



REGULAR PLANNING COMMISSION

WEDNESDAY, FEBRUARY 15, 2023 – 4:00 PM

130 KEARNS ROAD
COUNCIL CHAMBERS

- 1. ROLL CALL**
- 2. APPROVAL OF MEETING MINUTES**
 - a. APPROVAL OF 2.01.23 MEETING MINUTES
[02.01.23 Planning Commission Minutes.doc](#)
- 3. ITEMS FOR DISCUSSION**
 - a. PARKING AND PUD TRAFFIC CODE CHANGES
[Agenda Summary PC mtg 2-15-22 - FINAL.docx](#)
[PC Reso 1, 2023 - LUDC Parking & Traffic Code Amdts - DRAFT.docx](#)
[A_Off_street_parking_standards & traffic codes - REDLINE.pdf](#)
[Dept review comments combined.pdf](#)
 - b. TRANSIT CENTER - CONTINUED
[PC Agenda Item Summary 02-15-23.pdf](#)
[Attachment A.pdf](#)
[Attachment B.pdf](#)
[Attachment C.pdf](#)
[Attachment D.pdf](#)
[Attachment E.pdf](#)
[Attachment F.pdf](#)
[Attachment G.pdf](#)
[Attachment H.pdf](#)
- 4. COMMUNITY DEVELOPMENT DIRECTOR UPDATES**
- 5. ADJOURNMENT**

TOWN OF SNOWMASS VILLAGE

PLANNING COMMISSION
MEETING MINUTES

February 1, 2023

Members Present:

Brian Marshack, Chairman
Matthew Dube, Vice Chairman
Jim Gustafson
Doug Faurer
Stan Clauson
David Seglin

Staff Present:

Dave Shinneman
Jeff Conklin
Sara Nester
Jim Wahlstrom

Members Absent:

Others Present:

Jay Shumaker

Call to order: The meeting was called to order at 4:02 p.m. by Brian Marshack, Chairman.

Item 1: Approval of January 4, 2023, Meeting Minutes:

The Minutes from the 1/4/2023 meeting were brought up for approval. Matthew Dube made a motion to approve, second by Jim Gustafson and approved unanimously.

Item 2: Swearing in New Members/Renewed Term:

Barb Peckler, Court Clerk, Swore in David Seglin, a new Planning Commission Member. Brian Marshack, Matthew Dube, Jim Gustafson, and Doug Faurer were also sworn in for a renewed term on the board.

Item 3: Transit Center Special Review – Request for continuance:

There has been a request for continuance on the Transit Center Special review. We have been informed by the town that they have not had enough time to respond to the request made by the Planning Commission. We anticipate the next meeting being on February 15. This will not be a public hearing. At Town Council, there is a public hearing that has been postponed as well as they are waiting for the Planning Commission to receive their recommendations. At these meetings, public comment can be accepted.

46 Jay Shumaker, member of the public, asked what the difference between a
47 public meeting and a public hearing are, and how the public can participate?
48

49 Dave offered a detailed explanation of what the difference is.
50

51 Item 3: Vote for New Chairman/Vice Chairman: There was a vote for a new
52 Chairman and Vice Chairman. The board elected Brian Marshack as
53 Chairman for another term, and Matt Dube as Vice Chairman for another term.
54 There were no other nominations.
55

56 Item 4: Planning Commission Training:

57 Dave Shinneman, Community Development Director, started the conversation
58 with providing the board members an overview of the training that will be
59 provided today. Mr. Shinneman provided a slideshow on APA Role and
60 Responsibility training.
61

62 Jeff Conklin, Town Attorney, and Dave Shinneman, Community Development
63 Director, provided more detail on topics as needed. All commission members
64 were given the opportunity to ask questions to better understand a topic. Mr.
65 Conklin and Mr. Shinneman went into more detail about Quasi-Judicial as
66 there were questions around this topic. There was also discussion on Ex parte
67 Communication.
68

69 Jay made another comment about how Travis Elliott, previous Assistant Town
70 Manager, was working on creating a system called Community Voice. In his
71 opinion, this was a great program.
72

73 Board members commented that they would like to review and amend the
74 sketch plan process. They would like to get this added to the agenda this year
75 as one of our goals. We would like to review and amend the sketch plan
76 process. There were also comments about continuing our bi-monthly
77 meetings. Gus commented that a specific item that he would like to have is the
78 specificity of the comp plan relative to how we apply it to applications.
79

80
81 This meeting was adjourned at 5:51 P.M.
82
83
84
85
86

TO: TOSV Planning Commission

FROM: TOSV Community Development Department –
Jim Wahlstrom, Senior Planner

DATE: February 15, 2023 meeting

SUBJECT: Resolution No. 1, Series of 2023, regarding proposed modification of the parking and traffic codes.

A. BACKGROUND

As directed at the Planning Commission meeting on November 2, 2022, the proposed attached redlined revisions to the parking and PUD traffic codes were referred for review on November 8, 2022 to town departments, districts and other agencies. Comments were requested due on November 28, 2022. The Town's Housing and Transportation Departments responded with the attached comments dated November 10 and 28, 2022, respectively, in support of the proposed changes.

Also at the November 2, 2022 meeting, the Planning Commission directed a draft resolution be prepared for the next available meeting to consider recommending the proposed code revisions to the Town Council. Resolution No. 1, Series of 2023, is attached with its Exhibit 'A' of the redlined code revisions for review and consideration.

The affected goals, policies, and next steps from the Comprehensive Plan relative to parking and traffic are reflected in the resolution for reference.

B. MUNICIPAL CODE AMENDMENT DISCUSSION

The affected municipal code sections are referenced in the attached Resolution No. 1, Series of 2023.

C. STAFF RECOMMENDATION

Staff recommends the Planning Commission approve as written draft Resolution No. 1, Series of 2023, with the corresponding referenced Exhibit 'A' of the redlined changes to the affected parking and traffic code sections.

Attachments:

- Draft Resolution No. 1, Series of 2023;
- Exhibit 'A' of Resolution 1, 2023 that includes the redlined code changes;
- Housing and Transportation Departments' comments dated November 10 and 28, 2022, respectively.

1 TOWN OF SNOWMASS VILLAGE

2 PLANNING COMMISSION

3 RESOLUTION NO. 1,
4 SERIES OF 2023
5

6 A RESOLUTION RECOMMENDING AMENDMENTS TO CHAPTER 1, GENERAL PROVISIONS,
7 AND CHAPTER 16A LAND USE DEVELOPMENT CODE, INCLUDING THE OFF-STREET PARKING
8 STANDARDS AND THE PUD SUBMISSION REQUIREMENTS INVOLVING THE TRANSPORTION
9 IMPACT ANALYSIS AND A PARKING MANAGEMENT PLAN.
10

11 WHEREAS, the Town Council approved Ordinance No. 9, Series of 2018 on December 17,
12 2018, thereby adopting the 2018 Town of Snowmass Village Comprehensive Plan (the
13 "Comprehensive Plan"); and
14

15 WHEREAS, Town Council Ordinance No. 1, Series of 2022, adopted Amendments to the
16 Comprehensive Plan pursuant to the Code mandated Periodic Review's 'State of the
17 Comprehensive Plan' process in 2021; and
18

19 WHEREAS, the 2018 Comprehensive Plan and the 2022 Amendment incorporated Goals,
20 Policies, and Next Steps relative to Parking and Transit; and
21

22 WHEREAS, the Comprehensive Plan's Goal C, Promote Transportation Choice and Mobility,
23 and its policies and next steps state:
24

25 Policy C.1. 'Prioritize Walking, Biking and Safety Improvements,' and

26 Next Step 10: 'Explore the feasibility of implementing an E-Bike Share that is
27 supported by new development'; and

28 Policy C.6. 'Manage Parking and Transit,' and

29 Next Step 1: *Consider implementing parking price increases at various locations and*
30 *monitor results*

31 Next Step 2: *Continue to encourage the installation of EV charging stations*
32 *throughout the Village*

33 Next Step 3: *Monitor vehicle occupancy trends to determine effectiveness of travel*
34 *demand management*

35 Next Step 4: *Support a new car sharing program and encourage Transportation*
36 *Network Companies to come to Snowmass Village*

37 Next Step 5: *Implement code standards that encourage new development to*
38 *participate in and support the car sharing program when it becomes available*
39

40 Policy C.7. *Evaluate and Monitor Progress, and*

41 Next Step 1: *Consider implementing a carpooling incentive program that will allow*
42 *free parking at various locations in the Village*

Next Step 2: *Consider amending the Land Use and Development Code to require any development (except a single-family house) to provide a comprehensive Traffic Impact Analysis, beyond Level of Service (LOS), that addresses traffic generation and alternatives (transit usage, shared vehicle usage, trail connections, potential reduction in parking, E-bikes, cycling, equestrian, and other transportation modes, etc.) as part of the application review*

WHEREAS, amendments to Chapter 16A of the Snowmass Village Municipal Code ("Municipal Code") are necessary to implement certain action steps identified within the Comprehensive Plan; and

WHEREAS, The Code provides the authority for the Planning Commission to initiate an amendment to the text of the development code pursuant to Section 16A-5-210 of the Land Use and Development Code; and

WHEREAS, on September 21, October 19, November 2, 2022, the Planning Commission heard the findings and recommendations of town staff, considered public comments, made its findings and recommendations, and directed the draft code amendments be referred for review by Town departments, referral agencies and districts which occurred on November 8, 2022, and to prepare a resolution for consideration and action at the next available meeting; and

WHEREAS, the amendments contained in this Resolution are being processed under the provisions of Section 16A-5-210, 'Amendments to text of Development Code' of the Municipal Code; and

WHEREAS, the Planning Commission has determined that the revisions to the Municipal Code, as hereinafter set forth, are necessary for the public health, safety and welfare.

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

Section One: General Findings. Based upon the information provided and the staff report, analyses and testimony given during the meetings, the Planning Commission generally finds as follows:

1. The procedural requirements set forth in Section 16A-5-210, 'Amendments to the Text of the Development Code' of the Municipal Code have been satisfied.
2. The proposed amendments comply with the applicable review standards specified within Section 16A-5-210(e) of the Municipal Code.

Section Two: Recommendations to the Town Council. The Planning Commission recommends that the Town Council adopt the amendments to Chapters 1 and 16A of the Municipal Code updating Chapter 1, Article II, Section 1-21, "Definitions," and Chapter 16A, Land Use and

Development Code, Article II & Section 16A-2-20, "Definitions," Article IV, Division 3, Section 16A-4-310, "Off-street parking standards," Section 16a-4-320(a)4(f)(4) for removal of "Parking lot landscaping," Article V, Division 3, Section 16A-5-320, "Sketch Plan" and Subsection 16a-5-320(c)(2)f11, "Parking, circulation and transit," Section 16A-5-340, "Preliminary Plan," and Subsection 16A-5-340(c)(2)o, "Transportation impact analysis," and the addition of Subsection 16A-5-340(c)(2)t, "Parking management plan," of the Snowmass Village municipal code to address proposed modifications to town's parking and transportation/traffic related standards, as further described in Exhibit 'A' attached hereto and incorporated herein.

INTRODUCED, READ, AND APPROVED by the Planning Commission of the Town of Snowmass Village on February 15 __, 2023, upon a motion by Commission Member _____, the second of Commission Member _____, and upon a vote of __ in favor and __ against.

TOWN OF SNOWMASS VILLAGE
PLANNING COMMISSION

Brian Marshack, Chairman

ATTEST:

Sara Nester, Planning Commission Secretary

Attachments:

Exhibit "A" – Planning Commission's Edited Versions of amendments to Chapter 1 and Chapter 16A of the Municipal Code including the off-street parking standards and the PUD submission requirements involving the transportation impact analysis and a parking management plan.

Amend the following Sections to incorporate the following changes:

CHAPTER 1 - General Provisions

ARTICLE II - Definitions and Usage

Sec. 1-21. - Definitions.

Minimum parking spaces means the minimum number of parking spaces which shall be required per bedroom or unit, dormitory sleeping area, hotel/lodge room, commercial space or other use, unless otherwise provided by this Code.

Maximum parking spaces means the maximum number of allowed parking spaces which shall be capped for a particular zone district or use on a site as provided by this Code.

CHAPTER 16A – Land Use and Development Code

ARTICLE II – Definitions

Sec. 16A-2-20. - Definitions.

Minimum parking spaces means the minimum number of parking spaces that shall be required per bedroom or unit, dormitory sleeping area, hotel/lodge room, commercial space or other use, unless otherwise provided by this Code.

Maximum parking spaces means the maximum number of allowed parking spaces which shall be capped for a particular zone district or use on a site as provided by this Code.

ARTICLE IV - Development Evaluation Standards

Division 3. - Site Design Standards

Sec. 16A-4-310. Off-street parking standards.

- (a) Applicability. The standards of this Section shall apply to all development, including development of new uses, expansion of existing uses and the change of use of land or structures. Responsibility for complying with these standards rests with the owner of the property.
 - (1) Uses established after effective date. For all uses established or placed into operation after the effective date of this Development Code (September 2, 1998), there shall be provided that number of off-street parking spaces as specified in this Section.
 - (2) Uses established prior to effective date. For land, structures or uses established or placed into operation prior to the effective date of this Development Code (September 2, 1998), the number of existing off-street parking spaces shall not be reduced below the minimum number of existing spaces required herein. If such land area, structure or use is enlarged or expanded, there shall be provided at least the additional number of off-street parking spaces that is required by this Section.

- (b) Minimum Parking Required. All uses shall be required to provide that number of parking spaces that complies with the standards set forth in Table 4-3, Minimum Off-Street Parking Requirements for Each Zone District, unless a reduction in that number is approved pursuant to Subsection (c), Reduction of Required Parking. Where any calculation of the number of required off-street parking spaces results in a fractional space being required, such fraction shall be rounded up to the next higher number of spaces.

Table 4-3
Minimum & Maximum Off-Street Parking
Requirements for Each Zone District with required inclusions

<u>Zone District</u>	<u>Minimum Parking Required</u>
SF-4, SF-6, SF-15, SF-30, SF-150, EST, DU	1 space per bedroom; minimum of 2 spaces <u>Applies to both free-market and restricted units:</u> <u>1 to 2-bedroom units – 2 spaces;</u> <u>3-bedroom units – 3 spaces;</u> <u>4+ bedroom units – 4 spaces</u>
MF/PUD, MF	1 space per bedroom; 1 space per studio; 1.5 spaces per bedroom in a restricted unit <u>Applies to both free-market and restricted units:</u> <u>1-bedroom / studio units – 1 space;</u> <u>2 to 3-bedroom units – 2 spaces;</u> <u>4+ bedroom units – 3 spaces;</u>
MU, MU-1, MU-2, MU/PUD, CC, CC/PUD	1 space per bedroom; 1 space per studio; 1.5 spaces per bedroom in a restricted unit <u>Applies to both free-market and restricted units:</u> <u>1-bedroom / studio units – 1 space;</u> <u>2 to 3-bedroom units – 2 spaces;</u> <u>4+ bedroom units – 3 spaces;</u> 1 space per 300 sq. ft. of commercial space, except 1 space per 4 <u>indoor</u> seats for restaurants <u>(outdoor seating where allowed shall be exempt)</u>
PUD, SPA-1, SPA-2	Set by adopted plan, except in SPA-2, no parking shall be required for previously subdivided lots
PUB and CON	Determined by special review
OS	Not applicable
<u>Zone District</u>	<u>Minimum Inclusions with Required Parking</u>
<u>MF/PUD, MF;</u> <u>MU, MU-1, MU-2, MU/PUD, CC,</u> <u>CC/PUD</u>	<u>1 shared vehicle or van shuttle for every 50 parking spaces and located within close proximity to pedestrian entry area(s);</u> <u>1 EV-charging station for every 25 parking spaces;</u> <u>1 E-bike, or 2 bicycles, provided in area on the site, for every 10 parking spaces;</u> <u>1 commonly shared drop-off, pick-up or pull off space for use by shared transportation vehicles on a project development site that includes parking lots with over 25 spaces; 2 for parking areas beyond 50 spaces.</u>
<u>Zone District</u>	<u>Maximum Parking Allowed</u>
<u>SF-4, SF-6, SF-15, SF-30, SF-150,</u> <u>EST, DU</u>	<u>No maximum</u>

Created: 2021-07-02-10:09:49 [EST]

(Supp. No. 20__, Add.)

MF/PUD, MF;
MU, MU-1, MU-2, MU/PUD, CC,
CC/PUD

125% of the required minimum parking on the project
development site.

(c) Reduction of Required Parking. Parking may be proposed to be reduced by one (1) or more of the following options:

- (1) Shared parking. Off-street parking facilities for separate uses may be provided collectively, if the total number of spaces provided is not less than the sum of the separate requirements of each such use. However, no parking space or portion thereof shall serve as the required space for more than a single use, unless the Town specifically authorizes a shared parking arrangement. In order to obtain approval of a shared parking arrangement, the applicant shall be required to show in a Parking Management Plan that the peak use period for the uses will not overlap with one another, that the uses are located on the same or adjoining sites, and that the total number of spaces that would be required for all uses has not been reduced by more than twenty percent (20%).
- (2) Alternative parking plan. The Comprehensive Plan recommends that day skier parking be reduced west of the Woodbridge pedestrian bridge and be increased east of that bridge. In order to accomplish this recommendation, applicants proposing development that will be located west of the Woodbridge Bridge are encouraged to, but applicants proposing development that will be located east of said pedestrian bridge may propose to, develop fewer spaces on site than would be required by Table 4-3, both subject to the submission of a Parking Management Plan. For the number of required parking spaces to be reduced, the applicant shall comply with one (1) or a combination of the following options:
 - a. Create parking in desired location. The applicant may develop that parking which would have been required on site in a location that is consistent with the recommendations of Chapter 8, "Future Transportation Plan," of the Comprehensive Plan. The Town may place appropriate limitations on the approval of the development to ensure the off-site spaces are available for use by the public no later than the time the development receives its certificate of occupancy;
 - b. Offer options to automobile usage. The applicant may commit to offering transportation options to residents, visitors or guests of the development that will reduce or eliminate the need for parking on site. Such options may include provision of limousine or van services, payment for enhanced transit services by the Town or RFTA, purchase of transit passes for employees and similar approaches, shared vehicle(s), commonly shared drop-off, pick-up or pull out space, E-bikes, cycling, equestrian (such as a hitching rail provision), and other transportation modes over and above the minimum standard; or
 - c. Provide compact size parking spaces. The applicant may propose, within a predominantly enclosed parking structure and in conjunction with at least one (1) of the other options, to include compact size parking spaces as part of the required parking, up to a maximum of fifteen percent (15%) of the total enclosed parking being provided. Said spaces will only be considered within portions of the structure sufficiently enclosed or screened to prevent fallen, plowed or windblown snow from accumulating within the compact size parking spaces. The appropriate number of compact spaces will be determined at the sole discretion of the Town Council based upon the nature of the proposed uses, public/private parking and access requirements, parking lot management, signage, location and grouping of the compact spaces, design, layout and vehicular circulation patterns within the proposed parking structure.
 - d. Tandem/stacked parking. The applicant may propose, in conjunction with at least two (2) of the other options, to include tandem/stacked parking spaces as part of their required parking.

