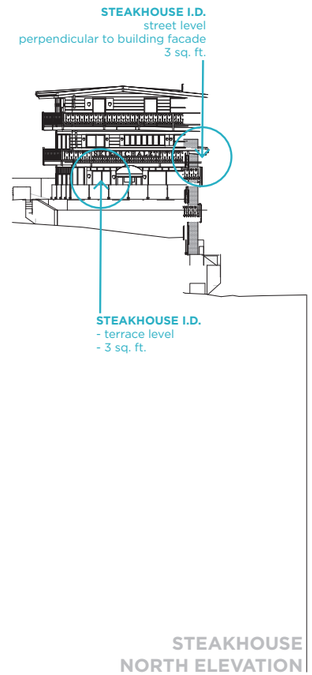
EAST ELEVATION



STEAKHOUSE
NORTH ELEVATION

STEAKHOUSE
ELEVATIONS

SIGNAGE ALLOCATION AND LOCATION BY STAKEHOLDER COLOR CODE:

LIFT ONE AREA | LIFT ONE LODGE | STEAKHOUSE | AHS MUSEUM | AHS CAFÉ | ASC | HISTORIC REQ./ASSET | DOLINSEK PARK | PUBLIC FACILITIES

LIFT ONE LODGE

710 SOUTH ASPEN STREET
ASPEN, CO 81611

OWNER:
LIFT ONE LODGE ASPEN, LLC
605 W. MAIN STREET
SUITE 2
ASPEN, CO 81611
(970) 544 4196

WAYFINDING CONSULTANT:

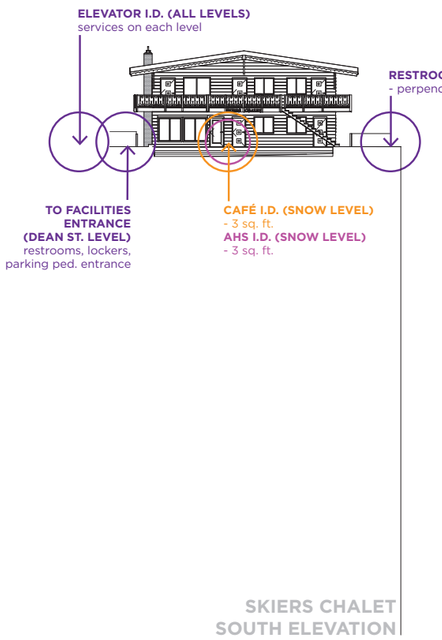
essedesign
strategic visual communications
post office box 1790
basalt, colorado 81621
970.927.4459
www.essedesign.net

LIFT ONE AREA
SCHEMATIC
WAYFINDING
PLAN

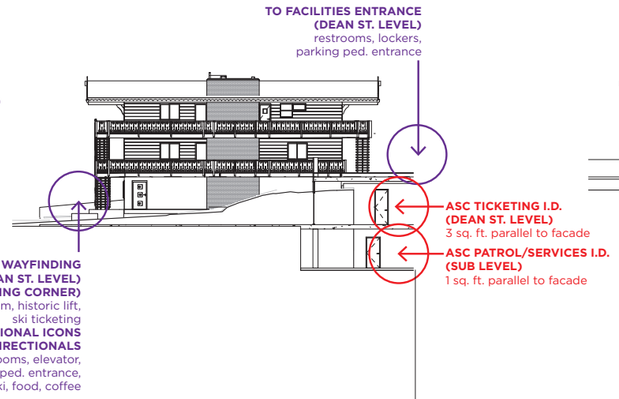
DRAFT

DRAWING TITLE:
WAYFINDING DIAGRAM (3)

DRAWING #:
04



SKIERS CHALET
SOUTH ELEVATION



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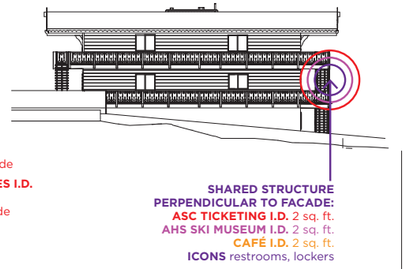
WEST ELEVATION



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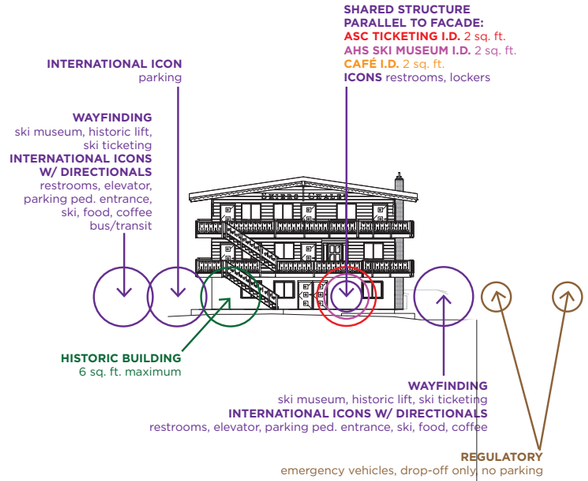

SKIERS CHALET
NORTH ELEVATION

SKIERS CHALET
ELEVATIONS

SIGNAGE ALLOCATION AND LOCATION BY STAKEHOLDER COLOR CODE:

LIFT ONE AREA | LIFT ONE LODGE | STEAKHOUSE | AHS MUSEUM | AHS CAFÉ | ASC | HISTORIC REQ./ASSET | DOLINSEK PARK | PUBLIC FACILITIES

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LIFT ONE AREA
SCHEMATIC
WAYFINDING
PLAN

DRAFT

DRAWING TITLE:
WAYFINDING DIAGRAM (4)

DRAWING #:
05

LIFT ONE LODGE

A PARCEL OF LAND SITUATED IN SECTION 13, TOWNSHIP 10 SOUTH, RANGE 85 WEST OF THE 6th P.M.
CITY OF ASPEN, COUNTY OF PITKIN, STATE OF COLORADO
PROJECT DETAIL REVIEW

GENERAL CONSTRUCTION NOTES:

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF ASPEN'S LATEST DESIGN STANDARDS UNLESS OTHERWISE NOTED. ALL WORK ITEMS NOT COVERED WITHIN THE CITY'S DESIGN STANDARDS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE LATEST REVISION OF THE COLORADO DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND M & S STANDARDS.
2. THE EXISTING CONTOUR INTERVAL IS ONE (1) FOOT (DASHED). EXISTING CONDITIONS ARE BASED ON AN IMPROVEMENT SURVEY PERFORMED BY SOPRIS SURVEYING INC..
3. ALL EXISTING UTILITIES EITHER UNDERGROUND OR OVERHEAD, SHALL BE MAINTAINED IN CONTINUOUS SERVICE THROUGHOUT THE ENTIRE CONSTRUCTION PERIOD. THE CONTRACTOR SHALL BE RESPONSIBLE AND LIABLE FOR ANY DAMAGE TO, OR INTERRUPTION OF SERVICES CAUSED BY THE CONSTRUCTION.
4. ALL CONTRACTORS AND SUBCONTRACTORS SHALL HAVE A SET OF APPROVED CONSTRUCTION DOCUMENTS ON SITE AT ALL TIMES.
5. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING CONDITIONS OUTSIDE THE DESIGNATED IMPROVEMENT AREA FROM DAMAGE. ANY DAMAGE TO EXISTING AREAS OUTSIDE THE DESIGNATED IMPROVEMENT AREA DURING CONSTRUCTION SHALL, AT A MINIMUM, BE RESTORED TO A STATE EQUAL TO ITS PRE CONSTRUCTION STATE.
6. THE GENERAL CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS TO COMPLETE WORK, AND SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS. IDENTIFYING THE NEED FOR A PERMIT, PREPARING THE APPLICATION, AND PAYING THE SUBMITTAL AND REVIEW FEES NECESSARY TO SECURE PERMITS WILL BE THE TOTAL RESPONSIBILITY OF THE GENERAL CONTRACTOR. A COPY OF ALL PERMITS MUST BE POSTED AND WEATHER PROOFED ON SITE AT ALL TIMES.
7. THE GENERAL CONTRACTOR SHALL PERFORM THE WORK ACCORDING TO ALL LOCAL GOVERNMENT, COUNTY, STATE, AND FEDERAL SAFETY AND HEALTH REGULATIONS. IN PARTICULAR, THE "TRENCHING" AND "OPEN EXCAVATION" OPERATIONS SHALL COMPLY WITH ALL CURRENT O.S.H.A. REGULATORY REQUIREMENTS.
8. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING THEIR OWN DISPOSAL SITE FOR ALL DISPOSED MATERIALS.
9. COORDINATION WITH OTHER AGENCIES: THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING INSPECTIONS PERFORMED BY OTHER GOVERNMENTAL AGENCIES, AND THE ENGINEER OF RECORD, AS PRESCRIBED IN THEIR PERMITS AND APPROVALS.
10. MAINTAIN TRAFFIC CONTROL DEVICES: THE CONTRACTOR SHALL INSTALL AND MAINTAIN FENCES, BARRIERS, LIGHTS AND SIGNS THAT ARE NECESSARY TO GIVE ADEQUATE WARNING TO THE PUBLIC AND TRAVELING MOTORISTS AT ALL TIMES.
11. NO MATERIAL OR EQUIPMENT SHALL BE STORED IN THE PUBLIC RIGHT-OF-WAY WITHOUT PRIOR APPROVAL FROM THE CITY.
12. NOTIFY UTILITY OWNERS: CONTRACTOR SHALL NOTIFY ALL PUBLIC OR PRIVATE UTILITY OWNERS FORTY-EIGHT HOURS (OR AS REQUIRED BY UTILITY COMPANIES) PRIOR TO COMMENCEMENT OF WORK ADJACENT TO THE UTILITY.
13. IT IS THE CONTRACTORS RESPONSIBILITY TO SCHEDULE INSTALLATION INSPECTIONS AND SCHEDULE/OBTAIN AS-BUILT SURVEY DATA DURING CONSTRUCTION OF ALL IMPROVEMENTS TO INCLUDE, BUT NOT LIMITED TO, STORM PIPE INVERTS AT ALL BENDS, INLETS, OUTFALLS, EXCAVATED DEPTHS OF WATER QUALITY TREATMENT AREAS, AND UTILITY INFRASTRUCTURE. THE CONTRACTOR SHALL REFER TO THE CITY'S GRADING AND DRAINAGE CERTIFICATE REQUIREMENTS FOR FURTHER INFORMATION. THIS DOCUMENT IS REQUIRED PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY.
14. COORDINATION WITH OTHER CONTRACTORS: WHERE TWO OR MORE CONTRACTORS ARE WORKING IN THE SAME AREA, EACH SHALL CONDUCT THEIR OPERATIONS IN SUCH A MANNER AS NOT TO CAUSE ANY UNNECESSARY DELAY OR HINDRANCE TO THE OTHER. WHERE CONFLICTS CANNOT BE AVOIDED, THE LOCAL GOVERNMENT WILL DETERMINE WHICH CONTRACTOR(S) HAVE CONSTRUCTION PRIORITY OVER THE OTHER CONTRACTORS AND THE TERMS OF SUCH CONSTRUCTION PRIORITY.
15. THE CONTRACTOR AND SUB-CONTRACTOR MUST MAKE EVERY ATTEMPT TO PREVENT DAMAGE TO EXISTING TREES AND ASSOCIATED ROOTS IN AND AROUND THE SUBJECT PROPERTY.

CONCRETE FLATWORK SPECIFICATIONS

1. CONCRETE MATERIAL AND PLACEMENT SHALL BE CDOT CLASS D MIX, WITH 4500 PSI COMPRESSIVE STRENGTH.
2. WEATHER PROTECTION SHALL BE PROVIDED IN COMPLIANCE WITH CDOT STANDARD SPECIFICATIONS (LATEST STANDARDS) SECTION 412 & 601.
3. PERMITTEE SHALL SCHEDULE A FORM INSPECTION AND OBTAIN APPROVAL PRIOR TO POURING WITHIN CITY OF ASPEN RIGHT-OF-WAY.
4. DAMAGED CONCRETE PAVEMENT SHALL BE REMOVED AND REPLACED AS A FULL PANEL SECTION WITH DOWELS SET INTO ADJACENT PANELS IN COMPLIANCE WITH CDOT STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION AND M&S STANDARDS (LATEST EDITION).
5. DAMAGED FLATWORK AND CURB AND GUTTER SHALL BE REPLACED IN FULL SECTIONS FROM EXISTING CONTRACTION JOINTS. PARTIAL SECTION REPLACEMENT SHALL NOT BE PERMITTED.
6. CONCRETE REMOVED ADJACENT TO ASPHALT PAVEMENTS SHALL BE SAWCUT A MINIMUM OF 2' STRIP ALONG THE ABUTTING EDGE PRIOR TO REMOVAL IN ORDER TO REMOVE WITHOUT DAMAGE TO THE ASPHALT PAVEMENT. THE SAWCUT EDGE SHALL NOT BE USED AS A FORM FOR THE NEW CONCRETE. TEMPORARY FORMWORK SHALL BE PLACED ALONG THE SAWCUT EDGE IN THE DESIRED ALIGNMENT. THE TOP EDGE OF THE REPLACED CONCRETE SECTION (CONC. LIP) SHALL BE STRAIGHT AND TRUE WITHOUT WARPING OR IRREGULARITY. AFTER THE FORMWORK IS REMOVED, THE GAP SHALL BE RE-PAVED WITH ASPHALT. DAMAGE CAUSED TO THE EDGE OF THE ASPHALT PAVEMENT SHALL RESULT IN THE ASSESSMENT OF A RESTORATION FOR ASPHALT RESURFACING.
7. SUBGRADE ELEVATION SHALL BE BROUGHT UP TO +/- 0.05 FOOT OF FINAL GRADE PER PLANS, WITH APPROVED MATERIALS PRIOR TO PLACING FORMS.
8. NO WATER SHALL BE PLACED ON CONCRETE SURFACE TO ASSIST FINISHING.
9. VARIATIONS OF CONCRETE SURFACE SHALL NOT EXCEED $\frac{1}{8}$ INCH IN TEN FEET (10') IN ALL DIRECTIONS.
10. LIQUID MEMBRANE CURING COMPOUND SHALL BE PLACED IN COMPLIANCE WITH CDOT STANDARD SPECIFICATIONS (LATEST EDITION) SECTION 601.13.36 AT A RATE TO COMPLETELY COAT ALL EXPOSED SURFACES.
11. PERMITTEE SHALL BE RESPONSIBLE FOR REPAIRING SIDEWALK, CURB, OR GUTTER DAMAGED FROM WORK ACTIVITIES OF PERMITTEE.
12. PERMITTEE SHALL BE RESPONSIBLE FOR INSTALLATION OF NEW SIDEWALK, CURB AND GUTTER PER CITY CODE, AND FOR REPAIR OF SIDEWALK, CURB AND GUTTER PER CITY CODE.
13. SIDEWALKS MUST BE CONSTRUCTED WITH 4 INCH THICK CONCRETE AND MUST HAVE 4500 PSI COMPRESSIVE STRENGTH WITHIN 28 DAY MAX. CURING PERIOD. 80 PERCENT OF THIS STRENGTH MUST BE ACHIEVED IN 7 DAYS FOLLOWING PLACEMENT OF CONCRETE.
14. ALL CONTRACTION JOINTS SHALL BE SAWN JOINTS AND MUST BE CUT WITHIN 12 HOURS OF PLACEMENT. SAWN JOINTS SHALL BE STRAIGHT AND TRUE AND 3-6mm IN WIDTH AND 1/3 OF CONCRETE THICKNESS AND CUT AT INTERVALS EQUAL TO THE WIDTH OF SIDEWALK.
15. BASE FOR FLATWORK SHALL BE AT LEAST 6" OF CDOT CLASS 6 ABC COMPACTED TO 95% OF STANDARD PROCTOR DENSITY WITHIN 2% OF OPTIMUM MOISTURE.
16. COARSE BROOM FINISH SHALL BE PROVIDED PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL ON SIDEWALK AND RAMPS AND PERPENDICULAR TO THE DIRECTION OF WATER FLOW ON CURB AND GUTTER.

NOTE:

THESE PLANS ARE CONCEPTUAL OR ILLUSTRATIVE IN NATURE. PRECISE INFORMATION SHALL BE PROVIDED AS PART OF THE BUILDING PERMIT APPLICATION, AND IN SITUATIONS WHERE THE FINAL PD DEVELOPMENT PLANS AND APPROVED BUILDING PERMIT DIFFER, THE APPROVED BUILDING PERMIT SHALL RULE.

EROSION CONTROL NOTES:

1. CONTRACTOR MUST UTILIZE "BEST MANAGEMENT PRACTICES" (BMP), TO CONTROL EROSION AND SEDIMENTATION DURING CONSTRUCTION, TO INCLUDE THE INSTALLATION OF INLET PROTECTION AROUND THE NEAREST DOWNSTREAM RECEIVING INLET LOCATED WITHIN THE CITY'S ROW.
2. CONTRACTOR IS RESPONSIBLE FOR INSTALLATION AND MAINTENANCE OF ALL TEMPORARY EROSION CONTROL MEASURES.
3. DUST CAUSED BY EXCAVATION, TOPSOIL REMOVAL OPERATIONS, OR ROAD BASE PLACEMENT SHALL BE CONTROLLED BY THE CONTRACTOR AT HIS EXPENSE. THE ENGINEER OR CITY MAY REQUIRE THE CONTRACTOR AT ANY TIME TO DISCONTINUE CONSTRUCTION ACTIVITIES UNTIL DUST CONDITIONS ARE REDUCED TO THE CITY'S SATISFACTION.
4. THE CONTRACTOR WILL BE REQUIRED TO FURNISH AND APPLY A DUST PALLIATIVE ON THE SITE AS DIRECTED BY THE CITY. DUST PALLIATIVE MAY CONSIST OF WATER OR A NON-POLLUTING SOLUTION. SPREADING OF WATER OR WATER MIXTURE SHALL BE DONE WITH ACCEPTABLE SPRINKLING EQUIPMENT. ALL DUST CONTROL SHALL EXTEND BEYOND THE CONSTRUCTION AREA PROPER TO THE SIDE STREETS ENTERING AND EXISTING THE PROJECT, WHERE MUD AND DIRT FROM CONSTRUCTION EQUIPMENT, AS WELL AS LOCAL TRAFFIC, MAY GET ONTO THE SIDE STREETS. CLEANUP OF THESE AREAS WILL BE REQUIRED AS NECESSARY OR AS DIRECTED BY THE CITY/OWNER/ENGINEER.
5. MAINTENANCE OF PROPER DRAINAGE AND CLEANING TEMPORARY SEDIMENT CONTAINMENT DURING THE PROGRESS OF THE CONTRACT IS ESSENTIAL. ANY DAMAGE DUE TO IMPROPER MAINTENANCE OF SAID DRAINAGE PRIOR TO FINAL ACCEPTANCE OF THE PROJECT WILL BE THE CONTRACTOR'S RESPONSIBILITY.
6. BMP'S SHALL BE INSTALLED BEFORE ANY EARTH DISTURBING ACTIVITIES COMMENCE.
7. STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SHALL NOT CAUSE, HAVE THE REASONABLE POTENTIAL TO CAUSE, OR MEASURABLY CONTRIBUTE TO AN EXCEEDANCE OF ANY WATER QUALITY STANDARD.
8. CONSTRUCTION SHALL BE PHASED IN A MANNER TO LIMIT EARTH DISTURBING ACTIVITIES (I.E. THE ENTIRE PROJECT SITE SHOULD NOT BE DISTURBED IF CONSTRUCTION WILL ONLY BE OCCURRING IN ONE PARTICULAR SECTION).
9. SEDIMENT CAUSED BY ACCELERATED SOIL EROSION SHALL BE REMOVED FROM RUNOFF WATER BEFORE IT LEAVES THE CONSTRUCTION SITE.
10. BULK STORAGE STRUCTURES FOR PETROLEUM PRODUCTS AND ANY OTHER CHEMICALS SHALL HAVE SECONDARY CONTAINMENT OR EQUIVALENT PROTECTION TO CONTAIN ALL SPILLS AND PREVENT ANY SPILLED MATERIAL FROM ENTERING STATE WATERS.
11. THE EROSION CONTROL PLAN SHALL BE CONTINUOUSLY UPDATED TO REFLECT NEW OR REVISED BEST MANAGEMENT PRACTICES (BMP'S) DUE TO CHANGES IN DESIGN, CONSTRUCTION, OPERATION, OR MAINTENANCE OF THE CONSTRUCTION SITE. UPDATES MUST BE MADE WITHIN 72 HOURS FOLLOWING THE CHANGE IN BMP'S.
12. THE CONTRACTOR SHALL INSPECT THE CONSTRUCTION SITE (INCLUDING ALL BMP'S, STORAGE CONTAINERS, AND CONSTRUCTION EQUIPMENT) A MINIMUM OF EVERY 14 CALENDAR DAYS AND WITHIN 24 HOURS AFTER A PRECIPITATION EVENT OR SNOW MELT THAT MAY CAUSE SURFACE EROSION.
13. THE CONTRACTOR SHALL KEEP A RECORD OF ALL INSPECTIONS ON SITE AND AVAILABLE FOR REVIEW BY CITY STAFF. INSPECTION REPORTS MUST IDENTIFY ANY INCIDENTS OF NON-COMPLIANCE WITH THE TERMS AND CONDITIONS OF THE PERMIT.
14. STRAW BALES SHALL NOT BE USED FOR PRIMARY EROSION OR SEDIMENT CONTROL (I.E. STRAW BALES MAY BE USED FOR REINFORCEMENT BEHIND ANOTHER BMP SUCH AS SILT FENCE).
15. BMP'S INTENDED FOR SHEET FLOW SEDIMENT RUNOFF SHALL BE PLACED PARALLEL TO THE SLOPE.
16. ALL BMP'S SHALL BE CLEANED WHEN SEDIMENT LEVELS ACCUMULATE TO HALF THE DESIGN OF THE BMP UNLESS OTHERWISE SPECIFIED.
17. A VEHICLE TRACKING PAD (VTP) SHALL BE PLACED AT ALL EXITS FROM THE SITE TO PREVENT TRACK-OUT ONTO CITY STREETS. IF TRACK-OUT DOES OCCUR, THE CONTRACTOR SHALL IMMEDIATELY SWEEP THE STREET OF DEBRIS.
18. ALL PORTA-POTTY STRUCTURES MUST BE FIRMLY SECURED WITH #4 REBAR ANCHORS OR EQUAL. MUST BE PLACED AWAY FROM FLOW LINES OF STREET, SWALES, RAIN GARDENS & AWAY FROM INLETS.
19. A CONCRETE WASHOUT AREA (CWA) MUST BE PROVIDED AND ROUTINELY MAINTAINED. NO WASHING OUT OF CONCRETE TRUCKS OR WASHING OF SWEEPINGS FROM EXPOSED AGGREGATE CONCRETE INTO STORM DRAINS, OPEN DITCHES, STREETS OR STREAMS IS ALLOWED.
20. EXCESS CONCRETE IS NOT ALLOWED TO BE DUMPED ON-SITE, EXCEPT IN DESIGNATED TEMPORARY CONCRETE WASHOUT AREAS (CWA).
21. ON-SITE TEMPORARY CONCRETE WASHOUT FACILITIES WILL BE CONSTRUCTED AND MAINTAINED IN SUFFICIENT QUANTITY AND SIZE TO CONTAIN ALL LIQUID AND CONCRETE WASTE GENERATED BY WASHOUT OPERATIONS AND MUST BE CLEANED OUT OR REPLACED BEFORE THE WASHOUT IS 75% FULL.
22. STOCKPILES OF SOIL OR OTHER ERODABLE MATERIALS MUST BE MANAGED SO THAT STORMWATER DOES NOT COME IN CONTACT WITH THE PILE AND POTENTIALLY WASH POLLUTANTS OFFSITE. AT A MINIMUM STOCKPILES SHALL BE ROUTINELY WETTED AND/OR BLANKETED AS WELL AS INCLUDE AN EROSION SOCK PERIMETER BARRIER TO PREVENT WIND EROSION AND SEDIMENT TRANSPORT OFFSITE. STOCKPILES THAT ARE INACTIVE FOR MORE THAN 7 DAYS WILL REQUIRE SOIL BINDER OR HAVE MULCH/MULCH TACKIFIER APPLIED.
23. EROSION CONTROL BLANKETS SHALL BE INSTALLED ON ALL SLOPES EXCEEDING 3:1.

WATER SERVICE INSTALLATION SPECIFICATIONS:

1. ALL WATER MAIN CONSTRUCTION SHALL CONFORM TO THE LATEST EDITION OF THE CITY OF ASPEN WATER DEPARTMENT DESIGN STANDARDS.
2. NO PVC PIPE IS ALLOWED ON POTABLE WATER SYSTEMS.
3. THE PIPE BEDDING MATERIAL SHALL BE $\frac{3}{4}$" INCH CRUSHED SCREENED ROCK HAULED IN FOR BEDDING AND NOT NATIVE EXCAVATED MATERIAL.
4. THE BACKFILL MATERIAL FROM 12 INCHES ABOVE THE TOP OF THE PIPE TO THE TOP OF THE TRENCH SHALL BE CLASS 6 AGGREGATE BASE COURSE MATERIAL.
5. MINIMUM COVER OF WATER MAINS AND SERVICE LINES SHALL BE 7 FEET DEEP FROM TOP OF PIPE TO FINISHED GRADE. MAXIMUM DEPTH AT FINISHED GRADE WILL NOT EXCEED 10 FEET.
6. ALL FITTINGS MUST HAVE MEGA LUG FITTINGS IN ADDITION TO CONCRETE THRUST BLOCKS.
7. VALVES: GATE VALVES SHALL BE INSTALLED FOR ALL VALVES 12" AND SMALLER AND SHALL BE A MUELLER OR PREAPPROVED EQUIVALENT RESILIENT SEAT, EPOXY COATED MECHANICAL JOINT, NON-RISING VALVE STEM AND SHALL OPEN BY TURNING TO THE LEFT, COUNTER-CLOCKWISE. VALVES SHALL CONFORM TO AWWA SPECIFICATIONS C-509; OR THE LATEST REVISION THEREOF; SHALL BE CLASS 250 MUELLER OR PREAPPROVED EQUIVALENT. VALVES GREATER THAN 12" WILL BE SPECIFIED ON A CASE BY CASE BASIS, DEPENDING ON THE PRESSURES THAT WILL BE ACCOMMODATED BY THE VALVES. IN ZONES WHICH HAVE STATIC PRESSURES GREATER THAN 80 PSI THE VALVE APPLICATION WILL BE A CLASS 250 BUTTERFLY VALVE OF THE ABOVE MENTIONED MANUFACTURERS WITH EPOXY INTERIOR AND EXTERIOR COATINGS. AT INTERSECTIONS, GATE VALVES SHALL BE INSTALLED WITHIN 3' OF A TEE, CROSS, OR BEND, ALL CONNECTIONS SHALL HAVE MEGA-LUGS ON THE FITTINGS EXCEPT WHERE THE TEE BRANCH AND BRANCH VALVE ARE FLANGED. ALL MECHANICAL JOINT FITTINGS WILL HAVE MEGA-LUG FITTINGS, AND CONCRETE THRUST BLOCKS OR TIE RODS (ONLY WERE APPROVED).
8. ALL SERVICE TAPS SHALL BE PERFORMED BY THE CITY OF ASPEN WATER DEPARTMENT.
9. THE CITY OF ASPEN POLICY DOES NOT ALLOW WATER LINE INSTALLATION BETWEEN NOVEMBER 1 AND APRIL 15TH.
10. A PRE-CONSTRUCTION MEETING IS REQUIRED PRIOR TO COMMENCING ANY WORK.
11. ALL VALVES CONNECTING TO THE CITY OF ASPEN WATER SYSTEM SHALL BE OPERATED BY THE CITY OF ASPEN WATER DEPARTMENT PERSONNEL ONLY.

PAVING SPECIFICATIONS:

PAVEMENT REMOVAL:

1. ALL ASPHALT PAVEMENT CUTS SHALL BE IN STRAIGHT NEAT LINES. IRREGULAR SHAPED CUTS WITH MORE THAN FOUR (4) SIDES OR CUTS WITHIN EXISTING PATCHES SHALL NOT BE ALLOWED. ALL CUTS SHALL BE RECTANGULAR IN SHAPE, AND EDGES SHALL BE PARALLEL OR PERPENDICULAR TO THE FLOW OF TRAFFIC.
2. IN ORDER TO PROVIDE STRAIGHT EDGES, ALL ASPHALT PAVEMENT CUTS SHALL BE CUT BY A MECHANICAL SAW CUTTING EQUIPMENT, ROTOMILLING, OR OTHER APPROVED METHOD WHICH ASSURES A NEAT STRAIGHT EDGE FOR THE REQUIRED DEPTH OF THE CUT.
3. ASPHALT PAVEMENT CUTS SHALL BE SUCH THAT NO LONGITUDINAL JOINT LIES WITHIN THE WHEEL TRACK; ANY PATCH WHICH PENETRATES A WHEEL PATH MUST BE EXTENDED TO FULL LANE WIDTH.
4. CONCRETE PAVEMENT SHALL BE REMOVED AND REPLACED FROM EXISTING PANEL JOINTS ONLY.
5. STRESS CRACKING OF EXISTING PAVEMENT MAY OCCUR DURING EXCAVATION FOR A VARIETY OF REASONS. IF THIS OCCURS, THE CONTRACTOR MUST SAWCUT AT LEAST 12" BEYOND THE LIMIT OF VISIBLE CRACKS AND REMOVE ALL STRESSED PAVEMENT.

ASPHALT PAVEMENTS:

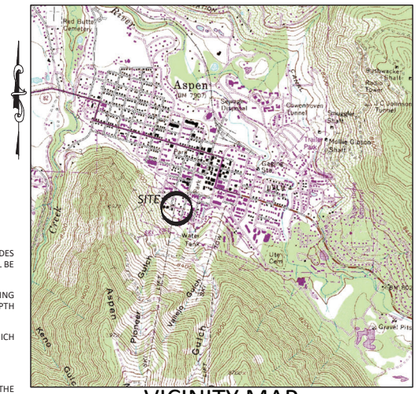
6. THE MINIMUM PATCH DIMENSIONS SHALL BE TWELVE INCHES (12" MIN.) BEYOND EACH SIDE OF THE TRENCH OR EXCAVATION; REFER TO DETAILS AND CITY OF ASPEN'S LATEST DESIGN STANDARDS.
7. THE LONGITUDINAL EDGES OF THE PATCH SHALL NOT FALL WITHIN THE EXISTING WHEEL TRACKS WHENEVER POSSIBLE.
8. PRIOR TO PLACING THE PERMANENT PATCH, THE EXISTING PAVEMENT SHALL BE SAWCUT TO A NEAT STRAIGHT-LINE, SQUARE TO THE TRAVEL LANE.
9. ASPHALT MIX SHALL BE CDOT, SX-MIX ($\frac{1}{2}$"). PATCH BACK AREAS GREATER THAN ONE HUNDRED TWENTY SQUARE FEET (120 S.F.) SHALL REQUIRE THE SUBMITTAL AND APPROVAL OF A MIX DESIGN TO THE ENGINEER PRIOR TO PLACEMENT.
10. COMPACTION SHALL BE AT LEAST 95% OF MAX. DENSITY WITHIN 2% OPTIMUM MOISTURE AS DEFINED BY ASTM 1557 METHOD "C".
11. COMPACTION EQUIPMENT SHALL BE CAPABLE OF COMPACTING CORNERS AND EDGES OF PATCH.
12. HOT BITUMINOUS PATCHES SHALL BE PLACED A MIN. OF 5-INCHES OR MATCH EXISTING DEPTH, WHICHEVER IS GREATER. PLACEMENT SHALL BE PERFORMED IN A MIN. OF 2 LIFTS. THE BOTTOM COURSE SHALL BE 3-INCHES AND THE TOP SHALL BE 2-INCHES.
13. PATCHES SHALL ALSO HAVE A CROSS SLOPE SECTION CONSISTENT WITH THE DESIGN OF THE EXISTING ROADWAY.
14. TEMPORARY OR PERMANENT ASPHALT PATCHES SHALL BE PLACED WITHIN TWENTY FOUR (24) HOURS OF TRENCH BACKFILLING. WHENEVER PERMANENT PATCHES ARE NOT CONSTRUCTED WITHIN TWENTY FOUR (24) HOURS FOLLOWING TRENCH BACKFILLING OPERATIONS, TEMPORARY PAVEMENT PATCHES CONSISTING OF A MINIMUM OF THREE INCHES (3") OF HOT OR COLD PLANT MIX OR STEEL PLATES MUST BE PLACED TO PROVIDE THE REQUIRED NUMBER OF PAVED TRAVEL LANES. TEMPORARY PAVEMENT PATCHES MAY BE LEFT IN PLACE FOR A MAX. OF FIVE (5) WORKING DAYS FOLLOWING COMPLETION OF BACKFILLING OPERATIONS UNLESS OTHERWISE APPROVED BY THE ENGINEER OF RECORD OR THE CITY PAVING INSPECTOR .
15. THE PERMITTEE SHALL MONITOR TEMPORARY PATCHES ON A DAILY BASIS AND TEMPORARY PATCHES EXHIBITING RUTS, HUMPS, OR DEPRESSIONS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.
16. A PERMANENT HOT PATCH SHALL BE MADE WITHIN FIVE (5) DAYS AFTER THE AREA IS OPEN TO TRAFFIC, WEATHER PERMITTING.
17. IF FINAL PATCHING IS NOT COMPLETED WITHIN THE SPECIFIED TIME, NO NON-EMERGENCY PERMITS SHALL BE GRANTED TO THE PERMITTEE UNTIL ALL OUTSTANDING WORK IS COMPLETED.
18. UPON COMPLETION OF THE PERMANENT PATCH, THE SURFACE SHALL BE THOROUGHLY COMPACTED, SMOOTH AND FREE FROM RUTS, HUMPS, DEPRESSIONS, OR IRREGULARITIES. WHEN A STRAIGHTEDGE TEN FEET (10') LONG IS LAID ACROSS THE PERMANENT PATCH PARALLEL TO THE CENTERLINE, THE SURFACE SHALL NOT VARY MORE THAN $\frac{1}{4}$" FROM THE LOWER EDGE OF THE STRAIGHT EDGE. PATCHES EXHIBITING DEVIATIONS GREATER THAN $\frac{1}{4}$" SHALL BE REPLACED PRIOR TO ACCEPTANCE OF PATCH. IF THE EXISTING STREET EXCEEDS THE ABOVE TOLERANCES, THEN THE PATCH SHALL BE EQUAL OR BETTER THAN THE CONDITION OF THE SURROUNDING PAVEMENT. IN MOST CASES, AND PARTICULARLY IN THE CASES OF EXTENSIVE EXCAVATION AND REPAIRS, IT IS DESIRABLE TO SURVEY THE EXISTING PAVEMENT CONDITIONS WITH A REPRESENTATIVE OF THE CITY PRIOR TO THE WORK. AFTER COMPLETION OF THE WORK, SURVEY THE PAVEMENT CONDITION AGAIN TO VERIFY THAT THE PAVEMENT CONDITION HAS BEEN MAINTAINED OR IMPROVED. IN THE CASE OF MINOR REPAIRS, THESE PAVEMENT SURVEYS CAN BE MADE BY VISUAL OBSERVATION.

GRAVITY SANITARY SEWER SERVICE LINE INSTALLATION SPECIFICATIONS:

1. ALL SEWER LINES CONSTRUCTION SHALL MEET OR EXCEED THE FOLLOWING PLAN NOTE DETAIL AND CONSTRUCTION SPECIFICATIONS.
2. ALL SEWER SERVICES SHALL BE PVC CLASS-SDR 26.
3. FITTINGS: PVC PUSH JOINT-ASTM D1784.
4. CLEAN ALL PIPE, FITTINGS AND RELATED MATERIALS THOROUGHLY OF ALL FOREIGN MATERIAL AND INSPECT FOR CRACKS, EXCESSIVE DEFLECTION FLAWS OR OTHER DEFECTS PRIOR TO AND AFTER INSTALLATION.
5. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT ANY CONSTRUCTION DEBRIS FROM ENTERING THE SEWER LINES DURING CONSTRUCTION. IF THIS DEBRIS SHOULD ENTER THE PIPE LINE SYSTEM, THE CONTRACTOR SHALL FURNISH ALL LABOR AND MATERIALS NECESSARY TO CLEAN THE SYSTEM. UNDER NO CIRCUMSTANCES WILL THE CONTRACTOR FLUSH THE DEBRIS INTO AN EXISTING SANITARY SEWER SYSTEM.
6. ALL PIPES MUST BE INSTALLED WITH A LASER. IF BENDING OF THE BEAM DUE TO AIR TEMPERATURE VARIATIONS BECOMES APPARENT WITH "IN PIPE" UNITS, A FAN SHALL BE PROVIDED TO CIRCULATE AIR IN THE PIPE. AIR VELOCITY SHALL NOT BE SO EXCESSIVE AS TO CAUSE PULSATING OR VIBRATING OF THE BEAM. IF, IN THE OPINION OF THE ENGINEER, THE BEAM CANNOT BE ACCURATELY CONTROLLED, THIS METHOD OF SETTING LINE AND GRADE SHALL BE ABANDONED.
7. PIPE SHALL BE LAID TRUE TO LINE AND GRADE, IN AN UPHILL DIRECTION, WITH BELL ENDS FACING IN THE DIRECTION OF LAYING. WHEN PIPE LAYING IS NOT IN PROGRESS, THE OPEN END OF PIPE SHALL BE CLOSED BY A WATERTIGHT PLUG.
8. MANHOLES & CLEANOUTS SHALL BE FURNISHED AND INSTALLED TO DEPTHS AND DIMENSIONS SHOWN ON THE CONSTRUCTION DRAWINGS AND/OR STAKED IN THE FIELD. MANHOLES SHALL BE CONSTRUCTED OF CAST-IN-PLACE OR PRECAST CONCRETE IN ACCORDANCE WITH DETAILS SHOWN ON THE CONSTRUCTION DRAWINGS.
9. CONNECTIONS TO EXISTING SEWER FACILITIES WHERE LIVE FLOWS EXIST SHALL BE MADE ONLY AFTER PRIOR CONSULTATION WITH AND RECEIPT OF WRITTEN PERMISSION FROM THE ENGINEER. NO BYPASS OF SEWAGE TO THE SURFACE WILL BE ALLOWED IN THE COMPLETION OF THIS CONNECTION. CONNECTIONS SHALL BE MADE AS SHOWN ON THE DRAWINGS. ALL CONNECTIONS BETWEEN PIPES OF DIFFERENT MATERIALS SHALL BE MADE WITH APPROVED MANUFACTURED CONNECTORS.
10. THE CONTRACTOR IS REQUIRED TO CCTV THE EXISTING SEWER SERVICE LINE TO DETERMINE MATERIAL, DEPTH AND CONDITION. IF MATERIAL TYPE IS NOT PVC AND/OR IF SERVICE LINE CONSISTS OF IRREGULAR SLOPES AND/OR IF DEGRADATION OF EXISTING SERVICE LINE IS OBSERVED THE ENTIRE SERVICE LINE SHALL BE REPLACED WITH SDR-26 PVC PIPE.

PUBLIC IMPROVEMENTS NOTE:

1. PUBLIC IMPROVEMENTS SHALL BE IN COMPLIANCE WITH THE CITY OF ASPEN ENGINEERING STANDARDS AND CITY OF ASPEN ROW STANDARDS. PUBLIC IMPROVEMENTS IN THE ROW MUST MEET THE CITY'S CONSTRUCTION AND EXCAVATION STANDARDS.
2. THE PUBLIC PEDESTRIAN AREAS HAVE BEEN DESIGNED PER THE AMERICAN'S WITH DISABILITIES ACT (ADA) STANDARDS. THE MAIN PEDESTRIAN CORRIDORS HAVE BEEN DESIGNED WITH A MAXIMUM CROSS SLOPE OF 2%. THE CONTINUOUS LONGITUDINAL SLOPES ARE ALL LESS THAN THE MAXIMUM 5% SLOPE. HANDICAP RAMPS WILL BE CONSTRUCTED PER ADA AND THE COA STANDARD DETAILS.

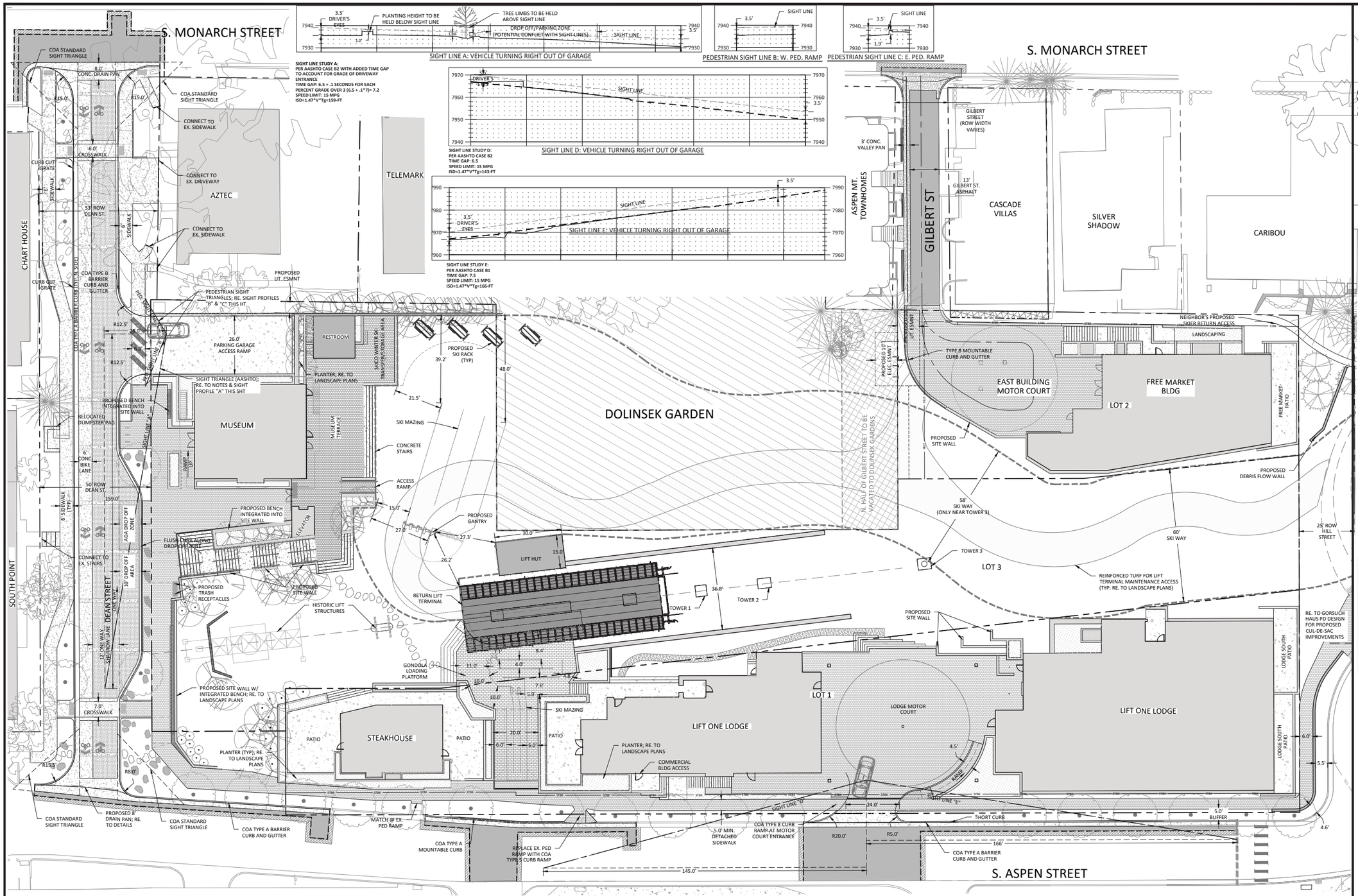


VICINITY MAP
SCALE: 1" = 2,000'

CIVIL PLAN INDEX

C.100.00	COVER & GENERAL NOTES SHEET
C.100.01	CONCEPTUAL SITE PLAN
C.100.02	CONCEPTUAL SNOW STORAGE PLAN
C.100.03	DEBRIS FLOW MITIGATION PLAN
C.100.04	EMERGENCY FIRE STAGING PLAN
C.100.05	LODGE MOTOR COURT TURNING STUDY
C.100.06	FREE MARKET MOTOR COURT FIRE TRUCK & AMBULANCE TURNING MOVEMENTS
C.100.07	FREE MARKET MOTOR COURT 144 SPRINTER VAN & TAHOE TURNING MOVEMENTS
C.200.00	OVERALL CONCEPTUAL GRADING PLAN
C.200.01	CONCEPTUAL DEAN STREET PLAZA & MUSEUM GRADING PLAN
C.200.02	CONCEPTUAL STEAKHOUSE & GONDOLA PLATFORM GRADING PLAN
C.200.03	CONCEPTUAL LODGE MOTOR COURT GRADING PLAN
C.200.04	CONCEPTUAL LODGE SOUTH PATIO GRADING PLAN
C.200.05	CONCEPTUAL FREE MARKET GRADING PLAN
C.200.06	CONCEPTUAL DEAN STREET PLAN & PROFILE
C.200.07	CONCEPTUAL DEAN STREET SECTIONS
C.200.08	CONCEPTUAL GILBERT STREET GRADING & PLAN & PROFILE
C.300.00	OVERALL CONCEPTUAL UTILITY PLAN
C.300.01	CONCEPTUAL UTILITY PLAN & PROFILES
C.400.00	CONCEPTUAL MASTER DRAINAGE PLAN
C.400.01	CONCEPTUAL FREE MARKET STORM PLAN & PROFILES
C.400.02	CONCEPTUAL S. ASPEN STREET ONSITE STORM PLAN & PROFILES
C.400.03	CONCEPTUAL STEAKHOUSE STORM PLAN & PROFILES
C.400.04	CONCEPTUAL DEAN STREET STORM PLAN & PROFILES
C.400.05	EXISTING ONSITE DRAINAGE BASINS
C.400.06	CONCEPTUAL POST DRAINAGE & WQ BASIN PLAN
C.400.07	CONCEPTUAL OFFSITE DRAINAGE BASINS
C.500.00	CONCEPTUAL SITE DETAILS
C.500.01	CONCEPTUAL SITE DETAILS 1
C.500.02	COA WATER DEPT. DETAILS

811 Know what's below. Call before you dig.
CALL 2 BUSINESS DA



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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:

OVERALL CONCEPTUAL SITE PLAN

DRAWING NO:

C.100.01

SHEET:

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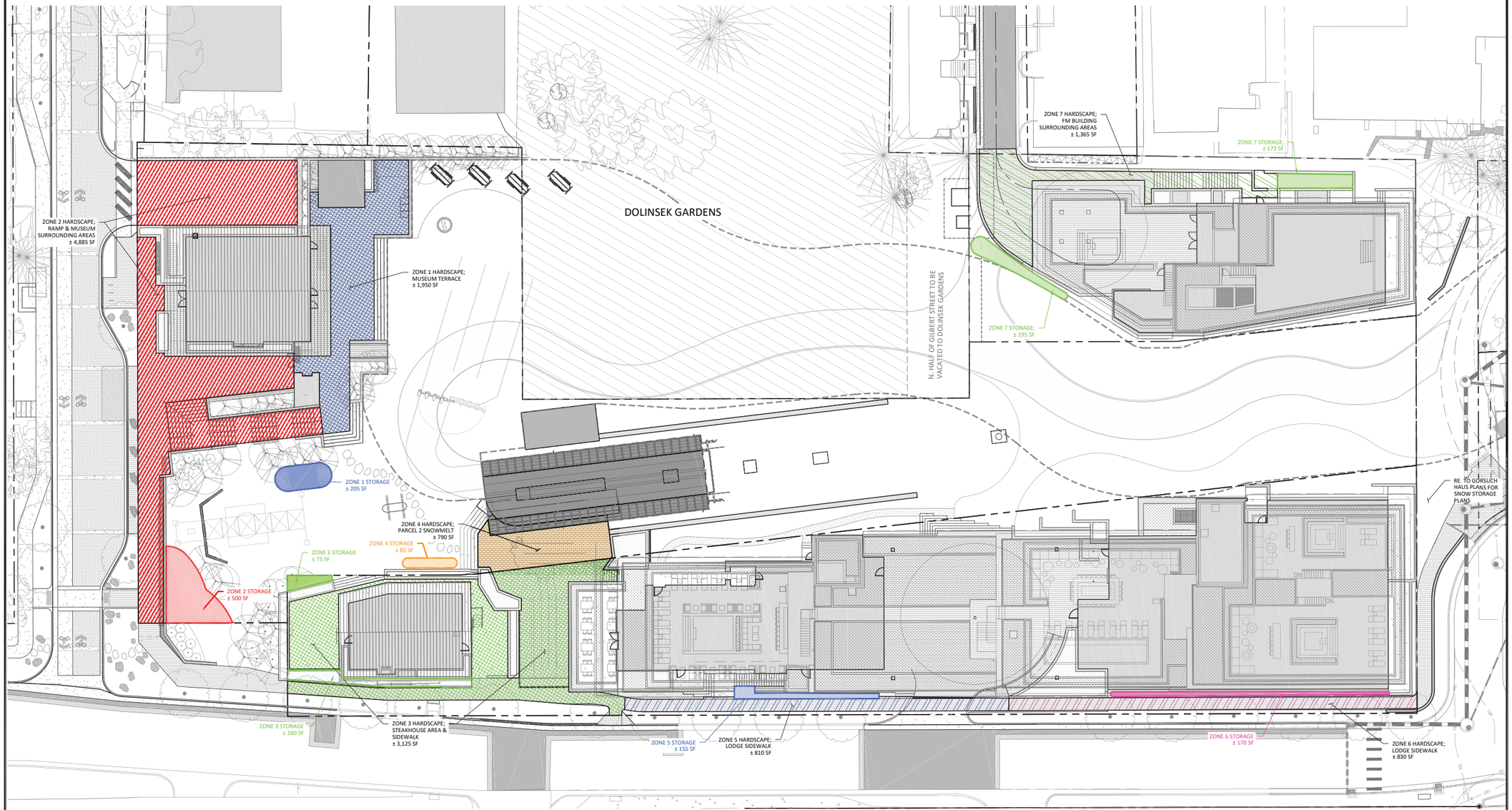

ZONE 1 HARDSCAPE SNOW STORAGE SUMMARY

HARDSCAPE	(SF)	REQ. STORAGE	(SF)
SNOWMELT AREA	1950	10% STORAGE	195
NON-SNOWMELT AREA	0	30% STORAGE	0
TOTAL HARDSCAPE AREA	1950	TOTAL REQ.	195
		ZONE 1 STORAGE PROVIDED =	205

ZONE 2 HARDSCAPE SNOW STORAGE SUMMARY

HARDSCAPE	(SF)	REQ. STORAGE	(SF)
SNOWMELT AREA	4885	10% STORAGE	488.5
NON-SNOWMELT AREA	0	30% STORAGE	0
TOTAL HARDSCAPE AREA	4885	TOTAL REQ.	488.5
		ZONE 2 STORAGE PROVIDED =	500

ZONE 3 HARDSCAPE SNOW STORAGE SUMMARY

HARDSCAPE	(SF)	REQ. STORAGE	(SF)
SNOWMELT AREA	3125	10% STORAGE	312.5
NON-SNOWMELT AREA	0	30% STORAGE	0
TOTAL HARDSCAPE AREA	3125	TOTAL REQ.	312.5
		ZONE 3 STORAGE PROVIDED =	335

ZONE 4 HARDSCAPE SNOW STORAGE SUMMARY

HARDSCAPE	(SF)	REQ. STORAGE	(SF)
SNOWMELT AREA	790	10% STORAGE	79
NON-SNOWMELT AREA	0	30% STORAGE	0
TOTAL HARDSCAPE AREA	790	TOTAL REQ.	79
		ZONE 3 STORAGE PROVIDED =	85

ZONE 5 HARDSCAPE SNOW STORAGE SUMMARY

HARDSCAPE	(SF)	REQ. STORAGE	(SF)
SNOWMELT AREA	810	10% STORAGE	81
NON-SNOWMELT AREA	0	30% STORAGE	0
TOTAL HARDSCAPE AREA	810	TOTAL REQ.	81
		ZONE 3 STORAGE PROVIDED =	155

ZONE 6 HARDSCAPE SNOW STORAGE SUMMARY

HARDSCAPE	(SF)	REQ. STORAGE	(SF)
SNOWMELT AREA	830	10% STORAGE	83
NON-SNOWMELT AREA	0	30% STORAGE	0
TOTAL HARDSCAPE AREA	830	TOTAL REQ.	83
		ZONE 3 STORAGE PROVIDED =	170

ZONE 7 HARDSCAPE SNOW STORAGE SUMMARY

HARDSCAPE	(SF)	REQ. STORAGE	(SF)
SNOWMELT AREA	1365	10% STORAGE	136.5
NON-SNOWMELT AREA	0	30% STORAGE	0
TOTAL HARDSCAPE AREA	1365	TOTAL REQ.	136.5
		ZONE 3 STORAGE PROVIDED =	367

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HUNON

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"

PROJECT # 1803

DRAWING TITLE:

CONCEPTUAL SNOW STORAGE PLAN

DRAWING NO:

C.100.02

SHEET:

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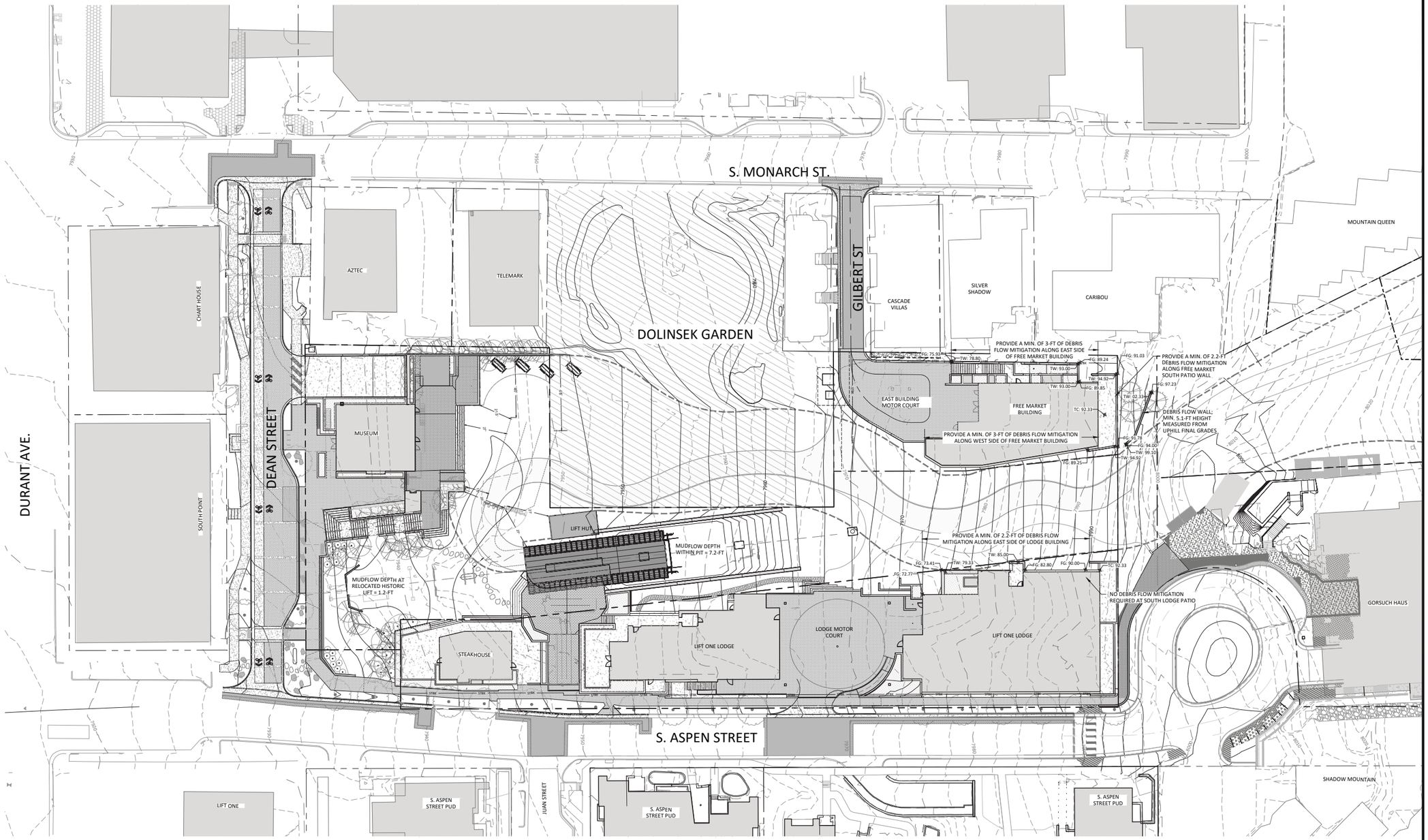

DEBRIS FLOW NOTES:

1. ESTIMATED DEBRIS FLOW DEPTHS PROVIDED HEREIN ARE BASED ON LIFT ONE MUDFLOW ANALYSIS REPORT DATED JULY 17, 2020 PREPARED BY TETRA TECH.
2. DEBRIS FLOW ANALYSIS CONSIDERS THE GORSUCH HAUS DEVELOPMENT.
3. ESTIMATED DEBRIS FLOW DEPTHS ARE BASED ON A 2-HR 100-YR RAINFALL EVENT.
4. GENERAL RECOMMENDATIONS FOR MUDFLOWS: BUILDING PENETRATIONS SUCH AS DOORS OR WINDOWS SHOULD BE SET ABOVE THE DEBRIS FLOW MITIGATION DEPTHS. IF THE DESIGN DEPTH CANNOT BE ACHIEVED THEN IMPACT RESISTANT GLASS COULD BE CONSIDERED FOR WINDOWS WITH CAPABILITIES TO WITHSTAND THE REQUIRED STATIC AND DYNAMIC FORCES AS OUTLINED WITHIN CHAPTER 7 OF THE CITY OF ASPEN'S URBAN RUNOFF MANAGEMENT PLAN. IN THE CASE OF DOORS AND GARAGE DOORS TWO CONDITIONS SHOULD BE CONSIDERED IF THE DESIGN DEPTH CANNOT BE ACHIEVED. FIRST, THE DOOR SHOULD BE DESIGNED FOR STATIC AND DYNAMIC LOADING AND INCLUDE PROVISIONS FOR SEEPAGE. SECOND, THERE SHOULD BE AN ALTERNATIVE MEANS OF EGRESS FOR PEOPLE TO LEAVE THE BUILDING ONCE CONDITIONS ARE SAFE.

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HYNON

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"
PROJECT # 1803

DRAWING TITLE:

DEBRIS FLOW MITIGATION PLAN

DRAWING NO:

C.100.03

SHEET:

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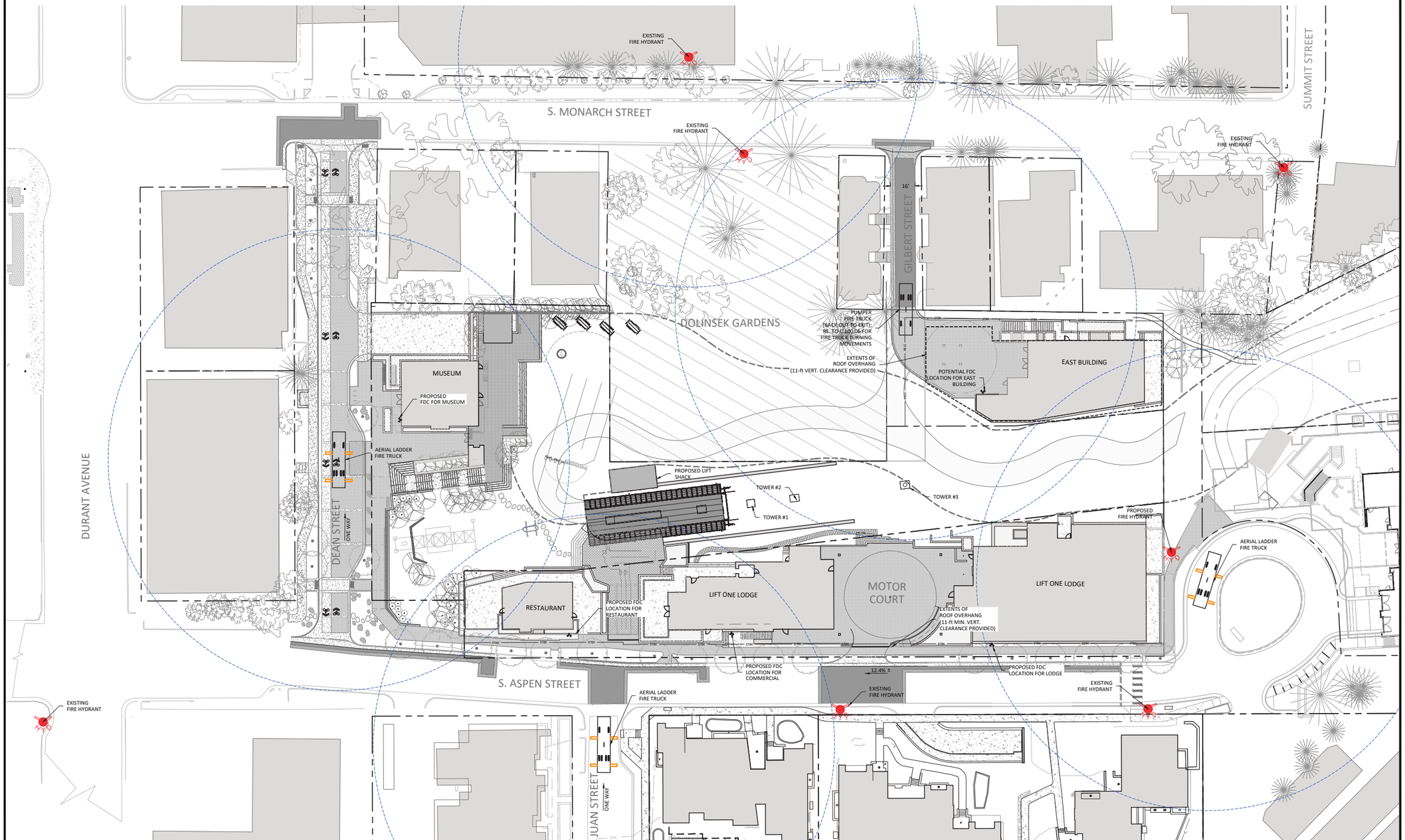

NOTES:

1. LOCATION OF FIRE DEPARTMENT CONNECTIONS (FDC) TO BE FURTHER COORDINATED WITH PLUMBING ENGINEER, ARCHITECT & ASPEN FIRE IN SUPPORT OF FUTURE BUILDING PERMIT.
2. FDCs TO INCLUDE STROBE LIGHT AND KNOX BOX.
3. FIRE TRUCK ACCESS TO EAST BUILDING ANTICIPATES THE NEED FOR FIRE TRUCKS TO BACK OUT OF GILBERT STREET TO EXIT; RE. TO SHEET C.100.06.
4. NO FIRE TRUCK ACCESS REQUIRED AT LODGE MOTOR COURT.
5. REQUIRED AMBULANCE ACCESS IS UNDER REVIEW.

HIXON

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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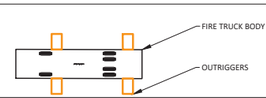
LEGEND

- PROPOSED FIRE TRUCK & FIRE HYDRANT 150' RADIUS COVERAGE
- FIRE HYDRANT



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ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:

EMERGENCY FIRE STAGING PLAN

DRAWING NO:

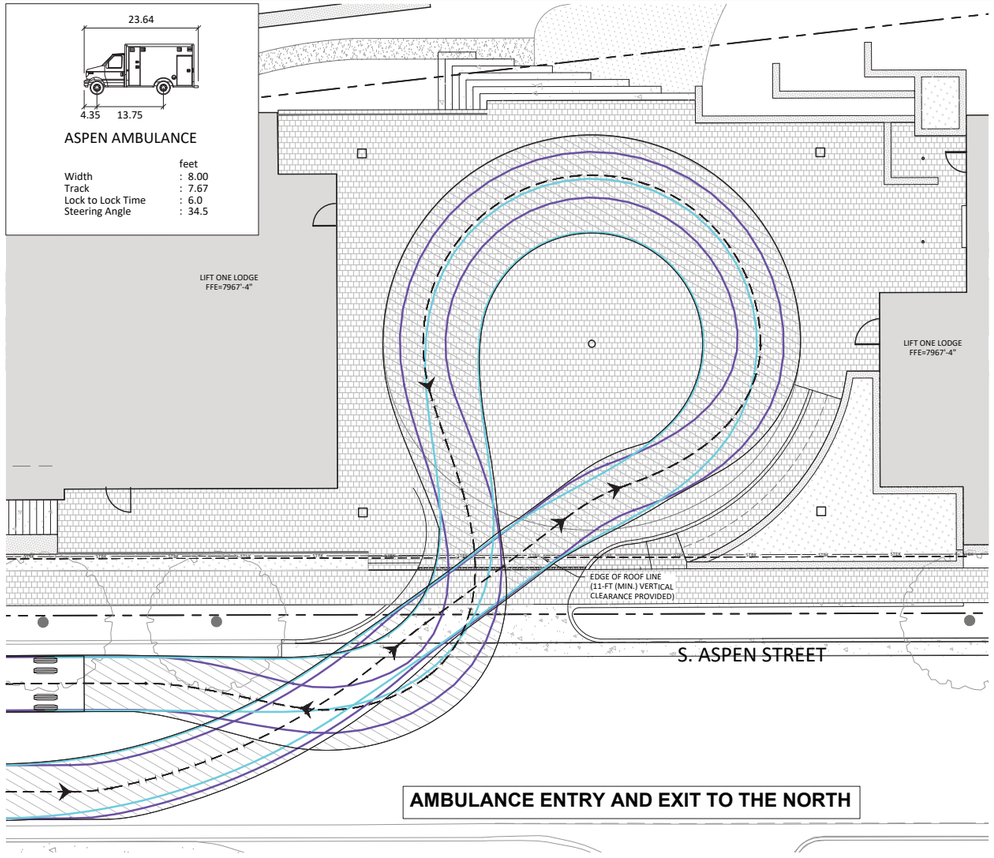
C.100.04

SHEET:

G:\2018\18122.04-LIFT ONE LODGE\CVA\LVCV01.DWG\SYS\OTLC-100.04 FIRE STAGING.DVG - Aug 31, 2020 - 2:59pm

ASPEN AMBULANCE

	feet
Width	: 8.00
Track	: 7.67
Lock to Lock Time	: 6.0
Steering Angle	: 34.5



AMBULANCE ENTRY AND EXIT TO THE NORTH

TURNING MOVEMENT LEGEND

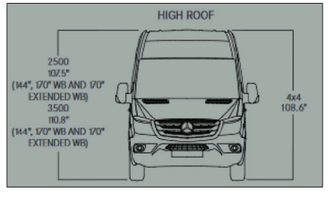
- VEHICLE CLEARANCE
- FRONT WHEEL TRACKING
- REAR WHEEL TRACKING
- VEHICLE CENTERLINE

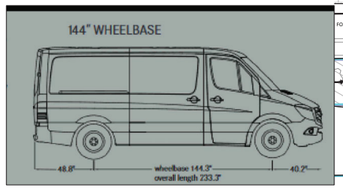
HHON

GRAPHIC SCALE

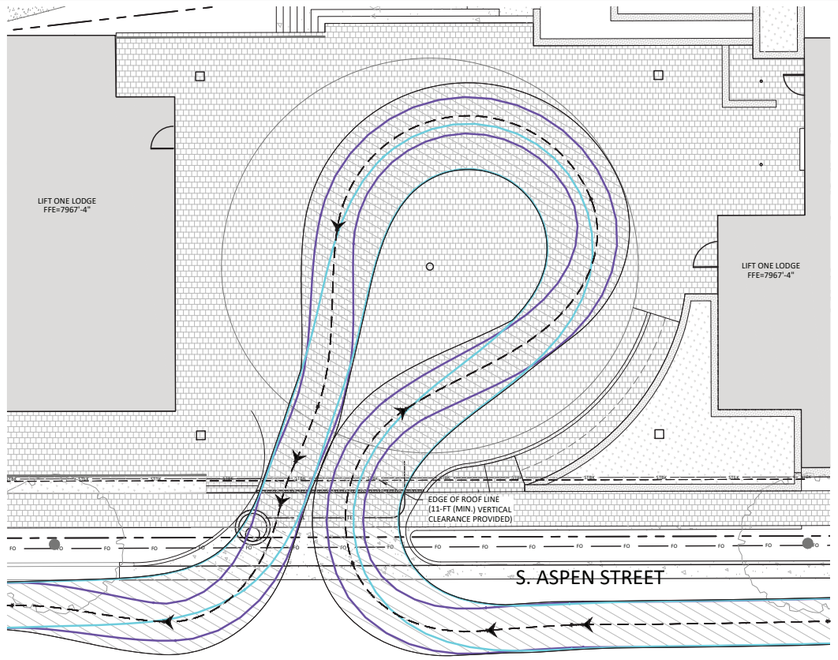
10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

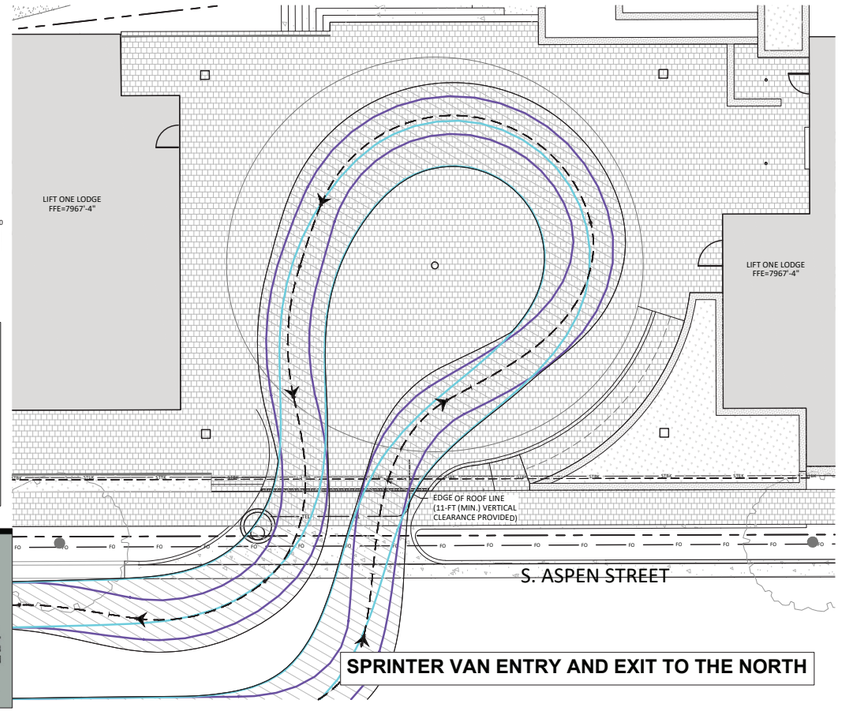




SPRINTER SPECS PER 2016:
WALL TO WALL DIAMETER: 47.6'



SPRINTER VAN ENTRY FROM SOUTH AND EXIT TO THE NORTH



SPRINTER VAN ENTRY AND EXIT TO THE NORTH

NOTE:

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G:\2018\118122.04-LIFT ONE LODGE\CIVIL\CIVIL DWGS\PLOT\C-100.01 AT PLAN.DWG - Aug 31, 2020 - 3:01pm

LIFT ONE LODGE

710 SOUTH ASPEN STREET,
ASPEN, CO 81611

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MEP ENGINEERS
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(970) 221 6691

SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE	1" = 20'-0"
PROJECT #	1803

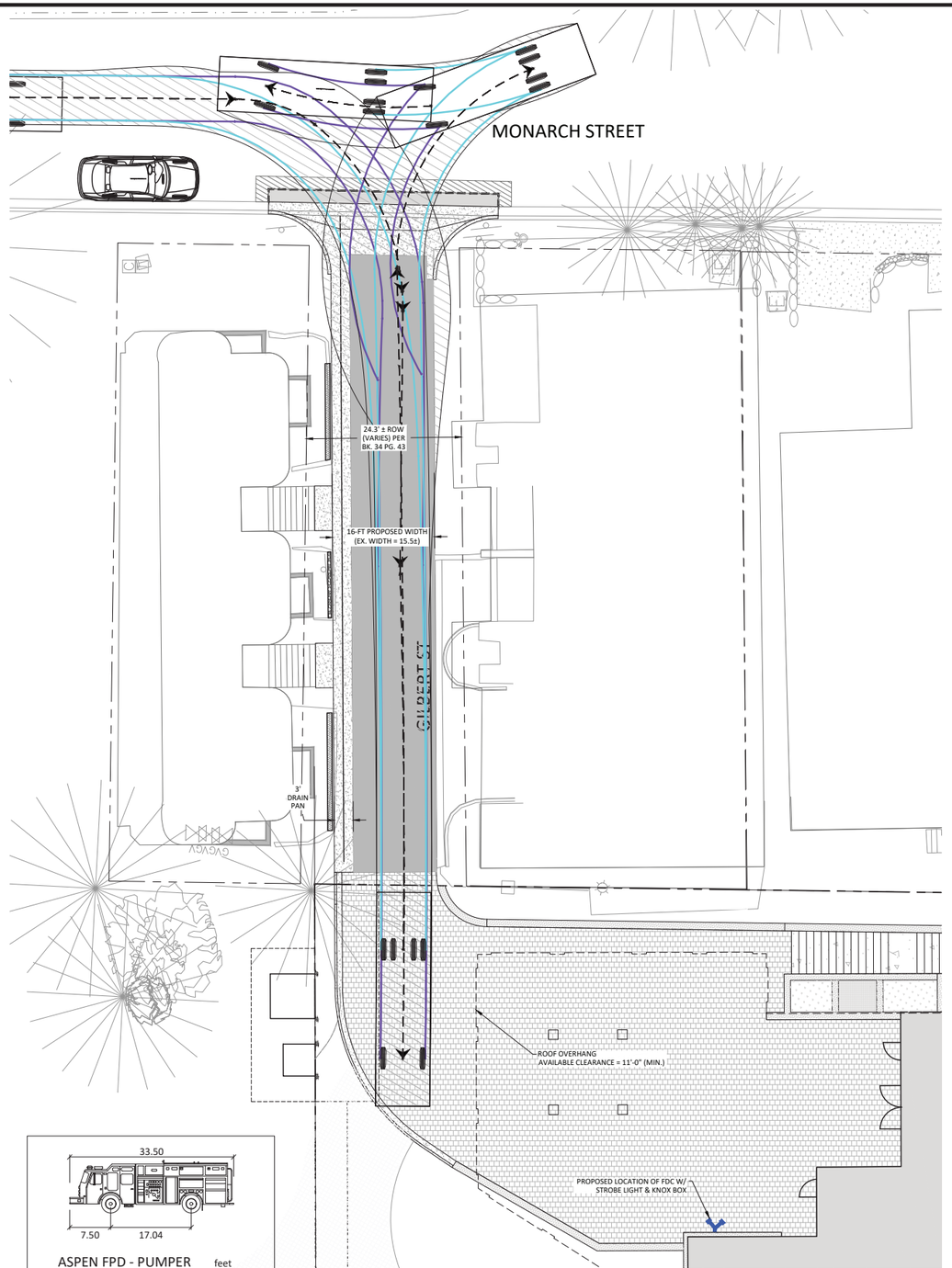
DRAWING TITLE:

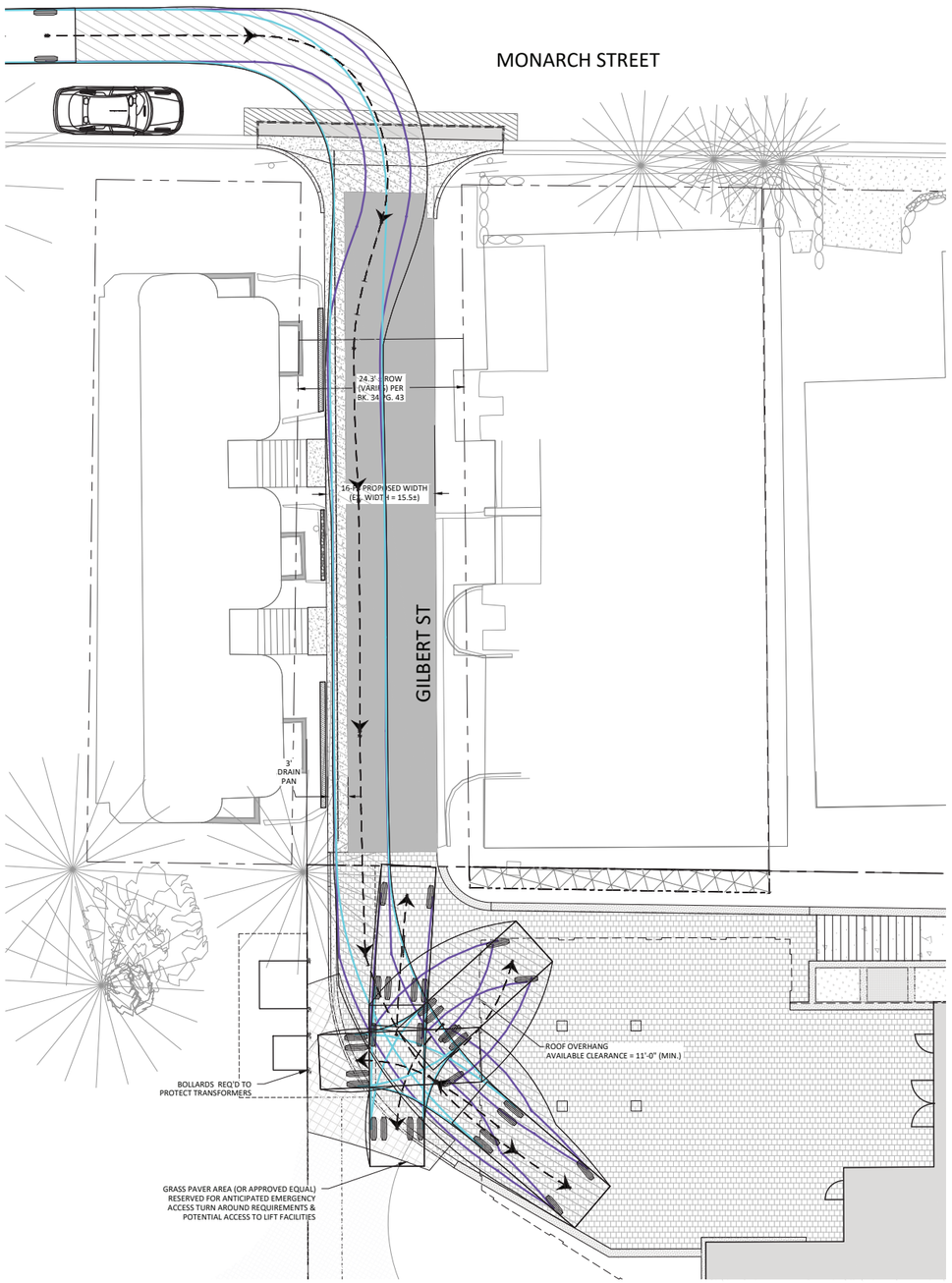
LODGE MOTOR COURT 144 SPRINTER & AMBULANCE TURNING MOVEMENTS

DRAWING NO:

C.100.05

SHEET:



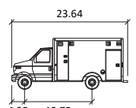


ASPEN FPD - PUMPER feet

Width	: 8.50
Track	: 7.03
Lock to Lock Time	: 6.0
Steering Angle	: 27.7

TURNING MOVEMENT LEGEND

- VEHICLE CLEARANCE
- FRONT WHEEL TRACKING
- REAR WHEEL TRACKING
- VEHICLE CENTERLINE



ASPEN AMBULANCE

	feet
Width	: 8.00
Track	: 7.67
Lock to Lock Time	: 6.0
Steering Angle	: 34.5

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

NOTE:

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MEP ENGINEERS
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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"

PROJECT # 1803

DRAWING TITLE:

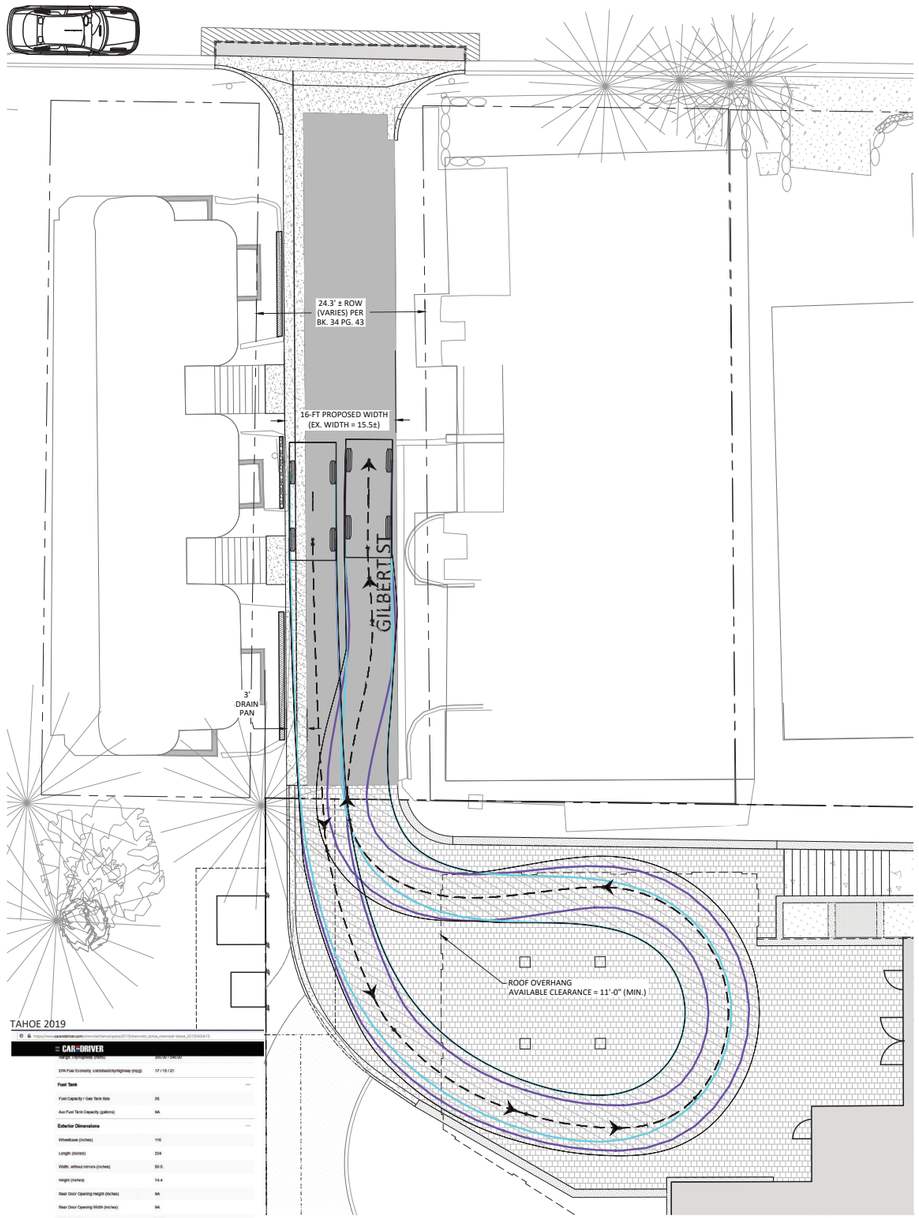
FREE MARKET BUILDING FIRE TRUCK & AMBULANCE TURNING MOVEMENT

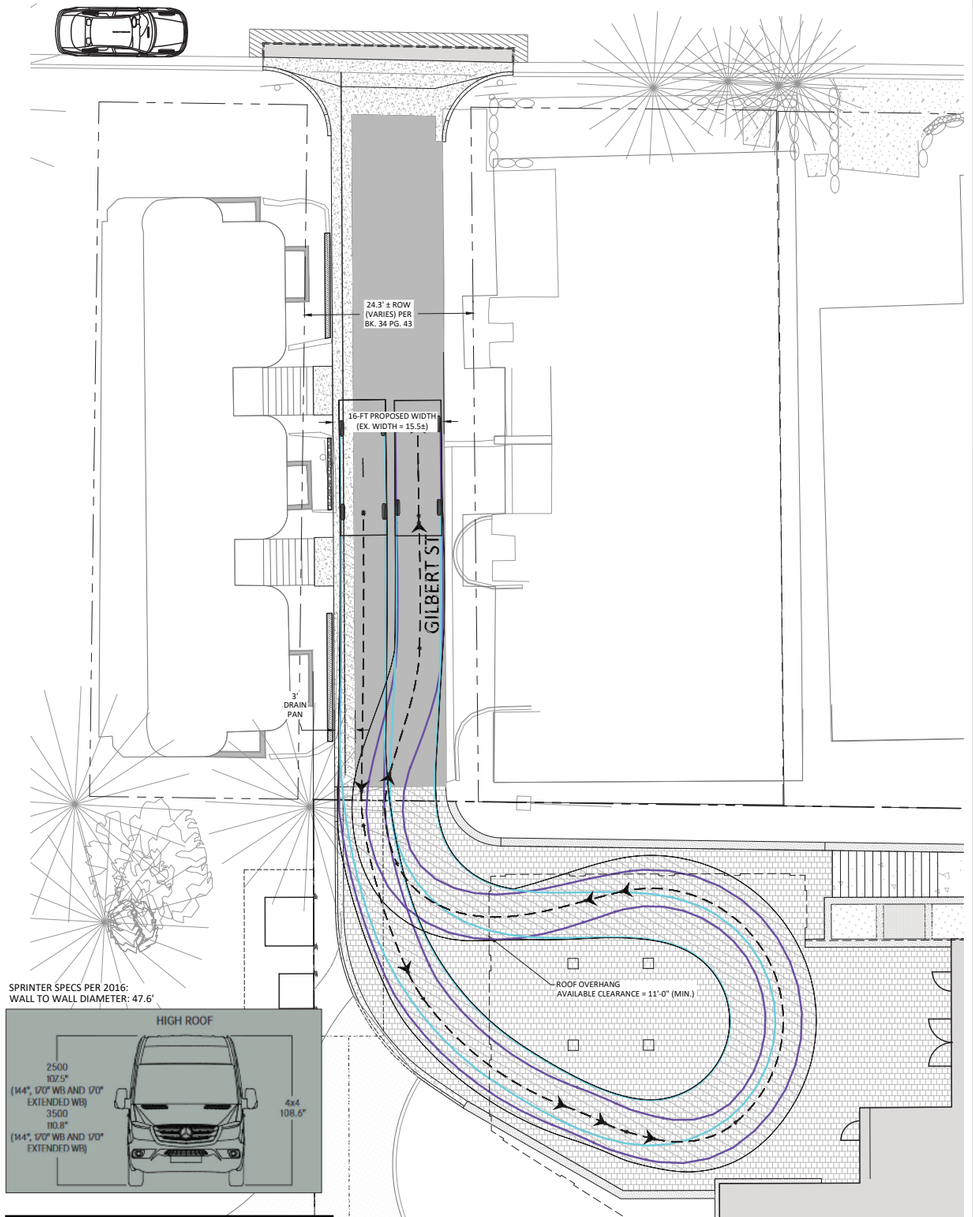
DRAWING NO:

C.100.06

SHEET:

G:\2018\181222\04-LIFT ONE LODGE\CIVIL\CIVIL DWG'S\PLOT\C-100.01 AT PLAN .DWG - Aug 28, 2020 - 8:31am





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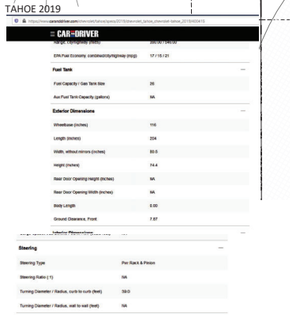
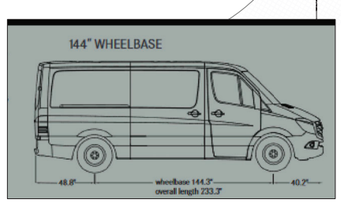


SPRINTER SPECS PER 2016:
WALL TO WALL DIAMETER: 47.6'



TURNING MOVEMENT LEGEND

- VEHICLE CLEARANCE
- FRONT WHEEL TRACKING
- REAR WHEEL TRACKING
- VEHICLE CENTERLINE

HWON

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

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G:\2020\1812\22.04-LIFT ONE LODGE\CIVIL\CIVIL DWGS\PLOTS\C-100.01 AT PLAN.DWG - Aug 28, 2020 - 8:33am

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

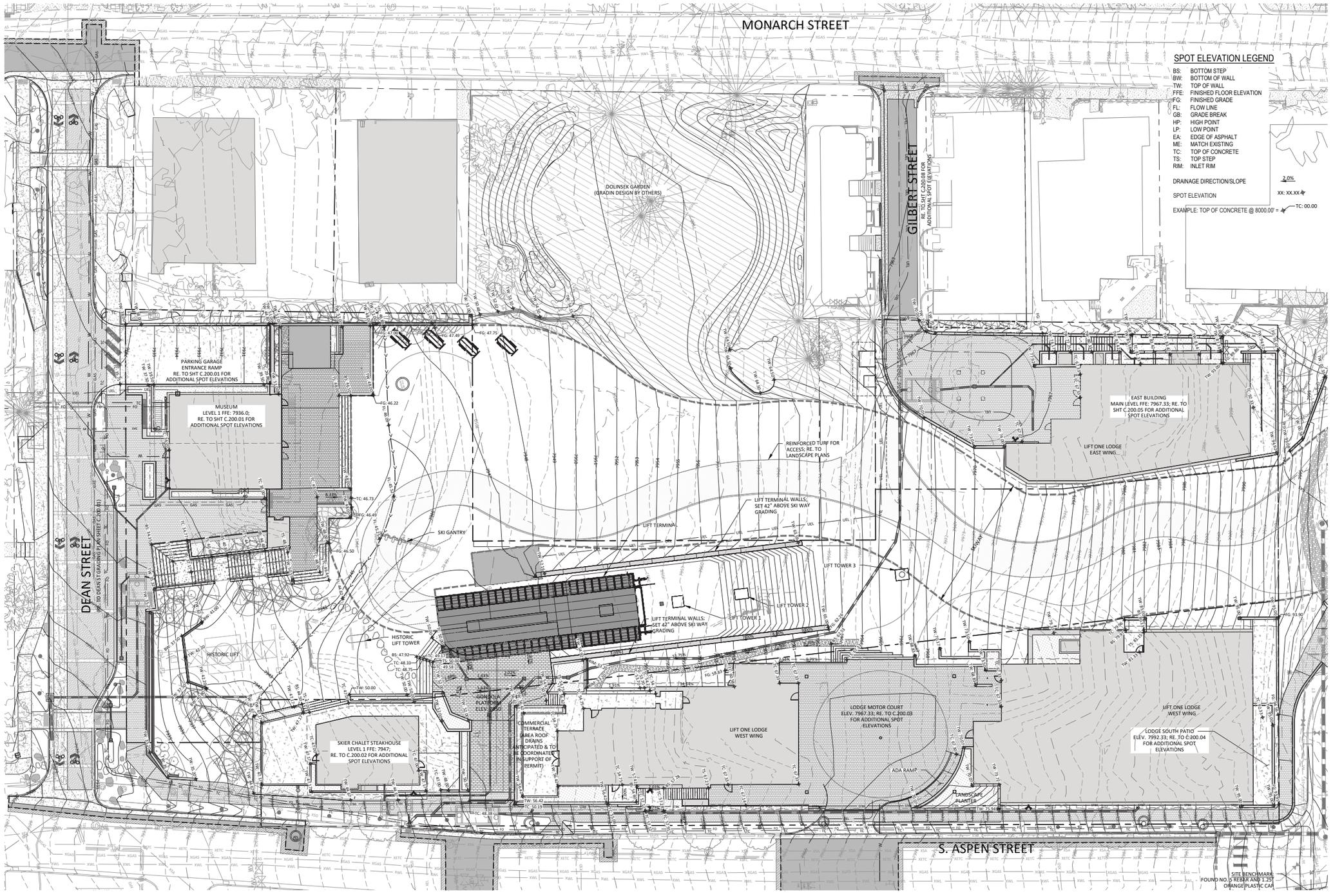
SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:

FREE MARKET BUILDING 144 SPRINTER & TAHOE TURNING MOVEMENTS

DRAWING NO:

C.100.07

SHEET:



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(970) 221 6691

SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"

PROJECT # 1803

DRAWING TITLE:

OVERALL GRADING PLAN

DRAWING NO:

C.200.00

SHEET:

G:\2018\1812204-LIFT ONE LODGE\CIVIL\CIVIL DWGS\PLOT\C-200.00 GRADING.DWG - Aug 28, 2020 - 10:57am

SPOT ELEVATION LEGEND

BS: BOTTOM STEP
BW: BOTTOM OF WALL
TW: TOP OF WALL
FFE: FINISHED FLOOR ELEVATION
FG: FINISHED GRADE
FL: FLOW LINE
GB: GRADE BREAK
HP: HIGH POINT
LP: LOW POINT
EA: EDGE OF ASPHALT
ME: MATCH EXISTING
TC: TOP OF CONCRETE
TS: TOP STEP
RIM: INLET RIM

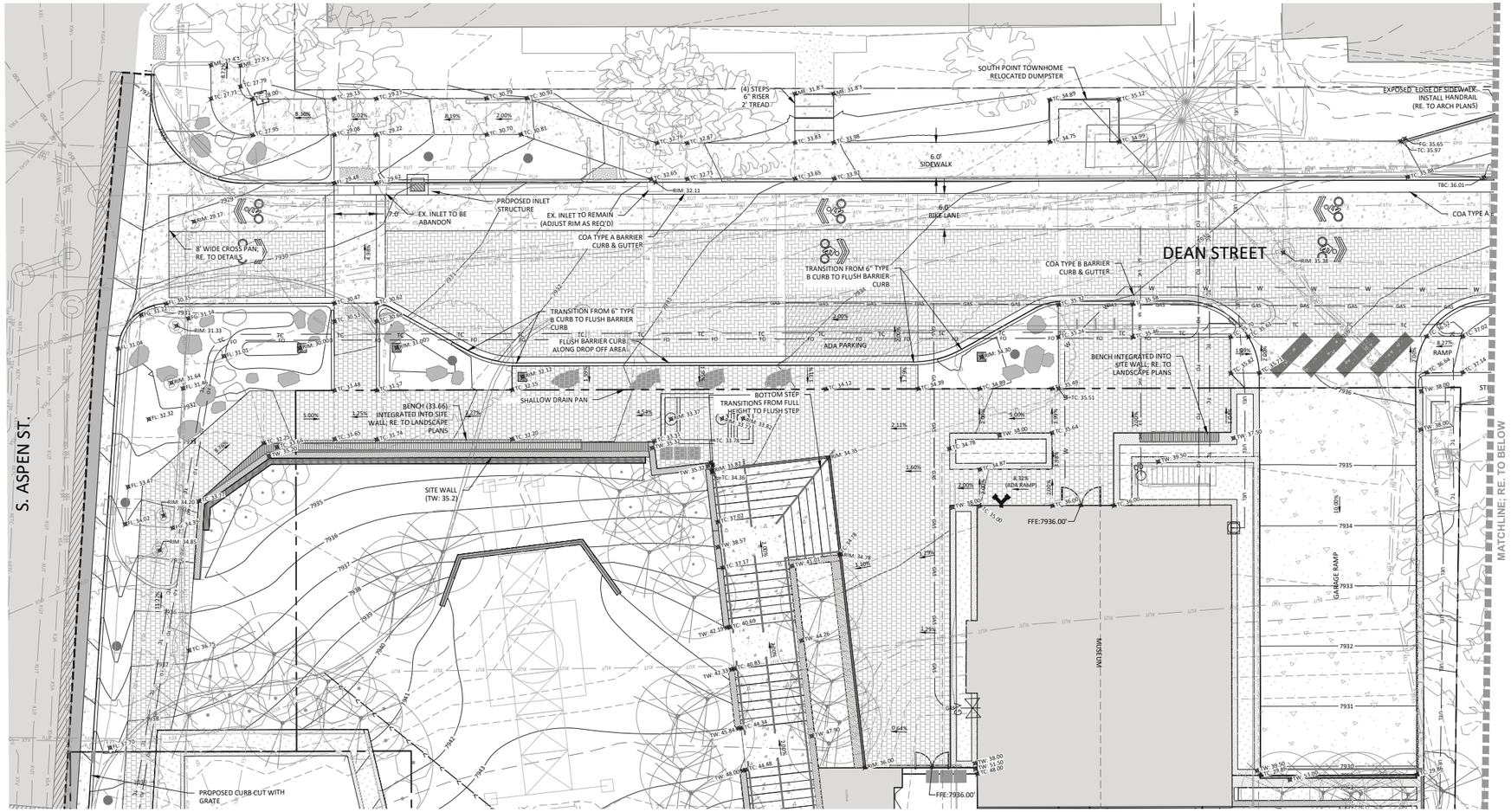
PROPOSED SLOPE 2.0%

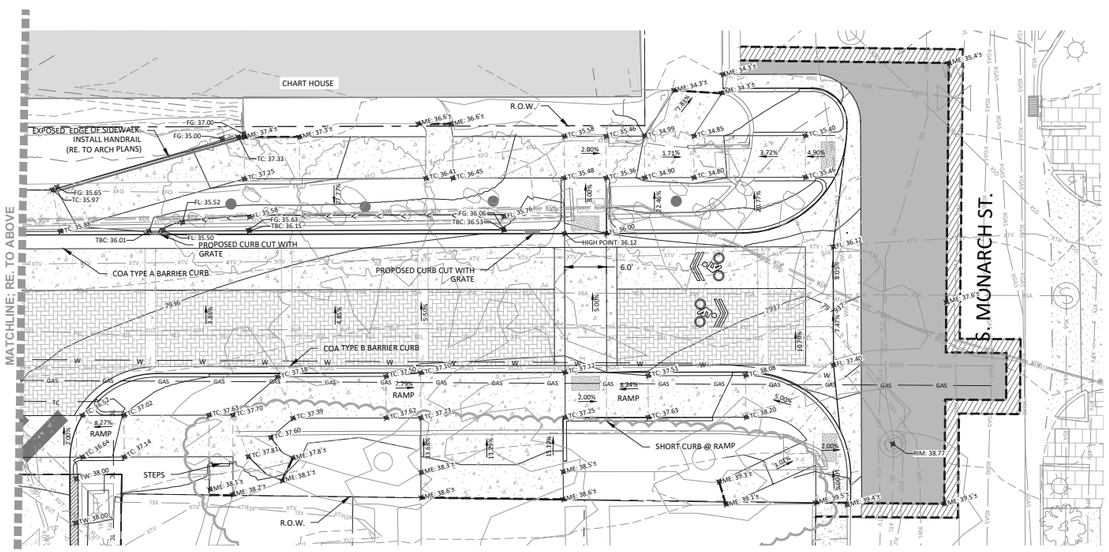
PROPOSED SPOT ELEVATION XX: XX.XX

EXISTING SLOPE 2.0%

EXISTING SPOT ELEVATION XX: XX.XX

EXAMPLE: TOP OF CONCRETE @ 7900.00' = TC: 00.00





GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

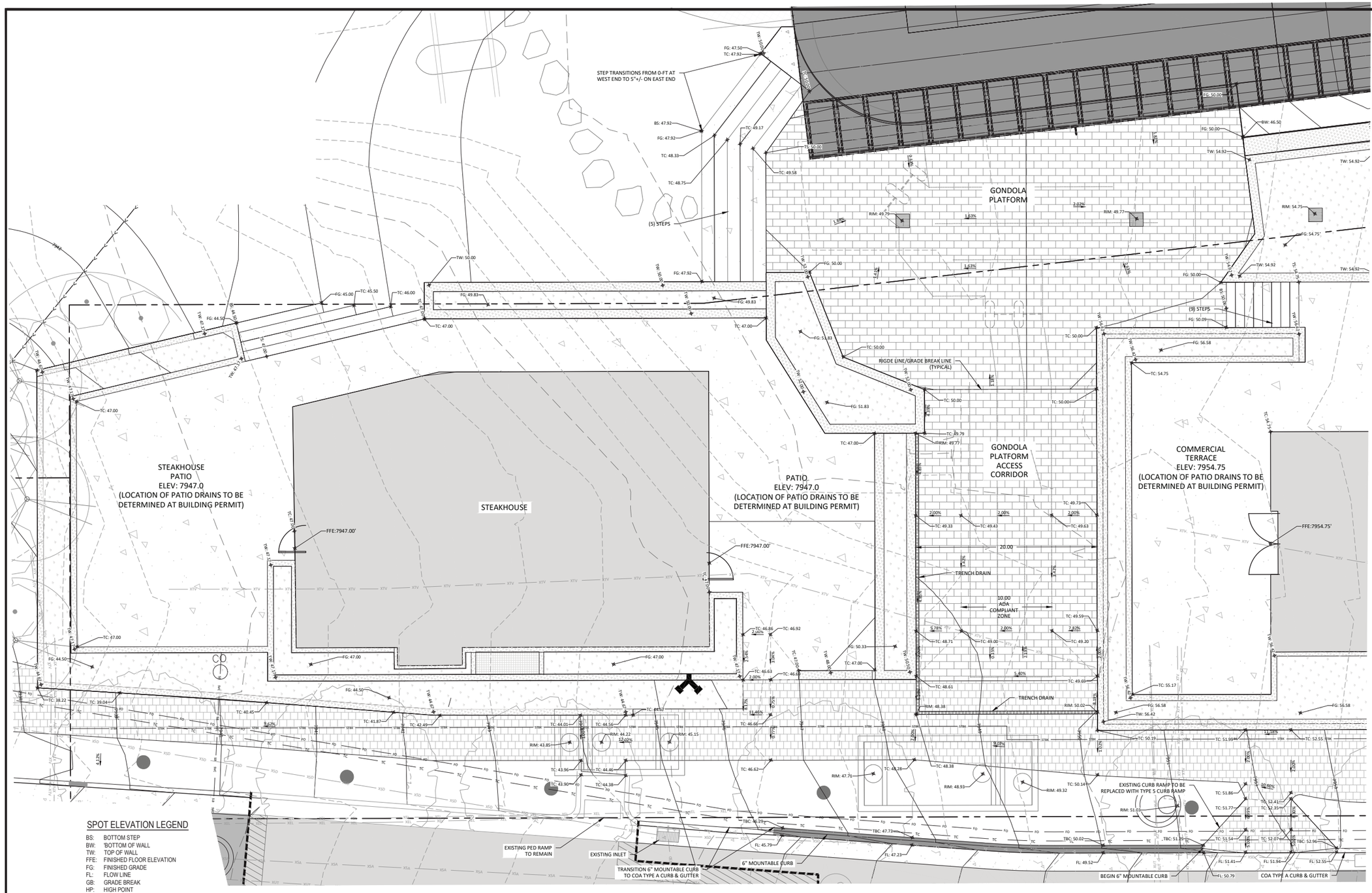
SCALE 1" = 20'-0"
PROJECT # 1803

DRAWING TITLE:
DEAN STREET PLAZA & MUSEUM GRADING PLAN

DRAWING NO:
C.200.01

SHEET:

G:\2018\1812.04-LIFT ONE LODGE\CIVIL\CIVIL DWGS\PLOT\C-200.00 DEAN ST.DWG - Aug 28, 2020 - 6:23am



SPOT ELEVATION LEGEND

BS:	BOTTOM STEP
BW:	'BOTTOM OF WALL
TW:	TOP OF WALL
FFE:	FINISHED FLOOR ELEVATION
FG:	FINISHED GRADE
FL:	FLOW LINE
GB:	GRADE BREAK
HP:	HIGH POINT
LP:	LOW POINT
EA:	EDGE OF ASPHALT
ME:	MATCH EXISTING
TC:	TOP OF CONCRETE
TS:	TOP STEP
RIM:	INLET RIM

DRAINAGE DIRECTION/SLOPE 2.0%

SPOT ELEVATION XX: XX.XX

EXAMPLE: TOP OF CONCRETE @ 8000.00' = TC: 00.00

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GRAPHIC SCALE

5 0 2.5 5 10 20

(IN FEET)
1 inch = 5 ft.

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MEP ENGINEERS

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(970) 221 6691

SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"

PROJECT # 1803

DRAWING TITLE:

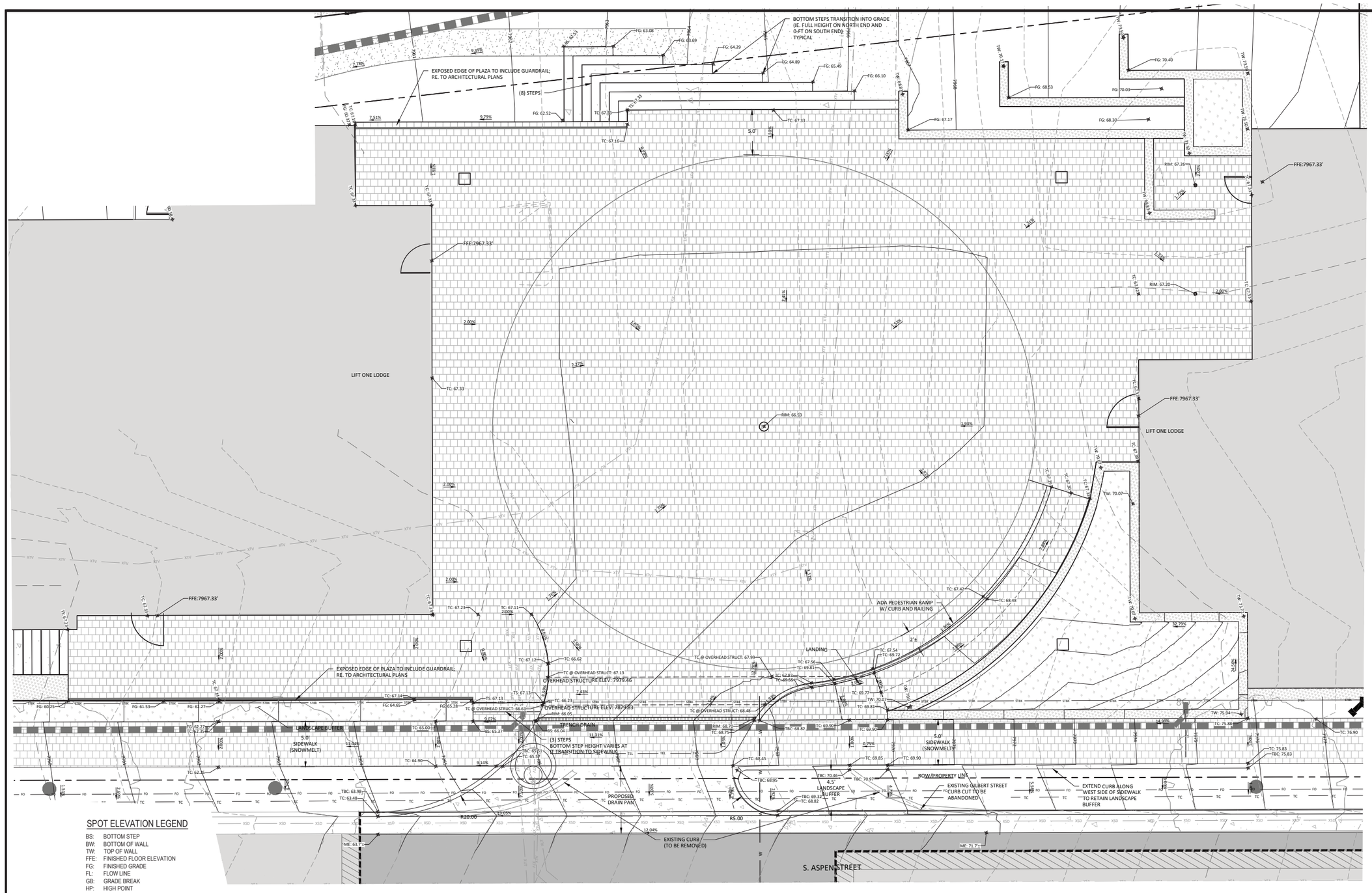
STEAKHOUSE & GONDOLA PLATFORM GRADING PLAN

DRAWING NO:

C.200.02

SHEET:

G:\2018\181212\04-LIFT ONE LODGE\CIVIL\CIVIL DWG'S\PLOTS\C.200.00 GRADING.DWG - Aug 28, 2020 - 11:00am



SPOT ELEVATION LEGEND

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BW:	BOTTOM OF WALL
TW:	TOP OF WALL
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FG:	FINISHED GRADE
FL:	FLOW LINE
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LP:	LOW POINT
EA:	EDGE OF ASPHALT
ME:	MATCH EXISTING
TC:	TOP OF CONCRETE
TS:	TOP STEP
RIM:	INLET RIM

DRAINAGE DIRECTION/SLOPE 2.0%

SPOT ELEVATION XX: XX.XX

EXAMPLE: TOP OF CONCRETE @ 8000.00' = TC: 00.00

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NORTH

GRAPHIC SCALE

5 0 2.5 5 10 20

(IN FEET)
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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"

PROJECT # 1803

DRAWING TITLE:

LODGE MOTOR COURT GRADING PLAN

DRAWING NO:

C.200.03

SHEET:

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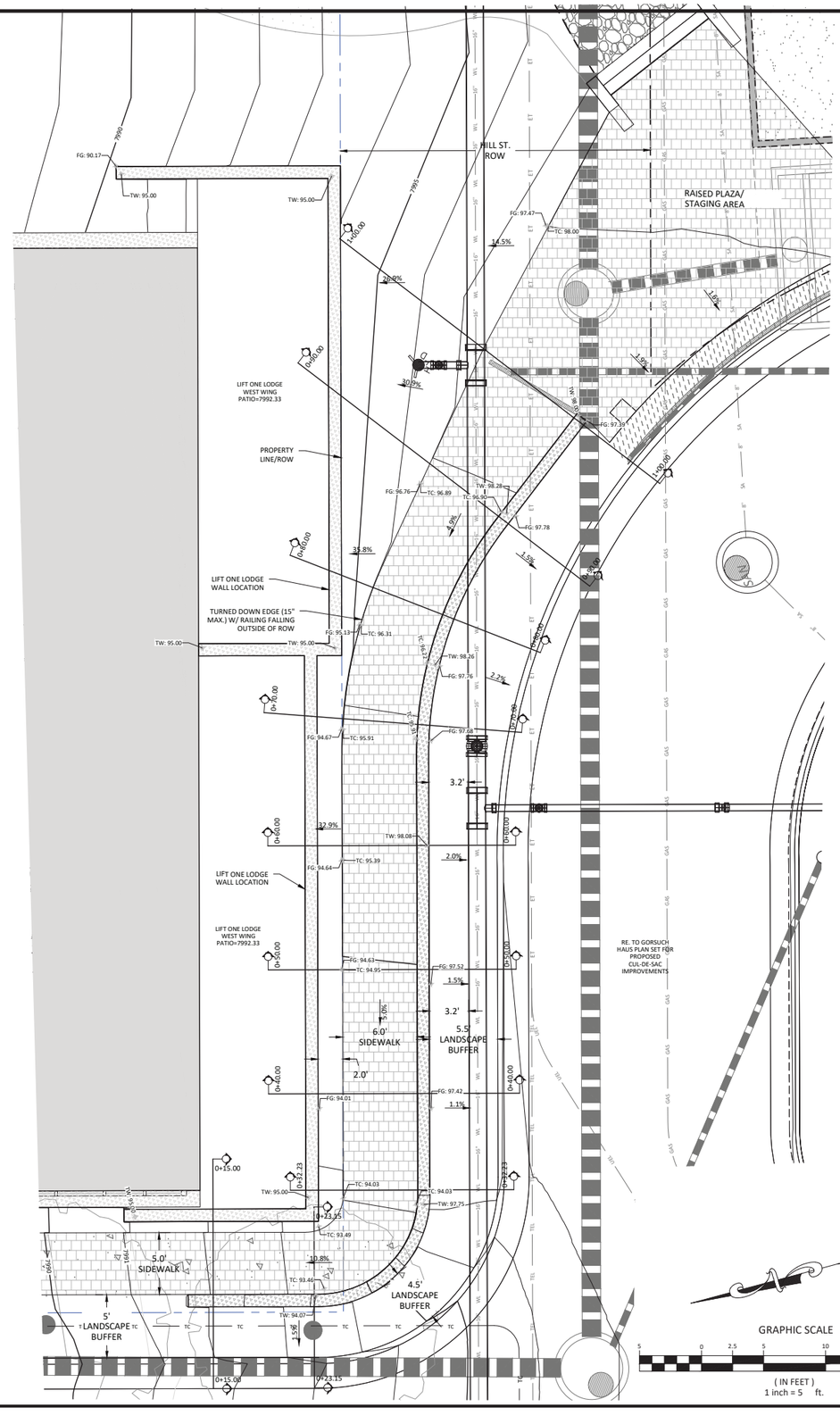
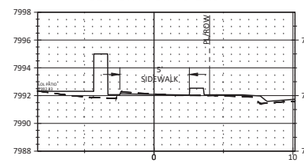


GRAPHIC SCALE

5 0 2.5 5 10 20

(IN FEET)
1 inch = 5 ft.

SECTION AT STA: 0+15.0



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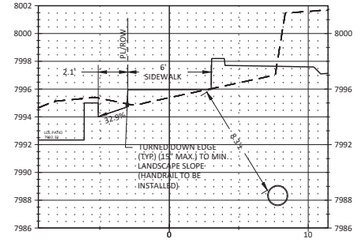
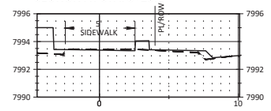
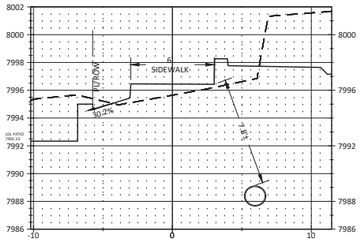


SECTION AT STA: 0+23.1



SECTION AT STA: 0+80.0



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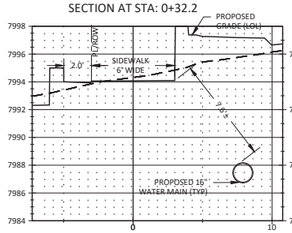

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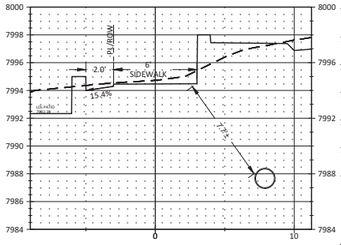
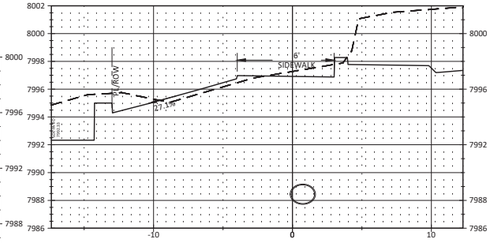
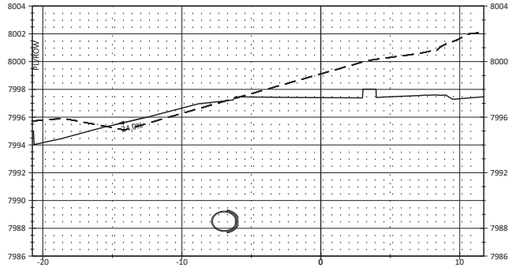


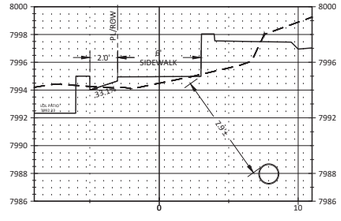
SECTION AT STA: 0+90.0



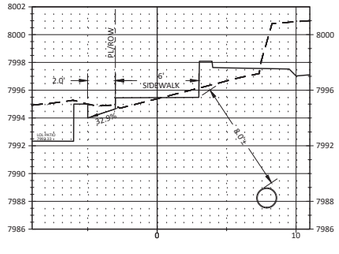
SECTION AT STA: 1+00.0



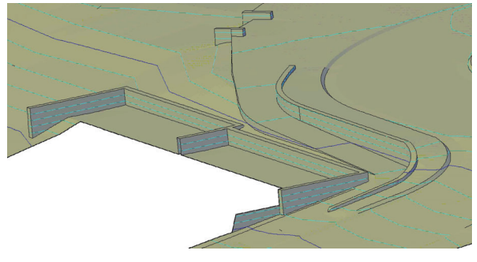
SECTION AT STA: 0+50.0



SECTION AT STA: 0+60.0



VERT SCALE: 1" = 5'



ISOMETRIC VIEW
NTS

LIFT ONE LODGE

710 SOUTH ASPEN STREET,
ASPEN, CO 81611

OWNER

LIFT ONE LODGE ASPEN, LLC
605 W. MAIN STREET, SUITE 2
ASPEN, CO 81611
(970) 544 4196

DEVELOPERS

IRONGATE, LLC
10880 WILSHIRE BLVD SUITE 2222
LOS ANGELES, CA 90024

HAYMAX CAPITAL, LLC
605 W. MAIN STREET, SUITE 2
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1717 WASHINGTON AVENUE, STE 100
GOLDEN, CO 80401
(303) 384 9910

MEP ENGINEERS

BG BUILDING WORKS
261 LINDEN STREET, STE 200
FORT COLLINS, CO 80524
(970) 221 6691

SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:

LODGE SOUTH PATIO GRADING PLAN

DRAWING NO:

C.200.04

SHEET:

G:\2018\18122.04-LIFT ONE LODGE\CIVIL\CIVIL DWGS\PLOT\C.200.04 GRADING-S PATIO.DWG - Aug 27, 2020 - 12:30pm

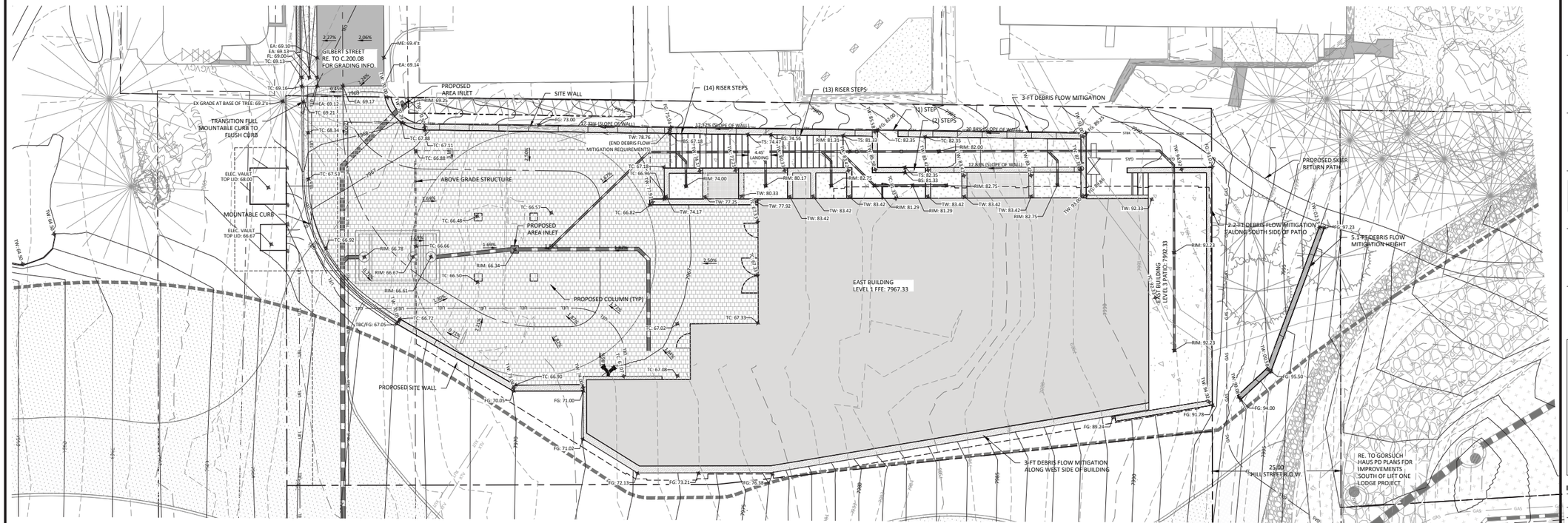
SPOT ELEVATION LEGEND

BS:	BOTTOM STEP
BW:	BOTTOM OF WALL
TW:	TOP OF WALL
FFE:	FINISHED FLOOR ELEVATION
FG:	FINISHED GRADE
FL:	FLOW LINE
GB:	GRADE BREAK
HP:	HIGH POINT
LP:	LOW POINT
EA:	EDGE OF ASPHALT
ME:	MATCH EXISTING
TC:	TOP OF CONCRETE
TS:	TOP STEP
RIM:	INLET RIM

DRAINAGE DIRECTION/SLOPE 2.0%

SPOT ELEVATION XX: XX.XX

EXAMPLE: TOP OF CONCRETE @ 8000.00' = TC: 00.00



NORTH

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

NOTE:

THESE PLANS ARE CONCEPTUAL OR ILLUSTRATIVE IN NATURE. PRECISE INFORMATION SHALL BE PROVIDED AS PART OF THE BUILDING PERMIT APPLICATION, AND IN SITUATIONS WHERE THE FINAL PD DEVELOPMENT PLANS AND APPROVED BUILDING PERMIT DIFFER, THE APPROVED BUILDING PERMIT SHALL RULE.

811 Know what's below. Call before you dig.

CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

LIFT ONE LODGE

710 SOUTH ASPEN STREET,
ASPEN, CO 81611

OWNER

LIFT ONE LODGE ASPEN, LLC
605 W. MAIN STREET, SUITE 2
ASPEN, CO 81611
(970) 544 4196

DEVELOPERS

Irongate

IRONGATE, LLC
10880 WILSHIRE BLVD SUITE 2222
LOS ANGELES, CA 90024

HAYMAX CAPITAL

HAYMAX CAPITAL, LLC
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MEP ENGINEERS

BG BUILDING WORKS
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FORT COLLINS, CO 80524
(970) 221 6691

SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"

PROJECT # 1803

DRAWING TITLE:

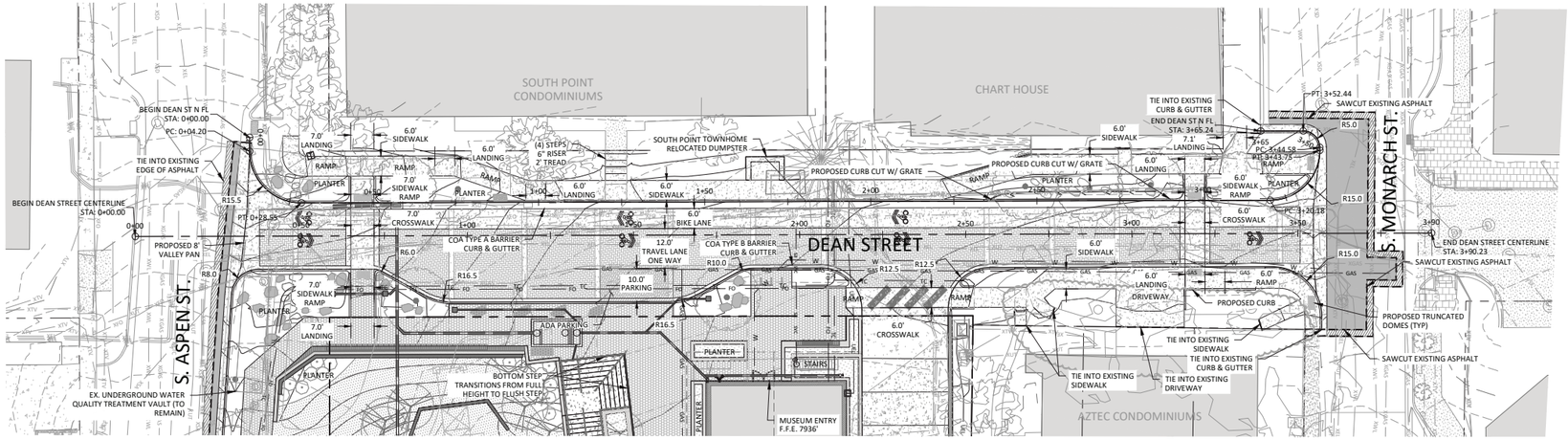
FREE MARKET GRADING PLAN

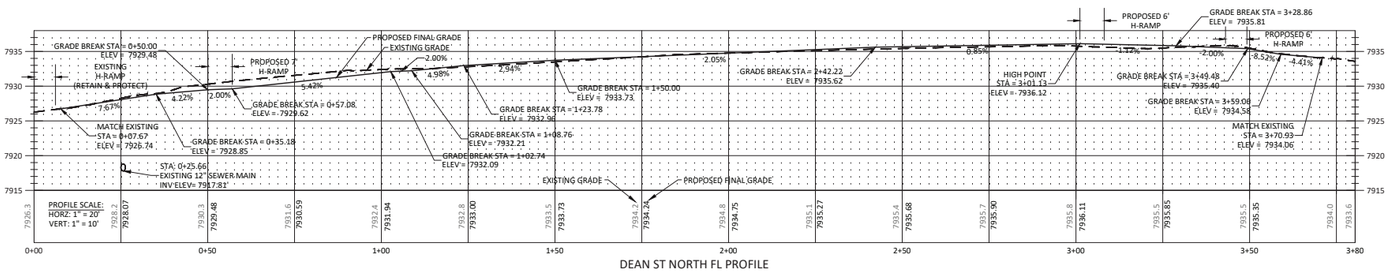
DRAWING NO:

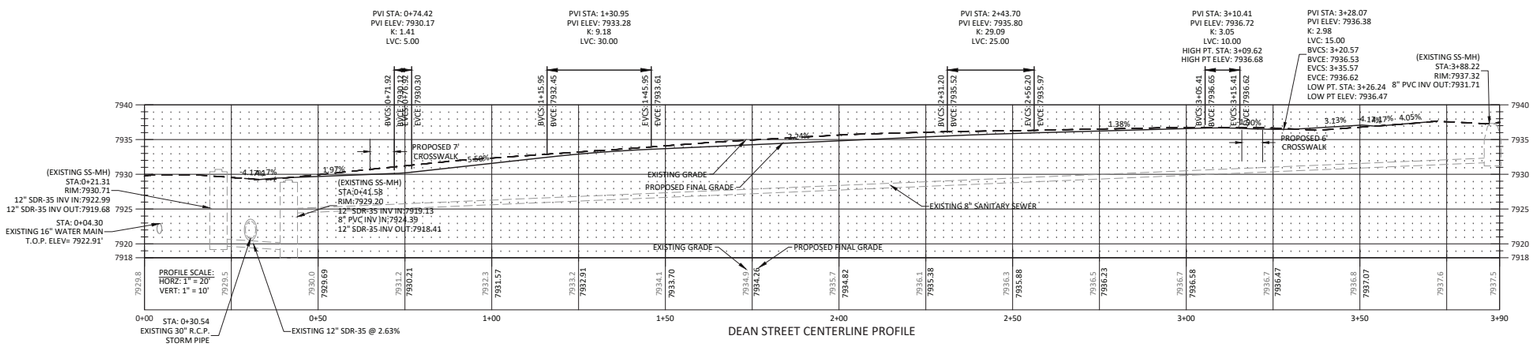
C.200.05

SHEET:

G:\2018\181222-LIFT ONE LODGE\CIVIL\CIVIL DWGS\PLOT\C-200.00 GRADING.DWG - Aug 28, 2020 - 11:02am







NOTE:

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FORT COLLINS, CO 80524
(970) 221 6691

SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"

PROJECT # 1803

DRAWING TITLE:

DEAN STREET PLAN & PROFILE

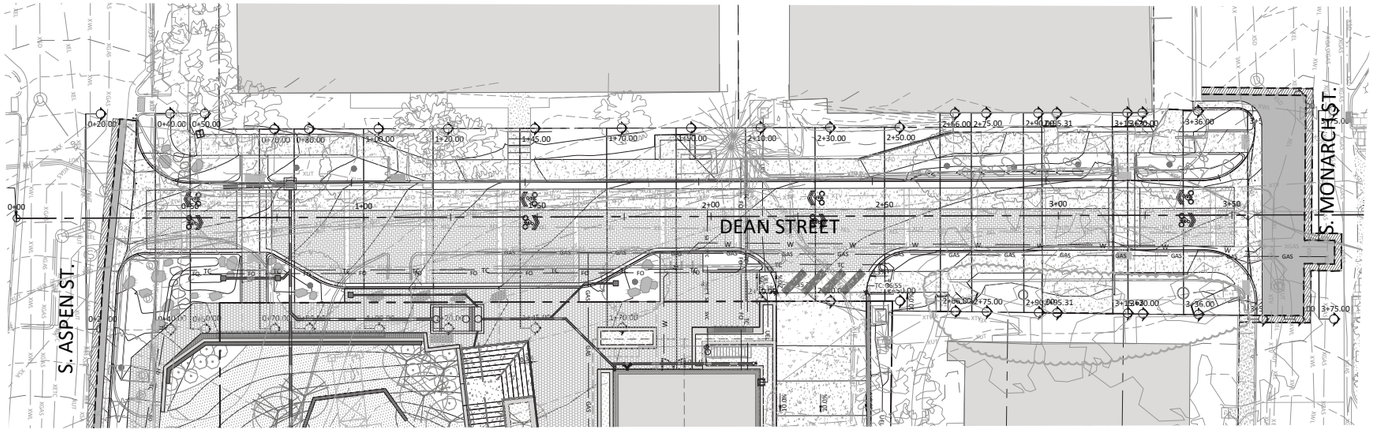
DRAWING NO:

C.200.06

SHEET:

811 Know what's below. Call before you dig.
CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

G:\2018\181222.04-LIFT ONE LODGE\CIVIL\CIVIL DWGS\PLOT\C-200.00 DEAN ST.DWG - Aug 28, 2020 - 7:00am



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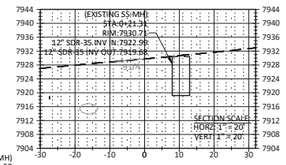
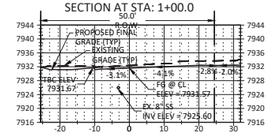


SECTION AT STA: 1+00.0



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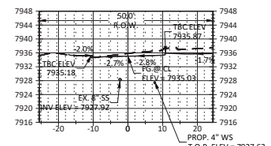

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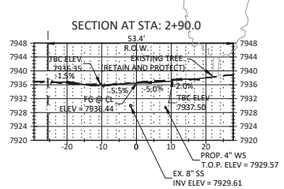

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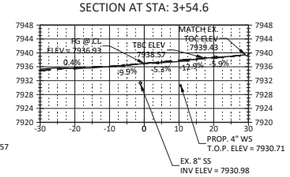

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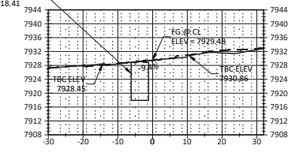

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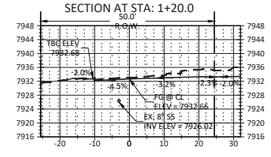

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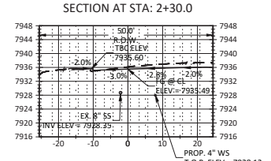

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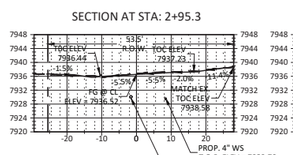
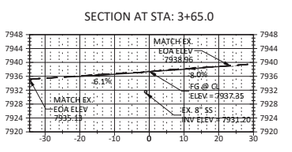


SECTION AT STA: 3+65.0



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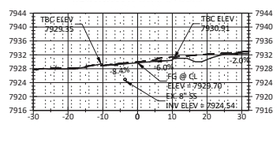

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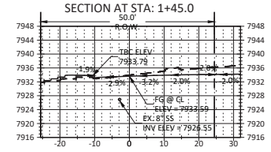

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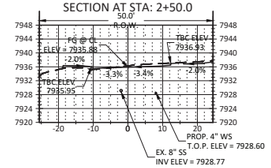
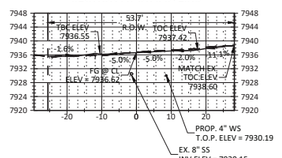


SECTION AT STA: 3+15.6



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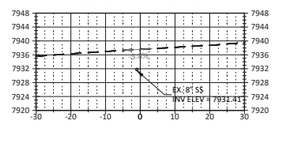
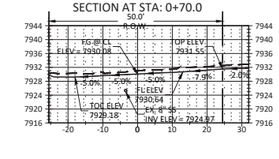
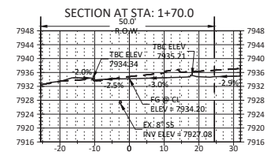


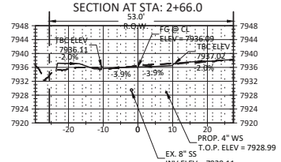
SECTION AT STA: 0+70.0



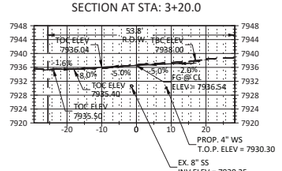
SECTION AT STA: 1+70.0



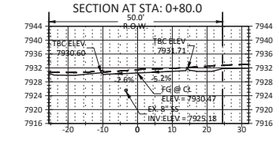
SECTION AT STA: 2+66.0



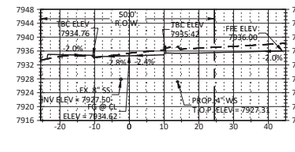
SECTION AT STA: 3+20.0



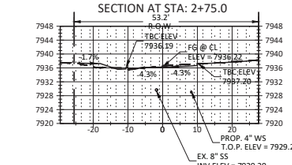
SECTION AT STA: 0+80.0



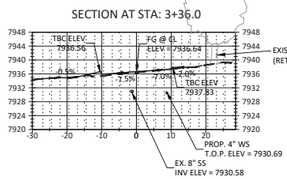
SECTION AT STA: 1+90.0



SECTION AT STA: 2+75.0



SECTION AT STA: 3+36.0



NOTE:

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GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

Know what's below. Call before you dig.
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G:\2018\1812\24-LIFT ONE LODGE\CIVIL\CIVIL DWGS\PLOT\C-200.00 DEAN ST.DWG - Aug 27, 2020 - 12:35pm

LIFT ONE LODGE

710 SOUTH ASPEN STREET,
ASPEN, CO 81611

OWNER

LIFT ONE LODGE ASPEN, LLC
605 W. MAIN STREET, SUITE 2
ASPEN, CO 81611
(970) 544 4196

DEVELOPERS

IRONGATE, LLC
10880 WILSHIRE BLVD SUITE 2222
LOS ANGELES, CA 90024

HAYMAX CAPITAL, LLC
605 W. MAIN STREET, SUITE 2
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(303) 384 9910

MEP ENGINEERS

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261 LINDEN STREET, STE 200
FORT COLLINS, CO 80524
(970) 221 6691

SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"

PROJECT # 1803

DRAWING TITLE:

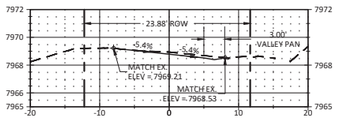
DEAN STREET SECTIONS

DRAWING NO:

C.200.07

SHEET:

SECTION AT STA: 0+50.0



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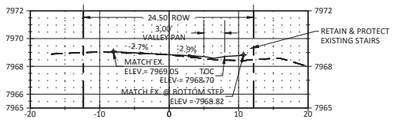
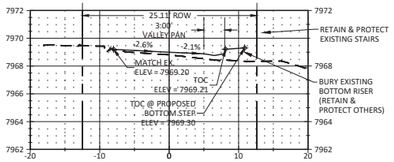


SECTION AT STA: 1+00.0



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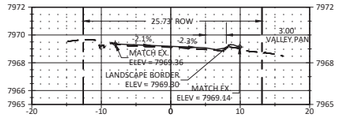
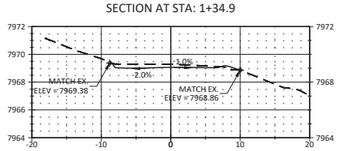
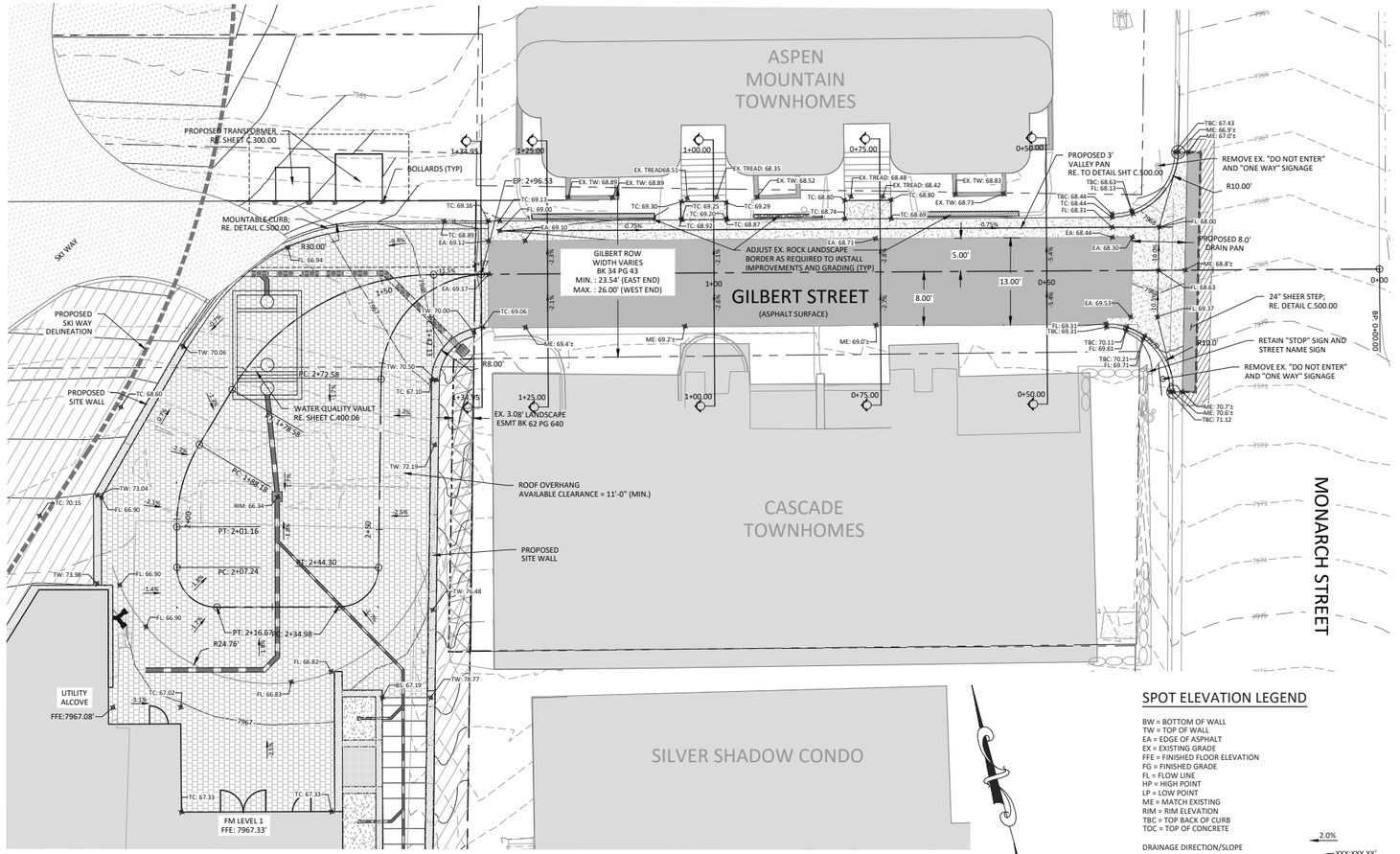


SECTION AT STA: 1+34.9





SPOT ELEVATION LEGEND

BW = BOTTOM OF WALL
TW = TOP OF WALL
EA = EDGE OF ASPHALT
EX = EXISTING GRADE
FFE = FINISHED FLOOR ELEVATION
FG = FINISHED GRADE
FL = FLOW LINE
HP = HIGH POINT
LP = LOW POINT
ME = MATCH EXISTING
RIM = RIM ELEVATION
TBC = TOP BACK OF CURB
TOC = TOP OF CONCRETE

DRAINAGE DIRECTION/SLOPE — 2.0%

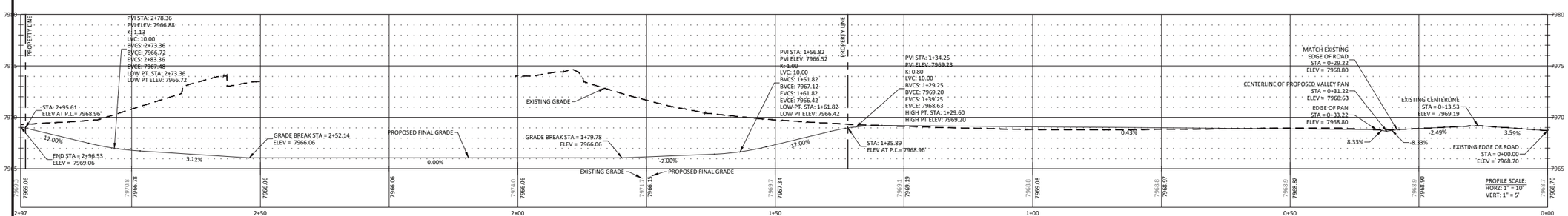
SPOT ELEVATION — XXX:XXX.XX'

EXAMPLE: TOP OF CONCRETE @ 7968.71' = TOC:68.71'

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.



