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## RATIONALE FOR PROPOSED DISTRICT ZONING AMENDMENTS

As discussed in the accompanying North Village Specific Plan Zoning Compliance Summary, the applicant proposes three amendments to the North Village Specific Plan: (1) an increase in the allowable density for the project site; (2) an increase in the allowable height for Building “C”; and (3) a reduction in the required front yard setbacks along Minaret Road. Each of these proposed amendments is required to transform 8050 into an architecturally significant and economically sustainable full-service destination resort, to deliver a wide and varied array of additional lodging options to the current North Village bed base, to fully integrate the resort into the Minaret Road streetscape and adjoining properties, and to provide the Town a substantial and sustained increase in transient occupancy tax revenues to be derived from 8050. The applicant’s rationale in support of each of the proposed amendments follows:

### **INCREASE IN ALLOWABLE DENSITY**

The applicant proposes a total of 133 bedrooms on the project site (which includes the mathematical “conversion” of commercial space in Buildings “B” and “C” to bedrooms as required by the North Village Specific Plan). This amounts to an increase in the allowable density for the project site from 55 bedrooms per acre to 75 bedrooms per acre. This proposed increase in density will: (1) enable applicant to construct up to 63 additional “studio” lodging rooms in Building “C” to complement the larger lodging units available in Buildings “A” and “B” so that 8050 may more effectively accommodate a wider array of guest lodging requirements; (2) provide the commercial space required to construct a full-service restaurant and lounge and a high-quality spa at 8050 to satisfy the needs and expectations of hotel guests; (3) make the construction of Building “C” financially feasible and ongoing hotel operations economically sustainable; and (4) increase the transient occupancy taxes available to the Town from 8050’s nightly rentals.

### **INCREASE IN ALLOWABLE HEIGHT FOR BUILDING “C”**

The applicant proposes to increase the allowable building height for Building “C” from the currently-approved design from 62 feet, plus 3 feet for roof appurtenances to 93  $\frac{3}{4}$  feet, plus 4  $\frac{1}{2}$  feet for roof appurtenances. This proposed increase in height will: (1) allow for 15-foot floor-to-floor height on the ground floor of Building “C” to meet the industry design standard required to satisfy lobby, restaurant, lounge, and spa spacial requirements and accommodate other common area amenities and features associated with high-quality, full-service lodging properties; (2) allow sufficient space to accommodate two additional floors of lodging rooms, beyond the five stories allowed pursuant to the current approval; and (3) allow sufficient height for the applicant to create an architecturally significant mountain lodge that complements and enhances the overall design and function of the 8050 complex.

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**RATIONALE FOR PROPOSED DISTRICT ZONING AMENDMENTS****REDUCTION IN REQUIRED SETBACKS ALONG MINARET ROAD**

The applicant proposes to reduce the required front yard setback from Minaret Road for the upper four floors of Building “C”. Specifically, the applicant proposes that from 35 feet above the podium to 58 feet above the podium, the required setback be reduced from 30 feet to 25 feet; and from 59 feet to the top of the Building “C”, the required setback be reduced from 40 feet to 28 feet. This proposed reduction in front-yard setbacks will: (1) greatly enhance the quality of the streetscape and improve pedestrian safety along Minaret Road; (2) allow sufficient space to create an inviting pedestrian porte cochere to improve the public’s access to and from the hotel’s amenities and more fully integrate 8050 with the Minaret Road corridor thereby serving to greatly enhance the animation and vitality of this important streetscape; (3) minimize the visual impact of the existing vehicular garage exit door by masking it with a roofed enclosure; and (4) improve the aesthetics of the streetscape by providing architecturally detailed enclosures for the existing electrical transformers.