



Town Council
Monday, March 11, 2024
4:00 PM

You can watch the meeting live online on our website at tosv.com.
Agenda

- 1. Start Time 4:00 P.M.**
- 2. Item for Discussion**
 - 2.1. Wildlife Update**
[Pages 2-3 Agenda Item Summary - Wildlife Update- Police.pdf](#)
[Pages 4-5 ATTACHMENT - Wildlife Council Update Letter 0301124.pdf](#)
- 3. Item for Discussion**
 - 3.1. Mid Rim Trail Design Discussion**
[Pages 6-8 Agenda Item Summary - Mid-Rim Trail Planning and Design Discussion.pdf](#)
[Pages 9-18 Attachment - Mid Rim Council Packet.pdf](#)
- 4. Item for Discussion**
 - 4.1. Transit Project Criteria**
[Pages 19-20 Agenda Item Summary - Transit Project Criteria 031124.pdf](#)
[Pages 21-22 2024 Mall Transit Design Criteria Draft.pdf](#)
[Pages 23-27 PC Reso 2, 2023 Transit Center Special Review.pdf](#)
[Pages 28 2007 Mall Transit Station Design Criteria with Comments.pdf](#)
[Pages 29-57 Transit Center Designs 1984-2024.pdf](#)
[Pages 58-59 Mall PPP redevelopment proposal.pdf](#)
[Pages 60-74 2022 Project.pdf](#)
[Pages 75-83 2022 Project Phasing.pdf](#)
- 5. Item for Discussion**
 - 5.1. Update on Council goals**
[Pages 84-86 Agenda Item Summary - Council Goals - Local Business.pdf](#)
- 6. Adjournment**

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

March 11, 2024

AGENDA ITEM:

Wildlife Update.

PRESENTED BY:

Brian Olson, Chief of Police

BACKGROUND:

At the request of Council, we are providing an update on Wildlife activities in Snowmass Village. See attachment for specific information regarding coyotes and raccoons.

We are home to a variety of small to large wild animals and always have been. Town staff works diligently to maintain a safe and healthy interface between wildlife and residents, including their domestic animals. Snowmass Village is well known for its first-in-the-state progressive Wildlife Ordinances related to refuse management. These ordinances, first adopted in 1994, have kept to a minimum the available human refuse attainable by wildlife. As a result, the relocation or destruction of our larger wildlife animals over the years has been minimal compared to surrounding jurisdictions in the Roaring Fork Valley. We also manage annual protective wildlife closures on Burnt Mountain. The closures prevent our burgeoning recreational activities from affecting prime birthing habitat during spring and early summer. We provide educational information on preventing human-wildlife interactions and respond to incidents as they occur. If needed "Alert" signage is set up in hot spots throughout the year.

Generally, wildlife populations ebb and flow year to year as external influences affect their viability. This constant change requires our community to be nimble and adaptive with our own behavior and expectations.

Domestic animal (dogs) management is an integral part of our wildlife oversight strategy. We are closely monitoring our new leash law and its effect on wildlife interaction. On a related note, the Town has just launched a new online dog license registration system called DOCUPET. This system will improve our overall dog management.

.

FINANCIAL IMPACT:

N/A

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

Continued Commitment to Resiliency

COUNCIL OPTIONS:

Update.

STAFF RECOMMENDATION:

Update only, no action recommended.

ATTACHMENTS:

1. Letter from TOSV Animal & Wildlife Services specific to coyote and raccoon activities.



130 Kearns Road • P.O. Box 5010
Snowmass Village, CO 81615
p 970.923.5330 f 970.923.5867

March 5, 2024

Town Council,

We are getting 3rd and 4th hand reports without verification except for three incidents regarding the coyotes this year and no dogs have been killed to our knowledge. We would like to bring you up to date regarding our knowledge about the current situation.

We historically have coyote/dog encounters, in the year 2021 we had more incidents than usual. That summer/fall a coyote with 3 or 4 offspring were all working the golf course and the Horse Ranch areas, and the family succeeded in killing some small dogs(s) and injuring a few others. All dogs to our knowledge were unattended or off leash. People that were with their dogs were able to get them back and prevent a worse demise. This has been and always will be part of living in this environment. The coyotes love the golf course and horse ranch areas for the wide-open space and the abundance of prey it provides for them in these areas. (Ground squirrels, rodents and unfortunately a dog or cat on occasion). They are going for easy prey. In the time that we have been working here, we do not recall any dogs taken that were on leash with an owner. The idea of eradicating coyotes is nonsensical as they are very resilient and if feel threatened, they will multiply and have even more pups. Even if you were able to eradicate all the coyotes here, within a brief period we would have more move in. It is a prime habitat for them. One major change that we have noticed is that we have created an extremely popular winter dog walking area in the middle of their habitat and given them opportunities to prey on our pets. We have seen a huge uptick of people with dogs. (Especially since Covid) The more popular Lab Lane becomes and the more homes that are built in prime habitat that allow dogs/cats, the more likely the calls will go up for coyote/dog/cat conflict. We as pet owners must take ownership of our habits and decide on our risk tolerance & willingness to take chances in coyote country. Coyotes live in every state now (except for Hawaii) and are so adaptable that they even live in cities. Problems with coyote's stem from easy access to unattended pets, birdseed, dog food, trash etc. On patrol we talk to people, and they are all very aware of the coyotes and yet... we still witness people talking on their phones or just not paying attention and their small dog/s are way behind them or in front of them far enough away that they aren't able to protect if needed. We randomly put out signage, but as we have witnessed a sign becomes ignored if left up too long. If you go to cpw.state.co.us there is great advice on living with coyotes, share this with your neighbors, friends, and guests. If you see something egregious, speak up and at least attempt to educate them so that pet owners become aware that it is in their best interest to protect their animal from coyotes by paying constant attention and maintaining control either with a leash or close proximity and a willingness to defend your pet if needed.

On that note we also understand that there have been concerns about raccoons. This has been one of the first years that we have not received any calls about raccoons. Raccoons are another animal like coyotes, rats, bears in that if they obtain unnatural food sources, they multiply and have more mouths to feed. Raccoons, (like other species, foxes, rodents, coyotes etc.) go through life cycles

where we see healthy raccoons and then a disease like distemper runs through and wipes out the population. They then start to make a slow return. In the past, before we really got the Village bear/wildlife proof, raccoon issues were part of our daily call load. To help manage the population, the best thing we can do is again remove any unnatural food source for them such as garbage, dirty grills, pet food, birdseed etc. The Village is now renowned for setting an example for cleanliness, wildlife resistant and the ability to manage an ever growing population of humans permanently here as well as the swinging door of visitors to coexist with wildlife. Again, as full-time residents we need to take ownership of our environment and be good stewards of the Village and ALL its inhabitants. How lucky we are to live where we get to see elk, bear, deer, moose, coyotes, fox, pine martens, and the list goes on. And truthfully, we have relatively few issues for the amount of human activity we have here.

We now get a lot of videos shared with us and the residents think that there is a huge uptick in Mt Lions, bobcats, bears, raccoons... but what we have actually surmised is that there are a lot of nest cameras, and we now see what our wildlife residents are up to in the night.

Our best advice is to contact us right away if there is a problem and we will try to help solve it case by case.

Tina White
Community Response Officer
P.O. Box 5010
Snowmass Village, Co 81615
animal@tosv.com
970-923-5330

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

March 11, 2024

AGENDA ITEM:

Progress Update on Mid-Rim Trail Planning and Design Proposal

PRESENTED BY:

Ryan Lipari *Trails Supervisor*

Andy Worline *Parks, Recreation & Trails Director*

Riley Bonilla *Assistant Parks, Recreation & Trails Director*

Jake Moe *POST Manager*

BACKGROUND:

This is an update on the progress of the Mid-Rim Trail Planning and Design Proposal, provided for in 2024 Budget, that the Town of Snowmass Village has initiated in collaboration with IMBA Trail Solutions. IMBA Trail Solutions will be contracted to assist with the development of trail design, trail specifications, recommend construction approaches, estimate construction costs, and provide future phasing recommendations.

This trail design and planning endeavor explores the possibility of utilizing the Wildcat Ridge parcel, owned by the Town of Snowmass Village, and the adjacent Melton Ranch Unit One property, owned by the Melton Ranch Homeowners Association, to enhance recreational opportunities within our community.

As you may be aware, the Wildcat Ridge parcel is under a Conservation Easement monitored by the Aspen Valley Land Trust (AVLT) while being owned by the Town. Our team is committed to ensuring that any proposed trail design on this parcel aligns with the terms of the easement while providing a valuable recreational resource for our community.

Furthermore, a proposed section of the trail is intended to cross the upper corner of the Melton Ranch Unit One parcel, designated as a Common Area and owned by the Melton Ranch Homeowners Association. Currently, the Town does not possess formal approval from the Homeowners Association for this portion of the trail. We understand the significance of collaboration and transparent communication with all stakeholders involved in this project and are dedicated to engaging with the Aspen Valley Land Trust, the Melton Ranch Homeowners Association, and other relevant parties to address any concerns and seek necessary approvals in accordance with local regulations and agreements.

In terms of the trail design, Staff is proposing exploring a multi-use, bi-directional trail on this site to accommodate our community's diverse recreational interests, including hiking, running, and mountain biking activities. One of the primary goals is to alleviate congestion on the South Rim trail by dispersing users to this new trail. As many of you are aware, the Rim Trail is a beloved Roaring Fork Valley Classic renowned for its enjoyable terrain and breathtaking views traversing Snowmass Village's north and south rims. The entire Rim Trail, including the South Rim Trail and North Rim Trail, experiences high usage levels, and scenic spots such as the "Ying-Yang," offer a picturesque area for trail rest and contemplation.

Using the data gathered over the past several years regarding usage on the Rim Trail from both TOSV Parks & Trails and through the newly forming Roaring Fork Outdoor Coalition, it is no surprise that this trail sees thousands of users a year. It is important to state that although the recreation usage trends are still increasing overall, they are not at the 2020 rates; and the most positive data shared with us, which most people experience daily, is that user conflicts are low despite increased use. These low-conflict reports are something to celebrate right now; however, with the trends continuing to increase, we can proactively respond by exploring this mid-rim trail to help with this future usage.

Additionally, we have identified several other goals from the POSTR Plan to incorporate into this planning and design proposal, including:

- Providing a multi-use trail system that accommodates the needs of all user groups and individuals within the community.
- Encouraging sustainable design of trails to ensure safety on multi-use trails and minimize impacts on natural resources.
- Providing a progressive trail system for all abilities that encourages and promotes learning and skills development.
- It's essential to emphasize that this new trail isn't merely about increasing trail mileage or adding another mountain biking route; rather, it's about accommodating all users and providing a different opportunity to experience nature responsibly.

At this point, this item is an update only. Council input is appreciated.

FINANCIAL IMPACT:

The IMBA Planning proposal is approximately \$22,000. This proposal includes the project preparation, planning and concept design, pricing, and implementation ideas. We will plan to use the budgeted funds approved in the CIP budget.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

The Town Council will:

Focus on improving access and safety to make Snowmass Village more walkable and bikeable.

COUNCIL OPTIONS:

Listen to presentation and see pictures of design progress.

STAFF RECOMMENDATION:

ATTACHMENTS:

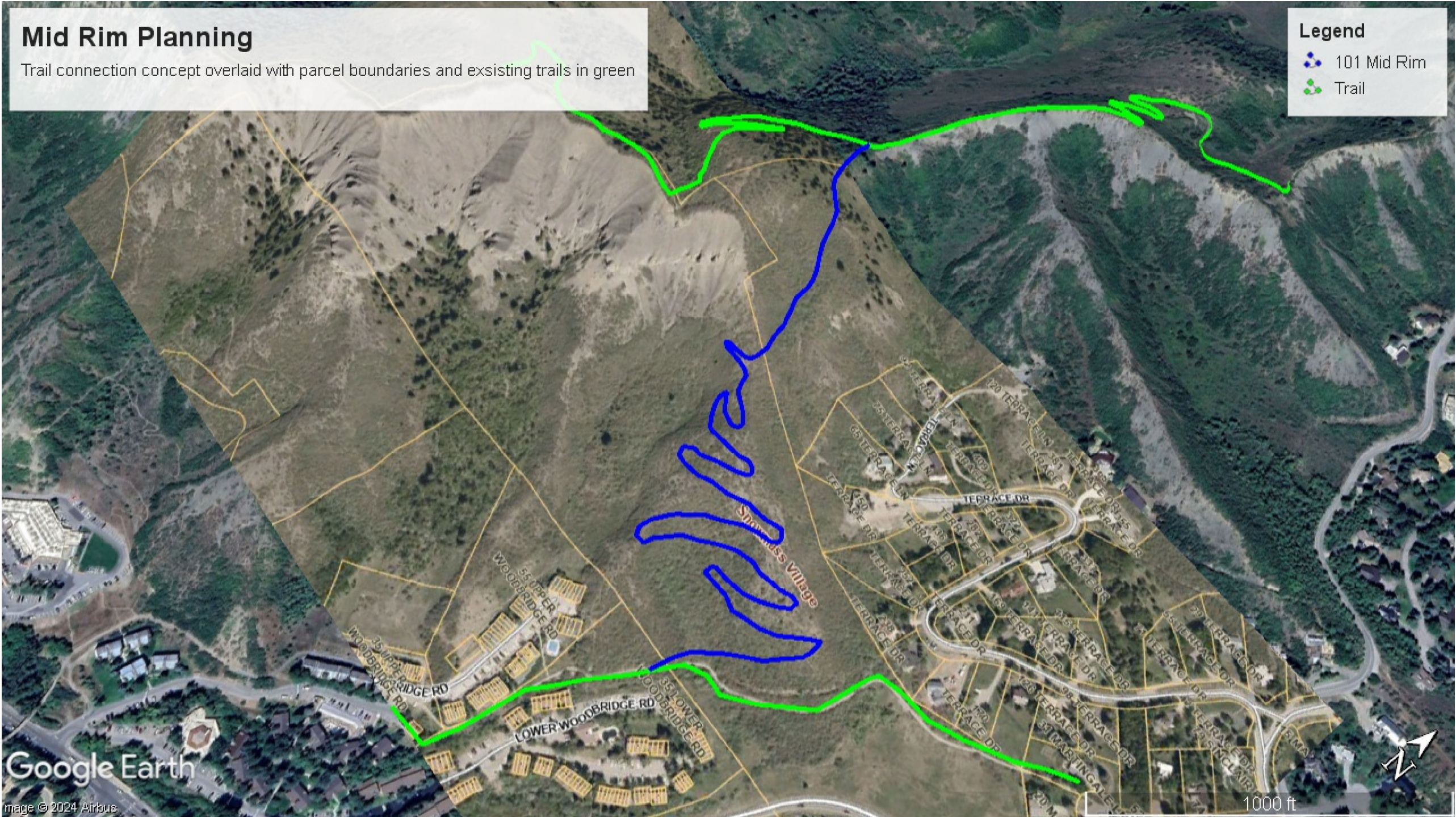
3.1.2 Trail Design Slides

Mid Rim Planning

Trail connection concept overlaid with parcel boundaries and existing trails in green

Legend

- 101 Mid Rim
- Trail



Google Earth

Image © 2024 Airbus



Jake Moe
Parks, Open Space and Trails Manager
Town of Snowmass Village

Via: jmoe@tosv.com

Re: Mid-Rim Trail Planning and Design

February 23, 2024

Jake,

Thank you for the opportunity to submit the following proposal to complete planning and design for the Mid-Rim trail and surrounding zone that we discussed last week.

As the international leader in developing natural surface trails, IMBA Trail Solutions has partnered extensively with local, state, and federal land management agencies, and has deep experience in ensuring trail projects meet our clients' goals. Our staff excels at planning, design, and construction of natural surface trails that provide unique and high-quality experiences for visitors of all ages and ability levels.

If you agree with the attached proposal, please sign, scan, and return it to me.
Do not hesitate to contact me if you have any questions on the following scope of work and fee estimate.

Sincerely,

Michael D. Repyak

Michael Repyak, Trail Solutions Director of Planning and Design
International Mountain Bicycling Association
Mike.Repyak@imba.com



03-11-24 TC WS Packet



10 of 86



Qualifications and Experience

IMBA Trail Solutions is the international leader in developing singletrack trails, with experience in over 1000 projects in North America, Europe, and Asia. Our staff excels at planning, design, and construction of trail systems that provide high-quality experiences for local riders and destination visitors while simultaneously minimizing environmental impacts.

IMBA Trail Solutions is a fee-for-service based arm of the International Mountain Bicycling Association (IMBA), a 501(c)3 non-profit organization. IMBA’s mission is to create, enhance, and protect great places to ride mountain bikes. IMBA Trail Solutions employs approximately twenty professional trail planners and builders. In addition to being industry professionals and exceptional mountain bike riders, IMBA Trail Solutions staff hold a broad base of applicable skills and knowledge from planning, landscape architecture, environmental sciences to GIS systems, AutoCAD, and graphic design.

Our wealth of experience has allowed us to develop the gold standard guidelines for creation of both sustainable and enjoyable singletrack trails. These guidelines have influenced all major federal land management agencies and many state and local parks departments. We pride ourselves on the positive experiences we have provided to the millions of active trail users around the world, and in the economic independence that communities have achieved through the development of destination trail systems.



Mid-Rim Trail Planning and Design Proposal – Town of Snowmass Village, CO

Project Approach

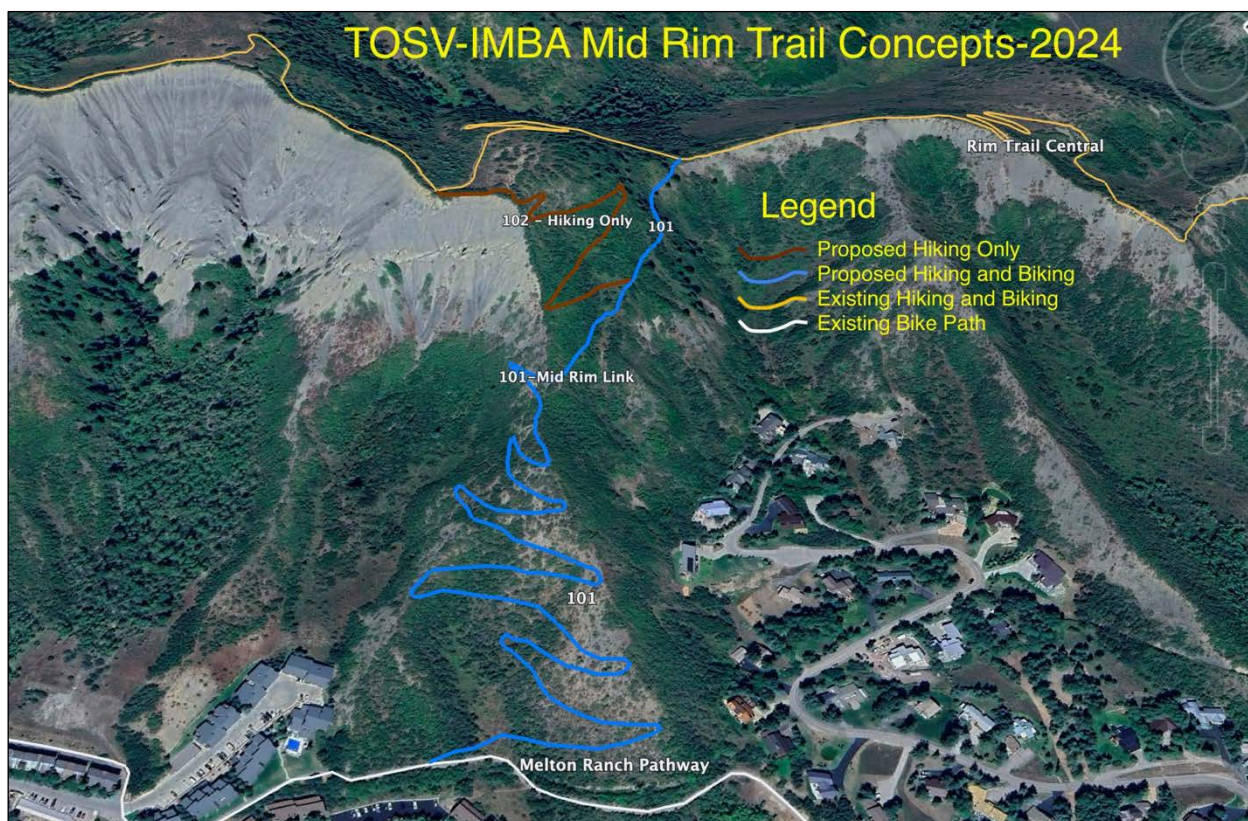
IMBA Trail Solutions proposes a collaborative process of planning and design. Town of Snowmass Village staff (TOSV) will be engaged and informed throughout the process from initial concept visioning to in the field planning/design to the final design memo. By doing so, all involved will have opportunities to review and comment through the project phases.

IMBA Trail Solutions will gather spatial mapping and resource data to create a detailed base map for the planning exercise and design fieldwork.

To kick off on-site planning, IMBA Trail Solutions will meet with TOSV staff to discuss the goals for developing trails, the range of users to plan for, and the desired trail experiences to be offered. Then during the site visit, IMBA Trail staff will do a high-level review of the project area, ground truth trail corridor concepts, and complete site-specific design of the Mid-Rim Trails (*Segment 101 and 102*).

IMBA Trail Solutions planning and design practices set a framework that advises development of trail specifications, recommended construction approach, construction cost estimates, and future phasing recommendations. Those details can be used during subsequent steps in the implementation process.

The following Scope of Work and Fee Estimate outlines the proposed planning and design tasks.



Mid-Rim Trail Planning and Design Proposal – Town of Snowmass Village, CO

Scope of Work

TASK 1 – Project Preparation

- Discuss project goals and objectives with TOSV staff.
- Obtain and review available mapping and resource data.
- Create base map to be used for assessment, planning, and site visits. Maps will be complete with area of interest, existing conditions (*roads, buildings, boundaries, land ownership, infrastructure, hydrology, vegetation*), topographic contour information, and orthophotography.
- Desktop analysis to best understand the project area and formulate initial trail planning thoughts. This analysis will inform IMBA Trail Solutions field visit approach.



Deliverables – Project understanding, base mapping, desktop assessment, and initial concept considerations.

TASK 2 – Concept Plan & Field Design Site Visit, 2 TS staff up to 4 days

- IMBA Trail Solutions staff will review the project area while assessing ground conditions, existing trails, and surrounding landscape.
- IMBA Trail Solutions will ground truth conceptual trail corridors in this riding zone, locate potential drainage crossings and key control points (*access points, geologic features, locations to avoid, etc.*), and observe connections to surrounding opportunities.
- IMBA Trail Solutions will then field design the Mid-Rim trails (*segment 101 and 201 as shown on the previous page*). Staff will collect data points and measurements to inform the Task 3 document.
- IMBA Trail Solutions will wrap up the field design by meeting with TOSV staff to share outcomes from the design fieldwork.



Deliverables – Field observations, ground truth trail network conceptualization, Mid-Rim trail design, and KML data as requested.

Mid-Rim Trail Planning and Design Proposal – Town of Snowmass Village, CO



INTERNATIONAL MOUNTAIN BICYCLING ASSOCIATION

Fee Estimate

Mid-Rim Trail Planning and Design - TOSV, CO			
		Expenses	Fee
TASK 1 - PROJECT PREPARATION			
1.1	Project kick off call with Project Team		\$ 260
1.2	Data collection, assessment, and base map creation		\$ 1,110
1.3	Desktop analysis of project area, field visit approach, and initial trail layout concepts		\$ 895
1.4	Planning and Design site visit coordination and project management		\$ 465
TASK 1 SUBTOTAL			\$ 2,730
TASK 2 - CONCEPT PLAN & FIELD DESIGN SITE VISIT, 2 TS Staff up to 4 days			
2.1	Travel to/from TOSV		\$ 1,060
2.2	On site meeting with with Project Team		\$ 305
2.3	Project area recon and ground truth trail network conceptualization (2 days)		\$ 4,875
2.4	Field design and flag "Trail 101" (2 days)		\$ 4,875
2.5	Site Visit wrap up meeting with Project Team		\$ 305
TASK 2 SUBTOTAL			\$ 11,420
TASK 2 EXPENSES			\$ 3,630
TASK 3 - PLANNING & DESIGN DOCUMENT			
3.1	Draft design memo and mapping		\$ 2,705
3.2	Final design memo and mapping in response to client comments		\$ 1,735
TASK 3 SUBTOTAL			\$ 4,440
TOTAL LABOR COSTS			\$ 18,590
ESTIMATED EXPENSES		\$ 3,630	
TOTAL PROJECT COSTS		\$	22,220

TS will bill this project on a time and expense basis.

Labor fee is estimated to be \$18,590

Expenses are estimated to be \$3,630 and will only be billed as incurred; this includes travel costs, lodging, meals, and field supplies.

Total Project Costs \$22,220

Mid-Rim Trail Planning and Design Proposal – Town of Snowmass Village, CO



INTERNATIONAL MOUNTAIN BICYCLING ASSOCIATION



Agreement

This document sets forth the agreement for retention of **International Mountain Bicycling Association** to provide services to **Town of Snowmass Village** as outlined above. The basis of IMBA's Trail Solutions retention is described in the scope of work and in the attached Conditions document.

Approved for **Town of Snowmass Village**

By _____

Name & Title _____

Address _____

Date _____

Approved for **International Mountain Bicycling Association**

By _____

Name & Title _____

Date _____

MidRim Plan-Design 240223v2.docx

Enl: Conditions

Mid-Rim Trail Planning and Design Proposal – Town of Snowmass Village, CO



INTERNATIONAL MOUNTAIN BICYCLING ASSOCIATION

Conditions:

The following conditions will apply to the work performed by Trail Solutions:

- 1) Client will aid TS as needed during the project to ensure sufficient transfer of knowledge to aid the efficient execution of the project scope.
- 2) Specific start and finish dates will be determined by: weather conditions; site access conditions; vegetation; availability of Client's personnel, other stakeholders, and of TS staff; and other factors. TS will not be responsible for project delays or failures caused by any factors out of their control, including, but not limited to: pandemic; disease; weather; ground conditions; and/or legal access.
- 3) Force Majeure - TS shall not be liable to Client for any failure or delay in the services caused by events beyond TS's reasonable control after taking customary precautions, including without limitation acts of God, fire, floods, disease, weather, acts of war or terrorism.
- 4) Client is responsible for stakeholder coordination, including: arranging meetings; providing a meeting room, projector, screen, and other materials; and providing contact information for stakeholder groups. Participation in formal public meetings is not part of this scope.
- 5) TS reserves the right to refuse to perform, promote, or execute any designs or proposals that are not, in TS' opinion; sustainable, environmentally or socially sound, and/or in the best interest of affected parties.
- 6) To be most efficient TS reserves the right to move hours between tasks without the expressed permission of Client.
- 7) Client will obtain all necessary permits/permissions required to perform contracted tasks.
- 8) Client will provide all listed items that they currently have available, in electronic (ESRI shapefile) format. This map information will include but is not limited to:
 - Property boundaries
 - Contour lines
 - Designated use areas
 - Vegetation cover
 - Hydrologic information
 - Wetlands
 - Utility locations
 - Active and inactive roads
 - Trail alignments
 - Special biological or habitat zones
 - Structures
 - Archeological sites
 - Any other relevant area management data
- 9) All property boundaries for the subject site shall be clearly identifiable and obvious. If there are any questions regarding the location of property boundaries, the Client shall provide immediate assistance in determining their location. TS shall bear no responsibility or costs for efforts that cannot be accurately completed because of lack of accurate boundary information.

Mid-Rim Trail Planning and Design Proposal – Town of Snowmass Village, CO



INTERNATIONAL MOUNTAIN BICYCLING ASSOCIATION



- 10) To reduce costs all materials (e.g., maps, reports, notes, photos, data layers, etc.) will be provided in electronic format only.
- 11) Any additional fee-based work outside the scope of this project shall require explicit approval by the Client before being executed.
- 12) Comments on project deliverables to TS from the client shall be delivered only once and in the format of a succinct, inclusive response.
- 13) Payment for services shall be rendered within 30 days of invoicing. Invoices shall be submitted following the completion of the relevant task.
- 14) Invoiced expenses include a 10% administrative fee. IMBA does not require receipts to accompany expenses below \$75.
- 15) This proposal is valid for 20 days from the date of issue. After that time, TS reserves the right to revise or rescind the offer for its services.

Mid-Rim Trail Planning and Design Proposal – Town of Snowmass Village, CO



INTERNATIONAL MOUNTAIN BICYCLING ASSOCIATION

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

March 11, 2024

AGENDA ITEM:

Transit Project Criteria

PRESENTED BY:

Sam Guarino, Transportation Director

Clint Kinney, Town Manager

BACKGROUND:

The 2022 Mall Transit Center Project was withdrawn for consideration in April of 2023. In June 2023, the Town Council directed staff to develop a proposal for simple and cost-effective solution(s) at both the RFTA Depot and Daly Lane Village Shuttle Depot. These incremental alternative solutions were to have lower impact and lower cost than the proposed 2022 Project. Council reviewed a set of proposals on February 5, 2024.

On March 4th, 2024, the Town Council discussed adding new possibilities for a Mall Transit Center instead of the incremental improvements.

If the Council wants to consider a new possibility (ies), a list of design criteria is needed to act as a framework upon which to base/evaluate any future designs. Staff has begun to create a list of criteria based on feedback from Council, the Planning Commission's recommendation for denial, operational needs, past public feedback, and past design criteria. The attached list is a starting point for discussion and is meant to be a working document with things added, removed, or adjusted.

As a reminder, Design Criteria for the 2022 Project Included:

- Improve rider experience for both RFTA and the Village Shuttle riders.
- Improve operational, safety, efficiency, and effectiveness for RFTA and the Village Shuttle.
- Create a smooth connection between the local bus service to the regional service. This will help the local service function better as a feeder service (First/Last Mile) to the regional system and remove local trips from the regional service in peak periods.
- Create a central public building that will provide restrooms for transit passengers. This building could also, potentially, serve as a guest services space.
- Maintain the existing number of parking spaces in the numbered lots while maintaining their convenience to the Mall.
- Improve ADA access to the commercial core.
- Improve overall pedestrian access to the Mall.

The Planning Commission's Recommendation for denial is also attached for consideration. Major points in its recommendation include:

- The project was inconsistent with the Comprehensive Plan framework of Just Big Enough.
- The construction duration is too long and impactful.
- The physical character of the project does not meet community needs nor desires.
- A project of this nature should be coordinated with the redevelopment of the Mall.
- Concerns about pedestrian safety.
- Concerns about the parking garage functionality.

FINANCIAL IMPACT:

This is a discussion item only.

However, there are the following funds available

- There is approximately \$6 million of EOTC funds available.
- The Town has set aside \$3 million of General Fund dollars.
- If the project changes much from the 2022 Plan, \$13.5 million in grant funds would need to be returned and reapplied for.

COUNCIL OPTIONS:

This is a discussion item; staff are seeking directions on next steps.

STAFF RECOMMENDATION:

This is a discussion item. Staff is seeking direction from council and a discussion with the goal of formulating design criteria for a potential future Transit Center at the Snowmass Mall.

