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## MEMORANDUM

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**TO:** MPE Inc.  
**FROM:** David Eldredge  
**SUBJECT:** Woodruff Drawing Analysis  
**DATE:** November 17, 2017

The very preliminary nature of the Woodruff drawings is illustrated by the numerous discrepancies between the plans, sections, and elevations, as well as the lack of detail regarding circulation and uses on the plans. The following is a summary of those omissions and conflicts.

Above-Grade Structures:

- Lack of detail on the plans.

There are clearly identifiable footprints for the various buildings on the site plan, plus what appear to be consistent width bays presumably demarking the various units. However, there's no indication of any internal circulation other than an area near the center of the five main buildings with an 'X' that, based upon the parking plans, is the central vertical circulation core, and a narrow bay, probably a corridor, connecting Buildings C & E to Building D. Based upon the width of the five main buildings it appears the intent was a double-loaded corridor down the center, but as the footprints shift laterally only Buildings A, C, & E provide a partial-width bay to accommodate the continuation of the corridor. Furthermore, because a single stairway near the center of the buildings would clearly be insufficient for egress, as a minimum a second stairway would have to be added at the uphill end of each building.

- Inconsistent numbers of bays.

When the plans for the five main buildings are compared to the corresponding sections the lengths of four of the buildings are inconsistent. The sections of Buildings A & C are one-half bay too short, Building D is a full bay short, and Building E is one bay too long.

- Inconsistent floor-to-floor heights.

On the site plan many of the low-rise buildings have floor/roof elevations noted, all of which indicate 10' floor-to-floor. However, on the sections, when the floor-to-floor heights are calculated by dividing the overall height by the number of stories, the floor-to-floor heights for the five main buildings vary between 9' to 9½'± (see attached Woodruff Sht. 18: Floor-to-Floor Height Calculation). As the main buildings on each site are interconnected, the floor-to-floor heights would have to be consistent. Furthermore, as 10' floor-to-floor would be absolutely the minimum necessary to provide adequate ceiling height, and would be less than optimal for upscale units, the overall height of the buildings would necessarily have to increase. Furthermore, if the roof elevations indicated on the sections are at the maximum allowable further excavation would be required.

- Inadequate accommodation of ski trail.

Clearly the path of the ski trail through the Creole site was given minimal consideration. Sections D & E do indicate an opening through the buildings to accommodate the ski trail, but given the

geometry of the floor plan the trail would either have to throttle down in width to approximately 20' or additional units would have to have been eliminated and relocated elsewhere within the project. And even if these modifications were adopted, the experience of skiing through a narrow opening in two sizeable structures would be less than inviting.

#### Below-Grade Structures:

- Inconsistent number of stories.

On Sections A & B it appears there are either three levels of parking, or two levels of parking as shown on the parking plans, plus one level of habitable space that's not shown on the site plan. On Sections C-E only four levels of parking are indicated, whereas the parking plans indicate five.

- Inconsistent floor elevations.

On the Creole parking plans the floor elevation for the top level is noted as 7140' which equates to the top of the parking structure being 7150', whereas on the sections the top of the parking structure is 7140'.

On the Midstation parking plans no floor elevation is noted for the first level, but on the second level plan the entry, and therefore presumably the first level, is noted as elevation 7105', whereas on the Section A it's 7110'. As the southerly portion of the second level is noted on the plans as sloping it's difficult to compare with the section. However, based upon the elevations noted the slope for this portion of the garage is approximately 15%, or three times the maximum allowed by code (slopes in excess of 5% qualify as ramps, requiring handrails and intermediate landings). Furthermore, on the sections the top of the parking garage and first level of units coincide, making no provision for the sloping ski trail overhead. Both of these issues would need to be resolved by lowering the Midstation garage, resulting in additional excavation.

- Inconsistent footprints.

On the parking plans the aforementioned vertical circulation cores for all five buildings extend to all levels of the parking garage, whereas on the sections they terminate at the first level of units.

#### Exterior Elevations:

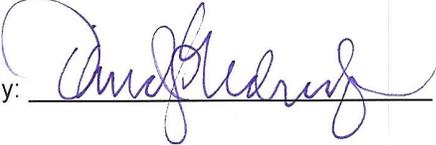
- On all five elevations the "finish grade" bisects fenestration, clearly indicating the grade shown is some distance behind the structures and not at the face of the buildings.