GILBERT STREET CENTERLINE PROFILE

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ASPEN, CO 81611

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(303) 384 9910

MEP ENGINEERS
BG BUILDING WORKS
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FORT COLLINS, CO 80524
(970) 221 6691

SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:

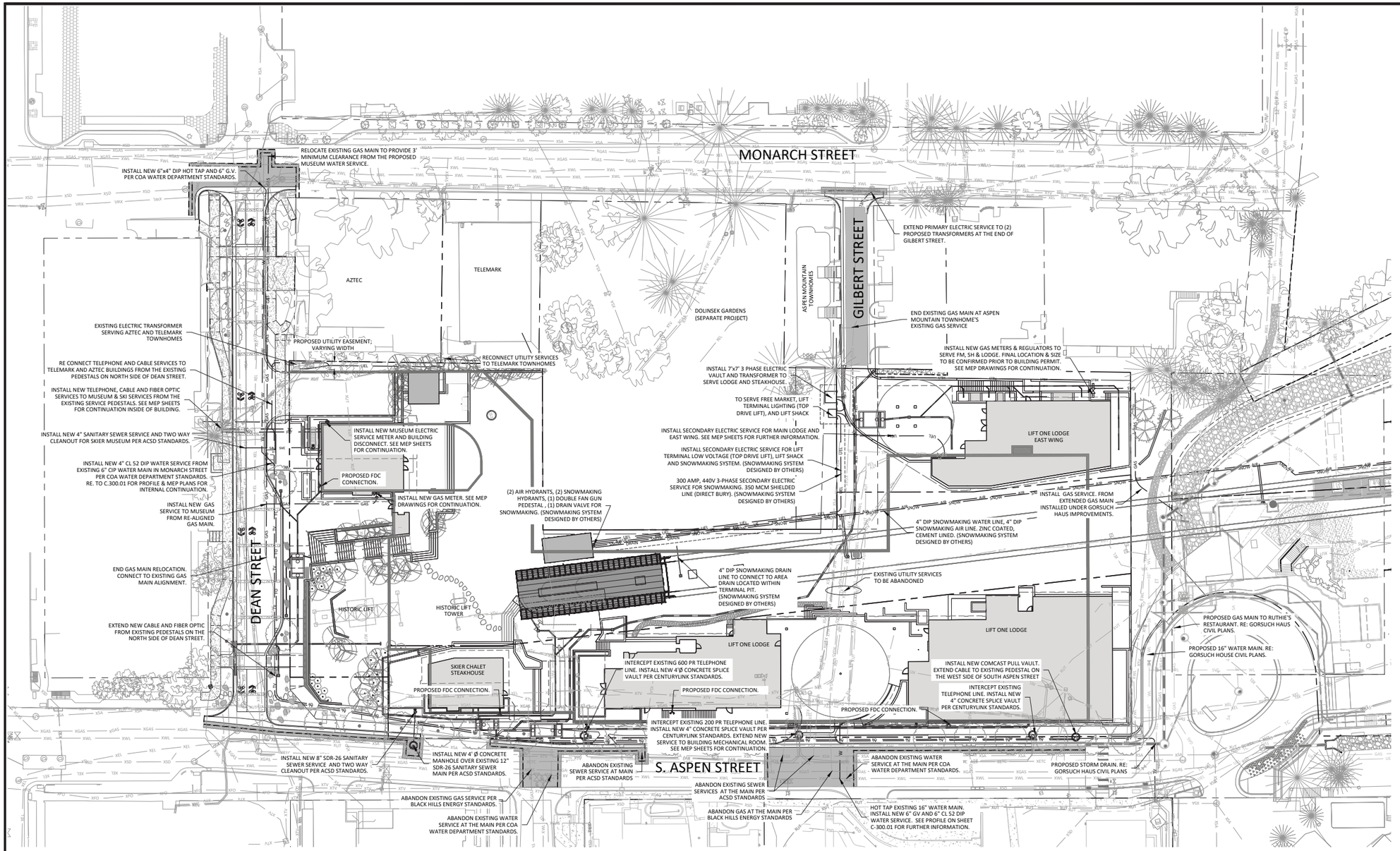
GILBERT STREET LAYOUT & PLAN & PROFILE

DRAWING NO:

C.200.08

SHEET:

G:\2018\181222.04-LIFT ONE LODGE\CIVIL\CIVIL DWG'S\PLOT\C.200.00 GILBERT ST. DWG - Aug 28, 2020 - 6:36am



GENERAL UTILITY NOTES:

1. CONTRACTOR TO COORDINATE ABANDONMENT, RELOCATION, AND BURIAL OF THE EXISTING UTILITIES WITH THE UTILITY PROVIDERS. CONTRACTOR TO PROVIDE ALL TRENCHING, BEDDING, AND BACKFILL WORK NECESSARY FOR UTILITY RELOCATION.
2. THE CONTRACTOR SHALL CONTAIN HIS CONSTRUCTION OPERATIONS WITHIN THE LIMITS OF CONSTRUCTION. CONTRACTOR SHALL NOT OPERATE OUTSIDE THIS AREA WITHOUT THE PRIOR CONSENT OF THE PROPERTY OWNER(S) INVOLVED.
3. THE LOCATIONS OF UNDERGROUND UTILITIES HAVE BEEN PLOTTED BASED ON UTILITY MAPS, LOCATES OR OTHER INFORMATION PROVIDED BY UTILITY COMPANIES AND ACTUAL FIELD LOCATIONS IN SOME INSTANCES. THESE UTILITIES, AS SHOWN MAY NOT REPRESENT ACTUAL FIELD CONDITIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ALL UTILITY COMPANIES FOR FIELD LOCATION OF UTILITIES PRIOR TO CONSTRUCTION.
4. ALL UTILITIES, BOTH UNDERGROUND AND OVERHEAD, SHALL BE MAINTAINED IN CONTINUOUS SERVICE THROUGHOUT THE ENTIRE CONSTRUCTION PERIOD. THE CONTRACTOR SHALL BE RESPONSIBLE AND LIABLE FOR ANY DAMAGES TO, OR INTERRUPTION OF, SERVICES CAUSED BY THE CONSTRUCTION.
5. CONTRACTOR TO COORDINATE ALL UTILITY LINEWORK WITH THE RESPECTIVE UTILITY COMPANY PRIOR TO CONSTRUCTION.

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GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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G:\2018\181222.04-LIFT ONE LODGE\CIVIL\CIVIL DWGS\PLOTS\C-300.00 UTILS.DWG - Aug 31, 2020 - 3:07pm

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(303) 384 9910

MEP ENGINEERS

BG BUILDING WORKS
261 LINDEN STREET, STE 200
FORT COLLINS, CO 80524
(970) 221 6691

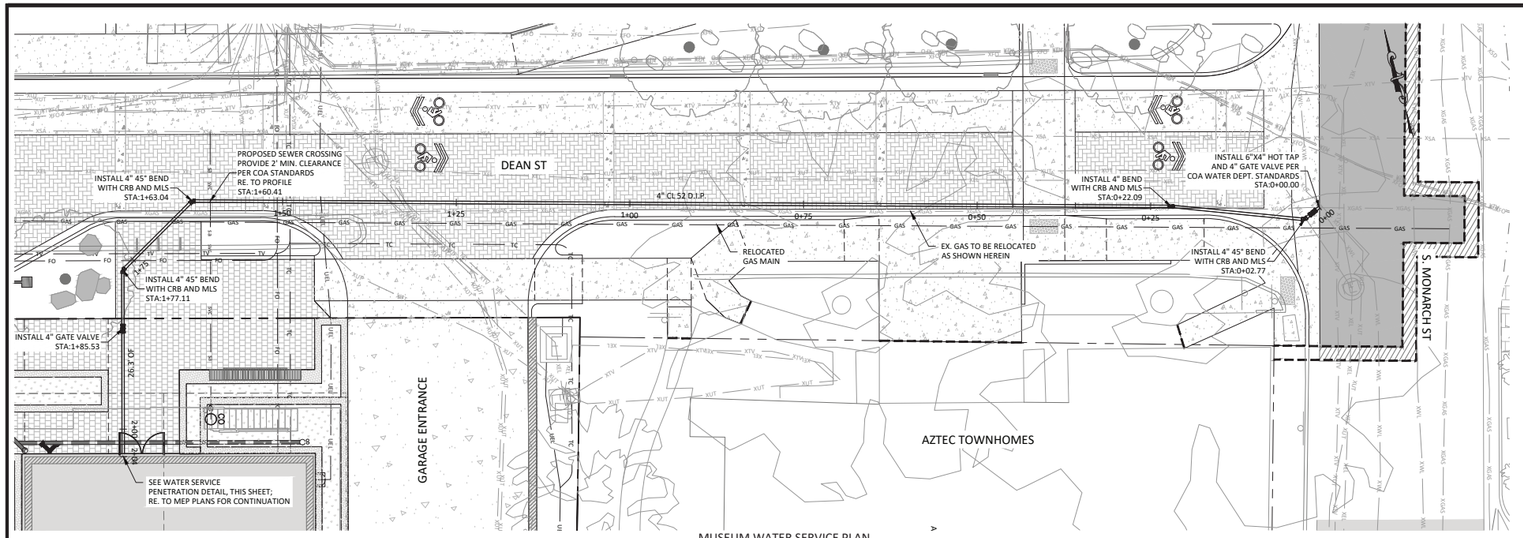
SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

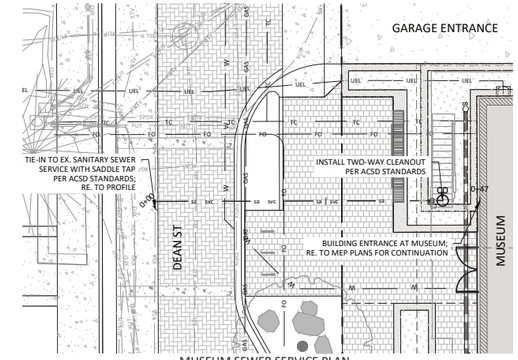
SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:
MASTER UTILITY

DRAWING NO:
C.300.00

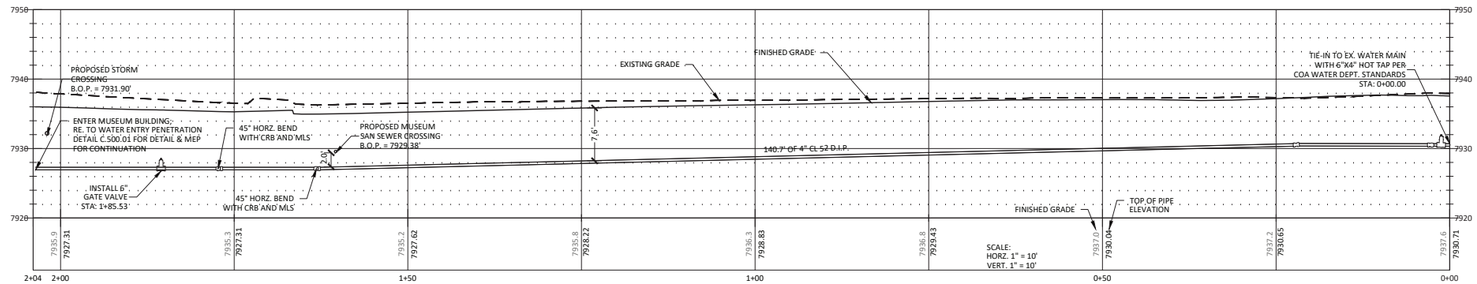
SHEET:



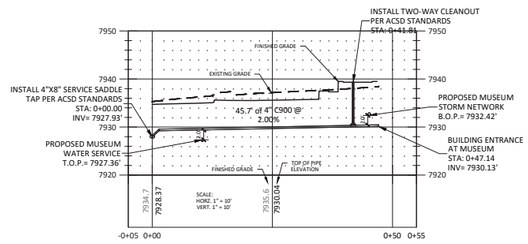
MUSEUM WATER SERVICE PLAN



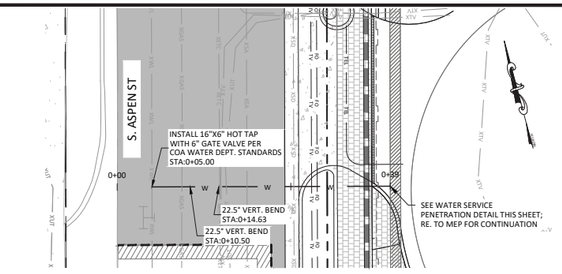
MUSEUM SEWER SERVICE PLAN

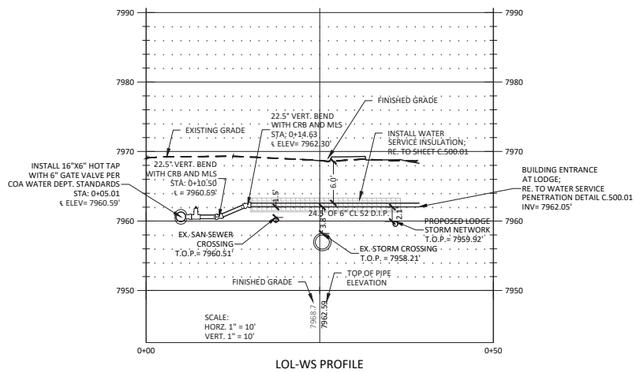


MUSEUM-WS PROFILE

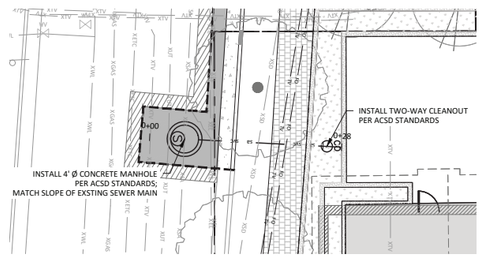


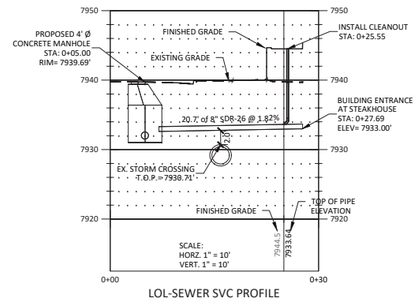
MUSEUM-SEWER SVC PROFILE





LOL-WS PROFILE





LOL-SEWER SVC PROFILE

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)

1 inch = 10 ft.

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"

PROJECT # 1803

DRAWING TITLE:

UTILITY PLAN & PROFILES

DRAWING NO:

C.300.01

SHEET:

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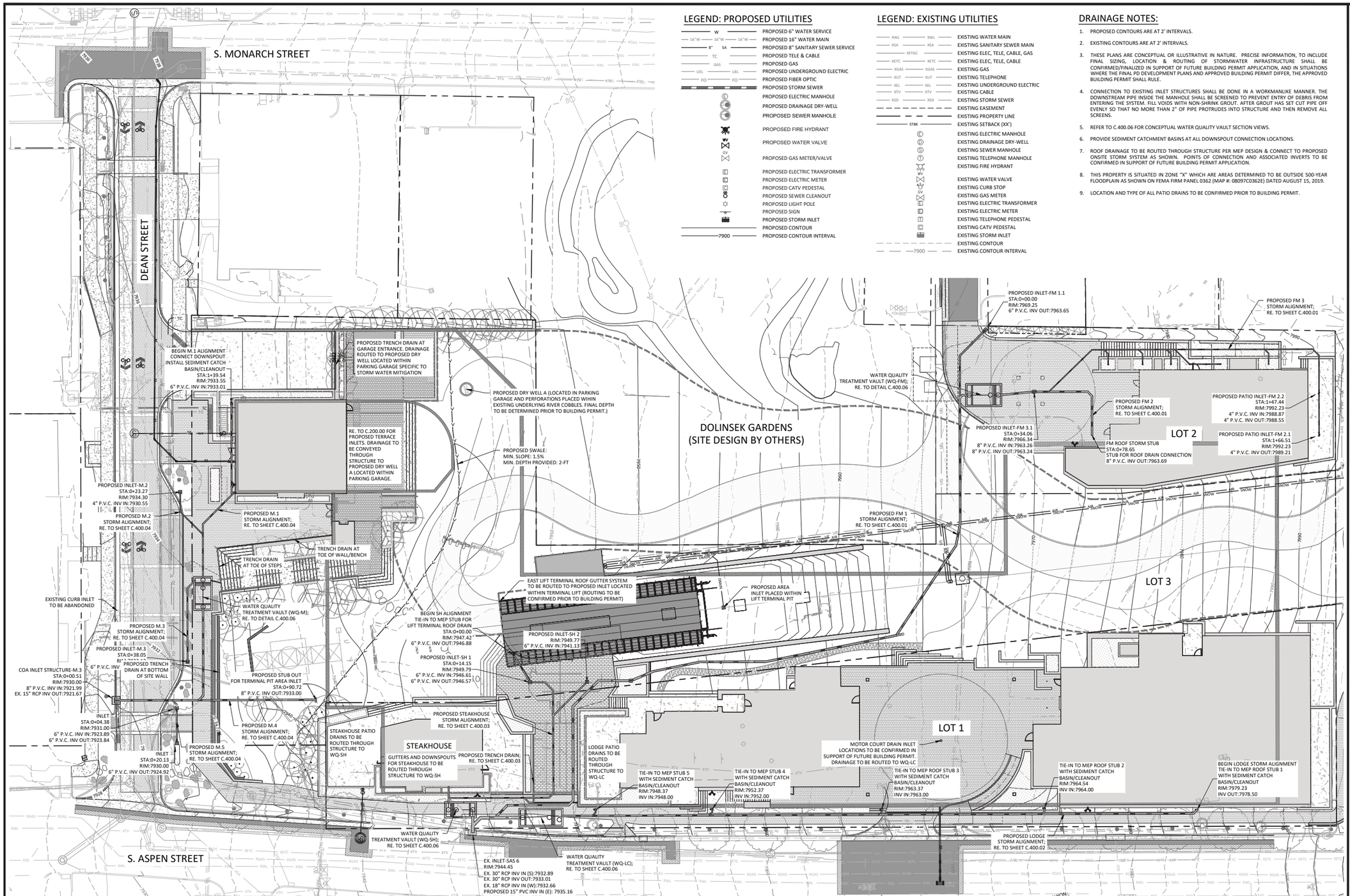

LEGEND: PROPOSED UTILITIES

- PROPOSED 6" WATER SERVICE
- PROPOSED 16" WATER MAIN
- PROPOSED 8" SANITARY SEWER SERVICE
- PROPOSED TELE & CABLE
- PROPOSED GAS
- PROPOSED UNDERGROUND ELECTRIC
- PROPOSED FIBER OPTIC
- PROPOSED STORM SEWER
- PROPOSED ELECTRIC MANHOLE
- PROPOSED DRAINAGE DRY-WELL
- PROPOSED SEWER MANHOLE
- PROPOSED FIRE HYDRANT
- PROPOSED WATER VALVE
- PROPOSED GAS METER/VALVE
- PROPOSED ELECTRIC TRANSFORMER
- PROPOSED ELECTRIC METER
- PROPOSED CATV PEDESTAL
- PROPOSED SEWER CLEANOUT
- PROPOSED LIGHT POLE
- PROPOSED SIGN
- PROPOSED STORM INLET
- PROPOSED CONTOUR
- PROPOSED CONTOUR INTERVAL

LEGEND: EXISTING UTILITIES

- EXISTING WATER MAIN
- EXISTING SANITARY SEWER MAIN
- EXISTING ELEC, TELE, CABLE, GAS
- EXISTING ELEC, TELE, CABLE
- EXISTING GAS
- EXISTING TELEPHONE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING CABLE
- EXISTING STORM SEWER
- EXISTING EASEMENT
- EXISTING PROPERTY LINE
- EXISTING SETBACK (XX')
- EXISTING ELECTRIC MANHOLE
- EXISTING DRAINAGE DRY-WELL
- EXISTING SEWER MANHOLE
- EXISTING TELEPHONE MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING CURB STOP
- EXISTING GAS METER
- EXISTING ELECTRIC TRANSFORMER
- EXISTING ELECTRIC METER
- EXISTING TELEPHONE PEDESTAL
- EXISTING CATV PEDESTAL
- EXISTING STORM INLET
- EXISTING CONTOUR
- EXISTING CONTOUR INTERVAL

DRAINAGE NOTES:

1. PROPOSED CONTOURS ARE AT 2' INTERVALS.
2. EXISTING CONTOURS ARE AT 2' INTERVALS.
3. THESE PLANS ARE CONCEPTUAL OR ILLUSTRATIVE IN NATURE. PRECISE INFORMATION, TO INCLUDE FINAL SIZING, LOCATION & ROUTING OF STORMWATER INFRASTRUCTURE SHALL BE CONFIRMED/FINALIZED IN SUPPORT OF FUTURE BUILDING PERMIT APPLICATION, AND IN SITUATIONS WHERE THE FINAL PD DEVELOPMENT PLANS AND APPROVED BUILDING PERMIT DIFFER, THE APPROVED BUILDING PERMIT SHALL RULE.
4. CONNECTION TO EXISTING INLET STRUCTURES SHALL BE DONE IN A WORKMANLIKE MANNER. THE DOWNSTREAM PIPE INSIDE THE MANHOLE SHALL BE SCREENED TO PREVENT ENTRY OF DEBRIS FROM ENTERING THE SYSTEM. FILL VOIDS WITH NON-SHRINK GROUT. AFTER GROUT HAS SET CUT PIPE OFF EVENLY SO THAT NO MORE THAN 2" OF PIPE PROTRUDES INTO STRUCTURE AND THEN REMOVE ALL SCREENS.
5. REFER TO C.400.06 FOR CONCEPTUAL WATER QUALITY VAULT SECTION VIEWS.
6. PROVIDE SEDIMENT CATCHMENT BASINS AT ALL DOWNSPOUT CONNECTION LOCATIONS.
7. ROOF DRAINAGE TO BE ROUTED THROUGH STRUCTURE PER MEP DESIGN & CONNECT TO PROPOSED ONSITE STORM SYSTEM AS SHOWN. POINTS OF CONNECTION AND ASSOCIATED INVERTS TO BE CONFIRMED IN SUPPORT OF FUTURE BUILDING PERMIT APPLICATION.
8. THIS PROPERTY IS SITUATED IN ZONE "X" WHICH ARE AREAS DETERMINED TO BE OUTSIDE 500-YEAR FLOODPLAIN AS SHOWN ON FEMA FIRM PANEL 0362 (MAP #: 08097C0362E) DATED AUGUST 15, 2019.
9. LOCATION AND TYPE OF ALL PATIO DRAINS TO BE CONFIRMED PRIOR TO BUILDING PERMIT.

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MEP ENGINEERS

BG BUILDING WORKS
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(970) 221 6691

SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:

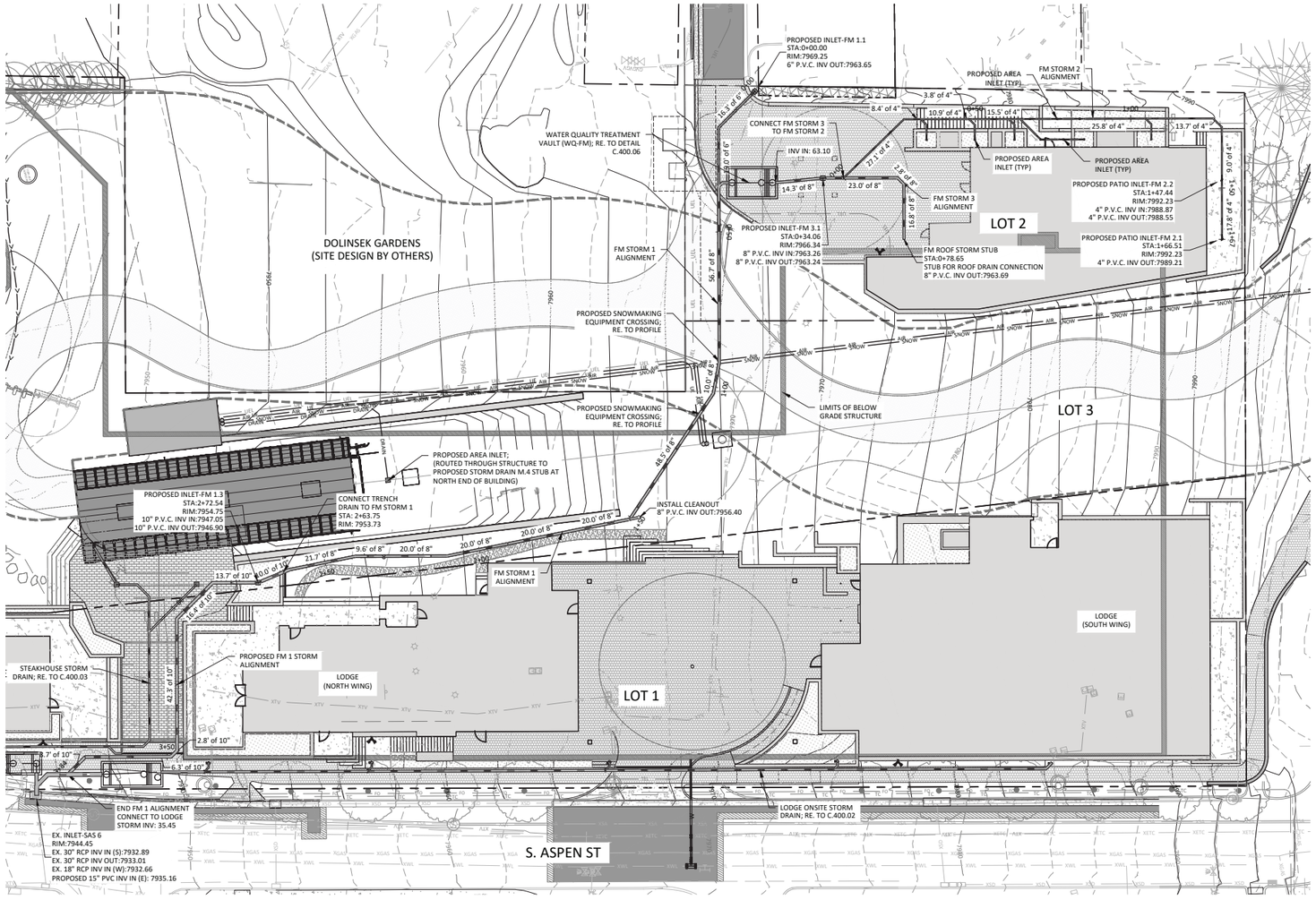
MASTER DRAINAGE PLAN

DRAWING NO:

C.400.00

SHEET:

G:\2018\1812204-LIFT ONE LODGE\CIVIL\CIVIL DWGS\PLOT\C-400.00-400.04 MASTER-STORM PP.DWG - Aug 28, 2020 - 9:12am



DRAINAGE NOTES:

1. PROPOSED CONTOURS ARE AT 2' INTERVALS.
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9. LOCATION AND TYPE OF ALL PATIO DRAINS TO BE CONFIRMED PRIOR TO BUILDING PERMIT.

LEGEND: PROPOSED UTILITIES

- PROPOSED 6" WATER SERVICE
- PROPOSED 16" WATER MAIN
- PROPOSED 8" SANITARY SEWER SERVICE
- PROPOSED TELE & CABLE
- PROPOSED GAS
- PROPOSED UNDERGROUND ELECTRIC
- PROPOSED FIBER OPTIC
- PROPOSED STORM SEWER
- PROPOSED ELECTRIC MANHOLE
- PROPOSED DRAINAGE DRY-WELL
- PROPOSED SEWER MANHOLE
- PROPOSED FIRE HYDRANT
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- PROPOSED GAS METER/VALVE
- PROPOSED ELECTRIC TRANSFORMER
- PROPOSED ELECTRIC METER
- PROPOSED CATV PEDESTAL
- PROPOSED SEWER CLEANOUT
- PROPOSED LIGHT POLE
- PROPOSED SIGN
- PROPOSED STORM INLET
- PROPOSED CONTOUR
- PROPOSED CONTOUR INTERVAL

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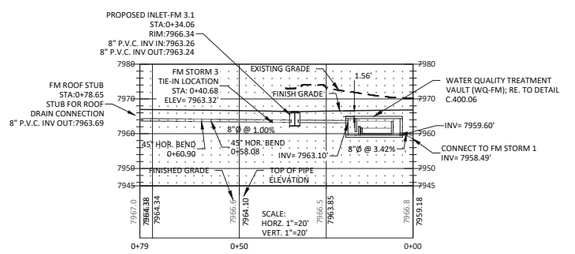

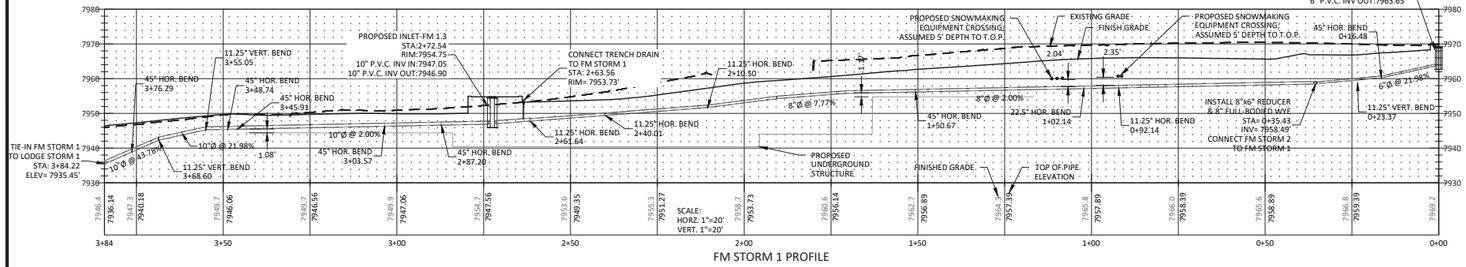

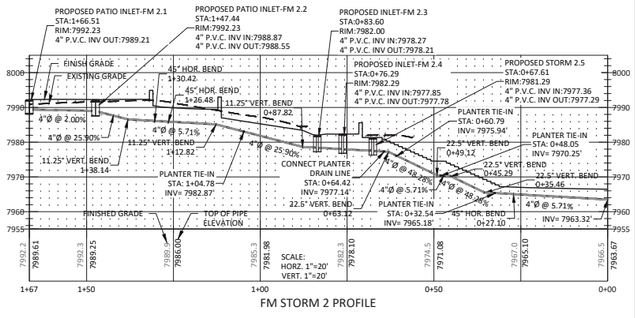

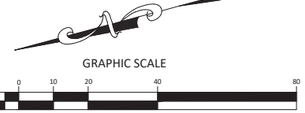

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ASPEN, CO 81611

OWNER
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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:

FREE MARKET STORM PLAN AND PROFILE

DRAWING NO:

C.400.01

SHEET:

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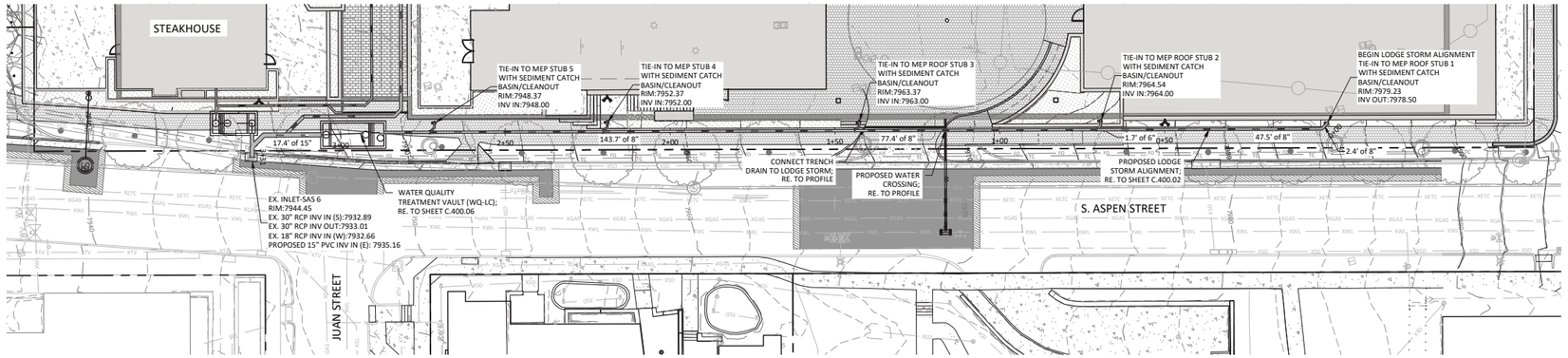

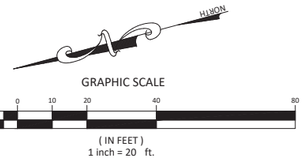

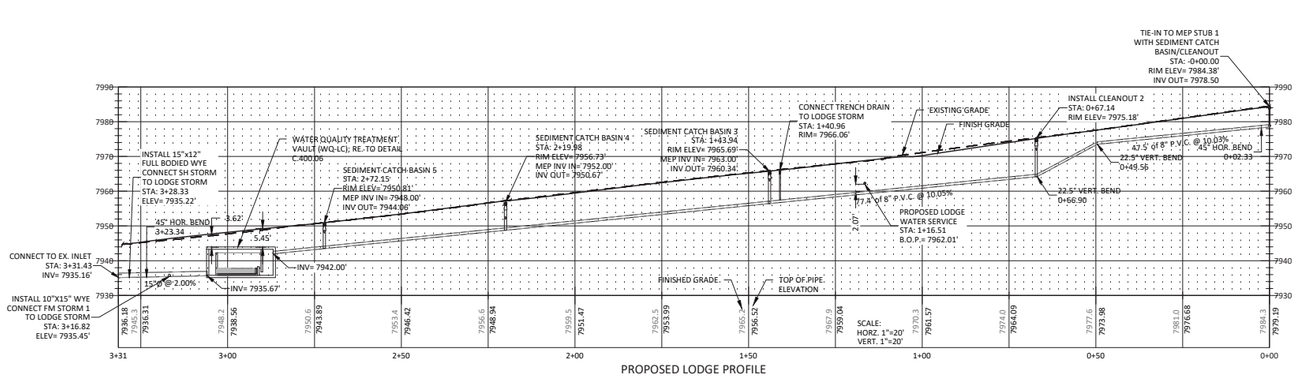

PROPOSED LODGE PROFILE

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:

CONCEPTUAL LODGE STORM PLAN & PROFILE

DRAWING NO:

C.400.02

SHEET:

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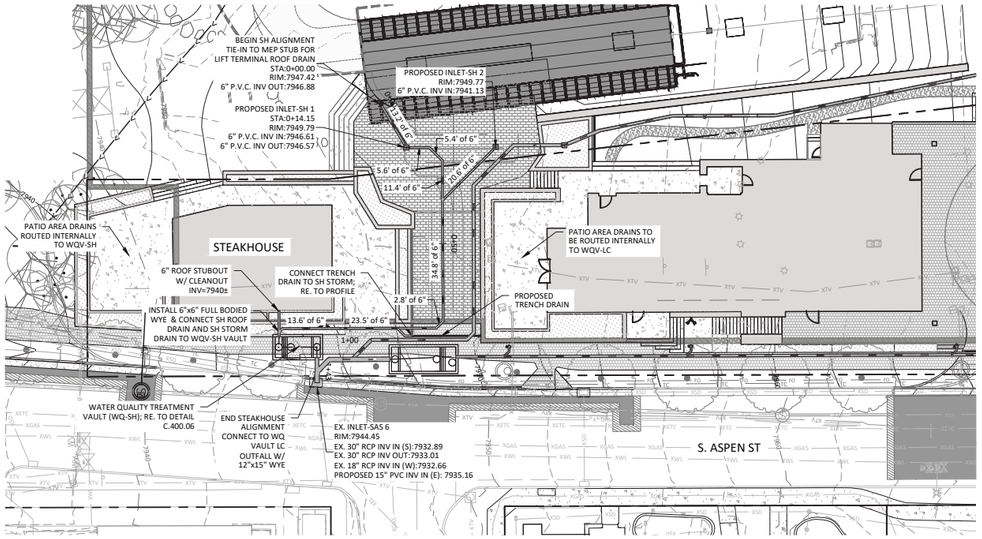

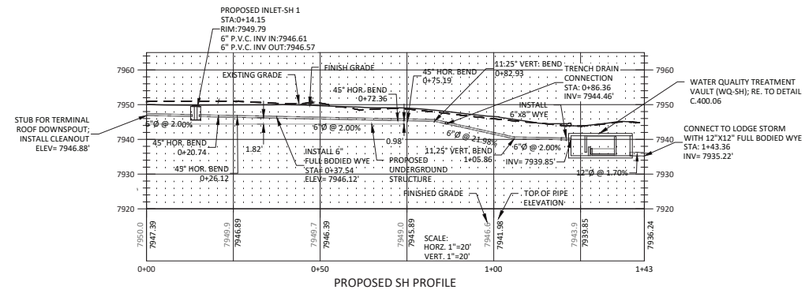

PROPOSED SH PROFILE

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:

STEAKHOUSE STORM PLAN AND PROFILE

DRAWING NO:

C.400.03

SHEET:

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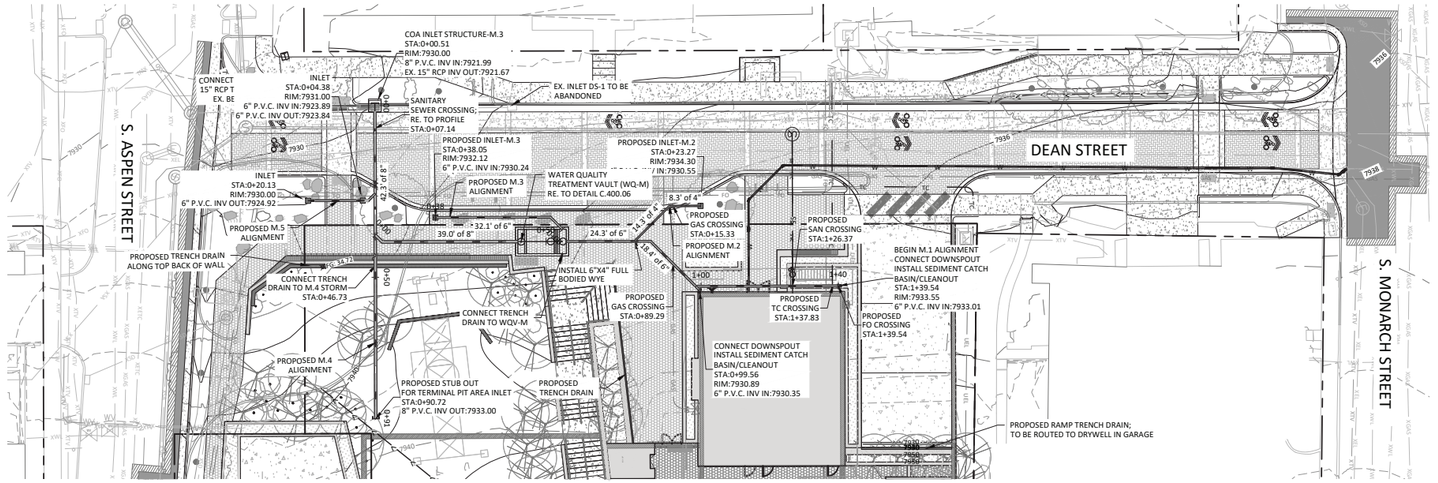
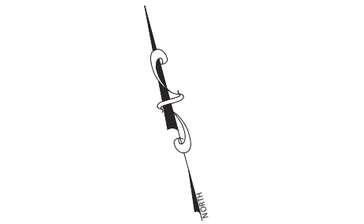
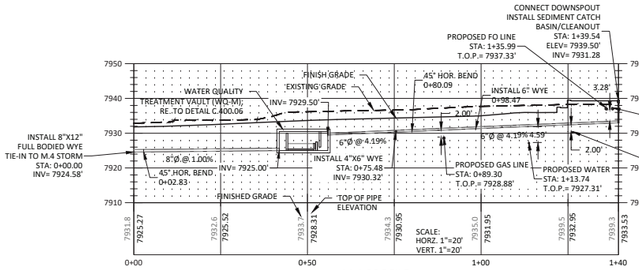
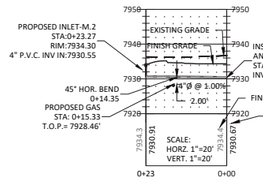


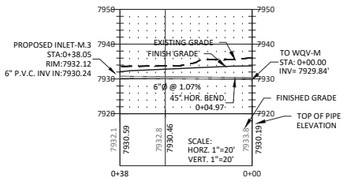




M.1 PROFILE



M.2 PROFILE



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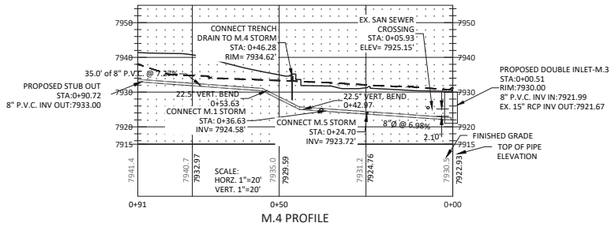

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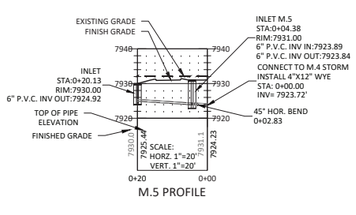

M.5 PROFILE

LEGEND: PROPOSED UTILITIES

- PROPOSED 6" WATER SERVICE
- PROPOSED 16" WATER MAIN
- PROPOSED 8" SANITARY SEWER SERVICE
- PROPOSED TELE & CABLE
- PROPOSED GAS
- PROPOSED UNDERGROUND ELECTRIC
- PROPOSED FIBER OPTIC
- PROPOSED STORM SEWER
- PROPOSED ELECTRIC MANHOLE
- PROPOSED DRAINAGE DRY-WELL
- PROPOSED SEWER MANHOLE
- PROPOSED FIRE HYDRANT
- PROPOSED WATER VALVE
- PROPOSED GAS METER/VALVE
- PROPOSED ELECTRIC TRANSFORMER
- PROPOSED ELECTRIC METER
- PROPOSED CATV PEDESTAL
- PROPOSED SEWER CLEANOUT
- PROPOSED LIGHT POLE
- PROPOSED SIGN
- PROPOSED STORM INLET
- PROPOSED CONTOUR
- PROPOSED CONTOUR INTERVAL

LEGEND: EXISTING UTILITIES

- EXISTING WATER MAIN
- EXISTING SANITARY SEWER MAIN
- EXISTING ELEC, TELE, CABLE, GAS
- EXISTING ELEC, TELE, CABLE
- EXISTING GAS
- EXISTING TELEPHONE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING CABLE
- EXISTING STORM SEWER
- EXISTING EASEMENT
- EXISTING PROPERTY LINE
- EXISTING SETBACK (XX')
- EXISTING ELECTRIC MANHOLE
- EXISTING DRAINAGE DRY-WELL
- EXISTING SEWER MANHOLE
- EXISTING TELEPHONE MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING CURB STOP
- EXISTING GAS METER
- EXISTING ELECTRIC TRANSFORMER
- EXISTING ELECTRIC METER
- EXISTING TELEPHONE PEDESTAL
- EXISTING CATV PEDESTAL
- EXISTING STORM INLET
- EXISTING CONTOUR
- EXISTING CONTOUR INTERVAL

DRAINAGE NOTES:

1. PROPOSED CONTOURS ARE AT 2' INTERVALS.
2. EXISTING CONTOURS ARE AT 2' INTERVALS.
3. THESE PLANS ARE CONCEPTUAL OR ILLUSTRATIVE IN NATURE. PRECISE INFORMATION, TO INCLUDE FINAL SIZING, LOCATION & ROUTING OF STORMWATER INFRASTRUCTURE SHALL BE CONFIRMED/FINALIZED IN SUPPORT OF FUTURE BUILDING PERMIT APPLICATION, AND IN SITUATIONS WHERE THE FINAL PD DEVELOPMENT PLANS AND APPROVED BUILDING PERMIT DIFFER, THE APPROVED BUILDING PERMIT SHALL RULE.
4. CONNECTION TO EXISTING INLET STRUCTURES SHALL BE DONE IN A WORKMANLIKE MANNER. THE DOWNSTREAM PIPE INSIDE THE MANHOLE SHALL BE SCREENED TO PREVENT ENTRY OF DEBRIS FROM ENTERING THE SYSTEM. FILL VOIDS WITH NON-SHRINK GROUT. AFTER GROUT HAS SET CUT PIPE OFF EVENLY SO THAT NO MORE THAN 2" OF PIPE PROTRUDES INTO STRUCTURE AND THEN REMOVE ALL SCREENS.
5. REFER TO C.400.06 FOR CONCEPTUAL WATER QUALITY VAULT SECTION VIEWS.
6. PROVIDE SEDIMENT CATCHMENT BASINS AT ALL DOWNSPOUT CONNECTION LOCATIONS.
7. ROOF DRAINAGE TO BE ROUTED THROUGH STRUCTURE PER MEP DESIGN & CONNECT TO PROPOSED ONSITE STORM SYSTEM AS SHOWN. POINTS OF CONNECTION AND ASSOCIATED INVERTS TO BE CONFIRMED IN SUPPORT OF FUTURE BUILDING PERMIT APPLICATION.
8. THIS PROPERTY IS SITUATED IN ZONE "X" WHICH ARE AREAS DETERMINED TO BE OUTSIDE 500-YEAR FLOODPLAIN AS SHOWN ON FEMA FIRM PANEL 0362 (MAP #: 08097C0362E) DATED AUGUST 15, 2019.
9. LOCATION AND TYPE OF ALL PATIO DRAINS TO BE CONFIRMED PRIOR TO BUILDING PERMIT.

NOTE:

THESE PLANS ARE CONCEPTUAL OR ILLUSTRATIVE IN NATURE. PRECISE INFORMATION SHALL BE PROVIDED AS PART OF THE BUILDING PERMIT APPLICATION, AND IN SITUATIONS WHERE THE FINAL PD DEVELOPMENT PLANS AND APPROVED BUILDING PERMIT DIFFER, THE APPROVED BUILDING PERMIT SHALL RULE.

Know what's below. Call before you dig.
CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

LIFT ONE LODGE

710 SOUTH ASPEN STREET,
ASPEN, CO 81611

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DEVELOPERS
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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"
PROJECT # 1803

DRAWING TITLE:
MUSEUM STORM PLAN AND PROFILE

DRAWING NO:
C.400.04

SHEET:

G:\2018\181224-04-LIFT ONE LODGE\CVA\1\CIVIL\DWG'S\PLOT\C-400.00-400.04 MASTER STORM PP.DWG - Aug 28, 2020 - 9:58am

AZTEC TOWNHOMES

TELEMARK TOWNHOMES
(FLAT ROOF; ROUTING UNKNOWN)

ASPEN MOUNTAIN TOWNHOMES

GILBERT STREET

CASCADE TOWNHOMES

SILVER SHADOWS TOWNHOMES

CARIBOU TOWNHOMES

DOWNSPOUT

EX. CMP INLET

DEAN STREET

DP: EX. OS-6
TRIBUTARY TO EX. DS-1 INLET

EX. ONSITE BSN #7
14,140± SF

DOLINSEK PARCEL

EX. OS6
23,280± SF

DP: EX. OS-6
TRIBUTARY TO EX. DS-1 INLET

DP: EX. ONSITE #6
TRIBUTARY TO S. MONARCH ST.

EX. STRUCTURE

EXISTING SKIER'S CHALET STRUCTURE

EX. ONSITE BSN #6
9,570± SF

24" CMP DAYLIGHTS

REFER TO C.400.07
FOR OFFSITE BASIN
DELINEATIONS

DP: EX. ONSITE #5
TRIBUTARY TO EX. DS-1 INLET

EX. ONSITE BSN #5
15,032± SF

FLOWLINE SWALE

25.0'
HILL ST. ROW

DP: EX. ONSITE #7
TRIBUTARY TO EX. DS-1 INLET

DS-1
RIM = 7932.44'
INV OUT (W) 15" RCP = 7923.36'

EX. ONSITE BSN #8
46,311± SF

HISTORIC LIFT

DP: EX. ONSITE #8
TRIBUTARY TO EX.
DSA-1 INLET

DSA-1
RIM = 7930.23'
INV. IN (W) 48" RCP= 7923.55'
INV. OUT (W) 15" RCP = 7921.52'

WATER QUALITY SAND FILTER VAULT
RIM (N)=7931.71'
RIM (MID)=7932.38'
RIM (S)=7934.23'
INV. IN (S) 30" RCP= 7922.90'
INV. IN (W) 30" RCP= 7926.76'
INV. OUT (N) 30" RCP = 7922.78'

EXISTING SKIER'S CHALET (STEAKHOUSE)

EXISTING DEPRESSION
(PREVIOUS LOCATION OF
HOLLAND HOUSE
LODGE-REMOVED)

DP: EX. ONSITE #4
RETAINED ONSITE
WITHIN EX. DEPRESSION

EX. ONSITE BSN #4
8,250± SF

STORM GRATE
RIM= 7994.94'
15" PVC INV= 7989.14'

PR-MH3 6' Ø MANHOLE
RIM=7934.85'
INV. IN (S) 30" RCP=7922.87'
INV. IN (SW) 15" SDR-26=7923.17'
INV. OUT (N) 30" RCP=7922.87'

EX. ONSITE BSN #3
350± SF

EX. ONSITE BSN #1
1,490± SF

PR-MH2 5' Ø MANHOLE
RIM=7928.87'
INV IN (S) 30" RCP= 7919.57'
INV IN (E) 15" RCP= 7920.43'
INV/OUT (NW) 30" RCP= 7914.81'

SAS-4
RIM= 7933.64'
INV. OUT (E) 30" RCP = 7926.42'

SAS-6
RIM = 7944.36'
INV IN (W) 15" SRD-26= 7932.66'
INV IN (S) 30" RCP= 7932.89'
INV OUT (N) 30" RCP=7933.01'

DP: EX. ONSITE #3
TRIBUTARY TO EX. SAS-6 INLET

S. ASPEN STREET

DP: EX. ONSITE #2
TRIBUTARY TO EX. SAS-9 INLET

EX. ONSITE BSN #2
1,571± SF

SAS-10
RIM= 7978.73'
INV. IN (S) 18" RCP = 7968.54'
INV. IN (W) 15" RCP = 7965.36'
INV. OUT (N) 24" RCP =7965.15'

DP: EX. ONSITE #1
TRIBUTARY TO EX. SAS-10 INLET

SAS-13
RIM= 7992.63'
INV. IN (E) 15" PVC = 7986.60'
INV. OUT (N) 18" RCP = 7980.15'

SAS-9
RIM= 7952.93'
INV. IN (S) 24" RCP = 7940.43' (CONFIRMED)
INV. IN (W) 18" RCP = 7940.72' (CONFIRMED)
INV. OUT (N) 30" RCP = 7940.64' (CONFIRMED)

SAS-7
RIM = 7944.76'
INV OUT (E) 15" SDR-26=7933.55'

SAS-5
RIM = 7936.39'
INV. OUT (NE) 15" SDR-26= 7924.77'

SAS-8
RIM=7952.96'
INV. OUT (E) 18" RCP = 7941.44'

SAS-12
RIM= 7994.60'
INV. IN (S) 18" RCP = 7984.74'
INV. OUT (N) 18" RCP = 7984.65'

JUAN STREET

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

Table 2: Existing Onsite Drainage: Rational Method Summary

Subcatchment Name	Area (ac)	Percent Imperviousness	Runoff Coefficient, C		Selected tc (min)	Rainfall Intensity,I(in/hr)		Peak Flow, Q (cfs)	
			10-yr	100-yr		10-yr	100-yr	10-yr	100-yr
EX. ONSITE #1	0.034	23%	0.30	0.58	5.0	3.72	6.32	**0.04**	**0.13**
EX. ONSITE #2	0.036	62%	0.59	0.74	5.0	3.72	6.32	**0.08**	**0.17**
EX. ONSITE #3	0.008	40%	0.43	0.65	5.0	3.72	6.32	**0.01**	**0.03**
EX. ONSITE #4	0.189	2%	0.15	0.49	5.0	3.72	6.32	**0.11**	**0.59**
EX. ONSITE #5	0.345	11%	0.21	0.53	12.8	2.40	4.08	**0.17**	**0.75**
EX. ONSITE #6	0.220	61%	0.58	0.73	6.0	3.47	5.91	**0.44**	**0.95**
EX. ONSITE #7	0.325	26%	0.32	0.59	9.6	2.81	4.78	**0.29**	**0.92**
EX. ONSITE #8	1.063	2%	0.15	0.49	14.0	2.28	3.87	**0.36**	**2.02**

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"

PROJECT # 1803

DRAWING TITLE:

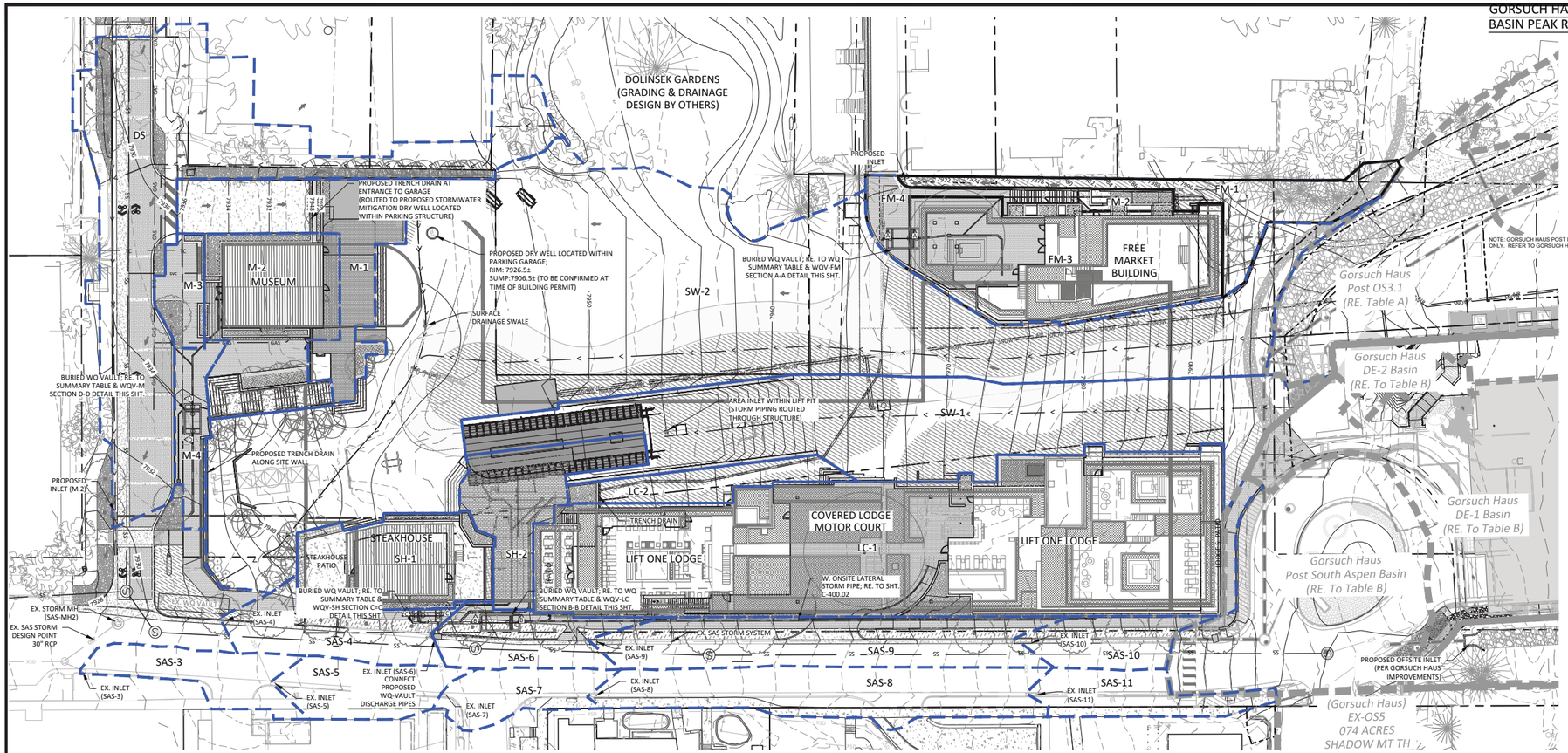
EXISTING BASIN DELINEATION

DRAWING NO:

C.400.05

SHEET:

G:\2018\181222.04-LIFT ONE\LODGE\CIVIL\CIVIL DWG'S\PLOT\C-400.05 EX BASIN DELINEATION.DWG - Aug 27, 2020 - 12:53pm



GORSUCH HAUS POST DEVELOPMENT BASIN PEAK RUNOFF SUMMARY TABLES

NOTE: GORSUCH HAUS POST DEVELOPMENT DRAINAGE BASIN PEAK RUNOFF TABLES PROVIDED FOR REFERENCE PURPOSES ONLY. REFER TO GORSUCH HAUS PLANNED DEVELOPMENT DETAILED REVIEW APPLICATION FOR FURTHER INFORMATION.

PEAK RUNOFF SUMMARY

Subcatchment Name	Area (ac)	Percent Imperviousness	Runoff Coefficient, C 10-yr	Runoff Coefficient, C 100-yr	Selected tc (min)	Rainfall Intensity,I(in/hr) 10-yr	Rainfall Intensity,I(in/hr) 100-yr	Peak Flow, Q (cfs) 10-yr	Peak Flow, Q (cfs) 100-yr
FM-1	0.075	0%	0.13	0.48	5.0	3.72	6.32	**0.04**	**0.23**
FM-2	0.017	24%	0.31	0.58	5.0	3.72	6.32	**0.02**	**0.06**
FM-3	0.180	81%	0.73	0.82	5.0	3.72	6.32	**0.49**	**0.93**
FM-4	0.030	100%	0.87	0.89	5.0	3.72	6.32	**0.10**	**0.17**
LC-1	0.544	83%	0.74	0.82	5.0	3.72	6.32	**1.50**	**2.82**
LC-2	0.041	7%	0.18	0.51	5.0	3.72	6.32	**0.03**	**0.13**
SH-1	0.094	85%	0.76	0.83	5.0	3.72	6.32	**0.27**	**0.49**
SH-2	0.016	100%	0.87	0.89	5.0	3.72	6.32	**0.05**	**0.09**
M-1	0.110	95%	0.83	0.87	5.0	3.72	6.32	**0.34**	**0.60**
M-2	0.125	97%	0.84	0.88	5.0	3.72	6.32	**0.39**	**0.69**
M-3	0.026	83%	0.74	0.82	5.0	3.72	6.32	**0.07**	**0.13**
M-4	0.033	100%	0.87	0.89	5.0	3.72	6.32	**0.11**	**0.19**
SW-1	0.351	8%	0.19	0.52	11.8	2.82	4.28	**0.19**	**0.78**
SW-2	0.966	6%	0.18	0.51	16.5	2.06	3.48	**0.36**	**1.71**
DS	0.341	52%	0.51	0.70	10.3	2.71	4.61	**0.47**	**1.10**
SAS-3	0.048	100%	0.87	0.89	5.0	3.72	6.32	**0.16**	**0.27**
SAS-4	0.067	100%	0.87	0.89	5.0	3.72	6.32	**0.22**	**0.37**
SAS-5	0.050	100%	0.87	0.89	5.0	3.72	6.32	**0.16**	**0.28**
SAS-6	0.056	100%	0.87	0.89	5.0	3.72	6.32	**0.18**	**0.31**
SAS-7	0.041	100%	0.87	0.89	5.0	3.72	6.32	**0.13**	**0.23**
SAS-8	0.116	100%	0.87	0.89	5.0	3.72	6.32	**0.37**	**0.65**
SAS-9	0.121	100%	0.87	0.89	5.0	3.72	6.32	**0.39**	**0.68**
SAS-10	0.042	100%	0.87	0.89	5.0	3.72	6.32	**0.14**	**0.24**
SAS-11	0.047	100%	0.87	0.89	5.0	3.72	6.32	**0.15**	**0.26**

WQ CAPTURE VOLUME SUMMARY

WQ BASIN ID	TRIBUTARY BASINS	TOTAL AREA (sf)	% IMPERV	WQCV (in)	REQ. WQCV (cf)
WQV-FM	FM-2 - FM-4	9870	79%	0.17	140
WQV-LC	LC-1	23709	83%	0.18	356
WQV-SH	SH-1 - SH-2	7406	92%	0.22	136
* DW-M1	M1	4770	95%	0.23	137
WQV-M	M2-M4	7999	95%	0.23	153

*** REQUIRED WATER QUALITY CAPTURE VOLUME FOR THE PROPOSED DRY WELL INCLUDES A 150% WQCV INCREASE**

WQ VAULT SUMMARY

SAND FILTER BASIN ID	REQ. WQCV (cf)	WQ DEPTH (ft)	X (ft)	Y (ft)	PROVIDED WQ (cf)
WQV-FM	140	2.25	9	9	182
WQV-LC	356	4.5	7	11.5	362
WQV-SH	136	3.5	6	7	147
WQV-M	153	2.75	7	8	154

DRY WELL SUMMARY

DRY WELL ID	REQ. WQCV (cf)	DRY WELL DIA (ft)	DRY WELL DEPTH (ft)	STRUCTURE VOL (cf)	GRAVEL VOL (cf)	TOTAL VOL (cf)
DW-M1	137.1	4	20	251	55.08	306

CONCEPTUAL ONSITE STORM PIPE SIZING SUMMARY

PIPE ID	TRIBUTARY BASINS	100-YR (cfs)	PIPE MIN. SLOPE (%)	PIPE DIA. (ft)	DEPTH (ft)	VEL. (fps)	PIPE 80% CAPACITY (cfs)
FM 1.1	FM-1	0.23	22.0%	0.5	0.1	8.2	2.57
FM 1A	FM 1-4	1.39	2.0%	0.67	0.46	5.4	1.71
FM 1B	FM 1-4 & LC-2	1.52	2.0%	0.83	0.42	5.5	2.98
FM 2	FM-2	0.06	2.0%	0.33	0.11	2.4	0.25
FM 3A	FM-3	0.93	1.0%	0.67	0.44	3.8	1.21
FM 3B	FM-2 & FM-3	0.99	1.0%	0.67	0.46	3.8	1.21
LODGE STORM	LC-1	2.82	10.0%	0.67	0.43	11.8	3.81
STEAKHOUSE STUBOUT	SH-1	0.49	2.0%	0.50	0.29	4.1	0.78
STEAKHOUSE PIPE (WEST TERMINAL ROOF & GONDOLA PLATFORM	SH-2	0.43	2.0%	0.50	0.27	4.0	0.78
CONNECTION TO EX. INLET SAS-6	FM 1-4, LC-1, LC-2, SH-1 & SH-2	5.26	2.0%	1.25	0.68	7.7	8.93
M-1	M-2	0.69	4.2%	0.50	0.28	6.1	1.12
M-2	M-3	0.13	1.0%	0.33	0.21	2.3	0.18
M-2A	M-2 & M-3	0.83	4.2%	0.50	0.32	6.3	1.12
M-3	M-4	0.19	1.0%	0.50	0.21	2.4	0.55
M-4	SW-1, M-2 - M-4	1.80	7.3%	0.67	0.35	9.5	2.21
EX. SAS STORM (DESIGN POINT)	GORSUCH POST BASIN, SAS & LSL POST	52.8	7.8%	2.50	1.2	22.5	111.9

NOTE:

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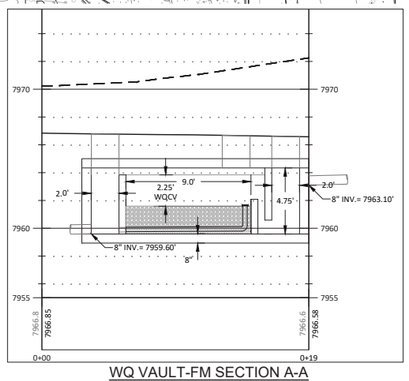
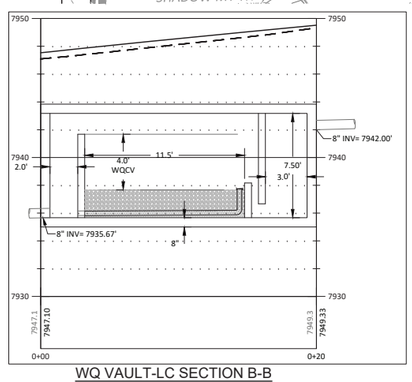
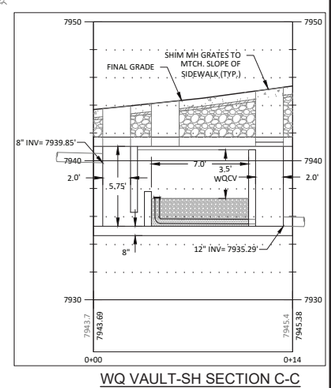


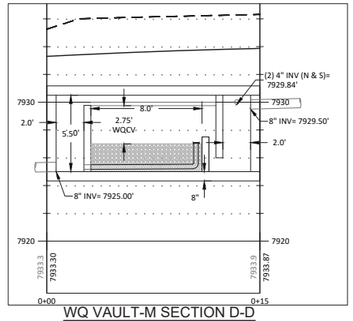
WQ VAULT-FM SECTION A-A



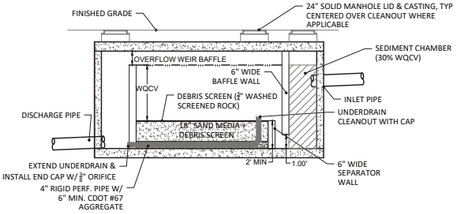
WQ VAULT-LC SECTION B-B



WQ VAULT-SH SECTION C-C



WQ VAULT-M SECTION D-D



SAND FILTER VAULT TYPICAL DETAIL

Know what's below. Call before you dig.

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710 SOUTH ASPEN STREET,
ASPEN, CO 81611

OWNER

LIFT ONE LODGE ASPEN, LLC
605 W. MAIN STREET, SUITE 2
ASPEN, CO 81611
(970) 544 4196

DEVELOPERS

IRONGATE, LLC
10880 WILSHIRE BLVD SUITE 2222
LOS ANGELES, CA 90024

HAYMAX CAPITAL, LLC
605 W. MAIN STREET, SUITE 2
ASPEN, CO 81611
(970) 544-4196

ARCHITECTS

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www.gueringlass.com

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ASPEN, CO 81611
(970) 925 2323

LANDSCAPE ARCHITECTS

DHM DESIGN
311 MAIN STREET SUITE 201
CARBONDALE, CO 81623
(970) 963 8520

CIVIL ENGINEERS

SOPRIS ENGINEERING
502 MAIN STREET, SUITE A-3
CARBONDALE, CO 81623
(970) 704 0311

STRUCTURAL ENGINEERS

KL&A
1717 WASHINGTON AVENUE, STE 100
GOLDEN, CO 80401
(303) 384 9910

MEP ENGINEERS

BG BUILDING WORKS
261 LINDEN STREET, STE 200
FORT COLLINS, CO 80524
(970) 221 6691

SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"

PROJECT # 1803

DRAWING TITLE:

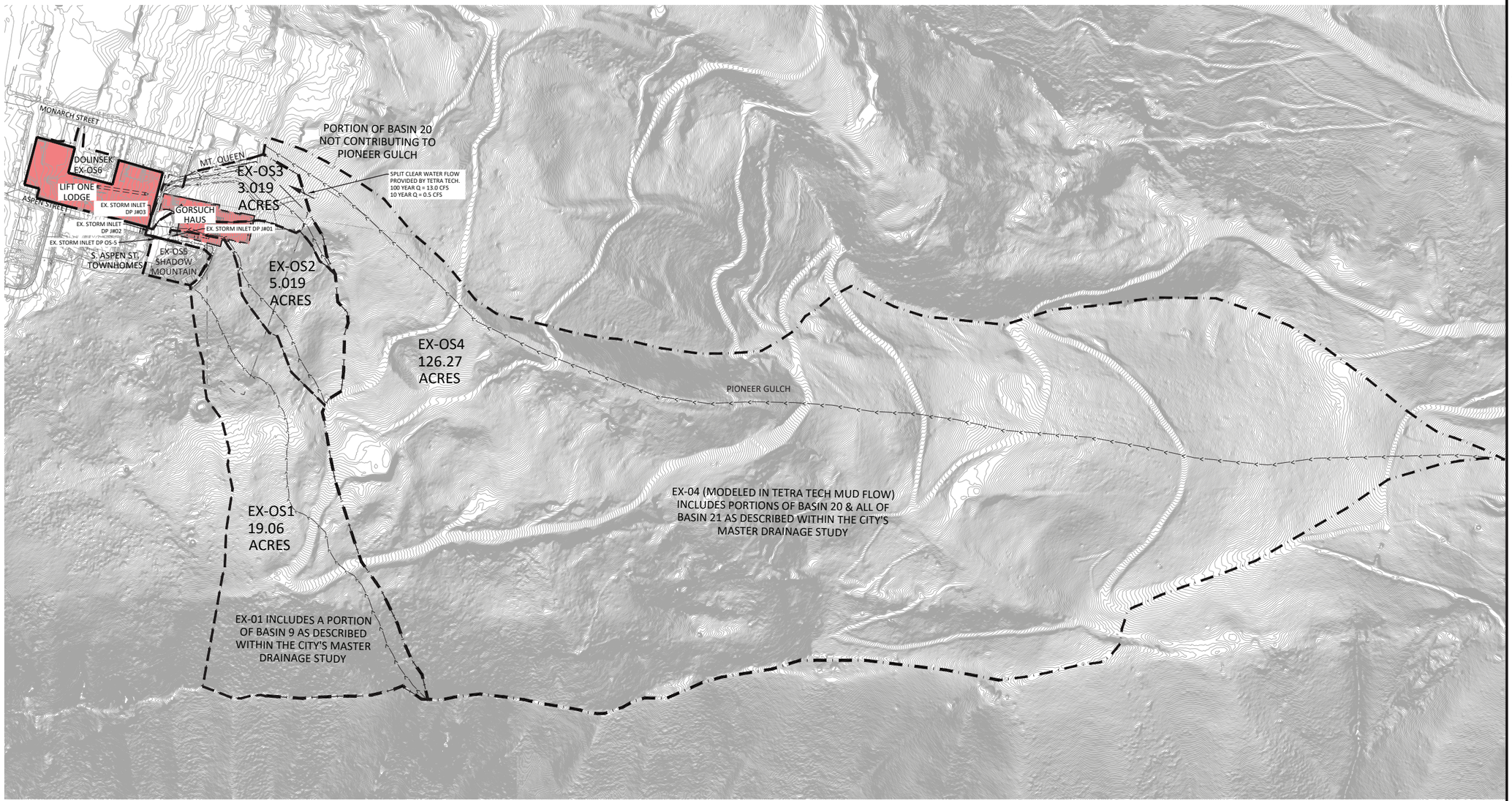
CONCEPTUAL POST DRAINAGE & WQ BASIN PLAN

DRAWING NO:

C.400.06

SHEET:

G:\2018\18122.04-LIFT ON LLODGE\CIVIL\CIVIL DWGS\PLOT\LC-400.06 DRN BASINS.DWG - Aug 31, 2020 - 3:11pm



OFFSITE DRAINAGE BASIN PEAK RUNOFF SUMMARY

Subcatchment Name	Area (ac)	Percent Imperviousness	Runoff Coefficient, C		Selected tc (min)	Rainfall Intensity,I(in/hr)		Peak Flow, Q (cfs)	
			10-yr	100-yr		10-yr	100-yr	10-yr	100-yr
EX-OS1	19.06	2.0	0.15	0.49	28.7	1.47	2.34	4.10	22.00
EX-OS2	3.59	2.0	0.15	0.49	17.8	2.08	3.32	1.09	5.86
EX-OS3	3.02	2.0	0.15	0.49	17.0	2.12	3.39	0.94	5.03
EX-OS5	0.74	88.4	0.78	0.85	5.0	3.96	6.32	2.29	3.95
EX-OS6	0.53	88.4	0.25	0.55	10.5	2.68	4.56	0.36	1.34

NOTE: SPLIT FLOW FROM PIONEER GULCH WAS PROVIDED BY TETRA TECH (10-YR: 0.5 cfs & 100-YR: 13 cfs). THIS FLOW WILL BE CONVEYED THROUGH EX-03 AND FOLLOW THE SAME DRAINAGE PATTERNS.

NOTE:

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NORTH

GRAPHIC SCALE

200 0 100 200 400 800

(IN FEET)
1 inch = 200 ft.

811 Know what's below. Call before you dig.

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MEP ENGINEERS

BG BUILDING WORKS
261 LINDEN STREET, STE 200
FORT COLLINS, CO 80524
(970) 221 6691

SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:

OFFSITE DRAINAGE BASIN PLAN

DRAWING NO:

C.400.07

SHEET:

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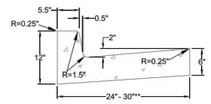
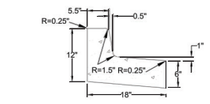


BARRIER CURB & GUTTER - TYPE A
(Catch Type for "ypical Edge of Street)



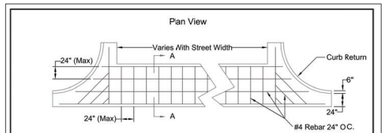
BARRIER CURB & GUTTER - TYPE B
(Spill Type for Raised Medians)

Note: Concrete must conform to CDOT Class "D" (minimum 28-day compressive strength of 4500 psi). 80% of this strength must be gained in the first 7 days.

**Width of Curb and Gutter dependent on designated location for installation

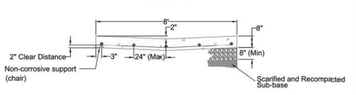
BARRIER CURB AND GUTTER DETAILS

THE CITY OF ASPEN | ENGINEERING DEPARTMENT, 517 E HOPKINS STREET, ASPEN, CO 81611, PHONE: (970) 920-5080 | CITY OF ASPEN STANDARD DETAILS | APPROVED | REVISIONS: ISSUE / COMMENTS



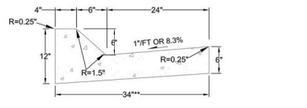
NOTES:

1. Steel reinforcement is #4 Grade 60 rebar placed a maximum of 24" O.C.
2. Rebar splices must maintain a 12" minimum overlap.
3. Base shall be either ¾" crushed screened rock or ABC CL-6 compacted to 95% of maximum modified proctor density within 2% of optimum moisture as defined by ASTM 1557 Method "C".
4. Sub-base must be scarified and re-compacted and pass a proof rolling by a fully loaded tandum axle dump truck. Proof rolling must be witnessed and documented by Engineering Department staff.
5. Concrete must conform to CDOT class "D" (minimum 28-day compressive strength of 4500psi). 80% of this strength must be gained n the first 7 days.

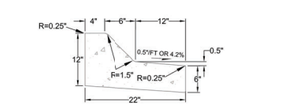


CROSS PAN WITH CURB RETURNS

CITY OF ASPEN | ENGINEERING DEPARTMENT, 130 S GALENA ST, ASPEN, CO 81611, PHONE: (970) 920-5080 | CITY OF ASPEN STANDARD DETAILS | APPROVED | REVISIONS: ISSUE / COMMENTS



MOUNTABLE CURB & GUTTER - TYPE A
(Catch Type for Typical Edge of Street)



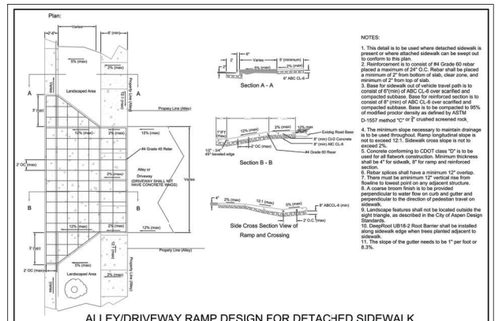
MOUNTABLE CURB & GUTTER - TYPE B
(Spill Typo for Raised Medians)

Note: Concrete must conform to CDOT Class "D" (minimum 28-day compressive strength of 4500 psi). 80% of this strength must be gained in the first 7 days.

**Width of Curb and Gutter dependent en designated location for installation

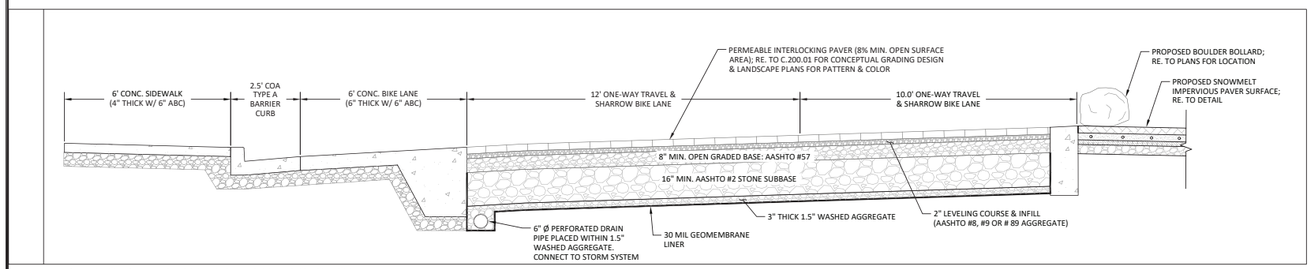
MOUNTABLE CURB AND GUTTER DETAILS

CITY OF ASPEN | ENGINEERING DEPARTMENT, 130 S GALENA ST, ASPEN, CO 81611, PHONE: (970) 920-5080 | CITY OF ASPEN STANDARD DETAILS | APPROVED | REVISIONS: ISSUE / COMMENTS



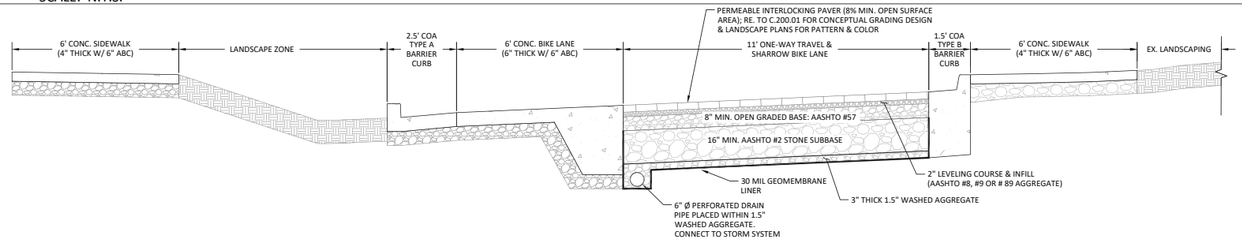
ALLEY/DRIVEWAY RAMP DESIGN FOR DETACHED SIDEWALK

CITY OF ASPEN | ENGINEERING DEPARTMENT, 130 S GALENA ST, ASPEN, CO 81611, PHONE: (970) 920-5080 | CITY OF ASPEN STANDARD DETAILS | APPROVED | REVISIONS: ISSUE / COMMENTS



DEAN STREET PERMEABLE PAVER SECTION A-A

SCALE: N.T.S.



DEAN STREET PERMEABLE PAVER SECTION B-B

SCALE: N.T.S.

Note: No. 89 or No. 9 stone may be used to fill pavers with narrow joints.

Table 1
ASTM No. 8 Grading Requirements
Bedding and Joint Opening Filler

Sieve Size	Percent Passing
12.5 mm (1/2 in.)	100
9.5 mm (3/8 in.)	85 to 100
4.75 mm (No. 4)	10 to 30
2.36 mm (No. 8)	0 to 10
1.18 mm (No. 16)	0 to 5

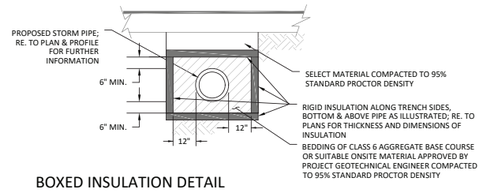
Table 2
ASTM No. 57 Base
Grading Requirements

Sieve Size	Percent Passing
37.5 mm (1 1/2 in.)	100
25 mm (1 in.)	95 to 100
12.5 mm (1/2 in.)	25 to 60
4.75 mm (No. 4)	0 to 10
2.36 mm (No. 8)	0 to 5

Note: ASTM No. 3 or No. 4 stone may be used as subbase material if ASTM No. 2 stone is unavailable.

Table 3
Grading Requirement for ASTM No. 2 Subbase

Sieve Size	Percent Passing
75 mm (3 in.)	100
63 mm (2 1/2 in.)	90 to 100
50 mm (2 in.)	35 to 70
37.5 mm (1 1/2 in.)	0 to 15
19 mm (3/4 in.)	0 to 5

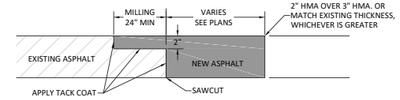


BOXED INSULATION DETAIL

SCALE: N.T.S.

NOTES:

1. RIGID INSULATION TO BE 2" THICK, DOW CHEMICAL STYROFOAM HIGH LOAD-60 CAN/CGSB 51.20-M87 TYPE 4 EXTRUDED POLYSTYRENE RIGID BOARD INSULATION.
2. WHEN MULTIPLE LAYERS OF INSULATION ARE REQUIRED THE CONTRACTOR SHALL ENSURE A 3" MIN. OVERLAP IS PROVIDED AT SEAMS.
3. INSULATION TO BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS & REQUIRED COMPACTION AROUND UTILITIES SHALL BE MAINTAINED.



ASPHALT SHEER STEP DETAIL

SCALE: N.T.S.

NOTES:

1. THE SAWCUT SHALL BE FULL DEPTH AND 24" MINIMUM FROM THE EXISTING EDGE OF ASPHALT.
2. THE DEPTH OF THE MILLING SHALL BE THE SAME AS THE THICKNESS OF THE TOP LIFT OF ASPHALT: 2" MINIMUM.
3. THE WIDTH OF THE MILLING AREA SHALL BE 24" MINIMUM, BUT CAN BE UP TO THE FULL WIDTH OF EXISTING ASPHALT.
4. WITHIN THROUGH LANES THE LONGITUDINAL SEAMS AT THE EDGES OF THE MILLED AREAS SHELL BE PARALLEL TO THE DIRECTION OF TRAVEL AND TRANSVERSE SEAMS AT THE ENDS OF THE MILLED AREAS SHALL BE PERPENDICULAR TO THE DIRECTION OF TRAVEL.
5. ASPHALT SEAMS SHALL NOT FALL WITHIN WHEEL PATHS OF THE TRAVEL WAY.

NOTE:

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ASPEN, CO 81611

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SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE:

CONCEPTUAL SITE DETAILS

DRAWING NO:

C.500.00

SHEET:

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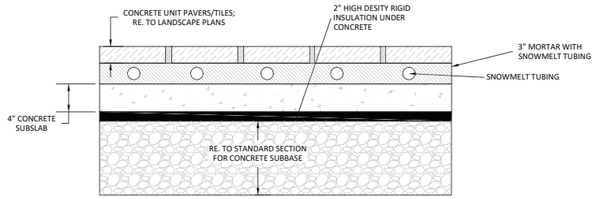
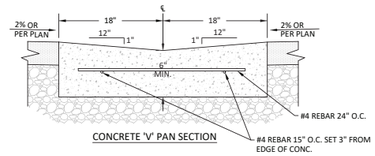


BRICK PAVER SECTION DETAIL WITH SNOWMELT

SCALE: N.T.S.

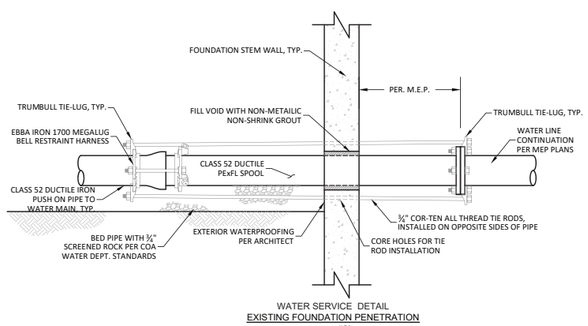


3' CONCRETE VALLEY PAN

SCALE: N.T.S.

GENERAL NOTES:

1. USE CDOT CLASS D CONCRETE (MIN. 28 DAY COMPRESSIVE STRENGTH 4,500 PSI).
2. PROVIDE 6" MIN. OF COMPACTED CLASS 6 ROAD BASE BEDDING.
3. RIBBON CURB TO BE INSTALLED ADJACENT TO RAIN GARDENS AS INDICATED ON PLANS.
4. REINFORCEMENT BARS SHALL BE #4 ASTM-615 GRADE 60 & SPACED AS NOTED ON DETAILS.
5. MAINTAIN A 2" MINIMUM CLEAR DISTANCE FROM EDGE OF BAR TO EDGE OF CONCRETE.
6. REINFORCING LAP SPLICES SHALL BE A MINIMUM OF 40 BAR DIAMETERS UNLESS OTHERWISE NOTED.
7. CONCRETE TO INCLUDE FIBERMESH 300 (½" FIBERS) AT 1.5 LBS PER CUBIC YARD.



WATER SERVICE DETAIL
EXISTING FOUNDATION PENETRATION
N.T.S.

NOTE:

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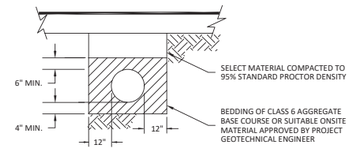
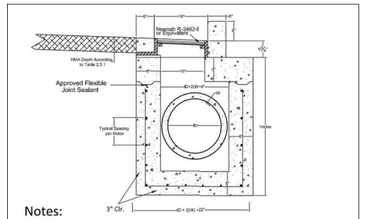


TYPICAL TRENCH DETAIL FOR PVC OR HDPE DRAIN LINES

SCALE: N.T.S.



Notes:

1. Concrete must conform to CDOT class "D" (minimum 28-day compressive strength of4500psi). 80% of this strength must be gained in the first 7 days.
2. Base course under manhole must be compacted to 95% of maximum modified proctor density within 2% of optimum moisture as defined by ASTM 1557 Method "C"
3. Steel reinforcement:
   - #4 rebar 9" O.C. x 9" O.C. for floor slab
   - #4 rebar 9" O.C. horizontally and vertically for walls
   - #5 rebar 6" O.C. in both directionsfor top slab
   - #5 rebar bent rectangularly with 8' overlap to support frame and grate opening
   - Rebar splices must maintain a 12" minimum overlap
4. Inlets >5' deep shall have non-slip steps down one side a maximum of 18" O.C.
5. All inlets shall have a "No Dumping, Drains to River" Notice Plate, surface mounted to the top of the curb.

STORM DRAIN INLET DETAIL

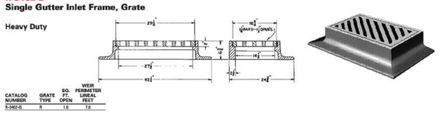
SCALE: N.T.S.

NOTES:

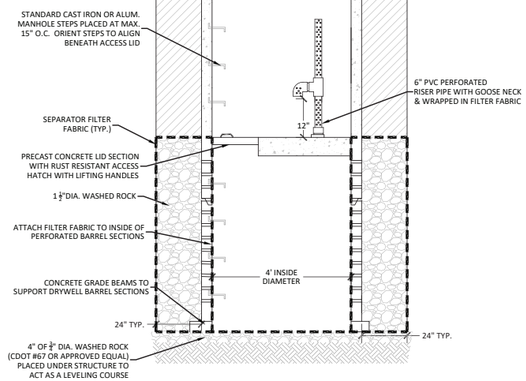
1. CITY OF ASPEN INLET STRUCTURE DETAIL PROVIDED FOR MINIMUM REQUIREMENTS. CONTRACTOR SHALL SUPPLY SHOP DRAWINGS FOR FINAL APPROVAL.
2. SINGLE GUTTER INLETS LOCATED ADJACENT TO VERTICAL CURB SHALL BE NEENAH 3462-B

R-3462-B
Single Gutter Inlet Frame, Grate

Heavy Duty



CATALOG NUMBER	GRATE TYPE	SQ. FT. OPEN	WEIR PERIMETER LINEAL FEET
R-3462-B	B	1.9	7.9



TYPICAL DRY WELL DETAIL

SCALE: N.T.S.

NOTES:

1. PERFORATED BARREL SECTION TO BE INSTALLED INTO FREE DRAINING GRAVEL (ANTICIPATE 20-FT MINIMUM BELOW PARKING GARAGE ELEVATION) APPROVED BY PROJECT GEOTECHNICAL ENGINEER.
2. SHORING, TRENCH BOXES AND/OR VERTICAL DRILLING MAY BE REQUIRED TO SAFELY EXCAVATE & INSTALL PROPOSED DRY WELL. CONTRACTOR TO ADHERE TO ALL OSHA AND GEOTECHNICAL RECOMMENDATIONS.

Know what's below. Call before you dig.
CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

LIFT ONE LODGE

710 SOUTH ASPEN STREET,
ASPEN, CO 81611

OWNER

LIFT ONE LODGE ASPEN, LLC
605 W. MAIN STREET, SUITE 2
ASPEN, CO 81611
(970) 544 4196

DEVELOPERS

IRONGATE, LLC
10880 WILSHIRE BLVD SUITE 2222
LOS ANGELES, CA 90024

HAYMAX CAPITAL, LLC
605 W. MAIN STREET, SUITE 2
ASPEN, CO 81611
(970) 544-4196

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Brooklyn, New York 11201
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ASPEN, CO 81611
(970) 925 2323

LANDSCAPE ARCHITECTS

DHM DESIGN
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CARBONDALE, CO 81623
(970) 963 6520

CIVIL ENGINEERS

SOPRIS ENGINEERING
502 MAIN STREET, SUITE A-3
CARBONDALE, CO 81623
(970) 704 0311

STRUCTURAL ENGINEERS

KL&A
1717 WASHINGTON AVENUE, STE 100
GOLDEN, CO 80401
(303) 384 9910

MEP ENGINEERS

BG BUILDING WORKS
261 LINDEN STREET, STE 200
FORT COLLINS, CO 80524
(970) 221 6691

SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 20'-0"

PROJECT # 1803

DRAWING TITLE:

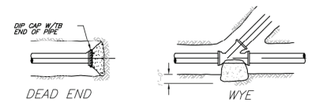
CONCEPTUAL SITE DETAILS CONT.

DRAWING NO:

C.500.01

SHEET:

G:\2018\1811224-LIFT ONE LODGE\CVA\CIVIL DWGS\PLOTS\C-500.00 DETAILS.DWG - Aug 28, 2020 - 10:05am

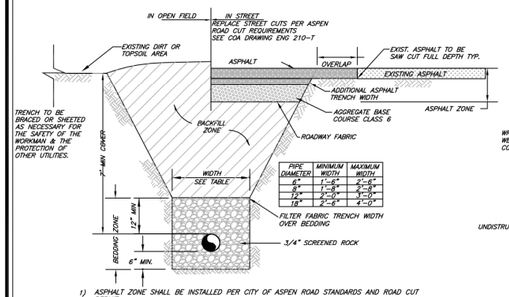


Pipe Diameter	STATIC PRESSURE = 150 PSI					STATIC PRESSURE = 200 PSI				
	BENDS				TEE OR DEAD END	BENDS				TEE OR DEAD END
	11-1/4	22-1/2	45	90		11-1/4	22-1/2	45	90	
6"	1.00	1.25	2.50	4.50	3.25	1.00	1.50	3.00	5.50	4.00
8"	1.00	2.25	4.25	8.00	5.50	1.25	2.75	5.00	9.50	6.75
10"	1.75	3.25	6.50	12.00	8.50	2.00	4.00	7.75	14.25	10.00
12"	2.25	4.75	9.00	16.75	12.00	2.75	5.50	11.00	20.00	14.00
14"	2.75	5.25	10.00	19.00	16.00	3.25	6.50	12.75	23.50	19.00
16"	3.50	7.00	13.50	24.75	20.50	4.25	8.50	16.50	30.50	24.75
18"	4.50	8.50	17.00	31.00	26.00	5.25	10.50	20.75	38.00	31.00

NOTES:
1. ALL BENDS AND FITTINGS SHALL HAVE "MEGA LUGS" IN ADDITION TO CONCRETE KICKBLOCKS, INCLUDING THOSE WITH TIE RODS.
2. ALL DOUBLE BENDS SHALL HAVE "MEGA LUGS" BETWEEN EACH BEND AND THE CONNECTING SPOOL AND ON AN 18-FOOT LENGTH OF PIPE EACH WAY FROM THE DOUBLE BEND.
3. PROVIDE POLY-WRAP "BOND-BREAKER" BETWEEN DIP AND CONCRETE.
4. ALL BENDS, FITTINGS, AND RESTRAINT SYSTEMS SHALL MEET AWWA STANDARDS

Pipe Diameter	STATIC PRESSURE = 250 PSI					STATIC PRESSURE = 300 PSI				
	BENDS				TEE OR DEAD END	BENDS				TEE OR DEAD END
	11-1/4	22-1/2	45	90		11-1/4	22-1/2	45	90	
6"	1.00	1.75	3.50	6.50	4.50	1.50	2.00	4.00	7.25	5.00
8"	1.50	3.00	6.00	11.00	7.75	1.75	3.50	6.75	12.50	9.00
10"	2.25	4.50	9.00	16.50	11.75	2.75	5.25	10.25	18.75	13.25
12"	3.25	6.50	12.50	23.25	16.50	3.75	7.50	14.50	26.50	18.75
14"	4.00	7.75	15.00	28.00	22.00	4.50	9.00	17.50	32.25	25.00
16"	5.00	10.00	19.50	36.00	28.50	5.75	11.50	22.50	41.50	32.50
18"	6.25	12.50	24.50	45.25	36.00	7.25	14.50	28.25	52.25	41.00

CONCRETE THRUST RESTRAINT DETAILS

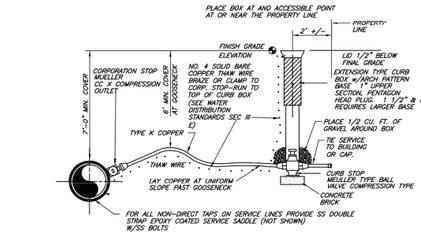


PIPE DIAMETER	MINIMUM WIDTH	MAXIMUM WIDTH
6"	1'-6"	2'-6"
8"	1'-6"	2'-6"
12"	2'-0"	3'-0"
16"	2'-6"	4'-0"

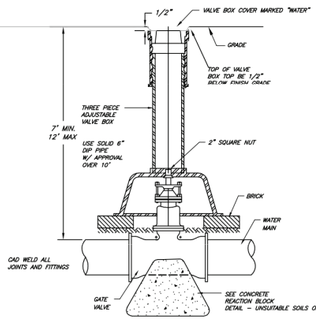
1) ASPHALT ZONE SHALL BE INSTALLED PER CITY OF ASPEN ROAD STANDARDS AND ROAD CUT PERMIT
2) BACKFILL ZONE SHALL BE INSTILLED PER CITY OF APSEN ROAD STANDARDS AND APPLICABLE PERMINTS
3) BEDDING ZONE SHALL BE: ¾" SCREENED ROCK
4) COMPACTION REQUIREMENTS PER CITY OF ASPEN AND C DOT

WATER MAIN TRENCH CROSS SECTION

N.T.S.



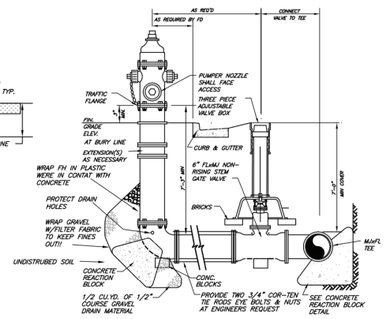
TYP. WATER SERVICE DETAIL



TYPICAL GATE VALVE

N.T.S.

NOTES:
1. ALL VALVES TO BE MJ x MJ MUELLER VALVES OR PRE-APPROVED EQUIVALENT WITH MEGA LUGS
2. NO VALVES IN CURB, GUTTER, OR VALLEY PANS. INSTALLED VALVES WHICH CONFLICT WITH CONCRETE AREAS SHALL BE RELOCATED AT THE CONTRACTOR'S EXPENSE.
3. ALL JOINTS AND FITTINGS TO BE CAD WELDED

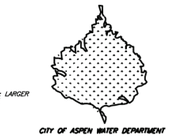


NOTES:
1) ALL FITTINGS FROM MAIN TO HYDRANT SHALL USE MEGA-LUGS, (TIE-RODS AT ENGINEERS REQUEST), AND THRUST BLOCKS. TEE TO BE MJ X FLANGED CH TO BE FLANGED X MJ
2) HYDRANT, VALVE AND FITTINGS TO BE 250 P.S.I. RATED.
3) ALL HYDRANT LEAD PIPING TO BE 6" D.I.P.
4) HYDRANT LOCATION TO BE PER COA FIRE DEPT. REQUIREMENTS FOR DISTANCE FROM BACK OF CURB OR EDGE OF SHOULDER TO FIRE HYDRANT
5) MEULLER FIRE HYDRANTS TO BE USED
6) CAD WELD ALL JOINTS AND FITTINGS
7) SWIVEL TEE MAY BE USED

FIRE HYDRANT ASSEMBLY INSTALLATION DETAIL

MINIMUM VOLUME OF CONCRETE FOR UPPER FITTING VERTICAL THRUST BLOCK IN CU. YDS.			
	BEND - ANGLE		
PIPE SIZE	11-1/4?	22-1/2?	45?
4"	0.2	0.3	0.5
6"	0.3	0.6	1.1
8"	0.5	1.0	1.7
10"	0.8	1.4	2.7

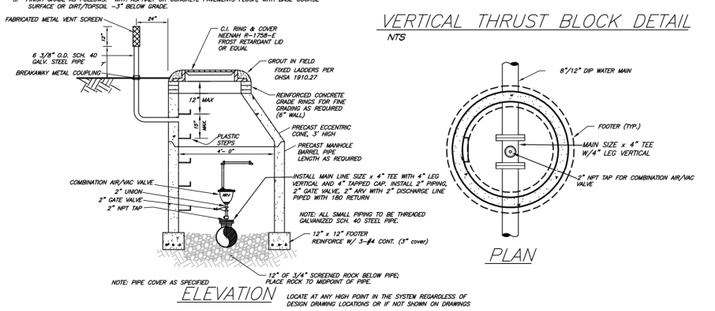
*MIN. 4.0 CU. YDS. FOR 11" + 45?



CITY OF ASPEN WATER DEPARTMENT

NOTE: ALL DETAILS ARE SUBJECT TO CHANGE BASED UPON CURRENT CONSTRUCTION TECHNIQUES FIELD CONDITIONS, AND SOIL CONDITIONS. CITY OF ASPEN RESERVES THE RIGHT TO CHANGE OR MODIFY THESE DETAILS AT ANY TIME. CITY OF ASPEN IS REQUIRED TO BE CONTACTED PRIOR TO USE OF THESE DETAILS 970-920-5110. NOT TO BE USED WITHOUT CITY OF ASPEN CONSENT.

MANHOLE CONSTRUCTION NOTES:
1. USE RUB-R-NEK PREFORMED GASKET (2 LAYERS) OR GROUT IN PLACE BETWEEN ALL BOTTOM SECTION, BARREL SECTIONS, CONCRETE GRADE RINGS, AND TOP CASTINGS.
2. BACKFILL WITHIN 24" OF MANHOLE: CLASS 2 AGGREGATE OR NATIVE MATERIALS WITH LESS THAN 3" SIZE.
3. PRECAST RINGS OR METAL RISER RING COURSE SHALL BE UTILIZED WHERE REQUIRED WITH 2 COURSES MINIMUM AND 12 COURSES MAXIMUM (2 MINIMAL 12" MAXIMUM HEIGHT).
4. GRADE ADJUSTMENT AS FOLLOWS: GREATER THAN, OR EQUAL TO, 1 FOOT, CONCRETE BARREL SECTIONS: LESS THAN 1 FOOT, CONCRETE OR METAL GRADE RINGS.
5. FINISH GRADE AS FOLLOWS: WITH ASPHALT OR CONCRETE PAVEMENTS FLUSH, WITH BASE COURSE SURFACE OR DIRT/TOPSOIL -3" BELOW GRADE.



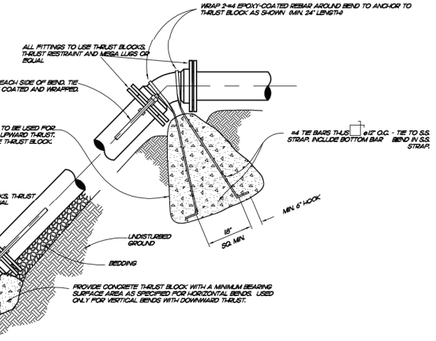
ELEVATION

LOCATE AT ANY HIGH POINT IN THE SYSTEM REGARDLESS OF DESIGN DRAWING LOCATIONS OR IF NOT SHOWN ON DRAWINGS

COMBINATION AIR VALVE MANHOLE DETAIL

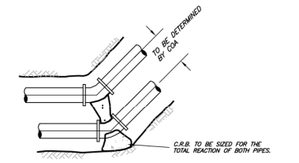
N.T.S.

PLAN



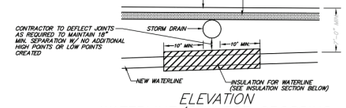
VERTICAL THRUST BLOCK DETAIL

NTS

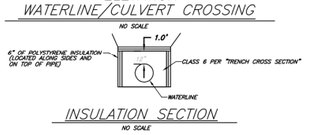


WATER LINES AT SAME ELEVATION

ADJACENT WATER LINES IN THE SAME TRENCH

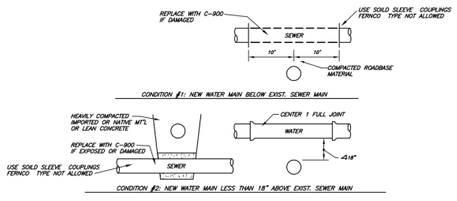


ELEVATION WATERLINE/CULVERT CROSSING



INSULATION SECTION

NO SCALE



1) SEWER LINE TO BE CONSTRUCTED OF ONE JOINT (18' MINIMUM) OF C-900 PVC OR-18 PIPE, CENTERED ON SEWER/WATER LINE FOR PERPENDICULAR CROSSING. FOR SKEW CROSSINGS, USE C-900 PIPE UNTIL HORIZONTAL SEPARATION EXCEEDS 10'.
2) SEE ACSD DETAILS AND SPECIFICATIONS FOR ADDITIONAL INFORMATION ON WATER AND SEWER LINE CROSSINGS

WATER / SEWER CROSSING

Number	Revision Description	By	Date

CITY OF ASPEN
WATER DEPARTMENT

ALL
WATER LINE EXTENSIONS

STANDARD DETAILS
FOR WATER LINES

McLaughlin Water Engineers, Ltd.
1311 P ASPEN, Colorado 81611 T 970.925.1922 F 970.925.1979

DESIGN: GDD
DETAIL: GDD
CHECK: GDD
DATE: JANUARY 25, 2010
PROJECT NUMBER
ALL DEVELOPMENT

Drawing Number:
D-1

NOTE:

THESE PLANS ARE CONCEPTUAL OR ILLUSTRATIVE IN NATURE. PRECISE INFORMATION SHALL BE PROVIDED AS PART OF THE BUILDING PERMIT APPLICATION, AND IN SITUATIONS WHERE THE FINAL PD DEVELOPMENT PLANS AND APPROVED BUILDING PERMIT DIFFER, THE APPROVED BUILDING PERMIT SHALL RULE.

Know what's below. Call before you dig.
CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

G:\2018\1812.04-LIFT ONE LODGE\LOVAL\LOVAL DWGS\PLOTLC-500.00 DETAILS.DWG - Aug 27, 2020 - 1:03pm

LIFT ONE LODGE

710 SOUTH ASPEN STREET,
ASPEN, CO 81611

OWNER
LIFT ONE LODGE ASPEN, LLC
605 W. MAIN STREET, SUITE 2
ASPEN, CO 81611
(970) 544 4196

DEVELOPERS
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MEP ENGINEERS
BG BUILDING WORKS
261 LINDEN STREET, STE 200
FORT COLLINS, CO 80524
(970) 221 6691

SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

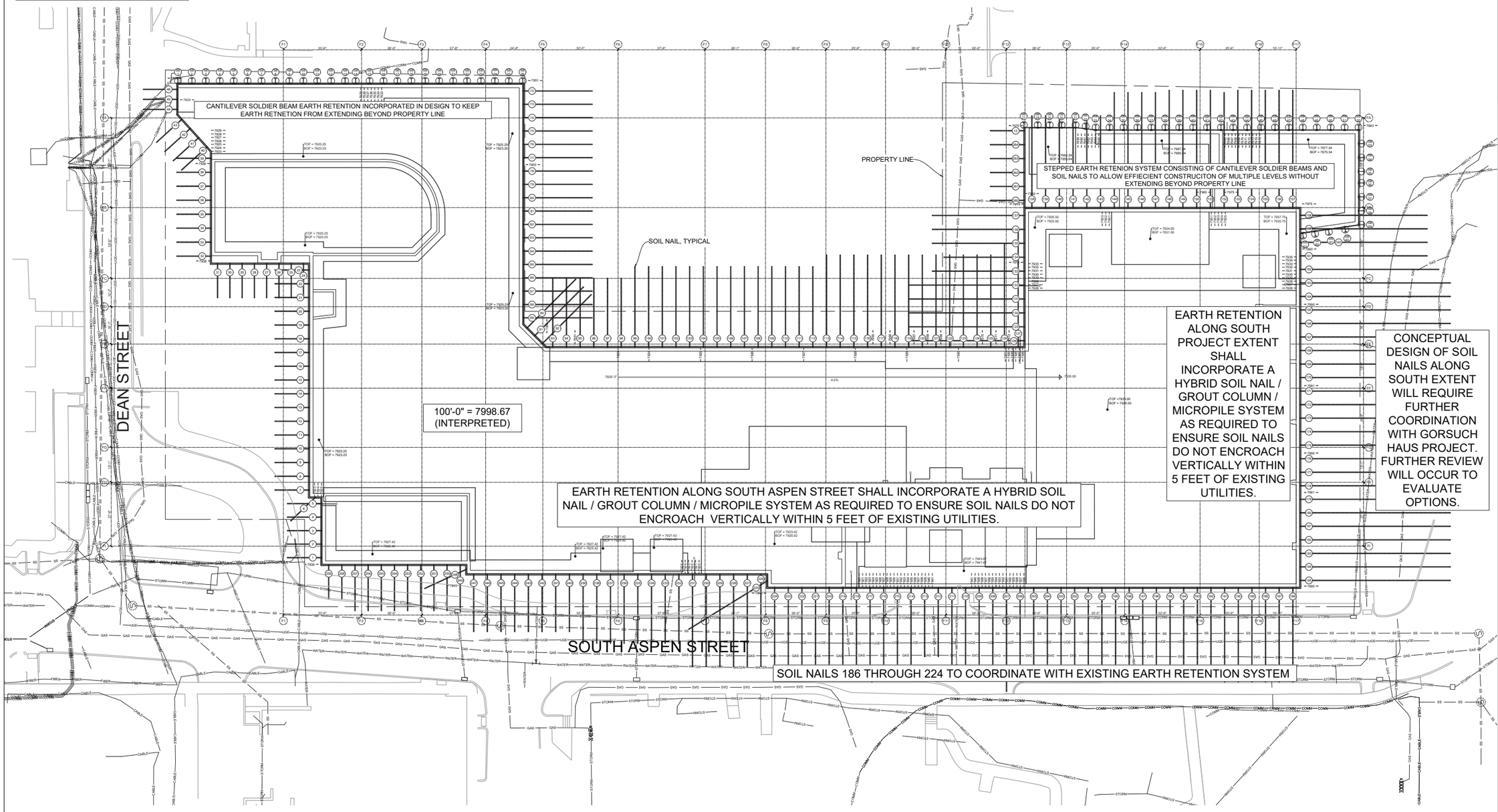
SCALE 1" = 20'-0"
PROJECT # 1803
DRAWING TITLE: COA STANDARD WATER DETAILS
DRAWING NO: C.500.02
SHEET:

LEGEND

8	SOIL NAIL IDENTIFICATION
3/8	SOLDIER BEAM IDENTIFICATION
5196	EXISTING GRADE
5196	PROPOSED EXCAVATION GRADE
	PROPOSED FOOTING
	PROPOSED FOUNDATION WALL
8	GRID LINE
TOF	TOP OF FOOTING
BOF	BOTTOM OF FOOTING

NOTE:
BEFORE CONSTRUCTION COMMENCES, A UTILITY LOCATE MUST BE PERFORMED TO FIELD VERIFY THE LOCATION OF ALL UTILITIES IN THE VICINITY OF THE SITE. UTILITIES THAT CROSS SOIL NAILS WILL REQUIRE POTHOLING TO VERIFY LOCATION AND ELEVATION. POTHOLES TO BE SURVEYED INTO BUILDING GRID FOR INCORPORATION INTO THE EARTH RETENTION DRAWINGS. THE EARTH RETENTION DESIGN WILL BE REVIEWED AND DRAWINGS REVISED WHEN FINAL UTILITY LOCATIONS BECOMES AVAILABLE.

ALL SOIL NAILS TO BE MINIMUM 5FT BELOW EXISTING UTILITIES.



PLAN VIEW

PLAN NORTH

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

PRELIMINARY

NOT VALID WITHOUT DATE & ORIGINAL SIGNATURE

LIFT ONE LODGE
SOPRIS ENGINEERING
502 MAIN STREET, SUITE A-3
CARBONDALE, COLORADO 81623
970-963-6520

COGGINS & SONS, INC.
9512 TITAN PARK CIRCLE
LITTLETON, COLORADO 80125
TEL: 303-791-9911 FAX: 303-791-0967

JOB NO. : 5728
ISSUED: 3-16-2020
DWN BY: JWC

Engineering Report

for

Lift One Lodge
Planned Development Detailed Review

Submitted To:

City of Aspen
Engineering Department
201 N. Mill Street, Ste. 203
Aspen, CO 81611

Prepared by:

Sopris Engineering, LLC
502 Main Street Suite A3
Carbondale, Colorado 81623

SE Project Number: 18122.04

September 1, 2020

Table of Contents

A. Purpose of Report....2
B. Project Summary....2
C. Site Utilities....2
D. Access....7
E. Conceptual Drainage Analysis....7
F. Conclusion....20
G. Attachments....20

A. Purpose of Report

This Engineering Report has been prepared in support of a Planned Development Detailed Review Application for the proposed Major Amendment to the Lift One Lodge (L1L) Project which currently carries approvals as outline within Ordinance #28, Series 2011. Some of the revisions that are requiring an amendment include recent adjustments to the site plan and architecture to facilitate bringing Lift 1A further down the mountain and closer to Dean Street as illustrated on the PD Plan Set.

This report outlines our initial findings as it relates to utilities, access, storm water runoff mitigation and water quality treatment recommendations. Further coordination and design efforts are anticipated as the site design and architecture further develop and the project progresses through the City's review process with final designs being provided in support of any future building permit applications.

B. Project Summary

As mentioned above, site and architectural revisions are being pursued to facilitate bringing Lift 1A closer to Dean Street. The ski corridor associated with bringing the lift further down the hill requires a 60-ft wide skier's easement which impacts the previously approved L1L site plan and architecture resulting in the following site revisions:

- The lodge buildings have narrowed and expanded north to accommodate the 60-ft wide skier's easement;
- The Skier's Chalet Steakhouse has been moved further north along S. Aspen Street;
- The Museum has also moved north and closer to Dean Street;
- Portions of the lower level parking structure has been eliminated to alleviate construction challenges while maintaining the 50 public parking stalls required under the approvals outlined within Ord. #28, Series 2011;
- Access to the below grade parking structure is now being proposed off of Dean Street;
- The guest arrival entry court (porte cochere) for the Lodge has shifted slightly south along S. Aspen Street;
- The previous drop off area at the corner of Dean Street and S. Aspen Street has been eliminated;
- Lot line adjustments;

C. Site Utilities

Coordination with the various utility providers has taken place to verify layouts, existing utilities, routing and feasibility of serving the proposed project. It should be noted that recent utility improvements along S. Aspen Street were installed in support of the S. Aspen Street Townhomes project which is located north of the subject property and along the west side of S. Aspen Street. It should also be noted that the improvements anticipated future development of the Lift One Lodge and Gorsuch Haus projects and included a new 16" water main, sanitary sewer main, storm drain system and primary electric, telephone and cable infrastructure. Our findings and proposed utility infrastructure required to serve the project are discussed further below:

Water

The project falls within the City of Aspen's service area. As noted above, a new 16" water main was recently installed along S. Aspen Street extending south from Durant Avenue to the southern end of S. Aspen Street. The approved One Aspen construction drawings actually included the extension of the water

main to continue east along Hill Street and re-connect to the existing system just east of S. Monarch Street; however prior to this section being installed it was determined that the proposed alignment creates complications to the Lift One Lodge and Gorsuch Haus Projects and therefore the City agreed to defer the final 500+ feet until after revised site plans for the Gorsuch Haus and Lift One Lodge projects were available to determine if a better alignment could be provided. As such, the recent site revisions associated with the Gorsuch Haus Project improves the previously proposed alignment for this final section of water main. The proposed re-alignment is depicted on the Gorsuch Haus civil design plans and places the 16-inch water main along the south side of the remaining Hill Street right-of-way. This improved alignment avoids conflicts with structures, reduces the amount of bends and provides additional separation between Lift One Lodge's proposed structure which improves future access and maintenance to the water main while alleviating previous concerns associated with the proposed proximity to the Lift One Lodge building.

Currently there are two water services proposed to serve the Lift One Lodge Project. The first will be a service to the proposed Museum. Since this building will be owned and maintained by the City it will have a separate water entry room, meter and fire suppressant system. The project's mechanical engineer has preliminarily estimated 250 gpm flow to meet the anticipated fire suppression flow requirements. Combined with the domestic needs at the Museum, a 4" domestic/fire water service size is required to meet the project's needs. Fire flow calculations and final confirmation of this water service size will be provided in support of future building permit applications. The Museum's water service line is currently proposed to be tapped off the 6" cast iron distribution main located on the west side of Monarch Street, near the intersection with Dean Street.

The second water service tap will provide domestic water and fire suppressant demands for the remaining components of the project, to include the proposed Lodge, Steakhouse Restaurant and Free Market Units. The Main Lodge service tap location will be tapped of the newly installed 16" water main within South Aspen Street, near the Lodge porte cochere entry. According to conceptual estimates performed by the project's plumbing engineer the project has an estimated domestic demand of 1,140 water supply fixture units which equates to about 227 gpm average demand. In addition, preliminary fire suppression anticipates an additional 1500 gpm. Based on this information the project is anticipating a combined domestic/fire water service size of 8-inches. As previously mentioned the main line infrastructure intended to serve the development was constructed with the One Aspen project. Various water service entry locations to serve the project were evaluated by the design team and discussed with City Staff. Due to the depths of existing infrastructure and architectural limitations for water entry locations, the water service anticipates vertical bends to provide minimum clearance over the existing sewer collector main within South Aspen Street which results in approximately 6-ft of cover for a portion of the service line. Insulation of the water service will be utilized to provide an equivalent 7' minimum depth of cover. Additionally, in order to minimize the compromised cover depth, 18" of separation is provided between the water service and the sanitary sewer main rather than the 24" required within Section 3.2.1 of the 2019 City of Aspen Engineering Standards. The 18" of separation provided meets CDPHE standards for crossings and it should be noted that the 24" minimum vertical separation requirement was not in place during the development of the One Aspen construction documents. As an alternative, the 24" vertical separation requirement can be met; however this will reduce the cover depth to 5.5-ft which will simply require additional insulation for frost protection. Further coordination is anticipated with City Engineering and City Water Department on the preferred approach with final designs of the water services being provided with future building permit applications.

Sanitary Sewer

Aspen Consolidated Sanitation District (ACSD) is the supplier of sanitary sewer service to the subject property.

Similar to the approach for providing water service to the project, the Museum will have a separate dedicated service line. According to preliminary estimates performed by the project's Mechanical Engineer the anticipated sewer service size for the Museum is 4" which will be tapped off the existing main that runs east to west along Dean Street.

The remaining Main Lodge, Steakhouse Restaurant and Free Market Unit components will be served by a single service line. According to preliminary estimates performed by the project's plumbing engineer the anticipated sewer demand for the project is estimated to be 1295 waste fixture units (WFUs). Based on this preliminary analysis performed by the project's Mechanical Engineer, the combined sewer service for the Lodge, Steakhouse and FMU will be a 8" line. According to ACSD standards, service lines in excess of 6-inches are not allowed to directly connect to collector mains. Therefore a new 4' diameter concrete sewer manhole will be installed in line with the existing collection main within South Aspen Street. The current location of the sewer service entry for the Lodge, Steakhouse and FMUs is just north of the Steakhouse Restaurant along S. Aspen Street. A grease interceptor will be required for food processing establishments and is currently proposed within the basement of the proposed restaurant. In addition, a sand/oil interceptor will be provided within the proposed parking garage and for all elevators. Ejector pumps are anticipated for portions of the project given the depths and use of the proposed below grade space. Abandonment of all existing sewer services shall comply with ACSD specifications and final terminations will need to be inspected by ACSD personnel and performed prior to commencement of any excavation work.

The design of the individual services and required sanitary sewer appurtenances will be further developed as the project progresses through the City's review process with final designs being provided at time of any future building permit application. Furthermore, all work associated with Aspen Consolidated Sanitation District infrastructure shall be in accordance with their rules and regulations. An ability to serve letter is included as an attachment to this letter.

Electric

Holy Cross Energy is the supplier of electric service in this area. Numerous coordination meetings have occurred to better understand the improvements that were installed along S. Aspen Street and how to best serve the project. This section outlines the existing infrastructure as well as the proposed electrical improvements required in support of this project based on our coordination efforts with Holy Cross Energy.

Electric service to the Museum is anticipated to utilize the remaining three (3) secondary service ports within the existing 750 KVA 3-phase transformer (3130p5) located along the north side of Dean Street. The remaining lugs are expected to be sufficient to serve the anticipated 600 amp service panel based on preliminary load estimates by the project's electrical engineer.

Two new three phase primary electric transformers are proposed north of Lot 2. This area is currently a remaining sliver of Gilbert Street right-of-way that will be vacated to the Dolinsek Gardens parcel. The vacation of the right-of-way will not carry any of the current restrictions identified within the conservation easement associated with the Dolinsek Parcel.

A new 7'x7' 480/277 3-phase transformer will be installed to provide secondary electric service to the Main Lodge and Steakhouse Restaurant. A 3500 amp panel is anticipated to be required based on preliminary load estimates performed by the project's electrical engineer. The meter and panel will be located adjacent to the Free Market Building within an accessible alcove.

A 5'x5' 208/120 3-phase transformer will be installed to provide secondary electric service to the Free Market Building, City owned Dolinsek Gardens Parcel (if required) as well as the lift terminal and snowmaking facilities owned and operated by the Aspen Skiing Company. An 800 amp panel is anticipated to be required for the Free Market Building based on preliminary load estimates performed by the project's electrical engineer. This will be located within an accessible alcove associated with the Free Market Building. The lift terminal and snowmaking operations are anticipated to require a 300 amp 440 volt service based on information provided by the Aspen Skiing Company. Secondary services will be extended from the transformer to a proposed meter located near the ski hut and then distributed accordingly to serve the needs of Aspen Skiing Company.

Primary 3-phase power to serve each of the proposed transformers will be extended from an existing electric vault located along the east side of Monarch Street and at the intersection with Gilbert Street.

Lastly, there is an existing transformer located at the northeast corner of Lot 3. This existing transformer currently provides service to the Aztec and Telemark Townhomes. The current design retains the current location however temporary power may be required at times during construction to accommodate shoring operations. Furthermore, there is some discussion on possibly relocating this transformer off Lot 3. This will be further evaluated as the design progresses towards building permit design.

All transformers will require an easement per Holy Cross rules and regulations. Further coordination with the design team, City and Holy Cross Energy is anticipated as the project design evolves and the project proceeds through the review process with final designs being provided in support of any future building permit application. All work associated with primary and secondary electric improvements shall comply with Holy Cross Energy standards and a will serve letter from Holy Cross has been provided as an attachment to this letter.

Gas

Black Hills Energy is the provider of natural gas in the area. Similar to the approach for providing water and sewer services to the project, the proposed Museum will have a separate dedicated service line and meter. The Museum gas service line is proposed to tap into the existing main that runs east to west along Dean Street. Additionally, portions of an existing gas main within Dean Street will be relocated slightly south in order to provide 3' minimum separation from the proposed Museum water service line. The Museum gas service line will extend from the relocated main to a new meter along the west face of the building. The Museum is anticipated to require 2,000 MBH (thousand BTU's per hour) according to preliminary estimates performed by the project's mechanical engineer.

As part of the recent S. Aspen Street utility upgrades a new 6" gas main was extended to the southern end of S. Aspen Street. This main provides service to Shadow Mountain Townhomes as well as Ruthies Restaurant located further up Aspen Mountain. Re-alignment of the gas main, within the Hill Street corridor, is proposed with the Gorsuch Haus improvements to accommodate architectural and utility

improvements associated with the Gorsuch Haus project. The gas service to serve the Lift One Lodge building, Steakhouse and Free Market Building will be extended from this relocated gas main located within the Hill Street. The service line will extend to a master meter and regulator (or separate meters) proposed near the southeast corner of the Free Market Building. The anticipated gas demand for the Main Lodge, Steakhouse Restaurant and Free Market Building has been estimated at 33,790 MBH by the project's mechanical engineer.

Based on discussions with Black Hills Energy the existing mains within Dean Street and South Aspen Street have adequate capacity to serve the project. The sizes and locations of each service and associated meters will be further evaluated and coordinated with Black Hills as the project design progresses with final designs being provided in support of any future building permit application. All natural gas improvements/infrastructure shall conform to Black Hills rules and regulations and a will serve letter has been attached to this report.

Telephone

CenturyLink is the provider of telephone service within the area. Three existing service pedestals are located on the subject property fronting South Aspen Street. The pedestals were recently re-fed with the main line infrastructure scope of the S. Aspen Street improvements to maintain service feeds to existing pedestals located on the subject property. These pedestals are located within the proposed building footprint and therefore will need to be abandoned. In order to maintain the primary feeds this will require placement of three splice vaults in line with the existing pedestal feeds to maintain service to existing clients along South Aspen Street. Service to the Main Lodge, Steakhouse and Free Market Building will originate from one of these splice vaults and will extend directly into the lower level of the Main Lodge. Service to the Museum will be pulled from an existing pedestal located north of Dean Street. All work associated with CenturyLink's infrastructure shall conform to their current standards. A will serve letter prepared by CenturyLink has been attached to this report and final designs will be provided in support of future building permit applications.

Cable & Fiber Optic

Comcast is the provider of cable service within the area. New cable and fiber optic services will be extended from an existing pedestal on the north side of Dean Street to a pull vault near the southern end of South Aspen Street. Cable service will be further extended from this pull vault to the existing pedestal on the southwest side of South Aspen Street in order to maintain service to existing customers. Existing pedestals located within the property boundary will be removed as required to facilitate the Lodge construction. Service to the Main Lodge, Steakhouse and FMUs will originate from one of these splice vaults and will extend directly into the lower level of the Main Lodge. Cable and fiber service to the Museum will be pulled from an existing pedestal located north of Dean Street. All work related to cable and fiber optic service shall be installed per Comcast rules and regulations and a will serve letter has been attached to this report.

Further coordination and refining alignments of primary and secondary utility lines may occur as the project progresses with final designs being provided in support of future Building Permit Application.

D. Access

The new site plan is fairly consistent to the previous approvals with the exception of the access to the parking garage being relocated to Dean Street. The porte cochere to the Lodge will remain off of S. Aspen Street and will serve as the primary entry access for guests to the Lodge which is consistent with the previous approvals. Based on discussions with Aspen Fire the Lodge's porte cochere has been designed to accommodate turning movements required by an ambulance with a minimum vertical clearance of 11-ft. Fire truck access into the motor court is not required.

The Free Market Building will be accessed from Gilbert Street which includes improving the existing road to provide a 16-ft wide corridor. Per discussions with Aspen Fire a turn-around or hammerhead will not be required at this location given the distance of travel is less than 150-ft and therefore the expectation is for fire trucks and potentially ambulances to back out of Gilbert Street onto S. Monarch Street.

Dean Street improvements were extensively coordinated with City Engineering and City Parks Department. Currently the programming includes a one-way street consisting of a 10-ft wide drop off aisle that accommodates three (3) parallel parking spaces, one of which will be a dedicated ADA stall. The improvements also include a 6-ft wide contraflow bike lane, a 12-ft wide one-way travel lane and 6-ft wide minimum sidewalks on either side. Additional improvements include softening the existing super-elevated roadway, providing enhanced pedestrian crossings and various landscaping improvements. Again, access to the parking garage will also be achieved from Dean Street. Sight lines were studied for both approaching vehicles from the west as well as pedestrians utilizing the crossing zone in front of the garage entrance. In summary, AASHTO's sight line criteria was used to study departing vehicle's sight lines as they exit to the east of the parking garage. The only potential obstructions within this sight line are the parked vehicles within the unloading/loading zone. However, these sight lines are improved as the departing vehicle enters the traffic lane and given the slow speeds and extended decision distance for the departing vehicle this condition does not create a life and safety concern. Additionally, sight line for pedestrians was also studied at this location. This study held the southern edge of the east and west pedestrian ramps as sight line distances and the results indicate no obstructions within the defined sight triangles. However, the east sight line could be improved by relocating the existing transformer further to the east and onto the adjacent property. This will be considered further by the City as the design progresses. Lastly, sight lines were also studied for departing vehicles exiting the Lodge motor court and the results suggest no major obstructions within the sight lines. Sight line triangles are illustrated on sheet C.100.01 of the PD Civil Plan Set and will be further evaluated as the design progresses with final design and site plan improvements being provided in support of any future building permit application.

E. Conceptual Drainage Analysis

(a) Introduction

The intent of this Section is to provide background drainage information of the subject property, describe the existing onsite and offsite drainage conditions as well as to provide conceptual storm water mitigation solutions, with a strong emphasis on storm water routing and water quality treatment. This analysis will be expanded as the project design progresses with final designs, drainage report, calculations and details being provided in support of any future Building Permit Application.

(b) Background & Overview

The subject property falls within System 3 as described within the Surface Drainage Master Plan (SDMP) for the City of Aspen, dated November 2001 prepared by WRC Engineering, Inc. Based on figure ES-4 of this report this System appears to have capacity to convey a runoff event with a magnitude between a 10-year and 50-year storm event; however it also indicates that the combined capacity of the street and storm sewer along S. Aspen Street appears to have sufficient capacity to convey the 100-year runoff event. It should be noted that the SDMP study was based on previous NOAA rainfall data (NOAA Atlas 2) and that more recent data has since been released (NOAA Atlas 14) that carries 40 more years of rainfall records. This new data shows upwards of a 35% reduction in rainfall depths as compared to previous information and therefore the previous conveyance capacities now coincide with a larger storm event. Furthermore, S. Aspen Street storm drainage improvements have recently been installed which increases the capacity as published within the SDMP.

According to FEMA Flood Insurance Rate Map panel number 08097C0362E, with an effective date of 08/15/2019, the property falls entirely within the Zone X flood hazard area. FEMA designates Zone X as areas outside the 0.2% (500 year storm) annual chance floodplain.

Several drainage studies have been prepared for this study area to include Drainage Report for Lift One Lodge, dated January 2013 prepared by SGM in support of the project's original approvals. SGM also prepared a drainage report for South Aspen Street Townhomes, dated August 2014, which is the recently constructed development across S. Aspen Street directly west of the subject property. Furthermore, a PD Detail Review conceptual drainage analysis has been performed by our office for the proposed Gorsuch Haus development with the findings outlined within the Engineering Report for Gorsuch Haus Project Planned Development Detail Review dated March 2, 2020. The offsite basins and corresponding estimated runoff rates outlined within this drainage analysis have been adopted for the Lift One Lodge analysis.

The project falls within City of Aspen's mudflow hazard zone which requires a mudflow analysis. Tetra Tech performed a debris flow analysis for both the Gorsuch Haus and Lift One Lodge developments. The report for the Lift One Lodge Project dated July 21, 2020 has been included with the Project Detail Review Application. The Tetra Tech study identifies two sources of debris flow surrounding the proposed development. It also provides mitigation recommendations that are identified on C.100.03 of the civil plan set which is also included with the Project Detail Review Application.

(c) Offsite Tributary Drainage Basins

Offsite drainage basins associated with Aspen Mountain are consistent with those analyzed under the Gorsuch Haus Project. In summary, the Aspen Mountain tributary basins primarily include portions of Basins 9, 20 & 21 as described within the City's SDMP. An existing offsite drainage basin plan is provided within the PD Civil Plan Set as C.400.07 and each of the offsite basins are described further below:

Offsite Basin EX-OS1 is the western offsite basin and includes a portion of Basin 9 as described within the City's SDMP, which consists of the steep existing hillside south and west of the site. The basin extends up to the ridge on the west side of Aspen Mountain. The hillside includes native forested hillside as well as open ski run area that are fairly steep with grass ground cover. Runoff generated from this basin is currently conveyed to the recently installed inlet located at the southern end of S. Aspen Street and is identified as design point (DP) #J-01 on C.400.07. It should be noted that runoff from this basin does not directly contribute flows to the subject

property but instead directs offsite flows to the City's storm drainage system recently installed along S. Aspen Street.

Offsite Basin EX-OS2 is the small central offsite basin that falls within Basin 20 as described within the City's SDMP. The hillside includes native forested hillside and open ski run area. Similar to basin EX-01, the forested hillside is well vegetated and the open grass areas are moderately vegetated. Runoff is conveyed on the surface and along the existing Mountain Access Road toward S. Aspen Street where flows are then collected within a series of curb inlets which have been designated as design point #J-02 on C.400.07.