Tandem/stacked parking will only be considered in conjunction with the overall parking management plan and may only be allowed if there will be valets or other persons employed to assist in the parking of automobiles. A suitable form of guarantee must be provided, ensuring that a valet or other persons will always be available when the parking lot is in operation. The appropriate number of tandem/stacked parking spaces will be determined ~~at the sole discretion of the Town Council~~ based upon:

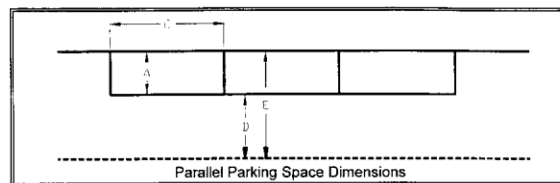
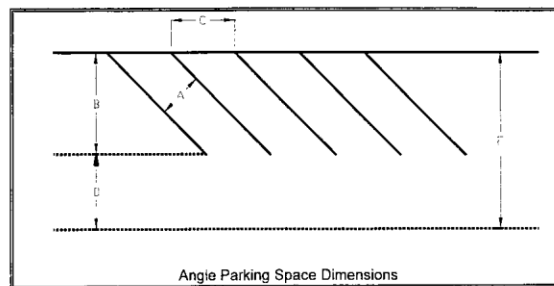
1. The operational nature and parking requirements of the residential project being served;
 2. The parking lot management plan; and
 3. The tandem/stacked parking location, design, layout and vehicular circulation patterns within the proposed parking lot or structure.
- e. Contribute cash-in-lieu. The applicant may make a one-time cash payment to the Town, in the amount of twenty-five thousand dollars (\$25,000.00) per space. Approval of the payment-in-lieu shall be at the option of the Town Council.
1. Payment due at building permit. The payment shall be due and payable at the time of the issuance of a building permit.
 2. Use of funds. All funds collected by the Building and Planning Department shall be deposited in a separate interest-bearing account. Monies in this account shall be used solely for the planning, design and construction of new public parking spaces in locations that are consistent with the recommendations of ~~Chapter 8, "Future Transportation Plan," the currently adopted of the~~ Comprehensive Plan ~~Amendment~~.
 3. Refund. Any payment made for a project for which a building permit is not issued or is cancelled may be refunded if the current owner of the property submits a request for a refund to the Finance Director. All requests for refunds shall be accompanied by a copy of the receipt issued for payment of the fee.
 4. Review of fee schedule. In order to ensure that the payment-in-lieu schedule is fair and represents current cost levels, it shall be reviewed within two (2) years of its effective date, and every two (2) years thereafter. Any necessary amendments to this Section shall be initiated by the Town Council to address the results of the review.
- (d) Characteristics of Required Off-Street Parking.
- (1) Minimum dimensions. Each exterior off-street parking space shall consist of an unobstructed open area measuring at least nine (9) feet wide by nineteen (19) feet long with the exception that a required single-family detached parking space may be reduced in size to consist of an unobstructed open area measuring eight (8) feet wide by eighteen (18) feet long. Spaces within enclosed parking areas may be reduced to eight (8) feet six (6) inches in width and eighteen (18) feet in length. Compact parking spaces may be eight (8) feet wide by sixteen (16) or eighteen (18) feet long, as approved by the Town Council. All parking spaces shall have a minimum unobstructed vertical clearance of seven (7) feet six (6) inches in height.
 - (2) Surface treatment. Off-street parking spaces shall be paved with a durable all-weather surface or be covered with gravel, and shall be maintained in a usable condition at all times. Paved surfaces shall be striped to demarcate the parking spaces and shall be graded for proper drainage.
 - (3) Unobstructed access. Excepting parking for single-family and two-family residences (see paragraph (4) below), each parking space shall have unobstructed access to a street, driveway or aisle. Off-street parking lots shall be provided with entrances and exits that are located to provide safe and efficient means of vehicular access to such parking spaces, to minimize traffic congestion and hazards and to not interfere with roadway and roadside ditches and drainage.

- (4) Parking for residences. Parking areas provided for single-family detached and two-family dwellings may consist of garage area, parking strip or apron, which allows for tandem and stacked parking.
- (5) Lighting. Lighting facilities, if provided, shall be arranged so that lights neither unreasonably disturb occupants of adjacent properties nor interfere with driver vision. Light sources shall be shielded from sight and shall be arranged to prevent direct light from spilling over onto adjacent residential uses. The maximum height of any light pole shall be twenty (20) feet. Poles of a lower height, that are more compatible in scale with pedestrians, are encouraged. Overall compliance with the Town's lighting codes is required.
- (e) Prohibited Uses of Parking Spaces. Required parking spaces shall be available for the parking of operable passenger vehicles of residents, guests, customers, patrons and employees of the use for which they are required. Prohibited uses of required parking spaces shall be as follows:
- (1) Vehicle sale or repair. Required off-street parking spaces shall not be used for the sale, repair, dismantling or service of any vehicle, equipment, materials or supplies, nor shall any such activity adjacent to an off-street parking space obstruct required access to off-street parking spaces.
 - (2) Storage. Required off-street parking spaces shall not be used for storage of earth-moving machines, trailers, motor homes or construction-related or similar heavy equipment.
- (f) Parking Lot Design.
- (1) Minimum dimensions. The minimum dimensions for parking spaces, rows and aisles, based on one-way movement, are listed in Table 4-4, Minimum Dimensions for Parking Design, and are depicted in the illustrations that follow. The letters shown in the columns in the table correspond to the letters depicted on the illustrations or a site plan.

The minimum aisle width, based on two-way movement, shall be twenty-two (22) feet.

TABLE 4-4 MINIMUM DIMENSIONS FOR PARKING DESIGN					
9' x 19' PARKING SPACE					
Parking Angle (in degrees)	Stall Width "A"	Stall Depth "B"	Curb Length "C"	Aisle Width "D"	Total Depth "E"
0 (parallel)	9'	9.0'	23'	12'	21'
45	9'	20.5'	N/A	13'	33.5'
60	9'	21.5'	N/A	18'	39.5'
75	9'	21.0'	N/A	19'	40'
90	9'	19.0'	N/A	23'	42'
8' x 16' PARKING SPACE					
Parking Angle (in degrees)	Stall Width "A"	Stall Depth "B"	Curb Length "C"	Aisle Width "D"	Total Depth "E"
0 (parallel)	8'	8'	20'	12'	20'
45	8'	17'	N/A	13'	30'
60	8'	17.8'	N/A	18'	35.8'

75	8'	17.5'	N/A	19'	36.5'
90	8'	16'	N/A	23'	39'
8' x 18' PARKING SPACE					
Parking Angle (in degrees)	Stall Width "A"	Stall Depth "B"	Curb Length "C"	Aisle Width "D"	Total Depth "E"
0 (parallel)	8'	8'	22'	12'	20'
45	8'	18.4'	N/A	13'	31.4'
60	8'	19.6'	N/A	18'	37.6'
75	8'	19.4'	N/A	19'	38.4'
90	8'	18'	N/A	23'	41'



- (2) Setbacks and snow storage. Setbacks a minimum of eight (8) feet in width shall be required on each side of any parking lot, except in an area immediately adjoining the building which the parking serves. Where any parking lot directly adjoins a building, approved barriers shall be installed to prevent vehicles from striking the building. Parking lot setbacks and other portions of the lot not used for required parking may be used for purposes of snow storage. Adequate drainage shall be provided for the snow storage area, to ensure snow melt does not drain onto adjacent property. Snow shall not be stored within required parking spaces, except on an emergency basis for a period not to exceed forty-eight (48) hours.
- (3) Handicapped parking. Parking for any use requiring handicapped access shall be provided in accordance with the provisions of Chapter 18 of this Code.
 - a. Sign. All spaces reserved for physically handicapped persons shall have a raised standard identification sign. The identification sign shall be twelve (12) inches by eighteen (18) inches, with a height not to exceed seven (7) feet. The standard colors of the sign shall be white on blue.
 - b. Location. Parking spaces reserved for physically handicapped persons shall be located as close to the use's entrance as is reasonably possible.

-
- (4) Compact parking spaces. Compact parking spaces shall be grouped together when practicable, with each space identifiable by the location of a sign stating "Compact Cars Only." The dimensional area of the parking space shall be unobstructed.

(Ord. 4-1998 §1; Ord. 7-2000 §1; Ord. 7-2004 §1; Ord. 16-2010 §1; Ord. __, 2022 §1)

Sec. 16A-4-320. - Landscaping, grading and other design standards.

- (a) Landscaping Standards.

~~(4) Landscaping of parking areas. Standards for landscaping of parking areas are provided in Section 16A-4-310(f)(4), Parking Lot Landscaping.~~

ARTICLE V – Review Procedures

Division 3. - Planned Unit Development

Sec. 16A-5-320. - Sketch plan.

- (c) Sketch Plan Review Procedure. The following procedures shall apply to an application for review of a sketch PUD plan. These procedures are illustrated in Figure 5-3, Sketch PUD Application Procedures.
- (2) Submission of application. The applicant shall submit an application to the Planning Director that contains the following materials:
- f. Summary. A sketch plan summary containing the following:
11. Parking, circulation and transit. The anticipated number of parking spaces, the proposed locations of these spaces and a statement of whether the project will comply with the underlying zone district standards or is requesting a variance ~~reduction~~ from those standards. Additionally, a conceptual plan setting forth on- and off-site circulation patterns and any transit facilities associated with the project.

Sec. 16A-5-340. - Preliminary plan.

- (c) Preliminary Plan Review Procedure. The following procedure shall apply to an application for review of a preliminary PUD plan. This procedure is illustrated in Figure 5-4, Preliminary PUD Application Procedures.
- (2) Submission of application. The applicant shall submit an application to the Planning Director that contains the following materials:

o. Transportation impact analysis. All development proposals shall analyze the impact of the proposal on the Town's transportation system, road capacities and parking facilities, including if the parking provisions exceed the minimum off-street parking standards up to the maximum parking amount allowed. The Planning Director may, however, waive this requirement for proposed development that contains less than five (5) dwelling units, or less than two thousand (2,000) square feet of nonresidential space, and does not exceed the minimum off-street parking requirements, or an addition to a ski area if it is determined that the transportation impacts generated by the development are negligible and that requiring a detailed analysis is not warranted. If required, the applicant shall submit the following information in a manner that permits the Town to evaluate the impacts of the proposed development:

1. Daily traffic counts. All total daily traffic counts shall be actual machine counts and not based on factored peak hour sampling. All raw traffic count data, including average daily volumes and peak hour turning movements, shall be provided in the appendices of the report.
2. Trip generation rates. The applicant shall use the following vehicular trip generation rates to calculate the development's impact on the Town road network:

EXPAND

Single-family detached dwelling	8.0 trips/dwelling
Two-family dwelling	8.0 trips/dwelling
Multi-family dwelling	5.0 trips/dwelling
Hotel/lodge	4.0 trips/dwelling
Commercial	40.0 trips/1,000 net sq. ft.
Ski area	To be determined during PUD review
Uses Not Listed Above	To be determined by Planning Director

The Planning Director shall determine the trip generation rates for uses not listed above by consulting recognized professional publications, or studies completed for resort communities similar to the Town.

The Town Council may, upon request by the applicant, accept different trip generation rates than those listed above, considering whether any special transit features are planned for the development, or if there are unusual land use, occupancy or other features of the development.

3. Existing conditions. The report shall identify the exact limits of the study area, which should be determined based on engineering judgment and an understanding of existing traffic

conditions at the site. Within the study area, the applicant shall describe existing roadways and intersections, including geometry and traffic control. The report shall describe existing traffic volumes and the existing level of service at intersections and roadway segments. Daily and peak hour traffic counts shall be obtained by the applicant at locations determined by the Town.

4. Anticipated ridership. A determination of the anticipated public transportation ridership, using data supplied by the Town's Transportation Department for similar projects with the Town, and the potential cost to the Town for providing public transportation services to the development. The report shall also analyze the proposal's impact on the Town's transportation system and provide a description of shuttle stop improvements that may be necessary to safely and effectively provide service to the development.
5. Trip generation and design hour volumes. A summary table shall be provided listing each type of land use, the number of units or the amount of nonresidential square footage involved, the average trip generation for each use (total daily traffic and a.m. and p.m. peaks) and the resultant total trips generated.
6. Trip distribution. The direction of approach for site-generated traffic shall be presented in the report. The technical analysis steps, basic methods and assumptions used shall be clearly stated.
7. Trip assignments. Internal trips shall not exceed ten percent (10%) without analytical support to demonstrate how the larger figures were determined. Nongenerated passerby traffic reductions in generation volumes may be considered if applicable. The trip assignment shall include filling out a copy of the Trip Table (provided by the Planning Department) for links in the transportation network.
8. Existing and projected traffic volumes. The report shall include the following illustrations:
 - a) Peak hour traffic. Illustrations of current a.m. and p.m. peak hour site traffic (in and out), including turning movements.
 - b) Future peak hour traffic. Illustrations of future a.m. and p.m. peak hour site traffic (in and out), including turning movements for current conditions and future buildout of the project, with background traffic projected five (5) years into the future.
 - c) Other peak hours. Illustrations of other peak hours that may be critical to site traffic and the road system in the study area. Other peak hours will be mutually agreed upon by the Town and the applicant.
9. Capacity analysis. The report shall include a capacity analysis for all public street intersections impacted by the proposed development and for all private property access points to streets adjacent to the proposed development identified in the previously defined study area, including an assessment of the off-street parking provisions and how it might impact trip generation. The a.m., p.m. and any other possible peak periods shall be tested to determine which peak hours need to be analyzed. Capacity calculations (intersection and roadway segments) shall be based upon the techniques described in the

"1985 Highway Capacity Manual," Transportation Research Board, Special Report 209. All capacity analysis work sheets shall be included in the appendices of the report.

10. Level of service. Level of service "C" or better on all but the ten (10) peak traffic days of the year has been determined to be the acceptable design standard for all intersection and roadway segment operations. All modes of transportation shall be addressed including any negative impacts according to the Comprehensive Plan's Strategic Initiatives. The applicant shall propose mitigation measures that are consistent with the Comprehensive Plan, including illustrations of each improvement showing the length, width and other pertinent geometric features for any operation in the transportation network that is caused to exceed a level of service "C" by the proposed development.
11. Traffic accidents. Traffic accident data for affected street corridors may be required for the study. The study period will normally be three (3) years. Such locations will be specified by the Town. Where this is necessary, estimates of increased or decreased accident potential shall be evaluated for the development, particularly if the proposed development might impact existing traffic safety problems in the study area. Safety improvements shall be proposed where necessary.
12. Conclusions. The report shall contain a clear and concise executive summary, describing the study's findings. If the analysis indicates unsatisfactory levels of service, a description of proposed improvements to remedy deficiencies shall be included in the executive summary.

t. Parking Management Plan. If the application proposes a reduction of the minimum off-street parking requirement, a Parking Management Plan shall be submitted pursuant to the provisions of Article IV Development Evaluation Standards, Division 3 Site Design Standards, in Sec. 16A-4-310. Off-street parking standards, of this Code.

INTEROFFICE MEMORANDUM

TO: JIM WAHLSTROM, SENIOR PLANNER; DAVE SHINNEMAN, COMMUNITY DEVELOPMENT DIRECTOR
FROM: BETSY CRUM, HOUSING DIRECTOR
SUBJECT: PROPOSED DRAFT PARKING & TRANSPORTATION/TRAFFIC CODE AMENDMENTS
DATE: NOVEMBER 10, 2022

I am writing to comment on the proposed draft changes to the parking and transportation/traffic standards within Chapter 16A, Land Use & Development Code. From my perspective as the TOSV Housing Director, I strongly support all of the proposed changes.

I appreciate the trade-off that the Commission is weighing. Parking requirements are necessary to ensure that residents have a dedicated place for their vehicles without creating negative impacts on public parking and roadways. At the same time - and especially in multifamily housing - parking increases the cost of developing housing by increasing the land area required, taking away from the area that could be used for additional residential development. As you indicate, there is a growing movement across the U.S. to reduce parking requirements for affordable housing, especially where it is close to public transit. The idea of "smart growth," which concentrates growth in compact walkable centers to avoid sprawl, is now considered a best practice and I am excited to see it being extended to parking regulations.

Current Town of Snowmass Village zoning requires at least one (1) space per bedroom for residential development and 1.5 spaces per bedroom for deed-restricted housing. These minimum standards have the result of applying a much higher requirement for affordable housing than for free market units, adding considerable cost and taking up a great deal of space. The proposed draft aligns restricted housing requirements with the non-restricted requirement, leveling the playing field and allowing for a greater balance between car ownership and the use of our excellent transit system. The call-out for tandem parking is also greatly appreciated, as it is yet another way to meet parking standards while also maximizing green space. I strongly support the recommendations around shared vehicles, EV-charging stations, and bicycle stations for larger multifamily developments. This will have the impact of encouraging these emerging technologies and trends and integrating them into our community going forward. Finally, I fully support the idea of capping parking. The more ways in which we incentivize people to use public and non-vehicular transportation, the better.

