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ASPEN, COLORADO


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THE CONGLOMERATE

A Project in Downtown Aspen, Colorado

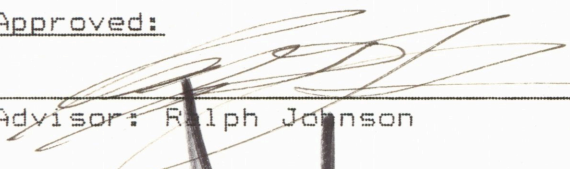
..... Tram Terminal
..... Museum of Skiing
..... U.S. Olympic Training Center
..... Youth hostel

By MICHAEL S. O'NEILL

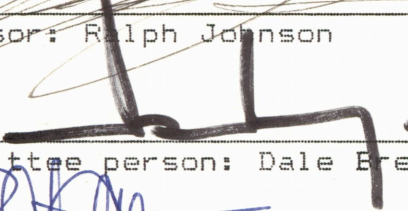
A professional paper submitted in partial fulfillment of the
requirements for the degree of :

BACHELOR OF ARCHITECTURE

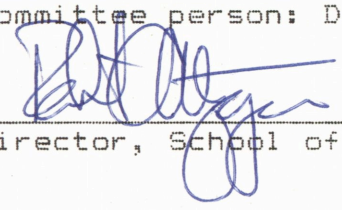
Approved:



Advisor: Ralph Johnson



Committee person: Dale Brentrup



Director, School of Architecture: Robert Utzinger

MONTANA STATE UNIVERSITY
Bozeman, Montana
March 18, 1988

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Preface

PREFACE

It is my belief that the purpose of preparing and studying a thesis project is merely a step forward into the more demanding realm of architectural practice. This project is a culmination of five years of study; it is not meant to be a summary of those five years, rather, it is an expression of my individual perceptions of the meaning of architecture and that meaning is not finite. The thesis is a continuation of learning; it is a generator for future progress by myself as well as others.

Do not think that this is all there is; more and more wonderful teachings exist. -Tesshu

This particular thesis was formulated during the summer of 1987, which I spent in the Aspen area and is in response to my life-long interest in skiing .

In respect to those individuals that enhanced my educational experience and encouraged the progress and development of this project, I would like to thank the following people: Ralph Johnson, thesis advisor; Dale Brentrup, committee person; the Aspen city / county planning office; the many instructors and professors who guided my knowledge of architectural principles; my friends and classmates, who through mutual experiences shared their thoughts and ideas; and my family, who through their support and encouragement gave me strength to achieve this goal.

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INTRODUCTION

INTRODUCTION

PROJECT: A multi-faceted development with a tram terminal, skiing museum, olympic training center, and youth hostel for public and private interests in downtown Aspen, Colorado.

This development is situated at the base of Aspen mountain and encompasses six acres of prime open space. At this point I must define the scope of this project in terms of architecture for the tram terminal / ski museum and master-planning of the remaining site. I have recieved design proposals using this site in another way altogether, yet I shall treat existing buildings and zoning as a given except for the area immediately relating to the tram terminal. Another facet of this thesis is to address the public aspect of the site and use of existing pedestrian malls to tie this development into the context, both historically and socially, of Aspen.

The tram terminal needs to be a focal point in a two-way sense; for users arriving and users departing. Therefore the tram terminal must generate the overall character of the development, also it shall cater to the needs of the tourists, who provide the economic "pump" to the town itself. Since the transit system serves as a link between Aspen and Snowmass, I shall address the Aspen terminal only, based on the fact that Aspen serves as an anchor for Snowmass. Additionally, the technology of the system will be described, but not to be designed in the scope of this project.

THESIS STATEMENT

THESIS STATEMENT

A man's worst difficulties begin when he is able to do
as he likes. -Thomas Huxley

The difficulty of life is in the choice. -George Moore

I chose architecture and I like it. -Michael O'Neill

PROBLEM STATEMENT

PROBLEM STATEMENT

INFORMATION / PROJECT GOALS / RULES

- The project site consists of four city blocks, with an aggregate of 241,000 square feet.

- All extant streets shall remain open to pedestrian traffic if not for vehicle traffic, with upgraded right-of-way if deemed necessary.

- All extant buildings shall remain, in their square footage and use, if not in their location.

- Zoning codes regarding parking, employee housing, signage, height restriction, etc. will be studied and modified but, in the general sense, adhered to.

- The architecture of the project will reflect a hybrid of the following elements: Aspen's image as a high-class tourist town, the mining and skiing heritage, and the hi-tech / kit-of-parts transportation technology. The architecture in the main will not be limited to the above constraints, they are merely a preliminary goal.

The Aspen area has experienced a pulsing expansion that began in the early 1970's. This expansion has created a severe overcrowding problem during periods of peak tourist use. As a solution to the micro-problem of transportation between Aspen and Snowmass, I propose an eight-mile tram system to transport people between the two communities in the hopes of alleviating excess vehicle traffic on the road network. Additionally, in return to the public, I will address a cultural need, by proposing an international historical / contemporary skiing museum, as there

is no such facility presently in the U.S. As a private venture, I propose an olympic training center, in a micro-sense that the majority of facilities are already available in the valley's environs (ski mountains, etc.). And finally, in support of the training center, I propose a youth hostelry, for the housing of athletes, low-income employees, and students.

Additional issues to be addressed include but are not limited to: tram ridership and feasibility, social support, museum size and display content, off season uses, and overall project impact on Aspen's scale.

In the process of working on this thesis, I have determined a reduction in scope will be beneficial to the overall success of the project. Therefore I have decided to limit the design solution to the tram terminal facility only, and the remainder of the site is to be undesigned.

THE PLACE AND PEOPLE

THE PLACE AND THE PEOPLE

ASPEN VICINITY AND SETTING

The city of Aspen, Colorado, is at the head of the Roaring Fork valley, in the west-central part of Colorado, 180 miles west of Denver. The Roaring Fork river flows northwest from Aspen to the Colorado river at Glenwood Springs, 40 miles downstream. Independence Pass, which is directly east of Aspen, straddles the Continental Divide and provides summer-only access to Aspen from the east. Aspen is surrounded by some of the best wilderness scenery in North America. The highest peak in Colorado, Mt. Elbert at 14,431 feet above the sea, is part of the mountainous barrier within Independence Pass. This setting provides Aspen with one of its major industries: tourism. Aspen is world-reknown for its skiing, but it also provides a cultural stimulus through its annual summer music festival, International design conferences, as well as numerous charity and artistic premieres that bring the high-powered "jet set" into Aspen. The valley boasts four high-caliber ski mountains within eight miles, one of the largest skiing complexes in the world. Aspen Mountain, Aspen Highlands, Buttermilk, and Snowmass Mountain make up this world-class playground. Snowmass consists of its own small alpine village with 1,200 year-round residents, while Aspen has some 8,000 permanent residents.

SOCIAL CONTEXT

The 9,200 residents of this area make up the workforce to serve the more than 200,000 annual tourists. During the peak winter and summer seasons, 30,000 or more tourists flood the valley on a weekly basis.

The tourist in Aspen has a great variety of activities to choose from. There is skiing, rafting, hiking, sight-seeing, concert-going, shopping, and all other manner of vacation-type diversions. Families come for the skiing, executives come for the privilege of meeting like-minded executives, celebrities come for the action, and yuppies or dinks come for the lifestyle. These various elements of such mass tourism give ski towns their character. Aspen, on the other hand, combines its charm, history, architecture and culture to distance itself from the plastic, homogeneous character within resorts like Vail or Snowbird.

Along with the great volume of tourists comes the inevitable overcrowding in liftlines, bar lines, and mostly, within the road network which carries a county-wide bus system, instituted in the mid 70's and now approaching peak capacity. This bus system has worked quite well, yet the tourist, who is escaping from his urban environment of cars, busses, fumes, et al, probably is not too happy riding the very elements he is trying to escape.

During one winter week (saturday-to-saturday), over 30,000 tourists will flood the valley, creating an uncomfortable wait period for people supposedly on vacation. Additionally, State highway 82, which spans the Aspen-Snowmass route, has a reputation as 'killer 82'. One of the aims of this project is to

alleviate the traffic jams that occur at the end of the ski / work day.

Let's look at ski lift improvements of the past five to ten years. Many areas still use the standard double chair for uphill transportation. In areas of hi-density use like Aspen, Vail, or Breckenridge, a new lift expressing hi-capacity, hi-speed, detachable grip "quad" chairs has allowed a greater capacity of skiers on the mountain in terms of skiers-per-hour.

The Aspen Skiing Company has been installing three of these quad chairs to replace the doubles, and last winter they unveiled a base-to-summit gondola dubbed the "Silver Queen" which gets skiers to the top in 12 minutes. In light of these improvements, more skiers can be expected to use the facilities. This is part of an overall increased growth pattern within the Roaring Fork valley.

In the 70's, Aspen city council members had instituted a "no-growth" policy, limiting unplanned and unchecked expansion of the cityscape. Instead, what has happened is a slow, controlled "rebuilding" of the historic central core along with the comprehensive zoning and land use regulations. These restrictions were instituted to preserve the unique image and scale of Aspen.

The inhabitants of Aspen can be classified into several groups, but mostly they are either long-term residents or short-term (seasonal) residents. The long-terms are those who were born and raised in the valley or who moved here over eight years ago (1979). These are the people who are "in control". They are the owners of their own businesses or hold fairly secure positions

with the Ski Co. or some other business. Of course there are some exceptions to this rule. Many celebrities have flocked to Aspen for the socialite and international glamour inherent in the area. These people adhere to a lifestyle in tune with their environment. They are laid-back, some are yuppies, some have families, some are still single, some are descendants of the first settlers.

The short-terms are those who've dropped out of school to be ski bums, singles looking for other singles, college graduates looking for some fun / being ski bums, foreign rich kids coming to mingle in the world-class ski town, and local population that has not "graduated" to the long-terms. The majority of these people will work in the service industry within Aspen, doing restaurant and hotel work, working on the mountain, shopkeeping, and so forth. As these service jobs do not pay well in accordance with Aspen's high cost of living, many people must have two or possibly three jobs to survive. The social lifestyle of these people is as diverse as their individual backgrounds. There are people from the East working as rafting guides, snow-hosts from Florida, graphic designers from Montana, and these people will usually double up in their living spaces because they are used to it. It is not unusual to find four people living in a one-bedroom apartment. Aspen recognized this problem and instituted a housing code whereby each employer must contract for or provide a percentage of employee housing according to business size. The Aspen Skiing Company, which employs over 2,500 people in winter, but only 300 in summer, leads the town by example.

Aspen and Snowmass encompass a wide diversity of architecture and people, ranging from historical victorian houses and wooden miner's shacks to ultra-modern millionaire ski chalets. With such a diversity came dissension on what to allow or not allow.

You're just another bunch of goddamn money-grubbing creeps! All this bullshit about tourism and development - what the hell do you want here, another Aspen?

- Hunter Thompson, in response to a developer of Cozumel, Mexico, 1974.

Thus, Aspen possesses one of the more comprehensive as well as strict zoning and land-use plans. The social hierarchy is also somewhat stratified, with the locals being of a well-educated bent, catering to tourists, who also are well-educated but not of the same social caste, if you will, that the locals are. The locals are able to influence decisions that will affect their lives more closely than that of the tourist, yet the tourist will end up paying for the benefits. This can be shown by the recent increase in daily lift prices, Aspen raised its tag to \$35, thereby asserting that they are the "best in the business". This action will probably not affect many of the locals, who have bought annual season passes, but the tourist will be paying full price in most cases.

Aspen has an interesting progression of seasons, from peak seasons to off seasons, the population and activity threshold ebbs and flows dependent on the season. From Christmas to late March is peak winter season, and from 4th of July to Labor day is

peak summer season, with the interim periods being off seasons.

During the winter seasons, families take advantage of excellent ski teaching programs at the Aspen ski areas. The Aspen ski school has over 400 instructors, and Snowmass is touted as one of the best kid's mountains. Aspen mountain, in town, is regarded as the "tough" mountain, drawing aggressive young men and women to the area. The World Cup ski racing circuit makes an annual stop in Aspen during March. Called the "Winternational", this event hosts the world's top ski racers and provides a festival atmosphere for the tourists. Other winter festivals include "Winterskol" a tribute to the locals and to winter sports in general, the "Banana season", which is late spring, also gives tribute to the excellent skiing and the coming end of ski season.

The summer season has many diverse activities, more centered on the artistic and intellectual realm than the physical. The International Design Conference at Aspen is held annually during the third week of June, when architects, authors, artists, designers, students, theorists, and other elements of the design world come together for the purpose of discussing creative processes or trade ideas on future concepts. Another summer institution is the Aspen Music Festival, in conjunction with the Aspen Music school, which provides over two months of excellent classical musical entertainment, along with educating some of the bright young musical talent from around the globe.

Other annual summer events are within the physical realm. The Coors Classic bicycle racing tour usually appears in August,

and the Motherlode pro volleyball tourney is during Labor day weekend. The Aspen Ruggerfest, which draws top rugby sides from both international and national coasts, tends to cap off the summer, taking place during mid-September.

HISTORICAL CONTEXT

MINING

1879 was the year that a silver mining strike was first established at the head of the Roaring Fork valley, near Independence, in Independence Pass. At this time, Ute indians used the valley as hunting grounds but were soon displaced by many of the pioneers and miners coming from the East. The town of Aspen was laid out in the spring of 1880 by B. Clark Wheeler, Charles Hallam, and David Hyman, three entrepreneurs from Denver. The largest silver lode in history was found at the Smuggler mine, which is still in operation today. Other big mines were developed on Aspen mountain and up in Independence Pass. Aspen became a boom town and was one of the biggest silver producers in the world with up to \$1,000,000 of ore being shipped out per month during 1887. In 1893, Aspen boasted a population of 12,000 people, 4 schools, 4 newspapers, 8 churches, 3 banks, a city hall, a fire department, a hospital, and a brewery. At the height of it's boom, Aspen and all other silver towns were dealt a severe blow when the Sherman Silver Act was repealed, thus demonetizing silver. The world's largest silver nugget was found the following year in the Smuggler mine, it weighed 1,840 pounds and was removed in three chunks. Aspen dwindled into a supply center for the resident farmers and ranchers during the early 1900's when only 3,305 people were counted on the national census. This population continued to erode even in 1970, when the census tallied 2,404 people. In contrast, Leadville, on the other side of the pass, had a population of 14,420 in 1880, and in

1970, tallied 4,314 people. Leadville today is supported by the nearby molybdenum mine at Climax.

Breckenridge, another Colorado town with similar makeup, was founded in the early 1860's and peaked at 2,000 in 1880, but in 1970 Breckenridge only had 548 residents. Presently, Breckenridge is growing, albeit at a smaller rate than Aspen.

Aspen's mining heritage and the period of time during which it was established lend much of the character to the town today. Most of the architecture can be described as hybrid or vernacular interpretations of Victorian, Italianate, Greek Revival, Gothic Revival, or other Eastern Seaboard influences. The Hotel Jerome, at the intersection of Mill and Main streets is on the National Register of Historic Buildings, along with the Wheeler Opera House, at the corner of Mill and Hyman streets. Other buildings are under consideration, as well as some of the older houses.

SKIING

Skiing in Aspen got off the ground in 1936, when Andre Roch, a Swiss engineer hired by the Highland-Bavarian Corporation, laid out a run on Aspen Mountain (Roch Run) and set up a sled tow on the Western edge of the mountain, near the present location of lift 1-A. The skiing business did not take off immediately as WW II intervened. WW II brought the 10th Mountain Division to train at Camp Hale, near Leadville. The 10th Mountain Division also used a lodge in the Castle Creek valley near Ashcroft. Many of these men came over to Aspen to ski and they returned after the war to continue development. One of these men was

Freidl Pfeifer, the first director of the Aspen Ski School, who was instrumental in getting the longest chairlift in the world built on Aspen Mountain during 1947. The Aspen Skiing Corporation was also founded and Aspen was on its way to becoming a world-reknown skiing area. In 1950, Aspen hosted the FIS World Alpine Championships. The sucess of the skiing business provided excellent economic means for further development. Aspen Highlands and Buttermilk mountains opened in 1958. In 1967, Snowmass ski area opened and in 1987, the Aspen Skiing Company celebrated 40 years of skiing by installing the Silver Queen gondola on Aspen Mountain.

During the early Fifties, Aspen also experienced cultural growth when wealthy industrialist Walter Paepcke and his wife Elizabeth organized the Goethe Bicentennial Convocation which then evolved into the Aspen Institute for Humanistic Studies. The Paepcke's also contributed to the formation of the Aspen Music School and Festival. Additionally, the first International Design Conference was held in 1951.

....Aspen is more than a ski town, this town is a conglomeration of every level of the social, economic, educational and intellectual scale... indeed, a little Athens, with it's warriors on skiis and it's thinkers over at the Meadows. -Leon Uris

PRECEDENTS

PRECEDENTS

It should be understood that the figures arrived at through my programming process were calculated from additional precedents of buildings than those examples shown. The precedents shown here, generally two, in each case, are those that I felt to be either similar, dissimilar, or contextual representations of the site in Aspen. Each precedent category is followed by a summary explaining the reasons the particular precedent was chosen.

Additional precedents used for study:

Museums:

The Seagram Museum, Ontario, Can. Barton-Myer & Assoc.

Hereshoff Yachting Museum, Bristol, R.I. Evan L. Schawrtz

Transit:

Suffolk Downs Station, Boston, MA. Lozano, White and Assoc.

Forest Hill Station, San Francisco, CA. Esherick, Hornsey,

Dodge & Davis, with Rutherford and Chekene.

Hostels:

Cotswold Cottage, Cirencester, England. David Lea.

Training Center:

J.F.K. Rec. Center, Cleveland, OH. Whitley-Whitley.

Rec. Facility Bldg. S.I. Univ. Carbondale, IL. Ralph Rapson.

TRANSIT PRECEDENT SUMMARY

AVERAGE SIZE: 8,690 SQ. FT.

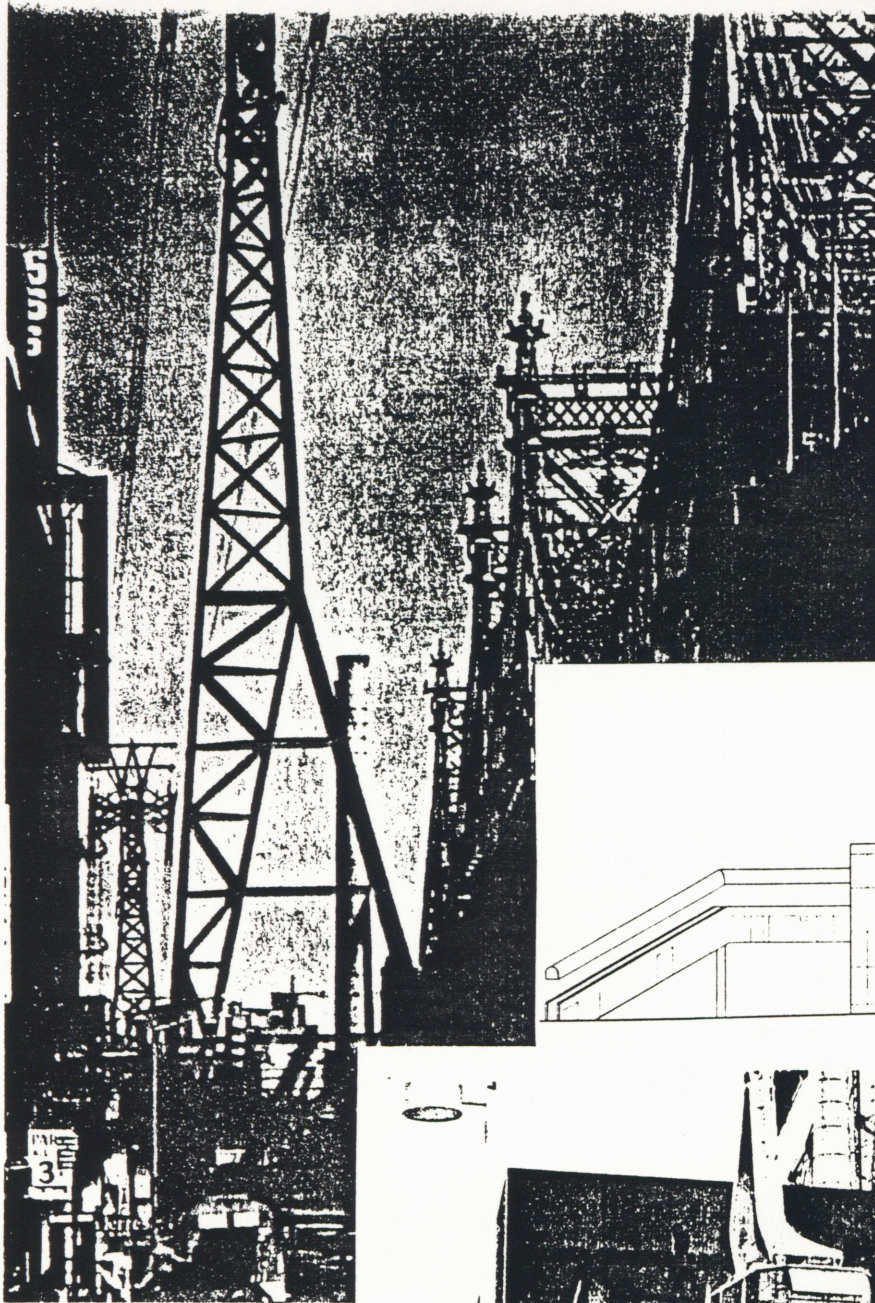
AVE. # OF ROOMS: 7

Averages indicate minimal facility requirement for core functions.

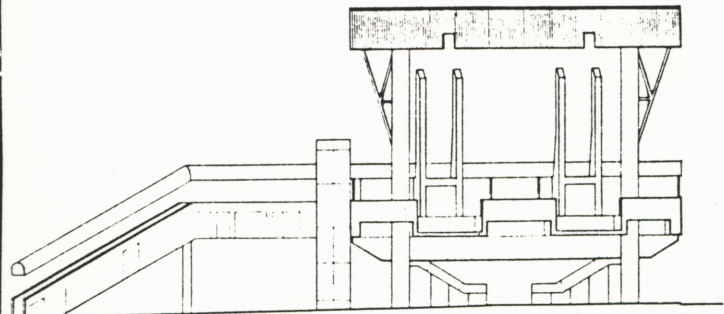
The Squaw Valley and Manhattan trams reveal use of concrete mass and structure, exposing the machine. The inclusion of a bus terminal in this study was to consider the similarity as well as dissimilarity that a wheeled transit system has. Since a bus system relies on the infrastructure of roads, it is limited by the regulations imposed on the roads. The tram, on the other hand, has only the purpose of single or multiple destinations along a datum line, with no regulations imposed by its infrastructure of cable, machinery, towers, and scenery.

Conclusions:

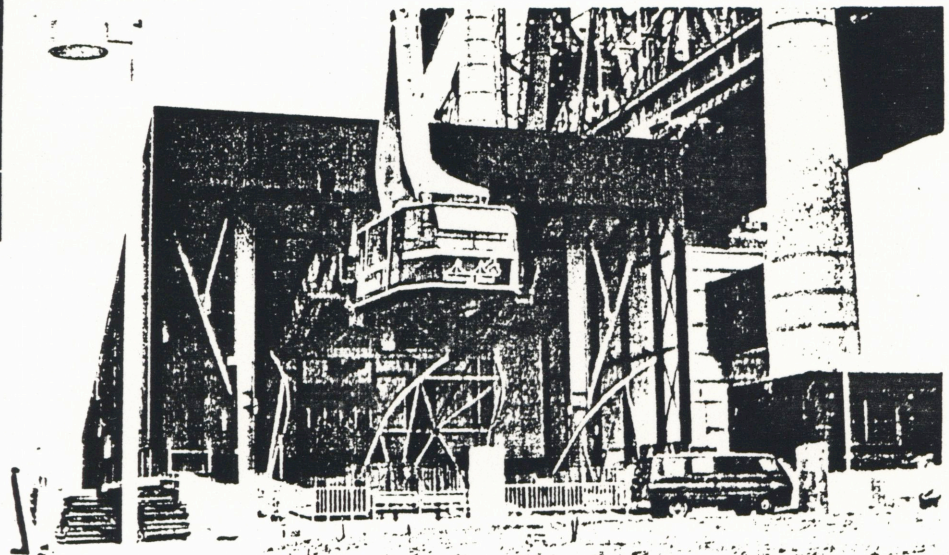
- Expression of technology required.
- Expression of mass desireable.
- Open, airy volumes desireable.



View of tramway looking towards Manhattan.



Stark and Fishburne in photo



Colorful gears and wheels are part of the attraction of New York's inter-island skyride.

NEW YORK CITY
MANHATTAN TO
ROOSEVELT ISLAND

3,000 SQ. FT. PER
TERMINAL, 6,000 SQ. FT.
TOTAL. LENGTH OF 3,100 FT.

2 ROOMS, CIRC. & SERVICE

FIRST ADAPTATION TO URBAN TRANSIT.
SPEED OF 20 MPH, CAPACITY OF
125 PER CAR. BUILT AUG. 1976.

ZETUN ASSOC. 75

SQUAW VALLEY, CA

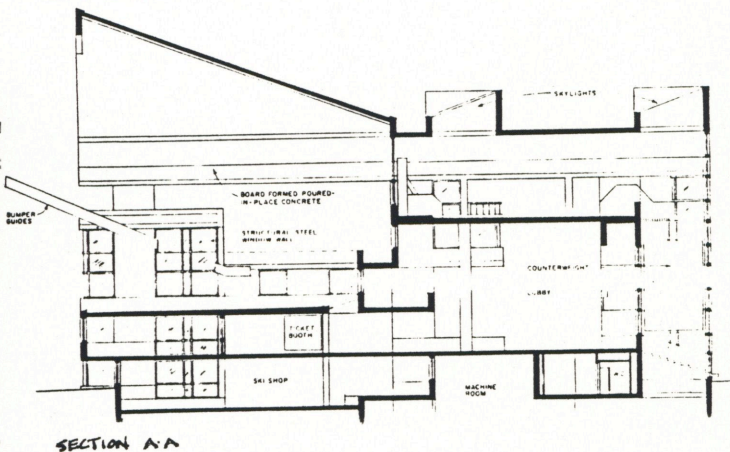
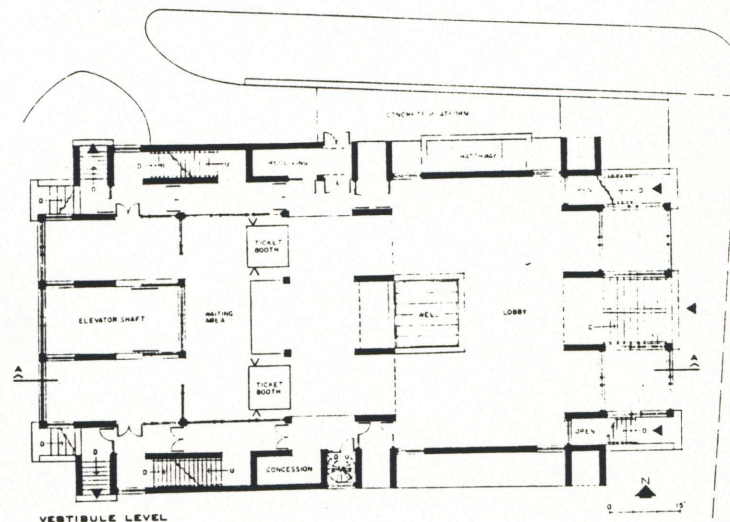
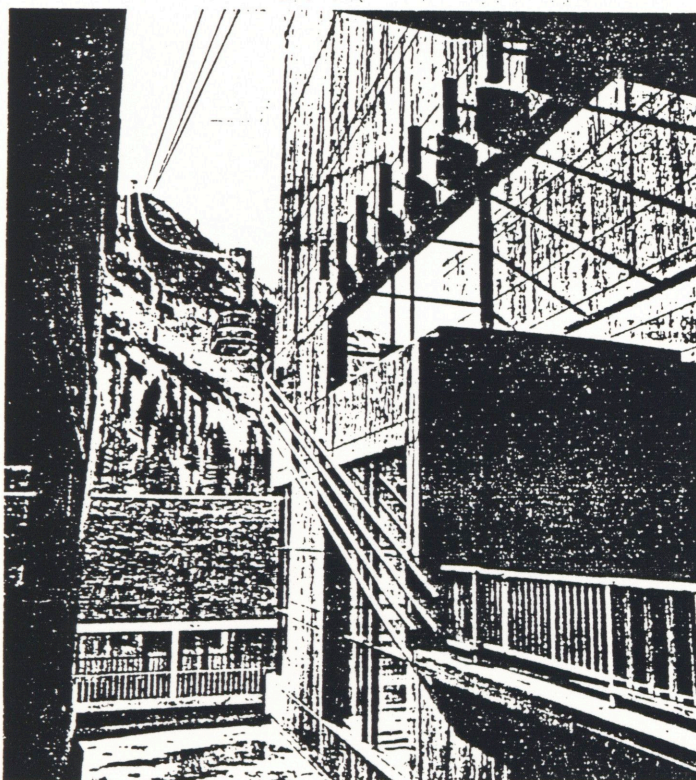
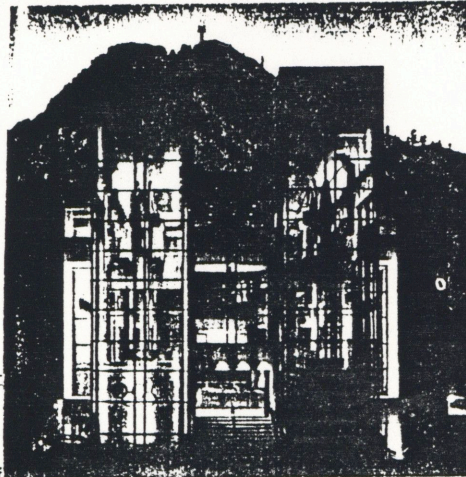
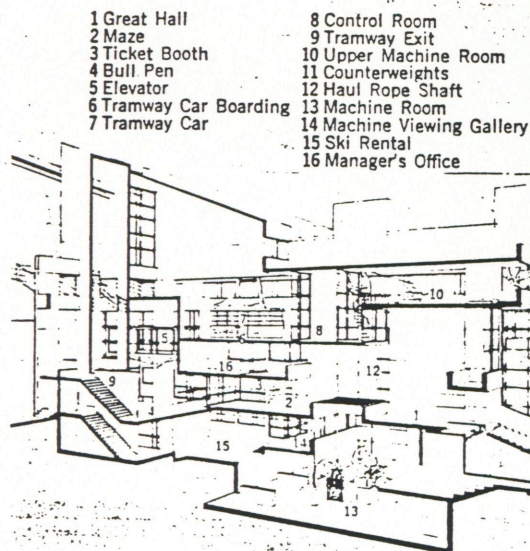
10,125 SQ. FT.
LENGTH OF 7,000 FT.
RISE OF 2,000 FT.

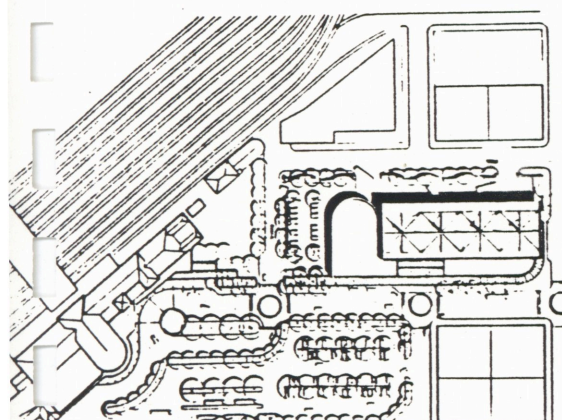
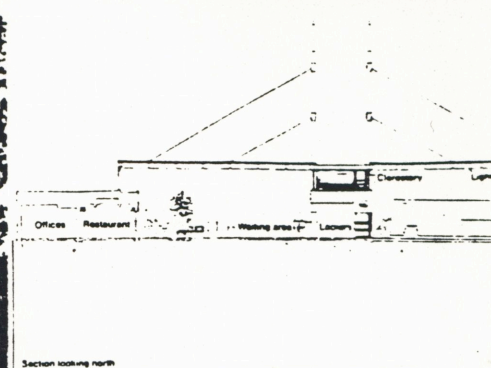
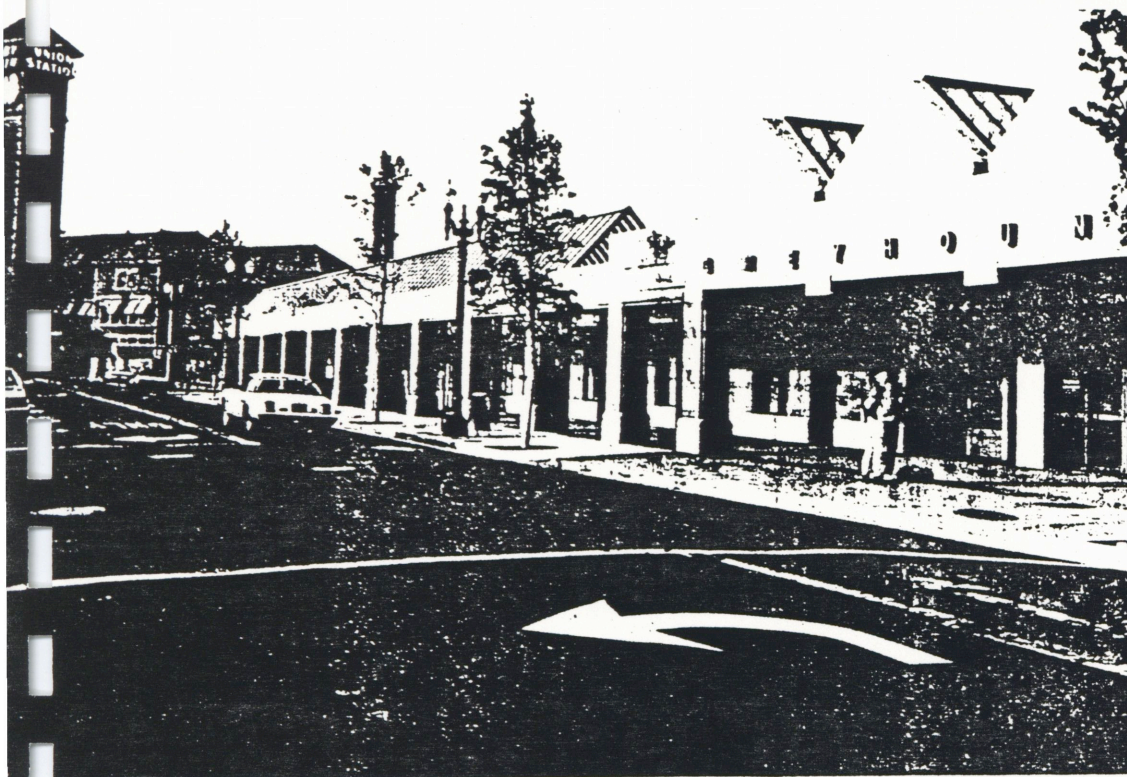
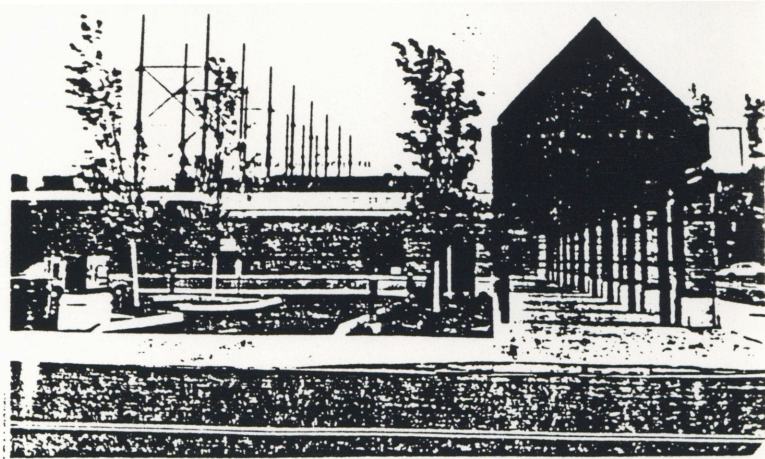
8 ROOMS, CIRC. & SERVICE

A GIANT SHOWCASE FOR
TRAM TECHNOLOGY. SPEED OF
25 MPH, CAPACITY OF 120
PER CAR. AUG. 1969

SHEPLEY BULFINCH RICHARDSON & ABBOTT

Squaw Valley Cable Car Terminal
Olympic Valley, California





GREYHOUND BUS STATION,
PORTLAND, OR

10,800 SQ. FT. ON ONE LEVEL

5 ROOMS, RESTAURANT, WAIT
AREA, OFFICES, GARAGE,
RESTROOMS.

COMBINATION OF HI-TECH WITHIN
CONTEXT OF PORTLAND. 'KIT OF PARTS'
STATION NEXT TO 19TH CENTURY TRAIN
DEPOT. BUILT: 1986.

16 S.O.M. ARCHITECTS

MUSEUM PRECEDENT SUMMARY

AVERAGE SIZE: 24,145 SQ. FT.

AVE. # OF ROOMS: 8

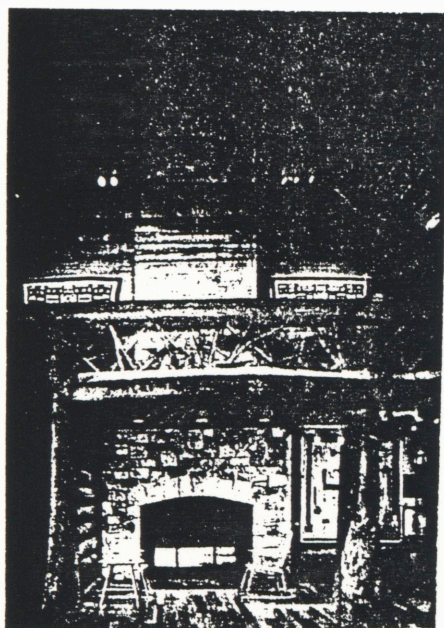
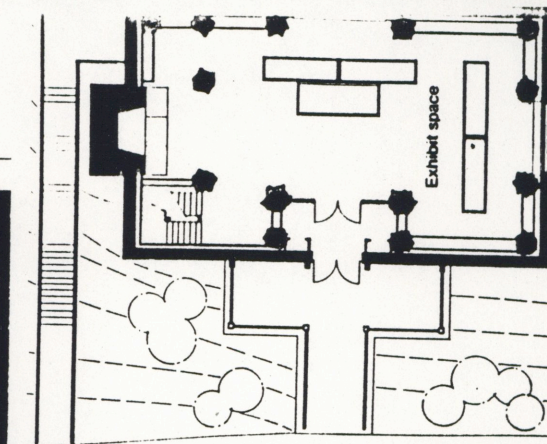
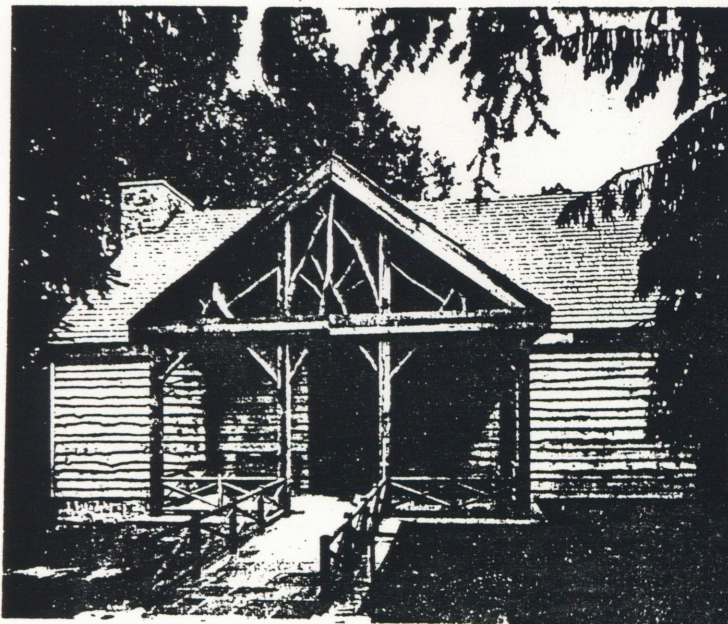
Averages indicate a clustering of spaces around central focus, usually a library. Need exact display ordering sequence for this project.

The combination of these two highly dissimilar museums brings out the qualities necessary for a museum of skiing. Namely, that the display content needs to be expressed by the building form or the materials used. The Corning museum shows innovative use of glass and form to reveal the contents: glass. The Post museum, on the other hand, is a vernacular structure using natural materials, much like the artifacts displayed within.

Conclusions:

- Expression of content through architecture.
- Cluster organization desirable.
- Visual stimulus required.

Adirondack Origins Recalled In Museum of Indian Art



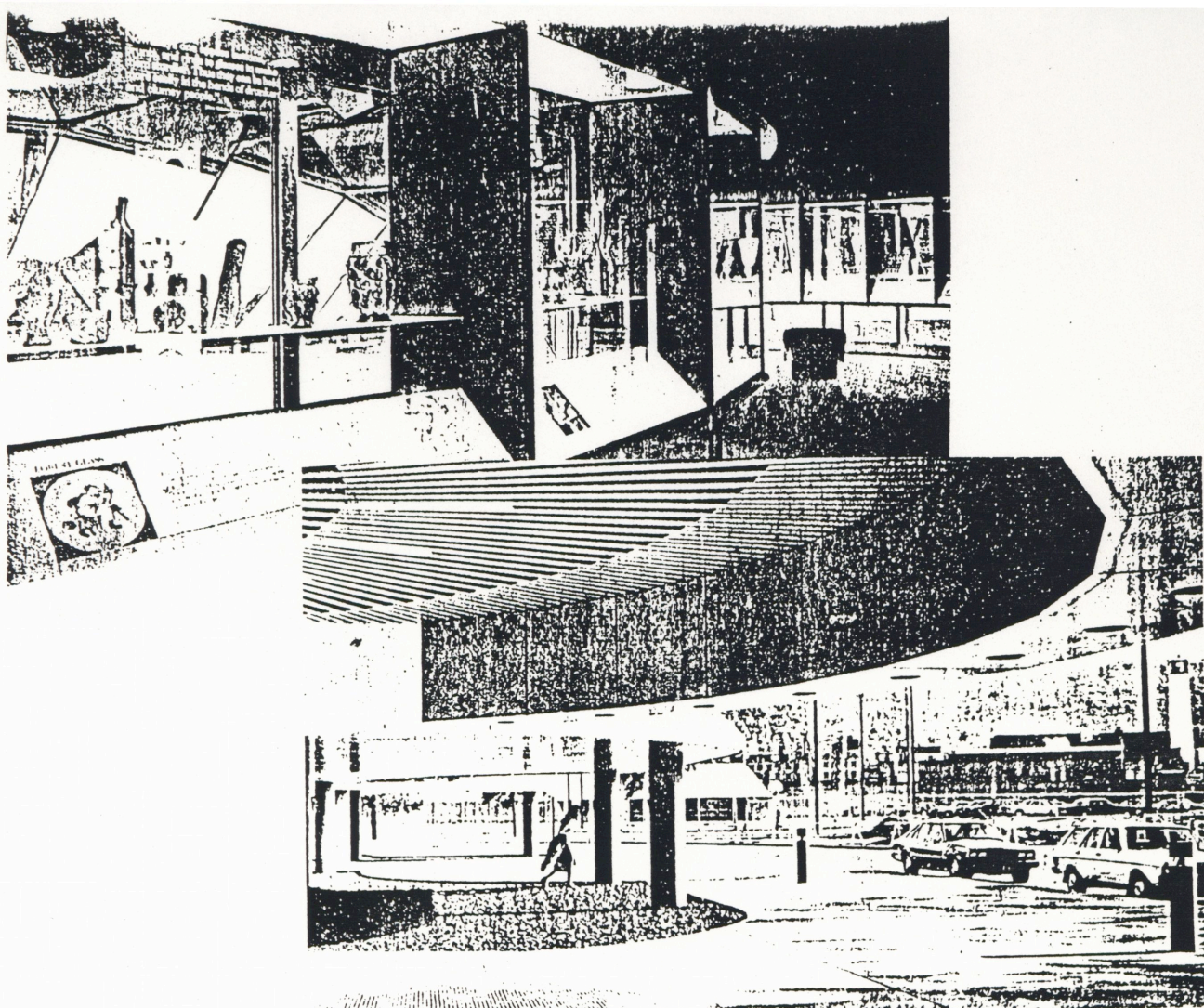
POST INDIAN ARTIFACT
MUSEUM
HILLWOOD, WASH. D.C.