ATTACHMENTS:

1. 2024 Mall Transit Design Criteria Draft
2. PC Reso 2, 2023, Transit Center Special Review
3. 2007 Mall Transit Station Design Criteria with Comments
4. Transit Center Designs 1984-2024
5. Mall PPP Redevelopment Proposal
6. 2022 Project
7. 2022 Project Phasing

- **Transit Operations**

- 4 independent RFTA bays 1 RFTA staging bay.
- 6 independent TOSV bays 2 TOSV staging bays.
- Exterior loading/unloading (counterclockwise movement).
- Safe turning movements (no backing up necessary).
- Separation from car/lodging traffic.
- Improve connections between TOSV and RFTA services.
- Driver break area?
- Transit operations office space?
- Consider future expansion/alteration of service?
- Snow melted bus platform?
- Consider non-RFTA and TOSV bus use (Large events, school bus pick-up/drop-off, etc.)?

- **Pedestrians**

- Improve safety/access from timed parking and skier pick-up/drop-off currently in lot 6.
- Improve ADA access to the mall.
- Limit pedestrian and vehicle conflicts as much as possible. Pedestrians have priority over cars and buses.
- Regrade mall to the same level as the transit plaza.
- Provide snow melted walkways?
- Provide space for bikeshare facilities and bike access to the mall...

- **Arrival Experience**

- Provide public facilities including restrooms and a guest services space(?).
- Ensure that the arrival experience for both local and regional services is as welcoming, comfortable, and seamless as possible. (from PC resolution “The parking garage is not a welcoming arrival to Snowmass Village for guests.”)
- Improve wayfinding both between the bus services and the attractions along the mall.
- Ensure adequate setbacks/landscaping around the facility.
- Provide as open and visually appealing experience as possible.

- **Parking**

- Ensure no net loss of parking?
- Improve kiss & ride and timed parking access?
- Delivery improvements?

- **Structure/Roadway**

- Hold close to existing ridgelines and minimize retaining walls.
- Ensure landscaping with local vegetation is maximized.
- Materials used should match local aesthetics.
- Ensure turning movements around structure are safe/adequate for buses and large delivery vehicles.
- Do not extend a new carriage way any further than is necessary to meet other design criteria (attempt to align with Daly Lane?).
- Ensure that the project is consistent with the Town’s Comprehensive Plan’s framework of “Just Big Enough”.

- **Construction**

- Avoid any shutdowns on Carriage Way, Daly Lane, or to the end of the mall?

- Keep construction duration as short as possible (# of months maximum?).
- Take construction schedule into account as early as possible.
- Align construction with redevelopment of the Mall.
- Avoid disruption to existing transit services to the extent possible.
- **Financial**
 - Keep program as close as possible to the 2022 project in an effort to keep FTA funding for that project?
 - Continue to explore grant funding opportunities. (Will be difficult to secure prior to significant completion of design).
- **Other Considerations**
 - Secure early and ongoing support from the mall business community as well as the community at large.
 - Expand passenger waiting areas.

**TOWN OF SNOWMASS VILLAGE
PLANNING COMMISSION**

**RESOLUTION NO. 2
SERIES OF 2023**

**A RESOLUTION BY THE SNOWMASS VILLAGE PLANNING COMMISSION
RECOMMENDING DENIAL OF THE SPECIAL REVIEW APPLICATION FOR THE
WEST VILLAGE TRANSIT CENTER LOCATED AT THE TERMINOUS OF THE
SNOWMASS MALL ON NUMBERED LOTS 5 AND 6**

WHEREAS, in accordance with the Town of Snowmass Village (hereafter 'Town') Land Use and Development Code (LUDC), the Specially Planned Area ('SPA') zone was established for developments that existed prior to formal incorporation of the Town, including the public "Numbered Lots" in the West Village (parking Lots 1 through 13) consisting of approximately 11.95 acres and including all associated right-of way corridors as seen attached hereto as Exhibit A; and

WHEREAS, the Town's Planning Commission considered an application submitted by the Town (applicant/owner) on February 24, 2022 and subsequently approved a recommendation to the Town Council to amend the Town's Official Zone District Map pursuant to Section 16A-5-220 of the LUDC to rezone the Numbered Lots from SPA-1 to Public, which was adopted pursuant to Ordinance No. 1 series of 2023, which would allow the consideration of Major Community Facilities (i.e. Transit Center) as a Special Review use; and

WHEREAS, the Town of Snowmass Village concurrently submitted a Special Review application on February 24, 2022 for a new and improved Transit Center on Numbered Lots 5 and 6 (hereafter Subject Parcel) including a combined arrival and loading platform for RFTA buses and Town Shuttles, a covered parking garage, restrooms, dispatch and staff facilities, and partial realignment of Carriage Way; and

WHEREAS, pursuant to the LUDC Section 16A-5-50, the Community Development Department deemed the application complete for review on March 7, 2022; and

WHEREAS, a modified application was distributed to referral departments and agencies on October 14, 2022 and written comments were provided to the Community Development Department for consideration by staff and the Planning Commission; and

WHEREAS, the Planning Commission reviewed the Special Review application at public meetings held on November 30th, December 7th, December 14th of 2022 and January 4th, February 15th, and March 1st of 2023 to consider the proposal and recommendations from Town staff and referral agencies.

NOW, THEREFORE, BE IT RESOLVED, by the Planning Commission of the Town of Snowmass Village, as follows:

Section One: General Findings. The Planning Commission generally finds:

- 1) **Submission:** The Applicant has submitted the Special Review application in accordance with the provisions set forth in the LUDC. Supplemental information and materials were provided during the review process to comply with application submission requirements and to respond to Town Staff, referral agency concerns.
- 2) **Content:** The application contained the Minimum Contents as required by the LUDC Section 16A-5-40, '*Submission of application*,' and included written and graphic materials of sufficient detail such that the application was deemed complete for referral and review.
- 3) **Public Process:** The Planning Commission held a total of six public meetings to review the application to formulate recommendations to Town Council in accordance with the responsibilities and procedures prescribed in the LUDC Section 16A-5-230(c)(4), '*Action by decision-making body*.' The Town Council will hold a Public Hearing to review the project and consider the application.
- 4) **Code Requirements:** Subject to the recommendations in Section Three of this Resolution, it was found the land use application does not meet the Review Standards established in the following Section 16A-5-230(e) of the LUDC:
 - a) **Consistent with the Comprehensive Plan:** The proposed use shall be consistent with the intent of the Town of Snowmass Village Comprehensive Plan.
 - b) **Compliance with the standards of the Development Code:** The proposed use shall comply with all other applicable standards of this Development Code, including, but not limited to:
 1. Zone district standards. The purpose of the zone district in which it is located, the dimensional limitations of that zone district and any standards applicable to the particular use, all as specified in Article III, Zone Districts.
 2. Development evaluation standards. The applicable standards specified in Article IV, Development Evaluation Standards.
 - c) **Compatible.** The proposed use shall be appropriate to its proposed location and be compatible with the character of surrounding land uses in the area and shall not adversely affect the future development of the

surrounding area.

- d) Adequacy of access. Access to the site shall be adequate for the proposed use, considering the width of adjacent streets, their grades, intersection safety, visibility and entrance into the area to be developed. When appropriate, public transportation, or other public or private transportation services, and appropriate pedestrian facilities, shall be made available to serve the use.
- e) Design minimized adverse impact. The design and operation of the proposed use shall minimize adverse impacts and shall not create a nuisance, considering such impacts as traffic congestion or traffic hazards, service delivery, parking and loading, trash removal, odors, noise, glare and vibration.
- f) Design minimizes environmental impact. The proposed use shall minimize environmental impacts and shall not cause significant deterioration of water and air resources, wildlife habitat, scenic resources and other natural resources.
- g) Facilities. There shall be adequate public facilities available to serve the proposed use, or the applicant shall propose necessary improvements to address service deficiencies the use would cause. In particular, the applicant shall demonstrate adequate water supply and sewage disposal service is available for the proposed use, including sufficient water pressure and proximity to fire hydrants to provide for fire protection needs.
- h) Parking. Sufficient off-street parking shall be provided.

Section Two: Action. Pursuant to the findings stated in Section One of this Resolution, the Planning Commission recommends denial to the Town Council regarding the Transit Center Special Review application by Ordinance. This recommendation is based upon the Specific Findings in Section Three below.

Section Three: Specific Findings. The Planning Commission further finds:

1. The project size is inconsistent with the Towns Comprehensive Plan framework of "Just Big Enough" and other aspects of the character of development.
2. The Planning Commission has concerns with the lack of pedestrian safety with the central platform and that the design requires pedestrians must cross in front of buses.

3. The Planning Commission has concerns with the negative impact of the construction (time/duration) on the town and the mall.
4. The Planning Commission has concerns with the negative visual impact on the surrounding area. The project is too big in scale and mass.
5. The parking garage is not a welcoming arrival to Snowmass Village for guests.
6. The project should be done in conjunction with the redevelopment of the mall in order to improve compatibility.
7. The Planning Commission has concerns with the pedestrian safety on the public roads around the garage and the lack of adequate setbacks/landscaping in these areas.
8. The Planning Commission has concerns with the parking arrangement in the garage and concerns for access and maneuverability in and around the garage which makes for unsafe driving and pedestrian experience.

Section Four: Severability. If any provision of this Resolution or application hereof to any person or circumstance is held invalid, the invalidity shall not affect any other provision or application of this Resolution which can be given effect without the invalid provision or application, and, to this end, the provisions of this Resolution are severable.

INTRODUCED, READ, AND DENIED by the Planning Commission of the of the Town of Snowmass Village on March 1, 2023, upon a motion by Commission Member Gustafson, the second of Commission Member Faurer, and a vote of 6 in favor and 1 against.

TOWN OF SNOWMASS VILLAGE
PLANNING COMMISSION



Brian Marshack, Chair

ATTEST:


Virginia Baker (Mar 27, 2023 10:25 MDT)

Virginia Baker, Planning Commission Secretary

Attachment B draft reso BMc revised 3-24

Final Audit Report

2023-03-27

Created:	2023-03-27
By:	Sara Nester (snester@tosv.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAARu_E_wmlbxqFfhMiVjb5Chr5EgUjpN

"Attachment B draft reso BMc revised 3-24" History

-  Document created by Sara Nester (snester@tosv.com)
2023-03-27 - 4:23:55 PM GMT
-  Document emailed to Virginia Baker (vbaker@tosv.com) for signature
2023-03-27 - 4:24:42 PM GMT
-  Email viewed by Virginia Baker (vbaker@tosv.com)
2023-03-27 - 4:25:43 PM GMT
-  Document e-signed by Virginia Baker (vbaker@tosv.com)
Signature Date: 2023-03-27 - 4:25:56 PM GMT - Time Source: server
-  Document emailed to Brian Marshack (bmarshack@gmail.com) for signature
2023-03-27 - 4:25:57 PM GMT
-  Email viewed by Brian Marshack (bmarshack@gmail.com)
2023-03-27 - 5:05:30 PM GMT
-  Document e-signed by Brian Marshack (bmarshack@gmail.com)
Signature Date: 2023-03-27 - 5:10:05 PM GMT - Time Source: server
-  Agreement completed.
2023-03-27 - 5:10:05 PM GMT

Names and email addresses are entered into the Acrobat Sign service by Acrobat Sign users and are unverified unless otherwise noted.

Mall Area Transit & Parking Plaza General Design Criteria

Comments/Top 5 Responses From Public Outreach 2/16/07

Pedestrians.....

- ❖ Pedestrian access and flow have ultimate priority over bus and cars **VOTES - 3**
- ❖ Pedestrian Plaza above covered Bus Transit Area at same grade as Mall **V - 1**
- ❖ Pedestrian access from Mall must be easy and short to Bus Transit Area **V - 1**
- ❖ Provide snow melted walkways where necessary **V - 1**
- ❖ Moving ramps or escalators are desired to access buses **V - 1**
- ❖ Accommodate ADA Requirements in Pedestrian Plaza
- ❖ Minimize crossings of vehicular reception/information area
- ❖ Provide bicycle facilities during summer season

Bus Transit.....

- ❖ Bus transit has priority over car traffic **Votes - 2**
- ❖ Provide transit riders with clear, easy directions to buses
- ❖ TOSV Shuttle Buses-5 bays for unloading, 5-6 bays for loading **V-0.5**
- ❖ RFTA Regional & Day Skier Buses-2 coach bays, 3 articulated bus bays **V – 0.5**
- ❖ Accommodate ADA Requirements in Bus Plaza
- ❖ Provide for comfortable waiting areas, approx. 3600 sf for RFTA **V - 1**
- ❖ Provide for smooth flow of buses through plaza, separate from car flow **V - 2**
- ❖ Limit bus paths crossing one another
- ❖ Coordinate operation with Base Village development **V - 2**

Car Parking.....

- ❖ Provide for replacement of parking displaced by plaza
- ❖ Provide 100-200 additional parking spaces **Votes - 3**
- ❖ Maximize parking spaces near Mall
- ❖ Provide increased spaces for short term parking near Mall **V - 1**
- ❖ Provide for kiss and ride area near Mall **v - 4**
- ❖ Provide clearly marked pedestrian exits from parking areas

Roadway Improvements.....

- ❖ Improve intersection of Elbert Lane and Upper Snowmelt Road
- ❖ Align relocated Snowmelt Road to recent realignment at Lot 4 **Votes - 2**
- ❖ Provide snow melted roadways where necessary **V - 1**

Structure Features.....

- ❖ Provide a sense of arrival at the Mall **Votes 5**
- ❖ Hold close to existing ridgeline and minimize retaining wall exposure
- ❖ Build parking structure down, rather than up
- ❖ Provide open air feeling to bus plaza
- ❖ Design for maximizing space now, cutback later if necessary

Conference Area.....

- ❖ Accommodate approximately 16,000 sf for temporary conference tent
- ❖ Locate space in Lot 9, at approximate level of Elbert Lane

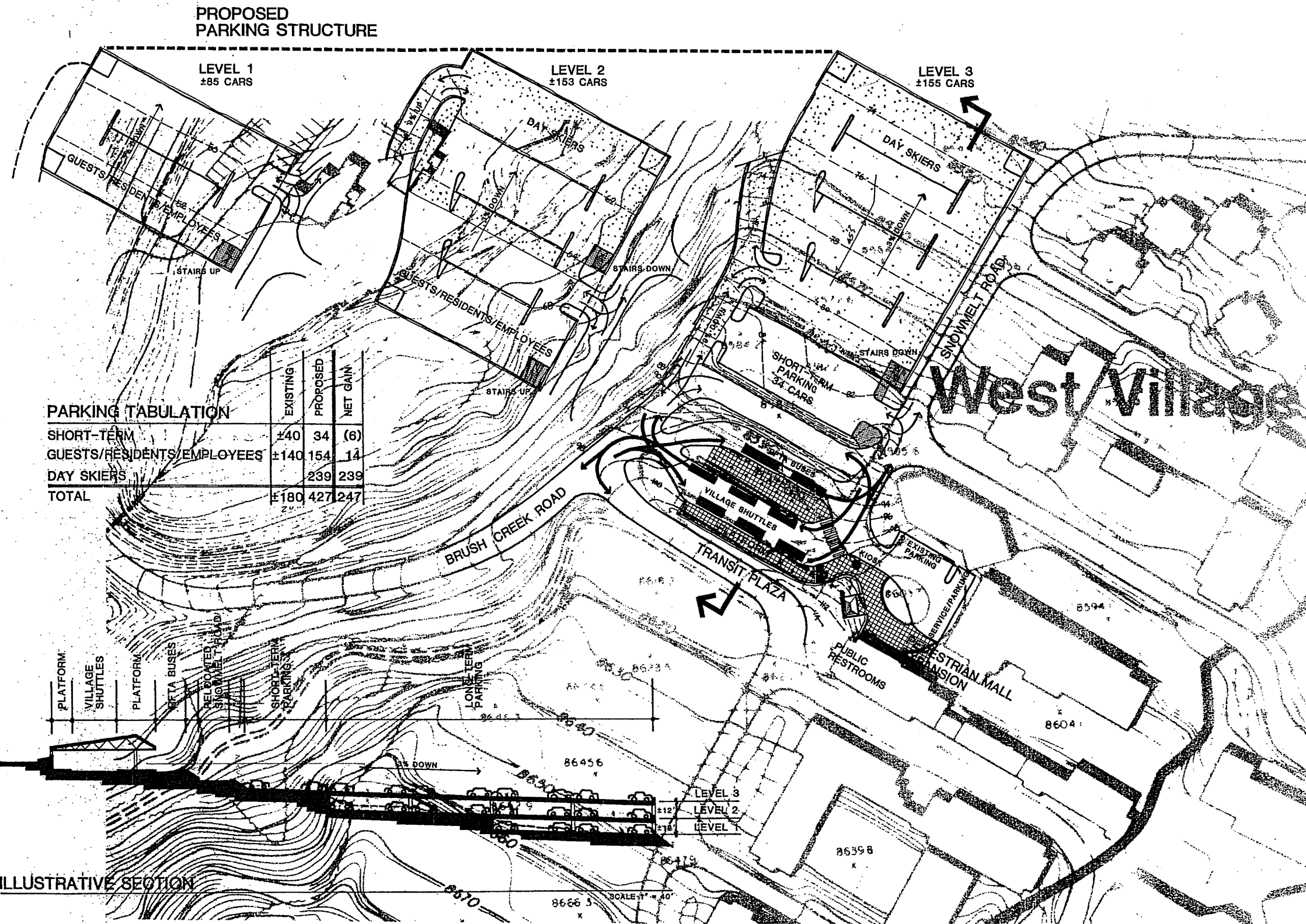
Loading and Delivery.....

- ❖ Improve operations on Elbert Lane and Daly Lane **Votes - 1**
- ❖ Consider concept of holing (tunneling) through Parcel C Building
- ❖ Consider separation of transit vehicles from loading & delivery vehicles **V - 1**

Other Considerations.....

- ❖ Provide plan for taxis, lodge vans, and charter buses
- ❖ Provide visitor amenities including restrooms and congregating areas
- ❖ Provide concepts for use of existing TOSV Bus Plaza
- ❖ Accommodate Ski School drop offs until Base Village is developed **V - 1**
- ❖ Minimize visual and other environmental impacts to residents
- ❖ Consider bus storage in underground parking area
- ❖ Consider operation management strategies for transit
- ❖ Consider inclusion of transit operations offices
- ❖ Consider automated ticket sales as well as face-to-face sales
- ❖ Consider possible parking spaces under bus plaza area **V - 1**
- ❖ Improve pedestrian friendliness of Elbert Lane & Daly Lane
- ❖ Consider security in transit & pedestrian areas

SEE ATTACHED FOR NOTES AND COMMENTS:



MALL TRANSIT PLAZA

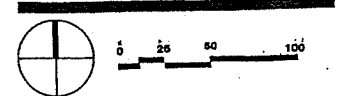
SNOWMASS TRANSPORTATION CENTER STUDY
TOWN OF SNOWMASS VILLAGE
SNOWMASS VILLAGE, COLORADO

ROSALL REMMEN CARES

PLANNING, URBAN DESIGN AND RESEARCH

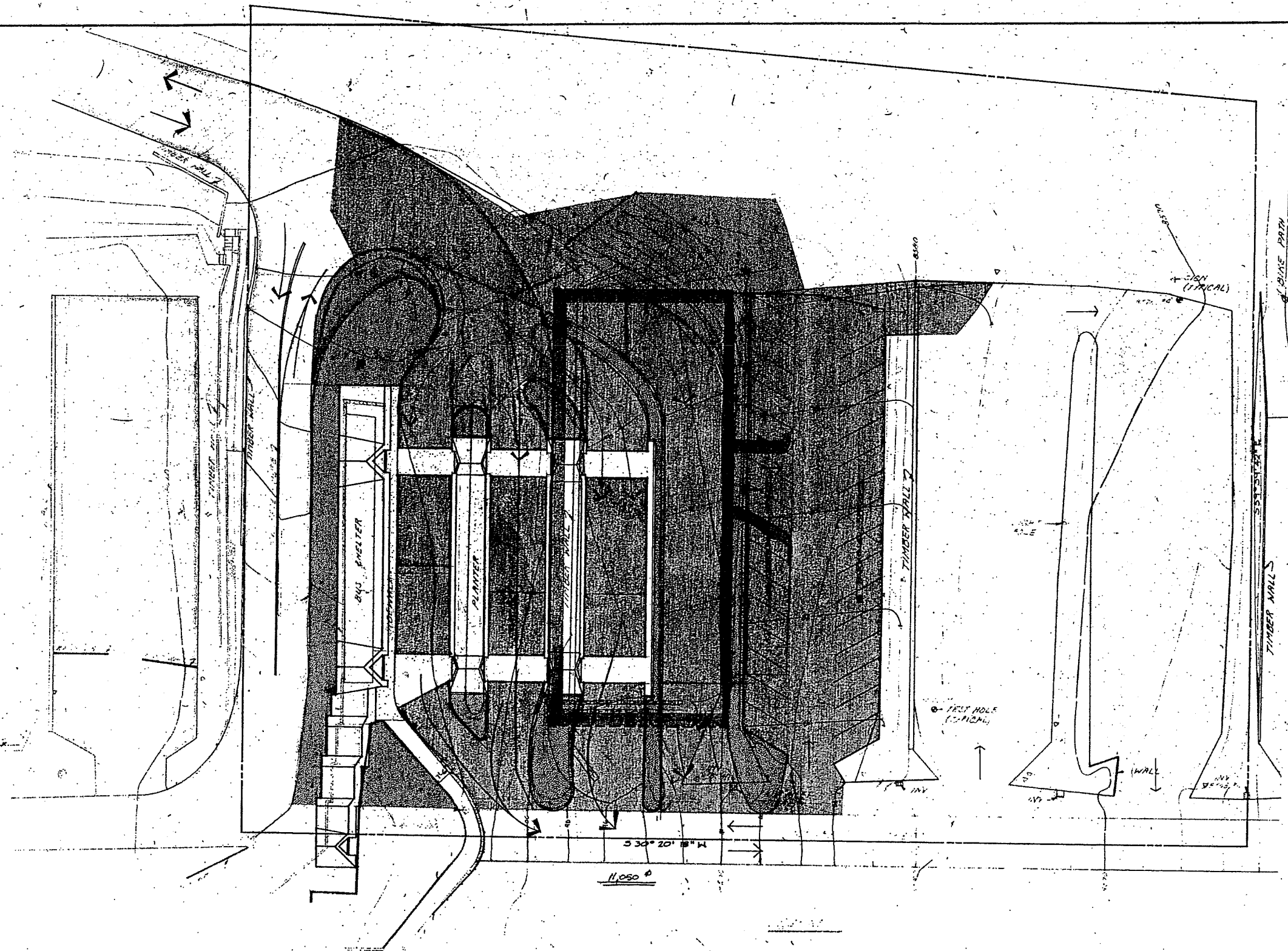
1425 PEARL STREET MALL
BOULDER, COLORADO 80302
(303) 448 8558

IN CONJUNCTION WITH
TDA COLORADO INC
1155 SHERMAN STREET DENVER, CO. 80203



DRAWN BY	DATE	REVISIONS
P. REMMEN	4-20-1984	
CHECKED BY	PROJECT #	
P. REMMEN	136-00	

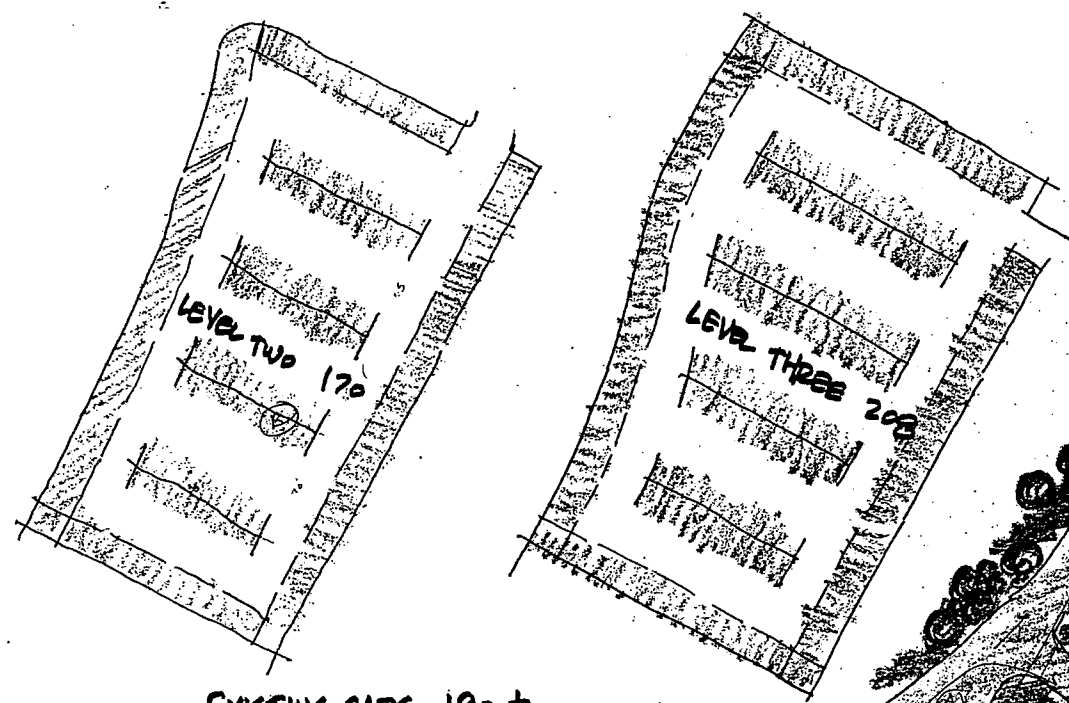
LAND COVERAGE:	
ASPHALT & CONCRETE	71,970 *
GREEN AREA	43,720 *
TOTAL LAND AREA	115,630 *
BUILDINGS:	
ROOF AREA	3345 *
BEROOFED EXISTING	2950 *
CENTER ISLANDS	2950 *
ENCLOSED SPACE	225 *
INFORMATION	825 *
RESTROOM	825 *



SCALE: 1"=20'

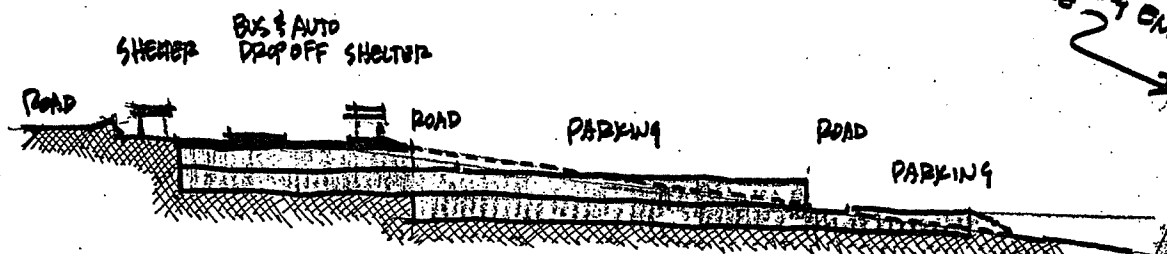
SCHMUESEN & ASSOCIATES
PULP PLYERS & INSTRUCTORS

1	STAGE - 2 SITE PLAN		SNOWMASS TRANSIT PLAZA	benedict sutherland fallin incorporated	 1280 uie avenue aspen, co 81611 303-925-3481	by mms mrs
	job 85-04A date 5-31-85 drwn mms chkd BKS	date 1-21-85 revisions 1-21-85 9/1/84 UNDERGROUND MARKINGS				

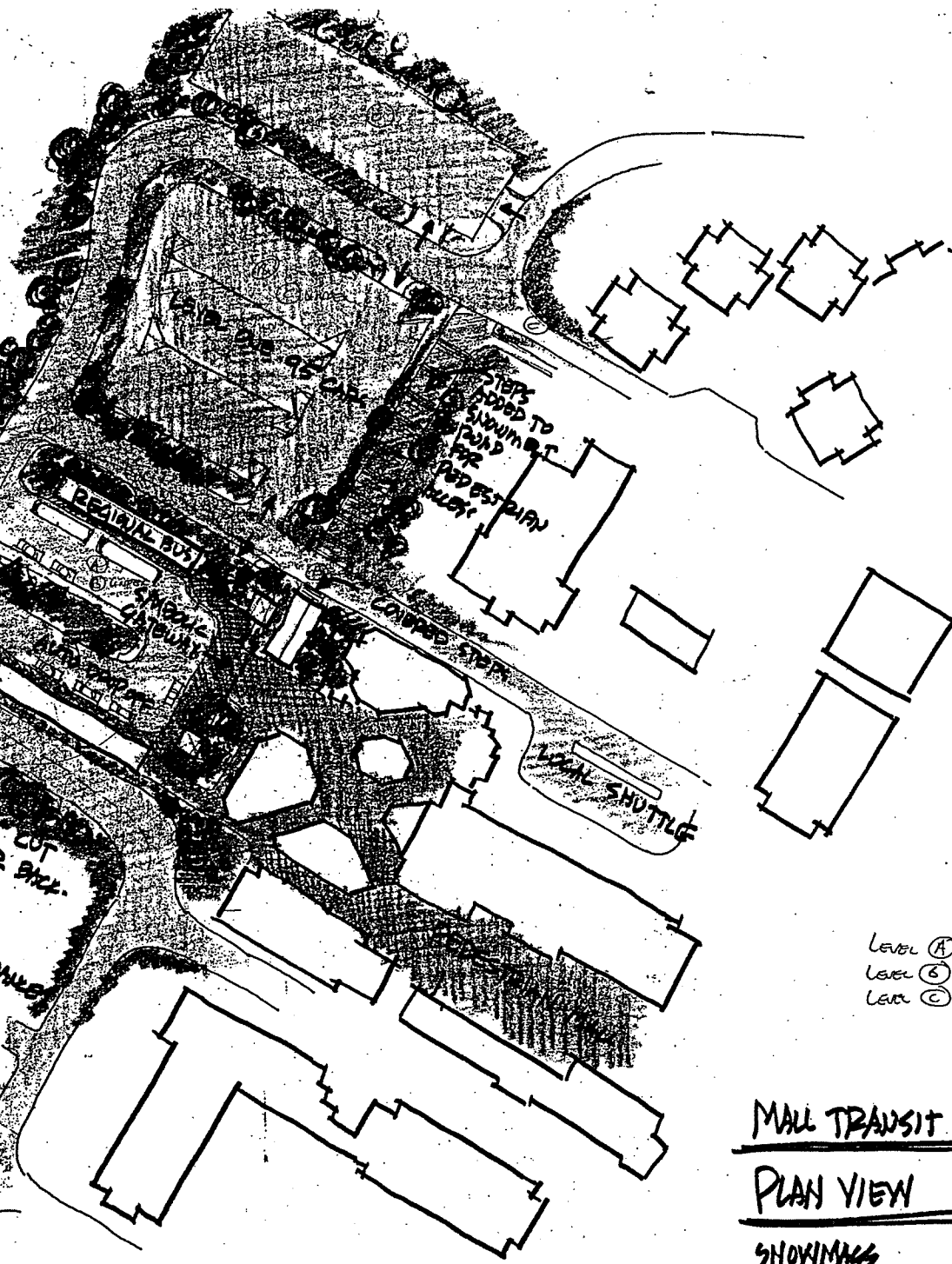


EXISTING CARS 180 ±
 PROPOSED CARS 473
 GAIN 293

WIDEN ROAD - CUT
 BANK FURTHER BACK.
 PLANT HEAVILY
 MORE PARKING ENTRANCE
 TO HERE



SECTION 1"=50'