Concerning the Comprehensive Plan Goal amendment, I would like to add my support for an e-bike-sharing program and a community-wide car-sharing program. I can attest to the interest in such programs and would be interested in seeing them installed in or near our workforce housing properties. I have also had an excellent response to the recently-installed EV station at Mountain View, which has been used extensively since the day it was activated.

Thank you for the opportunity to comment. Please let me know if you have any questions.



TRANSPORTATION DEPARTMENT MEMO

To: Jim Wahlstrom

From: Sam Guarino

CC: Dave Shinneman

Date: 11/23/2022

Re: Off Street Parking Standards and Comprehensive Plan Amendments

-
1. Off Street Parking Standards
 - a. The Transportation and Parking Departments are supportive of the changes to the parking minimums and the introduction of parking maximums. We believe this is an important action for minimizing vehicle traffic in the Town and promoting the use of Transit.

MEMORANDUM

TO: Snowmass Village Planning Commission

THROUGH: Dave Shinneman, Director
Community Development Department

FROM: Brian McNellis, Senior Planner – AICP, MLA
Community Development Department

DATE: February 15, 2023 (continued from January 25th)

SUBJECT: Special Review of the proposed Transit Center application.

I. PURPOSE

Section 16A-5-230 – Special Review (a) Purpose, of the municipal Land Use Code states: *“There are certain uses which, because of their unusual character and potential impact upon the use and enjoyment of neighboring property, cannot be classified into a particular district or districts without site specific consideration of their impacts upon neighboring lands and upon the public need for the particular use at the particular location. These uses require special review of their location, design, intensity, density, configuration, operating characteristics and impacts on public facilities, and may require the imposition of appropriate conditions to ensure the use will be compatible at a particular location and mitigates its adverse impacts.”*

Since the initial submission, the overall design and architecture of the Transit Center has been reduced in size and amended as such. The application materials, the description, justification, vicinity map and other drawings may be found on the Town’s web page at this link: [Transit Center \(tosv.com\)](https://tosv.com)

II. SUMMARY DESCRIPTION AND BACKGROUND

At the November 30th meeting, the Planning Commission unanimously approved the draft PC Resolution No. 4, Series of 2022 which recommended an Official Amendment to the Zoning Map of Snowmass Village from Specially Planned Area (‘SPA’) to Public (‘PUB’). The rezoning was subsequently approved by the Town Council via Ordinance No.1 of 2023 on January 17th. The rezoning allows for Special Review of “Major Community Facilities” such as the proposed Transit Center in the Public zone.

III. MUNICIPAL CODE REVIEW STANDARDS

An application for Special Review shall comply with the following review standards pursuant to Section 16A-5-230 of the Land Use Code:

- (1) **Consistent with Comprehensive Plan.** The proposed use shall be consistent with the intent of the Town of Snowmass Village Comprehensive Plan.

Staff Response: One of the overarching Guiding Principles of the Town of Snowmass Village as identified in the Comprehensive Plan is “Connected” which aims to, “support a

safe, reliable and innovative transportation system that balances all modes of transportation (walking, biking, transit and motor vehicles) in all weather conditions, and offers strong linkages between neighborhoods, nodes, and valley-wide communities.” The Comprehensive Plan further identifies the West Village, Comprehensively Planned Area as an appropriate place to, “*encourage Transit Oriented Development (TOD) that will incorporate a new Transportation Center with civic spaces and plazas with good solar exposure. With a large percentage of boarding on both the RFTA and Snowmass shuttle system occurring in the West Village, the area should accommodate a new modern transit center in concert with any proposed Mall expansion.*” The Comprehensive Plan goes on to state that, “*current conditions need to be improved to increase the level of multi-modal options in Snowmass Village.*”

- (2) **Comply with standards of Development Code.** The proposed use shall comply with all other applicable standards of this Development Code, including, but not limited to:
- a. 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.
 - b. Development evaluation standards. The applicable standards specified in Article IV, Development Evaluation Standards.

Staff Response: The newly designated Public (‘PUB’) zone accommodates the proposed Transit Center as a Special Review use as considered herein.

- (3) **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.

Staff Response: The proposed location of the new Transit Center is the same as the existing RFTA transit stop and shelter. The improvement of this facility will accommodate both RFTA busses and Town Shuttles in the same location. This will increase efficiency of these contributing transit options and eliminate confusion amongst the Town’s visitors. The proposed Transit Center will also enhance activity for the adjacent Snowmass Mall commercial area and encourage mass transit as a more viable option for nearby lodging and residential units.

Staff has not has adequate time to respond to the design modifications requested by the Planning Commission.

- (4) **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.

Staff Response: The intent if the proposal is to better accommodate and vastly improve public transportation services along designated/existing RFTA and Town Shuttle routes.

- (5) **Design minimizes 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.

Staff Response: The proposal will help alleviate traffic by enhancing mass transit as a more viable option for tourists, employees, and residents. By consolidating the Town Shuttles at the proposed new Transit Center, Daly Lane could be improved for enhanced delivery and trash removal for commercial operations associated with the Snowmass Mall.

- (6) **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.

Staff Response: The proposed Transit Center would be located within the Brush Creek Impact Zone. The civil improvements associated with the new facility will result in a better drainage situation and will ultimately remedy existing ecological impediments to Brush Creek (see FTA Region 8 Categorical Exclusion Worksheet – Attachment C)

- (7) **Facilities.** There shall be adequate public facilities available to serve the proposed use, or the applicant shall propose necessary improvements to address service deficiencies that the use would cause. In particular, the applicant shall demonstrate that 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.

Staff Response: See comments from the Public Works Department/SGM Engineering (Attachment F).

- (8) **Parking.** Sufficient off-street parking shall be provided for the proposed use.

Staff Response: The proposal will result in net loss of 4 parking spaces from Lots 5 and 6 combined which staff expects will be offset by the improvements to public transportation usage.

IV. STAFF RECOMMENDATION

Staff recommends the Planning Commission discuss the Special Review application for the proposed Transit Center with focus on the overall design (architecture and operations) and more specifically the changes to the design as requested of the architect at previous meetings. The Planning Commission should consider the draft PC Resolution No. 5, Series of 2022 and make changes as needed for a recommendation of approval to the Town Council.

V. ATTACHMENTS

- A. Transportation Department memo & Application Update
- B. Draft PC Resolution No. 5, Series of 2022
- C. FTA Region 8 Categorical Exclusion Worksheet

- D. Dunlop Consulting letter 11/22/2022
- E. Housing Office memo 11/22/2022
- F. Public Works memo 11/23/2022
- G. Fire District Letter 12/9/2022
- H. Public Comments (since January 4th)

MEMORANDUM

To: Town of Snowmass Village Planning Commission

From: Sam Guarino, Transportation Director, Town of Snowmass Village

CC: Brian McNellis

Date: 02/15/23

Re: Town of Snowmass Village Transit Center Application

BACKGROUND:

The need for a Mall Transit Center that incorporates both the regional and local transit systems at a single location and provides a high-quality sense of welcome to the community has been recognized since at least 1985 when the first feasibility study on a combined transit center was completed.

Snowmass Village is world class resort and community. We have had a 40 plus year commitment to a world class transit service and, in order to continue to provide that service, we need a world class transit center to serve our residents, visitors, and employees. Together RFTA and the Village Shuttle provide approximately 1 million rides a year to and from the Mall at an approximate combined operations cost of \$9-10 million annually. RFTA and the Village Shuttle are doing so with aging facilities that frequently meet or exceeded their capacities. The RFTA depot was built in the late 60s and the Village Shuttle depot was built in 1987.

The proposed Transit Center will greatly improve passenger experience by having RFTA and the Village Shuttle services on a single platform that is level to the rest of the Mall, as well as providing a guest and rider information desk, and public restrooms. Transferring between the regional and local services will be much easier and allow for the Village Shuttle to effectively act as a first and last mile connection to the regional service. Buses and bus routes will also be able to operate independently of each other; as opposed to now where buses stack up behind each other and cannot leave until the bus in front of them moves. This opportunity for buses to operate independently of each other is an important benefit created by this project.

Pedestrian connectivity is another major focus of this project. Making the Transit Center a flat surface, at grade with the mall will improve access and eliminate the need for people arriving to climb stairs or move across uneven terrain. This will be a drastic improvement for ADA access. Relocating timed parking to below the proposed bus platform will improve safety by eliminating the need for pedestrians to cross the busy and steep Lower Carriage Way. Furthermore, there will be improved and additional wayfinding signage to help make riding the buses as easy as possible. This is an opportunity to provide guests with a real sense of welcome and arrival at the Snowmass Mall with a facility Snowmass Village can be proud of.

All of these improvements will result in providing a more visible, functional, and easier to use transit service, which will be instrumental in promoting less use of cars within the Town. That, along with an environmentally responsible design for the project, will promote sustainability within the Village. Conveniently located, affordable, and easy to use transit services allow for our residents and employees to get ahead by saving on personal transportation costs and improving the quality of their commute to work.

This project has earned the support of many major stakeholders in our community. Attached to this packet you will find letters of support from Snowmass Investment Group (The Mall), Aspen Skiing Company, and a letter from Roaring Fork Transportation Authority (RFTA). The RFTA letter addresses both RFTA's overall support for the project as well as their opinion that the overall design is safe.

DESIGN IMPROVEMENTS:

As a result of the previous meetings with the Planning Commission, numerous improvements have been made and studies have been conducted to significantly improve the design and the community fit of the project.

The Planning Commission has suggested changes to the appearance of the project that have helped to soften the appearance, as well as put the design more in line with the natural surroundings and the adjacent built environment. Changes to the screening element around the underside of the bus platform have helped to not only block interior lighting as well as utilities, but also maintain a more rustic feel. Materials, color changes and using existing Town facilities as inspiration have helped the building to blend into the community better.

A major focus of this process has been improving the landscaping throughout the impacted area to ensure that, to the extent possible, the sense of a wooded environment would not be lost. To this end, trees and foliage have been added in the landscaped areas around the building itself. Additionally, the planned Parking Lot # 5 has been decreased in size to allow for a much wider area of landscaping to help break up the height of the planned retaining wall while adding numerous trees and shrubs.

Safety was a major concern of the Commission and many possibilities for improvements were identified. The idea of a counterclockwise movement was suggested to prevent pedestrians crossing the bus lane to a center island. While this appears to be a seemingly intuitive way to avoid pedestrian/bus interactions, this was studied again and unfortunately would not allow for enough bus bays to be feasible and serve the needs of the operation. Therefore, a design forcing very slow speeds, careful, focused direction of pedestrians to specific and obvious locations, and speed tables for the buses was designed. These design elements, along with limiting use of the platform to professional drivers, will make the Transit Center safe. The safety of the design has been confirmed by the project design team, Town of Snowmass Village operations staff, as well as the RFTA operations team. Similar examples of this design are found at DIA, 27th Street in Glenwood Springs, and Ruby Park in Aspen. The center island concept is a proven and safe design element.

Pedestrian safety along the new (proposed) section of Carriage Way was also raised as a concern. After studying the issue, a two-pronged solution was adopted. The section between the opening to the garage and Daly Lane will have a pedestrian path to allow for an easy and safe walkway. We did study the feasibility of a sidewalk along Carriage Way uphill from the garage entrance as well. The analysis revealed that because the location and height of the deck is controlled by the need to keep it level with the Mall, adding a walkway from the garage access point (uphill) would require widening and then moving the new Carriage Way further downhill. This shift would then increase retaining wall heights, exasperating that issue while putting pedestrians in a less than ideal location. Therefore, the Carriage Way section from the garage opening uphill to the entrance to the bus platform is not designed with a sidewalk, but rather a refuge or buffer of short grass to allow for any pedestrians, who find themselves in this area, to be able to get out of the roadway. We plan to staunchly discourage use of this route through signage and other methods, but if a pedestrian finds themselves in this location, they will have a safe place to remove themselves from traffic.

Finally, a discussion was had about providing locations for skier pickup/drop-off in the new lot 6 covered parking area. While we did not create any design changes as a result of this conversation, the Daly Lane bus depot was identified as a suitable solution for this service. If further drop-off locations are needed within the covered parking area, possible locations for this are available within the current design.

CONSTRUCTION MANAGEMENT PLAN

Two construction management plans are being developed. One plan could condense the project to a 27-month timeframe. A second plan, would expand the construction timeframe to 40 months, but ensure that the actual impacts of the construction activity are a minimal level. The extended construction timeline would allow RFTA to serve the Mall for all of the busy tourist seasons and not have more than one lane of any road closed at any time, thus allowing full access for all businesses through the entirety of the project.

CONCLUSION:

We believe that, with the help of the Planning Commission, we have designed a Transit Center that the Town of Snowmass Village will be proud of. It will be the first experience many visitors will have upon arriving to Snowmass Village and will give the impression of a community that not only cares about transit, but also cares about its environment, residents, guests, and employees. The Snowmass Transit Center will help bring our town and transit systems into a 21st century focused on sustainability and community character.



MEMORANDUM

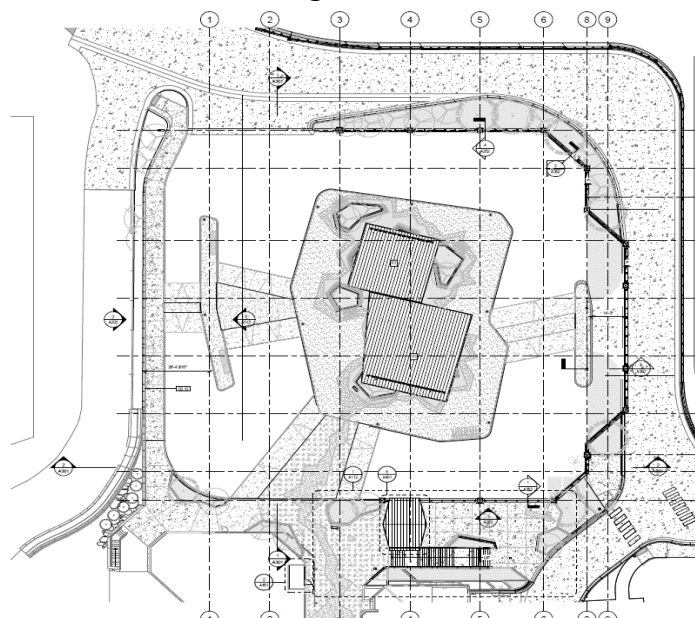
TO: Mayor and Town Council, Town of Snowmass Village
FROM: Dan Blankenship, Chief Executive Officer, RFTA
SUBJECT: Support for Snowmass Village Transit Center
DATE: December 28, 2022

This Memorandum is being written in support of the Snowmass Village Transit Center, the construction of which is pending the approval of the Town Council. RFTA has been actively involved in the planning for this facility and has committed \$1.5 million towards the cost of its construction. By consolidating RFTA and Town transit services in one location, the new Transit Center will greatly improve the seamlessness of transfers between services and enhance the ease and convenience of using transit. Incorporating Guest Services and Restrooms on the platform will also improve the user-experience for many thousands of passengers who will be arriving at and departing from the Transit Center each year.

As I understand it, some members of the Town Council may have reservations about the current design due to concerns about pedestrian/bus conflicts. Ideally, it would be best to eliminate all pedestrian/bus conflicts from the design of transit stations, if possible. However, in many instances, due to physical and financial constraints, it may only be feasible to reduce or mitigate the conflicts that exist.

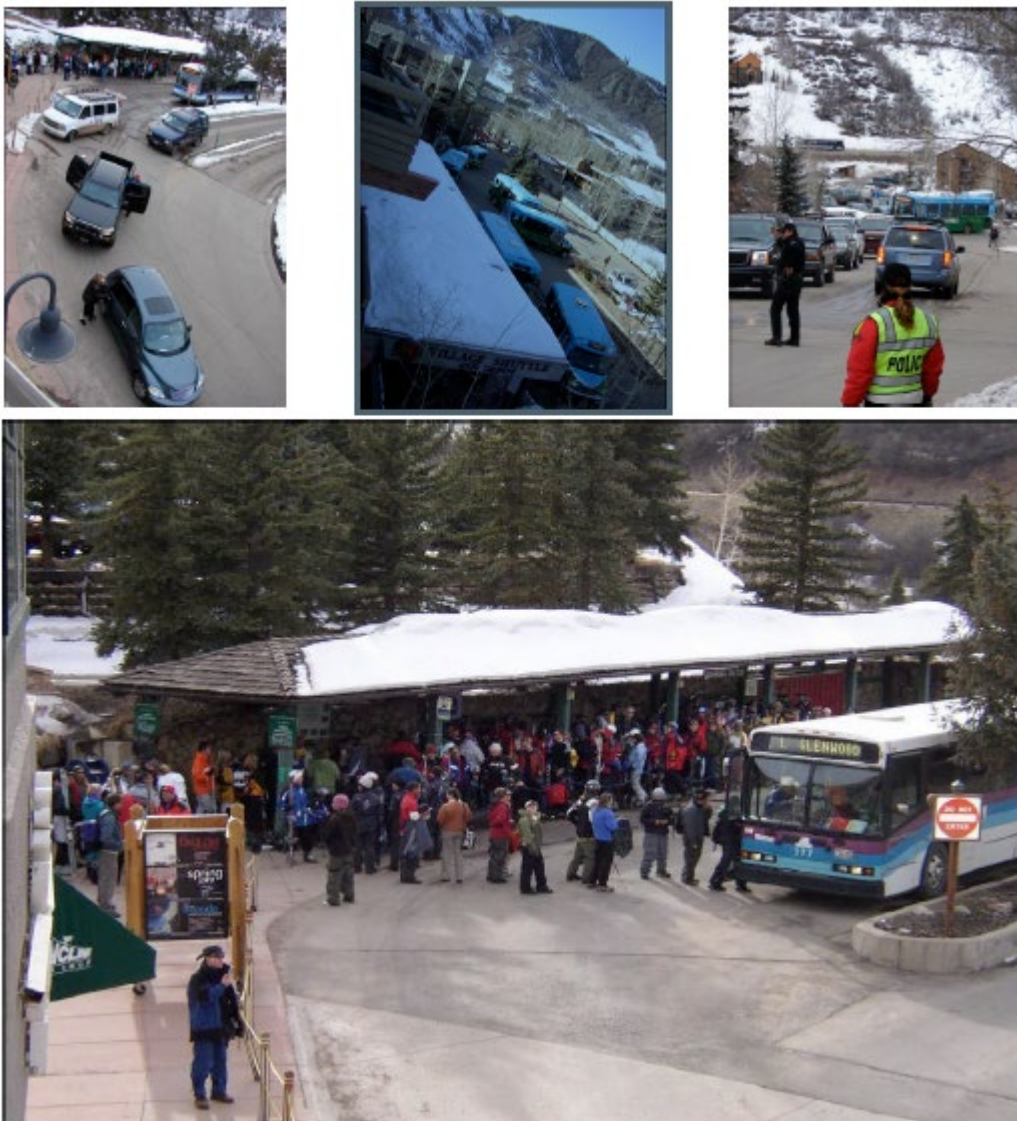
While the current design of the Snowmass Village Transit Center (Figure 1, below) does pose challenges with respect to potential conflicts between pedestrian and buses at 5 locations, it may be helpful to contrast the new design with existing conditions and with other RFTA facilities, where such conflicts also exist and often in more locations.