Offsite Basin EX-OS3 is a small offsite basin that falls along the west side of the Mountain Queen townhomes and includes portions of Basin 20 as described within the City's SDMP. The hillside is primarily open ski run area and is moderately vegetated grasslands. The basin is bound on the eastern end by the existing Mountain Queen townhomes. The eastern end of the basin has an existing gravel access road with a moderate low point which includes an existing storm inlet / drywell. The storm inlet conveys runoff to a second existing drywell structure, and then daylights within an existing swale located within the Hill Street ROW. The swale directs flows to an existing inlet just east of S. Aspen Street. Based on existing conditions survey information this existing inlet lies just north of the Hill Street ROW and within the Lift One Lodge's property. An easement was not identified for this inlet or the associated storm pipe and upon review of the One Aspen Street-Phase 1 Construction Drawings this inlet was intended to fall within the Hill Street ROW. This inlet connects to the S. Aspen Street storm sewer system at the southeastern end of S. Aspen Street. The inlet located on the subject property is designated as design point #J-03 and the connection point to the S. Aspen Street system is identified as DP J#02. The inlet located on Lift One Lodge's property (#J-03) will be removed with the Gorsuch Haus offsite storm water improvements. If for some reason the Lift One Lodge project proceeds in advance of the Gorsuch Haus offsite improvements than the existing inlet will need to be relocated to within the Hill Street ROW as originally considered within the One Aspen Construction Drawings.

Offsite Basin Ex-OS4 is the Pioneer Gulch drainage basin. This basin was modeled in the Gorsuch Haus Tetra Tech mud flow analysis. In summary, the basin flow splits around the Mountain Queen structure. Per information provided by Tetra Tech, the 10 year peak clear water flow is 0.5 cfs, and the 100 year clear water peak flow is 13 cfs. The clear water portion of the split flow was accounted for in our offsite drainage analysis performed with the Gorsuch Haus design. This split flow follows the same flow path as storm water generated from basin EX-03 described above.

Offsite Basin Ex-OS5 includes the Shadow Mountain Townhomes area. Storm water flows are routed through the Shadow Mountain Townhome property and intercepted at a recently installed inlet (Inlet OS5) located along the north side of Shadow Mountain's drive access off S. Aspen Street. This inlet will remain and will continue to serve Shadow Mountain as it currently does under existing conditions. Again, this basin does not convey flows onto the Lift One Lodge project but instead directs flows to the recently installed drainage improvements associated with S. Aspen Street.

Offsite Basin Ex-OS6 was not evaluated with the Gorsuch Haus drainage study since it does not convey runoff towards the Gorsuch Haus project. This basin includes portions of the Dolinsek parcel along with portions of Gilbert Street ROW. Storm water generally travels over well vegetated ground cover onto the subject property where it is then directed towards Dean Street and collected within a series of existing inlets located on the north side of Dean Street near the intersection with S. Aspen Street.

(d) Existing Onsite Drainage Basins

Several site visits along with a review of the existing survey topography were conducted in order to assess existing onsite drainage conditions and patterns. The delineation of the existing onsite drainage basins were developed based on tributary areas to existing storm inlets and associated drainage patterns. Sheet C.400.05 of the civil PD plan set illustrates the existing onsite drainage basins which are further described below.

Ex. Onsite #1: This basin lies at the southwest corner of the property and along S. Aspen Street. The area consists of concrete sidewalk and vegetated ground cover. This basin directs runoff to an existing curb inlet (SAS-10) located along the east side of S. Aspen Street.

Ex. Onsite #2: This is a narrow stretch of land which consists primarily of a recently constructed sidewalk. Flows from this basin are directed towards an existing curb inlet (SAS-9) located along the east side of S. Aspen Street.

Ex. Onsite #3: This basin also runs along the east side of S. Aspen Street and consists of well vegetated ground cover and portions of an existing sidewalk. Runoff from this basin is directed to an existing inlet (SAS-6) located along the east side of S. Aspen Street.

Ex. Onsite #4: This basin is located at the southwest portion of the project site and coincides with the previous location of the Holland House Lodge. The structure has been removed leaving a large depression which essentially acts as a retention basin.

Ex. Onsite #5: This basin coincides with the historic lift alignment. Ground cover primarily consists of well vegetated grasses. Gilbert Street also passes through this basin. Runoff generally flows south to north and carries through the Dolinsek Parcel before entering back onto the subject property ultimately be conveyed towards an existing inlet (DS-1) located along the north side of Dean Street.

Ex. Onsite #6: This basin consists of the existing historic skier's chalet building located at the southeast portion of the project site. The basin consists of impervious roof, asphalt parking, vegetated ground cover and portions of Gilbert Street. Runoff passes through the basin and ultimately gets conveyed towards Gilbert Street where flows are then directed towards S. Monarch Street.

Ex. Onsite #7: This basin is located at the northeast corner of the project site and include asphalt parking, volleyball courts and vegetated ground cover. Runoff from this basin is directed towards Dean Street where it is intercepted by an existing inlet (DS-1) located along the north side of Dean Street.

Ex. Onsite #8: This basin is the largest onsite drainage basin and primarily consists of vegetated ground cover. The existing skier's chalet Steakhouse is located within this basin. Runoff generated from this basin flows south to north over well vegetated ground cover towards Dean Street where it is then intercepted by an existing inlet (DSA-1) located at the northwestern edge of Dean Street.

Sheet C.400.05 included within the PD Civil Plan Set illustrates these various existing onsite drainage basins and associated design points.

(e) Developed Drainage Conditions

The proposed post developed onsite drainage basins were delineated based on the conceptual water quality treatment mitigation design for the project. In addition, post development drainage basins associated with S. Aspen Street were also evaluated in support assessing the capacity of the existing drainage system; particularly downstream of where the project is proposing to connect to the City's existing storm system. These delineated basins are described below and are also illustrated on sheet C.400.06 which is included within the PD Civil Plan Set.

Free Market 1 (FM-1): This basin is located along the south and east side of the proposed Free Market (FM) Building located on Lot 2. Although this is described as an onsite basin, a small portion of Gorsuch Lot 2 and Hill Street ROW are included. The basin consists of established spruce trees, well vegetated ground cover and a proposed landscape swale located on the east side of the FM Building. The swale will convey runoff generated from the basin to a proposed inlet located on the subject property and just south of Gilbert Street ROW. The inlet will be connected to the Free Market drainage system that will track across the site and ultimately connect to the existing S. Aspen Street storm drainage system. Since water quality treatment is not required for this pervious basin the connection to the Free Market drainage system will occur downstream of the proposed Free Market water quality treatment vault.

Free Market 2 (FM-2): This basin is located along the east side of the FM Building and consists of small landscape planters and the entryway to the east side of the building. Various inlets are anticipated to collect water from the proposed planters as well as the impervious entry walkways. A lateral storm pipe will run along the east side of the FM Building to intercept the various inlets and direct flows to a proposed water quality treatment vault (WQ Vault-FM) located under the FM motor court. Discharged flows will be conveyed across the site and connect to the recently installed S. Aspen Street storm drain system.

Free Market 3 (FM-3): This basin consists primarily of the FM Building's roof which includes impervious and green roof systems. Roof drains will be used to collect roof runoff that will then be routed through the structure and picked up in an exterior storm pipe that will be routed to the proposed WQ Vault-FM located under the motor court. Discharge flows will be routed across the site and connect to the existing S. Aspen Street storm system.

Free Market 4 (FM-4): This basin includes the impervious motor court area that falls outside the limits of roof. An area inlet is proposed within the center of the motor court that will intercept runoff and direct it towards the proposed WQ Vault-FM located under the motor court. Again, discharge flows from the water quality treatment vault will be routed across the site and connect to the existing S. Aspen Street storm system.

Ski Way 1 (SW-1): This basin coincides with portions of the proposed ski way which will function as a park during the off ski season months. This basin also includes portions of the lift terminal building and lift pit. The roof of the lift terminal includes an integrated gutter and downspout system which creates some limitations on the ability to route drainage from the roof. With this said, the eastern half of the roof will be conveyed to the pit area and consequently given the limits of the below grade structure options for providing water quality treatment are limited. Therefore, the approach is to seek a variance from water quality treatment for this small impervious area and runoff will be directed into the lift pit area. An inlet is proposed at the bottom of the pit to intercept surface runoff from this entire basin. This inlet will be connected to an internally routed drain line that will exit at the north end of the building at which point will connect to a proposed storm pipe that will be extended from a relocated inlet located along the north side of Dean Street.

Ski Way 2 (SW-2): This basin includes the eastern half of the proposed ski way. Although this is described as an onsite basin it does include portions of the Dolinsek Parcel. The entire basin will consist of vegetated ground cover and has been considered pervious for this analysis. Accordingly, water quality treatment is not required for this basin. Runoff will be directed to a swale located along the south side of the proposed Museum and ultimately be routed towards the City's right-of-way and/or to a proposed trench drain located at the back of a site wall just north of the relocated historic lift.

Lodge/Commercial 1 (LC-1): This basin consists of the entire Lodge/Commercial building located along the east side of S. Aspen Street which primarily includes roof area. A storm pipe is proposed along the west side of the Lodge to intercept roof drains as they exit the building. The storm pipe will be located on the subject property and will connect to a proposed water quality treatment vault (WQ Vault -LC) dedicated to the Lodge/Commercial building. Discharge from the water quality treatment vault will be conveyed to S. Aspen Street's existing storm drain system (Inlet SAS-6).

Lodge/Commercial 2 (LC-2): This basin includes a small area between the Lodge/Commercial building and the lift terminal. This basin consists of minimal impervious area to include some stairs off the east side of the Lodge motor court, concrete entryway into the Commercial building north of the motor court and a gravel footpath. Water quality treatment of these incidental impervious areas will be provided via conveyance of vegetated ground cover to the extent possible. A trench drain is proposed at the north end of this corridor which will collect runoff generated from this basin. The trench drain will be connected to the FM storm drain system that connects to S. Aspen Street's existing storm system.

Steakhouse 1 (SH-1): This basin includes the proposed Steakhouse and associate patios and planters. Runoff will be collected in gutters and various inlets. Since this entire area falls above structure all downspouts and inlets will need to be connected to internal drain lines and routed towards a proposed water quality treatment vault (WQ Vault SH) located at the west side of the Steakhouse. Outfall from this water quality treatment vault will be connected to the outfall pipe associated with the WQ Vault LC before connecting to S. Aspen Street's existing storm inlet (SAS-6).

Steakhouse 2 (SH-2): This basin includes portions of the gondola platform, west side of the lift terminal roof and the gondola corridor that extends from S. Aspen Street. The west terminal roof gutter system will connect to a proposed storm drain system that will also intercept various inlets and a trench drain proposed within the gondola plaza and corridor. Runoff will then be routed to the proposed WQ Vault SH located along the west side of the Steakhouse.

Museum 1 (M-1): This basin consists of the garage entrance ramp and upper level Museum terrace. Runoff from the garage entrance ramp will be intercepted by a proposed trench drain located at the entrance to the parking garage. The Museum's second level terrace will include various area inlets that will be routed internally within the structure. A dry well is proposed within the parking structure that will provide water quality and storm water mitigation for these areas. The dry well is anticipated to require a minimum depth in the 20-ft range in order to reach the existing underlying soils that are conducive to accepting and infiltrating water. Further coordination with the geotechnical engineer and borings will be required prior to finalizing the design of this proposed dry well.

Museum 2 (M-2): This basin includes the Museum roof, plaza along the west side of the Museum as well as the stairway leading from Dean Street Plaza to the Museum's second level terrace. Gutter downspouts will be

collected in a sub-surface drainage pipes. The surrounding plaza and stairway areas will be routed to a trench drain that runs along the bottom of stairs and along the east side of the proposed seating wall west of the Museum. Water quality treatment for this basin will be provided by a proposed water quality treatment vault (WQ Vault M).

Museum 3 (M-3): This basin includes impervious Dean Street plaza area north of the Museum along with a proposed landscaping area. Runoff will be routed and collected within an inlet proposed in the landscape area. This will assist with minimizing directly connected impervious areas. Additional water quality treatment for this basin will be provided by the proposed water quality treatment vault (WQ Vault M).

Museum 4 (M-4): This basin consists of the impervious Dean Street plaza north of the stairway and site seating wall. Runoff will be conveyed towards a shallow drain pan proposed along the edge of the Dean Street drop off area. An inlet will be provided at the western end to capture and convey flows to the proposed water quality treatment vault (WQ Vault M).

Dean Street (DS): This basin includes the majority of Dean Street, a narrow strip of landscape area along the east side of the garage entrance as well as offsite areas tributary to the proposed relocated inlet located at the western end of Dean Street. Although Dean Street is currently being proposed to include permeable pavers there is the possibility that this may change as the design progresses and therefore the entire surface of Dean Street was considered impervious for this analysis. Also, this basin was delineated in support of sizing a proposed curb inlet that will replace two existing inlets as well as evaluating street capacity requirements as outlined within the City's Urban Runoff Management Plan.

SAS-3 through SAS-11: These drainage basins are tributary to the existing storm inlets located along S. Aspen Street and were delineated in support of evaluating estimated peak runoff rates being conveyed to the City's existing storm system. These basins are identified based on their receiving inlets and were assumed to be completely impervious for this analysis.

All post development drainage basins are illustrated on C.400.06 of the Civil PD Plan Set.

(f) Hydrologic Methods and Assumptions

The drainage criteria used for this study was based on the COA's URMP dated December 2014 with supplemental information taken from Urban Drainage Flood Control District Manual (UDFCD). The improvements associated with this project classify it as a "Major Design" which requires an analysis for the 10 and 100-year storm events. This section describes the preliminary hydrological assumptions and methods used to estimate the peak runoff rates associated with the 10- and 100-year storm events. Final designs, details, and the drainage report will be provided in support of the future building permit. Refer to the PD Civil Plan set for illustrational support of the proposed storm water conveyance system and overall grading plans.

Peak Runoff rates for the 10- and 100-year storm events were calculated using the Rational Hydrologic Method (Eq. 1) since the cumulative total of basin areas was less than 90 acres.

Eq. 1: $Q = C^* I * A$

Q = Runoff Flow Rate (cfs)
C = Runoff Coefficient
I = Rainfall Intensity (in/hr)
A= Area of Basin (acres)

The runoff coefficient (C) is a variable that represents the ratio of runoff to rainfall volumes during a storm event. The determination of C mainly depends on the soil type, watershed impervious and storm event frequency. Each drainage basin was studied to determine the percent of impervious area and a Hydrologic Soil Type C was assumed for the analysis. The corresponding values were then entered into the UD-Rational Spreadsheets (version 2.00) to determine the corresponding 10- and 100-year runoff coefficients. The UD-Rational Spreadsheet was developed by Urban Drainage Flood Control District (UDFCD). The spreadsheet has been adjusted and adopted by the City of Aspen to reflect the local drainage conditions.

The design rainfall duration used in the Rational Method is referred to as the time of concentration. The time of concentration is the cumulative travel time, including overland flow and channelized flow, for runoff to get from the furthest point upstream of a basin to a designated design point. Per COA URMP, 5 minutes was used as the absolute minimum time of concentration. This minimum value was adopted for the smaller drainage basins. Times of concentration for the larger basins were determined using UD-Rational Spreadsheets. Equation 2 taken from Chapter 2 of the City's URMP was then used to estimate the corresponding rainfall intensities to determine the peak runoff rates for each of the basins. A summary of the results for existing offsite, existing onsite and post development onsite conditions are summarized within Tables 1-3, respectively.

Eq. 2: $I = C_1 P_1/(C_2+T_d)^{C_3}$

I = Rainfall Intensity (in/hr)

P_1= 1hr rainfall depth: 0.77 in (10 yr) & 1.23 in (100 yr)

C_1= 64.5 (10yr) & 100.1 (100 yr)

C_2= 9.0 (10 yr) & 10.7 (100 yr)

C_3= 0.983 (10 yr) & 1.080 (100 yr)

As outlined within the Gorush Haus Engineering Report, to ensure conservative results, SE also analyzed the offsite Aspen Mountain basins using the EPA Storm Water Management Model (SWMM), which is a dynamic hydrology-hydraulic water quality simulation model. In the SWMM model, the peak runoff calculated for EX-OS1 was very close to the rational method peak. The peak runoff in the SWMM was lower for EX-OS2 and EX-OS3 when compared to the Rational Method. The Rational Method was used for modeling as it is the conservative model for flows, and it facilitates peak runoff modeling with onsite basins. SE also compared the offsite basin peak flows to the other drainage reports prepared for this area of Aspen and the results were similar.

Tables 1 – 3 below summarize the peak runoff rates for the existing offsite, existing onsite and post development onsite drainage basins. Delineations of these basins are also provided on the PD Civil Plan Set.

Table 1: Existing Offsite Drainage Basin Peak Runoff Rates

Subcatchment Name	Area (ac)	Percent Imperviousness	Runoff Coefficient, C		Selected tc (min)	Rainfall Intensity,I(in/hr)		Peak Flow, Q (cfs)	
			10-yr	100-yr		10-yr	100-yr	10-yr	100-yr
EX-OS1	19.06	2.0	0.15	0.49	28.7	1.47	2.34	**4.10**	**22.00**
EX-OS2	3.59	2.0	0.15	0.49	17.8	2.08	3.32	**1.09**	**5.86**
EX-OS3	3.02	2.0	0.15	0.49	17.0	2.12	3.39	**0.94**	**5.03**
EX-OS5	0.74	88.4	0.78	0.85	5.0	3.96	6.32	**2.29**	**3.95**
EX-OS6	0.53	88.4	0.25	0.55	10.5	2.68	4.56	**0.36**	**1.34**

Table 2: Existing Onsite Drainage Basin Peak Runoff Rates

Subcatchment Name	Area (ac)	Percent Imperviousness	Runoff Coefficient, C		Selected tc (min)	Rainfall Intensity,I(in/hr)		Peak Flow, Q (cfs)	
			10-yr	100-yr		10-yr	100-yr	10-yr	100-yr
EX. ONSITE #1	0.034	23%	0.30	0.58	5.0	3.72	6.32	0.04	0.13
EX. ONSITE #2	0.036	62%	0.59	0.74	5.0	3.72	6.32	0.08	0.17
EX. ONSITE #3	0.008	40%	0.43	0.65	5.0	3.72	6.32	0.01	0.03
EX. ONSITE #4	0.189	2%	0.15	0.49	5.0	3.72	6.32	0.11	0.59
EX. ONSITE #5	0.345	11%	0.21	0.53	12.8	2.40	4.08	0.17	0.75
EX. ONSITE #6	0.220	61%	0.58	0.73	6.0	3.47	5.91	0.44	0.95
EX. ONSITE #7	0.325	26%	0.32	0.59	9.6	2.81	4.78	0.29	0.92
EX. ONSITE #8	1.063	2%	0.15	0.49	14.0	2.28	3.87	0.36	2.02

Table 3: Post Development Basin Peak Runoff Rates

Subcatchment Name	Area (ac)	Percent Imperviousness	Runoff Coefficient, C		Selected tc (min)	Rainfall Intensity,I(in/hr)		Peak Flow, Q (cfs)	
			10-yr	100-yr		10-yr	100-yr	10-yr	100-yr
FM-1	0.075	0%	0.13	0.48	5.0	3.72	6.32	0.04	0.23
FM-2	0.017	24%	0.31	0.58	5.0	3.72	6.32	0.02	0.06
FM-3	0.180	81%	0.73	0.82	5.0	3.72	6.32	0.49	0.93
FM-4	0.030	100%	0.87	0.89	5.0	3.72	6.32	0.10	0.17
LC-1	0.544	83%	0.74	0.82	5.0	3.72	6.32	1.50	2.82
LC-2	0.041	7%	0.18	0.51	5.0	3.72	6.32	0.03	0.13
SH-1	0.094	85%	0.76	0.83	5.0	3.72	6.32	0.27	0.49
SH-2	0.076	100%	0.87	0.89	5.0	3.72	6.32	0.25	0.43
M-1	0.110	95%	0.83	0.87	5.0	3.72	6.32	0.34	0.60
M-2	0.125	97%	0.84	0.88	5.0	3.72	6.32	0.39	0.69
M-3	0.026	83%	0.74	0.82	5.0	3.72	6.32	0.07	0.13
M-4	0.033	100%	0.87	0.89	5.0	3.72	6.32	0.11	0.19
SW-1	0.351	8%	0.19	0.52	11.8	2.82	4.28	0.19	0.78
SW-2	0.966	6%	0.18	0.51	16.5	2.06	3.48	0.36	1.71
DS	0.341	52%	0.51	0.70	10.3	2.71	4.61	0.47	1.10
SAS-3	0.048	100%	0.87	0.89	5.0	3.72	6.32	0.16	0.27
SAS-4	0.067	100%	0.87	0.89	5.0	3.72	6.32	0.22	0.37
SAS-5	0.050	100%	0.87	0.89	5.0	3.72	6.32	0.16	0.28
SAS-6	0.056	100%	0.87	0.89	5.0	3.72	6.32	0.18	0.31
SAS-7	0.041	100%	0.87	0.89	5.0	3.72	6.32	0.13	0.23
SAS-8	0.116	100%	0.87	0.89	5.0	3.72	6.32	0.37	0.65
SAS-9	0.121	100%	0.87	0.89	5.0	3.72	6.32	0.39	0.68
SAS-10	0.042	100%	0.87	0.89	5.0	3.72	6.32	0.14	0.24
SAS-11	0.047	100%	0.87	0.89	5.0	3.72	6.32	0.15	0.26

(g) Hydraulic Methods and Assumptions

Conceptual storm sewer sizing for onsite storm water infrastructure as well as analyzing the existing S. Aspen Street storm capacity was achieved by using Hydraflow Express Software which utilizes the Manning's Equation to compute open channel flow. A Manning's roughness coefficient of 0.013 was used for proposed and existing storm pipes. All of the proposed storm pipes have been sized to accommodate the peak runoff rates associated with a 100-year storm event. Table 4 summarizes the conceptual sizing parameters for the proposed onsite storm sewer system as well as the capacity of the S. Aspen Street storm system immediately downstream of the project and proposed points of connection.

Table 4: Conceptual Storm Pipe Sizing Summary

PIPE ID	TRIBUTARY BASINS	100-YR (cfs)	PIPE MIN. SLOPE (%)	PIPE DIA. (ft)	DEPTH (ft)	VEL. (fps)	PIPE 80% CAPACITY (cfs)
FM 1.1	FM-1	0.23	22.0%	0.5	0.1	8.2	2.57
FM 1A	FM 1-4	1.39	2.0%	0.67	0.46	5.4	1.71
FM 1B	FM 1-4 & LC-2	1.52	2.0%	0.83	0.42	5.5	2.98
FM 2	FM-2	0.06	2.0%	0.33	0.11	2.4	0.25
FM 3A	FM-3	0.93	1.0%	0.67	0.44	3.8	1.21
FM 3B	FM-2 & FM-3	0.99	1.0%	0.67	0.46	3.8	1.21
LODGE STORM	LC-1	2.82	10.0%	0.67	0.43	11.8	3.81
STEAKHOUSE STUBOUT	SH-1	0.49	2.0%	0.50	0.29	4.1	0.78
STEAKHOUSE PIPE (WEST TERMINAL ROOF & GONDOLA	SH-2	0.43	2.0%	0.50	0.27	4.0	0.78
CONNECTION TO EX. INLET SAS-6	FM 1-4, LC-1, LC-2, SH-1 &	5.26	2.0%	1.25	0.68	7.7	8.93
M.1	M-2	0.69	4.2%	0.50	0.28	6.1	1.12
M.2	M-3	0.13	1.0%	0.33	0.21	2.3	0.18
M.2A	M-2 & M-3	0.83	4.2%	0.50	0.32	6.3	1.12
M.3	M-4	0.19	1.0%	0.50	0.21	2.4	0.55
M.4	SW-1, M-2 - M-4	1.80	7.3%	0.67	0.35	9.5	2.21
EX. SAS STORM (DESIGN POINT)	GORSUCH POST BASIN, SAS & L1L POST	52.8	7.8%	2.50	1.2	22.5	111.9

Upon review of Table 4 all proposed storm pipes have been sized to convey the corresponding 100-year peak runoff rates. In addition, the downstream section of existing pipe located just north of Dean Street has more than adequate capacity to convey the 100-year peak runoff rates associated from the various upstream tributary drainage basins. Lastly, sizing of all storm water mitigation infrastructure will be further evaluated as the project design progresses with final designs being provided in support of a future building permit.

A street capacity analysis has been performed in support of sizing and locating a proposed City standard curb inlet (DS) located along the north side of Dean Street; just east of the westernmost pedestrian crossing. The tributary basin associated with this inlet is identified as Basin DS. The proposed inlet will intercept runoff captured within the curb/gutter system and will also serve to connect proposed storm pipes associated with the development. As noted above, the tributary basin for this inlet is identified as Basin DS and primarily includes Dean Street and although the travel lane of this road is anticipated to be permeable pavers it was assumed

impervious for this conceptual analysis. This was considered a conservative approach for initial sizing purposes. In summary the estimated 100-year peak runoff rate associated with this basin was determined to be 1.1 cfs. Utilizing Hydraflow Express Software and the design parameters of the improved cross section of Dean Street the resultant 100-Year spread width just upstream of the proposed inlet was determined to be 2.6-ft measured from the flowline. This suggests that less than 8-inches of the bike lane will be inundated with water during a 100-year event assuming the roadway is treated with impervious material. Supporting calculations are provided as an attachment to this report.

(h) Conceptual Drainage Mitigation Summary

Since the entire site is anticipated to be disturbed during the construction of the improvements it will be classified as a "Major Design" (> 1,000 sf of disturbance & disturbance greater than 25% of the total lot area) as described within the City URMP. SE discussed the drainage mitigation with the City of Aspen Engineering department during the pre-design discussion meetings. As discussed with the City, the site is directly connected to the City's storm system, so storm water detention is not required or provided. The project will provide water quality treatment as further described below.

Water Quality Treatment: Water quality treatment is required for all projects that disturb more than 200 square feet. The overall goal of the water quality treatment requirements is to protect receiving waters including the Roaring Fork River, Maroon Creek, Castle Creek and tributaries to these water ways. The treatment is provided by strategically incorporating storm water Best Management Practices into the project's storm water infrastructure that are capable of providing full water quality treatment for up to the 80th percentile runoff event which corresponds to the volume of runoff generated from a storm event with a magnitude falling between a 6-month and 1-year. The water quality capture volume associated with these more common storm events is directly correlated to the amount of impervious area within a contributing drainage basin.

As discussed in the pre-design meetings with the City, water quality treatment for this project will be provided primarily through the use of subsurface sedimentation/filtration vaults however a dry well system is also proposed within the proposed parking structure to provide water quality mitigation for the garage entrance ramp and the Museum's second level terrace. The conceptual integration of these water quality treatment facilities are discussed below and illustrated on the Civil PD Plan Set. In addition, Tables 5 & 6 have been provided to summarize the results of this preliminary water quality treatment analysis.

WQ Vault-FM will treat storm water runoff from the Free Market building to include basins FM-2 through FM-4 as illustrated on C.400.06. As described above, these basins consist of roof area, hardscape areas associated with access walks and the motor court as well as surrounding landscaping areas. Various storm pipes and inlets will be integrated to collect and route storm water to WQ Vault-FM which is proposed within the Free Market's motor court area. A discharge pipe will be provided and will pass through Lots 2 & 3 and ultimately connect to the City's existing storm drain system located along S. Aspen Street at existing curb inlet SAS-6.

WQ Vault LC treats storm water runoff from the Lodge/Commercial building located on Lot 1 as described above as Basin LC-1. A lateral onsite storm pipe is proposed to extend along the west side of the building to provide various connections points for internal roof drain pipes. WQ Vault LC is proposed on the subject property and under the proposed sidewalk that runs along S. Aspen Street. A discharge pipe will be provided and connect to the adjacent existing inlet identified as SAS-6.

WQ Vault SH treats storm water runoff from the Steakhouse roof and surrounding patios and planters. Gutters, downspouts and various patio inlets will be necessary to capture storm water runoff from these areas. Based on the limits of the below grade structure this collection and conveyance system will be tracked through the building internally. A storm pipe stub is proposed along the west side of the Steakhouse to route runoff to the proposed water quality treatment vault that is located on the subject property and under the proposed sidewalk that runs along S. Aspen Street. The discharge pipe for this vault will also connect to the existing curb inlet identified as SAS-6.

WQ Vault M treats storm water runoff from the Museum roof as well as portions of the Dean Street Plaza area to include Basins M-2 through M-4 described above which includes approximately 800 sf of right-of-way. Gutters, downspouts, various inlets and a trench drain will be utilized to capture storm water runoff from these tributary areas. WQ Vault M is proposed on the subject property just north of the stairway leading from the Plaza to the Museum's second level terrace. The discharge pipe for this vault will be connected to a relocated inlet located on the north side of Dean Street which currently connects to the S. Aspen Street storm system.

Dry Well M1 is proposed within the parking structure to provide water quality mitigation for the parking garage entrance ramp as well as the Museum's second level terrace. All other drainage infrastructure located within the parking garage will be routed to sand/oil interceptors and ultimately tied to the sanitary sewer system. A trench drain is proposed at the entrance to the parking garage to collect runoff generated from the entrance ramp. Various area inlets and planter inlets are going to be required at the Museum's second level terrace. These area drains will be treated as roof drains and routed through the structure to the proposed dry well location. Based on initial discussions with the project's geotechnical engineer the proposed dry well will need to be about 20-ft deep measured from the parking garage elevation in order to reach the underlying free draining gravels. This dry well will be located in close proximity to the entrance and future maintenance/access will be achieved via the entrance to the parking garage. An emergency pump system will be integrated into the final design of the dry well and routed to the site storm drainage system.

Tables 5, 6A & 6B summarize the conceptual water quality treatment volumes and conceptual sizing parameters for each of the proposed water quality treatment vaults. Sheet C.400.06 illustrates the locations of the proposed infrastructure and associated tributary drainage basins.

Table 5: Conceptual Water Quality Treatment Volume Summary

WQ BASIN ID	TRIBUTARY BASINS	TOTAL AREA (sf)	% IMPERV	WQCV (in)	REQ. WQCV (cf)
WQV-FM	FM-2 - FM-4	9870	79%	0.17	140
WQV-LC	LC-1	23709	83%	0.18	356
WQV-SH	SH-1 - SH-2	7406	92%	0.22	136
* DW-M1	M1	4770	95%	0.23	137
WQV-M	M2-M4	7999	95%	0.23	153

*Water quality volume for dry wells includes a 1.5 safety factor per the City's URMP

Table 6A: Conceptual Water Quality Vault Sizing Summary

SAND FILTER BASIN ID	REQ. WQCV (cf)	WQ DEPTH (ft)	X (ft)	Y (ft)	PROVIDED WQ (cf)
WQV-FM	140	2.25	9	9	182
WQV-LC	356	4.5	7	11.5	362
WQV-SH	136	3.5	6	7	147
WQV-M	153	2.75	7	8	154

Table 6B: Conceptual Water Quality Dry Well Sizing Summary

DRY WELL ID	REQ. WQCV (cf)	DRY WELL DIA (ft)	DRY WELL DEPTH (ft)	STRUCTURE VOL (cf)	GRAVEL VOL (cf)	TOTAL VOL (cf)
DW-M1	137.1	4	20	251	55.08	306

It should be noted that a variance for providing water quality treatment for the eastern portion of the terminal roof is being requested with this conceptual design. The reason for this request is that based on our coordination efforts with the lift terminal designer the terminal roof and integrated gutter system is standard and re-routing the gutter system to convey runoff to the west side of the terminal is not easily accomplished and therefore the east gutter system will likely drain into the terminal pit. Given the limited depth above structure within the lift terminal pit there is not an opportunity to provide water quality capture volume for this portion of the roof prior to flows being intercepted by a proposed area inlet.

Additionally, water quality treatment for the onsite proposed sidewalks running along S. Aspen Street will not be provided due to the obvious challenges associated with capturing and routing runoff from these areas to a water quality treatment structure. This was presented to City Engineering and deemed acceptable given the fact that the sidewalk is provided to benefit the public which is a similar to sidewalks located within right-of-way which do not require water quality treatment.

Lastly, there are some isolated impervious areas surrounding the ski way that will not be directed towards a water quality treatment vault to include some steps of the east side of the Lodge motor court, lift shack,

(i) Interim Drainage Condition

The Lift One Lodge project is part of the overall Lift 1A Corridor Plan which includes improvements associated with the Gorsuch Haus project located at the southern end of S. Aspen Street. Ideally, each of these projects will break ground simultaneously and will proceed cooperatively with logical, efficient construction sequencing. However, if the condition arises in which the Lift One Lodge breaks ground first and the Gorsuch Haus project is delayed for an extended period of time a conceptual interim grading evaluation within the Hill Street right-of-way has been conducted in support of the approvals. In summary, an interim solution to intercepting offsite storm water runoff away from the subject property would likely entail relocating the existing storm inlet located on the subject property and extending it further to the east and locating it within a re-established depression located within the Hill Street right-of-way. This would in essence create a condition that is very similar to existing drainage conditions south of the subject property. Offsite flows would be captured and intercepted prior to being conveyed onto the subject property. In addition, the City's existing storm infrastructure that currently resides within the subject property would be relcoated to the right-of-way which is where it was intended to be installed under the One Aspen Construction Drawings. An interim grading and drainage exhibit has been provided as Exhibit A for illustrative support of this concept.

F. Conclusion

In conclusion utility routing required to serve the redevelopment has been coordinated with the various utility providers and presented on the Civil Plan Set which has been included with the Detail Review Application. Any and all required easements will be provided to the appropriate utility providers at the time of final plat. Emergency access to the project has been discussed with Aspen Fire and it has been determined that emergency vehicles will need to back out of Gilbert Street which is acceptable based on the short length of access. Furthermore, fire truck access into the Lodge motor court is not required. This motor court however has been designed to accommodate the turning movements of an ambulance to include minimum vertical clearance of 11-ft. The conceptual drainage mitigation design outlined herein demonstrates that the project has a viable solution for mitigating offsite and onsite storm water runoff as well as providing water quality treatment for the proposed impervious areas. As mentioned throughout this document, final design of all site grading, utilities, site and right-of-way improvements, and proposed storm water infrastructure will be provided during building permit application.

G. Attachments

A. Will Serve Letters
B. Supporting Drainage Calculations & Data
C. Exhibit A-Hill Street ROW Interim Grading & Drainage Conditions

Will Serve Letters

Aspen Consolidated Sanitation District

John Keleher - President
Joe Zanin - Vice President
Roy Holloway - Secretary/Treasurer

Stoney Davis - Member
Jeff Yusem - Member
Bruce Matherly - Manager

July 10, 2018

Jesse Swann
Sopris Engineering
502 Main St. Suite A-3
Carbondale, CO 81623

RE: Lift One Lodge, FKA: Roaring Fork Mountain Lodge - Commitment for Sanitary Sewer Service

Dear Jesse,

The Aspen Consolidated Sanitation District currently has sufficient wastewater collection and treatment capacity to serve this project. Service is contingent upon compliance with the district's rules, regulations, and specifications, which are on file at the District office. There are downstream constraints in the District's collection system line that will be corrected through a system of proportionate impact fees.

A tap permit must be completed at our office when detailed plans become available. Fees will be estimated at that time. The total connection charges due the District must be paid prior to the issuance of a foundation and/or infrastructure permit.

Existing service lines or laterals connected to the District's main line, serving the subject property and adjacent properties must be identified, located and isolated from soil stabilization processes or other potential damage, or, properly disconnected from the ACSD main line at the point of connection according to specific ACSD requirements.

Once detailed plans are made available to the district, we can comment specifically about this proposed project.

Sincerely,

Hamilton Tharp
Collection Systems Superintendent

565 North Mill Street Aspen, Colorado 81611 970.925.3601 FAX 970.925.2537

3799 HIGHWAY 82 · P.O. BOX 2150
GLENWOOD SPRINGS, COLORADO 81602
(970) 945-5491 · FAX (970) 945-4081

December 12, 2019
Jesse Swann
Sopris Engineering
502 Main Street, Suite A3
Carbondale, CO 81623

RE: Lift One Lodge

To Whom it May Concern,

The above mentioned development is within the certified service area of Holy Cross Energy.

Holy Cross Energy has adequate power supply to provide electric power to the development, subject to tariffs, rules and regulations on file. Any power line enlargements, relocations, and new extensions necessary to deliver adequate power to and within the development will be undertaken by Holy Cross Energy upon completion of appropriate contractual agreements and subject to necessary governmental approvals.

Please advise when you wish to proceed with the development of the electric system for this project.

Sincerely,
HOLY CROSS ENERGY

Libby Cowling,
Engineering Department
lcowling@holycross.com
(970) 947-5428

LC:MM

Lift One Lodge;90-68

08/04/2020

Lift One Lodge Aspen, LLC
605 W Main Street, Ste 2
Aspen, CO 81611

RE: Lift One Lodge

To whom it may concern:

Your request for facilities to the Lift One Lodge is within CenturyLink's serving area and will be provided in accordance with all the rates and tariffs set forth by the Colorado Public Utilities Commission.

Connections to CenturyLink facilities are contingent upon the customer meeting all the requirements of the Utilities tariffs that are in effect for each requested utility service at the time the application for service is made by the customer and formally accepted by CenturyLink. Connection requirements may include provisions for necessary line extensions and/or other system improvements, and payment of all applicable system development charges, recovery agreement charges and other fees or charges applicable to the requested service.

Although CenturyLink diligently seeks to expand its facilities as necessary to meet anticipated growth, CenturyLink services are provided to eligible customers at the time of connection to the facilities on a "first come, first served" basis after acceptance of the customer's application as described above. In certain instances, our facilities and capacities may be limited. Accordingly, no specific allocations or amounts of CenturyLink facilities or supplies are reserved for service to the subject property, and no commitments are made as to the availability of CenturyLink service at future times.

Sincerely,

Jason Sharpe
Senior Field Engineer
970-328-8290

Jason Cox
Utility Construction Planner
Colorado Gas
Jason.cox@blackhillscorp.com

Black Hills Energy
0096 C.R. 160
Glenwood Springs,co.81601

June 8. 2020

Re: Lift 1, Aspen, Colorado

To Whom It May Concern:

This letter will confirm that Black Hills Energy will provide Natural Gas Distribution service to the address listed above. Black Hills Energy will install a distribution system capable of serving the demand of the address that lies within the BHE certificated service territory.

This service will be subject to Black Hills Energy tariffs filed with the Colorado Public Utilities Commission and the Black Hills Energy Gas Network Main Extension Policy.

If you have any questions please feel free to contact me.

Sincerely,

Jason Cox
Utility Construction Planner
Black Hills Energy
Jason.cox@blackhillscorp.com
Cell: 970-309-2432

Stormwater Supporting Calculations/Data

Rational Runoff Coefficients
Pipe Sizing
Dean Street Capacity

Calculation of Peak Runoff using Rational Method

Designer: LRJ
Company: Sopris Engineering
Date: 8/28/2020
Project: L1L
Location: Aspen

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$t_i = (0.395(1.1 - C_5)\sqrt{L_i})/(S_i^{0.33})$

$t_t = L_t/(60K\sqrt{S_t}) = L_t/(60V_t)$

[[Computed t]]_c = t_i + t_t

[[Regional t]]_c = (26 − 17i) + L_t/(60(14i+9)√(S_t))

[[t]]_minimum = 5 (urban)
[[t]]_minimum = 10 (non-

[[Selected t]]_c = max{t_minimum , min(Computed t_c , Regional t_c)}

n the pulldown list OR enter yo

1-hour rainfall depth, P1 (in) =

Rainfall Intensity Equation Coefficients =

Subcatchment Name	Area (ac)	NRCS Hydrologic Soil Group	Percent Imperviousness	Runoff Coefficient, C		Overland (Initial) Flow Time					Channelized (Travel) Flow Time							Time of Concentration		
				10-yr	100-yr	Overland Flow Length L_i (ft)	U/S Elevation (ft) (Optional)	D/S Elevation (ft) (Optional)	Overland Flow Slope S_i (ft/ft)	Overland Flow Time t_i (min)	Channelized Flow Length L_t (ft)	U/S Elevation (ft) (Optional)	D/S Elevation (ft) (Optional)	Channelized Flow Slope S_t (ft/ft)	NRCS Conveyance Factor K	Channelized Flow Velocity V_t (ft/sec)	Channelized Flow Time t_t (min)	Computed t_c (min)	Regional t_c (min)	Selected t_c (min)
EX. ONSITE #1	0.034	C	23.0	0.30	0.58															5.0
EX. ONSITE #2	0.036	C	62.0	0.59	0.74															5.0
EX. ONSITE #3	0.008	C	40.0	0.43	0.65															5.0
EX. ONSITE #4	0.189	C	2.0	0.15	0.49															5.0
EX. ONSITE #5	0.345	C	11.0	0.21	0.53	300.00	7995.50	7954.00	0.138	12.82										12.8
EX. ONSITE #6	0.220	C	61.0	0.58	0.73	182.00	7992.50	7969.00	0.129	5.95										6.0
EX. ONSITE #7	0.325	C	26.0	0.32	0.59	160.00	7950.50	7937.50	0.081	9.76										9.8
EX. ONSITE #8	1.063	C	2.0	0.15	0.49	200.00	7993.50	7966.00	0.138	11.28	258.00	7966.00	7937.00	0.112	5	1.68	2.57	13.84	27.04	13.8
EX. OS6	0.534	C	16.0	0.25	0.55	184.00	7969.50	7950.00	0.106	10.50										10.50

Calculation of Peak Runoff using Rational Method

Designer: JKS — 2.00 released M — m the pulldown list OR enter you
Company: Sopris Engineering
Date: 8/28/2020 — Cells of this color are for requir — **1-hour rainfall depth, P1 (in) =**
Project: L1L — Cells of this color are for option
Location: — Cells of this color are for calcul — **Rainfall Intensity Equation Coefficients =**

Subcatchment Name	Area (ac)	NRCS Hydrologic Soil Group	Percent Imperviousness	Runoff Coefficient, C		Overland (Initial) Flow Time					Channelized (Travel) Flow Time							Time of Concentration		
				10-yr	100-yr	Overland Flow Length L_i (ft)	U/S Elevation (ft) (Optional)	D/S Elevation (ft) (Optional)	Overland Flow Slope S_i (ft/ft)	Overland Flow Time t_i (min)	Channelized Flow Length L_t (ft)	U/S Elevation (ft) (Optional)	D/S Elevation (ft) (Optional)	Channelized Flow Slope S_t (ft/ft)	NRCS Conveyance Factor K	Channelized Flow Velocity V_t (ft/sec)	Channelized Flow Time t_t (min)	Computed t_c (min)	Regional t_c (min)	Selected t_c (min)
FM-1	0.076	C	0.0	0.13	0.48															5.00
FM-2	0.017	C	24.0	0.31	0.58															5.00
FM-3	0.180	C	81.0	0.73	0.82															5.00
FM-4	0.030	C	100.0	0.87	0.89															5.00
LC-1	0.546	C	83.0	0.74	0.82															5.00
LC-2	0.041	C	7.0	0.18	0.51															5.00
SH-1	0.094	C	85.0	0.76	0.83															5.00
SH-2	0.077	C	100.0	0.87	0.89															5.00
M-1	0.110	C	95.0	0.83	0.87															
M-2	0.125	C	97.0	0.84	0.88															5.00
M-3	0.026	C	83.0	0.74	0.82															5.00
M-4	0.033	C	100.0	0.87	0.89															5.00
SW-1	0.346	C	8.0	0.19	0.52	237.00	7997.00	7962.00	0.15	11.43	74.00	7962.00	7943.00	0.257	7	3.55	0.35	11.78	24.88	11.78
SW-2	0.966	C	6.0	0.18	0.51	300.00	7998.00	7954.00	0.15	13.10	270.00	7954.00	7935.15	0.070	5	1.32	3.41	16.50	26.71	16.50
DS	0.341	C	52.0	0.51	0.70	214.00	7958.00	7936.92	0.10	7.96	184.00	7936.92	7930.23	0.036	20	3.81	0.80	8.76	18.15	8.76

Channel Report

PIPE FM 1.1 80 PERCENT CAPACITY

Circular

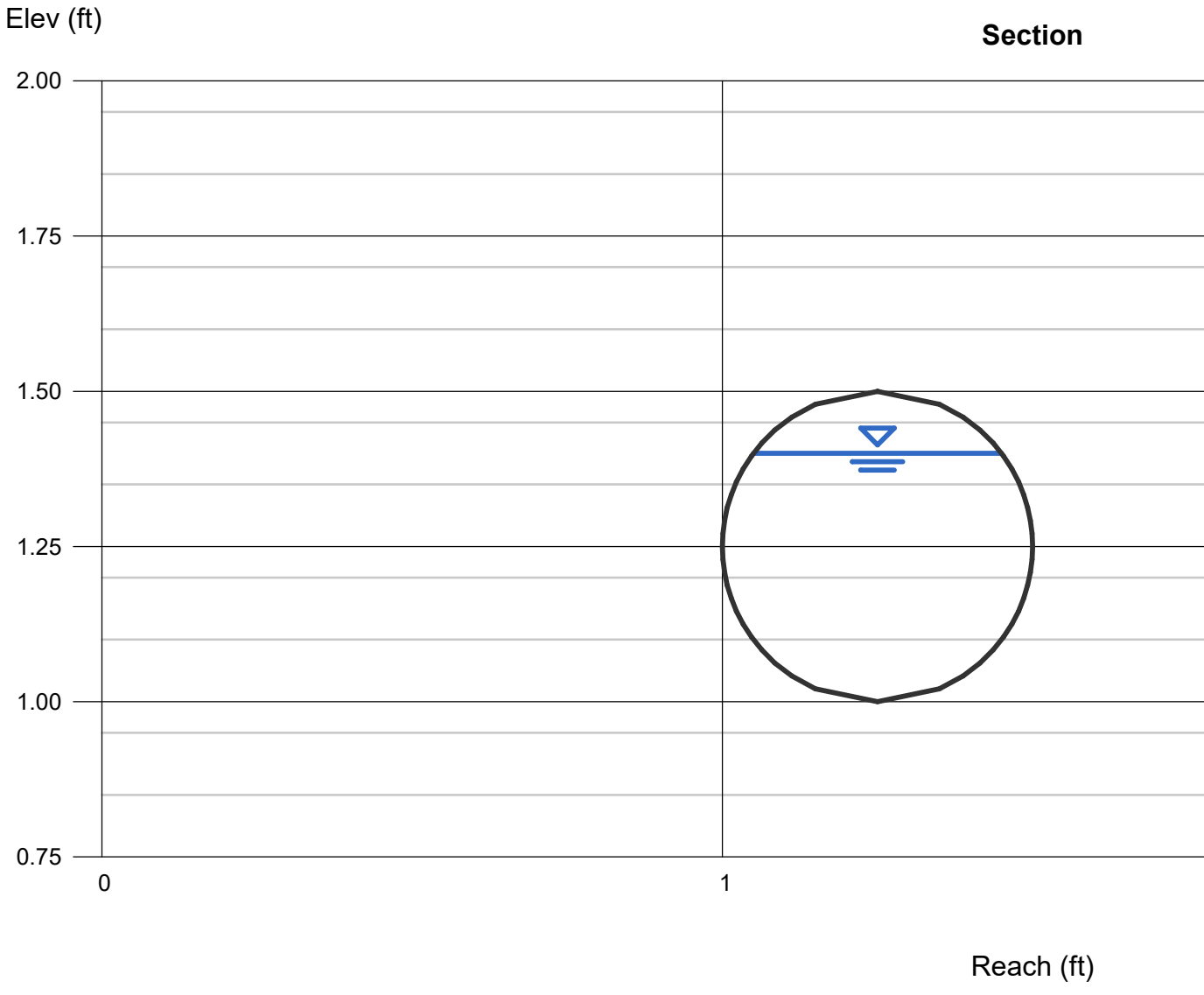
Diameter (ft)	= 0.50
Invert Elev (ft)	= 1.00
Slope (%)	= 22.00
N-Value	= 0.013

Calculations

Compute by:	Known Depth
Known Depth (ft)	= 0.40

Highlighted

Depth (ft)	= 0.40
Q (cfs)	= 2.572
Area (sqft)	= 0.17
Velocity (ft/s)	= 15.27
Wetted Perim (ft)	= 1.11
Crit Depth, Yc (ft)	= 0.50
Top Width (ft)	= 0.40
EGL (ft)	= 4.02



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Wednesday, Aug 26 2020

PIPE FM 1.1 100-YEAR PEAK FLOW

Circular

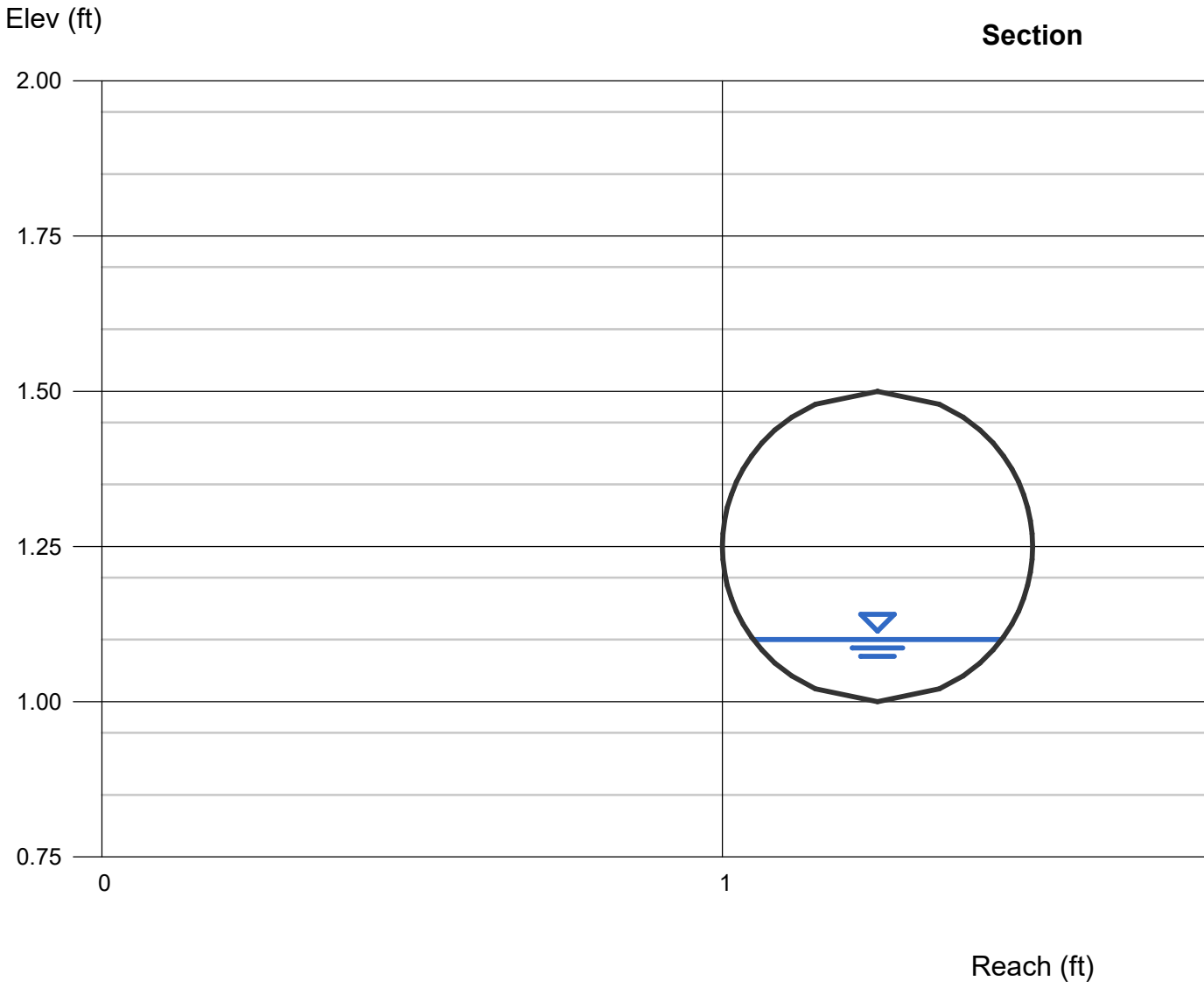
Diameter (ft)	= 0.50
Invert Elev (ft)	= 1.00
Slope (%)	= 22.00
N-Value	= 0.013

Calculations

Compute by:	Known Q
Known Q (cfs)	= 0.23

Highlighted

Depth (ft)	= 0.10
Q (cfs)	= 0.230
Area (sqft)	= 0.03
Velocity (ft/s)	= 8.16
Wetted Perim (ft)	= 0.46
Crit Depth, Yc (ft)	= 0.24
Top Width (ft)	= 0.40
EGL (ft)	= 1.14



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Tuesday, Aug 11 2020

PIPE FM 1A CAPACITY

Circular

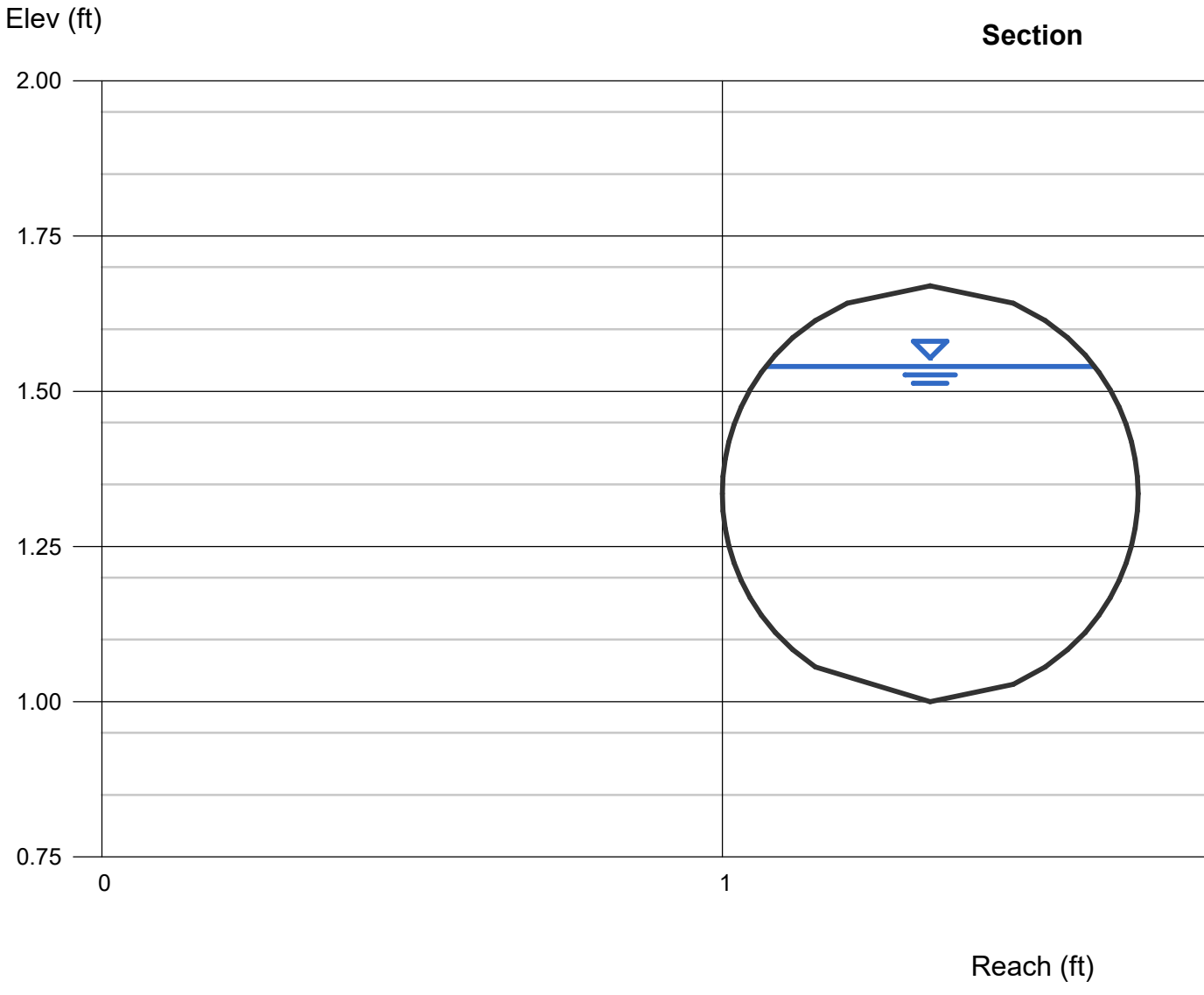
Diameter (ft)	= 0.67
Invert Elev (ft)	= 1.00
Slope (%)	= 2.00
N-Value	= 0.013

Calculations

Compute by:	Known Depth
Known Depth (ft)	= 0.54

Highlighted

Depth (ft)	= 0.54
Q (cfs)	= 1.705
Area (sqft)	= 0.30
Velocity (ft/s)	= 5.60
Wetted Perim (ft)	= 1.49
Crit Depth, Yc (ft)	= 0.60
Top Width (ft)	= 0.53
EGL (ft)	= 1.03



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Wednesday, Aug 26 2020

PIPE FM 1A 100-YEAR PEAK FLOW

Circular

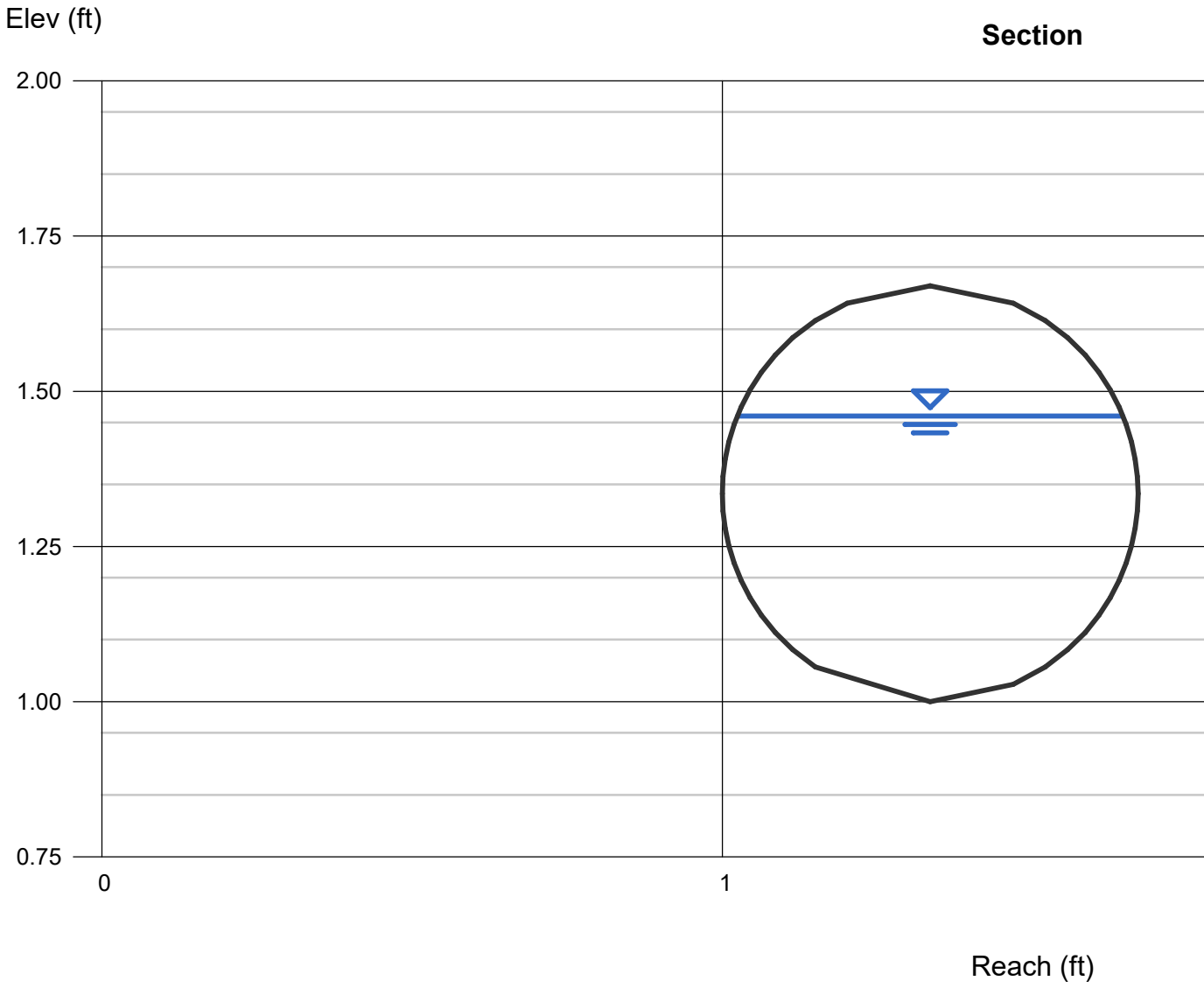
Diameter (ft)	= 0.67
Invert Elev (ft)	= 1.00
Slope (%)	= 2.00
N-Value	= 0.013

Calculations

Compute by:	Known Q
Known Q (cfs)	= 1.39

Highlighted

Depth (ft)	= 0.46
Q (cfs)	= 1.390
Area (sqft)	= 0.26
Velocity (ft/s)	= 5.38
Wetted Perim (ft)	= 1.31
Crit Depth, Yc (ft)	= 0.56
Top Width (ft)	= 0.62
EGL (ft)	= 0.91



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Tuesday, Aug 11 2020

PIPE FM 1B 80 PERCENT CAPACITY

Circular

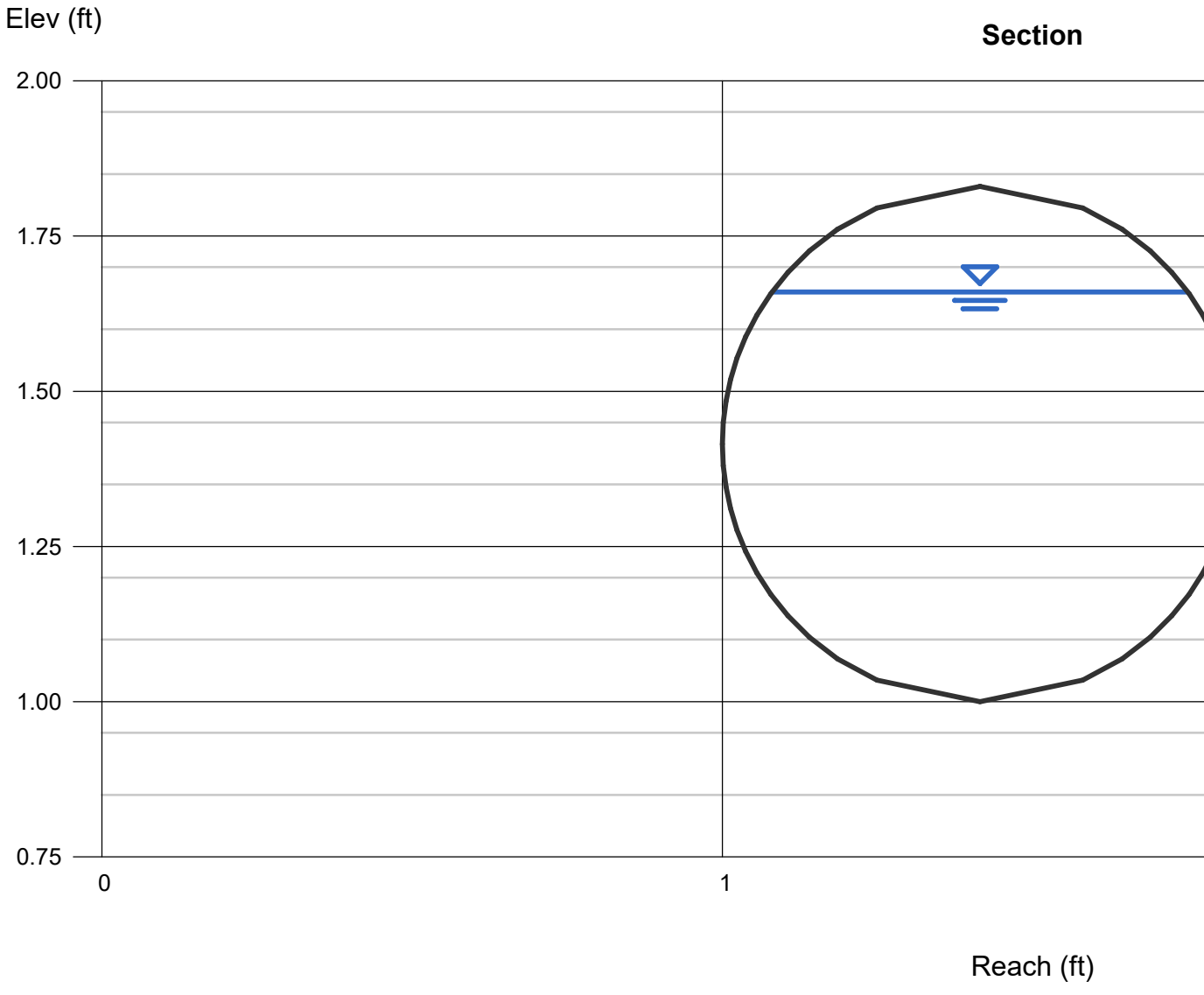
Diameter (ft)	= 0.83
Invert Elev (ft)	= 1.00
Slope (%)	= 2.00
N-Value	= 0.013

Calculations

Compute by:	Known Depth
Known Depth (ft)	= 0.66

Highlighted

Depth (ft)	= 0.66
Q (cfs)	= 2.981
Area (sqft)	= 0.46
Velocity (ft/s)	= 6.45
Wetted Perim (ft)	= 1.83
Crit Depth, Yc (ft)	= 0.75
Top Width (ft)	= 0.67
EGL (ft)	= 1.31



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Wednesday, Aug 26 2020

PIPE FM 1B 100-YEAR PEAK FLOW

Circular

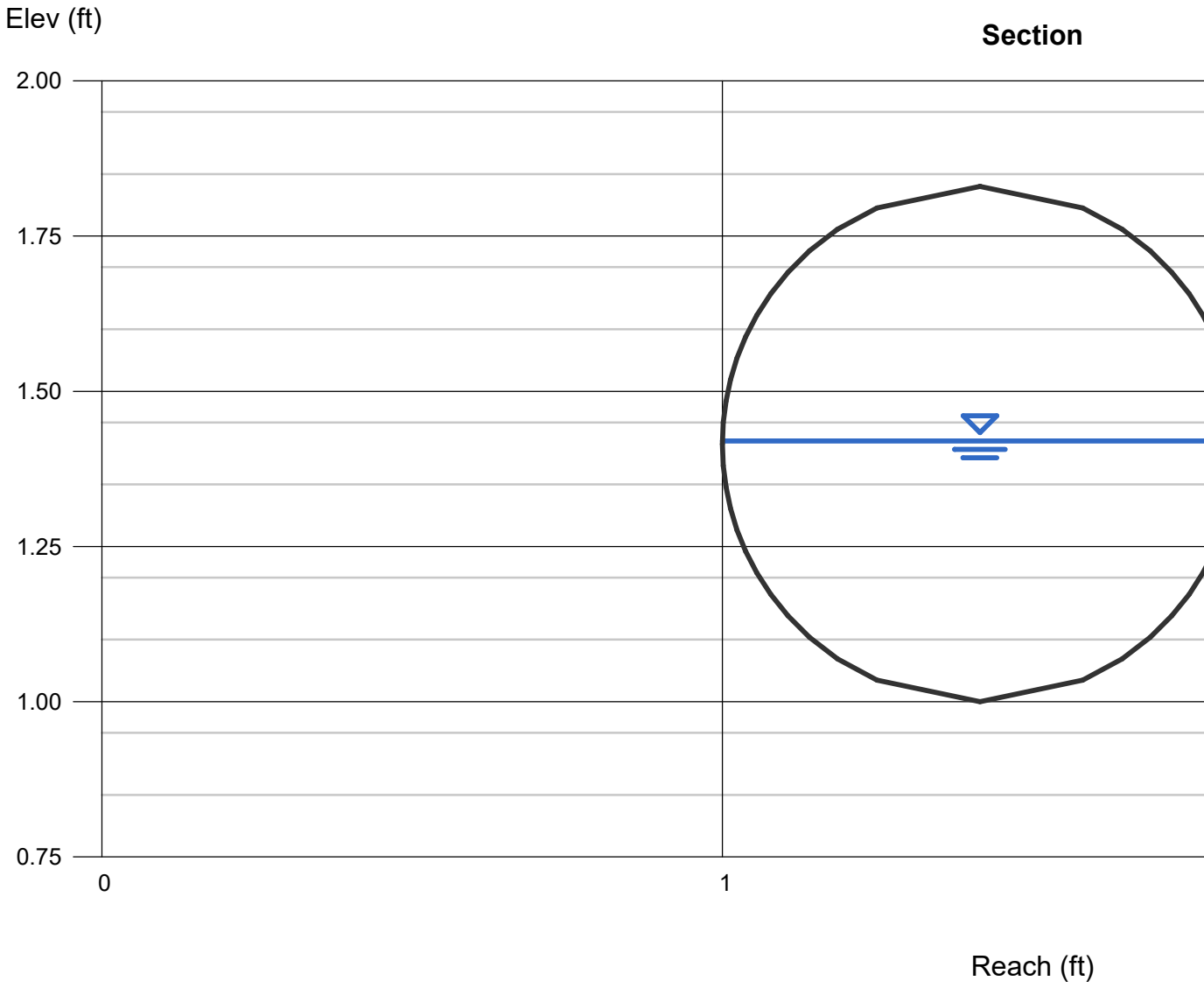
Diameter (ft)	= 0.83
Invert Elev (ft)	= 1.00
Slope (%)	= 2.00
N-Value	= 0.013

Calculations

Compute by:	Known Q
Known Q (cfs)	= 1.52

Highlighted

Depth (ft)	= 0.42
Q (cfs)	= 1.520
Area (sqft)	= 0.28
Velocity (ft/s)	= 5.52
Wetted Perim (ft)	= 1.32
Crit Depth, Yc (ft)	= 0.56
Top Width (ft)	= 0.83
EGL (ft)	= 0.89



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Tuesday, Aug 11 2020

PIPE FM 2 80 PERCENT CAPACITY

Circular

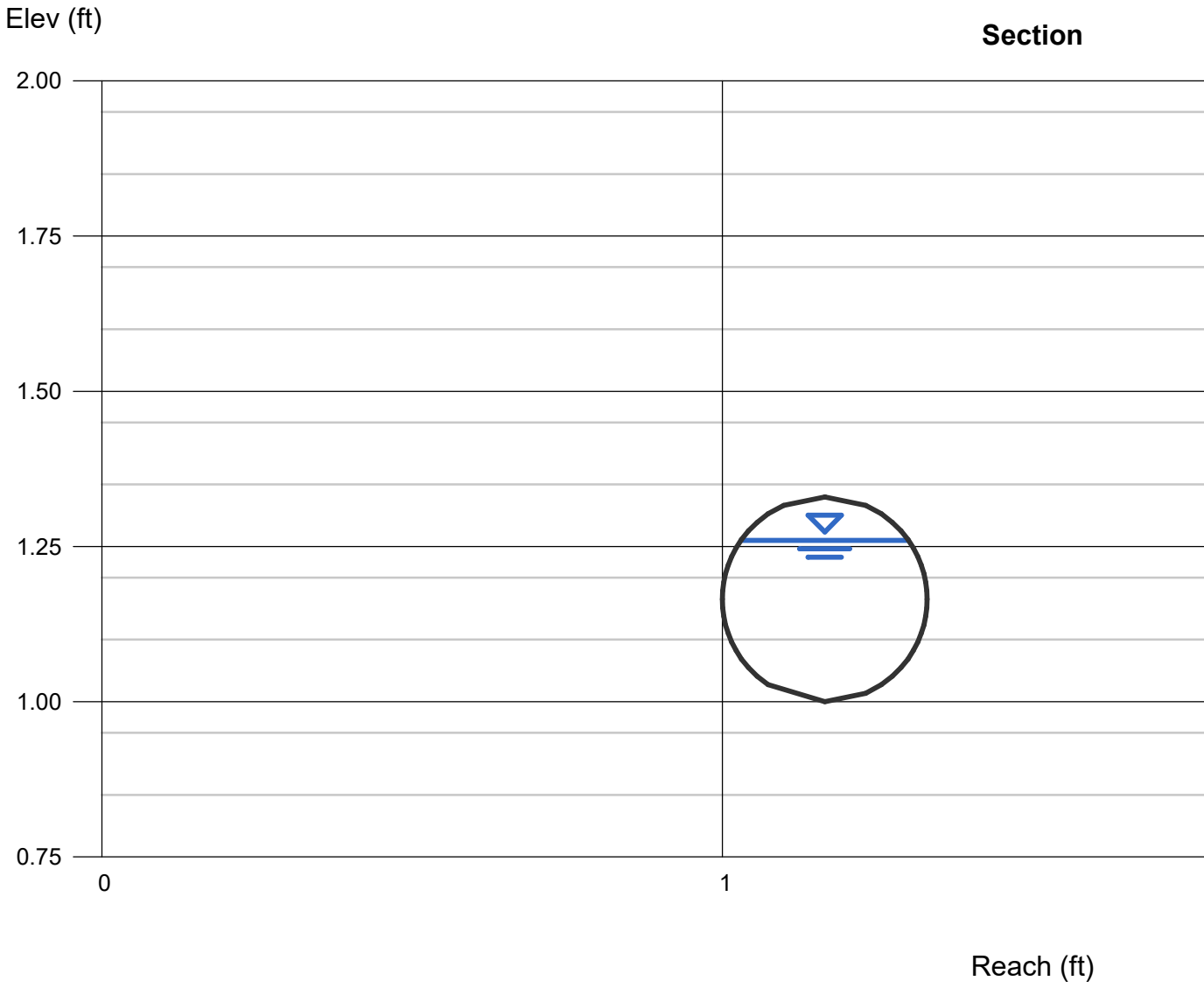
Diameter (ft)	= 0.33
Invert Elev (ft)	= 1.00
Slope (%)	= 2.00
N-Value	= 0.013

Calculations

Compute by:	Known Depth
Known Depth (ft)	= 0.26

Highlighted

Depth (ft)	= 0.26
Q (cfs)	= 0.252
Area (sqft)	= 0.07
Velocity (ft/s)	= 3.49
Wetted Perim (ft)	= 0.72
Crit Depth, Yc (ft)	= 0.29
Top Width (ft)	= 0.27
EGL (ft)	= 0.45



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Wednesday, Aug 26 2020

PIPE FM 2 100-YEAR PEAK FLOW

Circular

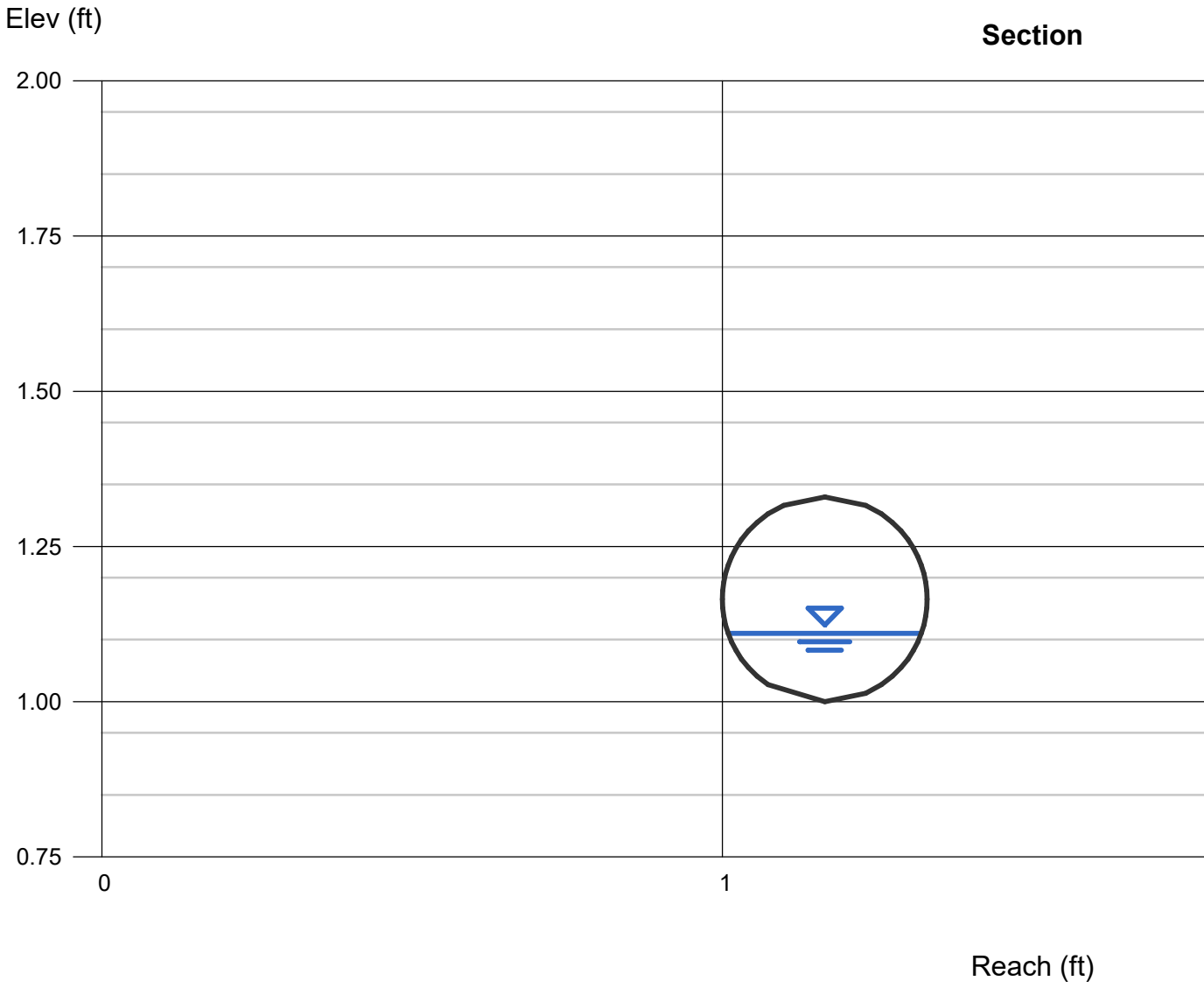
Diameter (ft)	= 0.33
Invert Elev (ft)	= 1.00
Slope (%)	= 2.00
N-Value	= 0.013

Calculations

Compute by:	Known Q
Known Q (cfs)	= 0.06

Highlighted

Depth (ft)	= 0.11
Q (cfs)	= 0.060
Area (sqft)	= 0.03
Velocity (ft/s)	= 2.39
Wetted Perim (ft)	= 0.41
Crit Depth, Yc (ft)	= 0.14
Top Width (ft)	= 0.31
EGL (ft)	= 0.20



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Tuesday, Aug 11 2020

PIPE FM 3A 80 PERCENT CAPACITY

Circular

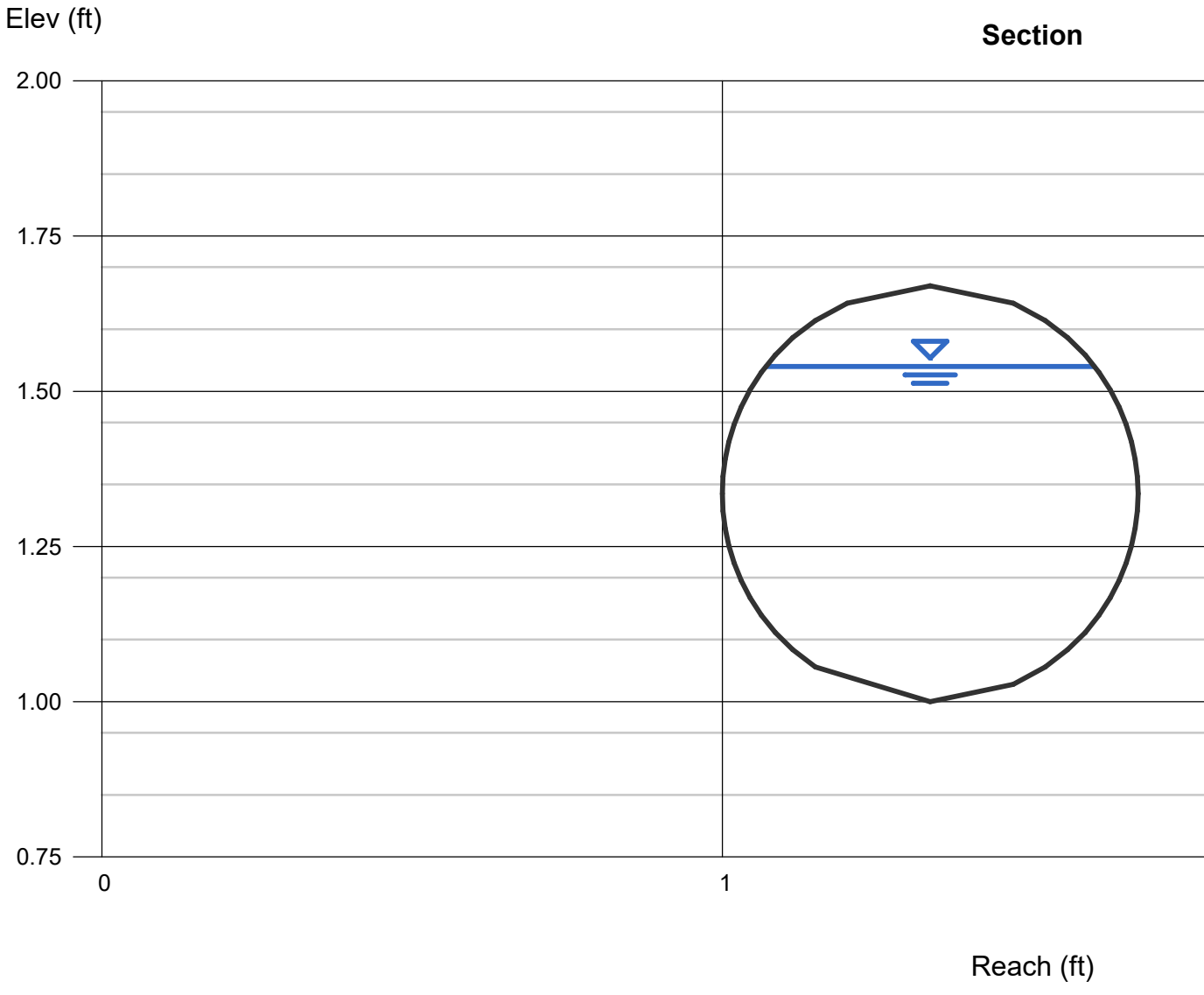
Diameter (ft)	= 0.67
Invert Elev (ft)	= 1.00
Slope (%)	= 1.00
N-Value	= 0.013

Calculations

Compute by:	Known Depth
Known Depth (ft)	= 0.54

Highlighted

Depth (ft)	= 0.54
Q (cfs)	= 1.205
Area (sqft)	= 0.30
Velocity (ft/s)	= 3.96
Wetted Perim (ft)	= 1.49
Crit Depth, Yc (ft)	= 0.52
Top Width (ft)	= 0.53
EGL (ft)	= 0.78



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Wednesday, Aug 26 2020

PIPE FM 3A 100-YEAR PEAK FLOW

Circular

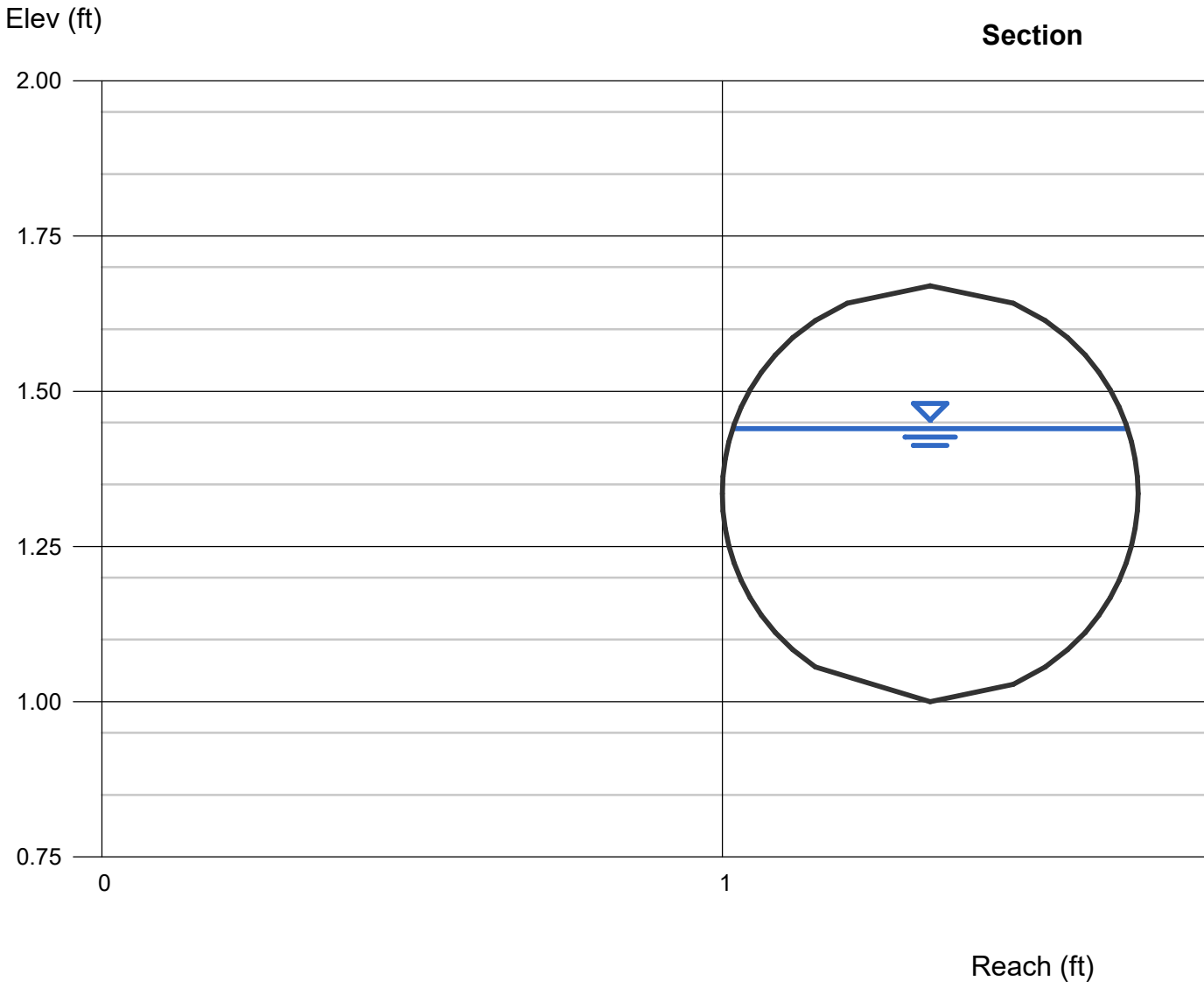
Diameter (ft)	= 0.67
Invert Elev (ft)	= 1.00
Slope (%)	= 1.00
N-Value	= 0.013

Calculations

Compute by:	Known Q
Known Q (cfs)	= 0.93

Highlighted

Depth (ft)	= 0.44
Q (cfs)	= 0.930
Area (sqft)	= 0.25
Velocity (ft/s)	= 3.79
Wetted Perim (ft)	= 1.27
Crit Depth, Yc (ft)	= 0.46
Top Width (ft)	= 0.64
EGL (ft)	= 0.66



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Wednesday, Aug 26 2020

PIPE FM 3B CAPACITY

Circular

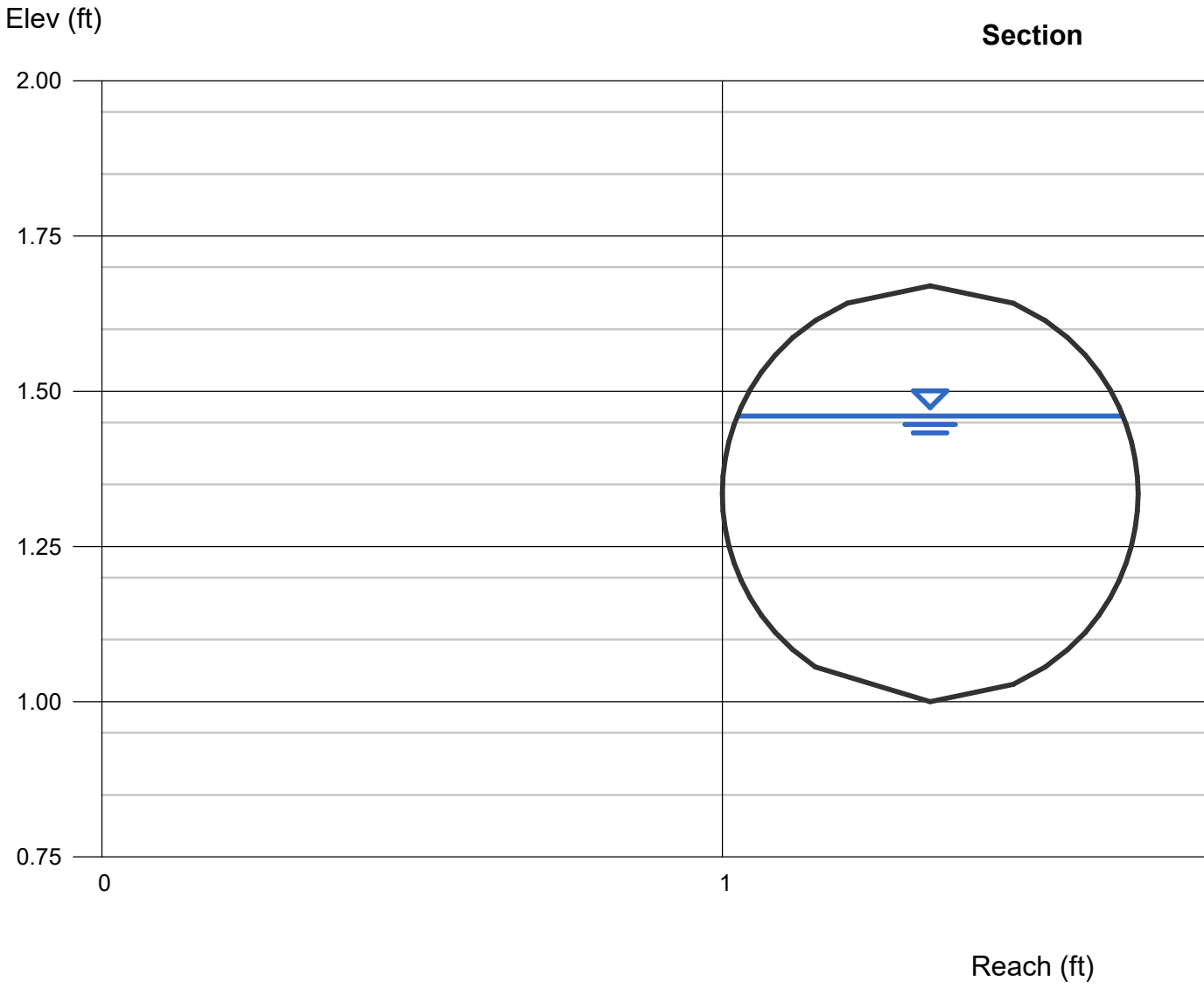
Diameter (ft)	= 0.67
Invert Elev (ft)	= 1.00
Slope (%)	= 1.00
N-Value	= 0.013

Calculations

Compute by:	Known Q
Known Q (cfs)	= 0.99

Highlighted

Depth (ft)	= 0.46
Q (cfs)	= 0.990
Area (sqft)	= 0.26
Velocity (ft/s)	= 3.83
Wetted Perim (ft)	= 1.31
Crit Depth, Yc (ft)	= 0.48
Top Width (ft)	= 0.62
EGL (ft)	= 0.69



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Wednesday, Aug 26 2020

PIPE FM 3B 100-YEAR PEAK FLOW

Circular

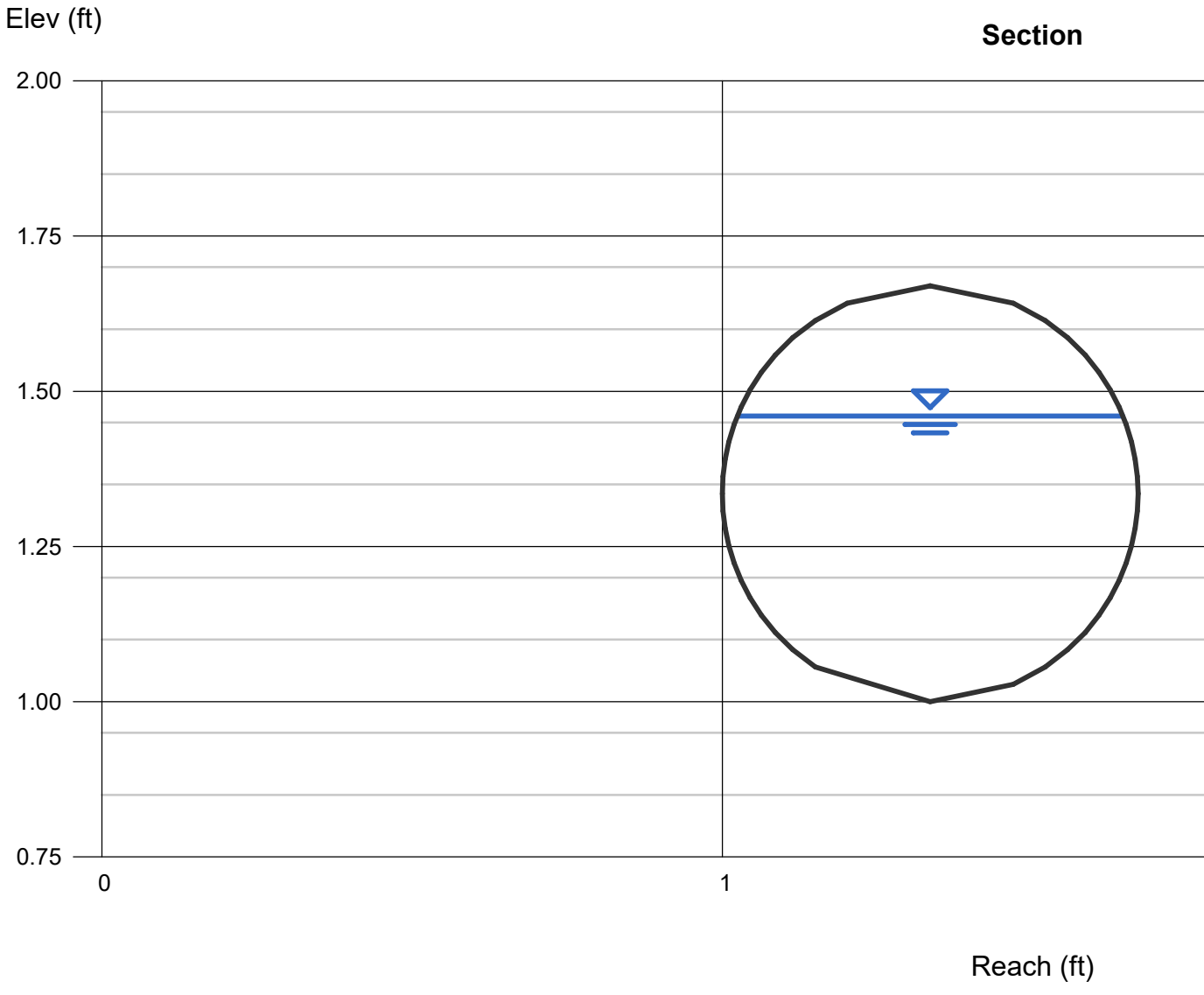
Diameter (ft)	= 0.67
Invert Elev (ft)	= 1.00
Slope (%)	= 1.00
N-Value	= 0.013

Calculations

Compute by:	Known Q
Known Q (cfs)	= 0.99

Highlighted

Depth (ft)	= 0.46
Q (cfs)	= 0.990
Area (sqft)	= 0.26
Velocity (ft/s)	= 3.83
Wetted Perim (ft)	= 1.31
Crit Depth, Yc (ft)	= 0.48
Top Width (ft)	= 0.62
EGL (ft)	= 0.69



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Tuesday, Aug 11 2020

PIPE LODGE STORM 80 PERCENT CAPACITY

Circular

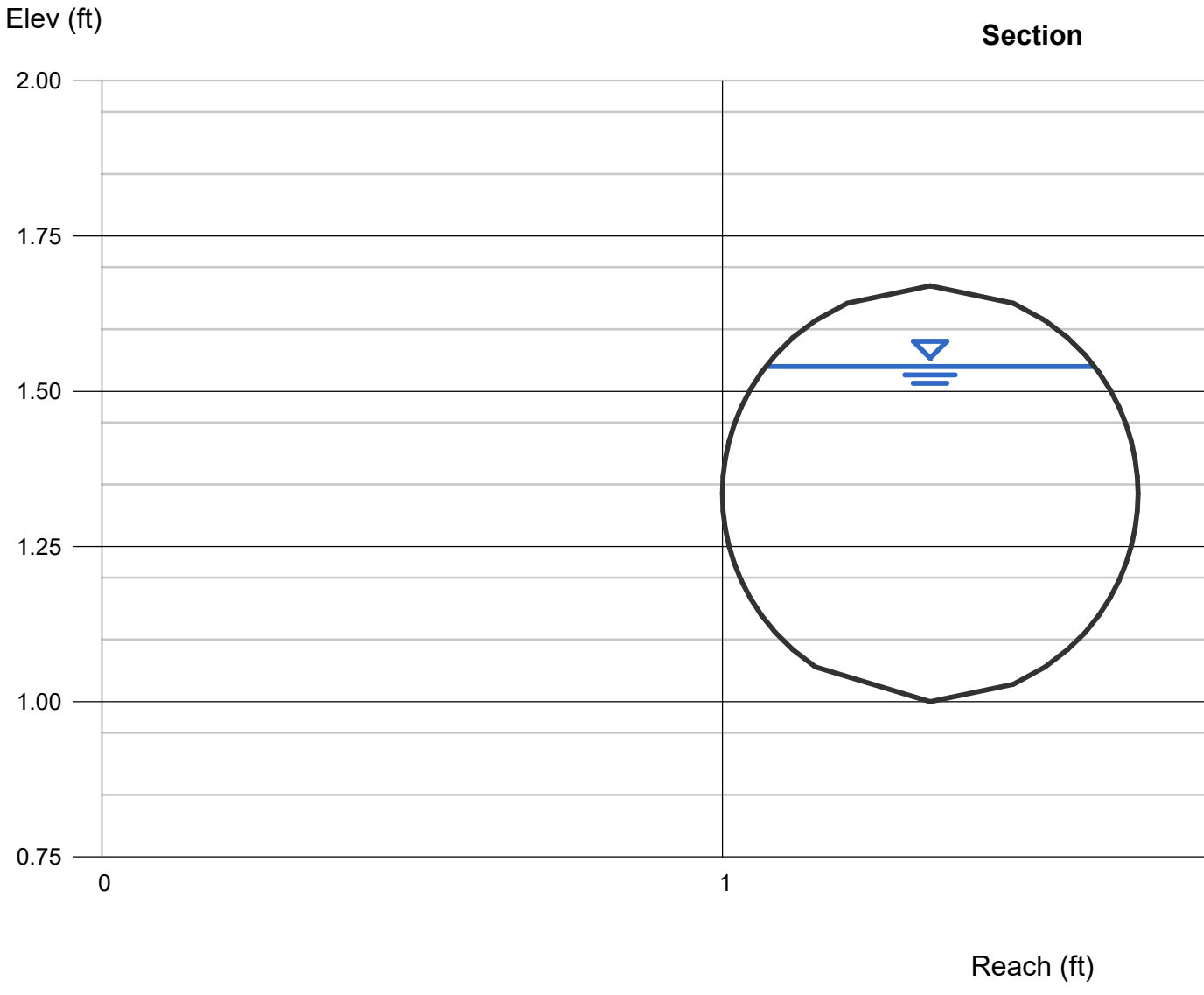
Diameter (ft)	= 0.67
Invert Elev (ft)	= 1.00
Slope (%)	= 10.00
N-Value	= 0.013

Calculations

Compute by:	Known Depth
Known Depth (ft)	= 0.54

Highlighted

Depth (ft)	= 0.54
Q (cfs)	= 3.812
Area (sqft)	= 0.30
Velocity (ft/s)	= 12.51
Wetted Perim (ft)	= 1.49
Crit Depth, Yc (ft)	= 0.67
Top Width (ft)	= 0.53
EGL (ft)	= 2.97



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Wednesday, Aug 26 2020

PIPE LODGE 100-YR

Circular

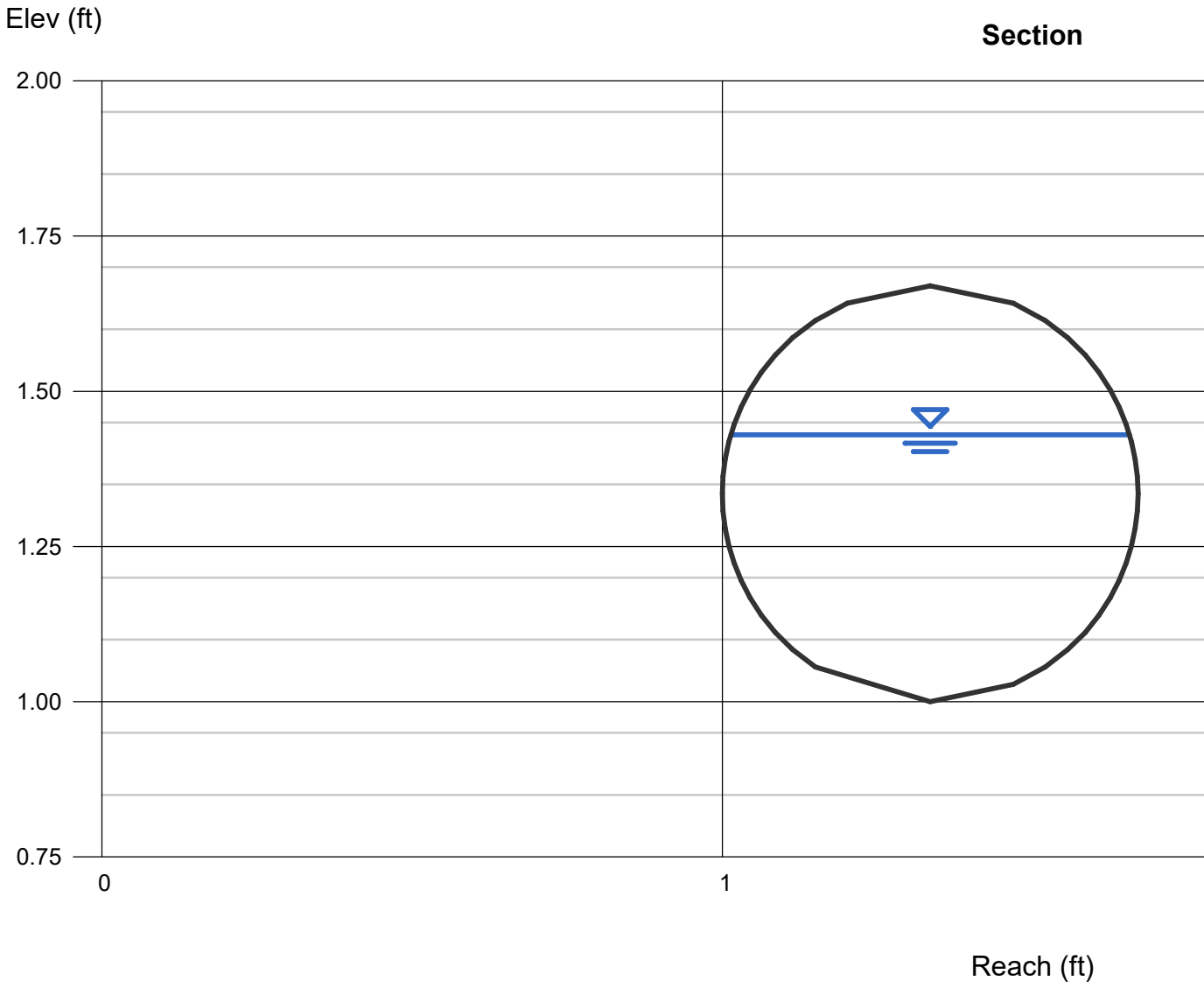
Diameter (ft)	= 0.67
Invert Elev (ft)	= 1.00
Slope (%)	= 10.00
N-Value	= 0.013

Calculations

Compute by:	Known Q
Known Q (cfs)	= 2.82

Highlighted

Depth (ft)	= 0.43
Q (cfs)	= 2.820
Area (sqft)	= 0.24
Velocity (ft/s)	= 11.78
Wetted Perim (ft)	= 1.25
Crit Depth, Yc (ft)	= 0.66
Top Width (ft)	= 0.64
EGL (ft)	= 2.59



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Tuesday, Aug 11 2020

PIPE STEAKHOUSE STUBOUT 80 PERCENT CAPACITY

Circular

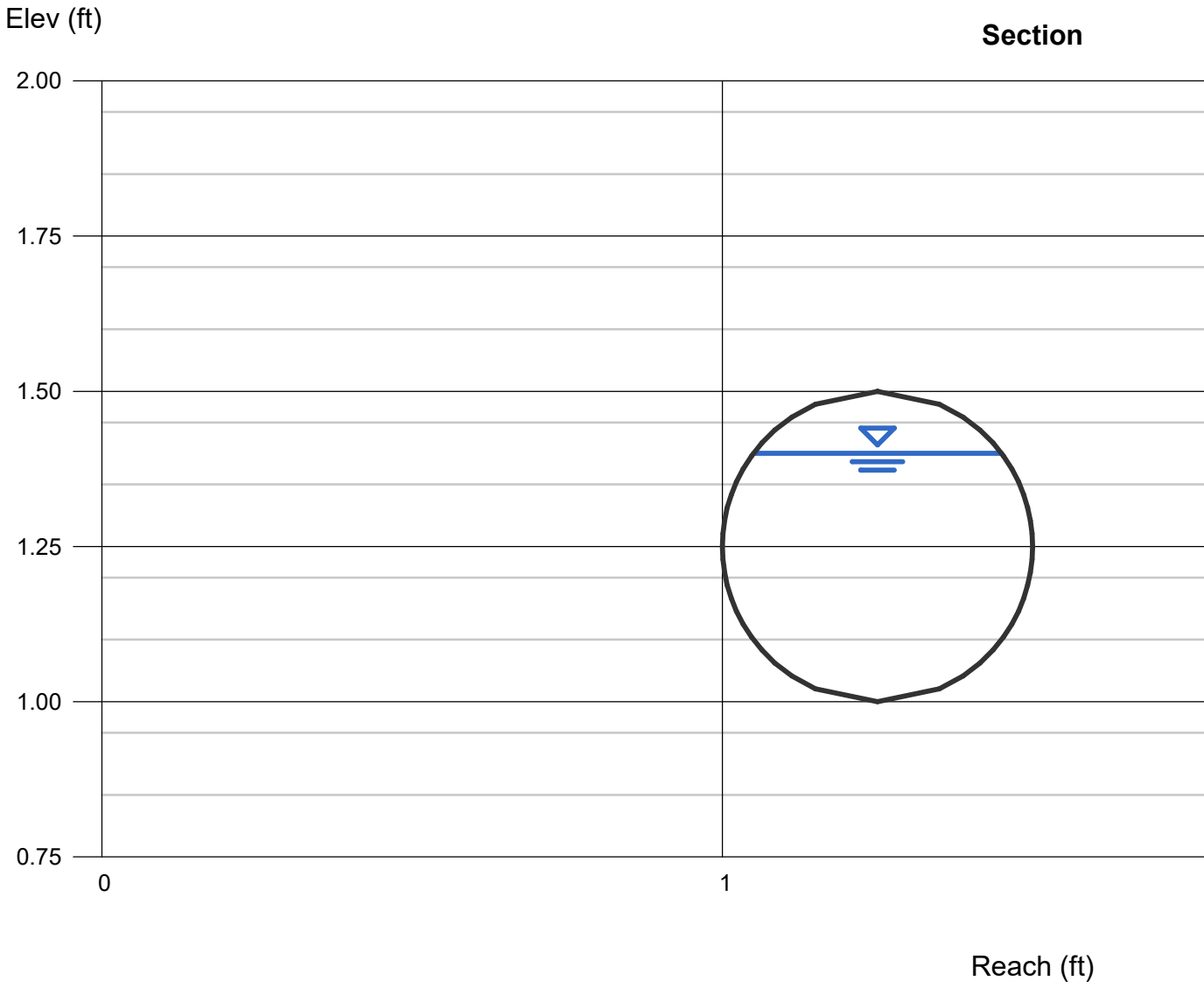
Diameter (ft)	= 0.50
Invert Elev (ft)	= 1.00
Slope (%)	= 2.00
N-Value	= 0.013

Calculations

Compute by:	Known Depth
Known Depth (ft)	= 0.40

Highlighted

Depth (ft)	= 0.40
Q (cfs)	= 0.775
Area (sqft)	= 0.17
Velocity (ft/s)	= 4.60
Wetted Perim (ft)	= 1.11
Crit Depth, Yc (ft)	= 0.44
Top Width (ft)	= 0.40
EGL (ft)	= 0.73



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Tuesday, Aug 11 2020

PIPE STEAKHOUSE 100-YR

Circular

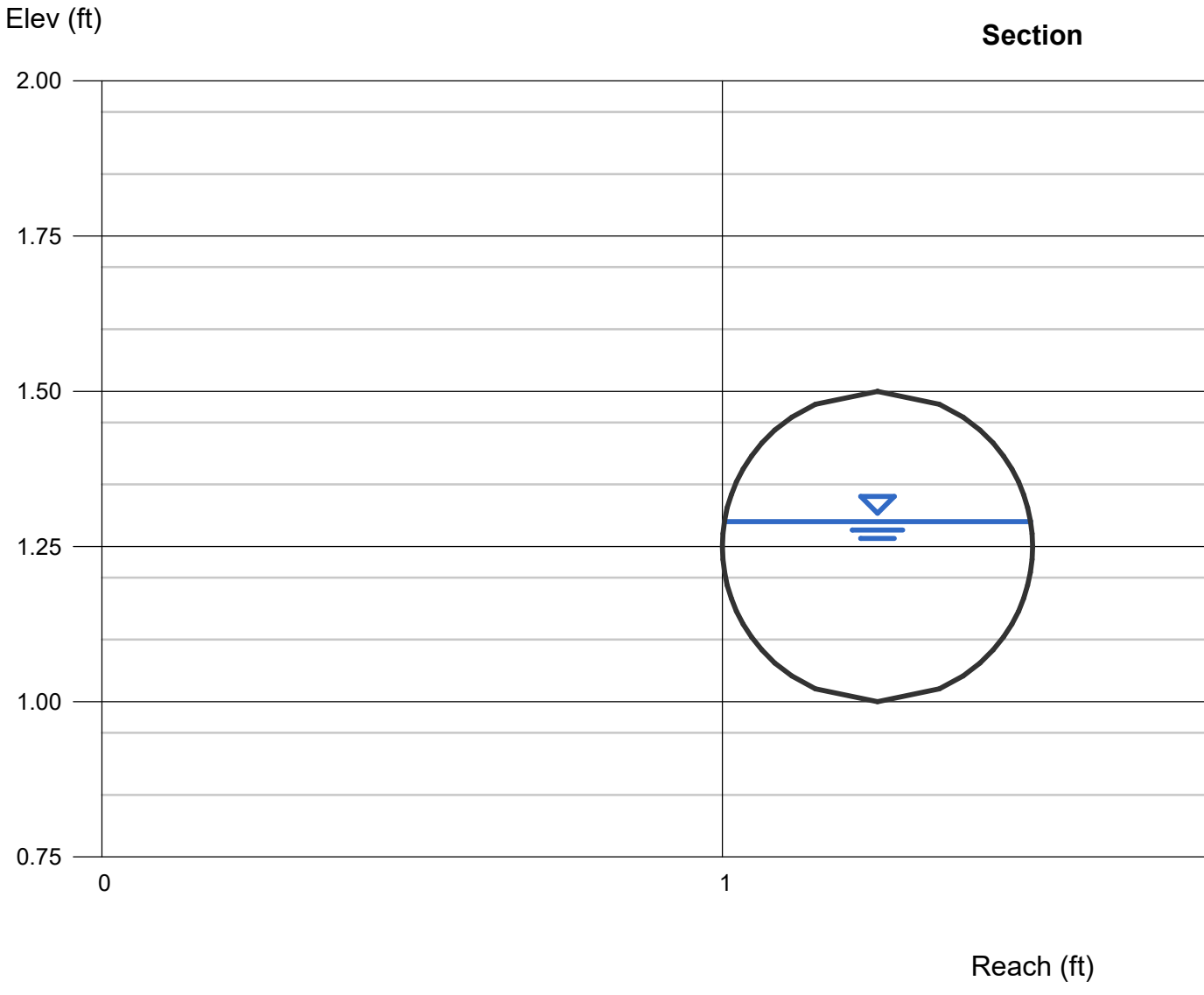
Diameter (ft)	= 0.50
Invert Elev (ft)	= 1.00
Slope (%)	= 2.00
N-Value	= 0.013

Calculations

Compute by:	Known Q
Known Q (cfs)	= 0.49

Highlighted

Depth (ft)	= 0.29
Q (cfs)	= 0.490
Area (sqft)	= 0.12
Velocity (ft/s)	= 4.13
Wetted Perim (ft)	= 0.87
Crit Depth, Yc (ft)	= 0.36
Top Width (ft)	= 0.49
EGL (ft)	= 0.56



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Tuesday, Aug 11 2020

PIPE STEAKHOUSE-GONDOLA PLATFORM 100-YR

Circular

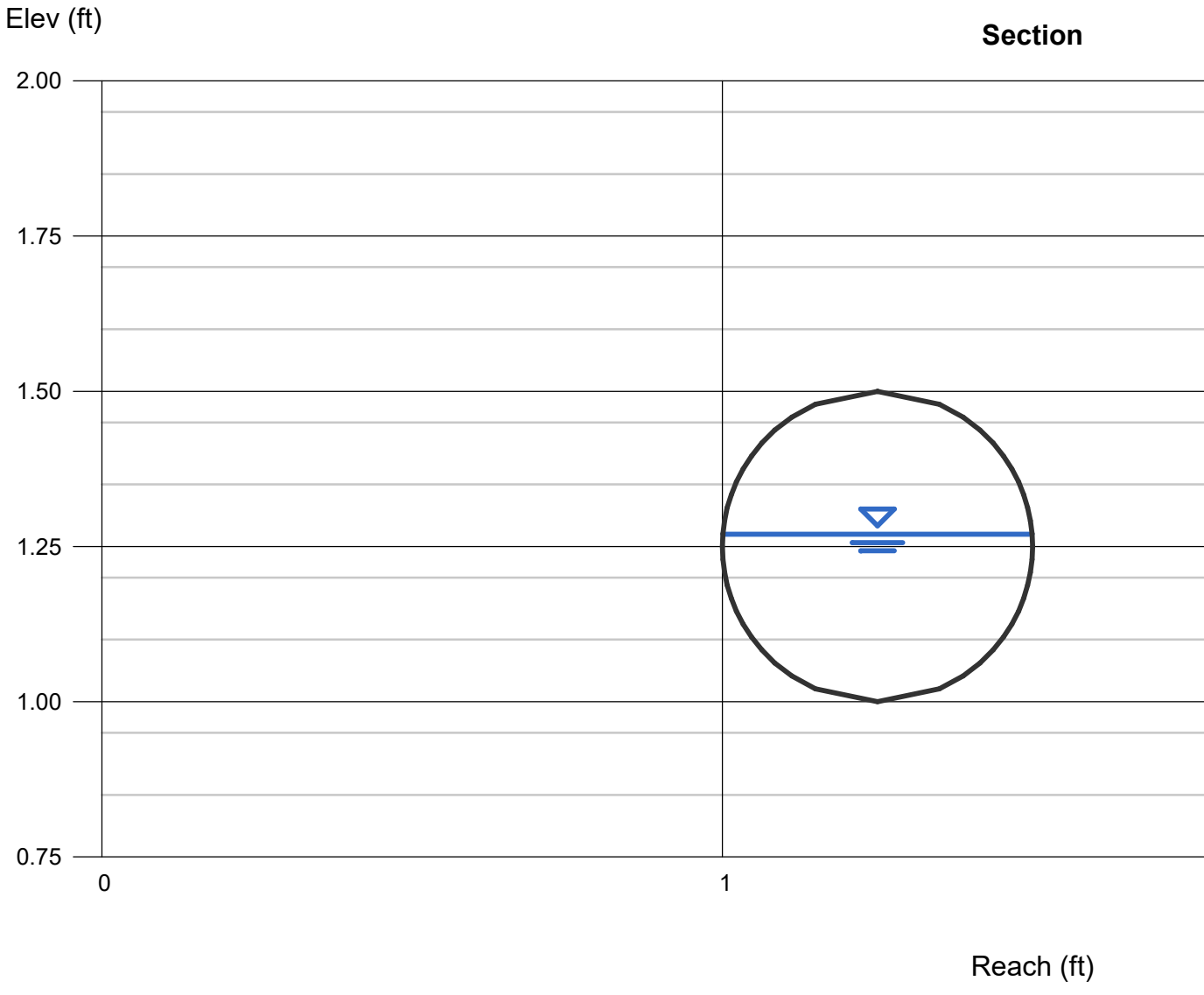
Diameter (ft)	= 0.50
Invert Elev (ft)	= 1.00
Slope (%)	= 2.00
N-Value	= 0.013

Calculations

Compute by:	Known Q
Known Q (cfs)	= 0.43

Highlighted

Depth (ft)	= 0.27
Q (cfs)	= 0.430
Area (sqft)	= 0.11
Velocity (ft/s)	= 3.96
Wetted Perim (ft)	= 0.83
Crit Depth, Yc (ft)	= 0.34
Top Width (ft)	= 0.50
EGL (ft)	= 0.51



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Wednesday, Aug 26 2020

PIPE SH-GONDOLA CAPACITY

Circular

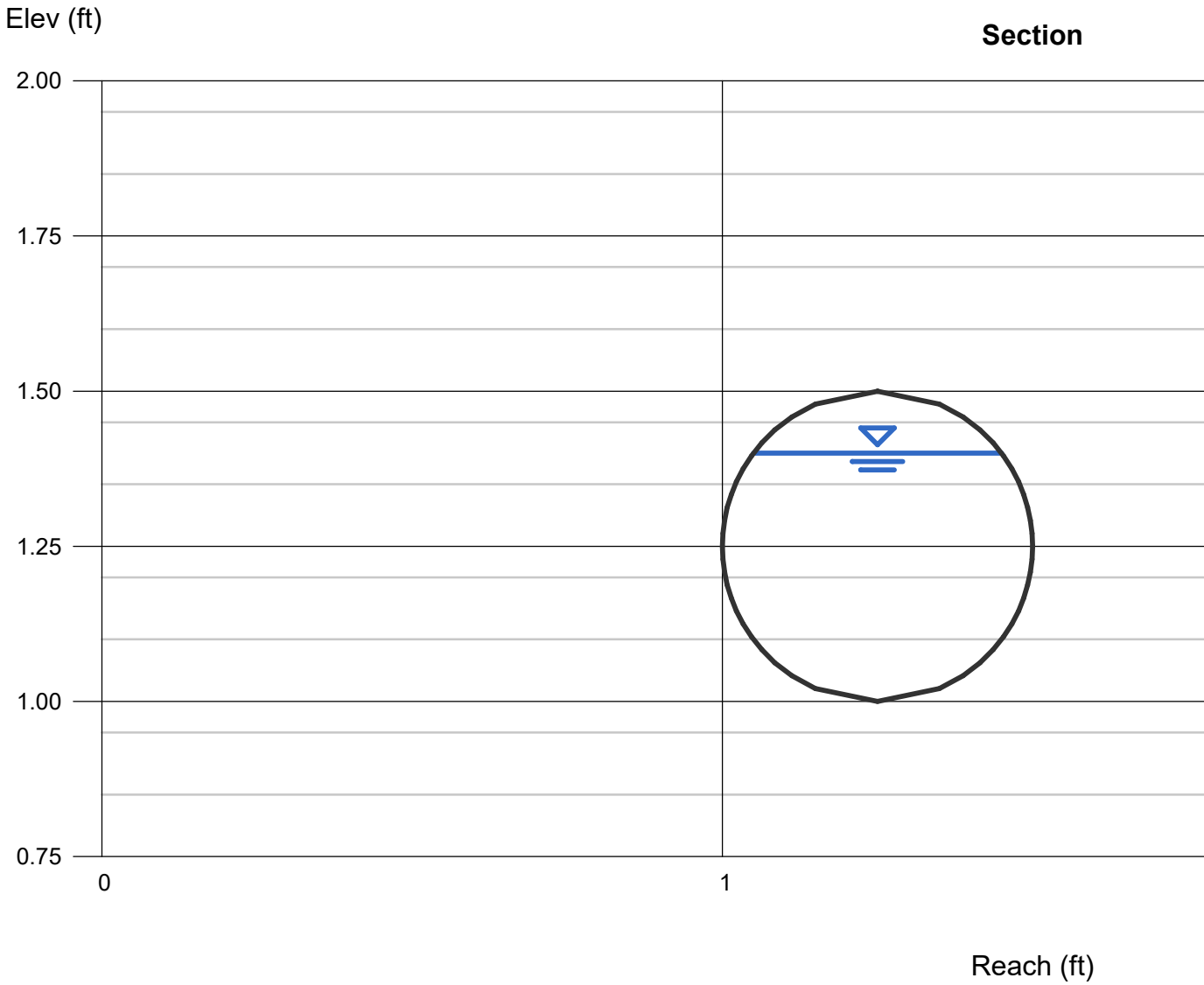
Diameter (ft)	= 0.50
Invert Elev (ft)	= 1.00
Slope (%)	= 2.00
N-Value	= 0.013

Calculations

Compute by:	Known Depth
Known Depth (ft)	= 0.40

Highlighted

Depth (ft)	= 0.40
Q (cfs)	= 0.775
Area (sqft)	= 0.17
Velocity (ft/s)	= 4.60
Wetted Perim (ft)	= 1.11
Crit Depth, Yc (ft)	= 0.44
Top Width (ft)	= 0.40
EGL (ft)	= 0.73



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Tuesday, Aug 11 2020

WQ VAULT LC OUTFALL-CONNECTION TO SAS-6 80 PERCENT CAPACITY

Circular

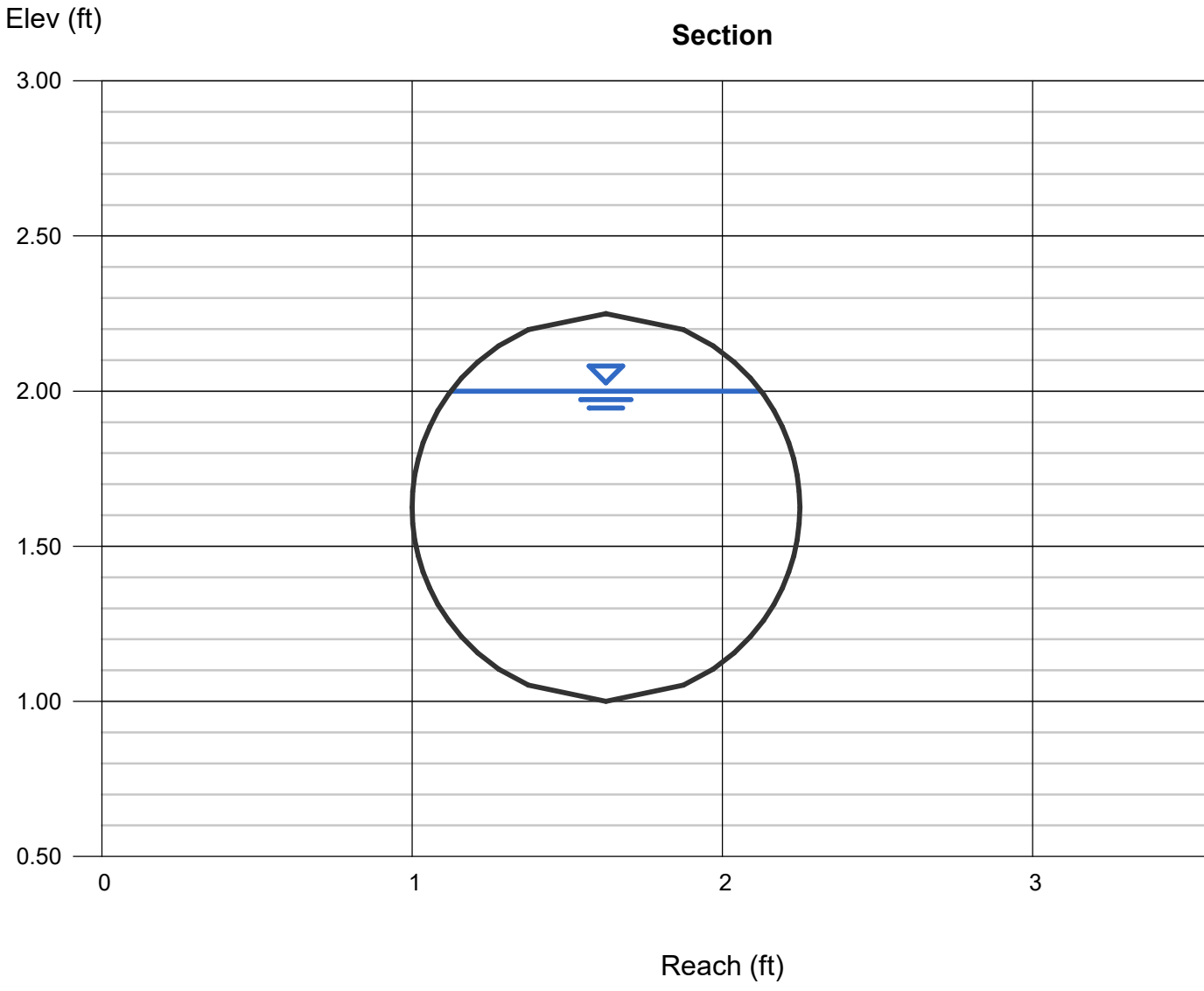
Diameter (ft)	= 1.25
Invert Elev (ft)	= 1.00
Slope (%)	= 2.00
N-Value	= 0.013

Calculations

Compute by:	Known Depth
Known Depth (ft)	= 1.00

Highlighted

Depth (ft)	= 1.00
Q (cfs)	= 8.930
Area (sqft)	= 1.05
Velocity (ft/s)	= 8.48
Wetted Perim (ft)	= 2.77
Crit Depth, Yc (ft)	= 1.16
Top Width (ft)	= 1.00
EGL (ft)	= 2.12



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Wednesday, Aug 26 2020

PIPE CONNECTION TO SAS-6 100-YR

Circular

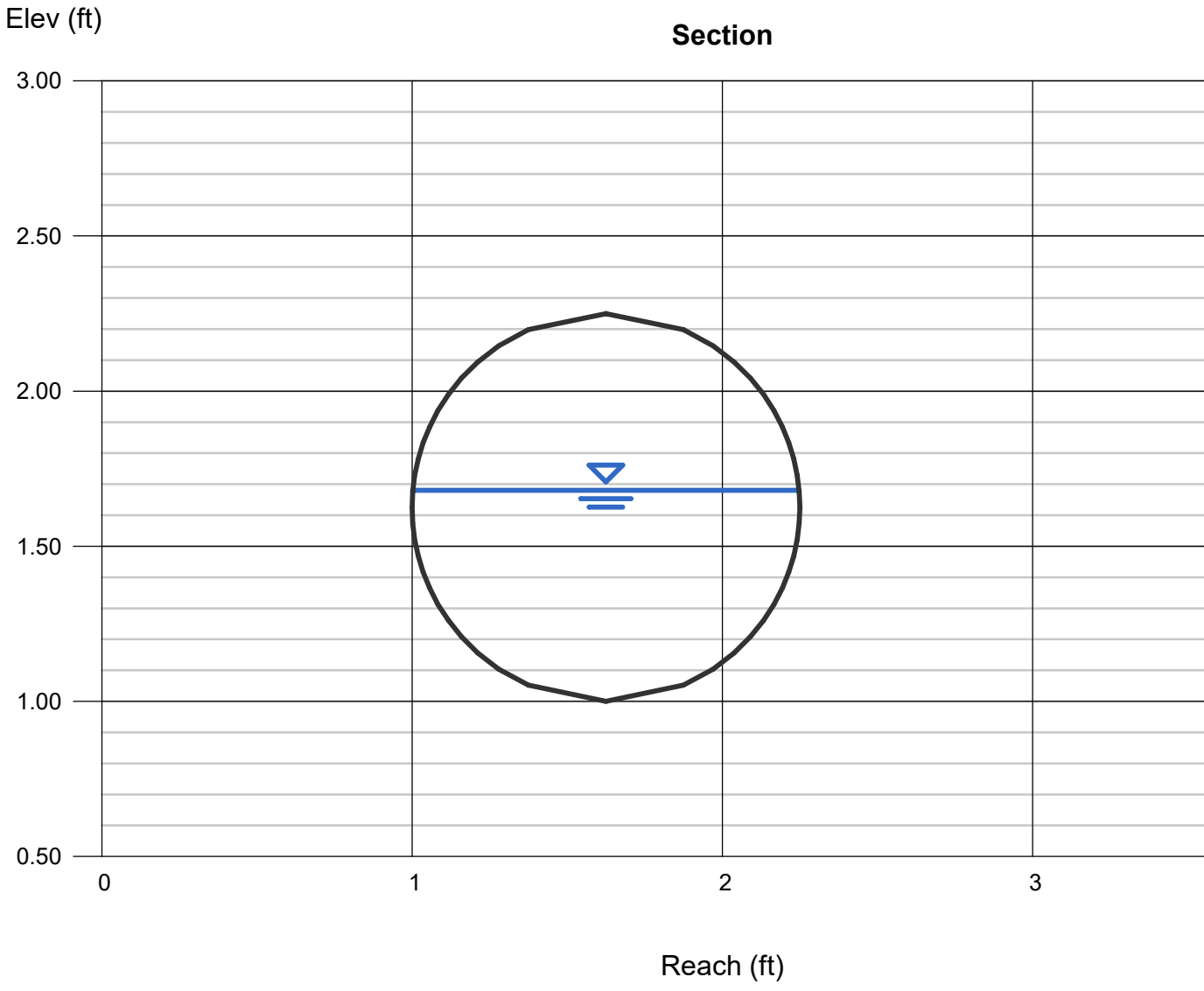
Diameter (ft)	= 1.25
Invert Elev (ft)	= 1.00
Slope (%)	= 2.00
N-Value	= 0.013

Calculations

Compute by:	Known Q
Known Q (cfs)	= 5.26

Highlighted

Depth (ft)	= 0.68
Q (cfs)	= 5.260
Area (sqft)	= 0.68
Velocity (ft/s)	= 7.70
Wetted Perim (ft)	= 2.07
Crit Depth, Yc (ft)	= 0.93
Top Width (ft)	= 1.25
EGL (ft)	= 1.60



Channel Report

M.1 PIPE 80 PERCENT CAPACITY

Circular

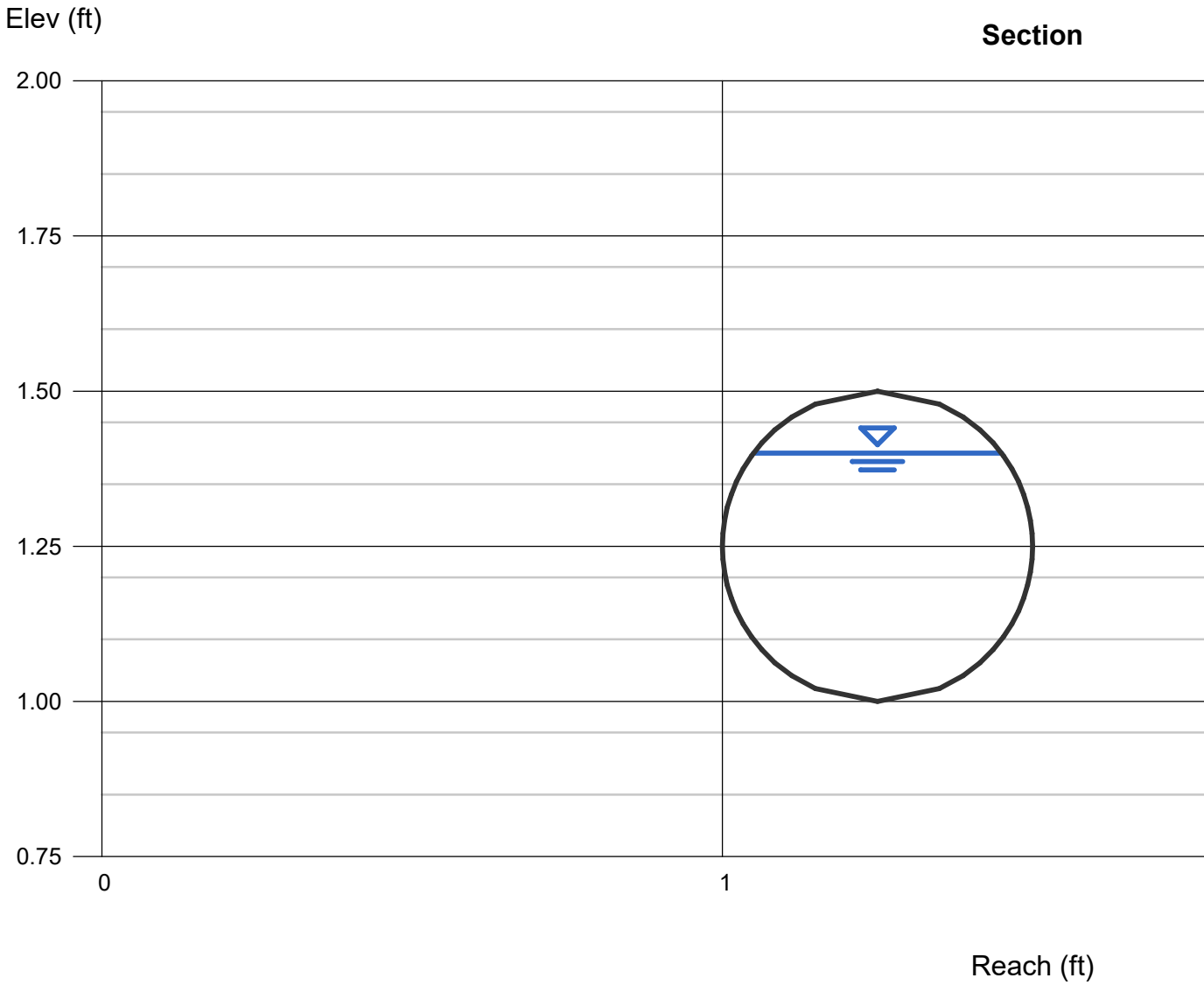
Diameter (ft)	= 0.50
Invert Elev (ft)	= 1.00
Slope (%)	= 4.19
N-Value	= 0.013

Calculations

Compute by:	Known Depth
Known Depth (ft)	= 0.40

Highlighted

Depth (ft)	= 0.40
Q (cfs)	= 1.122
Area (sqft)	= 0.17
Velocity (ft/s)	= 6.66
Wetted Perim (ft)	= 1.11
Crit Depth, Yc (ft)	= 0.49
Top Width (ft)	= 0.40
EGL (ft)	= 1.09