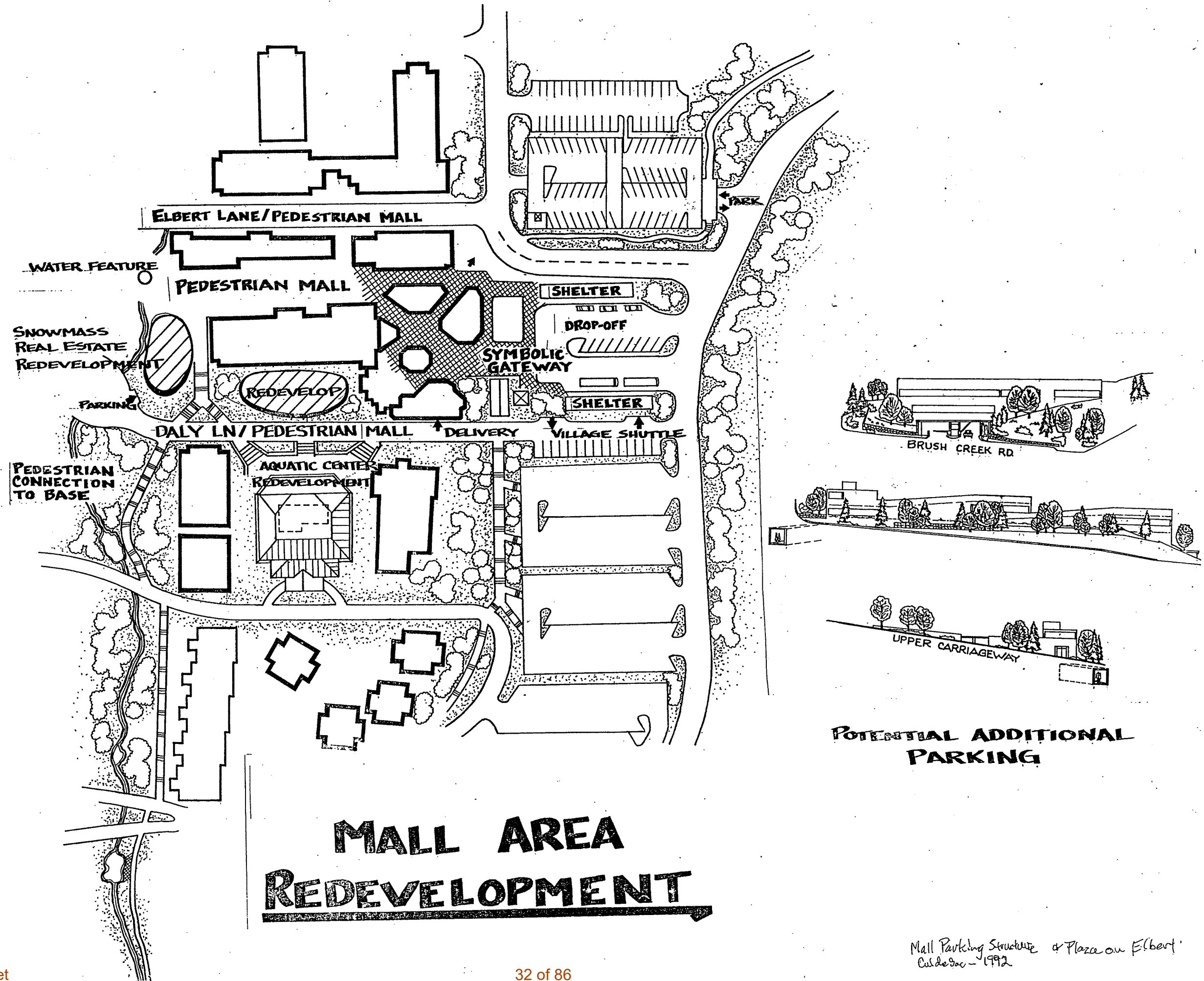


LEVEL A
 LEVEL B
 LEVEL C

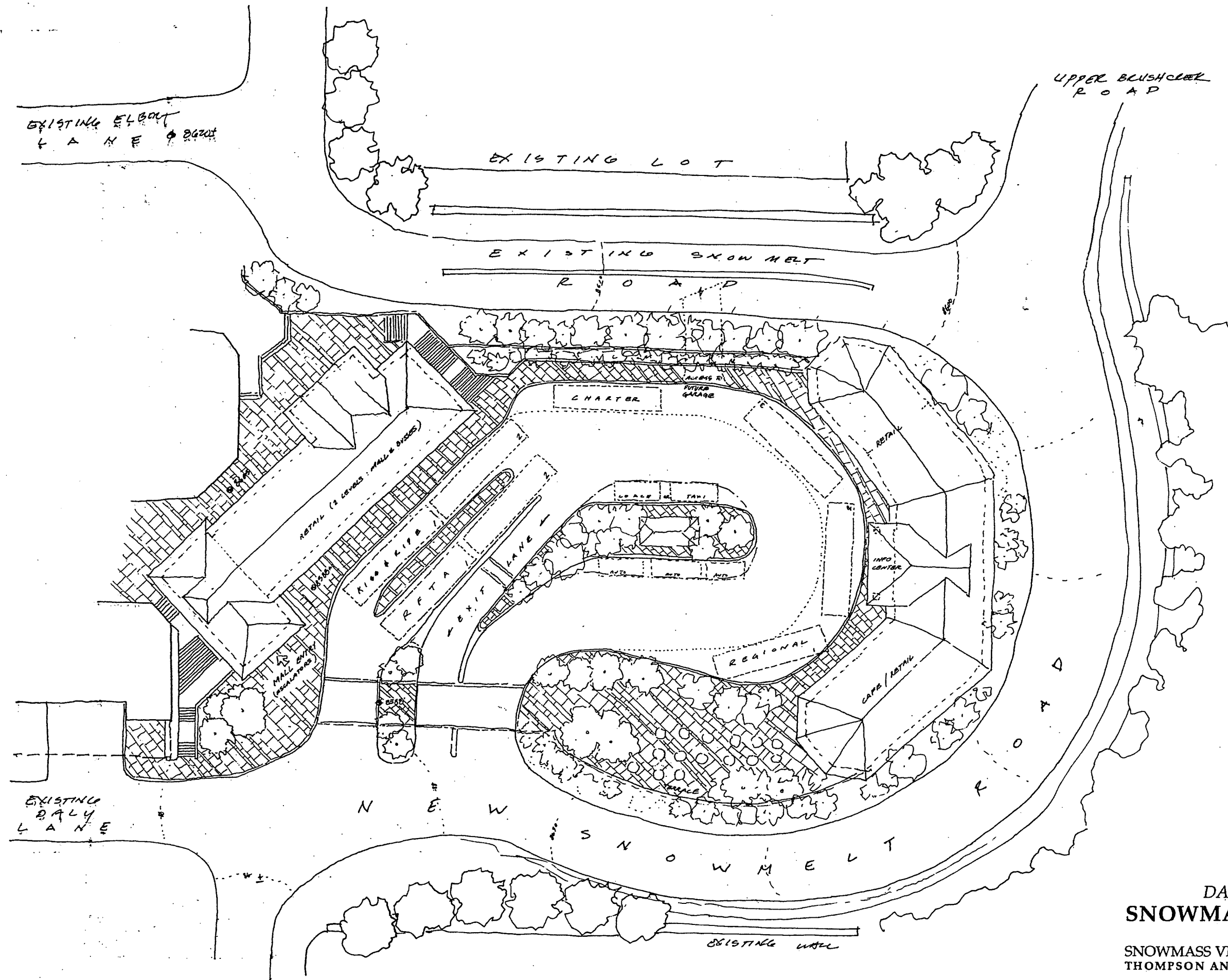
MALL TRANSIT PLAZA
 PLAN VIEW 1"=50'
 SHOWING

ALPINE INTERVENTIONAL

Alpine Interventional
 Early 1991 RFTA + TOSU Separation
 Parking Structure includes

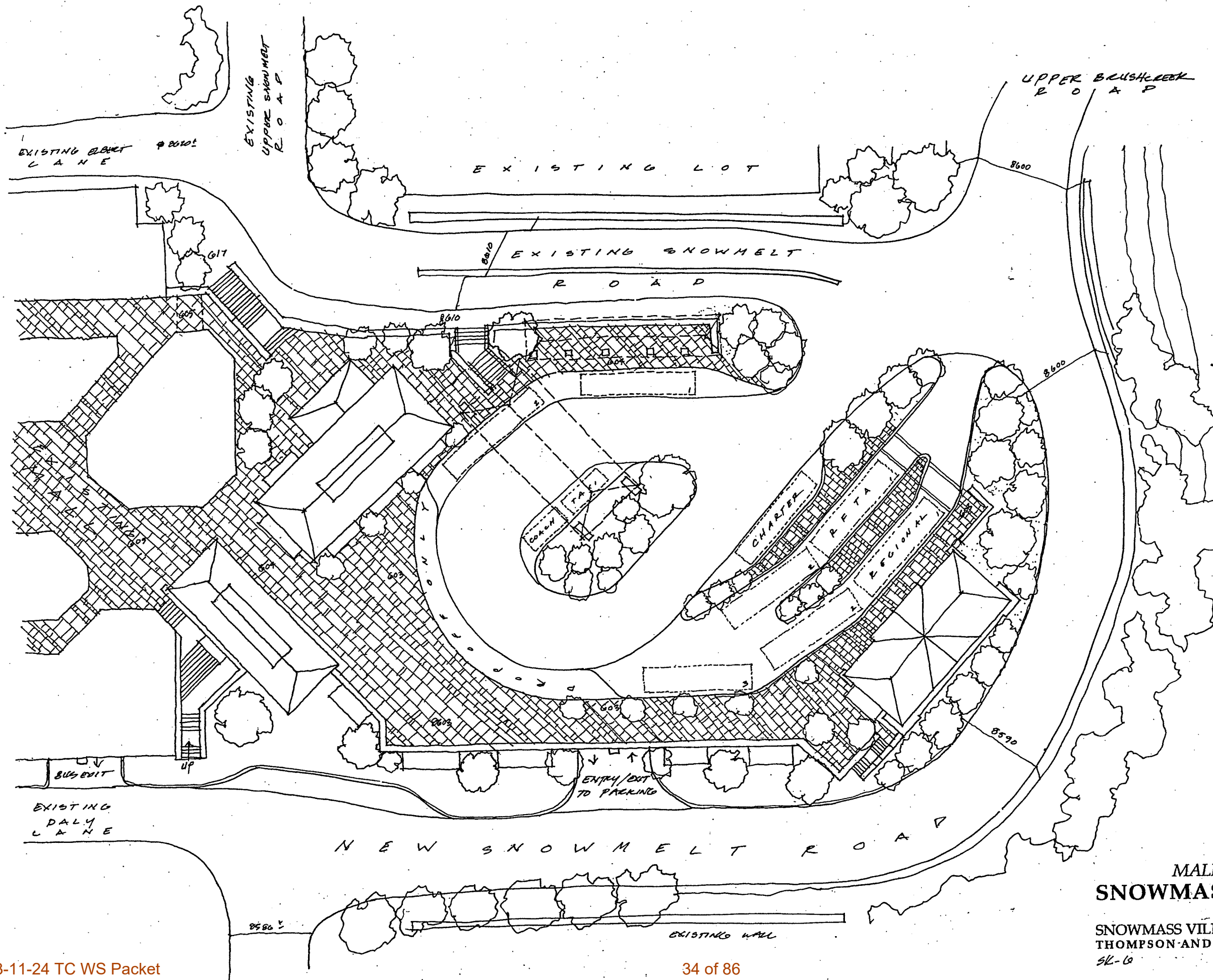


Mall Parking Structure & Plaza on Elbert
 Culdesac - 1992



DALY LANE LEVEL **SCHEME A**
SNOWMASS GATEWAY PROJECT

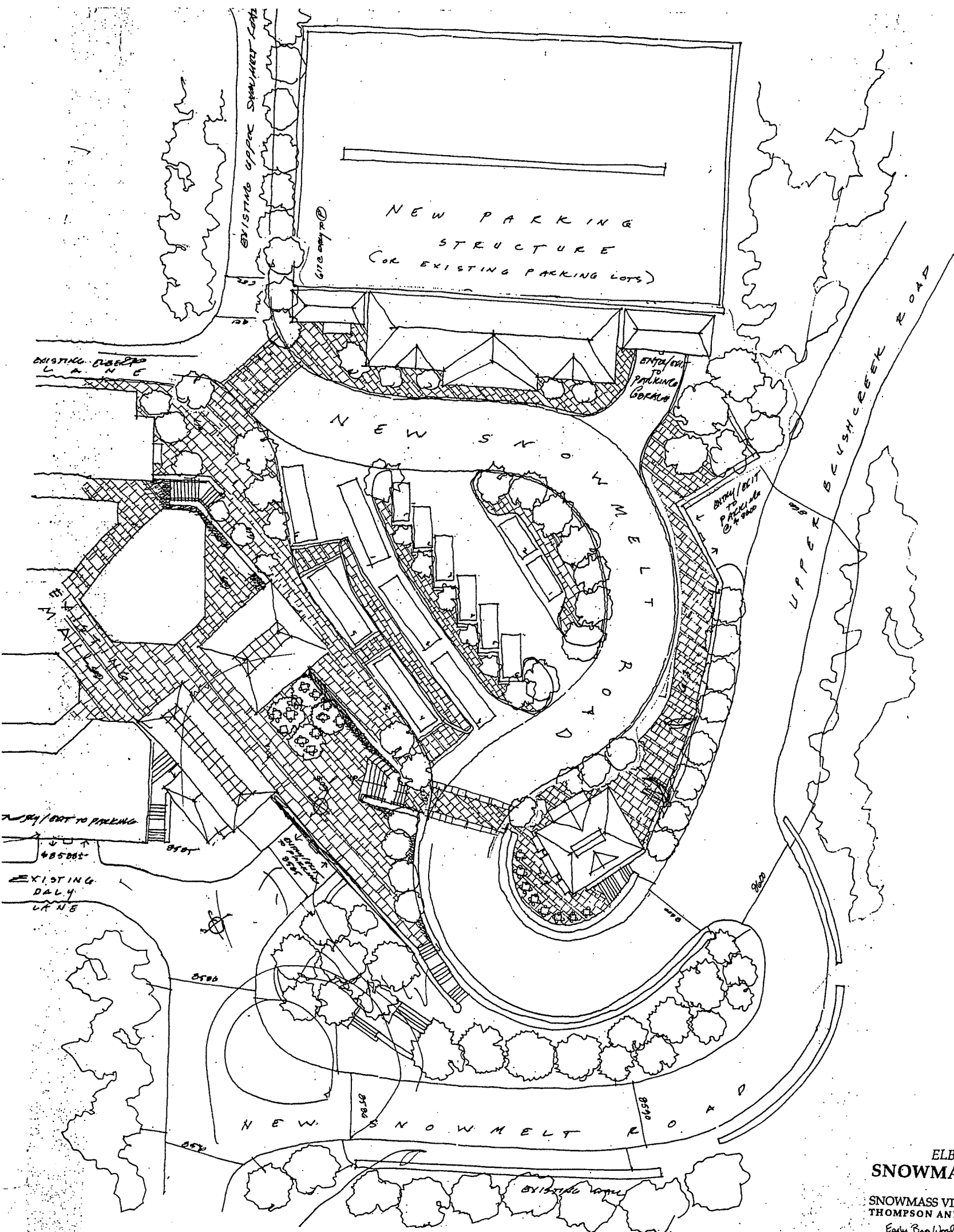
SNOWMASS VILLAGE, COLORADO 1"=16'
 THOMPSON AND WOOD 14 STORY STREET CAMBRIDGE, MA 02138



**MALL LEVEL
SNOWMASS GATEWAY PROJECT**

SNOWMASS VILLAGE, COLORADO
THOMPSON AND WOOD 14 STORY STREET CAMBRIDGE, MA 02138
SK-62

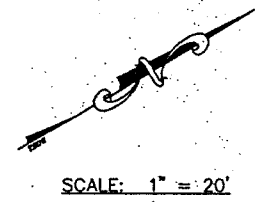
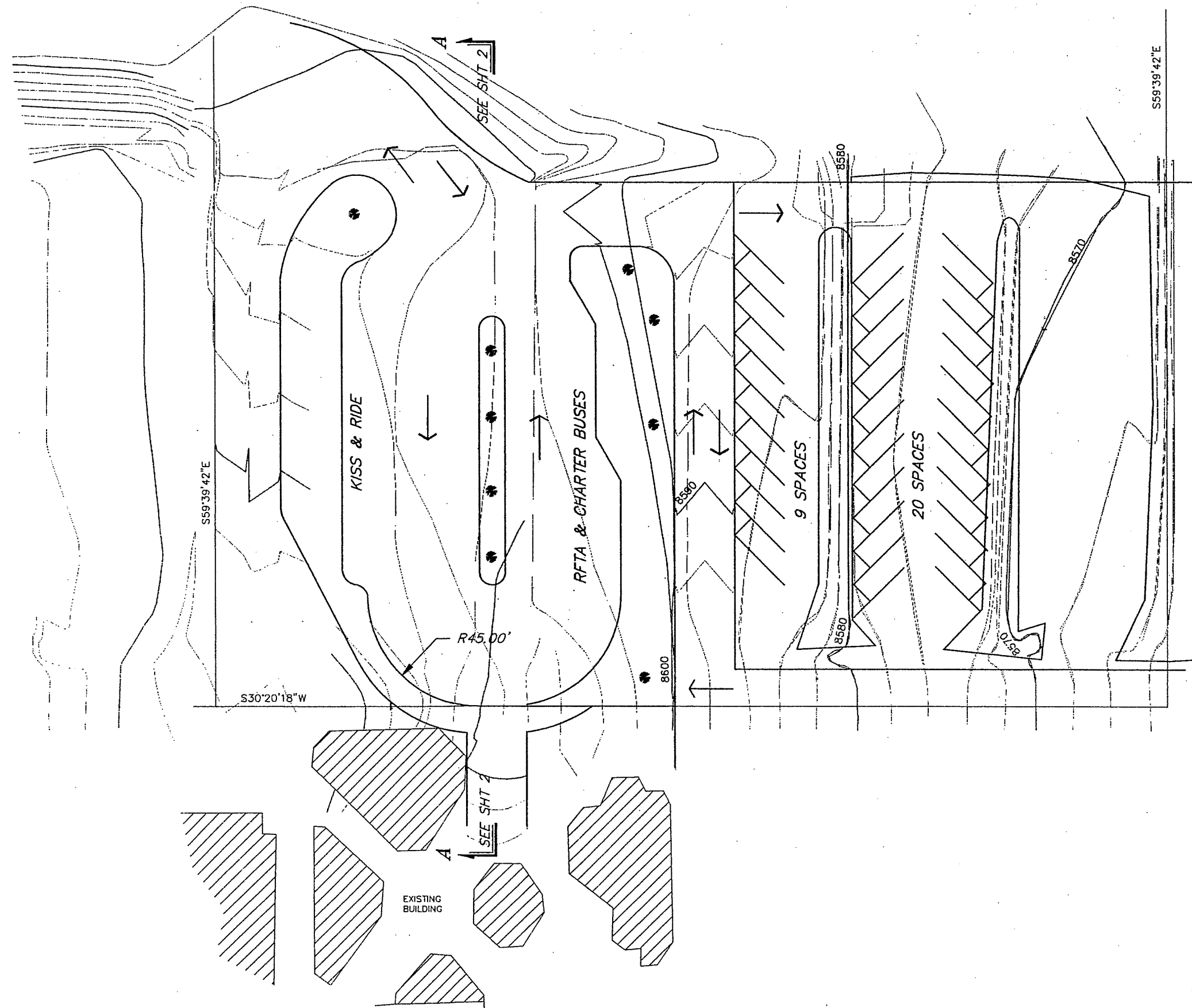
1"=16'



ELBERT LANE LEVEL SCHEME C
SNOWMASS GATEWAY PROJECT

SNOWMASS VILLAGE, COLORADO 1"=16'
THOMPSON AND WOOD 14 STORY STREET CAMBRIDGE, MA 02138
Early Base Work 1993-94
Scheme C

1993-94 Early Base Work
Scheme C



SCHMUESER GORDON MEYER INC.
 1001 GRAND AVENUE, SUITE 2-E
 GLENWOOD SPRINGS, COLORADO 81601
 (303) 945-1004 (FAX) 945-5948
 ASPEN, COLORADO (303) 925-6727

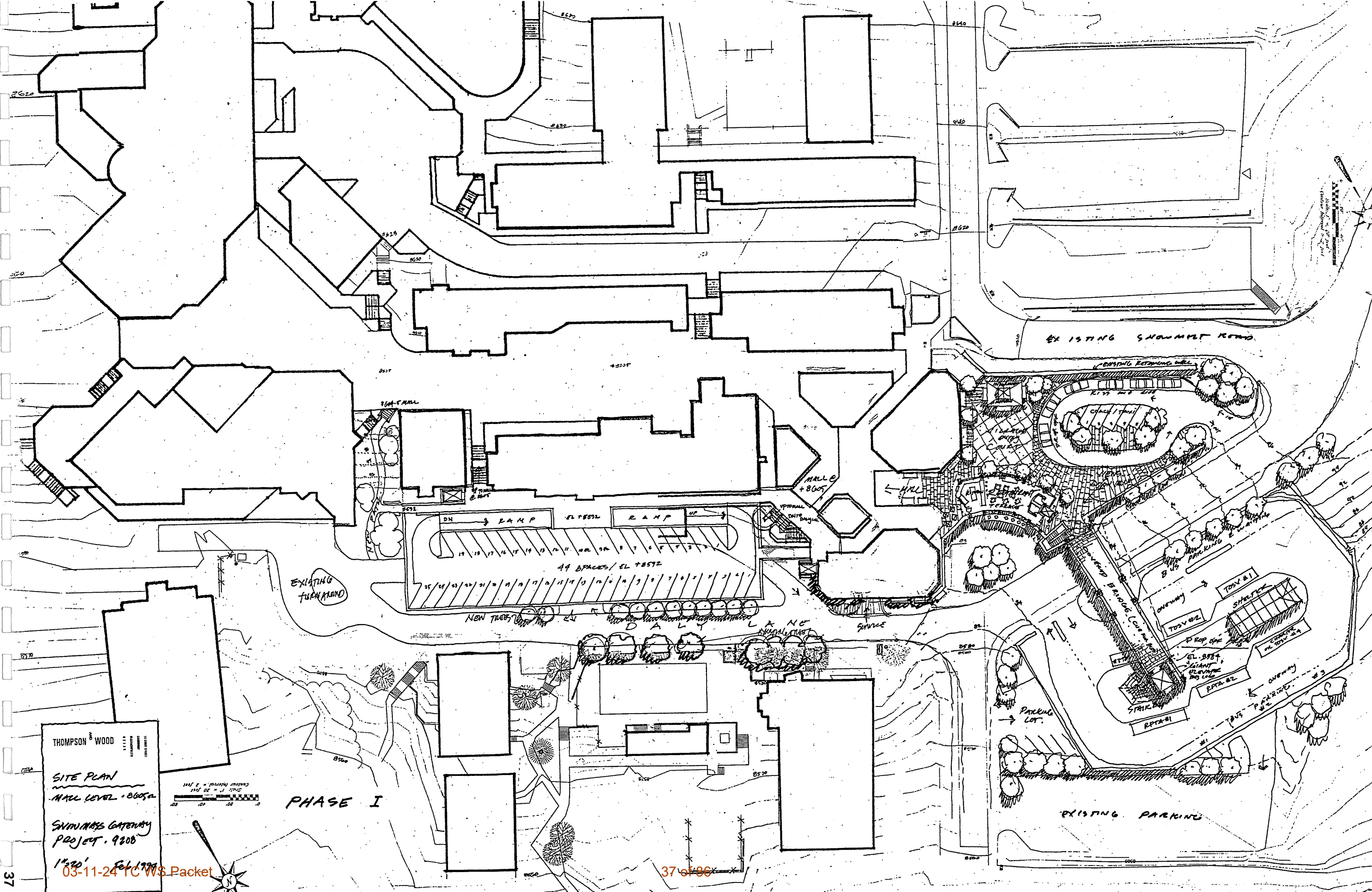
TOWN OF SNOWMASS VILLAGE

NUM- BER	REVISION	DATE	BY

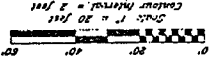
**TRANSIT PLAZA
MALL ACCESS**

Job No. 93040A
 Drawn by: BP
 Date: 04/27/93
 Appr. by:
 File: GRAD.PLV

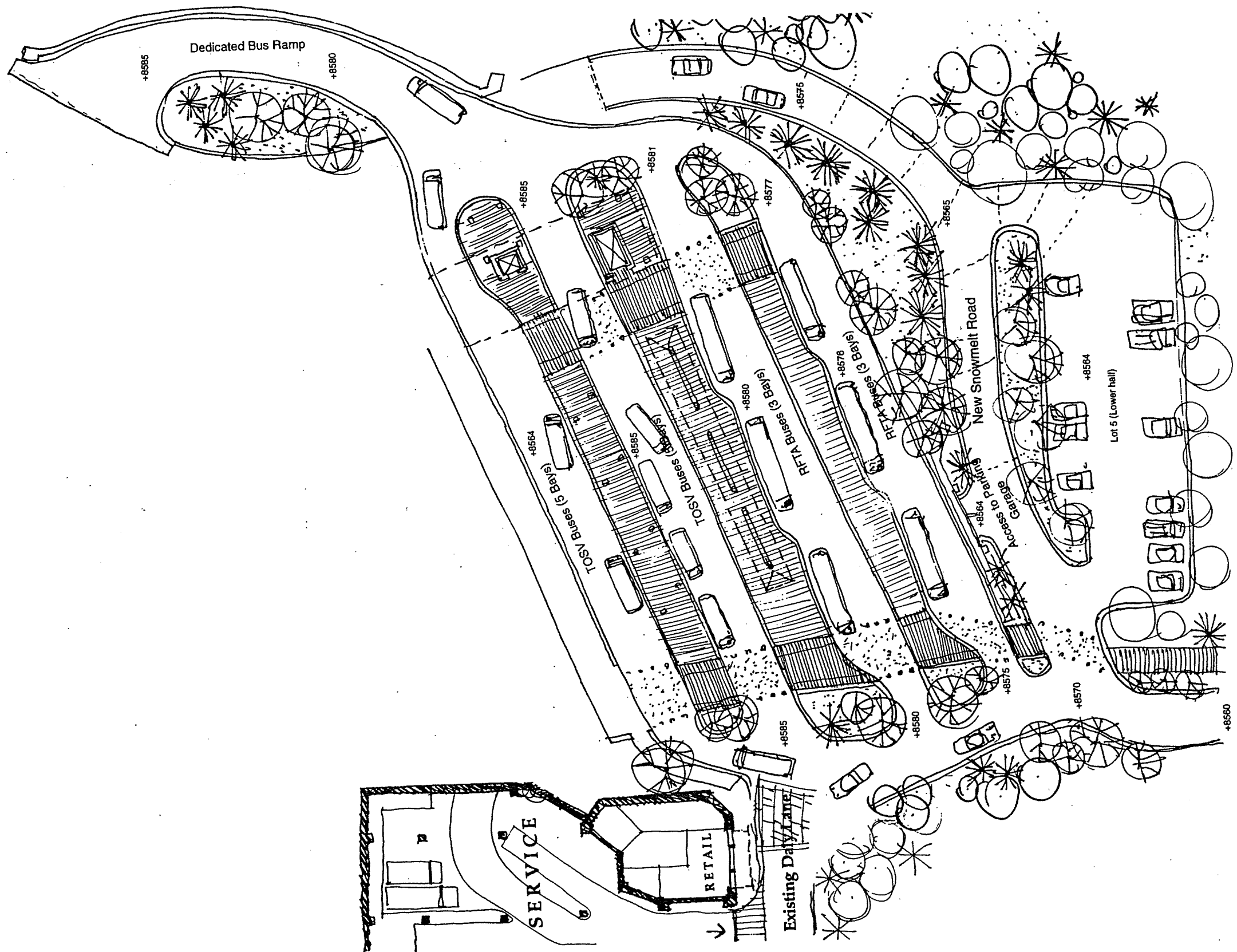
1
OF 2



THOMPSON & WOOD
SITE PLAN
MALL LEVEL - 8605 ft
SUMMIT GATEWAY
PROJECT - 9208
1"=20' Feb 1995



PHASE I



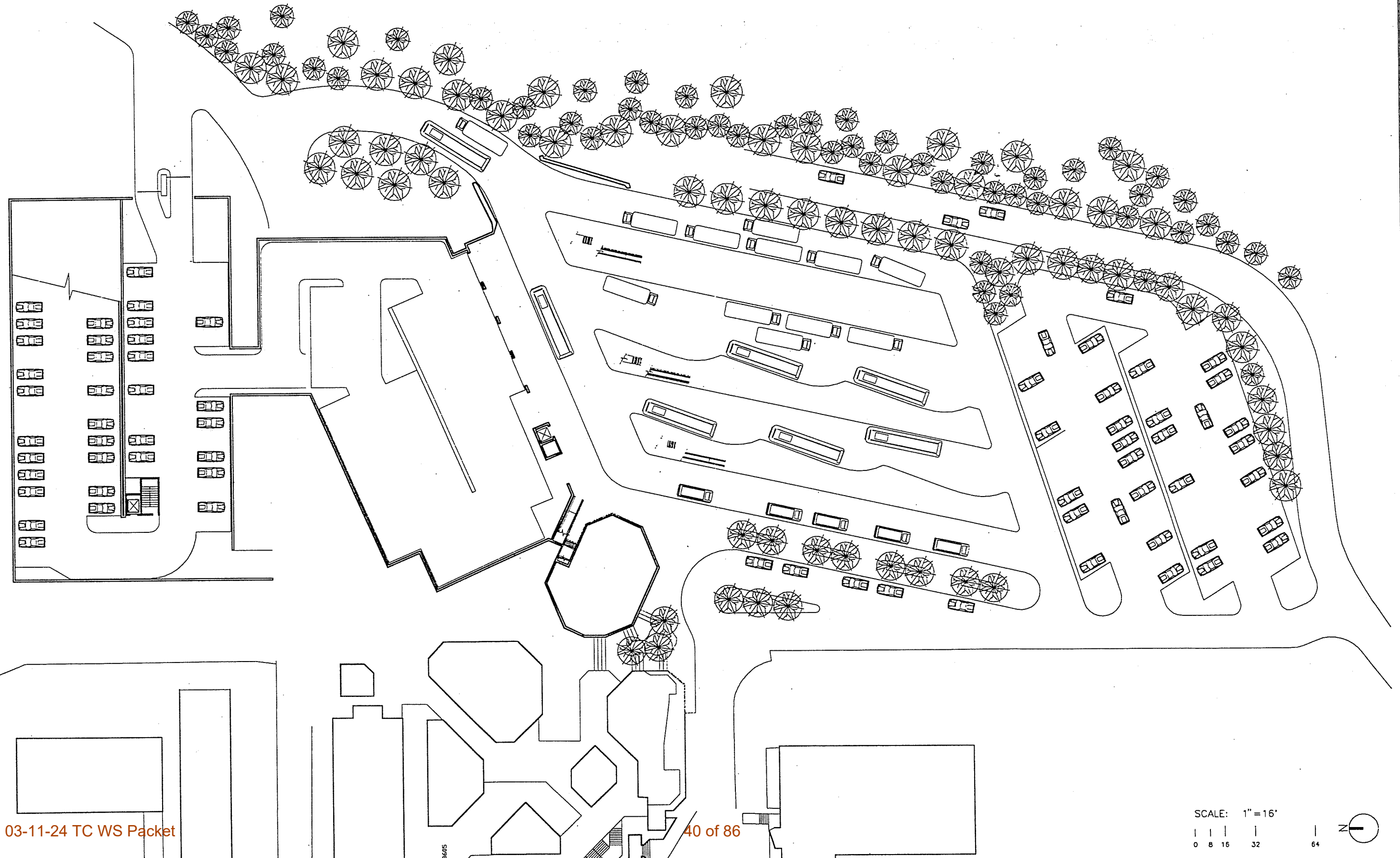
Iteration II

April 3, 1996

prepared for:
Snowmass Partnership and
Town of Snowmass Village (TOSV)

prepared by:
THOMPSON & WOOD, INC.
policywest
KIMLEY - HORN AND ASSOCIATES, INC.