3,000 SQ. FT. ON ONE LEVEL

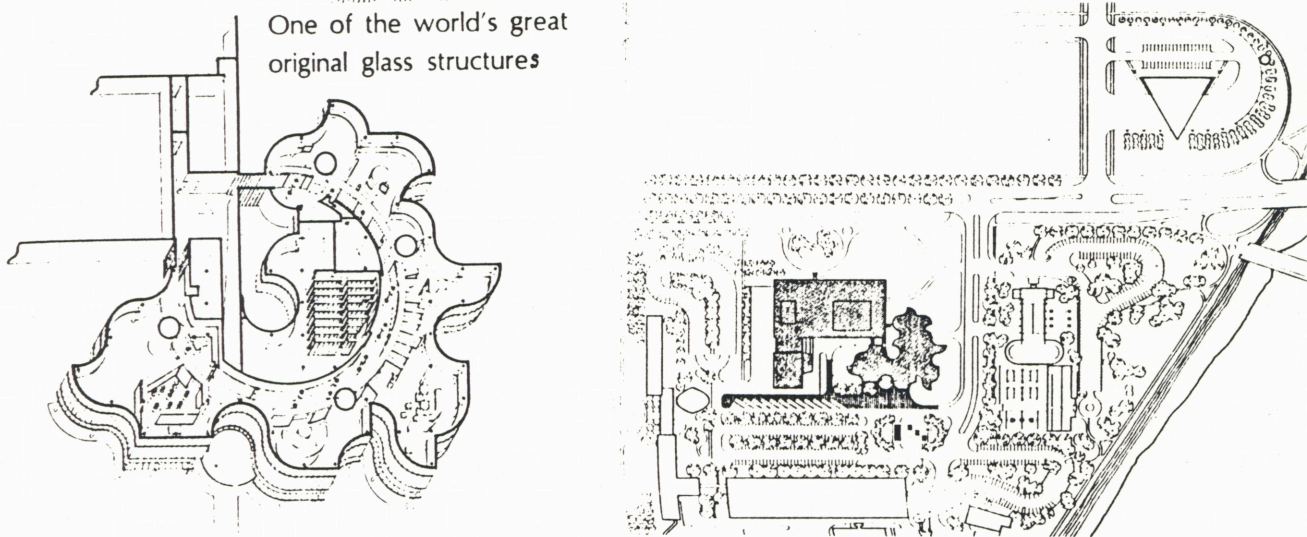
ONE ROOM, HOUSES INDIAN
COLLECTION FROM SMITHSON-
IAN INSTITUTE.

STRUCTURE IS OF 14 WHITE OAK TREE
TRUNKS THAT APPEAL TO THE RUSTIC FEEL
OF THE ADIRONDACK MOUNTAINS. ARCHITECT
WAS TRYING TO AVOID CONFLICT WITH
OTHER BUILDINGS IN ESTATE OF THE POSTS.
BUILT: 1986.

21 O'NEIL-MANN ARCHITECTS



One of the world's great
original glass structures



CORNING MUSEUM OF GLASS 47,480 SQ. FT. ON TWO LEVELS
CORNING, N. Y.

18 ROOMS: 4 MAIN HALLS,
ONE LIBRARY, ADMINIST-
RATIVE OFFICES, LOBBY,
RESTROOMS, & 4 ELEVATORS.

A STRIKINGLY ORIGINAL GLASS STRUCTURE,
USING A SCHEME THAT ARRANGES THE
GALLERIES AROUND A CENTRAL LIBRARY,
THE PLAN LOOKS LIKE A FLOWER UNFOLDED.
A GLASS CURTAIN WALL WRAPS THE
BUILDING AND IS CUT BY A CONTINUOUS
HORIZONTAL REVEAL WHICH ALLOWS LIGHT
INTO THE MUSEUM. BUILT: 1981.

GUNNAR BIRKERTS

HOSTEL PRECEDENT SUMMARY

AVERAGE SIZE: 50,650 SQ. FT.

AVE. # OF ROOMS: 51

Averages indicate large number of rooms and extraneous facilities within hostel functions.

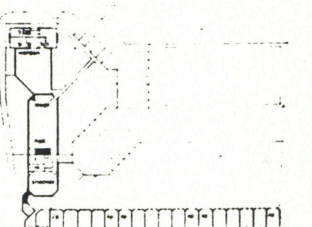
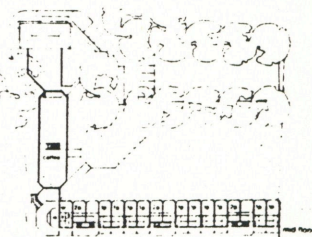
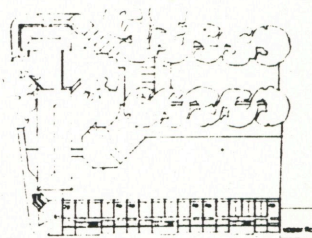
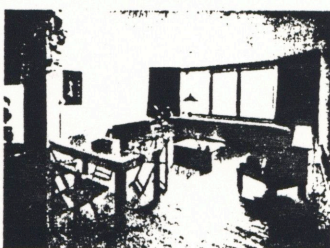
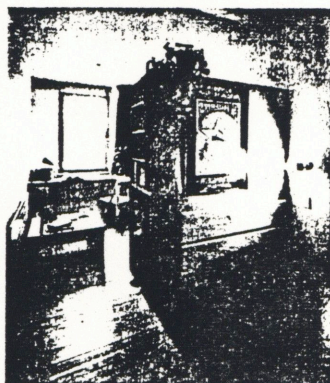
The Caley house is unique in that it houses a separate yet included function, that of a YMCA/YWCA, within an industrial town. It provides an encouraging environment for young workers to engage in socially redeeming activities and also provides an architectural landmark within the town.

The second hostel, of Tokyo, indicates an emphasis on privacy with it's inward focus, something that is valuable to groups of young people. Additionally, this hostel shows excellent design response to both the client and the site.

Conclusions:

- Expression of site response desirable.
- Contextural fit necessary.

SINGULARLY ACCOMMODATING

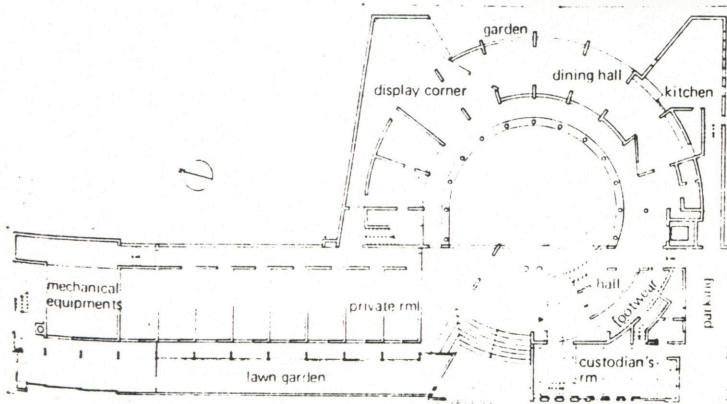
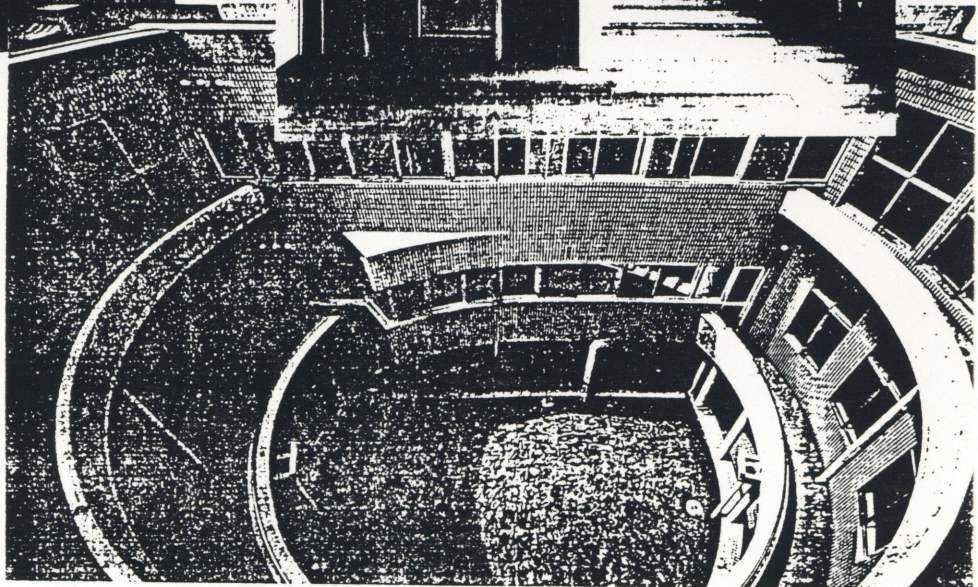
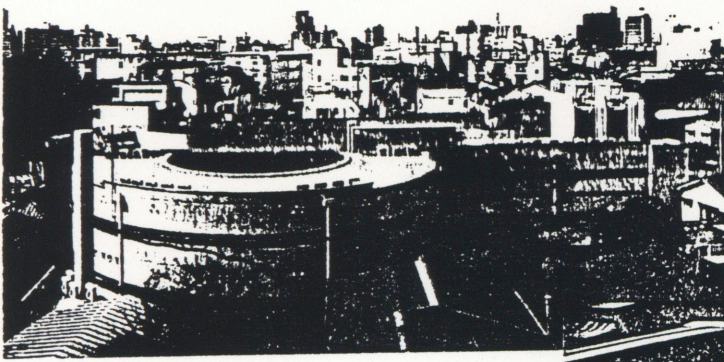


CALEY HOUSE, YMCA / YWCA, 64,000 SQ. FT. ON THREE LEVELS
KILWINNING, STRATHCLYDE,
SCOTLAND

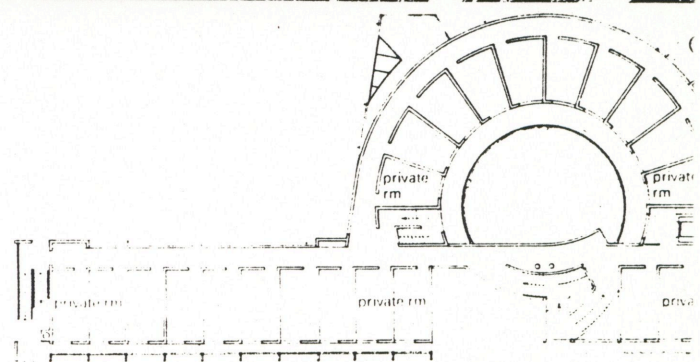
60 ROOMS, 10 FOUR-PERSON
FLATS @ 4,100 SQ. FT., 5
TWO-PERSON FLATS @ 2,100
SQ. FT., & 10 SINGLE FLATS
@ 1,000 SQ. FT. COMMUNAL
LAUNDRY AND MEETING RMS,
LARGE AUDITORIUM / GYM,
& RECREATION ROOM, COFFEE
LOUNGE, & OFFICES.

QUASI-VERNACULAR APPEARANCE FOR
INDUSTRIAL TOWN. BUILT ON SITE OF
FORMER TRAIN STATION, L-SHAPED
BUILDING WITH ENTRANCE AT CORNER.
BUILT:1984.

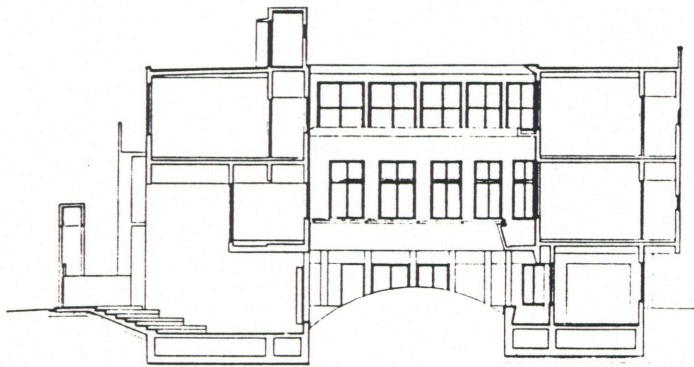
SCOTTISH DEVELOPMENT AGENCY



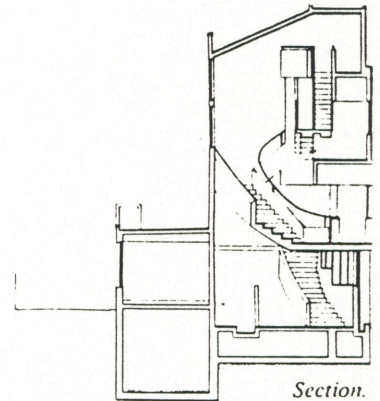
First floor; scale: 1/500.



Second floor



Section; scale: 1/300.



Section.

HALL OF RESIDENCE,
WASEDA, TOKYO, JAPAN

25,500 SQ. FT. ON THREE LEVELS

32 ROOMS, @ 850 SQ. FT.
PER ROOM, DINING HALL,
CENTRAL COUTYARD &
PARKING FOR SEVERAL CARS.

JAPANESE DESIGN ~~INT~~ INFLUENCE
RECTANGLE INTERSECTED WITH TORUS:
RESTRICTED URBAN SITE, MINIMALIST
APPEARANCE. BUILT:1985.
TOMINAGA & F.O.R.M.

OLYMPIC TRAINING CENTER PRECEDENT SUMMARY

AVERAGE SIZE: 47,380 SQ. FT.

AVE # OF ROOMS: 12

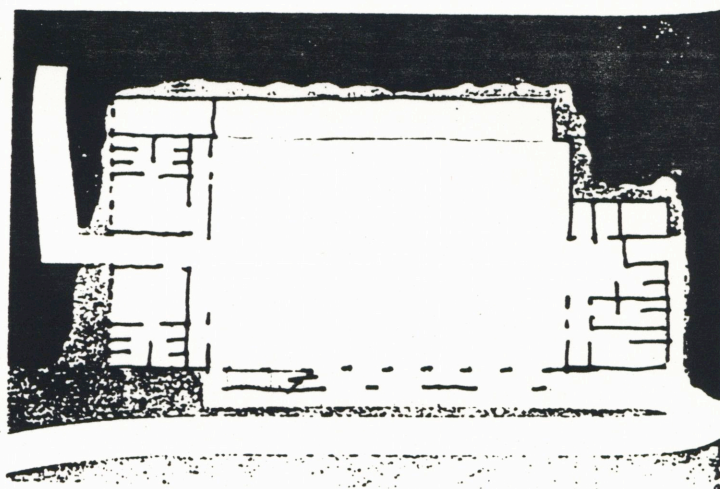
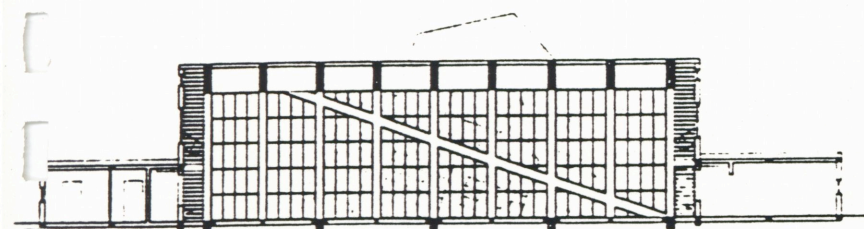
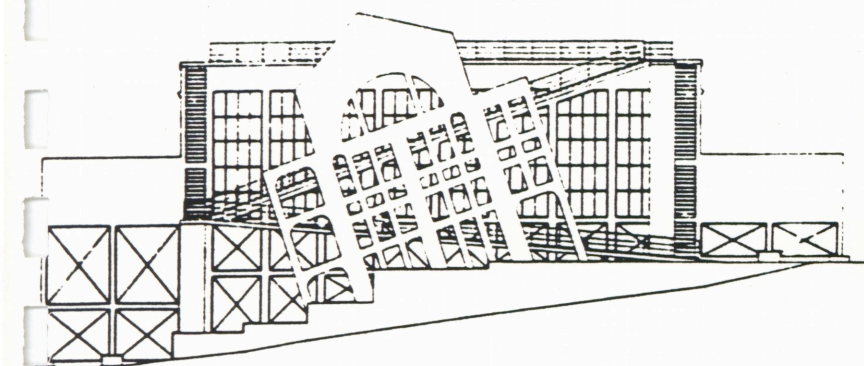
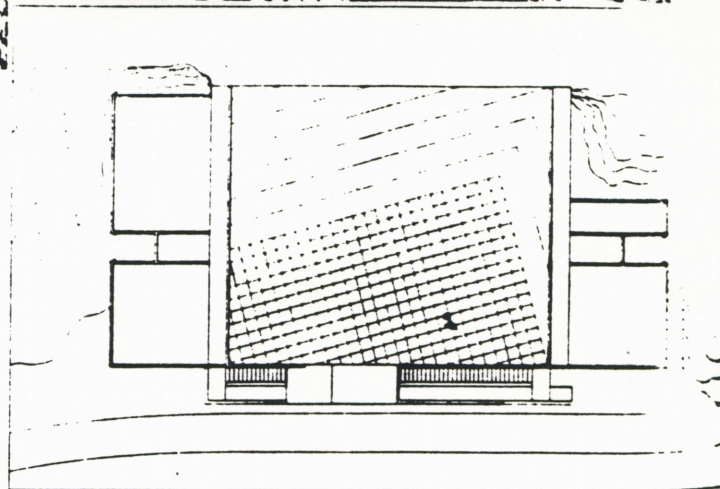
Averages indicate multiple-use spaces as most efficient. May down-size some spaces as necessary for this project.

The smaller of the two examples is a stripped down, bare-bones facility, which I feel is appropriate for the community of Aspen, as the athletes most of their training space in the natural environment of the valley. This facility would house a state-of-the-art sports medicine/research complex, as the N. Y. precedent has. The architecture of the Paliano Gymnasium provides excellent visual stimulus and recognition for the citizens of the city, whereas the N.Y. facility is purely for the enhancement and research of physical well-being.

Conclusions:

- Exclusive facility, requires privacy.

- Expressive architecture, visual stimulus.

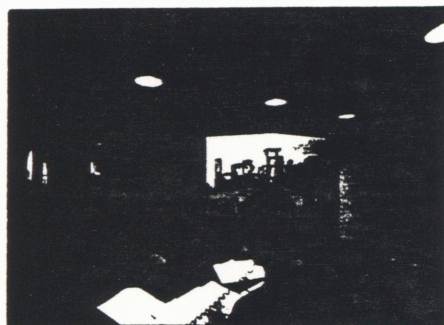
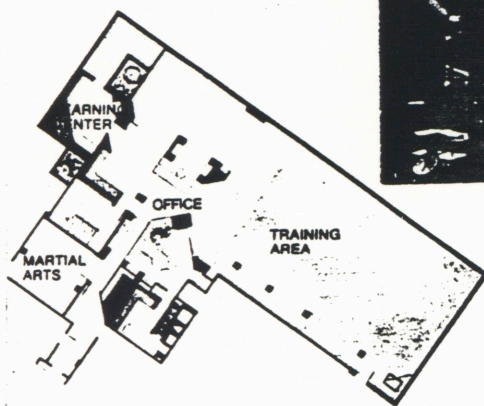
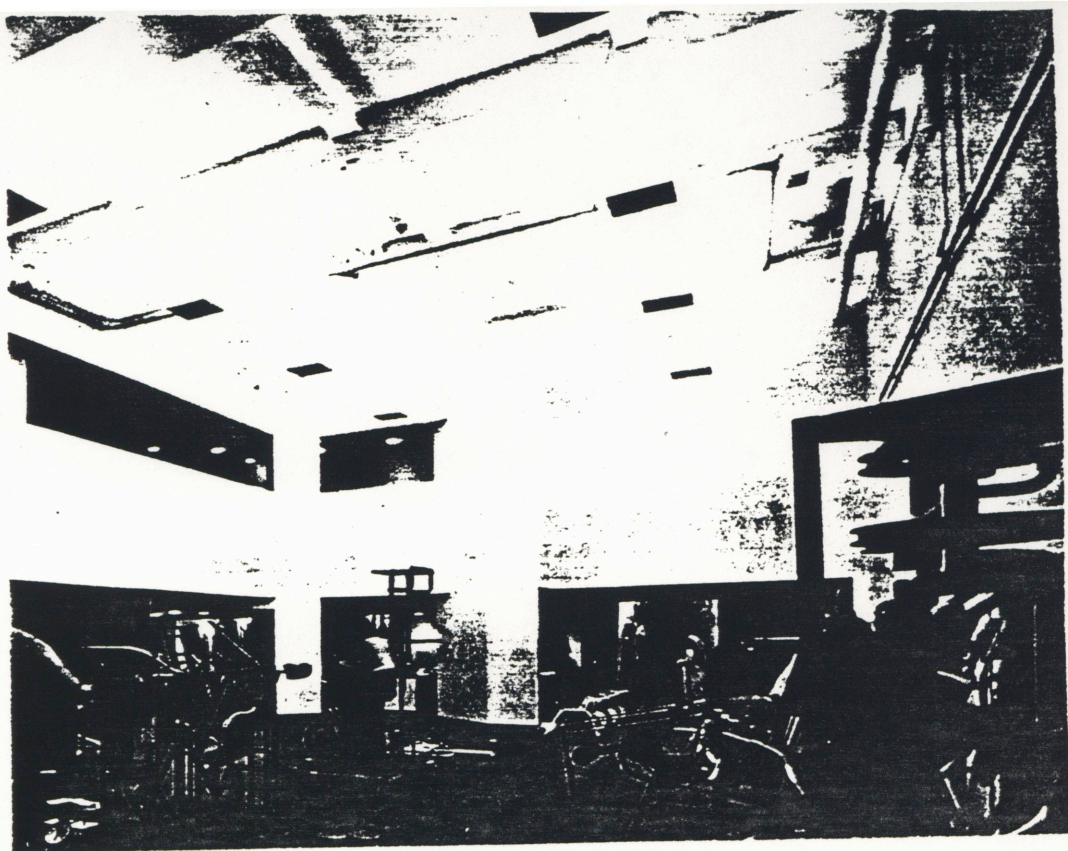


MUNICIPAL GYMNASIUM,
PALIANO, ITALY

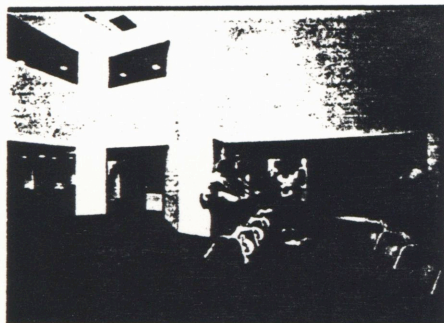
9,500 SQ. FT.

6 ROOMS: GYM, LOCKERS,
OFFICE, RUNNING TRACK,
WEIGHT ROOM.

PRIMARILY A 'GYM' WITH REQUISITE
LOCKERS AND WEIGHT ROOM, THIS BUILDING
BOASTS AN UNIQUE FACADE TREATMENT,
THAT OF A TILTED 'SHIPWRECK', WHICH
HOUSES THE ENTRANCE RAMP & STAIRWAY.
BUILT:1985.



From office, above, staff can monitor training area.

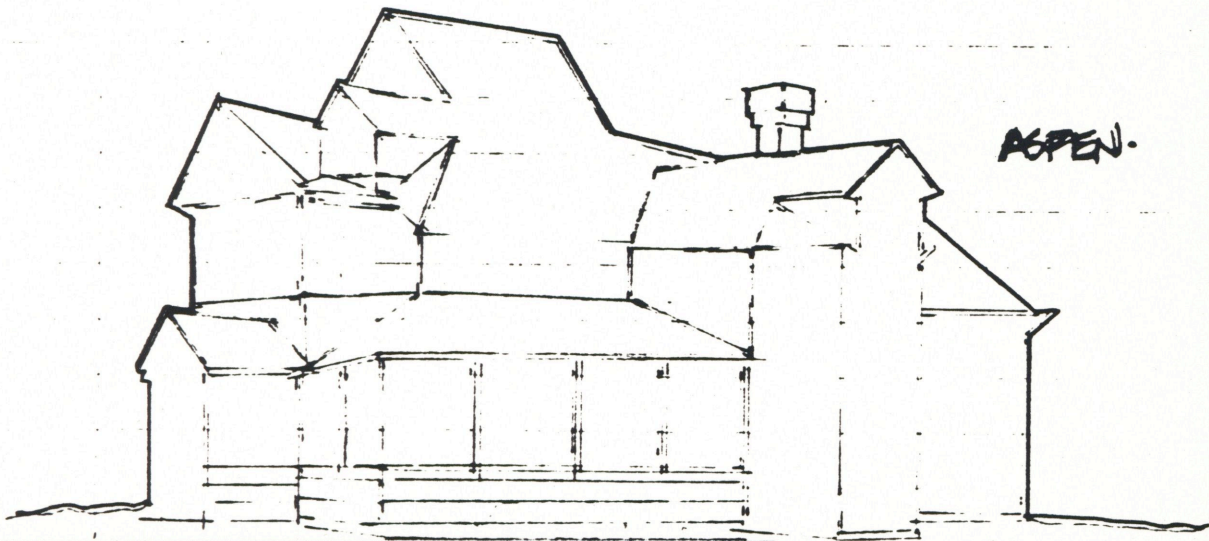
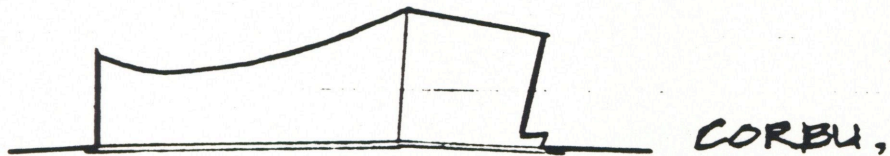
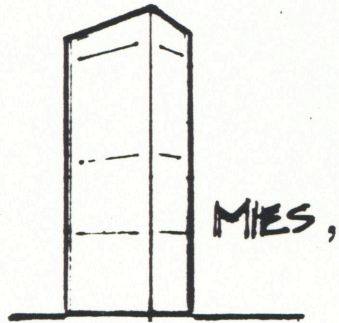


SPORTS TRAINING INSTITUTE, 23,400 SQ. FT. ON ONE LEVEL
NEW YORK, NY

5 ROOMS: WEIGHT TRAINING,
MARTIAL ARTS, LEARNING
CENTER, OFFICE, & LOCKERS.

THIS IS A PROFESSIONAL ATHLETE'S
TRAINING FACILITY. IT PROVIDES STATE-
OF-THE-ART TRAINING TECHNIQUES. THIS
IS AN INTERIOR-FOCUS DESIGN. 1979.

— ARCHITECTURE BY —



ARCHITECTURAL CONTEXT

ARCHITECTURAL CONTEXT

The following pictures and drawings are representations of the current Aspen context, including some buildings that have been published, primarily because they exhibit solar designs. Additionally, there is a representation of 'alpine ambience' or 'ski town architecture' which is integral to this project.

Aspen is seeing an erosion of it's historical character... it is time Aspen moved before more buildings are lost.

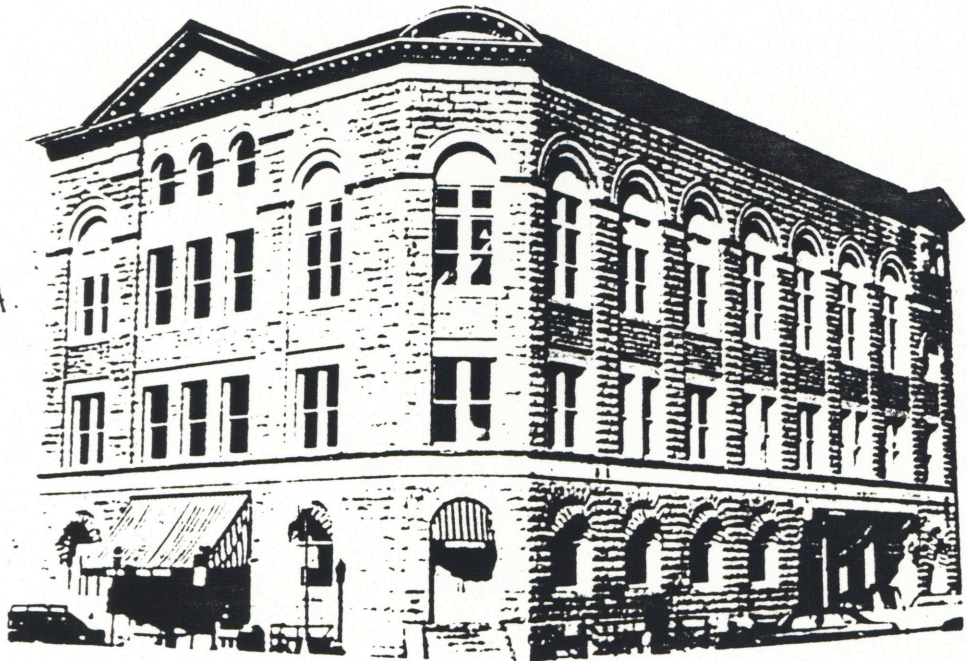
-Mayor Bill Stirling, March 1987.

THIS PAGE SHOWS
SOME OF THE
CURRENT EXAMPLES
IN ASPEN'S ARCHIT

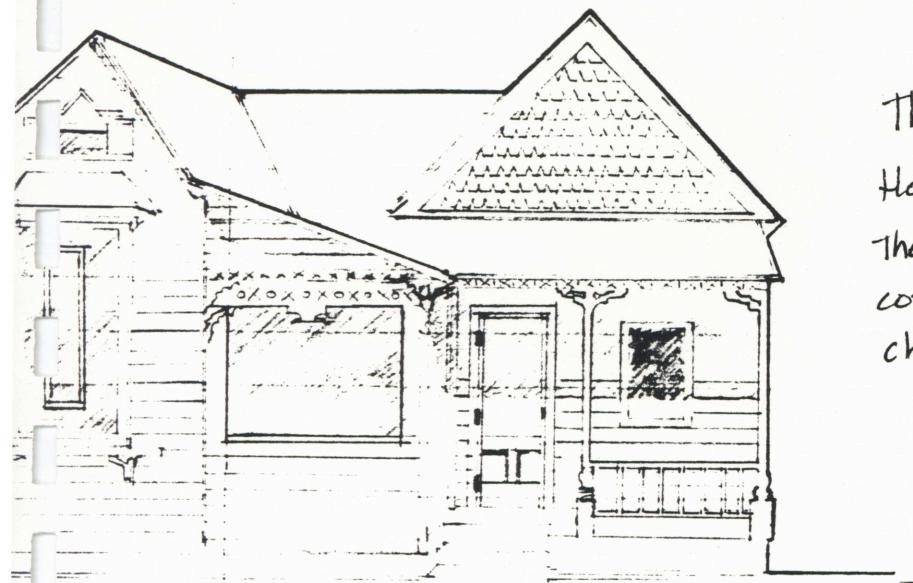


THIS IS A 1987
VICTORIAN-COPY HOUSE

THIS IS
THE HISTORIC
WHEELER OPERA
HOUSE C.1889
THIS BUILDING
ANCHORS ONE
CORNER OF
THE MALL

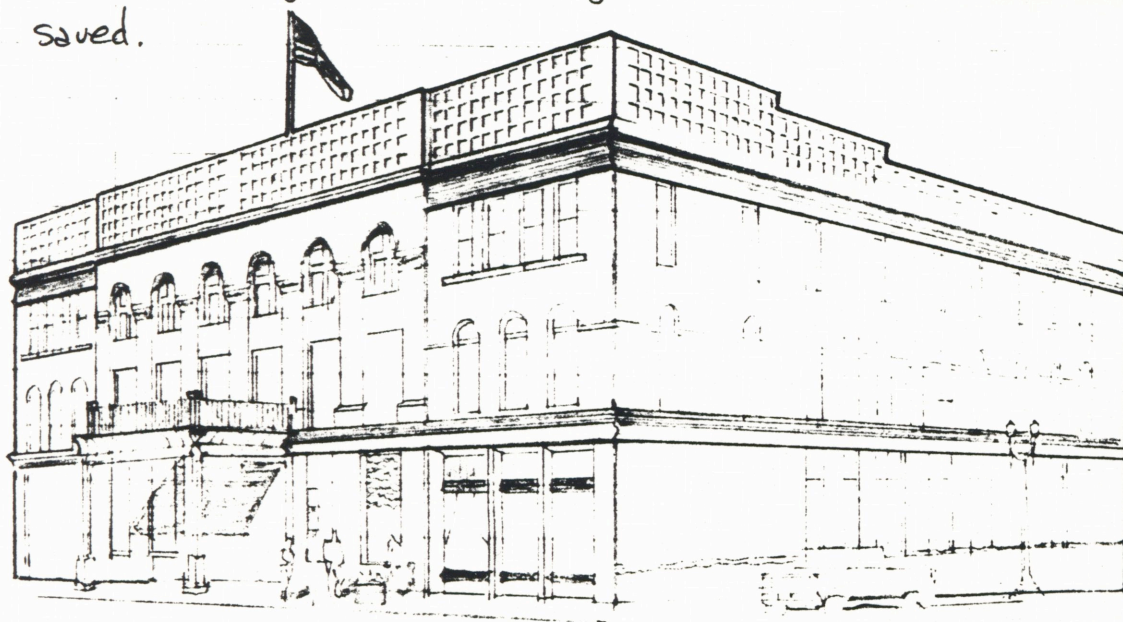


THIS VIEW IS
GALENA ST.
LOOKING SOUTH
TO ASPEN MOUNTAIN
THE PROJECT SITE
IS LOCATED AT
THE TOP OF
THE RIGHT SIDE
STREETSCAPE

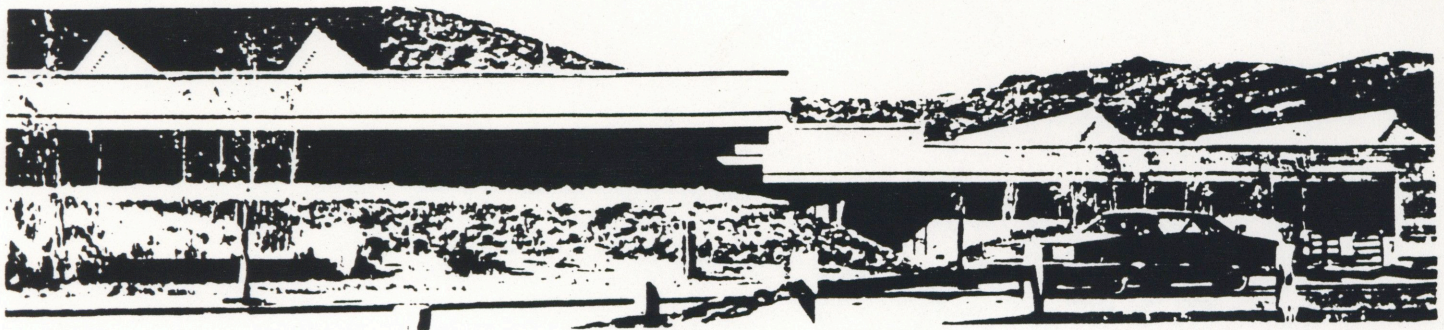


There are many older Victorian Houses in the West End of Aspen. These houses contribute to the quiet cozy feel that makes up the true character of Aspen.

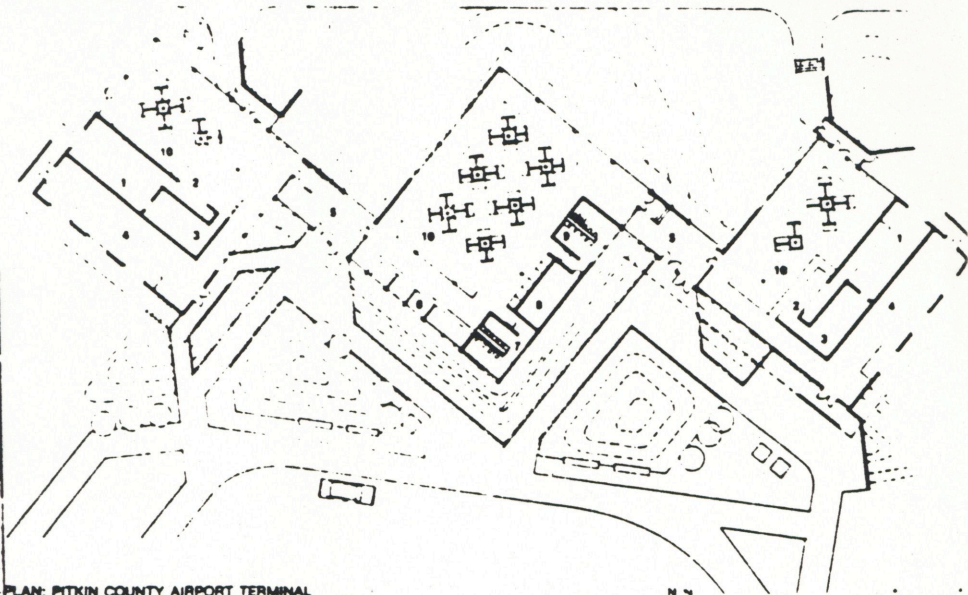
This is Elli's, a store on Main St., across from the Hotel Jerome. This building dates from the 1880's when it was used as an assay shop for the miners to test their ore. Currently this building is being reconstructed with the original facade being saved.



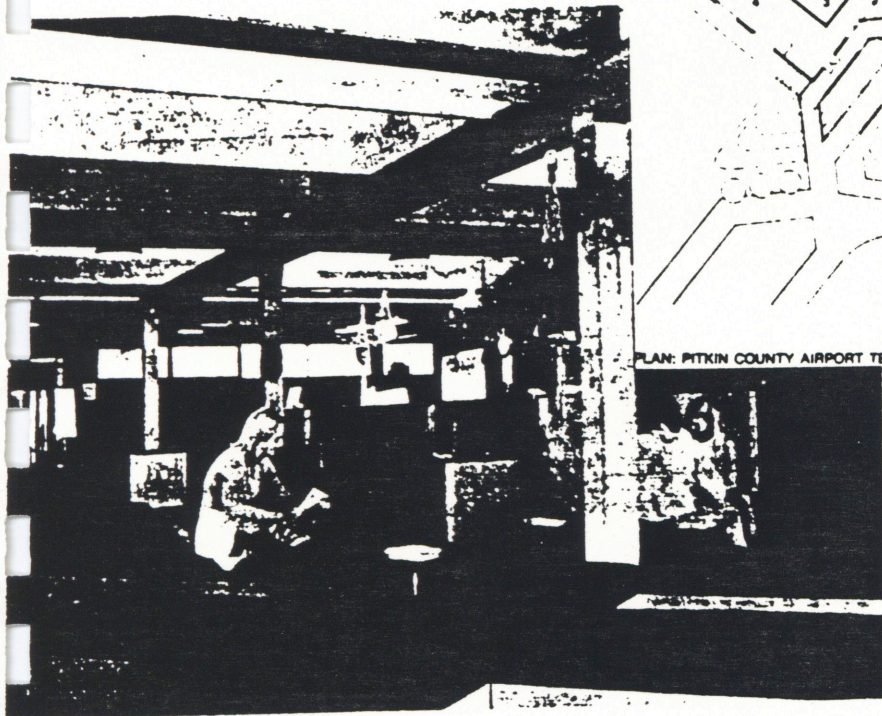
This is the famous Hotel Jerome, just recently renovated to reveal it's brick (it was painted blue



- Legend**
- | | | | |
|-------------------|-----------------|------------------|------------|
| 1 Baggage make-up | 3 Operations | 6 Transportation | 9 Men |
| 2 Ticketing | 4 Baggage claim | 7 Women | 10 Waiting |
| | 5 Lobby | 8 Mechanical | |



PLAN: PITKIN COUNTY AIRPORT TERMINAL



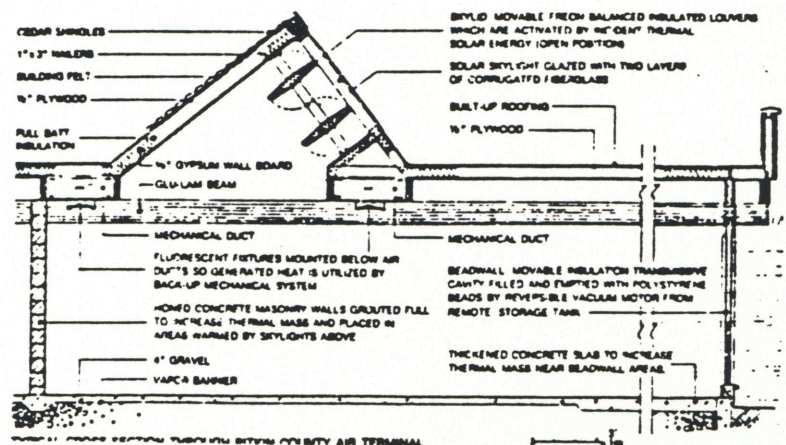
PITKIN COUNTY AIRPORT TERMINAL
 COPLAND, FINHOLM, HAGMAN, YAW, LTD.