Figure 1



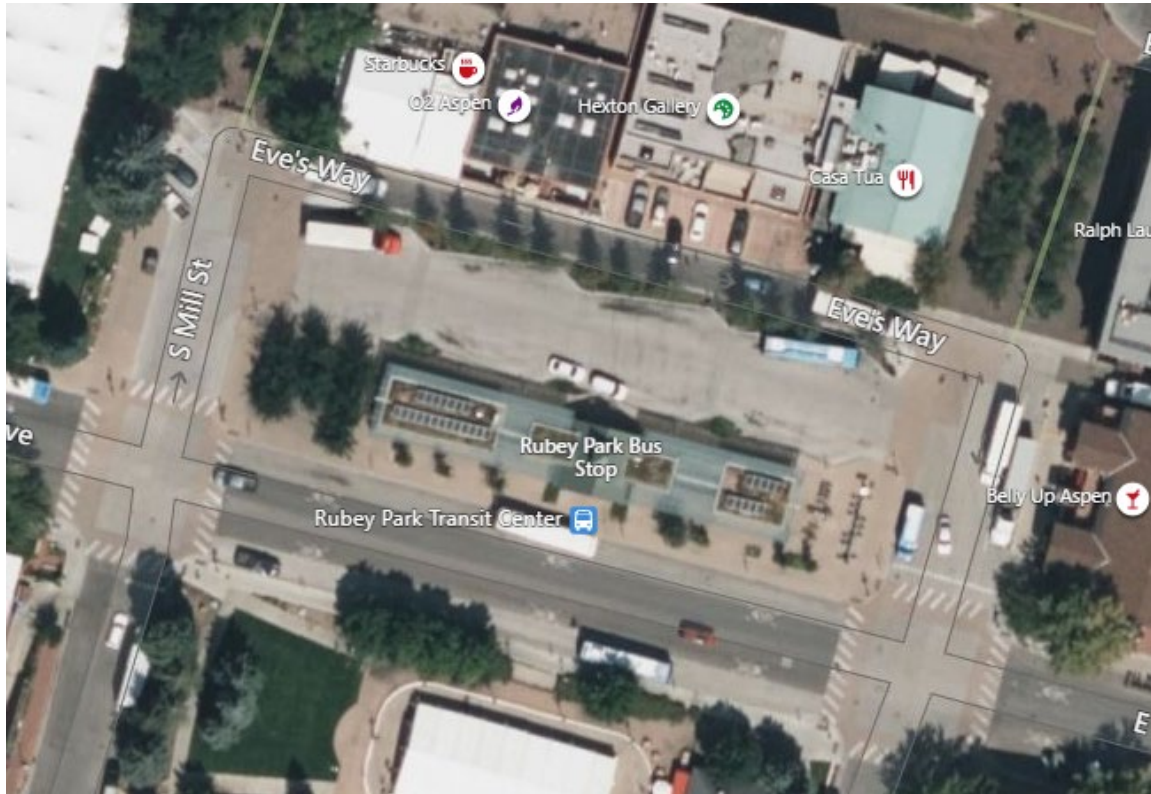
As Figure 2 (below) indicates the current RFTA station at the Snowmass Village Mall is less than ideal in terms of pedestrian and bus/auto conflicts. The configuration of the passenger loading area frequently requires Aspen/Snowmass and Valley Local buses to stage side-by-side and passengers to walk in front of the inside bus to board the outside bus. In addition, other private vehicles, lodge vans, and taxis stop in the middle of the roadway in order to pick up and drop off passengers.

Figure 2



Rubey Park Transit Center, in Aspen (Figure 2, on the following page), has numerous locations at which pedestrians can potentially come into conflict with buses. Inbound and outbound Aspen/Snowmass buses using Durant Avenue, for example, circulate in clockwise fashion around Rubey Park and, in the process, potentially come into conflict with pedestrians at no fewer than 8 locations (including pedestrian crossings on Durant Avenue, as well as crossings at Mill and Galena Streets).

Figure 3



Buses serving the 27th Street Station, in Glenwood Springs (Figure 3, below), can potentially come into conflict with pedestrians up to 7 times, depending on routing and the number of pedestrian crossings on Highway 82 that must be navigated.

Figure 4



In spite of the thousands and thousands of potential pedestrian/bus conflicts at these facilities, the number of accidents involving pedestrian and buses is so low as to almost be non-existent. Some of the reasons for this may be as follows:

- Bus Operators are trained to expect heavy pedestrian activity at these facilities and are on high alert for pedestrians.
- Pedestrians, themselves, are generally aware of their surroundings and exercise due caution around moving vehicles.
- Buses travel at slower speeds in around these facilities.

Conclusion:

The design of the new Snowmass Village Transit Center does create the potential for pedestrian/bus conflicts, although these will not be unique to this facility. Fortunately, there should be excellent sightlines for Bus Operators who will be on the lookout for pedestrians when circulating through the Transit Center. In addition, the potential for conflicts will be mitigated by developing adequate wayfinding for pedestrians, providing training and supervision of Bus Operators, and by requiring low speed limits and incorporating other traffic control measures for buses.

If you have questions, please let me know.



Sam Guarino
Transportation Director
Town of Snowmass Village

November 15, 2022

Re: Support for the Mall Transit Station Design

Dear Sam,

Aspen Skiing Company supports the updated Mall Transit Station design that was shown during the 10/27/22 DRT meeting which showed drawings dated 10/13/22.

We feel that this new Transit Center will improve the experience for all transit riders and will create a more efficient and convenient experience by combining RFTA and Village Shuttle services in one hub.

We are preparing to propose a new chairlift that will originate at the mall elevation (near the location of the former Burlingame Chair). This new ski lift will compliment the new Mall Transit Station by providing guests and employees with a seamless way to access the ski area from the mall. The combination of these two facilities will further improve upon the arrival experience during the ski season.

Please present this letter to the Snowmass Planning Commission to confirm that the Aspen Skiing Company is supportive of the design of the project as it is currently being represented.

Thank you,

A handwritten signature in blue ink, appearing to read "Mak Keeling".

Mak Keeling
Senior Project Manager, Planning & Development
Aspen Skiing Company

P.O. Box 1248
Aspen, CO 81612-1248
970-925-1220
aspensnowmass.com

Snowmass | Aspen Mountain | Aspen Highlands | Buttermilk



Clint Kinney
Town Manager
Town of Snowmass Village
Snowmass Village, CO 81615

November 15, 2022

RE: Proposed SMV Transit Center Redevelopment

Mr. Kinney,

Our ownership group – Snowmass Mall Investment Group, LLC (SMIG), would like to submit its input and support for the redevelopment of the existing Roaring Fork Transit Center near the Snowmass Mall. We have appreciated the continued opportunity to share our views and opinions as the project's design development has progressed. We understand that this is an important, decision-making phase of the potential project. We therefore submit the following comments for Town Council consideration in this effort. Specifically:

- The plan to co-locate both the regional bus services (RFTA) together with the Snowmass Village (SMV) shuttle services is vitally important for our Mall guests. It represents the highest benefit of this project. The current, separated model creates ongoing confusion and frustration, and frankly allows for significant sales leakage for several of our retail and restaurant operators.
- The protection of most (if not all) of the existing parking spots at Lots 5, 6, and 7 is also a high priority. Both Lots 5 and 6 have served as convenient "kiss and go" drop areas for many of our guests. The new plan continues this practice.
- Grade and slope improvements: the new plan helps to mitigate most of the awkward slopes as one approaches the westerly edge of the Mall. The new plan creates a safer pathway for customers.
- Wayfinding and intuitive pathways: Undoubtedly the customer experience will improve with the more obvious pathways and movements between the transit center and the heart of the Mall.

As for the construction schedule, we remain concerned with the extended, two-winter impact that this project brings. This will produce extraordinary stresses for all Mall operators, both retail and restaurant. Town leadership should carefully consider these intense impacts for so many local businesses. There may be a need to directly support them in some meaningful way.

Best, Dwayne

Dwayne Romero
President, CEO



dromero@romero-group.com

O 970.273.3100

C 970.618.8880

TOWN OF SNOWMASS VILLAGE SNOWMASS MALL TRANSIT CENTER

UPDATED PLANNING COMMISSION SUBMITTAL



FEBRUARY 15, 2023





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
3111 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 - LEVEL 1

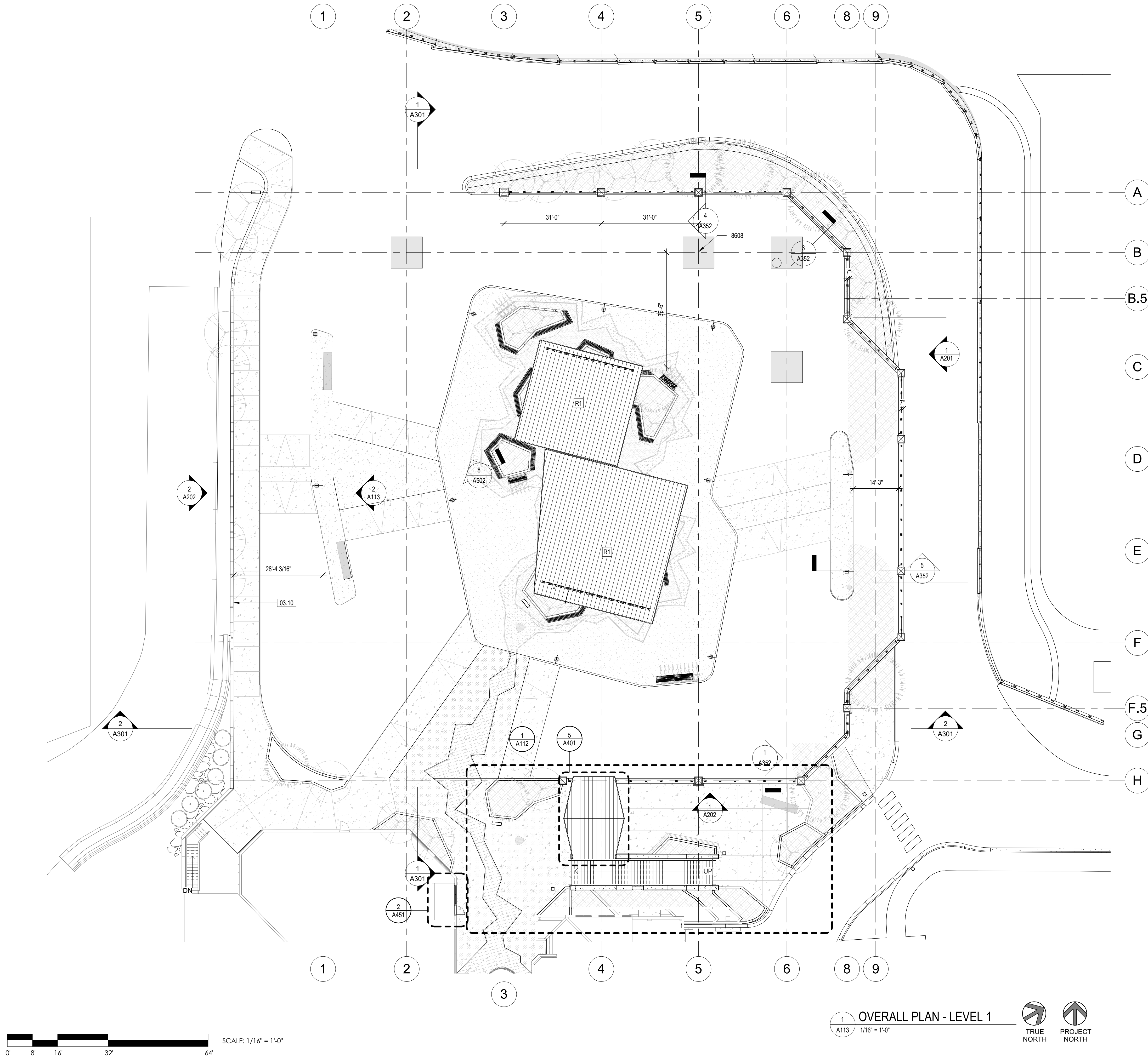
A102

GENERAL NOTES

1. FIELD VERIFY ALL DIMENSIONS. NOTIFY ARCHITECT IF DIMENSIONS VARY SIGNIFICANTLY.
2. ALL DIMENSIONS TO FACE OF STEEL STUD OR EXISTING FINISH UNLESS NOTED OTHERWISE.

KEYNOTE LEGEND

03.10 STAINED CONCRETE RETAINING WALL W/ TOOLED ASHLER PATERN
RE: SITE DETAILS





LANDSCAPE
THM DESIGN CORPORATION
11 MAIN STREET #102
CARBONDALE, CO. 81623
70.963.6520

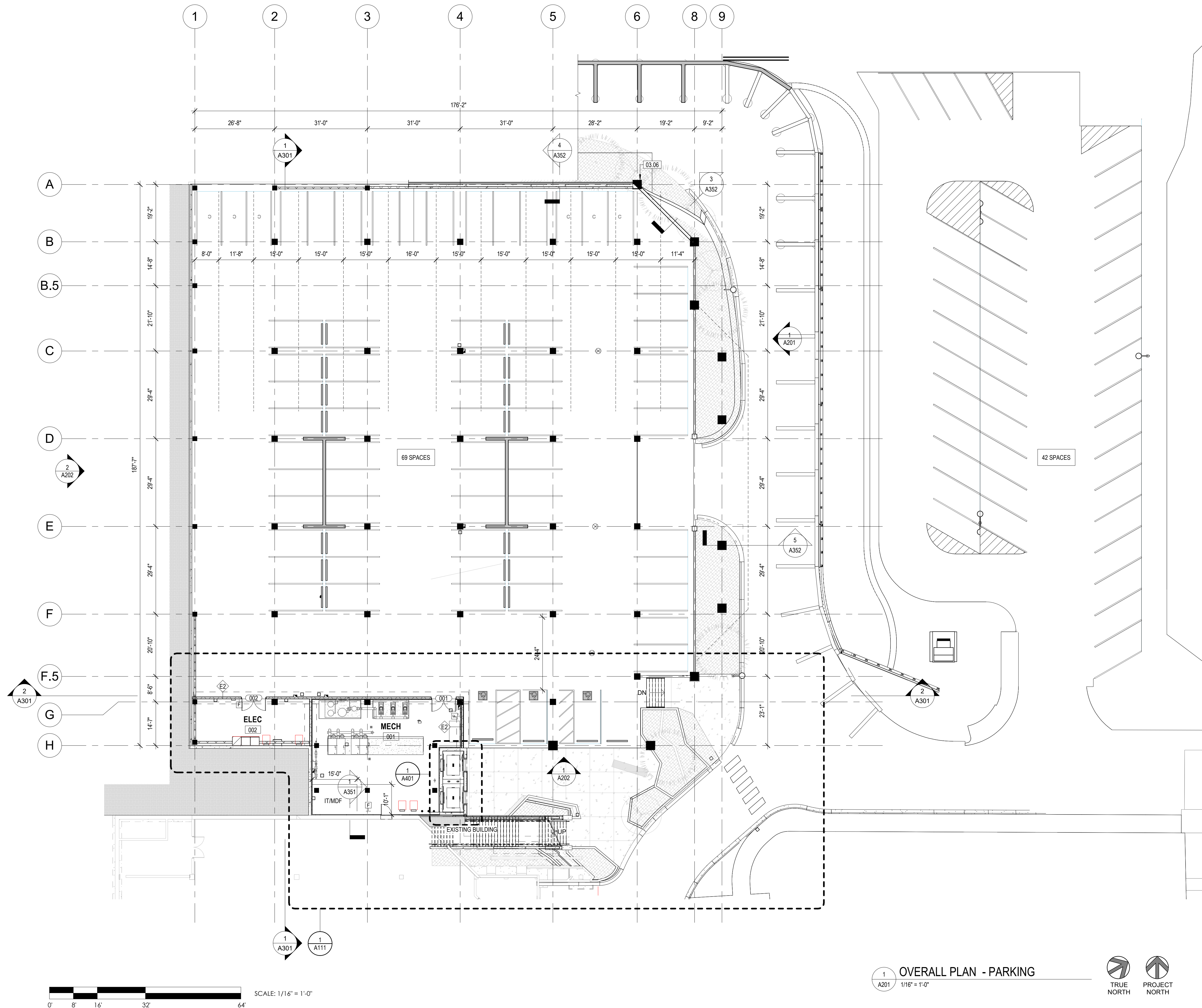
TOWN OF SNOWMASS VILLAGE
SNOWMASS MALL
TRANSIT CENTER
53A ELBERT LANE,
SNOWMASS VILLAGE, CO. 81615