Transit Facility - Daly Lane Level (+8582)
Scale: 1"=20'-0"



03-11-24 TC WS Packet

40 of 86

SCALE: 1"=16'
0 8 16 32 64



419-A Espanola Way
Miami Beach, FL 33139
305.672.9475 phone
305.672.9475 fax

368 Congress Street
Boston, MA 02210
617.728.3536 phone
617.728.3535 fax

WOOD & ZAPATA, INC.

DESIGNED BY:
BWAJ
DRAWN BY:
AM
DATE:
June 1995

urban design
landscape
interior
planning

Snowmass Transit Facility

Transit Level

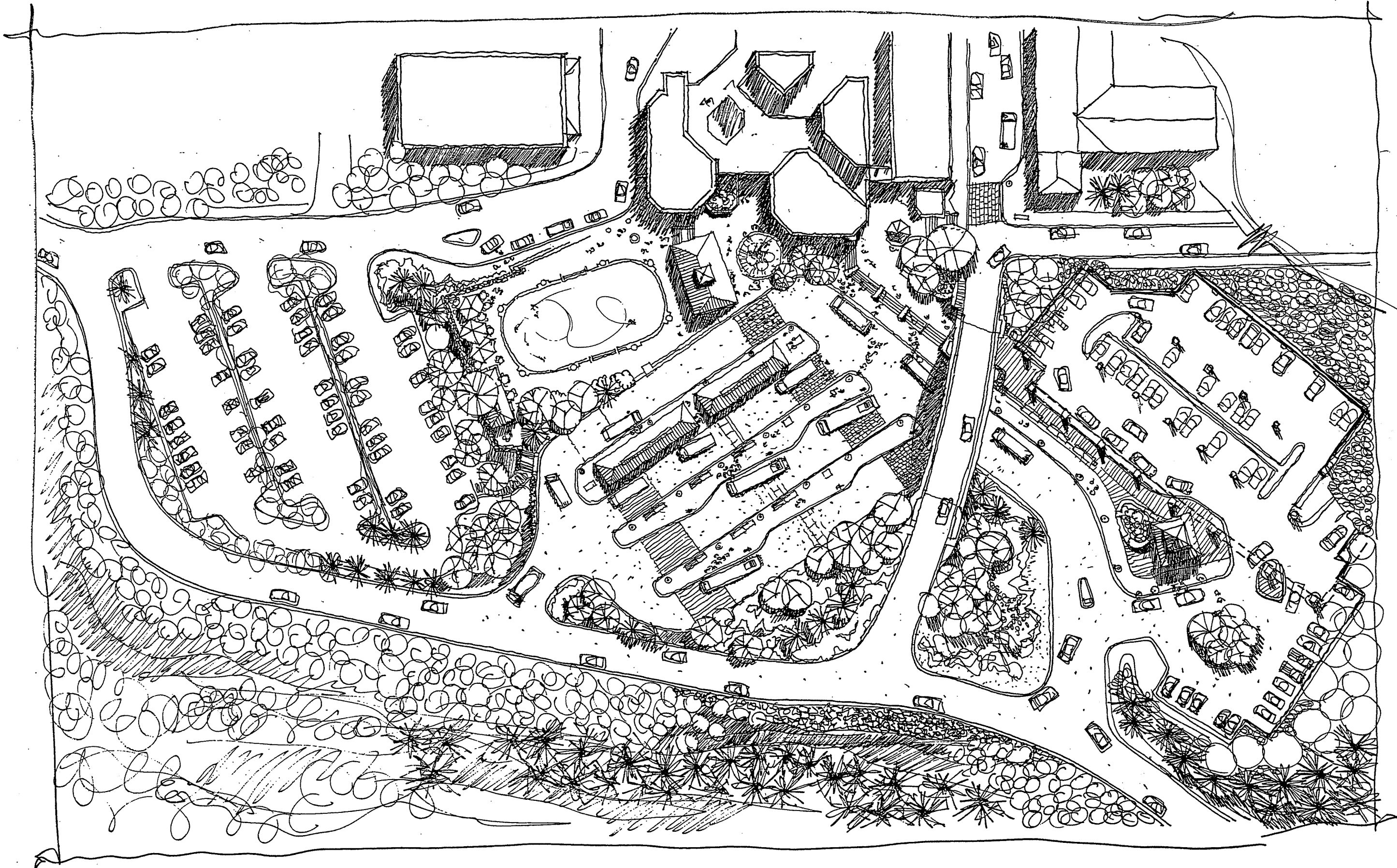
03-11-24 TC WS Packet

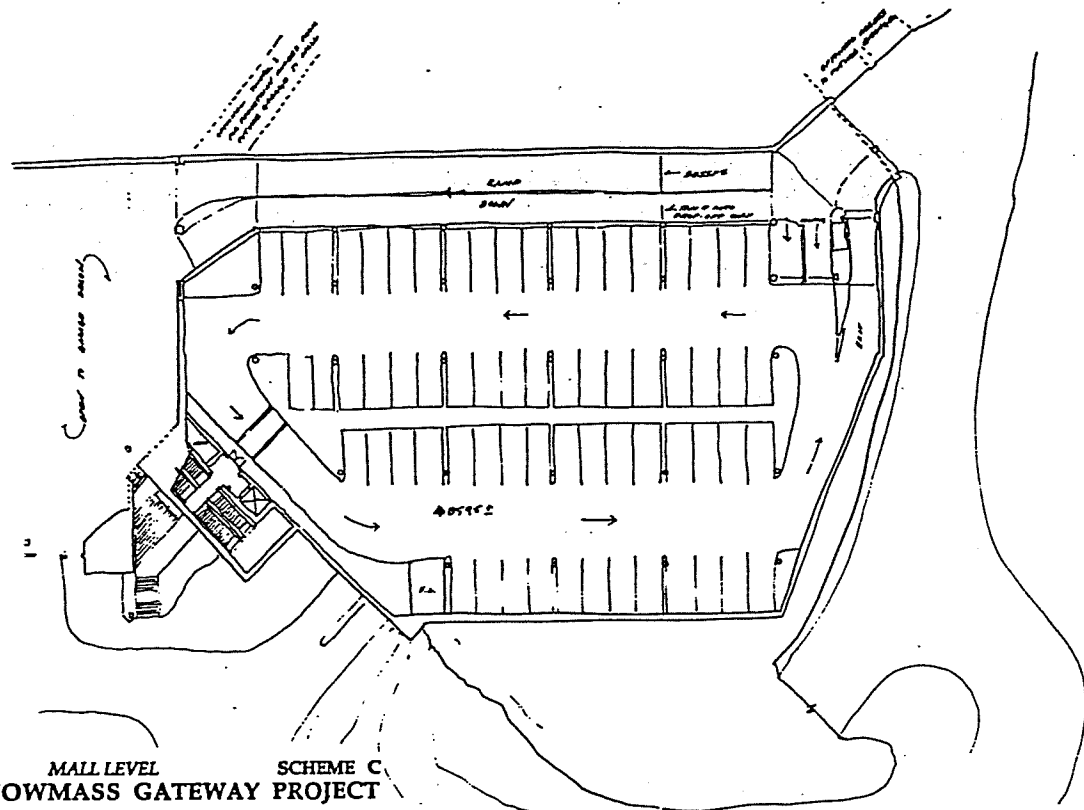
40 of 86

SCALE: 1"=16'
0 8 16 32 64

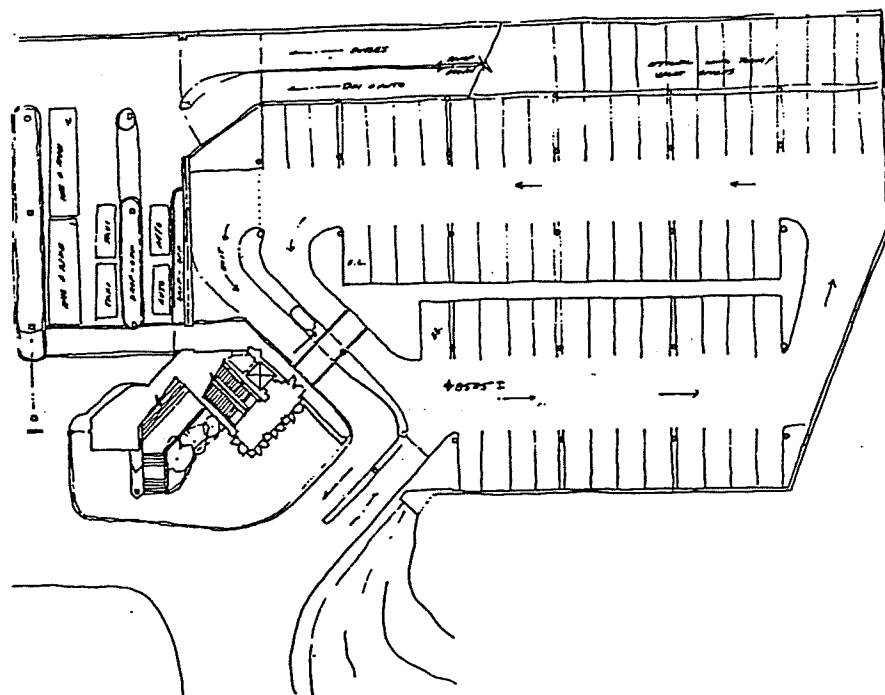
SHEET 1

Site Plan
Landscape / Roadway

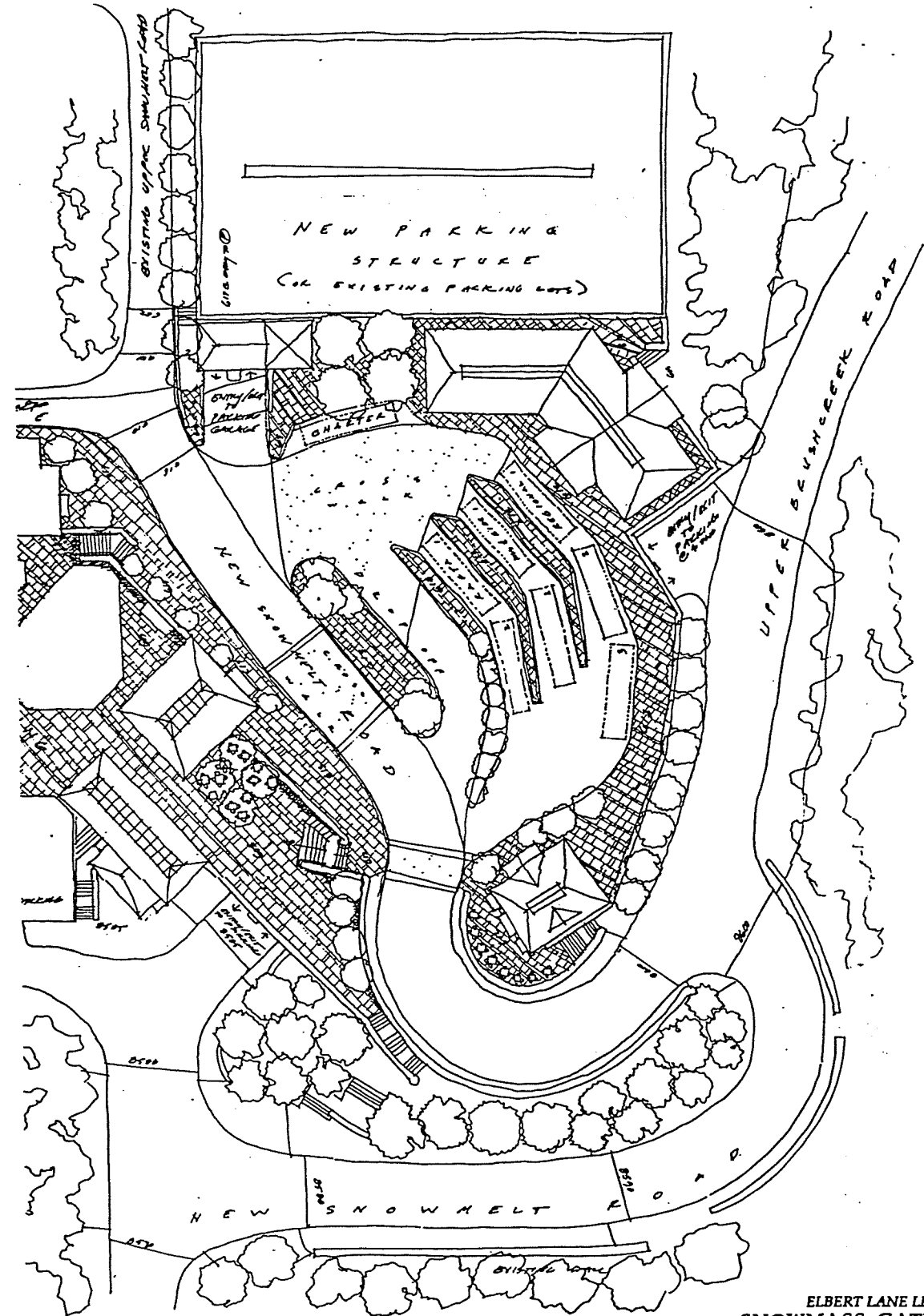




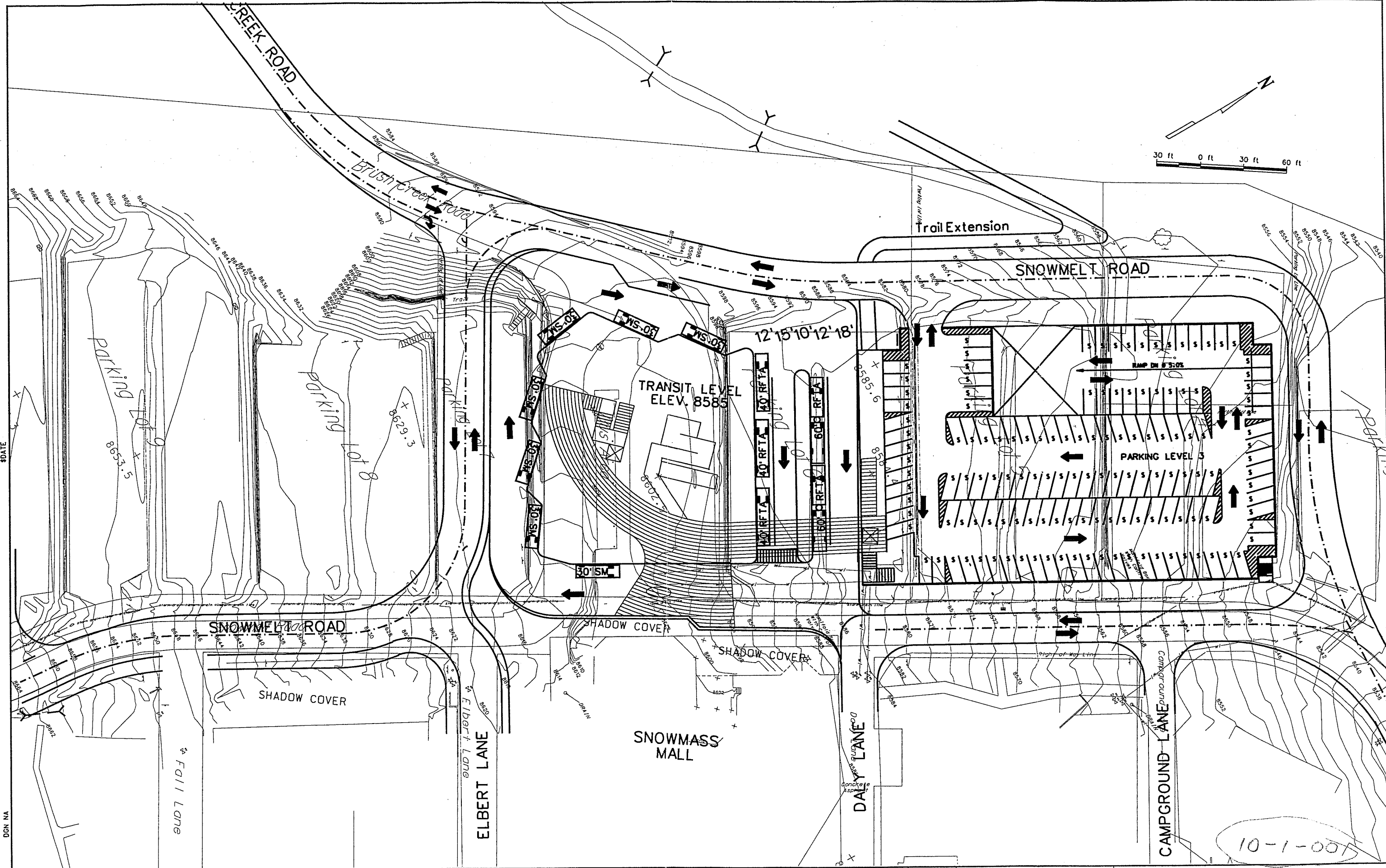
MALL LEVEL
 SNOWMASS GATEWAY PROJECT
 SNOWMASS VILLAGE, COLORADO
 THOMPSON AND WOOD 14 STORY STREET CAMBRIDGE, MA 02138
 1"=16'



DALY LANE LEVEL
 SNOWMASS GATEWAY PROJECT
 SNOWMASS VILLAGE, COLORADO
 THOMPSON AND WOOD 14 STORY STREET CAMBRIDGE, MA 02138
 1"=16'



ELBERT LANE LEVEL
 SNOWMASS GATEWAY PROJECT
 SNOWMASS VILLAGE, COLORADO
 THOMPSON AND WOOD 14 STORY STREET CAMBRIDGE, MA 02138
 1"=16'



03-11-24 TC WS Packet

DESIGNED	_____	DATE	_____
DRAWN	_____	DATE	_____
CHECKED	_____	DATE	_____



SNOWMASS VILLAGE
TRANSIT AND PARKING PLAZA

No.	DATE	DESCRIPTION
09.28.00	09.28.00	ALTERNATIVE 0

TRANSPORTATION PLAZA

10-1-007



Snowmass Mountain Village Redevelopment Master Plan

FLETCHER DEVELOPMENT COMPANY

CHAFFIN AND LIGHT AND ASSOCIATES

DESIGNWORKSHOP
120 E. Main Street
Aspen, CO 81611
(970) 925-8354

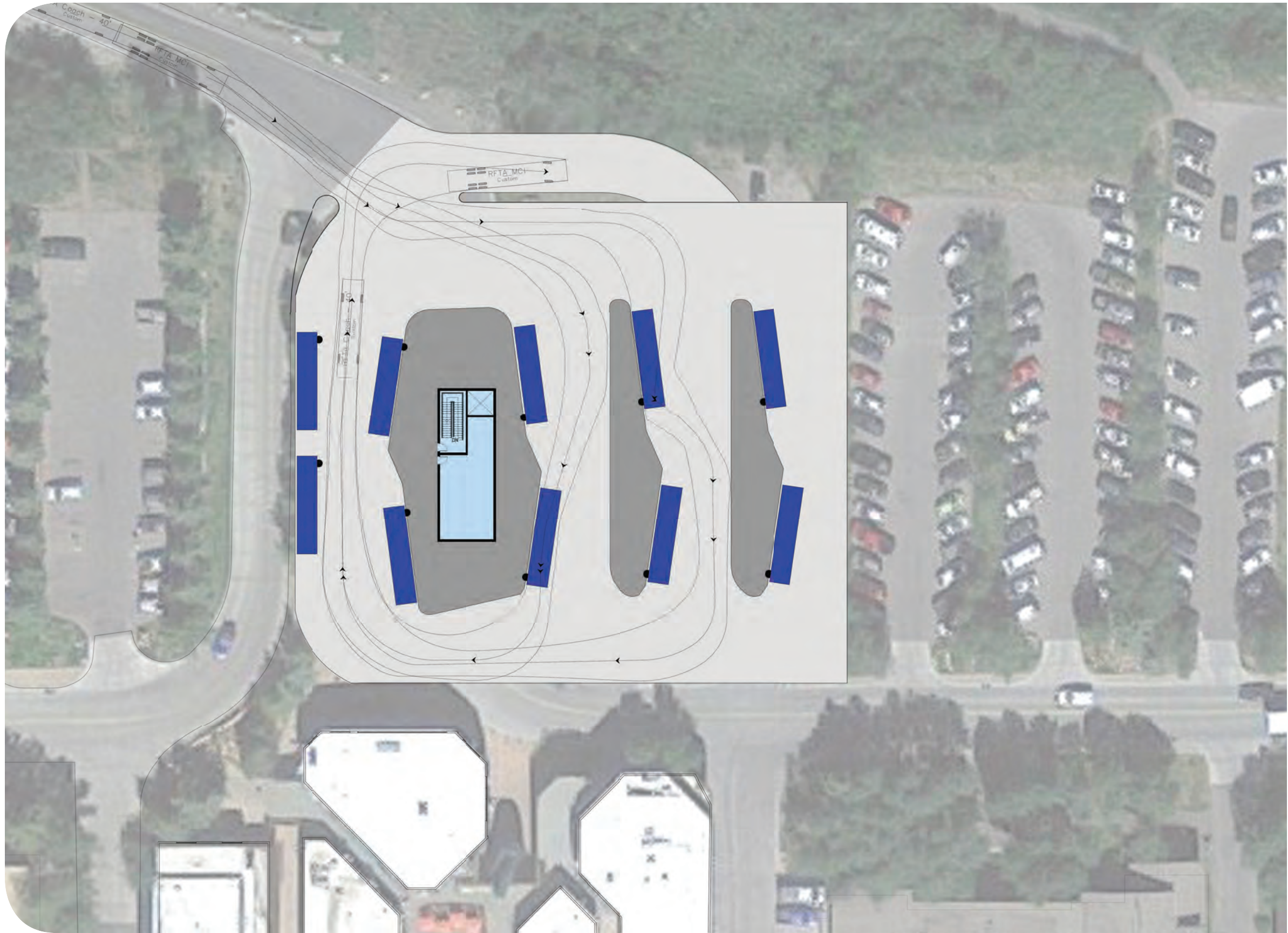




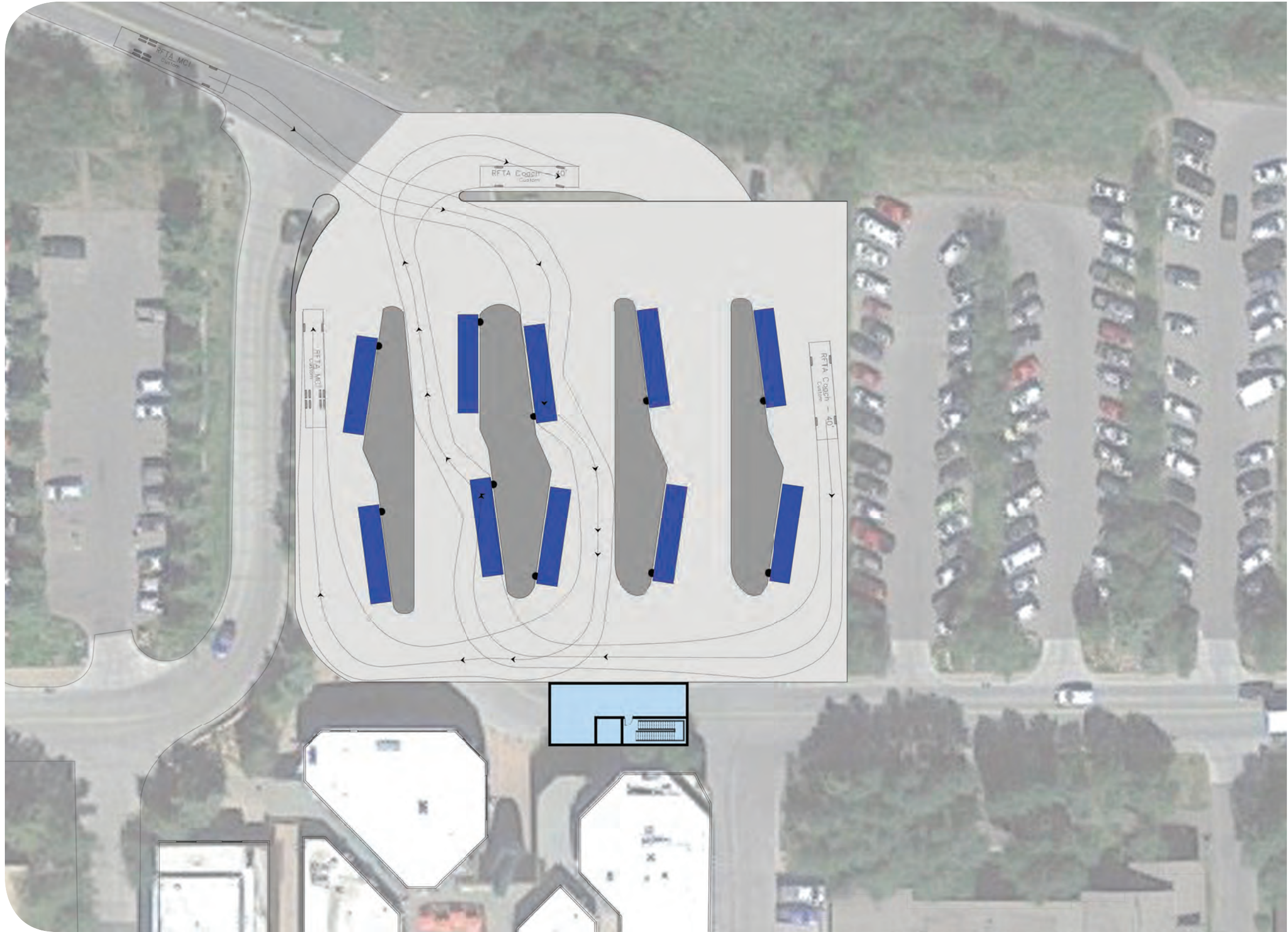
- legend**
- A. snowmass mountain lodge
 - B. gateway redevelopment
 - C. timbermill redevelopment
 - D. wildwood redevelopment
 - E. conference center hotel
 - F. lower silvertree redevelopment
 - G. upper silvertree redevelopment