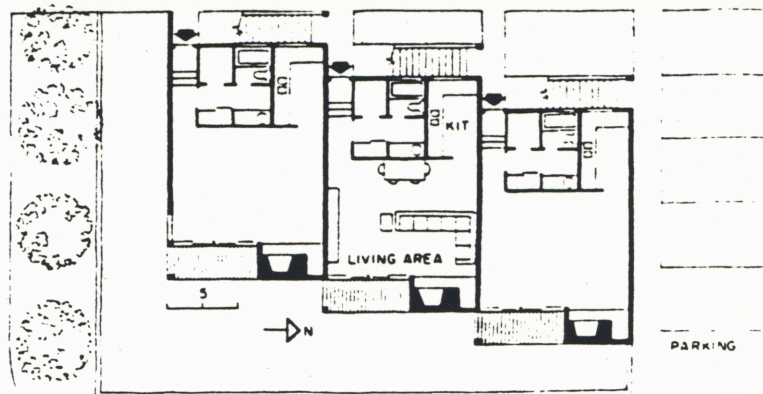
ASPEN, COLORADO

BUILT: 1978

PASSIVE SOLAR SYSTEM

16,800 \$ TOTAL





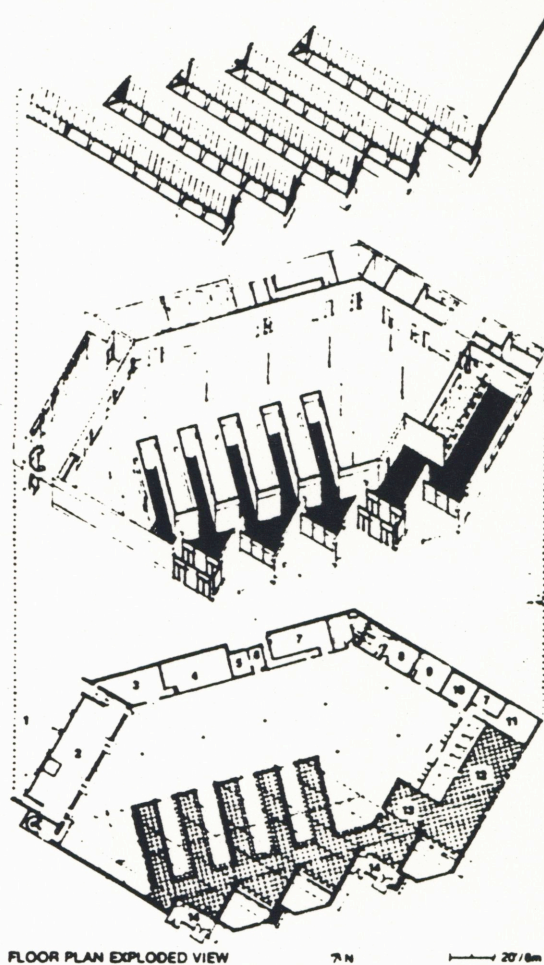
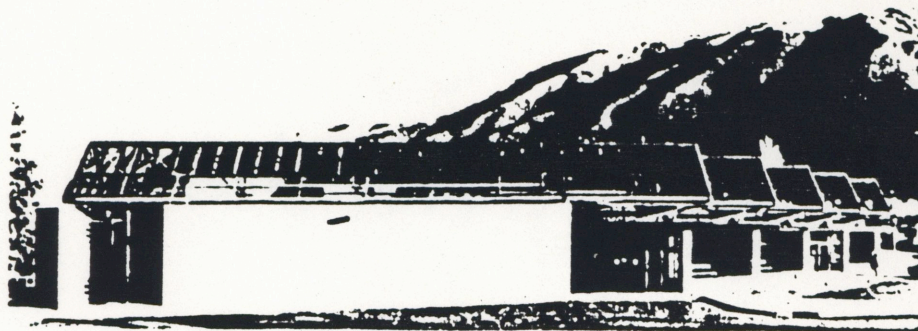
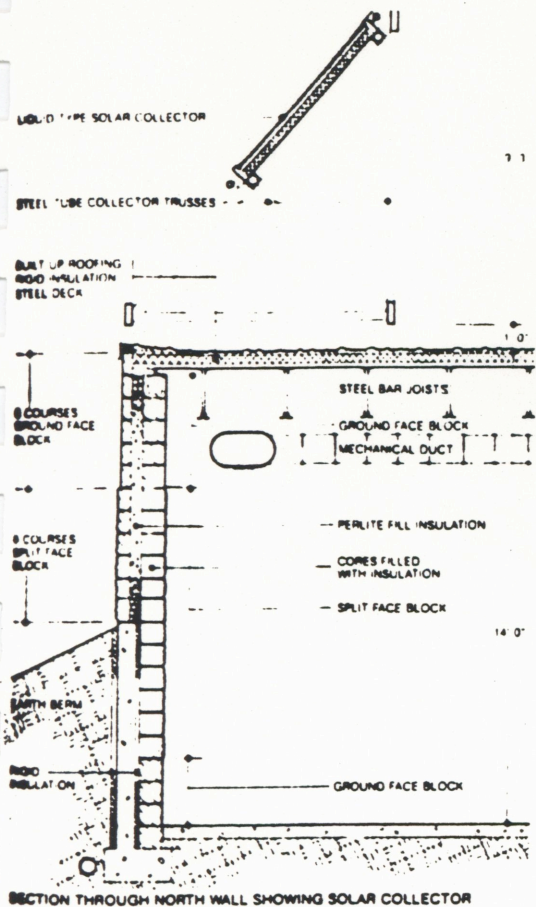
COOPER STREET LOFTS

ASPEN, COLORADO

COPLAND, FINHOLM, HAGMAN, YAW, LTD.

BUILT: 1978

SIX UNITS AT 600 \$ EA. TOTAL: 3,600 \$ ON 6,000 \$ SITE
 COMPATIBLE WITH VICTORIAN "FEEL" OF COMMUNITY



"POSTAL MODERNISM"

ASPEN POST OFFICE

ASPEN, COLORADO

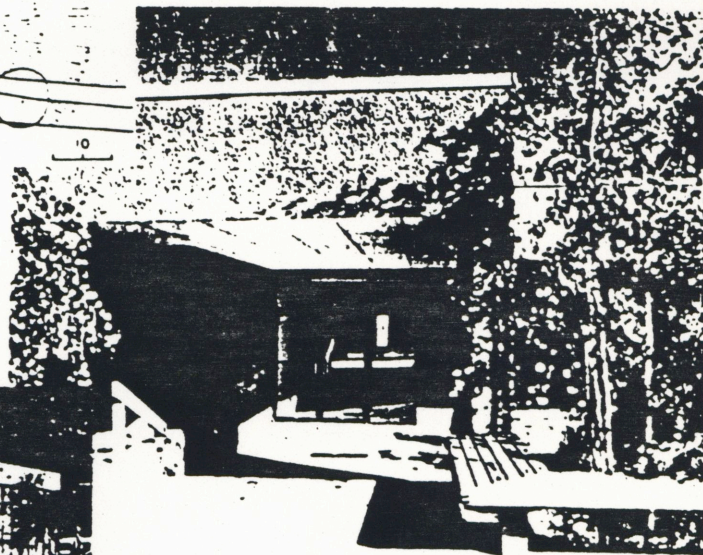
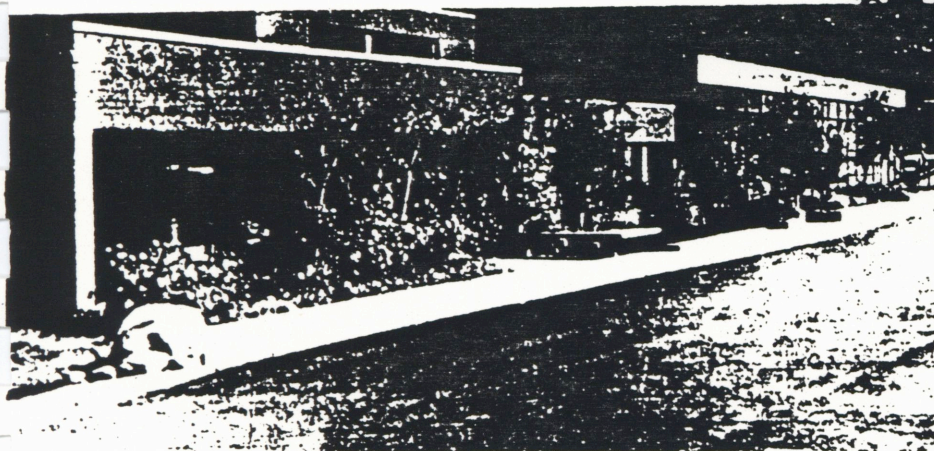
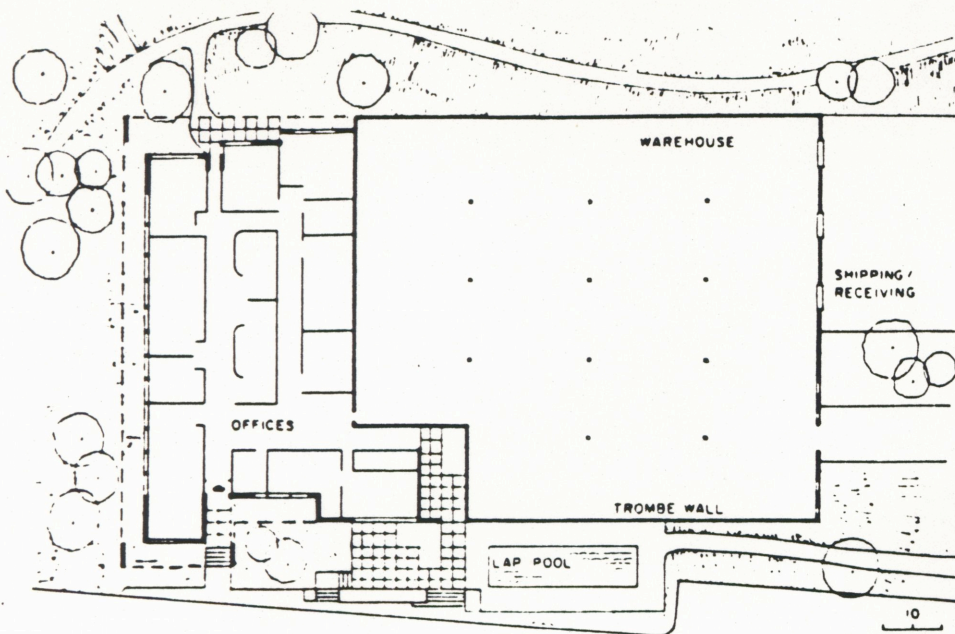
CORLAND, HAGMAN, YAW, LTD.

BUILT 1981

SOLAR ENERGY APPLICATION, WELL DESIGNED FACILITY

21,200 Φ TOTAL ON 100,000 Φ SITE

SHARED BY 60,000 Φ SHOPPING CENTER



SPORT-OSBERMEYER WAREHOUSE & OFFICES
 ASPEN, COLORADO YAW
 COPLAND HAGMAN ~~INTERIOR~~
 BUILT 1981

→ EXCELLENT APPLICATION TOWARDS SOLAR ENERGY SYSTEMS
 40 % EFFICIENT SYSTEM
 3,800 \$ TOTAL



FLAINE SKI RESORT VILLAGE

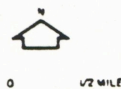
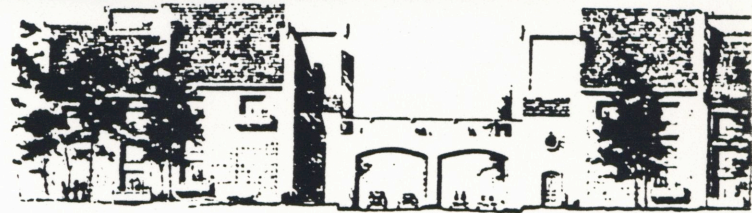
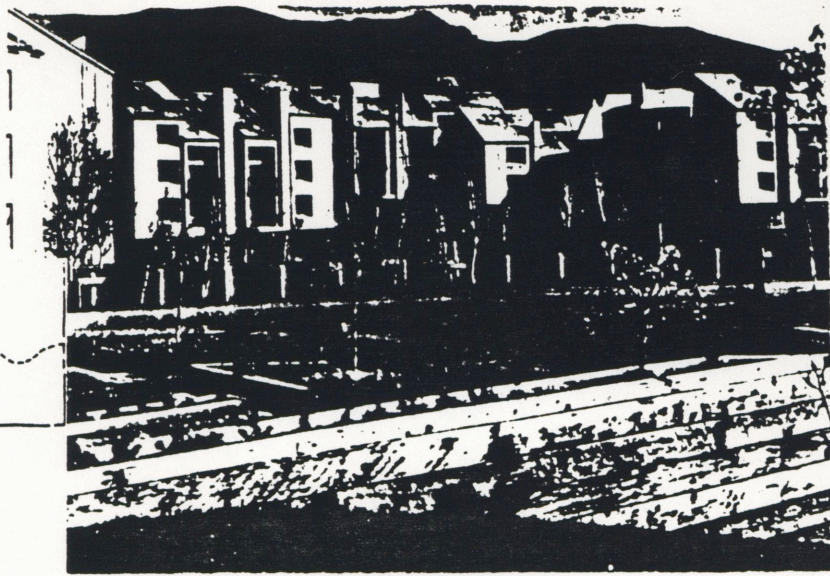
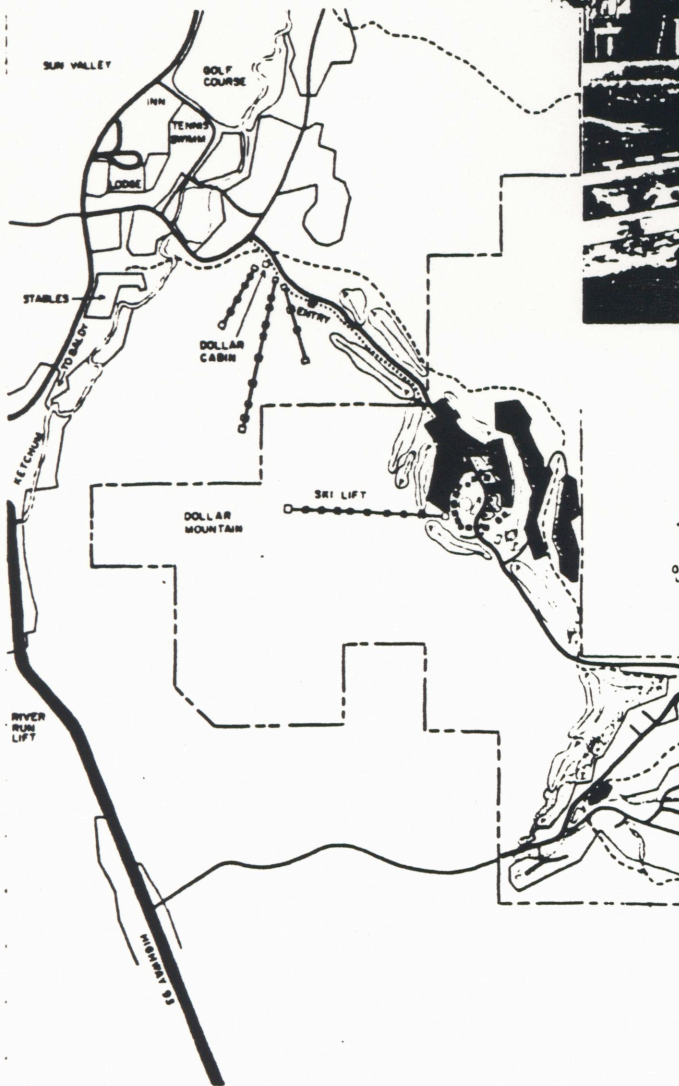
FRENCH ALPS

MARCEL BREUER

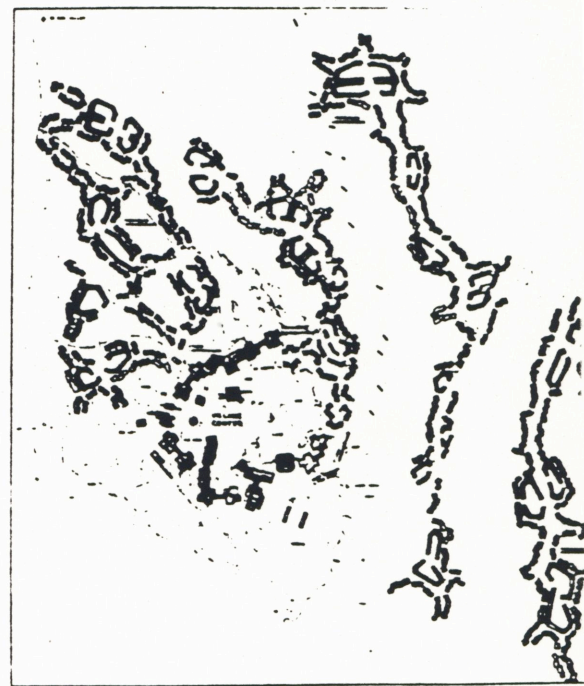
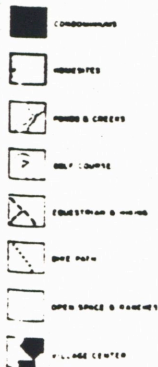
BUILT: 1970

EXPRESSIVE USE OF CONCRETE IN ALPINE SETTING.

PICTORIAL REPRESENTATION OF "SKI VILLAGE AMBIENCE"



Elkhorn's master plan was developed by the land planners as part of the over all long-range plan for the city of Sun Valley (left) of which it is a part so that the same standards—though not the same architectural styles—will control development in each. The total development plan for Elkhorn (right) shows density of future condominium development around village center.



ELKHORN VILLAGE
SUN VALLEY, IDAHO

KILLINGSWORTH, BRADY & ASSOC.

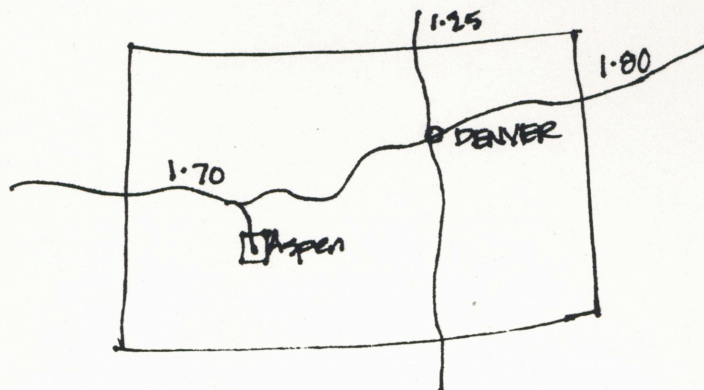
BUILT 1974

SKI VILLAGE BUILT TO COMPLEMENT SUN VALLEY, MASTER PLANNING
DIFFERENT SKI VILLAGE AMBIENCE THAN FLAINE, FRANCE



SITE DATA

VICINITY & SITE DATA



Aspen lies in the S.W. quadrant of the state of Colorado. The population of Aspen is near 8,000 year-round residents. There are 1,200 acres within the present city limits. Aspen is the county seat of Pitkin County.

The legal description of the site is: Blocks 84 & 91 within the city of Aspen, and Block 2 of Dean's addition to the city of Aspen. The total site square footage is 241,000 sq. ft., this is equivalent to 5.53 acres.

Existing buildings on the site are the Mountain Chalet, on the S.W. corner of Mill and Durant Streets; the Continental Inn/Hotel Grand Aspen, at the S.W. corner of Dean and Galena Streets; and a small residential/office building on the S.E. corner of Mill and Durant Streets. These three buildings comprise 75,560 sq. ft., with the Inn at 47,560 sq. ft., the Mountain Chalet at 20,000 sq. ft. and the residential building at 8,000 sq. ft.

Total Site Footage: 241,000 sq. ft.

Total Existing Buildings: 75,560 sq. ft.

Total Open Space: 165,000 sq. ft.

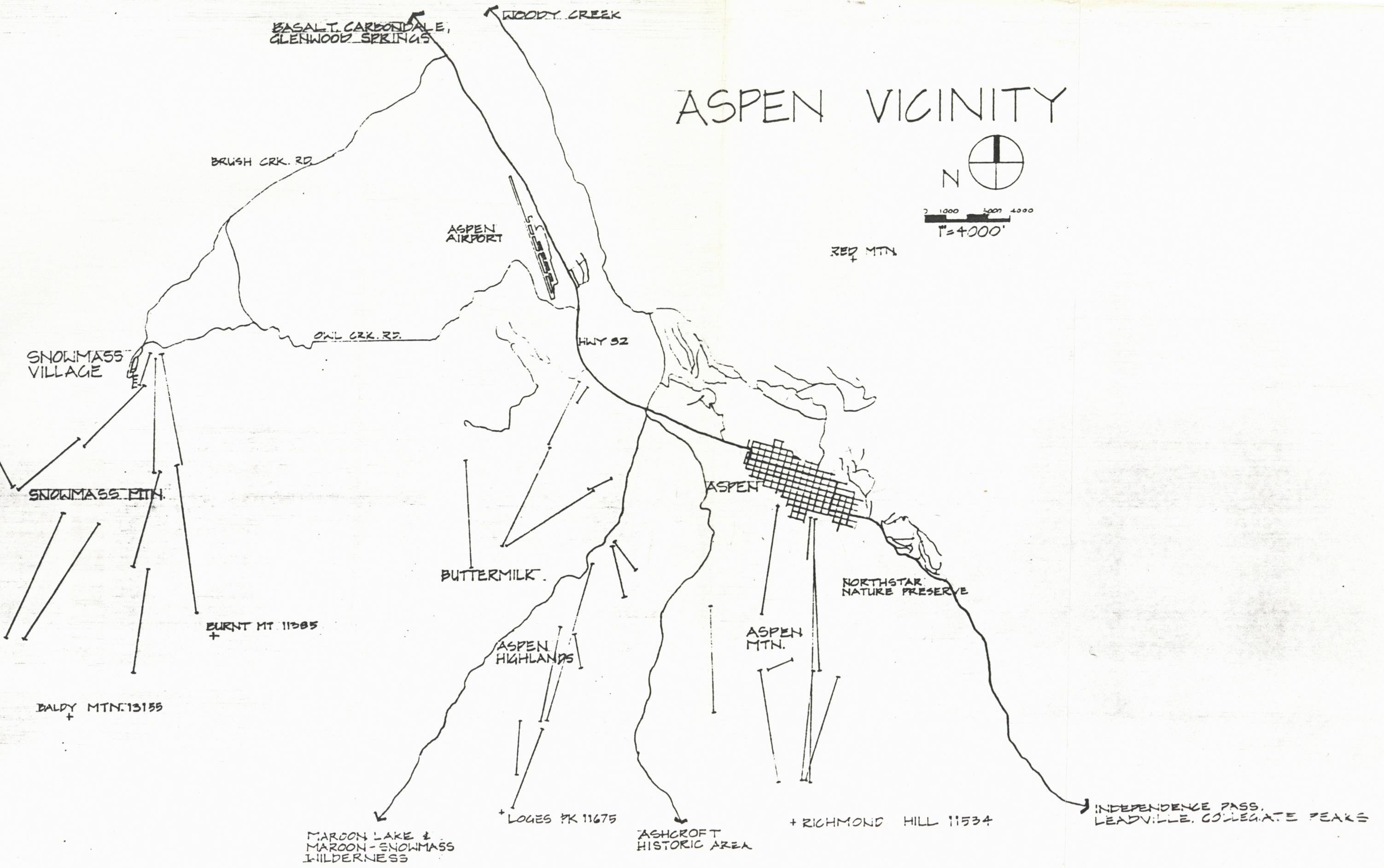
Total Programmed Square Footage: 106,337 sq. ft. (incl. existing buildings reused)

Total Remaining Open Space: 134,223 sq. ft.

ASPEN VICINITY



0 1000 2000 4000
1"=4000'



LAND-USE MAP

SCALE: 1"=640'

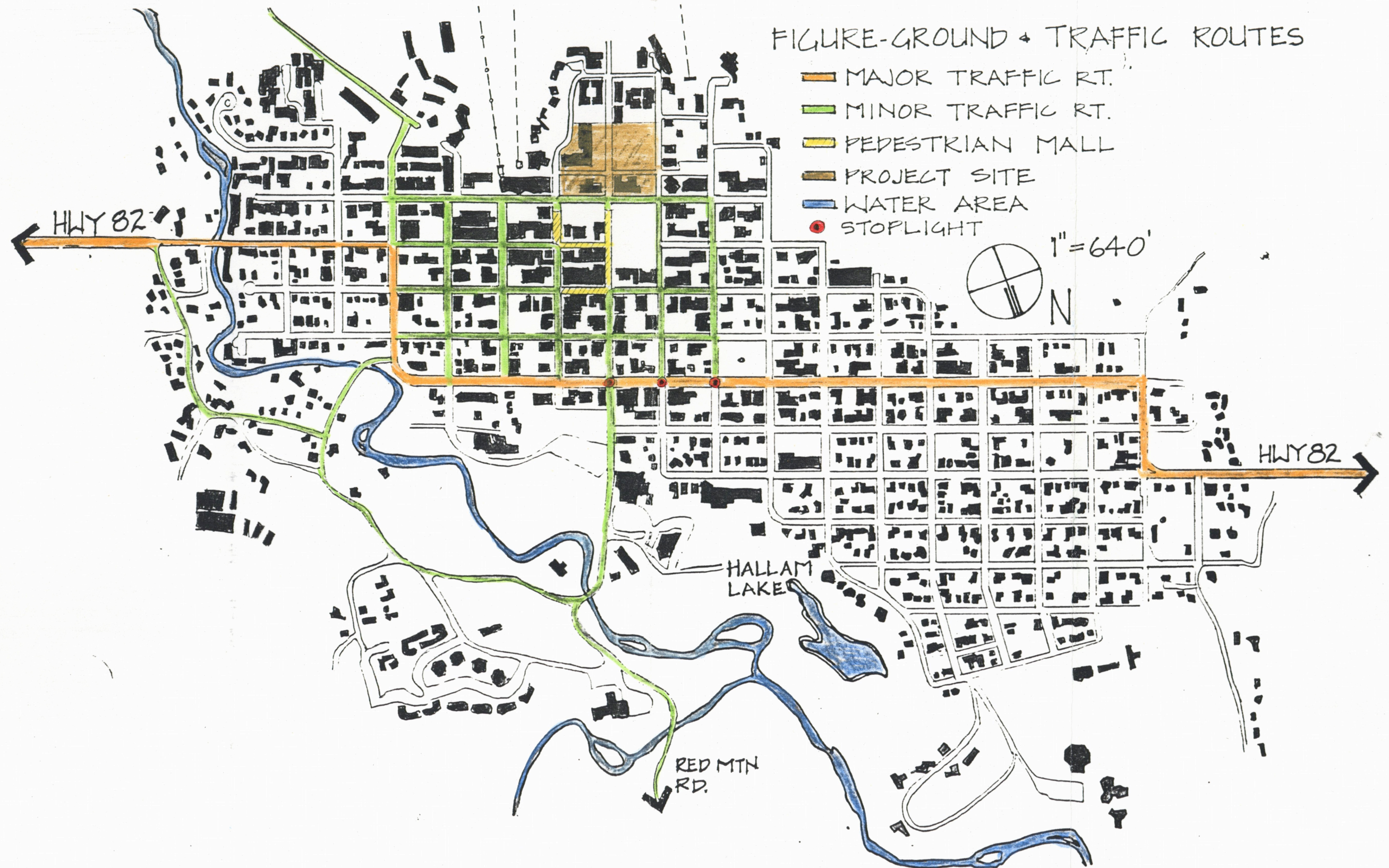


LEGEND

- RESIDENTIAL
- TOURIST LODGING
- PEDESTRIAN MALL
- RETAIL/ ENTERTAINMENT
- PRIVATE/ SEMIPUBLIC YARDS
- PUBLIC PARKS
- MUNICIPAL INSTITUTIONS
- LIGHT INDUSTRY
- ROADS & ALLEYS
- PUBLIC PARKING
- MOUNTAIN EDGES
- WATER
- PROJECT SITE



FIGURE-GROUND + TRAFFIC ROUTES



ZONING MAP

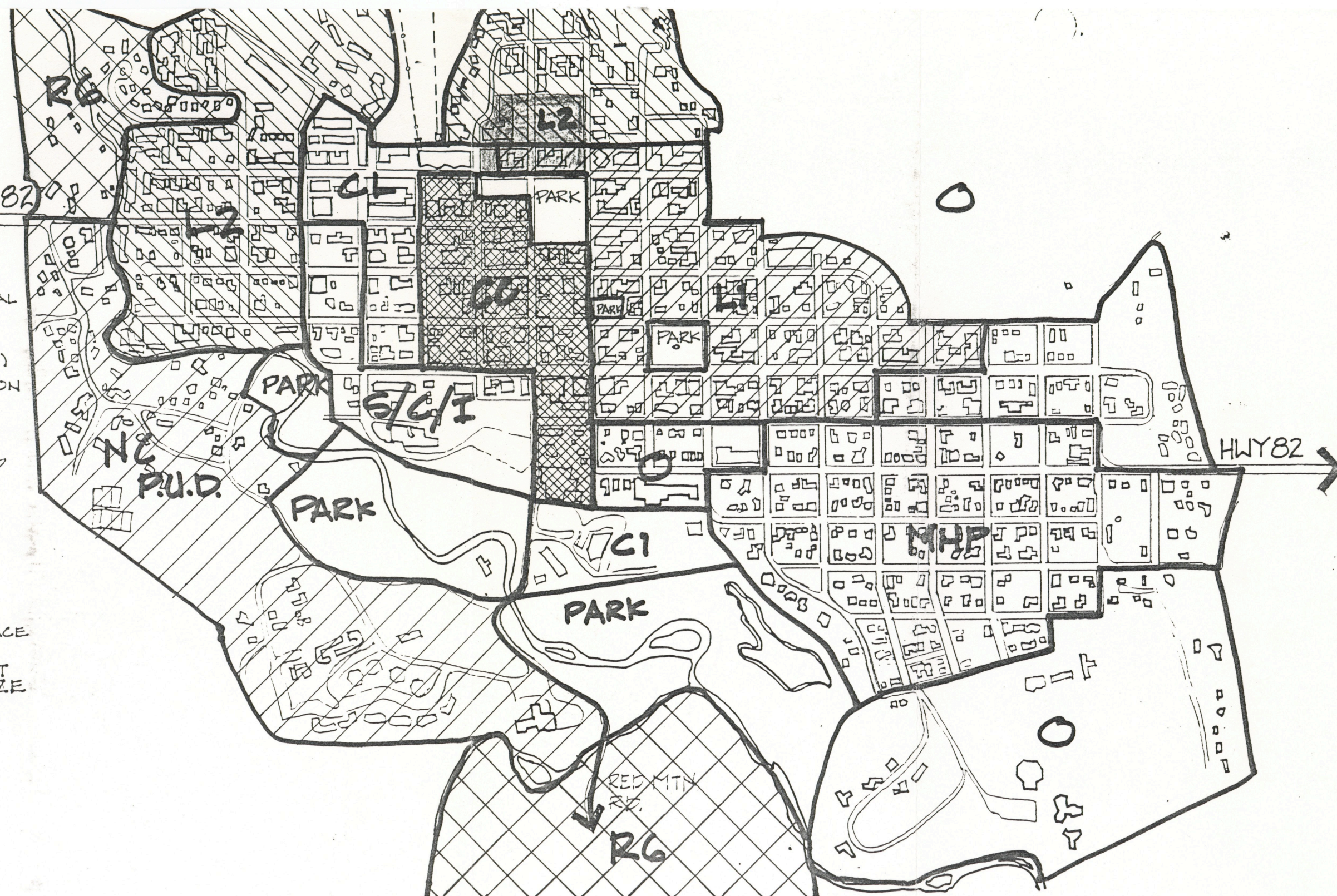
SCALE: 1"=640'



North

DEFINITIONS

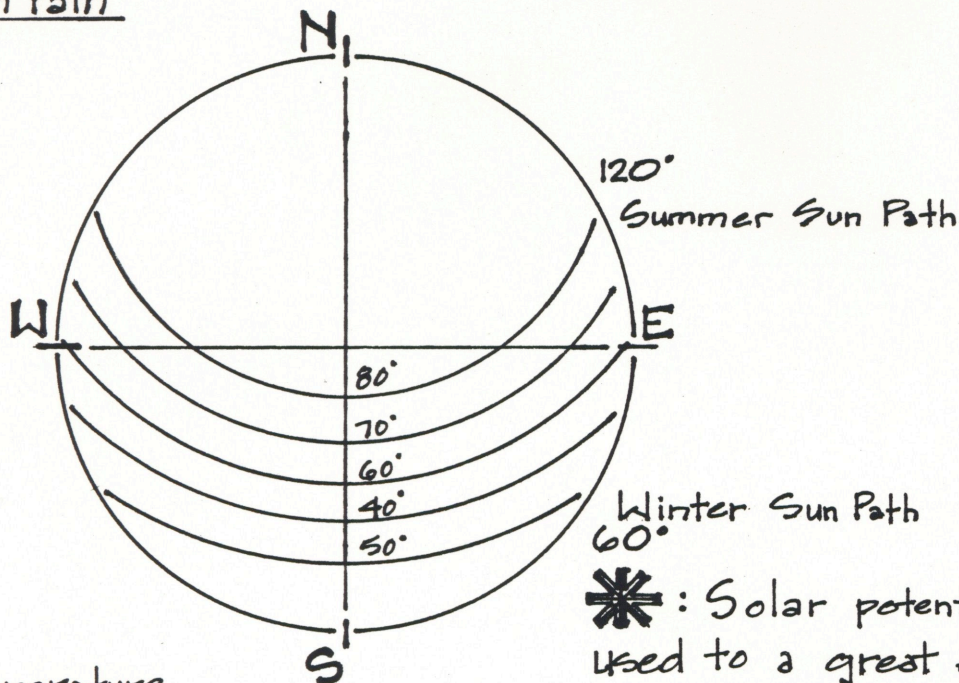
- CC** • COMMERCIAL CORE
HEAVY DENSITY
- S/C/I** • SUPPLEMENTAL COMMERCIAL
& LIGHT INDUSTRY
- NC(PUD)** • NON-COMMERCIAL
(PLANNED UNIT DEVEL.)
- O** • OPEN SPACE-EDUCATION
- C1** • COMMERCIAL DISTRICT
MODERATE DENSITY
- L1** • LODGING DISTRICT MIXED
MODERATE DENSITY
- L2** • LODGING DISTRICT
MODERATE DENSITY
- CL** • COMMERCIAL-LODGING
MIXED USE
- MHP** • MODERATE HOUSING
PERMANENT
- PARK** • RESERVED PUBLIC SPACE
- R6** • RESIDENTIAL DISTRICT
6,000 ± REQ. LOT SIZE
-  • PROJECT SITE



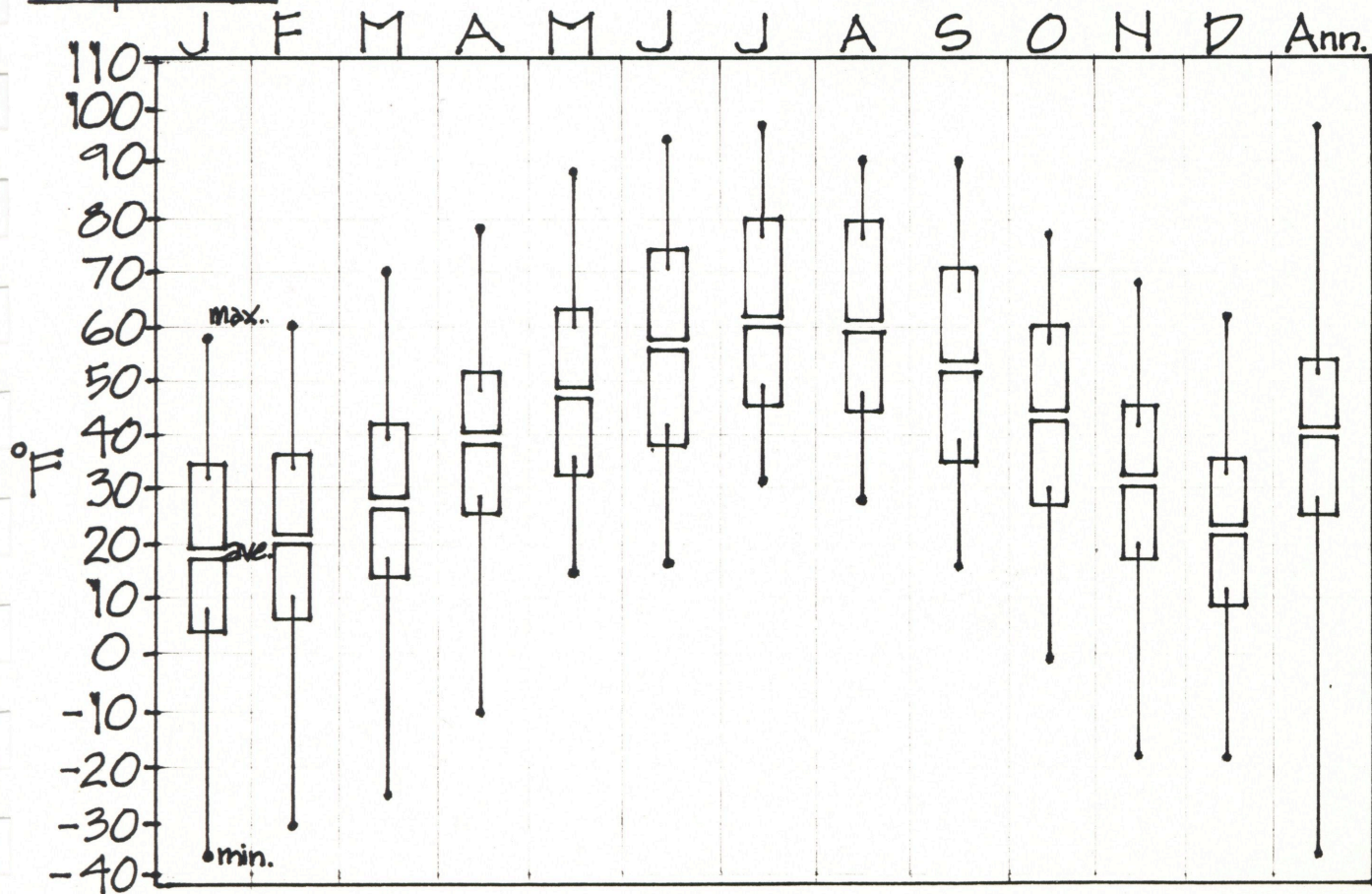
Climatic Data: Aspen, Co. Lat.: 39°13'N Elev.: 7,773'

Sun Path, Temperature

Sun Path



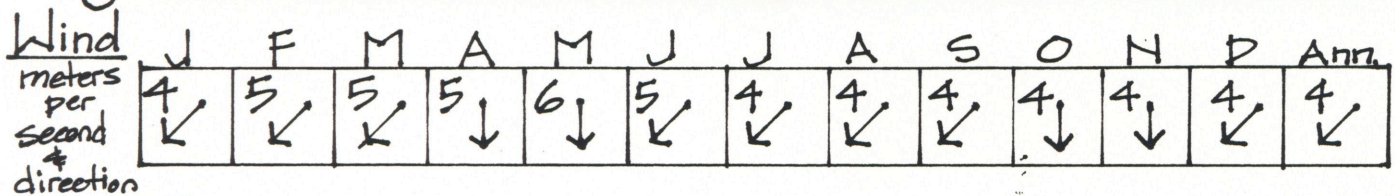
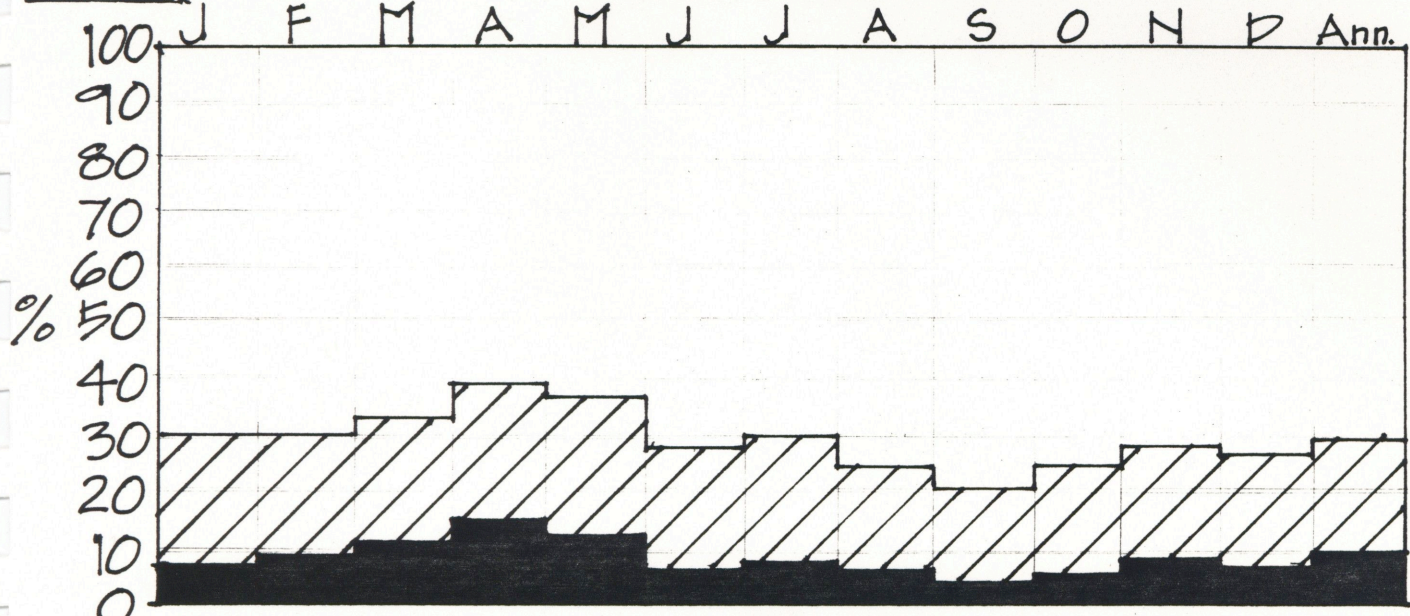
Temperature



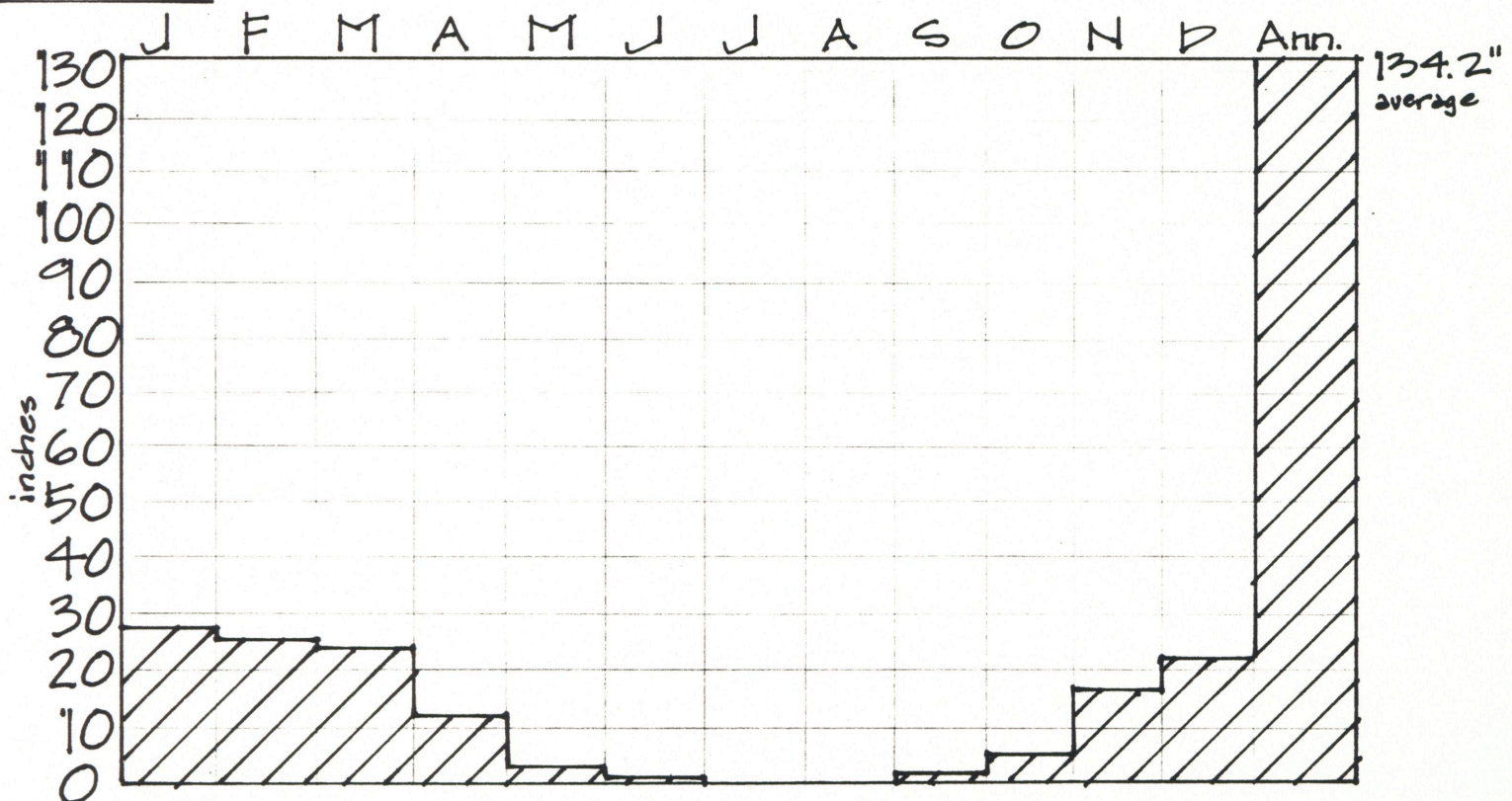
Climatic Data:

Cloudiness, Winds, Snowfall

Clouds □: clear ▨: partly ■: overcast



Snowfall



Climatic Data:

Degree Day Normals

Heating

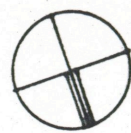
J	A	S	O	N	D	J	F	M	A	M	J	Ann.
113	161	345	654	1026	1324	1392	1176	1144	792	530	291	8948

Cooling

J	F	M	A	M	J	J	A	S	O	N	D	Ann.
0	0	0	0	0	0	13	9	0	0	0	0	22

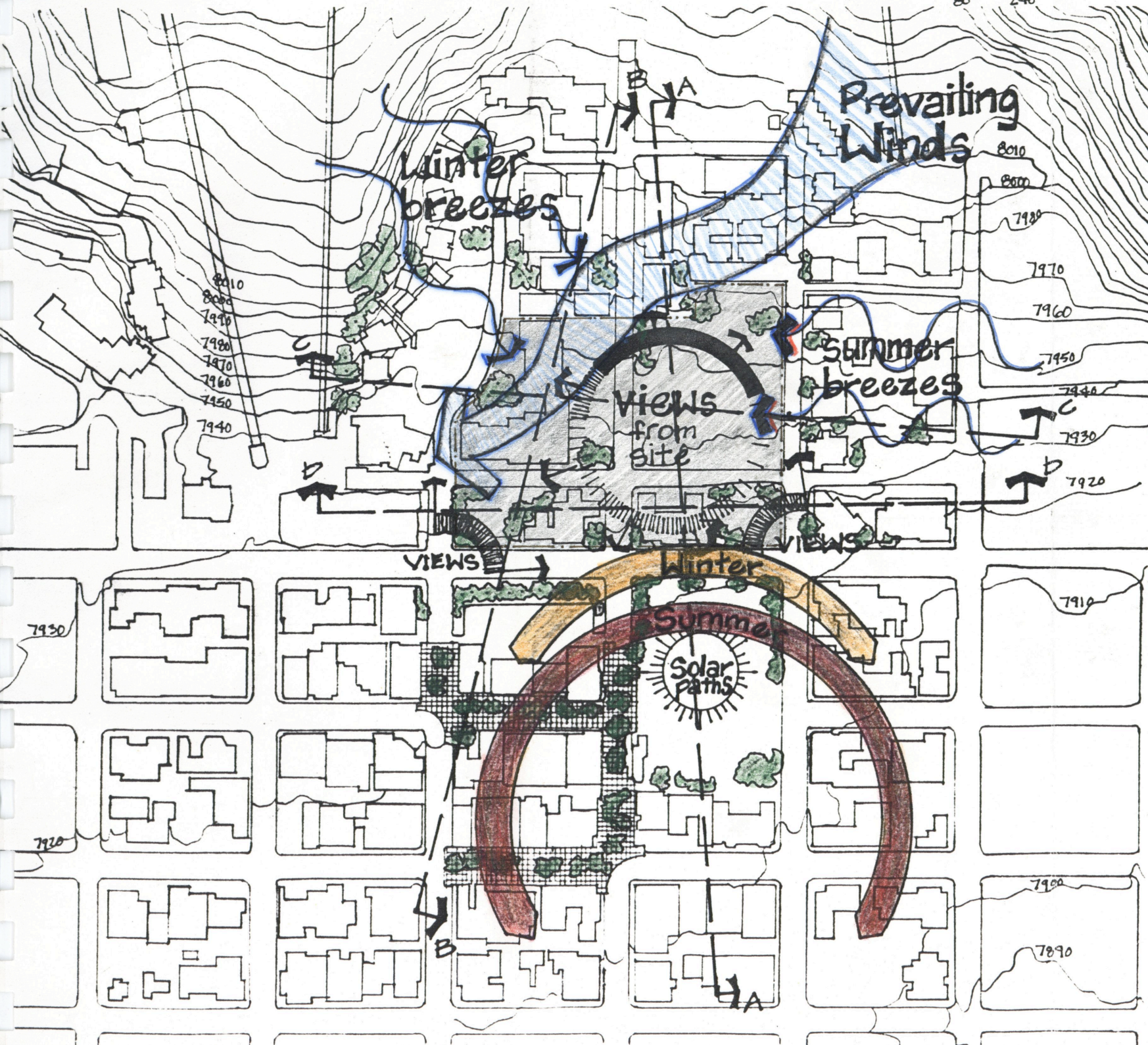
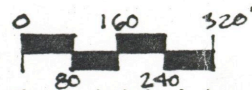
Obviously, Aspen doesn't have much cooling load but creates a high heating demand during the winter months, which, combined with the data on cloudiness, indicates some consideration should be given to energy conservation/solar potential. Additionally, in consideration of snowfall, some provision for removal of snow or sufficient structure strength to support snow load is required.