Project Status	Issues
5% CONSTRUCTION	12
DOCUMENTS	

REVISION SCHEDULE		
REV. #	DESCRIPTION	DATE

OVERALL PLAN - PARKING

A101

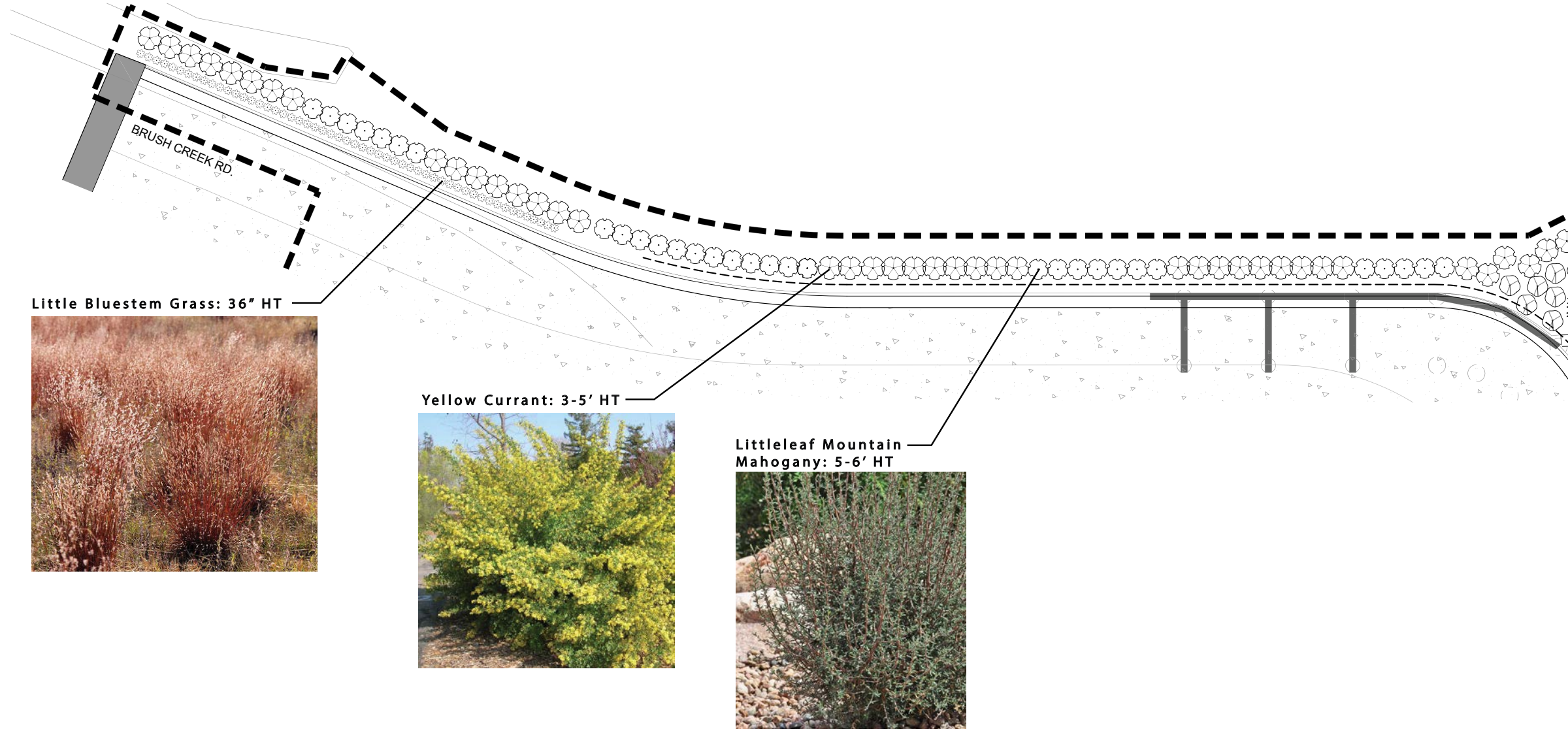




24" Turf Buffer



Curb Adjacent Steppers





Canadian Blue Fescue Turf



Little Bluestem Grass: 36" HT



Gro-low Sumac: 2-3' HT



Quaking Aspen: 20-30' HT



Compact Oregon Grape:
2-3' HT



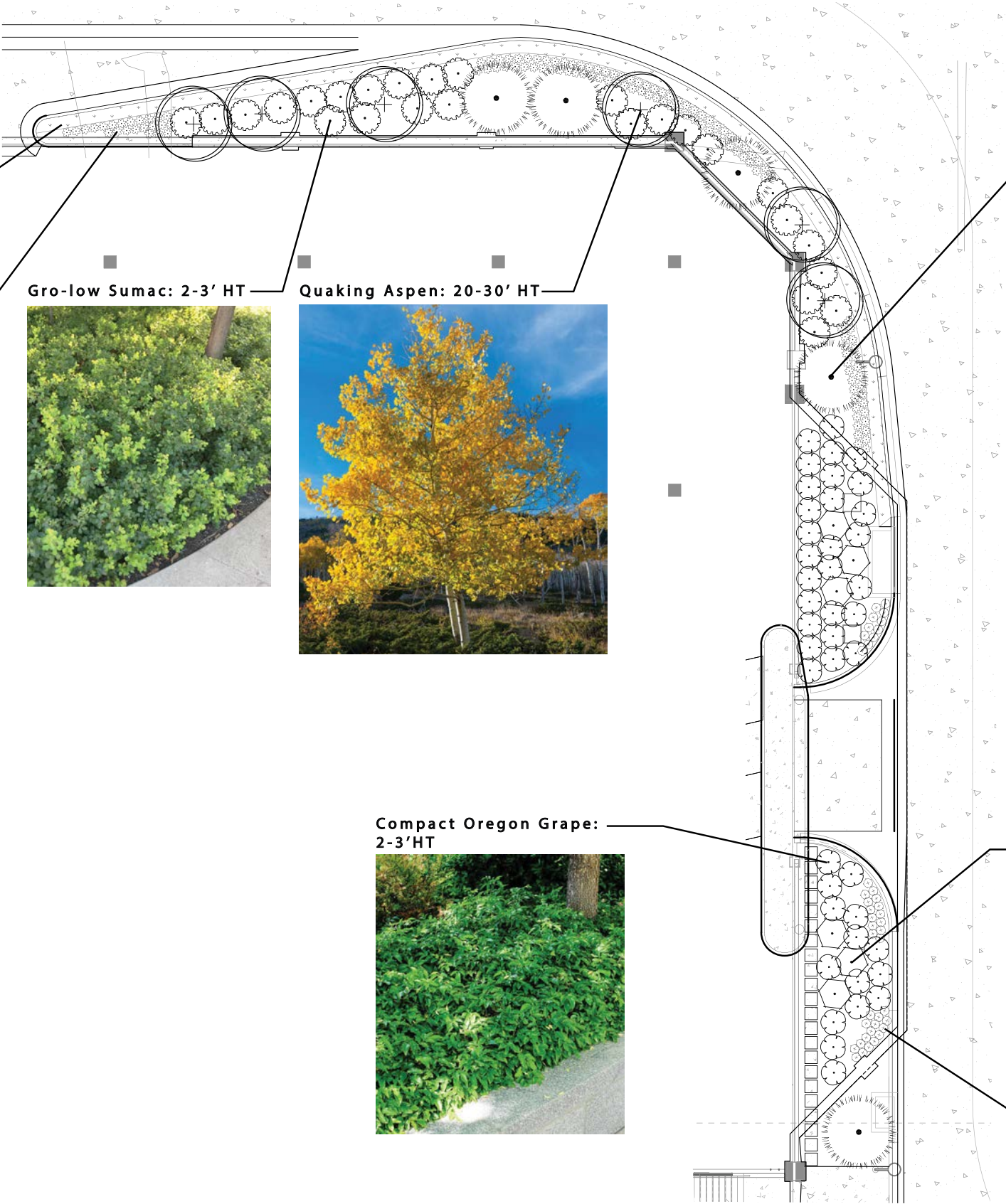
Baby Blue Eyes Colorado
Blue Spruce: 10-30' HT



Buds Yellow Dogwood: 6-8' HT



Coral Bells: Flowers up to
18" HT





Nannyberry Viburnum: 10-18' HT



Iseli Fastigate Spruce: 10-15' HT



Quaking Aspen: 20-30' HT



Jackman's Cinquefoil: 3-4' HT



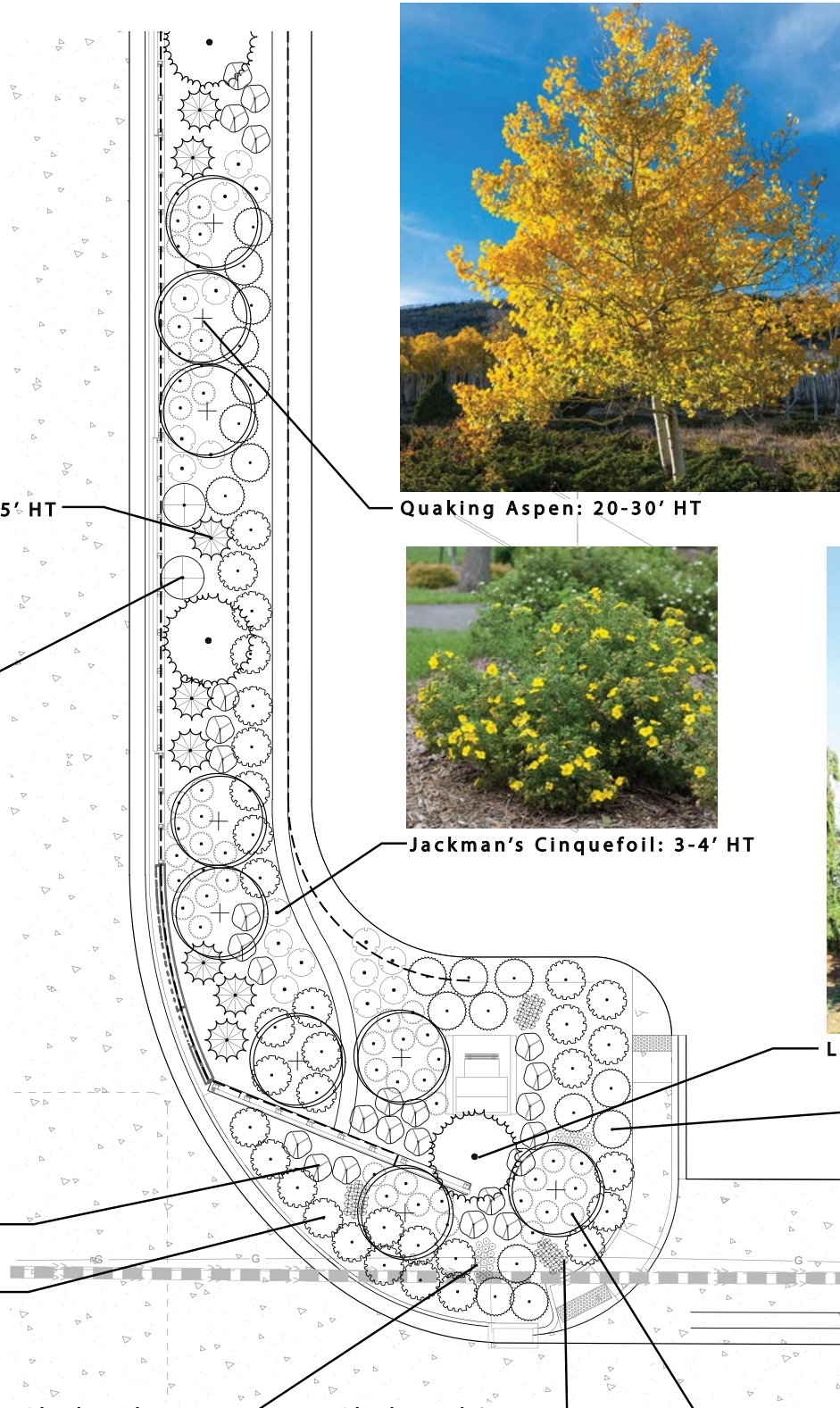
Limber Pine: 20-30' HT

Arcadia Juniper: 2' HT



'Arctic Fire' Dogwood: 3-5' HT

Gro-low Sumac: 2-3' HT



Blanket Flower: 18-22" HT



Black-eyed Susan: 1-3' HT



Western Snowberry: 3-4' HT





Littleleaf Mountain Mahogany: 5-6' HT



'Arctic Fire' Dogwood: 3-5' HT



Nannyberry Viburnum: 10-18' HT



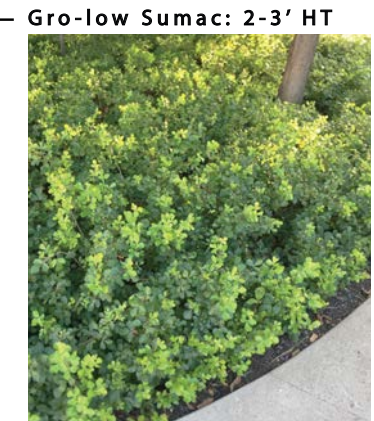
Blanket Flower: 18-22" HT



Iseli Fastigiate Spruce: 10-15' HT



Western Snowberry: 3-4' HT



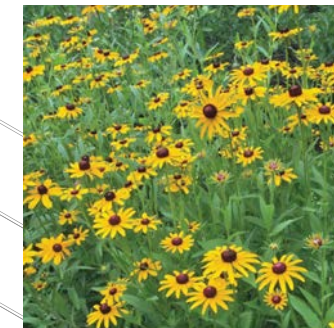
Gro-low Sumac: 2-3' HT



Limber Pine: 20-30' HT



Arcadia Juniper: 2' HT

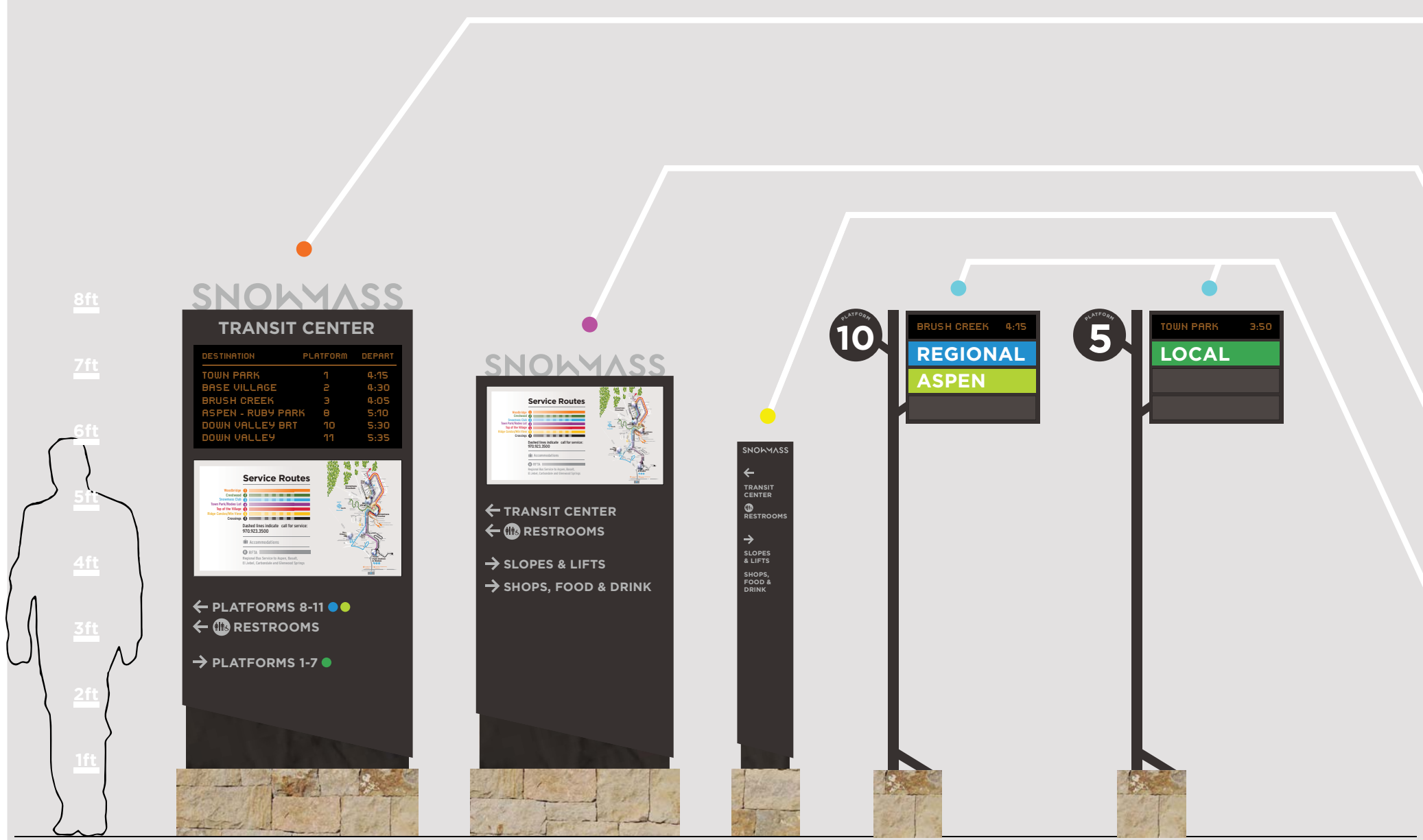


Black-eyed Susan: 1-3' HT



Quaking Aspen: 20-30' HT

TOSV Transit Center
Wayfinding Design
Types, Materials
and Scale



Primary Transit Kiosk
LED Schedules, Transit Maps and Directionals

- metal cabinet with access panels
- matte powder coating finish
- architectural stone base
- LED transit schedule: "Clear Devices" module
- HD display w/ remote control: transit maps, tourism marketing, events, etc.
- laser cut surface graphics
- laser cut, stenciled branding

Primary Information/Directional Kiosk
Information and Wayfinding

- metal cabinet with access panels
- matte powder coating finish
- architectural stone base
- HD display w/ remote control: transit maps, tourism marketing, events, etc.
- laser cut surface graphics
- laser cut, stenciled branding

Secondary Directional
Information and Wayfinding

- metal face
- matte powder coating finish
- post mounted
- architectural stone base
- laser cut surface graphics