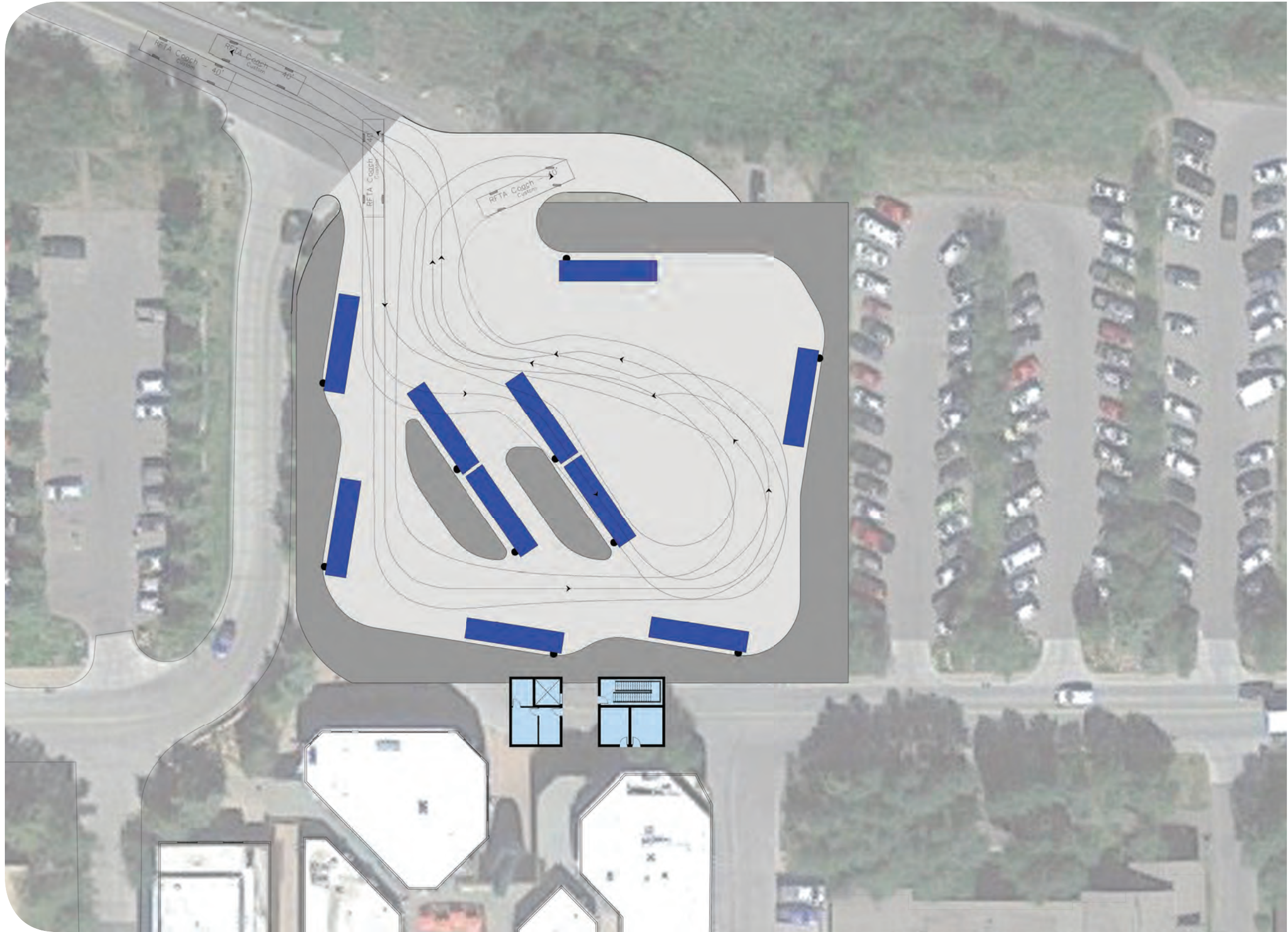
OPTION 1 UPPER LEVEL



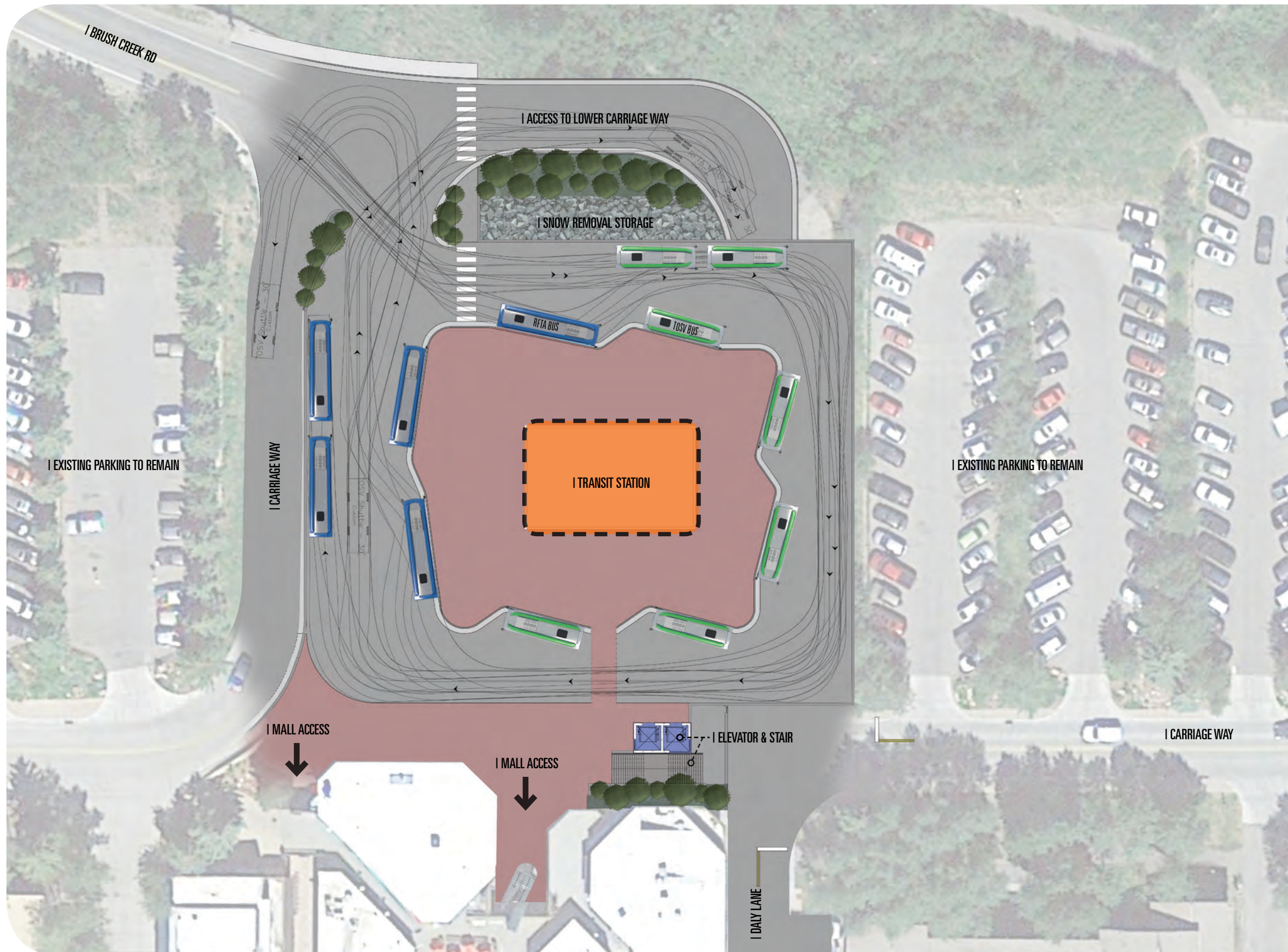
OPTION 2 UPPER LEVEL



OPTION 3 **UPPER LEVEL**



OPTION 4 **UPPER LEVEL**



OPTION 1 UPPER LEVEL

Bus Operations

- SINGLE BUS PLATFORM
- (5) TOSV SHUTTLE LOADING/UNLOADING
- (2) TOSV SHUTTLE STAGING
- (3) RFTA BUS LOADING/UNLOADING
- (2) RFTA BUS STAGING

Transit Station

- 40,800 SF TRANSIT PLATFORM
- 2,600 SF COMBINED TRANSIT STATION
 - DRIVER LOUNGE
 - RFTA DISPATCH
 - SKIER SERVICES
 - PUBLIC RESTROOMS

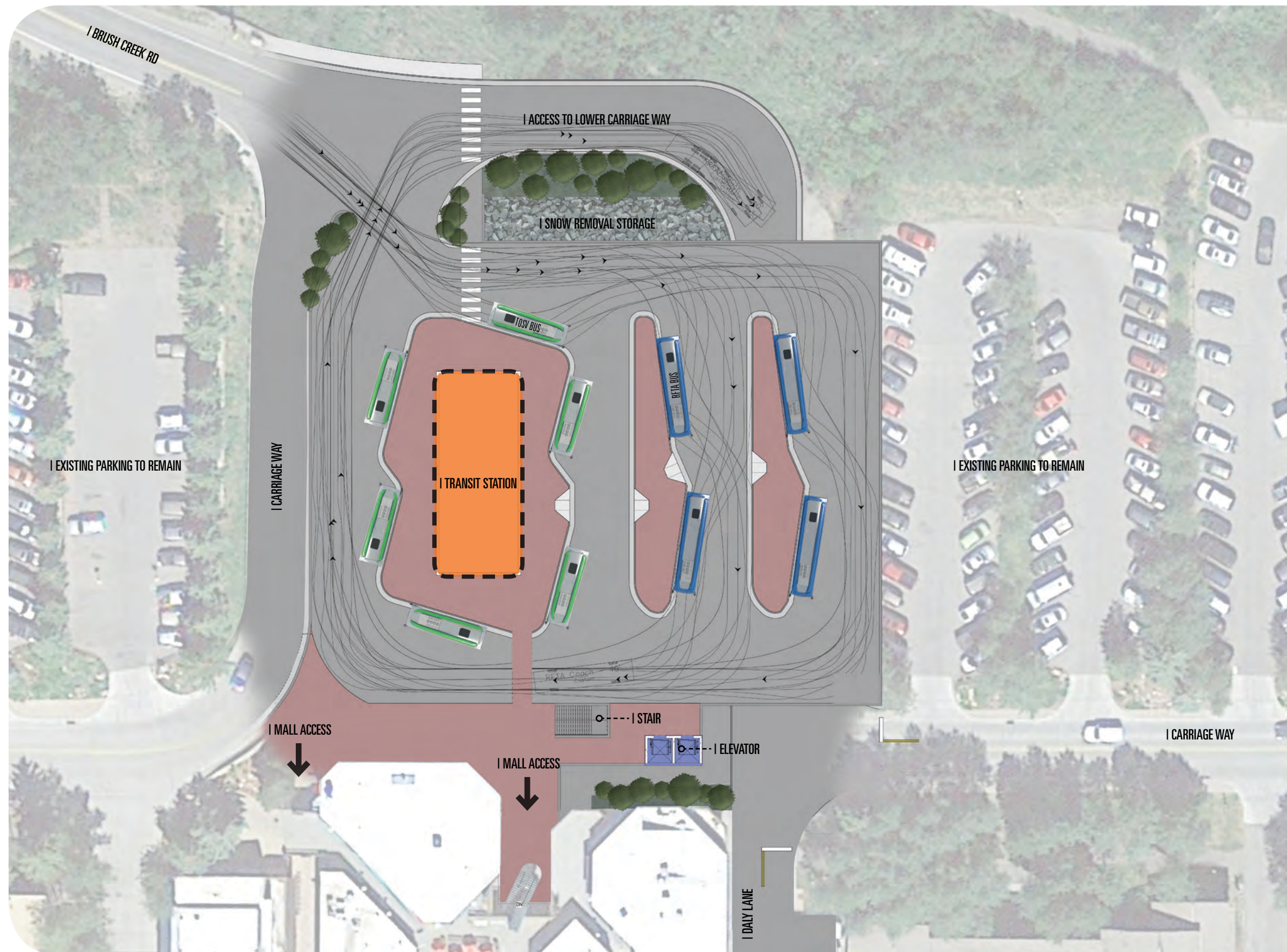
Additional Design Elements

- FREIGHT & PASSENGER ELEVATORS
- DIRECT UPPER/LOWER MALL ACCESS



DHM DESIGN





OPTION 2 UPPER LEVEL

Bus Operations

- THREE BUS PLATFORMS
- (6) TOSV SHUTTLE LOADING/UNLOADING
- (4) RFTA BUS LOADING/UNLOADING

Transit Station

- 42,500 SF TRANSIT PLATFORM
- 2,600 SF COMBINED TRANSIT STATION
 - DRIVER LOUNGE
 - RFTA DISPATCH
 - SKIER SERVICES
 - PUBLIC RESTROOMS

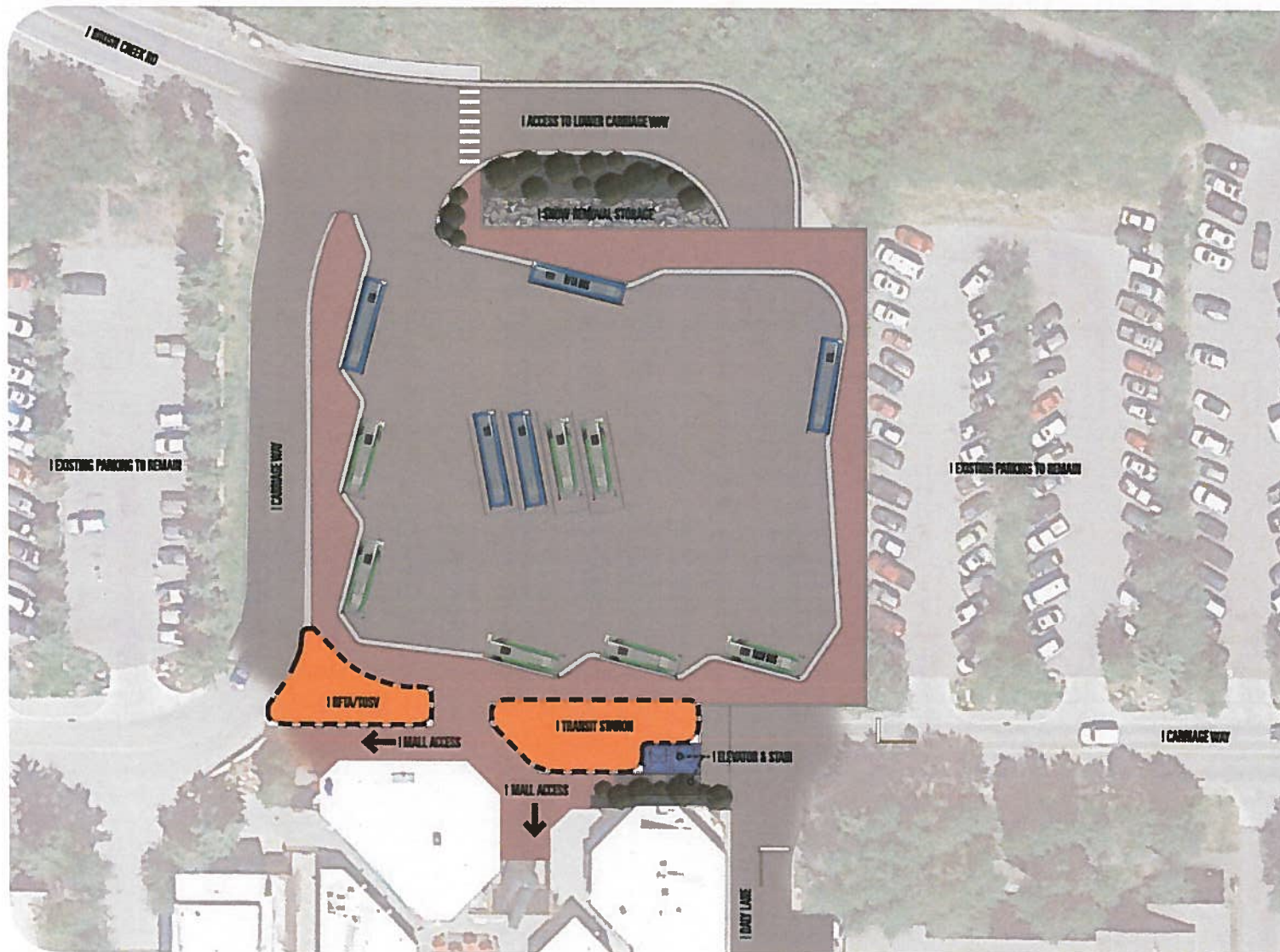
Additional Design Elements

- FREIGHT & PASSENGER ELEVATORS
- DIRECT UPPER/LOWER MALL ACCESS



DHM DESIGN





OPTION 3 UPPER LEVEL

Bus Operations

- PERIMETER PEDESTRIAN CIRCULATION
- (5) TOSV SHUTTLE LOADING/UNLOADING
- (2) TOSV SHUTTLE STAGING
- (3) RFTA BUS LOADING/UNLOADING
- (2) RFTA BUS STAGING

Transit Station

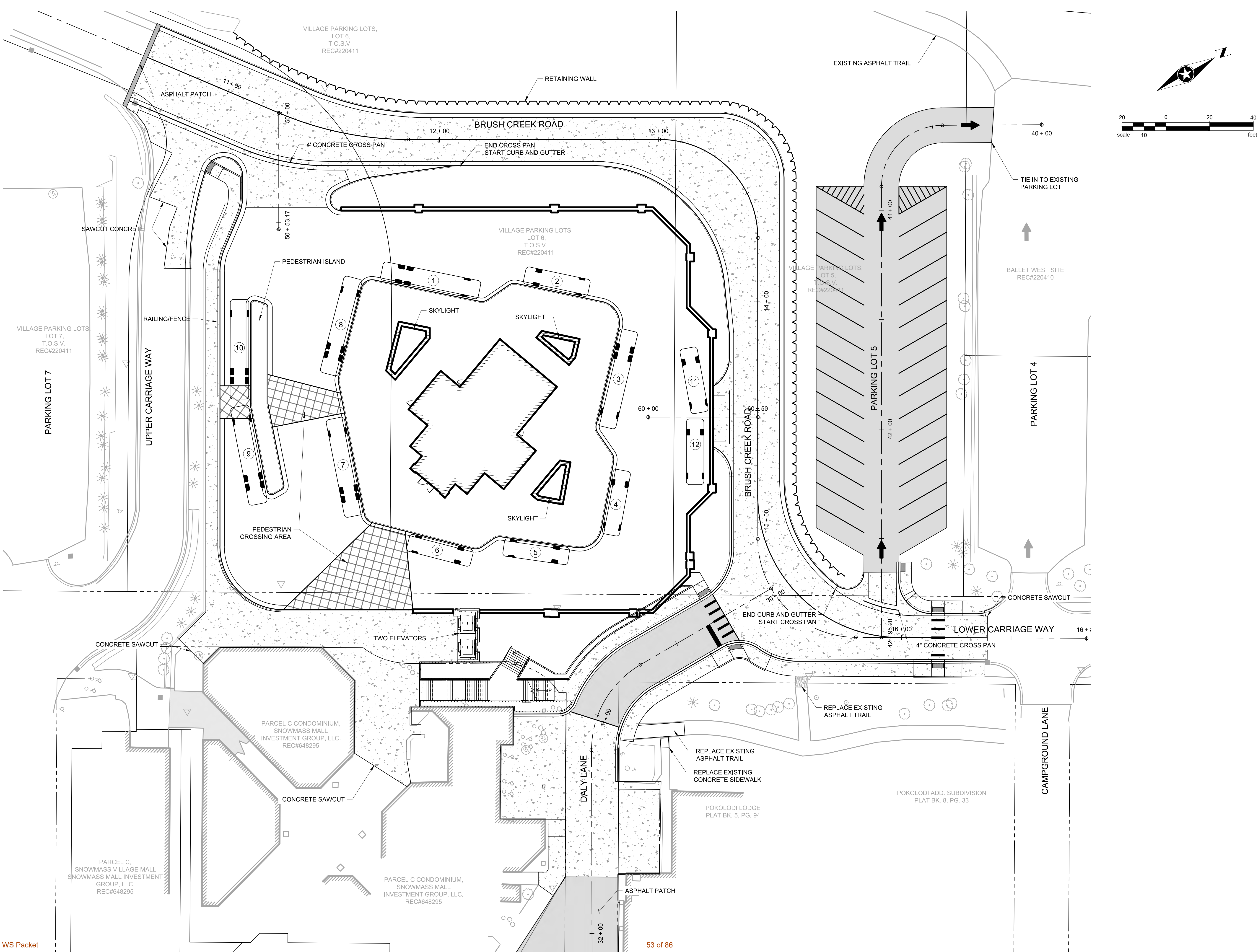
- 1,800 SF TRANSIT STATION
- SKIER SERVICES
- PUBLIC RESTROOMS
- 800 SF RFTA/TOSV
- DRIVER LOUNGE
- RFTA DISPATCH

Additional Design Elements

- FREIGHT & PASSENGER ELEVATORS
- DIRECT UPPER/LOWER MALL ACCESS



Save: 9/9/2021 1:46 PM csweney Plot: 9/10/2021 9:47 AM X:\PTIS\SNOWM15909099 Civil\5-final-dgn\51-drawings\PlanSheets\CDs\C103 LOWER LEVEL SITE PLAN.dwg



NOT FOR
CONSTRUCTION

PROJECT OWNER
TOWN OF SNOWMASS VILLAGE
130 KEARNS ROAD
SNOWMASS VILLAGE, CO. 81615
970.923.3777

ARCHITECT
SHORT ELLIOTT HENDRICKSON INC.
2000 SOUTH COLORADO BLVD.
TOWER ONE, SUITE 6000
DENVER, CO. 80222
720.540.6800

CIVIL / MECH / ELEC / PLUMB
SHORT ELLIOTT HENDRICKSON INC.
2000 SOUTH COLORADO BLVD.
TOWER ONE, SUITE 6000
DENVER, CO. 80222
720.540.6800

STRUCTURAL
MARTINI/MARTIN
77 METCALF ROAD, SUITE 301
AVON, CO 81620
970.926.6007

ACOUSTICAL / LOW VOLTAGE
R2 ACOUSTICAL
5777 CENTRAL AVE., SUITE 225
BOULDER, CO. 80301
303.665.5900

LANDSCAPE
DHM DESIGN CORPORATION
311 MAIN STREET #102
CARBONDALE, CO. 81623
970.963.6520

TOWN OF SNOWMASS VILLAGE
VILLAGE INTERMODAL
TRANSIT CENTER
53A ELBERT LANE,
SNOWMASS VILLAGE, CO. 81615

This drawing is an instrument of service and shall remain the property of Short Elliott Hendrickson, Inc. (SEH). This drawing, concepts and ideas contained herein shall not be used, reproduced, revised, or retained without the express written approval of SEH.

Submission or distribution of this drawing to meet official or regulatory requirements or for purposes in connection with the project is not to be construed as publication in derogation of any of the rights of SEH.

SEH Project
Checked By
Drawn By

159090
T. NUETZEL
C. SWENEY

Project Status
50% DESIGN DEVELOPMENT

Issue Date
09.10.21

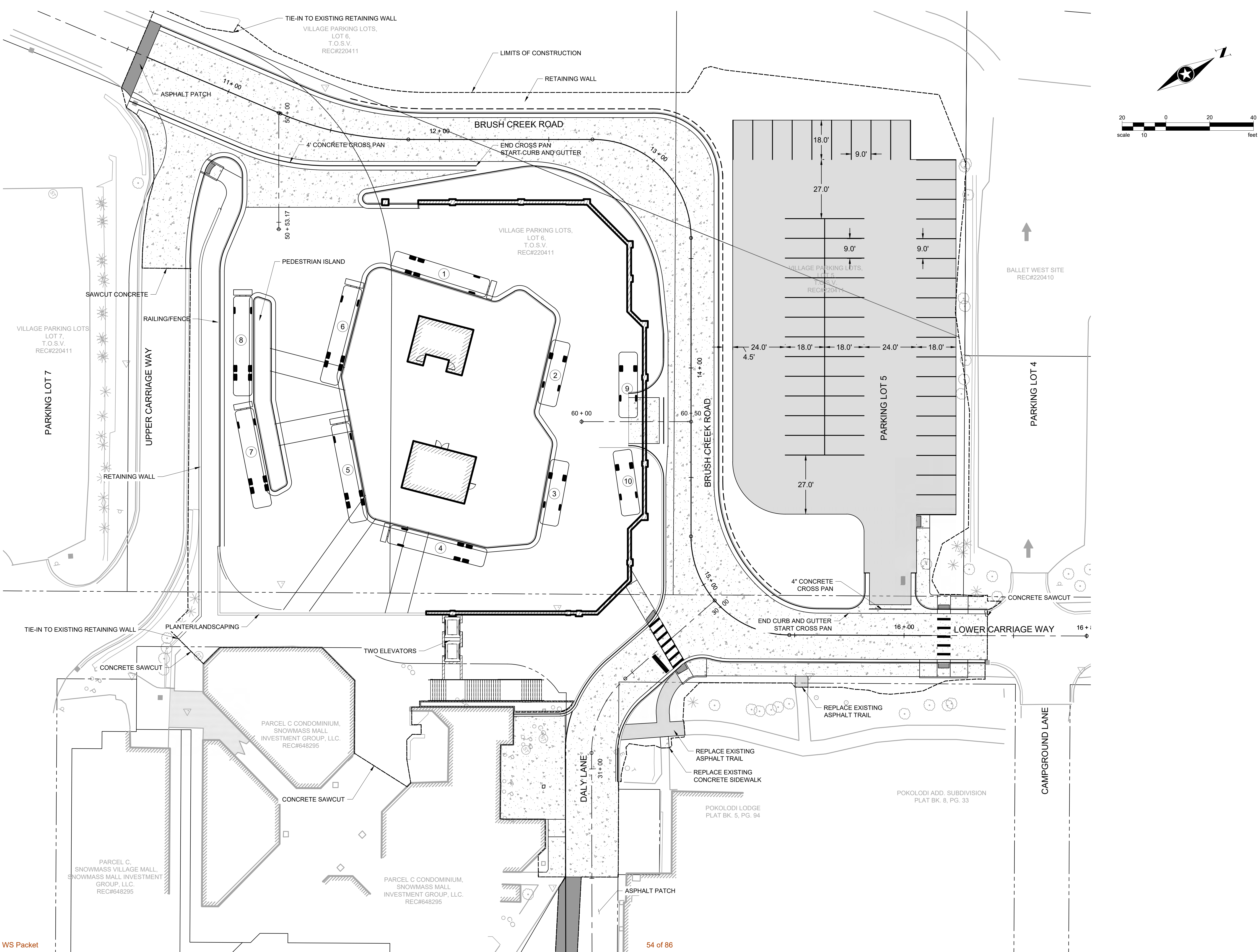
REVISION SCHEDULE

REV.# DESCRIPTION DATE

UPPER LEVEL SITE PLAN

C102

Save: 6/7/2022 5:36 PM Jones Plot: 6/21/2022 6:22 PM X:\PT\SNOWM\15909099 Civil\5-final-dgn\51-drawings\PlanSheets\CDs\C103 LOWER LEVEL SITE PLAN.dwg



NOT FOR
CONSTRUCTION

PROJECT OWNER
TOWN OF SNOWMASS VILLAGE
130 KEARNS ROAD
SNOWMASS VILLAGE, CO. 81615
970.923.3777

ARCHITECT
SHORT ELLIOTT HENDRICKSON INC.
2000 SOUTH COLORADO BLVD.
TOWER ONE, SUITE 6000
DENVER, CO. 80222
720.540.6800

CIVIL / MECH / ELEC / PLUMB
SHORT ELLIOTT HENDRICKSON INC.
2000 SOUTH COLORADO BLVD.
TOWER ONE, SUITE 6000
DENVER, CO. 80222
720.540.6800

STRUCTURAL
MARTIN/MARTIN
77 METCALF ROAD, SUITE 301
AVON, CO 81620
970.926.6007

ACOUSTICAL / LOW VOLTAGE
R2 ACOUSTICAL
5777 CENTRAL AVE., SUITE 225
BOULDER, CO. 80301
303.865.5500

LANDSCAPE
DHM DESIGN CORPORATION
3111 MAIN STREET #102
CARBONDALE, CO. 81623
970.963.6520

TOWN OF SNOWMASS VILLAGE
VILLAGE INTERMODAL
TRANSIT CENTER
53A ELBERT LANE,
SNOWMASS VILLAGE, CO. 81615

This drawing is an instrument of service and shall remain the property of Short Elliott Hendrickson, Inc. (SEH). This drawing, concepts and ideas contained herein shall not be used, reproduced, revised, or retained without the express written approval of SEH.

Submission or distribution of this drawing to meet official or regulatory requirements or for purposes in connection with the project is not to be construed as publication in derogation of any of the rights of SEH.