SITE FORCES: NATURAL

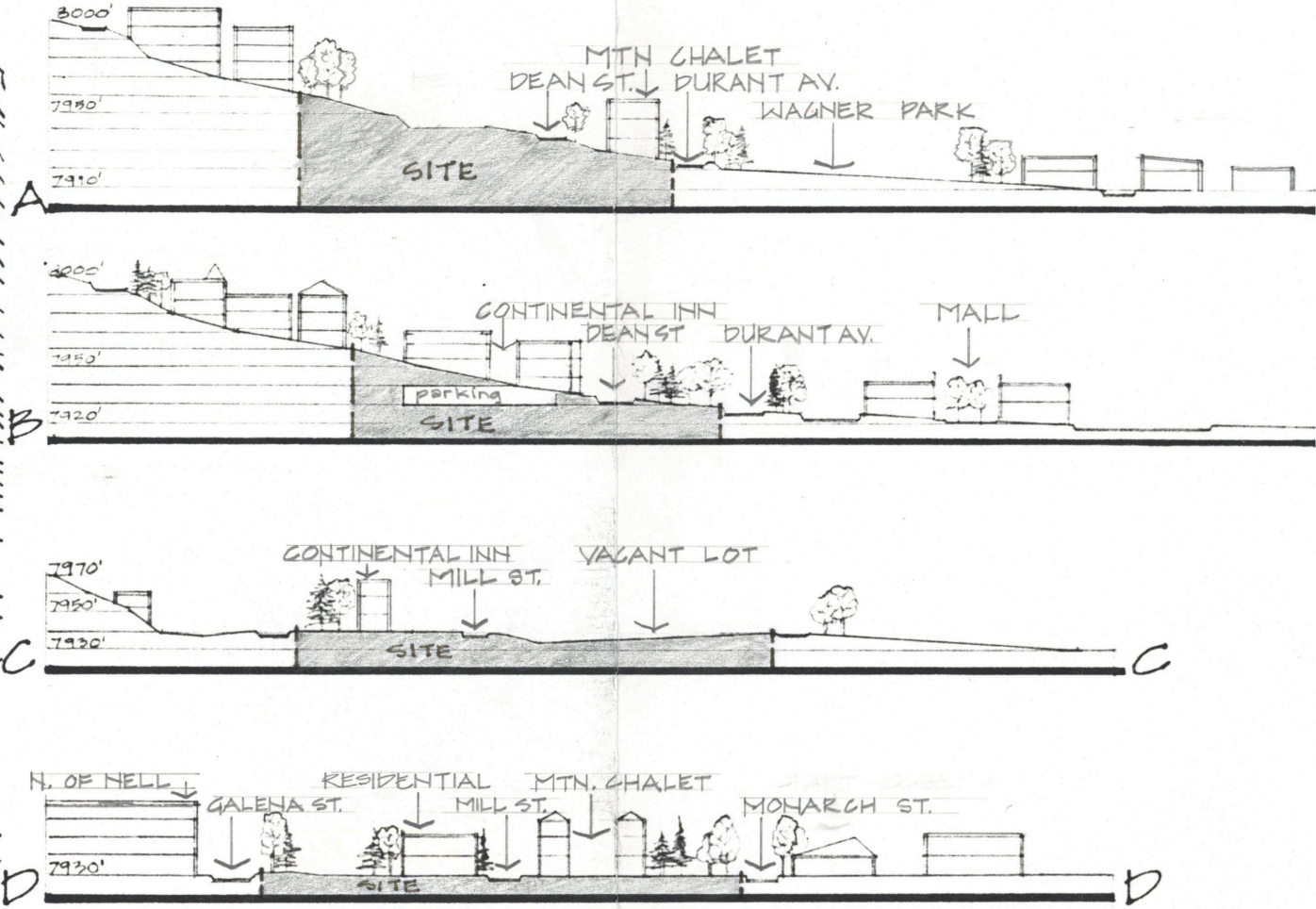


NORTH

SCALE:



SITE SECTIONS

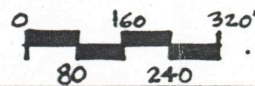


SITE FORCES: MAN-MADE



NORTH

SCALE:



LEGEND

↔ MAJOR TRAFFIC ARTERIES

⇄ MODERATE TRAFFIC

↔ MINOR TRAFFIC

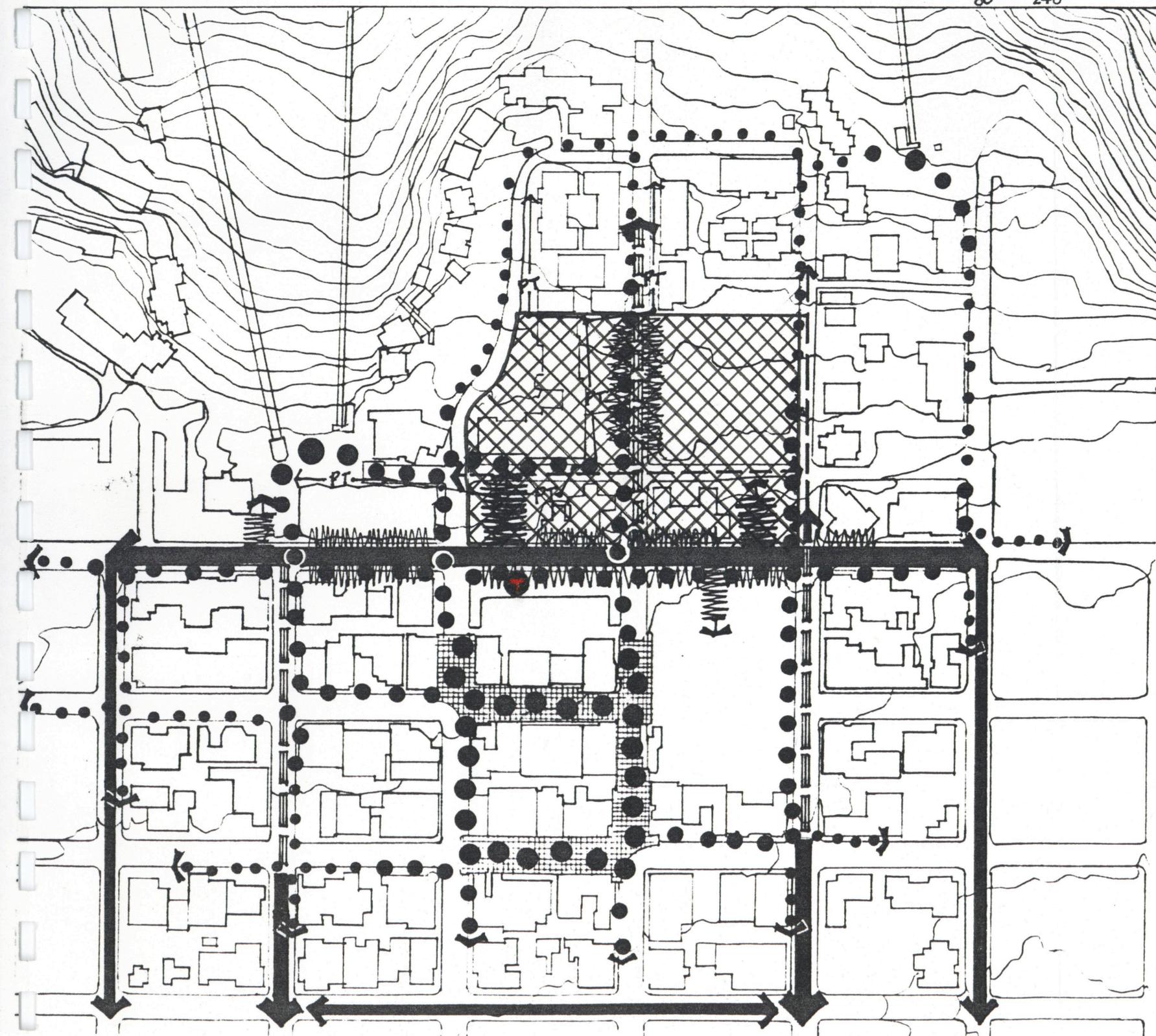
⌋ NOISE IMPACT

▨ PROJECT SITE

⋯ PEDESTRIAN ROUTES & VOLUME

PT → POWER & TELEPHONE LINES

● RFTA BUS STOP



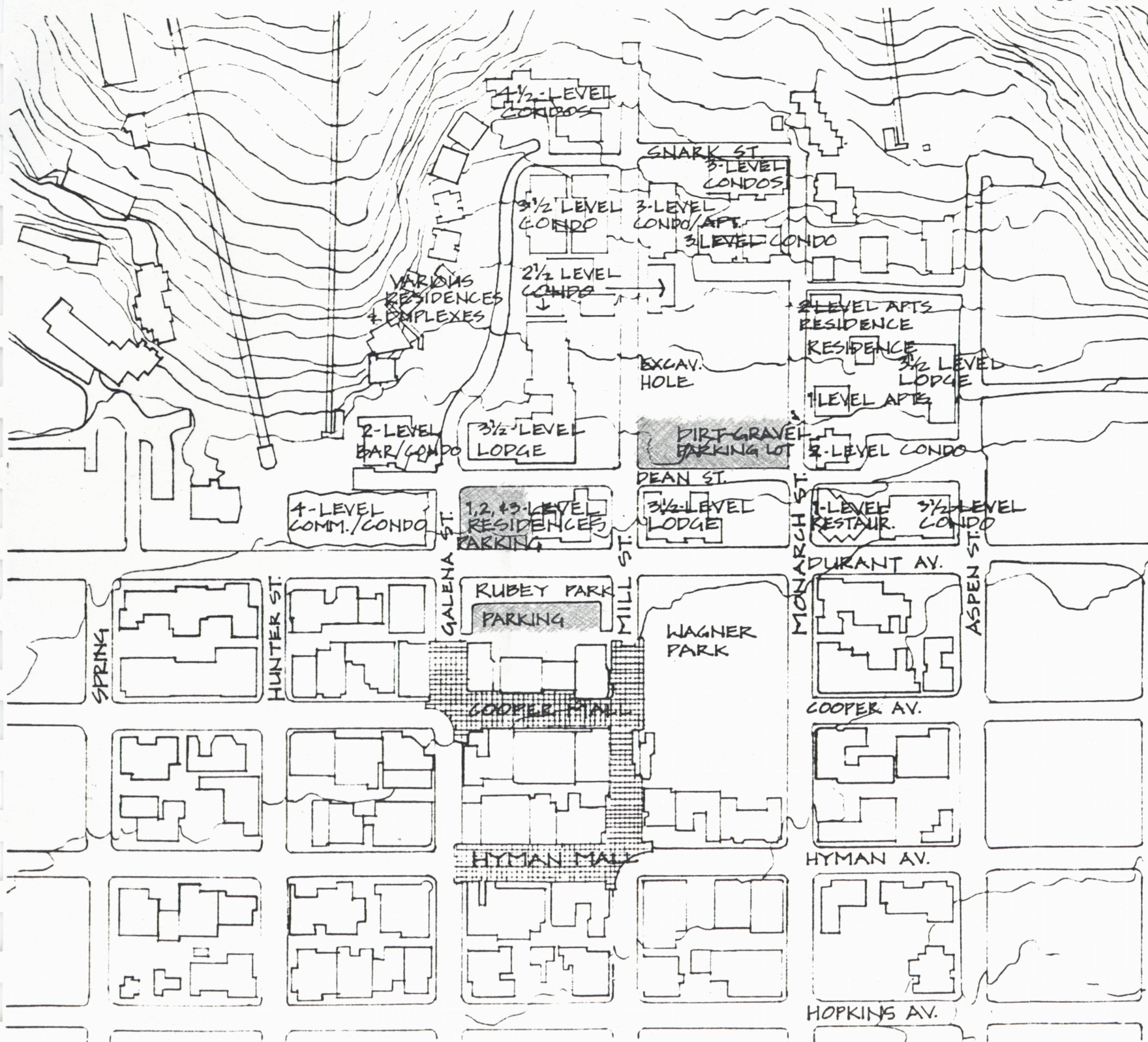
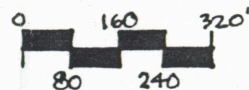
SITE FORCES:

EXISTING USES



NORTH

SCALE:



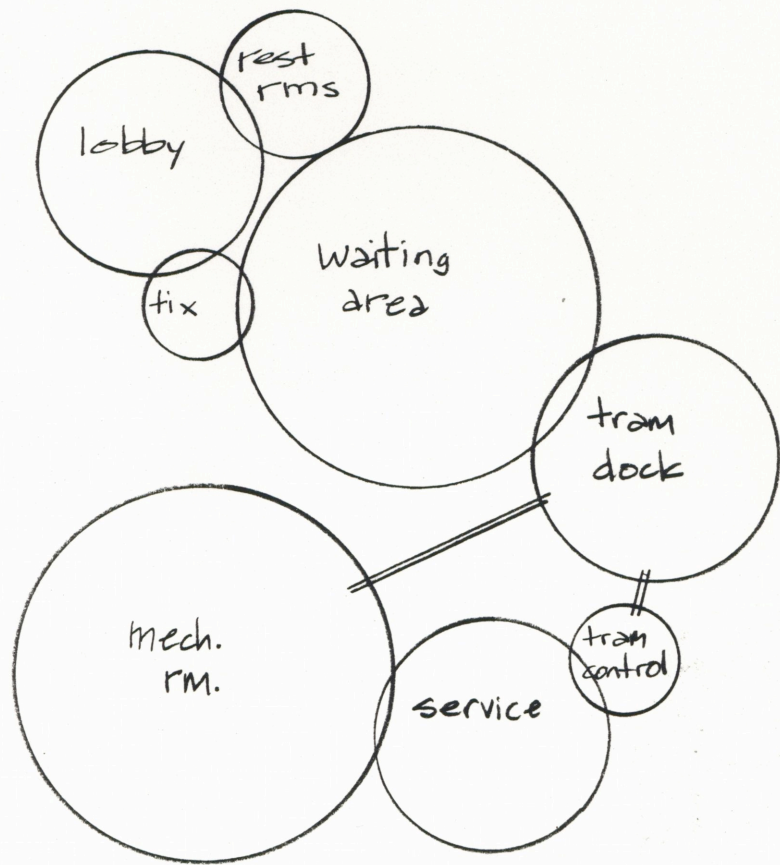
Space Requirements / System Description

PRELIMINARY SPACE PROGRAMMING

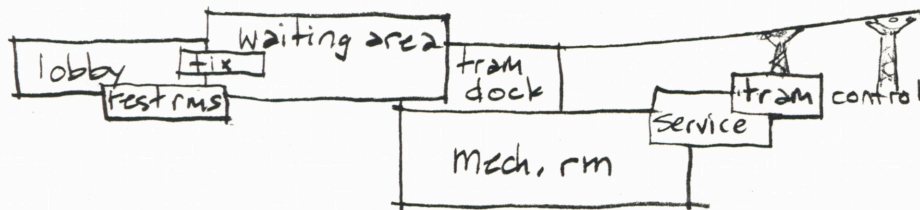
<u>TRAM TERMINAL PRECEDENT AVE.: 8,700 SQ. FT.</u>		<u># OF USERS</u>
<u>SPACES NECESSARY</u>		
* LOBBY:	600 SQ. FT.	40
WAITING AREA:	1,600 SQ. FT.	50-65
TICKET BOOTH:	200 SQ. FT.	40
* RESTROOMS:	2 @ 900 SQ. FT. = 1,800 SQ. FT.	15
MECH. RM.:	5,000 SQ. FT.	2
TRAM CAR:	8-10 @ 300 SQ. FT. = 3,000 SQ. FT.	40 PERCAR
(NOT INCLUDED IN TOTAL)		
TRAM CAR SLIP:	800 SQ. FT.	40
TRAM CONTROL RM.	800 SQ. FT.	2
SERVICE:	15% OF TOTAL: 1,620 SQ. FT.	2
CIRCULATION:	25% OF TOTAL: 2,700 SQ. FT.	80
<u>TOTAL SQ. FT.</u>	<u>15,120 SQ. FT.</u>	

* THESE SPACES ARE COMBINED WITH THE SKIING MUSEUM

TRAM ADJACENCY STUDY
HORIZONTAL ORGANIZATION



VERTICAL ORGANIZATION



BICABLE TRAM SYSTEM SPECIFICATIONS

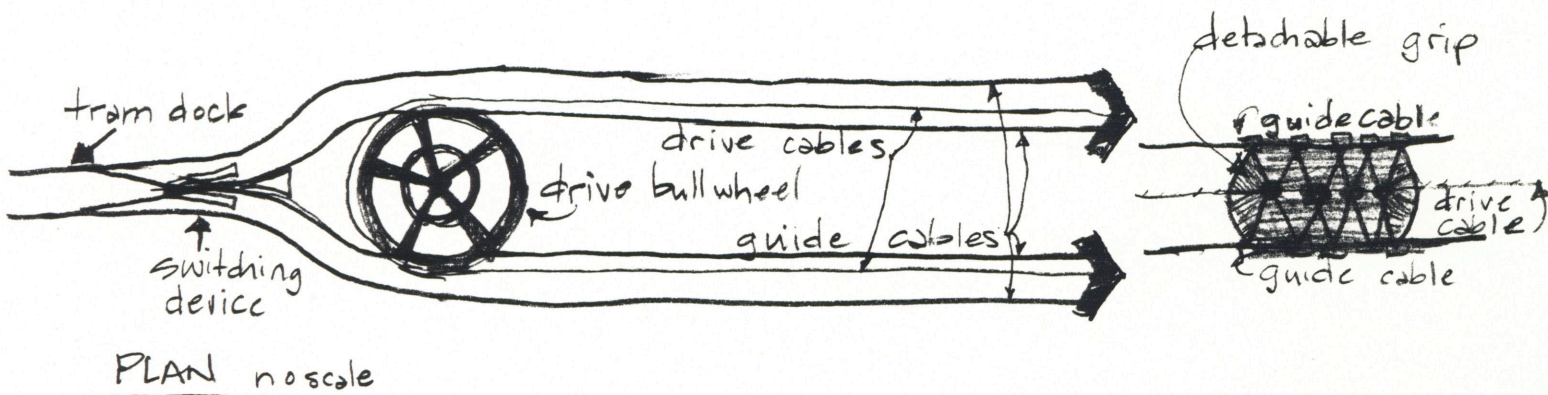
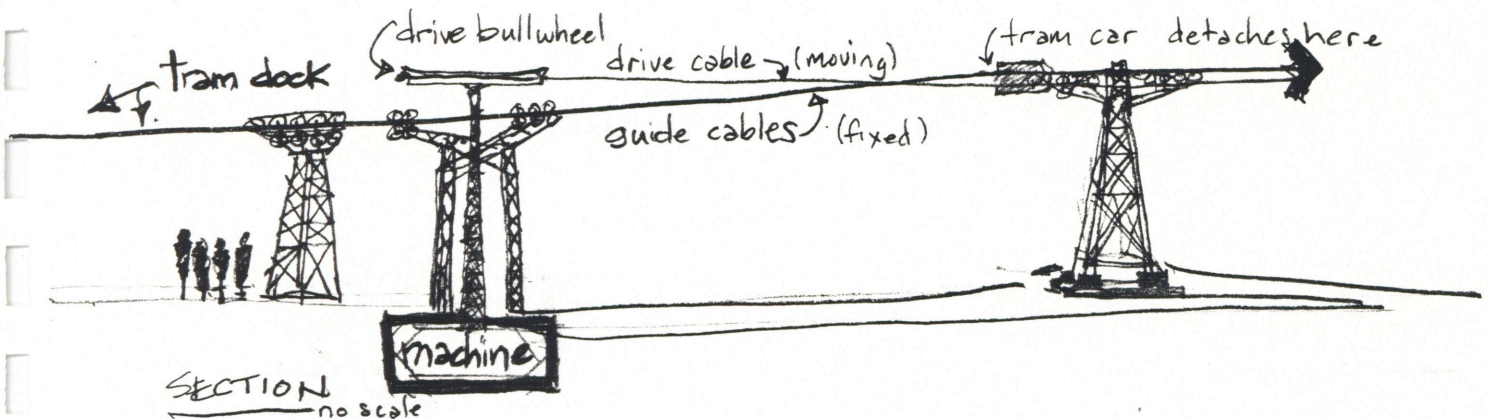
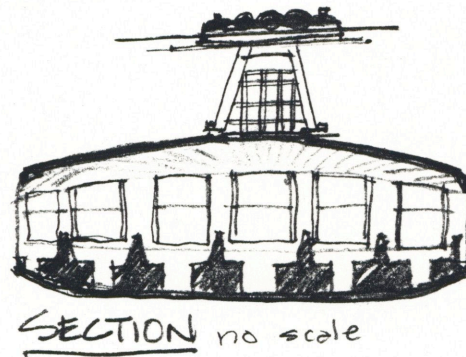
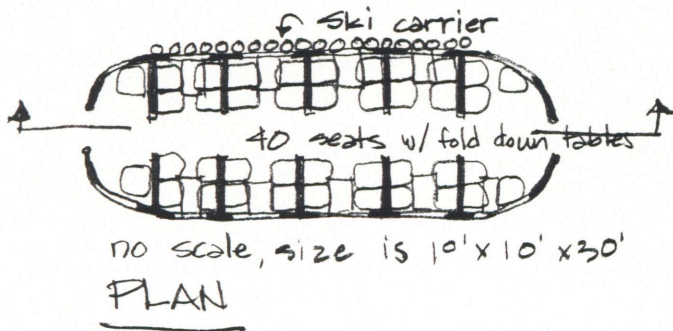
10 CARS, DETACH FROM CABLE @ TERMINALS

- EACH CAR CARRIES 40 PEOPLE, SITTING, WITH SKI CARRIER
- CARS HAVE MAX. SPEED OF 30 MPH IN GOOD WEATHER
- 8 MILE TRIP WILL TAKE 15 MIN. IN GOOD WEATHER
- CARS ARE SUSPENDED FROM DUAL CABLE, DRIVEN BY SINGLE

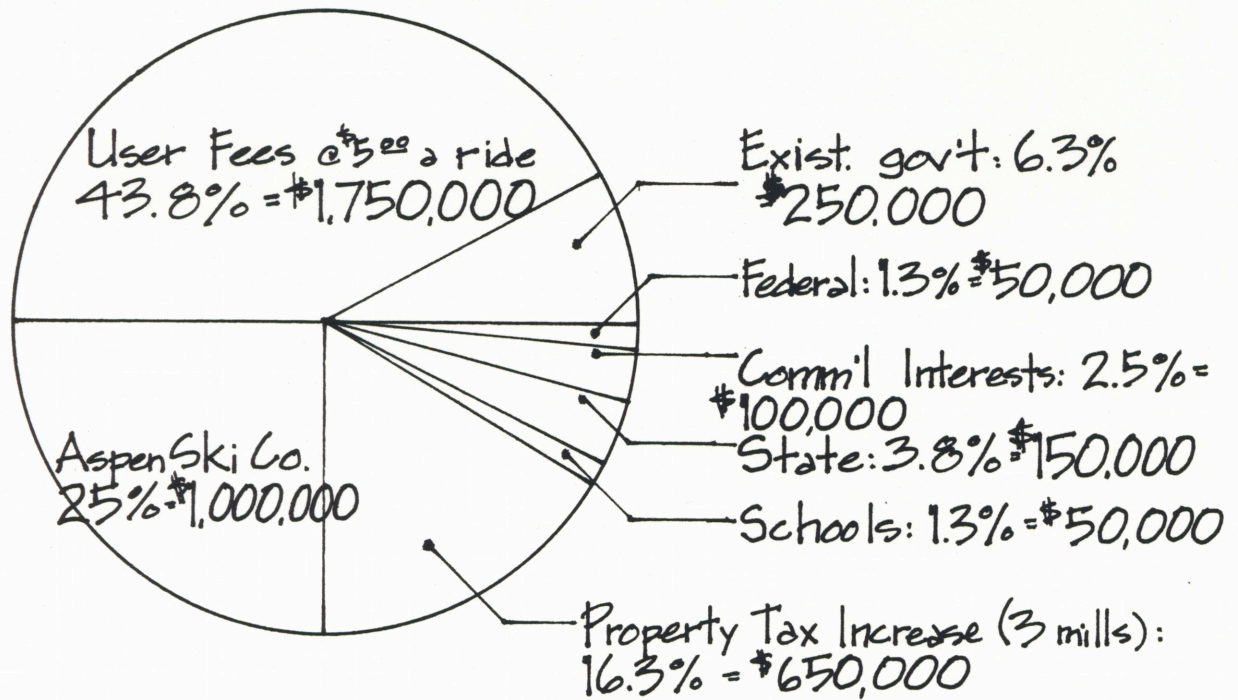
CABLE

-CARS ARE EQUIPPED WITH AUX. MOTORS FOR EMERGENCIES

SCHEMATIC PLAN AND SECTION OF CAR / SYSTEM



Tram Costs: (from Aspen Times: 4.16.87)
Preliminary. Annual Total: \$400,000 (proposed)



These tram costs outline the feasibility of funding for this type of project. Of course, many other variables will ultimately determine if this can be done. Environmental Impact Statements would be the biggest hurdle for a tram system in the Aspen valley.

SPACE REQUIREMENTS

PLACE: TRAM TERMINAL

SPECIFIC: LOBBY

SQ. FOOTAGE: 600 SQ. FT

CEILING HEIGHT: 12 ± FT.

ZONE: PUBLIC

USERS & #: SKIERS, TOURISTS, PUBLIC 40 ± PEOPLE

DESCRIPTION: ORIENTATION, TICKET PURCHASING

ADJACENCY:

PRIMARY: ENTRANCE, TICKET BOOTH

SECONDARY: WAITING AREA, RESTROOMS

SYSTEMS REQUIREMENTS:

THERMAL: SOLAR SYSTEM DESIRED TO DISPLAY TECHNOLOGY

VISUAL: VIEWS OF MOUNTAINS, VALLEY DESIRED

ACOUSTICAL: MASK SOUND OF MACHINERY (CARPETING?)

ILLUMINATION: FLUORESCENT INDIRECT LIGHTING ALONG
WITH DAYLIGHTING

LEGAL/SAFETY: 2 EXITS = 10' LINEAR FT., BARRIER-FREE

COMMENTS: Could be combined with Museum lobby to
consolidate usage.

SPACE REQUIREMENTS

PLACE: TRAM TERMINAL

SPECIFIC: WAITING AREA

SQ. FOOTAGE: 1,600 SQ. FT.

CEILING HEIGHT: 20 + FT.

ZONE: PUBLIC

USERS & #: SKIERS, TOURISTS, PUBLIC 70 ± PEOPLE

DESCRIPTION: WAITING AREA WITH SEATING, VIEWS AND ORIENTATION INFORMATION

ADJAGENCY:

PRIMARY: TRAM SLIP/LOADING CAR, RESTROOMS

SECONDARY: LOBBY, SERVICE

SYSTEMS REQUIREMENTS:

THERMAL: SOLAR HEATING, FORCED AIR (EXPOSED DUCTS)

VISUAL: VIEWS OF TOWN, MOUNTAINS

ACOUSTICAL: MASK SOUND OF MACHINERY

ILLUMINATION: FLOURESCENT INDIRECT WITH DAYLIGHTING

LEGAL/SAFETY: 4 EXITS 20 LINEAR FT.,

PROVIDE SECURE FOOTING NEAR TRAM SLIP,
BARRIER-FREE

COMMENTS: WEATHER-PROOF WAITING AREA

SPACE REQUIREMENTS

PLACE: TRAM TERMINAL

SPECIFIC: 2 RESTROOMS (MEN & WOMEN)

SQ. FOOTAGE: 2 @ 900 SQ. FT. EA, 1800 SQ. FT. TOTAL

CEILING HEIGHT: 10 FT.

ZONE: Public

USERS & #: PUBLIC, TOURISTS, SKIERS 12± PEOPLE

DESCRIPTION: MEN'S: 4 stalls, 3 urinals, 6 basins w/dryers
WOMEN'S: 6 stalls, 6 basins w/dryers

ADJAGENCY:

PRIMARY: WAITING AREA, LOBBY

SECONDARY: SERVICE, TICKET BOOTH

SYSTEMS REQUIREMENTS:

THERMAL: FORCED AIR HEATING

VISUAL: NO VIEW NECESSARY

ACOUSTICAL: ACOUSTICAL CEILING

ILLUMINATION: FLUORESCENT INDIRECT LIGHTING

LEGAL/SAFETY: NON-SLIP FLOORING, BARRIER-FREE

COMMENTS: COMBINE WITH MUSEUM REQUIREMENT

SPACE REQUIREMENTS

PLACE: TRAM TERMINAL

SPECIFIC: TICKET BOOTH / INFORMATION

SQ. FOOTAGE: 1 @ 200 SQ. FT.

CEILING HEIGHT: 8 FT.

ZONE: PRIVATE / PUBLIC

USERS & #: TICKET SELLERS (6) PUBLIC (20-40)

DESCRIPTION: SIX TICKET WINDOWS FOR DISPENSING OF TICKETS,
INFORMATION

ADJACENCY:

PRIMARY: WAITING AREA, LOBBY

SECONDARY: RESTROOMS

SYSTEMS REQUIREMENTS:

THERMAL: FORCED AIR HEATING

VISUAL: NO VIEWS NECESSARY

ACOUSTICAL: NONE

ILLUMINATION: DIRECT TASK LIGHTING, INDIRECT FLUORESCENT

LEGAL / SAFETY: 1 EXIT, 5 LINEAR FT.

COMMENTS: COULD BE AUTOMATED TO ELIMINATE ATTENDANTS

SPACE REQUIREMENTS

PLACE: TRAM TERMINAL

SPECIFIC: TRAM CAR SLIPS

SQ. FOOTAGE: 1 @ 800 SQ. FT.

CEILING HEIGHT: WITHIN TERMINAL = 25'

ZONE: PUBLIC

USERS & #: PUBLIC (SKIERS, TOURISTS)

DESCRIPTION: A LOADING DOCK FOR TRAM CARS WHEN IN THE TERMINAL

ADJACENCY:

PRIMARY: WAITING AREA

SECONDARY: MECHANICAL RM.

SYSTEMS REQUIREMENTS:

THERMAL: PASSIVE SOLAR, FORCED AIR SYSTEM

VISUAL: CLEAR VIEW OF MACHINERY & CABLEWAYS

ACOUSTICAL: MASK NOISE OF MACHINERY.

ILLUMINATION: BRIGHT INDIRECT FLUORESCENT LIGHTING

LEGAL/SAFETY: FIREPROOFED

COMMENTS: NEED TO WEATHERPROOF/ PROVIDE DOORS AT PERIMETER ENTRANCES OF TRAM LINE

SPACE REQUIREMENTS

PLACE: TRAM TERMINAL

SPECIFIC: TRAM CARS (8-10)

SQ. FOOTAGE: $10' \times 30' = 300$ SQ. FT. EACH CAR, SEE SYSTEM DESCRIPTION.

CEILING HEIGHT: 8 FT.

ZONE: PUBLIC

USERS & #: PUBLIC, TOURISTS, SKIERS, 40 PEOPLE PLUS OPERATOR/CAR

DESCRIPTION: A COMFORTABLE VEHICLE SEATING 40 PEOPLE FOR THE DURATION OF A 30 MIN. RIDE. VEHICLE PROPELLED ALONG CABLEWAY.

ADJACENCY:

PRIMARY: TRAM SLIP, WAITING AREA

SECONDARY: SERVICE, MECHANICAL RM.

SYSTEMS REQUIREMENTS: SEE PAGE -

THERMAL: SPACE HEATING THROUGH ELECTRICAL BASEBOARD

VISUAL: EXCELLENT VISIBILITY OUT OF CAR FOR SCENERY

ACOUSTICAL: NONE REQUIRED

ILLUMINATION: FLUORESCENT, DAYLIGHTING.

LEGAL/SAFETY: MUST HAVE RESCUE/EVACUATION GEAR, EMERGENCY LIGHTING, RADIO COMMUNICATION, BARRIER-FREE

COMMENTS: CARS ARE DETACHABLE FROM DRIVE CABLE AT TERMINALS

SPACE REQUIREMENTS

PLACE: Tram Terminal

SPECIFIC: Tram Control Rm

SQ. FOOTAGE: 800 Sq. Ft.

CEILING HEIGHT: 8 Ft.

ZONE: private

USERS # #: tram operators (2 people)

DESCRIPTION: control rm for operation of tram motor, detach and loading/unloading, computer data on weather and communications with on-board operator

ADJACENCY:

PRIMARY: Mechanical Rm, tram dock

SECONDARY: service

SYSTEMS REQUIREMENTS:

THERMAL: Solar heating, forced air

VISUAL: views of incoming/outgoing trams required

ACOUSTICAL: quiet room for communications

ILLUMINATION: indirect fluorescent with daylighting

LEGAL/SAFETY: no requirement - ventilation of electrical equipment?

COMMENTS:

SPACE REQUIREMENTS

PLACE: TRAM TERMINAL

SPECIFIC: MECHANICAL RM.

SQ. FOOTAGE: 5,000 SQ. FT.

CEILING HEIGHT: 15-20 FT.

ZONE: PRIVATE, SEPARATED FROM PUBLIC ACCESS

USERS & #: TRAM ATTENDANTS, 2 PEOPLE

DESCRIPTION: THE HOUSING OF TRAM EQUIPMENT: BULLWHEELS, MOTORS, COUNTERWEIGHTS, ADDITIONAL CARS.

ADJACENCY:

PRIMARY: SERVICE, TRAM LOADING/TRAM SLIP

SECONDARY: WAITING AREA

SYSTEMS REQUIREMENTS:

THERMAL: FORCED AIR HEATING, PASSIVE SOLAR HEATING

VISUAL: NEED GOOD VISIBILITY OF MACHINERY

ACOUSTICAL: MASK MACHINERY NOISE

ILLUMINATION: INDIRECT FLUORESCENT LIGHTING, BRIGHT DIRECTS ON MOVING MACHINERY PARTS

LEGAL/SAFETY: FIRE PROOFED, SPRINKLERED
4 EXITS, 20 LINEAR FT.

COMMENTS:

SPACE REQUIREMENTS

PLACE: TRAM TERMINAL

SPECIFIC: SERVICE

SQ. FOOTAGE: 15% OF TOTAL : 1,500 SQ. FT.

CEILING HEIGHT: 10± FT.

ZONE: PRIVATE

USERS & #: EMPLOYEES , 4 PEOPLE

DESCRIPTION: ELECTRICAL AND MECHANICAL SERVICE SPACES,
STORAGE OF SPARE PARTS, EMERGENCY
GENERATOR. JANITORIAL SPACE

ADJACENCY:

PRIMARY: MECHANICAL RM. WAITING AREA

SECONDARY: SERVICE ROAD

SYSTEMS REQUIREMENTS:

THERMAL: FORCED AIR HEATING, PASSIVE SOLAR

VISUAL: NO VIEW NECESSARY

ACOUSTICAL: MASK MACHINERY NOISE

ILLUMINATION: INDIRECT FLUORESCENT LIGHTING, DAYLIGHT

LEGAL/SAFETY: FIREPROOFED, SPRINKLERED
2 EXITS 10 LINEAR FT.

COMMENTS:

MUSEUM PRECEDENT AVE.: 25,000 SQ. FT.

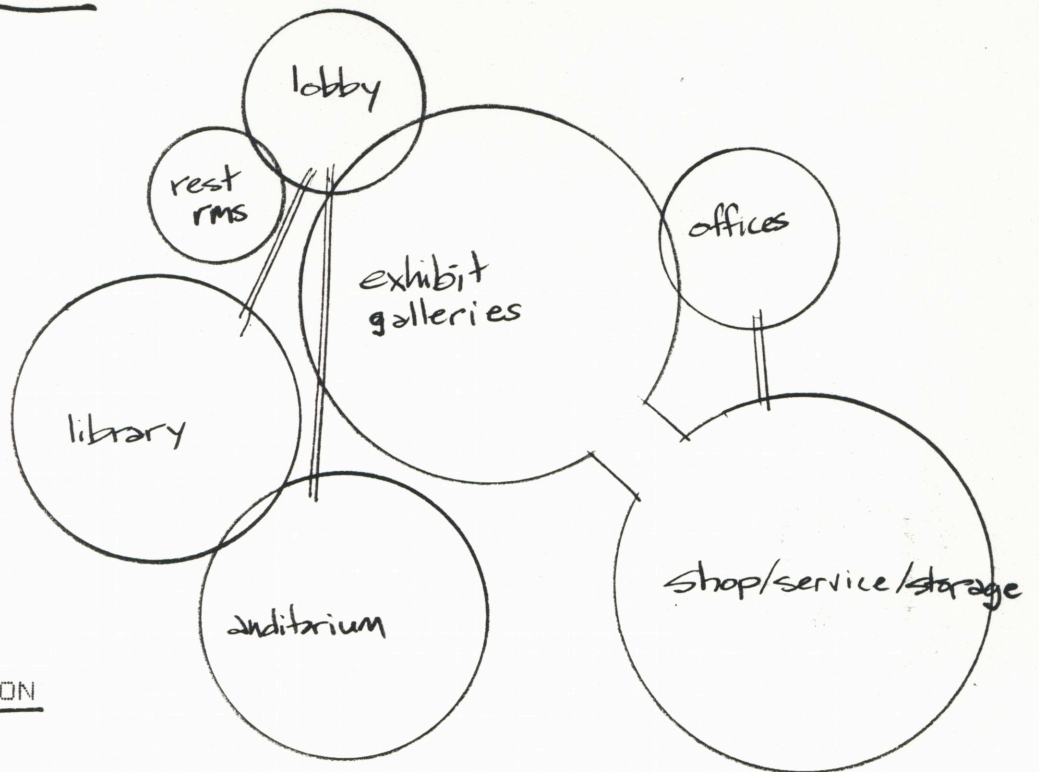
OF USERS

SPACES NECESSARY

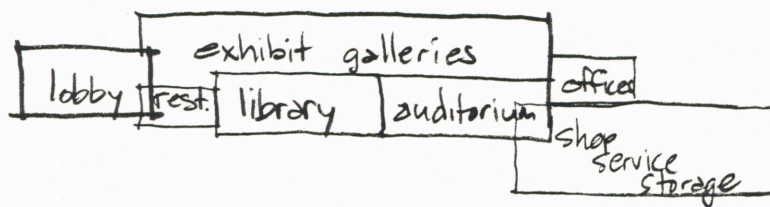
LIBRARY:	2,000 SQ. FT.	30-45
LOBBY:	(WITH TRAM)	20-40
RESTROOMS:	(WITH TRAM)	6
EXHIBIT HALLS:	4 @ 2,500 SQ. FT. = 10,000 SQ. FT.	50-120
ADMINISTRATION:	3 @ 350 SQ. FT. = 1,050 SQ. FT.	4
AUDITORIUM:	2,000 SQ. FT.	100-120
SHOP:	10 % OF TOTAL: 1,505 SQ. FT.	6
SERVICE:	15 % OF TOTAL: 2,258 SQ. FT.	4
STORAGE:	10 % OF TOTAL: 1,505 SQ. FT.	2
CIRCULATION:	25 % OF TOTAL: 3,763 SQ.FT.	
<u>TOTAL SQ. FT.</u>	<u>24,080 SQ. FT.</u>	

MUSEUM ADJACENCY STUDY

HORIZONTAL ORGANIZATION



VERTICAL ORGANIZATION



MUSEUM DISPLAY CONTENT

HISTORY AND EVOLUTION OF SKIING

- equipment

skiis

boots

bindings

clothing

-technique

wedeln turn

stem christie turn

wedge turn

parallel turn

SKI LIFT TECHNOLOGY

INTERNATIONAL HALL OF FAME

10TH MTN DIVISION

SKI AREA DEVELOPMENT

FUTURE SKIING DEVELOPMENTS

SPACE REQUIREMENTS

PLACE: MUSEUM

SPECIFIC: LOBBY

SQ. FOOTAGE: * COMBINE WITH TRAM TERMINAL

CEILING HEIGHT:

ZONE: PUBLIC

USERS & #: PUBLIC, TRAM PASSENGERS 30+ PEOPLE.