Platform Identification
Platforms (Local, Regional, Aspen)

- metal face and branding elements
- matte powder coating finish
- post mounted
- architectural stone base
- LED transit schedule: "Clear Devices" module
- imprinted surface graphic 'riders' (slots)

Transit/Platform Color Coding
Kiosk Wayfinding + Platform IDs

- Regional (RFTA)
- Aspen (RFTA)
- Local/Snowmass (Snowmass Shuttle)

NOT FINAL DESIGN - REPRESENTATION OF APPROXIMATE GRAPHICS FOR WAYFINDING TYPE, CONTENT AND SCALE

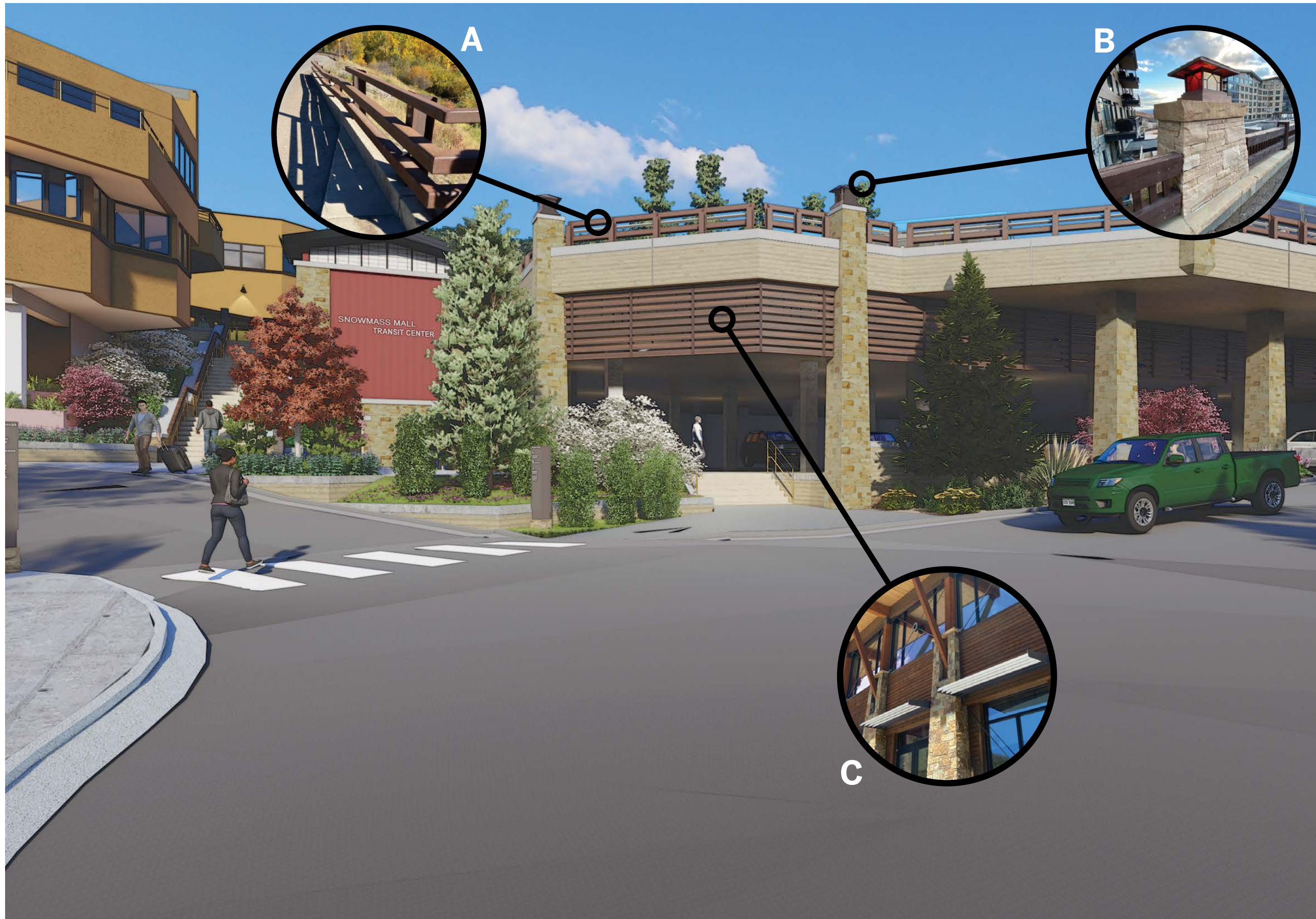


VIEW FROM
**LOT 5
PARKING**



VIEW FROM
**LOWER
CARRIAGE
WAY**





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 OF
**GARAGE
ENTRANCE**



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

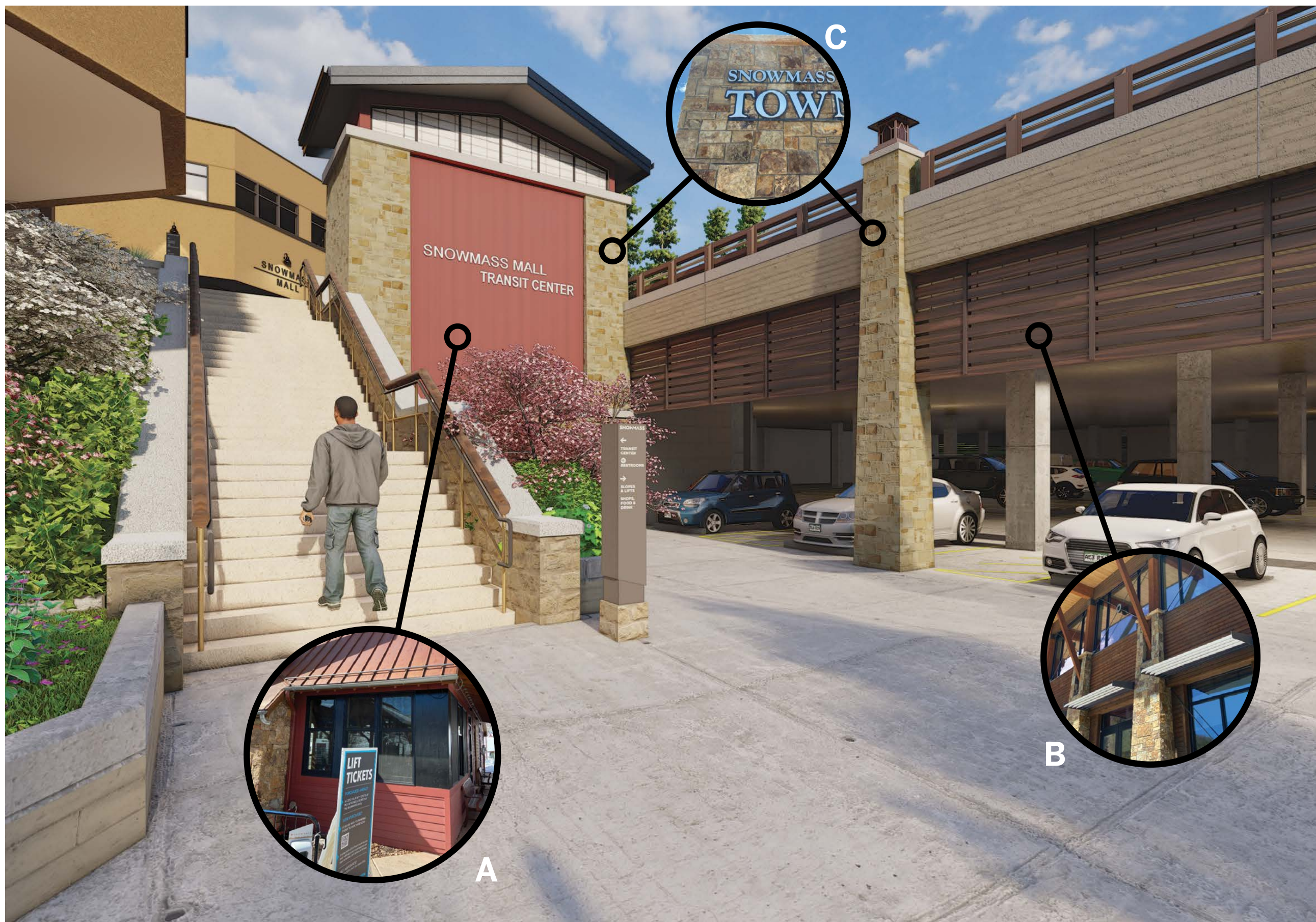


VIEW FROM
DALY LANE





VIEW OF
**GRAND
STAIRCASE**



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**



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

PLATFORM VIEW FROM
RFTA BAYS





APPROACH FROM
**GENE
TAYLOR
SPORTS**



PLATFORM VIEW FROM
**MALL
STAIRWAY**



PLATFORM VIEW FROM
**LITTLE
MAMMOTH
BALCONY**



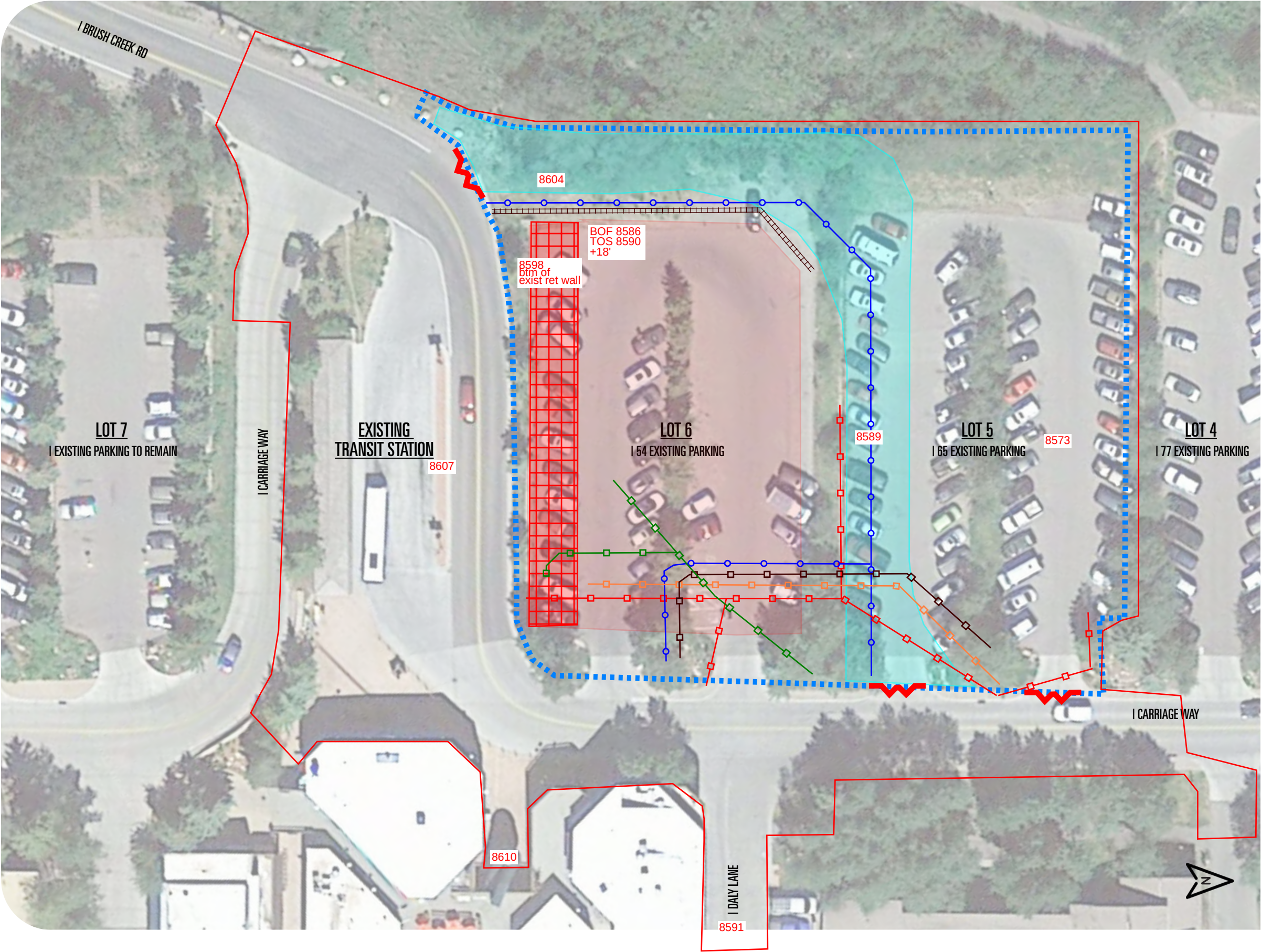
MALL VIEW FROM
ELEVATOR

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



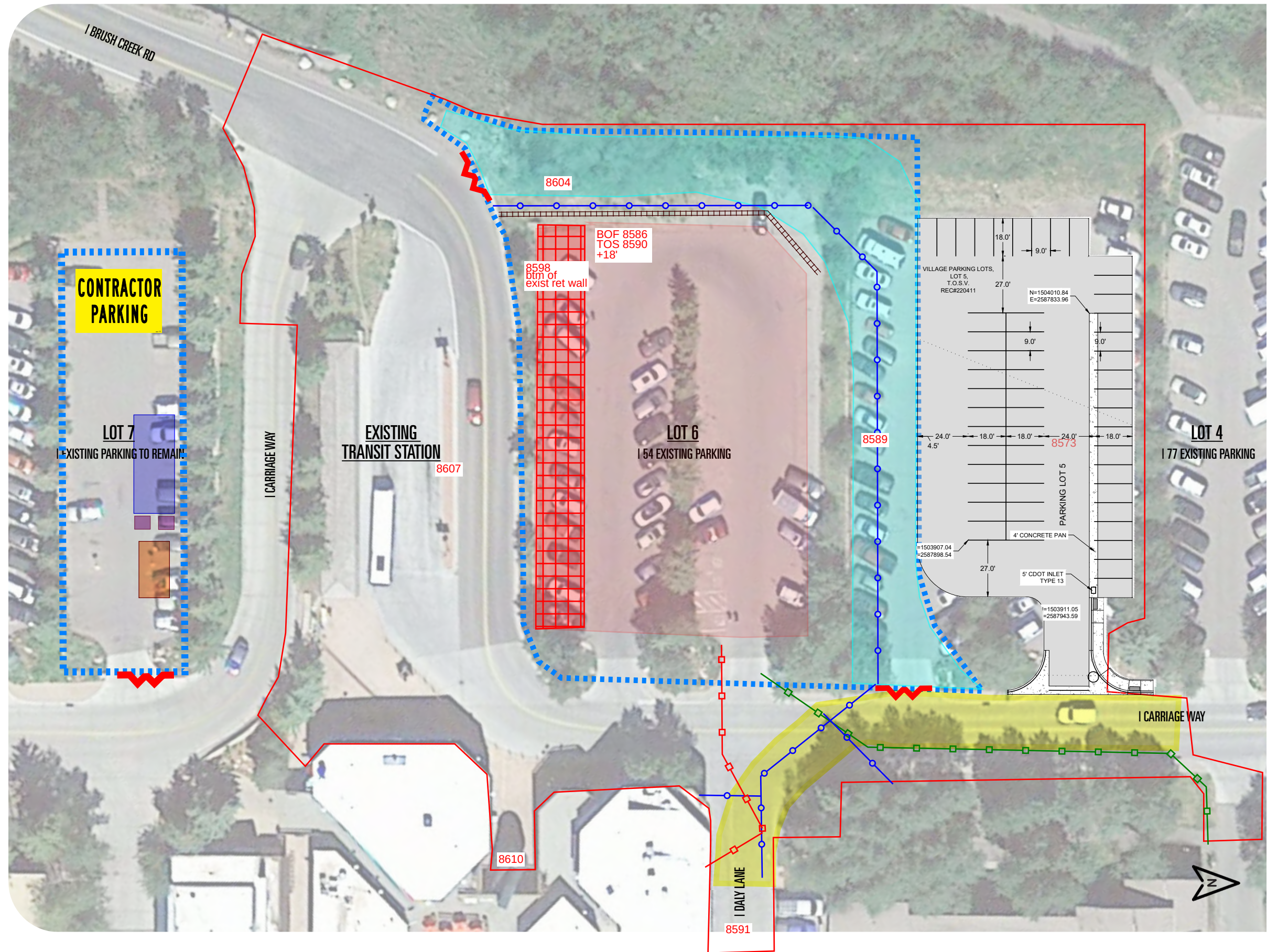