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Tuesday, Aug 11 2020

M.1 PIPE 100-YR

Circular

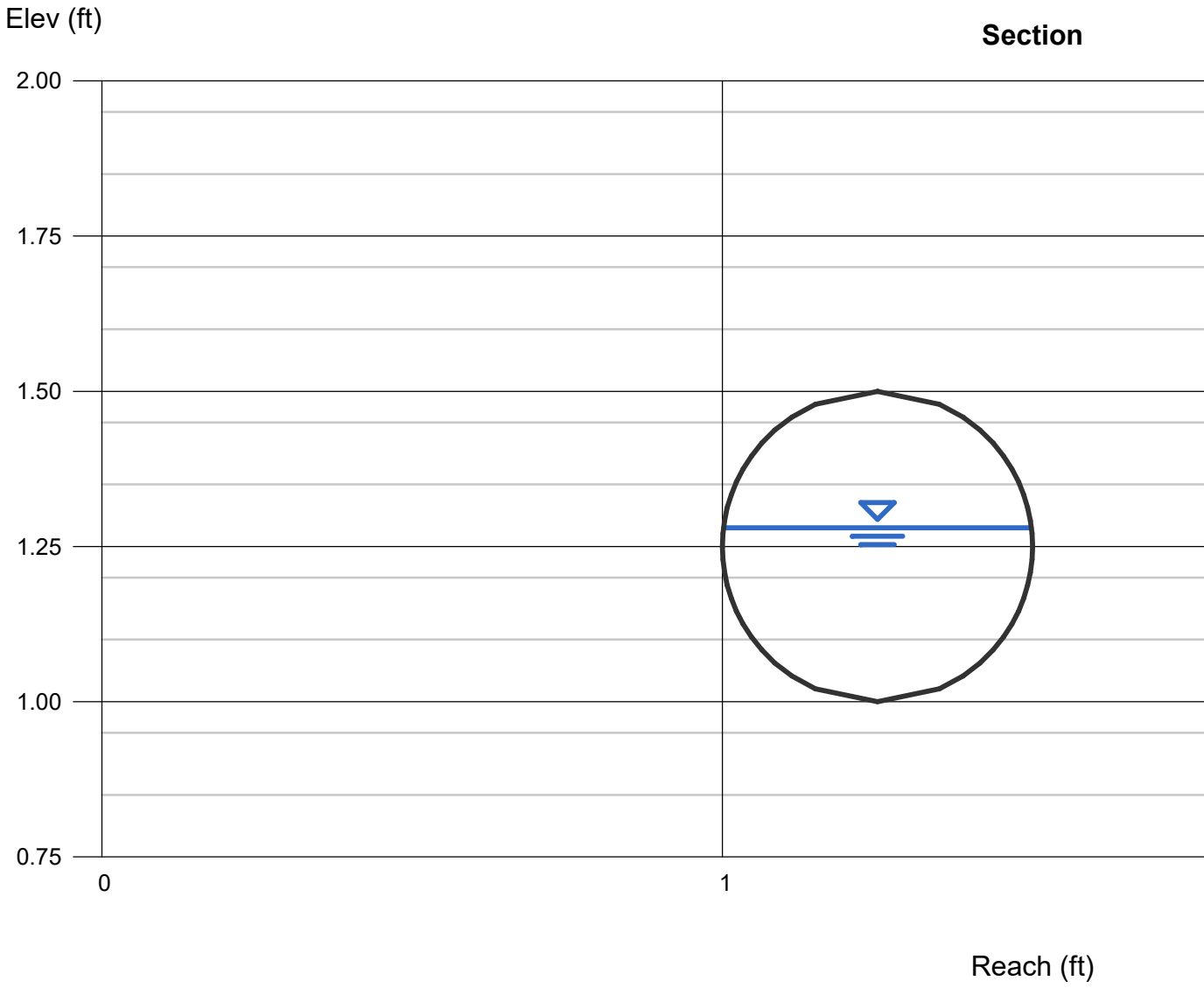
Diameter (ft)	= 0.50
Invert Elev (ft)	= 1.00
Slope (%)	= 4.19
N-Value	= 0.013

Calculations

Compute by:	Known Q
Known Q (cfs)	= 0.69

Highlighted

Depth (ft)	= 0.28
Q (cfs)	= 0.690
Area (sqft)	= 0.11
Velocity (ft/s)	= 6.07
Wetted Perim (ft)	= 0.85
Crit Depth, Yc (ft)	= 0.42
Top Width (ft)	= 0.50
EGL (ft)	= 0.85



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Tuesday, Aug 11 2020

M.2 PIPE 80 PERCENT CAPACITY

Circular

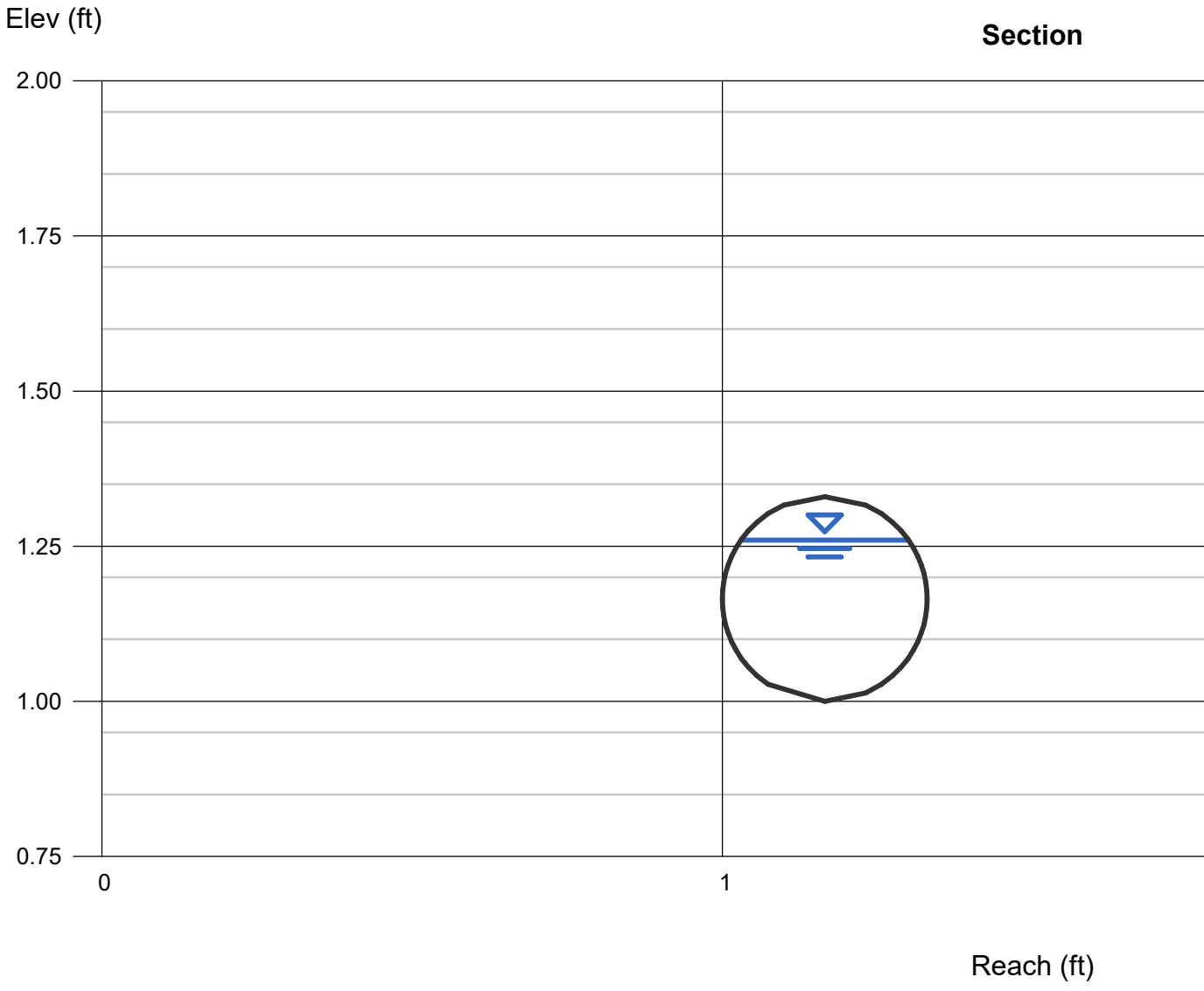
Diameter (ft)	= 0.33
Invert Elev (ft)	= 1.00
Slope (%)	= 1.00
N-Value	= 0.013

Calculations

Compute by:	Known Depth
Known Depth (ft)	= 0.26

Highlighted

Depth (ft)	= 0.26
Q (cfs)	= 0.178
Area (sqft)	= 0.07
Velocity (ft/s)	= 2.47
Wetted Perim (ft)	= 0.72
Crit Depth, Yc (ft)	= 0.24
Top Width (ft)	= 0.27
EGL (ft)	= 0.35



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Tuesday, Aug 11 2020

M.2 PIPE 100-YR

Circular

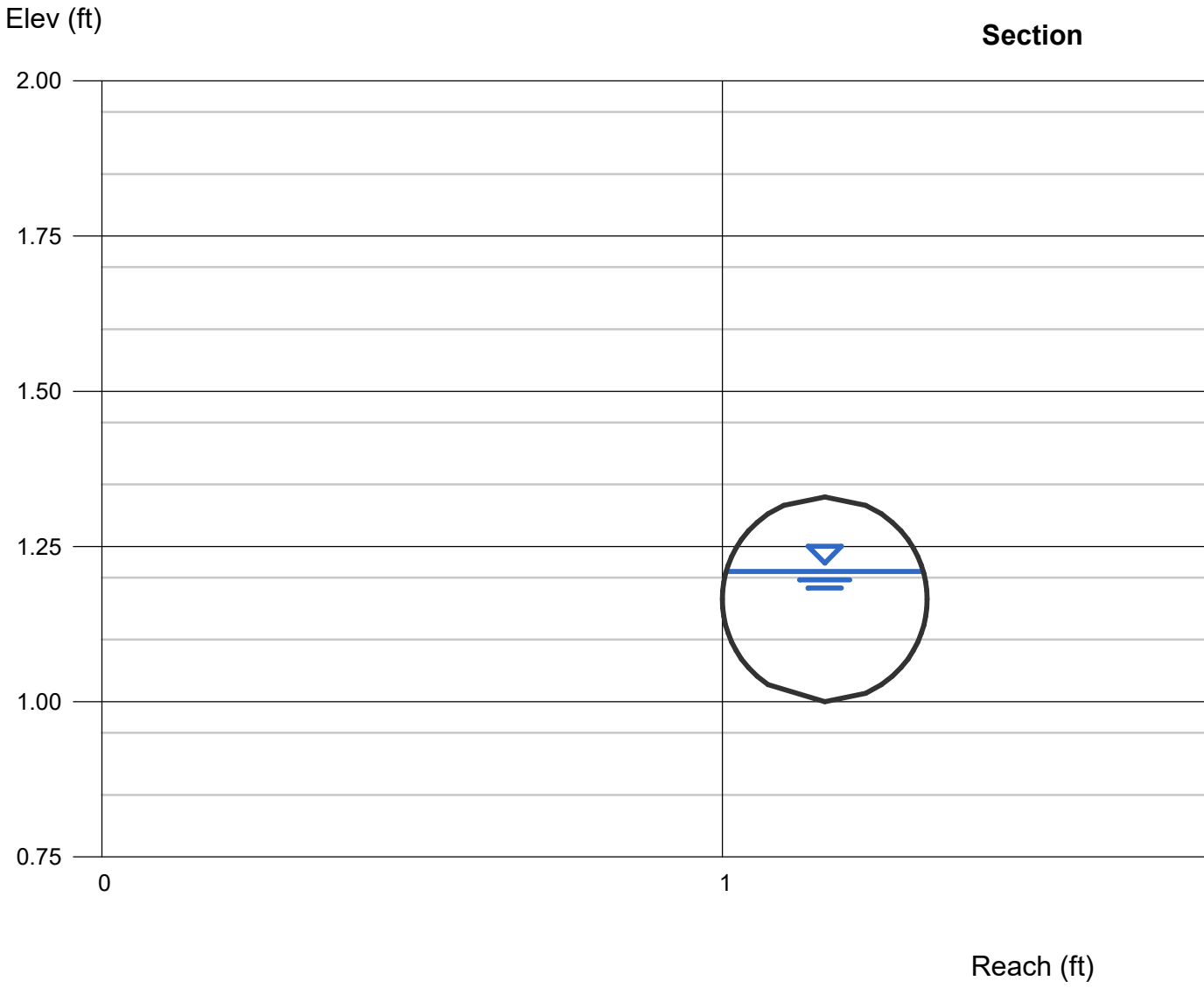
Diameter (ft)	= 0.33
Invert Elev (ft)	= 1.00
Slope (%)	= 1.00
N-Value	= 0.013

Calculations

Compute by:	Known Q
Known Q (cfs)	= 0.13

Highlighted

Depth (ft)	= 0.21
Q (cfs)	= 0.130
Area (sqft)	= 0.06
Velocity (ft/s)	= 2.26
Wetted Perim (ft)	= 0.61
Crit Depth, Yc (ft)	= 0.21
Top Width (ft)	= 0.32
EGL (ft)	= 0.29



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Tuesday, Aug 11 2020

M.2A PIPE 100-YR

Circular

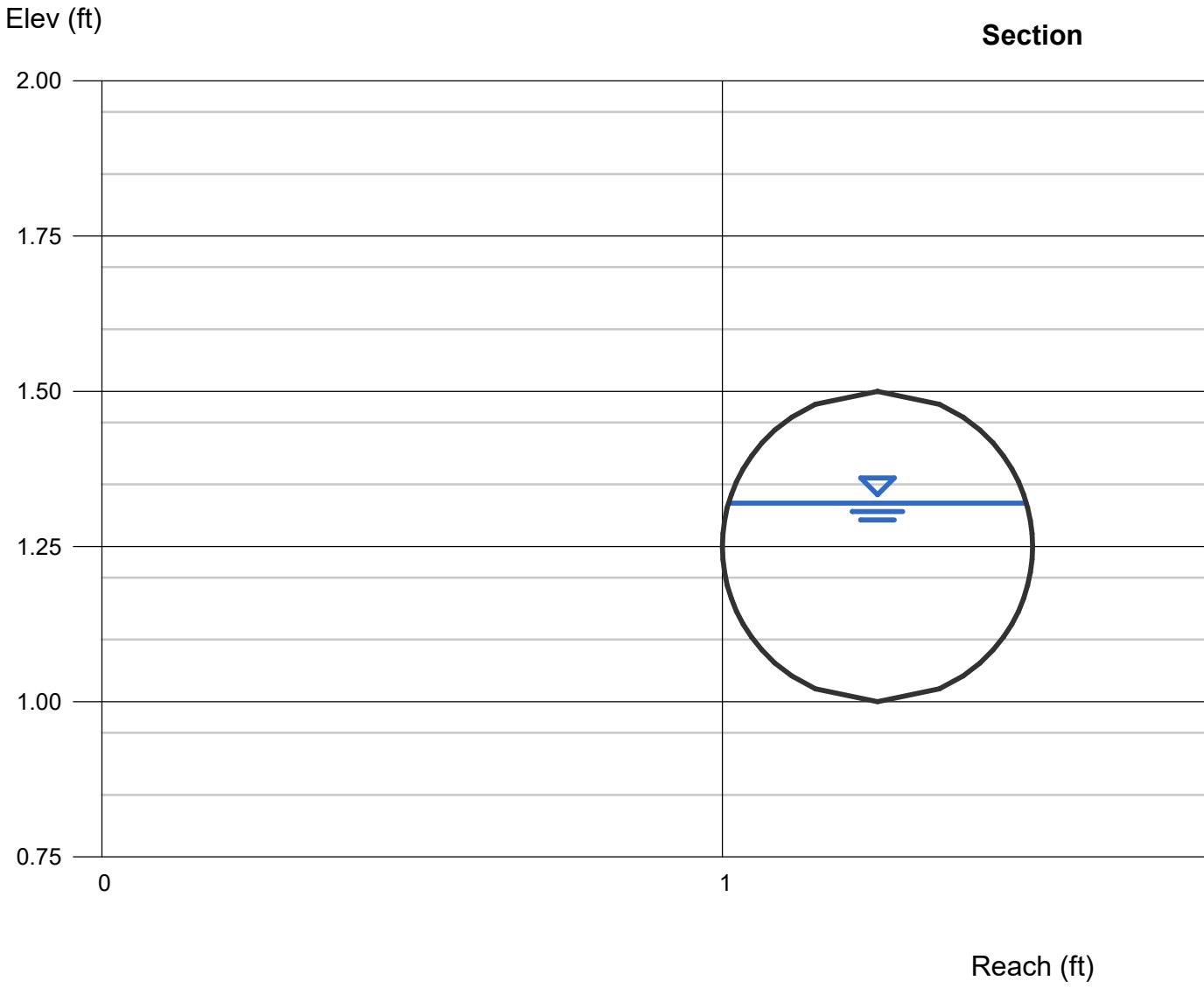
Diameter (ft)	= 0.50
Invert Elev (ft)	= 1.00
Slope (%)	= 4.19
N-Value	= 0.013

Calculations

Compute by:	Known Q
Known Q (cfs)	= 0.83

Highlighted

Depth (ft)	= 0.32
Q (cfs)	= 0.830
Area (sqft)	= 0.13
Velocity (ft/s)	= 6.25
Wetted Perim (ft)	= 0.93
Crit Depth, Yc (ft)	= 0.45
Top Width (ft)	= 0.48
EGL (ft)	= 0.93



Channel Report

M.3 PIPE 80 PERCENT CAPACITY

Circular

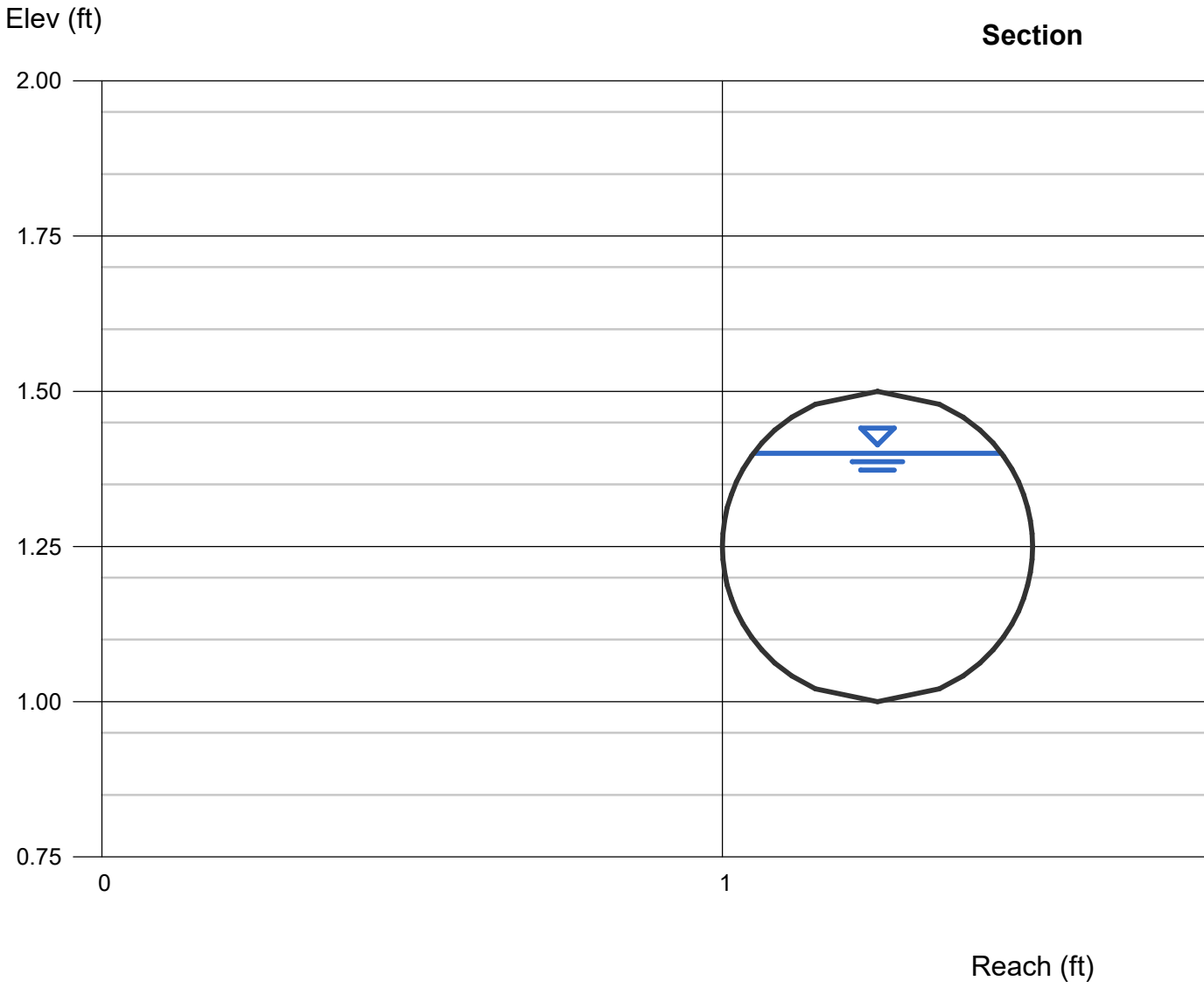
Diameter (ft)	= 0.50
Invert Elev (ft)	= 1.00
Slope (%)	= 1.00
N-Value	= 0.013

Calculations

Compute by:	Known Depth
Known Depth (ft)	= 0.40

Highlighted

Depth (ft)	= 0.40
Q (cfs)	= 0.548
Area (sqft)	= 0.17
Velocity (ft/s)	= 3.26
Wetted Perim (ft)	= 1.11
Crit Depth, Yc (ft)	= 0.38
Top Width (ft)	= 0.40
EGL (ft)	= 0.56



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Tuesday, Aug 11 2020

M.3 PIPE 100-YR

Circular

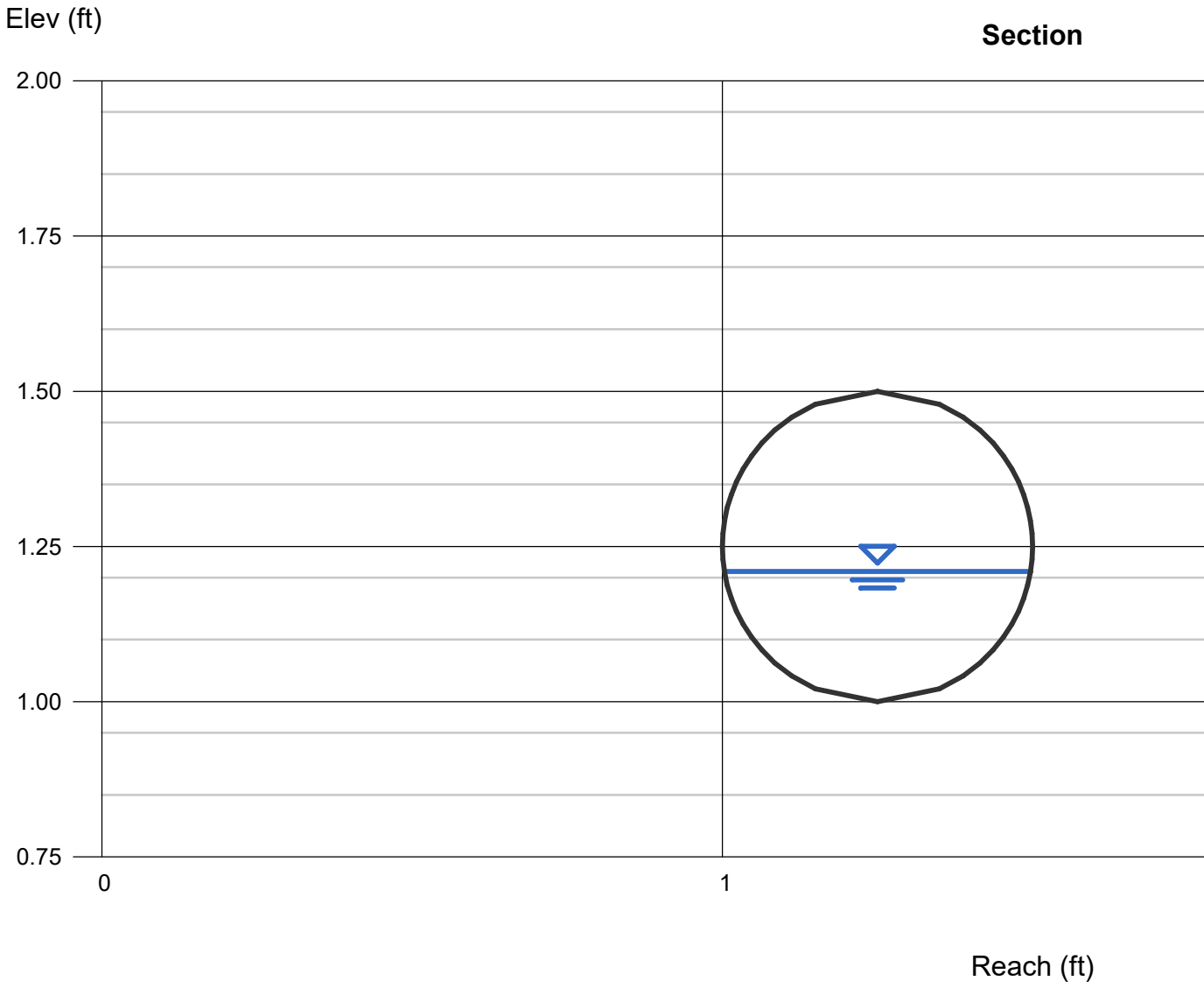
Diameter (ft)	= 0.50
Invert Elev (ft)	= 1.00
Slope (%)	= 1.00
N-Value	= 0.013

Calculations

Compute by:	Known Q
Known Q (cfs)	= 0.19

Highlighted

Depth (ft)	= 0.21
Q (cfs)	= 0.190
Area (sqft)	= 0.08
Velocity (ft/s)	= 2.41
Wetted Perim (ft)	= 0.71
Crit Depth, Yc (ft)	= 0.22
Top Width (ft)	= 0.49
EGL (ft)	= 0.30



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Tuesday, Aug 11 2020

M.4 PIPE 80 PERCENT CAPACITY

Circular

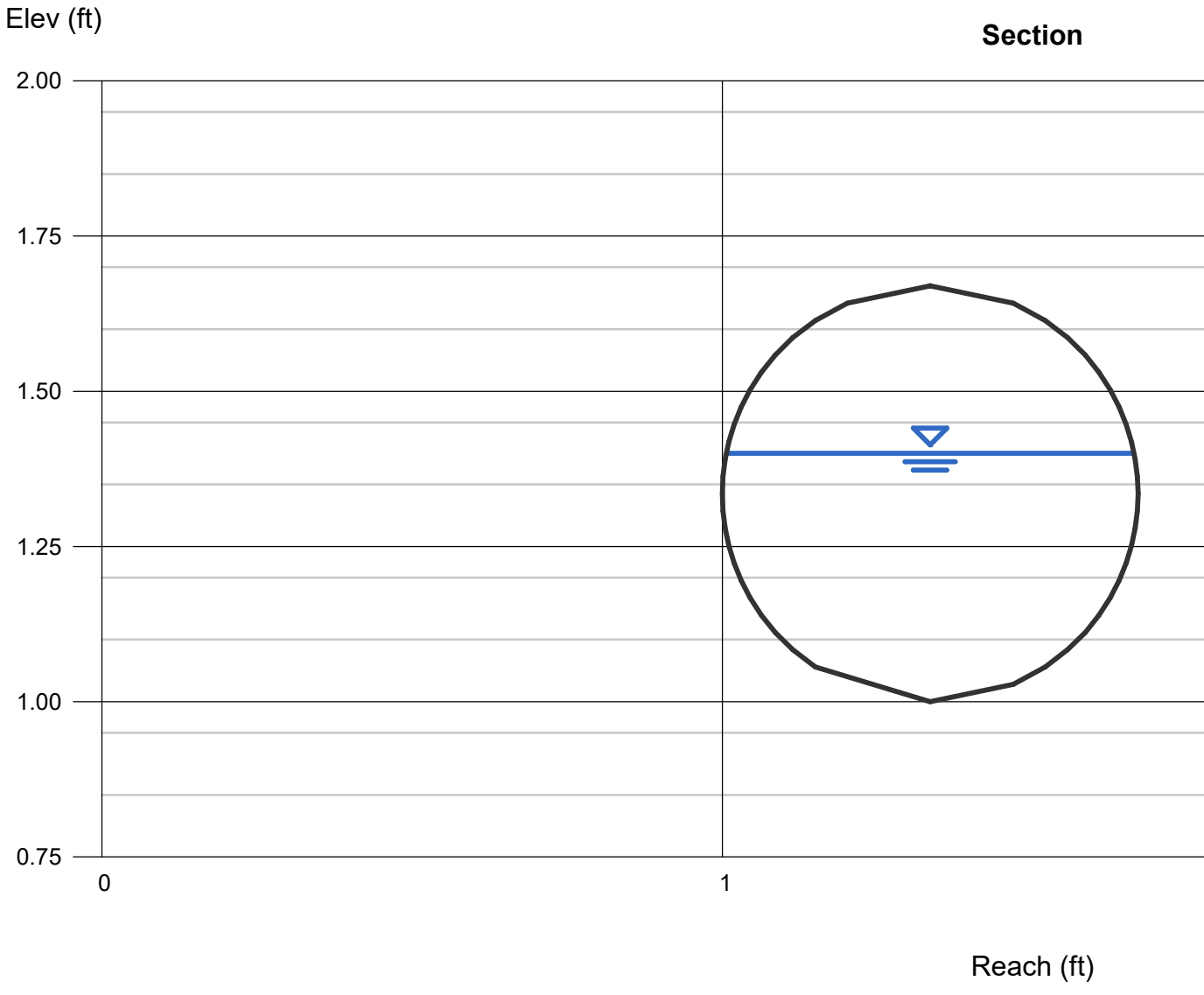
Diameter (ft)	= 0.67
Invert Elev (ft)	= 1.00
Slope (%)	= 7.26
N-Value	= 0.013

Calculations

Compute by:	Known Depth
Known Depth (ft)	= 0.40

Highlighted

Depth (ft)	= 0.40
Q (cfs)	= 2.210
Area (sqft)	= 0.22
Velocity (ft/s)	= 10.03
Wetted Perim (ft)	= 1.19
Crit Depth, Yc (ft)	= 0.64
Top Width (ft)	= 0.66
EGL (ft)	= 1.96



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Tuesday, Aug 11 2020

M.4 PIPE 100-YR

Circular

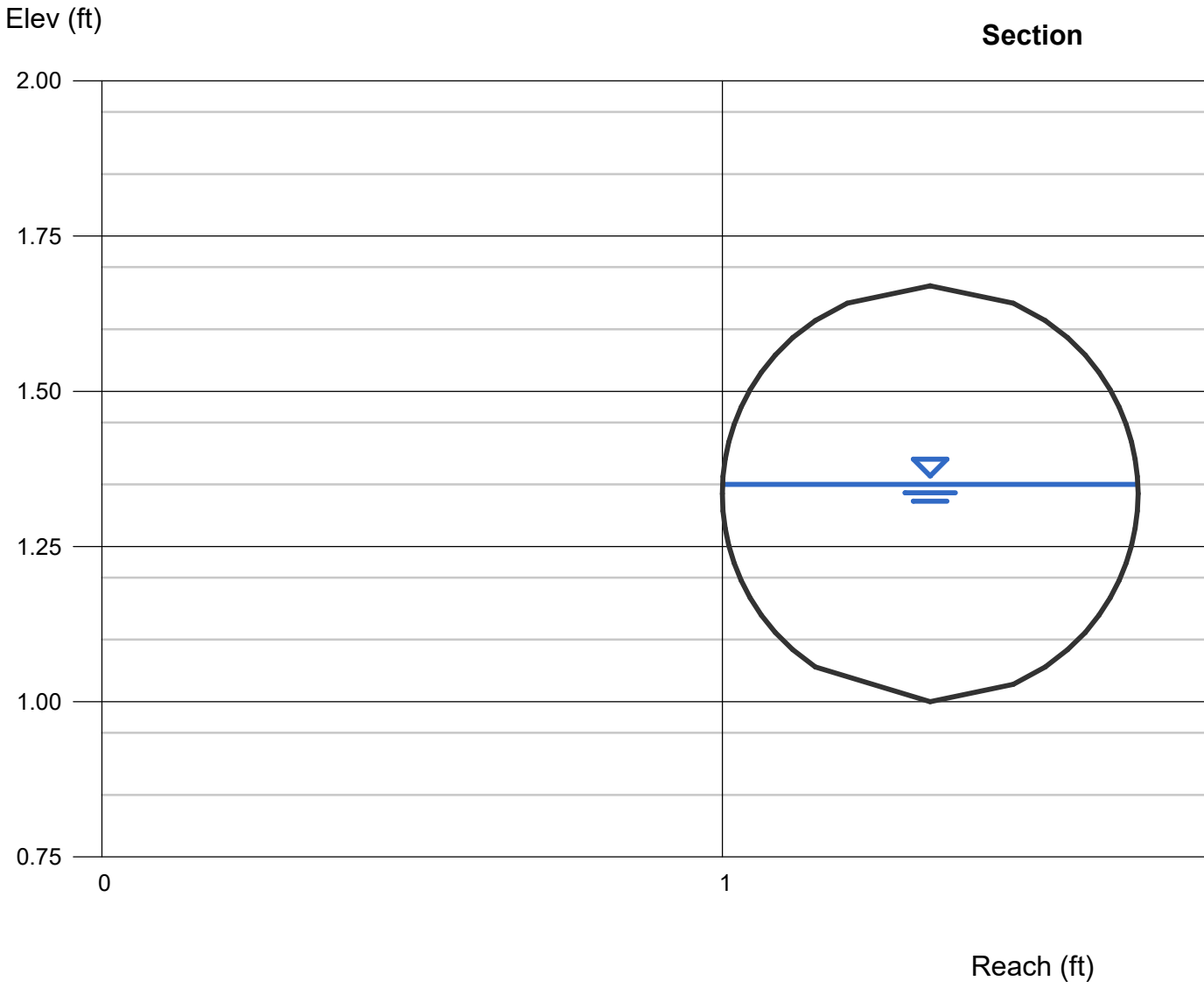
Diameter (ft)	= 0.67
Invert Elev (ft)	= 1.00
Slope (%)	= 7.26
N-Value	= 0.013

Calculations

Compute by:	Known Q
Known Q (cfs)	= 1.78

Highlighted

Depth (ft)	= 0.35
Q (cfs)	= 1.780
Area (sqft)	= 0.19
Velocity (ft/s)	= 9.50
Wetted Perim (ft)	= 1.09
Crit Depth, Yc (ft)	= 0.61
Top Width (ft)	= 0.67
EGL (ft)	= 1.75



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Wednesday, Aug 26 2020

EX. SAS STORM PIPE-DESIGN POINT 100-YR

Circular

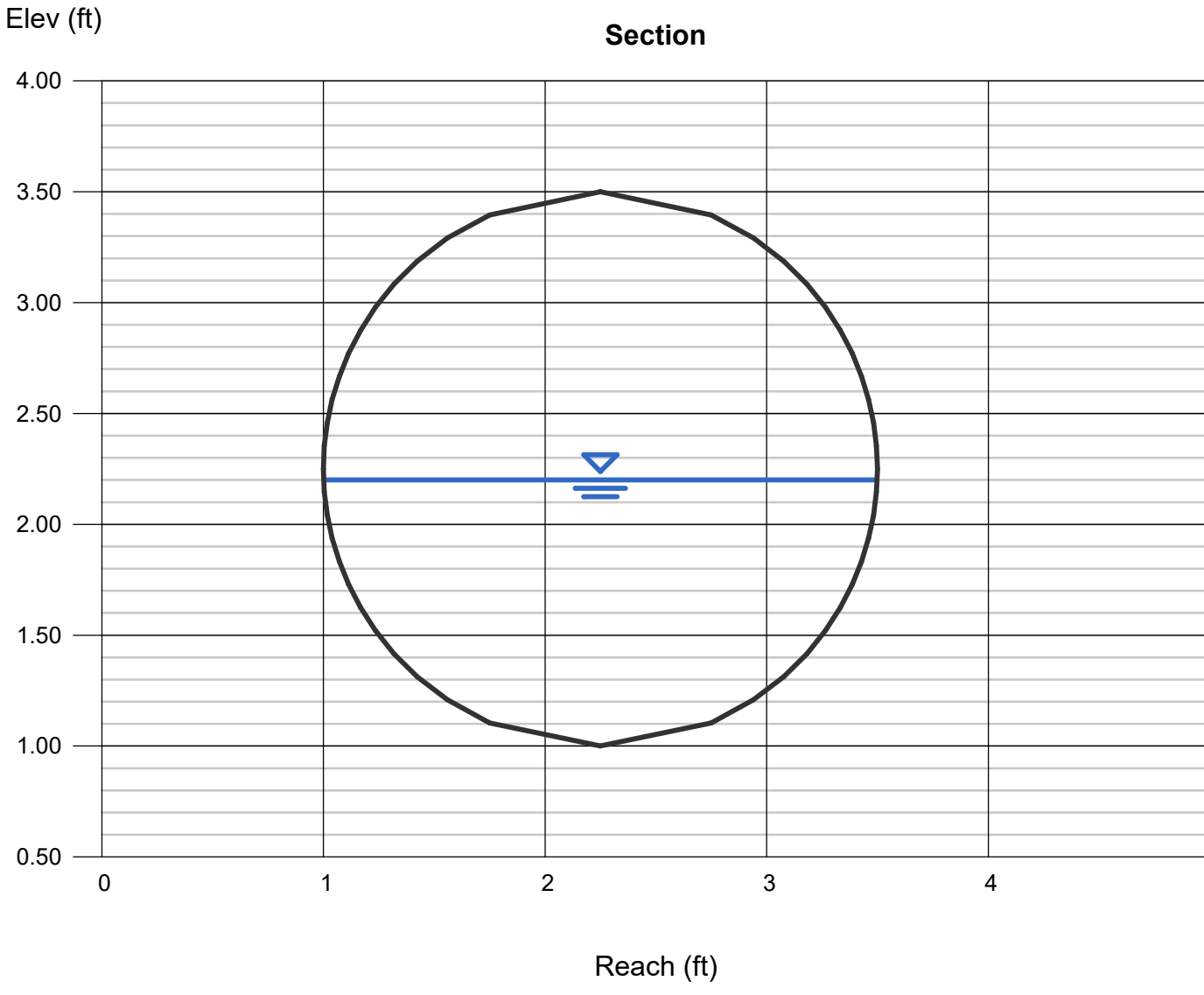
Diameter (ft)	= 2.50
Invert Elev (ft)	= 1.00
Slope (%)	= 7.78
N-Value	= 0.013

Calculations

Compute by:	Known Q
Known Q (cfs)	= 52.80

Highlighted

Depth (ft)	= 1.20
Q (cfs)	= 52.80
Area (sqft)	= 2.34
Velocity (ft/s)	= 22.54
Wetted Perim (ft)	= 3.84
Crit Depth, Yc (ft)	= 2.34
Top Width (ft)	= 2.50
EGL (ft)	= 9.10



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Wednesday, Aug 26 2020

EX. SAS STORM PIPE-DESIGN POINT CAPACITY

Circular

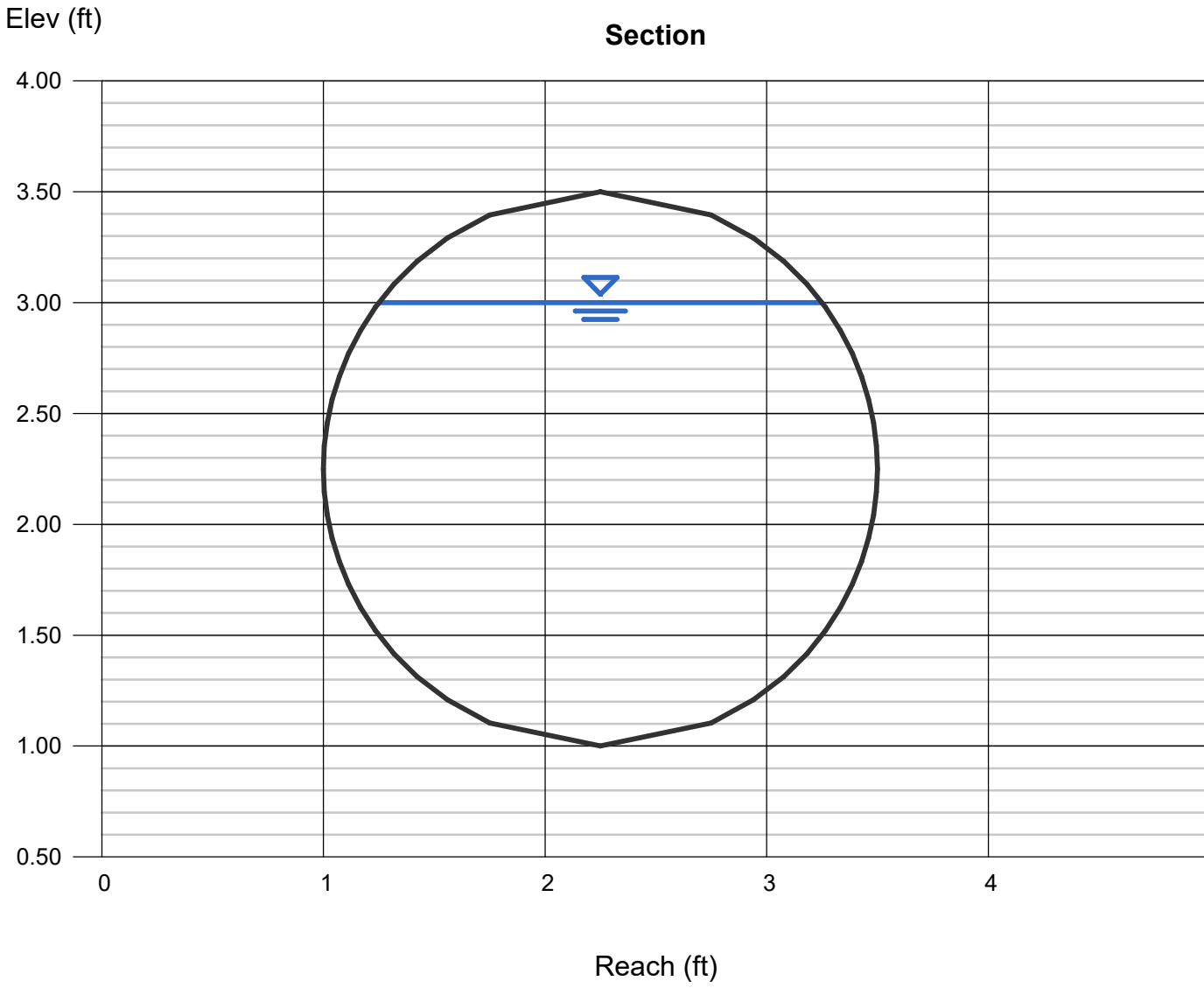
Diameter (ft)	= 2.50
Invert Elev (ft)	= 1.00
Slope (%)	= 7.78
N-Value	= 0.013

Calculations

Compute by:	Known Depth
Known Depth (ft)	= 2.00

Highlighted

Depth (ft)	= 2.00
Q (cfs)	= 111.86
Area (sqft)	= 4.21
Velocity (ft/s)	= 26.56
Wetted Perim (ft)	= 5.54
Crit Depth, Yc (ft)	= 2.50
Top Width (ft)	= 2.00
EGL (ft)	= 12.97



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Wednesday, Aug 26 2020

DEAN ST. 100-YR FLOW AT 2.5 PERCENT CROSS SLOPE

User-defined

Invert Elev (ft)	= 1.00
Slope (%)	= 2.05
N-Value	= 0.013

Calculations

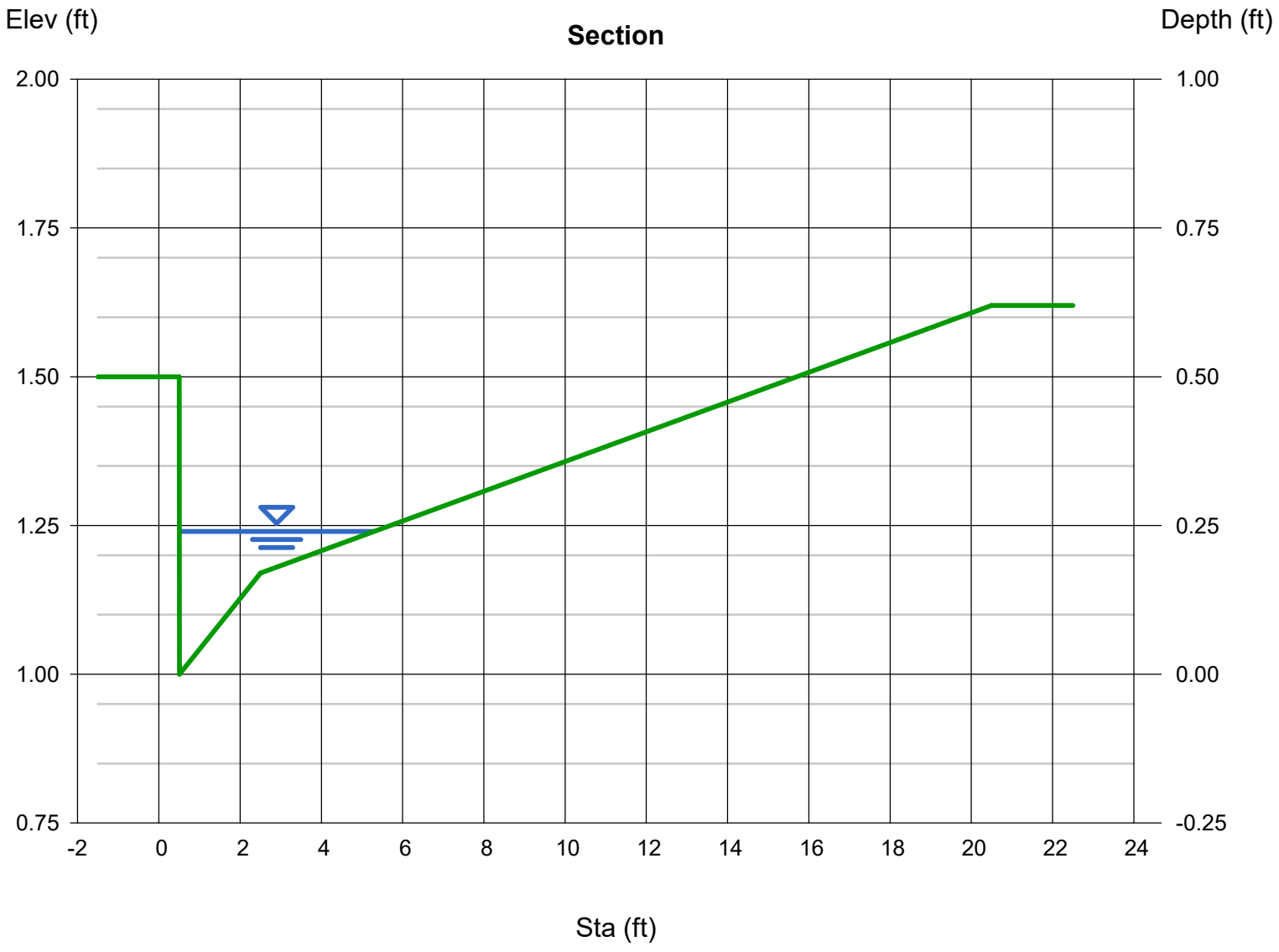
Compute by:	Known Q
Known Q (cfs)	= 1.10

Highlighted

Depth (ft)	= 0.24
Q (cfs)	= 1.100
Area (sqft)	= 0.41
Velocity (ft/s)	= 2.70
Wetted Perim (ft)	= 5.04
Crit Depth, Yc (ft)	= 0.28
Top Width (ft)	= 4.79
EGL (ft)	= 0.35

(Sta, El, n)-(Sta, El, n)...

(0.50, 1.50)-(0.51, 1.00, 0.013)-(2.50, 1.17, 0.013)-(20.50, 1.62, 0.013)



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Wednesday, Aug 26 2020

DEAN ST. 100-YR FLOW AT INLET

User-defined

Invert Elev (ft)	= 1.00
Slope (%)	= 5.40
N-Value	= 0.013

Calculations

Compute by:	Known Q
Known Q (cfs)	= 1.10

Highlighted

Depth (ft)	= 0.20
Q (cfs)	= 1.100
Area (sqft)	= 0.24
Velocity (ft/s)	= 4.62
Wetted Perim (ft)	= 2.80
Crit Depth, Yc (ft)	= 0.29
Top Width (ft)	= 2.60
EGL (ft)	= 0.53

(Sta, El, n)-(Sta, El, n)...

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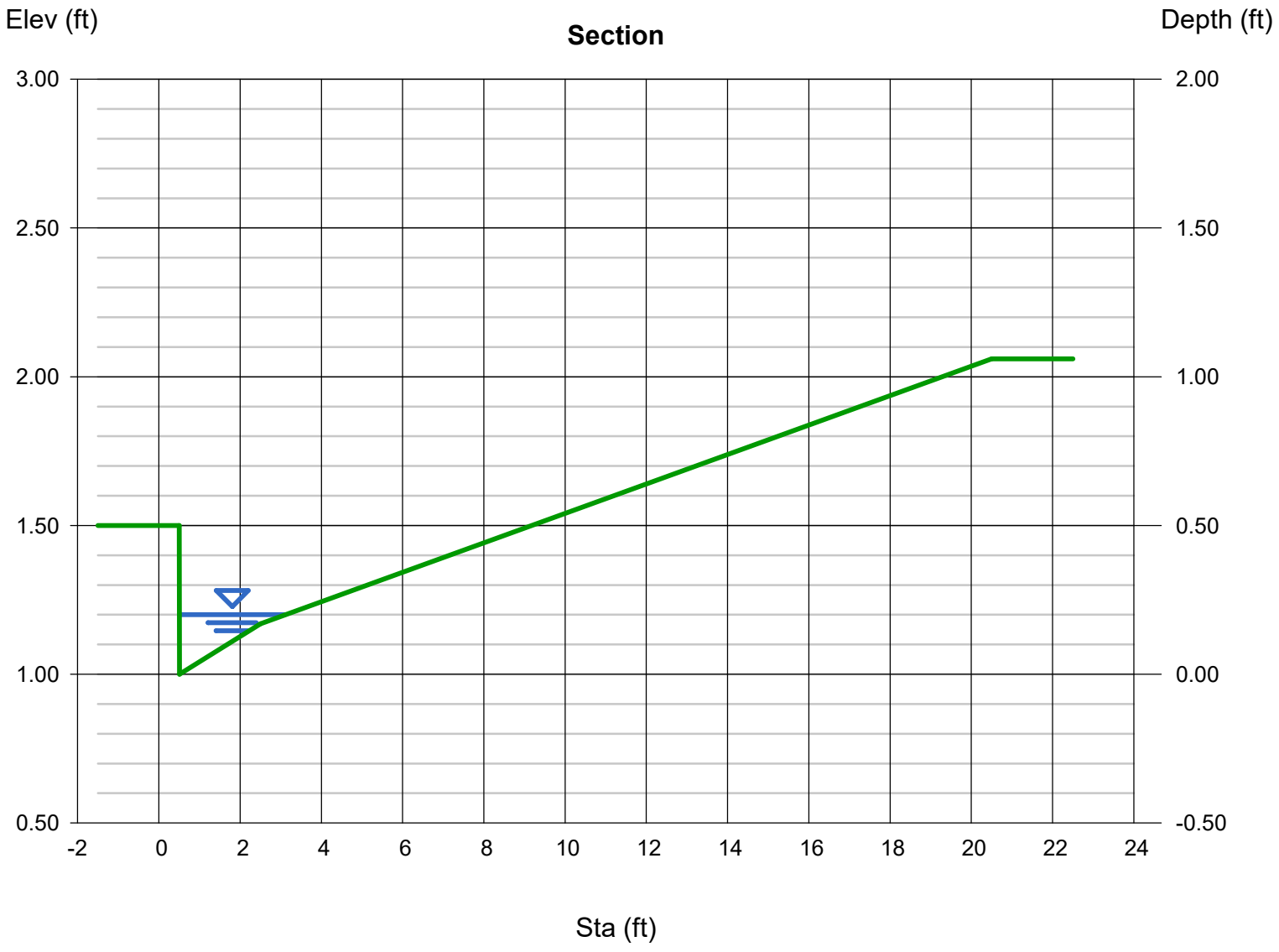
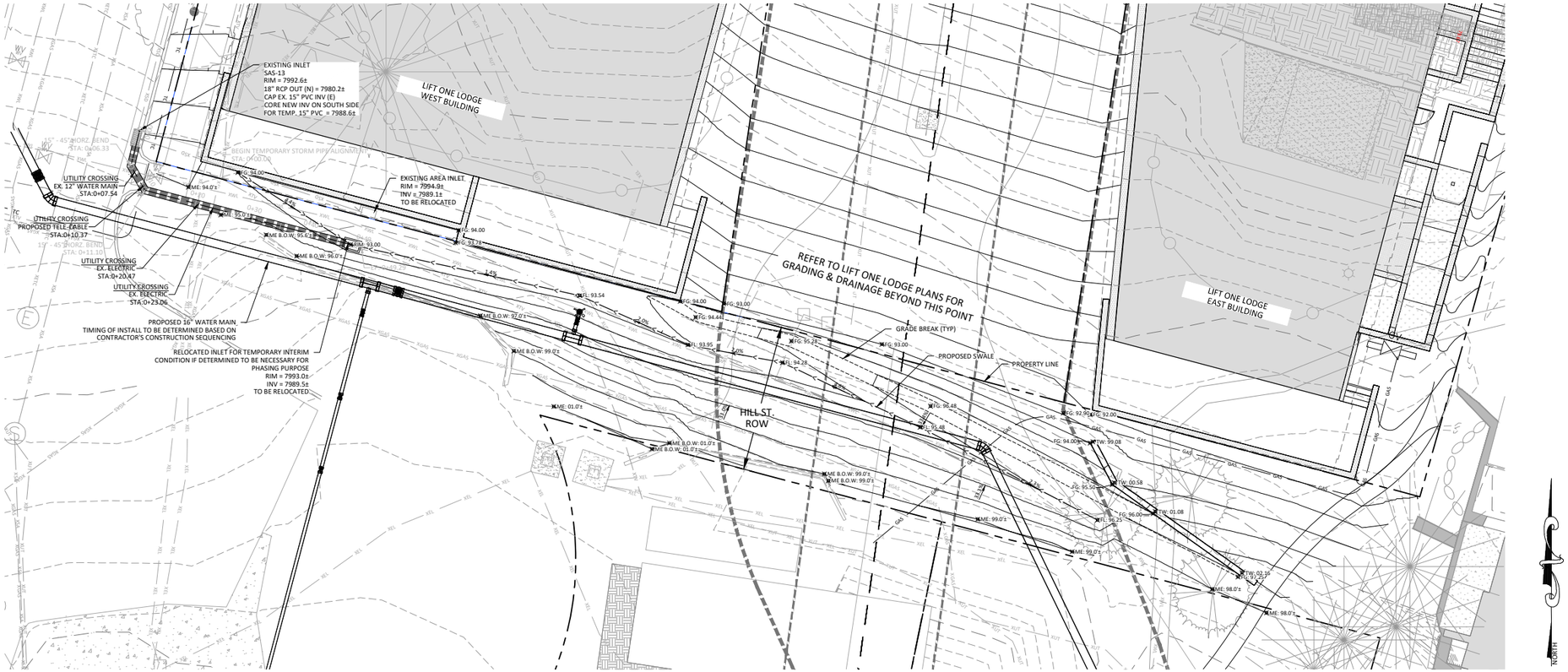
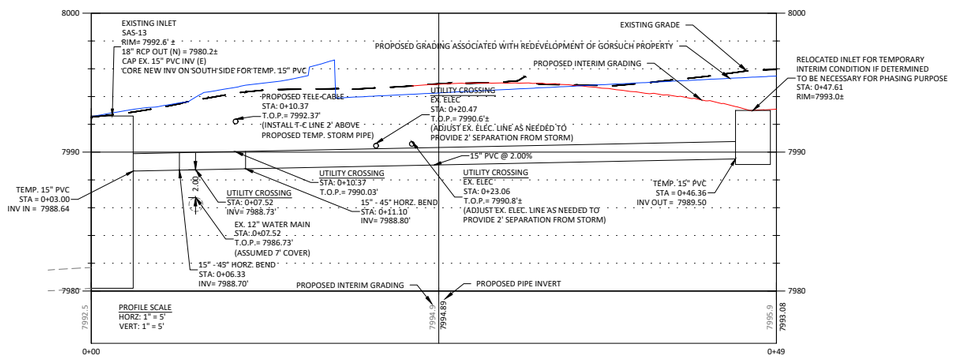




GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.



TEMPORARY STORM PIPE PROFILE

LIFT ONE LODGE

710 SOUTH ASPEN STREET,
ASPEN, CO 81611

OWNER

LIFT ONE LODGE ASPEN, LLC
605 W. MAIN STREET, SUITE 2
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(970) 544 4196

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(970) 963 6520

CIVIL ENGINEERS

SOPRIS ENGINEERING
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MEP ENGINEERS

BG BUILDING WORKS
261 LINDEN STREET, STE 200
FORT COLLINS, CO 80524
(970) 221 6691

SEAL

ISSUE	DESCRIPTION	DATE
1	Planned Development Detailed Review Application	09/01/20

SCALE 1" = 10'-0"

PROJECT # 1803

DRAWING TITLE:

HILL ST. R.O.W. INTERIM GRADING & DRAINAGE

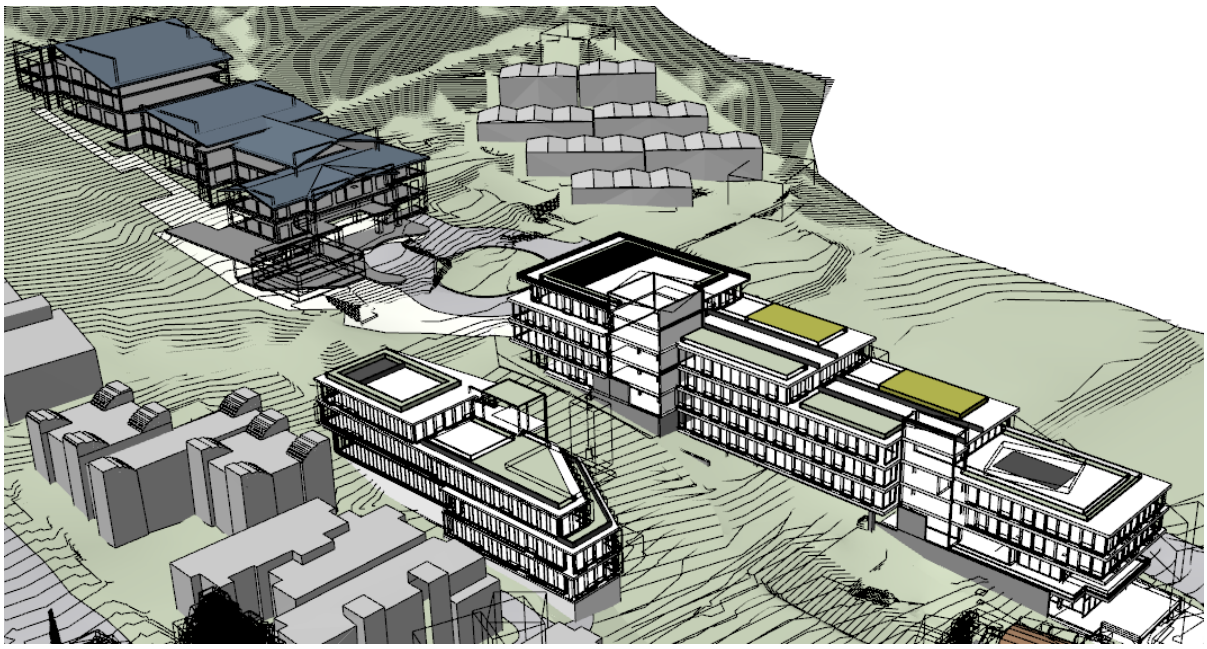
DRAWING NO:

EXHIBIT A

SHEET:

G:\2018\1822.04-LIFT ONE LODGE\CIVIL\CIVIL DWGS\EXHIBITS\INTERIM GRADING EXHIBIT.DWG - Aug 27, 2020 - 3:50pm

LIFT ONE LODGE MUDFLOW ANALYSIS



TETRA TECH

#100-WTR-T40594

July 21, 2020

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Cover image copied from Gorsuch Haus Subdivision/ Detail Review Plan Set Cover Sheet, Appendix B. Issue date: March 2, 2020

LIFT ONE LODGE MUDFLOW ANALYSIS

#100-WTR-40594

July 21, 2020

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Peggy Bailey 7/21/2020

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Title: Senior Hydraulic Engineer

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Executive Summary

Lift One Lodge Aspen, LLC is proposing to construct the Lift One Lodge at the southern end of South Aspen Street, Aspen, CO. The Lift One project includes construction of two new buildings and the relocation of two existing buildings. Additional improvements include a new ski terminal, below grade parking structure, and two turnaround/drop off areas.

Norway Island, LLC is proposing to construct Gorsuch Haus, an 81-room hotel located about 400 feet uphill from the Lift One Lodge. Both projects include re-grading the hillslope for the ski run, drainage swales, and realignment of the road. The City of Aspen acquired the Dolinsek property in 2020. Part of the new lift building and ski run will be located on the Dolinsek property, and therefore, the Dolinsek property was considered part of the project.

Tetra Tech, under a subcontract agreement with Wright Water Engineers, developed a FLO-2D model for the City. The model was developed to: (1) update the mudflow regulations, (2) be the City's official FLO-2D model, and (3) be provided to consultants for performing mudflow studies. The updated mudflow regulations have not been adopted by the City, however, the City has approved applying the updated regulations for this study on the basis that they will be in effect prior to submitting a construction permit to the City (personal communication, April Long, City of Aspen, October 2018).

The Lift One and Gorsuch Haus projects are located within City of Aspen (City) mudflow hazard zone, and therefore, as part of City regulations (City of Aspen, 2014) and in accordance with Ordinance No. 19 (Series of 2016), a mudflow analysis is required to demonstrate that the project does not increase mudflow elevations on down-fan properties by more than 0.5 feet during the 25-yr and 100-yr peak rainfall events (under the expected revised mudflow regulations).

Tetra Tech previously performed a mudflow analysis in support of Project Review approvals for both Lift One Lodge and Gorsuch Haus (Tetra Tech, 2018). Following the report, the City of Aspen requested that both projects be evaluated separately in support of the Project Detailed Review application. In addition, there were changes to the building design and grading that required updating the previous models. Based on the City's request, Tetra Tech updated Gorsuch Haus mudflow model (Tetra Tech, 2019). This report presents the analysis and results for Lift One Lodge.

To perform the mudflow analysis, the City's FLO-2D model was used to simulate the Existing conditions. Per application requirements, two Project conditions models were developed, that are referred to as the Lift One conditions and the Lift One-Gorsuch Haus conditions. The Lift One Lodge conditions represents only this project being constructed and that the buildings and grading on the Gorsuch Haus property remain the same as Existing conditions. The Lift One-Gorsuch Haus conditions represents both projects being constructed at similar times.

The Existing and two Project conditions models were run for the following hydrologic scenarios:

- the 2-hour 25-year runoff hydrograph with sediment bulking up to 50-percent by volume
- the 2-hour 100-year runoff hydrograph with sediment bulking up to 20-percent by volume

The model output was evaluated by comparing the increase in mudflow elevation between the Existing and two Project conditions.

For the Lift One Lodge and the Lift One-Gorsuch Haus conditions, the model predicts that neither project will increase mudflow elevations by more than 0.5 feet on down-fan properties and that the Lift One Project can be constructed in compliance with the City's updated regulations.

The model output was used to develop design recommendations, including freeboard depths based on FEMA criteria.

1.0 INTRODUCTION

Lift One Lodge Aspen LLC is proposing to construct the Lift One Lodge at the southern end of South Aspen Street, Aspen, CO (**Figure 1-1).** Norway Island LLC is proposing to construct Gorsuch Haus, an 81-room hotel located about 400 feet uphill from the Lift One Lodge.

Both projects include re-grading the hillslope for construction of drainage swales, ski run and realignment of the access road. The two Projects are separated by a narrow east-west right of way (**Figure 1-2**). The Existing conditions and Lift One building footprints and grading were provided by Sopris Engineering, dated May 19, 2020. The Gorsuch Haus building footprints and grading were provided by Sopris Engineering, dated October 13, 2019 (**Figure 1-3**).

The projects are located within City of Aspen (City) mudflow hazard zone, and therefore, as part of City regulations (City of Aspen, 2014) and in accordance with Ordinance No. 19 (Series of 2016), a mudflow analysis is required to demonstrate that they do not increase mudflow elevations on down-fan properties by more than 0.5 feet (under the updated mudflow regulations) (**Figure 1-4**).

Tetra Tech previously performed a mudflow analysis in support of Project Review approvals for both Lift One Lodge and Gorsuch Haus (Tetra Tech, 2018). Following the report, the City of Aspen requested that both projects be evaluated separately in support of the Project Detailed Review application. In addition, there were changes to the building design and grading that required updating the previous models. Based on the City's request, Tetra Tech updated Gorsuch Haus mudflow model (Tetra Tech, 2019). This report presents the analysis and results for Lift One Lodge.

Tetra Tech, under a subcontract agreement with Wright Water Engineers, developed a FLO-2D model for the City. The model was developed for the following purposes: (1) to update the mudflow regulations, (2) to be the City's official FLO-2D model, and (3) to be provided to consultants to perform mudflow studies.

The updated mudflow regulations were expected to have been adopted by the City in 2019, but as of yet, they have not been. The City approved the use of the updated regulations for this study on the basis that they will be in effect prior to submittal of a construction permit to the City (personal communication, April Long, City of Aspen, October 2018).

To perform the mudflow analysis, the City's updated FLO-2D model was used to simulate the Existing conditions. As requested in the Project Detailed Review requirements, the following two Project conditions models were developed:

- Lift One conditions which represents only Lift One project being constructed and that the buildings and grading on the Gorsuch Haus property are the same as Existing conditions.
- Lift One-Gorsuch Haus conditions that represents both projects being constructed at similar times.

The Existing and two Project conditions models were run for the following hydrologic scenarios:

- the 2-hour 25-year runoff hydrograph with sediment bulking up to 50-percent by volume
- the 2-hour 100-year runoff hydrograph with sediment bulking up to 20-percent by volume

The model output was evaluated by comparing the increase in mudflow elevation between the Existing and two Project conditions. The model output was used to develop design recommendations for the Lift One project.

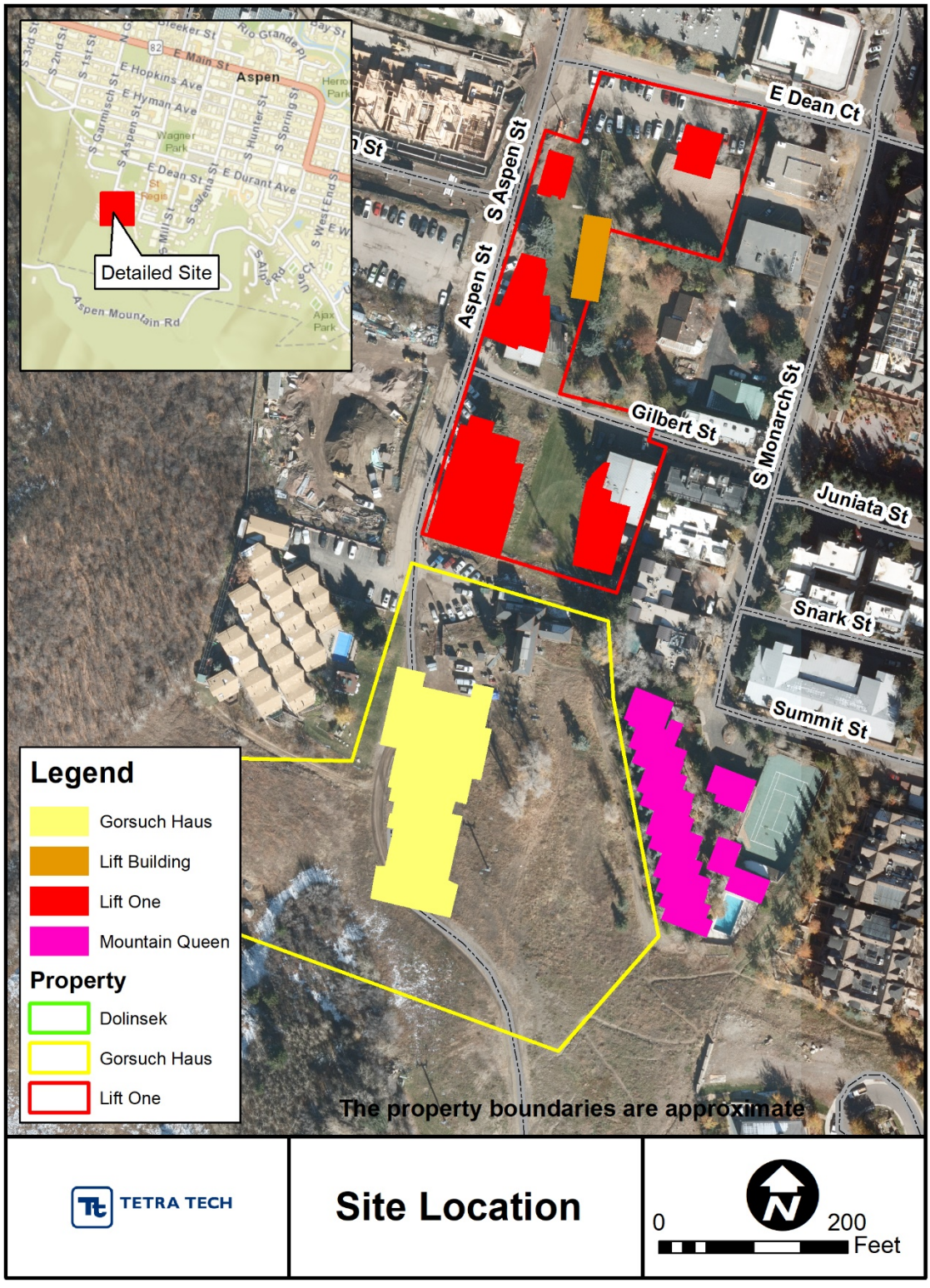

Figure 1-1. Site Location Map.

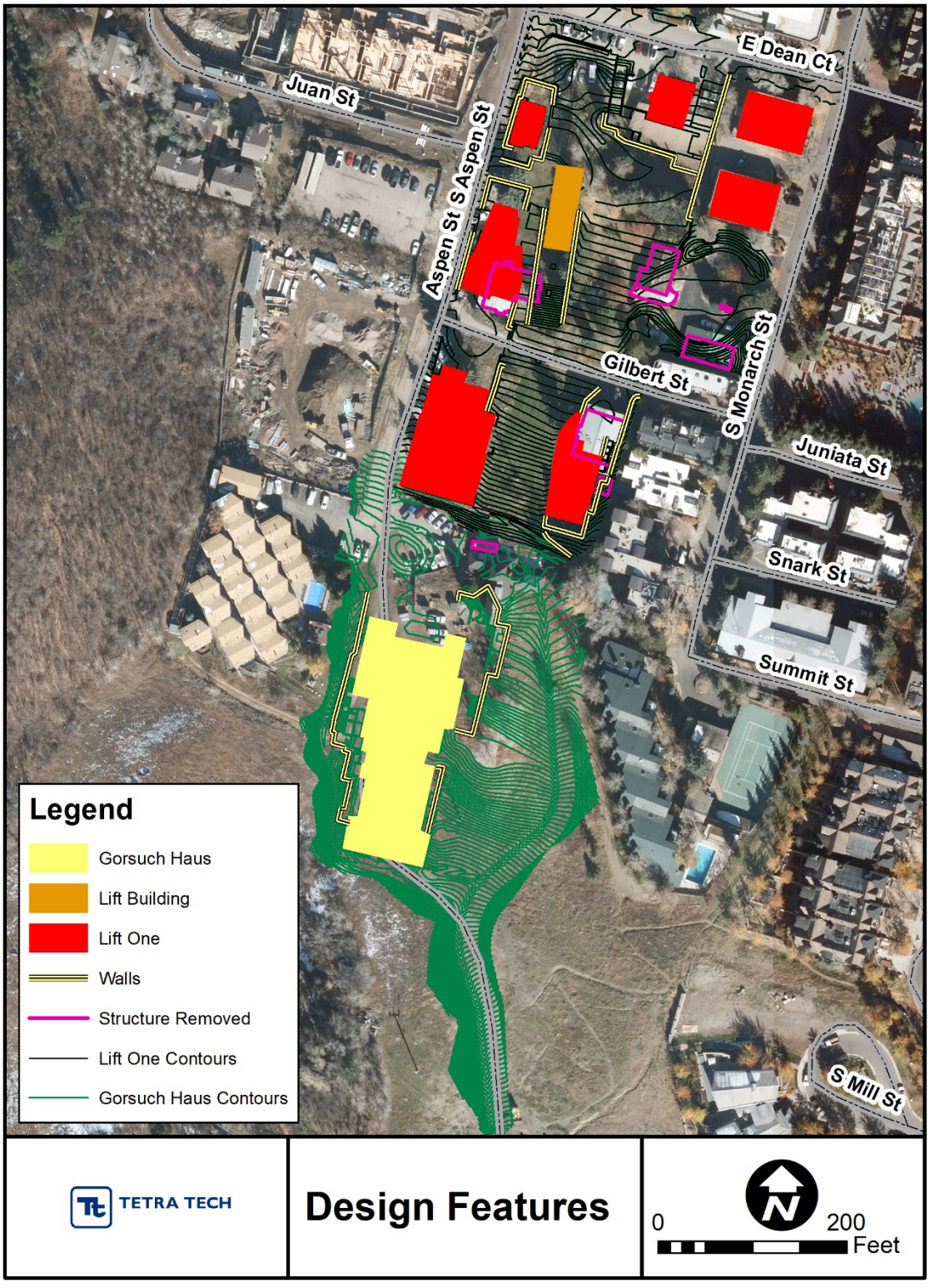

Figure 1-2. Lift One Lodge and Gorsuch Haus proposed design features.

Figure 1-3 Lift One site plan provided by Sopris Engineering LLC.

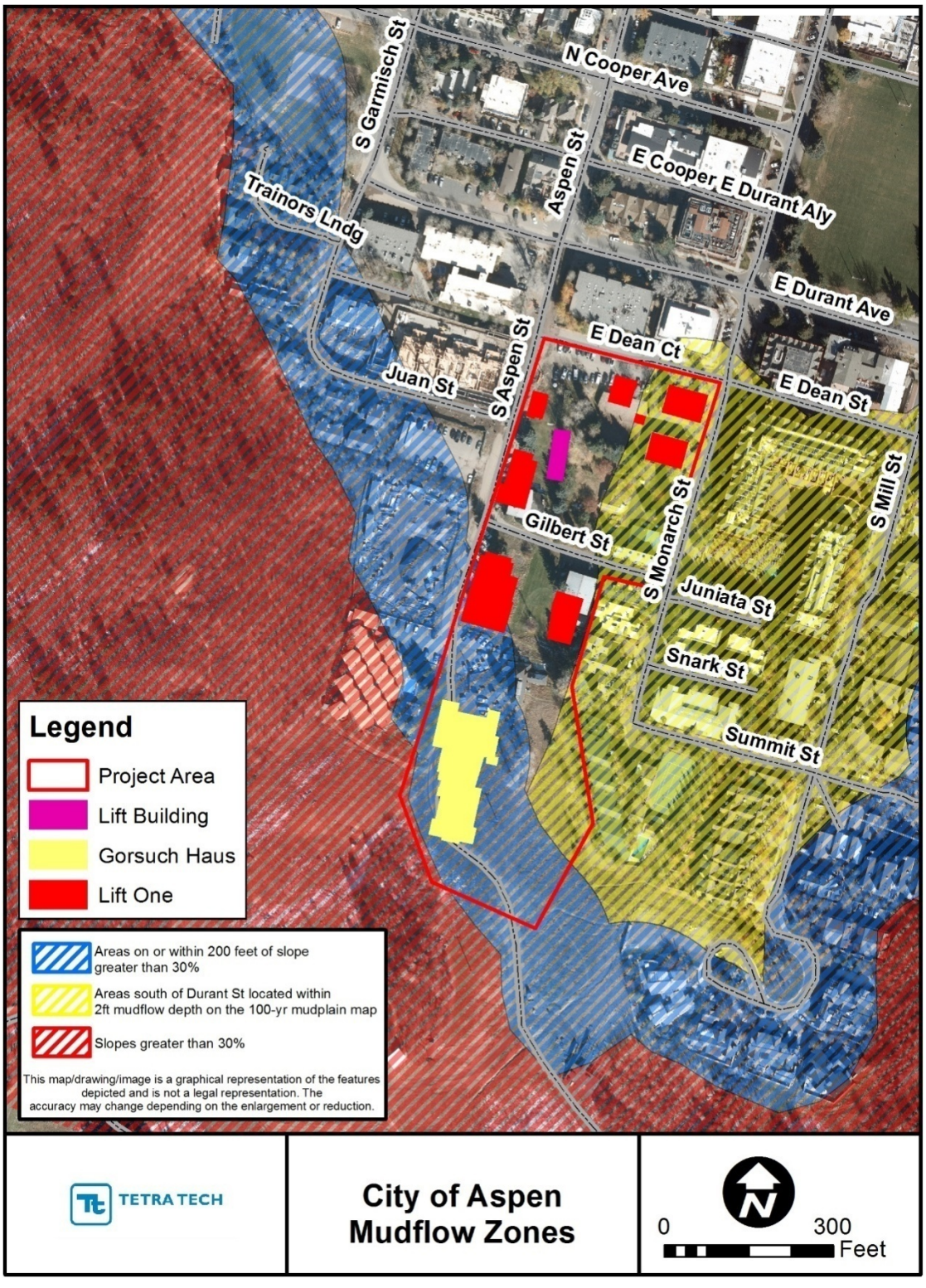

Figure 1-4. City of Aspen mudflow zones.

2.0 MUDFLOW ANALYSIS

The City of Aspen Mudflow Regulations apply to all new development and re-development projects within the red, blue or yellow mudflow zones, as shown in the City's Urban Runoff Management Plan, Chapter 7, dated November 2014 (Mudflow Regulations) (Figure 1-4). As previously mentioned, the City's mudflow regulations are in the process of being updated and the City has allowed the new regulations to be applied to this study.

The proposed mudflow regulations will most likely recommend the following six-step procedure for evaluating mudflows.

1. Obtain current official FLO-2D model files from the City of Aspen. This model was developed by WWE (2017) and is referred to as the Existing conditions model.
2. Run the Existing conditions model for the 2-hour, 25-year rainfall hydrograph with sediment bulking up to 50-percent by volume, and the 2-hour, 100-year rainfall hydrograph with sediment bulking up to the 20-percent by volume.
3. Modify the geometry input. Modify the existing conditions model to reflect the project conditions and run the model over the 2-hour, 25- and 100-year rainfall hydrographs. This model is referred to as the Project conditions model.
4. Compare predicted mud/water surface elevations with pre-project (Existing) conditions. Evaluate the down-fan impacts by comparing the increase in mud depths under Project conditions. The proposed regulations allow an increase in mudflow elevation of up to 0.5-feet under Project conditions on areas that are also inundated under Existing conditions.
5. Evaluate static and dynamic mudflow forces and identify potential mitigation measures. If necessary, (1) develop recommendations to mitigate offsite impacts ensuring project conditions do not exceed existing conditions (within a 0.5 ft tolerance) on down-fan properties, (2) provide grading recommendations where beneficial for reducing mudflow impacts, and (3) develop recommendations to mitigate onsite mudflow impacts and loading forces for structural design.
6. Prepare submittals to City.

2.1 MUDFLOW CHARACTERIZATION AND PROCESSES

Hyper-concentrated sediment flows (mudflows and mud floods) are part of a continuum in the "physics of flowing water and sediment movement that ranges from clear water flow to mass wasting processes (landslides)" (SLA and O'Brien, 1989). In general, the sediment-transport characteristics in the continuum range from suspended and bed load transport in water floods to mass wasting in landslide events. The National Research Council Committee (NRC, 1982) proposed four categories to delineate this continuum: water floods, mud floods, mudflows, and landslides (**Table 2-1**). The bounds of each of these categories can be approximated based on the fluid properties, and in particular by the sediment concentration (by volume) of the fluid (**Figure 2-1**).The sediment concentration of fluid is defined as the ratio of the sediment volume to the water volume and is given by:

C_V = Volume of Sediment / (Volume of Water + Volume of Sediment)

The continuum indicates that water floods are mostly comprised of water with some sediment (low concentration of sediment), whereas, landslides are mostly comprised of bulk sediment with some water (high concentration of sediment). The concentration of the sediment is an important component in determining the physical processes that govern the behavior of the fluid-sediment mixture in each of these categories. For example, the flow characteristics of a mud flood are dominated by the turbulent and viscous forces within the

fluid matrix; whereas, movement of a landslide is dominated by the dispersive stresses and particle friction.

This study focuses on the sediment-transport characteristics of the mud flood and mudflow categories; however, a brief description of the sediment transport characteristics of the water floods and land sliding events is presented for the purpose of describing the bounding categories.

Flood flows generally have sediment concentrations of less than 20 percent (by volume). They are essentially water floods with high bed load and suspended loads where the bed load may be affected by the high concentration of suspended load (i.e., fine sediment wash load). The sediment-transport characteristics of water floods are modeled using conventional bed- and suspended-load formulas and methodologies.

Landslides generally have sediment concentrations greater than 55 percent (by volume) and are considered as bulk solid movement as opposed to fluid motion. Landslides may range from slow-moving earth flow and creeping soil masses to rapid rotation or slippage failures.

Hyper-concentrated sediment flows are defined as flood events with sediment concentrations that range between approximately 20 and 55 percent by volume, however; the sediment concentration for a given event is generally considered to be between 20 and 45 percent (O'Brien, 2004). The fine sediment concentration (silt, clay and fine sands in the fluid matrix) controls the properties of the fluid, including, viscosity, density, and yield stress. Mudflows are non-Newtonian and they have much higher viscosities and densities compared to water flows. These properties result in mudflows having significantly slower velocities compared to water floods on the same slope. The fine sediments increase the density of the fluid matrix, which increases the buoyancy of sediments thereby creating conditions that allow gravel to boulder-sized material to be transported near the flow surface by mudflows. The yield stress is a measure of the internal fluid resistance to flow and affects both the initiation and cessation of flows. For the purposes of this report, all hyper-concentrated sediment flows (mud floods and mudflows) will be referred to as mudflows.

Table 2-1. Mudflow behavior as a function of sediment concentration (FLO-2D Manual, 2014)

Event	Sediment Concentration		Flow Characteristics
	by Volume	by Weight	
Landslide	0.65 - 0.80	0.83 - 0.91	Will not flow; failure by block sliding
	0.55 - 0.65	0.76 - 0.83	Block sliding failure with internal deformation during the slide; slow creep prior to failure
Mudflow	0.48 - 0.55	0.72 - 0.76	Flow evident; slow creep sustained mudflow; plastic deformation under its own weight; cohesive; will not spread on level surface
	0.45 - 0.48	0.69 - 0.72	Flow spreading on level surface; cohesive flow; some mixing
Mud Flood	0.40 - 0.45	0.65 - 0.69	Flow mixes easily; shows fluid properties in deformation; spreads on horizontal surface but maintains an inclined fluid surface; large particle (boulder) setting; waves appear but dissipate rapidly
	0.35 - 0.40	0.59 - 0.65	Marked settling of gravels and cobbles; spreading nearly complete on horizontal surface; liquid surface with two fluid phases appears; waves travel on surface
	0.30 - 0.35	0.54 - 0.59	Separation of water on surface; waves travel easily; most sand and gravel has settled out and moves as bed load
	0.20 - 0.30	0.41 - 0.54	Distinct wave action; fluid surface; all particles resting on bed in quiescent fluid condition
Water Flood	< 0.20	< 0.41	Water flood with conventional suspended load and bed load

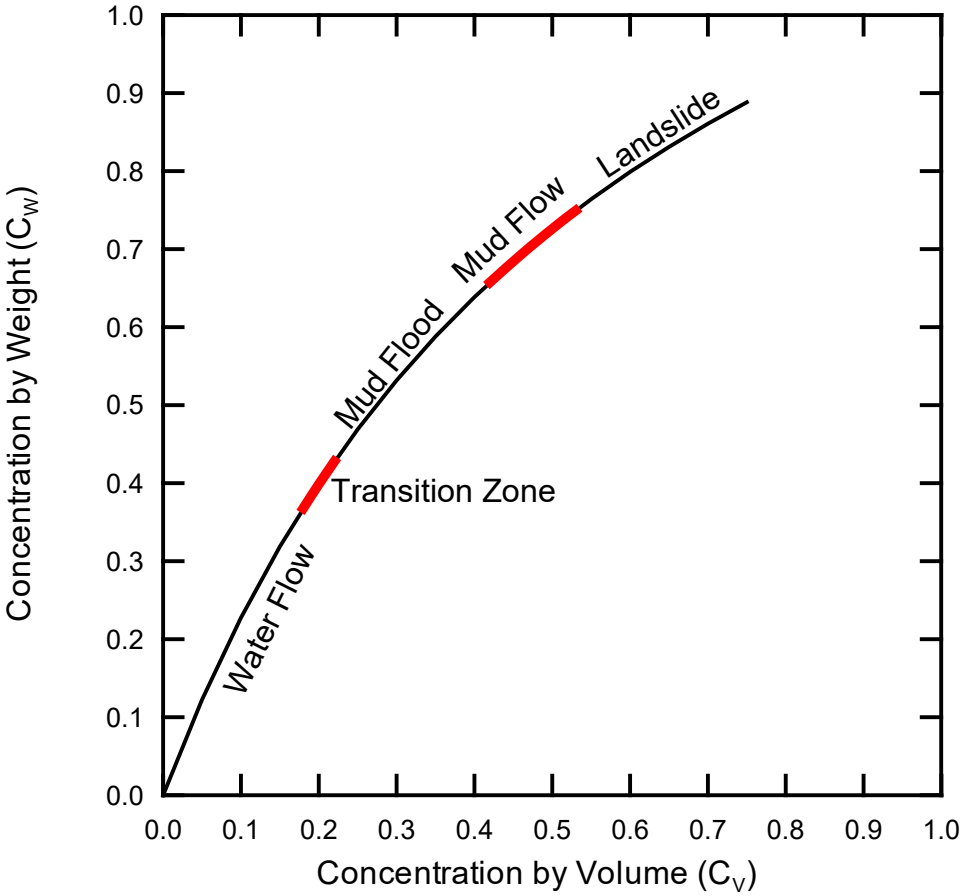

Figure 2-1. Classification of hyper-concentrated sediment flows (modified from FLO-2D Manual, 2014).

The sediment matrix of a hyper-concentrated flow is non-homogeneous, and the sediment properties change significantly as they flow down steep watershed channels or across alluvial fans. As the mudflow moves over the alluvial fan, dewatering of the fluid matrix can occur by infiltration and escapement to the surface. This may further increase the concentration of the hyper-concentrated sediment flows and alter the transport characteristics of the flow. "*Almost all hyper-concentrated sediment flows are fully turbulent, unsteady and non-uniform, and are characterized by surging, flow cessation, blockage, and roll waves*" (SLA and O'Brien, 1989).

During a mudflow event, the average sediment concentration over the duration of the hydrograph generally ranges between 20 and 35 percent by volume with peak concentrations approaching 50 percent (Figure 2-1 and Table 2-1). Most watersheds with a history of mudflow events will eventually develop a sediment supply in the channel bed such that even relatively small rainfall-runoff storms may generate mudflow surges. In general, mudflows have a distinct pattern of flood evolution. Initially, clear water flows from the basin rainfall-runoff may arrive at the fan apex. This may be followed by a surge or frontal wave of mud and debris (40- to 50-percent concentration by volume). When the peak arrives, the average sediment concentration generally decreases to the range of 30 to 40 percent by volume. On the falling limb of the hydrograph, the sediment concentration decreases due to the reduced availability of sediment; however, surges of higher sediment concentration may occur.

2.2 FLO-2D MODEL

FLO-2D is a 2-dimensional (2-D) hydraulic model that was developed to perform both clearwater, sediment-transport, and hyper-concentrated sediment flow-routing in channels and/or on alluvial fans with an unconfined flow path. The model utilizes a volume conservation scheme to simulate both sub- and super-critical flows in the channel or floodplains, as well as flows exiting from the channel to the floodplain, and vice versa. Overland flow is modeled using a 2-D diffusive wave approximation of the momentum equation. A central difference routing scheme with eight potential flow directions is used to simulate the progression of the flood wave hydrograph over a system of square grids.

The FLO-2D model contains several components that are used to represent and model the complex topography and processes, including: channel-floodplain flow exchange, loss of storage due to buildings, flow obstructions, simulation of hydraulic structures, simulation of street flow, and simulation of hyper-concentrated sediment flows (mudflows). Hyper-concentrated sediment flow is simulated by the FLO-2D model using a quadratic rheological model that includes viscous stress, yield stress, turbulence, and dispersive stress terms as a function of sediment concentration. FLO-2D does not have the ability to model unsteady phenomena such as surging. It also assumes a rigid boundary, and therefore, does not model channel, overbank, or fan degradation.

2.2.1 MODEL EXTENTS AND TOPOGRAPHY

The City of Aspen FLO-2D model covers Aspen Mountain and the area of the City located between the base of the mountain and the Roaring Fork River (**Figure 2-2**). The model has a 20-foot grid size and contains 165,214 grid cells.

The Grid Developer System (GDS), which is part of the FLO-2D model, was used to assign elevations to each grid element using a Digital Terrain Model (DTM) developed from topographic mapping provided by the City. The topographic mapping consists of 1- and 10-feet interval contour mapping that was based on a LiDAR survey performed for the City in 2008. The 1-foot interval contour mapping data covered City and part of the lower mountain and the 10-feet interval contour mapping covered the upper part of the mountain (Figure 2-2).

The 1- and 10-foot mapping was used to create a DTM with 3-foot resolution which was used to assign elevations to the grid elements. The City is at an elevation of approximately 7,900 feet and the elevation at the top of the mountain is approximately 11,200-feet, generating slopes greater than 45 degrees in many areas.

The Existing conditions FLO-2D model was updated with topographic survey data provided in the Lift 1 design plans by Sopris Engineering.

The City's FLO-2D model is in the National Geodetic Vertical Datum of 1929 (NGVD29). For this study, the model was converted to the National American Vertical Datum of 1988 (NAVD88) to be consistent with the design plans.

2.2.2 CHANNEL AND OVERBANK ROUGHNESS VALUES

Manning's n-values roughness polygons were delineated in ArcGIS, a Geographic Information Software (GIS) program, to represent zones with similar roughness characteristics based on 2015 aerial photography. The individual zones were visually

identified based on vegetation type and density, and land-uses that include grassland/ski areas, forested areas, mine tailings, and urbanized areas. The specific Manning's n-values were assigned based on guidance in the FLO-2D manual (FLO-2D, 2015).

The n-values assigned to these areas ranged from 0.02 for roads, which are relatively smooth, to 0.40 for dense forest and Mine Tailings that typically have a very rough surface. Land classifications and associated n-values are provided in **Table 2-2** and the land use mapping is shown in **Figure 2-3**.

2.2.3 OTHER MODEL PARAMETERS

Other model parameters typically applied to FLO-2D models include width reduction factors (WRFs), area reduction factors (ARFs), street elements and levees. The WRF's and ARF's are assigned to the FLO-2D grid elements to represent the blockage of flow paths and reduction in storage that mostly occur due to the presence of buildings. Width reduction factors are applied to represent the blockage of flow through the side of an element, while ARFs represent the loss of floodplain storage volume due to the buildings. For example, a wall might obstruct 40 percent of the flow width of a grid element side and a building could cover 75 percent of the same grid element.

An ArcGIS shapefile of the building outlines and streets was provided by the City. The building shapefile was used to assign the ARF's and WRF's to grid elements using the model development tools in FLO-2D. The site building footprint for Existing and two Project conditions was based on the plans provided by Sopris Engineering and were used to assign the ARF and WRF's.

Streets are a specific option in FLO-2D used to represent the elevation and roughness characteristics of the roadways. Street elements have different conveyance and storage properties compared to the floodplain elements. Street elements are important as they act as conduits for conveying flood flows and have the ability to store sediment. They are applied when width of the street is less than the width of the element. In the model developed for this study, the streets are wider than the 20-foot elements. Thus, to better represent the streets in the model, the street grid elements were assigned Manning's n-values of 0.02 and no infiltration capacity.

2.3 MUDFLOW HYDROGRAPHS

Two potential mudflow sources were applied to the model. The primarily mudflow source originates from Pioneer Gulch (**Figure 2-4**), this is referred to as the south source. The second source is located to the west of the stand of trees located uphill of the proposed Gorsuch Haus building; this is referred to as the north source

The hydrograph for the north source has a peak clearwater flow of 2.5 cfs for the 25-year event and 3.6 cfs for the 100-year event, and the peak flows for the southern source are 52 cfs for the 25-year event and 109 cfs for the 100-year event (**Table 2-3**, **Figure 2-5** though **Figure 2-8**) (WWE, 2017).

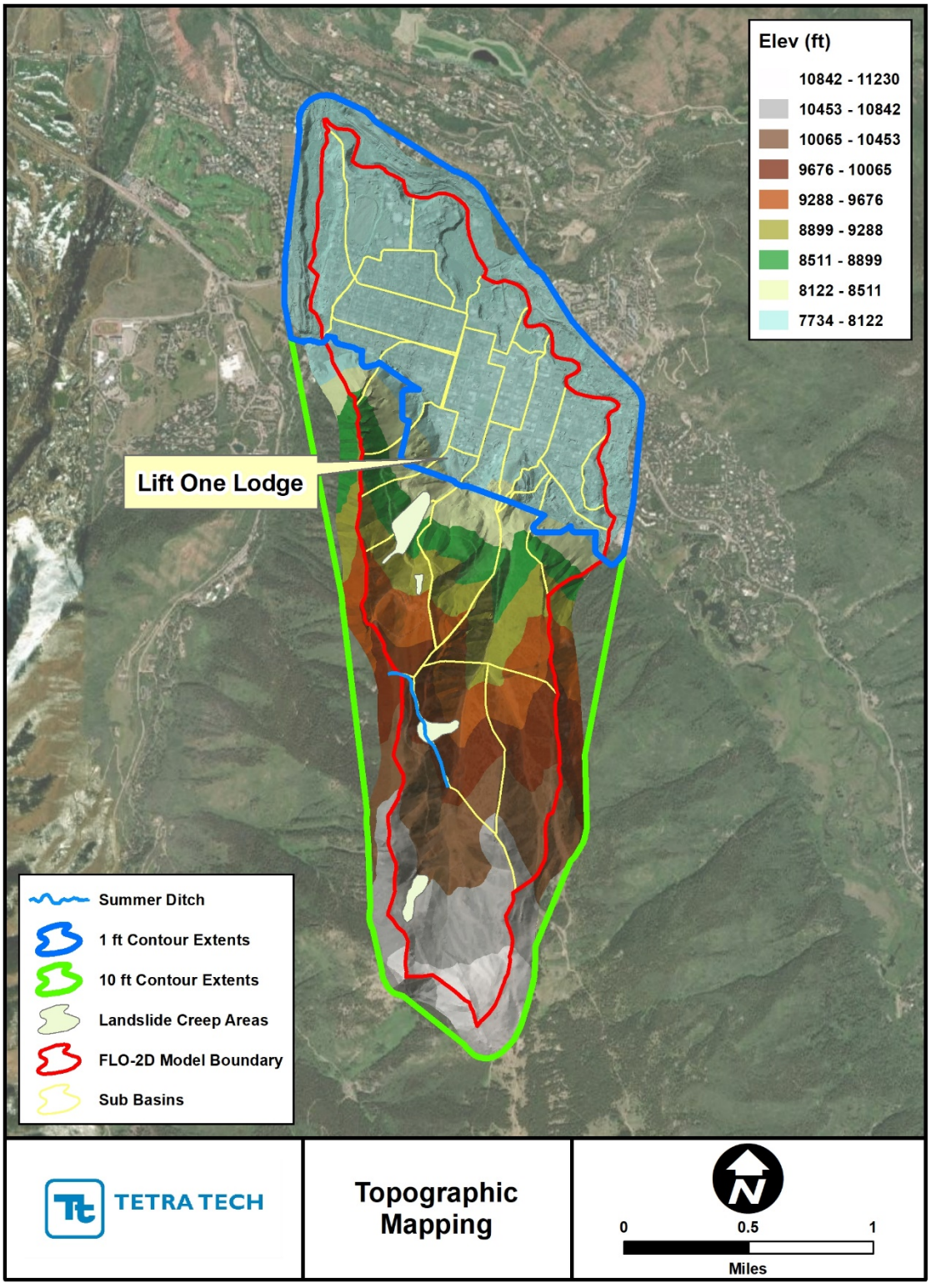

Figure 2-2. Extents of the FLO-2D model and 1- and 10-foot interval contour mapping used to develop a Digital Terrain Model (DTM) of the study area.

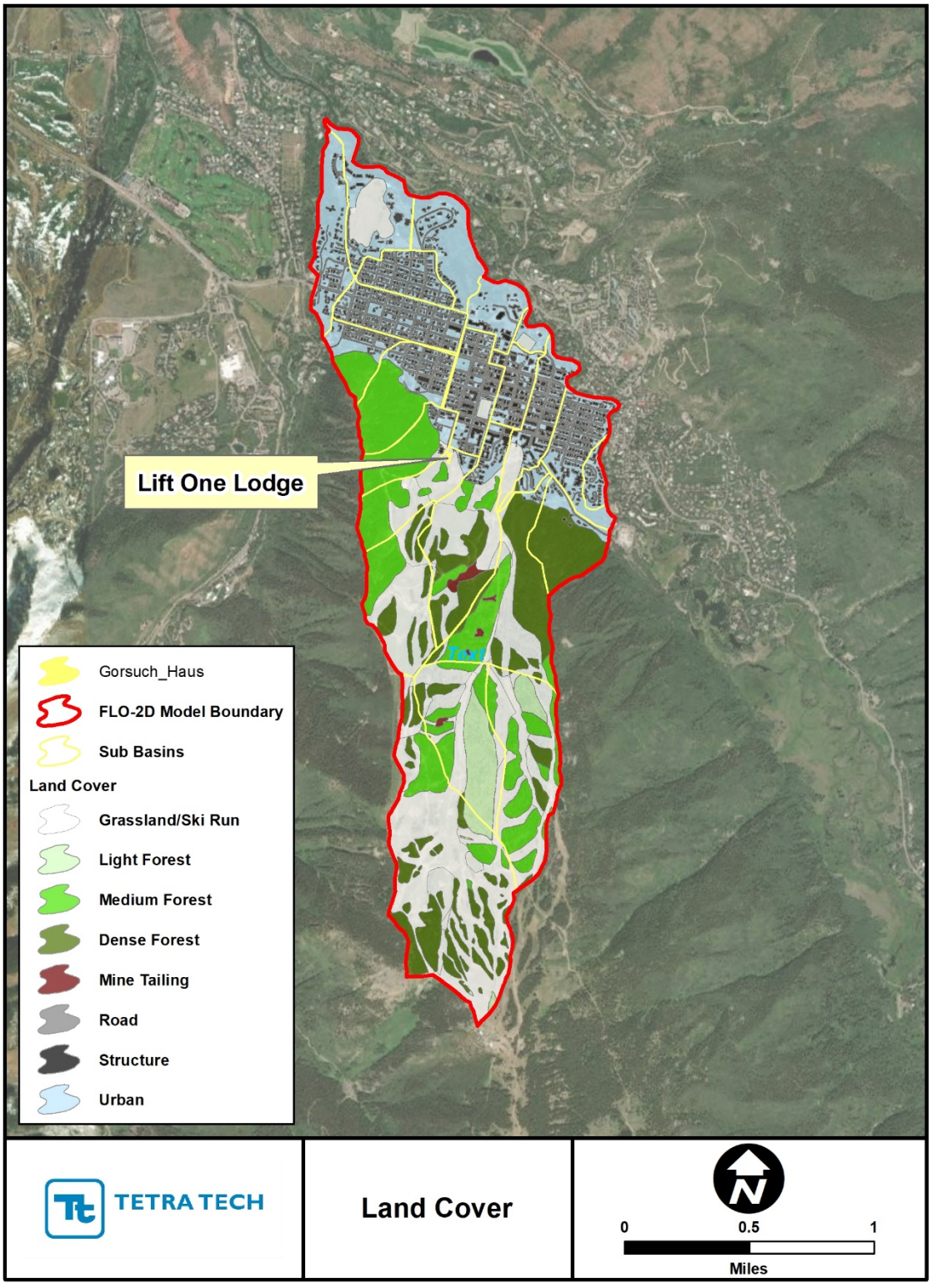

Figure 2-3. Land-use zones used to assign Manning's n-values to the FLO-2D model.

Table 2-2.Manning's n Roughness Values

Land Use	Manning's n Roughness Value
Urban/Structures	0.04
Roads/Streets	0.02
Mine Tailing	0.40
Grassland/Ski Runs	0.20
Light Forest	0.30
Medium Forest	0.35
Dense Forest	0.40

Table 2-3.Summary of peak clearwater flow (cubic feet per second) and peak sediment concentrations for the north and south mudflow sources

Rainfall Event	Peak Clearwater Flow (cfs)	Clearwater Volume (ac-ft)	Peak Bulked Flow (cfs)	Bulked Volume (ac-ft)	Sediment Volume (ac-ft)	Average Conc.
North Mudflow Source						
25-YR	2.5	0.045	3.1	0.056	0.011	0.20
100-YR	3.6	0.075	4.5	0.094	0.019	0.20
South Mudflow Source						
25-YR	52	2.6	79	3.81	1.23	0.32
100-YR	109	4.99	136	6.23	1.25	0.20

The clearwater hydrographs were bulked with sediment using a developed sediment concentration (by volume, C_V) hydrograph to represent the mudflow hydrograph. The total volume of the water and sediment in a mudflow can be determined by multiplying the clearwater volume by the bulking factor, where the bulking factor is defined by:

$BF = 1/(1 - C_V)$

For example, a sediment concentration of 10 percent (C_V=0.10) creates a bulking factor of 1.11, indicating the flood volume is 11 percent greater than if the flood was considered to be only water.

The north source has a relatively small drainage area and is a minor source of mudflow compared to the south source. In the City of Aspen model, the north source was assigned a

constant sediment concertation of 20-percent by volume for the 25-year and 100-year events to reflect the small drainage area and limited sediment supply from the uphill basin (Figure 2-5 and Figure 2-6) (WWE, 2017).

The sediment concentration hydrograph for the south source for the 25-year event represents the likely variation in sediment concentration throughout the storm hydrograph and has the following characteristics (Figure 2-7):

- The initial rising limb and the last part of the recessional limbs of the hydrographs have a sediment concentration of 20 percent, which corresponds to the minimum concentration for a mudflow.
- The steep rising limb of the hydrograph is bulked to a maximum concentration of 50 percent to simulate the frontal wave of the mudflow. The peak of the sediment concentration hydrograph occurs 6 minutes before the peak of the clearwater hydrograph.
- The sediment concentration at the peak of the clearwater hydrograph is less than the peak sediment concentration in order to simulate water dilution.
- The average sediment concentration over the hydrograph is approximately 32 percent.

For the south source, the 100-year event has a constant sediment concentration of 20-percent by volume (Table 2-3, Figure 2-8).

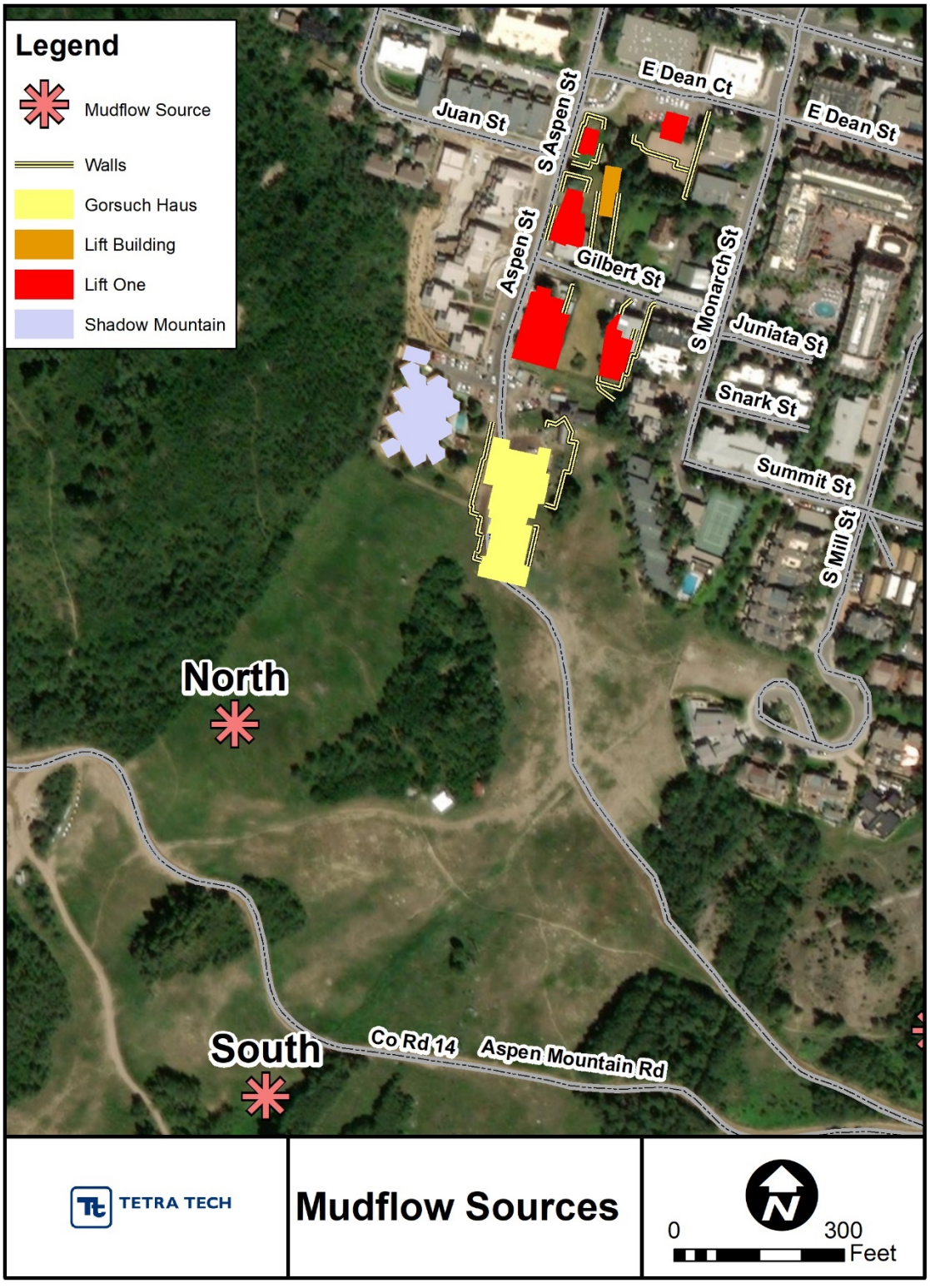

Figure 2-4. Location of mudflow sources applied to the FLO-2D model.

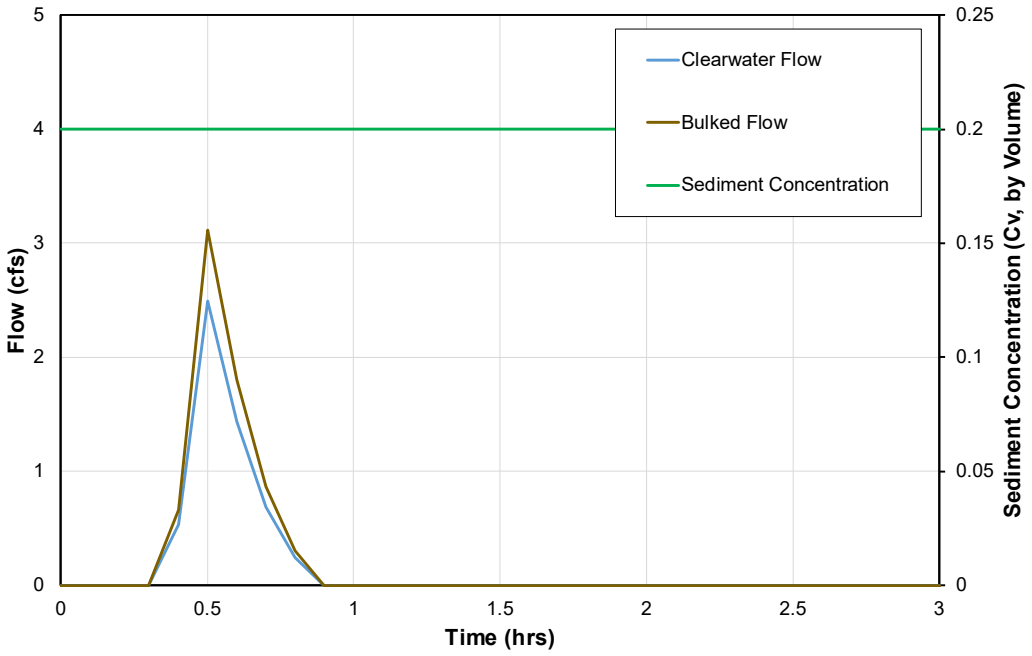

Figure 2-5. Clearwater hydrograph, sediment concentration (Cv) and bulked sediment hydrographs for the north mudflow source for the 2-hour, 25-year peak rainfall event.

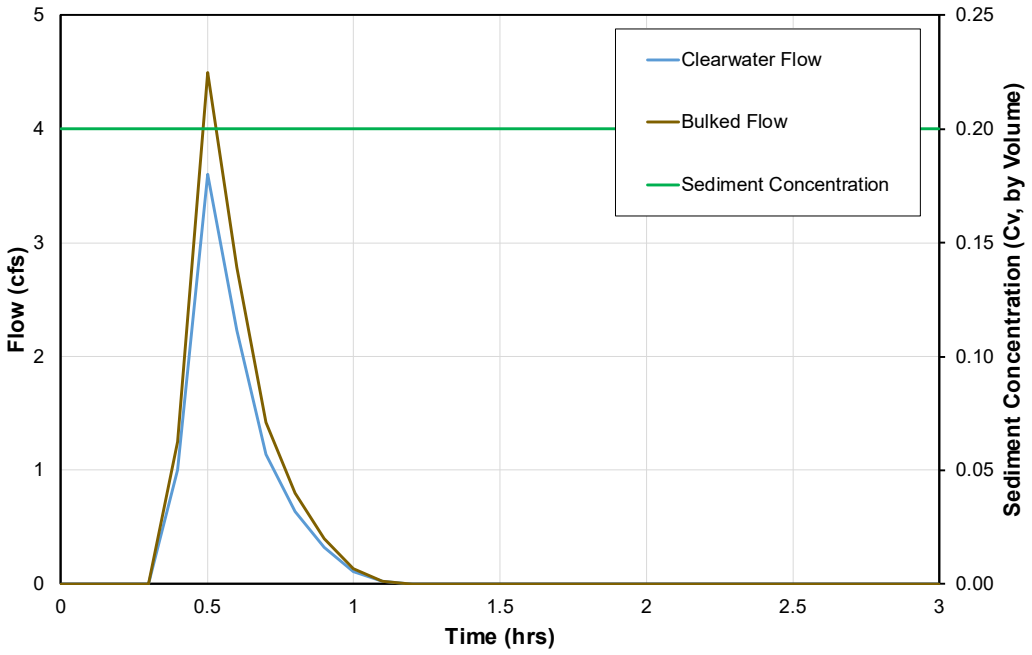

Figure 2-6. Clearwater hydrograph, sediment concentration (Cv) and bulked sediment hydrographs for the north mudflow source for the 2-hour, 100-year peak rainfall event.

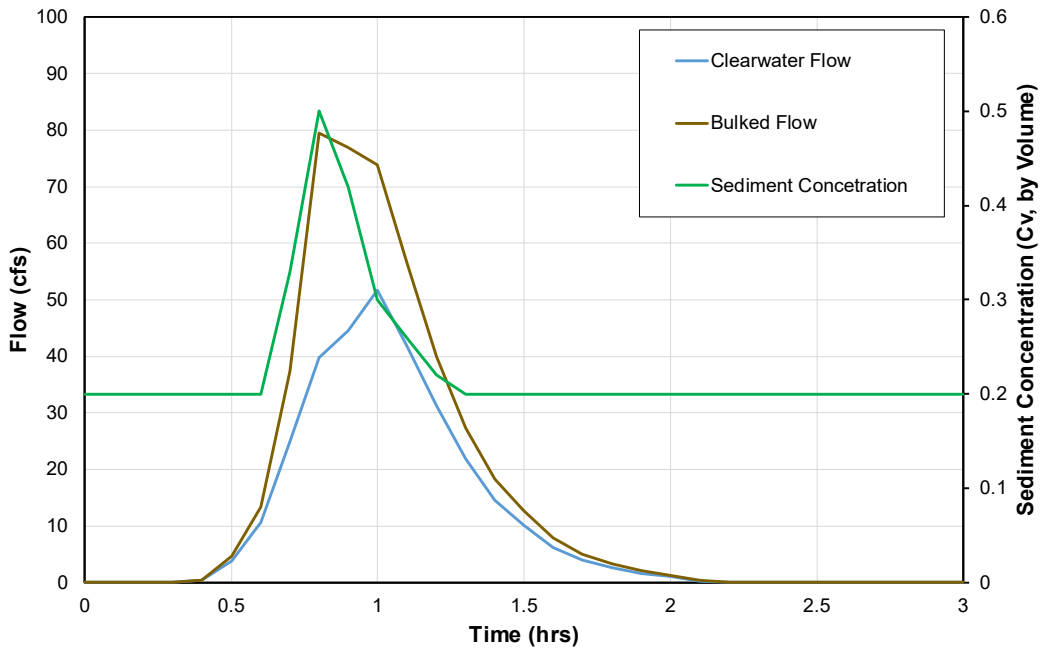

Figure 2-7. Clearwater hydrograph, sediment concentration (Cv) and bulked sediment hydrographs for the south mudflow source for the 2-hour, 25-year peak rainfall event.

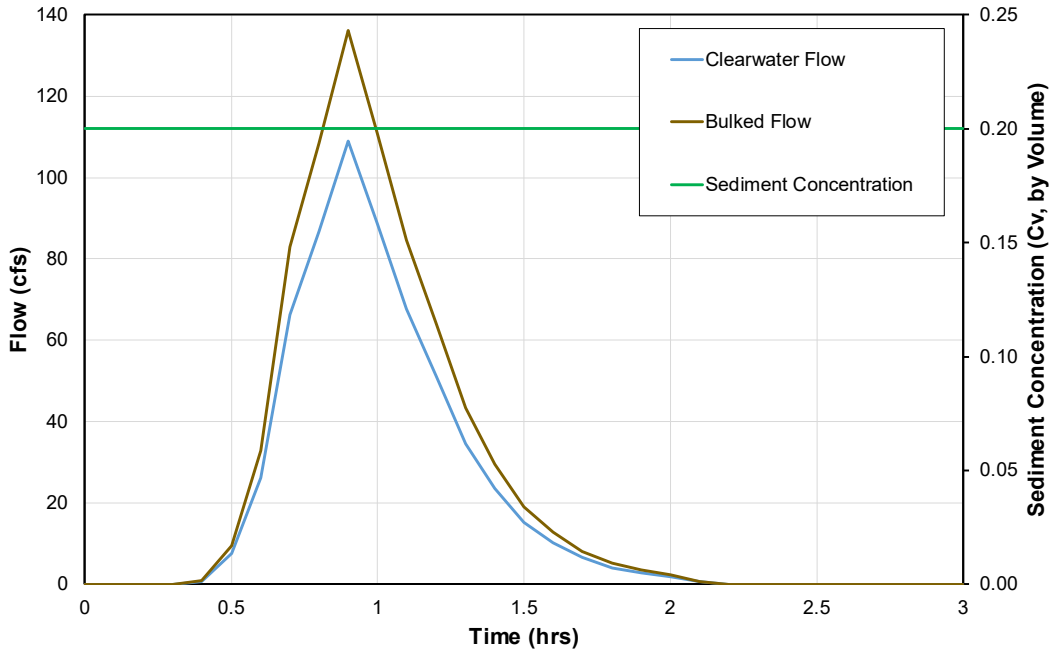

Figure 2-8. Clearwater hydrograph, sediment concentration (Cv) and bulked sediment hydrographs for the south mudflow source for the 2-hour, 100-year peak rainfall event.

2.4 EXISTING CONDITIONS

The FLO-2D model developed for the City of Aspen (WWE, 2017) was based on was LiDAR data collected in 2008 and USGS 10m DEM mapping; this model is referred to as the City model. Sopris Engineering performed multiple topographic surveys of the project area between 2010 and 2019 that was used by the architectural and engineering teams to design the Lift One Lodge and Gorsuch Haus projects. Sopris Engineering provided 1-foot interval contour mapping of the existing conditions (**Figure 2-9**) and project conditions.

The City model was updated with the 2010-2019 topographic mapping; this model is referred to as the Existing conditions model. A comparison of the City and the Existing conditions models was performed by running the models for the 25- and 100-year peak flow events and comparing the resulting depth inundation mapping. The results are discussed in the next sections.

2.4.1 CITY MODEL RESULTS

The City model indicates that mudflow from the Southern source separates into two flow paths on either side of the Mountain Queen, with the majority of the flow to the east of the Mountain Queen (**Figure 2-10** and **Figure 2-11**).

The mudflow to the east of the Mountain Queen is conveyed along the open ground between the Mountain Queen and the town homes located along South Mill Street, as well as in a northerly direction along South Mill Street (Figure 2-10)

The majority of the mudflow to the west of the Mountain Queen, is conveyed in a swale located about 15 feet from the building. The flow continues in a northerly direction across the project area and across Dean Street (aligned approximately east-west) between South Aspen Street and South Monarch Street.

The mudflow from the north source flows in an approximately north-easterly direction towards the stand of trees, then flows north towards the Shadow Mountain condominiums.

At the 25-year event, the maximum flow depths range up to 2.5 feet along the west side of the Mountain Queen and up to 4 feet at the Caribou Condominiums, located immediately north of the Mountain Queen (Figure 2-10). In general, the majority of the flows' depths in the project area are less than 0.5 feet. Outside of the project area, the maximum depths of up to 8 feet occur along South Mill Street near the St Regis Hotel (Figure 2-10).

At the 100-year event, the maximum flow depths in the project area range up to 2 feet along the west side of the Mountain Queen. Just outside of the project area, the maximum depths of up to 8 feet occur along South Mill Street (Figure 2-11).

2.4.2 EXISTING CONDITION MODEL RESULTS

At the 25-year event, the extents of the mudflow and the maximum flow depths are very similar to the City model results (**Figure** 2-12). The only significant difference occurs north of the Mountain Queen building between Gilbert and East Dean Streets. The City model shows a single flow path that ends near the northeast corner of South Aspen Street and East Dean Street, compared to the Existing conditions model that shows a split flow path that ends at East Dean Street.

At the 100-year event, the maximum flow depths in the project area range up to 2.5 feet along the west side of the Mountain Queen. Just outside of the project area, the maximum depths of up to 9 feet occur along South Mill Street (**Figure 2-13**).

In summary, the City and Existing conditions models predict very similar mudflow extents and depths for the 25- and 100-year peak flow events. Since the Project design was based on the same topography applied to the Existing conditions model, the Existing conditions model was used as the baseline condition to evaluate the impacts of the project.

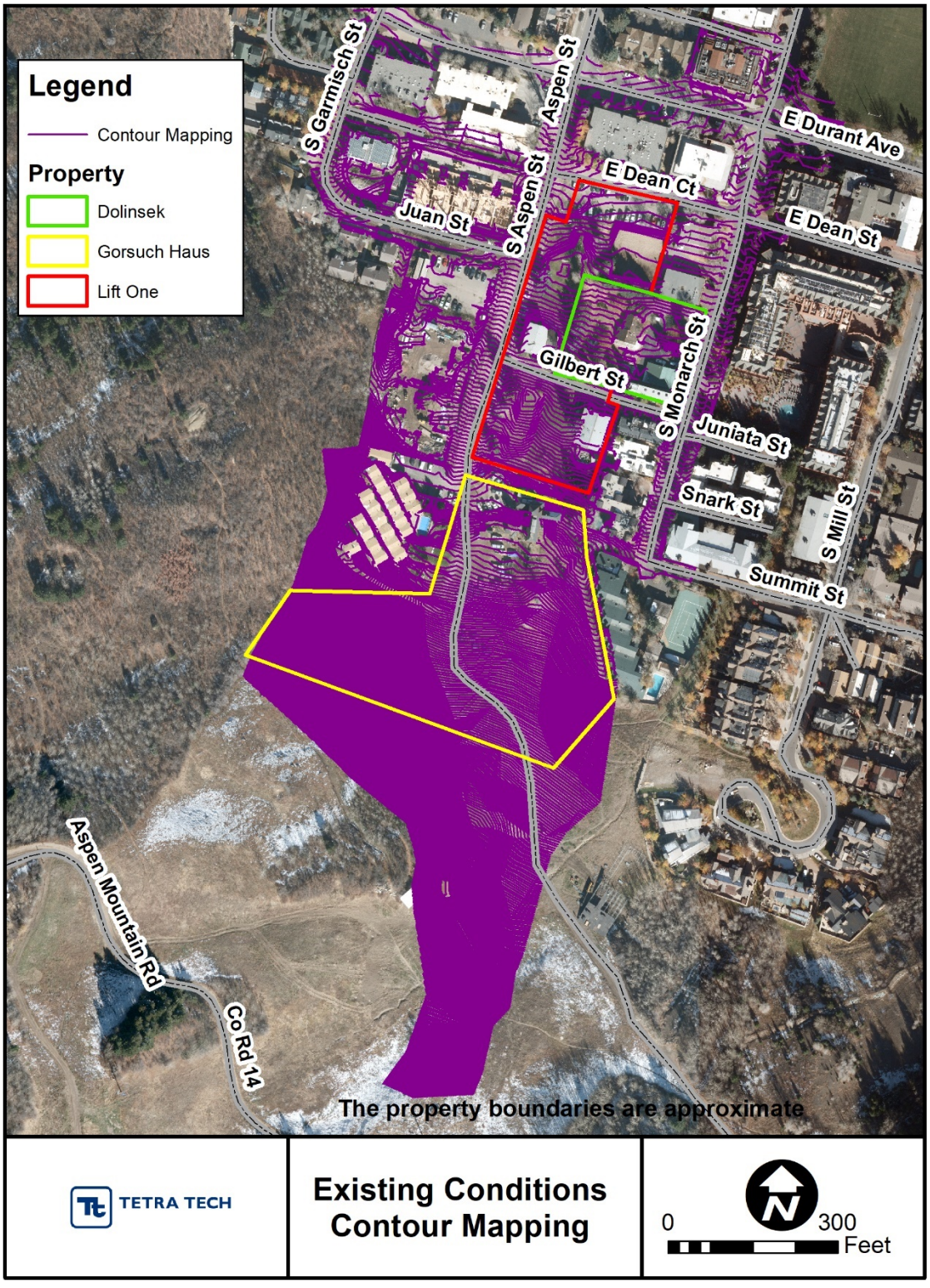

Figure 2-9. Extents of the 1-foot interval contour mapping developed by Sopris Engineering based on surveys between 2010 and 2019.

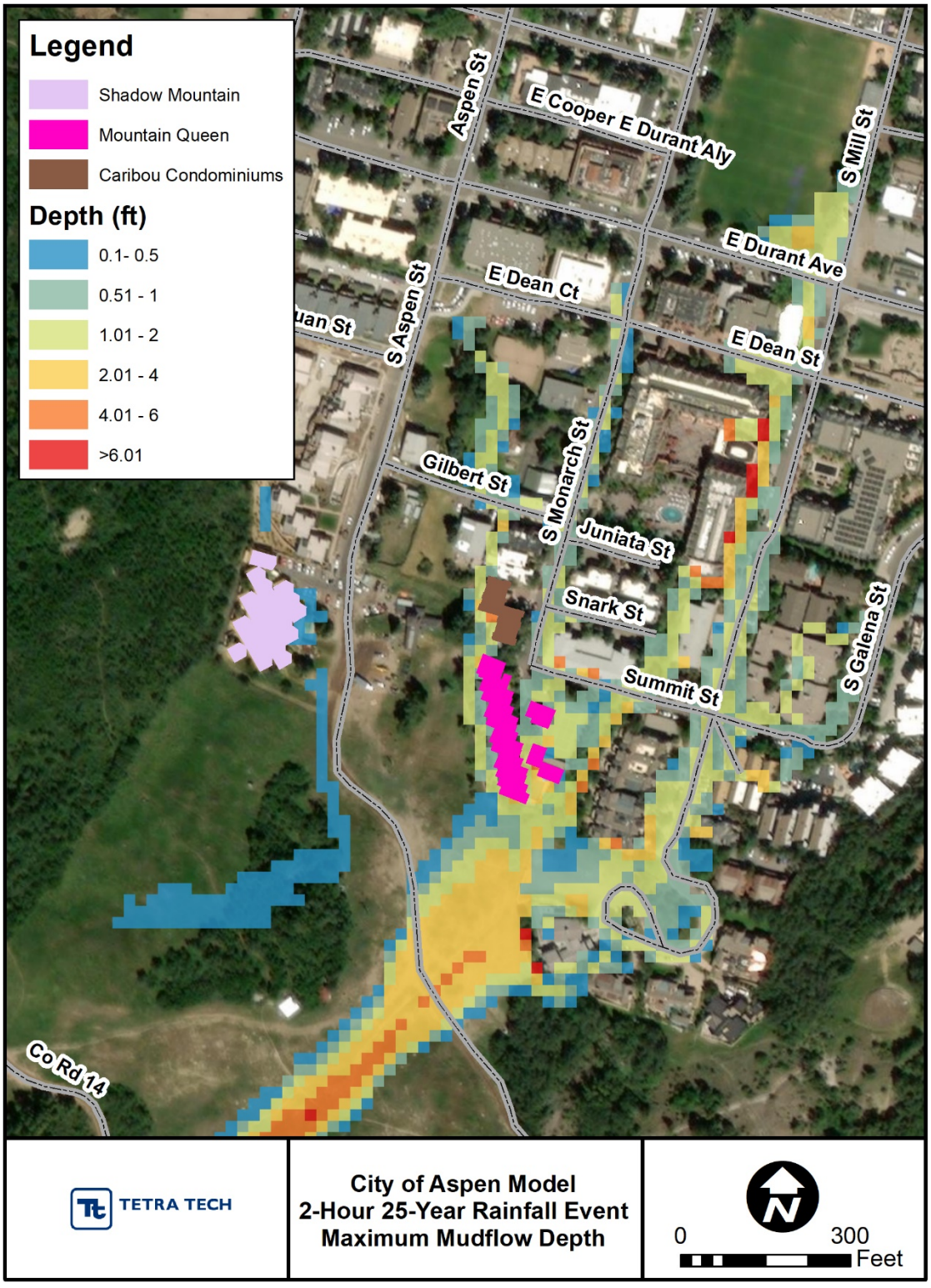

Figure 2-10. Maximum mudflow depth for the City of Aspen Existing Conditions model for the 2-hour 25-year rainfall event.

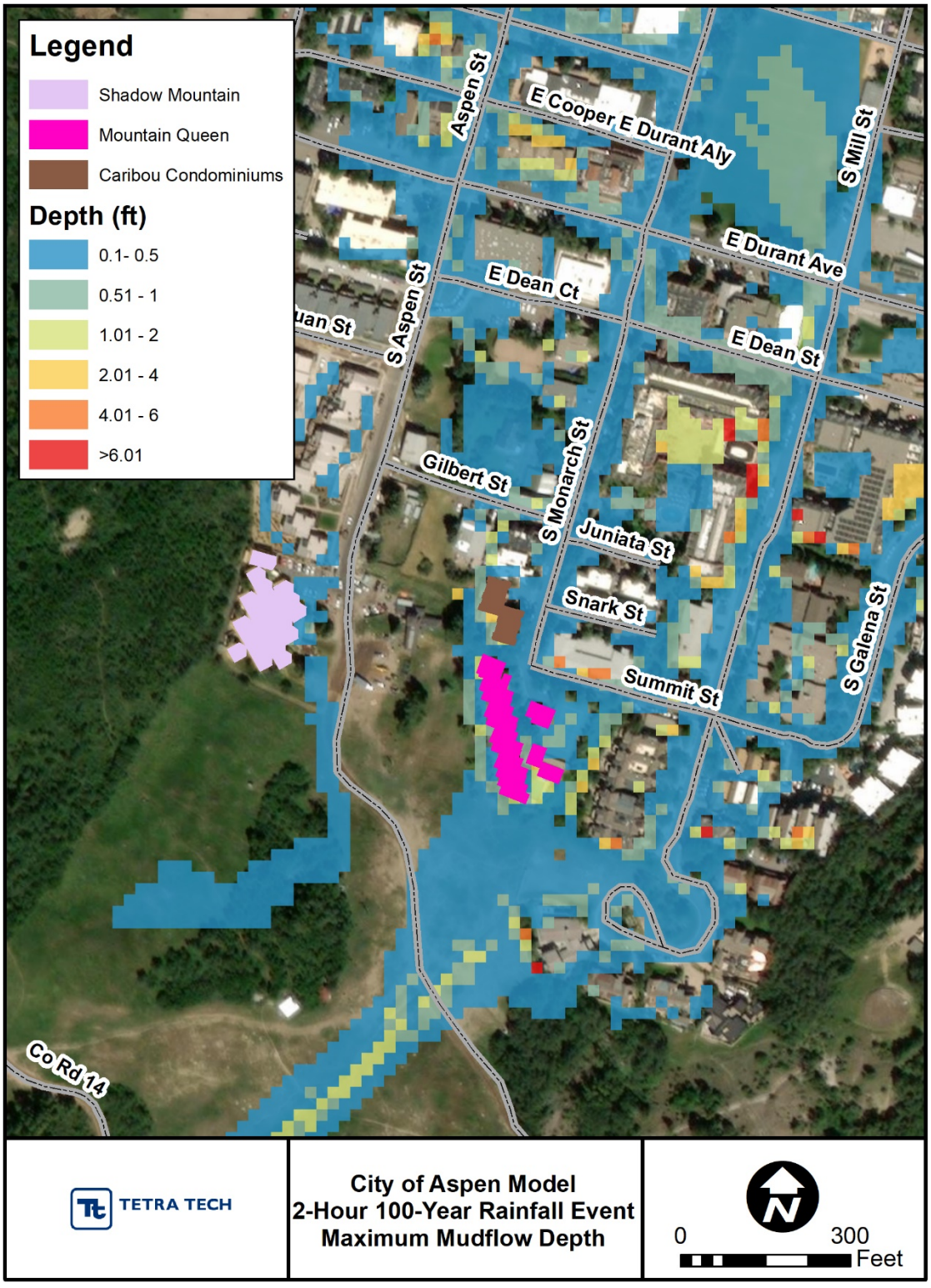

Figure 2-11. Maximum mudflow depth for the City of Aspen Existing Conditions model for the 2-hour 100-year rainfall event.

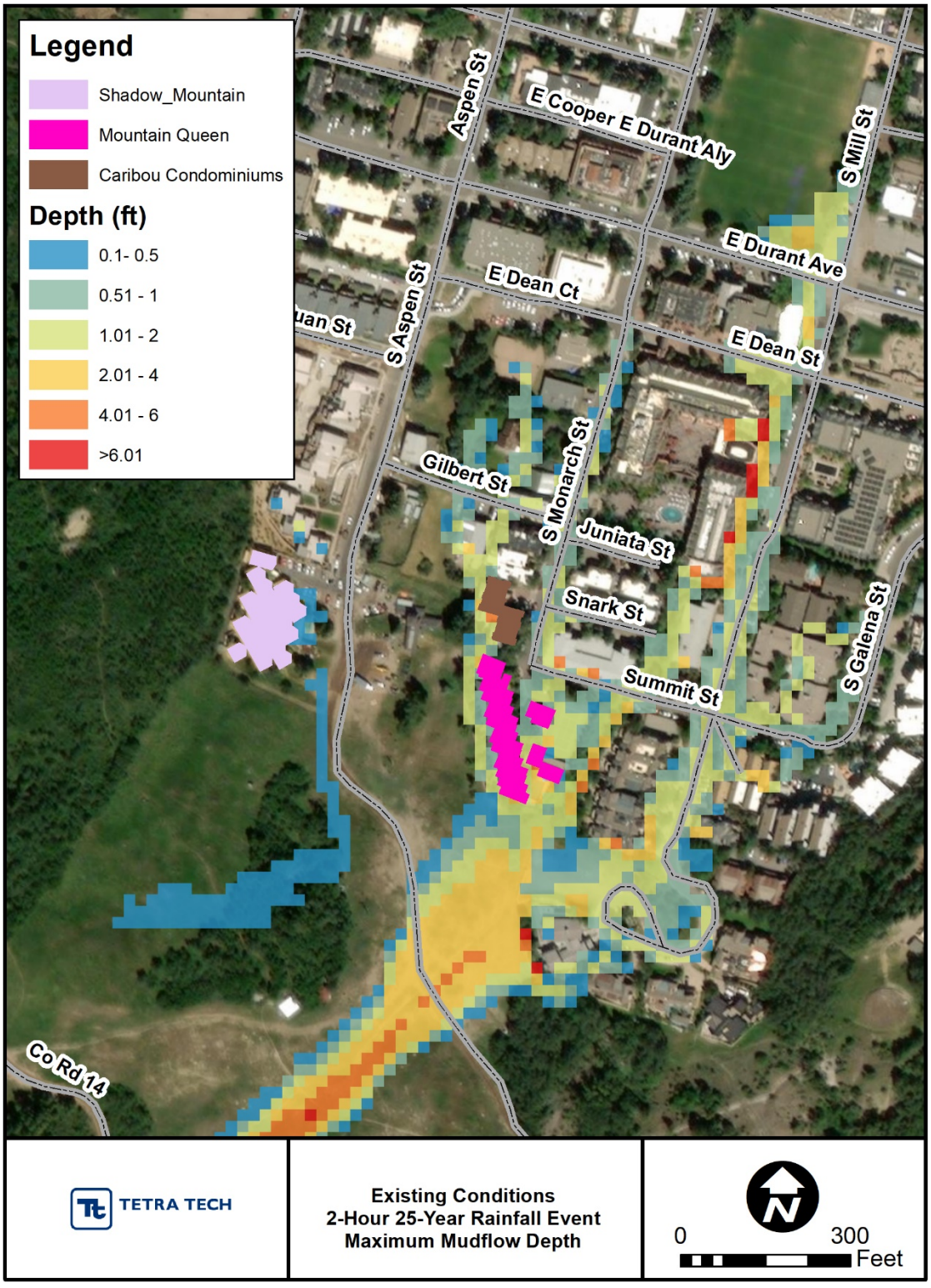

Figure 2-12. Maximum mudflow depth for the 2-hour 25-year rainfall event under Existing conditions.