DESCRIPTION: RECEPTION AND ORIENTATION SPACE FOR MUSEUM VISITORS

ADJACENCY:

PRIMARY: ENTRANCE, GALLERIES,

SECONDARY: INFORMATION DESK, LIBRARY

SYSTEMS REQUIREMENTS:

THERMAL: PASSIVE SOLAR, FORCED AIR HEATING

VISUAL: MOUNTAIN VIEWS DESIRED

ACOUSTICAL: ALLOW MEDIUM NOISE LEVEL

ILLUMINATION: INDIRECT FLUORESCENT, DAYLIGHTING

LEGAL/SAFETY: 4 EXITS, 20 LINEAR FT., BARRIER-FREE

COMMENTS: Could be combined with tram terminal lobby to share usage

SPACE REQUIREMENTS

PLACE: MUSEUM

SPECIFIC: RESTROOMS (MEN & WOMEN)

SQ. FOOTAGE: * COMBINE WITH TRAM REQUIREMENT,
CEILING HEIGHT: SEE TRAM TERMINAL SPACE REQUIREMENTS

ZONE:

USERS # #:

DESCRIPTION:

ADJACENCY:

PRIMARY: LOBBY, LIBRARY

SECONDARY: OFFICES, GALLERIES

SYSTEMS REQUIREMENTS:

THERMAL: FORCED AIR HEATING

VISUAL: NO VIEW NECESSARY

ACOUSTICAL: ACOUSTICAL CEILING

ILLUMINATION: INDIRECT FLUORESCENT

LEGAL/SAFETY: NON-SLIP FLOORING, BARRIER-FREE

COMMENTS:

SPACE REQUIREMENTS

PLACE: MUSEUM

SPECIFIC: LIBRARY

SQ. FOOTAGE: 2,000 SQ. FT.

CEILING HEIGHT: 10 ± FT.

ZONE: PUBLIC

USERS & #: PUBLIC VISITORS, TRAM PASSENGERS 40+ PEOPLE

DESCRIPTION: LIBRARY OF SKIING HISTORY, FILMS, BOOKS, ETC.

ADJAGENCY:

PRIMARY: AUDITORIUM

SECONDARY: LOBBY, GALLERIES

SYSTEMS REQUIREMENTS:

THERMAL: FORCED AIR HEATING, MAINTAIN CONSTANT HUMIDITY

VISUAL: VIEWS OF MOUNTAINS DESIRED

ACOUSTICAL: MASK QUIET NOISES

ILLUMINATION: INDIRECT FLUORESCENT LIGHTING, POSSIBLE DAYLIGHT (AVOID DIRECT SUNLIGHT)

LEGAL/SAFETY:

SPRINKLERED, 2 EXITS 10' LINEAR FT.
BARRIER-FREE

COMMENTS:

SPACE REQUIREMENTS

PLACE: MUSEUM

SPECIFIC: AUDITORIUM

SQ. FOOTAGE: 2,000 SQ. FT.

CEILING HEIGHT: 25± FT.

ZONE: PUBLIC

USERS & #: PUBLIC 200-300 people

DESCRIPTION: TO BE USED FOR VIEWING SCI FILMS, LECTURES,
POSSIBLE USE BY MUSIC FESTIVAL

ADJAGENCY:

PRIMARY: LOBBY, GALLERIES

SECONDARY: LIBRARY, SERVICE

SYSTEMS REQUIREMENTS:

THERMAL: RADIANT BASED. HEATING, ACTIVE SOLAR SYSTEM

VISUAL: NO EXTERNAL VIEWS DESIRED

ACOUSTICAL: PROPER ACOUSTICAL FOR AUDITORIUM, WALLS, CEILING
AND FLOOR ALL TREATED

ILLUMINATION: INDIRECT FLUORESCENT, DIRECT VALENCE LIGHTING

LEGAL/SAFETY: 4 EXITS 20 LINEAR FEET, SPRINKLERED
BARRIER-FREE

COMMENTS:

SPACE REQUIREMENTS

PLACE: MUSEUM

SPECIFIC: SHOP / STORAGE / SERVICE
↓ ↓ ↓

SQ. FOOTAGE: 2,500 SQ. FT. 2,500 SQ. FT. 3,750 SQ. FT.
8,750 SQ. FT. TOTAL

CEILING HEIGHT: 15 ± FT.

ZONE: PRIVATE

USERS & #: MUSEUM WORKERS 6 ± PEOPLE

DESCRIPTION: PREPARATION OF EXHIBITS, STORAGE, MECHANICAL SERVICE

ADJACENCY:

PRIMARY: GALLERIES, OFFICES

SECONDARY: AUDITORIUM, SERVICE ROAD.

SYSTEMS REQUIREMENTS:

THERMAL: RADIANT BASEBOARD HEATING, PASSIVE SOLAR

VISUAL: VIEWS OF NEIGHBORING BUILDINGS

ACOUSTICAL: MASK LOUD SOUNDS, CEILING, WALLS

ILLUMINATION: INDIRECT FLUORESCENT, DIRECT INCANDESCENT TASK

LEGAL/SAFETY: 2 EXITS, 10 LINEAR FT.

COMMENTS:

SPACE REQUIREMENTS

PLACE: MUSEUM

SPECIFIC: ADMINISTRATION OFFICES (3)

SQ. FOOTAGE: 3 @ 350 SQ. FT. 1,050 SQ. FT. TOTAL

CEILING HEIGHT: 8 FT.

ZONE: PRIVATE

USERS & #: DIRECTOR, CURATOR, OPERATIONS 4 ± PEOPLE

DESCRIPTION: STANDARD OFFICES TO OVERSEE OPERATION OF MUSEUM; MAINTAIN VISIBILITY OF GALLERY

ADJACENCY:

PRIMARY: GALLERIES, LOBBY

SECONDARY: SHOP/STORAGE, LIBRARY

SYSTEMS REQUIREMENTS:

THERMAL: RADIANT BASED, HEATING, PASSIVE SOLAR SYSTEM

VISUAL: VIEWS OF MOUNTAINS DESIRED, VIEWS OF GALLERY

ACOUSTICAL: MASK MEDIUM SOUND LEVEL, ACOUSTICAL CEILING, CARPETING

ILLUMINATION: INDIRECT FLUORESCENT, DIRECT INCANDESCENT FOR TASK WORK

LEGAL/SAFETY: 1 EXIT, SPRINKLERED, BARRIER-FREE

COMMENTS:

SPACE REQUIREMENTS

PLACE:

MUSEUM

SPECIFIC:

EXHIBIT GALLERIES (4)

SQ. FOOTAGE:

4 @ 2,500 SQ. FT. EA, 10,000 SQ. FT. TOTAL

CEILING HEIGHT: VARIES FROM 10 - 30 FT.

ZONE:

PUBLIC

USERS & #:

PUBLIC VISITORS, TRAM PASSENGERS

DESCRIPTION:

COMPREHENSIVE GALLERY SPACE FOR EXHIBITS
OF MUSEUM CONTENT

ADJACENCY:

PRIMARY:

CIRCULATION, LOBBY

SECONDARY:

LIBRARY, OFFICES

SYSTEMS REQUIREMENTS:

THERMAL:

RADIANT BASED HEATING ACTIVE SOLAR SYSTEM,
MAINTAIN CONSTANT HUMIDITY.

VISUAL:

SOME VIEWS DESIRED

ACOUSTICAL:

MASK QUIET SOUNDS

ILLUMINATION:

INDIRECT FLUORESCENT, DIRECT INCANDESCENT,
DAYLIGHTING

LEGAL/SAFETY:

SPRINKLERED, 4 EXITS PER GALLERY, 20 FT.
BARRIER-FREE

COMMENTS:

GALLERIES MAY BE ADDED ON AS NEEDED,
PROJECT USES ONE GALLERY TO BEGIN WITH

HOSTEL PRECEDENT AVE.: 50,750 SQ. FT.

NECESSARY SPACES

OF USERS

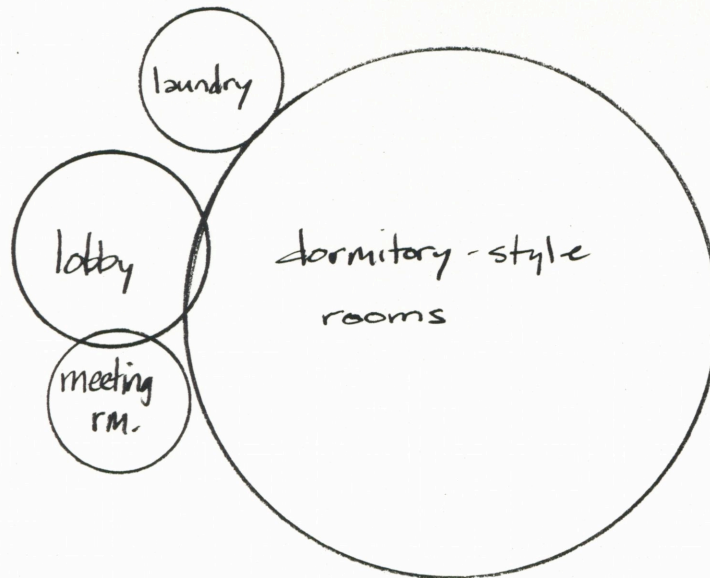
SLEEPING ROOMS:	20 @ 1,200 SQ. FT. = 24,000 SQ. FT.	40
LOBBY:	1,000 SQ. FT.	10-20
MEETING RM.:	800 SQ. FT.	30-40
LAUNDRY RM.:	800 SQ. FT.	8
CIRCULATION:	20% OF TOTAL: 5,320 SQ.FT.	
<u>TOTAL SQ. FT.</u>	<u>31,920 SQ. FT.</u>	

EXTRA FACILITIES:

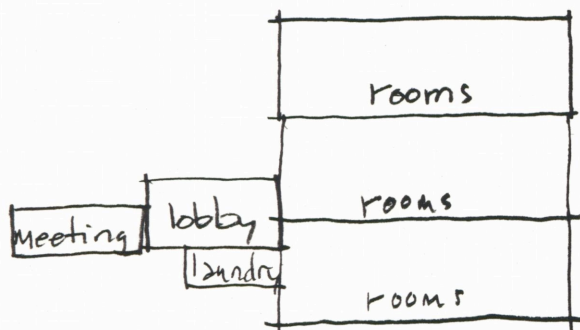
KITCHEN & DINING HALL:	5,000 SQ. FT.	45
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HOSTEL ADJACENCY STUDY

HORIZONTAL ORGANIZATION



VERTICAL ORGANIZATION



SPACE REQUIREMENTS

PLACE: YOUTH HOSTEL

SPECIFIC: LOBBY

SQ. FOOTAGE: 1,000 SQ. FT.

CEILING HEIGHT: 10± FT.

ZONE: PUBLIC/PRIVATE

USERS & #: RESIDENTS 20± PEOPLE

DESCRIPTION: CHECK-IN, WAITING AREA

ADJACENCY:

PRIMARY: CIRCULATION NODE (ROOMS), MEETING RM

SECONDARY: LAUNDRY, SERVICE

SYSTEMS REQUIREMENTS:

THERMAL: RADIANT BASEBD. HEATING, PASSIVE & ACTIVE SOLAR

VISUAL: VIEWS OF MTNS & TOWN DESIRED

ACOUSTICAL: MINOR, CEILING, FLOOR CARPETED

ILLUMINATION: INDIRECT FLUORESCENT

LEGAL/SAFETY: 2 EXIT, 10 LINEAR FT. BARRIER-FREE

COMMENTS:

SPACE REQUIREMENTS

PLACE: YOUTH HOSTEL

SPECIFIC: DORMITORY ROOMS (20)

SQ. FOOTAGE: 1,200 SQ. FT. EA. 24,000 SQ. FT. TOTAL

CEILING HEIGHT: 10[±] FT.

ZONE: PRIVATE

USERS & #: OLYMPIC ATHLETES, MUSIC STUDENTS, EMPLOYEES

DESCRIPTION: DORMITORY-STYLE SLEEPING AND BATHING QUARTERS
40[±] RESIDENTS
2 PER ROOM

ADJACENCY:

PRIMARY: CIRCULATION, LOBBY

SECONDARY: MEETING, LAUNDRY

SYSTEMS REQUIREMENTS:

THERMAL: RADIANT BASEBOARD HEATING, PASSIVE & ACTIVE SOLAR

VISUAL: VIEWS OF MOUNTAINS & TOWN DESIRED

ACOUSTICAL: MODERATE, CEILING, WALLS, FLOOR CARPETED

ILLUMINATION: INDIRECT FLUORESCENT, DIRECT INCANDESCENT TASK, DAYLIGHT.

LEGAL/SAFETY: 1 EXIT PER ROOM, 1 ADDITIONAL EXIT 4'X4' THROUGH WINDOW, BARRIER-FREE

COMMENTS:

SPACE REQUIREMENTS

PLACE: YOUTH HOSTEL

SPECIFIC: LAUNDRY, MEETING, SERVICE
800 SQ. FT. 800 SQ. FT.

SQ. FOOTAGE: 1,600 SQ. FT. TOTAL

CEILING HEIGHT: 10 $\pm$ FT.

ZONE: PRIVATE

USERS & #: RESIDENTS, 15 $\pm$ PEOPLE

DESCRIPTION: LAUNDRY & SERVICE SEPARATED FROM MEETING ROOM

ADJACENCY:

PRIMARY: LOBBY

SECONDARY: HALLWAY FOR CIRCULATION

SYSTEMS REQUIREMENTS:

THERMAL: RADIANT BASEBD. HEATING, ACTIVE & PASSIVE SOLAR

VISUAL: VIEW OF MTNS DESIRED

ACOUSTICAL: MODERATE, CEILING, FLOOR CARPETED

ILLUMINATION: INDIRECT FLUORESCENT,

LEGAL/SAFETY: 2 EXITS, 10 LINEAR FT. BARRIER FREE

COMMENTS:

OLYMPIC TRAINING CENTER PRECEDENT AVE: 48,000 SQ. FT.

SPACES NECESSARY # OF USERS

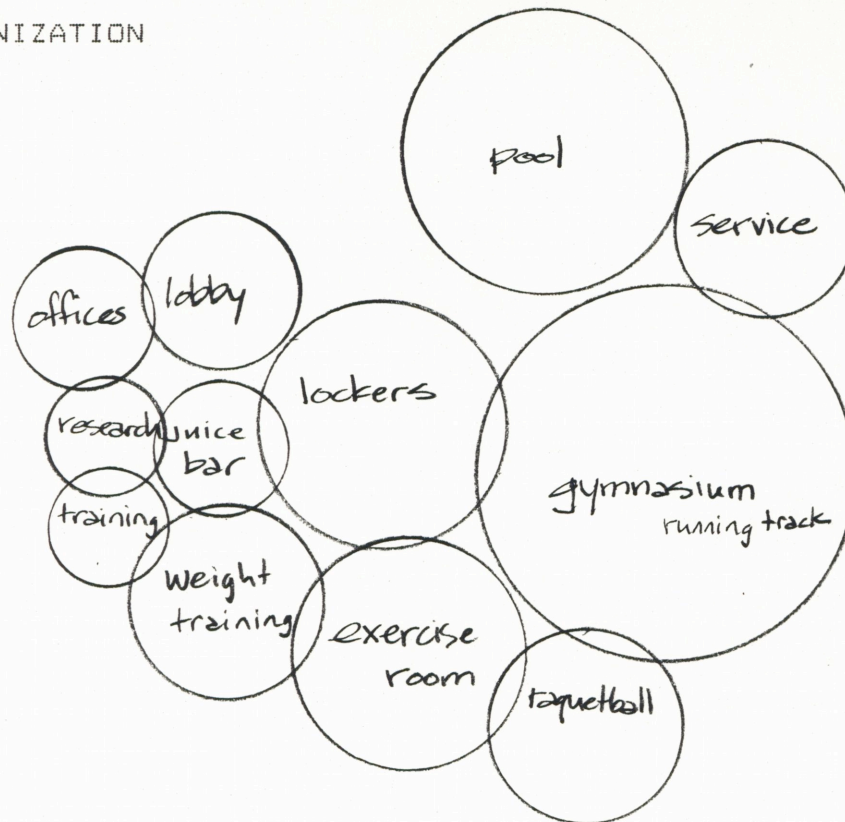
WEIGHT TRAINING:	2,200 SQ. FT.	35-50
25 METER POOL:	4,000 SQ. FT.	20-30
LOCKERS/SHOWERS: 2 @	1,800 SQ. FT. = 3,600 SQ. FT.	75
JUICE BAR:	1,000 SQ. FT.	8-15
LEARNING/RESEARCH:	1,250 SQ. FT.	10
GYMNASIUM:	6,750 SQ. FT.	25-35
RAQUETBALL: 2 @	800 SQ. FT. = 1,600 SQ. FT.	4
OFFICES: 4 @	375 SQ. FT. = 1,500 SQ. FT.	6
EXERCISE RM.:	2,000 SQ. FT.	35-45
RUNNING TRACK:	1,600 SQ. FT.	25
TRAINING RM.:	800 SQ. FT.	8
SERVICE: 20% OF TOTAL:	5,260 SQ. FT.	
CIRCULATION: 20% OF TOTAL:	5,260 SQ. FT.	
<u>TOTAL SQ. FT. :</u>	<u>36,820 SQ. FT.</u>	

EXTRA FACILITIES:

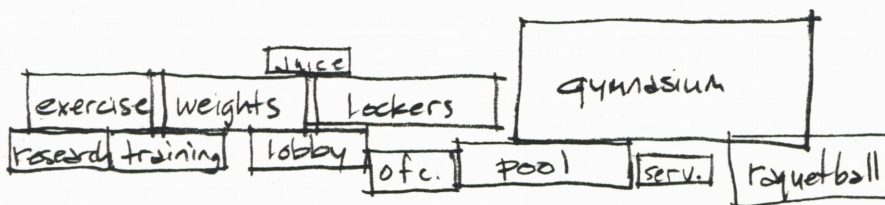
2ND GYMNASIUM:	5,000 SQ. FT.	25
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OLYMPIC TRAINING CENTER ADJACENCY STUDY

HORIZONTAL ORGANIZATION



VERTICAL ORGANIZATION



SPACE REQUIREMENTS

PLACE: SPORTS TRAINING CENTER

SPECIFIC: EXERCISE RM

SQ. FOOTAGE: 2,000 SQ. FT.

CEILING HEIGHT: 10± FT.

ZONE: PRIVATE/PUBLIC

USERS & #: ATHLETES 20± PEOPLE

DESCRIPTION: ROOM FOR GROUP AEROBICS, MEETINGS, STRETCHING

ADJACENCY:

PRIMARY: LOCKERS, GYM, WEIGHT RM.

SECONDARY: RESEARCH

SYSTEMS REQUIREMENTS:

THERMAL: RADIANT BASEBOARD HEATING, PASSIVE & ACTIVE SOLAR

VISUAL: VIEW OF MTNS DESIRED

ACOUSTICAL: MODERATE, WALLS, FLOOR, CEILING

ILLUMINATION: INDIRECT FLUORESCENT, DAYLIGHT

LEGAL/SAFETY: 2 EXITS, 10 LINEAR FT.

COMMENTS:

SPACE REQUIREMENTS

PLACE: SPORTS TRAINING CENTER

SPECIFIC: OFFICES (4)

SQ. FOOTAGE: 4 @ 375 SQ. FT. EA. 1,500 SQ. FT. TOTAL

CEILING HEIGHT: 10± FT.

ZONE: PRIVATE / PUBLIC

USERS & #: OLYMPIC TRAINING DIRECTOR, COACHES, SPORTS M.D.

DESCRIPTION: GENERAL OFFICES TO BE ROTATED AMONG THE COACHES DEPENDENT ON TEAM USING FACILITIES 6 PEOPLE

ADJACENCY:

PRIMARY: LOBBY, JUICE BAR

SECONDARY: LOCKERS, RESEARCH

SYSTEMS REQUIREMENTS:

THERMAL: RADIANT BASEBD. HEATING, PASSIVE & ACTIVE SOLAR

VISUAL: VIEWS OF MTNS & TOWN DESIRED

ACOUSTICAL: MODERATE SUPPRESSION, WALLS, FLOOR, CEILING

ILLUMINATION: INDIRECT FLUORESCENT, DIRECT INCANDESCENT
TASK LIGHTING, DAYLIGHT

LEGAL / SAFETY: 1 EXIT PER OFFICE, SPRINKLERED

COMMENTS:

SPACE REQUIREMENTS

PLACE: SPORTS TRAINING CENTER

SPECIFIC: 25 METER POOL

SQ. FOOTAGE: 4,000 SQ. FT. (could be scaled down to 2,000 SQ. FT. see description)

CEILING HEIGHT: 12± FT.

ZONE: PRIVATE

USERS & #: ATHLETES, OLYMPIC & PROFESSIONAL, 20± PEOPLE

DESCRIPTION: STANDARD COMPETITION POOL, COULD BE SCALED DOWN TO LAP POOL (4 LANES) 2000 SQ. FT.

ADJAGENCY:

PRIMARY: LOCKERS, SERVICE

SECONDARY: RESEARCH

SYSTEMS REQUIREMENTS:

THERMAL: FORCED AIR HEATING, ACTIVE & PASSIVE SOLAR SYSTEMS
VENTILATION FOR MOISTURE, POOL WATER CIRC. SYS.

VISUAL: VIEWS OF MOUNTAINS, SKY DESIRED

ACOUSTICAL: NO REQUIREMENT

ILLUMINATION: INDIRECT FLUORESCENT, DAYLIGHT

LEGAL/SAFETY: NON SLIP SURFACES AROUND POOL, 1 EXIT,
EMERGENCY LIGHTING

COMMENTS:

SPACE REQUIREMENTS

PLACE: SPORTS TRAINING CENTER

SPECIFIC: RAQUETBALL COURTS (2)

SQ. FOOTAGE: 2 @ 800 SQ. FT. EA, 1,600 SQ. FT. TOTAL

CEILING HEIGHT: 20 FT.

ZONE: PRIVATE / PUBLIC

USERS & #: ATHLETES 4± PEOPLE

DESCRIPTION: STANDARD 20' X 40' RAQUETBALL COURTS, ADAPT-
ABLE TO WALLYBALL, GLASS REAR WALLS

ADJAGENCY:

PRIMARY: LOCKERS, JUICE BAR

SECONDARY: LOBBY

SYSTEMS REQUIREMENTS:

THERMAL: FORCED AIR HEATING, VENTILATION

VISUAL: NO VIEWS DESIRED

ACOUSTICAL: NONE

ILLUMINATION: BRIGHT INDIRECT METAL HALIDE

LEGAL/SAFETY: 1 EXIT PER COURT.

COMMENTS:

SPACE REQUIREMENTS

PLACE: SPORTS TRAINING CENTER

SPECIFIC: GYMNASIUM / RUNNING TRACK



SQ. FOOTAGE: 6,750 SQ. FT. 1,600 SQ. FT.

CEILING HEIGHT: 25± FT. 8,350 SQ. FT. TOTAL

ZONE: PRIVATE / PUBLIC

USERS & #: ATHLETES 25± PEOPLE

DESCRIPTION: RUNNING TRACK WRAPPED AROUND GYMNASIUM EITHER ABOVE OR ON GYM FLOOR, 4 LANE TRACK, 1/16TH MILE, 2 BASKETBALL/VOLLEYBALL COURTS, ROLL-OUT

ADJACENCY: BLEACHERS.

PRIMARY: LOCKERS, EXERCISE RM.

SECONDARY: LOBBY, SERVICE

SYSTEMS REQUIREMENTS:

THERMAL: FORCED AIR HEATING, PASSIVE & ACTIVE SOLAR SYSTEMS

VISUAL: RUNNING TRACK: VIEW DESIRED
GYMNASIUM: VIEW NOT DESIRED

ACOUSTICAL: MODERATE SUPPRESSION, WALLS, CEILING

ILLUMINATION: INDIRECT FLUORESCENT OR METAL HALIDE LAMPS
DAYLIGHTING

LEGAL/SAFETY: 2 EXITS, 10 LINEAR FEET, NO BARRIERS,
PADDED RUNNING SURFACE

COMMENTS:

SPACE REQUIREMENTS

PLACE: SPORTS TRAINING CENTER

SPECIFIC: LOBBY

SQ. FOOTAGE: 600 SQ. FT.

CEILING HEIGHT: 10± FT.

ZONE: PUBLIC

USERS & #: ATHLETES, PUBLIC 10± PEOPLE

DESCRIPTION: CHECK-IN DESK, SEATING

ADJACENCY:

PRIMARY: LOCKERS, OFFICES

SECONDARY: JUICE BAR, RACKETBALL OVERLOOK

SYSTEMS REQUIREMENTS:

THERMAL: RADIANT BASEBO. HEATING, PASSIVE SOLAR

VISUAL: VIEWS OF MOUNTAINS DESIRED

ACOUSTICAL: MODERATE SUPPRESSION, CEILING, FLOOR

ILLUMINATION: INDIRECT FLUORESCENT, DAYLIGHT

LEGAL/SAFETY: 2 EXITS, 10 LINEAR FT. BARRIER-FREE

COMMENTS:

SPACE REQUIREMENTS

PLACE: SPORTS TRAINING CENTER

SPECIFIC: TRAINING RM

SQ. FOOTAGE: 800 SQ. FT.

CEILING HEIGHT: 10 ± FT.

ZONE: PRIVATE

USERS & #: ATHLETES, SPORTS M.D.'S, TRAINERS 8 ± PEOPLE

DESCRIPTION: REHABILITATION OF PHYSICAL AILMENTS, TESTING ASSOCIATED WITH RESEARCH

ADJACENCY:

PRIMARY: RESEARCH, LOCKERS

SECONDARY: POOL, WEIGHT RM.

SYSTEMS REQUIREMENTS:

THERMAL: RADIANT BASED HEATING, PASSIVE SOLAR

VISUAL: NO VIEWS DESIRED

ACOUSTICAL: MODERATE SUPPRESSION, WALLS, CEILING

ILLUMINATION: INDIRECT FLUORESCENT

LEGAL/SAFETY: 1 EXIT, 5 LINEAR FT.

COMMENTS:

SPACE REQUIREMENTS

PLACE: SPORTS TRAINING CENTER

SPECIFIC: RESEARCH / LEARNING CENTER

SQ. FOOTAGE: 1,250 SQ. FT.

CEILING HEIGHT: 10± FT.

ZONE: PRIVATE

USERS & #: ATHLETES, SPORTS DOCTORS 10± PEOPLE

DESCRIPTION: A FACILITY FOR EDUCATING ATHLETES & TESTING PHYSICAL CHARACTERISTICS OF ATHLETES WITH CARDIO./ BODY FAT / STRENGTH / WEIGHT MACHINERY.

ADJAGENCY:

PRIMARY: LOCKERS, EXERCISE, TRAINING

SECONDARY: JUICE BAR

SYSTEMS REQUIREMENTS:

THERMAL: RADIANT BASEBD. HEATING, ACTIVE & PASSIVE SOLAR

VISUAL: NO VIEWS DESIRED

ACOUSTICAL: MODERATE SUPPRESSION, CEILING, FLOOR

ILLUMINATION: INDIRECT FLUORESCENT.

LEGAL / SAFETY: SPRINKLERED, 1 EXIT, 5 LINEAR FT.

COMMENTS:

SPACE REQUIREMENTS

PLACE: SPORTS TRAINING CENTER

SPECIFIC: JUICE BAR

SQ. FOOTAGE: 1,000 SQ. FT.

CEILING HEIGHT: 10 ± FT.

ZONE: PUBLIC / PRIVATE

USERS & #: ATHLETES, COACHES, PRIVILEGED PUBLIC 15 ± PEOPLE

DESCRIPTION: A SPECIALTY BAR WITH NATURAL AND ELECTRO-
LYTE RESTORING BEVERAGES

ADJACENCY:

PRIMARY: LOCKERS, LOBBY

SECONDARY: RESEARCH, OFFICES, SERVICE

SYSTEMS REQUIREMENTS:

THERMAL: RADIANT BASEBOARD HEATING, PASSIVE SOLAR

VISUAL: VIEWS OF MOUNTAINS & TOWN REQUIRED

ACOUSTICAL: MODERATE SUPPRESSION, CEILING, FLOORS

ILLUMINATION: INDIRECT FLUORESCENT, DAYLIGHT

LEGAL / SAFETY: SPRINKLERED, 1 EXIT, 5 LINEAR FT.
BARRIER-FREE

COMMENTS:

SPACE REQUIREMENTS

PLACE: SPORTS TRAINING CENTER

SPECIFIC: LOCKER RMS (MEN & WOMEN)

SQ. FOOTAGE: 2 @ 1,800 SQ. FT. EA. 3,600 SQ. FT. TOTAL

CEILING HEIGHT: 10 $\pm$ FT.

ZONE: PRIVATE/PUBLIC

USERS & #: ATHLETES 40+ PEOPLE PER GENDER

DESCRIPTION: LOCKER BANKS, SHOWERS, SAUNAS

ADJACENCY:

PRIMARY: GYM, POOL, WEIGHTS, EXERCISE

SECONDARY: LOBBY, RAGUETBALL, RESEARCH

SYSTEMS REQUIREMENTS:

THERMAL: RADIANT BASEBOARD HEATING, ACTIVE & PASSIVE SOLAR SYSTEMS, VENTILATION FOR MOISTURE

VISUAL: SOME VIEWS DESIRED

ACOUSTICAL: ACOUSTICAL CEILING, CARPETED

ILLUMINATION: INDIRECT FLUORESCENT, EMERGENCY LIGHTING

LEGAL/SAFETY: NON SLIP SURFACES AT SHOWER AND SAUNA
2 EXITS, 10 LINEAR FT.

COMMENTS:

SPACE REQUIREMENTS

PLACE: SPORTS TRAINING CENTER

SPECIFIC: WEIGHT TRAINING

SQ. FOOTAGE: 2,200 SQ. FT.

CEILING HEIGHT: 10 $\frac{1}{2}$ FT

ZONE: PRIVATE

USERS & #: OLYMPIC ATHLETES, PROFESSIONAL ATHLETES, 35 $\pm$ PEOPLE

DESCRIPTION: (1) NAUTILUS LINE WITH ORGANIZED SETUP
(1) FREE WEIGHT LINE, WEIGHTS ON WALL-MOUNT RACKS
(4) STATIONARY BICYCLES, (4) STRETCHING MATS

ADJACENCY:

PRIMARY: LOCKERS, EXERCISE RM

SECONDARY: RESEARCH, GYMNASIUM

SYSTEMS REQUIREMENTS:

THERMAL: FORCED AIR HEATING, ACTIVE & PASSIVE SOLAR SYSTEMS

VISUAL: VIEWS OF MOUNTAINS DESIRED.

ACOUSTICAL: MUTE SOUND, WALLS, FLOOR

ILLUMINATION: INDIRECT FLUORESCENT, DAYLIGHT

LEGAL/SAFETY: 2 EXITS, 10 LINEAR FEET

COMMENTS:

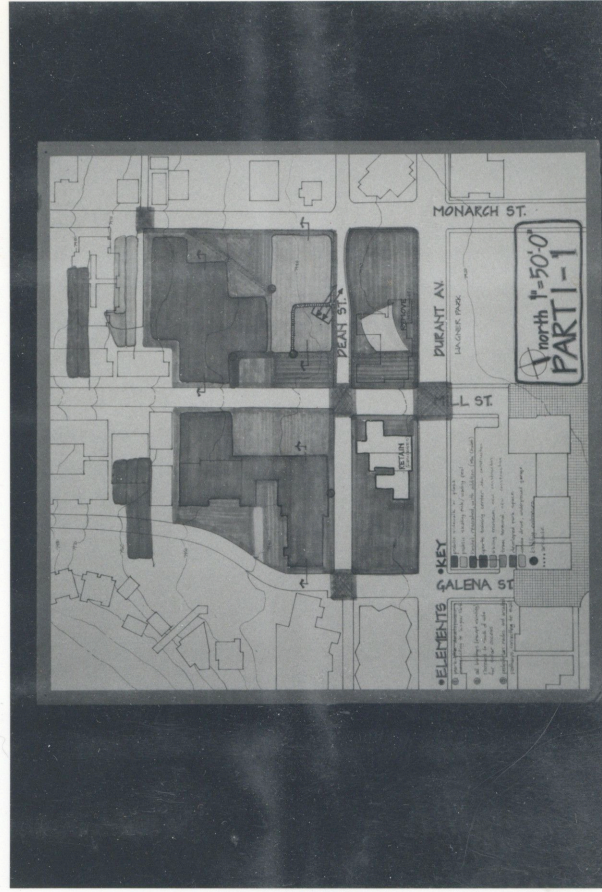
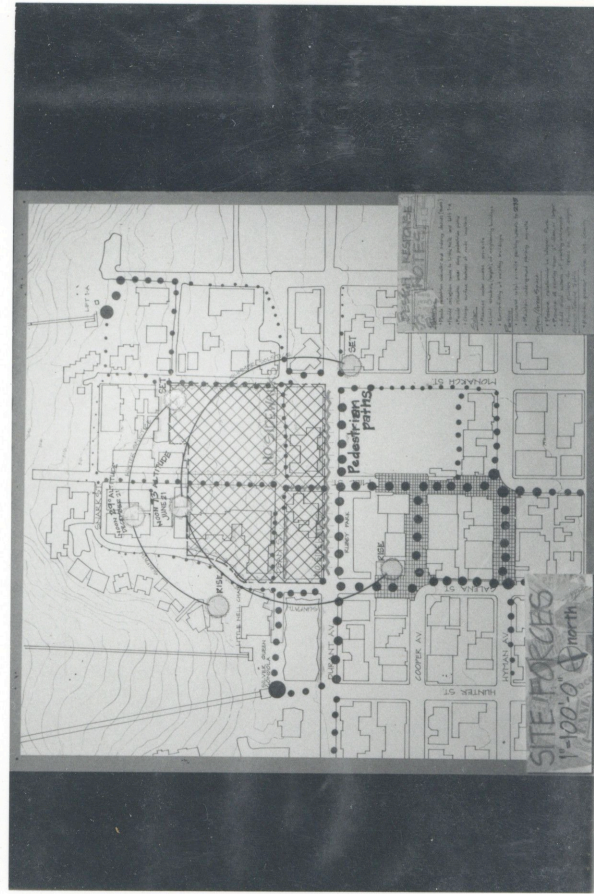
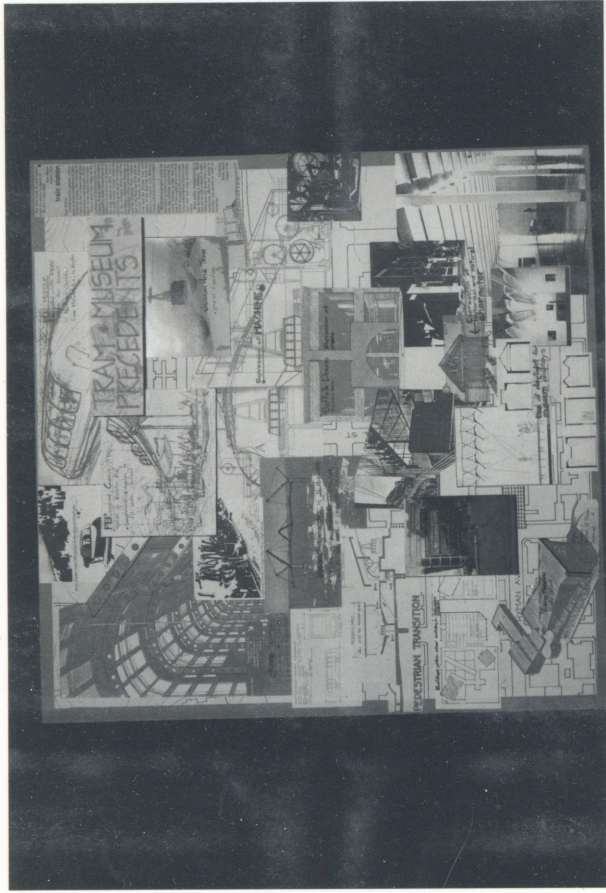
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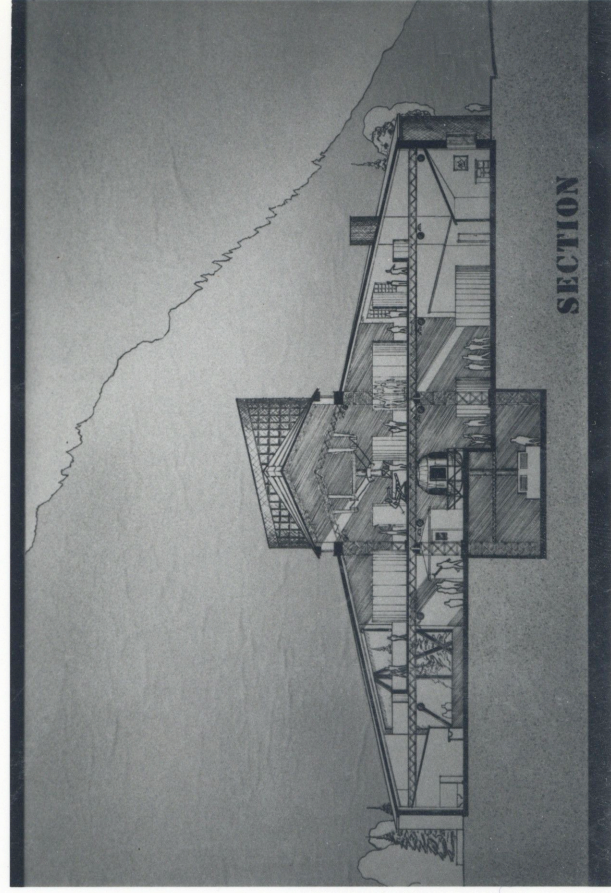
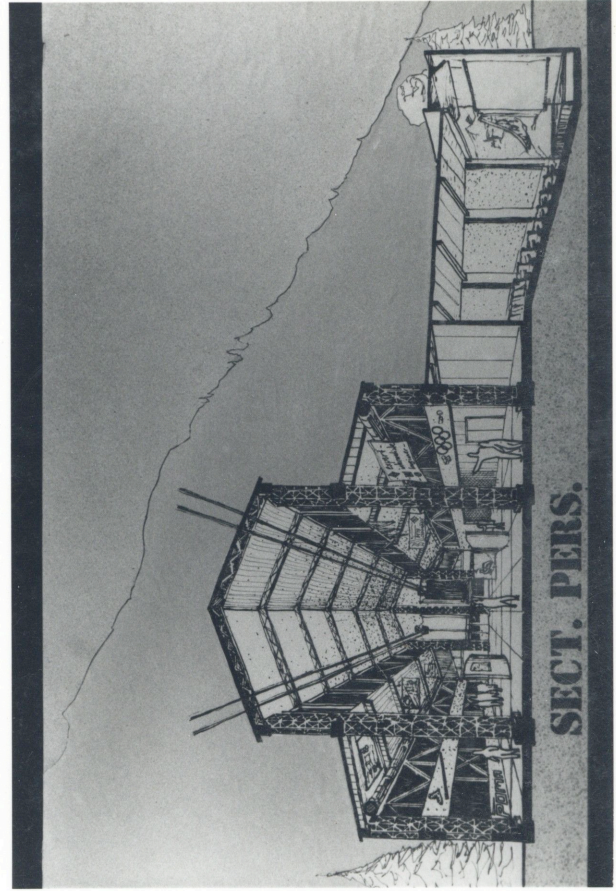
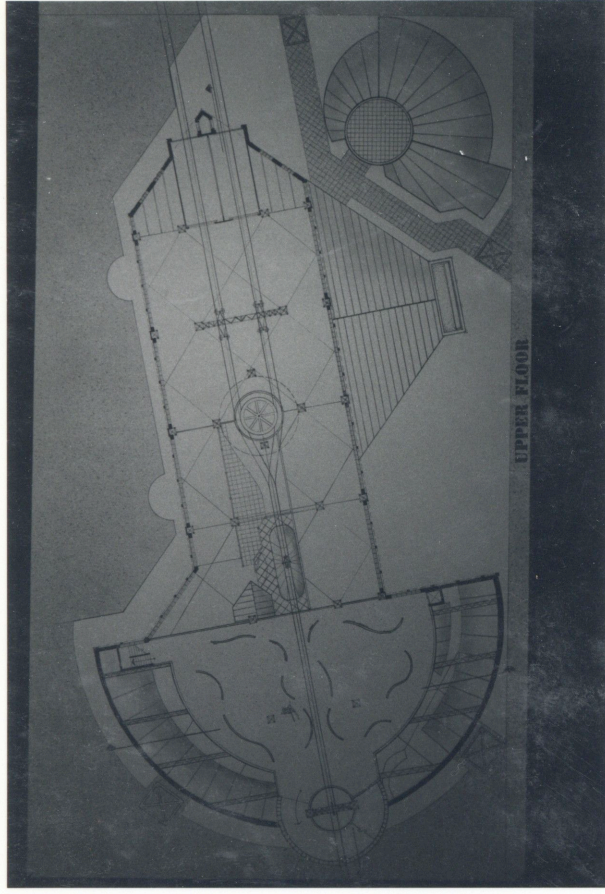
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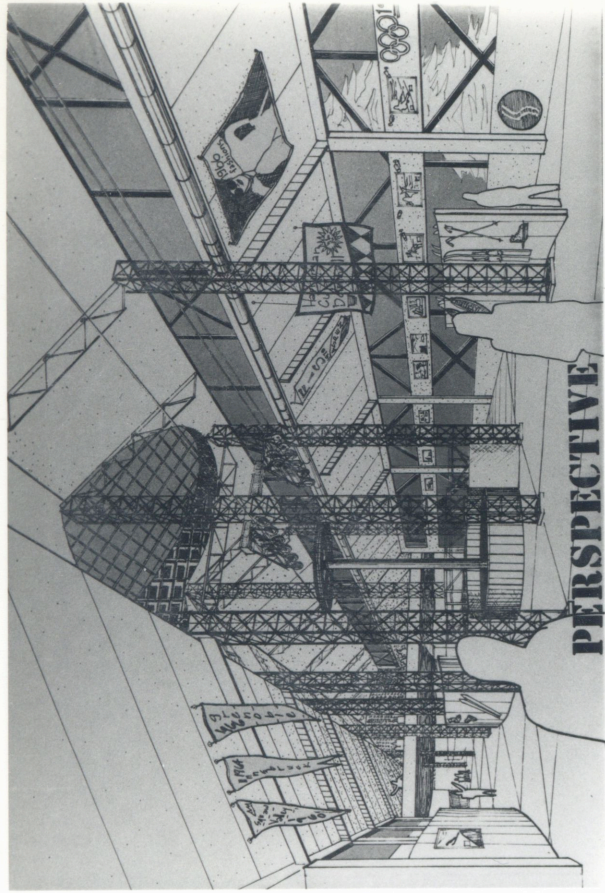
It is my experience through five years of architectural studies, that there are various modes of designing dependent on the problem, and each person has the capacity to develop their own process through experience.