#### Conclusions:

It's my considered opinion that, had the Woodruff drawings been developed to the same level of detail as the present CUP application, the total area and building heights would have increased. For example, the total above-grade area would have had to grow to accommodate a secondary means of egress from the main buildings, to provide access from the main buildings to many of the low-rise units abutting (which at present appear to have none), and to accommodate the City-mandated employee housing (as that was not a requirement at the time of MPD approval). Furthermore, had all the amenities required for a resort hotel to survive in today's market been included in Woodruff, it's probable additional area would have been added, by either expanding the footprint or additional stories. And as noted above, the building

heights would have had to be increased regardless, just to accommodate acceptable ceiling heights. Similarly, the below-grade area would have had to increase, or parking stalls eliminated, to accommodate necessary functions not presently shown, including receiving and storage areas, maintenance facilities, and mechanical equipments spaces.

Determining the exact location and amount of area and height needed to address the above shortcomings in the Woodruff scheme is not possible without going through the entire design process. Nonetheless, it is fair to say Woodruff would have grown in both area and height to address these issues.

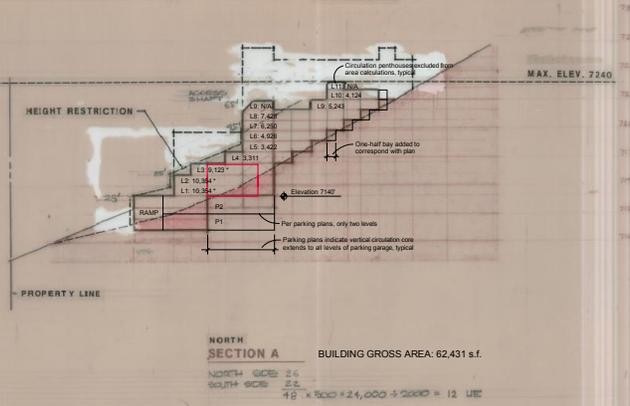
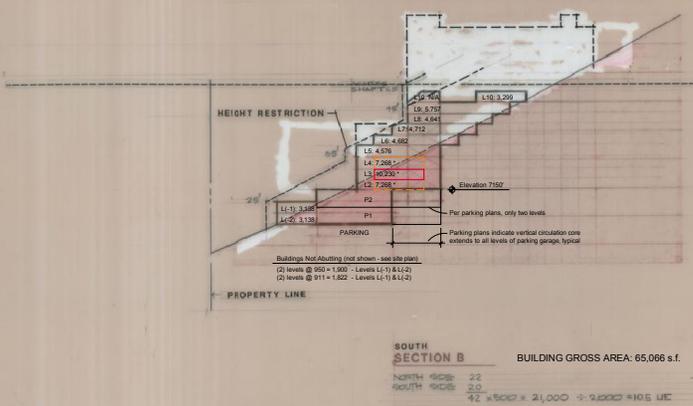
By: 

Attachments:

Woodruff Sheet 18 – Area Calculations

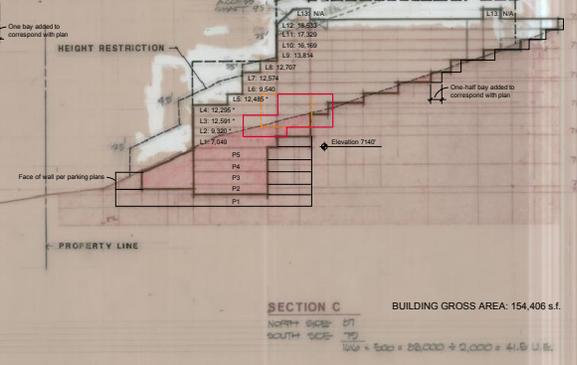
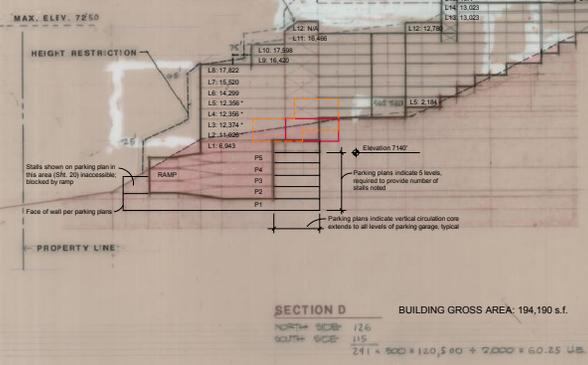
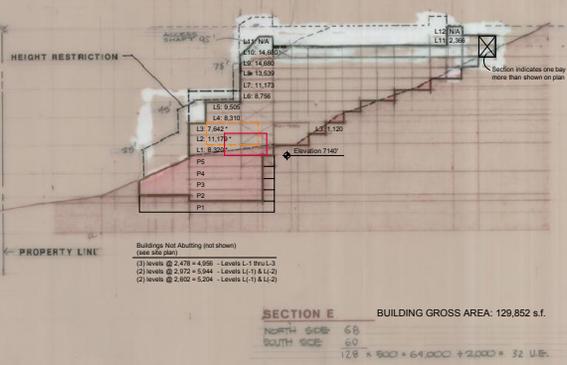
Woodruff Sheet 18 – Floor-to-Floor Height Calculations