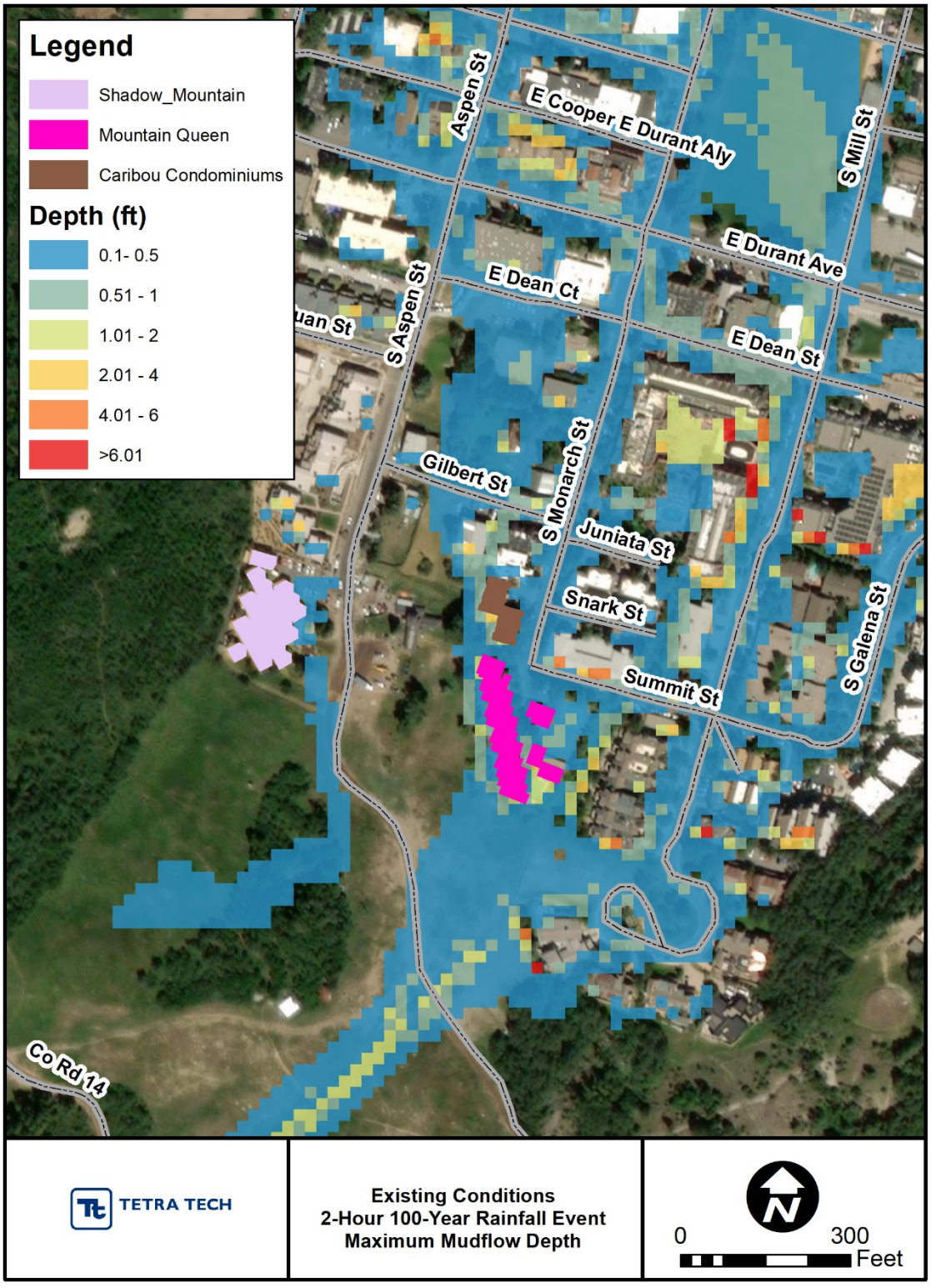

Figure 2-13. Maximum mudflow depth for the 2-hour 100-year rainfall event under Existing conditions.

2.5 PROJECT CONDITIONS

The two proposed project conditions models were developed by modifying the Existing conditions model to represent the project building footprints, walls, and regrading as shown in the design plans (Figure 1-2 and Figure 1-3).The design features include the debris flow walls recommended for the Gorsuch Haus project (Tetra Tech, 2019).

The ARF and WRF factors were adjusted to reflect the building footprints and the levee option was used to represent the proposed walls. The elevation of the top of some walls was not specified in the plans, and so, the wall heights were set sufficiently high to prevent overtopping. The grid elevations were modified to reflect the grading shown in the design plans (Figure 1-2) that includes a new Mountain Road alignment along the east side of Gorsuch Haus. The road grading is mostly excavation into the existing hillside and ranges up to about 5 feet in the middle section of the road.

The two Project conditions models were run over the same 25- and 100-year peak flow hydrographs applied to the Existing conditions model and the model output was used to map and evaluate the changes in mudflow elevations.

The City regulations require an evaluation of the increase in flow depth. Due to the grading changes, there are instances where the ground elevation is higher under Project conditions compared to Existing conditions, but the depth is less. For comparison purposes, the increase in water-surface elevation between the Project and Existing conditions is shown as a surrogate for increase in depth. As an example, assume that under existing conditions, the depth is 0.5 feet, and under project conditions, the ground elevation increases by 1-foot and the depth is 0.4 feet. This will show as an increase in water-surface elevation of 0.9 feet (1+0.4-0.5 = 0.9 feet), even though the depth decreased by 0.1 foot. In offsite areas without any grading changes, the increase in water-surface elevation represents the increase in depth.

The water-surface elevation increases represent the maximum increase during the simulation and not the water-surface elevation at the end.

2.5.1 LIFT ONE CONDITIONS

Under the Lift One conditions, the predicted depths at the 25-year event are very similar to the Existing conditions with depths ranging up to 1.6 feet in the project area (**Figure** 2-14). The predicted mudflow depths were used to develop the design recommendations for freeboard values presented in Section 3.

The model predicts an increase in water-surface elevation of up to 1.2 feet on the Lift One property and 1 foot on the Dolinsek property (**Figure 2-15**). In addition, the model predicts an increase of up to 1 foot along South Monarch Street near the corner of East Dean Street (Figure 2-15). Based on communication with the City, an increase in mudflow depths is allowable as the streets provide a conduit for conveying mudflows away from private and commercial property. There are no increases in mudflow elevation/depths greater than 0.5 feet on downfan properties.

At the 100-year event, the flow depths are very similar to the Existing conditions and range up to 2.2 feet in the project area (**Figure** 2-16). The model predicts an increase in water-surface elevation of up to 4.1 feet near the northwest corner of the Lift One property (near the corner of Aspen Street and East Dean Street and up to 1.9 feet on the Dolinsek property (**Figure** 2-17). The maximum flow depth in these areas is about 0.5 feet, indicating the increase in water-surface elevation is due to the re-grading for the project. The model did

not predict an increase in water surface elevation greater than 0.5 feet on the streets nor outside of the project area.

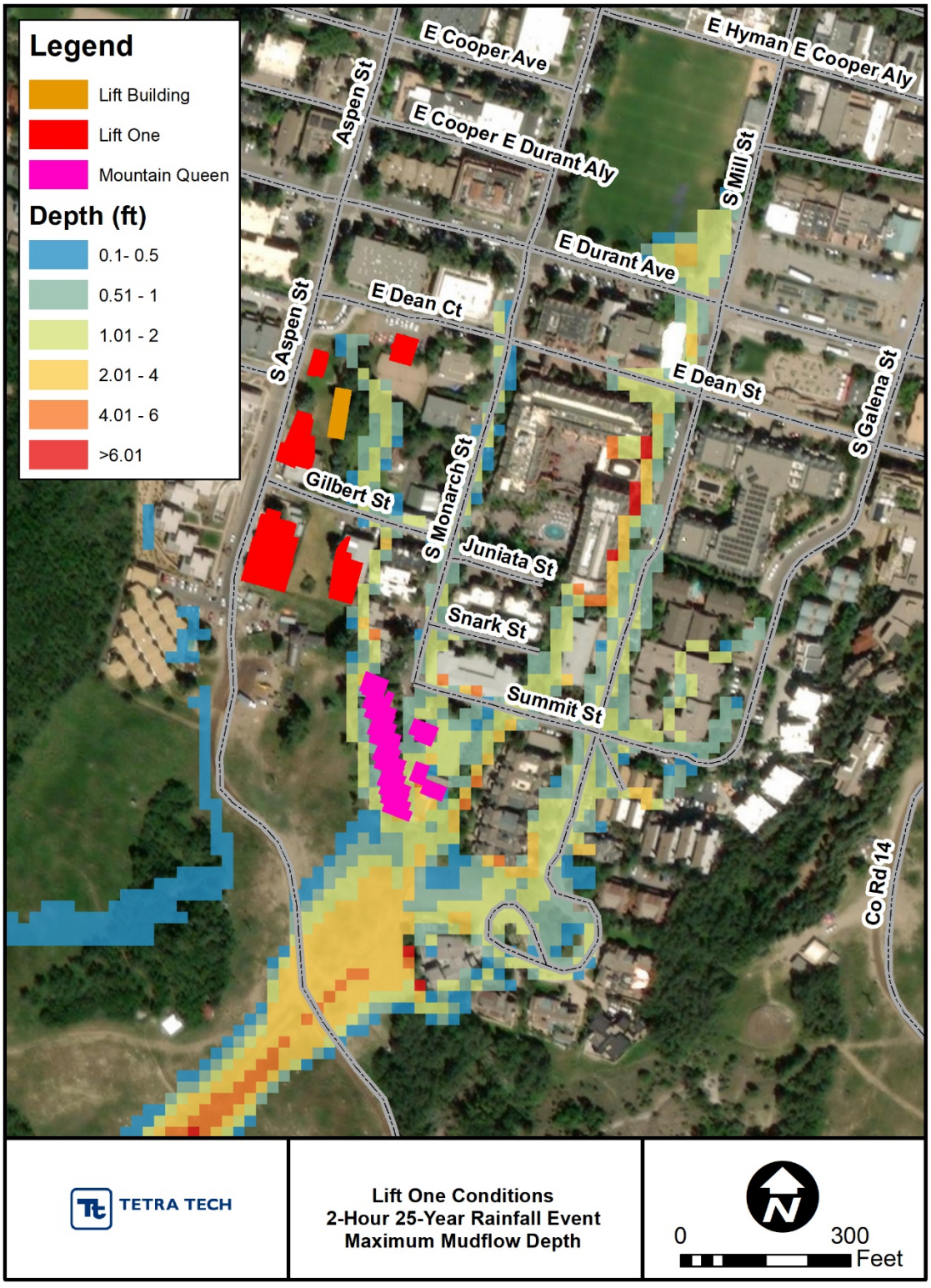

Figure 2-14. Predicted maximum mudflow depth for the 2-hour 25-year rainfall event under the Lift One conditions.

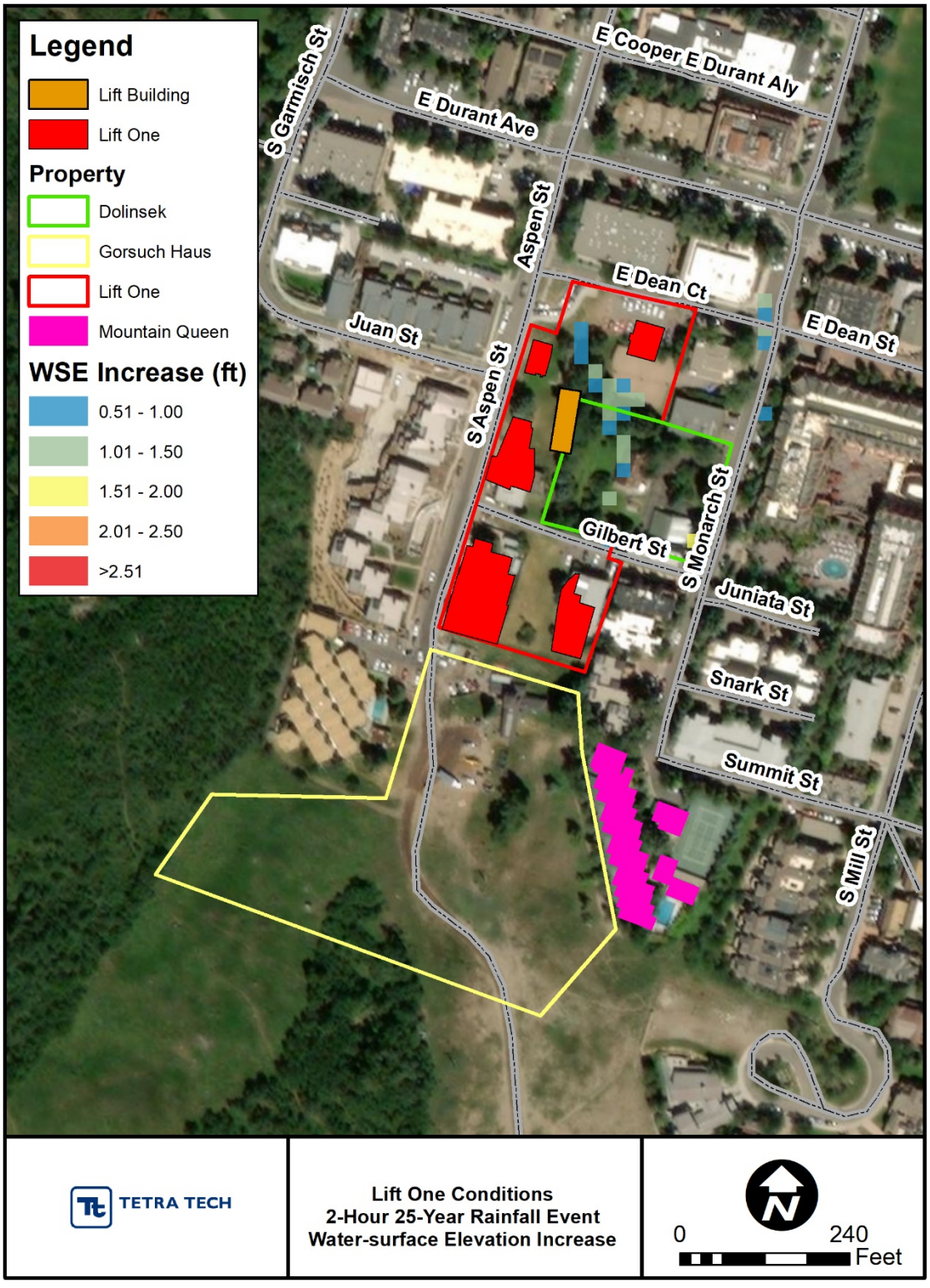

Figure 2-15. Predicted increase in mudflow elevation between Lift One and Existing conditions for the 2-hour 25-year rainfall event.

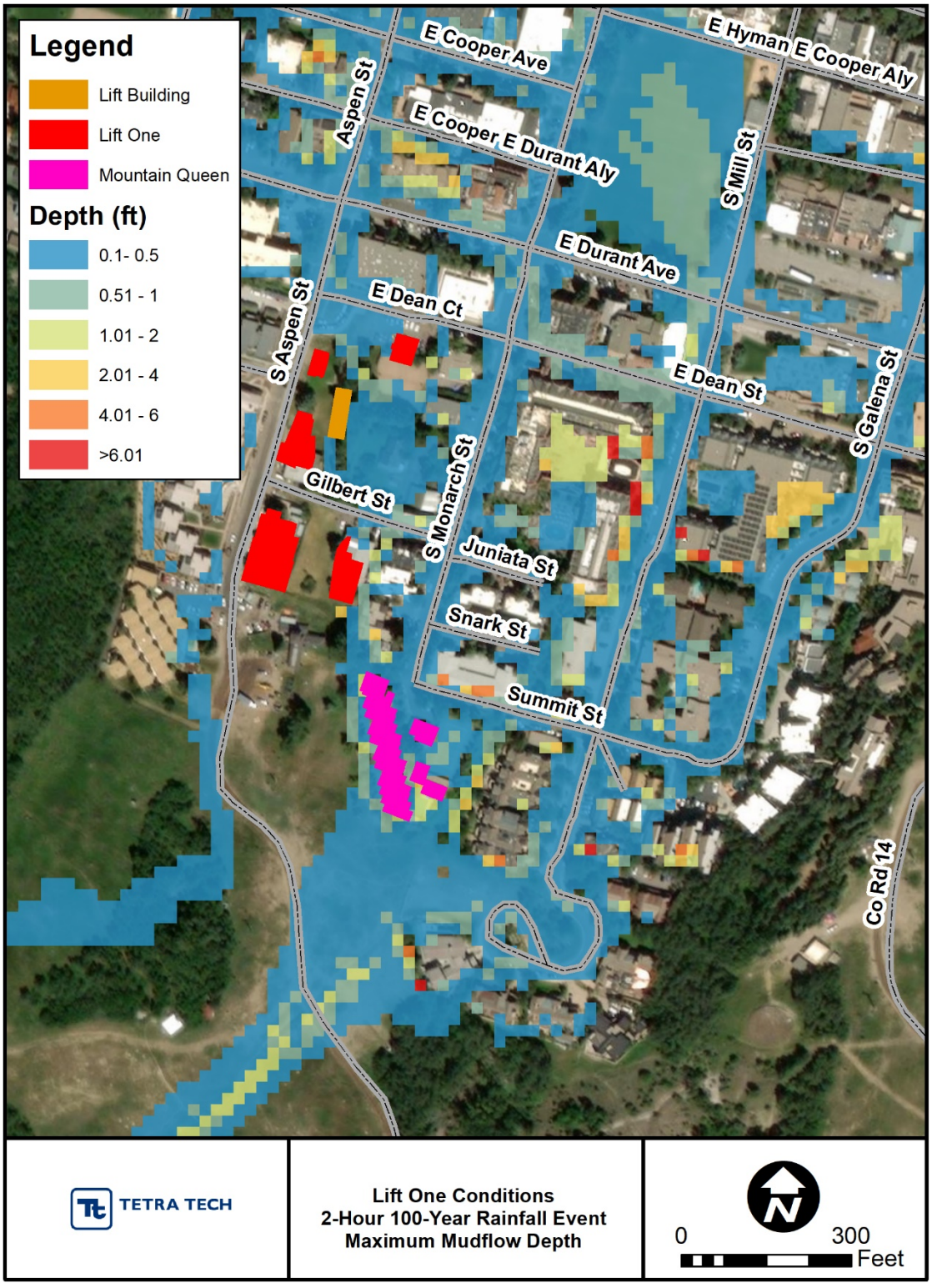

Figure 2-16. Predicted maximum mudflow depth for the 2-hour 100-year rainfall event under the Lift One conditions.

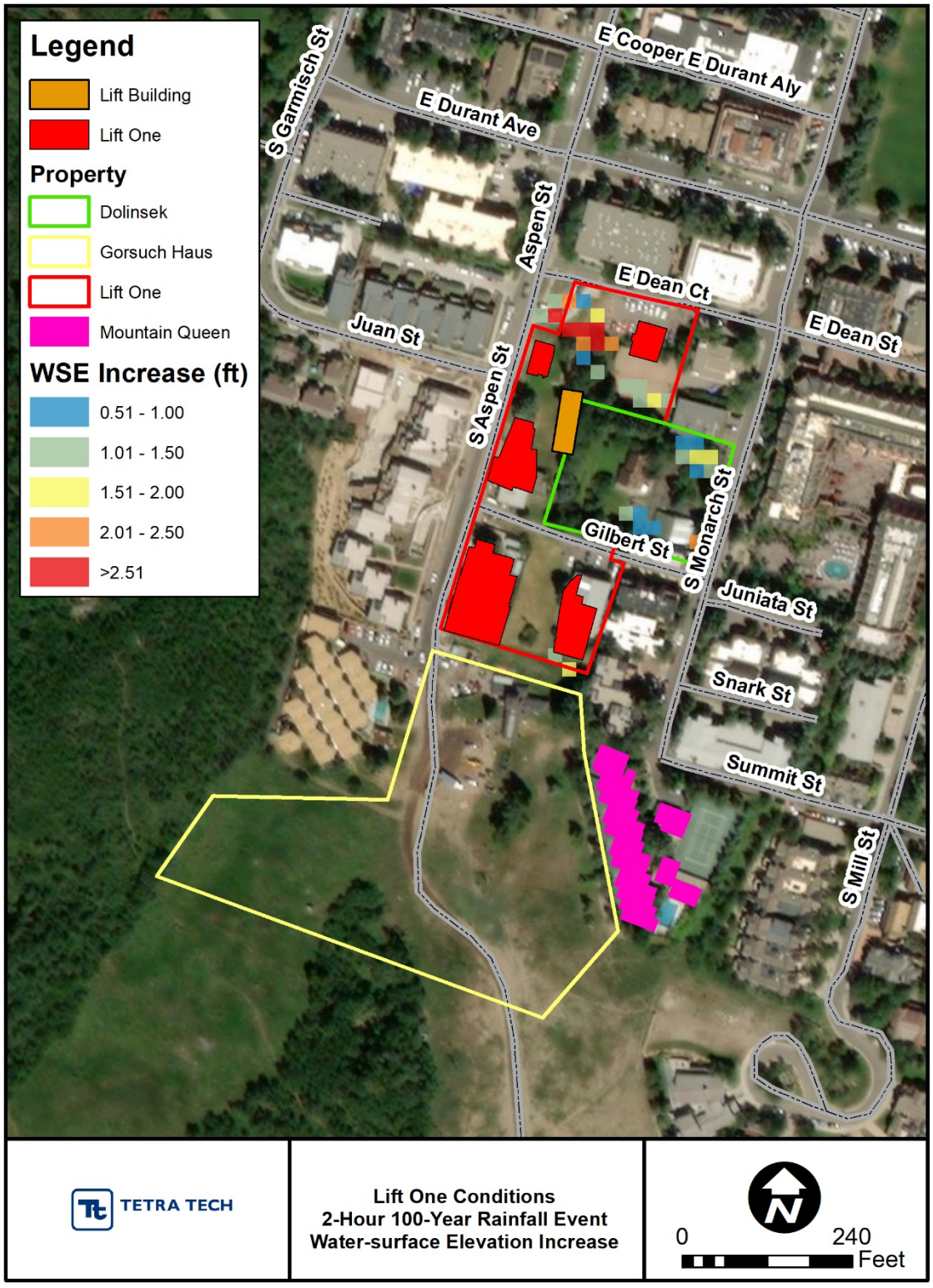

Figure 2-17. Predicted increase in mudflow elevation between Lift One and Existing conditions for the 2-hour 100-year rainfall event.

2.5.2 GORSUCH HAUS-LIFT ONE CONDITIONS

The Gorsuch Haus-Lift One Project conditions model for the 25-year event predicts similar depths and extents compared to the Existing conditions, except to the east of the Gorsuch Haus property where there is flow along the realigned road. The flow depths in the project area range up to 1.2 feet (**Figure 2-18).**

Water-surface elevation increases of up to 1 foot occur to the east of the lift building and increase of up to 1.8 foot along the north side Free Market building (the building in the south-east corner of the Lift One property) (**Figure 2-19**). There are water-surface elevation increases of up to 1-foot along South Mill Street and South Galena Street.

At the 100-year event, the flow extents are slightly larger in the project area due to flow capture by the Mountain Road realignment conveying flow into the area between Gorsuch Haus and the Free Market Building. The maximum flow depths in the project area range up to 7.2 feet on the south side of the ski lift building and up to 2.1 feet on the wall along the south side of the Free Market building (**Figure 2-20**).

The maximum increase in water-surface elevation of 4.1 feet occurs near the northwest corner of the Lift One property (near the corner of Aspen Street and East Dean Street and up to 2.1 feet on the Dolinsek property (**Figure 2-21**). The maximum flow depth in these areas is about 0.5 feet, indicating the increase in water-surface elevation is due to the re-grading for the project. The model did not predict an increase in water-surface elevation greater than 0.5 feet on the streets, nor outside of the project area.

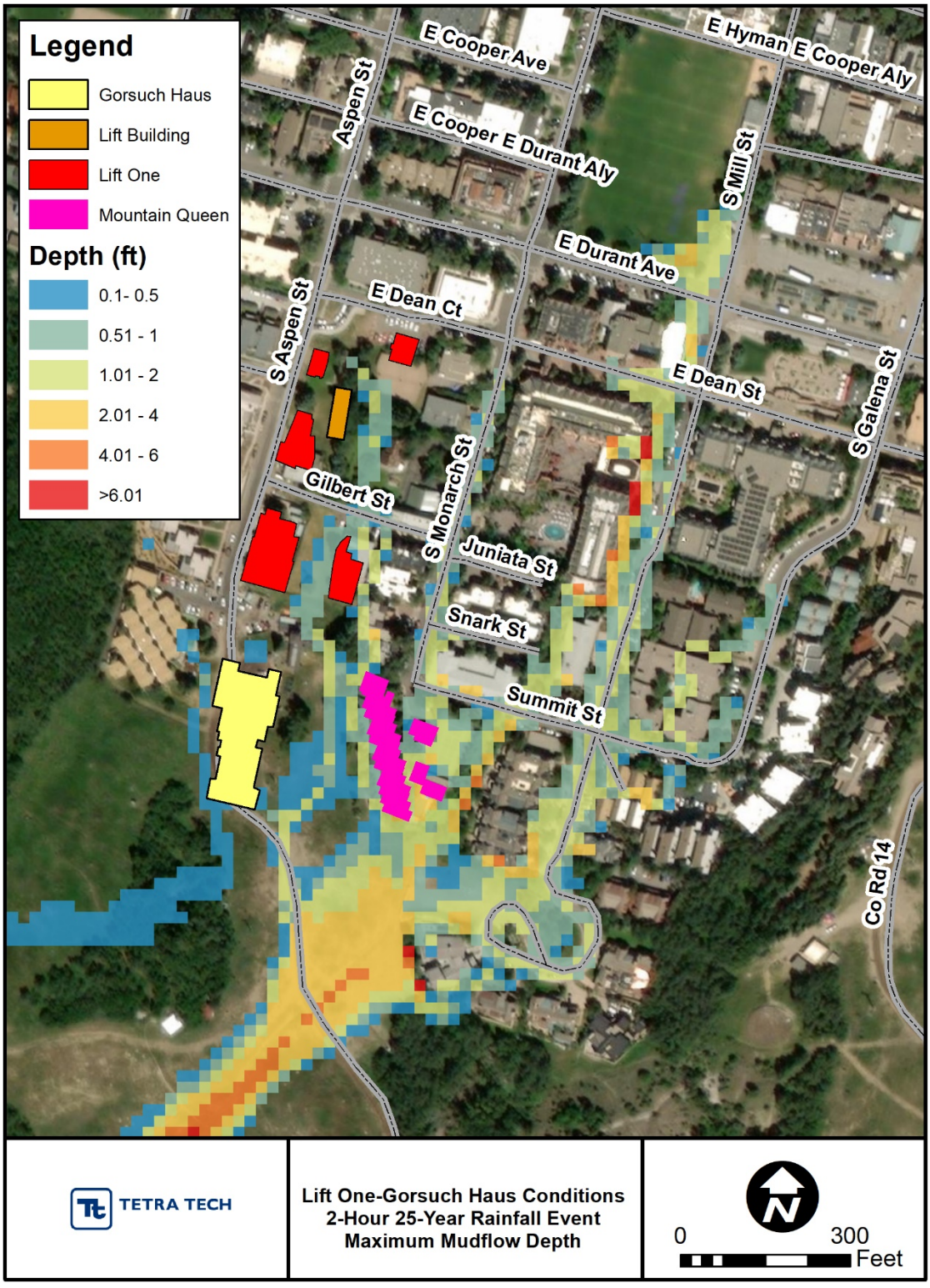

Figure 2-18. Predicted maximum mudflow depth for the 2-hour 25-year rainfall event under the Gorsuch Haus-Lift One conditions.

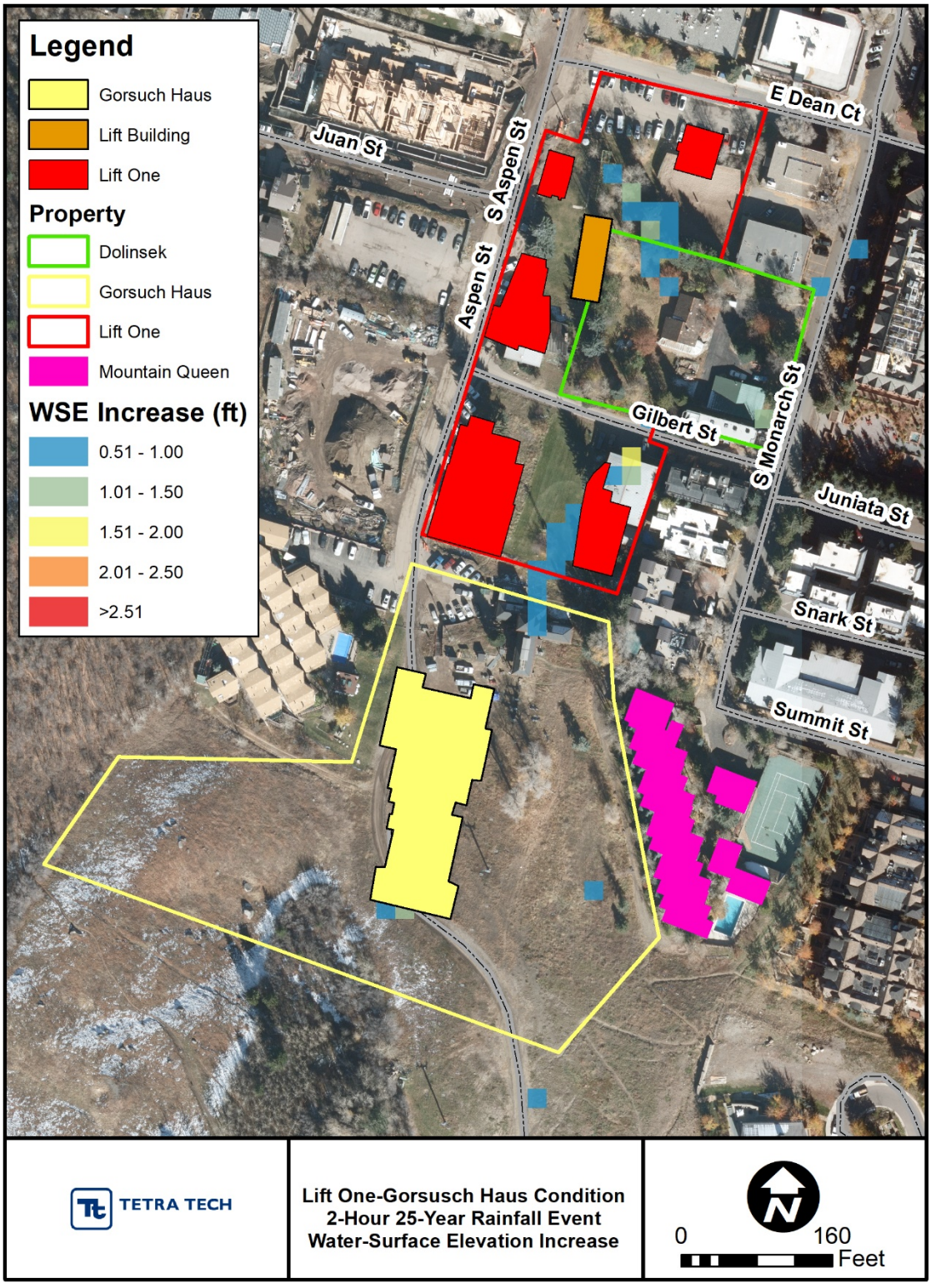

Figure 2-19. Predicted increase in mudflow elevation between Gorsuch Haus-Lift One and Existing conditions for the 2-hour 25-year rainfall event.

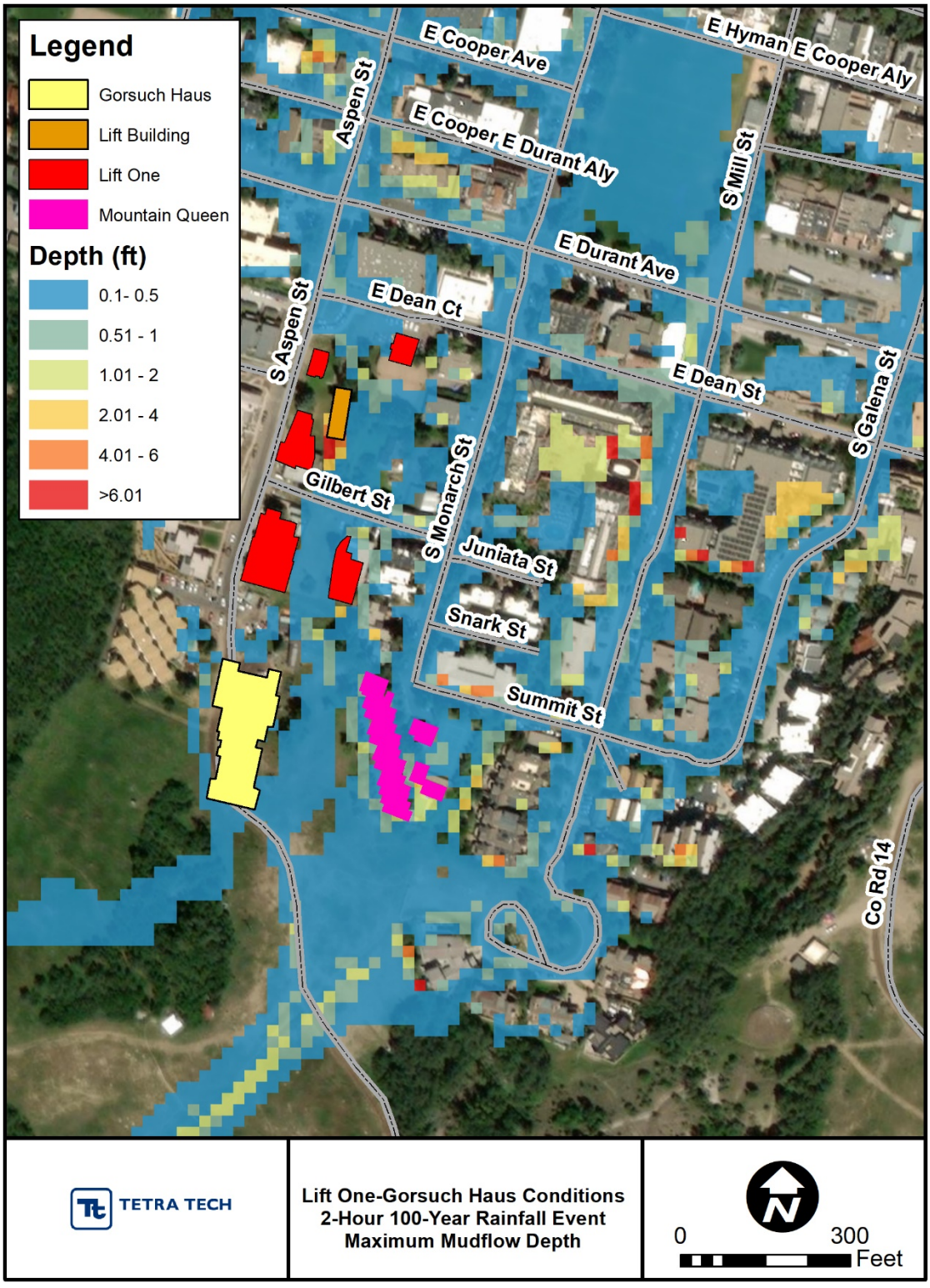

Figure 2-20. Predicted maximum mudflow depth for the 2-hour 100-year rainfall event under the Gorsuch Haus-Lift One conditions.

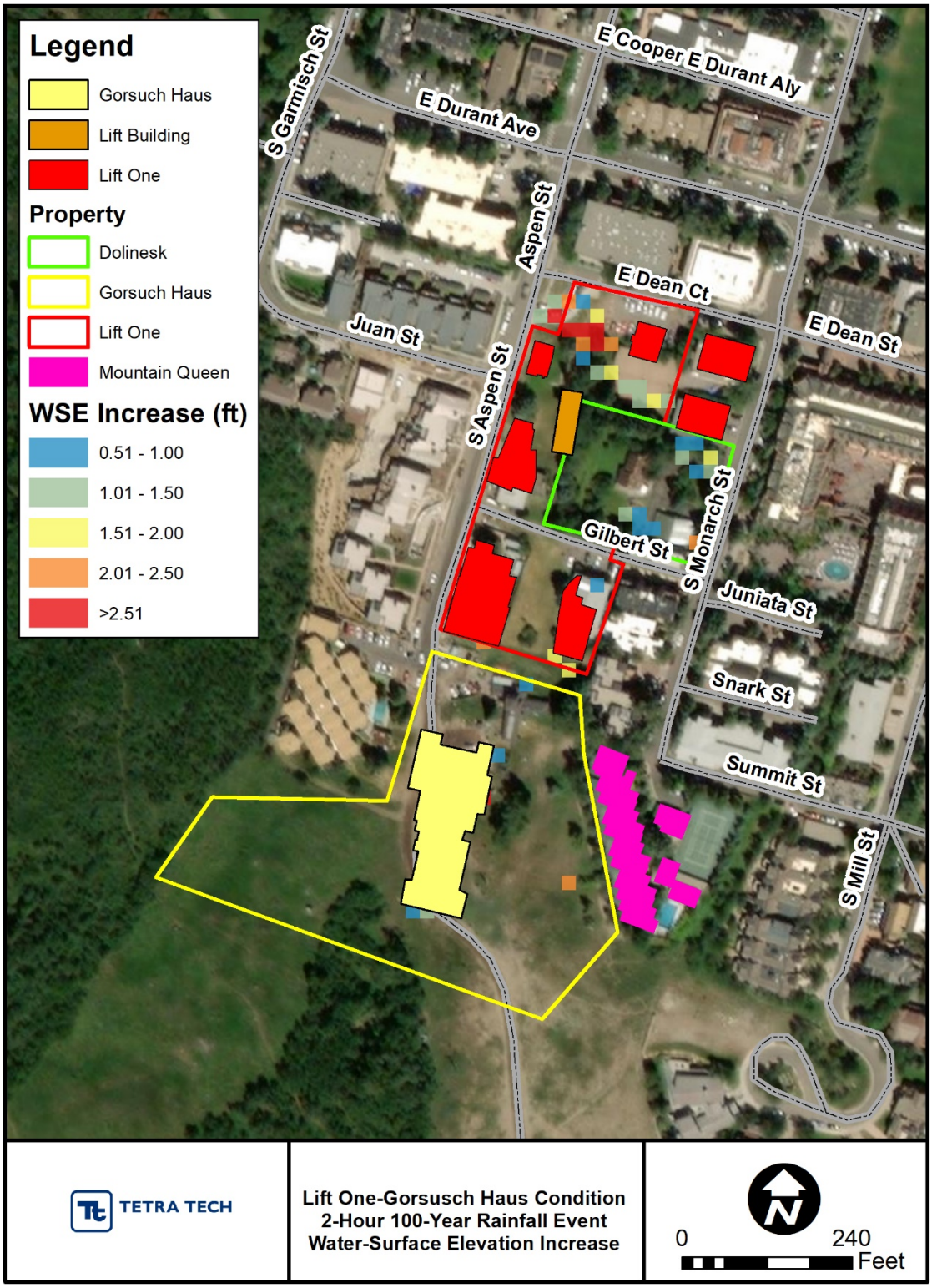

Figure 2-21. Predicted increase in mudflow elevation between Gorsuch Haus-Lift One and Existing conditions for the 2-hour 100-year rainfall event.

3.0 RECOMMENDATIONS

The FLO-2D output was used to develop design recommendations which are based on the City of Aspen Mudflow Regulations, Chapter 7 (2014) and FEMA design guidelines (2012).

The following are general recommendations for mudflows. Building penetrations such as a windows or doors should be set with freeboard above the design mudflow depth. A minimum of 3 feet of freeboard is typically recommended by FEMA for surging waves which would include all walls that will have direct impact forces from mudflow and debris (e.g. the uphill side of Free Market building (**Table 3-1**). A minimum of 2 feet of freeboard is typically recommended for all walls with minor surging such as walls impacted by mud flows moving laterally or that are in the shadow of up-fan buildings (Table 3-1).

If the design depth cannot be achieved, then impact resistant glass could be considered for windows with the capabilities to withstand the required static and dynamic forces as discussed below. In the case of doors and garage doors, two conditions should be considered if the design depth cannot be achieved. First, the door should be designed for static and dynamic loading and include provisions for seepage; secondly, there should be an alternative exit for people to leave the building.

For static and dynamic design recommendations, we apply the loading criteria provided in the City of Aspen Mudflow Regulations, Chapter 7 (2014). The freeboard depth is computed using the following FEMA recommend freeboard equation:

$$F=(d_{1.5Qdesign} - d_{Qdesign}) + V^2/2g \qquad \text{Equation 1}$$

where: F=recommended freeboard

V= velocity of flow (ft/s)

g = acceleration of gravity (ft/s^2)

$d_{1.5Qdesign}$ = depth of flooding from a discharge 50 percent greater than the design discharge (ft)

$d_{Qdesign}$= depth of flooding from design discharge (ft)

Points of interest were selected in the project area that show the mudflow depth and recommended freeboard depth (**Figure 3-1, Table 3-2**).

Point 1 is located on the uphill side of the proposed debris flow wall constructed to protect the Free Market building. The predicted maximum depth is 2.1 feet. During a mudflow event, the wall has the potential for direct impact by boulders. The recommended freeboard depth is 0.1 based on Equation 1, which is less than the minimum requirements indicated in Table 3-1. Therefore, the recommended freeboard depth of 3 feet based on Table 3-1 is recommended.

Table 3-1. Freeboard and Safety Factor Recommendations (copied from FEMA, 2012).

Freeboard and Factor of Safety Recommendations		
Type of Flooding	**Freeboard (ft)**	**Factor of Safety**
Shallow water flooding, <1 ft (FIRM Zones A and B)	1	1.10
Moderate water flooding, < 3 ft	1	1.20
Moderate water flooding, < 3 ft with potential for debris, rocks < 1 ft diameter sediment	1	1.20
Mud floods, debris flooding < 3 ft, minor surging and deposition, < 1 ft boulders	2	1.25
Mud flows, debris flows < 3 ft, surging, mud levees, > 1 ft boulders, minor waves, deposition	2	1.40
Mud and debris flows > 3 ft, surging, waves, boulders > 3 ft, major deposition	3	1.50

Point 2 is located on the uphill (south) side of Free Market Building and downhill of the debris flow wall. The predicted depth along the north side of the building is 0.2 feet. The recommended freeboard depth is 2 feet due to the potential for minor surging and mudflow deposition, particularly near the southwest corner.

Point 3 is located on the west side of the Free Market building and Point 4 is located along the wall on the east side of the building. The maximum depth at Points 3 and 4 is 1 foot and the recommended freeboard depth is 2 feet at both locations.

The predicted depth at Point 5 along the east side of the Lift One Building is 0.2 feet and the recommended freeboard is 2 feet.

Points 6, 7 and 8 are points of interest only and no freeboard depth is provided. The maximum mudflow depth of 7.2 feet occurs in the excavated area for the new Lift building (Point 6). Near the northwest corner of the project at the old lift, the mudflow depth is approximately 1.2 feet.

Figure 3-1. Points of Interest around the Lift One project. Note: Points highlighted in red correspond to Table 3-2.

Table 3-2. Points of Interest around the Lift One project.

Point of interest	Mudflow Depth (ft)	Freeboard (ft)	Comment
1	2.1	3	Debris flow wall along uphill (south) side of the Free Market Building
2	0.2	2	Uphill (south) side of Free Market Building
3	1	2	West side of the Free Market Building
4	1	2	East side of the Free Market Building
5	0.2	2	East side of the Lift One Building
6	0.1	n/a	East side of motor court
7	7.2	n/a	Uphill (south) side of new Lift Building
8	1.2	n/a	Uphill (south) side of old lift

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CONDITIONS SURVEY AND RECOMMENDATIONS FOR TREATMENT

SKI LIFT#1, ASPEN, COLORADO

October 31, 2014

Prepared by:

Richard Pieper
Architectural Conservator, New York, NY

and

Robert Pattillo
Pattillo Associates Engineers, Inc., Glenwood Springs, CO

INTRODUCTION

This report presents the findings of a one day conditions inspection of Lift #1, an historic ski lift in Aspen, Colorado. It is intended to present a summary of metal and structural conditions, and to provide recommendations for structural stabilization and metal refinishing. A separate report prepared previously by Anthony & Associates, dated May, 2006, reviewed wood conservation issues for the few wood components of the lift.

Construction of Lift #1 commenced June 24, 1946, and the lift opened for use on December 14th, 1946. It was the first chairlift to be constructed in Aspen, and thus marks an important moment for ski tourism in the City. Use of the lift ended on April 11, 1971. The lower terminal and adjacent three towers of the lift have been preserved, and are currently within a small city park. The lift elements received an application of green paint over the original orangish-red paint at some point, but no significant maintenance work has been done to the lift since its closure.

Richard Pieper, an architectural conservator specializing in metal and masonry conservation, Robert Pattillo, a structural engineer, Ron Acee, a hazardous materials abatement specialist, and Stuart Edgerly, of Myers & Company Architectural Metals participated in the inspection and scope discussion. This report has been prepared by Richard Pieper and Robert Pattillo.

DESCRIPTION

As noted above, the remaining portion of Lift #1 consists of the lower (return) terminal, and three adjacent in-line towers. The upper (drive) terminal and all other in line towers have been removed. The lower terminal (photo #1) consists of two separate tower sections (here called Towers #1a and #1b) joined by a horizontal truss frame which supports a rolling tensioning carriage. The tensioning carriage, which moves on four metal rollers supported by the lower members of the truss frame, carries a large cast iron bullwheel which returns the "haul rope", a braided wire cable. The carriage also incorporates wood-lined chair guides, which move the chairs through the terminal as the cable returns. The position of the carriage itself (and thus the tension of the haul rope) is maintained by a precast concrete counterweight which rides vertically on opposing steel guides within Tower #1a (photo #2). The counterweight is attached to a wire cable which passes over two large cast iron wheels and attaches to the rear of the tensioning carriage. Tower #1a is supported on its uphill side by a U-shaped concrete wall, and on its lower side by two low concrete footings, similar to those used for the in-line towers. This arrangement allows the counterweight significant vertical movement. Tower #1b is supported by three concrete footings in a single line, and is thus braced against lateral movement parallel to the direction of the haul rope only by the truss frame itself. Tower #1a exhibits a mix of riveted and bolted assembly, suggesting that all shop assembly was riveted, but that field assembly was done with bolts. Small tack welds between individual members of the riveted assemblies suggest that steel elements were tack welded together initially to assure that geometry was maintained as the members were drilled and riveted in the shop.

Tower #2 (photo #5) is placed a short distance from Tower #1b, and is quite low, about 12 feet high. This tower has double cross arms and four pairs of sheave wheels, which support and guide the haul rope, so that the cables (and the lift chairs) are guided low to the ground for mounting by

skiers between Tower #1b and Tower #2, but then rise off the ground quickly as the chairs approach Tower #3. The base of Tower #2 is surrounded with a curved steel base, which appears to have been intended to keep skis from becoming entangled in tower steel as skiers first mounted the lift. The curved base was at some point filled with soil to allow it to function as a planter. Some soil was removed for the purposes of this inspection, and the base of the tower was found to be similar in design to the steel bases of Towers #3 and #4, described in the following section.

Tower #3 (photo #6) is about 35 feet high, and supports a single cross arm and two pairs of sheave wheels. It is supported by a square concrete foundation which rises about 6" off the ground. Towers #3 and #4 both appear to be largely riveted, suggesting that both of these towers were shop assembled and transported to the site. Cross arms and sheave assemblies, not accessible for close inspection, may have been site assembled. The bases of Towers #3 and #4 are assemblies of plates and angles (see photo #7), with each corner of the towers resting on a plate on the concrete. Interestingly, all of these plates appear to have been set in molten sulfur. This is especially visible at Towers #1b and Tower #4, where the sulfur is clearly visible as it flakes out at the perimeter of the plates (see photo #3). Molten sulfur was commonly used in the nineteenth and early to mid-twentieth centuries to mount vibrating machinery to concrete, and that appears to have been the intent here.

Tower #4 (photo #8), the northernmost remaining tower of the lift, is similar in design to Tower #3, but sits on a concrete base which rises about 5 feet from grade. It may be that most or all of the in-line towers were identical steel fabrications, and that variations in installed tower height were provided by varying the foundation heights. While the concrete bases of Towers #1a, 1b, 2, and 3 are in excellent condition, the four upper corners of Tower #4 have spalled. (photo #9) The spalling does not reach to the mounting bolts, but does extend almost as far as the mounting base plates, and could conceivably be related to stresses exerted on the tower base when the haul ropes were terminated at this point. The haul ropes have been cut and have been looped and secured with cable clamps at the base of Tower #4 (photo #9). This has resulted in abnormal, steeply pitched rotations of the sheave arms, and lateral forces from the tension in each cable end are being transmitted to the tower arms. A small wire cable runs from the top of the tower to ground south of the tower, and while this is presumably intended to provide additional end support to counteract the lateral force of the "haul ropes", the cross section of this wire is quite small, and the nature of its attachment at its base is uncertain, as shrubbery obscures the base of the tower where the wire nears the ground.

ALTERATIONS AFTER CLOSURE

Other than the haul rope alterations noted above in the description of Tower #4, relatively few alterations were made to the remaining towers of Lift #1 when the upper drive terminal and the remaining in-line towers were removed. In order for the haul ropes to be cut, it was obviously necessary to support the concrete counter weight of the bottom terminal. This was done by lowering the counterweight onto a pair of large, approximately 8" x 8" wooden beams which rest upon horizontal cross bracing of Tower #1a (photo #2). It is not apparent if these wood members are preservative treated; they currently appear to be in sound condition, and do not appear in

danger of imminent failure. Were the counterweight to fall, however, Tower #4 would be pulled over toward the lower terminal.

As noted in the description of Tower #2, the base of this low tower is surrounded by a curved steel base, apparently intended to keep users from being injured should their skis inadvertently become entangled in the lattice of the tower base as they mount the lift. Historic photos show this curved base in place when the lift was in use, and depict it without any soil fill. At some point the base was filled with soil, apparently to serve as a planter for flowers. This retains wet soil against the steel of the tower base, and obviously encourages deterioration of the steel of the tower base.

Three lift chairs were hung from the haul rope at the time of the inspection. Two were set low enough to touch the ground between Towers #1b and #2, and have apparently been used as swings (photo #5). One was set higher between Towers #2 and #3. The original slatted seats of the two low chairs have been covered with plywood to provide a seating surface. The clamps securing the lift chairs to the haul ropes have been further secured with elastomeric gaskets and pipe clamps, so that the chairs may swing without slipping along the haul rope.

EXISTING CONDITIONS

Tower Steel

In general, the steel assemblies of the lift are in good condition. Perhaps 90% of the surfaces of steel assemblies are covered by sound green paint. Lead paint swab tests were performed in areas where the green finish paint has failed, and the orangish-red paint beneath is exposed. These tests were very positive for the presence of lead pigment, suggesting that the original orangish-red paint used "red lead" (lead tetraoxide, or "minium") as its pigment. Lead paint can be a significant health hazard and its removal or disturbance must be handled in accordance with applicable environmental recommendations. Most paint failure on the lift has occurred at the bases of the lift towers, which experience significant snow and rain splash exposure, and at lapped plates at riveted joints. While paint has failed, very little serious corrosion at lapped riveted plates was noted, and no bulging of plates from pack rusting was seen. The most serious corrosion was noted at the tower bases (photo #3), and in these locations the worst deterioration was of steel shims set on the concrete foundations beneath the base plates of the towers. These shims were apparently used to support the base plates as the molten sulfur was poured, and in many instances they exhibit significant pack rust. It will not be possible to remove and replace these shims or to treat the bottoms of the base plates unless the towers are demounted. Because of the soil fill in the enclosure at the base of Tower #2 the steel here is undoubtedly in worse condition than other tower steel. After removal of soil and cleaning a further evaluation of the base of Tower #2 should be done to determine if selective steel repairs will be required at this tower base.

Sheave Wheels and Haul Rope

As would be expected, the sheave wheels and connecting brackets, as well as the haul rope, are greased but not painted. All appear to be in sound condition, and could be re-greased as a part of any restoration. With the counterweight secured the haul rope now only bears its own weight and the weight of a few lift chairs and is not subject to the stresses of a working lift. As noted, where

the haul rope was terminated at Tower #4, the remaining haul rope places some lateral load on the tower, and this should be corrected. (See recommendations below.)

Concrete Tower Foundations

The concrete foundations and foundations walls of Towers #1a, #1b, #2, and #3 appear to be in excellent condition and exhibit no distress. As noted above, the concrete base of Tower #4 has spalled at all corners (photo #9), and this may reflect lateral stress during the disassembly of the upper terminal and other in-line towers. We understand that this portion of the site may be excavated for construction of a below-grade parking garage. When and if this is done, a new matching concrete base should be constructed for Tower #4 as a part of scheduled below grade construction.

Lift Chairs

The lift chairs between Tower #1b and Tower #2 appear to be used frequently as informal swings. They have lost most of their painted finish, and, as noted, their seats have been covered with plywood. Sections of the front guards and foot rests appear to be bent.

ISSUES TO BE CONSIDERED FOR THE REFINISHING AND REPAIR OF TOWER STEEL

Cleaning and refinishing of tower steel is significantly complicated by the presence of lead paint. While it is beyond the scope of this study to make recommendations for lead paint abatement, treatment of AESS (architecturally exposed structural steel) where paint is failing to a rusted steel surface generally requires cleaning to bare steel. This is most often done with wet or dry air abrasive techniques. Most durable paint systems for ferrous metals require that the steel be prepared to an SSPC SP#6 surface (The SSPC, the Society for Protective Coatings, formerly the Steel Structure Painting Council, issues a set of standards for the cleaning of steel for applied finishes. SP#6, "Commercial Blast Cleaning" is a very common cleaning standard for many industrial applied coatings.) More stringent standards (SP#10, SP#11) specify "Near White Blast Cleaning" or "White Blast Cleaning", less stringent standards (SP#3) call for "Power Tool Cleaning" but all of these techniques would disturb existing lead paint, and require abatement measures to be implemented.

The inspection team concurred that:

1. Air abrasive cleaning to an SP#6 was the most sensible preparation level to provide for a new paint system if this work was to be done either on site, or in the shop.

2. This level of preparation would allow for a zinc-rich primer, epoxy mid-coat, and urethane top coat to be applied, consistent with many industrial coatings currently used for ferrous metals. All parties were familiar with and comfortable with the Tnemec paint system corresponding to the above, which would be a 90-97 zinc rich primer, N69 or F27 epoxy mid-coat, and 73 urethane top coat.

3. Ron Acee indicated that air abrasive removal on site would require full scaffolding and tenting of towers and filtration to properly abate lead paint. Lead paint abatement on site was likely to take 1 to 2 weeks, and involve noise levels of 80 decibels, and might be considered unacceptable in this residential site.

4. Lead paint abatement and painting off site might not cost more than treatment on site, and would result in a superior finish, as environmental conditions for finish application could be more stringently controlled.

5. Treatment off site would allow a higher level of preparation for specific elements subject to more severe use and weathering conditions. Tower bases and lift chairs, for instance, could be selectively cleaned to an SP#10 and metallized, to provide greater durability in these vulnerable areas.

6. The undersides and shims of tower base plates, the areas of worst deterioration, may only be treated if the towers are demounted.

7. The locations of the lift terminus and lift towers facilitate use of a crane for demounting and shipment.

8. Rivet and bolt placement indicates that original tower assembly was largely done in the shop, and that assemblies transported to the site for installation. Removal from the site would essentially be in reverse order of original assembly. Towers #2, #3, and #4 might be transported in essentially one piece (Cross arms and sheave wheels could be removed, and some vertical disassembly could be undertaken if necessary for transport.) No riveted connections would require disassembly for transport.

9. Disassembly of the lower terminal and three in-line towers would be relatively straightforward and involve the following tasks:

    a. Shore and lift counter weight at Tower #1.
    b. Detach cables at Tower #4, remove haul rope and lift chairs from lift. Remove guy wire at Tower #4.
    c. Lower counterweight to ground.
    d. Loosen base bolts and “pick” Towers #2, #3, and #4. Remove to transport.
    e. Shore and lift tensioning carriage. Remove guide wheels. Lower Carriage to ground.
    f. Remove side chair guides and top frame from tensioning carriage. Remove carriage to transport.
    g. Shore Tower #1b. Support horizontal truss frame.. Unbolt truss frame from Towers #1a and #1b and lower to ground. Remove to transport.
    h. Pick Tower #1b. Remove to transport.
    i. Pick Tower #1a. Disassemble at bolted connections as required. Remove to transport.

RECOMMENDATIONS FOR STABILIZATION OF LIFT

While the concrete foundations of lift towers #1, #2, and #3 are in excellent condition, and the steel of the towers exhibits significant deterioration only at base plate mountings, there are a number of repairs which should be undertaken to address safety concerns. The following work should be implemented in the near future:

1. Replace existing wooden beams supporting counter weight on Tower #1a with new painted galvanized steel beams. Supplement existing supporting horizontal steel on Tower #1a with additional steel elements as required to support the counterweight (structural design required). Paint concrete counterweight with silicate paint to retard concrete spalling.

2. Construct a new anchor structure to the south of Tower #4 to allow the cut ends of haul ropes to pass over the sheaves in a normal manner and thereby remove excessive lateral load from Tower #4. The cut ends should be anchored either by adjustable tension rods to the rigid tower, or (preferably) by connection to a smaller, free-hanging counterweight. This will also serve to take the excess slack out of the haul ropes for a tighter and more historically accurate appearance (structural and architectural design required).

3. Remove soil from curved base at Tower #2. Remove and store curved base, if possible, to facilitate drainage at base of tower. Clean tower base steel and foundation as possible without disturbing remaining lead paint to allow evaluation of steel and foundation.

4. Remove and store lift chairs for future restoration and reuse.

Note:

Some structural and architectural design is required for this work. A budget estimate can be prepared after a design has been prepared.

RECOMMENDATIONS FOR REFINISHING AND REPAIR OF LIFT

Given issues of base plate deterioration and lead paint abatement issues noted above, this report recommends that the lift towers be demounted and transported to a shop for thorough treatment of base plate steel of the towers, and abatement of original lead paint. Please note that if stabilization issues are addressed, and lead paint abatement is not a pressing concern, this work need not be implemented immediately.

The recommended scope of work for treatment of the lift is:

1. Demount, partially disassemble, wrap, and transport towers and lift components as described in item #9 above for lead paint abatement and treatment in shop.
2. Abate lead paint in accordance with state and federal requirements.

3. Replace damaged and heavily rusted components at tower bases and lift chairs.
4. Clean bases of towers and chairs (to four feet from grade) to an SP#10 surface and metallize with zinc/aluminum thermal spray.
5. Clean remainder of tower steel (excepting sheave wheel assemblies and haul rope) to an SP#6.
6. Paint all prepared steel with TNEMEC or equivalent paint system. If TNEMEC system is used a zinc rich primer (9097), epoxy mid-coat (N69 or F27) and urethane top coat (73) should be used. Primer can be omitted where metallizing is done.
7. Coat sheave wheel assemblies and haul rope with grease.
8. Replace rotted wood and wear plates of chair guide assemblies of tensioning carriage.
9. Restore metal and wood components of remaining lift chairs to historic appearance.
10. Transport rehabilitated towers and components to site and reinstall on existing concrete foundations. (Note: If as discussed, redevelopment of the southern end of the site proceeds, and the area at Tower #4 is excavated for construction of an underground parking facility, construction of a new concrete base for Tower #4 and required haul rope counterweights may be incorporated into this work.)
11. Reinstall haul rope and secure to new counterweight system. Place haul rope correctly on sheave system.
12. Reinstall restored lift chairs and secure to haul rope in high locations to avoid vandalism and informal use.

Note:

The approximate cost of the above work was discussed on site by the four members of the review team, and a very rough budget cost estimate of approximately $500,000 was developed for this work. This allowed for the services of a steel firm for the partial disassembly and demounting of all towers with a crane, provision of miscellaneous steel repairs, partial thermal spray, and reinstallation of restored towers on site with a crane (approximately $200K), the services of a hazardous materials abatement and finishes firm for controlled abatement of lead paint, cleaning of steel to an SP#6 surface, and painting with a three coat TNEMEC paint system (approximately $200K), the services of a trucking firm for transport of the towers from the site to the abatement and steel firms (approximately $40K), wood replacement (approximately $15K), cable and sheave wheel treatment (approximately $20K), and structural/architectural design (approximately $25K, which would include design of a counterweight support and upper anchorage structure, described in the stabilization section of this report). The above budget estimate does not include the construction cost of the upper anchorage structure.

POSSIBLE ALTERNATE TREATMENT FOR LIFT

During the site visit, planning department staff indicated that the report should present options for treatment to the extent that this is possible. The survey team agreed that the recommended treatment for refinishing and repair outlined above is by far the most desirable treatment, as it provides for lead paint abatement as well as a thorough approach to the conservation issues of the lift, especially proper treatment of the undersides of the base plates and mountings of the towers, which cannot be accessed unless the towers are demounted.

Should budgetary limitations preclude immediate implementation of the recommended scope, a reasonable approach would be to undertake the recommended stabilization scope immediately, and to defer overall rehabilitation of the lift until such point as development of the adjacent site requires removal and treatment of Tower #4. With the exception of the stabilization issues, no deterioration conditions are so urgent that they may not be deferred a few years.

Should the City feel that additional action is warranted (before rehabilitation is undertaken) to forestall further lead paint failure, an alternate treatment would be to paint the lift with a "lead paint encapsulant". We have previous satisfactory experience with a flexible coating for metals called "RD- Elastometal" (see product information provided separately). RD-Elastometal conforms to ASTM E-1795-04, Standard Specification for Non-reinforced Liquid Coating Encapsulation Products for Leaded Paint in Buildings, Type III.

Treatment with an encapsulant, even one designed for use on metals, should not be considered unless budgetary restrictions preclude other options. Abatement of lead paint will still be required at some point in the future, and may well be more difficult after another coating has been applied. As will be noted in product information, surface preparation of metal for application of the Elastometal (typically 4000 psi water spray with a rotating tip) will presumably remove some lead paint itself, and such treatment will therefore require review and administration by a hazardous materials consultant or environmental officer, and will presumably require some provision for collection of effluent during cleaning. Application of an encapsulant would also not provide for appropriate treatment of tower base mountings, and would, at the least, require erection of scaffolding for cleaning and painting of steel in situ. Further study by an abatement specialist would be required to confirm that this surface preparation can be accommodated safely in situ, and to establish a budget estimate for this work.

Photo #1: Lower (Return) Terminal of Lift #1
Tower #1a is at left, Tower #1b is at right. Towers are joined by a horizontal truss frame which supports the tensioning carriage for the haul rope.

Photo #2: Tower #1a
The south side of this tower is supported by a concrete retaining wall. The north side is supported by two low concrete piers. The concrete counterweight for the tensioning carriage rides on steel guides within the tower. The counterweight is now supported with two wooden beams resting on tower framing. While the concrete supports are in excellent condition, the concrete counterweight is eroding on its upper corners.

Photo #3: Base of West Support of Tower #1b
All tower bases appear to have been set on steel shims and poured molten sulfur.(a common method for mounting vibrating equipment on concrete). The shims and base plates are the most seriously corroded portions of the towers, and cannot be thoroughly cleaned and treated unless the towers are demounted.

Photo #4: Chair Guides on Tensioning Carriage
Chair guides were lined with wood, which was covered in turn with what appear to be phenolic resin wearing plates. Most wood has rotted, and some wearing plates are missing.

Photo #5: Tower #2 from North
Skiers mounted the lift between this low tower and Tower #1b. The base of Tower #2 is surrounded by a curved steel base, presumably to prevent skis from becoming entangled in tower steel. The base was filled with soil at some point and has been used as a planter. Soil should be removed and drainage provided to prevent deterioration of the base of the tower. Lift chairs here have been modified with plywood seats and appear to be used as swings. Metal of chairs requires repair.

Photo #6: Tower #3 from North
Tower #3 sits on a low concrete pad.

Photo #7: Base of Tower #3
The bases of towers #2, #3, and #4 are of similar design. As noted, the base of Tower #2 has been buried in soil, and may require some steel replacement when fully exposed.

Photo #8: Tower #4
The haul rope has been terminated at Tower #4 by cutting the cables and attaching them to the base of the tower. This places lateral stress on the tower, and puts the sheave wheels in an awkward position. A wire cable has been added to the tower, apparently to counteract the lateral stress on the tower, but this wire is quite small, and as it approaches the ground in the bush at right, it is not possible to confirm how it is anchored. The stabilization scope provides for a new anchorage system for the haul rope. The concrete base of this tower exhibits spalls at its upper corners, perhaps related to the termination of the haul rope. No other tower bases exhibit this distress.

Photo #9: Base of Tower #4
The terminated haul rope has been attached directly to the base of the tower steel, placing lateral load on the tower and setting the sheave wheels at an angle. The spalling of the top of the concrete base may be related to stress occurring during the dismantling of the upper portion of the lift.

Report:

ASSESSMENT OF WOODEN BOAT TOW AND SKI LIFT NO. 1, ASPEN, COLORADO

Submitted to:

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Historic Preservation Office
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May 2006

ASSESSMENT OF WOODEN BOAT TOW AND SKI LIFT NO. 1, ASPEN, COLORADO

BACKGROUND

The purpose of this work was to determine the condition of the boat tow and wooden components of Aspen Ski Lift No.1, both remnants of the earliest phase of commercial skiing in Aspen. The report provides the general condition of the wood and the issues to consider for preservation of the boat tow and the wood in the ski lift. Observations are made regarding the current condition, the factors that affect longevity, and long-term maintenance considerations.

FIELD PROCEDURES

Anthony & Associates, Inc. provided a wood scientist and field assistant to conduct an assessment of the boat tow and chair lift in July 2005. The condition assessment used a combination of visual inspection and probing, species identification and resistance drilling. These methods are described below.

Species Identification

Wood species was identified for one of the side boards of the boat tow by removing a small sample from which the species or species group was identified using microscopic features of the wood. Only one sample was removed to limit the loss of material.

Visual Inspection and Probing

Visual examination of the wood in the boat tow and ski lift allows for identifying components that are missing, broken or in an advanced state of deterioration. Missing components are those which have been removed or have fallen away, frequently due to extensive deterioration. Further, visual inspection enables detection of external wood decay fungi or insect activity as determined by the presence of decay fruiting bodies, fungal growth, insect bore holes or wood substance removed by wood-destroying insects.

Probing the wood with a sharp pick enables rapid detection of voids in the wood that may not be visible on the surface. Internal decay is often difficult to detect due to a lack of evidence on the exposed surface of the wood. For advanced

decay, where internal voids are present near the surface, probing allows for detection of potentially serious deterioration. Even for the early stage of decay, termed incipient decay, probing is beneficial. Probing can often reveal areas of incipient decay in timber, which have experienced sufficient deterioration due to decay fungi to allow for easy entry of a sharp probe although no void is yet present. Wood without incipient decay tends to offer more resistance to probing due to the higher density and more intact internal wood structure.

Moisture Determination

Prolonged contact or exposure to moisture can produce undesirable conditions in a wood structure and result in long-term maintenance issues. Limited moisture diagnostics were performed on the wood components of the boat tow to determine whether the moisture levels during July were sufficient to support active decay. The July readings are significant because it is a relatively dry period and elevated moisture levels would be indicative of wood that is likely moist most of the year.

Decay Quantification

In addition to the visual observations and probing of wood components, limited resistance drilling was conducted to determine loss of material due to wood decay. Resistance drilling is a quasi-nondestructive technique for determining the relative density of wood. Although useful on smaller wood components, it is best suited for determining internal problems in larger timbers that do not show obvious signs of deterioration, such as surface decay. Any internal void or early stage of decay at the location drilled can be detected by determining the relative density of the wood. The technique is very reliable for quantifying the extent of voids when used in combination with other techniques to rapidly locate areas of probable deterioration.

FINDINGS ON THE BOAT TOW

Background

The first ski lift in Aspen (referred to as the boat tow) was built in the summer of 1937, when the first ski run was also being constructed. This lift consisted of two sleds that looked like boats. Each sled held ten people, and was pulled up the mountain by two old mine hoists attached to a half-inch cable powered by an old Model A Ford engine. The boat tow took skiers about halfway up that first run, as far as the present day Corkscrew, at a cost of 10 cents.

Currently, the boat tow is located in a small park just east of South Aspen Street and north of Gilbert Street (north of Lift 1A). The boat tow is exposed to the elements (and potential vandalism). The small park has a few trees and is surrounded by development.

Observations on Wood Condition of the Boat Tow

The boat tow, shown in Figure 1, is in a state of disrepair. The wood used in the boat tow ranges from poor to good condition. The primary means of deterioration is a combination of wood decay and weathering of the wood. Decay is the result of the action of fungi that break down the cellular structure of the wood. It is typically found where wood is in ground contact (e.g. the back of the boat tow) and at connections, such as where the cross braces are secured to the side boards. Weathering is the result of the action of cyclic wetting and drying of the wood, exposure to ultraviolet light and erosion of the wood through wind blown debris (a process similar to sand blasting).

Figure 1. Boat tow viewed from the "driver's" side, July 2005.

Active wood decay requires access to moisture. Since the boat tow is exposed to the elements, virtually all of its wood components have prolonged contact with moisture (Figure 2). Excessive shrinkage or swelling, warping, checking, loose connections and decay are typical problems. Generally, if the moisture content is less than 20 percent wood-decay fungi are unable to grow. Moisture contents above 30 percent are often an indication of advanced decay with internal voids and / or surface deterioration. Wood in ground contact is often above 30 percent moisture content. If not treated with a wood preservative, this wood is highly susceptible to decay. None of the wood in the boat tow has been treated with a wood preservative.

Figure 2. Boat tow viewed from the "driver's" side, February 2006.

Fortunately, the boat tow is a relatively open structure, i.e. most of the wood that gets wet has an opportunity to dry over time (Figure 3). Only where wood is in ground contact or at the joints where two pieces of wood are connected is there opportunity for extended wetting, particularly on the east-facing "driver's" side.

Figure 3. Boat tow viewed from the front.

There are several joints between wood components of the boat tow. The primary joints are between the runner supports and the side boards on both sides of the boat tow. This joint on the passenger side is, generally, in good condition, except between seats #2 and #3. The corresponding joint on the driver's side is, generally, in good condition on the exterior face but in poor condition on the interior face behind seat #2. In addition to being bolted together, some of the components (e.g. side boards) are notched to accommodate reinforcing members (e.g. cross braces). This construction detail allows for prolonged wetting that can lead to decay, although frequently the deterioration is limited to weathering of the wood surfaces (Figure 4).

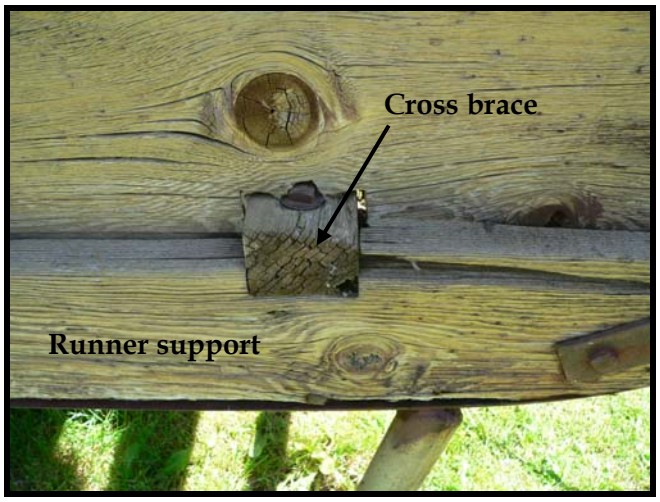


Figure 4. Construction detail between runner support, side board and cross brace. Note large knot in the side board.

The boat tow makes use of a variety of metal components, in addition to bolts to fasten the boards together. The tow bar is metal and is attached to the wooden runner support with metal straps (Figure 5). The runner support is made up of two pieces of wood. Metal brackets also serve as supports for the backrests and connect the cross braces, which served as foot rests, to the side boards (Figure 6). The tow bar and metal straps show signs of minor surface corrosion but appear to be in good condition. The runners attached to the bottom of the two runner supports are also metal (Figure 7). Similar to a sled, they provided the means for the boat tow to easily glide through the snow. Each runner support is attached to a side board (i.e. the side of the boat tow is not a single board).

Figure 5. Attachment of the steel tow bar to the runner support at the front of the boat tow.

Figure 6. Steel strap used to connect the cross brace (foot rest) to the side board.

Figure 7. Steel runner that allowed the boat tow to easily glide along the snow.

The ends of the boards and, particularly the exposed cross braces, exhibit the most severe effects of weathering and minor deterioration (Figure 8). Moisture accumulating on the exposed end grain of the lumber is absorbed into the wood, much like water wicking up a paper towel. The moisture also creates a favorable environment for wood decay. If spores of decay fungi are present (they generally are), decay will occur. Weathering is also visible on other surfaces of the wood components, resulting in loose fibers on the surface and discoloration (Figure 9). This indicates that the weathering process is active. In addition to weathering, some components are broken or missing, such as boards from seats or back rests (10). Many of the floor boards are in poor condition or missing.

Figure 8. Weathered end of a cross brace.

Figure 9. Surface of a side board showing active weathering, as indicated by the fuzzy, discolored surface.

Figure 10. Front seat configuration showing seat boards and back rest.

Decay is most severe where the boat tow is in close contact to the ground or embedded in the ground (Figure 11). The runner supports on both sides of the boat tow have deterioration just above ground level. Where embedded in the ground, much of the wood could easily be penetrated with an awl. Once the wood has decayed sufficiently, the joints will deteriorate and the back of the boat tow may collapse. This is particularly important to note if the boat tow is "extracted" from the ground during preservation efforts.

Figure 11. Rear of the boat tow embedded in the ground.

In general, depending on the exposure (cardinal direction), the wood has deteriorated to different degrees. West-facing components have weathered, notably by discoloring and minor surface checks, but have typically not decayed (Figure 12). Many of these components are in good condition because of the greater opportunity to dry from exposure to warmer conditions once they become wet. This is contrasted with east-facing wood components, which have retained sufficient moisture to allow for growth of moss, lichens and, unfortunately, decay fungi (Figure 13). These components can be in poor condition, particularly at connections, wood-wood interfaces where moisture can be trapped, and where the boat tow is buried (Figure 14)

Resistance drilling was used to determine the extent of deterioration due to decay at various locations on the boat tow runner supports. Due to the presence of moss, lichens and visible decay, resistance drilling was focused on the driver's side. The results of the drillings are summarized in Table A.1 in the appendix. The corresponding drilling locations are shown in Figure A.1, also in the appendix. The resistance drilling indicated that the runner support on the driver's side had internal voids from seat #2 to the back. The runner support on the passenger side also has internal voids, but to a lesser extent.

Figure 12. Weathered wood components in good condition on the west side of the boat tow.

Figure 13. Decayed wood components in poor condition on the east side of the boat tow. Note moss.

Figure 14. Rear of the boat tow, viewed from the driver's side, embedded in ground.

Wood Species and Moisture Determination on the Boat Tow

The sample removed for identification showed that the side board is Douglas-fir (*Pseudotsuga menziesii* var. *glauca*). Douglas-fir is a locally available species but more frequently brought into the area from the Pacific Northwest. However, the presence of numerous knots, including large knots and clusters of knots in many of the boards making up the boat tow would suggest that the wood was cut from locally available trees.

Several moisture content readings were taken to determine where decay may be active due to elevated moisture levels. Table A.2 in the appendix gives the range of values for various components, with readings taken on both the exterior (outer) surface and the interior (inner) surface of the boards. Moisture contents sufficient to support active wood decay are highlighted in red. Figure A.1 in the appendix shows the general locations of the moisture content readings.

Preservation Options and Recommendations for the Boat Tow

Stabilization and selective replacement option

This preservation option involves replacing key missing or deteriorated components on the boat tow. The boat tow could remain in the current park. Replacement components could be fabricated from the same wood species and allowed to weather so that the appearance would eventually be uniform. Wood components in fair condition could be left to continue to weather (and deteriorate at a slow rate). If left exposed to the elements, the boat tow should be raised above ground contact and protected from the effects of weathering by at least a roof or canopy. It should be noted that the weathering and deterioration process could be reduced significantly if the boat tow was covered. Enclosing the boat tow in a visible chamber, such as Plexiglas, is not recommended because of potential environmental (moisture) problems that can develop inside an enclosed chamber.

Reconstruction option

This preservation option would be the most extensive. The boat tow could remain in the current park and be restored to its original configuration, mostly using replacement wood components. All missing components would be replaced based on knowledge of the original construction, if known. Wood components in fair condition could be restored using selective replacement of deteriorated segments. As with the option above, the weathering and deterioration process could be reduced significantly if the boat tow was covered with a roof.

Treat the Boat Tow as an Artifact (Recommended Option)

For non-preservation issues, the boat tow could not function even if fully reconstructed. As such, because of its limited size, it may best be treated as an artifact for the appreciation of the public in a setting (such as an indoor museum) where it will no longer deteriorate due to exposure to the elements, which causes weathering and decay. This option would require extracting the boat tow from the ground, which should be done carefully due to the poor condition of the back of the boat tow (e.g. it should be dug up, not pulled up). Once extracted, the boat tow could either remain in its current condition, or be stabilized or restored as described above. The key factor in this option is that the boat tow is removed from the likelihood of future deterioration.

FINDINGS ON SKI LIFT NO. 1

Background of Ski Lift No. 1

The first chair ski lift, Aspen Ski Lift No. 1, was built in the summer of 1946. The 15,000-foot chair lift was built in two sections, and went from the top of Aspen Street to the Sundeck Restaurant at the crest of Richmond Hill. The ski lift began operation on December 12, 1946 and its last day of operation was April 11, 1971, a total of 25 ski seasons.

Currently, the Ski Lift No. 1 is located in a small park just east of South Aspen Street and north of Gilbert Street (north of Lift 1A). It is adjacent to the boat tow. The ski lift is currently exposed to the elements (and potential vandalism). The small park has a few trees to the east of the ski lift. The park is surrounded by development.

Observations on Wood Condition of Ski Lift No. 1

The lower end of Ski Lift No.1 has a few wood components (Figure 15). As was described with the boat tow, active wood decay of these components requires access to moisture. Since the ski lift is exposed to the elements, virtually all of its wood components have prolonged contact with moisture (Figure 16). Excessive shrinkage or swelling, warping, checking, loose connections and decay are typical problems. If not treated with a wood preservative, this wood is highly susceptible to decay. None of the wood in the ski lift has been treated with a wood preservative.

Figure 15. Single chair on Ski Lift No. 1, July 2005.

Figure 16. Single chair on Ski Lift No. 1, February 2006

The three remaining chairs of Ski Lift No. 1 have wood slats that make up the seats. The condition of the slats in the remaining seats ranges from weathered but good to fair (Figures 17-19). Some of the wooden slats are classified as fair because they have split at the screws that secure the slats to the chair frame (Figure 18). Others are classified as fair because of weathered or broken ends (Figure 19). Chair #3 is in the best condition of the remaining chairs.

Figure 17. Seat slats weathered but in good condition.

Figure 18. Seat slats in fair condition that have split at the metal fasteners.

Figure 19. Weathered and broken ends of seat slats.

The other wood used in Ski Lift No. 1 is the cable guide around the sheave (Figure 20). The guide consists of metal guides for the cable that have wood supports attached to the guides, most likely to provide additional stiffness as the cable pulled around the sheave. The wood, which could be easily be replaced, likely also acted as a buffer between steel cable and metal guides, possibly to reduce wear and cut down on noise and damage with metal-to-metal contact. Much of the wood has fallen away from the metal guide or is poor condition (Figure 21). The guides themselves have either bent or are no longer aligned with the sheave (Figure 22).

Figure 20. Guide for the cable on Ski Lift No. 1, outboard side.

Figure 21. Guide for the cable on Ski Lift No. 1 showing deteriorated and missing wood on the inboard side.

Figure 22. Deformed guide for the cable on Ski Lift No. 1, inboard side.

There is one area near the back of the sheave that has wood in good condition (Figure 23). There are a few lichens present but probing showed the wood to be relatively sound. Other wood had considerably more lichens present (Figure 24). The presence of lichens does not indicate an advanced state of deterioration. In fact, most of the wood with lichens was in fair to good condition, rather than poor. An exception would be the wood in the cable guide shown in Figure 25, which has split and decayed.

Figure 23. Guide for the cable showing wood in good condition near the back of the radius of the sheave of Ski Lift No. 1.

Figure 24. Wood in fair condition on the cable guide. Note lichens.

Figure 25. Wood in poor condition on the cable guide.

Preservation Options for Ski Lift No. 1

Stabilization and selective replacement option

The ski lift could remain in place in the park. This preservation option involves replacing key missing or deteriorated wood components on the ski lift. Replacement components could be fabricated from the same wood species. Wood components in fair condition could be left to continue to weather (and deteriorate at a slow rate).

Reconstruction option

This preservation option would be the most extensive. With this option, the ski lift could remain in the park. The ski lift would be restored to its original

configuration, mostly using replacement wood and steel components. All missing components would be replaced based on knowledge of the original construction, if known. Wood components in fair condition can be restored using selective replacement of deteriorated segments.

Treat the Ski Lift as an Artifact

Ski Lift No. 1 could probably not be put into use even if fully reconstructed. Because of its size, it may be difficult to treat it as an artifact, being placed in a museum where it will no longer deteriorate due to exposure to the elements causing weathering and decay. However, the chairs could be removed and placed in a museum. At this time, there is insufficient information on the City of Aspen's preservation goals to provide a recommended preservation option for the wood components in the ski lift.

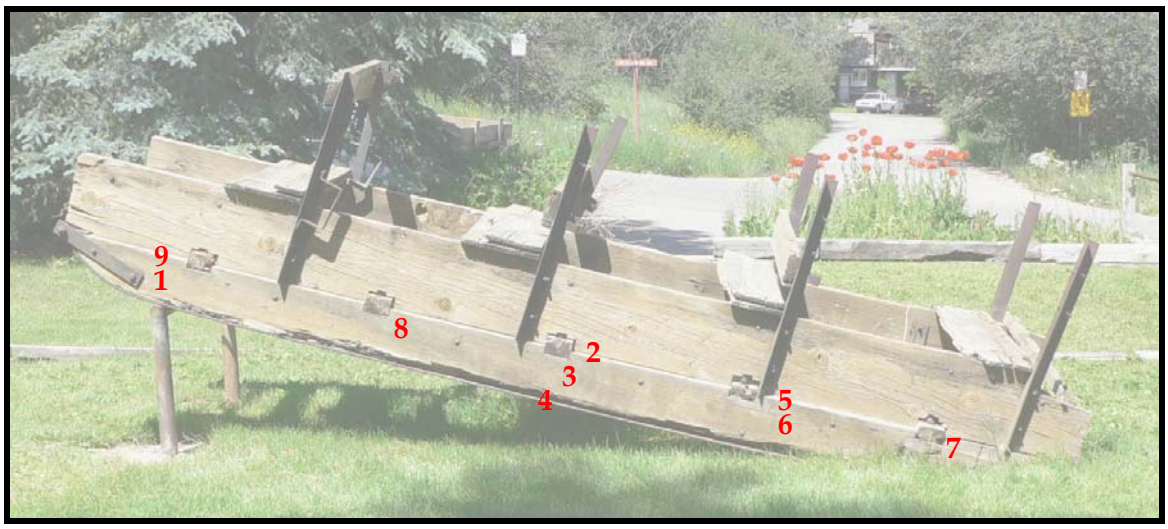
APPENDIX

- **Resistance Drilling Results from the Boat Tow**
- **Moisture Content Readings from the Boat Tow**

Table A.1 Resistance Drilling Results, Runner Supports on the Boat Tow

Drilling Number	Side	Location	Comments
1	driver	front of tow, near runner	minor internal deterioration
2	driver	2" from top, right of cross brace #3	void > 50%
3	driver	3" from top, right of cross brace #3	void > 50%
4	driver	6" from top, right of cross brace #3	void > 50%
5	driver	2" from top, behind seat 3	void > 50%
6	driver	5" from top, behind seat 3	void > 50%
7	driver	mid depth, right of cross brace #5	severely decayed
8	driver	2" from top, right of cross brace #2	minor deterioration
9	driver	2" from top, left of cross brace #1	solid
10	passenger	2" from top, right of cross brace #1	minor internal void
11	passenger	2" from top, left of cross brace #3	internal voids
12	passenger	6" from top, left of cross brace #3	internal voids
13	passenger	2" from top, left of cross brace #5	internal voids

* Cross braces and seats numbered from front to back of boat tow



Driver Side, Drilling Locations

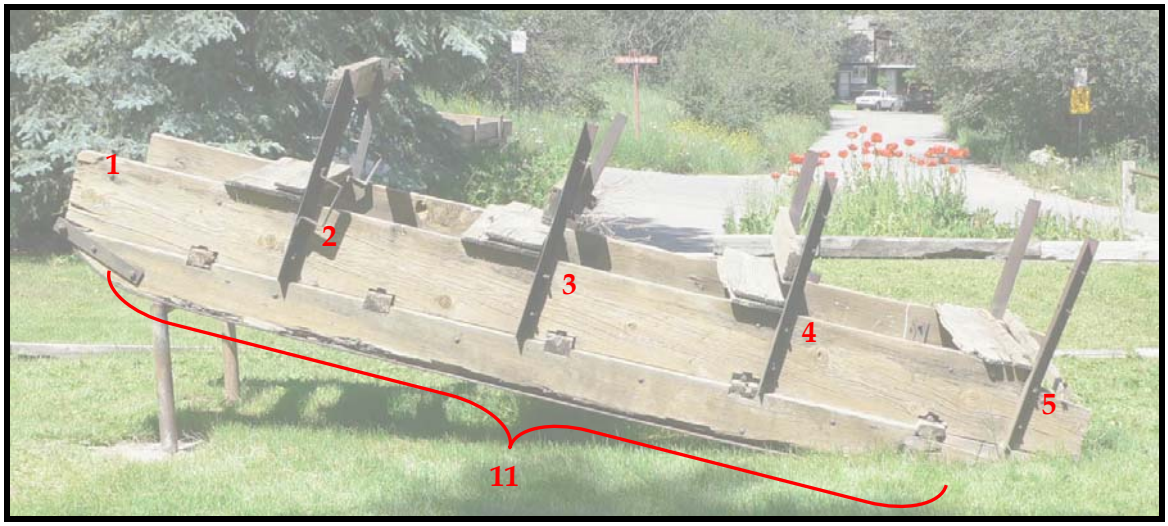
Passenger Side, Drilling Locations

Figure A.1 Resistance Drilling Locations on the Boat Tow

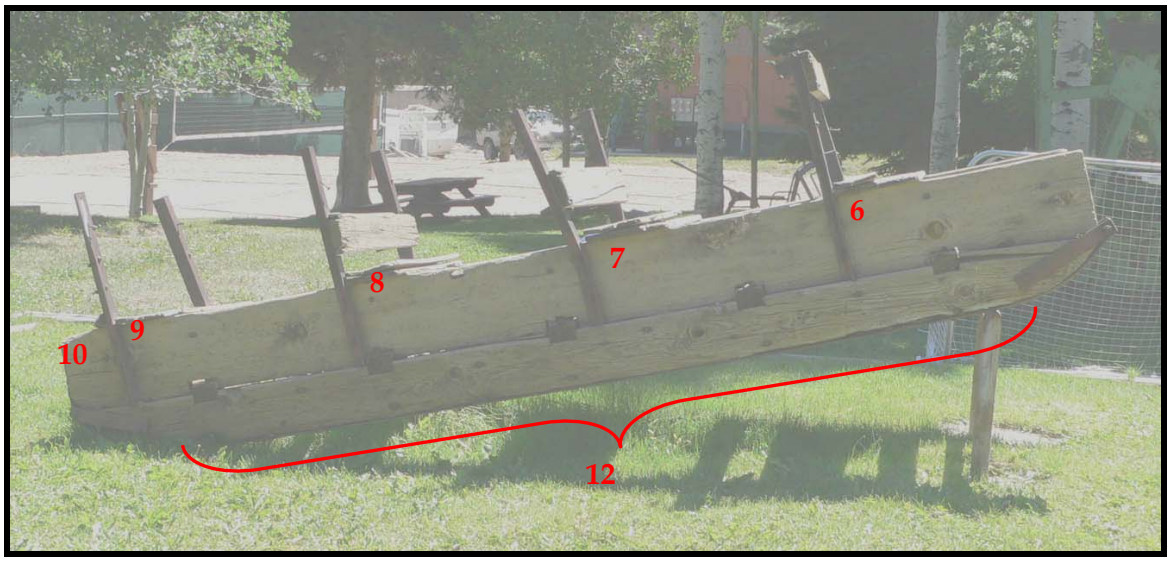
Table A.2 Moisture Content Readings on the Boat Tow

Location Number	Side	Location*	Moisture Content (percent)
1	driver	exterior	9-13
1	driver	interior	10-17
2	driver	exterior	10-15
2	driver	interior	10-15
3	driver	exterior	10-12
3	driver	interior	10-14
4	driver	exterior	10-12
4	driver	interior	12-25
5	driver	exterior	10-16
5	driver	interior	>30
6	passenger	exterior	10-15
6	passenger	interior	8-12
7	passenger	exterior	7-12
7	passenger	interior	8-12
8	passenger	exterior	10-12
8	passenger	interior	10-18
9	passenger	exterior	10-15
9	passenger	interior	10-15
10	passenger	exterior	14-18
10	passenger	interior	12-16
11	driver	exterior, front to seat 3	10-15
11	driver	exterior, seat 3 to end	14- >30
11	driver	interior	12- >30
12	passenger	exterior, front to seat 3	10-12
12	passenger	exterior, seat 3 to end	12-30
12	passenger	interior, front to seat 3	10-16
12	passenger	interior, seat 3 to end	10-25

* Seats numbered from front of boat tow



Driver Side, Moisture Content Locations



Passenger Side, Moisture Content Locations

Figure A.2 Moisture Content Locations on the Boat Tow

Anthony & Associates, Inc.

P.O. Box 271400
Fort Collins, CO U.S.A. 80527-1400
Phone: 970-377-2453

23 August 2020

Mr. Ben Anderson, AICP
Senior Planner
City of Aspen Community Development Department
130 S. Galena Street, 3rd Floor
Aspen, CO 81611

RE: Lift One Lodge LLC - Detailed/Final Review for Lift One Lodge PD

Dear Mr. Anderson:

This letter is submitted in connection with the Lift One Lodge Detailed/Final Review for the Lift One Lodge PD. A representative of the applicant, Patrick Rawley of Stan Clauson Associates, has contacted me in connection with condition #6 of Resolution #16, Series of 2018 of the City of Aspen Historic Preservation Commission. This condition requires the applicant to "consult with the wood scientist who prepared the City's 2006 study that examined the wood elements of the bullwheel and lift chairs to identify appropriate treatments."

I am the wood scientist that prepared the 2006 report. I believe that the 2006 report provides sufficient information on the appropriate preservation options but I remain ready to work with the applicant's team, as necessary and when appropriate, to answer any questions and provide additional direction on the treatments for the wood elements of the bullwheel and lift chairs.

Best regards,

Ronald W. Anthony, President and Wood Scientist
Anthony & Associates, Inc.

Confirmation / Update of Growth Management Calculations

Lift One Lodge and Skiers' Chalet Steakhouse

Lodge Use:
104 lodge keys, less a reconstruction credit of 38 units from Holland House. 66 (keys) x 0.6 (generation rate) = 39.6 FTE x .4475 (mitigation rated based on unit size of 519sf) =

17.72 FTE = Lodge Use mitigation *(unchanged from Ordinance 38, Series 2018)*

Residential Use:
18,831 sf of net livable, less a reconstruction credit of 586 sf from Holland House.
18,245 (net livable) / 400sf (code described sf per FTE) = 45.61 FTE x
0.3 (code specified generation rate) =

13.68 FTE = Free Market mitigation *(unchanged from Ordinance 38, Series 2018)*

Commercial Use:
16,125 sf (total net leasable),
West Building – 11,075 sf (net leasable)
generation rate 4.7 FTE per 1000 sf – w/ .25 discount for area not at grade 47.33 FTE x .4475(mitigation rate based on unit size of 519sf) = **21.8 FTE Steakhouse** – 4,005 sf (net leasable), includes a calculation for 2,429 sf of existing commercial area and .25 discount for area not at grade
17.65 FTE (generation); **6.1 FTE**

27.9 = Commercial Use mitigation *(unchanged from Ordinance 38, Series 2018)*

Total Required Mitigation:

59.3 FTE, Category 4

Aspen Skiing Company

Commercial Use:
Skiers' Chalet Lodge – skier services and patrol – 2,500 sf (net leasable) generation rate 4.7 FTE per 1000 sf.
Credit for 2,340 sf of existing area at Lift 1A facility
160 sf /1000 = .16 x 4.7 = .75 FTE
mitigation rate = .65 .75 x .65 = .49 FTE

Total Required Mitigation:

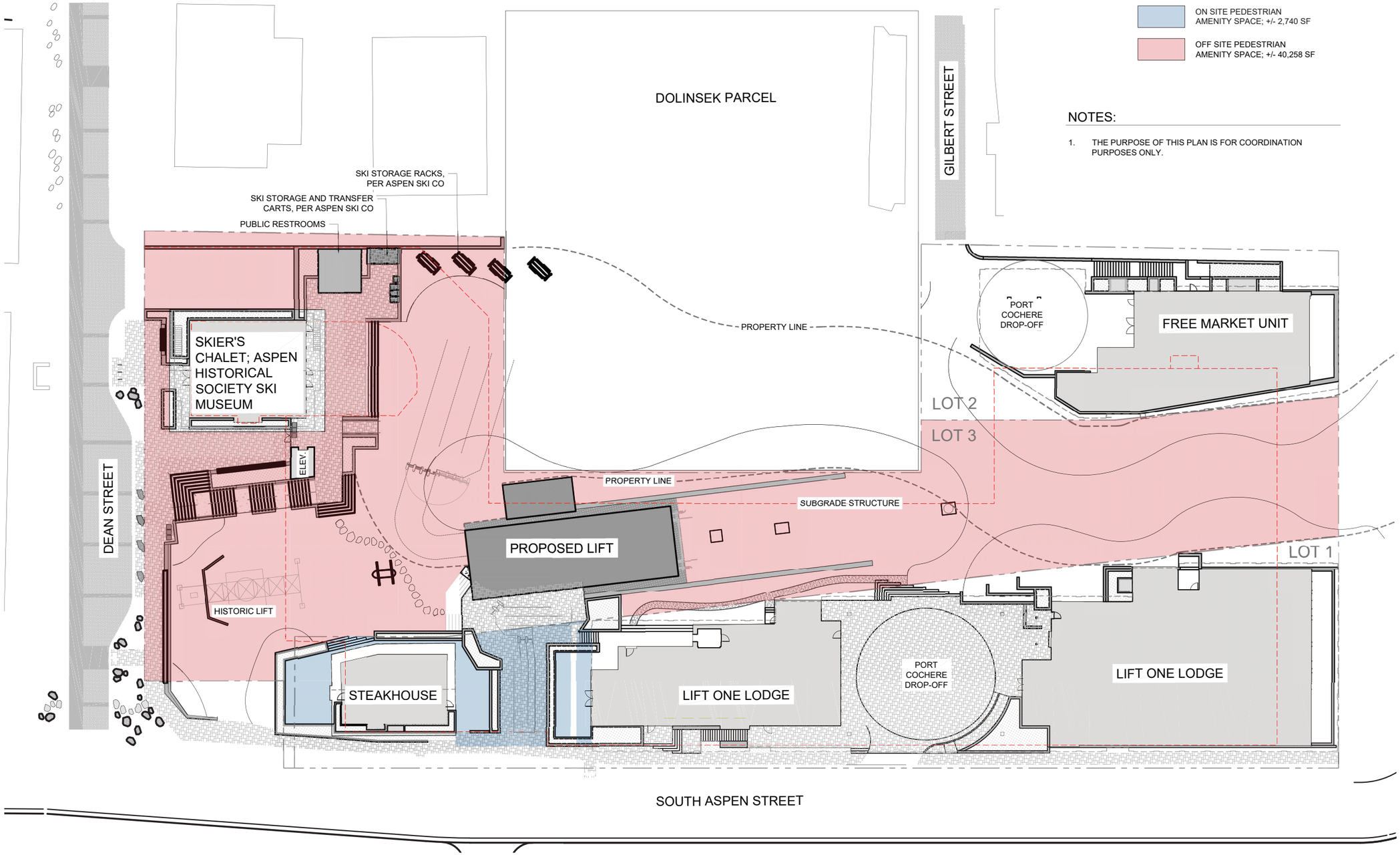
0.49 FTE, Category 4 *(unchanged from Ordinance 38, Series 2018)*

Aspen Historical Society Anticipated Employee Generation

AHS Museum at Lift One:

- 3.5 FTEs for museum reception, ticket sales, gift shop operation, docent services;
- 3 FTEs for museum café operation (AHS anticipates the café will be contracted to an outside vendor that will employ the necessary labor);
- 1 FTE for on-site programs, educational events, and tours;
- .5 FTE for building maintenance;
- .75 FTE for administrative and organizational needs;
- .75 FTE for curatorial needs; and
- .5 FTE for events management

TOTAL – 10 FTEs



LEGEND:

ON SITE PEDESTRIAN AMENITY SPACE; +/- 2,740 SF

OFF SITE PEDESTRIAN AMENITY SPACE; +/- 40,258 SF

NOTES:

1. THE PURPOSE OF THIS PLAN IS FOR COORDINATION PURPOSES ONLY.

LIFT ONE LODGE

710 SOUTH ASPEN STREET
ASPEN, CO 81611

OWNER
LIFT ONE LODGE ASPEN, LLC
520 E. MAIN STREET, SUITE 2
ASPEN, CO 81611
(970) 544-4196

DEVELOPERS
IRONGATE, LLC
10960 WILSHIRE BLVD SUITE 2222
LOS ANGELES, CA 90024

HAYMAX CAPITAL, LLC
520 E. MAIN STREET, SUITE 2
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ARCHITECT
GUERIN GLASS ARCHITECTS, P.C.
30 JAY STREET, SUITE 11-G
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PLANNER
STAN CLAUSON ASSOCIATES
412 NORTH 3RD STREET
ASPEN, COLORADO 81611
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LANDSCAPE ARCHITECTS
DHM DESIGN
111 MAIN STREET, SUITE 102
CARBONDALE, CO 81623
(970) 963.9520

CIVIL ENGINEERS
SOPRIS ENGINEERING
502 MAIN STREET, SUITE A-3
CARBONDALE, CO 81623
(970) 704.0311

STRUCTURAL ENGINEERS
KL&A
1400 WASHINGTON AVENUE, SUITE 100
GOLDEN, CO 80401
(303) 384.9910

MECHANICAL ENGINEERS
BG BUILDING WORKS
351 LINDEN STREET, SUITE 200
FORT COLLINS, CO 80524
(970) 221.5691

KEYPLAN

SCALE

ISSUE	DESCRIPTION - DATE
SD Package	Draft 09/09/19
Planned Development Detailed Review App.	**08/03/20**

SEAL

Design Development Plans

PROJECT NUMBER 1803

Trip Generation

Instructions:

IMPORTANT: Turn on Macros: In order for code to run correctly the security settings need to be altered. **C**lick "File" and then click "Excel Options." In the "Trust Center" category, click "Trust Center Settings", and then click the "Macro Settings" category. Beneath "Macro Settings" select "Enable all Macros."

Sheet 1. **Trip Generation**: Enter the project's square footage and/or unit counts under Proposed Land Use. The numbers should reflect the net change in land use between existing and proposed conditions. If a landuse is to be reduced put a negative number of units or square feet.

Sheet 2. MMLOS: Answer Yes, No, or Not Applicable under each of the Pedestrian, Bike and Transit sections. Points are only awarded for proposed (not existing) and confirmed aspects of the project.

Sheet 3. TDM: Choose the mitigation measures that are appropriate for your project.

Sheet 4. Summary and Narrative: Review the summary of the project's mitigated trips and provide a narrative which explains the measures selected for the project. Click on "Generate Narrative" and individually explain each measure that was chosen and how it enhances the site or mitigates vehicle traffic. Ensure each selected measure make sense

Helpful Hints:

1. Refer to the T Transportation Impact Analysis idelines for information on the use of this tool.
2. Refer to T TIA Frequently Asked Questions a quick overview.
2. Hover over red corner tags for additional information on individual measures.
3. Proposed TDM or MMLOS measures should be new and/or an improvement of existing conditions. A project will not receive credit for measures already in place. Proposed TDM or MMLOS measures should also make sense in the context of project location and future use.

= input
= calculation

DATE:	04-09-18
PROJECT NAME:	Amendment to Lift One Lodge Subdivision and Planned Development
PROJECT ADDRESS:	710 S. Aspen Street and Dean Street Plaza
APPLICANT CONTACT INFORMATION: NAME, COMPANY, ADDRESS, PHONE, EMAIL	*Stan Clauson, AICP, ASLA* *Stan Clauson Associates, Inc.* *412 N. Mill Street Aspen, CO 81611* *970.925.2323 stan@scaplanning.com*

Is this a major or minor project? Minor

Minor Development - Inside the Roundabout
Major Development - Outside the Roundabout

Proposed Land Use	Net New Units/Square Feet of the Proposed Project	Trips Generated					
		AM Peak-Hour			PM Peak-Hour		
		Entering	Exiting	Total	Entering	Exiting	Total
Commercial (sf)	11356.0 sf	17.79	7.99	25.78	18.81	28.21	47.01
Free-Market Housing (Units)	5 Units	0.97	2.38	3.35	2.30	1.80	4.10
Affordable Housing (Units)	1 Units	0.36	0.39	0.75	0.49	0.40	0.89
Lodging (Units)	66 Units	9.41	7.10	16.50	10.64	9.82	20.46
Essential Public Facility (sf)	0.0 sf	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL NEW TRIPS		**28.52**	**17.85**	**44.52**	**32.23**	**40.23**	**62.32**

*For mixed-use (at least two of the established land uses) sites, a 4% reduction for AM Peak-Hour and a 14% reduction for PM Peak-Hour is applied to the trip generation.

	ASSUMPTIONS					
	ASPEN TRIP GENERATION					
	AM Peak Average			PM Peak Average		
Land Use	Trip Rate	%Entering	%Exiting	Trip Rate	%Entering	%Exiting
Commercial	2.27	0.69	0.31	4.14	0.4	0.6
Free-Market Housing	0.67	0.29	0.71	0.82	0.56	0.44
Affordable Housing	0.75	0.48	0.52	0.89	0.55	0.45
Lodging	0.25	0.57	0.43	0.31	0.52	0.48
Essential Public Facility	0.86	0.62	0.38	1.66	0.4	0.6

MMLOS Input Page

Instructions: Answer Yes, No, or Not Applicable to each measure under the Pedestrian, Bike and Transit sections.

= input
= calculation

TOTAL NUMBER OF TRIPS MITIGATED: 83

Category	Sub.	Measure Number	Question	Answer	Points
Pedestrians	Sidewalk Condition on Project Frontage	1	Does the project propose a detached sidewalk where an attached sidewalk currently exists? Does the proposed sidewalk and buffer meet standard minimum widths?	Yes	5
		2	Is the proposed effective sidewalk width greater than the standard minimum width?	No	0
		3	Does the project propose a landscape buffer greater than the standard minimum width?	No	0
			Subtotal		5
	Sidewalk Condition on Adjacent Blocks	4	Does the project propose a detached sidewalk on an **adjacent block**? Does the proposed sidewalk and buffer meet standard minimum widths?	Yes	5
		5	Is the proposed effective sidewalk width on an **adjacent block** greater than the standard minimum width?	NA	0
		6	Is the proposed landscape buffer on an **adjacent block** greater than the standard minimum width?	NA	0
			Subtotal		5
	Pedestrian Routes	7	Are slopes between back of curb and sidewalk equal to or less than 5%?	Yes	0
		8	Are curbs equal to (or less than) 6 inches?	Yes	0
		9	Is new large-scale landscaping proposed that improves the pedestrian experience? Properties within the Core do not have ample area to provide the level of landscaping required to receive credit in this category.	yes	5
		10	Does the project propose an improved crosswalk? This measure must get City approval before receiving credit.	Yes	5
			Subtotal		10
	Driveways, Parking, and Access Considerations	11	Are existing driveways removed from the street?	Yes	5
		12	Is pedestrian and/or vehicle visibility unchanged by new structure or column?	Yes	0
		13	Is the grade (where pedestrians cross) on cross-slope of driveway 2% or less?	Yes	0
		14	Does the project propose enhanced pedestrian access points from the ROW? This includes improvements to ADA ramps or creating new access points which prevent pedestrians from crossing a street.	Yes	5
		15	Does the project propose enhanced pedestrian or bicyclist interaction with vehicles at driveway areas?	Yes	5
			Subtotal		15
	Traffic Calming and Pedestrian Network	16	Is the project's pedestrian directness factor less than 1.5?	Yes	0
		17	Does the project propose new improvements which reduce the pedestrian directness factor to less than 1.2? A site which has an existing pedestrian directness factor less than 1.2 cannot receive credit in this category.	Yes	5
		18	Is the project proposing an **off site improvement** that results in a pedestrian directness factor below 1.2?*	Yes	5
		19	Are traffic calming features proposed that are part of an approved plan (speed humps, rapid flash)?*	No	0
			Subtotal		10
	Additional Proposed Improvements	20	Are additional **minor** improvements proposed which benefit the pedestrian experience and have been agreed upon with City of Aspen staff?	Yes	3
		21	Are additional **major** improvements proposed which benefit the pedestrian experience and have been agreed upon with City of Aspen staff?	Yes	5
			Subtotal		8
			Pedestrian Total*		**53**

Category	Sub.	Measure Number	Question	Answer	Points
Bicycles	Modifications to Existing Bicycle Paths	22	Is a new bicycle path being implemented with City approved design?	Yes	10
		23	Do new bike paths allow access without crossing a street or driveway?	Yes	5
		24	Is there proposed landscaping, striping, or signage improvements to an existing bicycle path?	No	0
		25	Does the project propose additional **minor** bicycle improvements which have been agreed upon with City of Aspen staff?	Yes	5
		26	Does the project propose additional **major** bicycle improvements which have been agreed upon with City of Aspen staff?	Yes	5
	Subtotal				25
	Bicycle Parking	27	Is the project providing bicycle parking?	Yes	5
	Subtotal				5
Bicycles Total*					**30**

Category	Sub.	Measure Number	Question	Answer	Points
Transit	Basic Amenities	28	Is seating/bench proposed?	NA	0
		29	Is a trash receptacle proposed?	NA	0
		30	Is transit system information (signage) proposed?	NA	0
		31	Is shelter/shade proposed?	NA	0
		32	Is enhanced pedestrian-scale lighting proposed?	NA	0
		33	Is real-time transit information proposed?	NA	0
		34	Is bicycle parking/storage proposed specifically for bus stop use?	NA	0
		35	Are ADA improvements proposed?	NA	0
	Subtotal				0
	Enhanced Amenities	36	Is a bus pull-out proposed at an existing stop?	NA	0
		37	Is relocation of a bus stop to improve transit accessibility or roadway operations proposed?	NA	0
		38	Is a new bus stop proposed (with minimum of two basic amenities)?	NA	0
	Subtotal				0
Transit Total*					**0**

TDM Input Page

Instructions TDM: Choose the mitigation measures that are appropriate for your project. Proposed TDM or MMLOS measures should be new and/or an improvement of existing conditions. A project will not receive credit for measures already in place. Proposed TDM or MMLOS measures should also make sense in the context of project location and future use.

Category	Measure Number	Sub.	Question	Answer	Strategy VMT Reductions
Neighborhood/Site Enhancements Strategies	1	Onsite Servicing	Will an onsite ammenities strategy be implemented?	Yes	10.00%
			Which onsite ammenities will be implemented?	Hotel with Retail Servicing	
	2	Shared Shuttle Service	Will a shared shuttle service strategy be implemented?	Yes	10.35%
			What is the degree of implementation?	High	
			What is the company size?	Medium	
			What percentage of customers are eligible?	100%	
	3	Nonmotorized Zones	Will a nonmotorized zones strategy be implemented?	Yes	0.10%
			Maximum Reduction Allowed in Category		15.00%

Category	Measure Number	Sub.	Question	Answer	Strategy VMT Reductions
Transit System Improvements Strategies	4	Network Expansion	Will a network expansion stragtegy be implemented?	No	0.00%
			What is the percentage increase of transit network coverage?		
			What is the existing transit mode share as a % of total daily trips?		
	5	Service Frequency/Speed	Will a service frequency/speed strategy be implemented?	No	0.00%
			What is the percentage reduction in headways (increase in frequency)?		
			What is the existing transit mode share as a % of total daily trips?		
			What is the level of implementation?		
	6	Transit Access Improvement	Will a transit access improvement strategy be implemented?	No	0.00%
			What is the extent of access improvements?		
	7	Intercept Lot	Will an intercept lot strategy be implemented?	No	0.00%
			Maximum Reduction Allowed in Category		0.00%

Category	Measure Number	Sub.	Question	Answer	Strategy VMT Reductions
Commute Trip Reduction Programs Strategies	8	Participation in TOP	Will there be participation in TOP?	Yes	4.00%
			What percentage of employees are eligible?	100%	
	9	Transit Fare Subsidy	Is a transit fare subsidy strategy implemented?	Yes	13.80%
			What percentage of employees are eligible?	100%	
			What is the amount of transit subsidy per passenger (daily equivalent)?	100%	
	10	Employee Parking Cash-Out	Is an employee parking cash-out strategy being implemented?	No	0.00%
			What percentage of employees are eligible?		
	11	Workplace Parking Pricing	Is a workplace parking pricing strategy implemented?	No	0.00%
			What is the daily parking charge?		
			What percentage of employees are subject to priced parking?		
	12	Compressed Work Weeks	Is a compressed work weeks strategy implemented?	No	0.00%
			What percentage of employees are participating?		
			What is the workweek schedule?		
	13	Employer Sponsored Vanpool	Is an employer sponsered shuttle program implemented?	No	0.00%
			What is the employer size?		
			What percentage of employees are eligible?		
	14	Carpool Matching	Is a carpool matching strategy implemented?	No	0.00%
			What percentage of employees are eligble?		
	15	Carshare Program	Is carshare participation being implemented?	No	0.00%
			How many employee memberships have been purchased?		
			What percentage of employees are eligble?		
	16	Bikeshare Program	Is participation in the bikeshare program WE-cycle being implemented?	Yes	1.50%
			How many memberships have been purchased?	<100	
			What percentage of employees/guests are eligble?	100%	
	17	End of Trip Facilities	Is an end of trip facilities strategy being implemented?	Yes	3.75%
			What is the degree of implementation?	High	
			What is the employer size?	Medium	
	18	Self-funded Emergency Ride Home	Is a self-funded emergency ride home strategy being implemented?	No	0.00%
			What percentage of employees are eligible?		
	19	Carpool/Vanpool Priority Parking	Is a carpool/vanpool priority parking strategy being implemented?	No	0.00%
			What is the employer size?		
			What number of parking spots are available for the program?		
	20	Private Employer Shuttle	Is a private employer shuttle strategy being implemented?	No	0.00%
			What is the employer size?		
			What percentage of employees are eligible?		
	21	Trip Reduction Marketing/Incentive Program	Is a trip reduction marketing/incentive program implemented?	Yes	4.00%
			What percentage of employees/guests are eligible?	100%	
			Maximum Reduction Allowed in Category		5.38%

Cross Category Maximum Reduction, Neighborhood and Transit	**15.00%**
Global Maximum VMT Reductions	**19.57%**

1. 22% work trips represents a mixed-used site (SF Bay Area Travel Survey). See Assumptions Tab for more detail.

Summary and Narrative:

DATE:	04-09-18
PROJECT NAME:	Amendment to Lift One Lodge Subdivision and Planned Development
PROJECT ADDRESS:	710 S. Aspen Street and Dean Street Plaza
APPLICANT CONTACT INFORMATION: NAME, COMPANY, ADDRESS, PHONE, EMAIL	*Stan Clauson, AICP, ASLA* *Stan Clauson Associates, Inc.* *412 N. Mill Street Aspen, CO 81611* *970.925.2323 stan@scaplanning.com*

SUMMARY					
Trip Generation		**Trip Mitigation**			**NET TRIPS TO BE MITIGATED**
Peak Hour	***Max Trips Generated***	***MMLOS***	***TDM***	***Total Trips Mitigated***	
PM	62.3	83	12.20	95.20	**0.00**

Narrative:

Click on the "Generate Narrative" Button to the right.
Respond to each of the prompts in the space provided.
Each response should cover the following:

1. Explain the selected measure.
2. Call out where the measure is located.
3. Demonstrate how the selected measure is appropriate to enhance the project site and reduce traffic impacts.
4. Explain the Enforcement and Financing Plan for the selected measure.
5. Explain the scheduling and implementation responsibility of the mitigation measure.
6. Attach any additional information and a site map to the narrative report.

Project Description

In the space below provide a description of the proposed project.

The Lift One Lodge project will contain 104 lodge lock-off rooms and has a reconstruction credit of 38 bedrooms for net increase of 66 rooms. The project will contain 1 new affordable house unit. The project will have 16,125 SF of commercial net leasable of which 2,429 is a reconstruction credit from the Skier Chalet Steakhouse and 2,340 credit from the Lift 1A SkiCo facility for a net balance of 11,356 SF. Finally, there will be 6 free-market units for which there is a reconstruction credit of 1 unit, for a net increase of 5 units.

MMLOS

In the space provided call out the effective sidewalk width and the percentage of the site which meets or exceeds the minimum standard width. Explain the site constraints for areas which do not meet the minimum width.

Lift One Lodge has provided through a cost-sharing arrangement the complete reconstruction of South Aspen Street and will participate in the reconstruction of Dean Street. Sidewalks along South Aspen Street will meet the minimum requirements, while sidewalks along Dean Street will be a combination of the minimum requirement and a significant plaza area with considerable widened pedestrian areas.

A detached sidewalk is proposed on an adjacent block. Explain below how this improvement ties into the proposed project.

Dean Street improvements on the north side will include a combination of detached sidewalks, with a shorter attached section based on site constraints. On the south side of Dean Street there will be a combination of detached sidewalks and a significant pedestrian plaza attached to a vehicular drop-off area. Opposite the development, on the west side of South Aspen Street, a detached sidewalk has been implemented as part of a cost-sharing agreement.

In the space provided desicribe what new landscaping is proposed and how the proposed landscaping plan enhances the pedestrian experience. This measure is only applicable to large scale projects and requires more extensive landscaping then a few plantings or lawn area. The project shall establish extensive landscaping which significantly benefits the site and improves the pedestrian comfort and experience.

A significant pedestrian plaza, skier and summer access, and drop-off area will be provided along Dean Street. As part of the plaza development, historic elements of the original Lift 1 will be refurbished and reinstalled as a memento to the start of modern skiing in Aspen.

Explain the proposed improved crosswalk and how this improvement benefits the pedestian experience and the site as a whole. An improved crosswalk includes measures such as incorporating a corner bulb out or defining a crosswalk path with colored concrete. Simply re-striping a crosswalk will not recieve credit. This measure must be pre-approved by City staff.
Improved crosswalks will be installed on Dean Street to complement the pedestrian plaza. Dean Street is currently proposed as having a paver surface, with varied colors and/or patterns being used to delineate both crosswalks and bike lane separations.

Explain what driveways are removed and how this benefits the pedestrian experience.
A number of alleys and street rights-of-way are being removed as part of this project, along with individual driveways that served buildings now removed or scheduled to be relocated. Parking access, formerly provided as head-in parking along South Aspen Street, has been relocated to a subgrade garage access from Dean Street. The pedestrian environment will therefore benefit from continuous walkways, where none existed previously.

Describe the enhanced pedestrian access point(s). This measure is to improve pedestrian access to the site from the ROW. It includes adding additional access points which prevent pedestrians and bicyclists from crossing a street, improvements to the project's ADA ramps in the ROW, and improvements to existing access points.
A number of pedestrian access points to the site will be provided. A Dean Street crossing from the north along with new sidewalks along Dean Street will provide access to the pedestrian plaza, ski lift and park facilities. Access from South Aspen Street will occur via a side path to the north of the relocated Skiers Steakhouse building, the pedestrian amenity space to the south of the Steakhouse building, the main entry and porte cochere of the Lift One Lodge, and a pedestrian facility to be constructed at the roundabout terminus of South Aspen Street.

Explain the enhanced pedestrian interaction at driveway areas or alley crossings. There must be an existing deficiency on the proposed site to select this mesaure. If the project will increase interaction between pedestrians and vehicles at a driveway this should be mitigated by implementing improvements to that area. New signage, striping, mirrors, and other approved devices are examples to address pedestrian-vehicle conflicts at driveways.
Numerous alley, street, and driveway intersections along South Aspen Street have been eliminated and replaced by a single entry and porte cochere for the Lift One Lodge mid-block along the street. Parking access and egress from the Willoughby Park parking lot has been reduced to a single entry for sub-grade parking mid-block on the south side of Dean Street.

Explain offsite improvements which will result in a pedestrian directness factor below 1.2.
A dedicated contraflow bike lane will be provided on the north side of Dean Street along with continuous sidewalk facilities along Dean Street.

Explain any additional minor improvements which benefit the pedestrian experience and have been agreed upon with City of Aspen staff.
All of the pedestrian and cyclist improvements described above have been designed in conjunction with the City of Aspen Parks Department and the City of Aspen Engineering Department.

Explain any additional major improvements which benefit the pedestrian experience and have been agreed upon with City of Aspen staff.
All of the pedestrian and cyclist improvements described above have been designed in conjunction with the City of Aspen Parks Department and the City of Aspen Engineering Department.

Describe the proposed new bicycle path. This measure must have pre-approval from City staff.

The contraflow bike lane on the north side of Dean Street has been designed in conjunction with City of Aspen Parks and Engineering staff.

Describe how the proposed new bike path allows access without crossing a street or driveway.
The proposed bike lane does not cross any driveway or street and will allow access from adjacent streets and bikeways.

Explain any additional minor bicycle improvements which have been agreed upon with City of Aspen staff.
Additional improvements include bicycle parking facilities for the Willoughby Park pedestrian plaza, the South Aspen Street pedestrian amenity, and the porte cochere entry to the Lift One Lodge. These will be designed in conjunction with the City of Aspen Parks Department.

Explain any additional major bicycle improvements which have been agreed upon with City of Aspen staff.
Not applicable

Include any additional information that pertains to the MMLOS plan in the space provided below.
The relocation of Lift One to a plaza directly accessible from Dean Street will result in far less trip generation for drop-off and parking during the ski season. Lift One Lodge is an integral participant in facilitating and funding this new lift location.

TDM

The project proposes onsite amenities. Describe the combination of amenities below. Providing a combination of creative onsite amenities reduces the need for SOV trips throughout the day. Services within the development that will reduce the need for auto trips include grocery, restaurant, recreation rental, dry cleaning, child care, bicycle repair stations, etc. A combination of amenities is required.
On site amenities for the hotel will include shower facilities for staff who choose to commute by bicucle as well as bicycle parking and WE-Cycle access.

Explain the proposed shared shuttle service strategy in the space below. The use of hotel or other customer service vehicles to shuttle employees can maximize the use of on-site resources while reducing SOV trips. The successful project will creatively consider the use of necessary business vehicles for shuttle purposes. For example, a health club with a guest shuttle could provide employee transfers to a transit center or park and ride. Note, the provision of a hotel shuttle alone does not qualify for this measure.
A hotel shuttle service will be provided for lodging guests.

Explain below how the project plans to participate in the Transportation Options Program (TOP). The successful project will work with City of Aspen staff to determine whether TOP membership is appropriate and, if so, to join the program. Notes: This program is not typically appropriate for employers of less than 20 employees. Grant funding from the TOP program may not be used to offset mitigation measures until the reporting period has been successfully completed
The Lift One Lodge expects to fully participate in the Transportation Options Program, based on a like count exceeding 20 employees.

Explain below the transit fare subsidy strategy. The successful project will provide subsidized/discounted daily or monthly public transit passes for the RFTA valley system. These passes can be partially or wholly subsidized by the project, with additional points being provided for larger subsidies. Many entities use revenue from parking to offset the cost of such a project.
Employee transit fares will be subsidized.

Provide details for the proposed bike share program participation. Bike sharing provides access to a fleet of bicycles for short trips, thus reducing SOV travel. The successful project will provide memberships to the existing WE-cycle program. Include details on how many WE-cycle memberships will be purchased and whether these will be made available to guests, employees, or both.
The project will provide memberships to the WE-cycle program, both for all guests and employees. The project will also provide access to a fleet of bicycles for guest use.

Explain the proposed end of trip facilities strategy below. The provision of convenient facilities for pedestrians and cyclists encourages these types of alternative modes, thus reducing SOV trips. Non-residential projects may provide facilities such as showers, secure bicycle lockers, personal lockers, changing spaces, etc.
The project will provide shower facilities for those employees who commute by bicycle or on foot, as well as personal lockers. The project is participating in the provision of public lockers for ski equipment to be located at the base of Lift One.

Explain the proposed trip reduction marketing/incentive program in the space provided. A trip reduction marketing programs should include a number of the following strategies: orientation to trip reduction programs and benefits; orientation to specific alternative transportation modes such as bus service information, bike/walk route maps, etc.; publishing of web or traditional informational materials; events and contests such as commuter fairs, new employee orientations, bike to work days, etc.; educational opportunities such bicycle commute/repair classes; web or traditional materials aimed at guests/customers such as bike/walk maps, free transit day passes, etc.; incentive programs such as prizes, rewards or discounts for alternative commuting.
The Lift One Lodge will provide information for guests on the availability of transit facilities and the proximity to commercial core activities in order to encourage them to visit without engaging a car rental. This will include printed materials and website information. Staff will be provided information indicating discouraging the use of private vehicles for their work commute, and offering an attractive package of alternative transportation options.

Include any additional information that pertains to the TDM plan in the space provided below.
Lift One Lodge will support the installation of a We-Cycle station for public use and provide bicycles for guest use as part of their program to support alternative transportation options.

MMLOS Site Plan Requirements

Include the following on a site plan. Clearly call out and label each measure. Attach the site plan to the TIA submittal.
Sidewalk Width and Buffer Width
Detached Sidewalk on Adjacent Property
Sidewalk width on adjacent property
Slopes Between Back of Curb and Sidewalk
Landscape Plan
Crosswalk Improvement(s)
Removed Driveway(s)
2% Slope at Pedestrian Driveway Crossings
Enhanced Pedestrian Access Point
Enhanced Pedestrian Interaction at Driveway Areas
Pedestrian Directness Factor (See callout number 9 on the MMLOS sheet for an example)
Offsite Pedestrian Directness Factor (See callout number 9 on the MMLOS sheet for an example)
Additional Minor Pedestrian Improvement
Additional Major Pedestrian Improvement

New Bicycle Path
New bicycle path which provides access without crossing a street or driveway
Bicycle Parking

Enforcement and Financing

Provide an overview of the Enforcement and Financing plan for the proposed transportation mitigation measures.
A financing requirement will be provided with the project Development Agreement to ensure compliance with the proposed transportation mitigation measures.

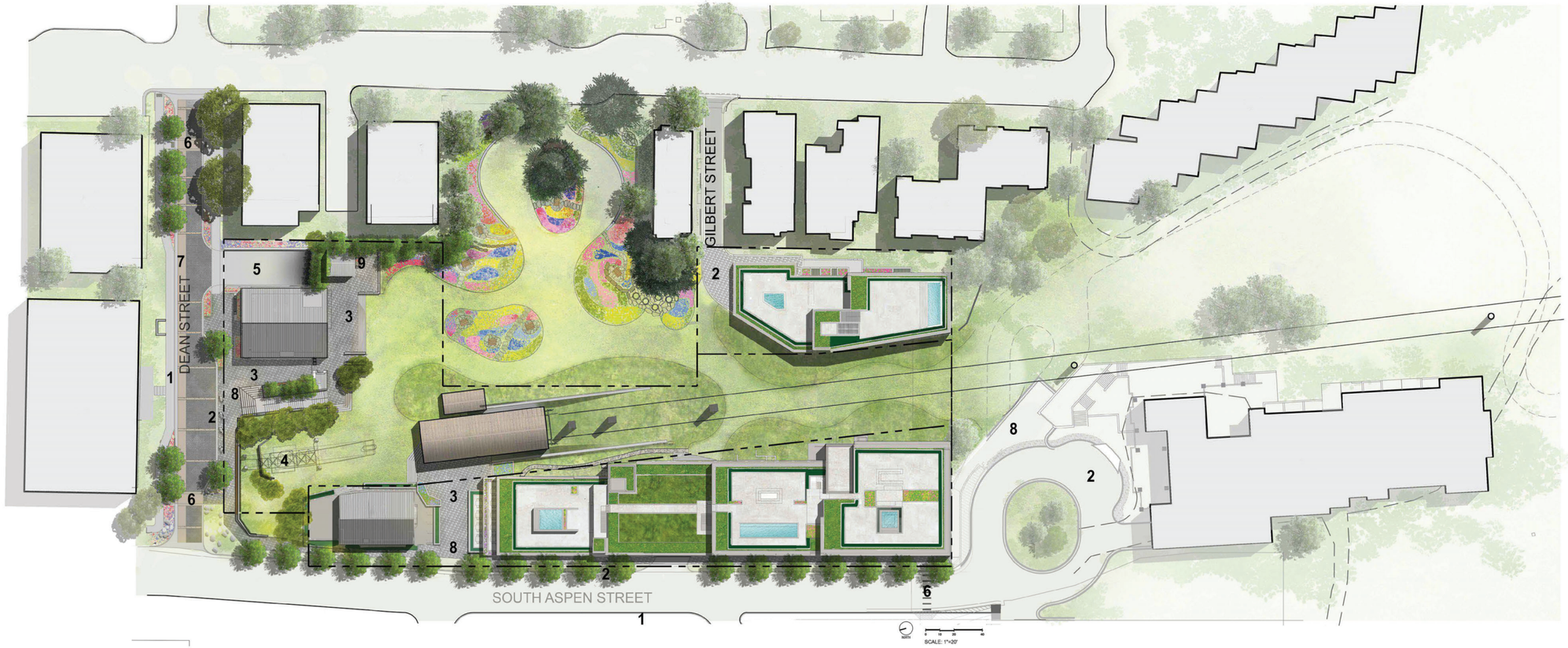
Scheduling and Implementation Responsibility of Mitigation Measures

Provide an overview of the scheduling and implementation responsibility for the proposed transportation mitigation measures.
Implementation will occur with the completion of the project and commencement of operations.

Monitoring and Reporting

Provide a monitoring and reporting plan. Refer to page 17 in the Transportation Analysis Guidelines for a list of monitoring plan requirements. Components of a Monitoring and Reporting Plan should include (1) Assessment of compliance with guidelines, (2) Results and effectiveness of implemented measures, (3) Identification of additional strategies, and (4) Surveys and other supporting data.

Monitoring can occur at the end of the first year and at reasonably-determined regular intervals thereafter. The Monitoring and Reporting will include a report indicating the implementation of the measures described about, along with surveys of hotel guests and staff to determine ways to optimize transportation demand management. Additionally, the applicant will participate with the Parks Department and Aspen Skiing Company in assessing users of the Lift One facilities, and any improvements that may need to be implemented.



LEGEND

1 Detached Sidewalks
2 Vehicular Drop-Off
3 Pedestrian Plaza
4 Original Lift 1 Historic Element
5 Subgrade Garage Parking
6 Improved Pedestrian Crosswalk
7 Contraflow Bike Lane
8 Bicycle Parking Facility
9 Public Ski Lockers

LIFT ONE PROPERTY BOUNDARY
SITE RETAINING WALLS
HARDSCAPE PAVING
PROPOSED TREES

LIFT ONE LODGE

710 SOUTH ASPEN STREET
ASPEN, CO 81611

OWNER
LIFT ONE LODGE ASPEN, LLC
605 W. MAIN STREET, SUITE 2
ASPEN, CO 81611
(970) 544-4196

DEVELOPERS
IRONGATE, LLC
10880 WILSHIRE BLVD SUITE 2222
LOS ANGELES, CA 90024

HAYMAX CAPITAL, LLC
605 W. MAIN STREET, SUITE 2
ASPEN, CO 81611
(970) 544-4196

ARCHITECT
GUERIN GLASS ARCHITECTS, P.C.
45 KAY STREET, SUITE 110
BROOKLYN, NEW YORK 11201
(212) 359.5360

PLANNER
STAN CLAUSON ASSOCIATES
517 E. HOPKINS AVE.
ASPEN, COLORADO 81611
(970) 925.2323

LANDSCAPE ARCHITECTS
DHM DESIGN
511 MAIN STREET, SUITE 102
CARBONDALE, CO 81623
(970) 963.8520

CIVIL ENGINEERS
SOPRIS ENGINEERING
502 MAIN STREET, SUITE A-3
CARBONDALE, CO 81623
(970) 704.03111

STRUCTURAL ENGINEERS
KL&A
1717 WASHINGTON AVENUE, SUITE 100
GOLDEN, CO 80401
(303) 384.9910

MECHANICAL ENGINEERS
BG BUILDING WORKS
201 N. ASPEN STREET, SUITE 200
BASALT, CO 81621
(970) 227.5691

KEYPLAN

SCALE 1:20

ISSUE	DESCRIPTION - DATE
SD Package	Draft 09/09/19
	Planned Development Detailed Review App.
	08/03/20

SEAL

Design Development Plans

PROJECT NUMBER 1803

TRANPORTATION IMPACT ANALYSIS PLAN

Lift One Lodge
Aspen, CO
Construction Management Plan (CMP)
August 17, 2020

Contact List

Owner Rep/Developer
Haymax Capital, LLC
605 W Main Street
Aspen, CO 81611
(970) 544-4196
Project Manager – Josh Gaube

General Contractor
Haselden Resort Constructors
6950 S Potomac Street
Centennial, CO 80112

Senior Project Manager – Brian Hunt – (720)-341-7930
Project Superintendent – Shawn Morrison (720) 341-7948
State Certified Erosion Control Representative – Michael Gurule – (303) 483-8990

Architect
Guerin Glass Architects PC
20 Jay Street 11th Floor Suite 1110
Brooklyn New York 11201

City of Aspen
Planning and Zoning
130 S Galena Street
Aspen, CO 81611
(970) 920-5090

Building Department
517 E Hopkins
Garden Level
Aspen, CO 81611
(970) 920-5090

Aspen Fire Department
Aspen Fire
420 E Hopkins Avenue
Aspen, CO 81611
(970) 925-5532

Aspen Police Department
Aspen Police
506 E Main Street, Suite 102
Aspen, CO 81611
(970) 920-5400

Roaring Fork Transit Authority
Customer Service
(970) 384-4965

Aspen Valley Hospital
0401 Castle Creek Road
Aspen, CO 81611
(970) 925-1120
Emergency Number 911

Lift One Lodge
Aspen, CO
Construction Management Plan (CMP)
August 17, 2020
PERMIT SUBMITTAL
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1.0 GENERAL

1.1 PURPOSE

The purpose of this construction management plan is to provide consistent policies, procedures, controls, and rules under which physical aspects of construction management will be implemented on the Lift One Lodge Project.

Success of this Construction Management Plan not only depends on the systems and controls instituted by this plan, but on the leadership and commitment of workers, contractors, and suppliers. The goal of the Project is to institute a program that promotes the desired results by all workers, contractors, and suppliers. This plan is premised on the idea that it is better to support correct actions than to focus on correcting improper actions.

1.2 APPLICABILITY

This construction management plan shall govern the construction of Lift One Lodge. All work shall be performed in accordance with this CMP except for amendments, updates and changes approved by City of Aspen in writing.

1.3 DEFINITIONS AND TERMS

Construction Management Plan - The Construction Management Plan is a combination of diagrams, documents, drawings, and specifications that clearly define the steps that will be taken to demonstrate how the impacts to the Adjacent Property Owners, neighbors, Aspen residents and visitors will be reasonably minimized and controlled. This plan will demonstrate how the impacts associated with this project will be proactively managed. Herein sometimes described as “CMP” throughout the remainder of this CMP, this Construction Management Plan is a living document and will be updated as necessary according to site conditions, phasing plans and any unforeseen conditions as approved by City of Aspen. A copy of the approved CMP will be kept and maintained onsite at all times and will be included in subcontract agreements.

Construction Mitigation Officer- An appointed employee of the City of Aspen whose charge is to ensure that all aspects of the Construction Management Plan are followed, and to further ensure that the impacts associated with construction activities associated with this project are the least necessary to accomplish the project.

Disturbance Area- A portion of land where the topsoil or native soils have been removed for the purposes of construction (development)

Best Management Practices (BMP’s)- Schedules of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce the pollution of waters of the state. BMP’s also include treatment requirements, operating

procedures, and practices to control site runoff, spillages or leaks, waste disposal, or drainage from material storage.

Tree Dripline and Protection Zone - Use the longest branch of the tree as a radius from the center of the tree and make a circle. The circle is then defined as the dripline and thus is the tree protection zone.

Final Stabilization- The uniform vegetative cover has been established with density of at least 70 percent of pre-disturbed levels per State Storm Water permit. For major projects such as this final stabilization will require inspection by City Officials.

Force Majeure – In the event performance shall be delayed or hindered for reasons outside of Contractors control.

1.4 REFERENCES

A. City of Aspen Policy 205-Right of Way Permit Requirements.
B. City of Aspen Policy 204-A Revocable Encroachment License Application
C. City of Aspen Construction and Mitigation Standards for Work in the Public Right of Way
D. City of Aspen Municipal Code Titles 13, 21, 26, and 29
E. City of Aspen Ordinance 35.
F. Manual on Uniform Traffic Control Devices for Streets and Highways- 2003 Edition.
G. Colorado Department of Public Safety General Permit Part IBC
H. Colorado Department of Transportation M&S Construction Standards
I. Colorado Department of Public Health and Environment- Air Pollution Control Division

2.0 PROJECT INTRODUCTION

2.1 DISTURBANCE AREA

This project consists of demolition of the existing buildings and construction of a new lodge building. The overall SF footprint of the project is approx. 51,729 SF and the overall disturbance encompasses the entire property in addition to a small amount of work in the public right of way. Overall disturbance is approximately 115,000 SF.

2.2 LOCATION

The project is located at 710 South Aspen Street.

2.3 DESCRIPTION

The Lift One project comprises the new build Lift One Lodge Hotel, containing hotel guestrooms and fractional units with associated amenity spaces, including restaurants,

commercial space, fitness and spa facilities and accessible roof areas, and a new build free market residential building. Both buildings are constructed over a subgrade structure connecting the properties and containing back of house facilities and public and valet parking. In addition, there are 2 existing historical Chalet buildings on site that are to be relocated above the new subgrade structure and repurposed as a food and beverage venue and a Museum for the Aspen Historical Society and skier services for Aspen Ski Company. The ski lift terminal and skiway are located in a new public park between the hotel and residential buildings.

3.0 PROJECT DOCUMENTATION

3.1 PERMITS / OTHER DOCUMENTATION

Haselden Construction will maintain all applicable local, state, and federal licenses and permits that apply to this project.

3.1.1 The building permit will be applied for and paid by the Developer of the Project.

3.1.2 The following permits will be applied for by Haselden Construction: Right of Way Permits (as required), Permanent Revocable Encroachment License, Temporary Revocable Encroachment License, Temporary Sign permit

3.1.3 The following agreements are in place; City Council Ordinance No 39, Series 2014, Community Development Department Notice of Approval dated July 7, 2014, Planning and Zoning Commission Resolution No 17, Series of 2015 and Community Development Department Order dates August 27, 2015.

3.2 PUBLIC NOTIFICATIONS

3.2.1 The following procedures will be utilized for public notification

3.2.1.1 Initial Public Notification Update - The first public notification will occur no later than 10 days prior to the start of construction. This notification will be sent out to adjacent property owners.
The Notification will include the following items:

1. Project Phasing
2. Overall Project Schedule
3. Site Logistics / Safety
4. Traffic and /or pedestrian control measures and how they will be utilized during the construction of the project to protect the adjacent properties and pedestrians.
5. Dust Control
6. Noise Suppression
7. Date and Location of Preconstruction Meeting indicated below

3.2.1.2 Communication of Issues during Construction from Adjacent Neighbors and Residents.

In order to proactively address any concerns during the construction phases, Haselden Construction will provide a designated representative that adjacent property owners can contact if a concern arises. A phone # and email address will be made available to contact this representative. The Haselden Representative will then contact the concerned individual within 24 hours to address the concern. Haselden will also update web page with major project updates.

3.2.1.3 Prior Notification of Operations That May Affect Adjacent Neighbors and Residents.

If a construction operation will significantly affect the adjacent property owners, HCL will provide prior notification via email. These notifications will be related to construction activity that may affect them outside the normal everyday construction activities (i.e. noise related activities, etc.) these notices will be distributed weekly in the form of an overall construction update.

Neighbor notification will comply with section 3307 of the 2003 International Building Code for all excavation work.

3.3 PROJECT SIGN

A project sign will be constructed and posted per City of Aspen requirements. The sign will be posted in a location where it is readable from the street or driveway and will meet the City Municipal Code 26.510.030B4. Haselden will obtain all permits as required by the City of Aspen for project signage.

3.4 CONTACT DESIGNATION

See Contact list at front of CMP

4.0 PROJECT IMPLEMENTATION

4.1 DATES OF CONSTRUCTION

The project is currently scheduled to start in Spring 2021 and will be complete by Summer 2023. A preliminary project schedule will be included in detailed building permit review of the CMP.