I design in a problem-seeking manner; that is, I anticipate problems and try to convert them into opportunities. This involves intuition and the ability to synthesize several solutions and be prepared to "return to the drawing board". Rational, pragmatic concerns influence the designer, yet do not command total control of the solution. This is a heuristic evolution, where each step has the potential to modify the next step.

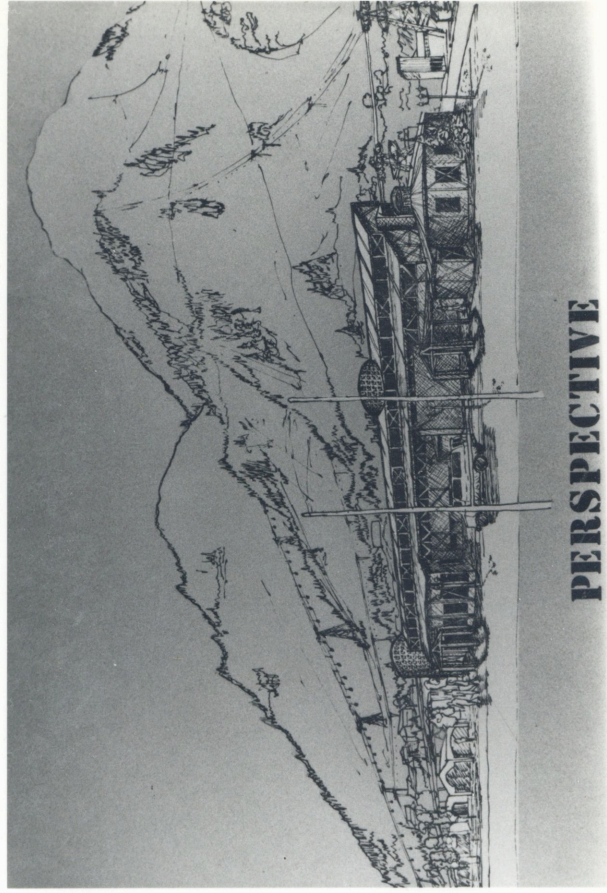
My design evolution involves adequate background research of the physical factors such as site and environmental analysis, functional precedent programming, contextural understanding, etc. From this point, I execute several conceptual solutions in sketch form, synthesizing the best qualitative values of each concept in order to arrive at one solution. This may involve three-dimensional mass modelling for better scale understanding, or it may involve intense detail studies, all of which are influenced by my perception of the principles of architectural design; order, scale, proportion, vocabulary and the like.



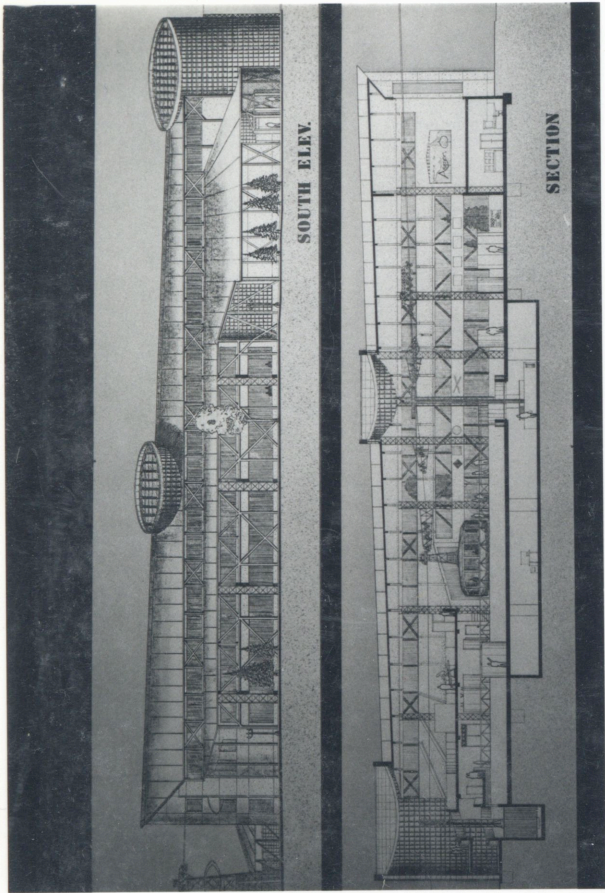




PERSPECTIVE

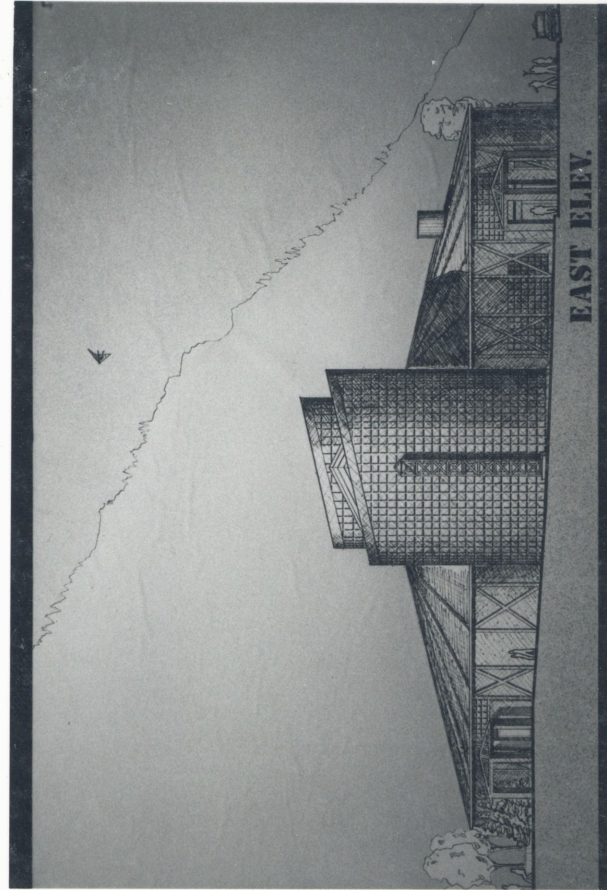


PERSPECTIVE



SOUTH ELEV.

SECTION



EAST ELEV.

[REDACTED]

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ASPEN MOUNTAIN SUBDIVISION & PLANNED UNIT DEVELOPMENT PHASE 1

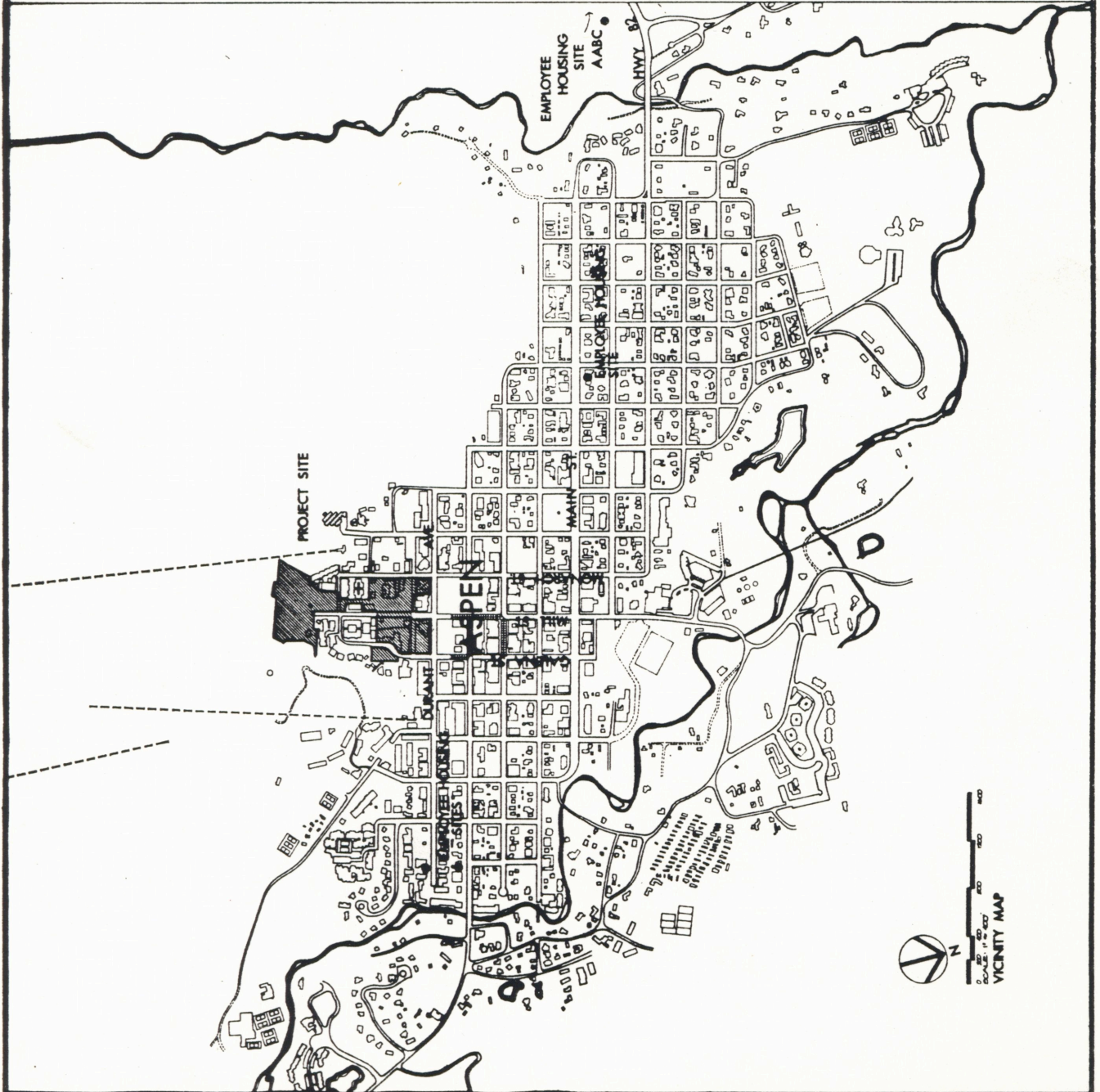
OWNER/SUBDIVIDER
CONVERSE REALTY CORPORATION, A TEXAS CORPORATION
3040 WEST 10TH STREET
DALLAS, TEXAS 75205

PLANNER
CONVERSE REALTY CORPORATION IN ASSOCIATION WITH JOSEPH WELLS
1000 E. MAIN AVENUE
SUITE 200
DENVER, COLORADO 80202

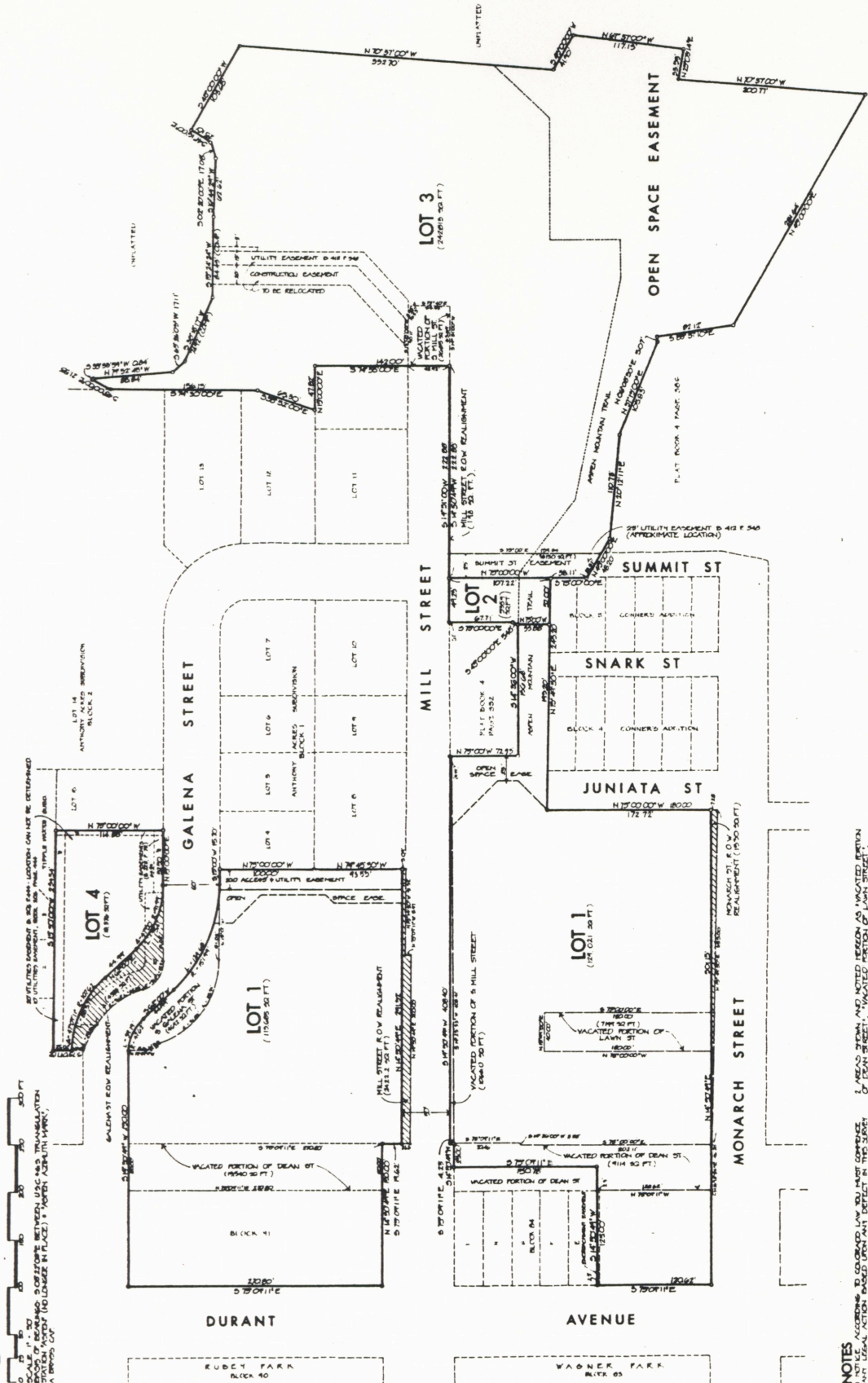
SURVEYOR
ALPINE SURVEYING
4401 HILL STREET
SUITE 100
DENVER, COLORADO 80202
SURVEY/MAP PREPARATION: 01/84

INDEX

1. COVER SHEET
2. ACCEPTANCE, DEDICATION & APPROVAL
3. SUBDIVISION PLAN
4. EXISTING CONDITIONS
5. EXISTING UTILITIES
6. PROPOSED UTILITIES
7. BUILDING LOCATION
8. SKETCH PLAN



PRELIMINARY PLAT ASPEN MOUNTAIN SUBDIVISION & PLANNED UNIT DEVELOPMENT - PHASE 1



NOTES

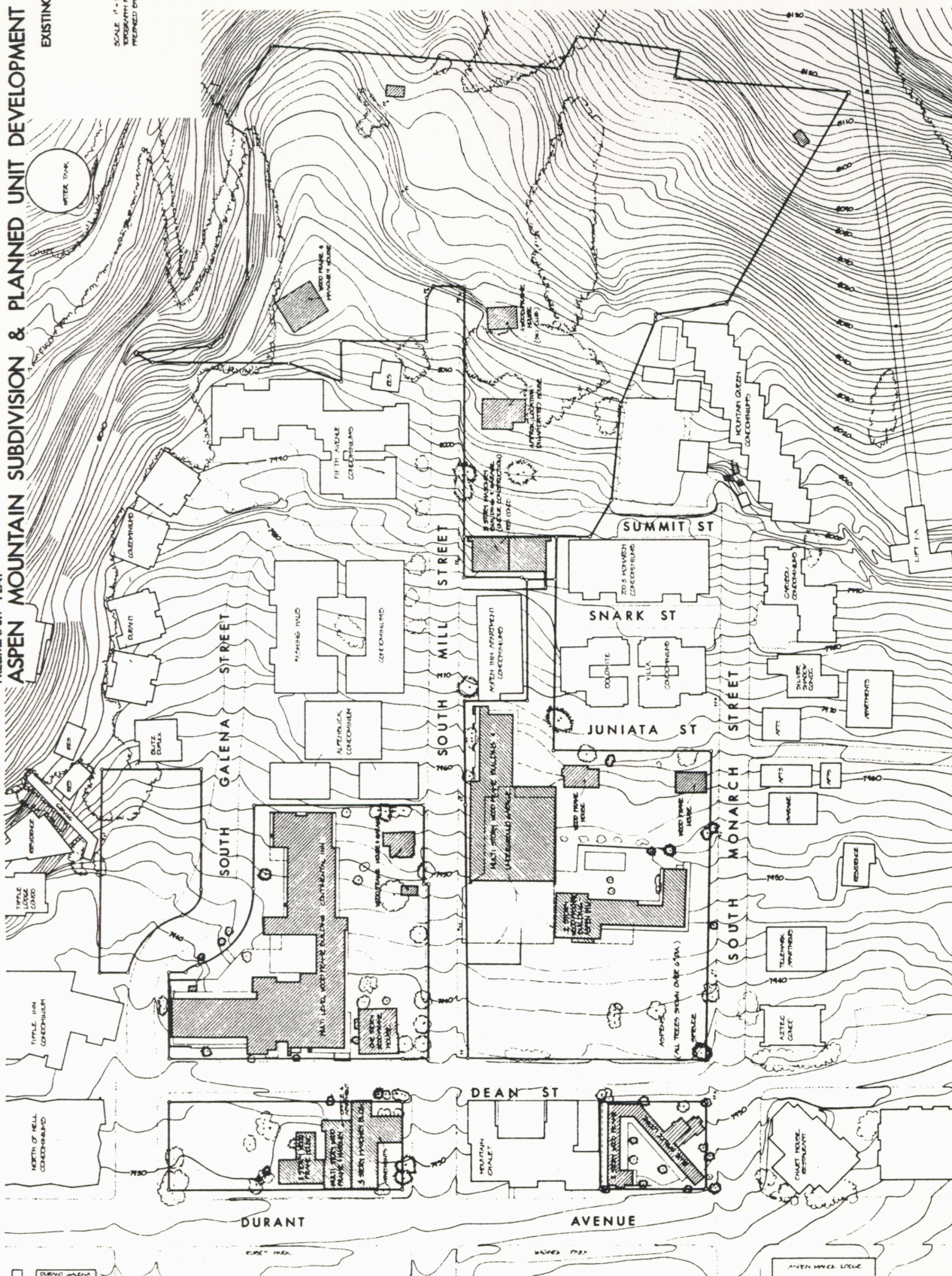
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ASPEN MOUNTAIN SUBDIVISION & PLANNED UNIT DEVELOPMENT PHASE 1

EXISTING CONDITIONS

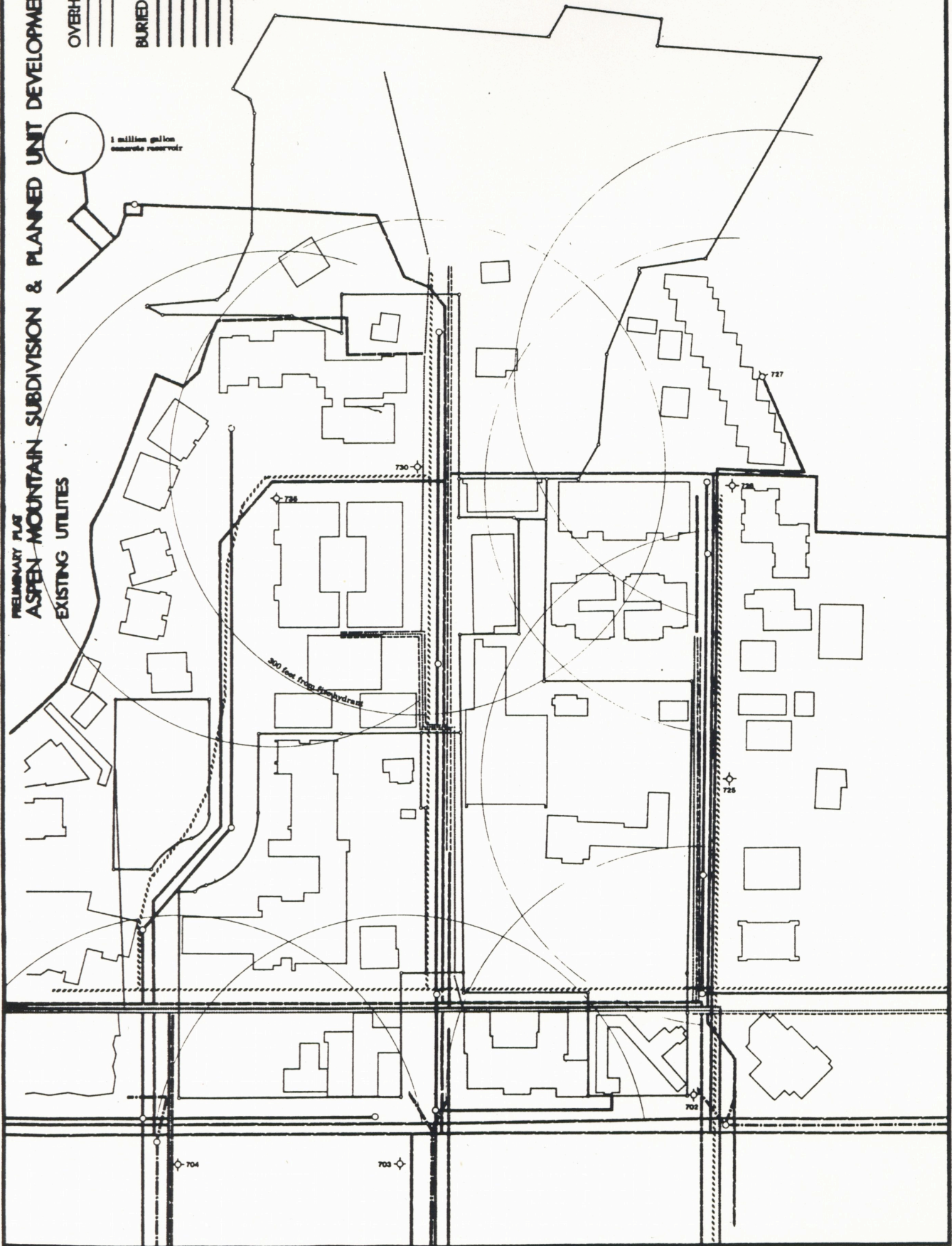


SCALE 1" = 50', CONTOUR INTERVAL 2'
TOPOGRAPHY FROM CITY AIR PHOTOS.
PREPARED BY ALPINE SURVEY CO., D.R.



PRELIMINARY PLAN
 ASPEN MOUNTAIN SUBDIVISION & PLANNED UNIT DEVELOPMENT PHASE 1
 EXISTING UTILITIES

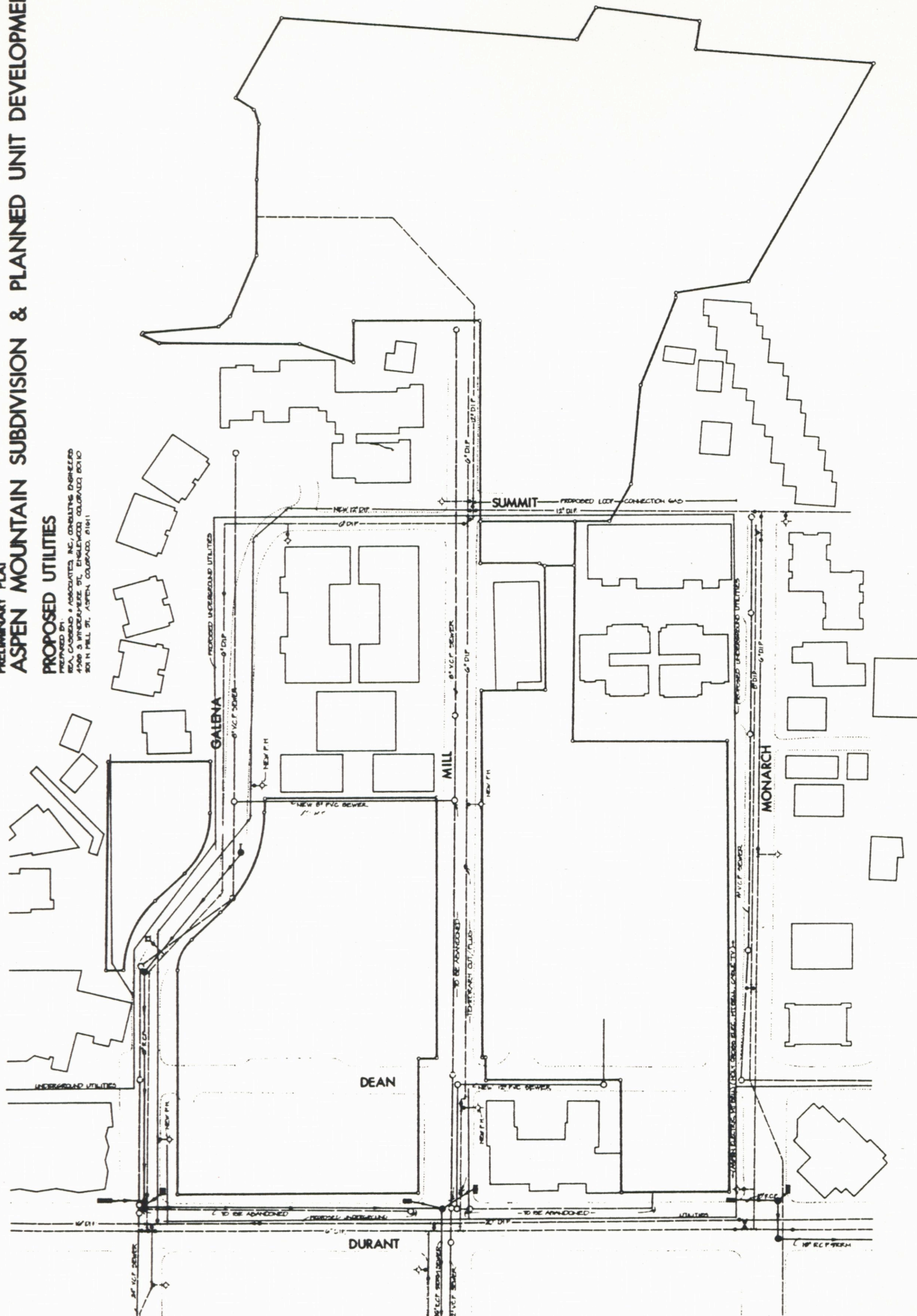
- | | |
|----------------|-------------|
| OVERHEAD LINES | |
| — | POWER |
| — | TELEPHONE |
| — | CABLE TV |
| BURIED LINES | |
| — | POWER |
| — | TELEPHONE |
| — | CABLE TV |
| — | WATER |
| — | SEWER |
| — | STORM SEWER |
| — | GAS |
| ○ | MANHOLE |
| ◇ | FIREHYDRANT |



**PRELIMINARY PLAT
ASPEN MOUNTAIN SUBDIVISION & PLANNED UNIT DEVELOPMENT - PHASE 1**

PROPOSED UTILITIES

DESIGNED BY
R.E. CARROLL & ASSOCIATES, INC., CONSULTING ENGINEERS
1000 WEST 10TH AVENUE, SUITE 100, COLOREDGE, CO. 80501
801 N. MILL ST., ASPEN, COLORADO, 81611

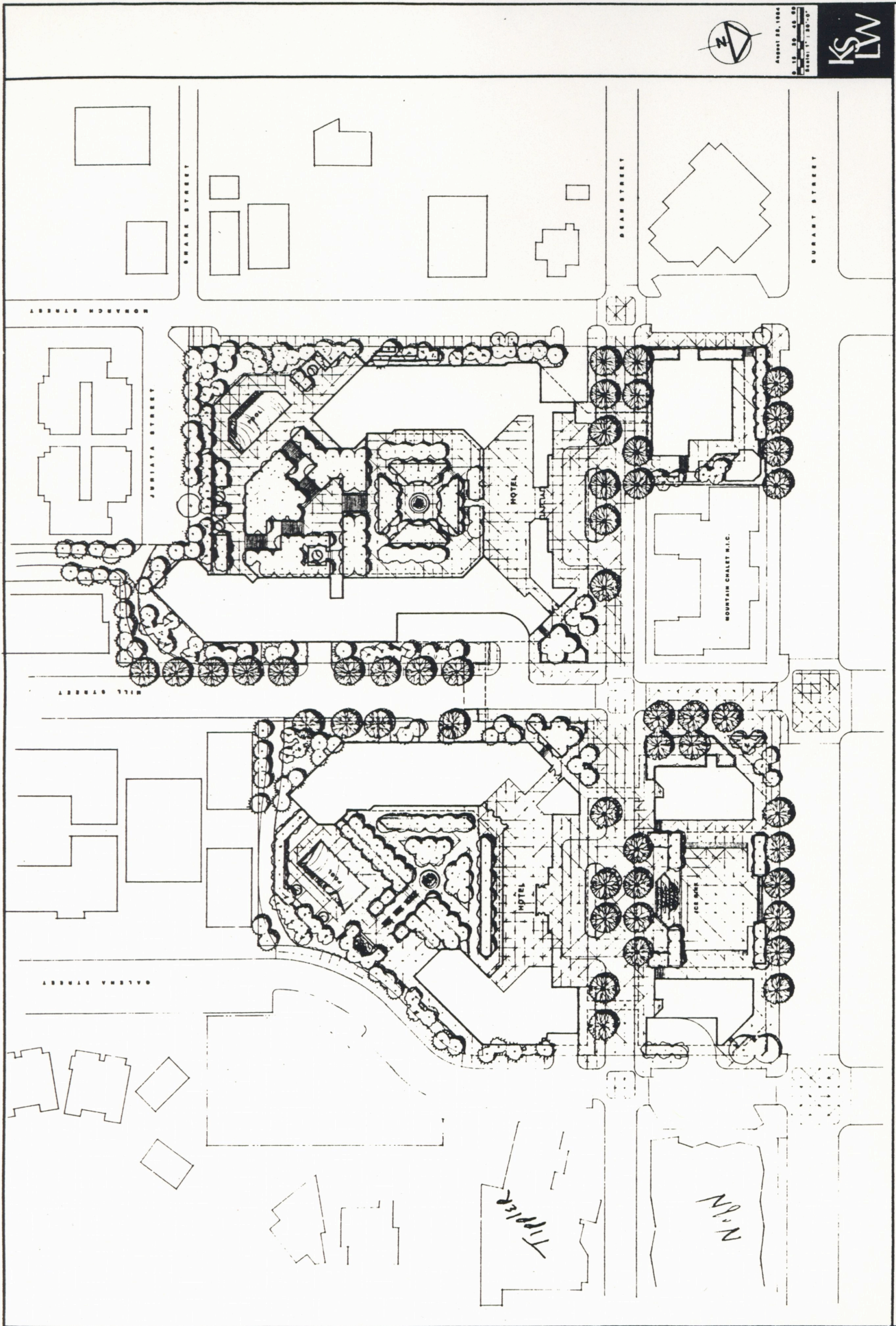


ASPEN MOUNTAIN PUD
DEVELOPMENT SUMMARY
(Lodge at Buildout)
September 7, 1984

SITE		SQUARE FOOTAGE		- LODGE -		- RESIDENTIAL -		UNIT SIZE		- FLOOR AREA -		GROUND COVERAGE ²		- OPEN SPACE ² -	
by Lot		Units		Bedrooms		Units		(Sq.Ft.)		Inc. In		Buildings		Inc. In	
										Ext. FAR		Other		Easements	

SITE SQUARE FOOTAGE by Lot		- LODGE - Units Bedrooms		- RESIDENTIAL - Units Bedrooms		UNIT SIZE (Sq.Ft.)	- FLOOR AREA - Inc. In Ext. FAR Other		GROUND COVERAGE ² Buildings Other Impmts.		- OPEN SPACE - Inc. In Easements Total		
3. Accessory Space													
a. Conference													
b. Food & Beverage													
c. Accessory Commercial													
d. Other (Admin, Serv, (Mech, Circ, Kitchens)													
Subtotal:													
4. Non-Accessory Commercial Space:													
Subtotal, East Wing													
SUBTOTAL, LOT 1:													
LOT 2 - SUMMIT PLACE													
5,359													
1. Residential Units													
a. Two-Bedroom Units													
2. Accessory Space:													
SUBTOTAL, LOT 2:													
5,359													
242,814													
LOT 3 - TOP OF MILL													
1. Residential Units													
a. Four-Bedroom Units													
2. Accessory Space:													
SUBTOTAL, LOT 3:													
242,814													
18,376													
LOT 4 - 700 SOUTH GALENA													
1. Residential Units:													
a. Four-Bedroom Units													
2. Accessory Space:													
SUBTOTAL, LOT 4:													
18,376													
509,376													
447													
447													
54													
190													
438,200													
113,150													
163,247													
90,826													
95,800													
255,182													

1 Underground parking structure not included in calculations.
2 Figures for residential projects are estimates.
3 Includes Ice Rink and open space areas more than 10 feet below grade.



August 28, 1988
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 Feet 1" = 30'-0"

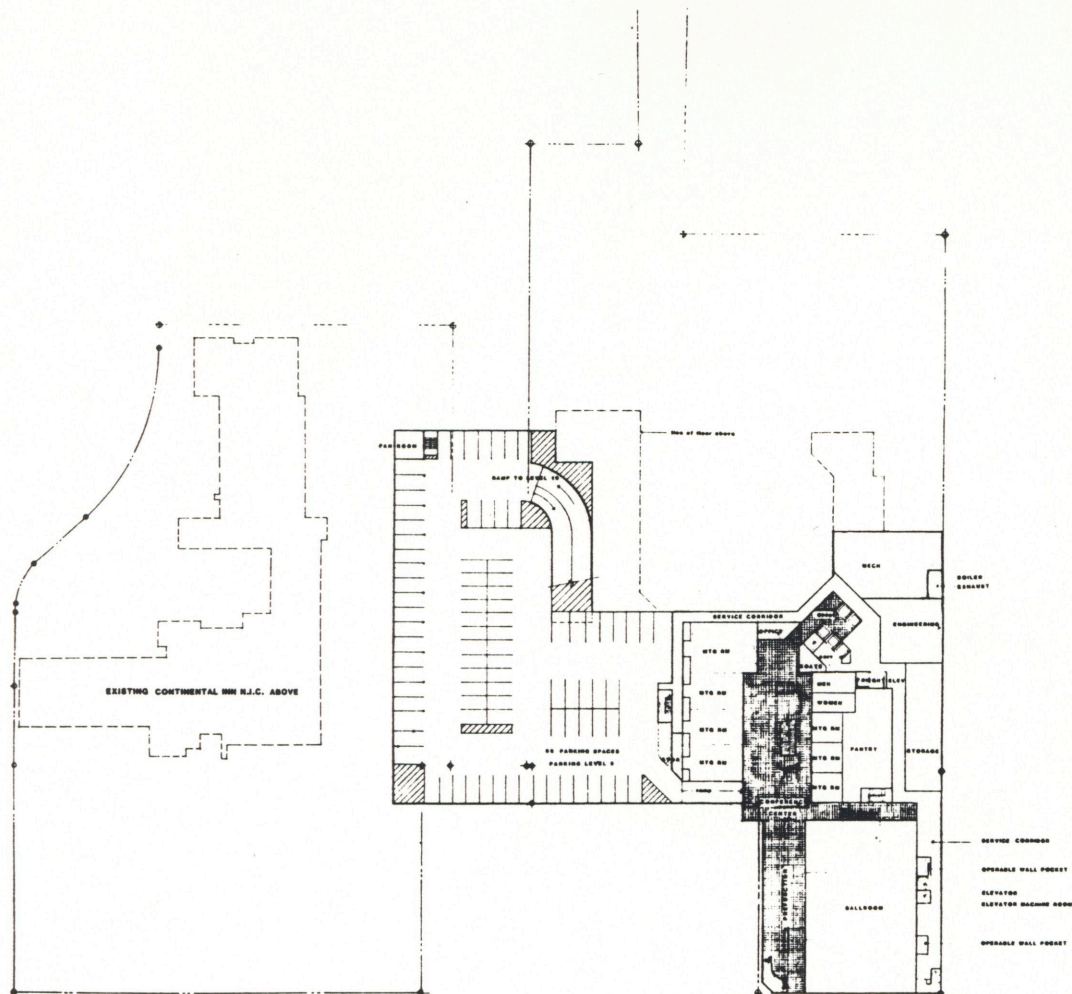
KS
LW

PHASE 1 ILLUSTRATIVE SITE
 DEVELOPMENT MASTERPLAN

THE ASPEN LODGE
 PROJECT ARCHITECT LARRY P. STRICKER

KILLINGSWORTH, STRICKER, LINDGREN, WILSON & ASSOCIATES ARCHITECTS
 EDWARD A. KILLINGSWORTH F.A.S.A. LARRY P. STRICKER AIA RONALD D. LINDGREN AIA ROBERT J. WILSON AIA
 401 LONG BEACH BLVD. LONG BEACH, CALIFORNIA 90802 PHONE 214-277-5919 TELE 214-277-5921

Barrygo Associates, Inc.
 Planning & Landscape Architecture
 1000 S. Orange Ave. Suite 100
 Ft. Lauderdale, Florida 33304
 Phone 305-555-1111
 Telex 152127



PHASE 1A LEVEL 4

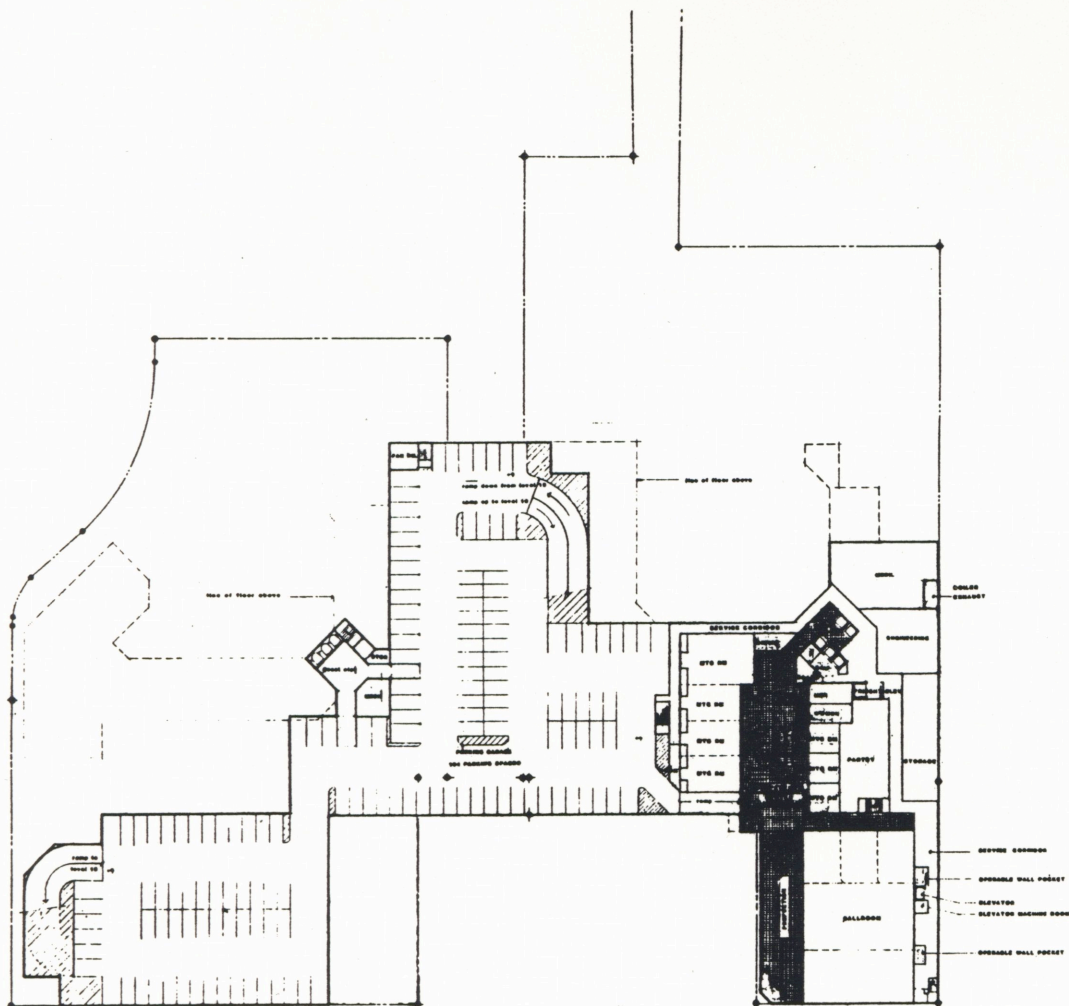
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LEVEL 4