SEH Project
Checked By
Drawn By

159090
T. NUETZEL
J. JONES

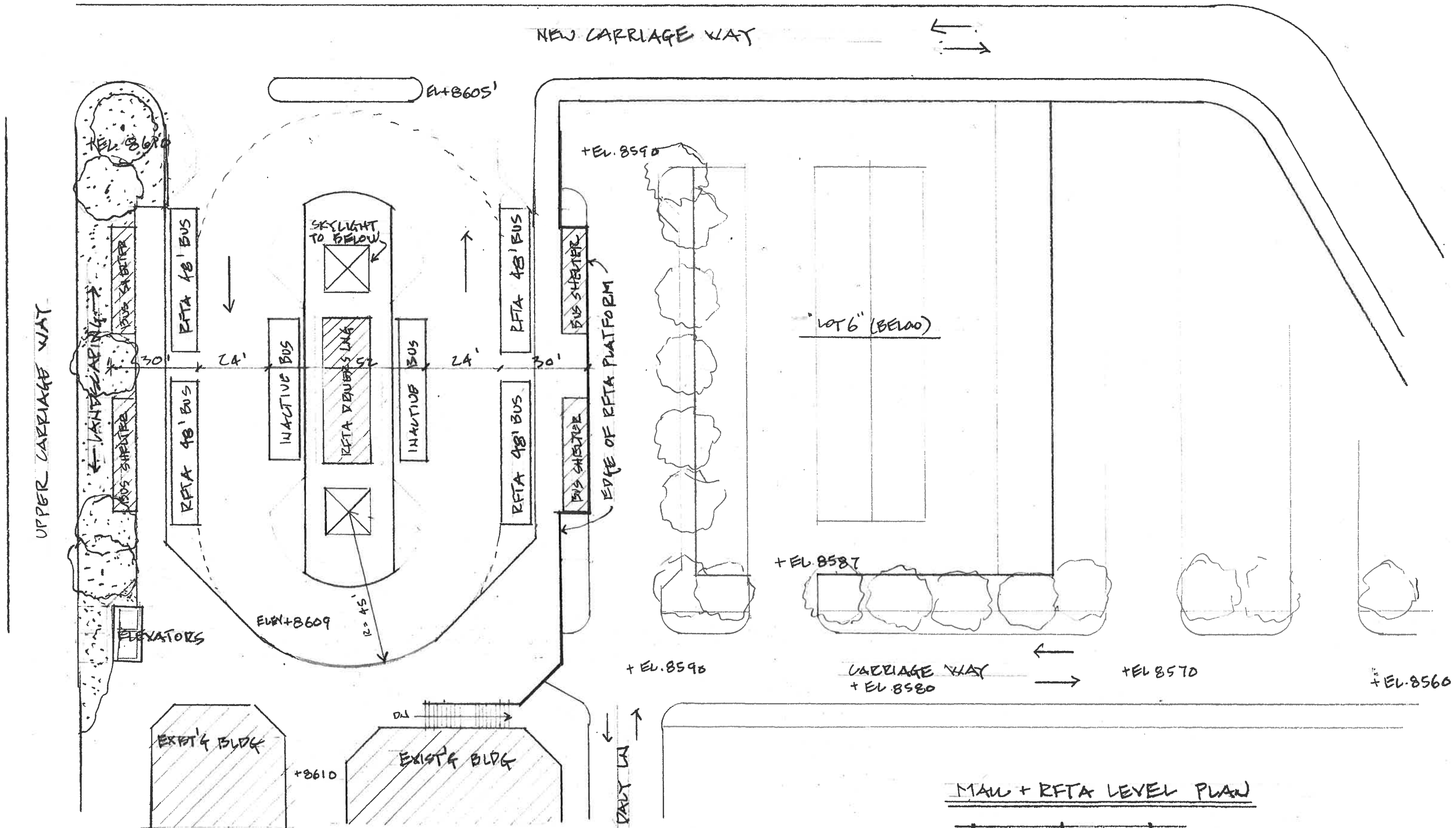
Project Status
50% DESIGN DEVELOPMENT

Issue Date
6.09.22

REVISION SCHEDULE
REV.# DESCRIPTION DATE

UPPER LEVEL SITE PLAN

C102



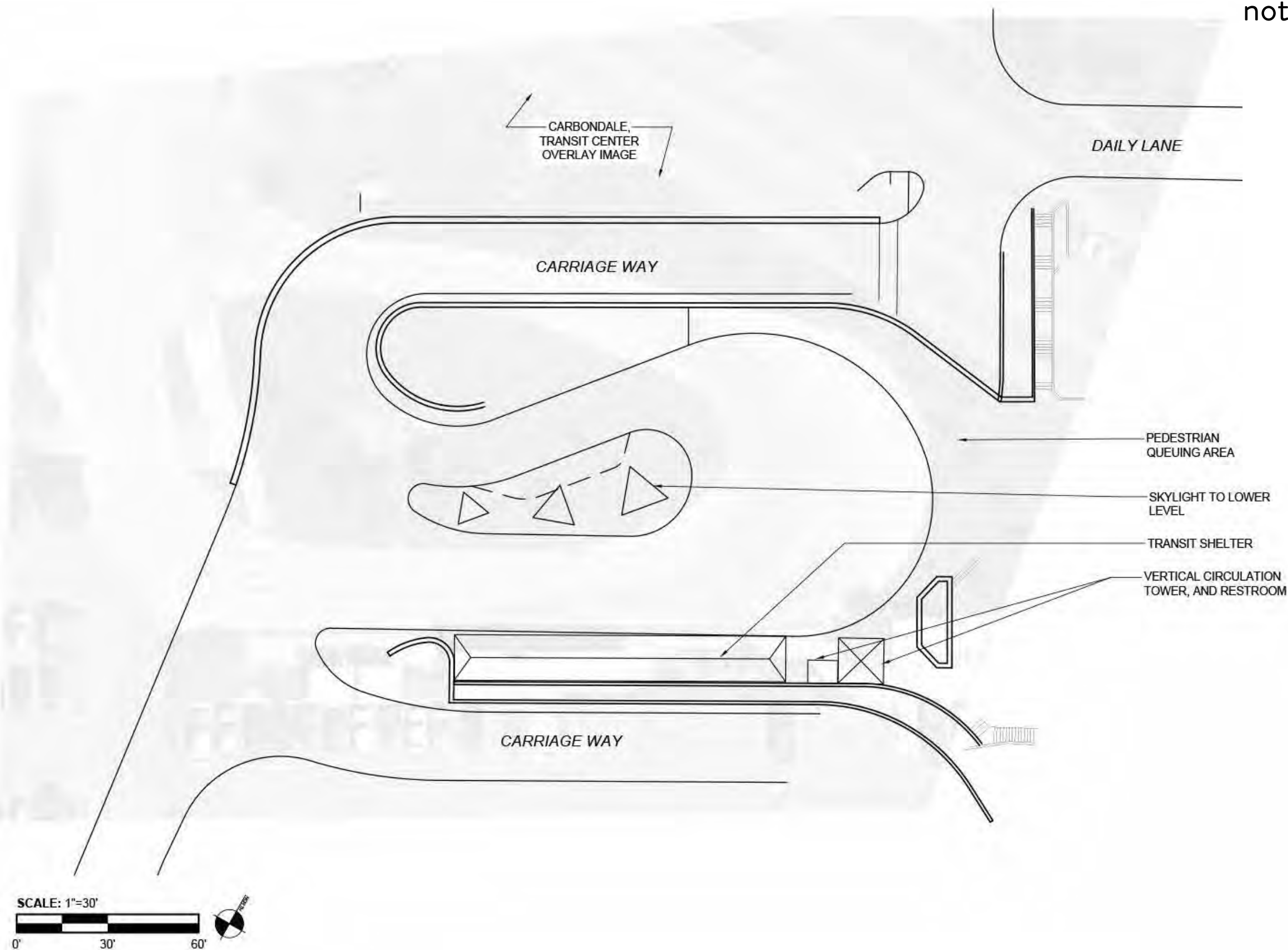
MAU + RFTA LEVEL PLAN

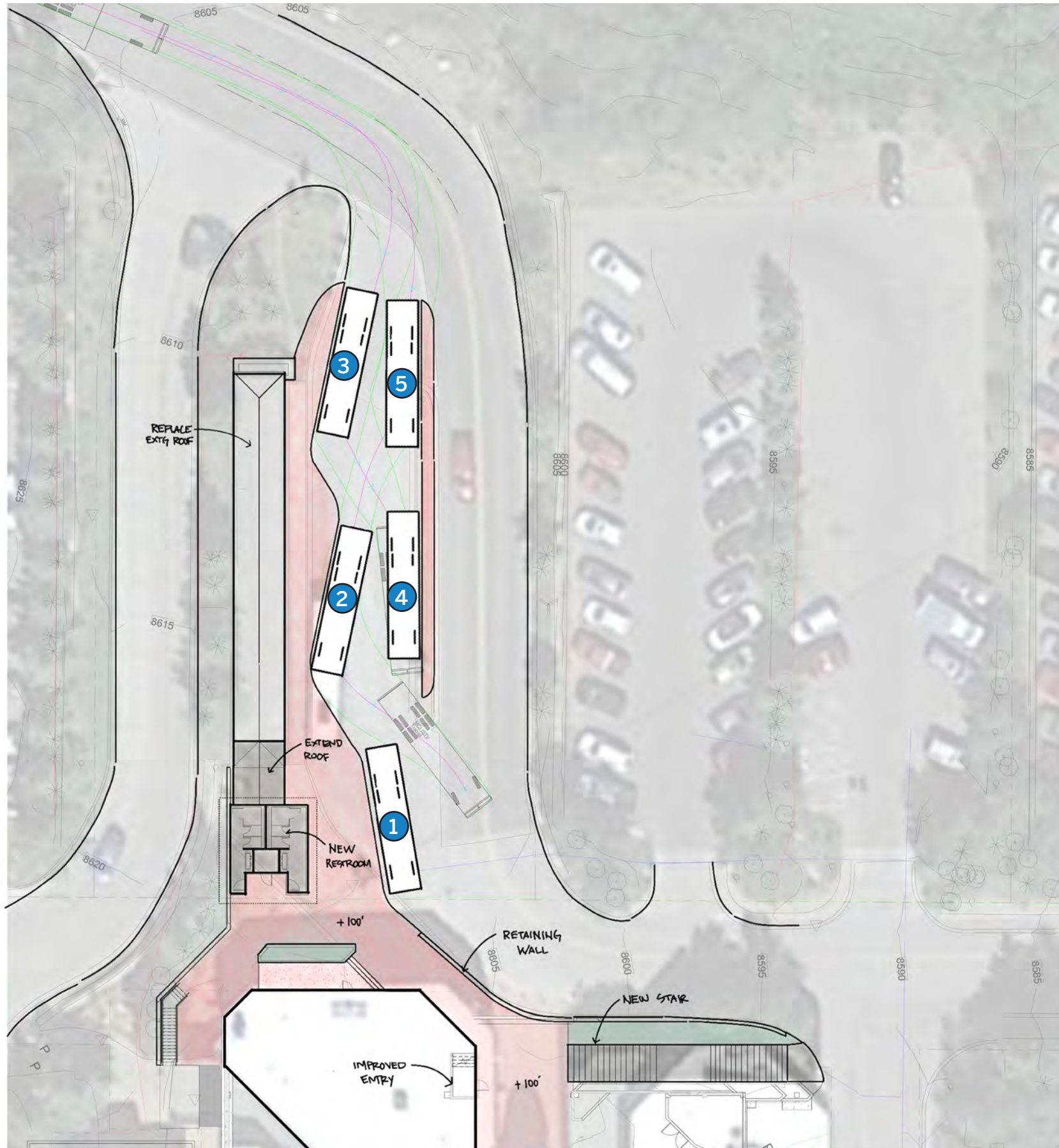
0 30' 60'

NOTE: LOCATION + DIMENSIONS OF EXISTING FEATURES ARE APPROXIMATE

notes

- the aerial photo underneath is the Carbondale park& ride
- linework on the top shows a reconfigured drop-off
- quick test of viability, feasibility, and overall scale





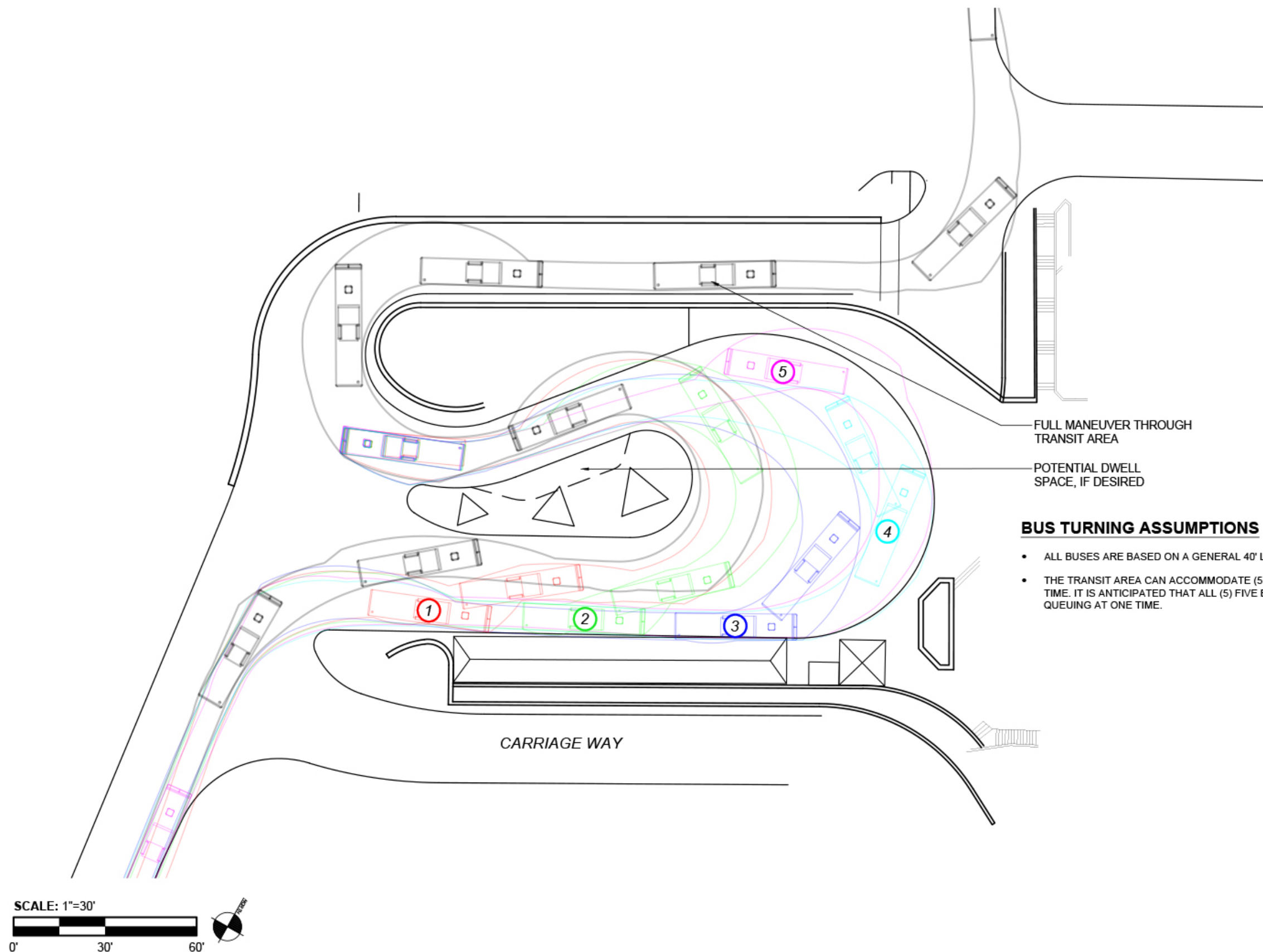
RFTA TRANSIT

CONCEPT PLAN

- (3) Independent 40 foot Bus Bays
- (2) Additional Staging Bays, if necessary.
- Bay 4 - If in use, Bay 3 will not be able to leave. Bay 4 can pull into Bay 1 after their departure. Bay 2 can still operate independently.
- Bay 5 - If in use, Bay 3 will not be able to leave. Bay 5 can pull into Bay 2 or Bay 1 after their departure.
- New Public Restroom
- Extension of existing canopy cover
- Saw-tooth bus bays to allow for additional queuing space
- New retaining wall to restrict access to/from Lower Carriage Way
- New Grand Stair access to Daly Lane
- Improved Entry to Incline due to more accessible access to Mall from Transit Station

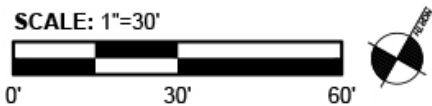
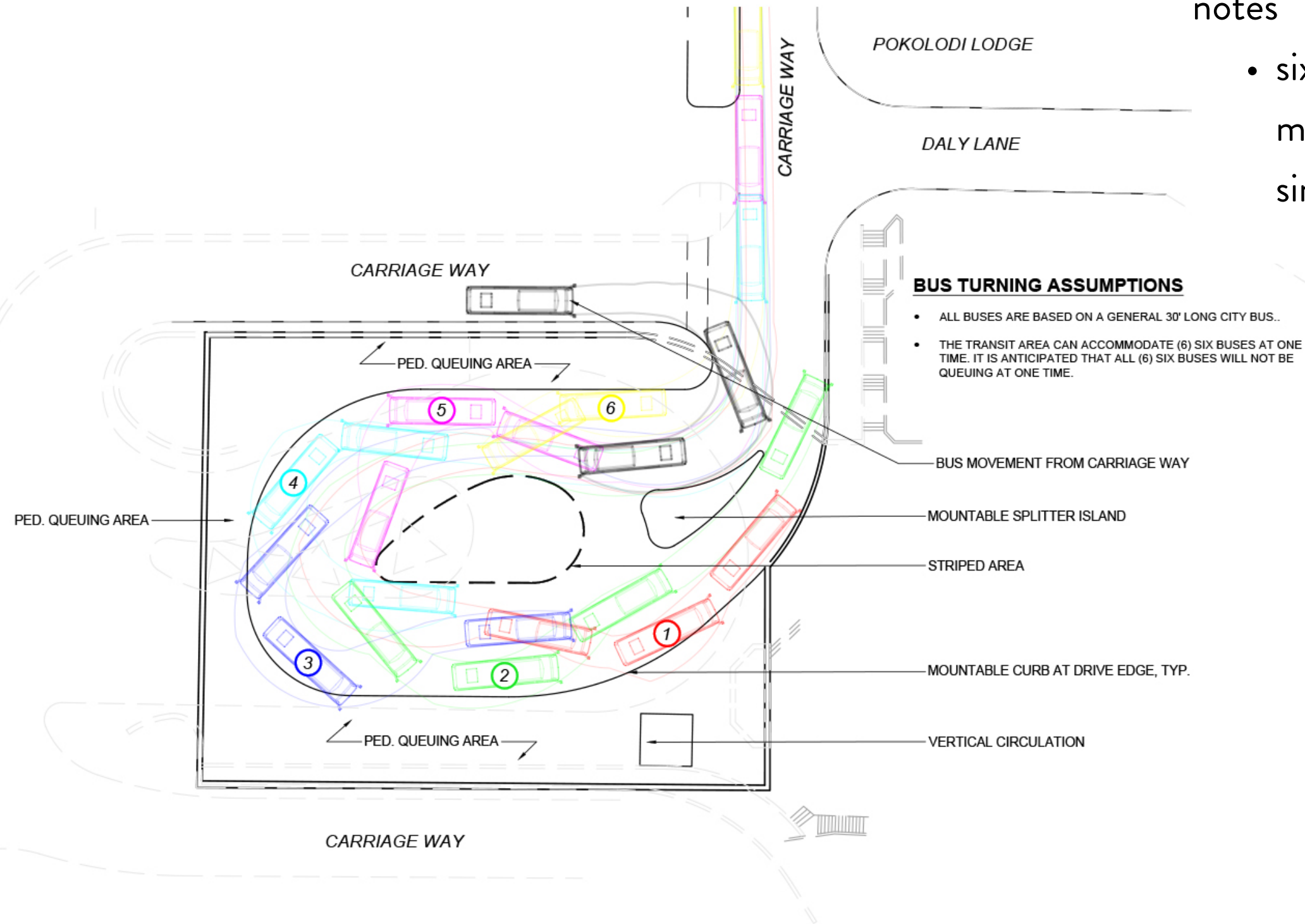
notes

- designed for five buses to drop-off and pull away from each other simultaneously
- we tested the turning movements as an additional look at how it could work



notes

- six shuttles bays with turning movements so they can drop simultaneously



TOWN OF SNOWMASS VILLAGE SNOWMASS MALL TRANSIT CENTER

UPDATED PLANNING COMMISSION SUBMITTAL



FEBRUARY 15, 2023

03-11-24 TC WS Packet

60 of 86





24" Turf Buffer



Curb Adjacent Steppers



NOT FOR
CONSTRUCTION

PROJECT OWNER
TOWN OF SNOWMASS VILLAGE
130 KEARNS ROAD
SNOWMASS VILLAGE, CO. 81615
970.923.3777

ARCHITECT
SHORT ELLIOTT HENDRICKSON INC.
2000 SOUTH COLORADO BLVD.
TOWER ONE, SUITE 6000
DENVER, CO. 80222
720.540.6800

CIVIL / MECH / ELEC / PLUMB
SHORT ELLIOTT HENDRICKSON INC.
2000 SOUTH COLORADO BLVD.
TOWER ONE, SUITE 6000
DENVER, CO. 80222
720.540.6800

STRUCTURAL
MARTIN/MARTIN
77 METCALF ROAD, SUITE 301
AVON, CO 81620
970.926.6007

ACOUSTICAL / LOW VOLTAGE
K2 ACOUSTICAL
5777 CENTRAL AVE., SUITE 225
BOULDER, CO. 80301
303.865.5900

LANDSCAPE
DHM DESIGN CORPORATION
311 MAIN STREET #102
CARBONDALE, CO. 81623
970.963.6520

TOWN OF SNOWMASS VILLAGE
SNOWMASS MALL
TRANSIT CENTER
53A ELBERT LANE,
SNOWMASS VILLAGE, CO. 81615

This drawing is an instrument of service and shall remain the property of Short Elliott Hendrickson, Inc. (SEH). This drawing, concepts and ideas contained herein shall not be used, reproduced, revised, or related without the express written approval of SEH.
Submission or distribution of this drawing to meet official or regulatory requirements or for purposes in connection with the project is not to be construed as publication in derogation of any of the rights of SEH.

COPYRIGHT © 2022
Short Elliott Hendrickson, Inc.
All Rights Reserved

SEH Project 159090
Checked By A.JAUCH
Drawn By A.COUNCIL

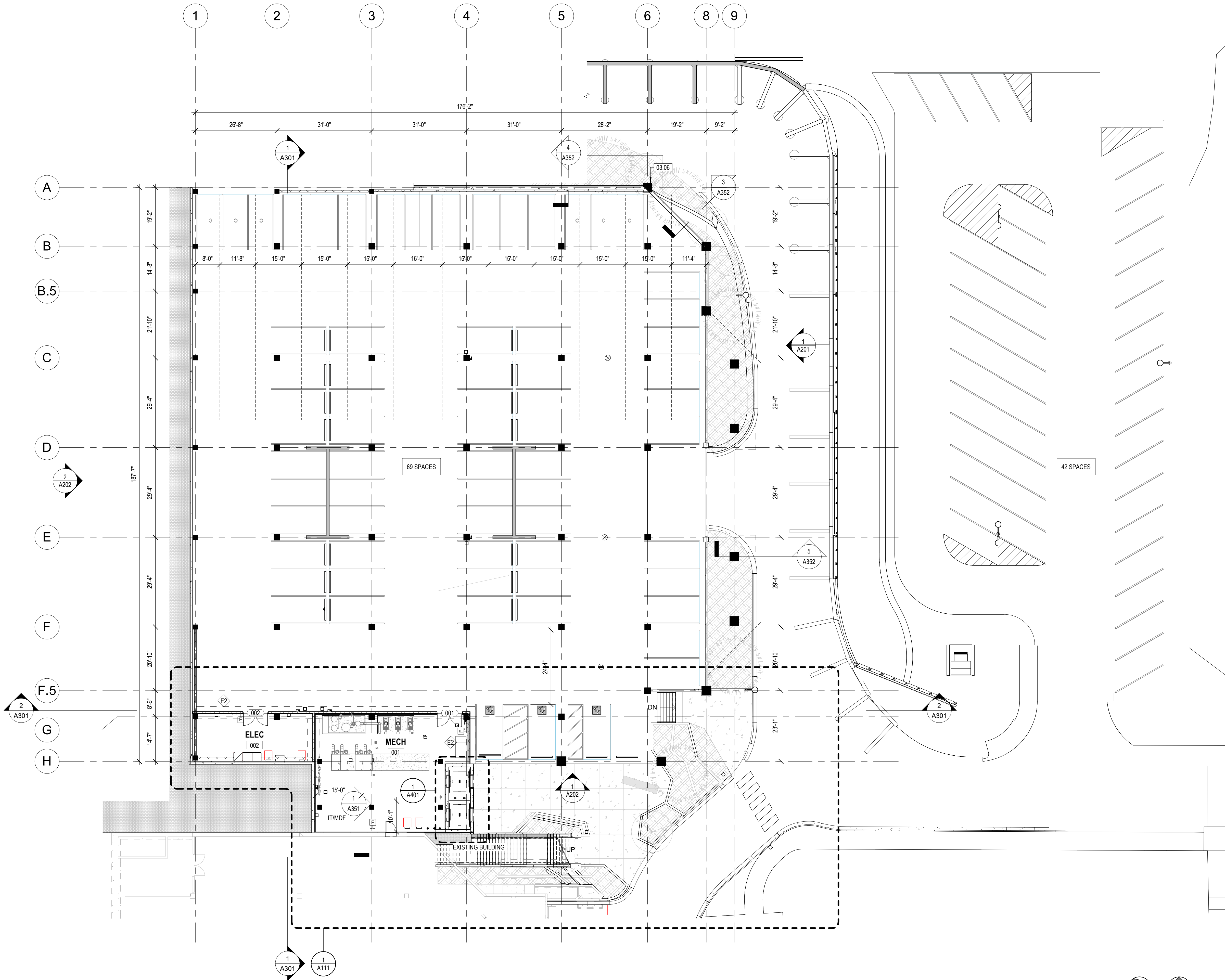
Project Status 75% CONSTRUCTION
DOCUMENTS
Issue Date 12.02.22

REVISION SCHEDULE		
REV. #	DESCRIPTION	DATE

OVERALL PLAN - PARKING

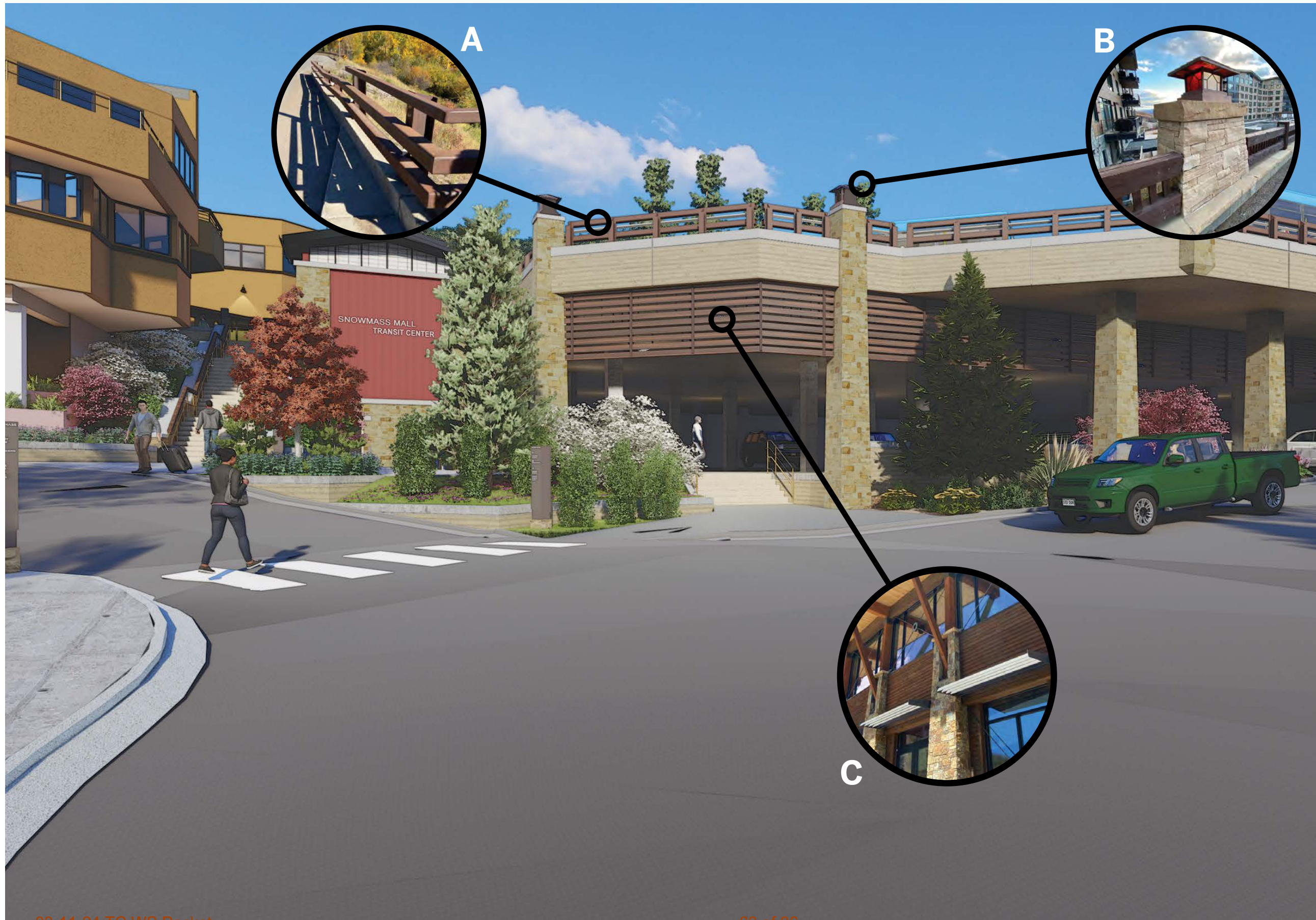
A101

62



1 OVERALL PLAN - PARKING
A201 1/16" = 1'-0"





VIEW FROM LOWER CARRIAGE WAY

- A. CDOT standard 3-rail guardrail similar to Wood Road Downhill bus stop
- B. Stone veneer & cap with lighting fixture similar to Wood Road Bridge and Base Village
- C. Horizontal planking with wood texture and natural color, similar to Town Hall

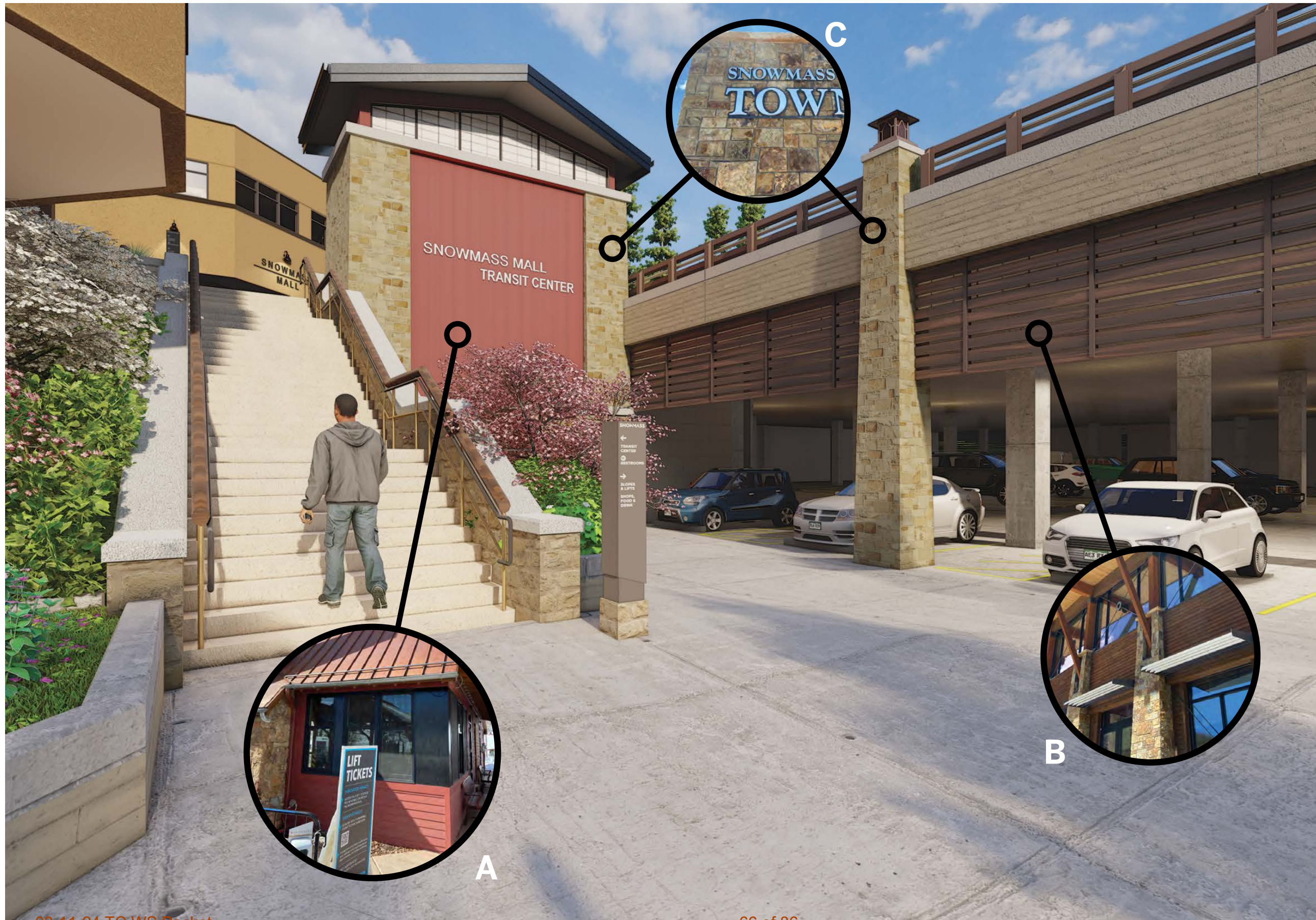
VIEW FROM
DALY LANE





VIEW OF GARAGE ENTRANCE

- A. Stone veneer, similar to Town Hall and other areas within Town.
- B. Stained board form concrete with buff/natural color



VIEW OF GRAND STAIRCASE

- A. Red board and batten siding, similar to Town Park Station and Town Hall
- B. Horizontal planking with wood texture and natural color, similar to Town Hall
- C. Stone veneer, similar to Town Hall and other areas within Town.