4.2 HOURS OF CONSTRUCTION

Construction hours will be limited to 7:30am to 5:30pm M-F and 9 am to 5 pm on Saturdays. No work is permitted on Sunday's, 4th of July day and/or weekend if it falls on a Friday or Monday, Memorial Day and Labor Day weekends, Thanksgiving Day, Christmas Day, and New Year's Day

During Presidents Day:

Sky Hotel is in the Central Resort Area (CRA), therefore no work on exterior elements will be permitted, and interior work will be permitted during this time.

During Christmas Week:

Lift One Lodge is in the CRA; therefore, no exterior work will be permitted. Interior work will be permitted during this time.

Holiday Season:

Lift One Lodge is not in the Core Area therefore work will not be limited during the week leading up to Christmas per the Holiday Schedule. Interior work will be permitted during this time.

Food & Wine Festival

Lift One Lodge is in the CRA and therefore work will not be permitted the Friday and Saturday of this event.

It is Haselden's intent to work inside the building past the hours listed above if necessary, but any work after these ours will be minimal noise generating activities and will not impact adjacent properties. Haselden may submit a work plan for approval to work 24 hours a day for interior work from the City of Aspen Engineering Department during the offseason.

Any variance of the above hours will be reviewed two (2) working days, in advance and approved by the City of Aspen.

4.3 SEQUENCE (PHASING) OF CONSTRUCTION

This project has been designed to facilitate its development in a single delivery. Specific milestone dates will be shown in the project schedule under Appendix C during detailed CMP approval at building permit issuance.

4.4 ADJOINING PROPERTIES / SHORING OF EXCAVATION

Unless shown as part of the work in the Construction Documents, no excavation is intended to take place close enough to a property line to endanger any adjacent public street, sidewalk, alley, or other public or private property or easement. If any such work needs to take place, all excavation work shall be properly supported and shored to protect from any damage that might occur due to the construction activity. Haselden will provide engineered excavation and shoring drawings for this work upon apply for permit.

4.5 PROJECT FENCING

Construction fencing and barriers will be utilized around the perimeter of the project to protect pedestrians and adjacent property owners from any work that may occur on the outside of the building. City of Aspen Construction Management Plan Requirements Plan outlines fencing to be constructed of 6' high chain link fence with green mesh as visual barriers. See section 11 for detail on our noise suppression fencing. Safety signage will be installed at the entrance gates indicating safety rules and check in procedures.

4.6 PUBLIC HEALTH AND WELFARE

Public Health and Welfare is an important concern of Haselden Construction. Haselden Construction pledges not to compromise the safety of our employees, subcontractors, or the public for any reason whatsoever. Our aim is to prevent all accidents and injuries. Each Superintendent has the responsibility to recognize and avoid unsafe situations and acts. Haselden Construction expects the entire construction management team to ensure safe and healthful working conditions, to instruct employees in safe practices and inform workers and public of any workplace hazards. All employees are expected to work in a manner, which safeguards themselves and the public, and participate in the improvement of work conditions and work practices in order to reduce hazards at all Haselden Construction work sites.

FIRE HYDRANT ACCESS/SAFETY - Access to the fire hydrants will be kept clear, after installation and final testing. If necessary, barriers will be utilized to protect and maintain access to fire hydrants at all times. Emergency response phone numbers will be posted on the site, in the job trailer and as required by city codes. Fire suppression equipment and first aid equipment will be on-site, in the site construction office and on-site, in appropriate areas. Individual handheld fire extinguishers will be located, as required, at the areas under construction. Early and ongoing communication with the Aspen Fire Department will be critical to maintain a clear understanding of construction plan.

4.7 NATURAL ENVIRONMENT

4.7.1 Environmental procedures will be implemented on this project to ensure compliance with EPA (Environmental Protection Agency), CDOT (Colorado Department of Transportation), and City of Aspen requirements for construction site storm water run-off.

4.7.2 Site clearing and excavation will be conducted in a manner to reduce the impact on local ecosystems and neighbors and their property.

4.7.3 Construction BMP's as indicated on the plans will be placed and maintained to protect the existing environment.

4.7.4 All hazardous materials will be disposed of or treated as per the requirements of the manufacturer's recommendations.

4.7.5 Concrete washout pits will be placed and maintained as indicated on the plans.

4.7.6 On site fueling of equipment will be conducted in a designated area to prevent accidental spillage or contamination around the site.

4.7.7 Machinery used on the project will abide by the City of Aspen noise abatement standards and per Section 11- NOISE SUPPRESSION below.

4.7.8 Tree removal will be required for the construction of this project. Both full removal and damage to roots within the drip line will occur. Per Municipal Code 13.20.020b a permit will be acquired prior to removal of trees.

5.0 SITE AND RIGHT OF WAY MANAGEMENT

5.1 ROW SIGNAGE AND ENFORCEMENT

Haselden will make reasonable effort to control parking, staging and access in surrounding areas outside of the project property lines. Language will be added in our "Instructions to Bidders" and subcontracts to outline fines for subcontractors that violate these rules. Signs will be posted with consistent language.

5.2 RIGHT OF WAY MANGEMENT PLAN

A right of way management plan which outlines work to take place within the public right of way will be submitted upon review of the final CMP. This plan identifies areas of encroachment including utilizing parking spaces for periodic staging. This plan will also outline areas of permanent and temporary encroachment permits.

5.3 EMERGENCY VEHICLE ACCESS AND ORDINANCE 35

Haselden will maintain continuous access for emergency vehicles around the site and adjacent properties. Prior to start of construction Haselden will walk the site and gain approval from Fire, Police and Ambulance for 24-hour emergency access.

5.4 PARKING MANAGEMENT

Shuttling of employees will be utilized for this project as no onsite parking will be allowed for craft personnel. A small amount of parking will be made available for management personnel on the project site. Haselden construction along with our key subcontractor's will utilize a carpool shuttle van and promote use of public transportation.

5.5 STAGING AREAS

Area for staging is limited on this project site. Deliveries will be managed on a just in time delivery basis. Staging and storage will be within the footprint of the project site as needed not to impede construction.

5.6 RIGHT OF WAY LIMITATIONS

5.6.1 Lift One Lodge appears to be in neither the Red, Orange, or Yellow encroachment zones.

5.6.2 For purposes of encroachment license on season is defined as June 1st through Labor Day and November 15th through March 31st.

5.7 CONSTRUCTION TRAILER, MATERIALS STORAGE, AND WASTE MANAGEMENT

5.7.1 Our plan is to maintain a small construction office on site. Temporary utilities such as gas, power and water will utilize existing site services and temporary toilet facilities will be located on site.

5.7.2 Haselden Construction takes great pride in maintaining a clean well-organized construction site. Haselden Construction will monitor the site on a daily basis to ensure that construction materials, debris, litter, and trash will be picked up on a continual basis and secured and /or placed in the appropriate receptacle. Construction debris that migrates outside of the project boundary will be collected immediately and the perimeter of the site will be policed daily. A clean site inside and outside of the project boundary promotes safety and productivity which are two of our most valued commodities.

5.7.3 Haselden Construction will take the lead with regard to diverting construction debris from landfills. Haselden will coordinate waste management including separate roll-off containers as required to meet or exceed the City of Aspen recycling requirements outlined below.

5.7.4 Haselden will recycle as required by the City of Aspen Listed Below:

5.7.4.1 Both conventional and construction related debris will be required to be recycled, according to this document and City of Aspen Municipal Code (26.575.060).

5.7.4.2 Project site conventional recycling of co-mingled materials (plastics #1-#7, tin, aluminum, and glass), and cardboard will have an assigned space/area and will separated on-site during the project. These materials may not be disposed of in the trash.

5.7.4.3 During demolition phases of this project, careful deconstruction will allow for proper sorting, recycling, and salvaging.

5.7.4.4 Scrap metals will be sorted and kept separate on-site and will have an assigned space/area.

5.7.4.5 Field inspections will occur throughout the permit process. If sorting of materials is not occurring onsite, other means of verification will be provided to City of Aspen as deemed appropriate.

5.7.4.6 Per municipal code, any dumpster or other trash receptacle that is used for food refuse will be constructed in such a manner as to render it bear proof.

5.7.5 Concrete and asphalt will be recycled on site or locally if crushing equipment is available in the valley.

5.7.6 Hazardous material spill cleanup kits will be located at several areas around the site.

6.0 TRAFFIC CONTROL

6.1 GENERAL

The traffic control operations will be managed by the designated certified traffic control supervisor. Certified traffic control personnel shall be employed by the Contractor and shall be used, as necessary. All traffic control personnel shall be equipped with a radio and appropriate flagging/signage equipment. The traffic control personnel will coordinate the entering and exiting of delivery trucks with buses and pedestrian traffic.

Temporary Encroachment Licenses will be obtained for work as required from The City of Aspen.

6.2 HAUL ROUTES

Construction related traffic to the Lift One Lodge Jobsite will flow from Highway 82/Main Street, to South Aspen Street. This route is consistent with the Official Heavy Haul Route Map per City of Aspen.

6.3 ONSITE VEHICLE LIMITATIONS

On site construction related traffic shall consist of company vehicles, shuttle vans, delivery vehicles, and construction related equipment.

6.4 DELIVERY REQUIREMENTS

Traffic control for the deliveries to Lift One Lodge will be coordinated with the City of Aspen as required. There will be a designated traffic control person located at the entrance and exit gates as shown on the site logistics plan to coordinate deliveries and pedestrian traffic.

Delivery drivers shall contact HCL's Superintendent a minimum of two (2) business days prior to a delivery, to coordinate the delivery and unloading process. Deliveries will only be allowed through this area between 7:30 A.M. and 4:30 pm.

If trucks arrive early, they will be required to park and wait down valley at a designated location depending on truck size until their designated delivery time. The following precautions will be taken to insure proper flow of traffic around the project site.

1. Full time flaggers will be used at all times during working hours.
2. All deliveries will be required to stop down valley at our staging area to notify lead flagger of intent to deliver.
3. Only deliveries that will fit within our construction site will be allowed to leave the down valley staging yard.

Delivery Vehicles will not be allowed to idle for more than five (5) minutes and will be required to comply as per the City of Aspen Municipal Code (13.08.110). Vehicles actively involved in construction activity will be allowed to idle longer as required.

6.5 TRAFFIC CONTROL PLAN

6.5.1 Traffic control plan will be submitted for review and approval with final CMP.

7.0 PEDESTRIAN PROTECTION

7.1 GENERAL

The site will have construction sound fencing placed adjacent to active roads, sidewalks, alley ways, or existing buildings to provide a separation barrier between construction activities and the pedestrian traffic. The fence will be relocated and movable, as required to protect the public from the construction area.

7.1.1 Temporary protection will be utilized if work is required outside of the building. Encroachment permits will be obtained for any work that affects the sidewalks around the perimeter of the building.

7.1.2 Temporary signage, traffic cones, and orange fencing will be used to direct both pedestrian and vehicle traffic. A pedestrian traffic control flagman will be posted at the construction entrance to coordinate pedestrian and vehicle traffic flow. It is anticipated traffic would be intermittently stopped at different times during construction activities to facilitate material deliveries.

7.1.3 Pedestrian Safety devices shall follow the requirements of city code 21.04.060, MUTCD chapter 6D, the Americans with Disability Act, and IBC Chapter 33 per attached Appendix B, §1.9 – Traffic Control Plan.

7.1.4 Haselden Construction will install warning signs informing the public of construction activity around the perimeter of the jobsite.

7.1.5 Construction workers shall be limited to working within the limits of the construction site. Construction workers will not be allowed outside of limits unless required for construction purposes.

7.1.6 The site will be secured and locked during non-working hours and trespassers will be subject to prosecution for trespassing.

7.1.7 All visitors to the jobsite must check in at the jobsite trailer in the North-South portion of the Alley as located on the site logistics plan. Proper attire and orientation will be required for any visitor to walk the jobsite. This site will not be open to the public.

8.0 SEDIMENT AND EROSION CONTROL

8.1 Haselden SWMP shall be submitted for review and approval with final CMP

8.2 SMUGGLER MOUNTAIN RESTRICTIONS

Lift One Lodge is not within the area of the Smuggler Mountain Superfund.

9.0 FUGITIVE DUST CONTROL –

9.1 An Air Pollution Emission Notice and Permit is not required from the State.

9.2 Fugitive Dust Control Measures for Lift One Lodge:

9.2.1 Wetting of the disturbed soil areas will be required during dry conditions and during excavation activities or as directed by the Construction Mitigation Officer. Onsite water source or water truck will be utilized.

9.2.2 Vehicle speeds within the site will be limited 5 MPH

10.0 EMISSIONS

10.1.1 General – All vehicles used on site will be properly maintained such that engines will function within manufacturer's standards or parameters.

10.1.2 Emissions from diesel engines operated within the City of Aspen shall be of a shade or density of no darker than 40% opacity, except for starting motions no longer than 10 seconds.

11 NOISE SUPPRESSION

11.0 GENERAL

Every reasonable effort will be made to minimize the noise impact of construction activities. Noise limits for construction activities is 80 decibels measured at the property line of the construction site. All construction equipment shall be adequately muffled and maintained to minimize project noise.

11.1 NOISE SUPPRESSION PLAN

11.1.1 Lift One Lodge is within the CRA; therefore, the allowable noise level will be 80dB. These limits are per the Regulations and Requirements of City of Aspen.

11.1.2 Construction of the Lift One Lodge will require excavation, earth retention and demolition, therefore a 3rd party sound consultant will be employed to research how noise levels can be reasonably reduced.

11.1.3 During demolition, earthwork, earth retention and major concrete pours noise levels will exceed both the Residential of 80dB. Per section 11.4 of the CMP Requirements Manual all work exceeding 80dB will not commence until 9:00am and is not permitted to take place on Saturdays.

11.1.4 The following measures will be utilized to mitigate noise as required in Appendix E Noise Suppression.

11.1.4.1 Notification of neighbors within two hundred fifty (250) feet of the

Project will occur to inform them of the kinds of equipment, projected noise levels and type of activity. Notification will be done via email in the form of weekly general construction updates.

11.1.4.2 Equipment will be operated in accordance with manufacturer's Specifications and with all standard manufacturers' mufflers and noise-reducing equipment in use and in properly operating condition.

11.1.4.3 Notices will be posted to inform workers, including sub-contractors, about the basic noise requirements, as well as specific noise restrictions, to the project. This will also be communicated to subcontractors during weekly subcontractor meetings at the jobsite.

11.1.4.4 The use of stereos on site will not be allowed.

11.1.4.5 Noisy equipment such as cement mixers for masonry operations will be placed on the site to maximize the distance from neighboring houses and/or rotate location so as to not impact just one neighbor.

11.1.4.6 Between work periods, builders will be required by city ordinance to shut down machines such as backhoes, bobcats, loaders and generators.

11.1.4.7 When dropping materials from a height—for example, into or out of a truck, or when loading or unloading scaffolding, chute or side baffles will be used to minimize noise disturbance.

11.1.4.8 Noise suppression fencing shall be maintained in accordance with Appendix E, page 6, and attachment 10 thereto. Sound fencing will be used only as needed maintain required sound levels.

11.1.5 Haselden Construction will conduct base line and periodic testing of activities on site for compliance of 80 db at the site boundaries. Haselden will utilize continuous electronic monitoring systems.

11.2 SPECIFIC RESTRICTIONS RELATED TO MANUFACTURING ON SITE

11.2.1 No onsite manufacturing will be conducted or completed onsite

12 ENFORCEMENT

12.1 CONSTRUCTION MITIGATION OFFICER

The City of Aspen Mitigation Officer will be assigned to the Lift One Lodge project.

The City Construction Mitigation Officer will conduct random site visits to determine if the project is following approved Plan and City requirements.

The Officer is not intended to take the place of the City of Aspen Building Inspector.

12.2 CORRECTIVE ACTION

1. The first corrective action is a verbal warning and explanation of the violation with a timeframe for compliance. Haselden Construction will issue a noncompliance notification to any subcontractor in connection with the violation.
2. The second notice from the City of Aspen will be a written warning or correction notice with timeframe for compliance. Haselden Construction will require a written response from the subcontractor involved as to the corrective measures and timeframe for compliance.
3. The third and final notice is a “Stop Work Order” (Red Tag). If a stop work order is issued, no more work can be completed until the violation is corrected. Haselden Construction will notify the subcontractor involved of non-performance requirements as stated in the subcontract agreement.

12.3 INSPECTION REPORTS

The Construction Mitigation Officer will complete construction inspection reports. All reports are public and will be kept in the City Engineering Asset Management Department.

WALKER CONSULTANTS

MEMORANDUM

PARKING OPERATIONS AND TECHNOLOGY STRATEGY

PROJECT #23-7861.00

AUGUST 21, 2020

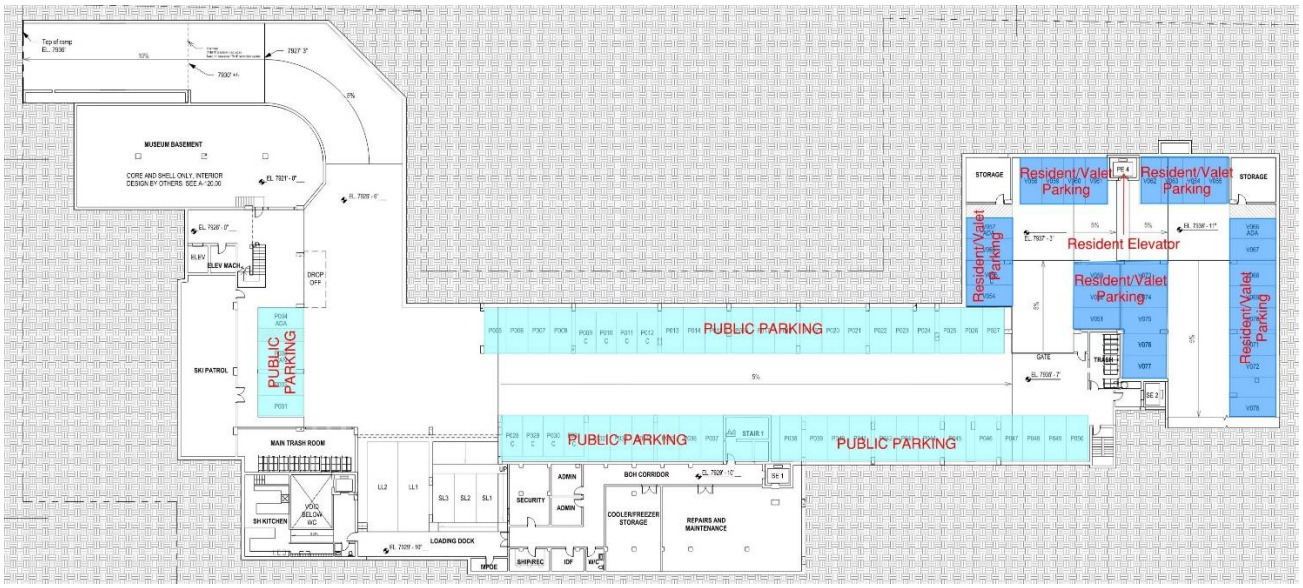
10375 Park Meadows Drive, Suite 425
Lone Tree, CO 80124

303.694.6622
walkerconsultants.com

DATE:	August 21, 2020
TO:	Malcolm Quinion
COMPANY:	Guering Glass Architects
ADDRESS:	20 Jay Street, Suite 1110
CITY/STATE:	Brooklyn, NY 11201
COPY TO:	
FROM:	Bob Stanley/Andrew Vidor
PROJECT NAME:	Lift One Lodge, Aspen, Colorado
PROJECT NUMBER:	23-7861.00

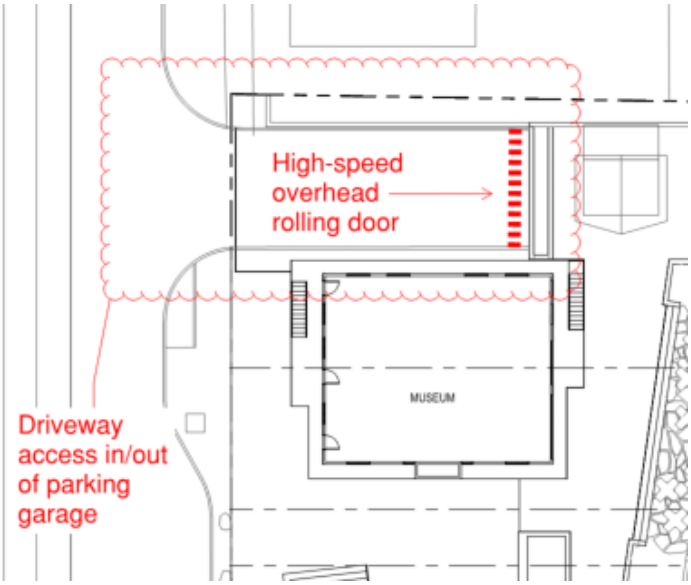
ASPEN LIFT ONE PARKING AND OPERATIONS TECHNOLOGY STRATEGY

This memo outlines the parking operations and technology strategy for the parking garage located at the Lift One Lodge in Aspen, CO. 126 parking spaces are provided across three basement levels of parking, of which 50 spaces are designated for public use on the basement 2 level. The remaining spaces are designated for assigned resident parking and valet parking for hotel guests. The parking entrance and exit is accessed from Dean Street.

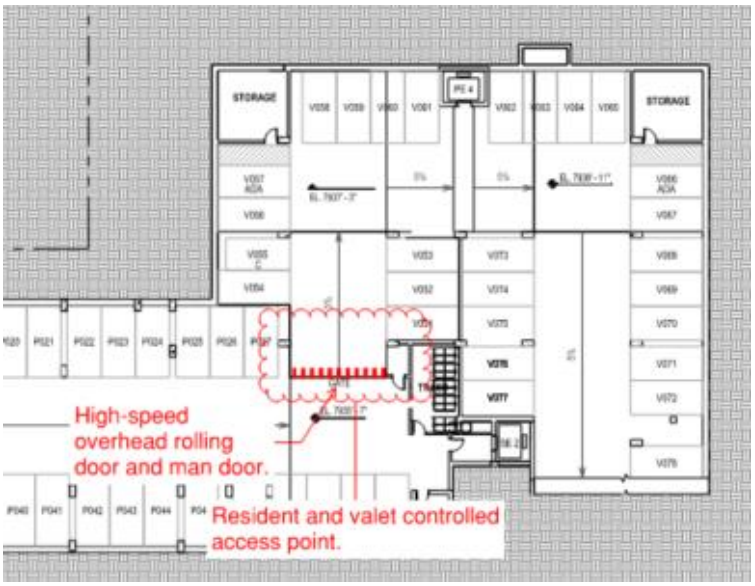


Driveway Access Point In/Out of Parking Garage:
Upon entering the speed ramp down to the parking levels, a highspeed overhead rolling door at the driveway is recommended to restrict access when the public parking areas are closed. This overhead door could operate in several ways:

1) The overhead door can be controlled to automatically open/close when a vehicle is present during public operating hours. Remain closed during non-publicly accessible hours unless authorized access is permitted for residents and valets.
2) The overhead door can remain open during publicly accessible hours then close when public access is not permitted. When a vehicle exits after the publicly accessible hours, the door can be set to open automatically.

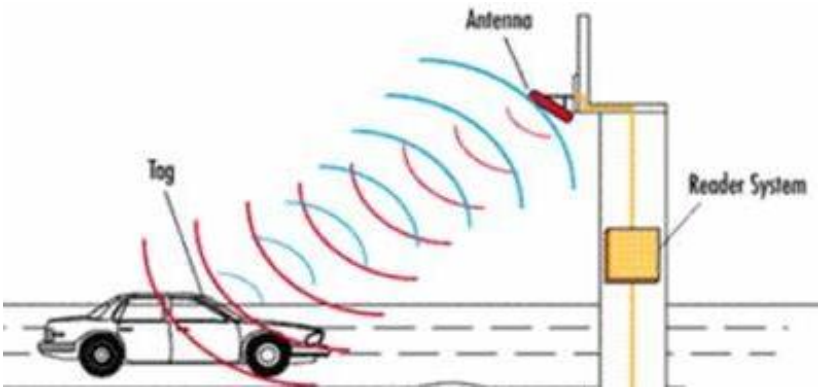


Resident and Valet Parking Access Point:
Resident and valet parking is located beyond the public parking spaces; therefore, a secondary access point is recommended to separate these user groups. A second-high speed overhead door can be used at this location to prevent pedestrian access from the public parking area. A pedestrian door from the resident/valet parking is required to provide a secondary egress path out of resident parking space. As with the overhead door at the driveway, this door can be programmed to automatically open for residents and valet attendants exiting this restricted space.



Valet Access: The simplest and least costly strategy for valet access into the restricted access points (overhead entry door at driveway and resident/valet parking) is through the use of a key fob, similar to a garage door remote. These devices are portable from vehicle to vehicle (or valet attendant to valet attendant). The attendant would "click" the button to activate the overhead door. Because there are two overhead doors recommended, the buttons could be configured to activate each door with its own button. Exiting the valet parking area or garage could simply be done through a vehicle presence detector in which the door would automatically open without the need for a credential.

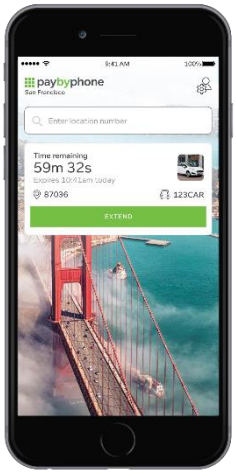
Resident Access: Resident access can be provided through several strategies depending on the resident demographic. Residents who access the parking frequently would benefit from an automatic vehicle identification, commonly referred to as AVI. This technology is similar to those used on toll roads. With this technology, a permanent or transferable credential would be provided to the resident. They would in turn place the device inside the windshield of their vehicle. When entering through the overhead doors; the credential would automatically be recognized; the door would open; and the resident could enter the driveway as well as the restricted resident parking area. An alternative option to reduce infrastrcuture cost would be to utilize the same garage door buttons as the valet.



The resident spaces should be signed, indicating they are for a particular unit if reserved or for the dedicated use of residents. The valet operation should train their valet attendants which spaces are for the use of valet parking and those which are designated for resident parking.

Public Parker Payment Strategy: Since a traditional gated access for public parkers to restrict vehicles exiting before paying for parking is not feasible at this facility, we recommend the use of a multi-space payment machine. This machine can be located near the entrance of the parking garage.

One payment machine should be adequate to support the fifty public parking spaces, though an additional machine should be considered for redundancy in the event one machine needs servicing or is off-line. These machines can accept cash, coin and credit card transactions; however, we recommend credit card only transactions for this facility. Once parked, a license plate number is commonly entered to associate the paid parking session with a vehicle. Another method is paying then displaying the receipt in the dashboard of the vehicle.



Parkers can also utilize mobile payment methods such as pay-by-phone, which the City of Aspen already utilizes. In this context, a parker would pay for their parking session though a pre-registered app on their mobile device. The parker would choose the parking location, desired length of time, then activate their session. They can also extend their parking time without having to go back to the garage. This enables the parker to have a contactless paid parking experience.

Regardless of the payment method used, verification and enforcement of payment is required. This can be done with the building management company, third party parking operator or possibly through an agreement with the City.

Indicating Public Parking Availability: Parking guidance system technology should be utilized to indicate the status of publicly available parking before parkers enter the garage. Walker recommends using a space by space sensor style system that utilizes either a camera or ultrasonic sensor. These systems monitor the presence of vehicles in the publicly available spaces and display the status via digital signage located on the entrance of the garage. This can be done with a general open/closed message or the actual number of spaces available. The signage on the exterior of the garage can be designed to meet the architectural style of the building.

Lift One Lodge

Aspen, CO.

GUERINGLASS ARCHITECTS

MR. MALCOLM QUINION, RIBA

SOLID WASTE QUANTIFICATION, MANAGEMENT & RECOMMENDATIONS

PREPARED BY: THEODORE BARBER

AUGUST 27, 2020

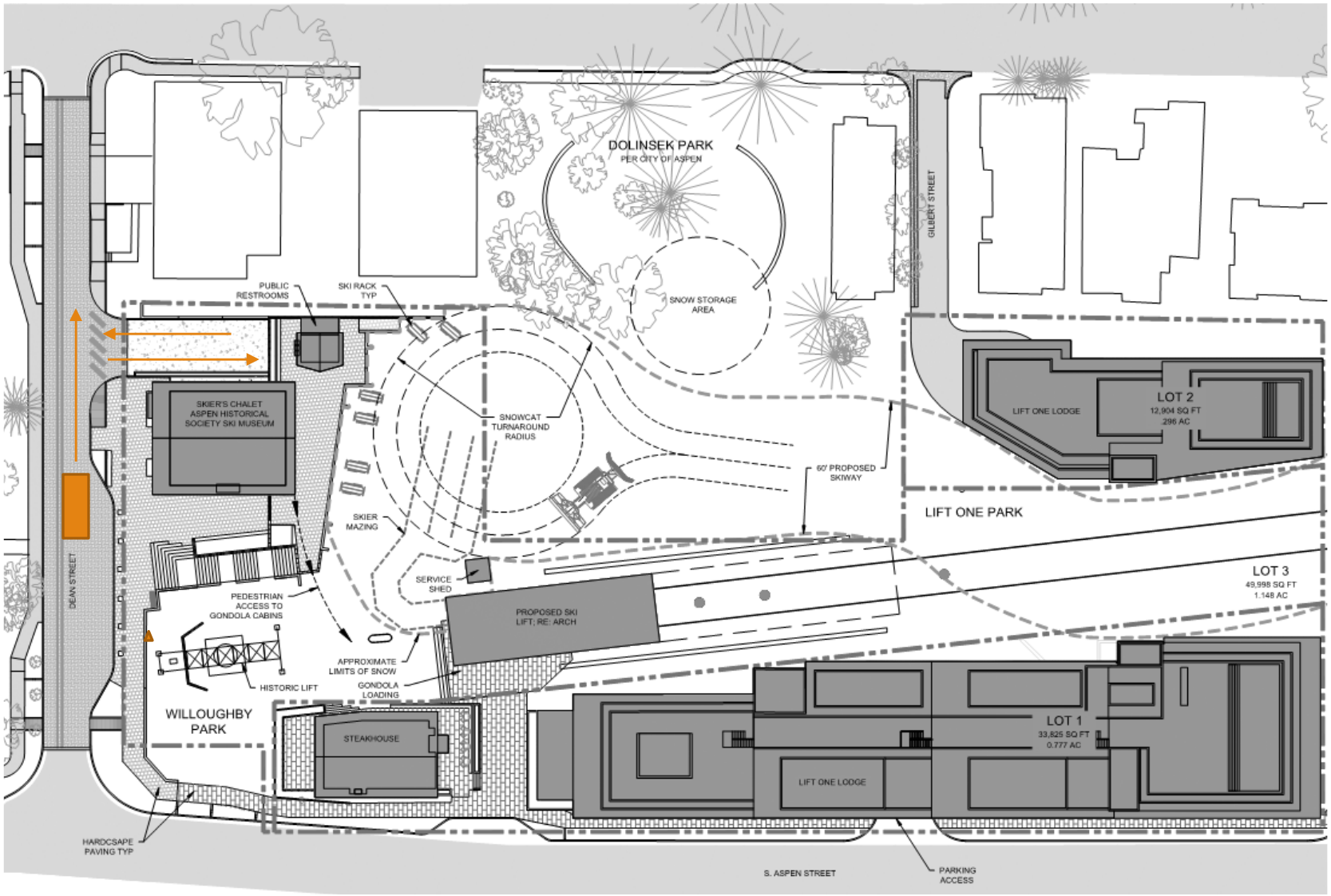
Refer drawing G-010

Background

Consultant was asked to provide a solid waste management program for the proposed Lift One Lodge Complex

Based on the dynamics of the overall project, proper handling of solid waste represents one of several critical components to address in developing the most efficient and cost-effective operational services.

Aspen, Co. Street Map / Proposed Hotel Location
East Dean Street (Court) & So. Aspen Street
Curb Cut and Traffic Pattern


DOLINSEK PARK
PER CITY OF ASPEN
GILBERT STREET
PUBLIC RESTROOMS
SKI RACK TYP
SNOW STORAGE AREA
SKIER'S CHALET ASPEN HISTORICAL SOCIETY SKI MUSEUM
SNOWCAT TURNAROUND RADIUS
LIFT ONE LODGE
LOT 2
12,904 SQ FT
.296 AC
60' PROPOSED SKIWAY
LIFT ONE PARK
SKIER MAZING
DEAN STREET
SERVICE SHED
LOT 3
49,998 SQ FT
1.148 AC
PEDESTRIAN ACCESS TO GONDOLA CABINS
PROPOSED SKI LIFT; RE: ARCH
APPROXIMATE LIMITS OF SNOW
HISTORIC LIFT
GONDOLA LOADING
WILLOUGHBY PARK
STEAKHOUSE
LOT 1
33,825 SQ FT
0.777 AC
LIFT ONE LODGE
HARDCSAPE PAVING TYP
S. ASPEN STREET
PARKING ACCESS

Scope of Work

The scope of work for this project includes identifying all major waste streams generated by the collective LOL and possibly adjacent venues. More specifically, the source points within scope include the following:

- Main LOL, Condominiums, Museum, Ski Shop operations including:
  - Food and Beverage Operations, Hotel
  - Commercial Space
  - Food and Beverage Operations, 3rd Party Restaurant (tenants)
  - Hotel Operating Departments
  - Retail
  - Maintenance, Landscaping, EVS,
  - Housekeeping and Laundry

Scope of Work

The waste streams within the scope of this effort include:

- Solid waste – all forms (non-sanitary)
- Wet food grade waste
  - Compostable
- Cardboard and paperboard - all types
- Paper products in general
- Glass – colored and clear
- Plastics – all types
- Cooking Oils (3rd Party)
- Fleet maintenance waste products
- Green Waste
- IT Components (3rd Party)

Key Deliverables

There are two key deliverables associated with this project:

1. **Waste Quantification -** Estimate total poundage of all waste streams produced by the collective LOL operations

2. **Waste Collection & Removal Solutions -** Propose solutions related to the movement of containerized waste on the property and removing it

Waste Quantification

Waste stream estimates were quantified for the following:

1. LOL hotel rooms [including room service]
2. LOL condominiums
3. F&B venues (all)
4. Retail
5. Museum / Skier Services / Ski Patrol
6. Common Services
7. Commercial Space
8. Housekeeping, EVS, Laundry

Waste Quantification

The following definitions, areas and assumptions are related to the estimating solid waste quantification:

- "LCY" – loose cubic yards, waste metric before compaction
- "CCY" – compacted cubic yards, assuming compaction ratio of 4:1 for guest room waste compactor
- Staff Dining – related waste is accounted for in the gross F&B poundage
- Hotel Offices, Administration – including all administrative departmental related waste
- Recreational – pools, spas, fitness space
- COR / CB – corrugated or card-board
- F&B – food and beverage venues; LOL hotel – (self operated), 3rd party venues
- Room Service – guest rooms
- Housekeeping – guest rooms
- Condominiums – fractional, rental pool, time share

Waste Quantification

Lift One Lodge Complex – Waste Generators

LIFT ONE LODGE|CONDOMINIUMS - SOLID WASTE QUANTIFICATION ESTIMATES

22-Jul-20			HOTEL ROOMS LOL / IN ROOM DINING	ADMINISTRATION OFFICES	HOTEL (3) MEAL RESTAURANT/ BAR	ROOF TOP BAR	STEAKHOUSE / BAR	Commercial Space	MUSEUM	SKI PATROL	FITNESS / SPA	RETAIL	TOTALS
LIFT ONE LODGE COMPLEX													
PROGRAM	ROOM COUNT/SQ2'		104	2,700	3,115	250	3,450	3,265			1,500		
OPERATING HOURS			24	12	15	6	10	6	?	?	?		
OCCUPANCY RATE / UTILIZATION		ROOMS 90%	94	-	115+ SEATS	50+ SEATS	125+ SEATS	150+ SEATS	GUEST VISITS	STAFF COUNT	NA	NA	NA
GUEST COUNT	1.75/ROOM		164										
WASTE STANDARD [LBS./DAY]	ROOM		3	1#/100 Sq2'	1.5#/Meal	0.5#	1.75#/Meal	1.5#/Meal	0.120#/WK	0.120#/WK	NIC	NIC	NIC
ESTIMATED SOLID WASTE GENERATED/DAY [LBS.]			491	27	300	25	350	300					1,493
ESTIMATED SOLID WASTE GENERATED/WEEK [LBS.]			3,437	189	2,100	175	2,450	2100					10,451
ESTIMATED SOLID WASTE GENERATED/WEEK [LCY]			20	7.5	12	3	14	12			NIC	NIC	68.5
ESTIMATED SOLID WASTE GENERATED/WEEK [CCY] 4:1 CR			5	NA	NA	NA	NA	NA					5
SEATING / MEALS SERVED PER DAY			NA	NA	200	50	200	200					650
SEATING TURNS/DAY			NA	NA	NA	NA	NA	NA			NA	NA	NA
PPL/DAY			164	NA	200	50	200	200					
TOTAL (2 CY) CARTS / WEEK			3	3.5	6	~	7	6	NIC	NIC	NIC	NIC	25.5
CARDBOARD COMPONENT = 30% CCY SEATING COUNTS DOES NOT INCLUDE TERRACES. TOTAL MEALS SERVES IS AN ESTIMATE FOR ALL MEAL PERIODS.			**CONDOS**					**ON DEMAND; CONFIRM OP PROGRAM**	**ANY F&B**				
CONDO HOTEL													
PROGRAM	ROOM COUNT/SQ2'		6										
OPERATING HOURS			24										
OCCUPANCY RATE / UTILIZATION		ROOMS 100%	6										
WASTE STANDARD [LBS./DAY]			12										
ESTIMATED SOLID WASTE GENERATED/DAY [LBS.]			72										
ESTIMATED SOLID WASTE GENERATED/WEEK [LBS.]			504										
ESTIMATED SOLID WASTE GENERATED/WEEK [LCY]			2.9										
ESTIMATED SOLID WASTE GENERATED/WEEK [CCY]			NA										
TOTAL (2 CY) CARTS / WEEK			1.5										1.5

Waste Quantification – Museum and Ski Patrol 3rd Party Tenants

Ski Patrol and Museum waste will follow the LOL Waste Management pick up schedule. Currently a 4 day / week frequency is planned. Recycling will be by a separate truck on its own schedule, to be determined.

Estimates for each tenant's waste quantification are as follows:

1. Ski Patrol – (1) to (1.5) 2 LCY container (bagged) General waste / week
2. Ski Patrol - (1) LCY 2 LCY Recycle single stream (bagged and loose) container waste / week
3. Museum – (¾) to (1) 2 LCY container (bagged) general waste / week
4. Museum – (¾) to (1) 2 LCY container (bagged and loose) container and loose / week

Cardboard (corrugated) – Tenants will be required to insert all cardboard into the LOL property baler. Complete bales will be collected by the recycle truck weekly or as needed.

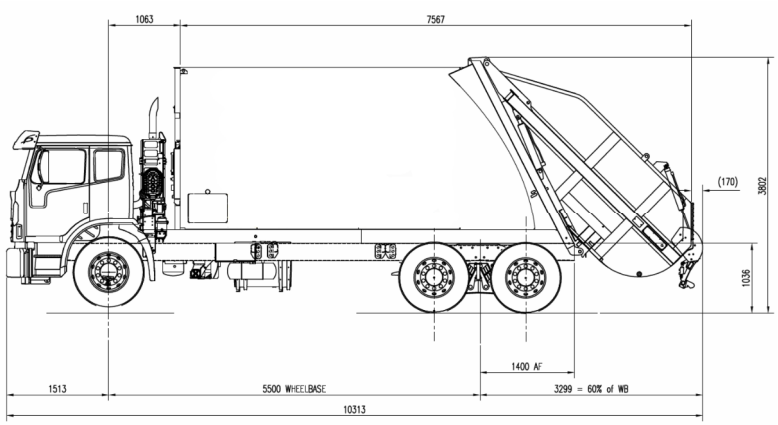
Waste Collection & Removal

The best practice in the hospitality industry relative to trash staging is to design the property with a separate space. We are proposing a commercial insulated drive in cooler for this purpose. In this scenario, the solid waste transfer and staging of containers will be environmentally co-mingled with general receiving, causing a higher risk of cross contamination. This is why we are promoting the chilled enclosure. The enclosed and adjacent area will have a timed deodorizer.

Waste Collection & Removal

We recommend the Marathon 4 yd3 trainable (rear load) trash containers for the podium in lieu of the 2 yd3. These containers will work well in this environment if the rear load haulers can accommodate the size and weight. LOL will generate approximately 25.5 (2) cubic yard containers per week. This number of containers will likely, result in a minimum (5) day / week pick up frequency. We need to evaluate the larger volume containers to lessen the demand for space and costs relative to number of contracted pick ups.

Rear Load Trucks and Containers



WM REAR LOAD COLLECTION TRUCK

CONTAINER ON SPECIAL WHEELS – TRAINABLE
WM HAS INFORMED US THAT A REAR LOAD TRUCK HAS A (2) PERSON TEAM

Proposed Collection & Removal

Lodge Guestrooms/Fractional Units

Housekeeping will collect the waste in plastic garbage bags, tie and place on the HK Cart.

Waste bags will be deposited in the waste chute. Aspen is a “single-stream” waste collection. Therefore, there is no separation of waste on site.

The illustration below shows a depiction of a single stream chute and distribution, compactor, specialty compaction cart on wheels and trainable.

Proposed Collection & Removal

Food and Beverage Venues - collect and remove wet and dry waste, consisting of food prep waste, plated waste, paper, plastics, card-board, glass, packaging, etc.

Food and Beverage Venues: All F&B venues will collect waste at the point of use. All waste will be deposited in approved compostable 56 gallon 1.5-2.0 mil plastic bags designed for each size container.

Corrugated / Card-board will be collected in separate containers at each venue. The corrugated / card-board will be compacted at the waste collection service court in the garage. The board will be compacted, banded and placed on a pallet. The bales will be collected during the regularly scheduled pick up days and times. This will reduce the containers in service.

Proposed Collection & Removal

Ski Patrol/ Skier Services/Museum - collect and remove wet and dry waste, consisting of food prep waste, plated waste, paper, plastics, card-board, glass, packaging, etc.

Ski Patrol and Museum will each be issued (2) 96-gallon toters for general waste and (2) and (1) recycle 64-gallon toters respectively for single stream recycling.

Each tenant will be collecting waste in “guest” size containers with HD liners. 23-gallon general waste Rubbermaid containers with swing lids. And (1) “guest” view recycle recycling 23-gallon containers with swing lids.

Ski Patrol and Museum will transfer “floor guest view waste containers to the larger 96 / 64-gallon containers as applicable. Each tenant will then transfer the tied HD bags into the respective carts, (waste and recycling).

There is a container wash station available for their use; the 96/64-gallon containers will be identified by a stenciled name of the tenant.

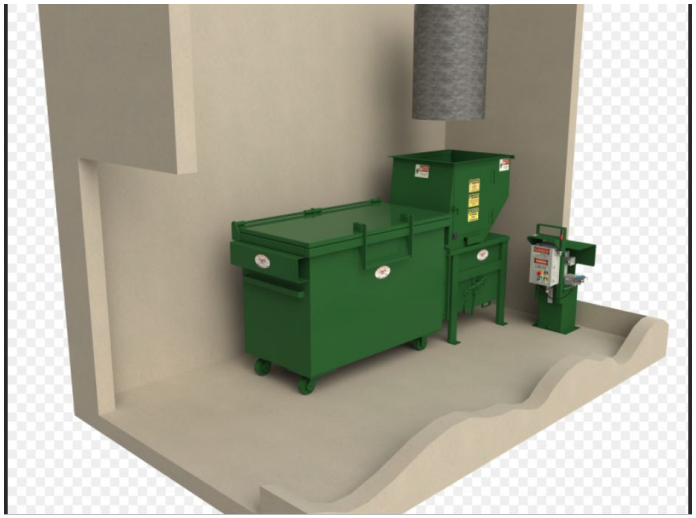
Proposed Collection & Removal of Cardboard

The proposed solution for collecting and removing corrugated – cardboard waste streams originating from the various LOL Resort zones is to separate, compact, band into bundles as shown below.

Review of Key Equipment

Marathon Mini-Mac Guest Room Compactor

One of the key pieces of waste equipment we recommend for LOL guest tower is the Marathon Mini-Mac self contained compactor. The models have a capacity of up to 4 compacted cubic yards of waste and are a proven, self contained and fully sealed waste collection solution.



Marathon Trainable Containers

Marathon offers both 2 and 4 cubic yard capacity containers

The carts/containers are ruggedly designed for hospitality operations

Units come standard with 1,250 lb. capacity polyurethane-tired casters.

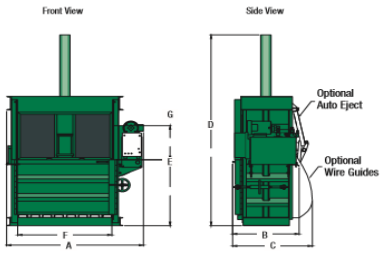
Electric Tow tugs (trainable containers)

ALL WEATHER + CAB COVER AS SHOWN

TAYLOR-DUNN®

Marathon V-6030 HD Vertical Baler

Another key piece of solid waste equipment is the Marathon 6030 vertical baler for cardboard. The unit is capable of tightly baling up to 1,100 pound of cardboard. The tightly compressed cardboard bales meet the specs of recyclers too. Given the desire to both reduce hauling and landfill costs while exploring every avenue to recycle corrugated and cardboard products in the mountain range area, the cardboard 6030 baler is critical.



Dimensional Data:	V-6030 HD
A - Overall Width	87" (2210mm)
B - Overall Depth	41½" (1054mm)
C - Overall Depth (w/optional wire guides)	54½" (1384mm)
D - Overall Height	140" (3556mm)
E - Feed Height	48¼" (1226mm)
F - Feed Opening Width	60" (1524mm)
G - Feed Opening Height	25" (635mm)
H - Bale Door Clearance	58" (1473mm)

SMT Pressure Washer System

24" Spray Gun Vari-Nozzle # 300-0392

Trap Shooter - # 300-8321

Wall & Tile Brush # 300-2953

AMENDED FINAL PLAT OF:

LIFT ONE LODGE SUBDIVISION/PUD

SITUATED IN SECTION 13, TOWNSHIP 10 SOUTH, RANGE 85 WEST OF THE 6th P.M.
CITY OF ASPEN, COUNTY OF PITKIN, STATE OF COLORADO

SHEET 1 OF 3

PURPOSE STATEMENT

THE PURPOSE OF THIS PLAT IS TO RESUBDIVIDE THE FINAL PLAT OF LIFT ONE LODGE SUBDIVISION LOTS AND VACATED STREET INTO LOTS ONE, TWO & THREE ALONG WITH GRANTING THOSE EASEMENTS SHOWN HEREON.
CERTIFICATES OF DEDICATION, PLAT NOTES, SURVEY NOTES

CERTIFICATE OF OWNERSHIP, DEDICATIONS AND RESERVATIONS

KNOW ALL MEN BY THESE PRESENTS, THAT LIFT ONE LODGE ASPEN LLC, A DELAWARE LIMITED LIABILITY COMPANY ("LOLA"), AND THE CITY OF ASPEN, COLORADO ("CITY" AND WITH LOLA, "OWNERS"), ARE THE RECORD TITLE OWNERS OF THE SUBJECT PROPERTY AS DESCRIBED AND DEPICTED ON SHEET __ HEREOF, SITUATED IN THE CITY OF ASPEN, PITKIN COUNTY, COLORADO.

PURSUANT TO AND IN ACCORDANCE WITH ORDINANCE NO. 38, SERIES OF 2018, (HEREINAFTER, "ORDINANCE 38") RECORDED APRIL 8, 2019 IN THE PITKIN COUNTY REAL PROPERTY RECORDS UNDER RECEPTION NO. 655084, SAID OWNERS HAVE, BY THESE PRESENTS, LAID OUT, RE-PLATTED AND SUBDIVIDED THE SAME INTO LOTS 1, 2 AND 3, AS DEPICTED AND DESCRIBED HEREON UNDER THE NAME AND STYLE OF AMENDED FINAL PLAT OF LIFT ONE LODGE SUBDIVISION/PUD.

THIS AMENDED PLAT SUPERSEDES AND REPLACES THE FINAL PLAT OF LIFT ONE LODGE SUBDIVISION/PUD RECORDED ON MARCH 5, 2013 IN PLAT BOOK 102 AT PAGE 1, AS RECEPTION NO. 597438 (THE "PRIOR PLAT"). PURSUANT TO THE PRIOR PLAT, THE SUBJECT PROPERTY WAS SUBDIVIDED INTO FOUR LOTS, WITH LOTS 1 AND 2 OWNED BY LOLA AND LOTS 3 AND 4 OWNED BY THE CITY. PURSUANT TO THIS AMENDED PLAT, THE SUBJECT PROPERTY IS RE-PLATTED AS LOTS 1, 2 AND 3 AS DEPICTED AND DESCRIBED ON THIS AMENDED PLAT. LOTS 1 AND 2, AS CREATED BY THIS AMENDED PLAT, SHALL BE OWNED BY LOLA. LOT 3, AS CREATED BY THIS AMENDED PLAT, SHALL BE OWNED BY THE CITY. LOLA AND THE CITY HAVE EXECUTED SPECIAL WARRANTY DEEDS THAT ARE BEING RECORDED AFTER THIS AMENDED PLAT FOR THE PURPOSE OF CONFIRMING AND DOCUMENTING SUCH OWNERSHIPS.

OWNERS HEREBY MAKE THE GRANTS AND DEDICATIONS ENUMERATED BELOW WITH RESPECT TO THE SUBJECT PROPERTY. SOME OF THE EASEMENTS GRANTED BELOW ARE ALSO SUBJECT TO THE TERMS OF THAT CERTAIN MASTER EASEMENT AGREEMENT BY AND AMONG LOLA, THE CITY AND ASPEN SKIING COMPANY, LLC, A COLORADO LIMITED LIABILITY COMPANY ("ASC"), WHICH MASTER EASEMENT AGREEMENT IS RECORDED ON THE SAME DAY AS THIS AMENDED PLAT AT RECEPTION NO. _____ (THE "MASTER EASEMENT AGREEMENT"). SUCH MASTER EASEMENT AGREEMENT SUPERSEDES AND COMPLETELY REPLACES THAT CERTAIN MASTER EASEMENT AGREEMENT RECORDED IN CONNECTION WITH THE PRIOR PLAT ON MARCH 5, 2013 AT RECEPTION NO. 597440.

1. LOLA HEREBY DEDICATES TO THE CITY A VARIBLE WIDTH PERPETUAL, NON-EXCLUSIVE PUBLIC SIDEWALK AND SNOW STORAGE EASEMENT ALONG THE WEST SIDE OF LOT 1 OF THIS AMENDED PLAT, AS MORE PARTICULARLY DESCRIBED ON SHEETS 2 AND 3 HEREOF, FOR THE PURPOSES OF PUBLIC PEDESTRIAN USE AND FOR MAINTAINING, REPAIRING AND REPLACING A PUBLIC SIDEWALK AND RELATED LANDSCAPING AND THE STORING OF SNOW PLOWED FROM SOUTH ASPEN STREET.
2. PURSUANT TO THE MASTER EASEMENT AGREEMENT, LOLA AND THE CITY ARE GRANTING TO ASC: (A) A NON-EXCLUSIVE EASEMENT FOR USE OF THE "SKIWAY EASEMENT" DEPICTED ON SHEETS 2 AND 3 OF THIS AMENDED PLAT; AND (B) A NON-EXCLUSIVE EASEMENT FOR USE OF THE "LIFT FACILITIES EASEMENT" DEPICTED ON SHEET __ OF THIS AMENDED PLAT.
3. PURSUANT TO THE MASTER EASEMENT AGREEMENT, LOLA IS GRANTING TO ASC A NON-EXCLUSIVE EASEMENT FOR USE OF THE "SKI SERVICES EASEMENT" THROUGH LOT 1 DEPICTED ON SHEETS 2 AND 3 OF THIS AMENDED PLAT.
4. PURSUANT TO THE MASTER EASEMENT AGREEMENT, THE CITY IS GRANTING TO LOLA A PERPETUAL EXCLUSIVE EASEMENT WITHIN THE BOUNDARIES OF THE PORTION OF LOT 3 DESCRIBED AS "SUBGRADE STRUCTURE EASEMENT" ON SHEETS 2 AND 3 OF THIS AMENDED PLAT.
5. THE CITY HEREBY GRANTS FOR THE BENEFIT OF THE OWNER OF LOT 1 AND ITS SUCCESSORS, ASSIGNS, AGENTS, CONTRACTORS, LICENSEES AND INVITEES, A PERPETUAL, NON-EXCLUSIVE EASEMENT ON, THROUGH, UNDER AND ACROSS THE PORTION OF LOT 3 DESCRIBED ON SHEETS 2 AND 3 HEREOF AS "RETAINING AND LANDSCAPING EASEMENT" FOR THE PURPOSES OF CONSTRUCTION, INSTALLATION, USE, OPERATION, MAINTENANCE, REPAIR, REMOVAL AND REPLACEMENT OF A RETAINING WALL SYSTEM AND ASSOCIATED LANDSCAPING ON THE NORTH SIDE OF THE PATIO TO BE CONSTRUCTED ON THE NORTH END OF LOT 1.
6. THE CITY HEREBY GRANTS FOR THE BENEFIT OF THE OWNER OF LOT 1 AND ITS SUCCESSORS, ASSIGNS, AGENTS, CONTRACTORS, LICENSEES AND INVITEES, A PERPETUAL, NON-EXCLUSIVE EASEMENT ON, THROUGH, UNDER AND ACROSS THE PORTION OF LOT 3 DESCRIBED ON SHEETS 2 AND 3 HEREOF AS "ACCESS EASEMENT FOR LOT 1" FOR THE PURPOSES OF CONSTRUCTION, INSTALLATION, USE, OPERATION, MAINTENANCE, REPAIR, REMOVAL AND REPLACEMENT OF A PEDESTRIAN WALKWAY AND RELATED IMPROVEMENTS TO PROVIDE ACCESS BETWEEN THE LODGE BUILDING TO BE CONSTRUCTED ON LOT 1 AND THE AREAS OF LOT 3.
7. THE CITY HEREBY GRANTS FOR THE BENEFIT OF THE OWNER OF LOT 2 AND ITS SUCCESSORS, ASSIGNS, AGENTS, CONTRACTORS, LICENSEES AND INVITEES, A PERPETUAL, NON-EXCLUSIVE EASEMENT ON, THROUGH, UNDER AND ACROSS THE PORTION OF THE HILL STREET RIGHT-OF-WAY DESCRIBED ON SHEETS 2 AND 3 HEREOF AS "DEBRIS FLOW WALL EASEMENT" FOR THE PURPOSES OF CONSTRUCTION, INSTALLATION, USE, OPERATION, MAINTENANCE, REPAIR, REMOVAL AND REPLACEMENT OF A DEBRIS FLOW WALL TO THE SOUTH OF THE BUILDING TO BE CONSTRUCTED ON SUCH LOT 2.
8. THE CITY HEREBY AFFIRMS AND RATIFIES THAT, PURSUANT TO ORDINANCE 38, IT HAS GRANTED FOR THE BENEFIT OF LOTS 1 AND 2 AND THEIR RESPECTIVE OWNERS AND THEIR SUCCESSORS, ASSIGNS, AGENTS, CONTRACTORS, LICENSEES AND INVITEES, A TEMPORARY, EXCLUSIVE EASEMENT WITHIN LOT 3 AND WITHIN ALL RIGHTS-OF-WAY ADJACENT TO LOTS 1 AND 2, FOR THE PURPOSE OF ALLOWING OVER DIGGING, SHORING (INCLUDING WITHOUT LIMITATION EARTH RETENTION SYSTEMS SUCH AS SOIL NAILING), AND OTHER CONSTRUCTION ACTIVITIES NECESSARY TO COMPLETE THE CONSTRUCTION OF IMPROVEMENTS ON LOTS 1 AND 2, AND TO ESTABLISH AND MAINTAIN A SAFE WORKING ENVIRONMENT, AS REASONABLY REQUIRED, DURING THE CONSTRUCTION OF SUCH IMPROVEMENTS. THIS CONSTRUCTION EASEMENT SHALL ACCOMMODATE SAFE UTILITY CLEARANCES FOR ALL EARTH RETENTION SYSTEMS, AS REQUIRED PER TITLE 21 OF THE CITY'S CODE, AND FEES SHALL BE APPLICABLE FOR ANY USE OF SUCH EARTH RETENTION SYSTEMS BEYOND A CONSTRUCTION PERIOD OF 8 MONTHS. THIS CONSTRUCTION EASEMENT SHALL BE TEMPORARY AND SHALL AUTOMATICALLY TERMINATE UPON THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR THE STRUCTURES UTILIZING THIS CONSTRUCTION EASEMENT. FURTHERMORE, THE CITY HEREBY GRANTS A PERPETUAL, EXCLUSIVE EASEMENT FOR ANY SUBSURFACE FOUNDATIONS, FOOTER PADS, OR OTHER STRUCTURAL ELEMENTS OF THOSE STRUCTURES TO BE CONSTRUCTED ON LOTS 1 AND 2 WHICH ENCROACH INTO ANY ADJACENT RIGHTS-OF-WAY OR LOT 3.
9. THE CITY HEREBY GRANTS TO LOLA FOR THE BENEFIT OF THE LOLA DEVELOPMENT PROJECT AND ITS OWNER AND SUCH OWNER'S SUCCESSORS, ASSIGNS, AGENTS, CONTRACTORS, LICENSEES AND INVITEES, A TEMPORARY EASEMENT WITHIN AND UNDER THE CITY-OWNED LAND ADJACENT TO LOTS 2 AND 3 MORE PARTICULARLY DESCRIBED IN THE DEED RECORDED ON NOVEMBER 17, 2014 AS RECEPTION NO. 615449, FOR THE PURPOSE OF ALLOWING SUBGRADE EARTH RETENTION SYSTEMS SUCH AS SOIL NAILING TO FACILITATE THE CONSTRUCTION OF IMPROVEMENTS ON LOTS 2 AND 3. THIS CONSTRUCTION EASEMENT SHALL ACCOMMODATE SAFE UTILITY CLEARANCES FOR ALL EARTH RETENTION SYSTEMS. THIS CONSTRUCTION EASEMENT SHALL BE TEMPORARY AND SHALL AUTOMATICALLY TERMINATE UPON THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR THE STRUCTURES ON LOTS 2 AND 3 UTILIZING THIS CONSTRUCTION EASEMENT.
10. THE OWNERS DO HEREBY GRANT AND RESERVE FOR THE BENEFIT OF THEMSELVES AS THE OWNERS OF LOTS 1, 2 AND 3 AND THEIR RESPECTIVE SUCCESSORS, ASSIGNS, AGENTS, CONTRACTORS, LICENSEES AND INVITEES, PERPETUAL, NON-EXCLUSIVE EASEMENTS ON, THROUGH, UNDER AND ACROSS THE SUBJECT PROPERTY FOR THE DRAINAGE IMPROVEMENTS SHOWN AND DEPICTED ON THE MASTER DRAINAGE PLAN, SHEET C.400.00, AND ON SHEETS C.400.01 THROUGH C.400.04, INCLUDED AS PART OF THE FINAL PLAN SET RECORDED WITH THIS AMENDED PLAT, FOR PURPOSES OF CONSTRUCTION, INSTALLATION, USE, OPERATION, MAINTENANCE, REPAIR, REMOVAL AND REPLACEMENT OF STORM WATER DRAINAGE SYSTEM FACILITIES (SUCH AS, WITHOUT LIMITATION, INLETS, PIPES, DRAINS, CLEAN-OUTS, AND TREATMENT VAULTS) WITH ALL APPROPRIATE SUB-SURFACE AND SURFACE IMPROVEMENTS, TOGETHER WITH A REASONABLE RIGHT OF ACCESS FOR THE ACCOMPLISHMENT OF SUCH PURPOSES. THE OWNER AGREE THAT (A) THE FINAL CONSTRUCTION PLANS AND SPECIFICATIONS FOR SUCH DRAINAGE IMPROVEMENTS AND THEIR FINAL LOCATIONS WILL BE SUBJECT TO THE REASONABLE ADVANCE APPROVAL BY THE OWNER(S) OF THE IMPACTED LOT(S); AND (B) UPON THE REQUEST OF ANY IMPACTED LOT OWNER(S), THE OWNERS WILL COOPERATE TO HAVE THE AS-BUILT LOCATION OF SUCH DRAINAGE IMPROVEMENTS AND THE LOCATIONS OF ALL EASEMENTS THEREFORE (WITH REASONABLE SPECIFIED WIDTHS AS APPLICABLE) SURVEYED AND THE SPECIFIC LOCATIONS OF SUCH EASEMENTS MEMORIALIZED IN A SUPPLEMENT TO THE MASTER EASEMENT AGREEMENT OR A SEPARATE RECORDED AGREEMENT.
11. THE OWNERS DO HEREBY GRANT AND RESERVE FOR THE BENEFIT OF THEMSELVES AS THE OWNERS OF LOTS 1, 2 AND 3 AND THEIR RESPECTIVE SUCCESSORS, ASSIGNS, AGENTS, CONTRACTORS, LICENSEES AND INVITEES, AND FURTHER RESERVE THE RIGHT TO GRANT EASEMENTS AND LICENSES FOR THE USE AND BENEFIT OF UTILITY SERVICE PROVIDERS, PERPETUAL, NON-EXCLUSIVE EASEMENTS ON, THROUGH, UNDER AND ACROSS THE SUBJECT PROPERTY FOR THE PURPOSES OF CONSTRUCTION, INSTALLATION, ENLARGEMENT, USE, OPERATION, MAINTENANCE, REPAIR, REMOVAL AND REPLACEMENT OF UNDERGROUND UTILITIES INCLUDING WITHOUT LIMITATION WATER, SNOWMAKING, SANITARY SEWER, GAS, ELECTRICITY, TELEPHONE, TELEVISION AND TELECOMMUNICATIONS, TOGETHER WITH ASSOCIATED EQUIPMENT AND FACILITIES REQUIRED ABOVE GROUND. ALL SUCH UTILITIES SHALL BE INSTALLED IN THE APPROXIMATE LOCATIONS DEPICTED ON THE MASTER UTILITY, SHEET C.300.00, AND ON SHEET C.300.01, INCLUDED AS PART OF THE FINAL PLAN SET RECORDED WITH THIS AMENDED PLAT, PROVIDED THAT (A) THE FINAL CONSTRUCTION PLANS AND SPECIFICATIONS FOR SUCH UTILITIES AND THEIR FINAL LOCATIONS WILL BE SUBJECT TO THE REASONABLE ADVANCE APPROVAL BY THE OWNER(S) OF THE IMPACTED LOT(S); AND (B) UPON THE REQUEST OF ANY IMPACTED LOT OWNER(S), THE OWNERS WILL COOPERATE TO HAVE THE AS-BUILT LOCATION OF SUCH UTILITIES AND THE LOCATIONS OF ALL EASEMENTS THEREFORE (WITH REASONABLE SPECIFIED WIDTHS AS APPLICABLE) SURVEYED AND THE SPECIFIC LOCATIONS OF SUCH EASEMENTS MEMORIALIZED IN A SUPPLEMENT TO THE MASTER EASEMENT AGREEMENT OR A SEPARATE RECORDED AGREEMENT.
12. LOLA DOES HEREBY GRANT FOR THE BENEFIT OF SILVER SHADOW CONDOMINIUM ASSOCIATION, INC. AND CARIBOU CONDOMINIUM OWNERS ASSOCIATION, INC., AND THEIR RESPECTIVE MEMBERS, A PERPETUAL NON-EXCLUSIVE EASEMENT FOR SKI ACCESS OVER AND ACROSS THE PORTION OF LOT 2 DESCRIBED AND DEPICTED ON SHEETS 2 AND 3 OF THIS AMENDED PLAT AS THE "NEIGHBOR SKI EASEMENT".
13. WITHOUT LIMITING THE GENERAL UTILITY EASEMENT DESCRIBED IN NOTE 11 ABOVE, THE CITY DOES HEREBY GRANT FOR THE BENEFIT OF AZTEC CONDOMINIUM ASSOCIATION, INC. AND TELEMARK APARTMENTS ASSOCIATION, AND THEIR RESPECTIVE MEMBERS, A PERPETUAL NON-EXCLUSIVE UTILITY EASEMENT FOR ELECTRIC SERVICE FACILITIES ON, OVER AND UNDER THE PORTION OF LOT 3 DESCRIBED AND DEPICTED ON SHEETS 2 AND 3 OF THIS AMENDED PLAT AS THE "AZTEC/TELEMARK ELECTRIC UTILITY EASEMENT".

EXECUTED THIS____ DAY OF _____, 20__.

LIFT ONE LODGE ASPEN LLC, A DELAWARE LIMITED LIABILITY COMPANY

BY: _____

_____, ITS MANAGER

STATE OF _____)
) SS.
COUNTY OF _____)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 20__
BY _____ AS _____ OF LIFT ONE LODGE ASPEN LLC.

_____
NOTARY PUBLIC

WITNESS MY HAND AND OFFICIAL SEAL
MY COMMISSION EXPIRES _____

THE CITY OF ASPEN, A COLORADO HOMERULE CITY

BY: _____

_____, ITS MAYOR

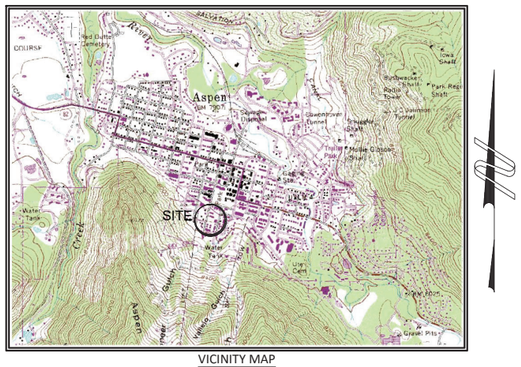
STATE OF COLORADO)
) SS.
COUNTY OF PITKIN)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 20__
BY _____ AS _____ MAYOR OF THE CITY OF ASPEN, COLORADO.

_____
NOTARY PUBLIC

WITNESS MY HAND AND OFFICIAL SEAL
MY COMMISSION EXPIRES _____

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.



VICINITY MAP
SCALE: 1" = 2000'

SHEET INDEX:

SHEET 1 - CERTIFICATES OF DEDICATION, PLAT NOTES, SURVEY NOTES
SHEET 2 - NEW/REALIGNED LOTS AND EASEMENTS PER THIS PLAT
SHEET 3 - EASEMENT DETAILS PER THIS PLAT

SURVEY NOTES

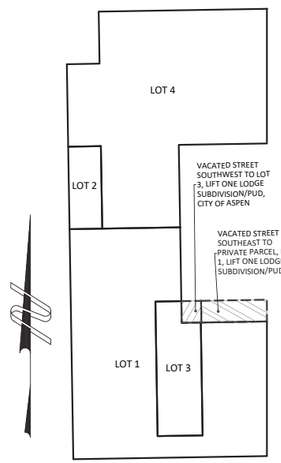
1) Date of Field Work: August - September 2005. Updated May 2007, September 2009, March 2010, August 2011, March 2012, August 2014, and January 2015. Updated April 2018. Updated July 2020.
2) Date of Preparation: August 2020.
3) Basis of Survey: the 1896 W. C. Willits map of Aspen, Colorado, the Official Map of the City of Aspen prepared by G.E. Buchanan dated December 15, 1959, the 2009 City of Aspen GPS Control Survey prepared by Marcin Engineering (Rev. 2010), the Final Plat of Barbee Family PUD recorded November 2001 as Reception No. 461107, the Final Plat of South Aspen Street Subdivision/PUD recorded April 27, 2007 as Reception No. 537080, The Amended and Restated Final Plat of South Aspen Street Subdivision/PUD recorded December 19, 2014 as Reception No. 616166, The Street, Alleyway and Easement Vacation Plat recorded March 5, 2013 under Reception No. 597435, the Final Plat of Lift One Lodge Subdivision/PUD recorded March 5, 2013 under Reception No. 597438, The Final PUD Plan of Lift One Lodge Subdivision/PUD recorded March 5, 2013 as Reception No. 597441, various documents of record and the found monuments, as shown on Sheet 2.
4) Basis of Bearing: A bearing of N 14°50'49" E along the westerly boundary line of Lift One Lodge Subdivision/PUD, as shown on Sheet 2.
5) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights of way and/or title of record, SE relied upon the above said items described in Note 4 and the ALTA Commitment prepared by Land Title Guarantee Company under Order No. ABH62008290-2 effective date March 23, 2018.
6) The linear unit used in the preparation of this plat is the U.S. Survey Foot as defined by the United States Department of Commerce, National Institute of Standards and Technology.
7) Based solely upon the Flood Insurance Rate Map (Community Panel No. 08097C0203 C, dated June 4, 1987) prepared by the Federal Emergency Management Agency, the subject property is designated as Zone X - area determined to be outside the 500-year flood plain.

RESTATED PLAT NOTE:

1) Resort Area - The lots described on this Plat, and the structures to be constructed and occupied thereon, will benefit from their proximity to a skiing and resort area, as well as the skiing, recreational and other easements dedicated hereon, collectively the "Resort Area." The Resort Area represents a unique and desirable amenity that includes many year-round activities. As such, the Resort Area is expected to generate an unpredictable amount of light, noise, odors, snowmaking overspray associated with snowmaking, lift operations, ski area maintenance activities, summer operational activities, snow grooming activities, ski area operations (winter & summer), sporting events, outdoor entertainment activities, hiking activities, and vehicular and pedestrian traffic, including but not limited to vans and vehicles accessing the ski area on the public rights of way, snowmobiles, snowplows, grooming equipment, ski area deliveries, etc. Owners and occupants of the structures to be developed on the lots can be expected to experience the above-described impacts from time to time. By entering into a contract for the purchase of, and by accepting a deed or right of use to any portion of a lot as described on this Plat, or any condominium unit or timeshare interest created in any structure constructed upon a lot, the purchaser/owner thereof acknowledges that such property may be so affected and waives and relinquishes any right to object to the above-described activities or other such activities as might occur from time to time as a result of being in the Resort Area.

PLAT NOTE:

1) Record Master Easement Agreement (Reception No. _____) and Lift One Lodge Subdivision/PUD lots and easements are vacated in favor of the Master Easement Agreement recorded as Reception No. _____ and the lots and easements depicted on this amended plat.



PRIOR PLAT LOTS KEY MAP SCALE 1"=80'

PROPERTY DESCRIPTION

Lots 1, 2, 3 and 4, Final Plat of Lift One Lodge Subdivision/PUD recorded on March 5, 2013 in Plat Book 102 at Page 1, as Reception No. 597438

together with:

Vacated Street Southwest and Vacated Street Southeast, Street Vacation Plat recorded on _____, 2020 in Plat Book ____ at Page ____, as Reception No. _____

AREA TABLE

PRIOR PLAT		
LOT 1	41,268 SQ.FT.	0.947 ACRES
LOT 2	3,577 SQ.FT.	0.082 ACRES
LOT 1	7,495 SQ.FT.	0.172 ACRES
LOT 4	41,929 SQ.FT.	0.963 ACRES
VACATED STREET SOUTHEAST	1,891 SQ.FT.	0.043 ACRES
VACATED STREET SOUTHWEST	566 SQ.FT.	0.013 ACRES
TOTAL	96,727 SQ.FT.	2.221 ACRES

AMENDED PLAT (THIS PLAT)		
LOT ONE	33,817 SQ.FT.	0.776 ACRES
LOT TWO	12,904 SQ.FT.	0.296 ACRES
LOT THREE	50,006 SQ.FT.	1.148 ACRES
TOTAL	96,727 SQ.FT.	2.221 ACRES

SOPRIS ENGINEERING - LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, COLORADO 81623
(970) 704-0311 SOPRISENG@SOPRISENG.COM

TITLE COMPANY CERTIFICATE

The undersigned, a duly-authorized representative of Land Title Guarantee Company, registered to do business in Pitkin County, Colorado, does hereby certify, pursuant to Section 20-15 (j) of the Aspen Municipal Code, that the person(s) listed as owner(s) on this plat do hold fee simple title to the real property described herein, free and clear of all liens and encumbrances except those listed on the property information binder issued by Land Title Guarantee Company, under Order No. ABH62008290-2 datedMarch 23, 2018. Although we believe the facts stated on this plat are true, this certificate is not to be construed as an abstract of title, nor an opinion of title, nor a guaranty of title, and it is understood and agreed that Land Title Guarantee Company, neither assumes nor will be charged with any financial obligation or liability whatever on any statement contained herein.

_____date_____

address:_____

State of Colorado)
) ss
County of Pitkin)

The title certificate was acknowledged before me this _____ day of _____, 20___, by _____ as Commercial Title Officer of Land Title Guarantee Company

Witness my hand and official

_____
Notary public

My commission expires: _____.
My address is: _____.

CITY ENGINEER REVIEW

This Amended Final Plat of the LIFT ONE LODGE SUBDIVISION/PUD was reviewed for the depiction of the Engineering Department Survey Requirements this _____ day of _____, 20___.

_____
City Engineer

COMMUNITY DEVELOPMENT DEPARTMENT

The Amended Final Plat of the LIFT ONE LODGE SUBDIVISION/PUD was reviewed by the Community Development Directo of the City of Aspen this _____ day of _____, 20___.

_____
Director

ASPEN CITY COUNCIL APPROVAL

This Amended Final Plat of the LIFT ONE LODGE SUBDIVISION/PUD was approved by the City of Aspen City Council on the _____ day of _____, 20___, as Ordinance No. ____, Series of 20___, recorded _____, 2020 in the Office of the Clerk and Recorder of Pitkin County, Colorado as Reception No. _____. The dedications and easements to the City of Aspen as shown herein are hereby accepted.

Signed this _____ day of _____, 20___.

By: _____
Torre
As: Mayor of the City of Aspen

Attest: _____
Nicole Henning
As: City Clerk

SURVEYOR'S CERTIFICATE

I, Mark S. Beckler, a professional land surveyor licensed in the State of Colorado, hereby certify that in August, 2011, a survey of the herein described property was performed under my supervision and direction, in accordance with Colorado Revised Statutes 1973, Title 38, Article 51, as amended from time to time, and that this Amended Final Plat of the Lift One Lodge Subdivision/PUD accurately and substantially depicts said survey. The control survey precision is greater than 1/15,000. Recorded easements, rights-of-way and restrictions are those set forth in property information binder prepared by Land Title Guarantee Company under Order No. ABH62008290-2 dated March 23, 2018.

_____
Mark S. Beckler, PLS #28643

CLERK AND RECORDER'S ACCEPTANCE

This Amended Final Plat of LIFT ONE LODGE SUBDIVISION/PUD is accepted for filing in the Office of the Clerk and Recorder of Pitkin County, Colorado this _____ day of _____, 20___ in Plat Book _____ at Page _____ , as Reception No. _____.

_____
Pitkin County Clerk and Recorder

DRAFT

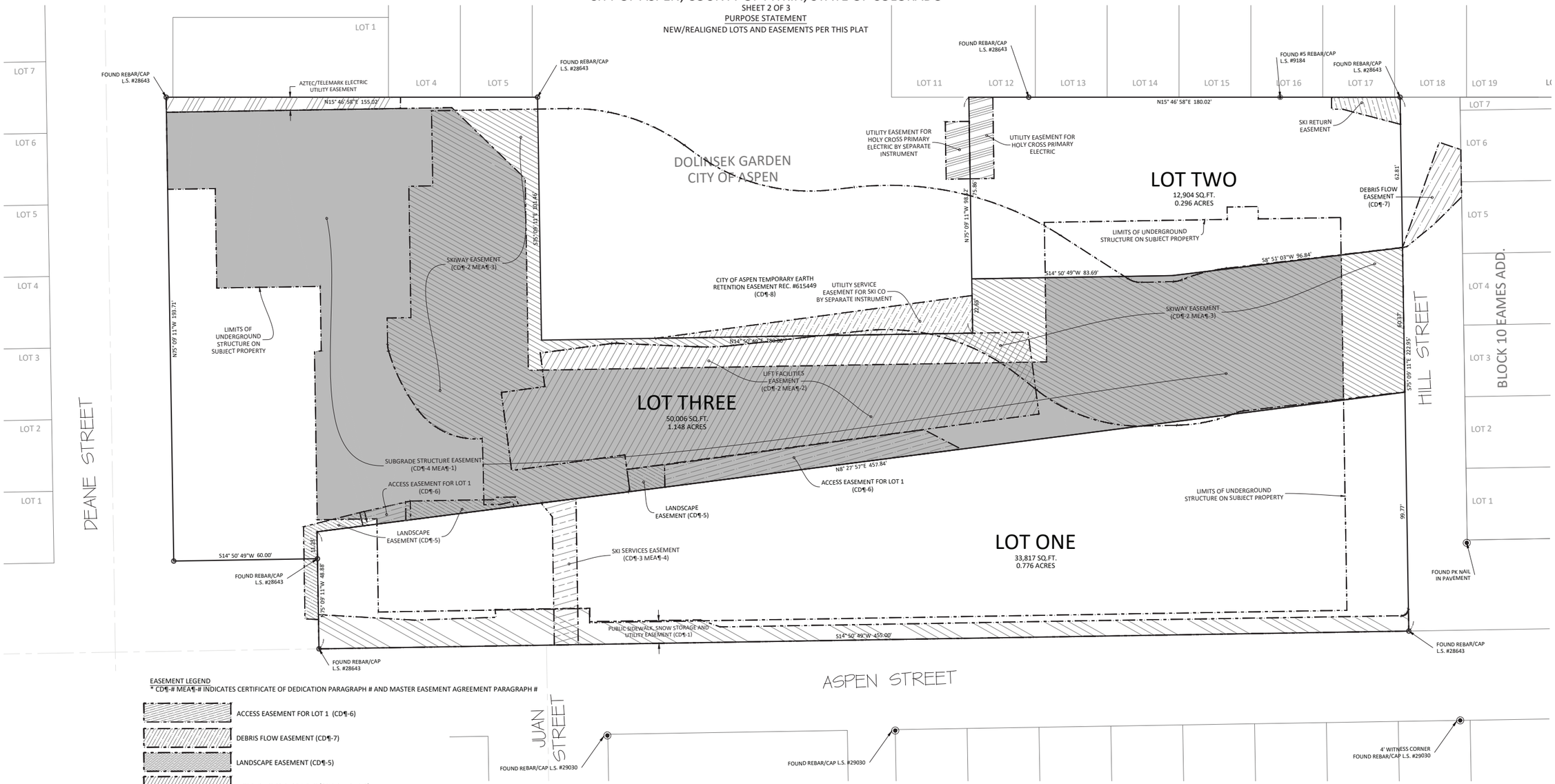
AMENDED FINAL PLAT OF:

LIFT ONE LODGE SUBDIVISION/PUD

SITUATED IN SECTION 13, TOWNSHIP 10 SOUTH, RANGE 85 WEST OF THE 6th P.M.
CITY OF ASPEN, COUNTY OF PITKIN, STATE OF COLORADO

SHEET 2 OF 3

PURPOSE STATEMENT
NEW/REALIGNED LOTS AND EASEMENTS PER THIS PLAT



EASEMENT LEGEND
* CD¶-# MEA¶-# INDICATES CERTIFICATE OF DEDICATION PARAGRAPH # AND MASTER EASEMENT AGREEMENT PARAGRAPH #

- ACCESS EASEMENT FOR LOT 1 (CD¶-6)
- DEBRIS FLOW EASEMENT (CD¶-7)
- LANDSCAPE EASEMENT (CD¶-5)
- LIFT FACILITIES EASEMENT (CD¶-2 MEA¶-2)
- SKI RETURN EASEMENT
- SKI SERVICES EASEMENT (CD¶-3 MEA¶-4)
- SKI WAY EASEMENT (CD¶-2 MEA¶-3)
- SUBGRADE STRUCTURE EASEMENT (CD¶-4 MEA¶-1)
- AZTEC/TELEMARK ELECTRIC UTILITY EASEMENT (CD¶-13)
- PUBLIC SIDEWALK, SNOW STORAGE AND UTILITY EASEMENT (CD¶-1)
- UTILITY EASEMENT FOR HOLY CROSS PRIMARY ELECTRIC
- UTILITY EASEMENT FOR SKI CO BY SEPARATE INSTRUMENT

AREA TABLE

PRIOR PLAT			
LOT 1	41,268 SQ.FT.	0.947 ACRES
LOT 2	3,577 SQ.FT.	0.082 ACRES
LOT 1	7,495 SQ.FT.	0.172 ACRES
LOT 4	41,929 SQ.FT.	0.963 ACRES
VACATED STREET EAST	1,891 SQ.FT.	0.043 ACRES
VACATED STREET WEST	566 SQ.FT.	0.013 ACRES
TOTAL	96,727 SQ.FT.	2.221 ACRES
AMENDED PLAT (THIS PLAT)		
LOT ONE	33,817 SQ.FT.	0.776 ACRES
LOT TWO	12,904 SQ.FT.	0.296 ACRES
LOT THREE	50,006 SQ.FT.	1.148 ACRES
TOTAL	96,727 SQ.FT.	2.221 ACRES

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

SOPRIS ENGINEERING - LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, COLORADO 81623
(970) 704-0311 SOPRISENG@SOPRISENG.COM

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

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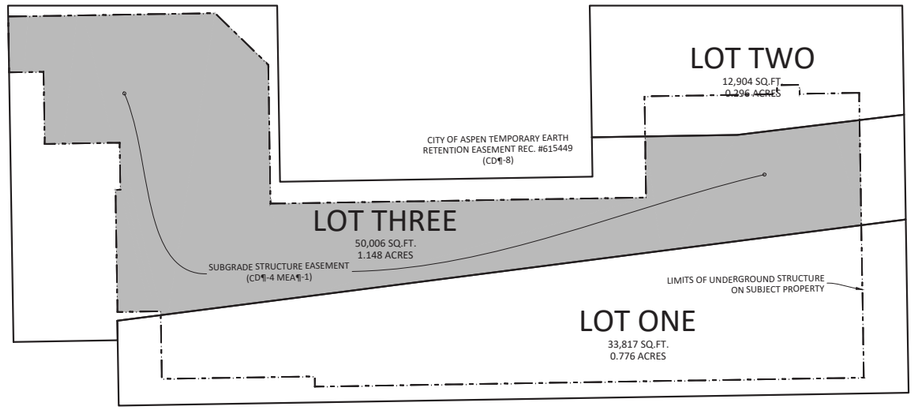
AMENDED FINAL PLAT OF:

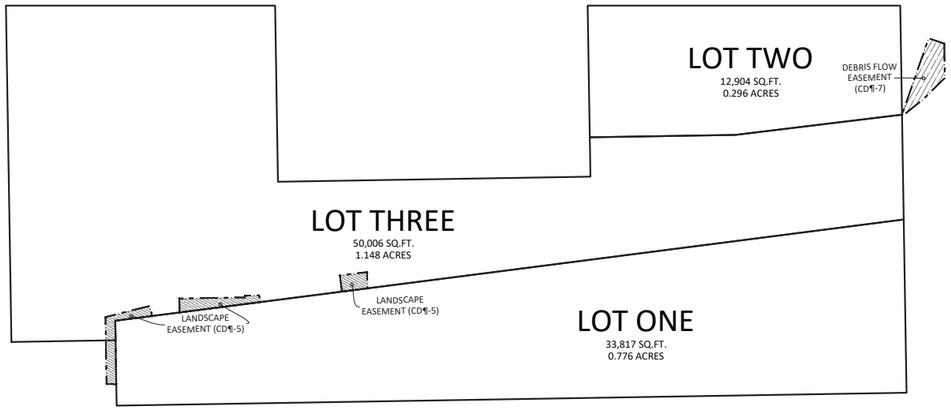
LIFT ONE LODGE SUBDIVISION/PUD

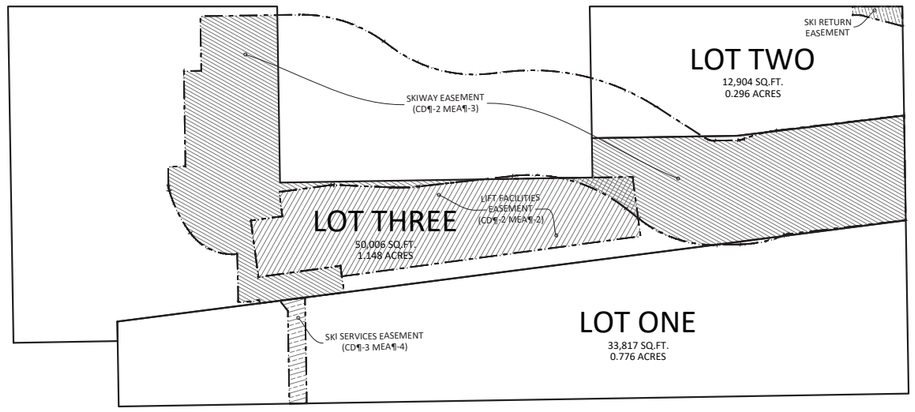
SITUATED IN SECTION 13, TOWNSHIP 10 SOUTH, RANGE 85 WEST OF THE 6th P.M.
CITY OF ASPEN, COUNTY OF PITKIN, STATE OF COLORADO

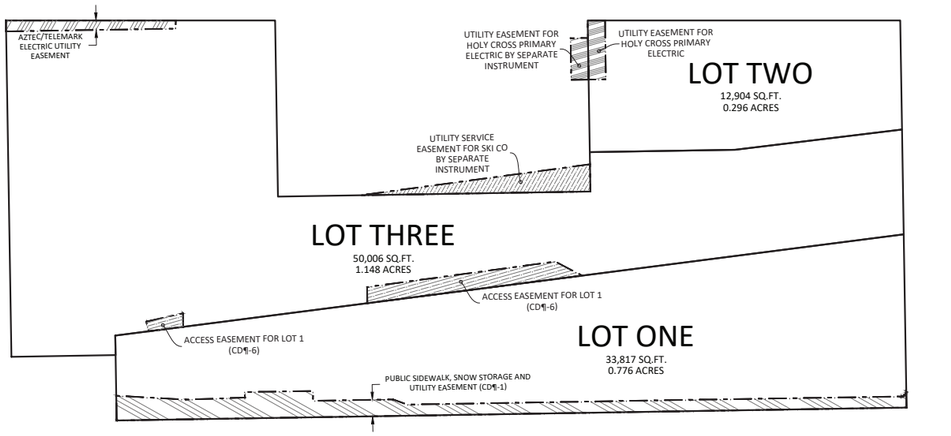
SHEET 3 OF 3

PURPOSE STATEMENT
EASEMENTS DETAILS PER THIS PLAT









EASEMENT LEGEND
* CD¶-# MEA¶-# INDICATES CERTIFICATE OF DEDICATION PARAGRAPH # AND MASTER EASEMENT AGREEMENT PARAGRAPH #

- ACCESS EASEMENT FOR LOT 1 (CD¶-6)
- DEBRIS FLOW EASEMENT (CD¶-7)
- LANDSCAPE EASEMENT (CD¶-5)
- LIFT FACILITIES EASEMENT (CD¶-2 MEA¶-2)
- SKI RETURN EASEMENT
- SKI SERVICES EASEMENT (CD¶-3 MEA¶-4)
- SKI WAY EASEMENT (CD¶-2 MEA¶-3)
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- UTILITY EASEMENT FOR SKI CO BY SEPARATE INSTRUMENT

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

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Mark S. Beckle P.L.S. #[illegible]

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LIFT ONE LODGE
Aspen, Colorado

SUMMARY OF TIMESHARE USE AND MANAGEMENT PLAN

I. *General Lodge Plan Structure*. Lift One Lodge (the "**Project**") is contemplated to be a condominium common interest community subject to a condominium declaration with an overlay of timeshare covenants subjecting certain condominium "**Lodge Units**" to the timeshare use and management plan of the Lift One Lodge Residences (the "**Lodge Plan**"). The Project will also include multiple guestrooms comprising a commercial "**Hotel Unit**." Each Lodge Unit will be owned in deeded timeshare tenancy-in-common estates (each, a "**Fractional Estate**"). The Project, the Lodge Units, and the Lodge Plan will be governed by the Project non-profit owners association (the "**Association**"). The summary that follows is intended to supplement the materials submitted to the City of Aspen (the "**City**") by Lift One Lodge Aspen LLC ("the "**Applicant**") as part of the City's Detail Review for the Project in compliance with Section 26.590.050.

II. *Lodge Units and Fractional Estates*. The Project's thirteen Lodge Units will be configured with lock-off capability to enable flexible unit configurations that may be attractive to a broader segment of owners and guests. The Lodge Units will include a mix of three-bedroom, four-bedroom, and five-bedroom units, plus one seven-bedroom unit. Units with the same number of bedroom are referred to as having the same "**Lodge Category**." The purchaser of a Fractional Estate in a Lodge Unit will receive a deeded fee ownership "timespan estate" as defined in C.R.S. § 38-33-110(8). A minimum of six (6) and a maximum of twenty-four (24) Fractional Estates in each Lodge Unit will be offered for sale, for a minimum of 78 ($1/6^{th}$) Fractional Estates and a maximum of 312 ($1/24^{th}$) Fractional Estates in the Project. As a deeded separate and distinct interest in real property, each transfer of a Fractional Estate will be subject to the City's real estate transfer tax.

III. *Lodge Use Plan*. The Lodge Plan timeshare documents will permit multiple use plans. In general, each owner of a Fractional Estate will be entitled to annually recurring use of a specific Lodge Unit, or a Lodge Unit in the same Lodge Category, during a minimum of 2 weeks

for each 1/24th Fractional Estate interest owned. For example, an owner of a 1/8th Fractional Estate (three 1/24th Fractional Estates) would be entitled to annually recurring use of a specific Lodge Unit, or a Lodge Unit in the same Lodge Category, during a minimum of 6 weeks. As another example, an owner of a 1/12th Fractional Estate (two 1/24th Fractional Estates) would be entitled to annually recurring use of a specific Lodge Unit, or a Lodge Unit in the same Lodge Category, during a minimum of 4 weeks. These weeks may be fixed in the owner's deed to the Fractional Estate and fixed in the Lodge Plan calendar of weeks recorded in the timeshare documents. These weeks may also "float" subject to a priority-based reservation system managed through the Association. In addition, Fractional Estate owners may use the Lodge Units during such space-available periods as may be reserved on a first-come first-served basis.

A. Reservation System. Fixed weeks are assigned on the deed of the Fractional Estate owner and do not require reservation. Owners with "floating" weeks will have distinct reservation windows to reserve floating weeks during an upcoming Lodge Plan year in accordance with the priority-based reservation rules set forth in the timeshare documents. Some unreserved weeks will be designated by the Association as vacant maintenance periods for deep cleaning or refurbishment. Some unreserved weeks will be made available to the Fractional Estate owners on a space available first-come, first-served basis. The reservation system will be operated by the Association through its Managing Agent (defined below).

B. Occupancy Restrictions. The owner of a Fractional Estate will not be permitted to occupy a Lodge Unit for any period in excess of 30 consecutive calendar days or 90 days within a calendar year. Occupancy of a Lodge Unit by an exchange user is not considered part of the occupancy periods of a Fractional Estate owner.

C. Public Rental of Unused Lodge Units. As required under Section 26.590.050(a)(3), all unused Lodge Units will be available for short-term rental by the general public. This public rental requirement will be documented in the Lodge Plan timeshare documents, recorded against the Lodge Units, and will contain a provision that such requirement cannot be eliminated without approval of the Aspen City Council.

IV. *Management Plan*. The Lodge Units will be managed by the owners and the Association in accordance with the requirements of the Colorado Common Interest Ownership Act (the

"**State Act**"). The Association will be governed by an executive board, which in turn will engage a managing agent for the Association (the "**Managing Agent**") to perform day to day operations of the Lodge Plan, including operation of the reservation system. It is expected that the Managing Agent of the Lodge Plan will concurrently manage the Project Hotel Unit under the same hotel standards. The Applicant currently does not expect to use an affiliated company as the Managing Agent.

A. On-Site Reception and Physical Requirements. The Project will contain a full staffed, on-site reception area, located in the lobby, sized to accommodate the needs of the Lodge Plan owners and guests, as well as the Hotel Unit operations and services available to the general public. The Project plans submitted in connection with the current Detail Review demonstrate compliance with physical elements specified in Sections 26.590.050(a)(5) through (9) of the Land Use Code.

B. Management of Lodge Units. The Association, at the cost of the Fractional Estate owners through Association assessments and incidental fees, will be responsible for providing all services and amenities offered to Fractional Estates owners under the Lodge Plan, for repairing and maintaining all of the Lodge Units and the furnishings within the Lodge Units, and for keeping the same in good and safe condition, subject to the provisions in the timeshare documents and the State Act. Fractional Estate owners will have the right to review and approve all increases in assessments and incidental fees during adoption and ratification of the Association's annual budget in accordance with the State Act. The Association and its executive board, officers, and Managing Agent, will be responsible, in accordance with their applicable duties under the State Act and the timeshare documents, for applying and using all assessments appropriately and for establishing and maintaining appropriate reserves related to the Lodge Units and furnishings.

V. *Exchange Company Affiliation*. No decision has been made to date by the Applicant as to whether the Lodge Units will be affiliated with a third-party exchange program. An exchange program may or may not be implemented. The timeshare documents will permit participation in an exchange program, subject to the approval of the Association, the Managing Agent, and the

Applicant (so long as the Applicant has reserved declarant rights under the timeshare documents).

VI. *Lodge Occupancy Auditing*. The timeshare documents will specifically allow for periodic audits, pursuant to Section 26.575.210, of the Association's records.

VII. *Applicant Registration with the Colorado Real Estate Commission*. The Applicant has not currently registered the Lodge Plan with the Colorado Real Estate Commission. Applicant acknowledges and agrees that this information shall be submitted at the time the timeshare documents are submitted for recordation, pursuant to Section 26.590.070 of the Land Use Code.

VIII. *Summary Only*.

This summary is intended only to highlight and describe in general terms the way in which the Project and Association will operate as currently contemplated by the Applicant. This summary are not intended to be relied upon by prospective purchasers or limit, amend or modify the contents of the actual governing documents for the Project. **The State of Colorado and the City of Aspen have not prepared or issued this document nor passed on the merits of the Project described herein.**

LOLA Draft
8.26.2020

NOTE: This draft is subject to continuing discussions between the parties. In addition to the footnoted items in the body of the document, the following topics are also being discussed further:

1) Skier turnstile gate locations on the west side of the lift terminal

2) Skier mazing on the west side of the lift terminal

3) The underground locations of the utility lines being used to serve snowmaking and whether these lines can cross the Dolinsek property

4) Liability and indemnity issues regarding use of the Skiway.

MASTER EASEMENT AGREEMENT

THIS MASTER EASEMENT AGREEMENT (the "Agreement") is made and entered into this __ day of _____ 20__, by and among LIFT ONE LODGE ASPEN LLC, a Delaware limited liability company ("LOLA"), ASPEN SKIING COMPANY, LLC, a Colorado limited liability company ("ASC"), ASPEN HISTORICAL SOCIETY, a Colorado nonprofit corporation ("AHS"), and THE CITY OF ASPEN, COLORADO, a Colorado homerule municipality (the "City") (each party a "Party" or collectively the "Parties").

RECITALS

A. This Agreement is being recorded in the real property records of Pitkin County, Colorado in conjunction with that certain Amended Final Plat of the Lift One Lodge Subdivision/PUD recorded on the same day this Agreement at Reception No. _____ (as it may be amended from time to time, the "Amended Plat"). All recording references in this Agreement refer to the real property records of Pitkin County, Colorado.

B. LOLA is the owner of the real property in the City legally described as Lots 1 and 2 according to the Amended Plat (the "LOLA Property").

C. The City is the owner of the real property in the City legally described as Lot 3 according to the Amended Plat (the "City Property").

D. ASC is the owner and operator of the Aspen Mountain ski area.

E. Pursuant to Ordinance No. 38 (Series of 2018) recorded on April 8, 2019 at Reception No. 655084 ("Ordinance No. 38"), the City has approved the redevelopment of the LOLA Property and the City Property (the "LOLA Project") as part of a larger project that will include the redevelopment of the Lift 1 snow skiing and lift corridor on the Aspen Mountain ski area that extends into the LOLA Property and the City Property (the "Lift 1 Corridor Project"). More specific and detailed development plans for the LOLA Project

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are contained within the Plan Set for the LOLA Project recorded on the same day as the Amended Plat and this Agreement as Reception No. _____ (as it may be amended from time to time, the "LOLA Plan Set"). As detailed in the LOLA Plan Set, the LOLA Project will include, among other elements, a subgrade structure that will include a parking garage and certain other useable areas and spaces (the "LOLA Subgrade Structure").

F. Pursuant to the approved development plan for the LOLA Project, as described in Ordinance No. 38 and detailed further in the LOLA Plan Set, the building known as the "Skiers' Chalet Lodge" will be relocated from the LOLA Property to the City Property and rehabilitated and remodeled to accommodate use by ASC for skier services and related accessory purposes and by AHS for a ski museum and related accessory purposes. In addition, ASC will have, by separate agreement, a ski patrol locker room in a portion of the LOLA Subgrade Structure located generally to the west of the Skiers' Chalet Lodge building (the "Ski Patrol Locker Room"). AHS will have, by separate agreement, the right to use one parking space within the public parking area of the LOLA Subgrade Structure. AHS and ASC both will have, by separate agreement, a non-exclusive right to use the trash room within the LOLA Subgrade Structure (the "LOLA Trash Room") for the trash generated from their use of the Skiers' Chalet Lodge and ASC's use of the Ski Patrol Locker Room.

G. The City and LOLA have dedicated and granted specific easements on the Amended Plat, including easements granted for the benefit of ASC. This Agreement is intended to supplement the Amended Plat in regard to certain of the easements established by or referenced in the Amended Plat. In addition, LOLA desires to grant easements to AHS and ASC for access to and within the LOLA Subgrade Structure for access to the LOLA Trash Room (for AHS and ASC), the Ski Patrol Locker Room (for ASC), and the parking space designated for use by AHS.

AGREEMENT

NOW, THEREFORE, for valuable consideration, the receipt and sufficiency of which are hereby acknowledged, LOLA, ASC, AHS and the City agree as follows:

1. Subgrade Structure Easement to LOLA. The City hereby grants to LOLA, for the benefit of the LOLA Property, and for use by LOLA and its successors, assigns, agents, contractors, licensees and invitees, a perpetual exclusive (except as described in Sections 2 and 5 below and/or in the LOLA Project condominium documents consistent with the requirements of Ordinance No. 38) easement under and within the boundaries of the portion of the City Property described and depicted as the "Subgrade Structure Easement" on the Amended Plat (the "Subgrade Structure Easement"). The Subgrade Structure Easement is for the purposes of the construction, installation, existence, use, operation, maintenance, repair and replacement of a garage ramp extending from the Dean Street right-of-way (the "Garage Ramp") and the LOLA Subgrade Structure pursuant to the terms of Ordinance No. 38. The top of the LOLA Subgrade Structure shall in all areas of the Subgrade Structure Easement be no less than twenty-four (24) inches below the finished grade surface, with the exception of the portion below the second-level terrace

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extending from and to south and west of the Skiers' Chalet Lodge and any specific penetrations depicted on the LOLA Plan Set (the "Easement Clearance Space"). The LOLA Subgrade Structure will be constructed by LOLA in a manner consistent with the specifications provided by ASC and/or its lift contractor Leitner Poma to LOLA (and approved by LOLA as provided below), such that the LOLA Subgrade Structure is sufficient to support the Lift Facilities (as defined below) and all operations of the Lift Facilities as contemplated for the Lift 1 Corridor Project by Ordinance No. 38 and the additional approvals granted therefore, including, without limitation, all necessary subsistence and sub-adjacent and lateral support of the Lift Facilities to be identified from the agreed upon specifications and as detailed in the City-approved LOLA Plan Set, including all foundation and structural systems and utility infrastructure associated therewith. The Garage Ramp will depart the Dean Street right-of-way in the location depicted on the Amended Plat at the elevation of Dean Street and extend in a generally southerly direction to the entrance of the LOLA Subgrade Structure. Subject to the foregoing restrictions, the LOLA Subgrade Structure will be constructed under the finished grade surface of Lot 3 within the boundaries of the Subgrade Structure Easement as depicted on the Amended Plat and also extend under the LOLA Property, all as depicted in the LOLA Plan Set. Upon completion of the Garage Ramp and LOLA Subgrade Structure, LOLA shall have as-built drawings of the Garage Ramp and LOLA Subgrade Structure prepared by a licensed surveyor or engineer, and at LOLA's request and expense, the Parties will cooperate in preparing and recording a supplement or amendment to this Agreement for the purpose of further specifying the location of the Garage Ramp and LOLA Subgrade Structure within the area of the Subgrade Structure Easement. LOLA will be the owner of the Garage Ramp and all of the LOLA Subgrade Structure (subject to ASC's to-be-granted interest in the Ski Patrol Locker Room and any other intests therein that may be granted by LOLA from time to time), including without limitation those portions located on the City Property within the Subgrade Structure Easement, and the City agrees to cooperate with LOLA in confirming such ownership by deed or other appropriate instrument upon completion of construction of the LOLA Subgrade Structure. Without limiting any of the foregoing provisions, LOLA will have the right to encumber its ownership of the Garage Ramp and the LOLA Subgrade Structure as security for any loan obtained to finance or refinance the development and/or ownership of the LOLA Project and the City agrees to promptly confirm in writing LOLA's ownership of the Garage Ramp and the LOLA Subgrade Structure as reasonably requested by LOLA from time to time in connection with any such financing.

2. Lift Facilities Easement to ASC. The City, as the owner of the City Property, and LOLA, as the owner of the LOLA Subgrade Structure that is planned to be constructed beneath the finished grade surface of the portion of the City Property within the Subgrade Structure Easement, hereby grant to ASC a non-exclusive easement on, over, under, through and across the portion of the City Property and on, over and within that portion of the LOLA Subgrade Structure located within the boundaries of the "Lift Facilities Easement" depicted and described on the Amended Plat as approved by ASC with regard to proper location of and access to the Lift Facilities (defined below) (the "Lift Facilities Easement"). The Lift Facilities Easement is for the purposes of (a) the construction, installation, existence, use, operation, maintenance, repair and replacement (including by use of vehicles, heavy equipment and pedestrian access) of a ski lift terminal,

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lift operator hut, ski lift towers, and related improvements and facilities, including, without limitation, retaining walls (other than those integrated with the LOLA Subgrade Structure), subsurface foundations (other than those integrated with the LOLA Subgrade Structure), footer pads, and other required subgrade and on-grade structural elements, some of which may be integrated into, through or as a part of, the LOLA Subgrade Structure constructed by LOLA according to the plans and specifications agreed to by ASC and LOLA as provided below (collectively, the "Lift Facilities"); (b) the installation, existence, use, operation, maintenance, repair and replacement of in-ground utility lines, including for snow making operations, within the Easement Clearance Space; and (c) with respect to the LOLA Subgrade Structure (which will be designed and constructed by LOLA in a manner consistent with the plans and specifications agreed to by ASC and LOLA as provided below to ensure that the LOLA Subgrade Structure is sufficient to support the Lift Facilities and all operations of the Lift Facilities as contemplated as part of the Lift 1 Corridor Project, including, without limitation, all subsistence and sub-adjacent and lateral support of the Lift Facilities in accordance with the agreed upon plans and specifications. The final construction plans and specifications for the Lift Facilities will be coordinated with the final construction and plans and specifications for the LOLA Subgrade Structure and will be subject to the final approval of both LOLA and ASC, which approval will not be unreasonably withheld, conditioned or delayed. Upon completion of the Lift Facilities, ASC and LOLA shall have coordinated as-built drawings of the Lift Facilities (including all utility lines) and the LOLA Subgrade Structure constructed by LOLA prepared by a licensed surveyor or engineer and the Parties will cooperate in preparing and recording a supplement or amendment to this Agreement for the purpose of further specifying the location of the Lift Facilities within the area of the Lift Facilities Easement. ASC will own, exclusively control, and be responsible for maintaining, repairing and replacing, at its sole cost and expense, all of the Lift Facilities constructed on, over and below the surface of the City Property and on and above the LOLA Subgrade Structure pursuant to the Lift Facilities Easement (other than those integrated with the LOLA Subgrade Structure). LOLA will be responsible for maintaining, repairing and replacing, at its sole cost and expense, any aspect of the LOLA Subgrade Structure necessary to maintain the subsistence and sub-adjacent and lateral support of the Lift Facilities.

3. Skiway Easement to ASC. LOLA and the City hereby grant to ASC a non-exclusive easement over and across the portions of, respectively, the LOLA Property and the City Property located within the boundaries of the "Skiway" depicted and described on the Amended Plat (the "Skiway Easement"). With respect to the portion of the Skiway Easement within the LOLA Property, the Skiway Easement is for the purposes of (i) operating and maintaining a skiing surface for skiing activities and return skiing by ASC, its employees, agents, invitees, guests and business customers to the Lift 1 Corridor Project base area, snow making, snow maintenance and grooming, including the right to make snow, cause snow to be blown on to, store snow, spread, compact, groom, move, adjust or otherwise develop a snow surface using snowcats, snowmobiles and other mechanical equipment, (ii) the right to pedestrian and vehicular access over the Skiway for purposes of maintenance, operation, repair or replacement of the Lift Facilities and/or other lift and snowmaking related infrastructure located within the Lift Facilities Easement necessary or appropriate to maintain the Skiway for return skiing, and (iii) and any and all activities necessary for ski season preparation such as snowmaking, grooming, snow storage and the

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use of mechanical equipment to prepare the Skiway for ski season; but will not include the right to place snowmaking equipment or infrastructure on the surface of the LOLA Property. With respect to the City Property, the Skiway Easement is for the purposes of (a) operating and maintaining a skiing surface for skiing activities and return skiing and recreational use by ASC, its employees, agents, invitees, guests and business customers to the Lift 1 Corridor Project base area and snow maintenance and grooming including the right to make snow (including the placement of snowmaking equipment and infrastructure on the surface of the City Property), farm snow, pile snow, cause snow to be blown on to, store snow, create snow whales, spread, compact, groom, move, adjust or otherwise develop a snow surface using snowcats, snowmobiles and other mechanical equipment; (b) accommodating ski operations and activities in connection with operation of the Lift Facilities, including the placement of lift ticket turnstiles and similar equipment, ski and snowboard racks, signage, and mazing and queuing facilities for skiers and snowboarders waiting to load onto the ski lift constructed as part of the Lift Facilities; (c) pedestrian and vehicular access to the Lift Facilities; (d) the right to undertake repairs, maintenance and renovation of the Lift Facilities as ASC determines necessary or appropriate; (e) non-winter activities including sightseeing, hiking, summer dining and other recreational activities, and (f) the right to access the Skiway to undertake any necessary or appropriate maintenance, repair or replacement of the Lift Facilities and any and all activities necessary for ski season preparation such as snowmaking, grooming, snow storage and the use of mechanical equipment to prepare the Skiway for ski season. [NOTE TO DRAFT][1]

4. Ski Services Easement to ASC. LOLA hereby grants to ASC a non-exclusive easement over and across the portion of Lot 1 depicted and described as the "Ski Services Easement" on the Amended Plat (the "Ski Services Easement"). The Ski Services Easement will be for the purposes of: (a) regular pedestrian access by ASC and its employees, agents, contractors, invitees, and guests between South Aspen Street and the Lift Facilities located on Lot 3; (b) maintenance, service and delivery access (including by vehicle) from South Aspen Street to the Lift Facilities when necessary in reasonable coordination with LOLA so as to minimize any potential interference with the use and operation of the lodging and other facilities located on Lot 1 of the LOLA Property; and (c) occasional overflow queuing and mazing for skiers and snowboarders waiting to load onto the Lift Facilities, but only when there is inadequate room for queuing and mazing on the City Property pursuant to the Skiway Easement and provided that (i) no mazing facilities will be permitted within 15.4 feet of the South Aspen Street right-of-way, and (ii) no lift ticket scanning turnstiles or similar equipment will be placed on Lot 1 (provided that there may be lift ticket scanning turnstiles or similar equipment on the City Property on the west side of the Lift Facilities terminal).

5. Easement for Access to the LOLA Subgrade Structure. LOLA hereby grants to ASC and AHS a non-exclusive easement for the purpose of using the Garage Ramp and the other applicable access points, drive lanes, stairs and corridors constructed as part of the LOLA Subgrade Structure as is necessary and appropriate for reasonable

[1] NOTE TO DRAFT: Need further discussion between parties, including input from the Parks Department, on how the proposed Ski Operations Plan submitted with the Gorsuch Haus application will relate to the Skiway Easement terms in this Agreement.

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vehicular and pedestrian access to the Trash Room (as to both AHS and ASC), the Ski Patrol Locker Room (as to ASC), and the parking space within the LOLA Subgrade Structure that is designated for use by AHS. LOLA will have the right to reasonably designate from time to time specific access routes and corridors within the LOLA Subgrade Structure for use by AHS and ASC for the foregoing purposes, with it being acknowledged that certain areas of the LOLA Subgrade Structure may be restricted to certain personnel. The foregoing easement for the benefit of AHS will terminate at such time, if ever, as AHS no longer has any occupancy rights within the Skiers' Chalet Lodge.

6. General Easement Terms. For the purposes of the following provisions of this Section 6, all of the easements granted by this Agreement and/or pursuant to the Amended Plat are referred to collectively as the "Easements" and each is an "Easement."

(a) Cooperation. The Parties acknowledge that development of the Lift 1 Corridor Project and the LOLA Project will entail significant excavation and construction work across all of the City Property and the LOLA Property. The Parties will reasonably cooperate with one another in their various construction efforts and will use reasonable efforts to accommodate the staging and construction access requirements of the other Parties. The Parties will reasonably share with each other information concerning their respective projects as necessary to facilitate cooperation among the Parties and the coordination of their various construction activities. In addition, if any governmental agency or utility provider requires a Party to join in or consent to any application for any permit or approval necessary for any construction, installation, use, operation, maintenance, repair or replacement with any of the Easements, such Party will cooperate in joining in or consenting to such application so long as the cooperating Party is not required to incur any material out-of-pocket expense in doing so.

(b) Non-Exclusive Easements. Except as specifically provided above with respect to the Subgrade Structure Easement, all of the Easements are non-exclusive and the owner of the servient land burdened by each such non-exclusive Easement reserves the right to use and improve the area of such Easement in any manner that does not unreasonably interfere with or impair the use of the Easement for the purposes described in this Agreement or on the Amended Plat, as applicable. Notwithstanding the foregoing, LOLA and the City each acknowledge and agree that ASC may, from time to time, for safety, maintenance and/or specific events permitted under the Skiway Easement require exclusive use of the Lift Facilities Easement area and the Skiway Easement area and each of LOLA and the City agree that such temporary exclusive use is hereby expressly authorized. ASC shall provide each of LOLA and the City with not less than [XX] days advance notice with regard to any proposed exclusive use and the time period thereof. In addition to the foregoing, ASC shall have the right to limit access to the Lift Facilities Easement area and the Skiway Easement area during grooming and operational hours for safety purposes (for example, by prohibiting sledding, pedestrian or other non-ski specific access) and special events.

(c) Liens. In the event any mechanic's lien is recorded against the LOLA Property or the City Property (the "Liened Property") as a result of services performed or materials furnished for or at the direction of any other Party (the "Causing

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Party"), the Causing Party will defend, protect, indemnify and hold harmless the owner of the Liened Property from and against all claims and demands, including any action or proceeding brought thereon, and all costs, losses, expenses and liabilities of any kind relating thereto, including reasonable attorneys' fees and cost of suit, arising out of or resulting from such lien. At no time may liens be placed on the Lift Facilities as a result of services performed or materials furnished for or at the direction of LOLA or the City. LOLA agrees to indemnify, defend and hold harmless ASC in the event any such lien is purported to be placed upon ASC's ownership of or title to the Lift Facilities. Upon the request of the owner of the Liened Property, the Causing Party will promptly cause such lien to be released and discharged of record with respect to the Liened Property by posting a bond or other security as will be required by law to obtain such release and discharge. In the event such release cannot be obtained within a reasonable time (not exceeding in any event 60 days following the written request of the Liened Party), then the Causing Party will deposit with the Liened Party cash or a reasonably acceptable substitution equal to 150% of the amount of the lien.

(d) Work and Repair. The Parties acknowledge that development of the Lift 1 Corridor Project will entail significant excavation and construction work across all of the City Property and the LOLA Property and that until such work is completed some of the Easements will not be available for all purposes contemplated by this Agreement and the Plat, as applicable. All construction, alteration, maintenance, repair or replacement work undertaken upon any portion of the LOLA Property or the City Property pursuant to any Easement will be undertaken diligently and in such a manner as to not unreasonably interfere with the permitted uses of the impacted property. All such work will be done in such a manner as to minimize any damage, destruction or inconvenience caused thereby to the owner of the impacted property and such owner's invitees and licensees. Any damage or destruction caused by such work to the property of another Party or its licensees or invitees (including without limitation any landscaping) will be repaired and restored to its pre-existing condition at the expense of the Party who performed such work or caused or permitted it to be performed. All construction, alteration, maintenance, repair or replacement work will comply with all applicable laws, ordinances, rules, regulations, approvals and other requirements of all governmental authorities, public bodies and all other authorities having jurisdiction.

(e) Non-Impairment. In exercising its Easement rights on and over the LOLA Property, ASC agrees that it will not materially impair the development or operation of the buildings located on the LOLA Property. [NOTE TO DRAFT][2] Use of the Skiway, the Lift Facilities and other ASC operations and activities as permitted under this Agreement shall not constitute a material impairment on the development and/or operation of the buildings located on LOLA Property, including but not limited to grooming, snowmaking and other ski area operations by ASC which are permitted pursuant to City regulations and do not violate the express terms of this Agreement.

[2] NOTE TO DRAFT: Need further discussion among the parties as to the final detailed construction sequencing and the commencement of ski area operations and the running of the new lift. If ski area operations commence before the LOLA project is adequately complete, then conflicts could arise between staging and construction activities and the ability to operate the Skiway or the lift safely.

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(f) Indemnity from ASC. ASC will indemnify, defend and hold harmless LOLA and the City from and against all claims, demands, suits, costs, expenses (including without limitation reasonable attorneys' fees), liabilities, fines, penalties, losses, and damages arising from any injury to persons, death and damage to tangible property to the extent caused by any negligent or intentional acts or omissions of ASC or its employees, agents, contractors, subcontractors, vendors, suppliers, licensees or invitees in their use of any of the Easements granted for the benefit of ASC.

(g) Indemnity from LOLA. LOLA will indemnify, defend and hold harmless the City and ASC from and against all claims, demands, suits, costs, expenses (including without limitation reasonable attorneys' fees), liabilities, fines, penalties, losses, and damages arising from any injury to persons, death and damage to tangible property to the extent caused by any negligent or reckless acts or omissions of LOLA or its employees, agents, contractors, subcontractors, vendors, suppliers, licensees or invitees in their use of any of the Easements granted for the benefit of LOLA.

(h) Indemnity from AHS. AHS will indemnify, defend and hold harmless LOLA from and against all claims, demands, suits, costs, expenses (including without limitation reasonable attorneys' fees), liabilities, fines, penalties, losses, and damages arising from any injury to persons, death and damage to tangible property to the extent caused by any negligent or reckless acts or omissions of AHS or its employees, agents, contractors, subcontractors, vendors, suppliers, licensees or invitees in their use of any of the Easement granted for the benefit of AHS pursuant to Section 5 above.

(i) Termination of ASC Easements. [ASC intends to operate the Lift Facilities as one of the primary, rather than secondary lifts on Aspen Mountain, provided that ASC will have the right to determine, in its good faith discretion, when the Lift Facilities will be open to the public. The Easements granted for the benefit of ASC will terminate if ASC or any successor to ASC as the operator of Aspen Mountain ski area determines to remove the Lift Facilities and does not, or cannot, replace them with a different or new lift within five (5) ski seasons of removal of the Lift Facilities constructed pursuant to this Agreement.] [NOTE TO DRAFT][3]

7. Miscellaneous Provisions.

(a) Successor and Assigns. The rights and obligations of LOLA under this Agreement will run with ownership of the LOLA Property. If any portion of the LOLA Property is created as a common interest community pursuant to the Colorado Common Interest Community Act, C.R.S. § 38-33.3-101 *et seq.*, then the owners association established for such common interest community will be considered the successor in interest to LOLA under this Agreement with respect to such portion of the LOLA Property. The rights and obligations of ASC under this Agreement will run with ownership of the Lift Facilities. The rights and obligations of the City under this Agreement will run with ownership of the City Property.

[3] The language and concept in this section will require further discussion and refinement by the parties.

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(b) Notices. Any notices required or permitted hereunder to be given to LOLA or ASC (or either of their successors) pursuant to this Agreement will be sent by hand delivery, certified U.S. mail, or commercial overnight delivery service, to the intended recipient at the address of such Party's registered agent in the state of Colorado as on file with the office of the Colorado Secretary of State. Any notices required or permitted hereunder to be given to the City pursuant to this Agreement will be sent by hand delivery, certified U.S. mail, or commercial overnight delivery service, to the attention of the City Manager of the City, at the office of such City Manager.

(c) Amendment. This Agreement may be amended upon the written agreement of the Parties whose rights or obligations are affected by such Amendment.

(d) Estoppel Certificates. Each Party agrees that within thirty (30) days following receipt of a written request from any other Party, it will issue, without cost, to such requesting Party or any lender or prospective lender or successor to such requesting Party, an estoppel certificate stating to the best of the issuer's knowledge that as of such date (a) whether it knows of any default under this Agreement by any Party and if there are known defaults, specifying the nature thereof, (b) whether this Agreement has been assigned, modified or amended in any way, and if so, then stating the nature thereof, (c) whether any sums are currently due and payable by any Party, (d) whether this Agreement is in full force and effect; and (e) any other information relating to this Agreement reasonably requested by the requesting Party. Such statement will act as a waiver of any claim by the Party furnishing it to the extent such claim is based upon facts contrary to those asserted in the estoppel certificate.

(e) Attorneys' Fees. If any legal action or proceeding is commenced for the enforcement of any right or obligation contained in this Agreement, the prevailing Party(ies) in such action or proceeding will be entitled to recover its/their costs and reasonable attorneys' fees incurred in the preparation and prosecution and/or defense of such action or proceeding, including any appeals arising therefrom.

(f) Severability. The invalidity of any covenant, restriction, condition, limitation or provision of this Agreement will not impair or affect in any manner the validity, enforceability or effect of the rest of this Agreement.

(g) Governmental Immunity. The City is a political subdivision of the State of Colorado and subject to the Colorado Governmental Immunity Act. Nothing in this Agreement will be construed as a waiver by the City of the rights and privileges it has under the Colorado Governmental Immunity Act.

(h) Ski Safety Act. As a ski area operator, ASC is subject to and has protection under the Colorado Ski Safety Act. Nothing in this Agreement will be construed as a waiver by ASC of the rights, privileges and protections it has under the Colorado Ski Safety Act.

(i) Recreational Easement Immunity. LOLA, for itself and its successors and assigns, reserves any and all applicable rights, benefits and limitations on

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liability conferred by C.R.S. § 33-41-103(1) with respect to the Easements granted by LOLA and nothing in this Agreement shall be construed a waiver of any such rights, benefits or limitations on liability.

(j) No Waiver. No waiver of any default of any obligation by an Party may be implied from any omission by another Party to take any action with respect to such default.

(k) Captions/Gender. The captions preceding the various sections and subsections herein are for convenience of reference only and may not be used as an aid to the construction or interpretation of any provision of this Agreement. Whenever applicable, the singular form includes the plural, and the masculine gender includes the feminine and neuter, and vice versa.

(l) Interpretation. This Agreement will not be construed or interpreted in favor of any Party based on the supposition that it was drafted by or on behalf of any other Party. Each of the Parties acknowledges and agrees that it has been represented by its own legal counsel and been given an opportunity to participate in the drafting and preparation of this Agreement.

(m) Governing Law. The law of the State of Colorado governs the interpretation, validity, performance, and enforcement of this Agreement, without regard to choice of law of any jurisdiction.

[remainder of page intentionally blank; signature pages follow]

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IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year first above written.

LIFT ONE LODGE ASPEN LLC, a
Delaware limited liability company

By: _____
Name: _____
Title: _____

STATE OF _____)
) ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 20__, by _____ as _____ of Lift One Lodge Aspen LLC, a Delaware limited liability company.

Witness my hand and official seal.

My commission expires: _____.

_____
Notary Public

[remainder of page intentionally blank]

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CITY OF ASPEN

By:_____
_____, Mayor

ATTEST:

_____
_____, City Clerk

APPROVED AS TO FORM:

_____
James R. True, City Attorney

STATE OF _____)
) ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 20__, by _____ as Mayor of the City of Aspen, Colorado.

Witness my hand and official seal.

My commission expires: _____.

_____
Notary Public

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ASPEN SKIING COMPANY, LLC, a
Colorado limited liability company

By: _____
Name: _____
Title: _____

STATE OF _____)
) ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 20__, by _____ as _____ of Aspen Skiing Company, LLC, a Colorado limited liability company.

Witness my hand and official seal.

My commission expires: _____.

_____
Notary Public

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CONSENT OF MORTGAGEE

_____, being the holder of a lien on Lots 1 and 2, Lift One Lodge Subdivision/PUD, according to the Amended Final Plat thereof recorded in the office of the Clerk and Recorder of Pitkin County, Colorado pursuant to a Deed of Trust _____ recorded _____ as Reception No. _____ ("Deed of Trust") hereby consents to and approves the recording of this Master Easement Agreement and hereby agrees that any foreclosure of the Deed of Trust will not affect the validity of this Master Easement Agreement, which will remain in place following any such foreclosure.

Dated this _____ day of _____, 20___.

_____

By:_____

_____

STATE OF _____)
) ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 20___ by _____ as _____ of _____.

Witness my hand and official seal

My commission expires:

_____
Notary Public

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NOTE: This "Draft Ski Operations Plan" was prepared by the Aspen Skiing Company in accordance with the requirements of Ordinances 38 and 39, Series of 2018. It is included here in satisfaction of that requirement. Inclusion of this plan in the Lift One Lodge land use application does not necessarily constitute endorsement of all aspects of this plan by Lift One Lodge LLC.

DRAFT SKI OPERATIONS PLAN: Aspen Mountain Lift One Corridor

Aspen Skiing Company, L.L.C. (ASC) controls and operates Aspen Mountain pursuant to a Special Use Permit granted by the US Forest Service as well as property and use rights to numerous privately and publicly owned land parcels on Aspen Mountain. Norway Island LLC has submitted an application seeking to develop a hospitality project known as "Gorsuch Haus" together with related ski and hospitality operations infrastructure (the "Gorsuch Haus Application"). Lift One Lodge Aspen LLC has submitted an application seeking to develop a hospitality project known as "Lift One Lodge" together with related ski, hospitality, park and museum operations related infrastructure (the "Lift One Lodge Application"). The Gorsuch Haus Application and the Lift One Lodge Application, together are sometimes referred to as the "Lift One Corridor".

As part of preliminary approval of the Lift One Corridor, City of Aspen Ordinance No. 39, Series of 2016, recorded April 8, 2019 under Reception No. 655085 of the Pitkin County real property records ("Ordinance 39") and City of Aspen Ordinance No. 38, Series of 2018, recorded April 8, 2019 under Receptions No. 655084 of the Pitkin County real property records ("Ordinance 38" and Ordinance 39 and Ordinance 38, collectively, the "Lift One Corridor Ordinances") each require submission, as a part of the Planned Development – Detailed Review, of a "Draft Ski Operations Plan". This document is intended to be that Draft Ski Operations Plan. As such, it represents and shall serve as a working tool through which ASC will establish the operating plans and procedures for ski and ski lift related summer operations throughout the Lift One Corridor, together with preliminary descriptions for how ASC's operations will interface with the hospitality, museum and City Parks elements of the Lift One Corridor.

Among other elements contained in the Lift One Corridor applications, and all as more fully detailed and described in the Lift One Corridor applications and Lift One Corridor Ordinances, the Lift One Corridor includes:

- The Gorsuch Haus hotel, for sale condominiums and ancillary facilities ("Gorsuch Haus")
- Two Lift One Lodge buildings including fractional, for sale condominiums and ancillary facilities, and including a separate, third structure, the relocated Skiers' Chalet Steakhouse functioning as a restaurant ("Lift One Lodge")
- The ski lift running through the Lift One Corridor, and replacing the existing Lift 1A, including a bottom terminal located on the Lift One Lodge garage structure (the new "Lift One")
- The repurposed Skiers' Chalet building, used for skiers' services operated by ASC and a ski museum developed and operated by the Aspen Historical Society (the "Skiers' Chalet Building")

- Ski patrol facilities within the underground garage structure of the Lift One Lodge (the "Ski Patrol Area")
- Public land functioning as a park in summer, and ski facilities including skiing, ski circulation, milling and mazing and snow storage area in winter ("Dolinsek Gardens")
- A 60+ foot wide path along the east side of Gorsuch Haus and between the two Lift One Lodge buildings (the "Skiway")
- The primary front side access point to Aspen Mountain for mountain operations, deliveries, event load-in and load-out via truck to snowcat in winter and the relocated Mountain Access road in summer (the "ASC Staging and Delivery Area")

WINTER OPERATIONS

Through its winter operations plan, ASC and the US Forest Service agree upon the expected opening and closing dates for each season on an annual basis (the "Ski Season"). The Ski Season dates are subject to change based upon snow, temperature and other weather conditions, as determined by ASC in its discretion.

Season Preparation

- In advance of the Ski Season, ASC shall have the right to make snow, farm snow, pile snow, store snow, create snow whales, spread, compact, groom, move, adjust and otherwise develop a snow surface using snowmaking water lines, connections, snow guns, snowcats, snowmobiles and other mechanical equipment and otherwise prepare the Ski Way for the Ski Season.
- In advance of the Ski Season, ASC shall have the right to farm snow, pile snow, cause snow to be blown on to, store snow, create snow whales, spread, compact, groom, move, adjust and otherwise develop a snow surface using snowcats, snowmobiles and other mechanical equipment for and to adjust the snow surface on the Dolinsek Gardens.
- In advance of the Ski Season, ASC shall have the right to undertake such repair, maintenance and renovation of Lift One, the Skiers' Chalet and the Ski Patrol Area as it determines necessary, subject to all City of Aspen construction and permitting requirements.

Ski Season Operations

- During the Ski Season ASC shall have the right to make snow, farm snow, pile snow, store snow, create snow whales, spread, compact, groom, move, adjust and otherwise develop a snow surface using snowmaking water lines, connections, snow guns, snowcats, snowmobile and other mechanical equipment and otherwise prepare the Ski Way for the Ski Season.

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- During the Ski Season ASC shall have the right to farm snow, pile snow, cause snow to be blown on to, store snow, create snow whales, spread, compact, groom, move adjust and otherwise develop a snow surface snow surface using snowcats, snowmobiles and other mechanical equipment for and to adjust the snow surface on and adjust the snow surface on the Dolinsek Gardens.
- Once snow making has ended for the Ski Season, as determined by ASC, ASC shall continue to have the right to farm, pile, store, groom, move, adjust and otherwise manage the snow and snow surface snow surface using snowcats, snowmobiles and other mechanical equipment throughout the Ski Way and the Dolinsek Gardens.
- Throughout the Ski Season, ASC shall have the right, but not the obligation to operate Lift One and the right to use the Ski Way and Dolinsek Gardens for ski area operations and recreational activities generally.
- Throughout the Ski Season, ASC shall have the right, but not the obligation to operate the skier services portion of the Skiers' Chalet.
- ASC intends to operate Lift One as one of the primary, rather than secondary lifts on Aspen Mountain, provided that it will determine, in its good faith discretion when Lift One will be open.
- It is ASC's intent that the skier services portion of the Skiers' Chalet will be open to the public any time Lift One is operational during the Ski Season, except in unusual circumstances, such as special events or due to employee limitations.

<u>MOUNTAIN OPERATIONS, INCLUDING FOOD AND BEVERAGE AND SPECIAL EVENTS</u>

- There will be an ASC Staging and Delivery Area located adjacent to and extending from the cul-de-sac on the north side of the Gorsuch Haus. This area has been designed to accommodate ASC's access and staging for mountain operations, maintenance, food and beverage deliveries, special events and related activities.
- During the Ski Season, the ASC Staging and Delivery Area will enable transfer of materials from "on the road" to "on the snow", with transfer from wheeled vehicles to snowcats, snow mobiles or other over the snow mechanized vehicles.
- Outside of the Ski Season, the ASC Staging and Delivery Area will enable ASC to access the re-routed Mountain Operations Road using wheeled vehicles.
- ASC shall have the right, from time to time, as necessary for such mountain operations, maintenance, special events and related activities, to control all access to, on, and over the ASC Staging and Delivery Area.
- ASC shall undertake good faith efforts to keep idling of its vehicles in the ASC Staging and Delivery Area to a minimum taking in to consideration ASC's operational needs and in all events consistent with City of Aspen regulations.
- ASC shall undertake good faith efforts to keep non-essential parking and/or parking of vehicles or storage activities within the ASC Staging and Delivery Area to a minimum taking in to consideration ASC's operational needs.

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- ASC shall undertake commercially reasonable efforts to avoid blocking vehicular access to Gorsuch Haus loading dock enclosure and Gorsuch Haus loading dock enclosure's driveway approach for any extended period of time. Additionally, ASC will undertake good faith efforts to communicate and coordinate with the Gorsuch Haus operator regarding any potential vehicular access blockages in advance, provided that the operator of Gorsuch Haus undertakes to do the same, so that both entities can work to ensure operational functionality of both.
- ASC shall have the right of vehicular and pedestrian access directly from South Aspen Street across the plaza located between the Lift One Lodge and the Skiers' Chalet Steakhouse to reach the lower lift terminal of the new Lift One for purposes of ski area operations, skier access, lift loading and material transport, and for lift maintenance, repair and replacement. Such access will include the ability to place ski access gates, gantries or other technological means of controlling access to the lift on such access corridor.
- ASC will undertake good faith efforts to provide the operators of Gorsuch Haus and Lift One Lodge, at the beginning of each Ski Season, with a list of special events scheduled for each upcoming Ski Season on Aspen Mountain, including, to the extent readily identifiable, which events will be hosted on the Lift One Corridor side of Aspen Mountains as well as which will have load-in and load-out impacts on the Lift One Corridor. The list of special events will include ASC contact information.

NON-WINTER AND OTHER YEAR ROUND OPERATIONS

- ASC shall have the right, but not the obligation to operate Lift One outside of the Ski Season for sightseeing, hiking, summer dining, and other recreational activities as it determines in its discretion, subject to any necessary City of Aspen and Pitkin County approvals.
- ASC shall have the right, but not the obligation to operate the skiers' services portion of the Skiers' Chalet outside of the Ski Season as it determines in its discretion.
- ASC shall have the right to access the Lift One Corridor outside of the Ski Season to undertake any necessary or appropriate maintenance, repair or replacement on and of Lift One.
- ASC shall have the right to access the Ski Patrol Area outside the Ski Season as it determines in its discretion.

CORRIDOR COORIDINATION

- ASC will undertake good faith efforts to provide a first-class on-mountain guest experience for all visitors to the Lift One Corridor, including Gorsuch Haus guests, Lift One Lodge Guests and ASC guests.
- ASC will undertake good faith efforts to communicate and coordinate with the operators of Gorsuch Haus and Lift One Lodge to attempt to minimize negative impacts on the hospitality operations, provided that the operators of Gorsuch Haus and Lift One Lodge undertake to do the same.

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- ASC shall coordinate in good faith with the City, the Aspen Historical Society, Gorsuch Haus and Lift One Lodge to develop Lift One Corridor signage that enables guests to the Lift One Corridor to find their way to the various elements of the Lift One Corridor.
- Notwithstanding the foregoing, ASC shall have the right in its discretion to determine and control all elements of the ski area operations, including, without limitation, lift operations hours (summer and winter), snow grooming hours, year round delivery, maintenance, event load-in and load-out planning, timing and operations etc. as it deems best and all Lift One Corridor participants, including the City of Aspen, understand and acknowledge that functional operation of the Lift One Corridor requires that ASC undertake certain maintenance and operational activities, including snow making, snow grooming, lift maintenance, load in and load out for special events and mountain operations, outside of operational hours, including during early morning, evening and night time hours throughout the Lift One Corridor as expressly noted in the Lift One Corridor Ordinances.
- ASC shall adhere to all laws and city ordinances in connection with the ski area operations of the Lift One Corridor.

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8.31.2020

SUBDIVISION/PLANNED DEVELOPMENT AGREEMENT
FOR
LIFT ONE LODGE DEVELOPMENT AND SUBDIVISION

THIS SUBDIVISION/PLANNED DEVELOPMENT AGREEMENT (this "**Agreement**") is entered into as of _____, 20___ by and between the City of Aspen, Colorado, a home rule Colorado municipality ("**City**"), and Lift One Lodge Aspen LLC, a Delaware limited liability company ("**Owner**").

RECITALS

A. The City, by a vote of its eligible electors, adopted Ordinance No. 38 (Series of 2018) (the "**Approval Ordinance**"), which was recorded in the real property records of Pitkin County, Colorado on April 8, 2019 as Reception No. 655084.

B. Pursuant to Section 1 of the Approval Ordinance, and the standards set forth in Title 26 of the Aspen Municipal Code and Sections 5.5 and 13.4 of the Home Rule Charter of the City, the City approved the Owner's application for a Site Specific Development Plan for the Lift One Lodge Subdivision/PD that included reviews for a Major Amendment to a Planned Development - Project Review, and related reviews for Subdivision (including vacation of public right-of-way and an exchange of City land), Rezoning, Growth Management Quota System, Commercial Design, Timeshare Development, Transportation and Parking Management, Special Review, ESA – Mountain View Plane, Certificate of Appropriateness for major development, Conceptual Review, and Vested Rights.

C. Pursuant to the Approval Ordinance, Owner has made and submitted to the City for approval a Final Plat (the "**Plat**") under the name and style of the "Amended Final Plat of Lift One Subdivision/PD" for the purpose of re-platting the lands described therein as: Lots 1, 2 and 3, Lift One Lodge Subdivision/PD, according to the amended plat thereof (the "**Property**").

D. The Plat has been approved by the City as required by the Approval Ordinance and has been recorded at Plat Book ___ Page ___, as Reception No. _____. Owner is the owner in fee simple of Lots 1 and 2 of the Property. The City is the Owner of Lot 3 of the Property.

E. The City has imposed certain conditions and requirements in connection with its approval of development of the Property and its execution and recordation of the Plat, such matters being necessary to promote, protect, and enhance the welfare of the public.

F. Owner is willing to acknowledge, accept, abide by, and faithfully perform the conditions and requirements imposed by the Approval Ordinance and this Agreement in approving the development of the Property and the Plat.

G. Under the authority of Section 26.490.070 of the Aspen Land Use Code, the City is entitled to certain financial guarantees to ensure that the required public facilities are installed,

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and that required landscaping is implemented and maintained, and Owner is prepared to provide such guarantees as hereinafter set forth.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual covenants contained herein, and the approval, execution, and acceptance of this Agreement for recordation by the City, the parties agree as follows:

ARTICLE I.

PURPOSE AND EFFECT OF PLANNED DEVELOPMENT AGREEMENT

1.1 Purpose. The purpose of this Agreement, along with the Plat, is to set forth the complete and comprehensive understanding and agreement of the parties with the respect to certain matters concerning the development of the Property as contemplated by the Approval Ordinance and to describe certain terms and conditions under which such development may occur.

1.2 Effect. It is the intent of the parties that, upon the recording of this Agreement, this Agreement, the Approval Ordinance, the Final Approval Resolutions (as defined below), and the Plat shall effectively supersede and replace in their entirety, as they apply to the Property, all previously recorded and unrecorded development and other land use approvals encumbering the Property, which recorded items that are being superseded and replaced with respect to the Property are listed in **Appendix B** attached to this Agreement. In the event of any inconsistencies between the provisions of the Approval Ordinance and this Agreement, the provisions of the Approval Ordinance shall control.