Preliminary

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

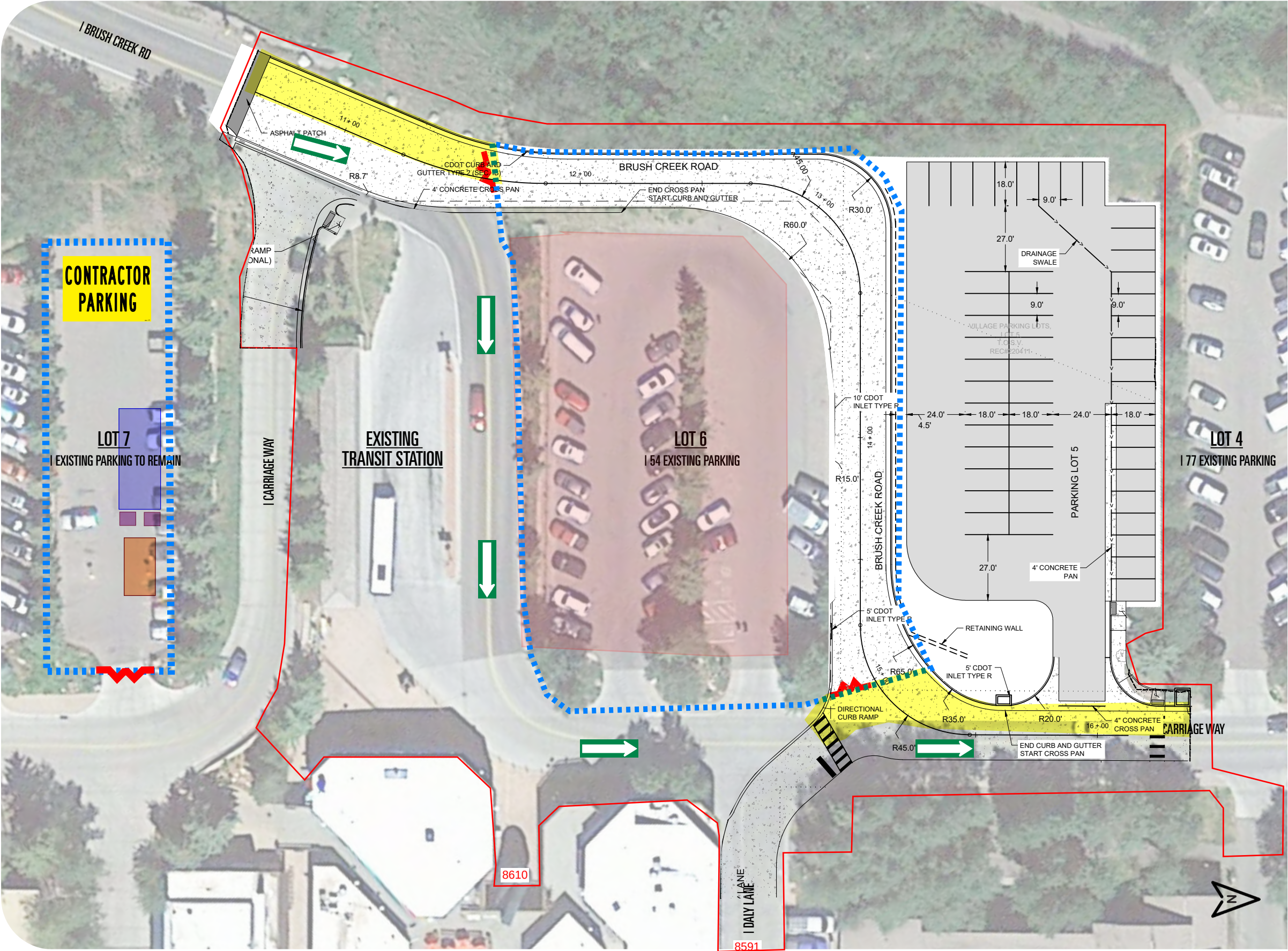


Preliminary

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

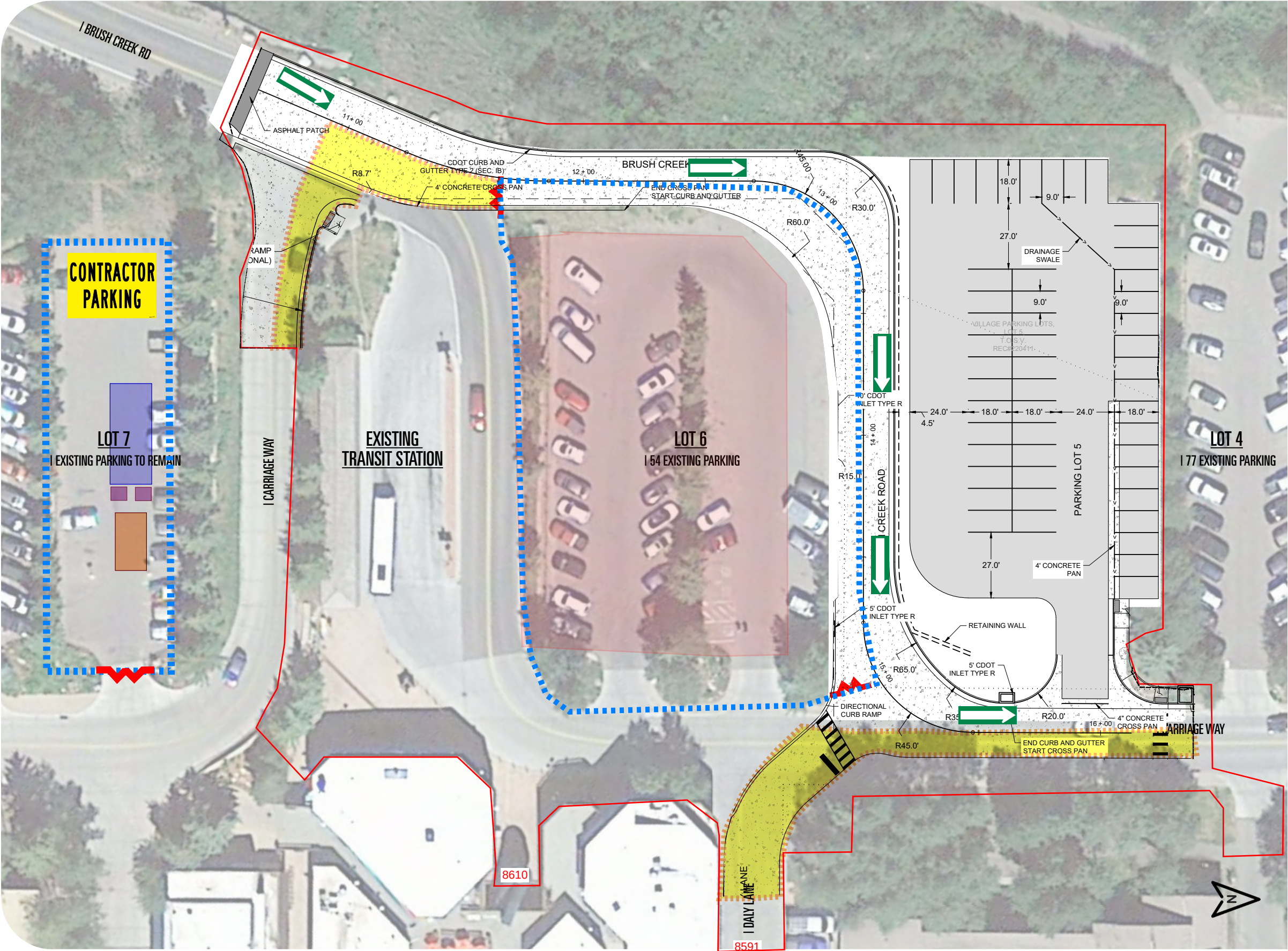
Preliminary

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

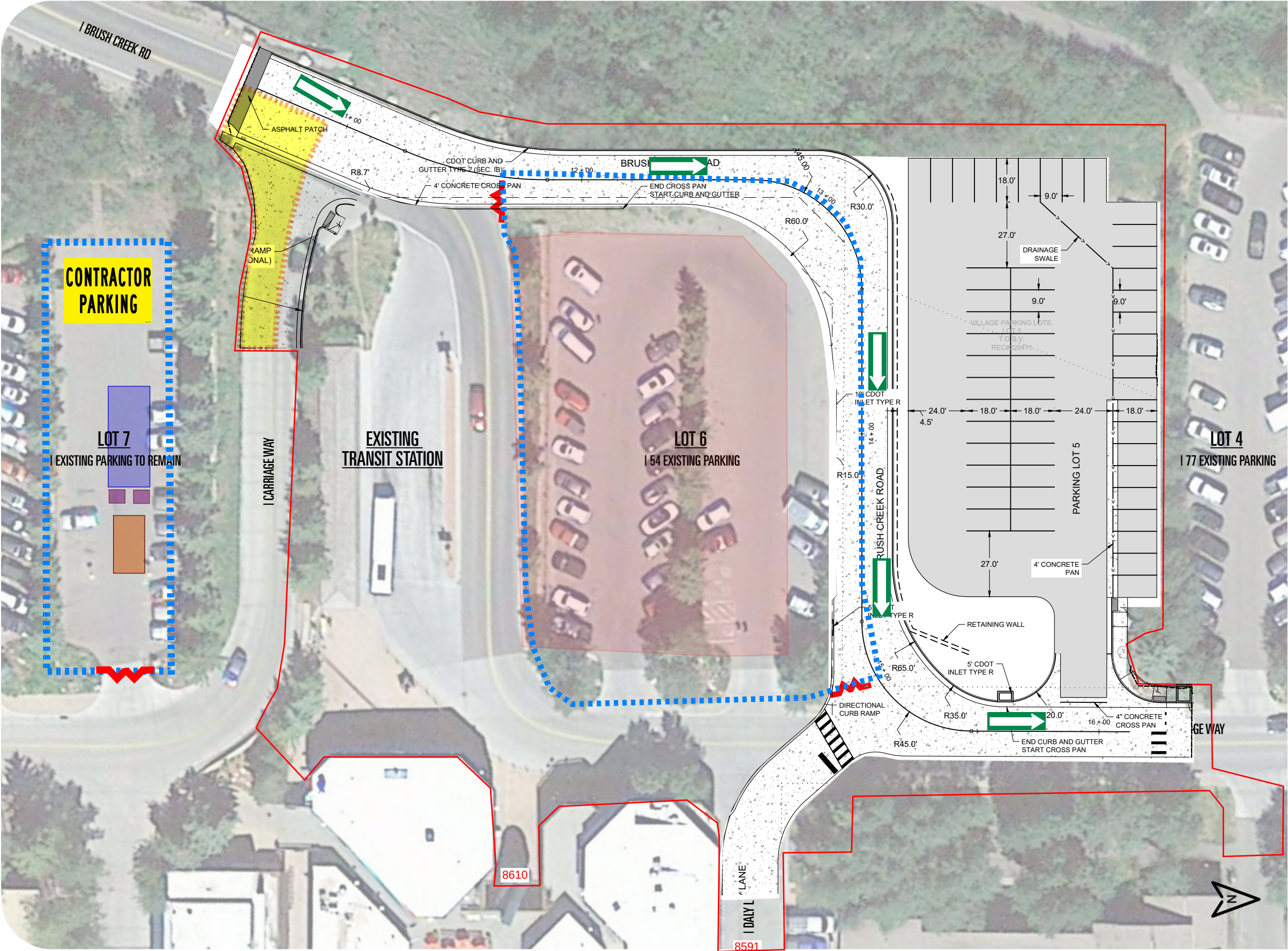


Preliminary

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

Preliminary

R.A.NELSON
BUILDING MOUNTAIN COMMUNITIES

[illegible]

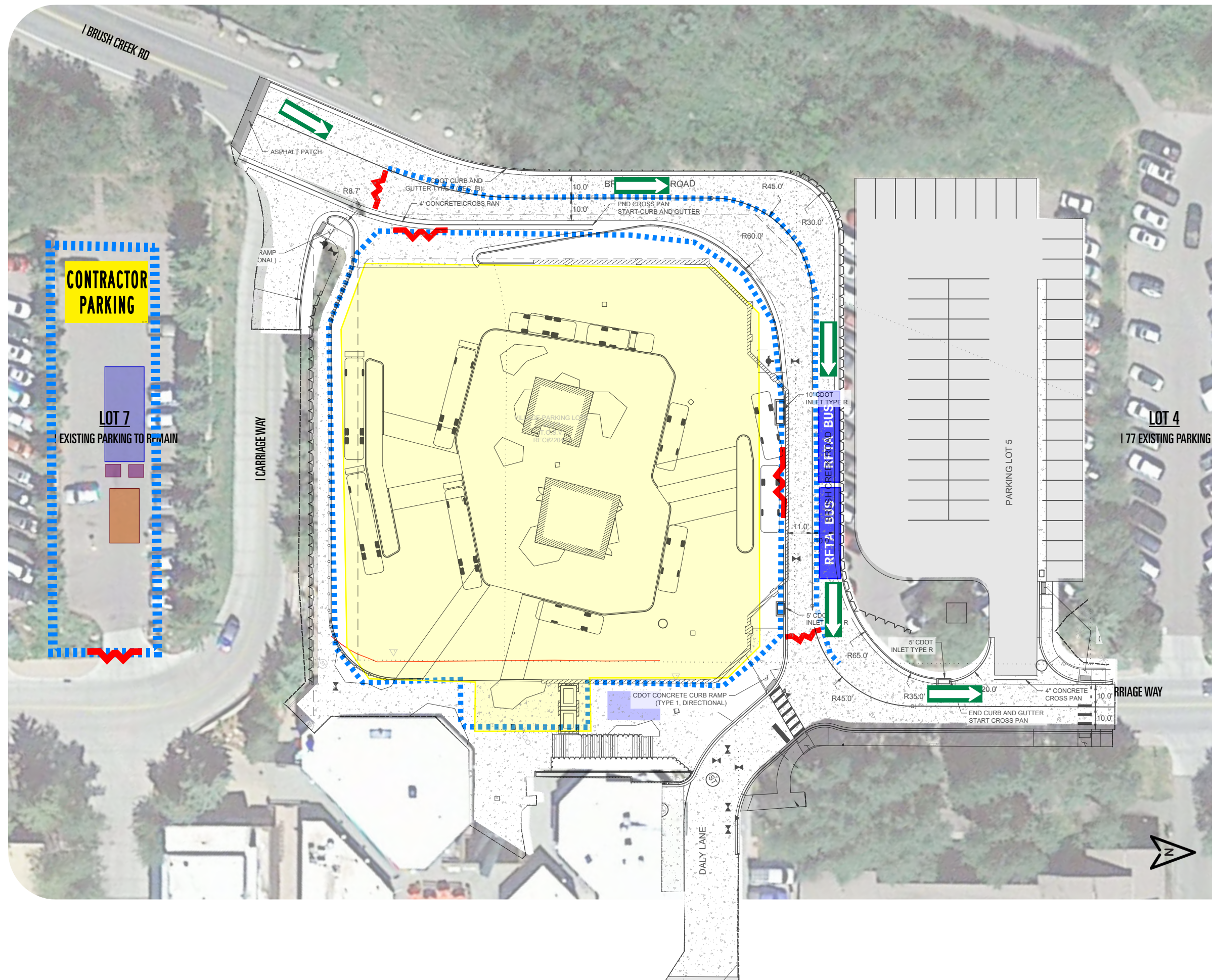
- Access Gates
- Site Fencing
- Site Trailer
- Roll-off Dumpster
- Portable Toilets
- Roadway and Hardscapes
- Export Cut Location
- Potable Waterline Install
- Storm Sewer Install
- Shoring Wall Install
- Sewer Line Install
- Dewatering System
- Traffic Barrier
- Indicates One-way Traffic Flow

Preliminary

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.



Site Logistics Map Legend

-  Access Gates
-  Site Fencing
-  Site Trailer
-  Roll-off Dumpster
-  Portable Toilets
-  Vertical Construction
-  Export Cut Location
-  Indicates One-Way Traffic Flow

TOSV Transit Center - Phasing and Logistics Plan

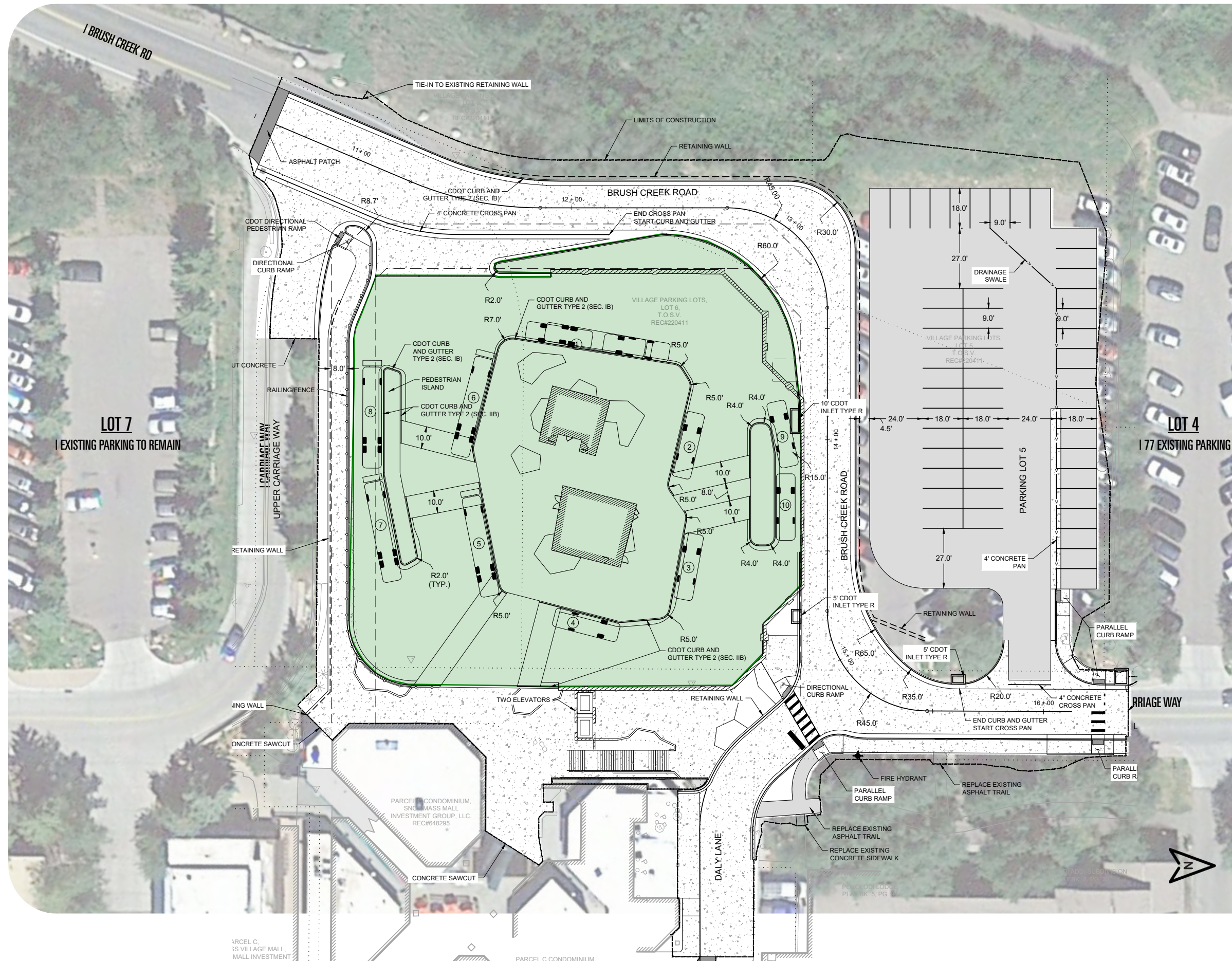
CONSTRUCTION PHASE 7

- 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.