PLATFORM VIEW FROM MAIN CROSSING

- A. Red board and batten siding, similar to Town Park Station and Town Hall
- B. Horizontal planking with wood texture and natural color, similar to Town Hall
- C. Natural wood composite soffit similar to Town Hall



APPROACH FROM
**GENE
TAYLOR
SPORTS**



PLATFORM VIEW FROM
**MALL
STAIRWAY**



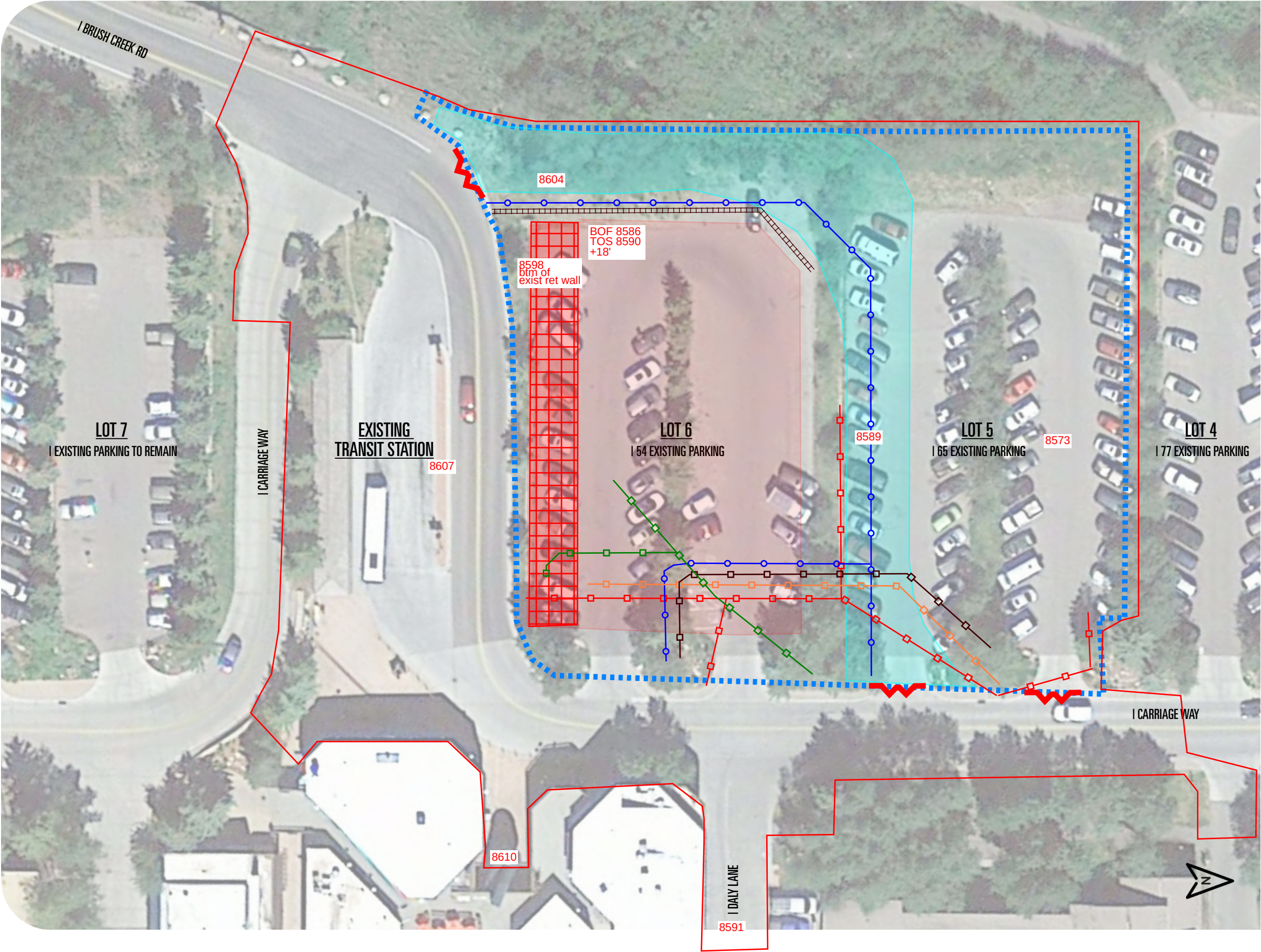
VIEW FROM
**LOT 5
PARKING**

TOSV Transit Center - Phasing and Logistics Plan



CONSTRUCTION
PHASE 1

- TOSV will work diligently to retain as much access as possible around construction operations.
- RFTA & TOSV to use normal operational routes on new Brush Creek, Carriage & Daly roadways
- Close lot 6 to construction activities for the duration of the project.
- Cut flat bench for new Brush Creek roadway. Start install of caissons and counterforts.
- Install soil nail wall as shown to allow the earthwork to continue on Brush Creek and Pkg structure.
- Cut foundation to bottom of footings & install utilities shown as shown.
- Installation of deep utilities as indicated.
- Construct new parking lot 5.



Site Logistics Map Legend	
	Access Gates
	Site Fencing
	Site Trailer
	Roll-off Dumpster
	Portable Toilets
	Import Fill Location
	Export Cut Location
	Export Cut Slope 1 to 1
	Potable Waterline Install
	Storm Sewer Install
	Shoring Wall Install

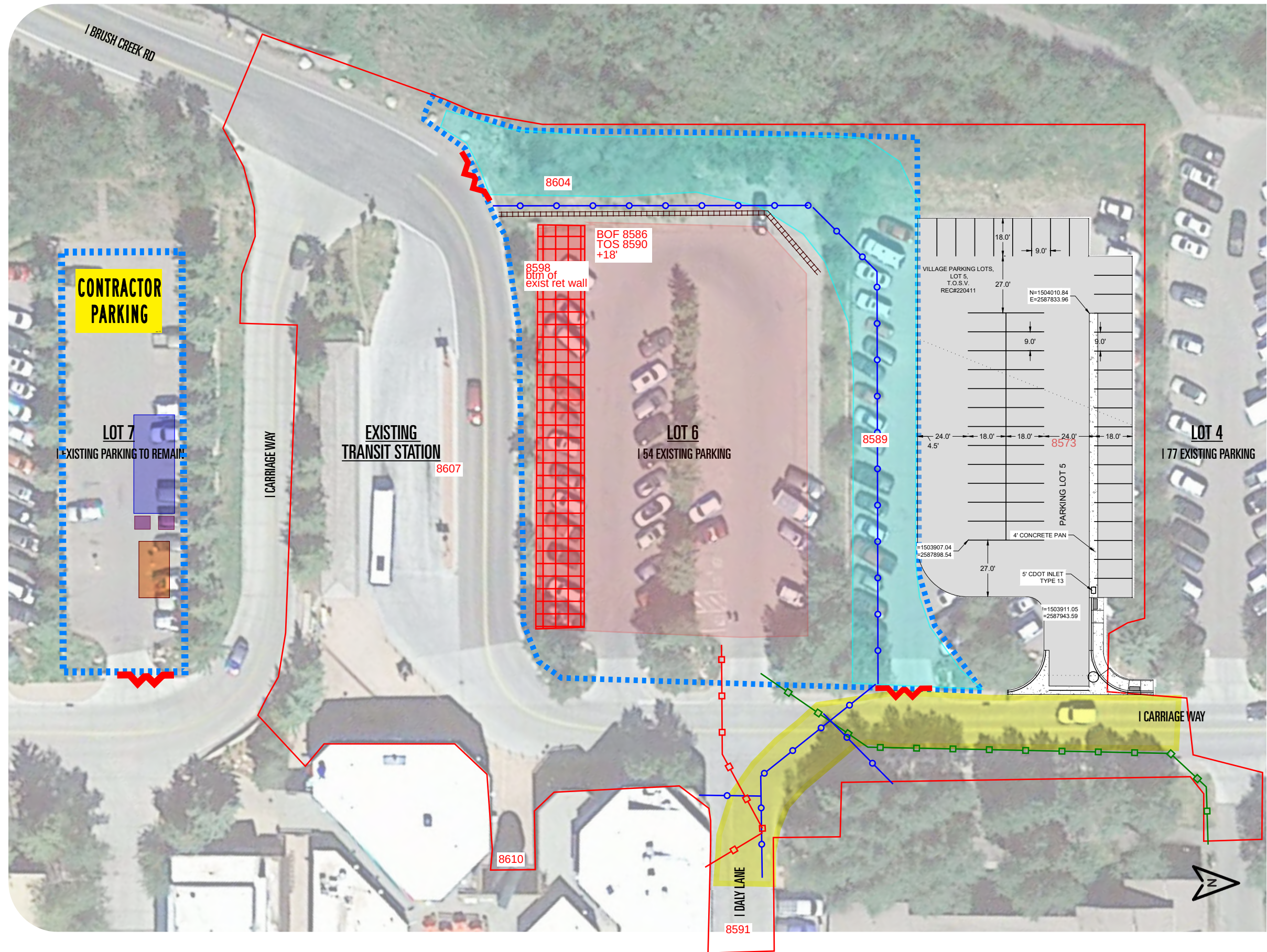


TOSV Transit Center - Phasing and Logistics Plan



CONSTRUCTION PHASE 1.5

- TOSV will work diligently to retain as much access as possible around construction operations.
- Open new Lot 5 to the public.
- Continue deep foundation construction operations on new Carriage Way.
- Installation of deep utilities at Daly, Campground and Existing Carriage Way. Work will be completed using road plates and traffic control allowing traffic to flow while work is completed.
- Import structural fill to New Carriage Way
- RA Nelson yard will move to lot 7 and limited worker parking.



Site Logistics Map Legend

Access Gates

Site Fencing

Site Trailer

Roll-off Dumpster

Portable Toilets

Deep Utilities Install

Export Cut Location

Potable Waterline Install

Storm Sewer Install

Shoring Wall Install

Sewer Line Install

Dewatering System

Traffic Barrier

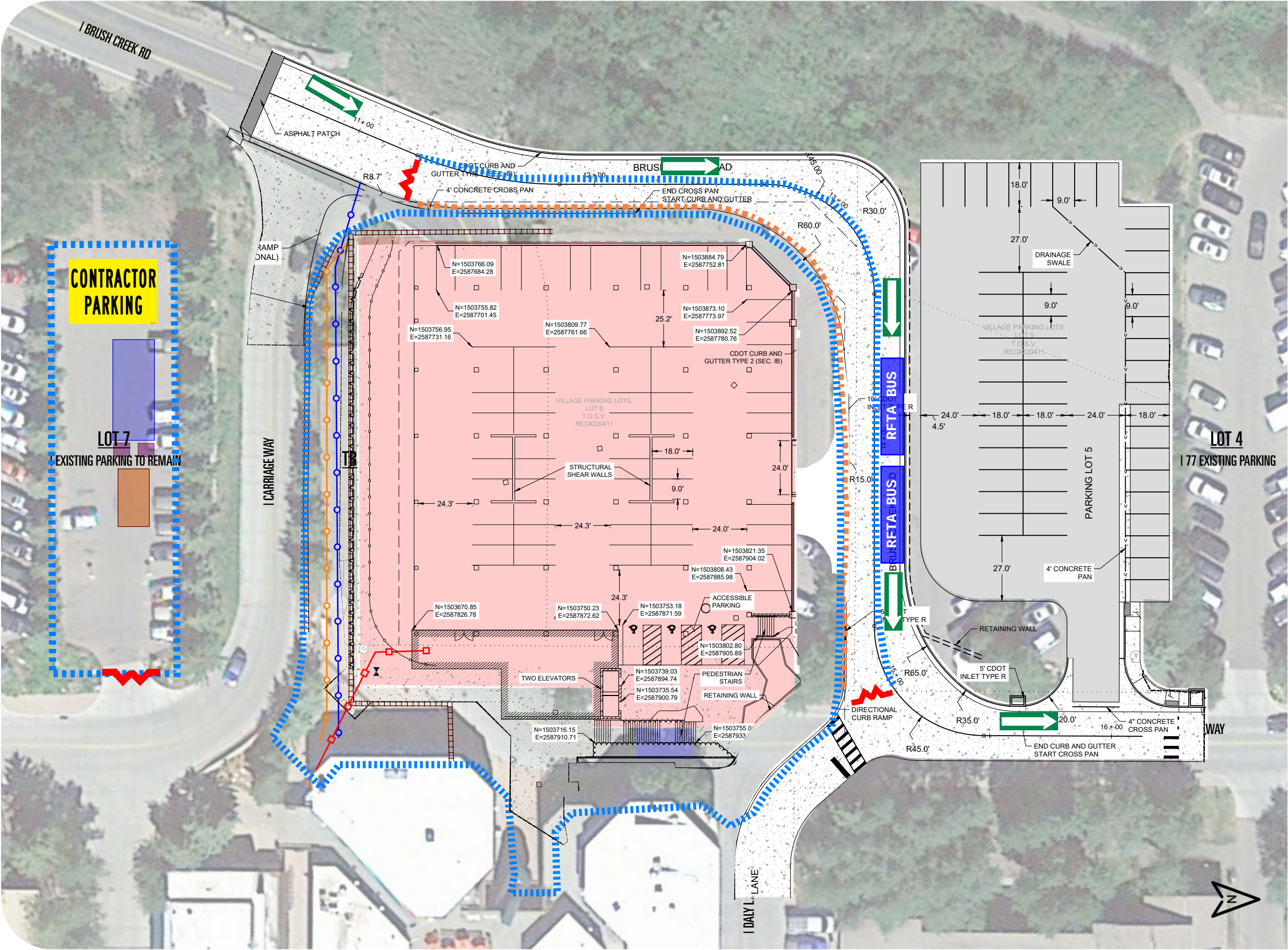


TOSV Transit Center - Phasing and Logistics Plan



CONSTRUCTION PHASE 5

- TOSV will work diligently to retain as much access as possible around construction operations.
- RFTA Operations to use new Carriage Way road with temporary drop off point as shown.
- Construct shoring walls and export material from site.
- Construct new transit centers structural concrete foundation and super-structure.
- Construct upper deck including structural slab and topping slab.
- Stripe and install lighting to lower level in preparation for early opening.



Site Logistics Map Legend

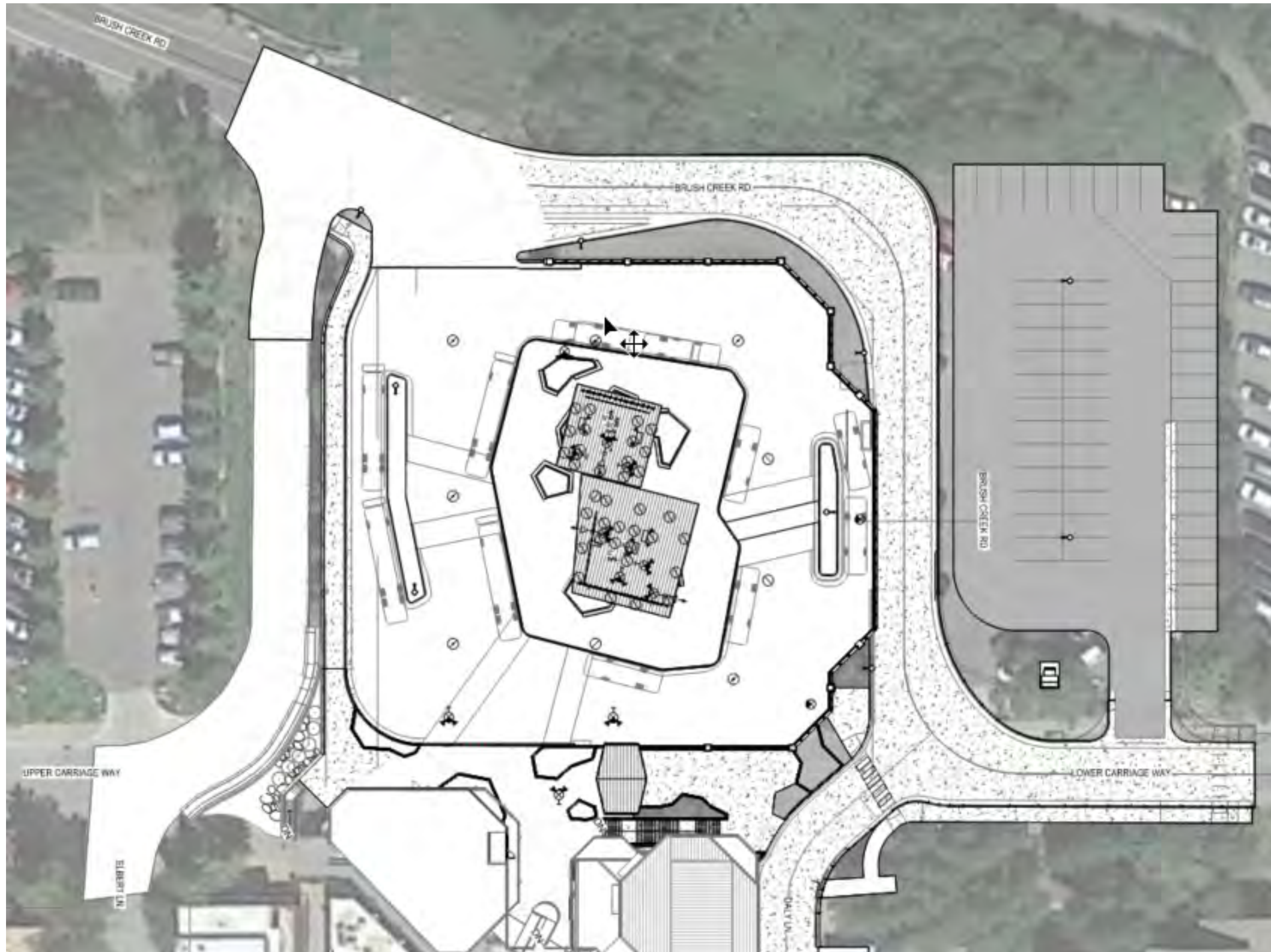
- Access Gates
- Site Fencing
- Site Trailer
- Roll-off Dumpster
- Portable Toilets
- Roadway and Hardscapes
- Export Cut Location
- Potable Waterline Install
- Storm Sewer Install
- Shoring Wall Install
- Sewer Line Install
- Dewatering System
- Traffic Barrier
- Indicates One-way Traffic Flow



TOSV Transit Center - Phasing and Logistics Plan

CONSTRUCTION PHASE 8

- Permanently open connection to mall
- Project Closeout

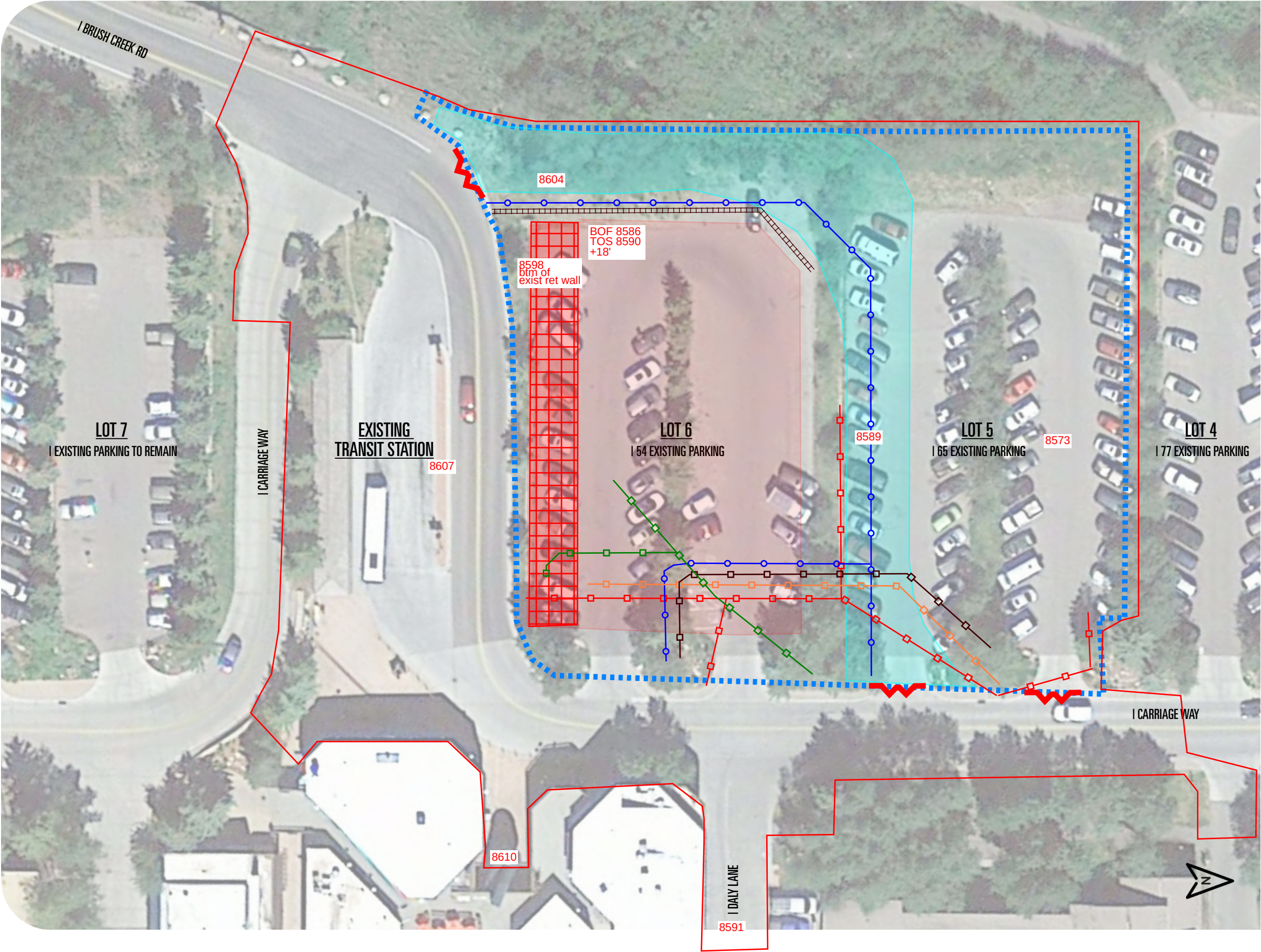


TOSV Transit Center - Phasing and Logistics Plan



CONSTRUCTION
PHASE 1

- TOSV will work diligently to retain as much access as possible around construction operations.
- RFTA & TOSV to use normal operational routes on new Brush Creek, Carriage & Daly roadways
- Close lot 6 to construction activities for the duration of the project.
- Cut flat bench for new Brush Creek roadway. Start install of caissons and counterforts.
- Install soil nail wall as shown to allow the earthwork to continue on Brush Creek and Pkg structure.
- Cut foundation to bottom of footings & install utilities shown as shown.
- Installation of deep utilities as indicated.
- Construct new parking lot 5.



Site Logistics Map Legend	
	Access Gates
	Site Fencing
	Site Trailer
	Roll-off Dumpster
	Portable Toilets
	Import Fill Location
	Export Cut Location
	Export Cut Slope 1 to 1
	Potable Waterline Install
	Storm Sewer Install
	Shoring Wall Install

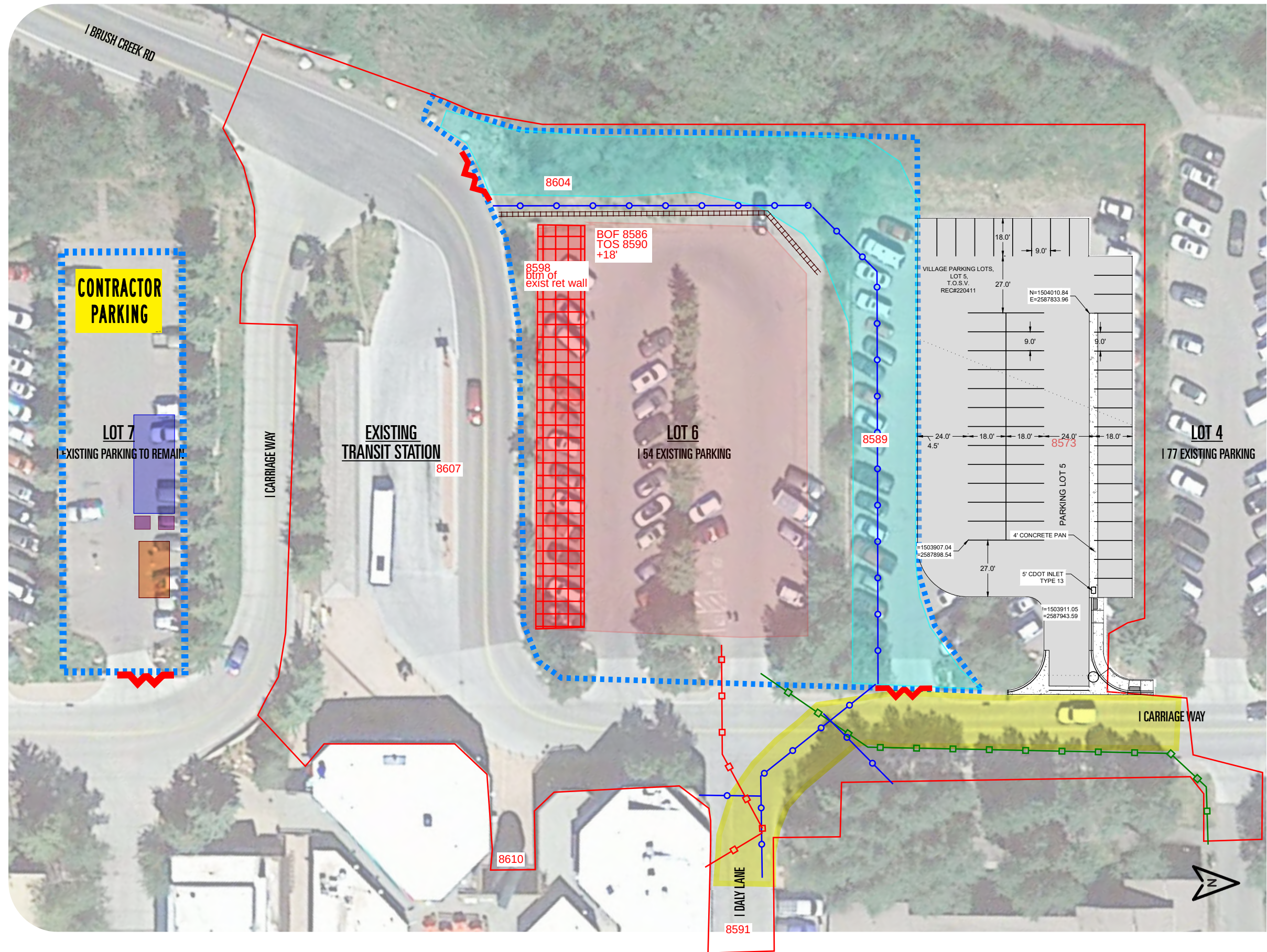


TOSV Transit Center - Phasing and Logistics Plan



CONSTRUCTION PHASE 1.5

- TOSV will work diligently to retain as much access as possible around construction operations.
- Open new Lot 5 to the public.
- Continue deep foundation construction operations on new Carriage Way.
- Installation of deep utilities at Daly, Campground and Existing Carriage Way. Work will be completed using road plates and traffic control allowing traffic to flow while work is completed.
- Import structural fill to New Carriage Way
- RA Nelson yard will move to lot 7 and limited worker parking.



Site Logistics Map Legend

Access Gates

Site Fencing

Site Trailer

Roll-off Dumpster

Portable Toilets

Deep Utilities Install

Export Cut Location

Potable Waterline Install

Storm Sewer Install

Shoring Wall Install

Sewer Line Install

Dewatering System

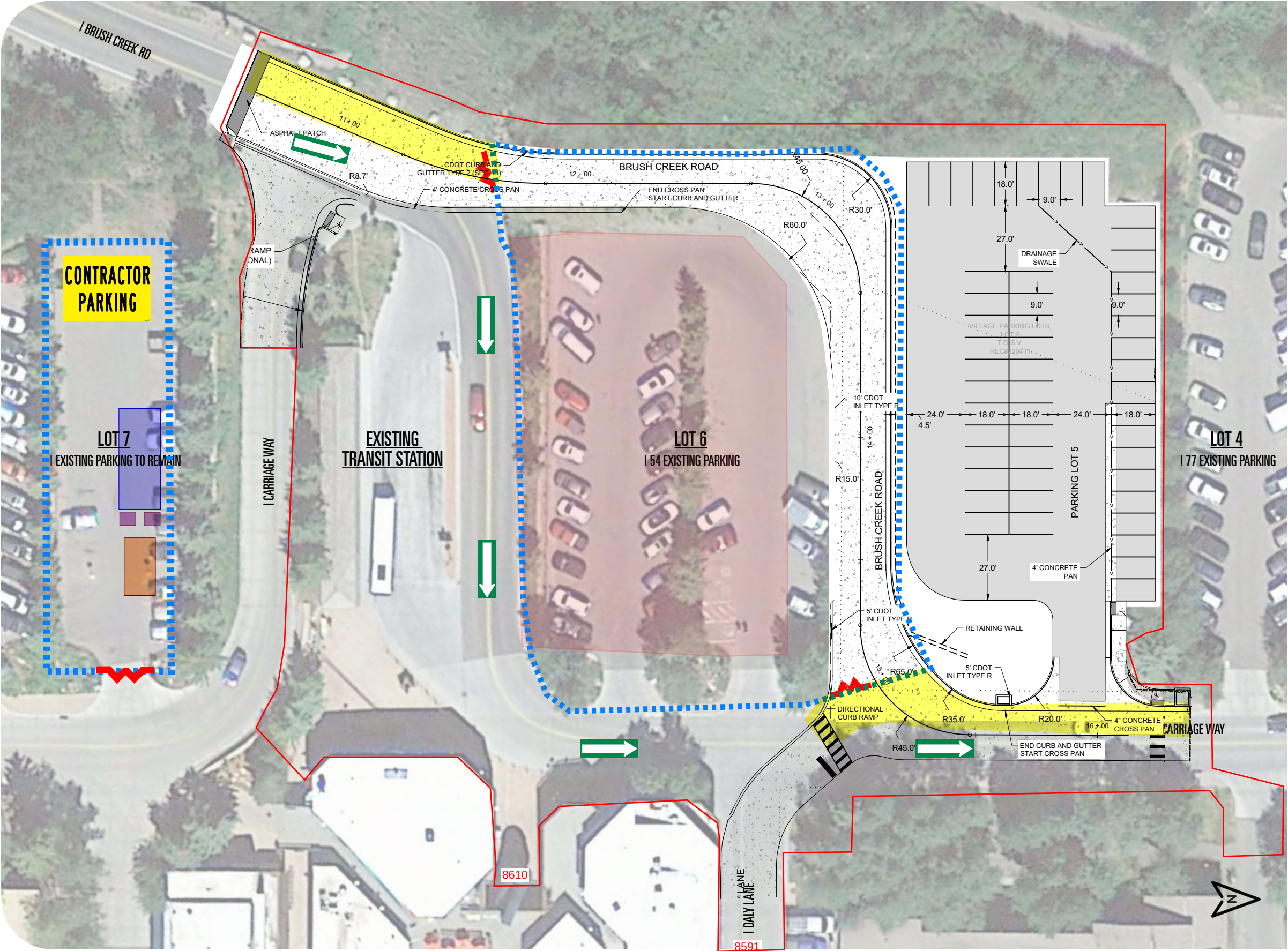
Traffic Barrier

TOSV Transit Center - Phasing and Logistics Plan



CONSTRUCTION
PHASE 2

- TOSV will work diligently to retain as much access as possible around construction operations.
- Complete grading, snowmelt, and concrete paving at areas highlighted.
- One way traffic through the jobsite as indicated.