ABOVE-GRADE AREA CALCULATION					
Level	Bldg. A	Bldg. B	Bldg. C	Bldg. D	Bldg. E
L-2		3,138 911			2,602
L-1		3,138 950			2,602
L-1	10,354		7,049	6,943	8,320
L-2	10,354	7,268	9,320	11,026	11,179
L-3	9,123	10,230	12,591	12,374	7,642
					2,478
					1,120
L-4	3,311	7,268	12,295	12,356	8,310
L-5	3,422	4,576	12,485	12,356	9,505
					2,184
L-6	4,508	4,682	9,540	14,299	8,756
L-7	6,250	4,712	12,574	15,520	11,173
L-8	7,428	4,641	12,707	17,822	13,539
L-9	531	5,757	13,814	16,420	14,680
	5,243				
L-10	4,124	3,299	16,169	17,598	14,680
L-11			17,329	16,466	2,366
L-12			18,533	12,760	
L-13				13,023	
L-14				13,023	
Subtotal	65,068	62,431	154,400	194,190	129,852
Total By Site	Midstation Site 127,497		Creole Site 478,448		
PROJECT TOTAL	605,945 s.f.				
BELOW-GRADE AREA CALCULATION					
P-1	28,101			55,207	
P-2	22,987			56,096	
P-3				35,609	
P-4				35,609	
P-5				35,609	
Total By Site	Midstation Site 51,088		Creole Site 218,130		
PROJECT TOTAL	269,218 s.f.				
PROJECT GROSS AREA	875,163 s.f.				



**MIDSTATION SITE AREA CALCULATION**

BUILDING 'A' GROSS AREA = 65,066 s.f.  
 BUILDING 'B' GROSS AREA = 62,431 s.f.  
 SITE TOTAL GROSS AREA = 127,497 s.f.



**CREOLE SITE AREA CALCULATION**

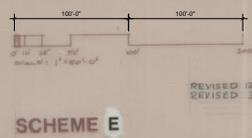
BUILDING 'C' GROSS AREA = 154,406 s.f.  
 BUILDING 'D' GROSS AREA = 194,190 s.f.  
 BUILDING 'E' GROSS AREA = 129,852 s.f.  
 SITE TOTAL GROSS AREA = 478,448 s.f.  
 PROJECT TOTAL ABOVE GRADE = 605,945 S.F.

**LEGEND**

L2: 11,026\*

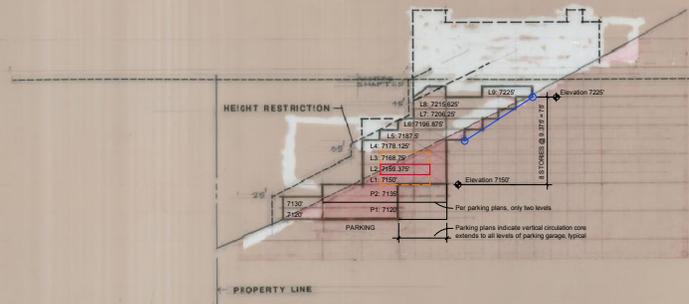
LEVEL No. and GROSS AREA (s.f.)  
 NOTE: Areas noted with asterisk (\*) include low-rise buildings abutting typical

ABUTTING BUILDING BEHIND  
 ABUTTING BUILDING BEYOND  
 NOTE: See Site Plan for extent of abutting buildings and location of section outline.