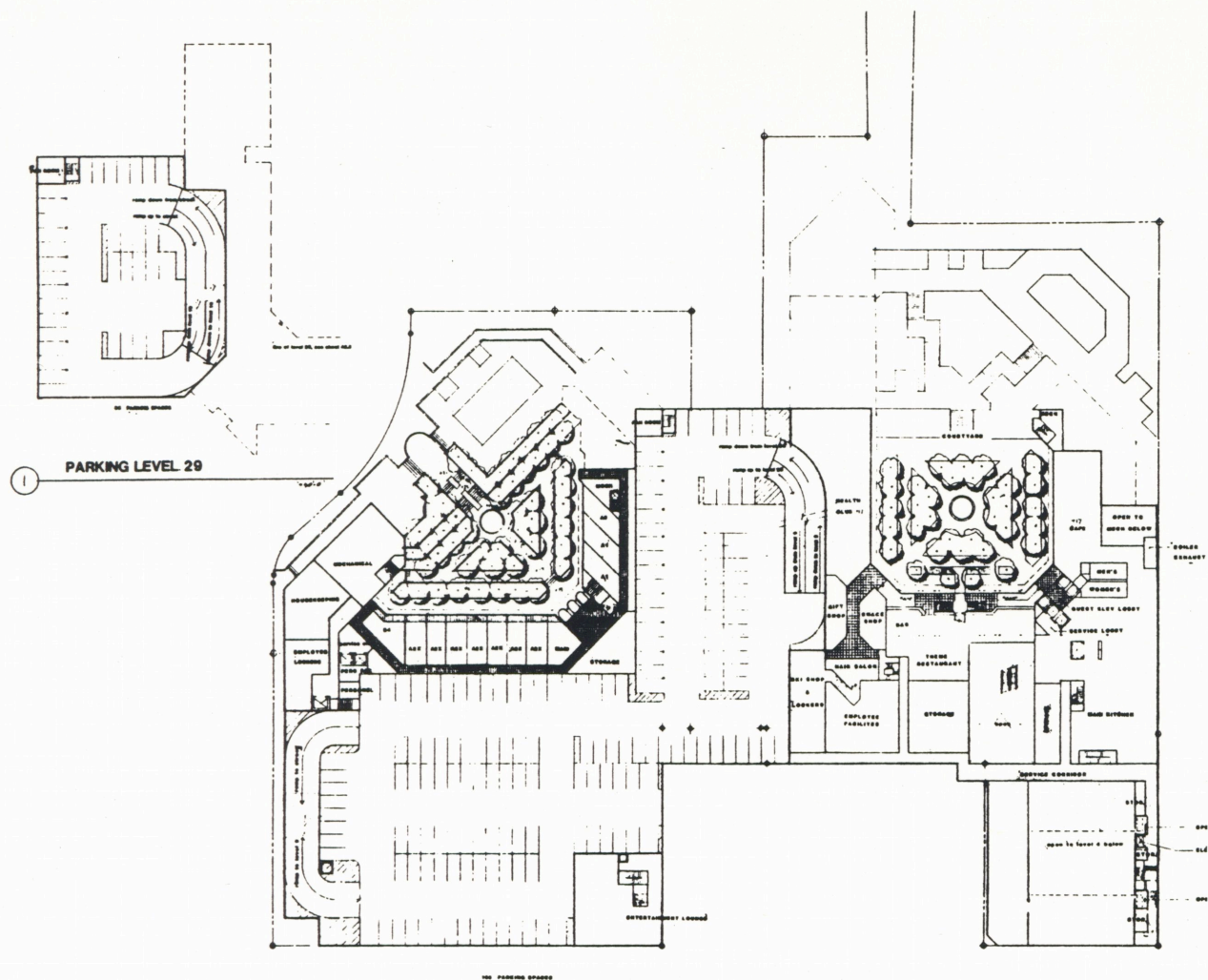
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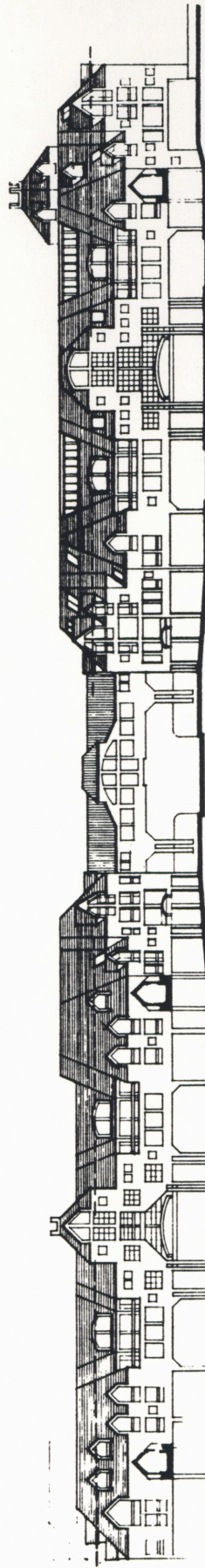
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Aspen Colorado



DEAN STREET

ASPEN MOUNTAIN LODGE

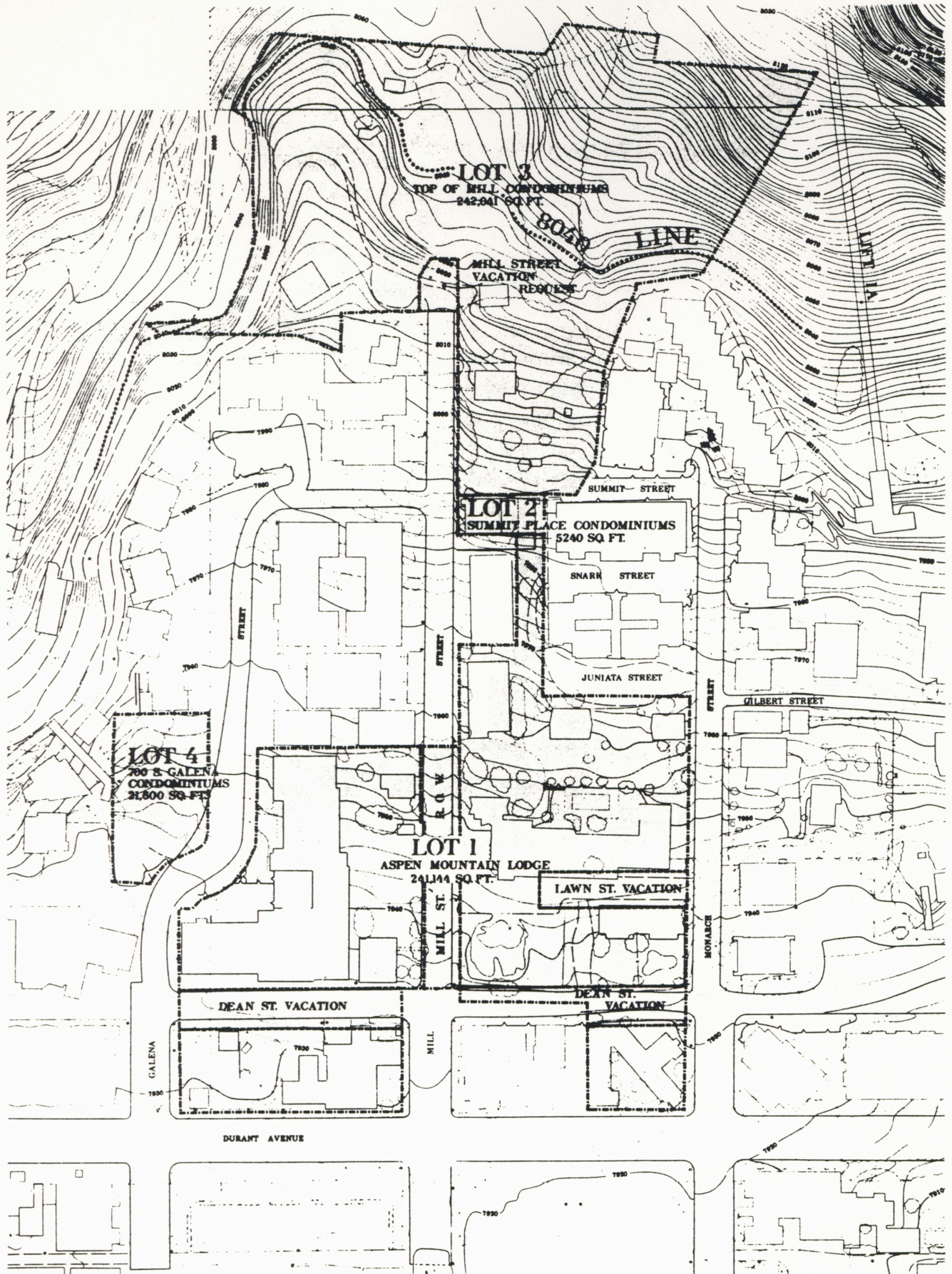
HAGMAN YAW ARCHITECTS LTD.

KILLINGSWORTH, STRICKER, LINDGREN, WILSON
& ASSOCIATES ARCHITECTS

ASPEN, COLORADO

210 SOUTH CALLENA ST. ASPEN, COLORADO 81611
303.927.1100

833 LONG BEACH BLVD. LONG BEACH, CALIFORNIA 90807
213.427.7900 213.427.7179

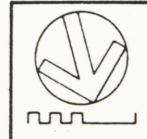


ASPEN MOUNTAIN
The Lodge · Galena · Top Of Mill
American Century Corporation

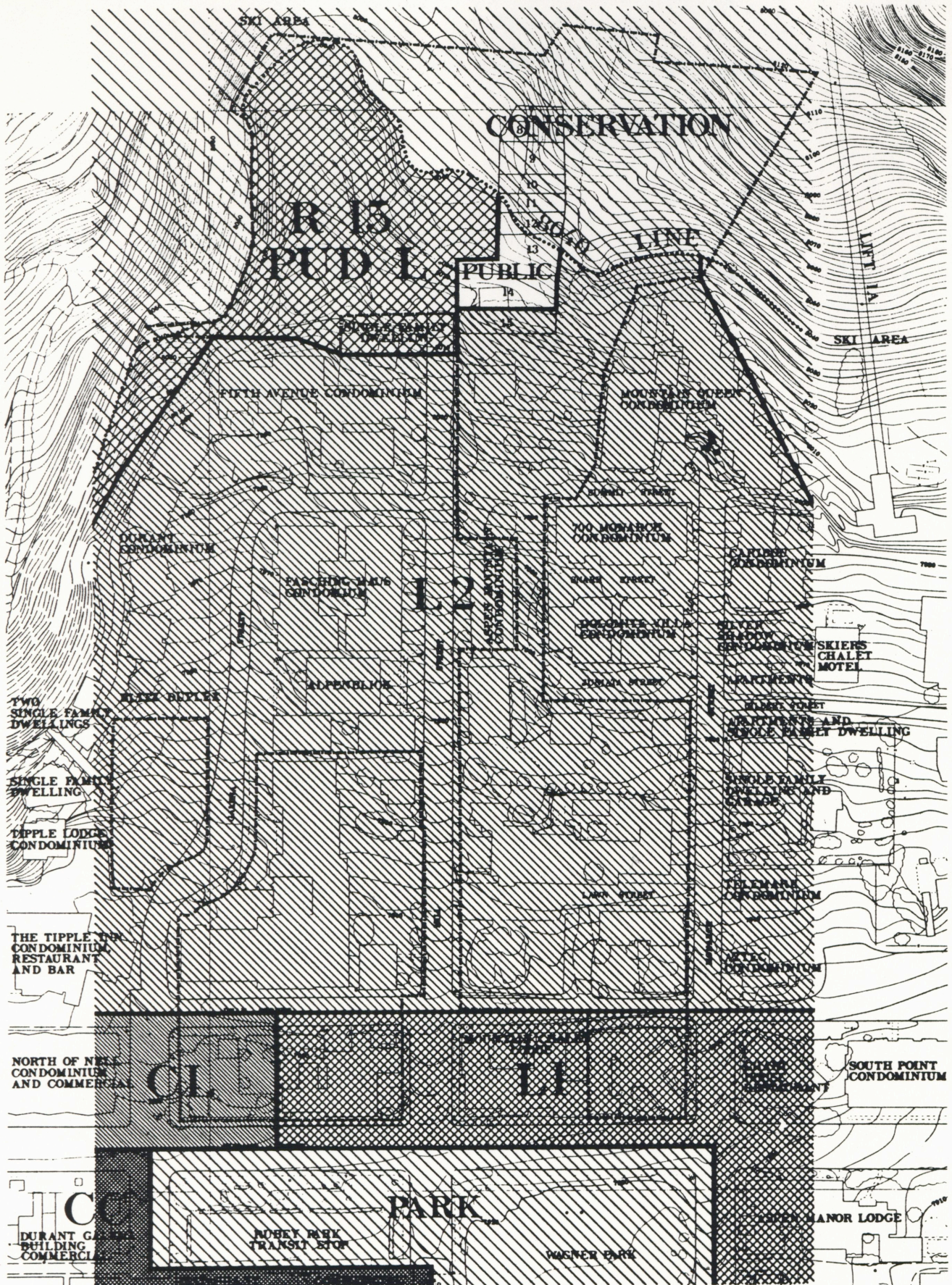
DRAWING TITLE
**CONCEPTUAL
LOT PLAN**
DATE 1 DECEMBER 1983

CONSULTANTS
ALPINE SURVEYS
410 North Mill Street
P.O. Box 1730
Aspen, Colorado 81612
303 925-2400

DESIGN DEVELOPMENT SERVICES
Design Associates
400 Pike Avenue
San Francisco, California 94102



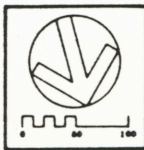
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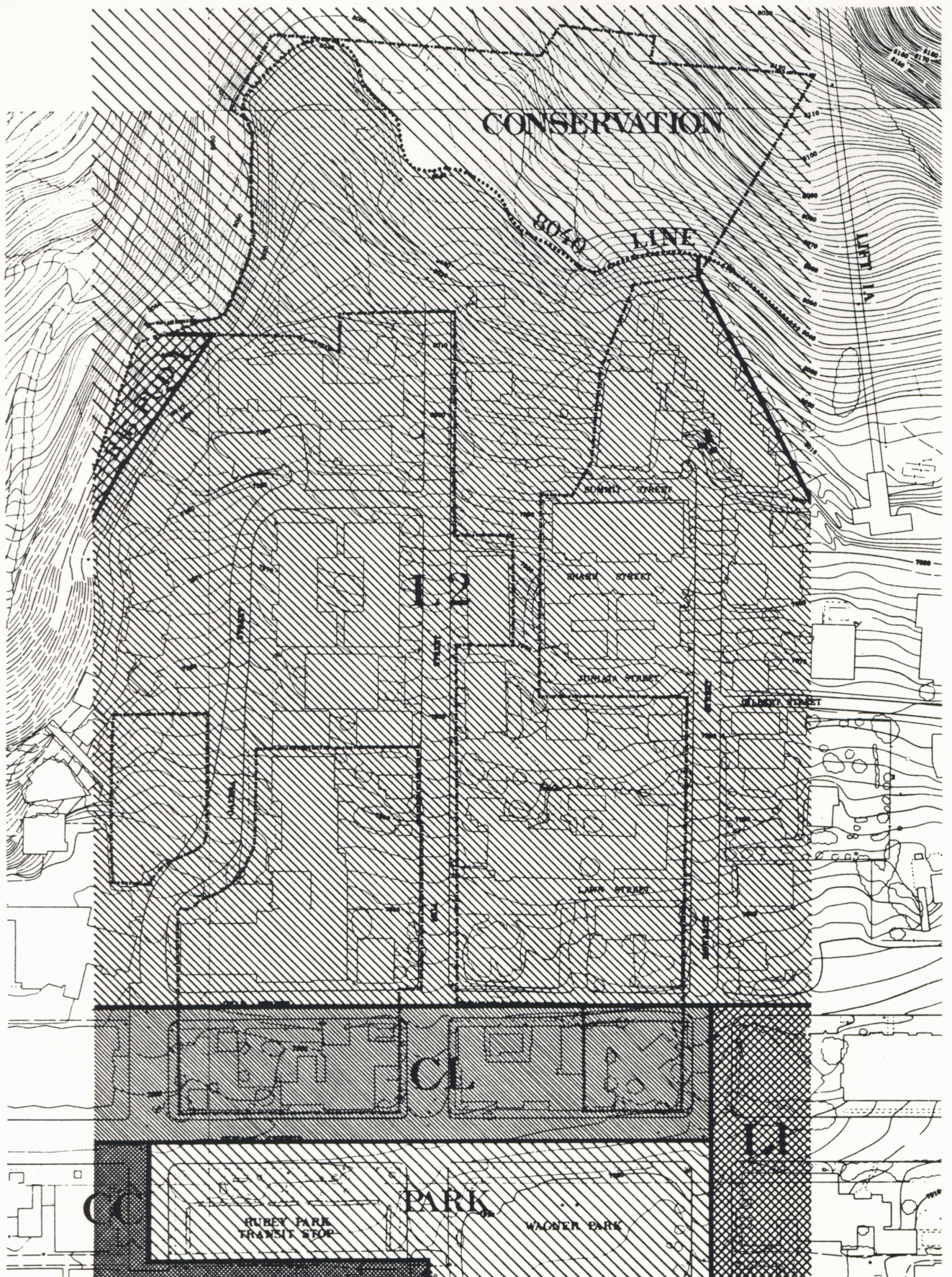
ASPEN MOUNTAIN
The Lodge · Galena · Top Of Mill
American Century Corporation

DRAWING TITLE
**EXISTING
ZONING & USES**
DATE 1 OCTOBER 1988

CONSULTANTS
ALPINE SURVEYS
414 North Mill Street
P.O. Box 1700
Aspen, Colorado 81611
303-925-3800



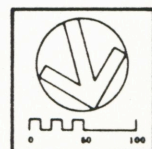
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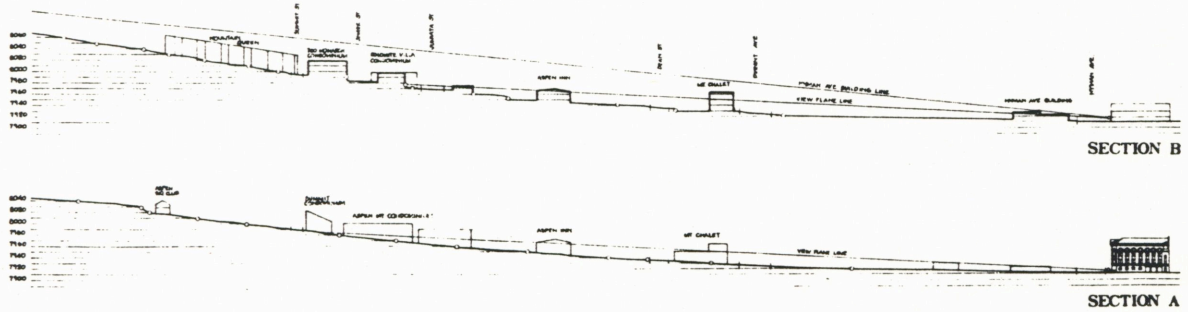
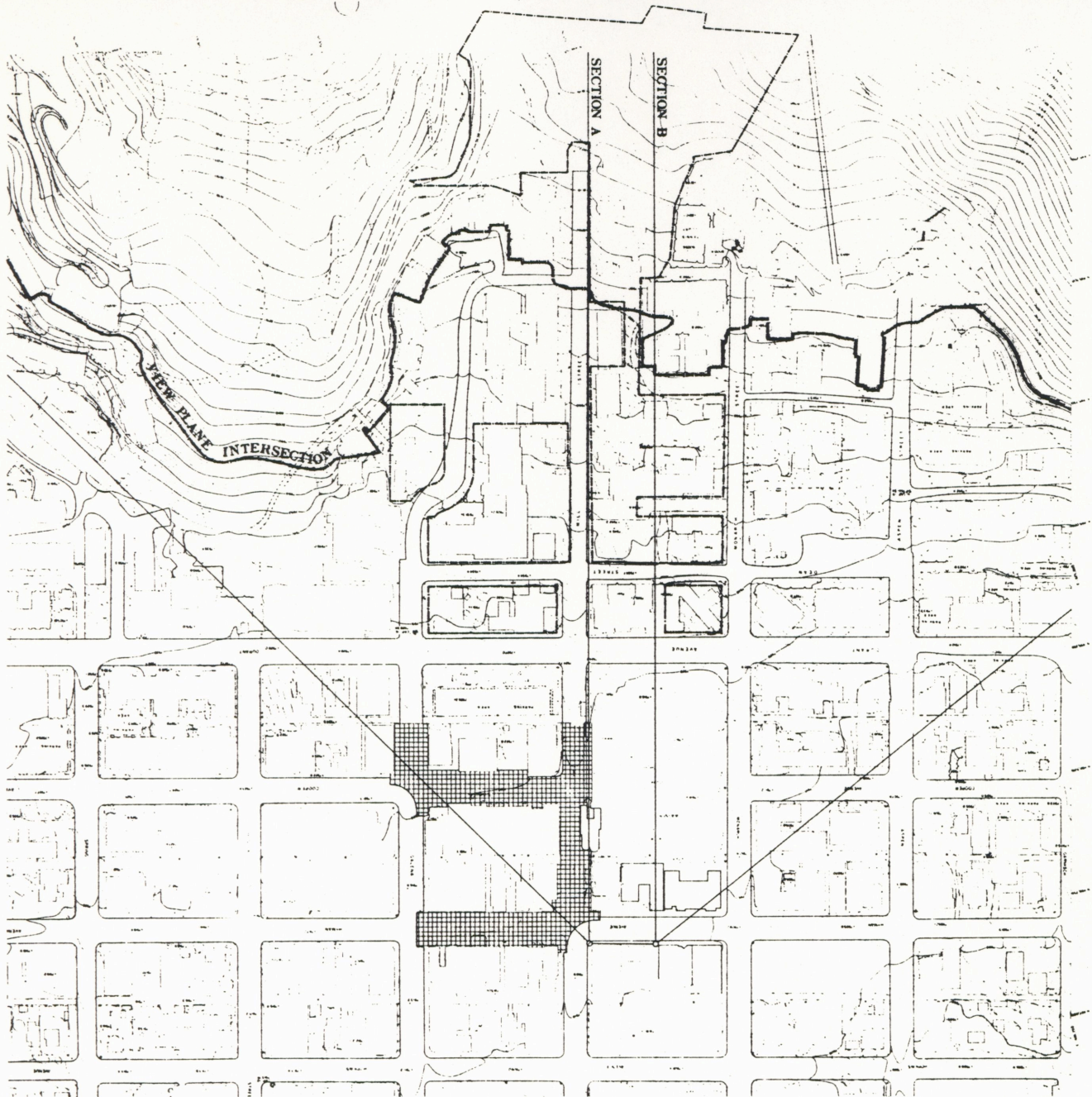
ASPEN MOUNTAIN
 The Lodge · Galena · Top Of Mill
 American Century Corporation

DRAWING TITLE
PROPOSED ZONING
 DATE 1 OCTOBER 1963

CONSULTANTS
 ALPINE SURVEYS
 616 North Hill Street
 Room 407A Box 1770
 Aspen, Colorado 81611
 303 926 3666



DRAWING NO.

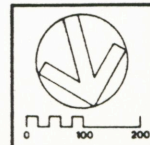


ASPEN MOUNTAIN
The Lodge · Galena · Top Of Mill
American Century Corporation

DRAWING TITLE
**WHEELER OPERA
HOUSE VIEW
PLANE STUDY**
DATE

CONSULTANTS
ALPINE SURVEYS
414 North Mill Street
P.O. Box 1730
Aspen, Colorado 81612
303 925-2646

DESIGN DEVELOPMENT SERVICES
Design Consultants
800 Park Avenue
New York, New York 10022
212-685-1000



DRAWING NO.

Appendix B: R.F.T.A. Ridership figures



February 19, 1988

Mike O'Neill
1717 S. Rouse
Bozeman, Montana 59715

Dear Mike,

Enclosed you will find Aspen-Snowmass ridership figures as you requested. I hope they will be of some use to you in planning your project. Don't hesitate to call me if you have any further questions.

Sincerely yours,

Paul Hilts
Director of Operations

PH/psg

1987	FREE SKIER SHUTTLES (DAY)	FARE BUSES (EVENING)	TOTALS
January	97,599	29,227	126,826
February	95,290	28,247	123,537
March	116,757	35,295	152,052
April	23,988	8,007	31,995
May	--	896	896
June	--	3,510	3,510
July	--	7,253	7,253
August	--	5,935	5,935
September	--	1,987	1,987
October	--	884	884
November	1,952	1,678	3,630
December	55,186	16,848	72,034
TOTALS:	390,772	139,767	530,539

St: Studios
 Cm: Commercial
 R: Residential
 MF: Multifamily

Br: Bedroom
 S.R: Special Review

Area & Bulk Requirements

Description	C-1	L-1, L-2	CL
1. Minimum Lot Area in square feet.	3,000 $\square$ Cm 6,000 $\square$ R	see F.A.R. requirements	6,000 $\square$
2. Minimum Lot Area per dwelling unit in square feet	6,000 $\square$ all others: 1,000 $\square$ St. 1,250 $\square$ 1 Br. 2,100 $\square$ 2 Br. 3,630 $\square$ 3 Br. Br. Unlimited S.R.	same as C-1	no requirement
3. Minimum Lot Width	no requirement	60 ft.	no requirement
4. Minimum Front Yard	no requirement	10 ft.	no requirement
5. Minimum Side Yard	no requirement	5 ft.	no requirement
6. Minimum Rear Yard	no requirement except for service	10 ft.	same as C-1
7. Maximum Height	40 ft., not to exceed 4 stories above grade	28 ft.	28 ft. (or 32 ft. on S.R.)
8. Minimum distance between principal and accessory building(s)	no requirement	10 feet.	no requirement
9. Percent of open space required for building site	25%	25%	25%
10. External floor area ratio	1:1 with an additional .5:1 by S.R. see (11)	1:1	2:1
11. Internal floor area ratio	.5:1 bonus F.A.R. considered if .3:1 of space is approved for residential space (low to moderate income housing)	R/MF: no requirement Lodge/rental: .5:1 ~ .75:1 non-unit space: .25:1	no requirement

ZONING REQUIREMENTS (from the Pitkin County & Aspen city codes)

VISUAL VULNERABILITY

The development will use technouques such as siting, buffering, natural topography and vegetation, and setbacks to offset the visibility of the project. (man-made berms are not encouraged) Consider the extent to which the development will leave unaltered the high quality visual features of the valley.

CLIENTS

The development need not house actual employees of the project, but only offset the increase in new employees in the community. The development shall provide housing in a mix of prices and types to fit the needs of the community. The following formula should be applicable for indicating ratios of residents to units.

<u>Type of housing</u>	<u># of Residents/Unit</u>
Studio:	1.25
1 Bedroom:	1.75
2 bedroom:	2.25
3 bedroom or larger:	3.00

PUBLIC & PRIVATE TRANSIT

The development must consider the ability of the present transit system to accomodate it's impact, without any need for additional facilities or route shifts. Also, the development must consider the commitment to improvements for the transit system, i.e. bus shelter, road improvements etc.

RESOURCE CONSERVATION

The development will propose to enhance the design by

utilizing passive and/or active solar heating and cooling beyond the requirement of the building code.

PARKING AND CIRCULATION

The development must provide efficient and quality internal circulation and parking for the project. Trash and service access and loading areas are to be screened from public view.

ENVIRONMENTAL IMPACT

The development will minimize adverse impacts on the environment, including impact on water and air quality, visual vulnerability, and natural and man-made hazards.

OFF-STREET PARKING

- a. each space must be 8.5' x 18' x 7' high
- b. each space must have access to street or alley
- c. must be paved with all-weather surface or gravel, and be maintained in useable condition at all times.
- d. location of parking shall be adjacent to or within the site of project.

Parking Requirements (spaces per unit or \$)

ZONE	LODGE USE	RESIDENTIAL USE	ALL OTHER USE
C-L	N/A	review	N/A
C-1	N/A	1 per Br.	N/A
CL	None	N/A	None
L-1	1 per Br.	N/A	4 per 1,000 \$
L-2	1 per Br.	1 per Br.	4 per 1,000 \$
C	N/A	1 per Br.	4 per 1,000 \$

Under review, consider the projected traffic generation in terms of pedestrian access, distances to downtown areas, and the availability of public transit

LIMITATIONS: within each year in Aspen, there shall be no more than the following spaces constructed.

a. within all zone districts, 39 residential units

b. within all zones, except L-3, 35 lodge/hotel units

c. within the L-3 district, 10 lodge/hotel units

d. within the C-C and C-1 districts, 10,000 sq. ft. of new commercial and office space

e. within the NC and SCI districts, 7,000 sq. ft. of office and commercial space

f. within the O district, 4,000 sq. ft. of commercial and office space

g. within the CL and all other districts, 3,000 sq. ft. of commercial and office space

The following exemptions and deviations may be allowed :

a. the remodelling, restoration or reconstruction of any existing building

by Scott Condon

Imagine a Sky Tram buzzing passengers around the upper portion of Snowmass Village next winter, transporting people among the two commercial portions of town, the lodges along the way and to the ski slopes.

For the Snowmass town manager and the president of Sky Tram Systems of Park City, Utah, the company hoping to develop the aerial technology, that vision doesn't take much imagination.

They agree that a demonstrator could be built in Snowmass Village next summer and hauling skiers during the 1988-89 season.

Sky Tram is one of two systems being studied as alternative transportation in Snowmass and between the village and Aspen. The idea is being most aggressively pursued by the Snowmass town government.

A Sky Tram vehicle holds 45 passengers and is self-propelling, moving along a fixed cable. Flexibility is a feature of the technology that attracts Snowmass officials — the tram can make turns.

Snowmass Town Manager John Young said he hopes to get "marching orders" for the demonstrator project from the town council at its July 6 meeting. If the green light is given he will proceed with negotiations with Sky Tram for construction of the first demonstrator.

"Snowmass would be the guinea pig," Young said.

The town would require that the company pay for construction of the model, said the town manager. If the tram could meet certain performance standards over a period of time, the town may purchase it, he said.

But if the trial flopped, Sky Tram would pay the cost of removing the structure.

Bob Theobald, president of Sky Tram, said the cost of building a model in Snowmass would be between one million to two-and-a-half million dollars. The company is ready to roll on the project and could manufacture and construct the model by next summer, he said.

"We're planning our schedule to accommodate that (timetable)," he said. "I guess I would have to say the ball is in Snowmass' court."

Other towns, primarily ski resorts, are also interested in Sky Tram demonstrators, according to Theobald. "We haven't discounted anyone, and I would say at this point and time Snowmass is in the lead."

If Snowmass agrees to pay for surveying and soil testing, a firm

commitment to the project wouldn't be needed until the coming winter, Theobald said. If Sky Tram must pay, the decision must be made earlier.

The town must also narrow down a list of two or three possible alignments for the demonstrator. "None of those present a problem for us," said Theobald.

The model could be set for testing and certification by next summer and ready for passengers by the winter, he said.

If the model would meet performance standards, the town would be expected to purchase additional vehicles, according to the company president.

Young said he has discussed alignments with Sky Tram officials. One option for the tram's path is from the Top of the Village condominium, the highest lodge in town, to the Snowmass Village Mall and down to the Snowmass Center.

Another option is for the tram to follow Snowmelt Road between the center and mall.

Because the Sky Tram can turn, the town will have more flexibility in negotiating easements and can avoid condemnation, the town manager said. And the Federal Deposit Insurance Corporation's (FDIC) control of 1,650 acres of land in Snowmass Village should not affect any construction of a tram model, according to Young.

July 25, 1987

— The Aspen Times Page 29-B

by Duane Noriyuki

If nothing else, preliminary cost-sharing projections for a \$25 million aerial tramway link between Snowmass Village and Aspen will give people something to argue about.

The steering committee doing the preliminary work on the project took its first look at some figures last week. The first draft shows 43.8% (\$1.75 million) of the total annual debt service/operational costs to be picked up by users.

According to Snowmass Village Town Manager John Young, that is a conservative figure based on a \$5 round-trip fare between Aspen and Snowmass, \$2.50 between Aspen or Snowmass and Buttermilk.

The figures add up to \$4 million, although it is preliminarily anticipated that \$3.25 million per year would get the job done.

The Aspen Skiing Co would contribute \$1 million a year, the second biggest chunk of the pie chart. One of the political concerns to be addressed could be whether the Skiing Co will be willing to pay \$1 million a year and also have its customers charged for riding the system.

The third biggest chunk would come from a 3-mill county-wide property tax increase generating \$650,000. One thing the steering

The steering committee investigating the proposal for an aerial tram between Aspen and Snowmass is now assessing the various options of suspended cable technology.

According to John Young, town manager of Snowmass and member of the committee, there is one system, the sky tram, in which the vehicle or car is suspended like a bus and moves under the power of its own engine.

In another system, the vehicle is attached to the cable and moves with it under control of a computer.

Considerations being made now over the different systems include speed, noise, capacity, aesthetics, environmental impact, night operation, and ability to handle adverse weather conditions.

Young says that the sky tram system, which moves under its own power, is looking the best so far in some ways, especially in passenger capacity and in the ability of the tram line to make turns instead of travel in a straight line.

In the computer controlled system, turns are not impossible, but

costly. The same system also requires tremendous amounts of space for the tramway station.

The concept of a monorail is fading from the picture, according to Young, because it runs on electricity and is therefore very expensive. It also leaves a big "footprint" on the landscape, he says, because of all the clearing necessary to lay the rail.

The committee has sent queries to six different manufacturers about their system and proposals, but have only heard from two, one of which was a monorail company.

Young cites a need for the system because of a number of local problems with transportation. Some of these are the parking problem, air pollution, traffic jams during peak hours, and adverse weather conditions on traffic.

"I have been planting seeds and checking interest in it," says Young, from the local lodging commissions to the governor's staff.

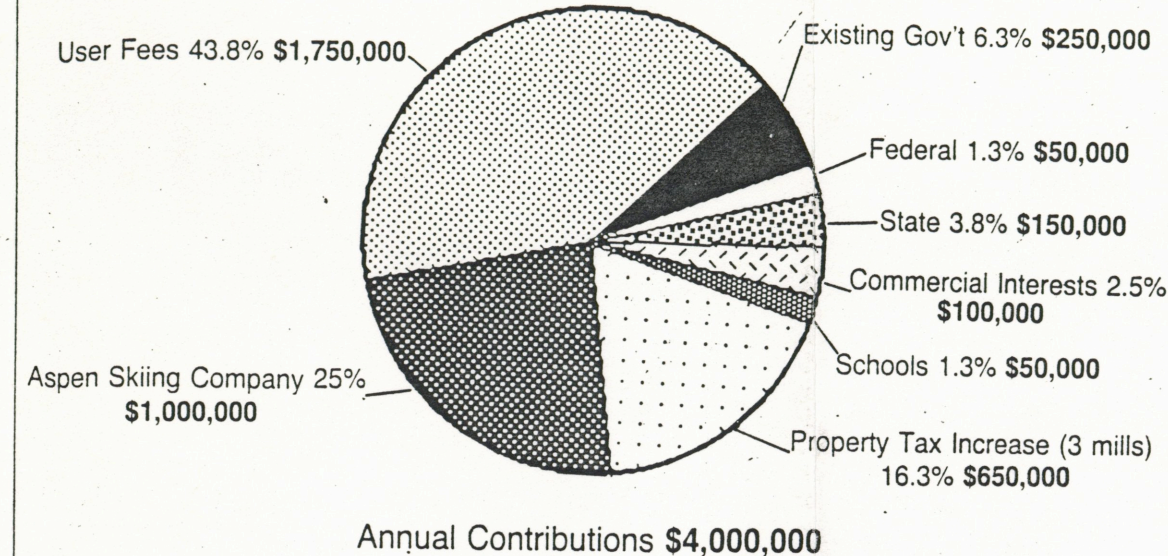
The committee hopes to decide on a suspended cable technology by fall. If approved, the proposed tram is projected to be completed in the winter of 1990-1991.

ASPEN TIMES

AUGUST 1987

ASPEN TIMES 4-16-87

Aerial Tramway Funding Preliminary



committee already has discussed the possibility of allowing landowners to use the system for free, if a property tax increase is approved by voters.

Local governments would pitch in \$250,000 a year, while commercial interests would pay \$100,000. The school district

would pitch in \$50,000, and the figures also show \$50,000 from the feds, \$150,000 from the state.

Funding from the federal and state governments is a crap shoot, according to Young. They might come up with more, they may contribute nothing.

"All this is," said Young of the

figures, "is an attempt to get something on the table, something to talk and argue about. These figures will change, but now we have a starting point. The figures, I think, were well-received in that no one got up and started screaming and left the room."

The steering committee is comprised of representatives from the city of Aspen, Snowmass Village, Pitkin County, Roaring Fork Transit Agency and the Aspen Skiing Co. Aspen Highlands has opted to not participate.

The group is in the process of compiling a package of information outlining requirements of a

system. The packets will be mailed to manufacturers who have expressed interest.

While Utah is conducting a similar study, there really is no system operating anywhere in the country exhibiting the technology that might be required locally.

The group is near the point where it will hire technical engineers to help determine needs and responses from manufacturers.

According to Young, the pie chart figures are further proof that an aerial link is not a pie-in-the-sky project. It is something that is realistically within the grasp of the community.

The current time frame calls for a system to be installed by the 1990/91 ski season if all goes well. The study remains in the infancy stage, but it is generating a great deal of interest in the community and among manufacturers, Young said.

The group also will be taking its show on the road to approach groups such as the Aspen Resort Association, Aspen Lodging Association and explain their plans and progress.

An aerial tram is viewed as a potential means of reducing air pollution by providing an attractive and fast form of mass transit between Aspen and Snowmass and points in between. It also is viewed as a year-round tourist attraction, a marketing tool.

The governmental/private business partnership has yet to face many hurdles, but Young said the group is optimistic in that the findings thus far have supported the positive nature of such a system.

Firm to study tramway plan linking Snowmass to Aspen

mid-December 1987

Rocky Mountain News Staff

Snowmass Village officials this week gave a green light to a feasibility study of a proposed aerial tramway link with Aspen.

By a 6-0 vote, the town council Monday agreed to hire L.E.A. & Elliott, a Washington, D.C., engineering firm, to see if the technology and economics of the \$35 million proposal will work.

If the 10-month study answers yes to both questions, the firm will then help negotiate a contract for a \$2 million demonstration project.

Snowmass Town Manager John Young said yesterday the study is a response to critics of a demonstration "sky-tram" within the village.

"I would describe what our community is saying to us is, 'proceed

with caution,'" Young said.

The tramway system was proposed last January as a way to relieve traffic congestion between Aspen and Snowmass.

Young said traffic jams have stretched what is normally a 20-minute ride between Aspen and Snowmass into more than a one-hour trip. In foul weather the drive can last more than two hours.

Young said Snowmass officials hope to sign a contract with L.E.A. & Elliott within two weeks.

The feasibility study will cost \$75,000, half of which will be paid by Sky Tran, a Utah manufacturer, Young said.

The remaining half will be split among Snowmass Village, Aspen Skiing Co. and the Regional Transit Authority.

Hadid to phase hotels, plans rink

hopes to attract more business to fill up the 'shoulder seasons'

Aspen Times 7.16.87



Mohamed Hadid at the Meadows.

by John Colson

The residents of Aspen may be ice skating at the corner of Durant and Galena streets this winter, according to the Washington, DC developer who apparently is now in charge of building Aspen's most controversial hotel project.

Mohamed A Hadid, the 39-year-old developer, recently beat out New York super-developer Donald Trump in the contest over who will build a premier hotel at the base of Aspen Mountain.

In a relaxed interview Sunday Hadid outlined his plans for the hotel project, including a two-fold phasing plan that could result in two independent hotels on the property once owned by Aspenite Hans Cantrup, as well as hopes to bring in much more conference business during the local spring and fall off-seasons.

Hadid also announced that the first phase of the project, a 292-room hotel on land adjacent to the Continental Inn, will be co-developed and run by the Ritz-Carlton hotel management and development corporation, the same corporation that was working with Texas developer John Roberts in his aborted attempt to build the same project.

Roberts is losing the 71-acre property, which includes land in various places around Aspen as well as the site at the base of Aspen Mountain, in a foreclosure proceeding after failing to make payments on a \$42 million loan.

Trump was in line to buy the property after foreclosure was completed, but was

aced out when Hadid recently bought out a junior lien-holder on the property and exercised that lien holder's right to pay off Roberts' loan and take over the property.

Hadid said this week that he hopes to complete the first phase of the project, the 292-room hotel, by June of 1990, and will not embark on the second phase until after the first hotel begins operating.

In the meantime, he told reporters, "Right now the Continental Inn is an eyesore to the area," and plans are underway to give the aging hotel a facelift.

He also said he plans to build an ice skating rink, flanked by two parks, on the parking lot fronting on Durant between Mill and Galena, which could be ready by this winter.

Attorney Alan Novak, who once was partners with Roberts but now is working with Hadid, said excavation for the first hotel could begin this summer, with construction to begin next spring.

Although Hadid said he intends to basically stick with the 447-room hotel plans approved by the city for Roberts' development scheme, both he and Ritz-Carlton's architects are currently studying the plans for possible alterations such as the elimination of walkways between the two major hotels.

Another possible change, but one that must be approved by the city first, would be to slightly enlarge the conference-

ballroom to 10,000 square feet, as recommended by Ritz-Carlton.

by Scott Condon

The time has come for Snowmass Village to make some tough decisions about the Sky Tram technology, agree officials of the town and the Park City, Utah company hoping to develop the advanced aerial technology.

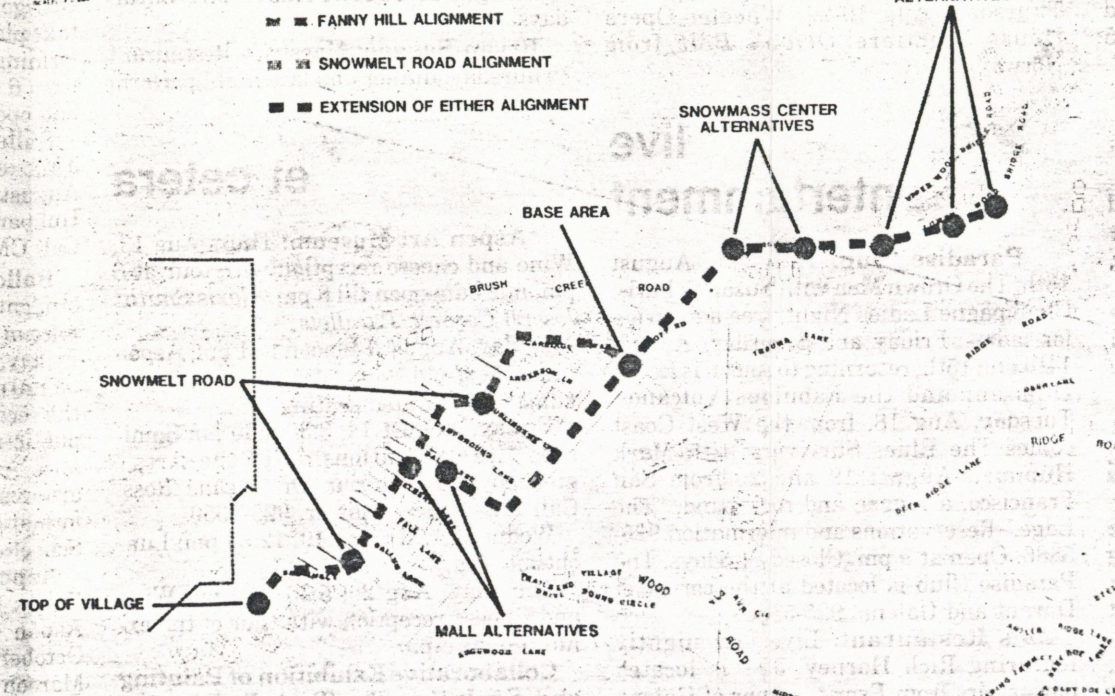
Company officials and town staff met in Snowmass Village Thursday, Aug 6, to study the possible alignments and outline what is needed to build a demonstrator by the 1988-89 ski season.

"It's going to be fast-tracked to be completed by November or December 1988," said Sky Tram Systems President Bob Theobald. "It's not impossible but we're pushing it."

Snowmass Village has been considering the Sky Tram system, in which self-propelled vehicles move along a fixed cable, as an alternative to buses. But since the technology is untested, the town is considering a demonstrator initially.

Before the Sky Tram company pays engineers to design a demonstrator, the town government must supply ridership estimates and soil tests, and decide on a final alignment, said Theobald. "Until we have those figures we can't come up with the hard costs."

Snowmass Village Town Manager John Young said the town council has to make some big decisions, without the luxury of a lot of time. "We've got a lot of work to do. Let's not kid anybody," he said.



The map above shows the alignments the town of Snowmass Village is considering for a demonstrator of Sky Tram, an untested aerial technology. One alignment would run the tram between the Snowmass Village Mall and Snowmass Center along Snowmelt Road. The alternative is to

run the tram down Fanny Hill. Town officials envision only one path between the Top of the Village condominiums and the mall, and one path from the center to lower village properties. Photo by Frank Martin.

Among those decisions is to pick one of the two possible alignments for the Sky Tram. "Both are legitimate choices," Young said.