Site Logistics Map Legend

- Access Gates
- Site Fencing
- Site Trailer
- Roll-off Dumpster
- Portable Toilets
- Snowmelt and Hardscapes
- Export Cut Location
- Indicates One-Way Traffic Flow

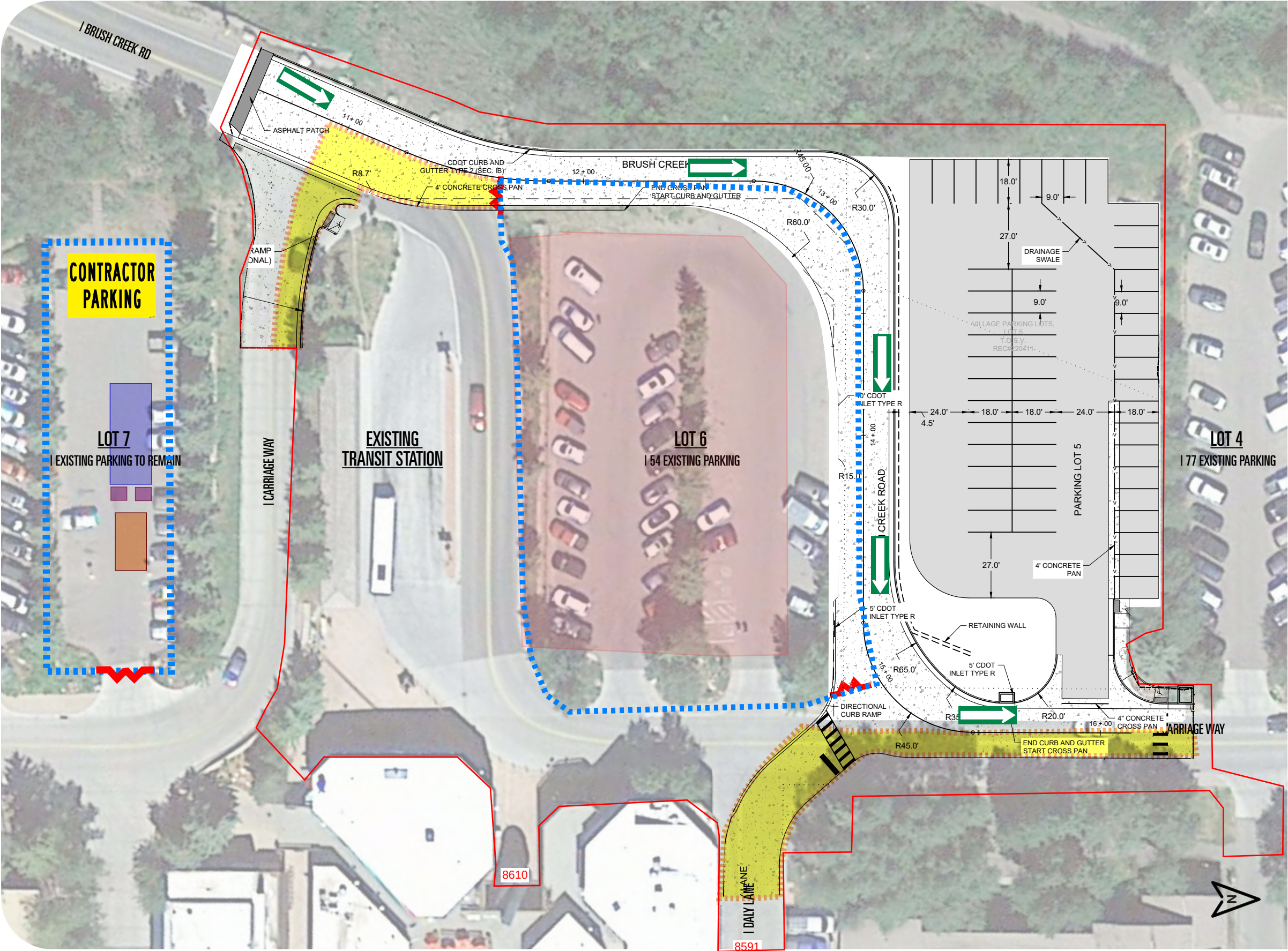


TOSV Transit Center - Phasing and Logistics Plan



CONSTRUCTION
PHASE 3

- TOSV will work diligently to retain as much access as possible around construction operations.
- Complete grading, snowmelt, and concrete paving at areas highlighted.
- Working to minimize shutdown of Daly Lane to complete highlighted snowmelt and concrete paving tie-ins.
- One way traffic flow on New Carriage Way.



Site Logistics Map Legend

Access Gates

Site Fencing

Site Trailer

Roll-off Dumpster

Portable Toilets

Snowmelt and Hardscapes

Export Cut Location

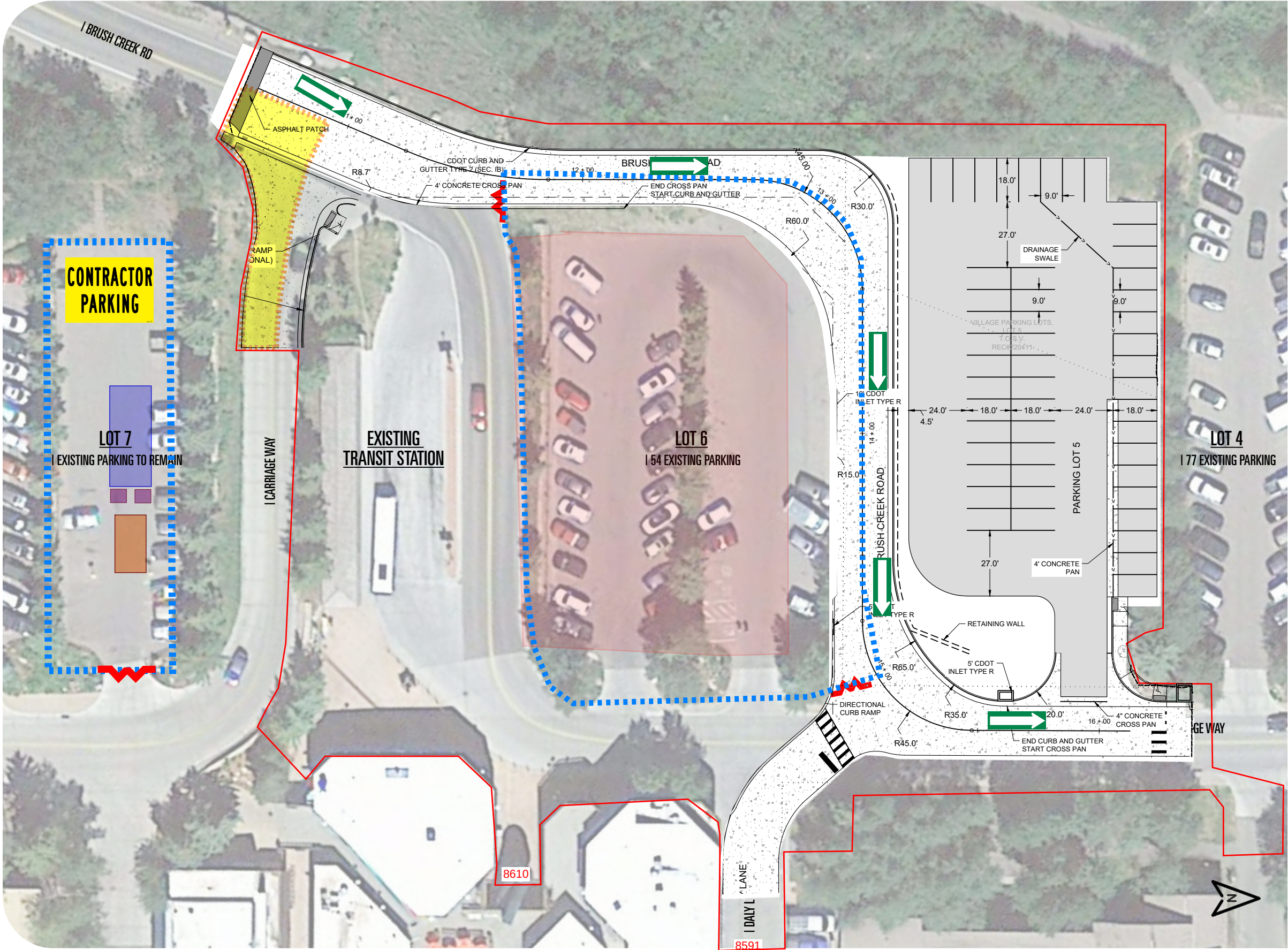
Indicates One-Way Traffic Flow

TOSV Transit Center - Phasing and Logistics Plan



CONSTRUCTION
PHASE 4

- TOSV will work diligently to retain as much access as possible around construction operations.
- Finish Upper Carriage snowmelt and concrete paving Tie-in.



Site Logistics Map Legend

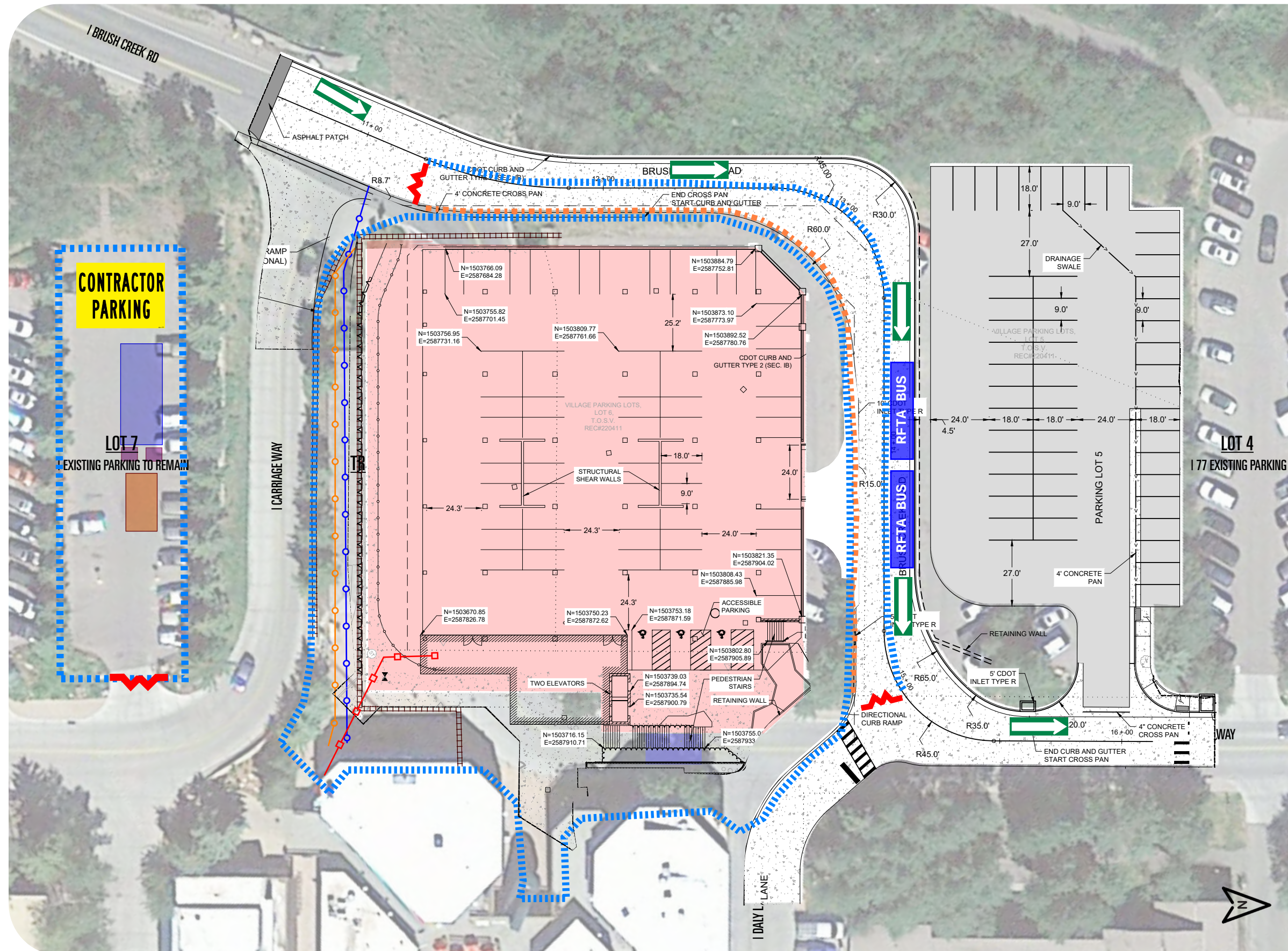
- Access Gates
- Site Fencing
- Site Trailer
- Roll-off Dumpster
- Portable Toilets
- Snowmelt and Hardscapes
- Export Cut Location
- Indicates One-Way Traffic Flow



TOSV Transit Center - Phasing and Logistics Plan

CONSTRUCTION PHASE 5

- TOSV will work diligently to retain as much access as possible around construction operations.
- RFTA Operations to use new Carriage Way road with temporary drop off point as shown.
- Construct shoring walls and export material from site.
- Construct new transit centers structural concrete foundation and super-structure.
- Construct upper deck including structural slab and topping slab.
- Stripe and install lighting to lower level in preparation for early opening.



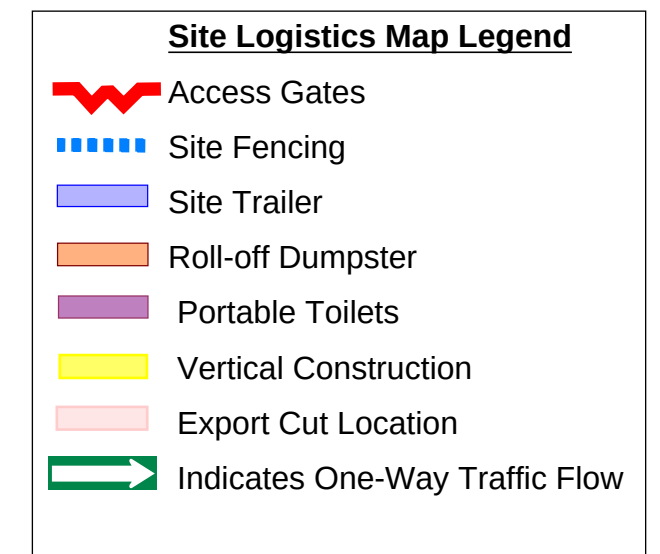
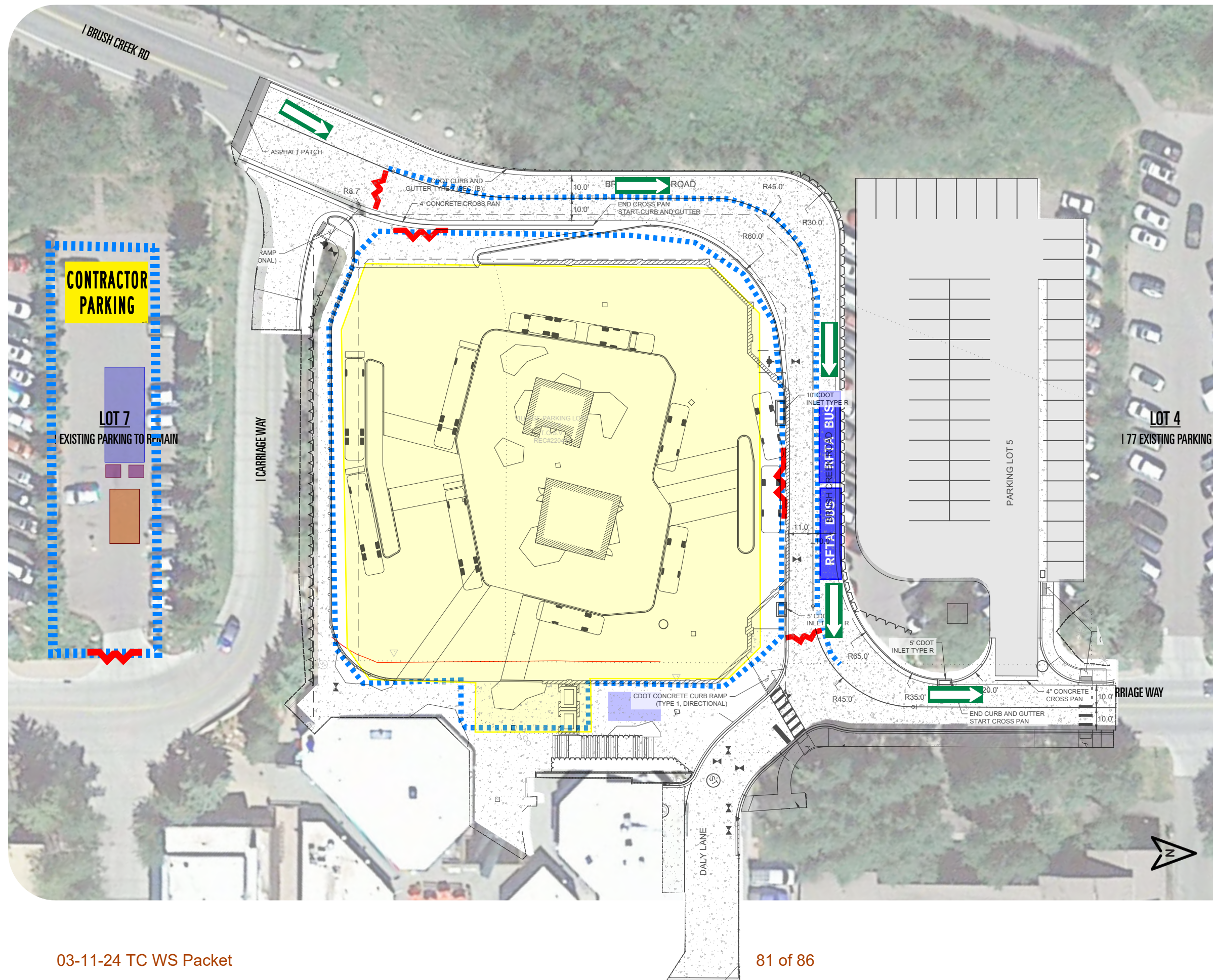
Site Logistics Map Legend	
	Access Gates
	Site Fencing
	Site Trailer
	Roll-off Dumpster
	Portable Toilets
	Roadway and Hardscapes
	Export Cut Location
	Potable Waterline Install
	Storm Sewer Install
	Shoring Wall Install
	Sewer Line Install
	Dewatering System
	Traffic Barrier
	Indicates One-way Traffic Flow

TOSV Transit Center - Phasing and Logistics Plan



CONSTRUCTION PHASE 6

- TOSV will work diligently to retain as much access as possible around construction operations.
- Construct upper level of new parking garage & bus platform including new transit station buildings.
- Open lower level of transit center to parking as TOSV sees fit.
- Install final site hardscapes.
- RA Nelson to utilizing lot 7 as the construction yard and lot TBD for worker parking.
- RFTA Operations to use New Carriage way road with temporary drop off point as shown.



TOSV Transit Center - Phasing and Logistics Plan

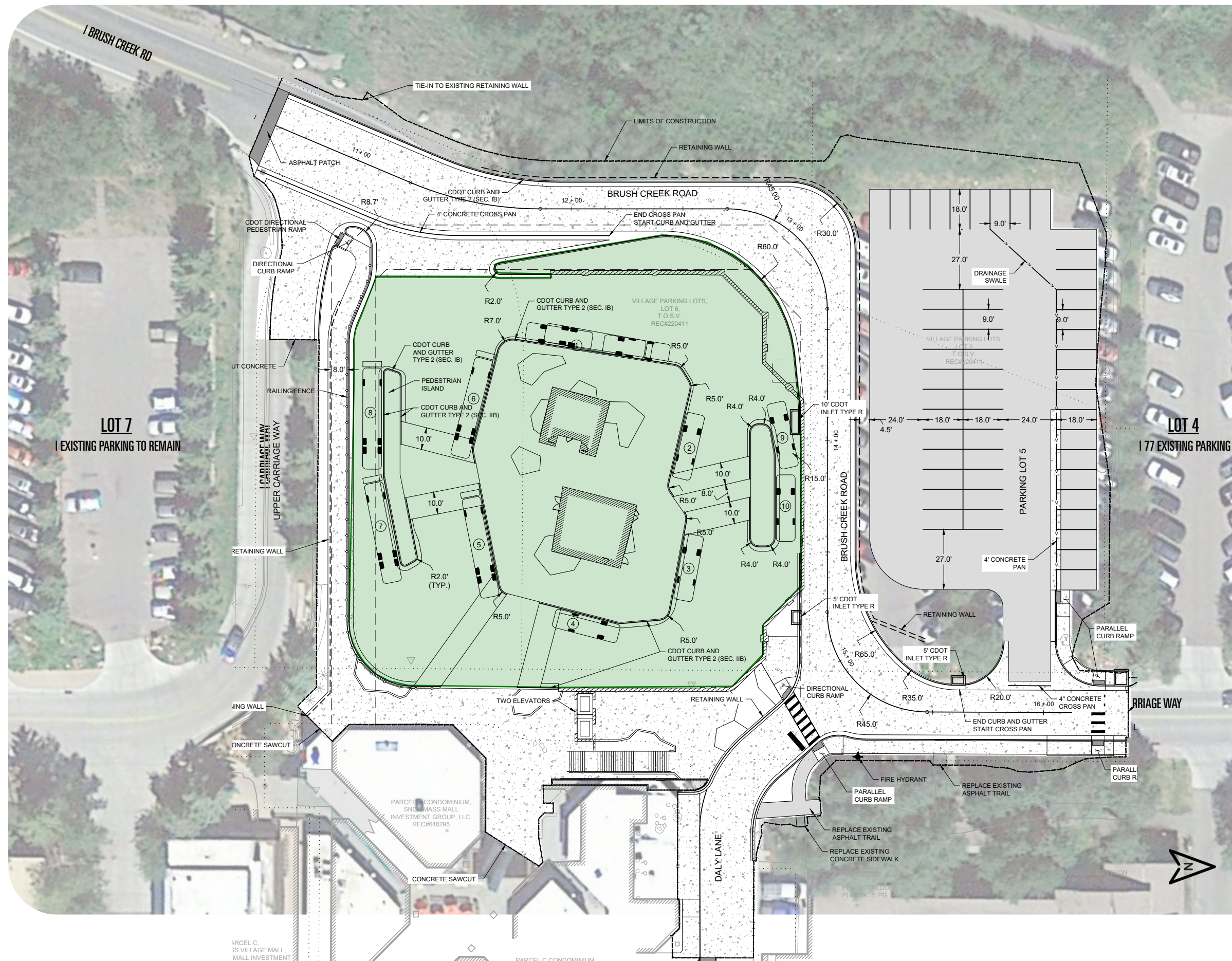
CONSTRUCTION PHASE 7

- Soft Opening

-Relocate RFTA & TOSV Shuttles to new bus platform

- Permanently open Vehicular Traffic operations to use lower parking garage. RAN to have a section for staging of material and site office in lower level.

- Finish final landscaping items and punchlist.

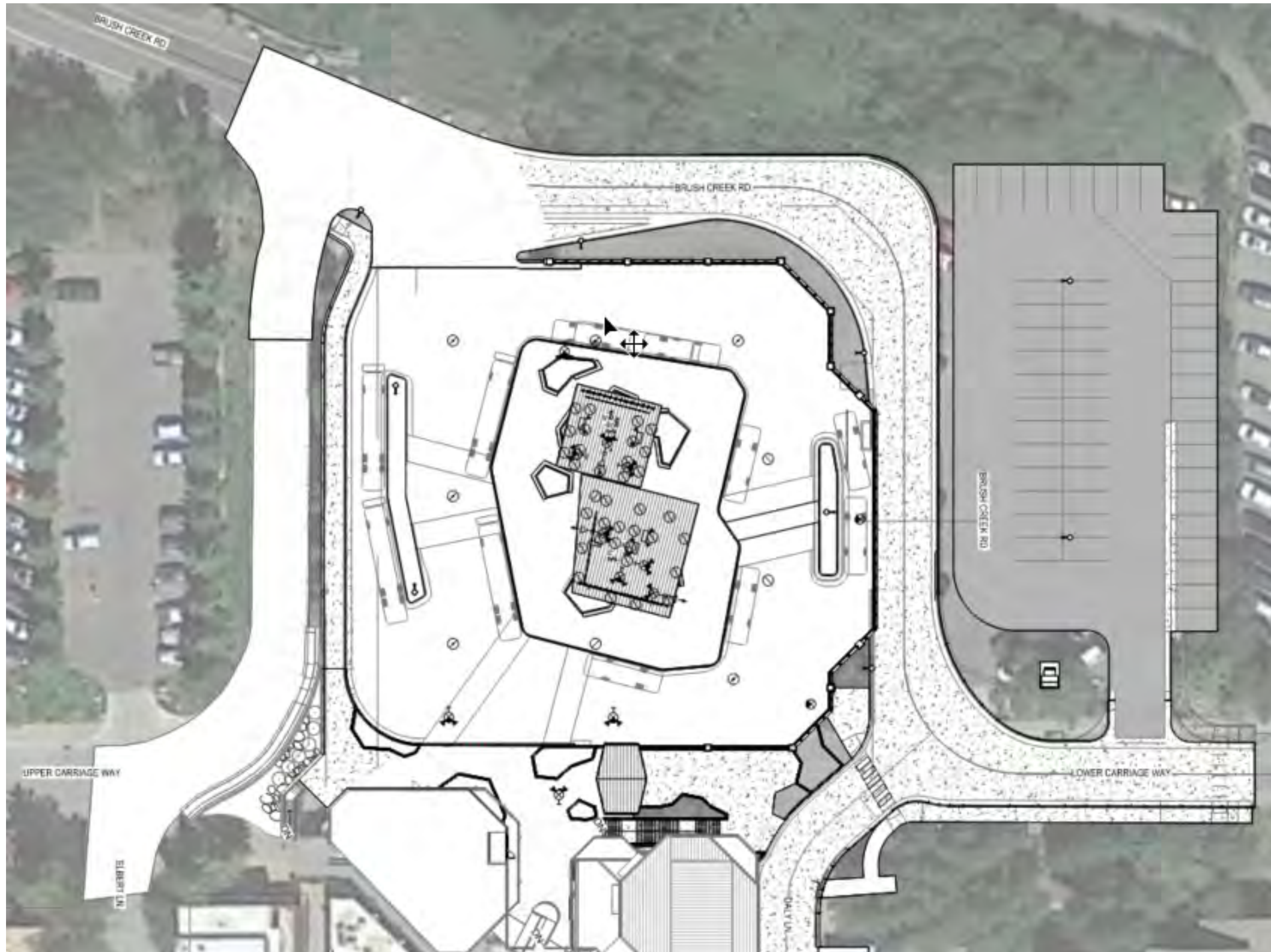


Site Logistics Map Legend	
	Access Gates
	Site Fencing
	Site Trailer
	Roll-off Dumpster
	Portable Toilets
	Soft Opening Limits

TOSV Transit Center - Phasing and Logistics Plan

CONSTRUCTION PHASE 8

- Permanently open connection to mall
- Project Closeout



Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

March 11, 2024

AGENDA ITEM:

An Update Regarding the Council Goal to Preserve, Protect, and Retain Locally Owned and Locally Serving Businesses

PRESENTED BY:

Clint Kinney, Town Manager

BACKGROUND:

In March of 2023, the Town Council adopted the following goal as part of its overarching Goal Statement:

2) Preserve, Protect and Retain Locally Owned AND Locally Serving Businesses

The Council recognizes that the Village is a tourist economy and that locally owned and locally serving businesses need support. The Council firmly believes that such businesses build community through relationships, creating places and reasons for people to gather, and are critical to the community's character. The Council will work to prioritize and incentivize the needs of our local business community and will safeguard a high-quality visitor experience while focusing efforts to serve local residents first and foremost. If it is good for local residents, then it also benefits our guests.

Over the years, the Town, mainly through the Tourism Department, has provided a wide variety of services to help support local businesses including, but not limited to:

- Occupancy reports emailed 2x a month
- Weekly events flyer, emailed every Friday in seasons
- NEW! Snowmass Insider texting platform
- This week in Snowmass ads – 5x per week in seasons -- includes stakeholder events
- Social media rundown posts events weekly
- Event listings on gosnowmass.com – stakeholders can submit their own events
- Re-posting/sharing stakeholder posts on social media
- Public relations – host/tour media to stakeholder businesses
- Pro-photo program. Tourism will send professional photog to local businesses to shoot their business. Free to stakeholders
- Image library – 200+ professional images plus video available at no cost to stakeholders
- Digi 101 – one-on-one consulting with Tourism to maximize exposure on web and social media for businesses
- Blog posts – many businesses included in blog posts on gosnowmass.com
- Listing on gosnowmass.com with links, details and more

- Collateral – available for distribution to businesses + depending on piece, inclusion of business
- NEW! Seasonal Snowmass 101 training for new hires
- Seasonal job fair/promotional programs/campaign
- Annual town-wide sales training for all sales teams at no cost to businesses
- Guest services – two locations available to businesses to pick up collateral + guest service representatives recommend businesses to visitors at no cost or commission to businesses.
- Special events of shapes and sizes
- Overall marketing and group sales services.

In January, the Finance Advisory Board (FAB) began discussing this Council Goal in an effort to offer their expertise to the Council. The FAB plans to continue its discussion regarding the topic at its March meetings but the initial (draft) conclusions and ideas are that:

First, having the Council provide more definition around what is meant by locally owned and locally serving would be helpful (i.e. are the grocery store, ski shops, landscapers and hardware store included?). The FAB wants to make sure that they have defined the “problem” (or understand the Goal) accurately and are working toward appropriate solutions.

The FAB (initial/draft) concluded that the Council focus on two main structural issues:

- 1) Provide more workforce housing.
- 2) Improve the connections and physical connectivity of the Village so tourists and visitors can move about more easily and intuitively.

The FAB also proposed a number of smaller scale solutions for further discussion and consideration:

- Create a small business grant program to help businesses host events at different venues to help support local “3rd Places” (places to gather). Businesses would need to write an essay (or something) and explain why they consider themselves locally owned/ locally serving and then the Town could cover XX % of the cost of the event. The Town Council could adopt criteria to determine the success of the events, etc.
- Every year, full-time residents of TOSV are given some amount of "Snowmass bucks" (the name is just a placeholder). For the sake of argument, let's say it's distributed on a card. (details could be sorted out later).
 - Businesses within TOSV could apply to be part of the program, with the application effectively like an essay of why they embody the goals of the Town Council for local businesses.
 - The Town ends up with a list of XX supported local businesses.
 - The local businesses in the program get to accept the Snowmass bucks.
 - So in short, the town is giving residents \$XX every year to spend as they see fit at "local businesses." The hope is that this would drive locals to local establishments. The Council or whomever can determine who is accepted into the program and all of that money goes directly into the local businesses, but in a way that allows competition to work (only the businesses where locals want to go receive the revenue).

- Expand the current full time resident sales tax rebate program. This new idea could be additive to the same program and in addition to the cash rebate currently paid, the Town could issue a coupon type book/ card (same value of the rebate paid) to qualifying full time residents. The coupons could be in \$20 increments and redeemable at the qualifying local businesses. (in 2023, the Town spent \$49,450 on 989 sales tax rebates).
- Market more to the locals that live here in the Valley. Incentive more Valley residents to come to Snowmass and support businesses.
- Continue to improve connections to our Tourism Department with business that need the help
- Have the FAB and Tourism Board continue to work together-- form another committee -- to mold and fold ongoing ideas

At their February meeting, the Tourism Board discussed how best to reach this Council goal.

The Tourism Board also identified similar structural issues of

- 1) Workforce housing
- 2) Physical connectivity issues - improve the connectivity of the Village so people move around the village and see all the businesses.

In addition, the Tourism Board believes a focus needs to be placed on:

- 1) Continue to focus on promoting the summer to balance out the year—bring more volume of people in the Summer.
- 2) Clearly define an off-season. Help define the off season—determine when summer starts and stops- improve the alignment on this message
- 3) Better understand exactly why the locally owned and serving businesses have decreased so dramatically in Aspen.
- 4) Recognize that the Village Business community is doing better than ever, but this exercise is an opportunity to continue to improve.

Some specific ideas include:

- Oppose proposals such as State Senate Bill 33 that would tax STRs as commercial property. Or more generally, decrease/eliminate any regulations that would decrease the year round bed base
- Provide a \$200 gift card to visitors so they are incentivized to stay in Snowmass to eat and sleep at locally owned businesses.
- Develop programs to get people to stay for apres—
- Subsidize rents for locally owned and serving businesses, especially to help in the summer.
- Continue to increase resources/support for Stakeholders.

This is intended to only be an update on these on-going discussion. Any direction the Council is willing to provide would be helpful.