ARTICLE II.

REGULATORY APPROVALS AND ZONING

2.1 General Approvals. Pursuant to the Approval Ordinance, the City granted approval of the planned development and re-subdivision of the Property for the development of three lots containing a mixed-use lodge development with 34 timeshare lodging units and 104 timeshare lodging keys, a total of 16,125 sq. ft. of net leasable space (and additional net leasable space within the relocated Skiers' Chalet Building as described in the Approval Ordinance), one (1) affordable housing unit, and six (6) free market residential units; public and private parking; a relocated historic Lift 1 and tower; a new ski lift and ski way; skier services and ski patrol locker room; a standalone commercial building; a redeveloped public park and a ski museum, all as more fully set forth in the Approval Ordinance and subject to conditions and requirements set forth in the Approval Ordinance (collectively, the "**Project**"), which matters the City determined are necessary to protect, promote, and enhance the public health, safety and welfare.

2.2 Zoning. Contemporaneously with and effective upon the recording of the Plat, the three re-platted Lots within the Lift One Lodge Subdivision/PD, shall be zoned as follows and the City's Official Zone District Map shall be amended to reflect such rezoning:

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Lot 1: Lodge, Planned Development, Designated Historic (L-PD-H)
Lot 2: Lodge, Planned Development (L-PD)
Lot 3: Park, Planned Development, Designated Historic (P-PD-H)

ARTICLE III.

DEVELOPMENT AND USE REQUIREMENTS AND RESTRICTIONS

3.1 Recording and Final Approvals. Owner and the City shall record this Agreement in the office of the Pitkin County Clerk and Recorder in accordance with the requirements of the Aspen Land Use Code based on the Approval Ordinance and the granting of Detailed Review and Commercial Design (Final) approvals by the Historic Preservation Commission and the Planning and Zoning Commission (the "**Final Approval**"), which Final Approval has occurred pursuant to Historic Preservation Commission Resolution No. __, Series of 20__, recorded on _____, 20__, at Reception No. _____ and Planning and Zoning Commission Resolution No. __, Series of 20__, recorded on _____, 20__, at Reception No. _____ (the "**Final Approval Resolutions**"). Whereas the new development approved for the Property is configured in such a way that one or more new condominium maps will also be required for the Project, recordation of said condominium map(s) shall occur after building permit issuance, but prior to the issuance of a certificate of occupancy for the new development.

3.2 Approved Plan Set. To accompany this Agreement and the Plat, Owner has submitted, and the City has approved, a set of drawings consisting of [____] sheets, including a title/index sheet, entitled "_____ Approved Plan Set of Lift One Lodge Planned Development and Subdivision" (the "**Approved Plan Set**"). The Approved Plan Set is recorded on the same day as this Agreement as Reception No. _____.

3.3 Dimensional Requirements. The Project for the Lift One Lodge Planned Development and Subdivision, as approved, constitutes a site specific development plan and complies with the dimensional requirements and restrictions of the Lodge and Park zone districts, as modified by the Planned Development according to the Approval Ordinance. Compliance with these dimensional requirements will be verified by the City of Aspen Zoning Officer at the time of building permit submittal. The approved dimensional requirements and restrictions for the Lift One Lodge Planned Development and Subdivision are described in Exhibit C of the Approval Ordinance, subject to any changes to meet technical requirements as approved pursuant to the Final Approval Resolutions. Immaterial adjustments to the dimensions represented in the Approved Plan Set may occur upon review of a building permit as long as the resulting dimensions comply with the approved dimensional requirements and limitations pursuant to the Final Approval Resolutions.

3.4 Approved Uses and Plans. The uses approved for Lots 1, 2 and 3 of the Project are detailed in the Approval Ordinance. The final development plans for the Project are approved pursuant to the Final Approval and detailed in the Final Approval Resolutions and the Approved Plan Set. The final approved development plans for the Project provide for 52 hotel rooms (including one 2-key suite for a total of 53 lodging keys) and 11 timeshare units with a total of 51 keys (maintaining the 104 lodging key total approved pursuant to the Approval Ordinance).

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3.5 Skiers' Chalet Lodge. Section 10 of the Approval Ordnance contains terms and conditions for the relocation of the Skiers' Chalet Lodge building onto Lot 3 of the Project and the rehabilitation of the building for use by the Aspen Historical Society and the Aspen Skiing Company. However, as reflected in the Final Approval, the parties have agreed that (a) the ski patrol locker room that was originally contemplated to be located within the Skiers' Chalet Lodge will instead be located within the sub-grade portion of the Lift One Lodge project, and (b) the public locker room described in Section 10.F of the Approval Ordinance will instead be located within the Skiers' Chalet Lodge building. The relocation and rehabilitation of the Skiers' Chalet Lodge building as required pursuant to Section 10 of the Approval Ordinance will be further governed by that certain Development Agreement (Skiers' Chalet Lodge White Box Delivery) entered into or to be entered into by and among the Owner, the City, Aspen Historical Society, and Aspen Skiing Company, LLC. With the recording of the Plat and this Agreement, the Skiers' Chalet Lodge shall be designated to the Aspen Inventory of Historic Landmark Sites and Structures list, as an AspenModern building.

3.6 Historic Lift 1 Structures.

3.6.1 The Owner shall be responsible for the removal, storage, restoration, and reinstallation of the historic Lift 1 structures that are currently located on the Property. The historic Lift 1 bull wheel and first tower will be relocated on Lot 3 of the Project according to the plans approved by the Final Approval Resolutions.

3.6.2 The two remaining historic Lift 1 towers, in coordination with Aspen Skiing Company, are approved for relocation to a site or sites (to be determined) on Aspen Mountain, that provides interpretation of the original lift alignment and does not interfere with ski operations as determined by Aspen Skiing Company. This provision is subject to any necessary approvals from Pitkin County or the United States Forest Service required for such relocation. Aspen Skiing Company has agreed to confer with the Historic Preservation Commission as to final relocation of the two remaining towers prior to application for approvals to Pitkin County and/or the United States Forest Service. However, the Owner shall not be delayed or denied in receiving any required permits or approvals for the Project due to any delay or lack of agreement among the City, Aspen Skiing Company, Pitkin County and/or the United States Forest Service regarding the placement of the two remaining historic lift towers.

3.7 City Park Areas in Lot 3. Section 12 of the Approval Ordinance describes the respective obligations of the Owner, the City and Aspen Skiing Company with respect to the final grading, improvement and maintenance of the park areas within Lot 3 of the Project. The Owner hereby confirms its obligations under such Section 12. The City agrees to comply with its obligations under Section 12 and to coordinate with Aspen Skiing Company with respect to any work to be performed by Aspen Skiing Company.

3.8 Growth Management Allotments. The growth management allotments granted for the Project pursuant to the applicable provisions of the City's Land Use Code are described in Section 13 of the Approval Ordinance. As provided in the Approval Ordinance, a confirmation of the actual commercial net leasable allotment will be determined by the City's Zoning Officer at the time of building permit to accommodate any changes necessary for reasons of a technical nature, or compliance with the Land Use Code.

3.9 Employee Generation and Mitigation.

3.9.1 General Requirements. Affordable housing mitigation requirements for the Project are based on the Land Use Code in effect at the time of application, September 4, 2018. The Approval Ordinance contains calculations of the estimated affordable housing mitigation that will be required for the different elements of the Project. The Final Approval Resolutions contain updated mitigation calculations that will be confirmed at the time of building permit. With respect to the lodge component of the Project, the Owner has requested and has been approved to have a project specific review of employee generation that particularly reflects the allowance in Section 26.470.050.C.6 of the Land Use Code for lodge development. This recognizes an efficiency of service between the free-market and the lodge components of the Project. A reduction of FTEs is permitted; however, this reduction requires an audit, two (2) years after issuance of Certificate of Occupancy, to evaluate actual employee generation. If the free-market component is shown to generate FTEs greater than those supplied by the lodging component, mitigation shall be required commensurate with the employees generated by the free-market component up to an additional 13.68 FTEs as calculated in accordance with the Land Use Code in effect at the time the Application was submitted by the Owner. An audit by the Aspen/Pitkin County Housing Authority will be required as provided in Section 14.A.ii of the Approval Ordinance.

3.9.2 On-Site Deed Restricted Unit. The Project as approved will include one (1), one-bedroom employee housing unit. This housing unit provides 1.75 FTE of required mitigation to be credited toward the mitigation required for the components of the Project on Lots 1 and 2 (and not any mitigation required by the Aspen Historical Society of the Aspen Skiing Company as described in Section 14 of the Approval Ordinance). The one (1) affordable housing unit shall be deed restricted at Category 4 (or below) and shall meet the conditions listed in Section 15 of the Approval Ordinance.

3.9.3 Method and Timing of Mitigation. In addition to the provision of one (1) on-site affordable housing unit, the required employee housing mitigation may be satisfied utilizing additional on-site units, off-site units, "buy-down" units, City of Aspen Affordable Housing Credits, or cash in lieu. Off-site units may be provided at locations within the Aspen Urban Growth Boundary (even if outside of the City's municipal boundary). The required affordable housing mitigation for the development on Lots 1 and 2 shall be satisfied prior to issuance of a Certificate of Occupancy for the Lift One Lodge buildings. Any cash in lieu amount shall be calculated at the time of payment.

3.10 Timeshare Lodge Requirements. Section 16 of the Approval Ordinance describes the requirements for the timeshare lodge units approved for the Project. The Owner hereby confirms its obligations under such Section 16. The required Timeshare Use and Management Plan has been approved by the Planning and Zoning Commission as part of the Final Approval. The number of estates per unit may be amended as provided in Section 16 of the Approval Ordinance.

3.11 Public Improvements. Owner has agreed to provide certain public improvements as detailed in the Final Approval Resolutions (collectively, the "**Public Improvements**") and completion of said Public Improvements was made a specific condition of the approval of the Approval Ordinance. Attached hereto as **Appendix A** are cost estimates for the Public

Improvements to be constructed for the Project pursuant to the Final Approval Resolutions together with a description of those Public Improvements. Owner will complete the Public Improvements required pursuant to the Approval Ordinance and the Final Approval before the Owner is issued a Certificate of Occupancy by the Building Department. However, if all other Public Improvements are completed except for the landscaping and it is during the winter months, and the permit application for a Certificate of Occupancy is otherwise eligible for approval, Owner shall be entitled to a Temporary Certificate of Occupancy from the Building Department pursuant to the policies of the City of Aspen, which shall be conditioned on the completion of the outstanding landscape obligations no later than the end of the upcoming summer months.

3.12 Parking. Fifty (50) public parking spaces shall be provided by the Project in the sub-grade garage described in the Approved Plan Set. One of the public parking spaces shall be available for use by the Aspen Historical Society for its general operations. The operation, management and operation of the fifty (50) public parking spaces will be governed by that certain Parking Management Plan Agreement entered into or to be entered into between the Owner and the City, as it may be amended from time to time. Seventy-six (76) private spaces shall be provided to meet the off-street parking requirements for Lift One Lodge in the sub-grade garage. Pursuant to the Approval Ordinance, Special Review approval has been granted allowing tandem and stacked parking for the seventy six (76) private spaces for the Lift One Lodge, subject to the condition that the tandem/stacked spaces are only accessed by valet service.

3.13 Departmental Requirements. The Owner hereby confirms its obligations under the following sections of the Approval Ordinance: Section 23 (Engineering Department), Section 24 (Fire Mitigation), Section 25 (Parks Department), Section 26 (Aspen Consolidated Sanitation District), Section 27 (Environmental Health Department), Section 28 (Water/Utilities Department), and Section 30 (Building Department).

ARTICLE IV.

COST SHARING

4.1 City Commitment. Pursuant to the Approval Ordinance, the City has agreed to contribute a fixed amount of $4,360,000 (the "**City Cost Sharing Funds**") to the Owner in support of the public facing elements of the Project, including without limitation improvements to Dean Street and the relocation and rehabilitation of the Skiers' Chalet Lodge (the "**City Cost Sharing Obligation**"). Pursuant to the Approval Ordinance, the City Cost Sharing Funds have been appropriated and irrevocably pledged with presently available cash reserves toward payment of the City Cost Sharing Obligation. The City Cost Sharing Funds have been deposited into a interest-bearing escrow account pursuant to that certain Escrow Agreement executed as of December 30, 2019 by and among the Owner, the City and FirstBank Escrow Services, LLC (the "**Escrow Agreement**"). The City Cost Sharing Funds will be held in escrow for the benefit of the Owner in all future fiscal years pursuant to the Escrow Agreement until released to either the Owner or the City pursuant to the terms of the Approval Ordinance as more specifically described in the Escrow Agreement.

4.2 Gorsuch Haus Contribution. Reference is made to Ordinance No. 39 (Series of 2016) that was approved by the City concurrently with the approval of the Approval Ordinance

for the Project (the "**Gorsuch Haus Ordinance**"). The Gorsuch Haus Ordinance approved a lodging project (the "**Gorsuch Haus Project**") that is planned to be developed as part of the overall Lift 1 Corridor project described in the Approval Ordinance. Pursuant to the Gorsuch Haus Ordinance, the developer of the Gorsuch Haus Project has agreed that at the time of demolition of Aspen Skiing Company's existing Lift 1A ski operations space (consisting of approximately 2,500 square feet of ticketing, ski patrol and restroom facilities space), it shall contribute $1,000,000 toward the Owner's costs for the relocation, rehabilitation and repurposing of the ski operations related elements of the Skiers' Chalet Building as described in Section 3.5 above. The City agrees to enforce the terms of the Gorsuch Haus Ordinance and require the developer of the Gorsuch Haus Project to contribute such $1,000,000 when and as required. Such funds shall be held in escrow by the City and released to the Owner upon its delivery of the relocated and rehabilitated Skiers' Chalet Building in a "white box condition" as provided in the Approval Ordinance. If the delivery of the relocated and rehabilitated Skiers' Chalet Building by the Owner in such "white box condition" takes place prior to the demolition of the existing Aspen Skiing Company Lift 1A ski operations space, then the City shall enforce the terms of the Gorsuch Haus Ordinance to cause the developer of the Gorsuch Haus Project to deliver the $1,000,000 contribution directly to the Owner at the time of delivery of the Skiers' Chalet Lodge pursuant to the requirements of Ordinance 38 and the Gorsuch Haus Ordinance. In addition, the City, if requested by the Owner, agrees to assign to the Owner all of the City's rights of enforcement with respect to such $1,000,000 contribution obligation under the Gorsuch Haus Ordinance (including any such right further memorialized in any separate agreement between the City and the developer of the Gorsuch Haus Project).

4.3 Gorsuch Haus Reimbursement for South Aspen Street Improvements. Pursuant to Section 14 of the Gorsuch Haus Ordinance, the developer of the Gorsuch Haus Project is obligated to enter into a reimbursement agreement for purposes of cost-sharing, on a proportionate basis, the costs of reconstruction of South Aspen Street as depicted on the engineering drawings prepared by Schmueser, Gordon & Meyer, Inc., and recorded as part of the development approvals for Lift One Lodge in Plat Book 102 at Pages 11-19 (the "South Aspen Street Improvement Plans"). The proportionate share of such expenses allocated to the Gorsuch Haus Project shall be 20.45%. The reimbursement agreement shall also include cost recovery provisions regarding prior road surface and sidewalk improvements as well as certain infrastructure improvements (including water lines, sewer lines, and shallow utility lines) consistent with the development approvals for the One Aspen Townhome project. Any improvements to the South Aspen Street cul-de-sac beyond the scope of the South Aspen Street Improvement Plans shall be allocated fully to the Gorsuch Haus Project. The City agrees that it shall enforce the terms of Section 14 of the Gorsuch Haus Ordinance to require the developer of the Gorsuch Haus Project to enter into such reimbursement agreement.

4.4 South Aspen Street Winter Maintenance. The City is not presently requiring the Gorsuch Haus Project or the Lift One Lodge Project to construct a snowmelt system in South Aspen Street. The Owner hereby agrees to participate in the process outlined in Section 33 of the Approval Ordinance to evaluate the feasibility and efficacy of installation of a snowmelt system, to include the pursuit of alternatives to a snowmelt system. After completion of all required elements and triggers pursuant to that process, if it nonetheless determined by the City that a snowmelt system is the only mechanism to adequately and reasonably respond to winter street conditions and actual post-development traffic impacts from this Project and the Gorsuch Haus

Project, the City may then proceed to require the Owner and the developer of the Gorsuch Haus Project to install a snowmelt system pursuant to the process described in Section 33.G of the Approval Ordinance, in which case the Owner shall be required to pay only one-third (1/3rd) of the cost for such installation. As South Aspen Street is a public street, any contemplated snowmelt system shall be exempt from applicable Renewable Energy Mitigation Program (REMP) fees.

ARTICLE V.

VESTED RIGHTS

5.1 Establishment of Vested Property Rights. The Approval Ordinance, the Plat, the Approved Plan Set, the Final Approval Resolutions, and this Agreement between the parties, collectively granting and defining the final approvals for the Lift One Lodge Development and Subdivision ("**Approvals**") constitute a new approved "site-specific development plan" pursuant to C.R.S. § 24-68-101, *et seq.*, and confer upon the Owner the right to undertake and complete the site-specific development plan and use of the Property under the terms and conditions of the site-specific development plan, including any approved amendments thereto (the "**Vested Rights**"). However, any failure to abide by any of the terms and conditions attendant to this approval that is not cured by the Owner after written notice from the City, a right to a public hearing in accordance with the applicable provisions of the Land Use Code, and a reasonable opportunity to cure such failure will result in the forfeiture of the Vested Rights.

5.2 Term of Vested Property Rights. The vesting period for the Vested Rights will commence on the effective date of the Development Order issued by the City for the Project based on the Final Approvals in accordance with Section 26.304.080 of the Land Use Code. Pursuant to C.R.S. § 24-68-104(2), it is appropriate that the new Vested Rights for the Project will be vested for a period exceeding three years in light of all relevant circumstances, including, but not limited to, the need to wait until all required City-owned property is available for use in connection with the development and operation of the Lift 1 Corridor project, the size of the Project, economic cycles, and market conditions. The Vested Rights shall be vested for a period of five (5) years following the effective date of the of the Development Order issued for the Project pursuant to the Final Approvals. As contemplated by Section 3.D of the Approval Ordinance, the end of such five (5) year vesting period will be co-terminus with five (5) years from the "Effective Date" of that certain License Agreement for Skiing and Associated Uses on Dolinsek Park entered into as of _____, 20__ between the City and Aspen Skiing Company, LLC because such "Effective Date" is defined as being the same day as the effective date of the Development Order for the Project.

5.3 Development Agreement. The Approvals shall be vested against any changes in the City of Aspen Municipal Code which may be contrary or in conflict with those rights described herein above, for the duration of the vesting period described above. This Agreement shall be considered a "development agreement" as that term is used in C.R.S. § 24-68-104.

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ARTICLE VI.

COST AND FINANCIAL ASSURANCES

6.1 Site Enhancement Guarantee. Before the issuance of a building permit for the Project, and as a condition of such issuance, Owner will deposit with a mutually agreeable escrow agent (the "**Escrow Agent**") the sum of TWO HUNDRED FIFTY THOUSAND DOLLARS AND NO/100THS ($250,000.00) (the "**Site Enhancement Escrow Funds**") in the form of cash or wired funds pursuant to an escrow agreement made and entered into between the Escrow Agent, Owner and the City, or other financial security acceptable to the City Attorney. The purpose of the Site Enhancement Escrow Funds is to secure the recovery of the Project site and surrounding grounds to a visually acceptable condition and to install Public Improvements on or adjacent to the Project site to a safe condition in the event of work stoppage. The escrow agreement for the Site Enhancement Escrow Funds shall provide substantially as follows:

> "In the event construction work on the development of the Lift One Lodge Planned Development and Subdivision shall cease for ninety (90) days or longer ("**Work Stoppage**") prior to a final inspection by the City of the work authorized any permit or phase of permit for the Lift One Lodge Planned Development and Subdivision, then the City in its discretion may draw upon the Site Enhancement Escrow Funds from time to time as needed for the purposes of improving the appearance of any construction already completed on or adjacent to the project site and for the installing of any public improvements on or adjacent to the project site as specified in **Appendix A** "Performance Guarantees Costs Estimates" attached to that certain Subdivision/Planned Unit Development Agreement for Lift One Lodge Planned Development and Subdivision between the City and Owner. If the City draws on the Site Enhancement Escrow Funds, the City shall have sole discretion with respect to the manner of improving the appearance of construction work in progress as well as determining the public improvements to be installed by the City using the Site Enhancement Escrow Funds."

The City shall be a party to the escrow agreement for the Site Enhancement Escrow Funds with the express right and authority to enforce the same from time to time in accordance with the terms thereof. The Site Enhancement Escrow Funds or any remaining balance thereof shall be returned to Owner upon completion by the City of a final inspection and issuance of a Certificate of Occupancy for the Project, or when otherwise agreed to by Owner and the City. The Community Development Director may authorize partial releases in increments of no less than 25% of the Site Enhancement Escrow Funds as portions of the Project progress, and aesthetic and Public Improvement issues are reduced.

6.2 Site Protection Guarantee. Before the issuance of a building permit for the Project, and as a condition of such issuance, Owner will deposit with the Escrow Agent the sum of TWO HUNDRED FIFTY THOUSAND DOLLARS AND NO/100THS ($250,000.00) ("**Site Protection Escrow Funds**") in the form of cash or wired funds pursuant to an escrow agreement made and entered into between the Escrow Agent, Owner and the City, or other financial security acceptable to the City Attorney. The purpose of the Site Protection Escrow Funds is to secure recovery of the Property and surrounding grounds to a safe condition in the event of work stoppage. The escrow agreement for the Site Protection Escrow Funds shall provide substantially as follows:

"In the event construction work on the development of the Lift One Lodge Planned Development and Subdivision shall cease for sixty (60) days or longer ("**Work Stoppage**") prior to the completion of the work authorized by the Foundation/Structural Frame Permit on the Lift One Lodge Planned Development and Subdivision , then the City in its discretion may draw upon the Site Protection Escrow Funds from time to time as needed for the purposes of protecting and securing the project site, surrounding grounds, and improvements thereon from damage by the elements, from trespass by unauthorized persons, and for purposes of improving the project site and surrounding grounds to a safe condition such that it does not become an attractive nuisance or otherwise pose a threat to neighbors or other persons."

The City shall be a party to the escrow agreement for the Site Protection Escrow Funds with the express right and authority to enforce the same from time to time in accordance with the terms thereof. The Site Protection Escrow Funds or any remaining balance thereof shall be returned to Owner upon substantial completion of the Project to a "dried-in" condition. The Community Development Director may authorize partial releases in increments of no less than 25% of the original Site Protection Escrow Funds as portions of the Project progress and public safety issues are reduced.

6.3 Performance Guarantees.

6.3.1 Landscape Guarantee. In order to ensure successful implementation of a landscape plan, Owner will be required to provide a guarantee equal to 150% of the current estimated cost of the landscaping improvements to ensure the successful installation, continued maintenance, and replacement for a period of two (2) years after installation of the landscaping as shown on the sheet in the Approved Plan Set identified as "[Landscape Performance Guarantee Exhibit]."

6.3.2 Public Facilities and Public Infrastructure Guarantee. In order to ensure installation of necessary public facilities and public infrastructure planned to accommodate the development and as shown on the Approved Plan Set, Owner will be required to provide a guarantee equal to 150% of the current estimated cost of such improvements to ensure the successful installation of the required public facilities and infrastructure as shown on the sheet in the Approved Plan Set identified as "[Public Facilities & Infrastructure Performance Guarantee Exhibit]."

6.3.3 Storm Water and Drainage Improvements Guarantee. In order to ensure successful implementation of stormwater and drainage infrastructure planned to accommodate the Project, Owner will be required to provide a guarantee equal to 150% of the current estimated cost of the improvements to ensure the successful installation of all storm water and drainage improvements as shown on the sheet in the Approved Plan Set identified as "Stormwater Infrastructure Performance Guarantee Exhibit."

6.3.4 Amount, Form, and Timing of Guarantee. The performance guarantees described in this Section 6.3 shall be in the amount of 150% of the current estimated cost of the improvements as shown in **Appendix A** attached to this Agreement. Prior to requiring a monetary

guarantee, the City shall pursue every non-monetary guarantee option, such as permitting or completion sequencing, in order to minimize the financial impact of performance guarantees on the Project. To the extent a monetary guarantee is required, such guarantee shall be in the form of a cash escrow with the City or a bank or savings and loan association or an irrevocable sight draft or letter of commitment from a financially responsible lender, or any other financial security acceptable to the City Attorney. The guarantee shall give the City the unconditional right upon demand to partially or fully complete or pay for any improvements or pay any outstanding bills or to withdraw funds upon demand to partially or fully complete or pay for any improvements or pay for any improvement or pay any outstanding bills for work done thereon by any party. Provisions for the timing and release of the above-described Performance Guarantees shall be as described in Section 26.490.070 of the City of Aspen Land Use Code.

6.4 Proof of Financing. Before the issuance of a building permit for the development of any component of the Project, and as a condition of such approval, the Owner shall provide to the City Building Department and City Attorney for review and approval, reasonably satisfactory evidence that the Owner has in place sufficient financing to accomplish and complete the construction of the development of the Project covered by the building permit and the Public Improvements described herein and required under the Approval Ordinance; provided, if there is no loan with respect to development of the Project, then the Owner shall provide a letter from a financial institution stating that the Owner has funds available in an amount that covers the reasonably estimated cost of construction for the development of the Project. Such financing may include without limitation, a construction loan commitment from an institutional lender or lenders and/or commitments for equity capital investments and/or contributions from Owner or third-party investors or contributors. In addition, before issuance of a building permit for the Project, the Owner shall provide supporting cost estimates for all improvements covered by the requested building permit prepared by Owner's general contractor for review and approval by the City Building Department. Nothing in the proceeding provision is intended to obligate the Owner to provide any proof of financing for work to be performed by others (such as the City, Aspen Historical Society or Aspen Skiing Company).

ARTICLE VII.

DISPUTE RESOLUTION

7.1 Notice. In the event that the City Council determines that Owner is not acting in substantial compliance with the terms of this Agreement, the City Council shall notify Owner in writing specifying the alleged non-compliance and ask that Owner remedy the alleged non-compliance within such reasonable time as the City Council may determine, but not less than thirty (30) days. If the City Council determines that Owner has not complied within such time, the City Council may issue and serve upon Owner a written order specifying the alleged non-compliance and requiring Owner to remedy the same within thirty (30) days. Within twenty (20) days of the receipt of such order, Owner may file with the City Council either a notice advising the City Council that it is in compliance or a written petition requesting a hearing to determine any one or both of the following matters:

A. Whether the alleged non-compliance exists or did exist, or

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B. Whether a variance, extension of time or amendment to this Agreement should be granted with respect to any such non-compliance which is determined to exist.

7.2 Action on Petition. Upon the receipt of such petition, the City Council shall promptly schedule a hearing to consider the matters set forth in the order of non-compliance and in the petition. The hearing shall be convened and conducted pursuant to the procedures normally established by the City Council for other hearings. If the City Council determines by a preponderance of the evidence that a non-compliance has not been remedied, it may issue such orders as may be appropriate, including the imposition of daily fines until such non-compliance has been remedied, the withholding of permits and/or certificate of occupancy as applicable; provided, however, no order shall terminate any land use approvals. The City Council may also grant such variances, extensions of time, or amendments to this Agreement as it may deem appropriate under the circumstances. The City Council shall not unreasonably refuse to extend the time periods for performance hereunder if Owner demonstrates by a preponderance of the evidence that the reasons for the delay(s) which necessitate said extension(s) result from acts of God or other events beyond the reasonable control of Owner, despite good faith efforts on Owner's part to perform in a timely manner.

ARTICLE VIII.

GENERAL PROVISIONS

8.1 Binding Effect. The provision of this Agreement shall be binding upon and inure to the benefit of Owner and City and their respective successors and assigns.

8.2 Situs. This Agreement shall be subject to and construed in accordance with the laws of the State of Colorado.

8.3 Invalidity. If any provision of this Agreement or any paragraph, sentence, clause, phrase, word, or section or the application thereof in any circumstance is invalidated, such invalidity shall not affect the validity of the remainder of this Agreement, and the application of any such provision, paragraph, sentence, clause, phrase, word, or section in any other circumstance shall not be affected thereby.

8.4 Entire Agreement. This Agreement and the Appendices attached hereto contain the entire understanding between the parties hereto with respect to the transactions contemplated hereunder. Owner, its successors or assigns, may on its own initiative, petition the City Council for an amendment to this or for an extension of one or more of the time periods required for performance hereunder. The City shall not unreasonably deny such petition for amendment or extension after considering all appropriate circumstances. Any such amendments or extensions of time shall only become effective upon the execution by all parties hereto that are affected by the proposed amendment.

8.5 Section Numbers & Headings. Numerical and title headings contained in this Agreement are for convenience only, and shall not be deemed determinative of the substance contained herein. As used herein, where the context requires, the use of the singular shall include the plural and the use of any gender shall include all genders.

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8.6 Notice. Notices to be given to the parties to this Agreement shall be considered to be given if hand delivered or if deposited in the United States Mail to the parties by registered or certified mail at the addresses indicated below, or such other addresses as may be substituted upon written notice by the parties or their successors or assigns:

CITY:
City of Aspen
City Manager
130 Galena St.
Aspen, CO 81611

OWNER:
Lift One Lodge Aspen LLC
Attn.: _____
_____
_____

With a copy to:

_____
_____
_____
_____

8.7 Counterparts. This Agreement may be executed in counterparts, in which case all such counterparts together shall constitute one and the same instrument which is binding on all of the parties thereto, notwithstanding that all of the parties are not signatory to the original or the same counterpart. Facsimile signatures shall be treated as original signatures hereon.

8.8 Covenant Running with the Land. The terms, conditions, provisions and obligations herein contained shall be deemed covenants that run with and burden Property and any and all owners thereof or interests therein, their respective successors, grantees or assigns, and further shall inure to the benefit of and be specifically enforceable by or against the parties hereto, successors and assigns.

8.9 Amendment. This Agreement may be amended only by written instrument executed by all parties hereto.

[remainder of page intentionally blank]

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IN WITNESS WHEREOF, the parties have hereunto set their hands and seals as of the day and year above first written.

CITY: City of Aspen, Colorado, a Colorado municipal corporation

By: _____
Sarah Ott, City Manager

Attest:

_____
Nicole Henning, City Clerk

APPROVED AS TO FORM:

_____
James R. True, City Attorney

OWNER: Lift One Lodge Aspen LLC, a Delaware limited liability company

By: _____
Name: _____
Title: _____

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STATE OF _____)
) ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this ____ day of _____, 20__, by Sara Ott as City Manager and Nicole Henning as City Clerk of the City of Aspen, Colorado, a municipal corporation.

Witness my hand and official seal:

My commission expires:_____ _____
Notary Public

STATE OF_____)
) ss.
COUNTY OF_____)

The foregoing instrument was acknowledged before me this ____ day of _____, 20__, by _____, as Manager of Lift One Lodge Aspen LLC, a Delaware limited liability company.

Witness my hand and official seal:

My commission expires:_____ _____
Notary Public

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APPENDIX A

Performance Guarantees Cost Estimates

[to be attached]

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APPENDIX B

Recorded Items to be Released as to the Property

Items Released as to the Property automatically upon the Recording of this Agreement **[list all prior approvals related to the prior Lift One Lodge project]**:

1. _____

2. _____

3. _____

LOLA DRAFT
8.26.2020

DEVELOPMENT AGREEMENT
(SKIERS' CHALET WHITE BOX DELIVERY)

THIS DEVELOPMENT AGREEMENT (this "Agreement") is made and entered into this __ day of _____ 20__, by and between LIFT ONE LODGE ASPEN LLC, a Delaware limited liability company ("LOLA"), ASPEN HISTORICAL SOCIETY, a Colorado nonprofit corporation ("AHS"), and ASPEN SKIING COMPANY, LLC, a Colorado limited liability company ("ASC") (each party a "Party" or collectively the "Parties"). This Agreement is being signed on behalf of the CITY OF ASPEN, a Colorado homerule municipality (the "City"), for the for the purpose of acknowledging that this Agreement satisfies the requirements of Ordinance No. 38 (as defined below).

RECITALS

A. LOLA is the owner of the real property in the City legally described as: Lots 1 and 2, Lift One Lodge Subdivision/PUD, according to the Amended Final Plat thereof recorded on _____, 20__ at Reception No. _____, County of Pitkin, State of Colorado (the "LOLA Property").

B. Pursuant to Ordinance No. 38 (Series of 2018) recorded on April 8, 2019 at Reception No. 655084 ("Ordinance No. 38"), the City has approved the redevelopment of the LOLA Property as part of a larger project that will include, without limitation, the redevelopment of real property owned by the City that is located adjacent to the LOLA Property and is more particularly described as: Lot 3, Lift One Lodge Subdivision/PUD, according to the Amended Final Plat thereof recorded on _____, 20__ at Reception No. _____, County of Pitkin, State of Colorado (the "City Property").

C. Pursuant to Section 10 of Ordinance No. 38, LOLA has agreed to relocate an existing historic building known as the "Skiers' Chalet Lodge" from the LOLA Property to the City Property and make certain restoration and rehabilitation improvements to prepare such building for further improvement and use by AHS as a ski museum and by ASC for skier services.

D. Pursuant to Section 21.B.2 of Ordinance No. 38, LOLA desires to enter into this Agreement with AHS and ASC for the purpose of coordinating with AHS and ASC regarding the relocation and rehabilitation of the Skiers' Chalet Lodge building to "white box" condition, including, without limitation, the design and timing of such work.

E. In addition, the Parties and the City have agreed that a public ski locker area that was originally planned to be located within the new subgrade structure planned by LOLA (per Section 10.F of Ordinance 38) will now be accommodated within the Skiers' Chalet Lodge building (the "Public Locker Room"). In exchange for relocating the Public Locker Room to within the Skiers' Chalet Lodge, LOLA and ASC have also agreed that a ski patrol locker room for ASC that was originally to be within the Skiers' Chalet Lodge will be located within the new subgrade structure planned to be constructed by LOLA (the "Ski Patrol Locker Room"). A general plan depicting the locations of the Skiers' Chalet Lodge and the relocated Ski Patrol Locker Room is attached to this Agreement as Exhibit A. ASC and LOLA desire to memorialize

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their understanding as to the construction of the Public Locker Room and the Ski Patrol Locker Room.

AGREEMENT

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, it is agreed by and between the Parties hereto as follows:

1. Definitions. The following terms have the meanings indicated:

(a) "LOLA Representative" means _____.

(b) "AHS Representative" means _____.

(c) "ASC Representative" means _____.

(d) "Submission Date" means _____.

(e) "White Box Condition" means the relocation of the Skiers' Chalet Lodge to the City Property as shown on the Plan Set for the LOLA redevelopment project recorded on _____, 20__ at Reception No. _____, County of Pitkin, State of Colorado (the "LOLA Plan Set") and the rehabilitation of the Skiers' Chalet Lodge according to the Plan Set and the "Construction Documents" (as defined below) to the point where it is ready for interior improvements and finishes to be completed by AHS and ASC, which work to be performed by LOLA will include the following elements/scopes in accordance with Ordinance No. 38: a newly constructed subgrade area with an unfinished floor to ceiling height of at least fourteen (14) feet and a minimum gross floor area of at least 3,800 square feet measured in accordance with the City's Land Use Code; rehabilitation of the building structure and shell and all exterior building elements and weather enclosure systems (including windows and roof); completion of all exterior grading/drainage; utility service lines stubbed to the building; operational mechanical heating system, interior structural walls completed with exposed studs ready for rough electrical and plumbing and drywall; and unfinished structural interior floors and ceilings, and any other improvements necessary to meet minimum Building Code requirements. The White Box Condition work to be performed by LOLA will also include construction by LOLA of the Ski Patrol Locker Room area within its new subgrade structure to the same general level of finish as the interior of the Skiers' Chalet Lodge, as more particularly described in the Preliminary Plans and the Construction Documents.

(f) "Preliminary Plans" means the preliminary plans and general specifications that have already been approved for the White Box Condition work (including the Ski Patrol Locker Room). The Preliminary Plans are described and listed on Exhibit B of this Agreement. [The Preliminary Plans are also incorporated as part of the LOLA Plan Set].

(g) "Construction Documents" means complete construction drawings and specifications for the White Box Condition work (including the Ski Patrol Locker Room) to be prepared and agreed to by the Parties in accordance with this Agreement.

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2. Representatives. LOLA appoints the LOLAs Representative to act for LOLA in all matters covered by this Agreement. AHS appoints the AHS Representative to act for AHS in all matters covered by this Agreement. ASC appoints the ASC Representative to act for ASC in all matters covered by this Agreement. All inquiries, requests, instructions, authorizations and other communications with respect to the matters covered by this Agreement will be made to the LOLA Representative, the AHS Representative and/or the ASC Representative, as the case may be. No Party will make any direct inquiries of or requests to, and will not give any instructions or authorizations to, any other employee or agent of LOLA, AHS or ASC, including any of their respective architects, engineers or contractors or any of their other agents or employees, with regard to matters covered by this Agreement. Any Party may change its designated representative under this Agreement at any time with three 3 days' prior written notice to the other Parties.

3. Construction Documents. LOLA will cause its architect and engineer to prepare the Construction Documents based on the Preliminary Plans. The Construction Documents will be subject to LOLA's approval and AHS and ASC will be given an opportunity to review the proposed Construction Documents to confirm that they conform to the Preliminary Plans as provided below in this Section. On or before the Submission Date, AHS and ASC will cooperate with LOLA and submit all additional information necessary for preparation of the Construction Documents (the "Final Design Information"). In submitting the Final Design Information, AHS and ASC may request upgrades to the White Box Condition work that exceed the requirements of Ordinance No. 38 and the Preliminary Plans. LOLA will consider such upgrades but will have no obligation to agree to any such upgrades unless (i) AHS and/or ASC (as applicable based on which of them is requesting the upgrade) agrees to pay for all added costs (including, without limitation, costs for the design work and other soft costs and all additional construction costs) that will be incurred to incorporate the upgrade as part of the White Box Condition work, plus an administrative fee equal to 10% of such added costs to compensate LOLA for its staff time in coordinating the upgrades, (ii) LOLA determines that the design and other consulting and planning work required to analyze and implement the requested upgrade will not adversely affect the time and effort that LOLA's design professionals and consulting team has available to work on the other buildings and components of LOLA's development project, and (iii) the design and incorporation of such upgrade will not cause any delay in the commencement or completion of the White Box Condition work or any other element of the LOLA development project. Following receipt of all Final Design Information, LOLA will cause its architect and engineers to prepare the Construction Documents based on the Preliminary Plans and the submitted Final Design Information (including any upgrades that LOLA has agreed to incorporate as provided above). LOLA will cause its architect and engineers to submit iterative drafts of the Construction Documents to AHS and ASC at appropriate stages of completion until final Construction Documents that are ready for construction commencement have been prepared in accordance with the following process. Within 10 business days after receipt of each draft of the Construction Documents, AHS and ASC will either approve the same in writing or notify LOLA in writing of how the proposed Construction Documents are inconsistent with any previously approved iteration of the Construction Documents, the Final Design Information and/or the Preliminary Plans. Upon receipt of AHS's and/or ASC's notice of valid objections based on inconsistency with any previously approved iteration of the Construction Documents, the Final Design Information and/or the Preliminary Plans, LOLA will cause its architect and engineers to revise the Construction Documents according to such notice and submit the revised Construction

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Documents to AHS and ASC. Upon submittal to AHS and ASC of the revised Construction Documents, and upon submittal of each additional iteration of the draft Construction Documents, the procedures described above will be repeated until final Construction Documents have been prepared for the White Box Condition work. To the extent of any conflict in the foregoing process between any previously approved iteration of the Construction Documents, the Final Design Information and/or the Preliminary Plans, the most recently approved iteration of the Construction Documents will control. If revised Construction Documents, or any further iteration thereof, are consistent with the Final Design Information, the Preliminary Plans and all valid requirements identified in AHS's and/or ASC's prior notice(s) of objections, then LOLA will not be required to make any further changes to the Construction Documents.

4. Performance of the Work. LOLA will perform the White Box Condition work in accordance with the following terms and conditions:

(a) The White Box Condition work will be performed in accordance with the final Construction Documents prepared and approved pursuant to the terms of this Agreement.

(b) LOLA will utilize a general contractor that is reputable and licensed in the City for the White Box Condition work (the "Contractor"). The contract with the Contractor will provide, among other things, for the following:

(i) The Contractor will comply with all applicable laws, ordinances and regulations regarding all work performed and/or improvements constructed.

(ii) The use of commercially reasonable progress payment and final lien waivers.

(iii) The Contractor will be required to maintain commercial general liability insurance, builder's risk insurance (to the extent not provided by LOLA itself) and worker's compensation/employer liability insurance with coverages and amounts that are reasonable for a commercial construction project in the City (provided that if LOLA if chooses to utilize an owner controlled insurance program, the commercial general liability coverage will be provided through such program). AHS and ASC will be included as additional insureds with respect to all liability insurance coverage. Certificates evidencing such insurance will be provided to AHS and ASC prior to commencement of the White Box Condition work.

(iv) AHS and ASC will be added as third-party beneficiaries to the written indemnities agreed to by the Contractor for the benefit of LOLA with respect to the White Box Condition work.

(v) All warranties for the White Box Condition work performed by or under the Contractor and any manufacturer's warranties, if any, for materials and equipment incorporated into the White Box Condition work will run to the benefit of (either directly or by permitted assignment from LOLA) to AHS and ASC. Such warranties will be industry-standard in terms of length and coverage.

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(c) If and when LOLA proceeds with the redevelopment of the LOLA Property pursuant to the approvals granted by Ordinance No. 38, LOLA will commence the White Box Condition work in material compliance with the approximate sequencing schedule attached to this Agreement as Exhibit C. Once LOLA has commenced the White Box Condition work by relocating the Skiers' Chalet Lodge to the City Property, LOLA will diligently pursue the White Box Condition work to completion and in a good and workmanlike manner in accordance with the final Construction Documents and all applicable laws.

(d) Unless required by the City, any change orders to the final Construction Documents for the White Box Condition work will require the written approval of LOLA, AHS and ASC. LOLA will have the right in its sole discretion to reject any change orders requested by AHS or ASC that will delay the completion of the White Box Condition work or any other element of the LOLA development project. AHS and ASC will each have the right to reject any change orders requested by LOLA that will materially adversely affect their intended interior improvements and finish work or delay completion of the White Box Condition work in a manner that would delay their planned commencement of their interior work. Except as provided in the preceding sentences, no Party will unreasonably withhold, condition or delay its approval of a change order requested by one or both of the other Parties.

(e) The White Box Condition work will be deemed to have been completed by LOLA when the City issues a Letter of Completion for such work. Upon issuance of such Letter of Completion by the City, LOLA will (i) turn over possession of the Skiers' Chalet Lodge to the City, AHS and ASC; (ii) deliver to the City a bargain and sale deed and bill of sale conveying all of LOLA's right, title and interest in and to the Skiers' Chalet Lodge building to the City; and (iii) deliver to the City, AHS and ASC a written assignment of any and all rights and claims that LOLA may have against the Contractor, any subcontractor, any material supplier, any architect, any engineer and other potentially responsible third parties for any construction defects in the White Box Condition work. Upon compliance with preceding requirements, LOLA will have satisfied its obligations with respect to the White Box Condition work. LOLA will have no responsibility for any further construction, rehabilitation, furnishing, repair, maintenance, operation, or replacement as to the relocated Skiers' Chalet Lodge. AHS and ASC will not be permitted to perform any of their interior improvement or finish work within the Skiers' Chalet Lodge building or the Ski Patrol Locker Room until the White Box Condition work has been completed by LOLA.

5. Public Locker Room. **[**Space holder for agreement between LOLA and ASC as to build-out of Public Locker Room. Basic terms are: (a) ASC will take responsibility for build-out of the Public Locker Room to the standards required by Ordinance 38 in conjunction with the other interior finish work ASC will be undertaking within the Skiers' Chalet Lodge; (b) LOLA will pay/reimburse for the costs of the Public Locker Room work based on an agreed upon methodology for determining and accounting for the cost of the work. LOLA will also contribute to the cost of the public bathrooms to be built by ASC in the Skiers' Chalet Lodge adjacent to the Public Locker Room based on a reasonable estimate of the costs LOLA would have incurred to construct the bathroom facilities that would have been required for the Public Locker Room had it been located where originally planned within the LOLA structure.**]**

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6. Mediation. If any dispute arises from this Agreement or any alleged breach of this Agreement, and if the dispute cannot be settled through negotiation, the Parties agree first to try in good faith to settle the dispute by mediation administered by Judicial Arbiter Group, Inc. ("JAG") before, and as a condition of, resorting to litigation. A "Notice of Mediation" shall be delivered to all Parties and the City to commence the mediation process. The Parties will act in good faith to agree on an arbitrator within 21 days after delivery of the Notice of Mediation. If the Parties cannot agree on a mediator, then they will instruct JAG to appoint a qualified mediator. The City will be encouraged, but not required, to participate in the mediation. Unless otherwise agreed by all participating Parties, the mediation shall be held within 45 days of the selection of the mediator, and last for at least one full mediation day, before any Party has the option to withdraw from the process. The Parties may agree to continue the mediation process beyond one day, until there is a settlement agreement, or one Party or the mediator delivers a written notice that there is no reason to continue because of an impasse that cannot be overcome (a "Notice of Impasse"). The service of the Notice of Mediation shall stay the running of any applicable statute of limitations regarding the subject dispute until 30 days after the Parties agree that the mediation is concluded or a Notice of Impasse of issued. All Parties participating in the mediation will bear an equal share of the mediation fees and expenses charged by JAG unless the Parties agree otherwise. **[DISCUSSION POINT FOR WHETHER BINDING ARBITRATION SHOULD FOLLOW AN UNSUCCESSFUL MEDIATION]**

7. Remedies. Subject to the terms of Section 6, if a Party fails to perform in accordance with the terms, covenants and conditions of this Agreement, or is otherwise in default of any of the terms of this Agreement, then any non-defaulting Party, after giving ten (10) days' prior written notice to the defaulting Party of the alleged default, and upon the defaulting Party's failure to cure within a thirty (30) day period (or, if such cure cannot be completed within thirty (30) days using reasonable diligence, to commence to cure such breach within said thirty (30) day period and thereafter diligently pursue), will have the option to pursue all remedies available at law or in equity, including, without limitation, the recovery of damages, and where appropriate, injunctive or other equitable relief to prevent the occurrence or continuance of any default hereunder, or to enforce the performance and observance of the terms of this Agreement. All remedies will be cumulative with and in addition to, and not exclusive of, one another; any and all remedies may be pursued by the non-defaulting Party either successively or concurrently; and the exercise of any one remedy will not be construed as or constitute a bar to the exercise of any other remedy. Notwithstanding the foregoing, the Parties hereby waive all claims to any damages beyond their actual economic damages and such waiver includes, without limitation, any claims for consequential, special or punitive damages.

8. Miscellaneous Provisions.

(a) Successors. The rights and obligations of the Parties under this Agreement will inure to the benefit of and be binding on the Parties and their respective successors and assigns.

(b) No Partnership. This Agreement is not an agreement creating a partnership, joint venture or other relationship between any of the Parties.

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(c) Authority. Each Party represents and warrants that it has full internal authority to enter into this Agreement and that all actions required to memorialize that authority have been carried out.

(d) Negotiated Terms. The Parties acknowledge this Agreement has been negotiated at arm's length; each Party has had an opportunity to review and revise this Agreement and has been extended an opportunity to have legal counsel review and revise this Agreement. No rule of construction that ambiguities are to be resolved against the drafting Party will be employed in the interpretation of this Agreement.

(e) Headings. The headings within this Agreement are inserted for convenience of reference only and not to define, describe or limit the scope or the intent of this Agreement or any term hereof.

(f) Governing Law. This Agreement will be governed and construed in accordance with the laws of the State of Colorado. Jurisdiction and venue for any action arising out of this Agreement will rest with the District Court for Pitkin County, Colorado.

(g) No Recording. This Agreement will not be recorded in the real property records of Pitkin County, Colorado, it being acknowledged that Ordinance 38 already provides sufficient record notice of the obligations of LOLA contained herein.

(h) Notices. Any notice, demand, or document which either Party is required or may desire to give, deliver or make to the other Party will be in writing and may be personally delivered or given by electronic mail transmission or given by United States certified mail, return receipt requested, addressed as follows:

To LOLA:

Lift One Lodge Aspen LLC
Attn: Michael Brown
605 W. Main St., Ste. 102
Aspen, CO 81611
Email: michael.brown@haymax.com

With a copy to:

Waas Campbell Rivera
Johnson & Velasquez LLP
Attn: Bart Johnson, Esq.
420 E. Main St., Ste. 210
Aspen, CO 81611
Email: johnson@wcrlegal.com

To AHS:

Aspen Historical Society
Attn: Kelly Murphy
620 W. Bleeker St.
Aspen, CO 81611
Email: kelly@aspenhistory.org

With a copy to:

Oates, Knezevich, Gardenswartz, Kelly & Morrow, P.C.
Attn: Sarah Oates, Esq.
533 E. Hopkins Avenue, Third Floor
Aspen, CO 81611
Email: smo@okglaw.com

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To ASC:

Aspen Skiing Company, LLC
_____
_____
_____
_____

With a copy to:

_____
_____
_____
Aspen, CO 81611
Email: _____

Any notice, demand or document so given, delivered or made by United States mail will be deemed to have been received on the earlier of the date actually received or the third business day after the same is deposited in the United States mail as certified matter, addressed as above provided, with postage prepaid. Notice by electronic mail will be deemed given upon receipt of a confirmation by the recipient.

(i) Prevailing Party in Dispute. The Parties are authorized to institute and prosecute any proceedings at law or in equity that are necessary and appropriate to enforce the provisions of this Agreement. In the event of any action for breach of, to enforce the provisions of, or otherwise involving this Agreement, including but not limited to, its interpretation, and the duties, obligations, and responsibilities of the Parties hereto, the Party which, in light of the issues litigated and the court's decision on those issues, was the prevailing Party in the action shall be entitled to a reasonable sum as attorneys' fees as determined by the court in such action.

(j) Amendment. No provision or term of this Agreement may be amended, modified, revoked, supplemented, waived, or otherwise changed except by written instrument duly executed by the Parties.

(k) Counterparts. This Agreement may be executed in counterparts, each of which will be an original, and all of which together will constitute the agreement of the Parties. Signatures on electronic documents (such as those transmitted by e-mail or facsimile transmission) will be binding.

DATED the day and year first above written.

[remainder of page intentionally blank]

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LIFT ONE LODGE ASPEN LLC, a
Delaware limited liability company

By: _____
Name: _____
Title: _____

ASPEN HISTORICAL SOCIETY, a
Colorado nonprofit corporation

By: _____
Name: _____
Title: _____

ASPEN SKIING COMPANY, LLC, a
Colorado limited liability company

By: _____
Name: _____
Title: _____

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THE CITY OF ASPEN, A COLORADO HOMERULE MUNICIPALITY, HEREBY ACKNOWLEDGES AND AGREES THAT THIS AGREEMENT SATISFIES THE REQUIREMENTS OF SECTION 21.B.2 OF ORDINANCE NO. 38 (SERIES OF 2018) RECORDED ON APRIL 8, 2019 AT RECEPTION NO. 655084.

CITY OF ASPEN

By: _____
Name: _____
Title: _____

ATTEST:

_____
_____, City Clerk

APPROVED AS TO FORM:

_____
James R. True, City Attorney

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Exhibit A
General Plan Depicting Location of Skiers' Chalet Lodge and Ski Patrol Locker Room

[to be inserted when ready]

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Exhibit B
Description of the Preliminary Plans

[to be inserted when ready]

DRAFT

Exhibit C
Approximate Sequencing Schedule for Lift One Lodge Project

[to be attached when prepared prior to execution]

DRAFT

LOLA DRAFT
8.26.2020

PARKING MANAGEMENT PLAN AGREEMENT
(50 PUBLIC PARKING SPACES)

THIS PARKING MANAGEMENT PLAN AGREEMENT (this "Agreement") is made and entered into this __ day of _____ 20__, by and between LIFT ONE LODGE ASPEN LLC, a Delaware limited liability company ("LOLA"), and THE CITY OF ASPEN, COLORADO, a Colorado homerule municipality (the "City") (each party a "Party" or collectively the "Parties").

RECITALS

A. LOLA is the owner of the real property in the City legally described as: Lots 1 and 2, Lift One Lodge Subdivision/PUD, according to the Amended Final Plat thereof recorded on _____, 20__ at Reception No. _____, County of Pitkin, State of Colorado (the "LOLA Property").

B. Pursuant to Ordinance No. 38 (Series of 2018) recorded on April 8, 2019 at Reception No. 655084 ("Ordinance No. 38"), the City has approved the redevelopment of the LOLA Property as part of a larger project (the "LOLA Project") that will include, without limitation, the redevelopment of real property owned by the City that is located adjacent to the LOLA Property and is more particularly described as: Lot 3, Lift One Lodge Subdivision/PUD, according to the Amended Final Plat thereof recorded on _____, 20__ at Reception No. _____, County of Pitkin, State of Colorado (the "City Property").

C. The LOLA Project will include a subgrade parking garage that is accessed from Dean Street and that is constructed partially on the LOLA Property and, pursuant to an easement granted by the City, partially on the City Property (the "Parking Garage").

D. Pursuant to Section 17.A of Ordinance No. 38, LOLA has agreed to provide fifty (50) public parking spaces in the Parking Garage (the "Public Parking Spaces"), with one (1) of the Public Parking Spaces being available for use by the Aspen Historical Society for its general operations within the adjoining Skiers' Chalet Lodge building that will be relocated to the City Property as part of the LOLA Project development work.

E. LOLA and the City desire to enter into this Agreement for the purpose of memorializing their mutual understandings as to the operation and management of the Public Parking Spaces.

AGREEMENT

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, it is agreed by and between the Parties hereto as follows:

1. Development Obligation. If LOLA proceeds with development of the LOLA Project according to the approvals granted by Ordinance No. 38 and the further approvals obtained by LOLA in connection therewith and the final Development Order issued by the City for the LOLA Project, then LOLA agrees that it will construct the Parking Garage in accordance

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with such approvals and that the Parking Garage will include the required Public Parking Spaces. The anticipated location and configuration of the Public Parking Spaces is depicted on Exhibit A of this Agreement. The location and configuration of the Public Parking Spaces may be reasonably changed by LOLA from time to time, whether before or after completion of the LOLA Project, so long as fifty (50) Public Parking Spaces continue to be provided within the Parking Garage, with one (1) of such spaces being available for use by the Aspen Historical Society as described above in this Agreement. The anticipated location and configuration of the Public Parking Spaces within the Parking Garage is depicted on Exhibit A of this Agreement, but such location and configuration is subject to being changed by LOLA as described above.

2. Operation, Management and Maintenance. LOLA will be responsible for the operation, management, cleaning and repair of the Public Parking Spaces at its sole cost and expense. LOLA agrees to maintain the Public Parking Spaces in a good, clean and well-lighted condition.

3. Parking Fees and Revenues. LOLA will have the right to charge market rate parking fees for public parking within the Public Parking Spaces. Such fees may include, in the discretion of LOLA, fees for hourly, daily, weekly, monthly and annual parking usage terms. LOLA may, in its discretion, allow free public parking for limited periods of time or during certain times of the day or year when usage demand is low. LOLA may also, in its discretion, offer valet parking service to the general public for use of the Public Parking Spaces, but agrees not to require use of such valet service. All revenues generated by LOLA from such parking fees and any offered valet service will be owned and retained by LOLA. **[NTD: Need to consider parking fee structure for AHS if any]**

4. Public Use. All of the Public Parking Spaces, with the exception of one (1) space reserved for the use of the Aspen Historical Society for its operations within the Skiers' Chalet Lodge building, will be open for use by the general public based on the parking fee structure implemented by LOLA pursuant to Section 3 above. Not less than [two (2)] **[to be confirmed]** of the Public Parking Spaces will comply with the accessibility standards promulgated pursuant to the American with Disabilities Act of 1990. The Public Parking Spaces will be made available for use and enjoyment without regard to race, color, creed, sex, sexual orientation, national origin, age, handicapped or disability status, or veterans status. The particular parking space within the Public Parking Spaces reserved for use by the Aspen Historical Society will be designated by LOLA from time to time in its discretion and may be changed by LOLA from time to time. If the Aspen Historical Society chooses not to use its reserved parking space, then such parking space will be open for use by the general public on the same terms as the other Public Parking Spaces.

5. Systems of Access and Operating Hours. LOLA may maintain and operate a gate system for controlling access to and exit from the Public Parking Spaces. Such gate system may be combined with any gate system utilized by LOLA to control access to and from other areas of the Parking Garage. The gate system may be manned or un-manned and automated ticket booths and/or pay stations may be utilized either at the gate(s) or elsewhere in or near the Public Parking Spaces for the purpose of charging and collecting parking fees in connection with controlling access to and exit from the Public Parking Spaces. LOLA will also install appropriate way finding and instructional signage within the Parking Garage to assist the public in locating the

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Public Parking Spaces and to distinguish the publicly accessible portions of the Parking Garage from other areas and parking spaces that are not for public use. Subject to Section 6 below, LOLA will operate and keep the Public Parking Spaces open and available for use during reasonable business hours for office, retail and restaurant businesses in the City. LOLA, in its discretion, may choose to allow use of the Public Parking Spaces beyond the time of regular operating hours for special events or for late night or overnight parking.

6. Temporary Unavailability. LOLA will have the right to temporarily close the Public Parking Spaces for reasonable periods of time for the purposes of performing maintenance activities such as, without limitation, cleaning or restriping, undertaking repair or construction work within or near the Parking Garage, during off-season periods when there is low demand for use of the Public Parking Spaces, following any casualty event such as a fire or flood within the LOLA Project that makes it unsafe or impractical to use the Public Parking Spaces, or for any other reasonable cause upon prior notice to the City explaining the reason why the Public Parking Spaces will be temporarily closed and the anticipated duration of such temporary closure.

7. No Dedication. Nothing in this Agreement shall be construed as a dedication or grant of fee simple ownership of the Public Parking Spaces or any real estate interest (e.g., an easement) in the Public Parking Spaces by LOLA to the City, the Aspen Historical Society or to the public in general. The Public Parking Spaces will be the private property of LOLA, but subject to the terms of this Agreement.

8. Termination. This Agreement will automatically terminate and be of no further force and effect if any of the following occur: (a) the Development Order and related approvals for the LOLA Project expire without the LOLA Project having been built; or (b) the LOLA Project or any material portion of the LOLA Project is destroyed or damaged by any fire or other casualty to the point that it is no longer in operating condition and LOLA (or its successor(s)) choose to demolish the LOLA Project and not rebuild it; or (c) the LOLA Project becomes obsolete through wear, tear and/or time and LOLA (or its successor(s)) choose to demolish the LOLA Project.

9. Successors to LOLA. This Agreement will run with the land and be binding on any successor owner(s) of the portion of the LOLA Project that includes the Public Parking Spaces. If the portion of the Parking Garage that includes the Public Parking Spaces is made subject to a condominium common interest community pursuant to C.R.S. § 38-33.3-101 *et seq.* and is classified as a "common element" pursuant to the applicable condominium declaration, then the condominium association formed pursuant to such condominium declaration will be considered the successor to LOLA pursuant to this Agreement and will be required to fulfill all of LOLA's obligations under this Agreement.

10. Miscellaneous Provisions.

(a) No Partnership. This Agreement is not an agreement creating a partnership, joint venture or other similar relationship between the Parties.

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(b) Authority. Each Party represents and warrants that it has full internal authority to enter into this Agreement and that all actions required to memorialize that authority have been carried out.

(c) Negotiated Terms. The Parties acknowledge this Agreement has been negotiated at arm's length; each party has had an opportunity to review and revise this Agreement and has been extended an opportunity to have legal counsel review and revise this Agreement. No rule of construction that ambiguities are to be resolved against the drafting party will be employed in the interpretation of this Agreement.

(d) Headings. The headings within this Agreement are inserted for convenience of reference only and not to define, describe or limit the scope or the intent of this Agreement or any term hereof.

(e) Governing Law. This Agreement will be governed and construed in accordance with the laws of the State of Colorado. Jurisdiction and venue for any action arising out of this Agreement will rest with the District Court for Pitkin County, Colorado.

(f) Recording. This Agreement will be recorded in the real property records of Pitkin County, Colorado. Upon any termination of this Agreement in accordance with the terms hereof the Parties will cooperate in recording an effective release of this Agreement.

(g) Prevailing Party in Dispute. The Parties are authorized to institute and prosecute any proceedings at law or in equity that are necessary and appropriate to enforce the provisions of this Agreement. In the event of any action for breach of, to enforce the provisions of, or otherwise involving this Agreement, including but not limited to, its interpretation, and the duties, obligations, and responsibilities of the Parties hereto, the court in such action will award a reasonable sum as attorneys' fees to the party who, in light of the issues litigated and the court's decision on those issues, was the prevailing party in the action.

(h) Amendment. No provision or term of this Agreement may be amended, modified, revoked, supplemented, waived, or otherwise changed except by written instrument duly executed by the Parties.

(i) Counterparts. This Agreement may be executed in counterparts, each of which will be an original, and all of which together will constitute the agreement of the Parties.

DATED the day and year first above written.

[remainder of page intentionally blank]

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LIFT ONE LODGE ASPEN LLC, a
Delaware limited liability company

By: _____
Name: _____
Title: _____

STATE OF _____)
) ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 20__, by _____ as _____ of Lift One Lodge Aspen LLC, a Delaware limited liability company.

Witness my hand and official seal.

My commission expires: _____.

_____
Notary Public

[remainder of page intentionally blank]

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CITY OF ASPEN

By:_____
_____, Mayor

ATTEST:

_____
_____, City Clerk

APPROVED AS TO FORM:

_____
James R. True, City Attorney

STATE OF _____)
) ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 20__, by _____ as Mayor of the City of Aspen, Colorado.

Witness my hand and official seal.

My commission expires: _____.

_____
Notary Public

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Exhibit A
Depiction of Public Parking Spaces within the Parking Garage

LOLA Draft
8.26.2020

PRELIMINARY
LIFT ONE CORRIDOR CONSTRUCTION STAGING AND SEQUENCING DEVELOPMENT AGREEMENT
(LIFT ONE LODGE)

THIS PRELIMINARY LIFT ONE CORRIDOR CONSTRUCTION STAGING AND SEQUENCING DEVELOPMENT AGREEMENT (this "Agreement") is made and entered into this __ day of _____ 20__, by and between LIFT ONE LODGE ASPEN LLC, a Delaware limited liability company ("LOLA"), and the CITY OF ASPEN, a Colorado municipal corporation (the "City").

RECITALS

A. LOLA is the owner of the real property in the City legally described as: Lots 1 and 2, Lift One Lodge Subdivision/PUD, according to the Amended Final Plat thereof recorded on _____, 20__ at Reception No. _____, County of Pitkin, State of Colorado (the "LOLA Property").

B. Pursuant to Ordinance No. 38 (Series of 2018) recorded on April 8, 2019 at Reception No. 655084 (the "LOLA Ordinance"), the City of Aspen (the "City") has approved the redevelopment of the LOLA Property as part of a larger project (the "Lift One Corridor Project") that will include, without limitation, the redevelopment of real property owned by the City that is located adjacent to the LOLA Property and is more particularly described as: Lot 3, Lift One Lodge Subdivision/PUD, according to the Amended Final Plat thereof recorded on _____, 20__ at Reception No. _____, County of Pitkin, State of Colorado, and certain adjoining property owned by Norway Island LLC, a Delaware limited liability company ("Norway Island"), and the Aspen Skiing Company, L.L.C., a Colorado limited liability company ("ASC"), that is more particularly described as: Lots 1 and 2, Gorsuch Haus Subdivision/PD, according to the Final Plat thereof recorded on _____, 20__ at Reception No. _____, County of Pitkin, State of Colorado (the "GH Property"). The portion of the Lift One Project that will be constructed on the GH Property was approved by the City pursuant to Ordinance No. 39 (Series of 2016) recorded on April 8, 2019 at Reception No. _____ (the "GH Ordinance").

C. In accordance with both the LOLA Ordinance and the GH Ordinance, LOLA, Norway Island and ASC agreed to coordinate the construction and sequencing of construction of certain ski lift facilities (the "Ski Lift Facilities") that are requirements under both the LOLA Ordinance and GH Ordinance and affect both the LOLA Property and GH Property.

D. Section 21.B.1 of the LOLA Ordinance provides, in part, that in accordance with City of Aspen Municipal Code Section 26.490.050, Development Agreements, the City and LOLA shall enter into a development agreement to provide for a preliminary construction staging and sequencing plan that will include coordination among LOLA, Norway Island and ASC. The LOLA Ordinance and the GH Ordinance contemplate that such construction staging and sequencing plan shall provide that ASC will install the Ski Lift Facilities no later than as promptly as it reasonably and safely is able to following completion of the garage, subgrade

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structures and foundation, vertical construction and enclosing of the LOLA and Norway Island buildings.

AGREEMENT

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, it is agreed as follows:

1. Affirmation of Intent. LOLA hereby reaffirms its commitment to work cooperatively and coordinate on the implementation of a construction phasing schedule for Lift One Corridor Project, including the Ski Lift Facilities. This commitment will apply when and if LOLA chooses to proceed with development of the LOLA Property pursuant to the LOLA Ordinance. In this regard, the terms, conditions and provisions of the Memorandum prepared by Design Workshop, Inc., dated November 16, 2018 (the "2018 Memorandum"), incorporated by reference and attached as Exhibit C to the GH Ordinance and as Exhibit E to the LOLA Ordinance, are hereby reaffirmed. A copy of the 2018 Memorandum is attached hereto and labeled as Exhibit A. Pursuant to Section 34 of the LOLA Ordinance, it is acknowledged and agreed that the 2018 Memorandum provides a "a general potential timeframe for sequencing of construction"; the 2018 Ordinance is not to be construed as creating an obligation on the part of LOLA to commence redevelopment of the LOLA Property by any particular date.

2. Construction Management Plan. As part of its Detailed Project Review submission pursuant to the LOLA Ordinance, LOLA has submitted a draft Construction Management Plan that conforms with City of Aspen Engineering guidelines for such documentation. A final Construction Management Plan will be included as part of the LOLA Property building permit application.

DATED the day and year first above written.

LIFT ONE LODGE ASPEN LLC, a
Delaware limited liability company

By: _____
Name: _____
Title: _____

CITY OF ASPEN, a Colorado municipal
corporation

By: _____
_____, Mayor

ATTEST:

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_____
_____, City Clerk

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APPROVED AS TO FORM:

_____
James R. True, Esq., City Attorney

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Exhibit A
November 16, 2016 Memorandum

[see attached pages]

LOLA Draft
8.26.2020

TERMINATION OF MASTER EASEMENT AGREEMENT

THIS TERMINATION OF MASTER EASEMENT AGREEMENT (this "Termination") is made as of the _____ day of _____, 20___, by the CITY OF ASPEN, a Colorado municipal corporation (the "City"), and LIFT ONE LODGE ASPEN LLC, a Delaware limited liability company ("LOLA").

RECITALS

A. The City and LOLA (as the successor in title to Roaring Fork Mountain Lodge-Aspen, LLC, a Delaware limited liability company, are parties to that certain Master Easement Agreement recorded in the real property records of Pitkin County, Colorado on March 5, 2013 at Reception No. 597440 (the "Old Easement Agreement").

B. The parties entered the Old Easement Agreement in connection with the intended development of a project approved by the City pursuant to Aspen City Council Ordinance No. 28, Series of 2011 (the "Original LOLA Project"). The approvals for the Original LOLA Project have been superseded by the new proposed project approved pursuant to Aspen City Council Ordinance No. 38 (Series of 2018) recorded on April 8, 2019 at Reception No. 655084 and, among other related documents, the Amended Final Plat Lift recorded on _____, 20__ at Reception No. _____, County of Pitkin, State of Colorado (the "New LOLA Project").

C. The New LOLA Project requires different easement grants and easement configurations than those made and agreed to pursuant to the Old Easement Agreement. The City and LOLA are (together with Aspen Skiing Ccompany, LLC) entering into a new easement agreement that is intended to replace and supersede the Old Easement Agreement. The parties therefore desire to terminate the Old Easement Agreement.

TERMINATION

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the City and LOLA hereby agree and declare that the Old Easement Agreement is terminated and hereby release any and all rights either of them may have pursuant to the Old Easement Agreement in, across, over or through the properties burdened by the Old Easement Agreement.

[remainder of this page left blank intentionally]

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IN WITNESS WHEREOF, the City and LOLA have executed this Termination as of date first above written.

CITY OF ASPEN, a Colorado municipal corporation

By:_____
_____, Mayor

ATTEST:

_____
_____, City Clerk

APPROVED AS TO FORM:

_____
James R. True, Esq., City Attorney

STATE OF COLORADO)
) ss.
COUNTY OF _____)

This Termination was acknowledged before me this ___ day of _____ 20__ by _____, as Mayor of the City of Aspen, a Colorado municipal corporation.

Witness my hand and official seal.

My commission expires _____.

_____
Notary Public

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LIFT ONE LODGE ASPEN LLC, a
Delaware limited liability company

By: _____
Name: _____
Title: _____

STATE OF COLORADO)
) ss.
COUNTY OF _____)

This Termination was acknowledged before me this ___ day of _____ 20__ by _____, as _____ of Lift One Lodge Aspen LLC, a Delaware limited liability company.

Witness my hand and official seal.

My commission expires _____.

_____
Notary Public

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LICENSE AGREEMENT FOR SKIING AND ASSOCIATED USES ON DOLINSEK PARK

This License Agreement ("License Agreement") entered into as of _____, 202_ , between and among the **CITY OF ASPEN**, a Colorado home rule municipal corporation ("City"), whose address is 130 S. Galena Street, Aspen, CO 81611 and the **ASPEN SKIING COMPANY, LLC**, a Colorado limited liability company, whose address is P.O. Box 1248, Aspen, CO 81612 ("ASC") and effective automatically upon the effective date of the Development Order for the Lift One Lodge Project issued by the City in accordance with Section 26.304.080 of the Land Use Code (the "Effective Date").

RECITALS

A. The City is the owner of certain real property known as Dolinsek Park ("Dolinsek Property") legally described on Exhibit "A" attached hereto and made a part hereof.

B. The Dolinsek Property is subject to a Deed of Conservation Easement in Gross ("Conservation Easement"), held in trust by the Aspen Valley Land Trust, a Colorado nonprofit corporation ("AVLT"), which was recorded in the records of the Clerk and Recorder of Pitkin County, Colorado ("Records") on November 17, 2014, as Reception No. 615448.

C. The City has granted a series of approvals, including but not limited to Ordinance No. 38 (Series of 2018) ("Ordinance No. 38"), which was recorded in the Records on April 8, 2019 as Reception No. 655084, and Ordinance 39 (Series of 2016), recorded April 8, 2019 as Reception No. 655085 ("Ordinance No. 39"), approving the development of two lodging projects, Lift One Lodge and Gorsuch Haus Lodge, the Lift One Corridor as well as improvements on City owned property referred to as Willoughby Park and Lift One Park, and use of the Dolinsek Property.

D. The City confirmed in Ordinance No. 38 that a portion of the Dolinsek Property will be made available to ASC on an exclusive basis during the ski season and preparation therefor for ski related activities, including skiing and related circulation, snowmaking, snow storage, snow surface maintenance and grooming operations associated with improvements to and use of the Lift One Corridor by ASC as more fully described herein.

E. Pursuant to Ordinance No. 38, the City has agreed to grant a 40-year fee-free license, with a 40-year renewal option, to ASC in order to provide a ski corridor and to permit necessary ski operations and access on and across a portion of the Dolinsek Property ("Dolinsek License") in connection with the Lift One Corridor, all consistent with the terms of and subordinate to the Conservation Easement.

F. ASC and the City are herein seeking to implement the contemplated use rights and license on and across the Dolinsek Property as contemplated in Ordinance No. 38.

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NOW THEREFORE, in consideration of the mutual promises and agreements contained herein and other valuable consideration the receipt and sufficiency of which is hereby acknowledged, City and ASC agree as follows:

1. Grant of License. The City hereby grants ASC, and its successors a fee-free license to utilize the Dolinsek Property for the purposes and subject to the conditions described herein ("the License"). The License is effective as of the Effective Date and shall have a Term as described in Section 5 below. The parties hereto acknowledge that the Dolinsek Property is subject to a pre-existing Conservation Easement and agree that all terms and conditions herein are consistent with and subordinate to the Conservation Easement.

2. Conditions of the License. ASC may use the portions of the Dolinsek Property identified in Exhibit "B" under this License Agreement as follows:

    a. Licensed Areas. For five weeks prior to the announced opening date of each ski season, throughout the period in which any lift on Aspen Mountain Ski Area is operating and accessible to the public for ski related purposes and for three weeks after ASC ceases to offer skiing to the general public on Aspen Mountain Ski Area in each year of the Term ("Ski Season"), ASC shall have exclusive use of and control over the portion of the Dolinsek Property described and shown on Exhibit "B" attached hereto as the "active ski operations areas" ("Active Ski Operations Area") for the purposes described in section 2b below. In addition, throughout the Term, ASC shall have non-exclusive use of the Active Ski Operations Area and the remainder of the Dolinsek Property described and shown on Exhibit "B" attached hereto ("Ancillary Operations Area") except when the Ancillary Operations Area is being actively used by the City for special events. The Active Ski Operations Area and the Ancillary Operations Area may be referred to herein collectively as the "Licensed Area".

    b. ASC may use the Active Ski Operations Area for ski related activities, including, without limitation: skiing, snowboarding, and similar snowsports by the public, ASC's customers, guests and invitees, and related circulation such as milling, mazing, queuing and congregation; together with activities related to snowmaking, snow storage, snow surface maintenance and grooming operations, including but not limited to the ability to make snow, farm snow, pile snow, store snow, create snow whales, spread, compact, groom, move, adjust and otherwise develop and maintain a snow surface and operation of snowmobiles, snowcats and other mechanical equipment for use in connection with the operations of the Aspen Mountain Ski Area; conducting special events and otherwise as needed to prepare, use and demobilize the Lift One Corridor for the Ski Season.

    c. Throughout the License Period, including outside of the Ski Season, ASC may use the Licensed Area for maintenance of ski related operations activities and infrastructure, including the operation of vehicles and equipment necessary and ancillary to such activities, uses ancillary to and for periodic, temporary

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additional uses as may become necessary to support and facilitate the uses allowed within the Active Ski Operations Area and to provide access for ASC's guests, customers, and invitees across the Licensed Area to reach and utilize the Lift One Corridor during summer operations or other non-Ski Season periods of operation.

d. Notwithstanding the foregoing, ASC will have no right to use the Ancillary Operations Area in any manner which interferes with or materially undermines any City activities planned on the Ancillary Operations Area during the Ski Season of which the City has made ASC aware.

e. In connection with its use of the Licensed Area, ASC shall at all times comply with the duties imposed on ski area operations pursuant to 33-44-106, 107 and 108, C.R.S. ASC shall, at all times during its periods of exclusive possession maintain the Active Ski Operations Area in a clean and safe condition.

f. Inspection. ASC shall advise the City in advance of the dates it intends to take and relinquish possession of the Active Ski Operations Area as well as any instances in which it intends to utilize the Ancillary Operations Area. At the request of either party a joint inspection shall be held to determine the condition thereof and compliance by each party with the terms of this License Agreement.

g. There shall be no permanent improvements installed by ASC on the Licensed Area. There shall be no permanent improvements installed by the City on the Licensed Area that interfere with the use rights granted to ASC herein.

h. ASC shall have no right of use of the Licensed Area except as expressly described herein, unless otherwise agreed upon between the City and ASC; and, outside of ASC's periods of exclusive use the City shall have exclusive control over and sole responsibility for the Licensed Area, subject to ASC's ability to undertake maintenance, ancillary and/or temporary additional activities and provide access for its guests, invitees and licensee as authorized herein.

3. Indemnification. In connection with the exercise of any right under and use of the Licensed Area, ASC shall indemnify and hold harmless the City from any claims, demands, suits, judgments, liens or damages of any nature arising out of such exercise or use, including the City's reasonable attorneys fees and costs incurred in connection therewith, and ASC at all times pertinent shall include the Active Ski Operations Area within the coverage under its commercial liability insurance policy in connection with the Ski Season. Except in connection with ASC undertaken ski area maintenance, ancillary or temporary ski area related activities outside of the Ski Season as authorized herein, ASC shall have no indemnification or hold harmless obligations of any kind with regard to the Licensed Area outside of the Ski Season.

4. Notice of Default, Right to Cure. In the event of any default under the provisions of this License Agreement by ASC, the City shall, prior to the exercise of any right or remedy, give ASC written notice of such default together with a period of thirty (30)

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days after receipt of such notice to cure said default. If an alleged default by its nature is not capable of being cured within the time provided, ASC shall, provided ASC proceeds with all reasonable due diligence in curing such default, have an additional twenty (20) days to cure said default. If a default is not cured within the time period provided or any extension thereof (which right to cure shall not under any circumstances exceed in aggregate fifty (50) days unless extended by the City in the City's sole and absolute discretion), the City shall then and thereafter be free to pursue any right or remedy allowed by this License Agreement or otherwise by law. In the event of any default under the provisions of the License Agreement by the City, ASC shall, prior to exercise of any right or remedy, give the City written notice of such default together with a period of thirty (30) days after receipt of such notice to cure such default, provided, however that if such default occurs within a Ski Season, and such default materially interferes with the functional operation of the Lift One Corridor, ASC may, in its discretion, reduce such cure period to seven (7) days. If a default is not cured within the time period provided, ASC shall then and thereafter be free to pursue any right or remedy allowed by this License Agreement or otherwise by law.

5. Term of License and Licensed Period. The effective date of the use rights conferred herein shall be the Effective Date of the Agreement. The License granted herein shall afford ASC with a licensed period of 40-years commencing with the Ski Season ASC begins operating the proposed new chairlift facility at Lift One for the general public (the "Licensed Period"). The commencement of the Licensed Period shall be documented and memorialized in a separate written acknowledgement that shall be recorded as Exhibit "C" to this License. At the end of such initial Licensed Period, ASC shall have the option to extend its use for one additional 40-year renewal period (the "Renewal Period"). Unless ASC shall provide written notice to the City that it does not want this License Agreement to be renewed for the Renewal Period this License Agreement shall be automatically renewed for such additional period.

6. Termination of License. The License shall terminate upon the occurrence of the following events:

    a. The end of the Licensed Period or the Renewal Period, as applicable.

    b. Mutual agreement by the City and ASC.

    c. The uncured violation of terms and conditions of this License Agreement by ASC;

    d. Ninety (90) days after notice of termination of this License Agreement by the City because any party (besides the City) with a legal right to require its termination requires that the City terminate this License Agreement, based on a claim asserted by such party ("Claim"). If either the City or ASC is successful in either a legal challenge to or are able to negotiate elimination of the Claim, then then termination notice shall be rescinded. A successful legal challenge to the Claim will be evidenced by a Court Order to that effect and a negotiated elimination of the Claim will be established by an enforceable written

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agreement of the same confirming that the party asserting the Claim no longer requires termination of the License. In the event of a Claim, and during the pendency of any legal proceeding, if ASC agrees to indemnify the City with regard thereto, the City will suspend any action to terminate this License Agreement until the final outcome of such legal proceedings.

If this License Agreement and therefore the License granted hereunder is terminated in accordance with this Section 6, use of the Licensed Area by ASC shall cease within thirty (30) days of such termination; or, if during a Ski Season, at the end thereof, whichever is later.

7. Notices. All notices, demands and communications required hereunder shall be served or given by the respective parties at the respective addresses set forth below. Any notice, demand or communication shall be given by personal service or certified mail, return receipt requested, first class postage pre-paid thereon, or by e-mail and shall be deemed to be received on the day of personal service or sending notice via e-mail, or three (3) days after the date of mailing. The addresses to the parties hereto are as follows:

City:
City of Aspen
130 S. Galena Street
Aspen, CO 81611
Attn: City Manager

With Copy to:

City of Aspen
130 S. Galena Street
Aspen, CO 81611
Attn: City Attorney

ASC:
Aspen Skiing Company LLC
P.O. Box 1248
Aspen, CO 81612
Attn: Chief Legal Officer

8. Rights and Remedies. Each party will have all rights and remedies under all applicable documents and law including the remedy of injunction, in the event such party shall take legal action to enforce any or all provisions of this License Agreement.

9. Severability. To the extent any provision hereof is determined by a court of competent jurisdiction to be invalid or unenforceable, the same shall not affect the validity or enforceability of any of the other provisions hereof. In the event any provision hereof

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is alleged to be, or declared, by a court of competent jurisdiction, to be unconscionable, this document shall automatically be amended by the insertion of a new provision as similar thereof as practicable, but which would not be unconscionable, invalid or enforceable.

10. Applicable Law; Venue; Attorney's Fees. This License Agreement and the rights and obligations of the parties hereunder shall be governed by and construed in accordance with the laws of the State of Colorado. Venue for all actions arising under this License Agreement shall be Pitkin County, Colorado. Each party waives the right to a jury trial in connection with any such action. In the event legal remedies shall be pursued to resolve any dispute or conflict regarding the terms of this License Agreement or the rights and obligations of the parties hereto, the substantially prevailing party shall be entitled to recover costs incurred in pursuing such remedies, including expert witness fees and reasonable attorney's fees.

11. Recording. This License Agreement will be recorded in the records of the Clerk and Recorder of Pitkin County, Colorado.

12. Authority. Each signer executing this License Agreement represents that he or she has authority to do so, and that all required corporate or entity action required for him or her to execute this License Agreement and bind the party for which he or she signs has been taken.

13. Binding Effect. This License Agreement shall be binding upon the parties hereto, their respective grantees, successors and assigns.

IN WITNESS WHEREOF, the parties have executed this License Agreement as of the date first written above.

City:

CITY OF ASPEN, a Colorado home rule
municipal corporation

By:_____
_____, _____

STATE OF COLORADO)
) ss.
COUNTY OF PITKIN)

DRAFT

The foregoing instrument was acknowledged before me this ____ day of _____, 2020, by _____, as _____ of CITY OF ASPEN, a Colorado home rule municipal corporation.

ASC:

ASPEN SKIING COMPANY, LLC, a Colorado limited liability company

By:_____
_____, _____

STATE OF COLORADO)
) ss.
COUNTY OF PITKIN)

The foregoing instrument was acknowledged before my this ____ day of _____, 2020 by _____, as _____ of ASPEN SKIING COMPANY, LLC, a Colorado limited liability company.

CONSENTED TO BY:

ASPEN VALLEY LAND TRUST, a non-profit 501(c) organization

By:_____
_____, _____

STATE OF COLORADO)
) ss.
COUNTY OF PITKIN)

The foregoing instrument was acknowledged before my this ____ day of _____, 2020 by _____, as _____ of ASPEN VALLEY LAND TRUST, a non-profit 501(c) organization.

DRAFT

WAAS CAMPBELL RIVERA JOHNSON & VELASQUEZ LLP
DENVER ASPEN

J. Bart Johnson
970.544.4602
johnson@wcrlegal.com

August 1, 2020

City of Aspen Community Development Dept.
130 South Galena Street
Aspen, CO 81611

Re: Proof of Ownership for Lift One Lodge Application

Community Development Department:

I am licensed to practice law by the State of Colorado. By this letter, I am confirming that the following described property is owned in fee simple by Lift One Lodge Aspen LLC, a Delaware limited liability company:

LOTS 1 AND 2, LIFT ONE LODGE SUBDIVISION/PUD, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 5, 2013 AT RECEPTION NO. 597438, COUNTY OF PITKIN, STATE OF COLORADO.

The recorded title matters affecting such property are listed on Exhibit A attached to this letter.

Sincerely,

J. Bart Johnson
for
WAAS CAMPBELL RIVERA
JOHNSON & VELASQUEZ LLP

cc: Lift One Lodge Aspen LLC

EXHIBIT A
Recorded Title Matters

RESERVATIONS IN PATENT RECORDED AUGUST 26, 1949 IN BOOK 175 AT PAGE 298.

CITY OF ASPEN ORDINANCE #28 (SERIES 2011) RECORDED JANUARY 10, 2012 UNDER RECEPTION NO. 585785.

DEVELOPMENT ORDER OF THE CITY OF ASPEN RECORDED JANUARY 18, 2012 UNDER RECEPTION NO. 585963, AND AS AMENDED IN DEVELOPMENT ORDER - AMENDMENT #1, CITY OF ASPEN RECORDED AUGUST 21, 2012 UNDER RECEPTION NO. 591520.

FINAL PLAT OF LIFT ONE LODGE SUBDIVISION/PUD RECORDED MARCH 5, 2013 AT RECEPTION NO. 597438.

DEVELOPMENT AGREEMENT FOR LIFT ONE LODGE SUBDIVISION/PUD RECORDED MARCH 5, 2013 AT RECEPTION NO. 597439.

LIFT ONE LODGE SUBDIVISION/PUD MAP RECORDED MARCH 5, 2013 UNDER RECEPTION NO. 597441.

MASTER EASEMENT AGREEMENT RECORDED MARCH 5, 2013 AT RECEPTION NO. 597440.

RESOLUTION NO. 14, SERIES OF 2010, RECORDED DECEMBER 17, 2010 UNDER RECEPTION NO. 575969.

DEVELOPMENT ORDER-AMENDMENT #2 RECORDED APRIL 27, 2015 UNDER RECEPTION NO. 619352.

COST-SHARING AND LICENSE AGREEMENT RECORDED AUGUST 18, 2015 UNDER RECEPTION NO. 622523.

TERMS, CONDITIONS AND PROVISIONS OF RESOLUTION NO 2 (SERIES OF 2016) RECORDED APRIL 21, 2016 AT RECEPTION NO. 628735.

FIRST AMENDMENT TO DEVELOPMENT AGREEMENT RECORDED DECEMBER 30, 2016 AT RECEPTION NO. 635076.

TERMS, CONDITIONS AND PROVISIONS OF RESOLUTION NO 90 (SERIES OF 2017) RECORDED APRIL 21, 2017 AT RECEPTION NO. 628735.

SECOND AMENDMENT TO DEVELOPMENT AGREEMENT RECORDED SEPTEMBER 22, 2017 AT RECEPTION NO. 641689.

TERMS, CONDITIONS, PROVISIONS AND OBLIGATIONS OF RESOLUTION OF THE CITY OF ASPEN COMMUNITY DEVELOPMENT, NO. 90, SERIES OF 2017 RECORDED JUNE 1, 2017 AS RECEPTION NO. 638824.

TERMS, CONDITIONS, PROVISIONS AND OBLIGATIONS OF RESOLUTION OF THE CITY OF

ASPEN, NO. 71, SERIES OF 2018 RECORDED MAY 10, 2018 AS RECEPTION NO. 647282.

TERMS, CONDITIONS, PROVISIONS AND OBLIGATIONS OF RESOLUTION OF THE CITY OF ASPEN PLANNING AND ZONING COMMISSION, NO. 5, SERIES OF 2018 RECORDED NOVEMBER 8, 2018 AS RECEPTION NO. 651808.

TERMS, CONDITIONS, PROVISIONS AND OBLIGATIONS OF RESOLUTION OF THE ASPEN HISTORIC PRESERVATION COMMISSION, NO. 16, SERIES OF 2018 RECORDED NOVEMBER 21, 2018 AS RECEPTION NO. 652126.

TERMS, CONDITIONS, PROVISIONS AND OBLIGATIONS OF ORDINANCE OF THE CITY OF ASPEN, NO. 38, SERIES OF 2018 RECORDED APRIL 8, 2019 AS RECEPTION NO. 655084.

DEED OF TRUST FOR THE BENEFIT OF FIRSTBANK RECORDED JUNE 30, 2020 AS RECEPTION NO. 665487.

ASSIGNMENT OF LEASES AND RENTS FOR THE BENEFIT OF FIRSTBANK RECORDED JUNE 30, 2020 AS RECEPTION NO. 665488.

CITY OF ASPEN COMMUNITY DEVELOPMENT DEPARTMENT

Homeowner Association Compliance Policy

All land use applications within the City of Aspen are required to include a Homeowner Association Compliance Form (this form) certifying the scope of work included in the land use application complies with all applicable covenants and homeowner association policies. The certification must be *signed by the property owner or Attorney representing the property owner*.

Property Owner ("I"):	Name: LIFT ONE LODGE ASPEN LLC
	Email: MICHAEL@HAYMAXCAPITAL.COM Phone No.: 970-930-1754
Address of Property: (subject of application)	710 S. ASPEN STREET

I certify as follows: (pick one)

☒ This property is not subject to a homeowners association or other form of private covenant.

☐ This property is subject to a homeowners association or private covenant and the improvements proposed in this land use application do not require approval by the homeowners association or covenant beneficiary.

☐ This property is subject to a homeowners association or private covenant and the improvements proposed in this land use application have been approved by the homeowners association or covenant beneficiary.

I understand this policy and I understand the City of Aspen does not interpret, enforce, or manage the applicability, meaning or effect of private covenants or homeowner association rules or bylaws. I understand that this document is a public document.

Owner signature: _____ date: 8/5/20

Owner printed name: JASON GROSFELD, MANAGER, LIFT ONE LODGE ASPEN LLC

or,

Attorney signature: _____ date: _____

Attorney printed name: _____

Mr. Jason Grosfeld
Manager
Lift One Lodge Aspen LLC
10877 Wilshire Boulevard
Ste. 2300
Los Angeles, CA 90024

1 August 2020

Mr. Ben Anderson, AICP
Senior Planner
City of Aspen Community Development Department
130 S. Galena Street
Aspen, CO 81611

Re: Authorization to Submit Land Use Application

Dear Ben:

This letter is to certify that I, Jason Grosfeld, Manager, Lift One Lodge Aspen LLC, the ownership entity of Lot 1 (PID 2735-131-01-001) of the Lift One Lodge Planned Development, give Stan Clauson Associates, Inc. and its staff permission to represent us in required activities with the City of Aspen leading to and including submission of a Detailed Review, Planned Development, Final Review, and Certificate of Appropriateness for a Major Development land use application. Lift One Lodge LLC has retained this firm to represent us in the application for this project. If you should have any questions regarding this matter please do not hesitate to contact me.

Contact information for Stan Clauson Associates is as follows:

Stan Clauson, AICP, ASLA
Stan Clauson Associates, Inc.
412 N. Mill Street
Aspen, CO 81611
Tel 970-925-2323
Fax 970-920-1628

Very Truly Yours,

Jason Grosfeld
Manager
Lift One Lodge Aspen LLC

DocuSign Envelope ID: 1C91DD23-C085-4DF8-8497-E5973DE79207

CITY OF ASPEN

August 28, 2020

Stan Clauson Associates, Inc.
Attention: Mr. Stan Clauson
412 N. Mill Street
Aspen, CO 81611

Dear Mr. Clauson:

As the City of Aspen is the owner of Lot 1 (Lift One Park) and Lot 4 (Willoughby Park) of the Lift One Lodge Subdivision/PUD, I consent to the land use application being submitted by Lift One Lodge Aspen LLC with regard to the Lift One Corridor project.

Sincerely,

DocuSigned by:
Sara G. Ott
9051E4804EC041C...

Sara Ott, City Manager
8/28/2020 | 10:54:57 AM PDT

ORDINANCE NO. 38
(SERIES OF 2018)

AN ORDINANCE OF THE CITY OF ASPEN GRANTING APPROVAL OF THE LIFT ONE LODGE SUBDIVISION/ PLANNED DEVELOPMENT, WITH CONDITIONS, FOR A MAJOR AMENDMENT TO A PLANNED DEVELOPMENT, SUBDIVISION (INCLUDING EXCHANGE OF CITY LAND AND VACATION OF PUBLIC RIGHT OF WAY), RE-ZONING, GROWTH MANAGEMENT QUOTA SYSTEM, COMMERCIAL DESIGN, AND RELATED REVIEWS, FOR THE PROPERTY COMMONLY KNOWN AS 710 S. ASPEN STREET, WILLOUGHBY PARK, AND LIFT ONE PARK, AND LEGALLY DESCRIBED AS LOTS 1, 2, 3 AND 4 OF THE LIFT ONE LODGE SUBDIVISION / PUD ACCORDING TO THE PLAT THEREOF RECORDED MARCH 5, 2013, AT PLAT BOOK 102, PAGE 1, RECEPTION NO. 597438, CITY OF ASPEN, COUNTY OF PITKIN, STATE OF COLORADO.

Parcel ID: 2735-131-01-001; 2735-131-01-002; 2735-131-01-800; 2735-131-01-801

WHEREAS, the City of Aspen Community Development Department received an application for the Lift One Lodge Subdivision and Planned Unit Development (the Application) from Lift One Lodge Aspen, LLC (Applicant), represented by Stan Clauson Associates, Inc. for the following land use review approvals:

- Planned Development, Major Amendment, Project Review - pursuant to Land Use Code Chapter (26.445); and,
- Subdivision (including vacation of public right of way and a land exchange between the Applicant and the City) - pursuant to Land Use Code Chapter (26.480); and,
- Amendment to the Zone District Map - pursuant to Land Use Code Chapter (26.310); and,
- Growth Management Quota System - pursuant to Land Use Code Chapter (26.470); and,
- Commercial Design - pursuant to Land Use Code Chapter (26.412); and,
- Timeshare Development - pursuant to Land Use Code Chapter (26.590); and,
- Transportation and Parking Management - pursuant to Land Use Code Chapter (26.515); and,
- Special Review - pursuant to Land Use Code Chapter (26.430); and,
- ESA - Mountain View Plane - pursuant to Land Use Code Chapter (26.435); and,
- Certificate of Appropriateness for major development, Conceptual Review – pursuant to Land Use Code Chapter (26.415); and
- Vested Property Rights- pursuant to Land Use Code Chapter (26.308); and,

WHEREAS, the subject property is zoned Lodge (L) and Park (P) with a Planned Development (PD) Overlay; and,

RECEPTION#: 655084, R: $293.00, D: $0.00
DOC CODE: ORDINANCE
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Janice K. Vos Caudill, Pitkin County, CO

WHEREAS, the original approval of the Lift One Lodge Subdivision / PUD was granted through Ordinance No. 28, Series of 2011; and,

WHEREAS, an Amendment to the Planned Development was approved by Planning and Zoning Commission in Resolution No. 2, Series of 2016; and,

WHEREAS, City Council, in Resolution No. 41, Series of 2015, Resolution No. 90, Series of 2017, and Resolution No. 71, Series of 2018 have approved extensions of vested rights; and,

WHEREAS, the Lift One Lodge Project has existing vested rights through November 28, 2021; and,

WHEREAS, for the purpose of this Ordinance, the following definitions apply:

Lift 1 Corridor – This includes the property covered by this ordinance and the property related to the Gorsuch Haus project described in Ordinance #39, Series of 2016. While not subject to this Ordinance, the adjacent future park lands will eventually become a necessary part of the ski way and ski operations.

Current Lift 1A – This term is used to describe the existing and functioning Lift 1A terminal and related skier services and ski patrol facilities.

Future Lift Terminal – this term is used to describe the new lift terminal that will be located in Willoughby Park.

Historic Lift 1 – this term includes the historic gantry, bull wheel and three remaining towers of the original Lift 1; and,

WHEREAS, the proposed changes in the Application for the Lift One Lodge Subdivision/PD are in response to a completed study of the Lift 1 Corridor the proposed relocation of a future lift terminal to Willoughby Park, and direction from Aspen City Council to pursue changes to development to accommodate the proposed Lift 1 Corridor; and,

WHEREAS, as a consequence of the proposed changes constituting a Major Amendment, all code citation references to the City of Aspen Land Use Code are in effect on the day of initial application – September 4, 2018, as applicable to this Project; and,

WHEREAS, the proposed changes constitute a Major Amendment, which result in a new period of vested rights; and,

WHEREAS, the Application for an Amendment to Lift One Lodge Subdivision/ PUD proposes:

Resubdivision and reconfiguration of existing Lots 1, 2, 3, and 4 of the Lift One Lodge Subdivision/PUD as new Lots 1, 2, and 3 of the Lift One Lodge Subdivision/PD (the Subject Property); and,

On Lots 1 and 2 – Lift One Lodge

- 34 Timeshare Lodge Units, with 104 total Timeshare Lodge Keys
- Six (6) free-market residential units
- One (1), one-bedroom employee housing unit
- 16,125 square feet of commercial, net leasable area
- Relocated and restored Skiers' Chalet Steakhouse, to include a restaurant/bar use
- Parking spaces in a sub-grade garage
- Cul-de-sac creating a terminus of Gilbert Street

On Lot 3 – Willoughby and Lift One Parks

- New, Aspen Skiing Company ski lift and snowmaking infrastructure
- Ski corridor and ski operations facilities
- Relocated and restored, Skiers' Chalet Lodge and historic Lift One bull wheel and towers
- Use of Skiers' Chalet Lodge as ski museum and associated uses, skier services, ticketing, mountain operations functions and ski patrol
- Access to sub-grade parking garage
- Parking spaces in sub-grade garage
- Dean Street Improvements

WHEREAS, the Application and the Lift 1 Corridor Study and preferred site plan contemplates, and requires for functional ski and lift operations, skiing across, as well as snow making onto and snow grooming throughout the Lift 1 Corridor; and,

WHEREAS, a Development Review Committee Meeting was held on September 19, 2018 and the Community Development Department received referral comments from the Aspen Consolidated Sanitation District, City Engineering, Building Department, Environmental Health Department, Parks Department, Aspen Fire Protection District, Aspen/Pitkin County Housing Authority, Parking Department, and the Transportation Department as a result of the Development Review Committee meeting; and,

WHEREAS, the Planning and Zoning Commission reviewed the Application at a duly noticed public hearing on October 2, 2018; and continued the public hearing to October 16, 2018; and provided recommendation of approval (Resolution No. 5, Series of 2018) to City Council by a vote of seven to zero (7-0); and,

WHEREAS, the Aspen Pitkin County Housing Authority reviewed the Application at a regularly scheduled meeting on October 3, 2018; and provided recommendation of approval to City Council; and,

WHEREAS, the Historic Preservation Commission reviewed the Application at a duly noticed public hearing on October 10, 2018; and continued the public hearing to October 24, 2018; and provided recommendation of approval, with conditions (Resolution No. 16, Series of 2018) by a vote of seven to zero (7-0); and,

WHEREAS, a properly noticed site visit on October 15, 2018 provided additional information on the project with relationship to site planning and proposed building heights for the Lift One Lodge and Gorsuch Haus applications; and,

WHEREAS, the Open Space and Trails Board reviewed the Application at a regularly scheduled meeting November 1, 2018; and provided recommendation of approval to City Council by a vote of four to one (4-1); and,

WHEREAS, City Council has reviewed and considered the development proposal under the applicable provisions of the Municipal Code as identified herein, has reviewed and considered the recommendations of the Community Development Director, the Planning and Zoning Commission, the applicable referral agencies, and has taken and considered public comment at a public hearing; and,

WHEREAS, on October 22, 2018, the Aspen City Council approved Ordinance No. 38, Series of 2018 on First Reading by a five to zero (5–0) vote; and,

WHEREAS, properly noticed site visits on November 12 and 13, 2018 provided information regarding proposed building heights for the Lift One Lodge and Gorsuch Haus applications; and,

WHEREAS, on November 12, 2018, The Aspen City Council at a duly noticed public hearing, considered the Application, recommendations from review boards, presentations from the Applicant and staff, and public comments, and continued the public hearing on Ordinance No. 38, Series of 2018 to November 26, 2018, by a vote of four to zero (4-0); and,

WHEREAS, on November 26, 2018, The Aspen City Council at a continued public hearing, considered the Application, recommendations from review boards, presentations from the Applicant and staff, and public comments, and continued the public hearing on Ordinance No. 38, Series of 2018 to December 3, 2018, by a vote of four to zero (4 -0); and,

WHEREAS, on December 3, 2018, The Aspen City Council at a duly noticed public hearing, considered the Application, recommendations from review boards, presentations from the Applicant and staff, and public comments, and continued the public hearing on Ordinance No. 38, Series of 2018 to December 10, 2018, by a vote of five to zero (5-0); and,

WHEREAS, on December 10, 2018, The Aspen City Council at a duly noticed public hearing, considered the Application, recommendations from review boards, presentations from the Applicant and staff, and public comments, and continued the public hearing on Ordinance No. 38, Series of 2018 to January 7, 2019, by a vote of five to zero (5-0); and,

WHEREAS, pursuant to Section 5.5 of the Home Rule Charter of the City, the City Council, on its own motion, has the power to submit at a general or special election any proposed ordinance or question to a vote of the people; and,

WHEREAS, pursuant to Section 13.4 of the Home Rule Charter of the City, the City Council shall not sell, exchange or dispose of public building, utilities or real property in use for public purposes, including real property acquired for open space purposes, without first obtaining the approval of a majority of the electors voting thereon. Additionally, the City Council shall not cause or permit the change in use of the real property acquired for open space purposes, other than for recreational, agricultural or under-ground easement purposes, without first obtaining the approval of a majority of the electors voting thereon. Further, under such Section 13.4 of the Home Rule Charter, no real property acquired for open space purposes shall be sold, exchanged, disposed of, or converted to other uses other than for recreational, agricultural or underground easement purposes, unless such open space is replaced with other open space property of equivalent or greater value as of the date of sale or conversion as determined by the City Council by resolution following a public hearing taking into consideration monetary, environmental, and aesthetic values; and,

WHEREAS, at a continued public hearing on January 7, 2019, the City Council, by a three to two (3 – 2) vote, adopted Resolution No. 2, Series of 2019 pursuant to Sections 5.5 and 13.4 of the Home Rule Charter of the City, to refer this Ordinance (and proposed Ordinance No. 39, Series of 2016 for the approval of the Gorsuch Haus Project) to a vote of the electors of the City to make the findings stated herein and grant approval with conditions for a Major Amendment to a Planned Development, Project Review, and related reviews for Subdivision, Exchange of City Land, Rezoning, Growth Management Quota System, Commercial Design, Timeshare Development, Transportation and Parking Management, Special Review, ESA – Mountain View Plane, and Vested Rights, subject to the conditions of this Ordinance; and,

WHEREAS, the private land to be granted by the Applicant to the City and the public land to be granted to the Applicant as described in the Application are of approximately the same land area (with the land granted to the City being slight larger in land area), and the land to be granted to the City by the Applicant has a value that is equivalent to or greater than the land to be obtained by the Applicant from the City, taking into consideration monetary, environmental and aesthetic values; and,

WHEREAS, City Council intends to refer the project to the Aspen voters for consideration.

NOW, THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ASPEN, COLORADO THAT, AS DIRECTED BY THE VOTERS AS PROVIDED BELOW:

Section 1: General Approvals

A. Pursuant to the standards set forth in Title 26 of the Aspen Municipal Code and Sections 5.5 and 13.4 of the Home Rule Charter of the City of Aspen, the City, by a vote of its eligible electors, approves the Lift One Lodge Aspen LLC Application for a Site Specific Development Plan for the Lift One Lodge Subdivision/PD that includes reviews for a Major Amendment to a Planned Development - Project Review, and related reviews for Subdivision (including vacation of public right-of-way and an exchange of City land), Rezoning, Growth Management Quota System, Commercial Design, Timeshare Development, Transportation and Parking

Management, Special Review, ESA – Mountain View Plane, Certificate of Appropriateness for major development, Conceptual Review, and Vested Rights.

B. The approvals granted above allow for the development of three lots containing a mixed-use lodge development with 34 timeshare lodging units and 104 timeshare lodging keys, a total of 16,125 sq. ft. of net leasable space (and additional net leasable space within the relocated Skiers' Chalet Building as described below), one (1) affordable housing unit, and six (6) free market residential units; public and private parking; a relocated historic Lift 1 and tower; a new ski lift and ski way; skier services and ski patrol; a standalone commercial building; a redeveloped public park and a ski museum, subject to the conditions of approval listed herein.

Section 2: Effectiveness of Ordinance 28, Series of 2011 and P&Z Resolution No 2, Series of 2016; existing vested rights for Lift One Lodge; and Subsequent Reviews.

All previous approvals for the Lift One Lodge Subdivision/PUD, including without limitation Ordinance 28, Series of 2011 and Planning & Zoning Commission Resolution No. 2, Series of 2016, remain in effect and are valid until the Amended Subdivision Plat and Development Agreement approved by this Ordinance are recorded in the real estate records of the Pitkin County Clerk and Recorder (the County Records). In addition, the existing vested property rights for the Lift One Lodge Subdivision/PUD, as extended by Resolution No. 71, Series of 2018, shall remain in effect until the Amended Subdivision Plat and Development Agreement approved by this Ordinance are recorded in the County Records. Upon recordation in the County Records of the Amended Subdivision Plat and Development Agreement approved by this Ordinance, Ordinance 28, Series of 2011 and the approvals granted thereby and in association therewith and the prior Development Agreement recorded in the County Records on March 5, 2013 as Reception No. 597439 (as amended from time to time) shall all be superseded, replaced and released by this Ordinance No. 38, Series of 2018, except to the extent any specific terms thereof are expressly incorporated into this Ordinance.

Section 3: Vested Rights

A. The development approvals granted pursuant to this Ordinance will constitute a new site-specific development plan and a vested property right pursuant to Land Use Code Section 26.308.010 and C.R.S. § 24-68-101 *et seq.* attaching to and running with the Subject Property and will confer upon the Applicant the right to undertake and complete the site-specific development plan and use of the Subject Property under the terms and conditions of the site-specific development plan, including any approved amendments thereto. However, any failure to abide by any of the terms and conditions attendant to this approval that is not cured by the Applicant after written notice from the City, a right to a public hearing in accordance with the applicable provisions of the Land Use Code, and a reasonable opportunity to cure such failure will result in the forfeiture of said vested property rights.

B. Due to the substantial nature of the changes proposed by the Application and approved by this Ordinance, and that the Major Amendment approved by this Ordinance is in response to a directive from the City Council to pursue a new placement of the Future Lift Terminal, a new period of vesting is established for the Lift One Lodge Subdivision/PD. Pursuant to C.R.S. § 24-68-104(2), it is appropriate that the new vested property rights for the Lift One Lodge Subdivision/PD will be

vested for a period exceeding three years in light of all relevant circumstances, including, but not limited to, the need to wait until all required City-owned property is available for use in connection with the development and operation of the Lift 1 Corridor project, the size of the development, economic cycles, and market conditions. The Development Agreement to be entered into between the City and the Applicant pursuant to the terms of this Ordinance will memorialize such extended period of vested property rights pursuant to C.R.S. § 24-68-104(2).

C. The vesting period will commence on the effective date of the Development Order for the Project issued by the City in accordance with Section 26.304.080 of the Land Use Code.

D. The vesting period will remain in effect for five years following the effective date of the use rights conferred as part of the initial 40-year term of the Dolinsek License pursuant to Section 6.A.1 below of this Ordinance. However, the vesting period will not extend longer than the validity of the Development Order issued for the Project pursuant to Section 26.304.080 of the Land Use Code, as amended from time to time (which Section 26.304.080 currently provides that a Development Order will not be valid for more than ten years). Nothing herein will be construed as limiting the right of the Applicant to proceed with development of the Project prior to the commencement of the initial 40-year term of the Dolinsek License, provided the Project has received the required Detailed/Final Review approvals described in the Ordinance and complied with the City's permitting requirements.

Section 4: Subdivision and Rezoning

A. Contemporaneously with and effective upon the recording of an Amended Subdivision Plat, the new Lots within the Lift One Lodge Subdivision/PD as reflected in the Amended Subdivision Plat, shall be zoned as follows:

Lot 1: Lodge, Planned Development, Designated Historic (L-PD-H)
Lot 2: Lodge, Planned Development (L-PD)
Lot 3: Park, Planned Development, Designated Historic (P-PD-H)

B. The Official Zone District Map shall be amended to reflect the rezoning once the Amended Subdivision Plat is recorded. Conveyance of title associated with new Lots 1-3, implementing and documenting change of ownership between Lift One Lodge and the City, shall be completed with the granting and recording of special warranty deeds conveying marketable and insurable title immediately following the recordation of the Amended Subdivision Plat. The City shall grant a special warranty deed to the Applicant for the applicable City-owned property. The Applicant shall grant a special warranty deed to the City for the applicable Applicant-owned property. The approved lot configuration for new Lots 1-3 is attached as Exhibit A to this Ordinance.

Section 5: Plat and Previously Approved Vacations

Previously approved vacations of public rights-of-ways, as described in Ordinance No. 28, Series of 2011 and depicted in the *Street, Alley and Easement Vacation Plat*, Plat Book 101, Page 98 and 99, Reception number 597435, recorded on 03/05/2013; remain in effect and shall be shown on

the newly recorded plats associated with this approval. An Amended Street, Alley and Easement Vacation Plat shall be recorded to reflect additional Gilbert Street right of way to be vacated.

Section 6: Licenses and Easements

A. The Lift 1 Corridor requires easements and licenses for skiing and ski operations for the benefit of Aspen Skiing Company across new Lot 3, the adjoining Dolinsek property (the Dolinsek Property) conveyed to the City pursuant and subject to the terms of the General Warranty Deed recorded on November 17, 2014 as Reception No. 615449 of the County Records (the Dolinsek Deed), and portions of new Lots 1 and 2. The following will be provided, in form and substance reasonably acceptable to all parties, such that they concurrently enable functional operation of the Lift 1 Corridor for skiing as well as lodging and residential uses.

1) The City will grant a 40-year, fee-free license, with a 40-year renewal option, to Aspen Skiing Company to provide ski corridor and necessary ski operations and access across the Dolinsek Property (the Dolinsek License). The Aspen Valley Land Trust holds a Conservation Easement on the Dolinsek Property as recorded in the Pitkin County records on 11/17/2004 at Reception No. 645448. The Dolinsek License will be subordinate to such Conservation Easement; provided, however, the City will cause Aspen Valley Land Trust to join as a consenting party to the Dolinsek License. The initial 40-year term of the use rights granted in the Dolinsek License will commence on the date the City has the authority to grant the Dolinsek License pursuant to the terms of the Dolinsek Deed. However, it is anticipated that the Dolinsek License will be executed prior to the actual commencement date of the term of the use rights as described in Section 6.D below. The City has received confirmation from all necessary parties, including Aspen Valley Land Trust, that the Dolinsek Property may be made available for the contemplated ski related activities, which for these purposes specifically include skiing and related circulation, snowmaking, snow storage, snow surface maintenance and grooming operations, subject only to completion of the rights set out in Section 6.1 of the Conservation Easement held by the Aspen Valley Land Trust.

2) The City will enter into a fee-free non-exclusive easement agreement with Aspen Skiing Company to allow skiing and ski and lift related activities, equipment, improvements and infrastructure, including, without limitation, subgrade snowmaking infrastructure as well as above grade ski and lift related equipment, improvements and infrastructure to occur on, over and below the surface of new Lot 3 (but not within or below the lid of the subgrade garage and structures to be constructed as part of the Lift One Lodge Project except as expressly provided in this Section 6.A.2). Lift One Lodge will be included as a party to the above-described easement agreement to the extent required for the purposes of (i) allowing snowmaking and ski lift, equipment, improvements, and infrastructure, as well as operations, maintenance and replacement thereof on and below the surface of the portion of Lot 3 above the lid of the Lift One Lodge subgrade structure and improvements, and (ii) if required because there is not sufficient space above the lid of the subgrade structure, allowing utility lines through agreed upon areas of the subgrade structure. The subgrade structure will be designed and constructed to support the Future Lift Terminal. The easement agreement will include easements from Lift One Lodge, as the owner of the

subgrade structure, to Aspen Skiing Company for subsistence and sub-adjacent and lateral support of the Future Lift Terminal and lift-related infrastructure to be identified from the as-built construction by Aspen Skiing Company. The easement agreement will provide that Aspen Skiing Company will own, exclusively control, and be responsible for maintaining, repairing and replacing, at its sole cost and expense, all ski and lift related equipment, improvements and infrastructure constructed on, over and below the surface of new Lot 3 pursuant to such easement agreement.

3) Lift One Lodge will enter into a fee-free non-exclusive easement agreement with Aspen Skiing Company to allow (a) service vehicle and pedestrian access to the ski and lift related equipment, improvements and infrastructure located on Lot 3 via the access corridor across from Juan Street to be constructed on new Lot 1 between the Skier's Chalet Steakhouse building and the Lift One Lodge west building; (b) if required to accommodate the proposed new lift terminal location on new Lot 3, ski related equipment, improvements and infrastructure in the area on the east side of the access corridor described in the preceding clause (a), provided such installations will not interfere with the proposed locations of the Skier's Chalet Steakhouse building and west building of the Lift One Lodge; (c) return skiing and snow maintenance and grooming (but not snowmaking equipment or infrastructure) on the northwestern portion of new Lot 2 outside of the building footprint for the east building of the Lift One Lodge Project; and (d) if required based on the as-built condition of the skiing surface through the Lift 1 Corridor, return skiing and snow maintenance and grooming (but not snowmaking equipment or infrastructure) on other portions of new Lot 1 outside of the building footprints and related site improvements such as retaining walls, patios, stairways, etc. The easement agreement will provide that exercise of the easement rights by Aspen Skiing Company will not materially impair the development and operation of the Lift One Lodge buildings. The easement agreement will also provide that Aspen Skiing Company will own, exclusively control, and be responsible for maintaining, repairing and replacing, at its sole cost and expense, all ski and lift related equipment, improvements and infrastructure constructed on, over and below the surface of new Lots 1 and/or 2 pursuant to such easement agreement.

B. The subgrade parking garage and subgrade structures and improvements of the Project require a three-dimensional perpetual, exclusive (subject to the provisions contained in Section 6.A.2 relating to Aspen Skiing Company) easement for extension of the garage and subgrade structures and improvements under the surface of Lot 3. The City will enter into an easement agreement with the Applicant to establish such perpetual exclusive easement rights in a manner sufficient in form and substance to make the Lift One Lodge Project financeable in the commercial loan and equity markets. Such easement agreement will provide that Lift One Lodge will own all garage and subgrade structures and improvements constructed by Lift One Lodge pursuant to such easement agreement and that Lift One Lodge will have the right to grant a security interest in such easement and all such garage and subgrade structures and improvements to secure any loan made for the Lift One Lodge Project, and the City will promptly confirm in writing such matters concerning the easement as reasonably requested by Lift One Lodge from time to time.

C. The City hereby grants the Applicant a temporary, exclusive easement within Lot 3 and within all rights-of-way adjacent to Lots 1 and 2, for the purpose of allowing over digging, shoring, and other construction activities necessary to complete the construction of improvements on Lots 1 and 2, and to establish and maintain a safe working environment, as reasonably required, during the construction of such improvements. The construction easement shall accommodate safe utility clearances for all earth retention systems, as required for in Title 21, and fees shall be valid for any use of such earth retention systems beyond a construction period of 8 months. This construction easement shall be temporary and shall automatically terminate upon the issuance of a certificate of occupancy for the structures utilizing this construction easement. Furthermore, the City hereby grants a perpetual, exclusive easement for any subsurface foundations, footer pads, or other structural elements of those structures to be constructed on Lots 1 and 2 which encroach into any adjacent rights-of-way or Lot 3.

D. All license and easement agreements will be submitted for review with the application materials for Detailed/Final Review approval and will be finalized as part of the Detailed/Final Review approval. The existing Master Easement Agreement for the Project recorded in the County Records on March 5, 2013 as Reception No. 597440 will either be amended or replaced in connection with the creation of the easements described above.

E. All license and easement agreements entered into pursuant to the above provisions of this Section 5 will contain commercially reasonable insurance and indemnity provisions, provided however, the City will not provide an indemification to any party.

Section 7: Planned Development – Project Review

A. Within 15 days prior to the public election, the applicant shall submit an 'Approved Plan Set,' that includes the Conceptual floor plans, site plan, lot configuration, and elevations. Failure to submit these plans shall not render the approvals in the Ordinance null and void.

B. Pursuant to Land Use Code Section 26.445.090(A), the applicant has one (1) year from Project Review approval to submit the Detailed Review with Planning and Zoning Commission and Final Review with the Historic Preservation Commission applications for this request. This one-year period shall commence from the date of an election that provides voter approval.

Section 8: Project Dimensions

A. Approved Conceptual Site and Floor Plans, and Building Elevations are provided as Exhibit B.

B. A table describing project dimensions is provided as Exhibit C.

C. Maximum Heights for the Lift One Lodge East and West Buildings are established from Interpolated Grade. A height over topography plan utilizing the approved Interpolated Grade is provided in Exhibit B. While the maximum height for the West Building is 53.3 feet; and the East Building at 47 feet, the building has multiple heights as established by the height over topography plan. Height limitations for rooftop attachments and amenities, as described in the Land Use Code, apply to any projections beyond these established, and multiple heights.

D. All dimensions for both the Lodge, Skier Chalet Steakhouse, and Park lots are established by the Planned Development and are depicted in the Conceptual Site Plan and Dimensional Table (Exhibits B and C). Any changes to these dimensions (excepting maximum height) to meet technical requirements are subject to review by P&Z and/or HPC during detail/final review.

Section 9: Project Uses

A. The following uses are approved on Lot 1 via the Planned Development and subsequently described in more detail:

1) All Permitted Uses allowed by right in the Lodge (L) Zone District, including without limitation a Timeshare Lodge in accordance with Chapter 26.590, *Timeshare*, of the Land Use Code.
2) Retail and Restaurant Uses – to include restaurants, bar and retail uses in the Lift One Lodge West Building and Skiers' Chalet Steakhouse.
3) Subgrade parking garage and related uses
4) Accessory Uses

B. The following uses are approved on Lot 2 via the Planned Development:

1) All Permitted Uses allowed by right in the Lodge (L) Zone District
2) Subgrade parking garage and related uses
3) Accessory Uses

C. The following uses are approved on Lot 3 via the Planned Development and subsequently described in more detail:

1) Ski base activity, including, but not limited to: lift and ski operations, including, without limitation, snow making, grooming, construction and maintenance, recreation activities, skier services, ticketing, mountain operations, ski patrol, and special events.
2) Ski Museum, and accessory uses associated with the museum's operation, that may be commercial in nature including but not limited to accessory retail and restaurant use, live programs, special events, staging for installation of exhibits, rental of the facility for special events, and exhibits, programs and events adjacent to the exterior of the Skiers' Chalet Lodge
3) Subgrade parking garage and related uses, including an access point from Dean Street.
4) Accessory Uses and Structures.

Section 10: Skier Chalet Lodge - Ski Museum and guest services

A. As designed, the relocated Skiers' Chalet Lodge will contain a ski museum and related programming operated by the Aspen Historical Society (AHS). Additionally, the building and related structures will house skier services and ski patrol facilities operated by Aspen Skiing Company (ASC) in approximately 2,500 square feet of functional space in no more than two contiguous locations and levels.

B. Lift One Lodge is responsible for the relocation and rehabilitation of the Skier's Chalet Lodge and shall turn over the building in "white box" condition, ready for interior improvements and finishes to be completed by AHS and ASC. The "white box" condition delivery obligation of Lift

One Lodge shall include the following elements/scopes of work: relocation of the Skiers' Chalet Lodge to the new approved location on Lot 3; a newly constructed subgrade area with an unfinished floor to ceiling height of at least fourteen (14) feet and a minimum gross floor area of at least 3,800 square feet measured in accordance with the Land Use Code; rehabilitation of the building structure and shell and all exterior building elements and weather enclosure systems (including windows and roof); completion of all exterior grading/drainage; utility service lines stubbed to the building; operational mechanical heating system, interior structural walls completed with exposed studs ready for rough electrical and plumbing and drywall; and unfinished structural interior floors and ceilings, and any other improvements necessary to meet minimum Building Code requirements. The City shall issue a Letter of Completion once Lift One Lodge has delivered the relocated and rehabilitated Skiers' Chalet Lodge in "white box" condition as provided above.

C. Upon issuance of a Letter of Completion for the building as described above, Lift One Lodge will have satisfied its obligations with respect to the Skier's Chalet Lodge. Lift One Lodge shall have no responsibility for any further construction, rehabilitation, furnishing, repair, maintenance, operation, or replacement as to the relocated Skier's Chalet Lodge. The City shall be responsible, in coordination with AHS and ASC., for demising the building between AHS and ASC. and memorializing their respective use and ownership rights in the building through whatever legal structure and terms on which the City, AHS and ASC may reasonably agree; provided that neither AHS nor ASC shall have any responsibility for paying rent to the other or to the City. The City shall also be responsible for terminating or modifying the existing lease between the City and AHS and the Aspen Valley Ski Club dated as of December 1, 1995. Lift One Lodge shall have no responsibility for addressing any such issues between the City, AHS and ASC. with respect to the use and ownership of the relocated and rehabilitated Skier's Chalet Lodge.

D. Upon issuance of a Letter of Completion for the building, the building will then be conveyed to the Aspen Historical Society and Aspen Skiing Company. An updated long-term lease among the City of Aspen, Aspen Historical Society and Aspen Skiing Company regarding the underlying property will establish the relationship between the building and the City Park as well as terms related to determining a value for the building if a future sale were to occur. The city retains a right of first refusal to purchase the building. If either AHS or ASC decides at any point to not utilize the ski museum or skier services/patrol units, the other party retains next right of refusal, after the City, to purchase the space. A Condominium Map as well as Declarations outlining the rights and responsibilities of all parties, including the terms and conditions of any rights of first refusal between the parties, shall be required prior to the Certificate of Occupancy for the Aspen Historical Society and Aspen Skiing Company spaces.

E. Upon recording of the Amended Subdivision Plat and Development Agreement for the Project in the County Records, the Skier's Chalet Lodge shall be designated to the Aspen Inventory of Historic Landmark Sites and Structures list, as an AspenModern building.

F. In the sub-grade space adjacent to the Skier's Chalet Lodge, Lift One Lodge is responsible for the provision of a public locker room. No less than 40 day lockers; 50 seasonal lockers; and 40 shoe cubbies shall be provided in a space no less than 900 square feet.

G. Lift One Lodge is responsible for the safe relocation and placement of the Skiers' Chalet pool house to its proposed location in Willoughby Park. Lift One Lodge will have no obligations for maintenance and upkeep thereafter. City of Aspen Parks Department is responsible for further improvements to the pool house building towards its proposed use as public restrooms.

Section 11: Historic Lift 1 Structures

A. Lift One Lodge shall be responsible for the removal, storage, restoration, and reinstallation of the historic Lift 1 structures.

B. The historic lift bull wheel and first tower will be relocated as depicted in the site plan approved by this Ordinance.

C. The two remaining towers, in coordination with Aspen Skiing Company, are approved for relocation to a site or sites (to be determined) on Aspen Mountain, that provides interpretation of the original lift alignment and does not interfere with ski operations as determined by Aspen Skiing Company. This provision is subject to any necessary approvals from Pitkin County or the United States Forest Service required for relocation. ASC shall confer with the City of Aspen Historic Preservation Commission as to final relocation of the two remaining towers prior to application for approvals to Pitkin County and/or the United States Forest Service.

D. The restoration and relocation of these resources on Lot 3 shall be subject to final approval by the Historic Preservation Commission and defined in the Development Agreement between the City and Lift One Lodge. However, Lift One Lodge shall not be delayed or denied in receiving any required permits or approvals for its Project due to any delay or lack of agreement among the City, ASC, Pitkin County and/or the United States Forest Service regarding the placement of the two remaining historic lift towers pursuant to Section 11.C above.

E. Following the restoration and relocation of the historic Lift 1 structures as described above, the City Parks Department and Historic Preservation Officer will confirm in writing that the relocation obligation has been satisfied. Thereafter, Lift One Lodge will have no further responsibility for the upkeep, maintenance, repair or restoration of the historic Lift 1 structures.

Section 12: Willoughby and Lift One Parks

A. Prior to issuance of a Certificate of Occupancy for either of the Lift One Lodge buildings, Lift One Lodge is responsible in the City park areas in Lot 3 to complete final grading and apply top soil that meets Parks Department standards and is compatible with the subgrade structure.

B. Improvements to the City Park including hardscaping and landscaping related to the Dean Street Plaza, stair to ski level, "pool house restroom", etc., are the responsibility of the City of Aspen Parks and Open Space Department.

C. A maintenance agreement between the City of Aspen and the Aspen Skiing Company shall be implemented to define responsibilities for maintenance and management of the City Park, particularly during the winter months. This agreement shall be undertaken within 180 days of Final Planned Development approval, as outlined in Section 21. Lift One Lodge shall have no

responsibility with respect to such maintenance agreement. Lift One Lodge shall not be delayed or denied in receiving any required permits or approvals for its Project due to any delay or lack of agreement among the City of Aspen and the Aspen Skiing Company in entering into such maintenance agreement.

Section 13: Growth Management - Allotments

The original 2011 approval and 2016 amendment recognized a combination of credits and the granting of the following growth management allotments: 84 lodging keys equaling 168 lodge pillows, 18,413 sq. ft. of commercial net leasable area, 5 free market units, and 8 affordable housing. With changes to the project, the Applicant are granted the following additional allotments from the 2018 allotments:

- 20 lodging keys = 40 lodging pillows.
- One (1) free-market residential unit.

The total number allotments associated with this project equals:

- 104 lodging keys =208 lodging pillows
- Six (6) free-market residential units
- 16,125 square feet commercial net leasable area for Lift One Lodge commercial space, and up to 2,800 square feet for Aspen Skiing Company commercial space.
- One (1) affordable housing unit

A confirmation of the actual commercial net leasable allotment will be determined by the Zoning Officer at building permit to accommodate any changes necessary for reason of a technical nature, or compliance with the Land Use Code.

Section 14: Affordable Housing

The following mitigation requirements are based on the Land Use Code in effect at the time of application, September 4, 2018. The calculations are based on conceptual level depictions of the uses, particularly the commercial space. See calculations of estimated affordable housing mitigation attached as Exhibit D to the Ordinance. Updated calculations will be conducted at final review and confirmed at building permit.

A. Lift One Lodge

Lodge Use	17.72 FTEs
Free Market Residential Use	13.68 FTEs
Commercial Use	West Building –21.8 FTE
Sub Total	53.3 FTE, Category 4
Total Required Mitigation w/ Employee Generation Review	**39.52 FTE, Category 4**

Employee Generation Review, Initial mitigation reduction

i. The applicant has requested and has been approved to have a project specific review of employee generation that particularly reflects the allowance in Section 26.470.050.C.6 for

lodge development. This recognizes an efficiency of service between the free-market and the lodge components of the project. A reduction of 13.68 FTEs is permitted; however, this reduction requires an audit, two (2) years after issuance of Certificate of Occupancy, to evaluate actual employee generation. If the free-market component is shown to generate FTEs greater than those supplied by the lodging component, mitigation shall be required commensurate with the employees generated by the free-market component up to an additional 13.68 FTEs (estimate) as calculated in accordance with the Land Use Code in effect at the time the Application was submitted by the Applicant.

ii. APCHA shall request the audit from Lift One Lodge. Failure to request the audit shall not render any of the approvals invalid. Lift One Lodge shall provide the Housing Authority and the Community Development Department with the audit report. The Housing Authority and Community Development Department shall forward the audit to the Housing Board for a recommendation and City Council will make the final decision of whether additional mitigation is required based on such audit. Any reasonable costs for the audit shall be paid by Lift One Lodge.

B. Skiers' Chalet Steakhouse. The Skiers' Chalet Steakhouse is estimated to generate **6.1 FTEs. Category 4**. Updated calculations will be conducted at final review and confirmed at building permit.

C. Aspen Skiing Company_ - Skier services

The area in and adjacent to the Skiers' Chalet Lodge to be utilized by Aspen Skiing Company for skier services, lift operations, and ski patrol, is considered Commercial Net Leasable Area. This area as depicted in the conceptual approval is approximately 2,500 sf. A credit for the existing facilities is applied. Existing skier services and ski patrol net leasable is estimated to be 2,340 sf. The remaining balance of the new skier services and ski patrol area is estimated to be 160 sf. This new, additional area is required to be mitigated. Based on the calculation method in the Land Use Code, the estimated mitigation is **0.49 FTE, Category 4.** Updated calculations for the existing and proposed ASC facilities will be conducted at final review and confirmed by the Zoning Officer at building permit. The City shall look solely to ASC for such required mitigation and shall not withhold or delay any approvals, permits, or Certificate of Occupancy for the Lift One Lodge elements of the Project based on any failure or delay in ASC's satisfaction of such required mitigation.

D. Ski Museum; Essential Public Facility

City Council designates the Ski Museum operated by the Aspen Historical Society as an Essential Public Facilities. Employee generation is initially waived but shall be evaluated by a required employee audit at five (5) and ten (10) year intervals from the issuance of a Certificate of Occupancy. The audit shall be limited to employee generation related specifically to the Ski Museum and related functions and will not include regular AHS operations. A baseline to establish any AHS employee generation at the ski museum will be completed during detailed review.

APCHA shall request the audit from the Aspen Historical Society (AHS). Failure to request the audit shall not render any of the approvals invalid. AHS shall provide the Housing Authority and

the Community Development Department with the audit report. for a recommendation and City Council will make the final decision of whether additional mitigation is required based on such audit. The Housing Authority and Community Development Department shall forward the audit to the Housing Board and/or City Council for review, as applicable. Any reasonable costs for the audit shall be paid by AHS. The City shall look solely to AHS for such required mitigation and shall not withhold or delay any approvals, permits, or Certificate of Occupancy for the Lift One Lodge elements of the Project based on any failure or delay in AHS's satisfaction of such required mitigation.

E. Method of Mitigation

In addition to the provision of one on-site affordable housing unit, mitigation may be satisfied utilizing on-site units, off-site units, "buy-down" units, or City of Aspen Affordable Housing Credits, or cash in lieu. Off-site units may be provided at locations within the Aspen Urban Growth Boundary (even if outside of the City's municipal boundary).

F. Timing of Mitigation

Required Affordable Housing mitigation for the development on Lots 1 and 2 shall be satisfied prior to issuance of a Certificate of Occupancy for the Lift One Lodge buildings. Any cash in lieu amount shall be calculated at the time of payment.

Section 15: Employee Housing Unit

The project as approved includes one (1), one-bedroom employee housing unit. This provides 1.75 FTE of required mitigation to be credited toward the mitigation required for the Lift One Lodge project on Lots 1 and 2 (and not any mitigation required by AHS or ASC as provided above).

Affordable Housing Conditions. The one (1) affordable housing unit shall be deed restricted at Category 4 (or below) and shall meet the following conditions:

A. The deed restriction shall be recorded for the affordable housing unit prior to a Certificate of Occupancy (CO) being issued for the housing unit. The CO for the affordable housing unit shall be issued at the same time or prior to the CO for the lodge, free-market residential units, and commercial space of the hotel.

B. All tenants shall be approved by APCHA prior to occupancy.

C. Employees of the hotel shall be exempt from maximum assets and maximum income for the on-site unit; however, the tenants shall not own any other property within the ownership exclusion zone and must work full time as defined in the APCHA Guidelines.

D. Minimum occupancy shall be obtained for the unit, as defined in the APCHA Guidelines.

E. The unit shall not be vacant for longer than 45 days, unless APCHA notified as to why the unit has been left vacant.

F. Washer and dryer shall be provided in the employee housing unit.

G. The affordable housing unit shall be assigned one parking space in the underground garage, and it shall not be a stacked or tandem space.

H. The affordable housing unit shall be a rental unit. The Condominium Declaration shall include language, to be reviewed and approved by APCHA, that should the affordable housing unit become an ownership unit:
   1) The Applicant shall be entitled to choose the first purchaser as long as such buyer is otherwise qualified in accordance with APCHA requirements and thereafter the unit will be sold through the lottery system.
   2) The dues will be based on the assessed value of the deed-restricted units vs. the free-market unit as well as the square footage of the units;
   3) No common expenses will be charged to the deed-restricted owners, unless approved by APCHA.
   4) A separate HOA shall be created for the deed-restricted employee housing unit, if required by APCHA.

Section 16: Timeshare Lodge Requirements

A. A minimum of six (6) estates are created per lodge unit, subject to section 26.590.050, *Timeshare review standards*. The project may have a range of estates per unit and more than one use plan. A public rental requirement assuring that unused timeshare lodge rooms will be available to the general public shall be part of these approvals. Such rental requirements shall be documented in the Lift One Lodge Timeshare Documents and shall contain a provision that this requirement cannot be eliminated from the Condominium Declarations without approval from the City of Aspen City Council. A Timeshare Use and Management Plan, including the specific number of estates per unit, shall be reviewed by the Planning and Zoning Commission at Detailed Review. Future amendments to the number of estates per unit described in the timeshare use plan may be processed for review and approval under Section 26.590.040.A, *Procedure for Review*, or under the equivalent provision in the land use code in effect at the time of review.

B. Periodic audits, pursuant to Section 26.575.210, *Lodge occupancy auditing*, of the Land Use Code may be conducted.

Section 17: Parking and Transportation

A. Fifty (50) public parking spaces shall be provided by the project in a sub-grade garage, one of which shall be available for use by the Aspen Historical Society for its general operations. Seventy-six (76) spaces shall be provided to meet the off-street parking requirements for Lift One Lodge in a sub-grade garage.

B. Approval of Special Review is granted allowing tandem and stacked parking for the 76 spaces for Lift One Lodge, subject to the condition that the tandem/stacked spaces are only accessed by valet service.

C. A Parking Management Plan that defines the process for establishing any parking fee, responsibility for management and maintenance, systems of access, and potential shared parking agreement shall be provided for Final/Detailed review. This plan requires approval from the City of Aspen, Parking Director.

D. The applicant shall implement the TDM and MMLOS mitigation measures, as outlined in the application. Any closures/re-routes of South Aspen Street and Dean Street will need to be coordinated with this project. Regardless of construction date, closures/impacts to Aspen Street and Dean Street should be limited and coordinated well in advance. An updated TIA is required at the PD-Detailed Review and shall include a monitoring plan.

Section 18: Dean and Gilbert Street Improvements

A. Improvements to Dean Street are approved and the conceptual design is depicted in Exhibit B to this Ordinance. Final design will be evaluated by the Engineering Department and a recommendation made to the Planning and Zoning Commission at Detailed review.
B. The creation of a cul-de-sac at the terminus to Gilbert Street is conceptually approved and the conceptual design is depicted in Exhibit B to this Ordinance. The final design of the cul-de-sac, access to Gilbert, and long-term maintenance and safety improvements, including potential use of signage and/or bollards will be evaluated by the Engineering Department and Fire Department and a recommendation made to the Planning and Zoning Commission at Detailed review.

Section 19: Planned Development – Detailed Review

In addition to the general documents required as part of a Planned Development – Detailed Review, the following items shall be required as part of the Application's Planned Development – Detailed Review:

A. An Outdoor Lighting Plan, pursuant to section 26.575.150.
B. An existing and proposed Landscaping Plan, identifying trees with diameters and values.
C. A draft Construction Management/Phasing Plan.
D. A snow storage and snow shedding plan. Snow is not permitted to shed off roofs onto neighboring properties. Demonstrate that any snow which sheds off roofs will remain on-site.
E. An updated and final Transportation Impact Analysis (TIA), including a monitoring plan.
F. A final engineered design for the Dean Street improvements.
G. Proposed final engineered design for Gilbert Street.
H. Draft Ski Operations Plan
I. A Timeshare Use and Management Plan – as well as other requirements specified in 26.590.060

Section 20: Certificate of Appropriateness for Major Development, Final Review

Within one year of approval of this ordinance, the Applicant shall submit an application for Final Review with the Historic Preservation Commission (HPC). HPC provided recommendation of approval of Conceptual Review in Resolution #16, Series of 2018, subject to conditions.

Section 21: Subdivision/PD Plat and Agreements

The Applicant shall submit a Subdivision/PD agreement (hereinafter "Agreement") that meets the requirements of the Land Use Code within 180 days of final approval. The 180 days shall commence upon the granting of Final Commercial Design and Planned Development – Detailed Review approvals by the Planning & Zoning Commission and Final Review for a Certificate of Appropriateness for a major development by the Historic Preservation Commission, whichever is later. The recordation documents shall be submitted in accordance with the requirements of Section 26.490 *Approval Documents* of the Land Use Code.