One route would stretch along

Upper Snowmelt Road from Top of the Village (TOV) condominiums to the Snowmass Village Mall, continue along Snowmelt Road, cross over to the Snowmass Center and then down to condomini-

ums just below the center.

The other alignment would follow the same path except for heading down Fanny Hill — the ski slope running along much of the village — between the mall

and center.

The town's choice will be determined by prices and easements.

A model would cost between \$1 million and \$2.5 million, shared by Sky Tram Systems and the town. Young said the cost may force the town to build a model from the mall to the center first, adding the upper and lower sections later if the technology proves successful.

The town would not require easements for the project if the alignment along Snowmelt Road is followed. The Fanny Hill route would require easements from the Federal Deposit Insurance Corporation, which owns about 1,700 acres in the village formerly controlled by the Snowmass Co.

Funds for the town's portion for the model would come from existing revenues, according to Young. Options are part of the town's real estate transfer tax or sales tax revenue bond, neither requiring a vote.

Young said the town must sign a contract with Sky Tram within two months in order for the project to be completed by the 1988-89 winter. "Every week counts," he said.

Theobald said Sky Tram is anxious to build a demonstrator, regardless of whether it's in Snowmass or another town. "If there are delays (in Snowmass), we will build one somewhere else," he said.

Dear Editor:

Just thought I would share a little poem that came to mind as I walked through town last week.

There once was a town named Aspen
Whose inhabitants are now a gaspin'.
For her air that used to be fair
Is now, just a remembered affair.

The snow that once fell white
Is now just a gray blight.
Fireplaces glow,
While particles flow.

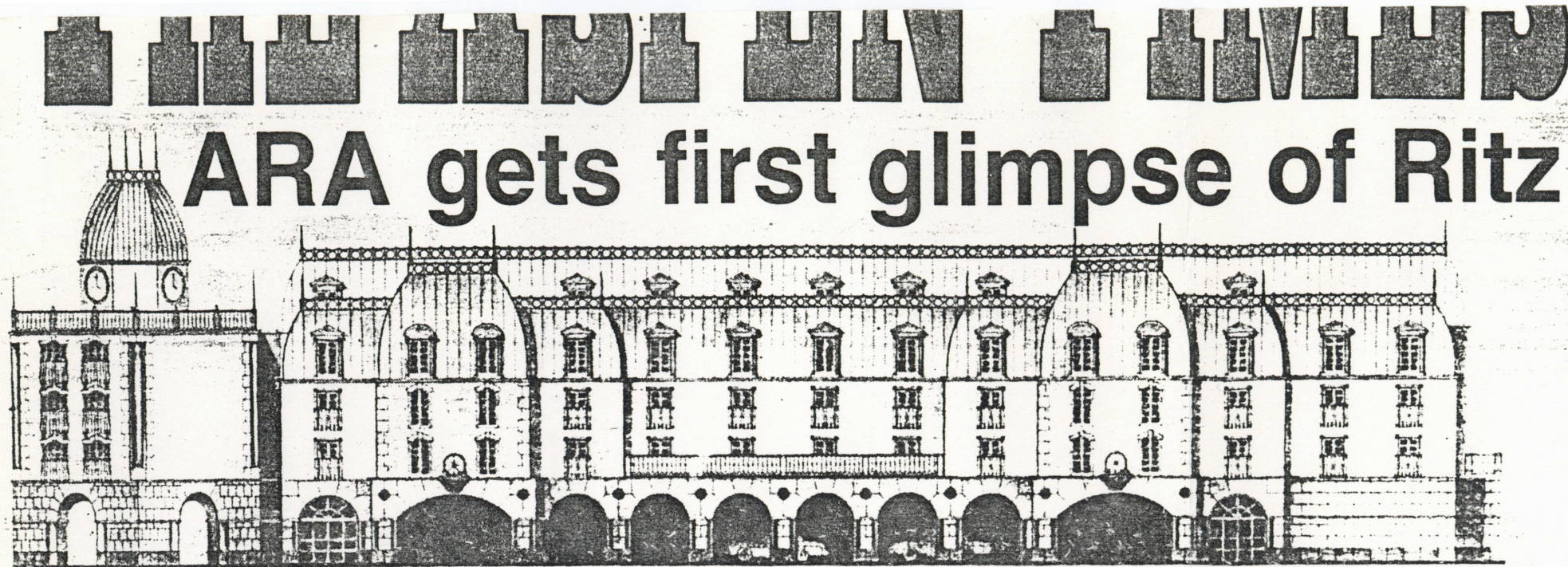
The auto is our motto
Other ways like buses, are really quite blotto.

Remedies go unheeded.
Four lanes are clearly what's needed
For can't you see?
Our lungs are just not needed.

Sincerely,
Ned Cochran



The view of Aspen Mountain Lodge from Durant and Galena, courtesy of Hagman Yaw Architects.



ARA gets first glimpse of Ritz

Ritz Carlton-Aspen . . .

by Jane Wilson

High-tech computer-aided graphics helped Hadid Aspen Holdings present its plans for a 292-room Ritz Carlton to a luncheon group of Aspen Resort Association members Wednesday.

It was essentially the same presentation that the Aspen City Council voted not to look at three weeks ago, because they wanted Planning & Zoning to consider the plans first.

"This is a vocal, outspoken community," said Perry Harvey, vice president and director of Hadid Aspen Holdings. "We want to see your concerns prior to P&Z so we can respond." He said the company plans to give as many presentations as it can to various forums in the days and weeks to come.

A group of about 200 watched a video of the hotel site, at first just a vacant lot. Then, thanks to computer graphics, before the audience's eyes a hotel went up on the screen.

The initial reaction was laughter (people just aren't used to such fast construction around here). Then came the comments and questions.

"It's shocking, but it ain't junk," said one woman. "At least it's

quality, and if it improves the edges of the business seasons . . ."

The hotel would be a total of 305,000 square feet, situated at the vacant lot on Mill and Dean Streets which once housed the Aspen Inn.

In addition to 292 rooms, the hotel would contain roughly 230 underground parking spaces, 21,000 square feet of conference space (the Snowmass Conference Center contains 13,000 square feet), 12,000 square feet of eateries (two restaurants, a cafe and a grill), 2,700 square feet for a fitness center, and "small display retail" space.

April Groundbreaking

With a 19-month projected construction period, Hadid hopes to break ground in April or May to complete the hotel by the 1989 ski season.

By way of background, Harvey and John Sarpa, senior vice president of Hadid Development Companies based in Washington, DC, reiterated that former plans for what was called the Aspen Mountain Lodge project called for 447 rooms on five acres that included not only the Aspen Inn lot but the Continental lot as well.

The massive project was to be designed to look like five to seven different structures, and was to

have been constructed of wood frame and heavy timber.

After scrutinization, Hadid and his planners decided the wood construction wouldn't hold up to their satisfaction. "A lot of existing buildings from the '60s need to be rebuilt," said Harvey.

Hadid decided to scale down the project, and leave the Continental in place. It has been renamed the Grand Aspen Hotel and has been remodeled. The developer will come back two years after the Ritz Carlton has been operating to reassess what is needed on that site.

Mohamed Hadid, an architect by background, has spent weeks examining various structures around town. He decided he wanted to build a hotel that would be a landmark, just as the Wheeler and the Jerome are.

In that same vein, his plans incorporate a masonry-built hotel with materials of brick, sandstone, limestone, polished granite.

The roof is proposed to be of weathered copper, accented with wrought iron fencing. The height varies between four and five stories, with a prominent tower on Mill and Dean that would reach 67 feet.

Tower Height

That height compares thusly

with existing towers in town: the courthouse tower is 72 feet; the Elks Building tower is 58 feet; the Wheeler Opera House reaches 66 feet.

The original hotel plan was not squared off, but had the corners cut in order to reduce perceived mass. But that forced all rooms to be at angles. Hadid decided that was too cost prohibitive, so the squared-off corners are back in the plans.

"The most important thing is marketing," said Sarpa, noting that Ritz Carlton already has strongly established marketing ties in the US and Europe. Essentially, Ritz Carlton-Aspen is already being marketed.

Harvey explained that meeting planners, who work at least two years in advance, are looking for new inventory. The sentiment among the conferees is one of, "I loved Florida; I loved Laguna. Where do I go now?"

"They don't want to go to Laguna Niguel two years in a row," said Harvey.

So Ritz Carlton is already talking up Aspen. Projected occupancy for the first year (1989) is 66%. Marketing will particularly focus on filling rooms in the shoulder seasons: Thanksgiving to Christmas, the first two weeks in April, and the months of June, Septem-

ber and October.

The average daily room rate will be a little over \$200, Sarpa said.

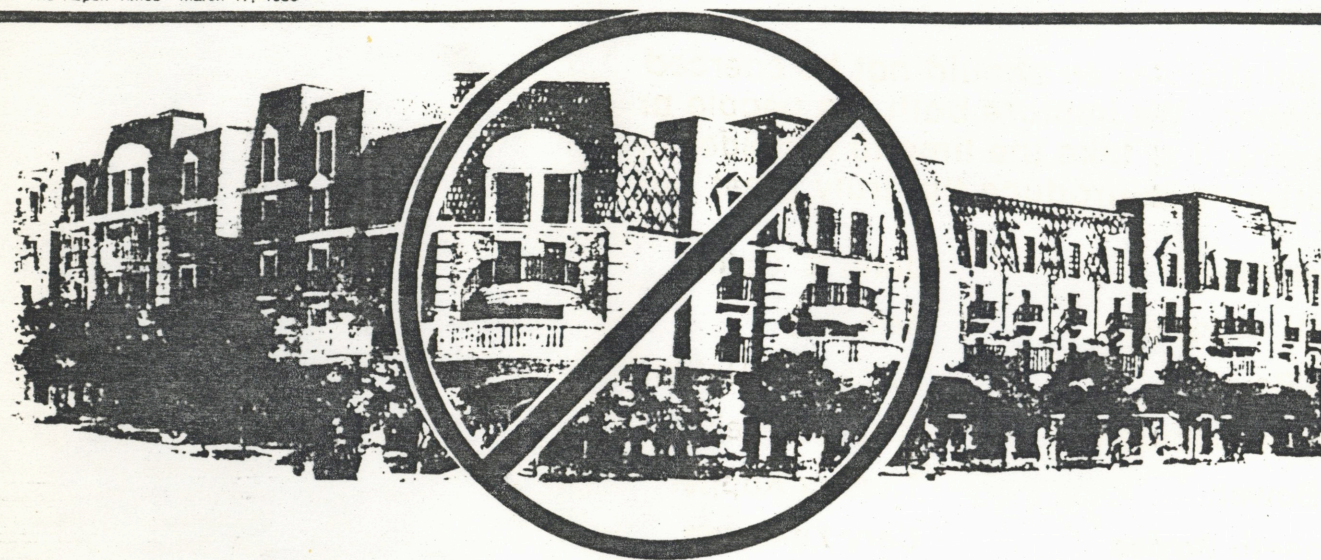
Fielding a question from the audience, Sarpa said that Hadid did not lose money in the recent stock market crash. On the contrary, he said, "The stock market had a net positive impact on us. Investors are going back to what they know — land and buildings."

Hadid has to date developed four million square feet of space, mostly in the Washington, DC area. This project marks the first Ritz Carlton built in a mountain resort. "We don't want to see a glitzy Ritz here," said Sarpa. "This is not Boston."

He said that (happily) he did not know how much the project will cost. The firm has met with four contractors in the last week, and received estimates that varied by \$20 million.

Harvey told the *Aspen Times* he was disappointed but not surprised that the city council declined to view the preliminary design of the Ritz.

"We spent 30 minutes discussing whether to show a seven-minute video," he said. "The council's attitude is going to make it difficult because constituents will be seeing this and asking them what they think."



**WE, THE UNDERSIGNED MEMBERS OF THE
ARCHITECTURAL COMMUNITY, UNANIMOUSLY
AGREE THAT THE PROPOSED RITZ CARLTON HOTEL:**

- ☒ Does not exhibit the level of character and integrity the City of Aspen deserves.
- ☒ Facade is inconsistent with the scale and aesthetic quality which identifies Aspen
- ☒ Required open space is inaccessible to the public, and turns its back on Aspen.
- ☒ Falls far short of the expectations and potential of such an important building.

We feel that Aspen should not be coerced by the urgency of the developer. We implore both the people proposing the design and those reviewing it to take the time to consider other options, and take this rare opportunity to produce the truly great building that Aspen deserves.

Lance Allee
Earl V. Anderson
Alan Beyer
D. Todd Boroughs
Bill Bowen
Elizabeth Boyles
Jim Breasted
Steven Conger
Denis N. Cyrus
Janver Derrington
Michael Doyle
Donnelley Erdman
Michael Ernemann
Michael Gassman
Raul Gawrys

John S. Gates
Ted Guy
Anna Rae Holloway
Richard Klein
Tamara Kupper
Cary Lakeman
Shae Lee
Scott Lindenau
Bill Lipsey
Kenneth McCaskill IV
Marion MacKay
Kevin MacLeod
T. Michael Manchester
Graeme Means
Christopher Melton
Robin Molney

David E. K. Panico
Melinda Pearson
Glenn Rappoport
Suzannah Reid
August Reno
Ron Robertson
Charles M. Schwab
Steve Serna
Tom Stevens
Wayne Stryker
Harry Teague
Patricia Trott
Douglas R. Unfug
Jake Vickery
David Warner

Paid for by the above.

Aspen Times Mar 1

Architects savage hotel sketches

by Bil Dunaway

The design of Mohamed Hadid's proposed Ritz Carlton Hotel was savaged by local architects and designers during a continued public hearing Tuesday.

After Ray Hoggart of Aubry Architects, Sarasota, Fla. explained design changes made to satisfy PZ member comments made last week, Aspen architect Graeme Means presented a petition from "the architectural community" objecting to the plans. Signed by 46 local architects, the printed petition was topped by a copy of the drawing printed on the front page of last week's Aspen Times.

It stated, "We, the undersigned members of the architectural community, unanimously agree that the proposed Ritz Carlton Hotel:

Does not exhibit the level of character and integrity the City of Aspen deserves;

"Facade is inconsistent with the scale and esthetic quality which identifies Aspen;

Required open space is inaccessible to the public and turns its back on Aspen;

Falls short of the expectations and potential of such an important building.

"We feel that Aspen should not be coerced by the urgency of the developer. We implore both the people proposing the design and those reviewing it to take the time to consider other options and take this rare opportunity to produce the truly great building that Aspen deserves."

A retired New York architect and professor said the bulk was not appropriate, like *"moving the Love Boat to Aspen . . . 19th century Boston architecture . . . not related to the dynamics of the environment . . . a series of compromises . . . a disaster on your hands."*

Verbal Protests

Several of those who had signed the petition also crowded the meeting room to protest the design in person and elaborate on their objections.

Most found the building out of scale with Aspen, out of character with the mountain environment, with open space in the wrong location and unsuitable design elements. Three called it an architectural monstrosity.

A retired New York architect and professor said the bulk was not appropriate, like "moving

the Love Boat to Aspen . . . 19th century Boston architecture . . . not related to the dynamics of the environment . . . a series of compromises . . . a disaster on your hands."

Petition signer Ron Robertson added that such a large, palatial structure should be surrounded

by lawns, should address community needs like pedestrian access to Lift 1A, or housing the library, and objected to efforts to break up the wings as creating rubble . . . "geometric jogging."

Economic Viability

Aspen Club owner Dick Butera did not object to the architecture in the 10-page statement he read, but did criticize the large scale, economic viability, and the ability of any company to make such a large hotel profitable.

He urged the PZ commission to insist on construction of a

scale model, completely reevaluate the proposal and insist that Hadid have adequate financing to build the hotel before allowing him to start excavating the site.

Butera also questioned the legality of the extensions approved by the city council for the hotel, noting that the code says the city council may grant an "extension . . . for a period not to exceed 180 days."

The code wording "would indicate that city council has the right to grant one extension, not four as has been done in this case," Butera told the commission.

City Attorney Paul Taddone, however, advised the commission that "you are operating legally . . . we would not be here if you were not."

Approved Plans

He also reminded the commissioner and public that the decision about the size, height, configuration and open space of the hotel had been settled in 1985 when the city council approved the original PUD plans.

Alluding to this approval, John Sarpa, president of Hadid Aspen Holdings, noted that "any project of this size will be controversial, but the debate took place some time ago."

He added that the planning

office had recommended, and the city council had decided, that a new application was not required because the changes were not substantial and the application was under the approved bulk and height requirements.

Among changes explained by the architect to meet concerns expressed by commission members last week were: moving the structure to the east two feet to increase the Monarch Street setback; eave overhangs to further vary rooflines; facade changes to make pedestrian views more interesting, and an entrance tower at the Mill and Dean Street corner.

Commission Chairman Welton Anderson, who had requested some "bells and whistles" to make the entrance corner more dramatic, said he had not meant a tower, but a slightly different roofline.

He and other commission members also asked for a shading study on Monarch Street to determine how the new plans compare with those approved.

After discussion the public hearing was continued to March 22 at 4:30 pm.



new hotel

Dear Editor:

I was somewhat astonished by the illustration on the front page of your March 10th edition. At first I assumed it was a replica of a Turkish bordello but upon further inspection was

amazed to learn it was indeed an artist's rendition of the proposed Aspen Ritz Carlton Hotel.

Anyway, whatever it is, we don't need it here. Even Hans Cantrup, our leading exponent of Neo-Kraft Design, could have done better than that.

Whoever claims credit for this apparition should be severely reprimanded and sent back to their coloring book.

Yours truly,
Pete Luhn
Aspen, Colo

hotel design not the major problem, but large size is

In a surprising show of solidarity, 46 local architects and designers signed a petition this week complaining about the appearance of the proposed new Ritz Carlton Hotel.

Despite their professional standing, three of their four points deal with aesthetics and are highly subjective.

When they refer to "level of character and integrity" or "inconsistent with . . . aesthetic quality," or "falls far short of expectations and potential," they express judgments with which other members of the community may or may not agree.

Given the highly individualistic character of

Aspenites, every large building that has been erected here, including those some petition signers have been involved with, has generated criticism as well as support.

Instead of focusing on architectural details, they and other opponents should concentrate on the number of rooms, the immense size of the proposed structure and the inaccessibility of the open space.

Granted, the Hadid organization is working with physical parameters that were established when the hotel application submitted by John Roberts was approved in 1985, after 18 months of study by the city.

But, although these parameters govern the building size, height, lot coverage, open space, etc and establish maximums, nothing deters the present applicant from seeking approval of a smaller building with fewer rooms.

Conditions in Aspen have changed since Roberts first presented his application in 1983. The Hotel Jerome added 67 rooms, the Sardy House was converted into a hotel with 20 rooms, the Hotel Lenado was opened with 19 rooms, and permission was granted for a new hotel at the base of Little Nell that is to be built this year with 92 rooms.

Addition of these new luxury rooms did not eliminate the need for the new, first-class hotel at the base of Aspen Mountain that city officials recognized when they approved the original application. But it certainly lessened it.

Before the planning commission spends much more time weighing the architectural qualities of the proposed new hotel it should judge whether creation of 311 new, luxury bedrooms (292 hotel rooms and 19 in eight apartments) are in the community's best interests.

Since a reduction in hotel size would not exceed the parameters of the approved PUD, but would make it far more acceptable to most Aspenites, the commission has a right to consider it under the ongoing amendment process.

Given the changes in conditions during the past five years, the applicant would be undoubtedly better off building and owning a 210-room hotel than the one now under consideration. It would still be by far the largest hotel in this area, but would garner many more supporters.

Deleting 100 rooms from the hotel plans would not be difficult since project architects maintain they have been prepared in modules. But they would permit the the applicant to reduce the size of both wings and create more open space on the Dean Street frontage, thus dissipating two of the major objections to the project.

More important, the reduction would benefit the community and prove that Hadid and his organization are interested in its welfare and its concerns. In the long run, the change would also benefit him financially, not only by shortening the approval process, but also by reducing construction and operating costs.

new hotel

Dear Editor,

The building of the proposed Ritz Carlton Hotel will have enormous impacts on the city of Aspen. I feel strongly that the negative aspects will far outweigh the positive, and I would like to share these concerns with you.

1 In the matter of scale, both the project and the building bulk far surpass anything else in town. This will require substantial deviations from the zoning codes which have governed Aspen's growth in recent years. These facts ensure that the project will not be able to maintain the sense of variety and charm that has defined Aspen in the past. There is a sense of urban scale in the project that does not fit into this town.

2 The open space required by the city is practically inaccessible, both by use and visually, to the public for whose benefit it is intended. The proposed building crowds both the north and east property lines and thus presses its maximum bulk towards the center of town. These gigantic four story facades are hundreds of feet long and shade neighboring street and buildings far more than any other situation in town. There are no variations in sidewalk width to allow for meeting places and sitting areas which are necessary to give a streetscape life and vitality.

3 The architectural treatment of the facades does not respond to what exists in Aspen, and certainly does not set any new standard which should be emulated in the future. Its mish mash of

style reminds many of cheap roadside or theme park development and it has an urban scale not at home in Aspen. It is obvious that the architects have been responding to Ritz Carlton and the developers more than to Aspen and its needs and sensitivities.

4 One of the many contentions of the Ritz Carlton is that they intend to fill the hotel during off season with convention business. For a town as busy as ours, the off-season fills a very essential need for most local Aspenites, and I shudder to imagine a holiday pace all year round. Furthermore, these conventioners will be very different from our local or present tourist population. They will be coming for their own business interests, not for the mountain environment, cultural events and health and exercise possibilities which are Aspen's best qualities. They will dilute the best of our characteristics.

5 It is no secret that Aspen is already wrestling with some very real and difficult problems. The obvious ones include transportation, parking, housing and the inaccessibility of ordinary needs and services for locals. From a planning standpoint, it is idiotic and irresponsible to approve a project which will clearly aggravate all these problems before there is serious progress made towards their solution.

I feel very strongly that the proposed hotel threatens to dilute or destroy those qualities of Aspen that make it attractive and special. Charm, intellect, dignity, quiet, and surprise are virtues which are easily lost and

will prove almost impossible to regain. For those wishing to use Aspen to make money, this hotel may service that purpose.

For the rest, local and visitor alike, it will degrade the quality of their experience in this valley. For those reasons, I urge all concerned members of our community and government to question anew the decisions on which this project is based.

Sincerely,
Graeme Means
Aspen, Colo

Designs for Mohamed Hadid's Aspen Ritz Carlton Hotel appeared to please the planning and zoning commission this week. One of them shows the hotel as seen from the corner of Dean and Mill streets, looking southwest. In an unbalanced U shape, the hotel has its entrance on Dean Street with wings extending up Mill and Monarch streets, approximately 335 feet along Mill and 230 feet along Monarch. It is to have 292

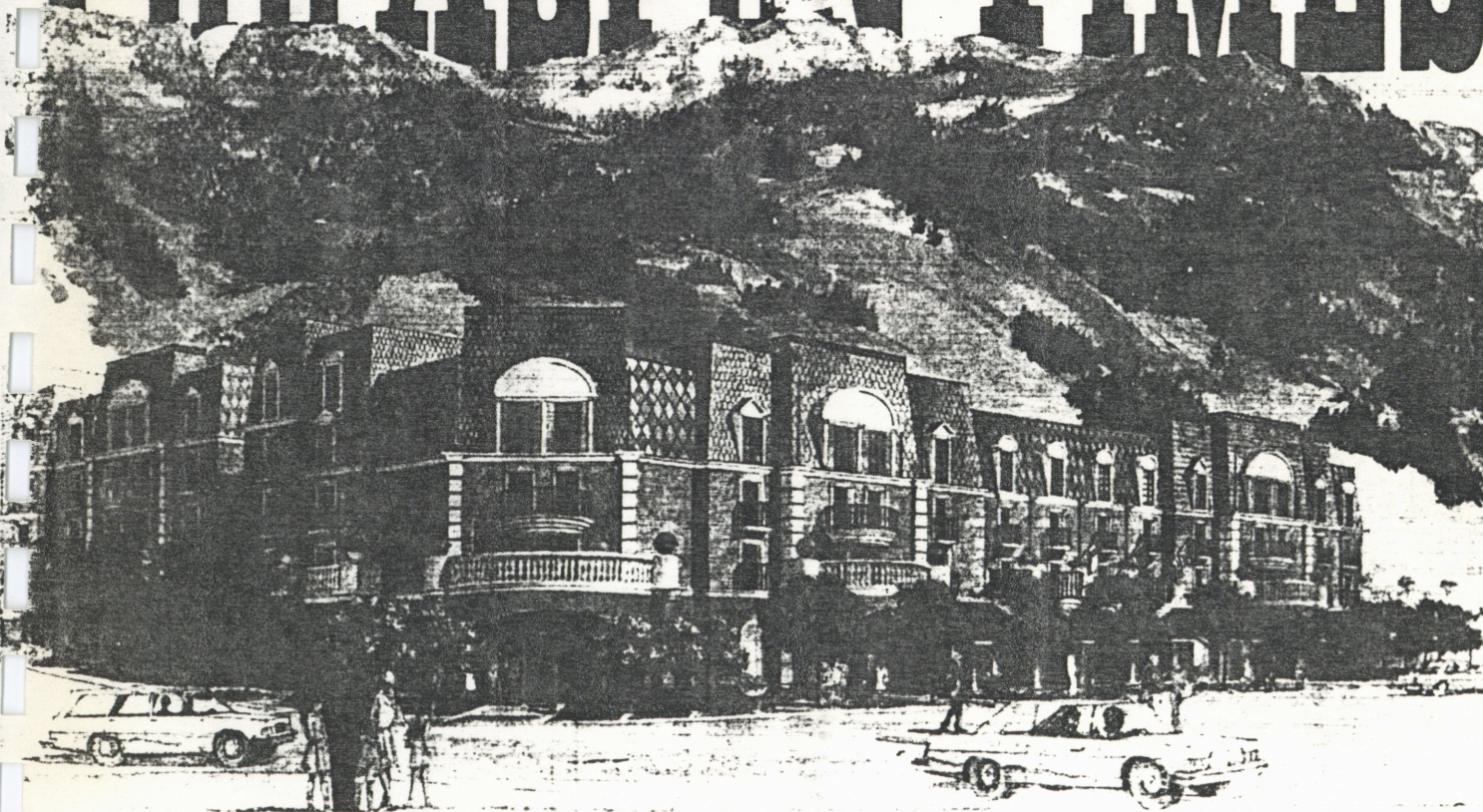
lodge rooms and eight residential units with 19 bedrooms. Total floor area is 302,447 square feet, of which 100,000 is for circulation, and it will have 40,000 square feet of open space, plus on-site parking for 261 cars. Building height varies from a low of 27 to a high of 52 feet. The application approved in 1985 had height variations from a 48-foot low to a 58-foot high. Drawing prepared by Aubry Architects, Sarasota, Fla.

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THE ASPEN TIMES



PZ majority likes new hotel plans

"We want a traditional style which will be as permanent as our hotel."

— Tim Richardson
Ritz Carlton vice president

A majority of Aspen's planning/zoning commission did not agree with the planning office design critique of a proposed Aspen Ritz Carlton Hotel during formal presentation of plans Tuesday.

In a city council room crowded with representatives of developer Mohamed Hadid's various companies, the Ritz Carlton Hotel Company, co-developer, the planning office and the public, designs for the 292-room hotel were revealed.

Because they had been substantially changed since being approved by the city in 1985 for then-owner John Roberts, the new hotel plans required PUD (planned unit development) and GMP (growth management plan) amendments.

Although the original PUD covered five lots on 11 acres, two of which were for hotels and three for residential projects, Tuesday's application was for a new Ritz Carlton Hotel on Lot 1.

Located on Lot 5, to the east of the proposed hotel, the former Continental Inn has been renovated and renamed the Grand Aspen and will be operated as it is for at least the next five years, the commission was told.

Ritz Carlton Rep. Introduced by John Sarpa, president of Hadid Aspen Holdings, Jim Parisha, who managed the Aspen properties before they were acquired by Hadid from Commerce Savings, explained that he now represents Ritz Carlton.

The hotel company as co-developer suggested design changes to give the hotel a more permanent appearance and to make it more workable as a hotel, he told the commission.

This was confirmed by Gene Aubry, Sarasota, Fla., design architect for the project, who explained he worked within two design parameters: original specifications already approved and Ritz Carlton's requirements.

He had attempted to create a traditional hotel with a sense of permanence within the existing footprint and basic configurations.

However, the new design has more setbacks, more open space, lower heights and variations in roofline, with wall indentations, to reduce the perceived building mass along Mill and Monarch streets, he added.

Designs Displayed
The drawings Aubry displayed showed two room-size indentations along Mill Street and one along Monarch, as well as variations in roof lines and balconies.

Planning Director Alan Richman, however, did not feel the new designs were as successful in breaking up the building mass as those previously approved, which had "distinct building components."

"The proposed new design is not as successful... where the prior elevations showed actual separation between buildings along Mill Street, the current design shows indentations," explained Richman.

"There is a great deal more repetition in the pattern of features... the eave line is much more uniform in height... the windows tend to line up... creating a rhythm or pattern which accentuates the perceived mass... the roof line does not exhibit nearly the variety... evident in the approved plans," he concluded.

Prefers Angles
Richman also objected to the new plans squaring off the angles at the south end of the two hotel wings, which "opened up the views to the mountain from surrounding buildings and nearby streets."

He also feels that the proposed architecture is not compatible with other buildings in the city and suggested that "the applicant try to pick up some traditional Victorian themes... since the applicant does not propose an entirely new style, which could fit in our already eclectic downtown, we recommend that the design be made more compatible with our basic Victorian heritage," concluded Richman.

The planner was happy with the separate restaurant building on the old Blue Spruce site,

praising its separation from the remainder of the hotel and the reduction in size from three to two stories.

Opinion Contested
Richman's comments about the building mass were contested by both Aubry and Perry Harvey, project director, who stated that the existing wall breaks, window and balcony treatment, and roof lines accomplished what the PZ commission had originally requested.

Harvey added that complete separation within a wing would make hotel services difficult and expensive, as would the original angles on the south ends of the wings.

The square ends were needed to hold the rooms deleted from the top floor facing Dean Street and from the third floor of the restaurant building, he explained.

Aubry objected to Richman's suggestion about picking up Victorian elements, noting that "there are many different Victorian styles in Aspen... a permanent hotel should not try to copy existing Victorian elements."

Permanent Structure
He pointed out that many of

proposed hotel would probably be torn down within the next 10 to 20 years, but the hotel was built to last much longer.

This was confirmed by Tim Richardson, a Ritz Carlton vice president, who said his company had not liked the original design, but felt the new plans would work as an hotel and were attractive.

"We want a traditional style which will be as permanent as our hotel," he concluded.

Public Comments
During public discussion of the new plans several property owners or residents along Monarch Street complained that, despite less height and slightly increased setbacks, more height reductions and setbacks were needed to allow sunlight to reach the buildings across the street.

Other residents who spoke reminded the commission that it had already been decided that a new luxury hotel was needed and would benefit Aspen, and that the new design was an improvement over the one previously approved.

When members of the commission were polled, three were primarily negative to either the design, massing and roof lines, or all three, while five favored the new designs with some suggestions for improvements.

Commission Comments
Mari Peyton found the hotel "out of scale... leaving the (continued on page 3-A)

pedestrian no sense of open space."

Welton Anderson said, "I hate the roof... it looks like a great green box," and suggested a more dramatic treatment at the Mill and Dean corner.

Jim Colombo had problems with an elevated walkway along Mill Street, as well as the roof design, and suggested more height differential to vary the roofline.

Roger Hunt liked the design and the lower heights, but suggested the applicant increase the setbacks at the south end of both wings.

Jasmine Tyger said that efforts to break up the building mass had been successful and she liked the architectural details, roofline and squared off wings "better than a lot of angles."

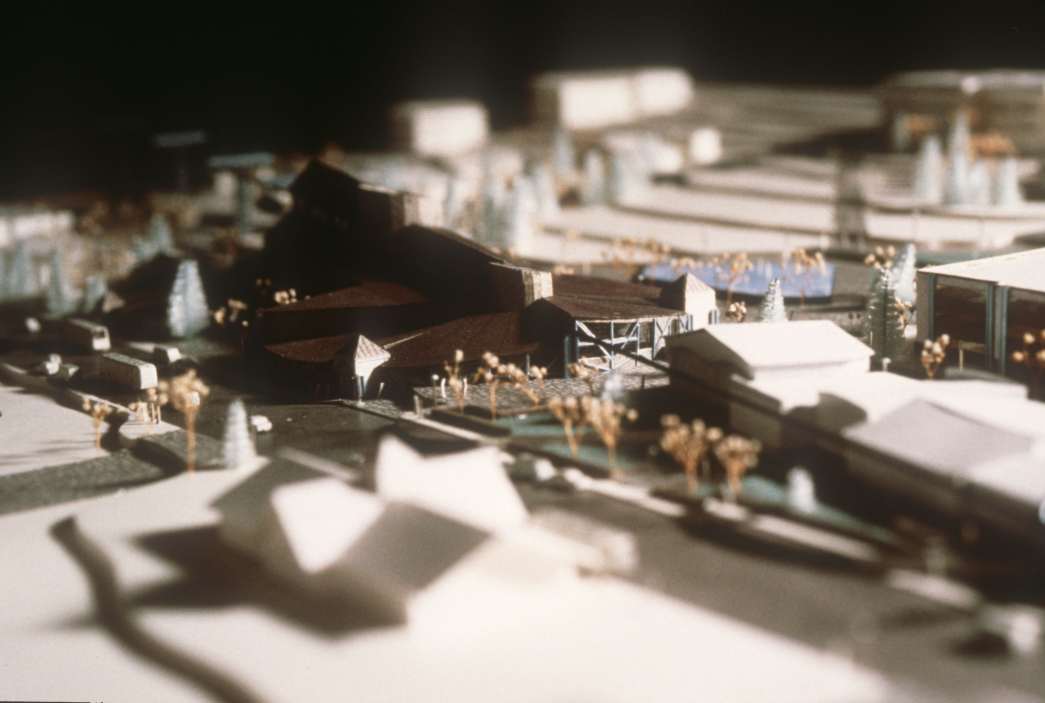
Dave White liked the design and sense of permanence appreciated the lower height, but would not mind more height variations.

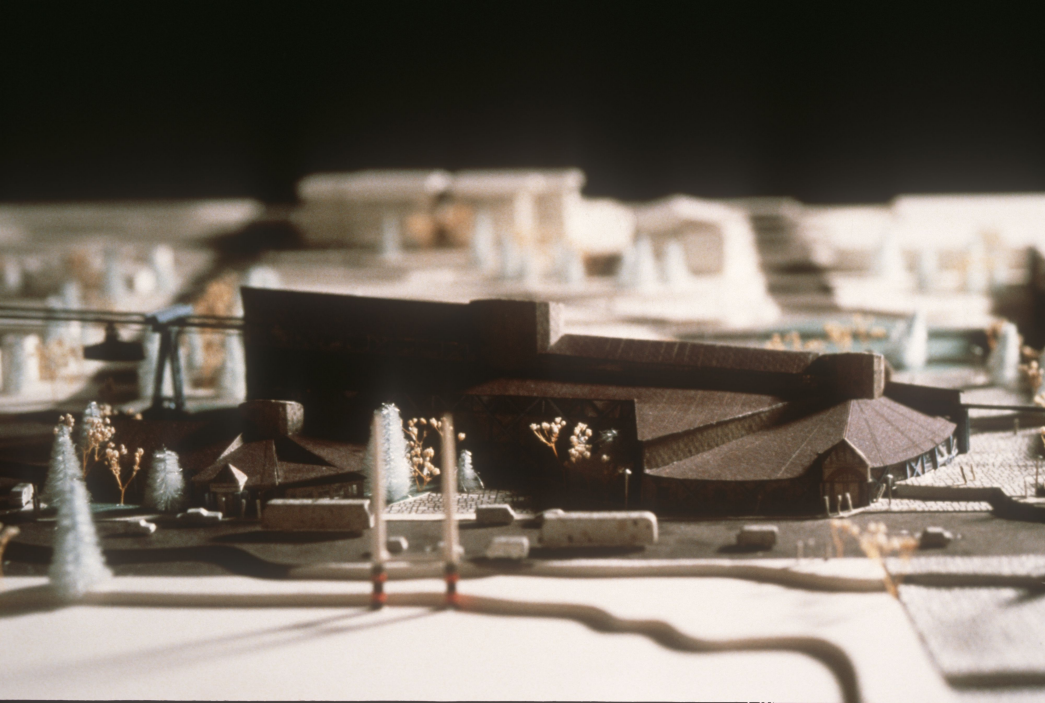
Mickey Herron also liked the new designs and emphasized the need for a new luxury hotel.

Ramona Markalunas said she liked the project very much, but would like to see the setback along Monarch increased, if possible.

The commission has scheduled sessions for the next three Tuesdays to continue the hotel discussion.



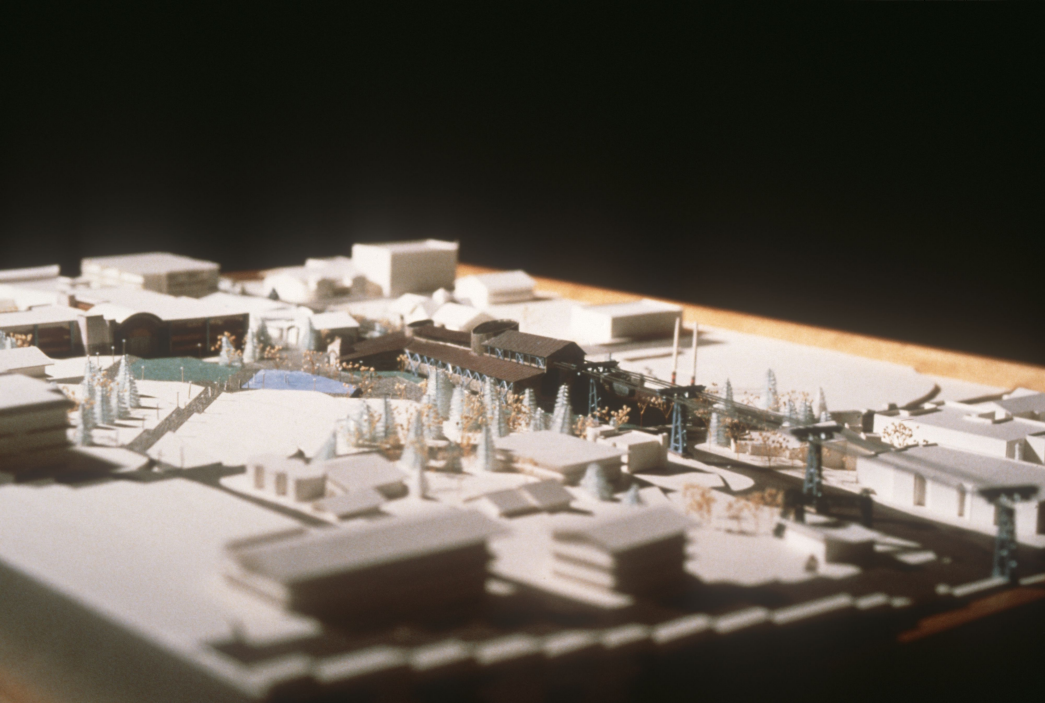


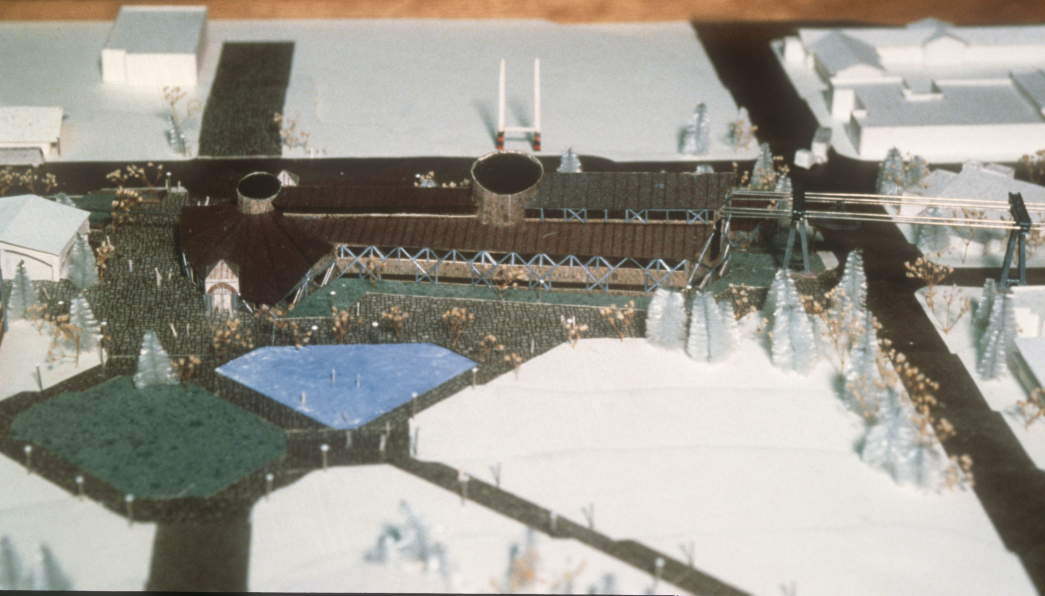


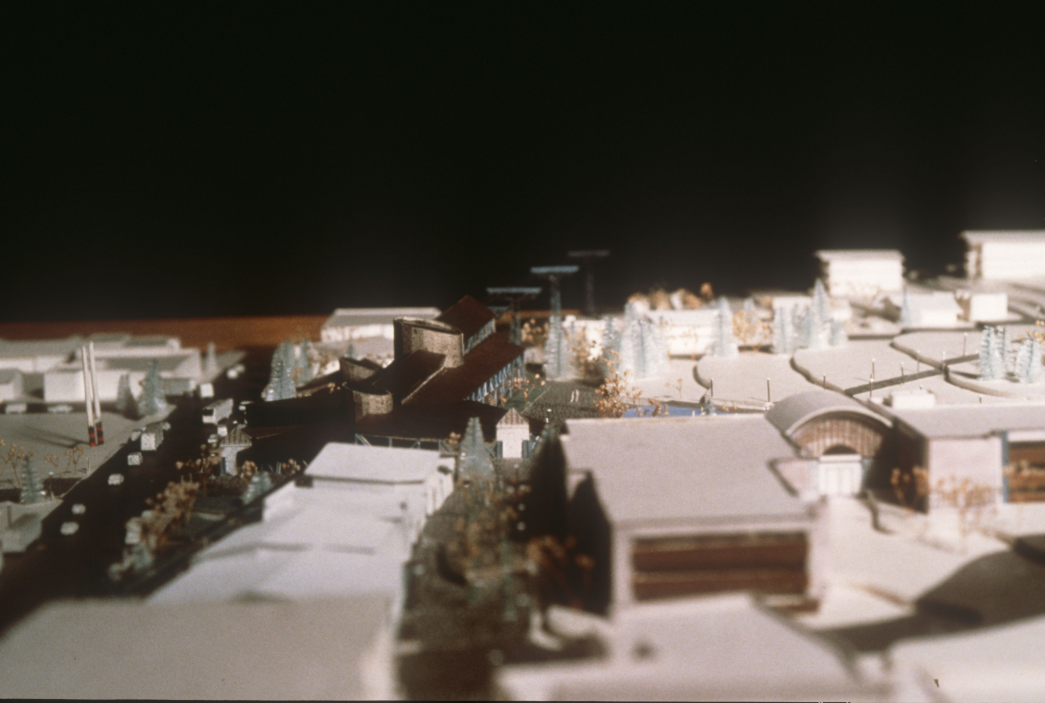
















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