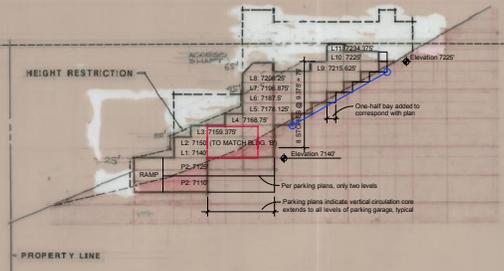


REVISED 12-19-84 TO REFLECT 10-16-84 APPROVAL  
 REVISED 3-8-84 TO REFLECT 10-19-83 APPROVAL

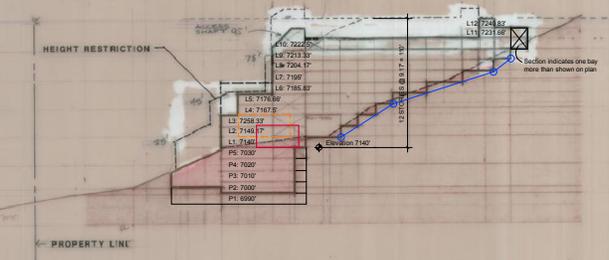
7 JULY 1986  
 13 JANUARY 1986  
 27 NOVEMBER 1985  
 13 November 1985



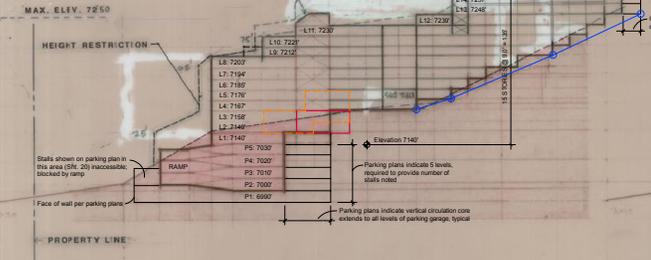
**SOUTH SECTION B**  
 NORTH SIDE: 22  
 SOUTH SIDE: 2.0  
 42 x 500 = 21,000 + 2,000 = 10.5 U.S.



**NORTH SECTION A**  
 NORTH SIDE: 24  
 SOUTH SIDE: 2.2  
 49 x 500 = 24,500 + 2,000 = 12 U.S.



**SECTION E**  
 NORTH SIDE: 6.8  
 SOUTH SIDE: 6.0  
 12.8 x 500 = 64,000 + 2,000 = 32 U.S.



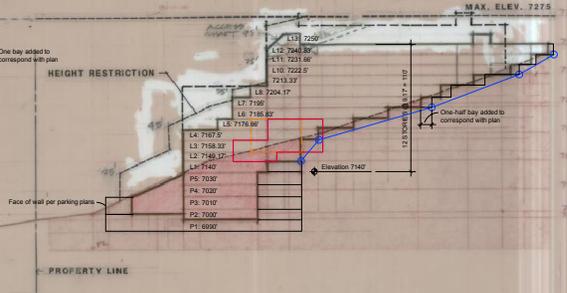
**SECTION D**  
 NORTH SIDE: 12.6  
 SOUTH SIDE: 11.5  
 24.1 x 500 = 12,050 + 2,000 = 60.25 U.S.

NOTE: THE FINISH FLOOR ELEVATIONS NOTED ON THE PARKING PLANS (AND SHTS. 18-21) CONFLICT WITH THOSE INDICATED ON THIS SHEET, AND HAVE THEREFORE BEEN ASSUMED TO BE AS FOLLOWS:

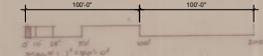
LEVEL	PLANS	SECTIONS
LEVEL 1 (SHT. 18)	6900	6900
LEVEL 2, EAST SIDE (SHT. 20)	7005	7005
LEVEL 2, WEST SIDE (SHT. 20)	7005	7005
LEVEL 3 (SHT. 21)	7030	7030
LEVEL 4 (SHT. 21)	7030	7030
LEVEL 5 (SHT. 21)	7040	7030

**LEGEND**

- L2: 7147 APPROXIMATE FINISH FLOOR ELEVATION
- ABUTTING BUILDING BEHIND
- ABUTTING BUILDING BEYOND
- NOTE: See Site Plan for extent of abutting buildings and location of section cut-line.
- ESTIMATED SLOPE OF FINISH GRADE AT FACE OF BUILDING



**SECTION C**  
 NORTH SIDE: 27  
 SOUTH SIDE: 2.0  
 104 x 500 = 52,000 + 2,000 = 41.5 U.S.



**SCHEME E**

REVISED 12-19-86 TO REFLECT 10-16-86 APPROVAL 7 JULY 1986  
 REVISED 3-8-89 TO REFLECT 10-14-87 APPROVAL 13 JANUARY 1986  
 27 NOVEMBER 1988 13 NOVEMBER 1985