A. In accordance in Section 26.490.040, *Approval Documents Content and Form*, the following plans are required in the Approved Plan Set:
    1. Final Commercial Design Review/ Architectural Character Plan
    2. Planned Development Project and Detail Review Plans.
    3. Mud flow and Storm Water Mitigation Plans
    4. Historic Preservation Plan
    5. Public Amenity Plans.
    6. Public Infrastructure Plan.
    7. Final Transportation Impact Analysis (TIA), including a monitoring plan.
    8. Amended Subdivision Plat.
    9. Amended Street, Alley and Easement Vacation Plat

B. In accordance with Section 26.490.050, *Development Agreements*, Development Agreements shall be entered into with the City. At a minimum the development agreements shall include:
    1. A proposed, preliminary construction staging and sequencing plan that includes coordination with Gorsuch Haus, Aspen Skiing Company and the Parks Department, including, without limitation, potential construction timing and milestones as well as clear scope of work delineation among all of the parties with regard to site and civil construction, finish grading and landscaping.
        a. Such construction staging and sequencing plan shall provide that ASC will install the new lift, including the Future Lift Terminal and towers, no later than as promptly as it reasonably and safely is able to following completion of the garage, subgrade structures and foundation, vertical construction and enclosing of the Gorsuch Haus and Lift One Lodge buildings.
    2. A construction agreement that includes coordination with Aspen Historical Society and Aspen Skiing Company regarding the relocation and rehabilitation of the Skiers Chalet to "white box" condition, including, without limitation, design and timing,
    3. Easements or long-term irrevocable licenses to provide for ski operations to operate on the lots associated with the ski corridor as more fully described above
    4. In accordance with Section 26.490.060, *Financial and Site Protection Requirements*, the applicant shall provide a site protection guarantee (subsection B) and a site enhancement guarantee (subsection C).
    5. In accordance with Section 26.490.070, *Performance Guarantees*, the following guarantees are required in an amount equal to 150% of the current estimated cost of the improvement:

- Landscape Guarantee
- Public Facilities and Public Infrastructure Guarantee
- Storm Water and Drainage Improvements Guarantee.

6. In accordance with Section 26.490.060.A, *Proof of Financing*, before the issuance of a building permit for the development of any component of the Project, and as a condition of such approval, the owner shall provide to the City Building Department and City Attorney for review and approval, reasonably satisfactory evidence that the owner has in place sufficient financing to accomplish and complete the construction of the development of the Project covered by the building permit and any public improvements identified within an improvements agreement and required under this Ordinance; provided, if there is no loan with respect to development of the Project, then the owner shall provide a letter from a financial institution stating that the owner has funds available in an amount that covers the reasonably estimated cost of construction for the development. Such financing may include without limitation, a construction loan commitment from an institutional lender or lenders and/or commitments for equity capital investments and/or contributions from owner or third-party investors or contributors. In addition, before issuance of a building permit for the Project, the owner shall provide supporting cost estimates for all improvements covered by the requested building permit prepared by owner's general contractor for review and approval by the City Building Department. Nothing in the proceeding provision is intended to obligate Lift One Lodge to provide any proof of financing for work to be performed by others (such as the City, AHS or ASC.)

C. Timeshare documents, in accordance with the obligations below, shall be required. The timeshare documents and condominium map referenced below, shall not be prepared until substantial completion of construction and should not be included in the 180 day deadline. They will be required prior to a Certificate of Occupancy being issued for any part of the lodge, free-market, or commercial uses not associated with ASC.

1.In accordance with Section 26.590, *Timeshare*, the Applicant shall incorporate the requirements and restrictions of the City's Timeshare Regulations into the final timeshare instruments.

D. A Condominium Map shall be competed for the development in accordance with Section 26.480.050(A), *Condominiumization.* The Condominium Map shall depict all delineations of ownership across Lots 1, 2 and 3 and including the Skiers Chalet Lodge building, and above and below grade stories.

E. Other Necessary Approval Documents – specific to this approval

1. License and Easement Agreements – necessary agreements outlined in Section 6, shall be submitted for review and approval.

2. Other Agreements as necessary – between the stakeholders to the project including: The City of Aspen, Aspen Historical Society, Aspen Skiing Company, Lift One Lodge, and Gorsuch Haus.
3. An updated lease agreement between the City of Aspen, Aspen Historical Society and Aspen Skiing Company for the City Park and Skiers' Chalet Lodge Building.
4. Condominiumization Map identifying division of ownership of Skiers' Chalet Lodge Building between Aspen Historical Society and Aspen Skiing Company. (prior to Certificate of Occupancy)
5. Condominium Declarations for the Skiers' Chalet Lodge which shall be condominiumized and conveyed to the Aspen Historical Society and Aspen Skiing Company. (prior to Certificate of Occupancy)

Notwithstanding the foregoing, the documentation listed as items 3 through 5 above are acknowledged by the City not to be the responsibility of Lift One Lodge. Lift One Lodge will not be delayed in applying for or receiving any permits, approvals or Certificates of Occupancy for the Lift One Lodge elements of the project based on any failure or delay by the City, Aspen Historical Society or Aspen Skiing Company in producing such documentation.

Section 22: ESA Reviews

The City Council finds the application meets the 8040 Greenline review criteria and finds that the approved development will have minimal effect on the Wheeler view plane.

Section 23: Engineering Department

The Applicant's design shall be compliant with all sections of the City of Aspen Municipal Code, Title 21 and all construction and excavation standards published by the Engineering Department.

A. Drainage: The Project shall meet the Urban Runoff Management Plan Requirements. A compliant drainage plan, including a 100-year mudflow analysis, must be submitted with a building permit application. A draft mudflow analysis for the Lift One Lodge Project and Gorsuch Haus Project was submitted to the City with the Application for Project Review based on pending mudflow regulations that are anticipated to be in effect prior to submission of the building permit applications for the Project. This draft mudflow analysis was prepared by Tetra Tech and dated November 7, 2018. The City hereby accepts the criteria and findings described in such draft mudflow analysis on a conceptual basis.

B. Sidewalk/Curb/Gutter: All sidewalk curb and gutter shall meet the Engineering Standards of City of Aspen Municipal Code Title 21.

C. Excavation Stabilization: Due to the scale of excavation and proximity of excavation to neighboring properties, an excavation stabilization plan shall be submitted to the Engineering Department at building permit submittal.

D. Ground Stability Monitoring: In order to ensure that development of the Project does not exacerbate naturally occurring ground movement, an inclinometer shall be installed and

maintained with bi-annual readings taken through the time of issuance of a Certificate of Occupancy. The building permit application shall include a report on the initial readings and a subsequent report is required prior to issuance of a Certificate of Occupancy.

E. CMP: The Construction Management Plan shall describe mitigation for parking, staging/encroachments, mechanisms for construction noise abatement, and truck traffic.

Section 24: Fire Mitigation

A. All codes adopted by the Aspen Fire Protection District shall be met. This includes but is not limited to access (International Fire Code (IFC), 2003 Edition, Section 503), approved fire sprinkler and fire alarm systems (IFC, as amended, Section 903 and 907). Similarly, all Tramway Board codes and/or regulatory requirements applicable to the Lift One Lodge Planned Development shall be met.

B. The subgrade garage shall have adequate fire access. This shall be reviewed and approved by the Fire Marshall.

Section 25: Parks Department

A. Tree removal permits are required prior to issuance of a building permit for any demolition or significant site work. Mitigation for removals must be met by paying cash in lieu, planting on site, or a combination of both, pursuant to Chapter 13.20 of the City Municipal Code. Any plantings on the roof shall not qualify as mitigation. The applicant shall explore potential sites around the property to allow planting and full maturation of trees outside of the ski corridor and considering its contemplated uses. This shall be included as part of the PD Detail Review.

B. A tree protection plan indicating the drip lines of each individual tree or groupings of trees remaining on site shall be included in the building permit application for any demolition or significant site work. The plan shall indicate the location of protective zones for approval by the City Forester and prohibit excavation, storage of materials, storage of construction backfill, storage of equipment, and access over or through the zone by foot or vehicle.

Section 26: Aspen Consolidated Sanitation District Requirements

A. Service is contingent upon compliance with the District's rules, regulations, and specifications, which are on file at the District office. Prior to certificate of occupancy for the building, the applicant shall connect to the recently upgraded sanitation sewer line in the South Aspen Street. Prior to construction of the connection, the connection shall be approved to the satisfaction of the District.

Section 27: Environmental Health Department

A. Code requirements to be aware of when filing a building permit include: a prohibition on engine idling, regulation of fireplaces, fugitive dust requirements, noise abatement and pool designs.

B. Additional materials shall be submitted as part of the Detail Review application inclusive of but not limited to appropriate sizing of the trash/utility enclosure, delineation of clearance of the waste enclosure, and clarity on co-location of trash and utilities to ensure adequate room is

provided. Special Review approval from the Environmental Health Department to satisfy dimensional requirements may be required.

C. The City and the Applicant understand and acknowledge that functional operation of the Lift 1 Corridor requires that ASC undertake certain maintenance and operational activities, including snow making, snow grooming, lift maintenance, load in and load out for special events and mountain operations, outside of operational hours, including during early morning, evening and night time hours throughout the Lift 1 Corridor.

Section 28: Water/Utilities Department

The Applicant shall comply with the City of Aspen Water System Standards, with Title 25, and with the applicable standards of Title 8 (Water Conservation and Plumbing Advisory Code) of the Aspen Municipal Code, as required by the City of Aspen Water Department. All Water System Distribution standards in place at the time of building permit shall apply, and all tap fees will be assessed per applicable codes and standards. Utility placement and design shall meet adopted City of Aspen standards.

Section 29: Outdoor Lighting and Signage

All outdoor lighting and all signage shall meet the requirements of the Aspen Municipal Code.

Section 30: Building Department

The Applicant shall meet all applicable building and accessibility codes in place at the time of building permit submission. The elevators are required to meet IBC accessibility requirements. The affordable housing unit shall be provided with an ADA compliant circulation path within the site that connects the units to the parking and the public right of way.

Section 31: Colorado Passenger Tramway Safety Board Review

The Colorado Passenger Tramway Safety Board will conduct a review of the lift and ski corridor for compliance with safety and design standards. If the review by the Board requires modification to any element of the design of this approved project to comply with standards, such modifications will be reviewed and may be approved administratively by the Community Development Director. Any required modifications that have significant impacts to height, mass or scale, site planning, or historic elements will be reviewed during Detailed Review with Planning and Zoning Commission or Final Review with HPC and may require an Amendment to the Planned Development Project Review.

Section 32: Cost Sharing

A. The City agrees to contribute a fixed amount of $4,360,000 to the Applicant for the Lift One Lodge in support of the public facing elements of the Project, including without limitation improvements to Dean Street and the relocation and rehabilitation of the Skier's Chalet Lodge. Such contribution shall be subject to appropriation by the City Council and funded as described below.

1. Conditioned upon the approval of this Ordinance, such funds shall be appropriated and irrevocably pledged with presently available cash reserves toward future payment of the cost sharing obligation set forth in this Section 32.A. These appropriated reserve funds shall be held in an interest-bearing escrow account for the benefit of the Applicant in all future fiscal years until either (a) release of these funds to Lift One Lodge upon completion of the new ski lift by ASC, such that the new ski lift is in working condition, or (b) expiration of the City's cost-sharing obligation pursuant to the terms of this Ordinance by virtue of the Development Order expiring without the Project having proceeded. The escrow agent will be a bank with an office in the City or another financial institution reasonably acceptable to the City and the Applicant. Any interest earned on the funds while in escrow shall be remitted to the City. The terms of the escrow consistent with this paragraph shall be more specifically described in an escrow agreement between the City and the Applicant.
2. The City contribution amount is fixed by the approval of this Ordinance. Any future proposal to increase this amount will require approval by a majority of the voters of the City who participate in an election thereon.
3. This contribution to the Project by the City is not being offered for the commercial elements of the Project and is instead to help fund certain Project elements that will inure to the benefit of the public. Such contribution by the City shall not be construed to imply or mean that the Lift One Lodge Project does not satisfy the requirements of development specified by this Ordinance or the Land Use Code.
4. This cost sharing contribution will be recognized and may be further defined within the Development Agreement between the City and Lift One Lodge.

B. At the time of demolition of Aspen Skiing Company's existing Lift 1A ski operations space (consisting of approximately 2,500 square feet of ticketing, ski patrol and restroom facilities space), Gorsuch Haus shall contribute $1,000,000 toward the relocation, rehabilitation and repurposing of the ski operations related elements of the Skier's Chalet Building. Such funds shall be held in escrow and released to Lift One Lodge upon its delivery of the relocated and rehabilitated Skier's Chalet Building in a "white box condition" as provided in this Ordinance No, 38, Series of 2018. If the delivery of the relocated and rehabilitated Skier's Chalet Building in "white box condition" takes place prior to the demolition of the existing Aspen Skiing Company Lift 1A ski operations space, then Gorsuch Haus shall deliver the $1,000,000 contribution directly to Lift One Lodge at time of delivery.

Section 33: South Aspen Street Winter Maintenance

The City of Aspen has considered the potential traffic impacts to South Aspen Street from the approved Gorsuch Haus Development and Lift One Lodge Development (Applicants), including the ability for South Aspen Street, as it exists, to provide safe, unobstructed access. Due to its steep grade, narrow width, and north facing aspect, requiring South Aspen Street to be improved with a snowmelt system has been considered in relation to the subject applications. At the time of this approval, the City of Aspen defers requiring the Applicant to install a snowmelt system. The purpose of this deferment, is to engage in a process to evaluate the efficacy of requiring the Applicants to install a South Aspen Street snowmelt system. At the conclusion of this process, the

City of Aspen may require installation. The following timeframes, service/maintenance adjustments, and triggers shall be used to evaluate the potential installation of a snowmelt system:

Year 1 - from date of Final approval:

A. The Applicant shall complete a traffic study that provides a baseline evaluation of existing traffic volumes associated with the existing land uses located along South Aspen Street. The traffic study shall also include an evaluation of future traffic impacts as a result of the Gorsuch Haus development, the Lift One Lodge Development, and Future Lift Terminal near Dean Street. This evaluation of future traffic impacts shall consider the width, grade, and winter conditions of South Aspen Street and consider types personal and commercial vehicles that will access the future lodges. Once complete, this study shall be submitted to the Community Development Director for evaluation.

B. The City shall evaluate the general impacts and potential effectiveness of alternative product applications that could provide increased traction on South Aspen Street such as salt-based de-icers, use of Magnesium Chloride or other similar product, increase application of sand or other similar material, or some combination of these alternatives. The City shall also evaluate the potential of resurfacing South Aspen Street with a traction base material. These evaluations shall include referral comments from the Environmental Health Department for environmental impact consideration and the Engineering Department. Included in this evaluation will be a water quality monitoring program (in coordination with the City Engineering Department subject to generally accepted engineering standards) to establish a baseline water quality level and measurement of impacts of implemented alternative maintenance strategies (including any salt-based de-icers and increased sanding impacts). Once complete, the evaluation shall be released to the Applicant and the Gorsuch Haus Project applicant.

Year 2 – from date of Final approval:

C. The City of Aspen shall identify current snowmelt system technologies and evaluate the financial and environmental costs of installation, maintenance, and operation of such a system. The City of Aspen shall also explore renewable energy alternatives associated with this potential installation. Due to the unknown timeframe for completion of the Gorsuch Haus and Lift One Lodge developments and the potential for future improvement in snowmelt technologies, the City of Aspen may choose to further evaluate snowmelt technologies past this established timeframe.

Within 1 year of the completion of the Gorsuch Haus and the Lift One Lodge:

D. Post development of the Gorsuch Haus and the Lift One Lodge, actual traffic impact to South Aspen Street shall be evaluated by the Applicants. This evaluation shall include a traffic study that details average and peak traffic volume counts and details the use of South Aspen Street in relation to the types of personal and commercial vehicles that are used in both summer and winter conditions. Once complete, this study shall be submitted to the Community Development Director for evaluation. This traffic study shall be considered in tandem with the baseline traffic study that was required in subsection A above.

E. The City of Aspen shall engage in alternative snow plowing, snow storage, and snow removal techniques that are proportional with the full commercial operation of the Gorsuch Haus and Lift One Lodge developments. These techniques shall be documented and logged. The City of Aspen, the Gorsuch Haus, and the Lift One Lodge shall evaluate these techniques for their effectiveness to provide safe access to the lodge developments.

F. Should increased winter service maintenance to South Aspen Street not provide reasonably safe access to the lodge developments, the City Council, at its discretion, shall consider, and potentially implement, the use of alternative product applications and/or an alternative traction surface to South Aspen Street using the evaluation outlined in subsection B above.

G. If it is found that a snowmelt system is the only mechanism to adequately and reasonably respond to winter street conditions and associated traffic impacts from the lodge developments, the City Council at a public meeting, using the information outlined above and at their discretion, shall have the ability to require the Gorsuch Haus and the Lift One Lodge, or assigns, to install a snowmelt system within South Aspen Street. The following triggers shall also be used to evaluate this requirement:
    1. Unsafe conditions on South Aspen Street that do not allow the safe access of vehicles to the approved lodge developments.
    2. Excessive City of Aspen cost overruns and environmental impacts due to the increased service maintenance measures to South Aspen Street.

H. Should the installation of a snowmelt system in South Aspen Street be determined to be required according to the foregoing process, Lift One Lodge and Gorsuch Haus hereby agree to each contribute one-third (1/3) of the cost for such installation, operational costs and continuing maintenance. As Aspen Street is a public street, any contemplated snow melt system is exempt from applicable REMP (Renewable Energy Mitigation Program) fees.

Section 34: Construction Sequencing

The Applicant has represented a general potential timeframe for the sequencing of construction associated with development of the Gorsuch Haus, the Lift One Lodge, and the replacement of the Current Lift 1A. This representation is identified in a November 16, 2018 memorandum to City of Aspen Staff and can be viewed in Exhibit E.

Section 35: Election

Pursuant to Section 5.5, of the Home Rule Charter for the City of Aspen, and Resolution No. 2, Series of 2019, City Council refers this Ordinance No. 38 (Series of 2018) to the voters at the next scheduled general election and to be considered coincident with and as one question with Ordinance No. 39 (Series of 2016).

Section 36: TABOR

Except as set forth above in Section 32 with regard to the City's irrevocable pledge of cash reserves toward cost-sharing of certain future improvements, none of the City's obligations hereunder shall be construed to constitute a general obligation indebtedness or multiple year direct or indirect debt or other financial obligation whatsoever within the meaning of the Constitution or laws of the State of Colorado, and any other financial obligations of the City pursuant to this Ordinance shall be contingent upon annual appropriations by the City Council of the City of Aspen in accord with all

local government budgeting laws applicable to home rule municipalities within the state of Colorado.

Section 37: School Lands Dedication and Impact Fees
The Applicant shall pay all impact fees and the school lands dedication assessed at the time of building permit application submittal and paid at building permit issuance.

Section 38: Representations Preserved
All material representations and commitments made by the Applicant pursuant to the development proposal approvals as herein awarded, whether in public hearing or documentation presented before the Planning and Zoning Commission or City Council, are hereby incorporated in such plan development approvals and the same shall be complied with as if fully set forth herein, unless amended by an authorized entity or superseded by the specific terms herein.

Section 39: Existing Litigation
This Ordinance shall not affect any existing litigation and shall not operate as an abatement of any action or proceeding now pending under or by virtue of the ordinances repealed or amended as herein provided, and the same shall be conducted and concluded under such prior ordinances.

Section 40: Severability
If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held invalid or unconstitutional in a court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and shall not affect the validity of the remaining portions thereof.

INTRODUCED, READ AND ORDERED PUBLISHED as provided by law, by the City Council of the City of Aspen on the 22nd day of October, 2018.

Attest:

Linda Manning, City Clerk

Approved as to content:

Steven Skadron, Mayor

REFERRED to the voters pursuant to Resolution #2, Series of 2019 this 7th day of January 2018.

Approved as to form:

James R. True, City Attorney

Approved as to content:

Steven Skadron, Mayor

Attest:

Linda Manning, City Clerk

Exhibits:

A: Approved Subdivision Lot Configuration
B: Conceptual Site Plans and Building Elevations
C: Dimensional Table
D: Growth Management Mitigation Calculation
E: Construction Sequencing Memorandum

Exhibit A – Lot Configuration

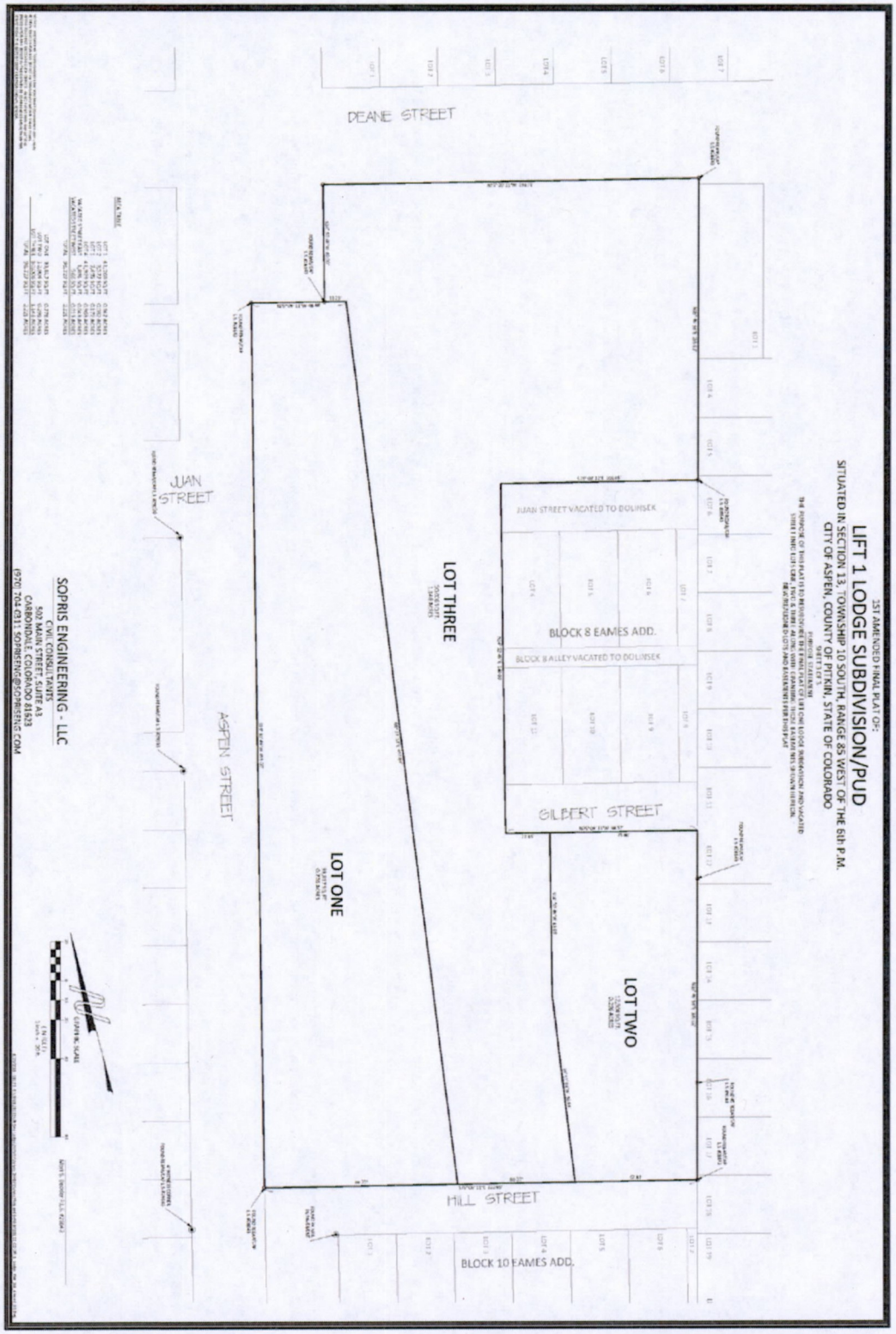
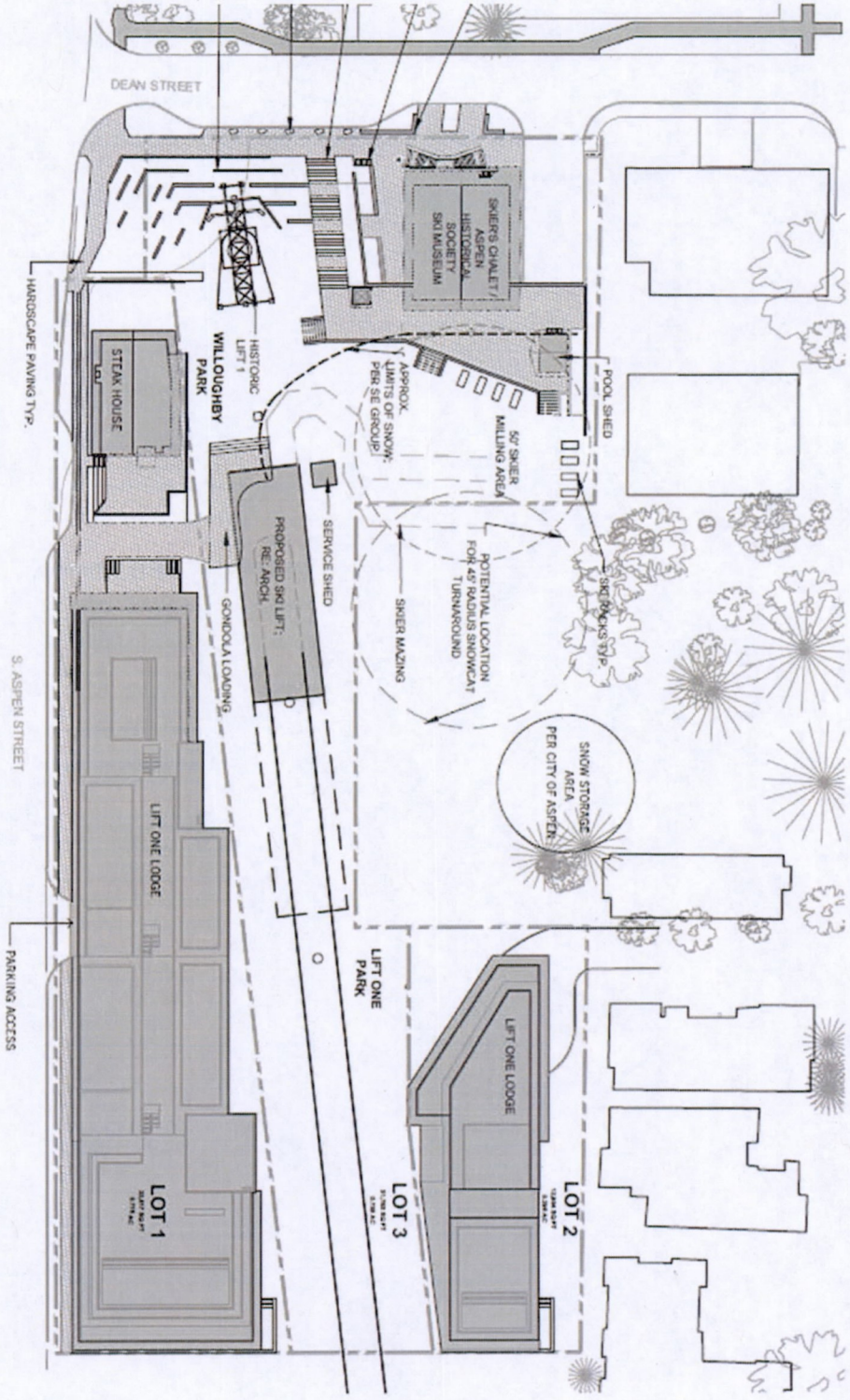
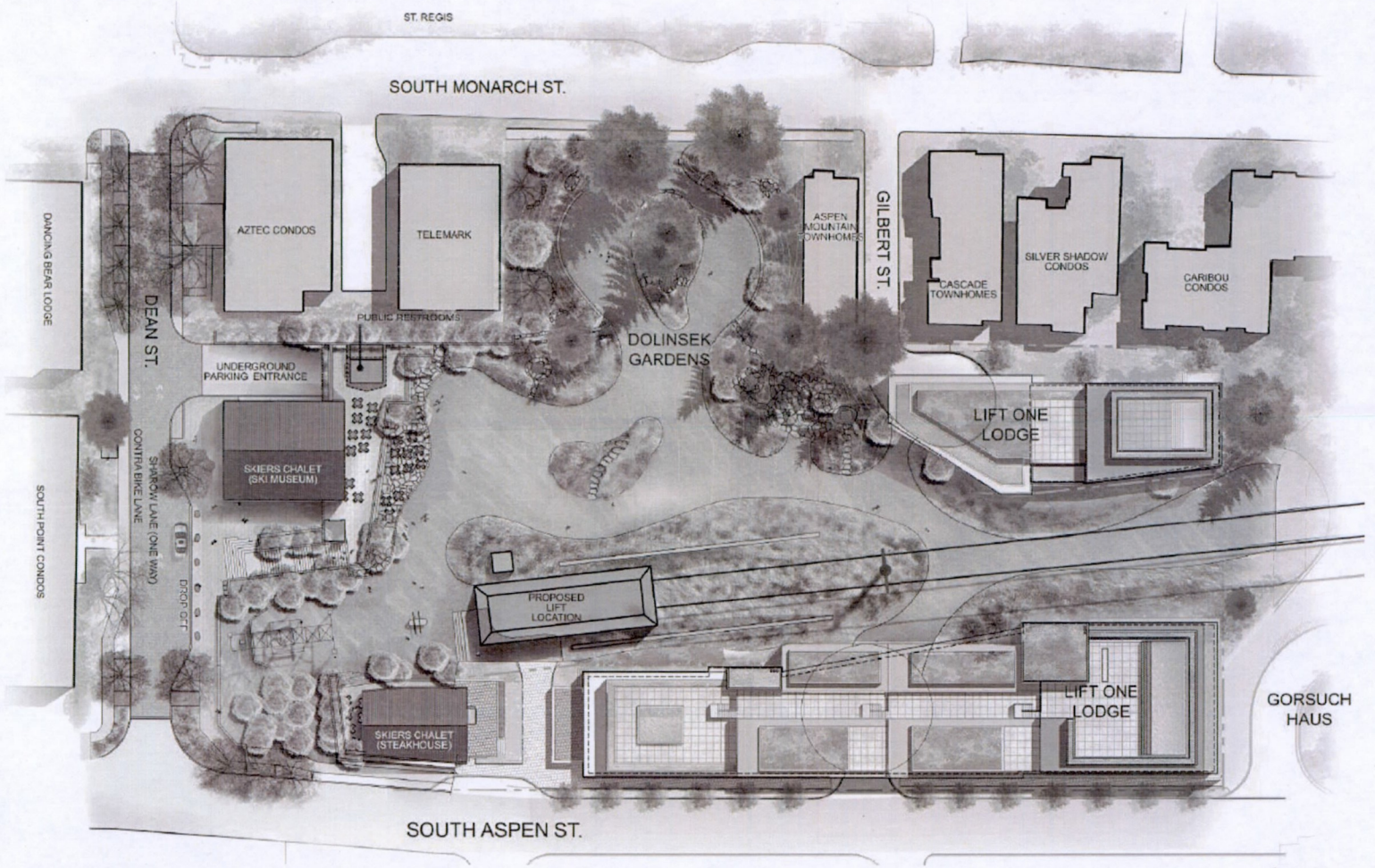


Exhibit B – Conceptual Site Plans, Building Floor Plans and Elevations

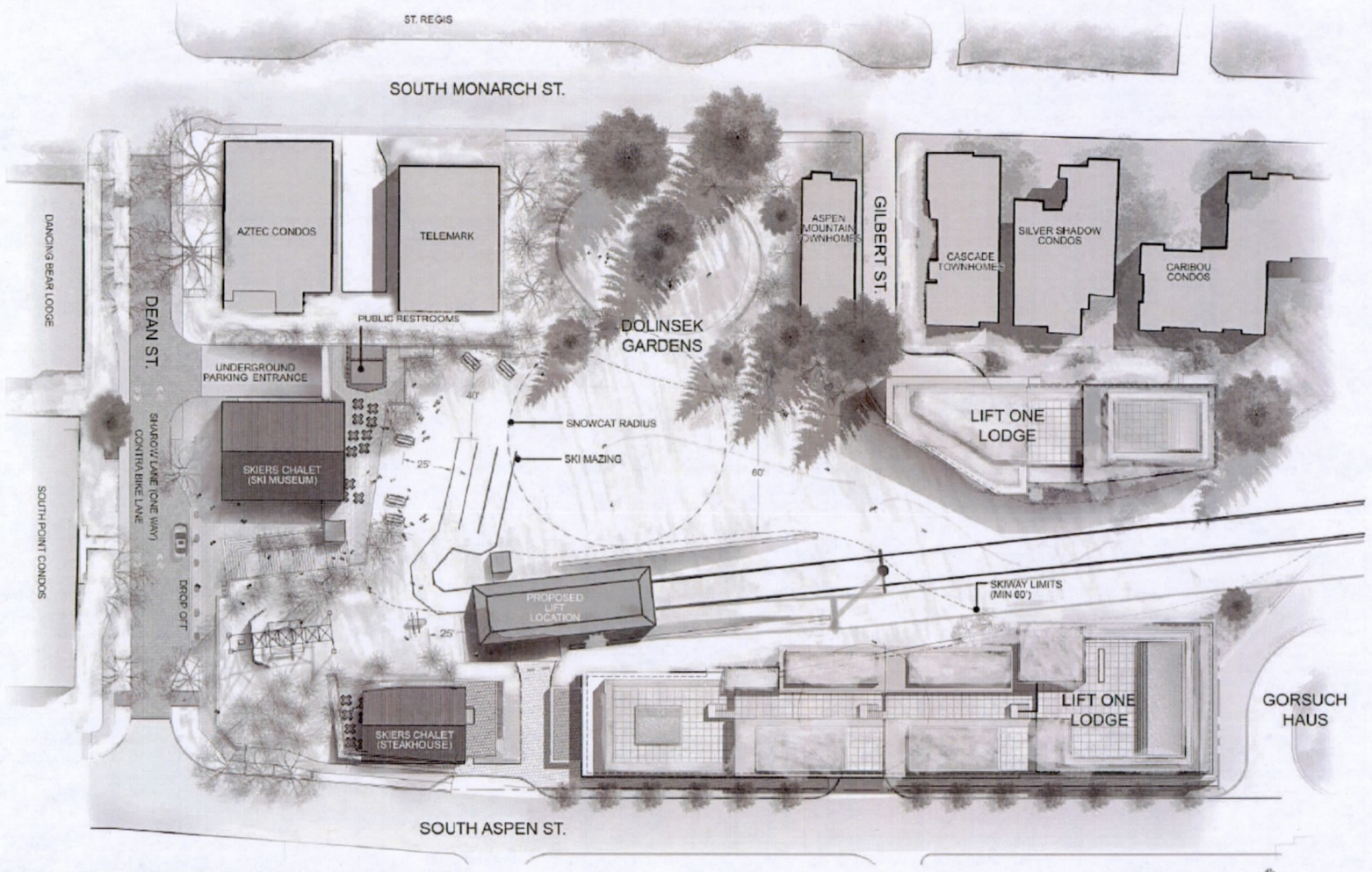




PARK SCHEMATIC SUMMER CONCEPT

CITY OF ASPEN PARKS AND OPEN SPACE DEPARTMENT // OCT 16, 2018

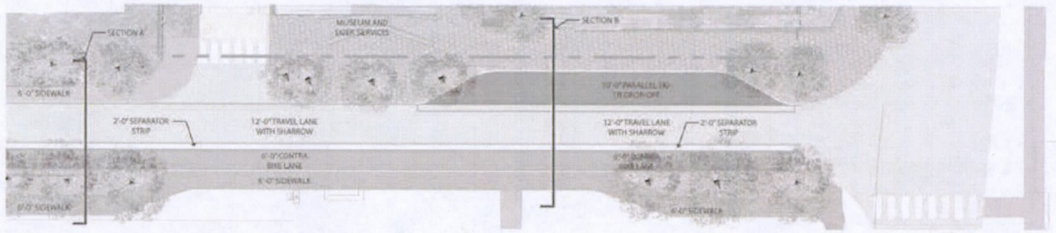
PARKS & OPEN SPACE
CITY OF ASPEN



PARK SCHEMATIC WINTER CONCEPT

CITY OF ASPEN PARKS AND OPEN SPACE DEPARTMENT // OCT 16, 2018

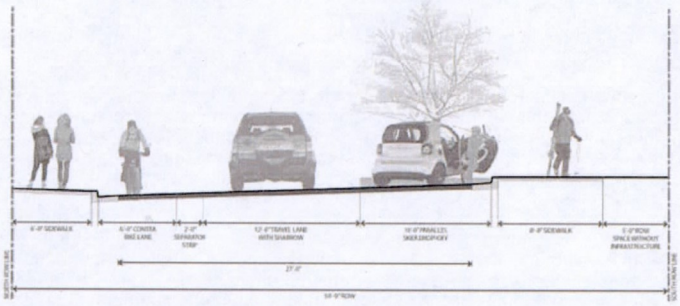
PARKS & OPEN SPACE
CITY OF ASPEN



PLAN

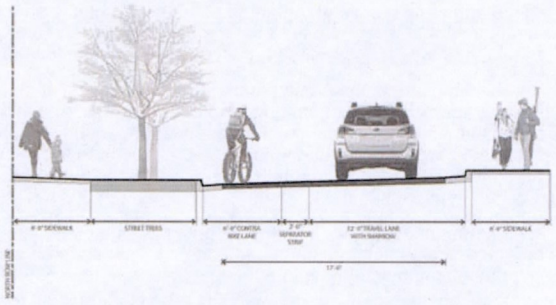
Not to scale

NORTH



SECTION A: TYPICAL CROSS SECTION WITH SKIER DROP-OFF

Not to scale



SECTION B: TYPICAL CROSS SECTION WITHOUT SKIER DROP-OFF

Not to scale

DHM DESIGN LANDSCAPE ARCHITECTURE URBAN DESIGN + LAND PLANNING ECOLOGICAL PLANNING

LIFT ONE LODGE

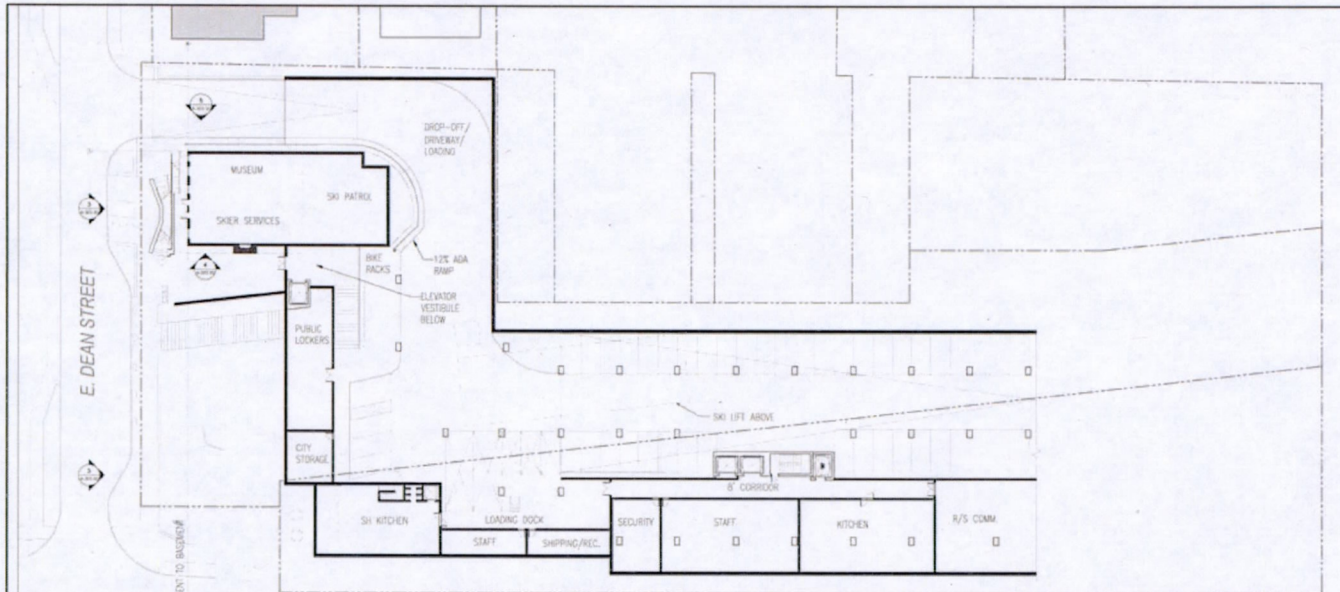
710 SOUTH ASPEN STREET
ASPEN, CO 81611

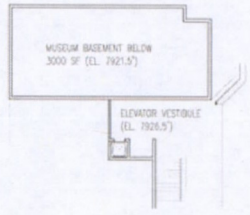
G

PD AMENDMENT

DEAN STREET CROSS-SECTIONS

G-010.40





1 MUSEUM BASEMENT LEVEL

1 LOADING LEVEL

PLAN NOTES

DIMENSIONS:
DO NOT SCALE DRAWINGS. SOME DRAWING TAGS MAY BE SHOWN ON ENLARGED PLANS ONLY (FOR CLARITY). UNLESS OTHERWISE NOTED, PLANS INDICATE FLOORING ASSEMBLY TYPES ONLY, AND ARE NOT MEANT TO DEPICT SPECIFIC COLORS/ FINISHES. PLEASE REFER TO ROOM FINISH SCHEDULE FOR ALL FINISHES. LAYOUT OF THE DESIGN RELIES ON ALIGNMENTS AND HOLD DIMENSIONS AS WELL AS POSSIBLE ADJUSTMENTS DUE TO FIELD CONDITION AND TRADE COORDINATION. ALL WORK MUST BE CHALKLINED AND LAID OUT BY THE GC PRIOR TO CONSTRUCTION. ALL DISCREPANCIES MUST BE RECTIFIED BY THE GC AND ARCHITECT PRIOR TO CONSTRUCTION.

SPOT ELEVATIONS:
ALL NOTED ELEVATIONS ARE RELATIVE TO THE SPOT ELEVATION FOR THAT LEVEL
- AFRE - ABOVE FLOOR REFERENCE ELEVATION
- BFRE - BELOW FLOOR REFERENCE ELEVATION

LIFT ONE LODGE
710 SOUTH ASPEN STREET
ASPEN, CO 81611

OWNER

DEVELOPER

ARCHITECT
G

PLANNER

LANDSCAPE ARCHITECTS

CIVIL ENGINEERS

STRUCTURAL ENGINEERS

MECHANICAL ENGINEERS

KEYPLAN

SCALE AS NOTED
0 10' 20' 40'

ISSUE DESCRIPTION - DATE

03 SUPPLEMENTAL PD SUBMISSION 09.24.18
02 SUPPLEMENTAL PD SUBMISSION 09.17.18
01 PD AMENDMENT 06.04.18

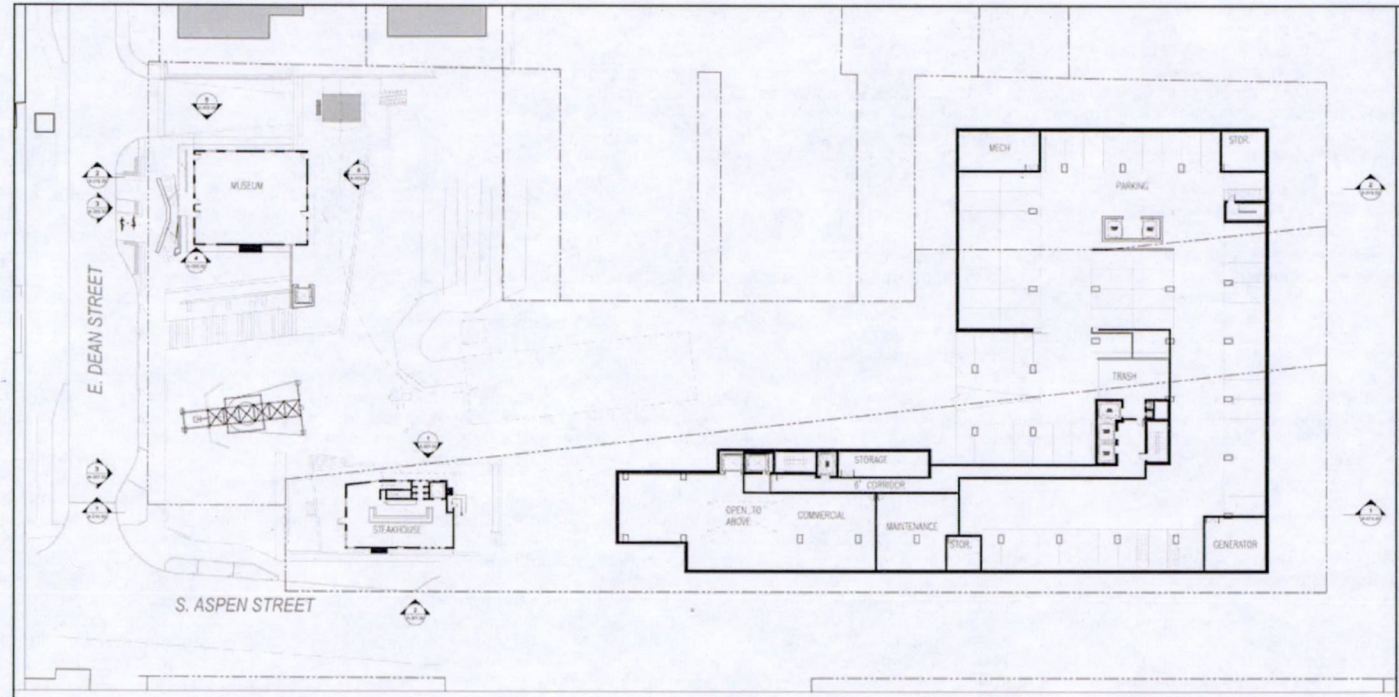
SEAL

PD AMENDMENT
PROJECT NUMBER 1803

FLOOR PLAN
LOADING
LEVEL
EL. 7926.25'

A-101.00

©Cook Clee Architects P.C. 2018



1 PARKING LEVEL 1

PLAN NOTES

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LIFT ONE LODGE

710 SOUTH ASPEN STREET
ASPEN, CO 81611

ISSUE DESCRIPTION - DATE

02 SUPPLEMENTAL PD SUBMISSION 03.24.18
02 SUPPLEMENTAL PD SUBMISSION 09.17.18
01 PD AMENDMENT 09.04.18

SEAL

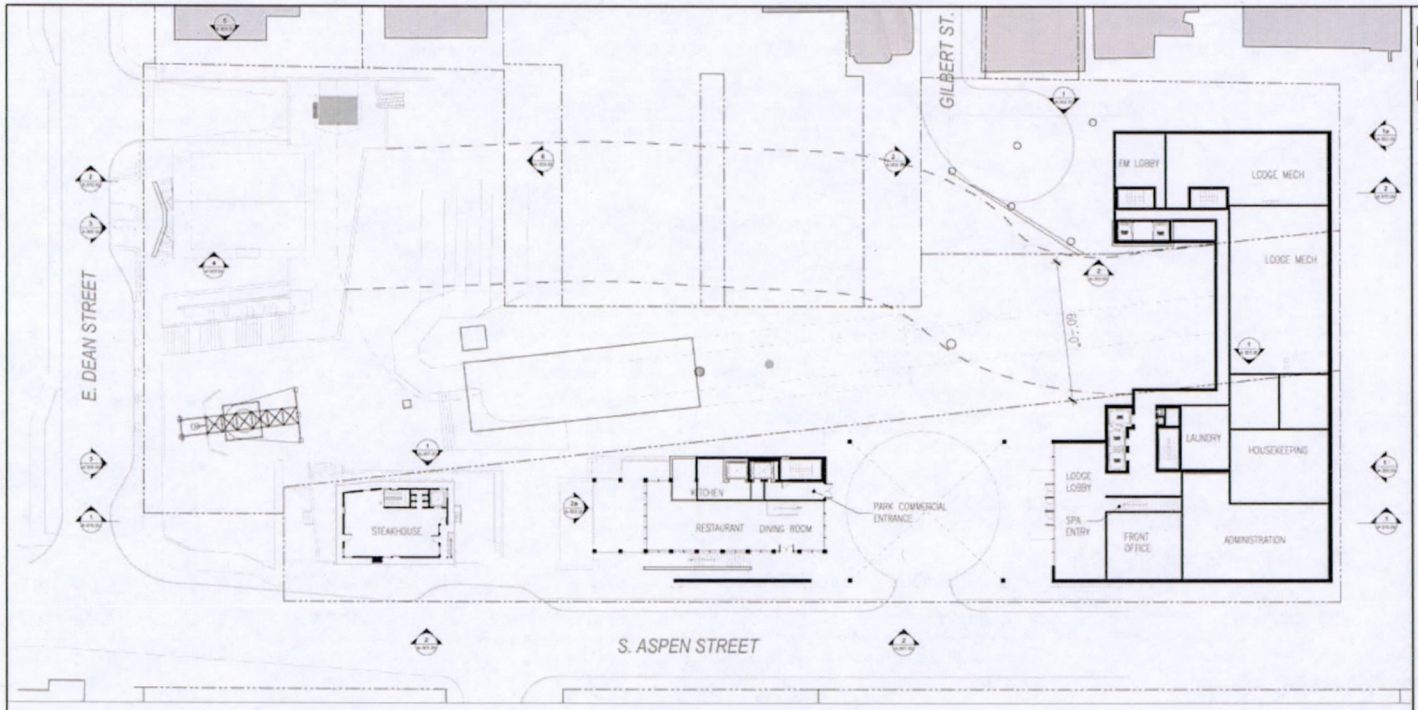
PD AMENDMENT

PROJECT NUMBER 1605

FLOOR PLAN
PARKING
LEVEL 1
EL. 7942.25'

A-102.00

©Gwynn Glass Architects, P.C. 2018
S. ASPEN STREET
MUSEUM
PARK DESIGN BY OTHERS
STAIRHOUSE
OPEN TO BELOW
COMMERCIAL
STORAGE
STORAGE
OPEN TO BELOW
MEZZANINE LEVEL
LIFT ONE LODGE
PLAN NOTES
FLOOR PLAN MEZZANINE LEVEL EL. 7954.75'
A-103.00



PLAN NOTES

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- BFRE - BELOW FLOOR REFERENCE ELEVATION

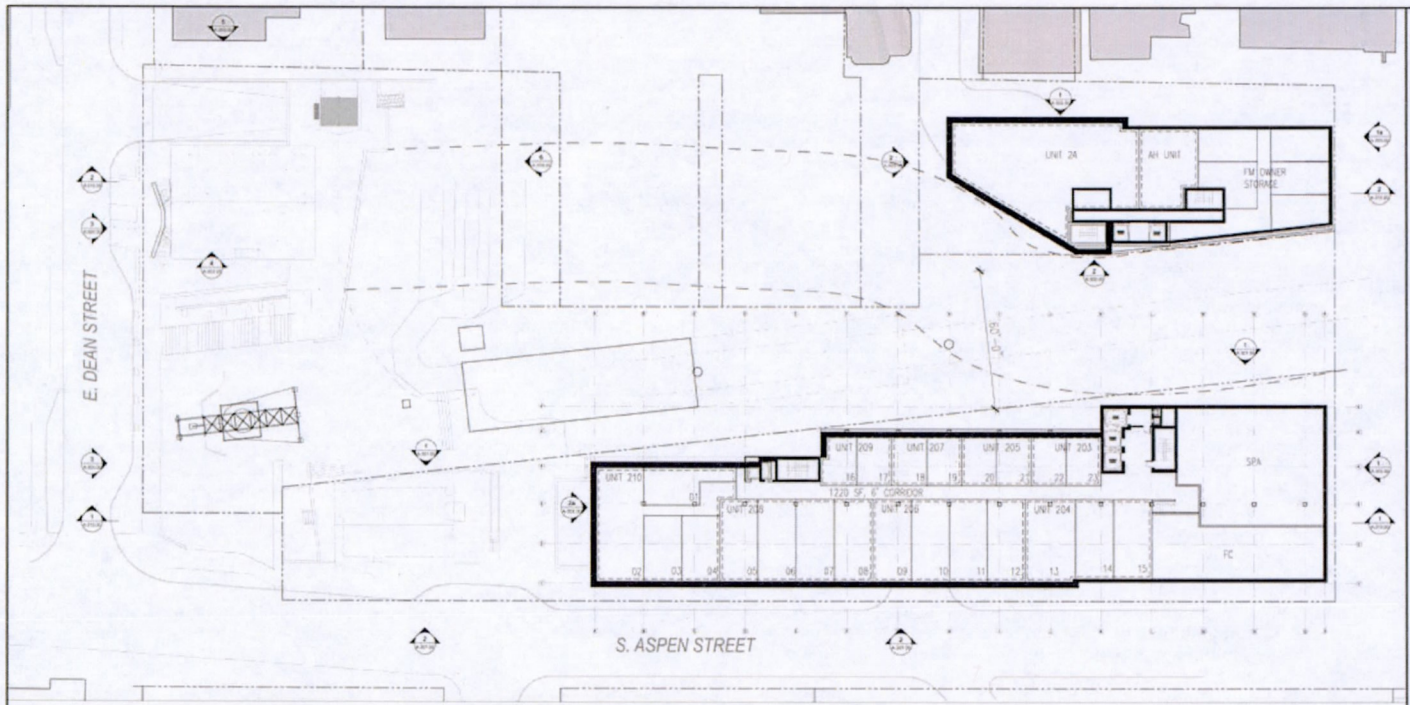
LIFT ONE LODGE

710 SOUTH ASPEN STREET
ASPEN, CO 81611

PD AMENDMENT

FLOOR PLAN
LEVEL 1
EL. 7967.33'

A-104.00



PLAN NOTES

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- BFRE - BELOW FLOOR REFERENCE ELEVATION

LIFT ONE LODGE
710 SOUTH ASPEN STREET
ASPEN, CO 81611

SCALE AS NOTED

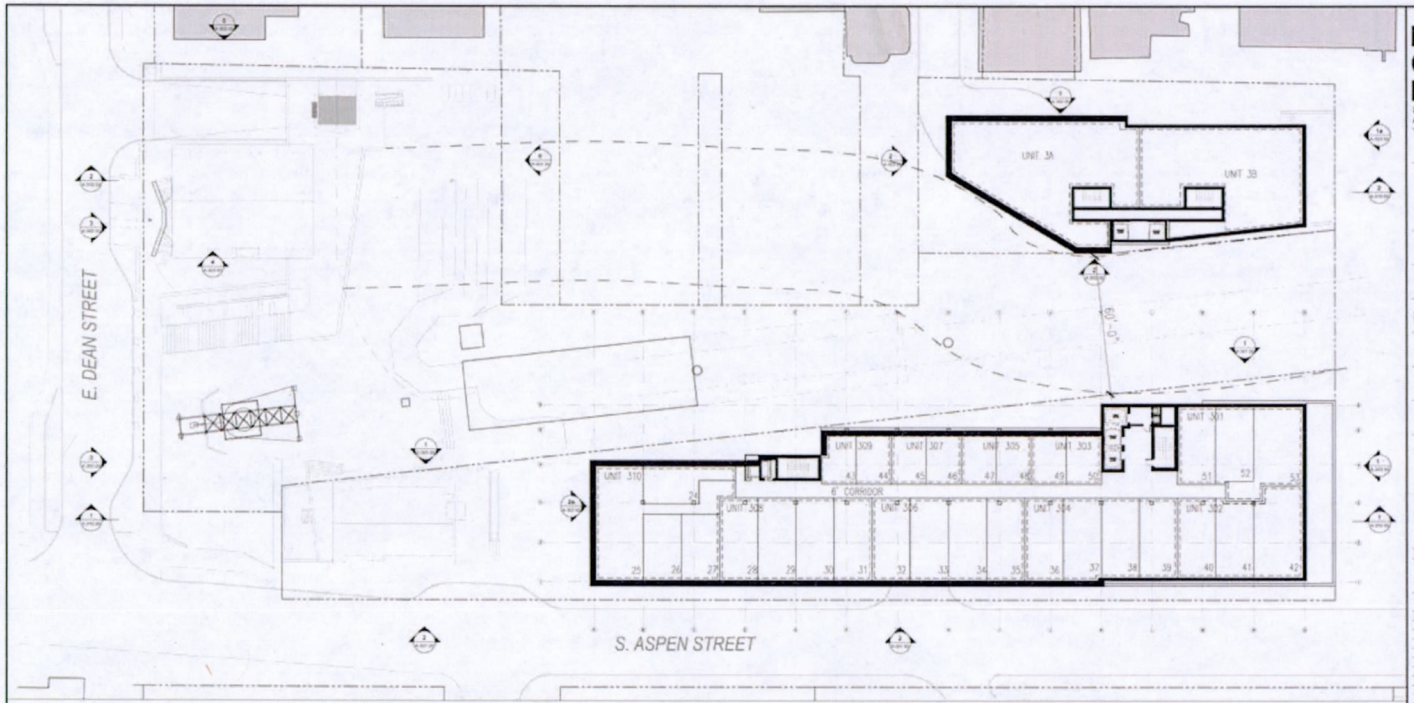
ISSUE DESCRIPTION - DATE
03 SUPPLEMENTAL PD SUBMISSION 09.24.19
02 SUPPLEMENTAL PD SUBMISSION 09.17.19
01 PD AMENDMENT 09.04.19

SEAL

PD AMENDMENT
PROJECT NUMBER 1803

FLOOR PLAN
LEVEL 2
EL. 7981.33'

A-105.00



LIFT ONE LODGE

710 SOUTH ASPEN STREET
ASPEN, CO 81611

SCALE AS NOTED

ISSUE DESCRIPTION - DATE

03 SUPPLEMENTAL PD SUBMISSION 09.24.19
02 SUPPLEMENTAL PD SUBMISSION 09.17.19
01 PD AMENDMENT 09.04.19

SEAL

PD AMENDMENT

PROJECT NUMBER 1803

FLOOR PLAN LEVEL 3 EL. 7992.33'

A-106.00

PLAN NOTES

DIMENSIONS
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SPOT ELEVATIONS
ALL NOTED ELEVATIONS ARE RELATIVE TO THE SPOT ELEVATION FOR THAT LEVEL

- AFRE - ABOVE FLOOR REFERENCE ELEVATION
- BFRE - BELOW FLOOR REFERENCE ELEVATION

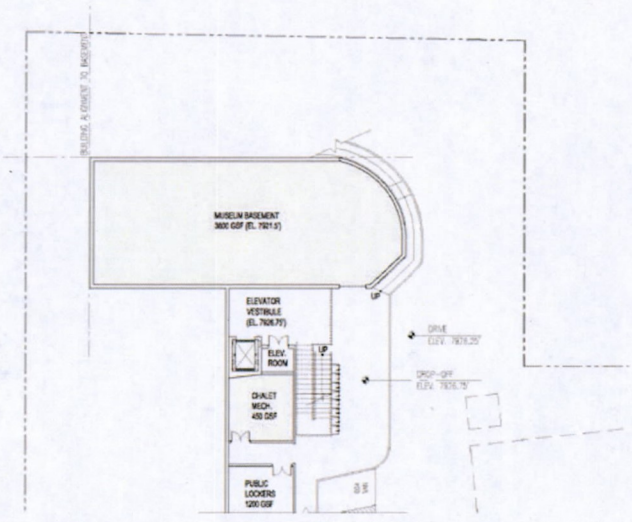
E. DEAN STREET
S. ASPEN STREET
LIFT ONE LODGE
PLAN NOTES
PD AMENDMENT
FLOOR PLAN LEVEL 4 EL. 8003.33'
A-107.00

E. DEAN STREET
S. ASPEN STREET
LIFT ONE LODGE
FLOOR PLAN
LEVEL 5
EL. 8014.33'
A-108.00

E. DEAN STREET
S. ASPEN STREET
LIFT ONE LODGE
FLOOR PLAN LEVEL 6 EL. 8025.33'
A-109.00

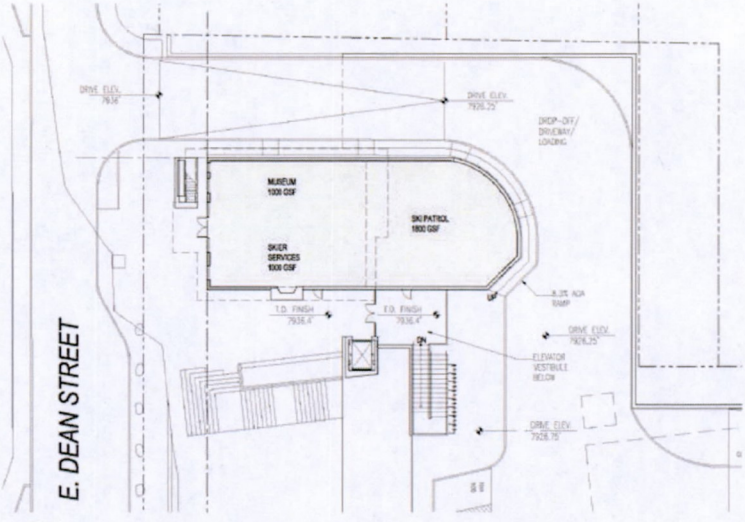
E. DEAN STREET
S. ASPEN STREET
LODGE STREET
60'-0"
LIFT ONE LODGE
PLAN NOTES
PD AMENDMENT
ROOF PLAN
EL. 8036.33'
A-110.00

Lift One Lodge
Chalet Planning Layout
Museum Basement Level



Gross square footage measured to exterior face of envelope and centerline of demising walls.
Gross Square Footage does not include any reductions that may be necessary for circulation, elevators, or ancillary mechanical areas.
All dimensions for the existing structure are taken from 2011 Development Approvals and have not been verified by GGA or the LOL team

Lift One Lodge
Chalet Planning Layout
Dean Street Level



Gross square footage measured to exterior face of envelope and centerline of demising walls.
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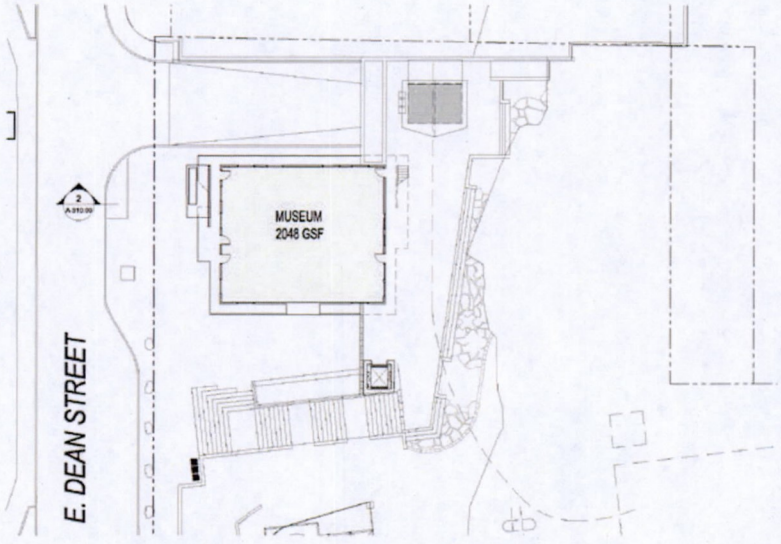
Lift One Lodge
Chalet Planning Layout
Ski Level



Gross square footage measured to exterior face of envelope and centerline of demising walls
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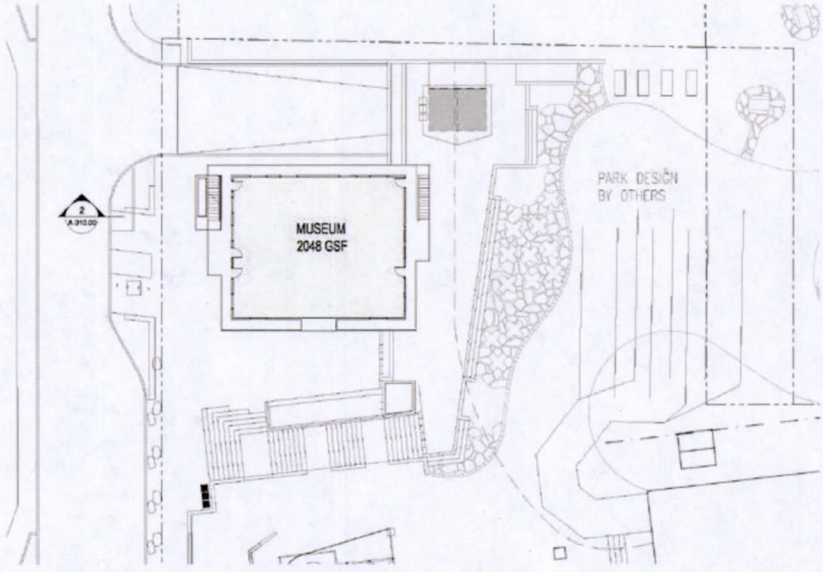
Lift One Lodge
Chalet Planning Layout
Level 2



Gross square footage measured to exterior face of envelope and centerline of demising walls
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All dimensions for the existing structure are taken from 2011 Development Approvals and have not been verified by GGA or the LOL team.

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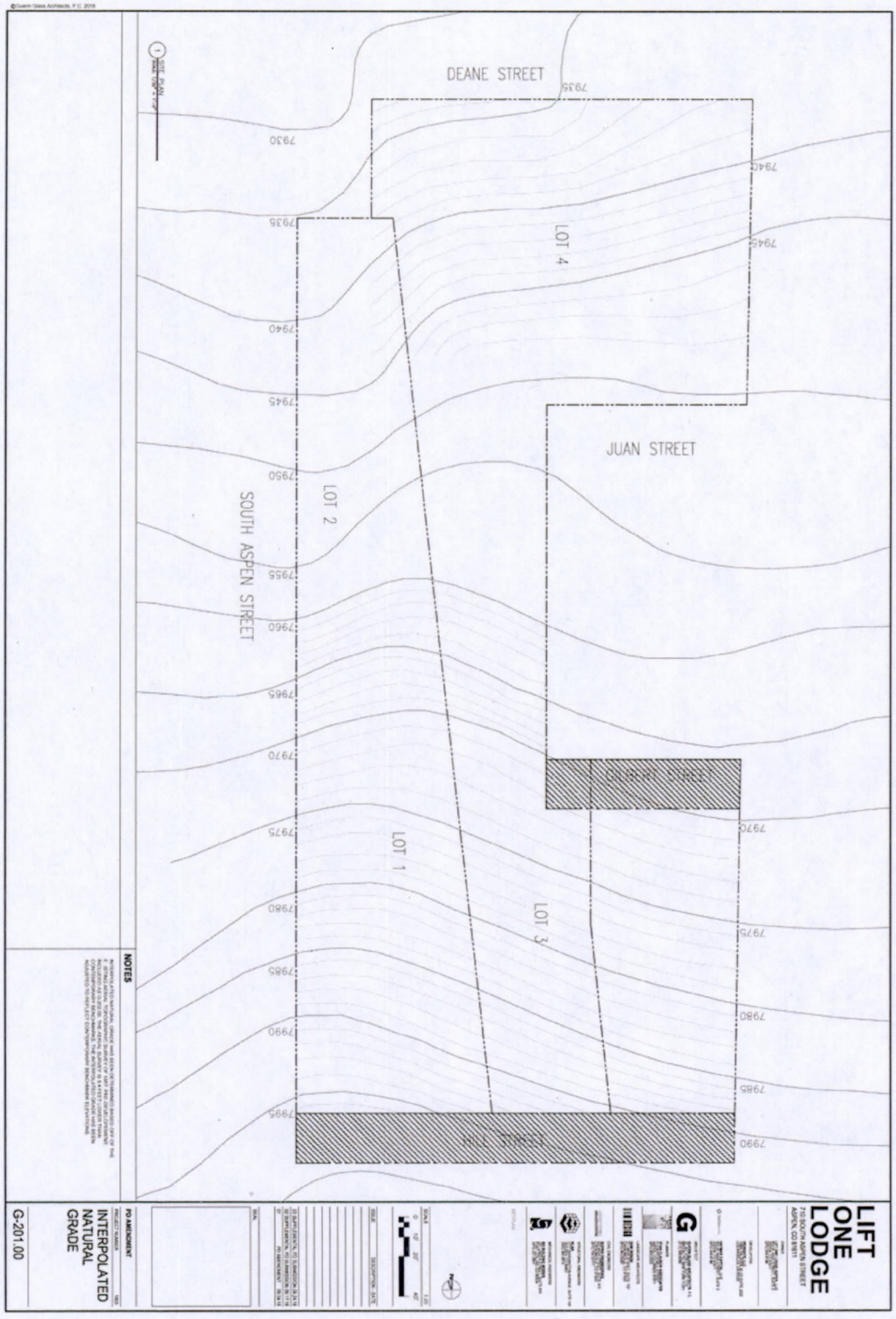

DEANE STREET
JUAN STREET
SOUTH ASPEN STREET
LOT 1
LOT 2
LOT 3
LOT 4
7930
7935
7940
7945
7950
7955
7960
7965
7970
7975
7980
7985
7990
7995
LIFT ONE LODGE
730 SOUTH ASPEN STREET
ASPEN, CO 81611
NOTES
PD AMENDMENT
INTERPOLATED NATURAL GRADE
G-201.00

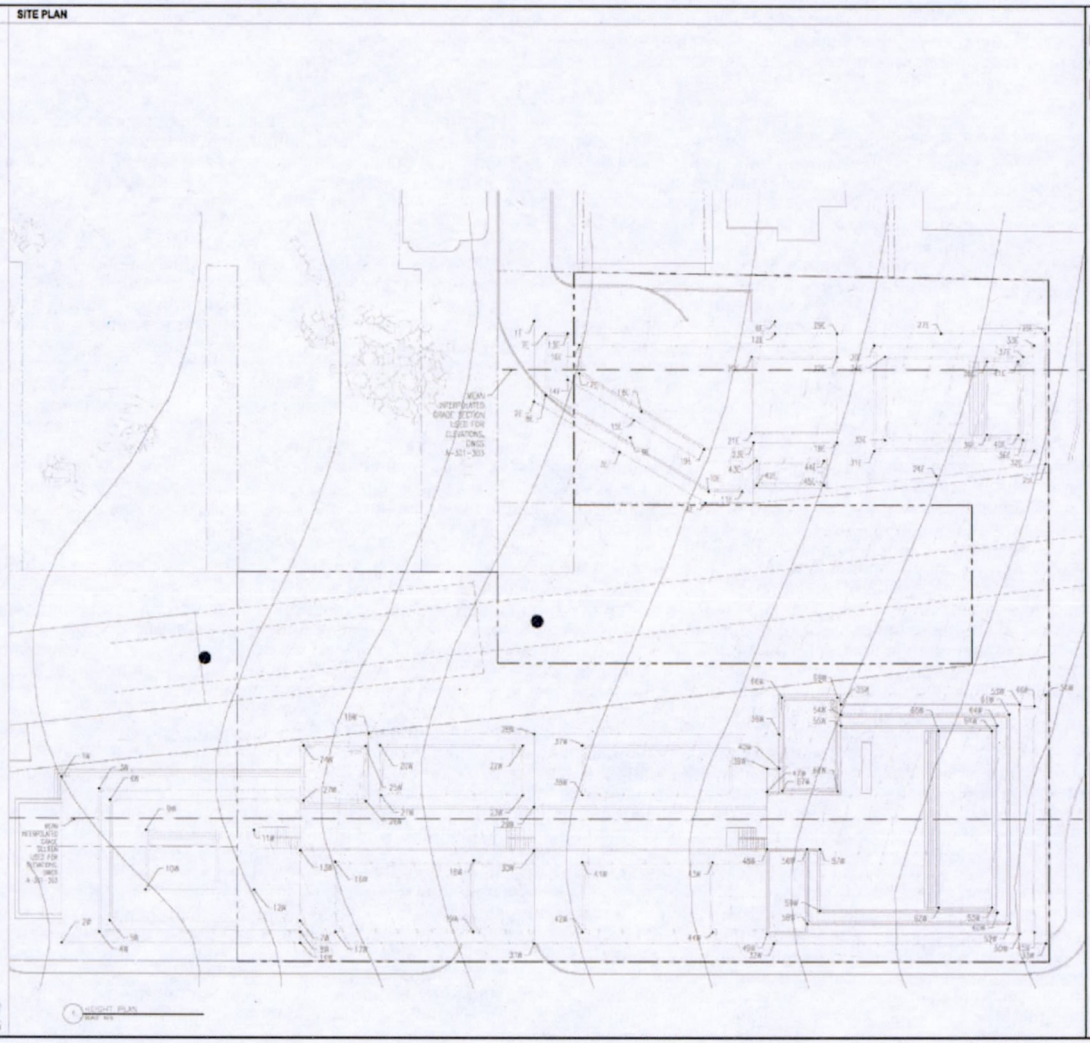
DIMENSIONAL TAKE-OFFS

WEST BUILDING MAXIMUM ALLOWABLE HEIGHT PER PREVIOUS APPROVAL 13.50 FEET

EAST BUILDING MAXIMUM ALLOWABLE HEIGHT PER PREVIOUS APPROVAL 47.50 FEET

PURSUANT TO SECTION 8 MEASUREMENTS OF CITY COUNCIL ORDINANCE NO. 29, SERIES OF 2011 THE HEIGHTS NOTED ABOVE WOULD EXCEED THE MAXIMUM DISTANCE POSSIBLE VERTICALLY FROM THE INTERPOLATED NATURAL GRADE TO THE HIGHEST POINT OF STRUCTURE WITHIN A VERTICAL PLANE. THE INTERPOLATED NATURAL GRADE REPRESENTED IS DOCUMENTED ON SHEET G-501.00

SITE PLAN



1 HEIGHT PLAN
SCALE: 1/16" = 1'-0"

LIFT ONE LODGE

710 SOUTH ASPEN STREET
ASPEN, CO 81611

OWNER

DEVELOPER

ARCHITECT

G

PLANNER

LANDSCAPE ARCHITECT

CIVIL ENGINEER

STRUCTURAL ENGINEER

MECHANICAL ENGINEER

ECOPLAN

SCALE 1/16" = 1'-0"

ISSUE DESCRIPTION - DATE

SEAL

PD AMENDMENT

PROJECT NUMBER 1302

HEIGHT PLAN PROPOSED

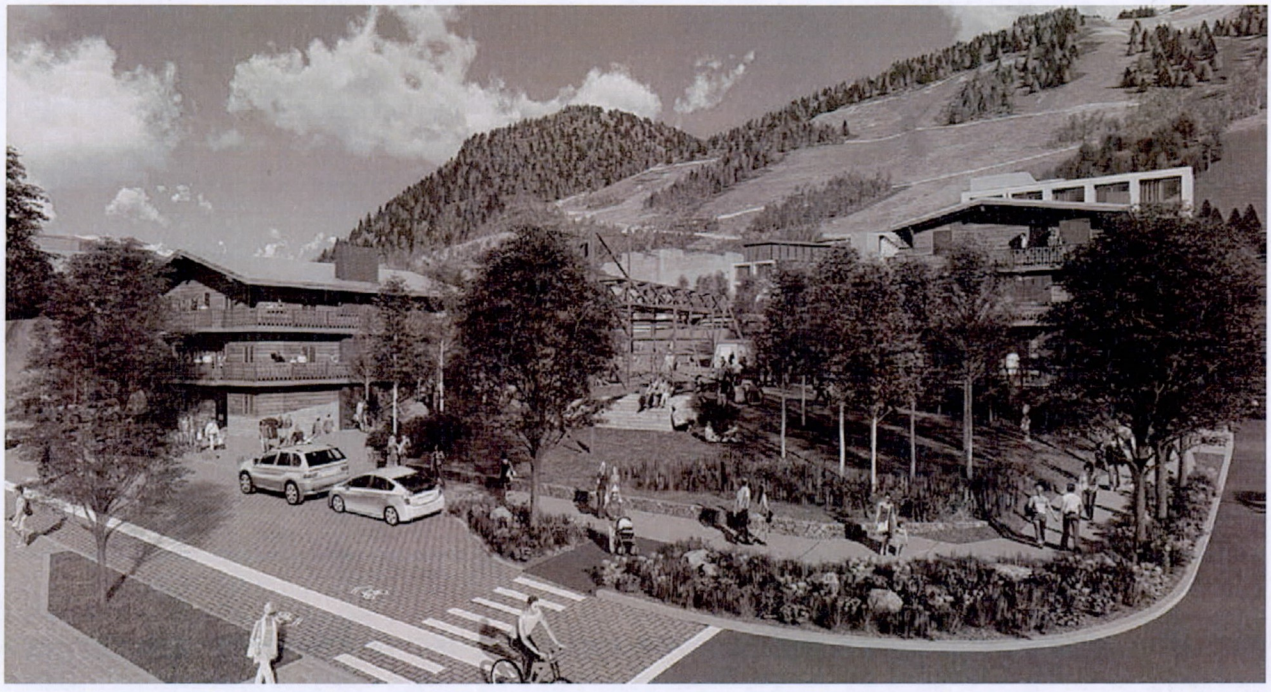
G-501.00

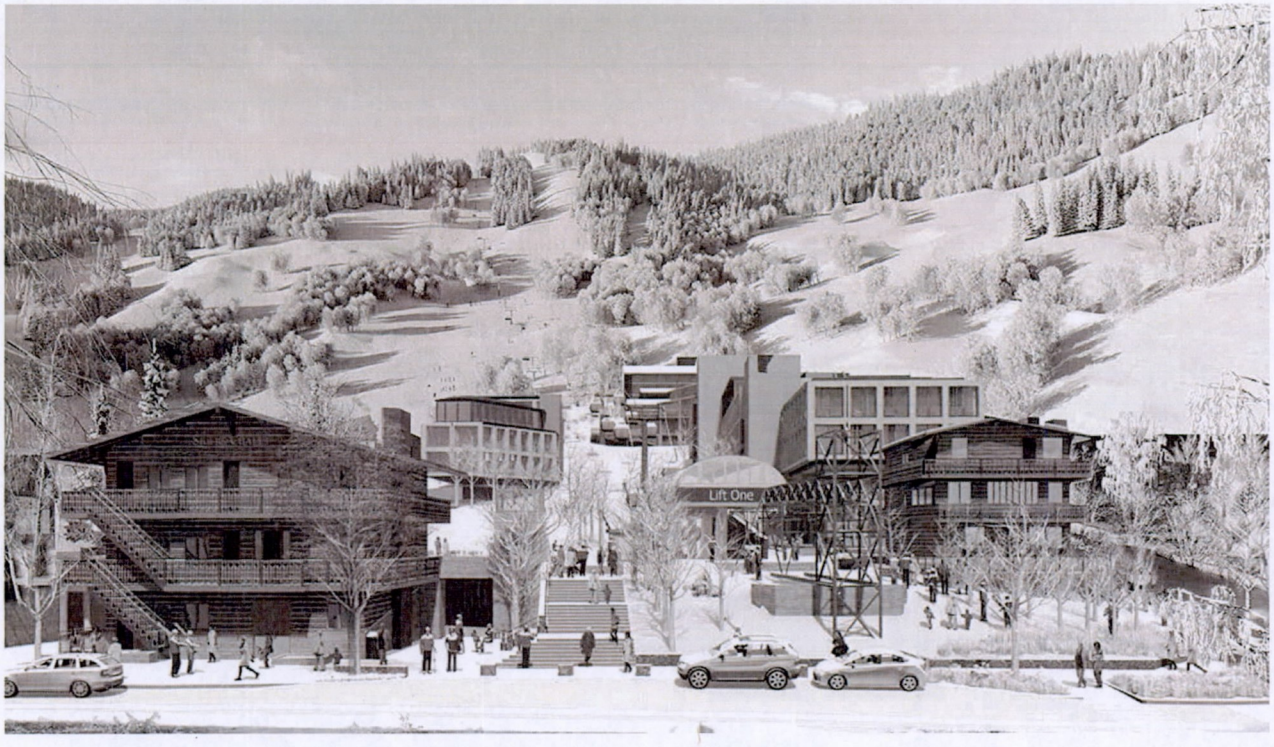
LIFT ONE LODGE
ELEVATIONS
A-301.00

LIFT ONE LODGE
ELEVATIONS
A-302.00

Skiers' Chalet Steakhouse

Skiers' Chalet Lodge and Dean Street interface





Dean Street Views

Exhibit C – Dimensional Table

Lift One Lodge – Lots 1 and 2			
Net Lot Size	44,830 sf Total, both lots	**Gross Lot Size**	46,721 sf Total both lots
Gross Square Footage	202,564 sf	**Lodging Unit Size** Average	519 sf (key) NL 1587.5 sf (unit) NL
Floor Area	107,651 sf Allowable 112,075 sf	**Lodging Net Livable Area**	53,976 sf NL
Floor Area Ratio	2.4 : 1 Allowable 2.5 : 1	**Free Market Units**	6
Max. Height West Building	Interpolated 53.3 ft. See Height Plan*	**Free Market Area**	21,925 sf FA 18,831 sf - NL
Max. Height East Building	Interpolated 47 ft. See Height Plan*	**Average Free Market Unit Size**	3,139 sf [2] Net Livable
Max. Height Skiers' Chalet Steakhouse	29' [4] (from finished grade)	**On-Site Affordable Housing Units**	1 BR Unit in East Building 1.75 FTE
Setbacks West Building	west 8.5'; east 1.5' south 3.5'	**Affordable Housing Unit Size**	623 sf FA [3] 791 sf NL
Setbacks East building	west 0'; east 5' north 12'; south 3.5'	**Ratio Free-Market to Lodge/AH**	.343 : 1 Net Livable
Setbacks Skiers' Chalet Steakhouse	north 0'; west 10'	**Commercial Net Leasable**	16,125 sf [1]
Lodge Units **Keys** **Pillows**	34 units 104 keys 208 pillows	**Off-Street Parking** Located below lots 1, 2 and 3	126 – Total 50 – Public 76 – Lift 1 Lodge
Willoughby and Lift One Parks – Lot 3			
Gross Lot Size	50,006 sf	**Commercial Net Leasable**	2,500 sf [1] Ski Co. skier services and patrol
Max Height Skiers' Chalet Lodge	31.5' [4] (from finished grade)	**Essential Public Facility**	9,350 sf [1] Ski Museum and related functions
Setbacks Skiers' Chalet Lodge	north 10'; east 3' (retaining wall to garage access)		

Notes:

[1]These numbers may change to reflect actual internal programming, subject to verification at building permit

[2]This is a maximum number, the actual average may not be larger

[3]This is a minimum number, the actual number may not be smaller

[4]These numbers will be determined at Final HPC approval

Exhibit D: Growth Management Mitigation Calculation

Lift One Lodge and Skiers' Chalet Steakhouse	
Lodge Use	104 lodge keys, less a reconstruction credit of 38 units from Holland House. 66 (keys) x 0.6 (generation rate) = 39.6 FTE x .4475 (mitigation rated based on unit size of 519sf) = **17.72 FTE = Lodge Use mitigation**
Residential Use	18,831 sf of net livable, less a reconstruction credit of 586 sf from Holland House. 18,245 (net livable) / 400sf (code described sf per FTE) = 45.61 FTE x 0.3 (code specified generation rate) = **13.68 FTE = Free Market mitigation**
Commercial Use	16,125 sf (total net leasable), **West Building** – 11,075 sf (net leasable) generation rate 4.7 FTE per 1000 sf – w/ .25 discount for area not at grade 47.33 FTE x .4475(mitigation rate based on unit size of 519sf) = **21.8 FTE** **Steakhouse** – 4,005 sf (net leasable), includes a calculation for 2,429 sf of existing commercial area and .25 discount for area not at grade 17.65 FTE (generation); **6.1 FTE** **27.9 = Commercial Use mitigation**
Total Required Mitigation	**59.3 FTE, Category 4**
Aspen Skiing Company	
Commercial Use	**Skiers' Chalet Lodge – skier services and patrol** – 2,500 sf (net leasable) generation rate 4.7 FTE per 1000 sf. Credit for 2,340 sf of existing area at Lift 1A facility 160 sf /1000 = .16 x 4.7 = .75 FTE mitigation rate = .65 .75 x .65 = .49 FTE
Total Required Mitigation	**0.49 FTE, Category 4**

Note: All calculations will be verified by zoning review at building permit.

Exhibit E: Construction Sequencing Representation

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120 East Main Street
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MEMORANDUM

To:	Jessica Garrow, Jennifer Phalen, Mike Kraemer and Ben Anderson
From:	Gorsuch Haus, Lift One Lodge, Aspen Skiing Company
Date:	November 16, 2018
Project Name:	Lift One Corridor
Subject:	Approval Process, Construction Sequencing and Ski Area Operations

Introduction

This statement of intent provides direction for the coordination and sequencing of the proposed Lift One Corridor Plan including: Lift One Lodge, Gorsuch Haus, City of Aspen parks and the replacement of Lift 1A. These projects are intertwined, necessitating that the sequential steps of construction and phasing be considered at the outset. The Stakeholder group is resolved to make the Lift One Corridor plan possible. We propose a schedule that minimizes skiing disruption and moves the project forward in a coordinated way. We are confident that scheduling can be resolved with careful planning and cooperative posture between the private and public projects. The following reflects the timeline ahead for the Lift One Corridor Vision:

1. **Detailed Plan Review and Final Development Plan Approvals**
   Following the public referendum to be scheduled in March 2019, the Detail Plan Reviews for the Lift One Lodge and Gorsuch Haus projects with Planning and Zoning, Historic Preservation Commission and the Colorado Passenger Tramway Safety Board will be coordinated, requiring an approval by each decision-making body. Final Development Plans and Development Agreements will be approved to complete the project's land use process.

2. **Construction Documents and Building Permits**
   The Gorsuch Haus, Lift One Lodge, Aspen Skiing Company, the Aspen Historical Society's Skier Museum and the City of Aspen Parks will coordinate to complete the construction documents for the planned improvements of the Lift One Corridor Vision. The City Aspen Building Department review period will occur period before the issuing of building permits.

3. **Construction Start Date**
   Once all approvals have been achieved and the land comprising the corridor becomes available for return skiing, snow storage and snow making, the projects will commence construction the following April at the close of the ski season, with the Lift being removed at the latest date needed to commence Gorsuch Haus site work. The total duration of construction for the Lodge developments will be between 24 and 28 months.

4. **Variables**
   There may be uncertainty as to the actual year construction would occur. In addition to construction to be undertaken, there are other factors such as project financing, marketing, and logistical considerations. Acknowledging these factors have been accounted for, there remains risk that affect all projects, with either Public or Private sponsored.

5. **Construction Sequencing**

In past projects, there has been the need to coordinate operational aspects of projects at the base of Aspen Mountain and generally there has been the ability to accomplish such efforts, without undue stress if planned in advanced. The driving factors for coordinated construction schedule include the requirements of Aspen Skiing Company operations, a desirable ski experience and minimizing disturbance to skiing. Stakeholders in the Lift One Corridor Plan agree that starting the projects together is the best method to reduce the impact to skiing and offers the ideal of one ski season interruption. This would allow earthwork, utilities, foundations, subgrade structures and exterior portions of the structures to be built during a total of 20 months of construction.

The schedule below describes a method that could apply to any actual year. Assuming an April start date, following the end of a ski season, the Stakeholders envision the following sequence:

- ***April Year 1:*** Earthwork, utilities, foundations, subgrade structures and exterior portions of the Lodge projects begin and the existing Lift 1A is removed.
- ***Winter Year 1:*** Lift 1A not in operation for the ski season.
- ***Late summer Year 2:*** Subterranean construction at Lift One Lodge and lift platform located over the underground parking structure is completed. Lift 1A replacement construction is completed to resume operation by the upcoming ski season. Construction of the skiway is completed to allow return skiing to the new Lift 1A terminal. Skier services and ski patrol program construction will be complete and occupiable.
- ***Fall Year 2:*** Public park improvements, public roadways, and the exterior portions of the lodge developments are completed.
- ***Winter Year 2:*** Skiing resumes on the 1A side of Aspen Mountain after 20 months of construction. Lodge construction areas are fully fenced to allow construction to continue as the skiing operations are underway. Construction on both lodges would continue for the exterior portions of the building and finishing of interior spaces. When skiing returns, all Tramway Board conditions will have been met.
- ***Summer Year 3:*** Projected opening of the Lift One Corridor hotels. Completion of final site work. The City of Aspen Parks and Skier Museum will also be completed.

Alternatively, there is a scenario upon building permit issuance where Lift One Lodge could begin earlier. With an early, independent start, existing Lift 1A would remain operational until such time that land comprising the corridor becomes available skiing for return skiing to the replacement lift terminal, snow storage and snow making. At that time the existing lift would be removed and skiing would disrupted for one ski season while full corridor construction continues.

6. **Completion Assurance**

Financial assurance is addressed in the Land Use Code and the projects are expected to be influenced comply with the relevant sections. This provides appropriate assurances to the City that the projects are prepared to proceed to completion. After obtaining project financing, lenders also insist on project completion. The Aspen Skiing Company is not willing to move the lift until there is reliance on the developers ability to proceed through final construction. In addition, the stakeholders are motivated to complete the project in their own enlightened self-interest. With almost 70 years of ski area operation, the Aspen Skiing Company is committed to an ongoing and secure future with the least disruption of skiing and maintaining high-quality guest experience. Other stakeholders have deep and long-term

commitments and a proven history in the Aspen community. The Aspen Skiing Company and stakeholders are willing to take a risk on a larger Corridor project and it is requested that City be willing to allow that risk to proceed.

RESOLUTION #16

(SERIES OF 2018)

A RESOLUTION OF THE ASPEN HISTORIC PRESERVATION COMMISSION RECOMMENDING SUPPORT OF THE LIFT ONE CORRIDOR PROJECT AND APPROVAL, WITH CONDITIONS, FOR A MAJOR AMENDMENT TO A PLANNED DEVELOPMENT, CONCEPTUAL MAJOR DEVELOPMENT/COMMERCIAL DESIGN AND RELOCATION OF HISTORIC RESOURCES FOR THE PROPERTY COMMONLY KNOWN AS 710 S. ASPEN STREET, WILLOUGHBY PARK, AND LIFT ONE PARK, AND LEGALLY DESCRIBED AS LOTS 1, 2, 3 AND 4 OF THE LIFT ONE LODGE SUBDIVISION / PUD ACCORDING TO THE PLAT THEREOF RECORDED MARCH 5, 2013, AT BOOK 102, PAGE 1, RECEPTION NO. 597438, COUNTY OF PITKIN, CITY OF ASPEN, STATE OF COLORADO.

Parcel ID: 2735-131-01-001; 2735-131-01-002; 2735-131-01-800; 2735-131-01-801

WHEREAS, the Community Development Department received an application for the Lift One Lodge Subdivision and Planned Unit Development (the Application) from Lift One Lodge Aspen, LLC (Applicant), represented by Stan Clauson Associates, Inc. for the following land use review approvals:

- Planned Development, Major Amendment, Project Review (26.445) for proposed changes to an approved planned development. While the project holds vested rights, changes of this magnitude require that a project be reviewed under the current Land Use Code; and
- Conceptual Major Development Review, Commercial Design (26.415) for rehabilitation and alterations affecting Skier's Chalet Lodge, Skier's Chalet Steakhouse, Lift 1, Willoughby Park and Lift 1 Park.
- Relocation Review (26.415) for adjustments to the previously approved relocations of Skier's Chalet Lodge and Skier's Chalet Steakhouse, and for relocation of Lift 1.

WHEREAS, the subject property is zoned Lodge (L) and Park (P) with a Planned Development (PD) Overlay. Portions of the property are designated historic; and,

WHEREAS, Historic Preservation Commission Resolution No. 14, Series of 2010, granted approval related to the relocation and designation of the Skiers' Chalet and Skiers' Chalet Steakhouse; and,

WHEREAS, the original approval of the Lift One Lodge Subdivision / PUD was granted through Ordinance No. 28, Series of 2011; and,

WHEREAS, an Amendment to the Planned Development was approved by Planning and Zoning Commission in Resolution No. 2, Series of 2016; and,

WHEREAS, City Council, in Resolution No. 41, Series of 2015, Resolution No. 90, Series of 2017, and Resolution No. 71, Series of 2018 granted extensions of vested rights; and,

RECEPTION#: 652126, R: $33.00, D: $0.00
DOC CODE: RESOLUTION
Pg 1 of 5, 11/21/2018 at 03:43:12 PM
Janice K. Vos Caudill, Pitkin County, CO

WHEREAS, the Lift One Lodge Project has existing vested rights through November 28, 2021; and,

WHEREAS, as a consequence of the proposed changes constituting a Major Amendment, all code citation references to the City of Aspen Land Use Code are in effect on the day of initial application – September 4, 2018, as applicable to this Project; and,

WHEREAS, the proposed changes in the Application for the Lift One Lodge Subdivision/PD are in response to a completed study of the Lift 1A corridor and the proposed relocation of the Lift 1A lift station to Willoughby Park; and,

WHEREAS, the Aspen Community Development Department reviewed the proposed Application and recommended approval with conditions; and,

WHEREAS, the Historic Preservation Commission reviewed the Application at duly noticed public hearings on October 10th and October 24th, 2018, during which the recommendations of the Community Development Director and comments from the public were requested and heard by the Historic Preservation Commission; and,

WHEREAS, the Historic Preservation Commission approved Resolution#16, Series of 2018, by a seven to zero (7-0) vote recommending approval, with conditions for a Major Amendment to a Planned Development- Project Review, Conceptual Major Development/Commercial Design Review, and Relocation as identified herein, with the recommended conditions listed hereinafter.

NOW, THEREFORE BE IT RESOLVED BY THE HISTORIC PRESERVATION COMMISSION OF THE CITY OF ASPEN, COLORADO THAT:

Section 1:
Pursuant to the procedures and standards set forth in Title 26 of the Aspen Municipal Code, the Historic Preservation Commission hereby recommends Council approval of the Lift One Lodge Aspen, LLC application for a Site Specific Development Plan for the Lift One Lodge Subdivision / PD that includes reviews for a Major Amendment to a Planned Development - Project Review, Conceptual Major Development/Commercial Design Review and Relocation, with conditions. At Final approval, unless otherwise noted, all conditions outlined in all previous approvals remain valid and in effect.

The Commission specifically recommends the following new conditions to the application as the project moves toward review with City Council:

The following information must be submitted for HPC review at Final Development Review:

1. A detailed relocation plan for the two chalets and Lift 1. The relocation plan must be developed in consultation with a licensed structural engineer and a housemover with demonstrated expertise in the moving of structures of this size. A financial security of $30,000 per chalet and $30,000 for the Lift 1 bullwheel and first tower shall be provided

by the applicant prior to submittal for building permit. The funds will be held by the City until the structures are installed on their new foundations. Any temporary location for any of the structures while their new foundations are prepared must be identified, reviewed and approved by HPC, including a long-term storage site for the two upper towers which are expected to be installed elsewhere on Aspen Mountain at a future date. An explanation of how the structures will be braced and protected from damage during temporary storage and during relocation must be provided.

2. Any elements of the buildings proposed to be temporarily dismantled or not salvaged must be clearly labeled in plan and elevation drawings. It is understood that the ground floor level of the Skier's Chalet Lodge will be entirely reconstructed and will be approximately 11' in height. The chimneys on both structures are to be dismantled and rebuilt to match the existing exterior appearance.

3. Plans and elevations indicating all exterior materials for the historic structures and sitework. The reconstructed ground level of the Skier's Chalet lodge should match the original conditions (painted CMU) or be similarly modest in character as should any other site walls, stairs or patios within the immediate vicinity of the historic structures. The retaining wall at the bullwheel must match the existing material and finish.

4. An assessment and preservation solution for any wood elements of the Skier's Chalet Steakhouse which might be considered to be in too close a proximity to the lift cable relative to fire concerns.

5. Labeled photographs showing all sides of the chalet structures and indicating the condition and proposed treatment for all exterior features.

6. Labeled photographs showing all sides of the Lift 1 structures and indicating their condition and proposed treatment. The applicant shall reference the City's 2014 investigation of the Lift structure and, in consultation with the metal scientist who co-authored the report, propose an approach to either encapsulate or remove the lead paint on the structure. The applicant shall also consult with the wood scientist who prepared the City's 2006 study that examined the wood elements of the bullwheel and lift chairs to identify appropriate treatments. The relocated and restored bullwheel and first tower must accommodate the installation of a section of original cable and an original chair.

7. A maintenance plan to ensure the preservation of the historic structures until construction of this project begins. All loose exterior materials and features must be secured in place prior to Final Review, and documentation that this has been accomplished must be submitted. All windows and doors must be weather-proof and secured.

8. Preliminarily location for any utility meters, ground mounted mechanical equipment, trash storage or any similar features which may need to be located adjacent to the historic resources. No mechanical units will be permitted on the roof of the historic structures. The applicant it to study alternatives to the addition of elevator overruns on the roof of either chalet.

9. Plans and elevations indicating the proposed conversion of the Skier's Chalet Lodge pool house into public restrooms, or other adaptive re-use.

10. Preliminary locations for interpretive signage related to the chalet buildings and lift components.

11. No alterations to fenestration, materials, lighting, signage or any other exterior feature of the chalet structures have been approved at this time, other than the concept that Skier's Chalet Lodge will be placed on a newly constructed exposed ground floor. In addition, HPC will allow the elimination of the two northernmost stair runs on the Lodge, but the applicant is to retain the upper landing of this stair, to be presented at Final. Plans and elevations showing all exterior changes must be submitted. The applicant must consult with the Building Department prior to Final submittal and represent any code related alterations to exterior features that are expected to be necessary in the HPC application.

12. No approval for location or plant selection for landscaping or trees for the area within HPC's purview has been approved at this time. These elements will be reviewed at Final.

13. The original "Skiers Chalet" sign on the lodge is required to be preserved in place. Preserving the "No Vacancy" sign is also advised, to help to communicate the original use of the building and to clarify that the lodge is not operating.

14. The original "Skiers Chalet" sign on the north balcony of the Steakhouse is required to be preserved in place. The "Skier's Chalet, Ski Lodge Steakhouse" sign is required to be recreated on the west façade of the Steakhouse using photo documentation. Remaining elements of the sign exist on the property and must be salvaged and used as a template.

15. The existing/original exterior paint colors for the chalet buildings must be retained as part of the project. The original paint color of the lift must be restored as part of the project.

16. Within 6 months of Final approval of the project, the applicant, in coordination with Aspen Skiing Company, is to pursue approvals from Pitkin County and/or the Forest Service, if any are required, to install the two towers that currently sit in Lift 1 Park, at an uphill location which would appropriately represent the historic alignment of Lift 1.

17. Prior to Final Review, the applicant and Aspen Skiing Company will discuss and propose architectural treatments to the new lift in consideration of the relationship to the historic resources and Willoughby Park.

18. Study the proposed railing surrounding the north patio on the Skier's Chalet Steakhouse to ensure that it is as transparent as possible.

Section 2:

Pursuant to the procedures and standards set forth in Title 26 of the Aspen Municipal Code, the Applicant is required to obtain Planned Development – Detailed Review following approval of the

reviews outlined herein (with it being acknowledged that City Council intends to refer the decision of final approval to the voters pursuant to the applicable referendum provisions of the City of Aspen Home Rule Charter). The application shall be made no later than one (1) year following of the reviews outlined herein. The application will be reviewed by the Planning and Zoning Commission and Historic Preservation Commission.

Section 3:
All material representations and commitments made by the Applicant pursuant to the development proposal approvals as herein awarded, whether in public hearing or documentation presented before the Community Development Department, the Historic Preservation Commission, the Planning and Zoning Commission, or the Aspen City Council are hereby incorporated in such plan development approvals and the same shall be complied with as if fully set forth herein, unless amended by other specific conditions or an authorized authority.

Section 4:
This Resolution shall not affect any existing litigation and shall not operate as an abatement of any action or proceeding now pending under or by virtue of the ordinances repealed or amended as herein provided, and the same shall be conducted and concluded under such prior ordinances.

Section 5:
If any section, subsection, sentence, clause, phrase, or portion of this Resolution is for any reason held invalid or unconstitutional in a court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and shall not affect the validity of the remaining portions thereof.

FINALLY, adopted, passed and approved this 24th day of October, 2018.

Approved as to form:

Andrea Bryan, Assistant City Attorney

Approved as to content:

Gretchen Greenwood, Chair

Attest:

Nicole Henning, Deputy City Clerk

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ASPEN RESIDENCE CLUB & HOTEL CONDO A
9002 SAN MARCO CT
ORLANDO, FL 32819

COLORADO 2012 TRUST
2 LONGFELLOW LN
LITTLE ROCK, AR 72207

104 BTM LLC
175 RIVER OAKS LN
BASALT, CO 81621

GLOCK LISA & MICHAEL
PO BOX 9392
ASPEN, CO 81612

ASPEN RESIDENCE CLUB & HOTEL CONDO A
9002 SAN MARCO CT
ORLANDO, FL 32819

UNIT 7 DOLOMITE VILLAS LLC
PO BOX 8769
ASPEN, CO 81612

ASPEN RESIDENCE CLUB & HOTEL CONDO A
9002 SAN MARCO CT
ORLANDO, FL 32819

DLH ASPEN-MILL LLC
5956 SHERRY LN #1500
DALLAS, TX 75225

HARVEY JEFFREY
5825 S BLACKSTONE AVE #2
CHICAGO, IL 60637

GOODMAN MARK
700 MONARCH ST #103
ASPEN, CO 81611

RINGSBY GRAY
220 APUWAI ST
HAIKU, HI 967084821

STANBROOK STEVEN & JUDY
3063 MICHIGAN BLVD
RACINE, WI 53402

SCHERER ROBERT P TRUST
239 GILBERT ST
ASPEN, CO 81611

LIFT ONE CONDOMINIUM ASSOC
131 E DURANT AVE
ASPEN, CO 81611

CAPTIVA SHADOW 9 LLC
220 WATER ST #331
BROOKLYN, NY 11201

MOUNTAIN VILLA TRUST LLC
11 GRANT AVE
WELLESLEY, MA 02481

WACHTMEISTER ERIK C R
6248 WHITEHALL FARM LN
WARRENTON, VA 201877247

CITY OF ASPEN
130 S GALENA ST
ASPEN, CO 81611

BILLINGSLEY BOYCE W TRUST
1206 N WALTON BLVD
BENTONVILLE, AR 72712

ASPEN SKIING COMPANY LLC
PO BOX 1248
ASPEN, CO 81612

DODGE MARY & CHARLES
112 JUAN ST B-100
ASPEN, CO 81611

ASPEN DOLOMITE ASSOC NO 6 LLC
PO BOX 837
VALLEY FORGE, PA 19482

CADER ANDREW
210 AABC UNIT J
ASPEN, CO 81611

ROTMAN KENNETH B
22 ST CLAIR AVE EAST #1700
TORONTO ONTARIO CANADA M4T 2S3,

ELLIS JAMES BYRON
17 1/2 FLEET ST
MARINA DEL REY, CA 90292

FOUR JLM LLC
101 DESTIN LN
RIVER RIDGE, LA 70123

JLH TRUST
505 GREENWICH ST #9F
NEW YORK, NY 10013

ASPEN RESIDENCE CLUB & HOTEL CONDO A
9002 SAN MARCO CT
ORLANDO, FL 32819

RR LOCHHEAD INVESTMENT LLC
411 N CENTRAL AVE #B
UPLAND, CA 91786-7288

TELEMARK CONDO ASSOC
611 S MONARCH ST
ASPEN, CO 81611

YOUNG ERIN
PO BOX 8735
ASPEN, CO 81612

911 SOUTH MILL ST LLC
911 S MILL ST
ASPEN, CO 81611

NOREN LARA L
11211 FONTHILL DR
INDIANAPOLIS, IN 46236-8630

YEN RESIDENCE LLC
715 W MAIN ST #201
ASPEN, CO 81611

ROBERT FAMILY TRUST
771 FERST DR
ATLANTA, GA 30332-0245

VRANA MALEKA-ANNE
PO BOX 4535
ASPEN, CO 81612

CHILES CHARLES DWIGHT III
113 JUAN ST #3
ASPEN, CO 81611

MAGES ELIZABETH J
2828 HARRISON ST
EVANSTON , IL 60201

ELDER TRUST
PO BOX 308
LA JOLLA, CA 92038-0308

IMHOF FAMILY TRUST
2409 GREEN ST
SAN FRANCISCO, CA 94123

TELEMARK ASPEN LLC
55 SECOND ST
COLORADO SPRINGS, CO 80906

NEHRING NATHAN
PO BOX 4725
ASPEN, CO 81612

BROWN ZOE
105 E DEAN ST # C-103
ASPEN, CO 81611

S C JOHNSON AND SON INC
1525 HOWE ST
RACINE, WI 53403

EDH TRUST
505 GREENWICH ST #9F
NEW YORK, NY 10013

ARMOUR-COOK WESLEYAN
PO BOX 4725
ASPEN, CO 81612

DOLOMITE VILLAS CONDO ASSOC
COMMON AREA
650 S MONARCH ST
ASPEN, CO 81611

ASPEN LIFT HOLDINGS LLC
233 WILSHIRE BLVD #850
SANTA MONICA, CA 90401

SPRING LANE INVESTMT LLC
8 OAK LAKE DR
BARRINGTON, IL 60010-5914

MCKENZIE PAIGE PARAVANO
4133 33RD RD NORTH
ARLINGTON, VA 22207

LUNDHOLM KERSTIN M
115 JUAN ST
ASPEN, CO 81611

TOP OF MILL INVESTMENTS LLC
201 ST CHARLES AVE #4300
NEW ORLEANS, LA 70170

GRAY W CALVIN JR & CONSTANCE M
PO BOX 140
CENTREVILLE, MD 21617-0140

CHRIST MICHAEL
850 KENT RD
SAINT LOUIS, MO 63124

SM-15
45000 S WOODLAND
CHAGRIN FALLS, OH 44022

FAULKNER JOHN L
2433 ROCKINGHAM ST
ARLINGTON, VA 22207

ASPEN SKIING COMPANY LLC
PO BOX 1248
ASPEN, CO 81612

IMREM SUE GORDON REVOC TRUST
1240 N LAKE SHORE DR #27B
CHICAGO, IL 60610

YOMAC MANAGEMENT LIMITED
1165 DEVONSHIRE RD
WINDSOR ONTARIO CANADA N8YZM6,

CHRISTY2017-2 ACQUISITION LLC
2626 HOWELL ST 10TH FLR
DALLAS, TX 75204

BAKER DANA B & STEPHANIE
200 CRESCENT CT #1450
DALLAS, TX 75201

GM & MJ PROPERTIES LLC
1900 MYRTLE ISLAND DR
LAS VEGAS, NV 89117

AZTEC CONDO ASSOC
601 S MONARCH ST
ASPEN, CO 81612

ASPEN RESIDENCE CLUB & HOTEL CONDO A
9002 SAN MARCO CT
ORLANDO, FL 32819

GAASCHE ANNA & STEPHEN
105 E DEAN ST #C301
ASPEN, CO 81611

ASPEN RESIDENCE CLUB & HOTEL CONDO A
9002 SAN MARCO CT
ORLANDO, FL 32819

BOLLINGER JUSTIN & ELIZABETH
112 JUAN ST # D1
ASPEN, CO 81611

SOLOMON GARY GRANDCHILDRENS TRUST
3139 N LINCOLN AVE #212
CHICAGO, IL 60657

BARBEE MARY K LIV TRUST
533 E HOPKINS AVE 3RD FLR
ASPEN, CO 81611

CASCADE TOWNHOUSE VILLAS CONDO
239 GILBERT ST
ASPEN, CO 81611

ASV ASPEN ST OWNER LLC
1 POST OFFICE SQ #3150
BOSTON, MA 021092109

BRYAN HELEN
2011 LAKE SHORE DR
AUSTIN, TX 78746

GERBER ANDREW
465 N MILL ST 15-102
ASPEN, CO 81611

DOLOMITE VILLAS CONDO ASSOC
COMMON AREA
650 S MONARCH ST
ASPEN, CO 81611

EMERICK SHELLEY W
2449 5TH ST
BOULDER, CO 80304

FRIEDKIN SUSAN J MARITAL TRUST
1375 ENCLAVE PKWY
HOUSTON, TX 77077

DUNN STEVEN G
107 JUAN ST
ASPEN, CO 81611

BIEL ALEXANDER L
PO BOX 2424
ASPEN, CO 81612

NOREN JEFFREY L
11211 FONTHILL DR
INDIANAPOLIS, IN 46236

MORGAN MICHAEL L
115 JUAN ST
ASPEN, CO 81611

WHEELER CONNIE C
305 E 55TH ST #202
NEW YORK, NY 10022-4148

ASPEN RESIDENCE CLUB & HOTEL CONDO A
9002 SAN MARCO CT
ORLANDO, FL 32819

GLOBAL FAMILY AFFAIRS LLC
3115 WHITE EAGLE DR
NAPERVILLE, IL 60564

SCHAINUCK LEWIS I & MICHELLE T
3235 HARBOR VIEW DR
SAN DIEGO, CA 921062917

TAROCH HOLDINGS LTD
315 E HYMAN AVE #305
ASPEN, CO 81611-2909

MEEPOS PENNY K LIV TRUST
2999 OVERLAND AVE #130
LOS ANGELES, CA 90064

RUPERT INVESTMENTS LP
150 N MARKET
WICHITA, KS 67202

CROW MARGERY K
46103 HIGHWAY 6
GLENWOOD SPRINGS, CO 81601

VREELAND MATTHEW
105 E DEAN ST # C-101
ASPEN, CO 81611

209 LIFT ONE CONDOMINIUMS LLC
131 E DURANT AVE #209
ASPEN, CO 81611

SISTER HALL LLC
607 SHORT ST
LAGUNA BEACH, CA 92651

ASPEN OWNER LLC
96 SPRING ST 6TH FLR
NEW YORK, NY 10012

2XACHARM LLC
505 S FLAGLER DR # 900
WEST PALM BEACH, FL 33401

FJR PROPERTIES LLC
PO BOX 1403
VAIL, CO 81658

STRAWBRIDGE R STEWART
3801 KENNETH PIKE STE B-100
WILMINGTON, DE 19807

SHLESINGER JOSEPH
333 BAY ST #640
TORONTO ON M5H 2R2 CANADA,

ASPEN RESIDENCE CLUB & HOTEL CONDO A
9002 SAN MARCO CT
ORLANDO, FL 32819

TOP OF MILL LLC
211 N STADIUM BLVD #201
COLUMBIA , MO 65203

HILL EUGENE D B III & JOAN L TRUST
505 GREENWICH ST #9F
NEW YORK, NY 10013

ASPEN SKIING COMPANY LLC
PO BOX 1248
ASPEN, CO 81612

ASPEN RESIDENCE CLUB & HOTEL CONDO A
9002 SAN MARCO CT
ORLANDO, FL 32819

TRB 700 LLC
351 PITKIN IRON RD
ASPEN, CO 81611

GM & MJ PROPERTIES LLC
1900 MYRTLE ISLAND DR
LAS VEGAS, NV 89117

HS MONARCH STREET LLC
8765 PINE RIDGE DR
INDIANAPOLIS, IN 46260

JSI ASPEN LLC
PO BOX 339
SARASOTA, FL 34230

JAMES FAMILY TRUST
1 CASTLEWOOD CT
NASHVILLE, TN 37215-4617

FORD NOLA M TRUST
700 MONARCH ST #203
ASPEN, CO 81611

ABSOLUTE II LLC
PO BOX 673
GAYLORD, MI 49734

VANDER WALL ASSET PRO TRUST
632 TUTTLE CREEK RD
LONE PINE, CA 93545

DOLOMITE 12 LLC
7 HARRISON ST #6 N
NEW YORK, NY 10013

COPE SHADOW MOUNTAIN LP
N57 W30614 STEVENS RD
HARTLAND, WI 53029

ASPEN OWNER LLC
96 SPRING ST 6TH FLR
NEW YORK, NY 10012

GREINER JERRY M & TERESA U
323 HOLMECREST RD
JENKINTOWN, PA 19046

SILVER SHADOW AKA 651 MONARCH COND
651 MONARCH
ASPEN, CO 81611

CORNER UNIT # 5 LLC
623 E HOPKINS AVE
ASPEN, CO 81611

ASPEN RESIDENCE CLUB & HOTEL CONDO
9002 SAN MARCO CT
ORLANDO, FL 32819

STUART FAMILY TRUST
1 CASTLEWOOD CT
NASHVILLE, TN 37215

LU NANCY CHAO TRUST
15 ANSON RD
HILLSBOROUGH, CA 94010

JOHNSON KERRI & DEREK
117 JUAN ST #1
ASPEN, CO 81611

JUAN STREET HOA
119 JUAN ST
ASPEN, CO 81611

TUCKER TIMOTHY & PATRICIA
7850 E EL SENDERO #3
SCOTTSDALE, AZ 852661216

LIFT ONE CONDOMINIUM ASSOC
131 E DURANT AVE
ASPEN, CO 81611

ASPEN RESIDENCE CLUB & HOTEL CONDO
9002 SAN MARCO CT
ORLANDO, FL 32819

LACY ANN & ROANE M JR PROP TRUST
PO BOX 367
WACO, TX 76703

SMITH RONA K
PO BOX 9069
ASPEN, CO 81612

ROARING FORK PROPERTIES
N 9242 SOUTH SHORE DR
EAST TROY, WI 55120

ASV ASPEN ST OWNER LLC
1 POST OFFICE SQ #3150
BOSTON, MA 021092109

RYAN STANLEY H
1717-13 S OCEAN BLVD
POMPANO BEACH, FL 33062

MCKENZIE BART BRYAN
4840 30TH ST
ARLINGTON, VA 22207

ASPEN RESIDENCE CLUB & HOTEL CONDO
9002 SAN MARCO CT
ORLANDO, FL 32819

APRIL FAMILY TRUST
3501 S 154TH ST
WICHITA, KS 67232-9426

ROMMA LLC
15 CRESCENT ST
SAG HARBOR, NY 11963

ASPEN RESIDENCE CLUB & HOTEL CONDO
9002 SAN MARCO CT
ORLANDO, FL 32819

LEONARD-PECK SHEILA KATHRYN
PO BOX 375P
VINEYARD HAVEN, MA 02568

ENT BRADFORD
105 E DEAN ST UNIT C102
ASPEN, CO 81611

HUGHES MICHAEL B
4621 W LAMB AVE
TAMPA, FL 33629

CHIATE PROPERTIES LLC
18 CIBRIAN DR
BELVEDERE TIBURON, CA 94920

RYAN TOBIN M
1717-13 S OCEAN BLVD
POMPANO BEACH, FL 33062

GLOBAL FAMILY AFFAIRS LLC
3115 WHITE EAGLE DR
NAPERVILLE, IL 60564

ASV ASPEN ST OWNER LLC
1 POST OFFICE SQ #3150
BOSTON, MA 021092109

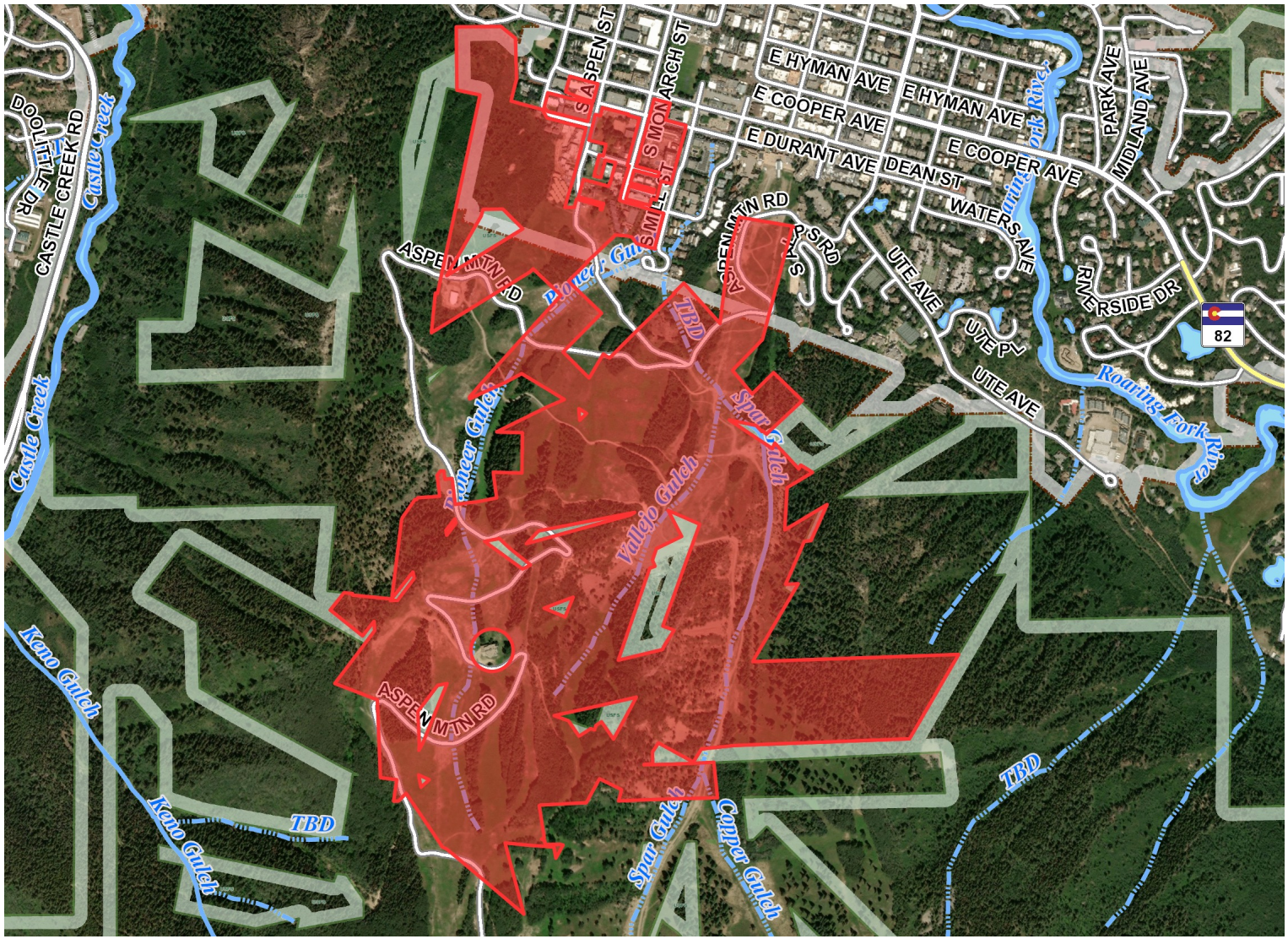
TOP OF MILL TH HOA
911 S MILL ST
ASPEN, CO 81611

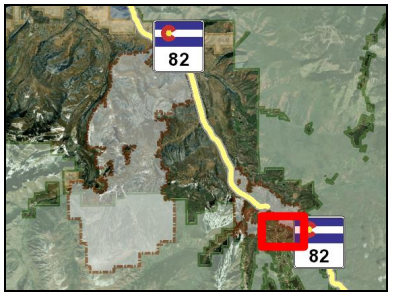
JLH TRUST
505 GREENWICH ST #9F
NEW YORK, NY 10013

Pitkin Maps & More

Pitkin Maps & More

Map Created on 1:40 PM 07/31/20 at http://www.pitkinmapsandmore.com





Legend

- State Highway
- Road Centerline
  - Primary Road
  - Secondary Road
- Rivers and Creeks
  - Continuous
  - Intermittent
- River, Lake or Pond
- Town Boundary
- Federal Land Boundary
  - BLM
  - State of Colorado
  - USFS

Notes

3,009.3 0 1,504.66 3,009.3 Feet

1: 18,056

WGS_1984_Web_Mercator_Auxiliary_Sphere

THIS MAP IS FOR INFORMATIONAL PURPOSES. Pitkin County GIS makes no warranty or guarantee concerning the completeness, accuracy, or reliability of the content represented.

CITY OF ASPEN

PRE-APPLICATION CONFERENCE SUMMARY

DATE: March 26, 2019

PLANNER: Ben Anderson, 429-2765

PROJECT NAME AND ADDRESS: Lift One Lodge Planned Development
Detailed Review, Planned Development; Final Review, Certificate of Appropriateness for a Major Development

REPRESENTATIVE: Stan Clauson Associates

DESCRIPTION: Lift One Lodge Planned Development received approval from voters on March 5, 2019 for Project Review of a Major Amendment to a Planned Development, and Conceptual Review for a Certificate of Appropriateness for a Major Development though Ordinance No. 38, Series of 2018. The Land Use Code requires that within one year of this approval – the applicant submit an application for Detailed Review for the Planned Development and Final Review for the Major Development. This PreApp is meant to provide direction to the requirements of application for these reviews.

This Planned Development is comprised of two separate property owners and three distinct lots. More so than with the Project/Conceptual approval, it is important to delineate the paths of review, the review requirements, and the jurisdiction of the separate review bodies. While there are two separate review bodies, this shall be considered a single application.

Planning and Zoning Commission: P&Z will have jurisdiction over Lots 1 and 2 of the Planned Development, which include the Lift One Lodge buildings and the Skiers' Chalet Steakhouse. They will review parking, access to the site via Dean Street, and interaction of Lots 1 and 2 with Lot 3. A resolution from P&Z will respond to the requirements of Ordinance No. 38, *26.445.070, Detailed Review Standards*, and Commercial Design Review as it applies to Lots 1 and 2. P&Z will not have jurisdiction over Lot 3 – including final park design, programming, or treatment of historic resources. A resolution from P&Z, with potential of call-up by City Council, would provide approval of Detailed Review.

Historic Preservation Commission: HPC will have jurisdiction over Lot 3 of the Planned Development – that includes City park land, The Skiers' Chalet Lodge, and Historic Lift 1 structures. Additionally, HPC will have authority over the details of the relocation and restoration of the Skiers' Chalet Steakhouse on Lot 1. Ordinance No. 38 and *26.415.070.D4, Final Development Plan Review* will provide direction to the application and review. Additionally, HPC Resolution No. 16, Series of 2018 provides conditions that must be responded to in this application. Commercial Design Review applies to Skier's Chalet Lodge and Steakhouse. HPC, beyond the Skiers' Chalet Steakhouse, will not have jurisdiction over Lots 1 and 2, except for any direct interaction with Lot 3. Open Space and Trails Board will review and provide recommendation on the overall park design prior to HPC review. A resolution from HPC, with potential of call-up by City Council, would provide approval of Final Review.

It is important to note that other than any necessary interaction (examples: mud flow analysis, soil stabilization plan) of Lots 1, 2, and 3 with the Dolinsek property, this application and reviews will not consider the Dolinsek property. It is also important to note that the Dolinsek property will not be considered in any way as a proposed site for project/construction staging.

Due to the complexity of the project, this application requires extensive coordination with the Parks and Engineering Departments prior to submittal.

Parks Requirements: For the application, Parks will be submitting a 50% schematic design of Lot 3, its relationship to Dean Street, and its interaction with Lots 1 and 2. Parks will require engineering detail from L1L on the structure and grading above the parking garage. They have particular interest in maintaining adequate soil depth to accommodate irrigation and functional planting depths. The applicant team should work with Parks' staff to identify a clear demarcation of the limit of work – between the Lift One Lodge and Parks design teams as a final landscaping plan will be required for both P&Z and HPC review. Some coordination with the Gorsuch Haus project and Aspen Skiing Co. will be required as Parks wants to have a clear understanding of how access to the corridor will connect to mountain trail amenities.

Engineering Requirements: While the Project review approval provided some information on the engineering requirements of the project, important details have not yet been defined. It is highly recommended that documents submitted for engineering review continue to be coordinated with the Gorsuch Haus project in planning for the corridor as a whole; where appropriate. The City Engineering Department has provided a memo outlining Engineering requirements for this application. The memo is attached.

Other requirements of application (required by Ordinance No. 38, series of 2018):

1) license and easement agreements (Section 6)
2) Identifying any dimensional changes (excepting height) (Section 8)
3) Updated Growth Management calculations (Section 14)
    - Lift One Lodge
    - Skiers' Chalet Steakhouse
    - Ski Museum / Skier Services Building
    - Baseline to establish Aspen Historical Society employee generation
4) Timeshare Use and Management Plan (Section 16)
5) Parking Management Plan for subgrade garage – coordinate with City Parking Director (Section 17)
6) All requirements of Section 19
7) Tree Removal Plan (Section 25)
8) Trash/recycling plan (Section 27)
9) Colorado Passenger Tramway Safety Board – approval of required variance is strongly recommended prior to Final/Detailed Review (Section 31)

A Development Review Committee (DRC) will be convened following the submittal of a complete application.

APPLICABLE LAND USE APPROVALS:

Ordinance No. 38, Series of 2018
HPC Resolution No. 16, Series of 2018

RELEVANT LAND USE CODE SECTIONS:

26.304	**Common Development Review Procedures**
26.412	**Commercial Design Review**
26.415	**Historic Preservation**
26.445	**Planned Development**

For your convenience – links to the Land Use Application and Land Use Code are below:

Land Use Application Land Use Code

REVIEW BY: Community Development Staff for complete application
Open Space and Trails Board – for recommendation to HPC
Planning and Zoning Commission – Detailed Review
Historic Preservation Commission – Final Review

PUBLIC HEARING: Yes, Planning & Zoning Commission and Historic Preservation Commission
*Applicant will coordinate with Planning staff to provide necessary public notice, including requirements for neighborhood outreach and enhanced public notice

PLANNING FEES: $10,400 Deposit for 32 hours of staff time (additional or less hours will be billed or refunded at a rate of $325 per hour)

REFERRAL FEES: Parks, $1,625; Flat Fee
Environmental Health, $1,625; Flat Fee
Engineering, $325 Deposit – for 1 hour of review. Additional hours will be billed at $325/hr.

TOTAL DEPOSIT: $13,975

APPLICATION CHECKLIST – These items should first be submitted in a paper copy.

- ☐ Completed Land Use Application and signed Fee Agreement.
- ☐ Pre-application Conference Summary (this document).
- ☐ Applicant's name, address and telephone number, contained within a letter signed by the applicant stating the name, address, and telephone number of the representative authorized to action on behalf of the applicant.
- ☐ Street address and legal description of the parcel on which development is proposed to occur, consisting of a current (no older than 6 months) certificate from a title insurance company, an ownership and encumbrance report, or attorney licensed to practice in the State of Colorado, listing the names of all owners of the property, and all mortgages, judgments, liens, easements, contracts and agreements affecting the parcel, and demonstrating the owner's right to apply for the Development Application.
- ☐ An 8 1/2" by 11" vicinity map locating the parcel within the City of Aspen.
- ☐ HOA Compliance form (Attached).
- ☐ A site improvement survey (no older than a year from submittal) including topography and vegetation showing the current status of the parcel certified by a registered land surveyor by licensed in the State of Colorado.
- ☐ A written description of the proposal and an explanation in written, graphic, or model form of how the proposed development complies with the review standards relevant to the development application and relevant land use approvals associated with the property.
- ☐ Written responses to all applicable review criteria.

If the copy is deemed complete by staff, the following items will then need to be submitted:

- ☐ Total deposit for review of the application.
- ☐ A digital copy of the application provided in pdf file format.

Depending on further review of the case, additional items may be requested of the application. Once the application is deemed complete by staff, the applicant/applicant's representative will receive an e-mail requesting submission of an electronic copy of the complete application and the deposit. Once the deposit is received, the case will be assigned to a planner and the land use review will begin.

Disclaimer:
The foregoing summary is advisory in nature only and is not binding on the City. The summary is based on current zoning, which is subject to change in the future, and upon factual representations that may or may not be accurate. The summary does not create a legal or vested right.

CITY OF ASPEN

December 24, 2019

Mr. Stan Clauson
Stan Clauson Associates
412 N. Mill Street
Aspen, Co 81611

Dear Stan:

Please consider this letter an administrative approval of your request for an extension to the submission deadline for Lift One Lodge's Planned Development – Detail Review application. The current deadline is March 5, 2020 and an 180 day extension is approved, creating a new submission deadline of September 1, 2020.

As noted in your request (Exhibit A) and discussed in further detail at a stakeholder meeting on November 25, 2019, the basis of the request is due to the extensive engineering that is required to be completed with the Detail Review submission. At the meeting, stakeholders were supportive of the request, conditioned on a milestone plan being developed to provide clarity on specific work to be completed within certain timeframes. The milestone plan is attached as Exhibit B.

Besides development of a milestone plan, the request was submitted within the window required (no later than 30 days prior to the submission deadline). Work on the project has commenced, with ongoing coordination between stakeholders as well as work being undertaken by hired professionals.

APPROVED BY:

Phillip Supino
Community Development Director

12/24/19
Date

Attachments:
Exhibit A: Extension request
Exhibit B: Milestone plan

EXHIBIT A

STAN CLAUSON ASSOCIATES INC
landscape architecture . planning . resort design

412 North Mill Street Aspen, Colorado 81611 t. 970/925-2323 f. 970/920-1628
info@scaplanning.com www.scaplanning.com

RECEIVED
OCT 29 2019
City of Aspen
Community Development

29 October 2019

Jennifer Phelan, AICP
Interim Community Development Director
City of Aspen
130 S. Galena Street
Aspen, CO 81611

Dear Jennifer:

On behalf of our client, Lift One Lodge Aspen LLC, we are writing to request administrative approval of a 180-day extension for the deadline to submit a final design review application for the Lift One Lodge project as approved by the voters and granted conceptual approval on 5 March 2019. It is our understanding that absent an extension, the Detailed Review application would be due on 5 March 2020. With an extension, the Detailed Review application will be due on 1 September 2020. A deadline extension may be granted by the Community Development Director under Sec. 26.445.090(C) of the Land Use Code.

As you know, our client's participation in this project was deferred owing to concerns relating to the cooperative nature of the project. Our client's misgivings over the cooperative nature of the project were exacerbated by the sale process that had been commenced by the Gorsuch Haus team this past Spring, which, at least for now, appears to have ceased, leaving the existing partners in control. Our client now believes that these concerns may be subject to a resolution in the near future. Our client has been reengaged with its consultant team for over a month and is actively working on meeting the numerous component requirements of the Detailed Review application. Irrespective of this hiatus, the complexity of this project and related engineering studies require more time than the one-year allocation for the Detailed Review submittal.

We have been working with Sopris Engineering to determine an appropriate schedule for completion of the engineering, debris flow, and stormwater management aspects of the project. Sopris Engineering is also the engineering consultant for the Gorsuch Haus project, which makes their role essential in coordinating the work for both projects. However, Sopris has indicated to our client that it would not be possible to complete the required design work within the current deadline.

Attached is a letter from Sopris Engineering corroborating the need for an extension of the final submittal date. Our client has been actively working with all consultants and cooperating parties to bring this project to an appropriate Detailed Review application. We look forward to your support of this extension request to permit the required engineering to move forward in the timeframe required by our engineering consultant.

Sincerely yours,

Stan Clauson, AICP, ASLA
for Lift One Lodge Aspen LLC

Attachment: Sopris Engineering Letter, dated 25 October 2019

October 25,2019

Stan Clauson, AICP, ASLA
Stan Clauson Associates Inc.
412 N. Mill Street
Aspen, CO 81611
stan@scaplanning.com

Re: Lift One Lodge Aspen LLC
SE Job # 18122

Dear Stan,

This letter has been written to clarify the work load/prior commitments Sopris Engineering LLC (SE) has at this time which will not allow SE to complete the civil engineering documents for the Lift One Lodge Aspen LLC (LOLA) Detailed Review Application by the March 5, 2020 deadline. Based upon multiple conference calls with the LOLA design team and ownership which have carefully considered the numerous complexities of the project and required engineering studies, the only way SE can prepare the civil engineering drawings and reports is to have additional time.

The SE design team will continue to be available for some coordination work with the LOLA design team as well as with the City of Aspen and other utility companies starting in November 2019 through February 2020. SE then would be able to allocate our full SE design team to focus on completing the civil drawings and required engineering studies for the LOLA Detail Review Application in March 2020 through July 2020.

SE has exhausted all options to meet the existing deadline. The full SE design team will be necessary to complete the required engineering work to meet the high engineering standards demanded by the City of Aspen and the LOLA ownership. Granting a six-month extension will allow for this required level of engineering rigor. The Lift One Corridor Project is a particularly complicated project from an engineering perspective requiring considerable coordination among myriad parties working on a complicated, large site. Its seems exactly the type of project that should qualify for an extension request.

Let me know if you have any additional questions.

Sincerely,

Yancy Nichol, P.E.
Principal

Cc: Harris Berlinsky
Aaron Brown
Michael Brown

EXHIBIT B

Lift One Lodge Milestones 23 December 2019

MILESTONE #1 (15 January 2020)

- 100% SD Completion of LOL Arch/Structural/MEP will include Lift One Lodge, FM Building, and sub-grade levels. Site, streetscape, Museum and Steakhouse (Chalet buildings) will not be included. (GG) *Important for completion of Tramway Board application and determining electrical loads for transformer.*
- Develop initial draft of integrated design deliverable schedule including work by others (Parks, ASC, AHS, LOL) and progress coordination around final draft
- Progress meeting with Fire and Building Departments to confirm access and code compliant design
- Pre-app meeting with City Engineering to review deliverables
- Progress meeting with Com Dev to review architecture progress

MILESTONE #2 (15 March 2020)

- Resolve conflicts with final grades and below grade structure (GG/KL&A) *Coordinate with Parks Dept. and SkiCo.* Make any necessary changes to the schematic architectural and structural drawings based on final grading. Finalize finish floor elevations.
- Conceptual Shoring Design Complete (Coggins/GG/KL&A/Sopris)
- Confirm locations and requirements for transformers onsite (GG, DHM, Sopris) *Coordinate with Parks, SkiCo, City Engineering.*
- Coordination of Lift Terminal Design and site grading as it relates to ski corridor design (GG, Sopris) *Coordinate with SkiCo and Parks.*
- 50% Schematic Design of park and museum streetscapes, terrace, and skier return/mazing (Parks, DHM, Sopris) *Coordinate with Parks, SkiCo, and Museum.*
- Updated Transportation Impact Analysis (SCA) *Coordinate with Com Dev, Engineering, and Transportation Dept.*
- Complete Conceptual Design of 16" Water Main with Phasing (Sopris)
- Complete Tramway architectural package with required narrative for review (GG) *Coordinate with SkiCo.*
- Progress Tramway Board variance application (SCA) *Coordinate with SkiCo and Gorsuch.*
- Progress meeting as needed with Fire and Building Departments to confirm access and code compliance for LOL, FM, Museum, Steakhouse
- Progress meeting with Engineering re: grading, drainage, utilities, turning movement studies, ADA, and other DRC comments
- Progress meeting with Com Dev to review architectural progress

MILESTONE #3 (1 July 2020)

- 100% DD Gilbert Street Design (Sopris) *Coordinate with City Engineering.*
- 100% DD Dean Street Design (Sopris, Parks) *Coordinate with Parks and City Engineering.*
- Conceptual Utility Plan (Sopris)
- Conceptual Grading Plan (Sopris, DHM) *Coordinate with Parks and SkiCo.*

- Updated Mudflow and Debris Flow Study (Sopris, Tetra Tech) *Coordinate with City Engineering, SkiCo, and Gorsuch.*
- Conceptual water quality mitigation design (Sopris/GG/DHM)
- Updated Transportation Impact Analysis (SCA)
- Draft Easement and other legal agreements (Attorneys) *Coordinate with City Attorney and other stakeholders.*
- 50% DD Completion of LOL Arch/Structural/MEP (GG)
- Preliminary Construction Staging and Sequencing Plan Development Agreement *Coordinate with SkiCo, Gorsuch, Parks*

MILESTONE #4 (1 August 2020)

- Submit draft Detailed/Final Lift One Lodge Application to City for completeness review (SCA) *Advance coordination with Com Dev as needed.* Application to include:
    - Draft Outdoor Lighting Plan
    - Existing and proposed Landscaping Plan
    - Snow storage and snow shedding plan
    - Public Amenities Plan
    - Draft Timeshare Use and Management Plan
    - Other components as detailed in Ordinance 38 and Pre-Application Conference Summary, dated 26 March 2019

MILESTONE #5 (5 September 2020)

- Detailed/Final Application submitted in final form as required by code and approved through completeness review (SCA).