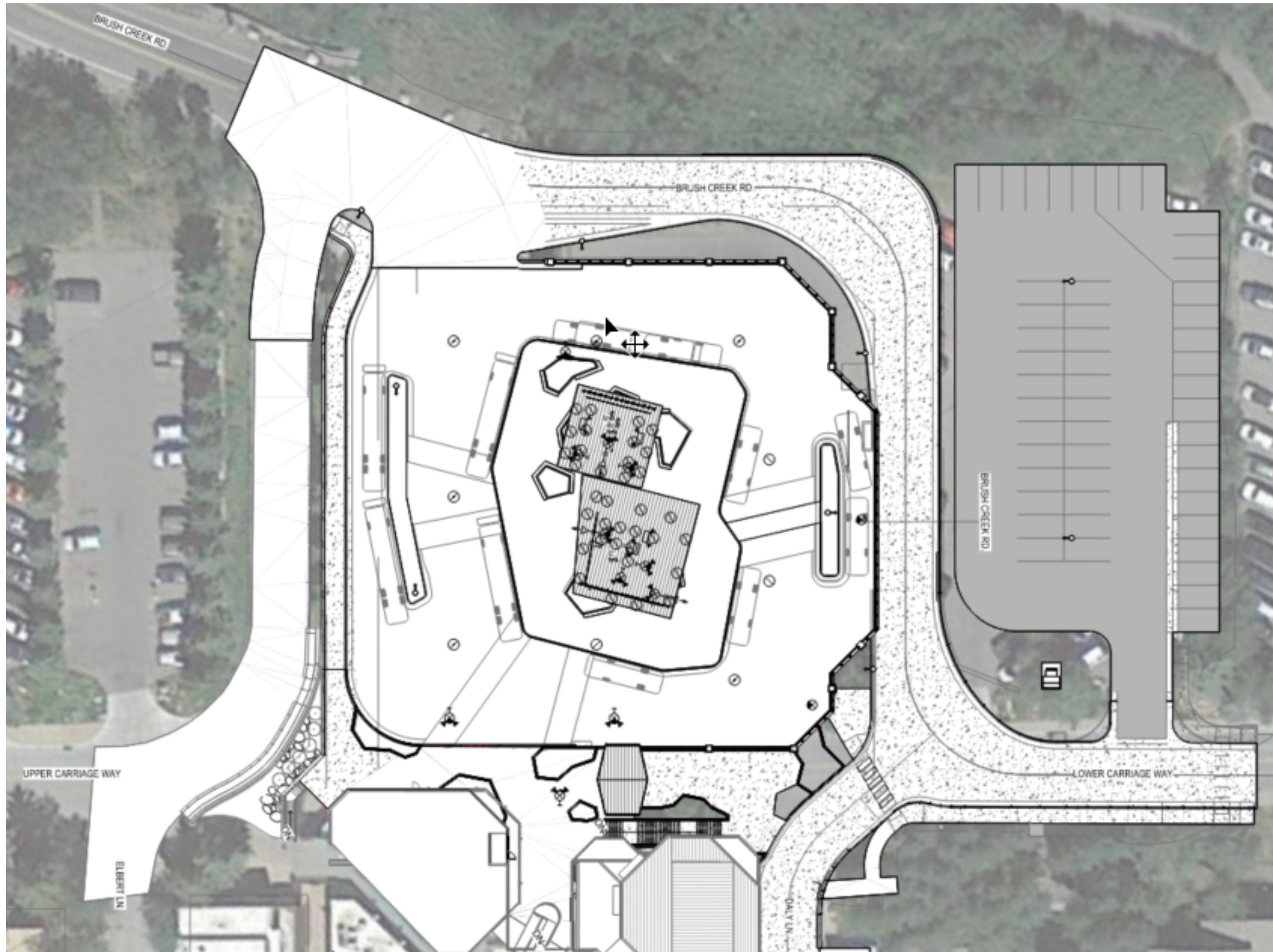
Site Logistics Map Legend

-  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



1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45

**TOWN OF SNOWMASS VILLAGE
PLANNING COMMISSION**

**RESOLUTION NO. 1
SERIES OF 2023**

**A RESOLUTION BY THE SNOWMASS VILLAGE PLANNING COMMISSION
RECOMMENDING APPROVAL WITH CONDITIONS OF THE SPECAIL REVIEW
APPLICATION FOR THE WEST VILLAGE TRANSIT CENTER LOCATED ON
THE WEST END 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 Specifically 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 12) 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 in accordance with PC Resolution No. 4, Series of 2022 (attached hereto as Exhibit B) 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) which would entail 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 7, December 14th of 2022 as well as January 4th and February 15th 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 public meetings to review the application on November 30, 2022, December 7 and 14, 2022 as well as January 4th and February 15th of 2023 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 follows the Review Standards established in the following Section 16A-5-230(e) of the LUDC:
 - a) Consistent with the Comprehensive Plan: The Transit Center Special Review application is consistent with the West Village Comprehensively Planned Area (CPA) within the adopted 2018 Comprehensive Plan. According to the targeted development goals of that document, the West Village should "*Encourage Transit Oriented Development (TOD) that will incorporate a new Transportation Center with civic spaces and plazas with good solar exposure. With a large percentage of boarding on both the RFTA and Snowmass shuttle system occurring in the West Village, the area should accommodate a new modern transit center in concert with any proposed Mall expansion.*"
 - b) Compliance with the standards of the Development Code: The proposed Transit Center complies all other applicable standards of the Town's LUDC, including:

- 90
- 91 i) Zone district standards. The proposed use complies with the purpose
- 92 of the proposed Public ('PUB') zone district and the dimensional
- 93 limitations to be established as a part of the Special Review process.
- 94
- 95 ii) Compliance with the Development evaluation standards: The
- 96 Applicant has sufficiently demonstrated compliance with these
- 97 standards as demonstrated by the findings herein.
- 98
- 99 c) Compatible. The proposed Transit Center is appropriate at the Subject
- 100 Parcel location and is compatible with the character of the adjacent
- 101 commercial and residential land uses in the area. The new and improved
- 102 Transit Center may facilitate future improvements to the Snowmass Mall's
- 103 "Gateway" area.
- 104
- 105 d) Adequacy of access. The Transit Center is proposed in the same location
- 106 as the existing transit facility to be replaced. Access will remain
- 107 unchanged. The proposed site improves connections to the Snowmass
- 108 Mall with at-grade access and new wayfinding signage. The circulation
- 109 between the new Transit Center and the lower parking garage will be ADA
- 110 accessible and better suited for all bus and shuttle users.
- 111
- 112 e) Design minimized adverse impact. The proposed Transit Center is
- 113 intended to improve traffic congestion and limit single occupancy vehicle
- 114 use by making mass transit a more efficient and an attractive alternative
- 115 for the residents and visitors of Snowmass Village. The proposal
- 116 consolidates RFTA buses and Town Shuttles in one location allowing
- 117 Daly Lane to be better utilized for other uses including deliveries and
- 118 trash collection for commercial entities on the Snowmass Mall.
- 119
- 120 f) Design minimizes environmental impact. The facility will improve air
- 121 quality by limiting single-occupancy vehicle trips within the community.
- 122 Drainage from the Subject Parcel will be treated prior to discharge,
- 123 thereby improving the integrity of Brush Creek as an ecological resource.
- 124
- 125 g) Facilities. There are adequate public facilities available to serve the
- 126 proposed Transit Center. There is adequate water supply and sewage
- 127 disposal service nearby and available for the proposed uses, including
- 128 sufficient water pressure and proximity to fire hydrants to provide for fire
- 129 protection needs.
- 130
- 131 h) Parking. Existing parking will be replaced. Any loss of parking spaces (4
- 132 total) will be offset by the mass transit uses associated with the facility.
- 133

- 6) Sensitive Wildlife Areas. The Transit Center will occupy a currently developed area and will not encroach into or impact wildlife habitat. Although located within the Brush Creek Impact Zone, the facility will improve water discharge as demonstrated by the Categorical Exclusion Worksheet in compliance with the National Environmental Policy Act (NEPA).

Section Two: Action. Pursuant to the findings stated in Section One of this Resolution, the Planning Commission recommends the Town Council approve the Transit Center Special Review application by Ordinance. This recommendation is subject to the conditions in Section Three below.

Section Three: Conditions. The Applicant shall comply with and implement the following conditions for the Transit Center Special Review:

1. Construction Management Plan. A construction management plan will be submitted with the building permit for this project detailing the prevention of any hazardous materials and sediments entering Brush Creek during construction and follow the Ordinance No. 12, Series of 2007, the town-wide construction management plan standards, and regulations, including the provision of a fugitive dust control plan. The plan shall detail staging areas in effort to minimize disruption to nearby business and commercial operations during construction.
2. Garage. The landscape wall around the periphery of the covered parking garage shall be tall enough to block headlights from a standard size vehicle. The structure shall incorporate downlighting to identify the vehicular entryway to the garage. The source of light from said lighting fixtures shall be shielded from view in accordance with the Land Use Code.
3. Transit Island. The upper transit platform shall incorporate planters and railings that are thoughtfully situated to prevent transit users from crossing bus or shuttle lanes as well as wayfinding signage to provide safe and easily identifiable pedestrian crossings. Materials and tones of the benches, walls, etc. on the Transit Island shall be natural in color and character. Space on the island and buildings shall be reserved for the inclusion of art relating to the history of the Brush Creek valley as reviewed and recommended by the Snowmass Arts Advisory Board (SAAB).
4. Drop off areas for private transportation services. Provide an area for drop off by private shuttles, taxi's, etc. This area could be situated in the lower level or off site. For example, at the existing town shuttle site on Daly Lane.

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 APPROVED by the Planning Commission of the of the Town of Snowmass Village on February 15, 2023, upon a motion by Commission Member _____, the second of Commission Member _____, and a vote of ___ in favor and ___ against.

TOWN OF SNOWMASS VILLAGE
PLANNING COMMISSION

Brian Marshack, Chair

ATTEST:

Sara Nester, Planning Commission Secretary

Exhibits:

A. Revised Conceptual Drawings 02/15/2023



FTA REGION 8

CATEGORICAL EXCLUSION WORKSHEET

FTA Region 8 provides this Categorical Exclusion (CE) worksheet to help project sponsors (recipients) comply with the National Environmental Policy Act (NEPA). The information collected will help to better define the project scope for environmental analysis, identify potential impacts, and determine if other environmental laws and permits apply. If sufficiently completed, it can enable FTA to determine that the project does not result in significant environmental impacts and meets the criteria for a CE. All activities and projects to be supported with federal funds require a NEPA environmental finding as a prerequisite to award of funds.

This CE Worksheet should be completed for C-List projects involving construction and *all* D-List projects. **If a C-List project does not involve construction, you do not need to complete this worksheet.** All parts below must be completed prior to FTA review. Compliance with other environmental requirements must also be completed before FTA will issue a determination that the project meets the criteria for a CE. Certain project activities may not begin until this process is complete. For guidance on completing this worksheet, please refer to the CE Worksheet Instructions.

Prior to transmitting a grant application, complete and submit this CE Worksheet using the CE Worksheet Instructions allowing sufficient time for FTA review, especially if other environmental laws or permits apply. For assistance, please contact your assigned FTA Region 8 Pre-Award Manager, or you may call the office at 303-362-2400. To “check” a box, double-click on the box and select “checked” under default value.

PART A: PROJECT INFORMATION

Project Sponsor <i>Town of Snowmass Village</i>	FTA Application No/FAIN <i>Design grant is from CDOT MMOF. Local funding for the design work comes from Pitkin County ½ Cent Sales and Use tax managed by three upper valley jurisdictions (City of Aspen, Pitkin County and Town of Snowmass Village) through a committee called the Elected Officials Transportation Committee (EOTC). The EOTC has committed \$950,000 to the project. The MMOF grant from CDOT is for \$300,000.</i>
Project Contact (include mailing address, email address and phone number) <i>Town of Snowmass Village</i> <i>David Peckler, Transportation Director</i> <i>PO Box 5010</i> <i>Snowmass Village, CO 81615</i> <i>dpeckler@rosv.com</i> <i>970 923-2543 x 420</i>	
Project Title <i>Snowmass Mall Transit Station</i>	



Project Description.

The proposed transit station will consolidate the existing regional and the local transit depots, which are currently separated, into a centralized location with at grade access to the historic commercial core of the community. The new design will: improve the function of the local transit service as a feeder service (First Last Mile) to the regional transit service; improve pedestrian access and reduce pedestrian and bus conflicts; and will also add 25 additional parking spaces to the overall proposed project area to increase evening park-&-ride access to the regional transit system.

The proposed project has no specific address and is generally located in the Southeast 1/4 of Section 2, Township 10 South, Range 86 West of the 6th Principal Meridian. The proposed transit station is located along the western boundary of the West Village Mall in the Town of Snowmass Village. The Planned development consists of approximately 2.3 acres and encompasses existing Parking lots #5 and #6, a connecting roadway, as well as the current Regional transit station.

The proposed project is presented in **Attachment A**, and the Mall Feasibility Study is presented in **Attachment B**.

Project Location (Include physical address)

Just West of 45 Village Square - Snowmass Village Mall LAT 39.2072349 LON -106.9547481 or 39°12'26.6"N 106°57'16.7"W

Is this project included in the current approved TIP and/or STIP?

☒ YES – TIP/STIP ID/Page No.: *STIP ID SST7077.018 – Page 60* ☐ NO – When will it be added?

Is this a re-evaluation of a project previously evaluated/approved or currently under construction?

☒ NO

☐ YES

PART B: PROPOSED CATEGORICAL EXCLUSION DETERMINATION

Select the CE category under 23 CFR 771.118(c) or (d) that best describes the proposed project (select only one). FHWA and FRA CEs also may be used, if applicable. CE descriptions are included in the CE Worksheet Instructions.

CE (e.g., C-9 or D-6): CE C-9: Assembly or construction of facilities that is consistent with existing land use and zoning requirements (including floodplain regulations) and uses primarily land disturbed for transportation use, such as: buildings and associated structures; bus transfer stations or intermodal centers; busways and streetcar lines or other transit investments within areas of the right-of-way occupied by the physical footprint of the existing facility or otherwise maintained or used for transportation operations; and parking facilities.

PART C: ENVIRONMENTAL EVALUATION

For each of the following resources, identify, evaluate and describe any adverse impacts to the built (including social and economic) and natural environment resulting from the proposed project. Select NO, if a resource is not present on or near the proposed project area, or if there are no adverse impacts. Select YES, if a resource is present and will be impacted; and succinctly describe the impacts, any mitigation necessary to minimize impacts, and any permits required. Please explain your answer. The level of detail you provide should be commensurate with the complexity of the project. For guidance on how to evaluate each resource for impacts, see the CE Worksheet Instructions. If, through your evaluation, you believe the project *will* result in significant environmental



impacts or you aren't sure, and/or it is likely to generate substantial controversy on environmental grounds, contact FTA Region 8.

1. Land Use and Zoning

Is the proposed project incompatible or inconsistent with existing or future land use and/or zoning in the project area? Describe the surrounding land use and zoning. Provide a map with project location and surrounding land uses.

☐ NO

☒ YES The current zoning of Specially Planned Area-1 (SPA-1) would require review to allow for the construction of the building housing public restrooms, driver breakroom, information facility and/or offices. We will be submitting for review in April for rezoning which should be completed by June of 2021. The parcel is currently being used as a parking facility, roadway and bus station, see Land Use and Zoning section of the report presented in **Appendix E** and the Mall Area Zoning Map is presented in **Attachment C**.

2. Land/Property Acquisition, Relocation, Leases and Easements

Does the proposed project require any land/property acquisition, easement or permit? Note: for acquisitions over \$1 million, FTA concurrence with the property's valuation is also required (see Circular 5010.E). Explain.

☒ NO The land on which the proposed project will be constructed is currently owned by the Town of Snowmass Village. See Section Land/Property, Relocation, Lease and Easements in report presented in **Attachment E**.

☐ YES

3. Environmental Justice

Is the proposed project located in a neighborhood containing minority or low-income residents or businesses? If yes, will it result in disproportionately high and adverse impacts? Explain.

☒ NO The environmental justice EJScreen website reports approximately 2,427 habitants within two miles of the proposed project. The minority population is approximately 8 percent, while that of the State of Colorado is 32 percent. The low-income population is approximately 28 percent, while that of the State of Colorado is 27 percent. The demographic index is 10 percent, while that of the State of Colorado is 29 percent. The project will not cause disproportionately high or adverse impacts to minority and/or low-income populations. The proposed project is expected to benefit the residents and visitors by providing increased access to affordable and reliable transit. See Section Environmental Justice in report presented in **Attachment E**.

☐ YES



4. Cultural, Historic and Archaeological Resources

Are there any cultural, historic or archaeological resources on or near the proposed project site? If yes and the proposed project has the potential to affect such resources, the Section 106 process must be followed and a Section 4(f) evaluation may be required. Explain, including what steps were taken to make the determination.

☒ NO The proposed project site has been developed for approximately 40 years as parking and we believe it is unlikely that historical artifacts are located on the proposed project site. Due to correspondence with Indian Tribes and History Colorado, we do not believe development of the proposed project site will impact historical or cultural resources. If cultural materials are discovered in the project area during project implementation, all work in that area would cease, the area would be secured, and the appropriate agencies would be notified within 24 hours of the discovery. Work would not resume in the area of discovery until the agency clears the project. The report from History Colorado is available in **Attachment D**.

☐ YES

If YES resources are present, does Section 106 apply? Explain.

☐ NO

☐ YES – Provide Section 106 Consultation Documentation

If YES resources are present, does Section 4(f) apply? Explain.

☐ NO

☐ YES – Provide Section 4(f) Evaluation

5. Visual/Aesthetics

Will the proposed project degrade the existing visual/aesthetic character or quality of the site, its surroundings, and/or recognized view sheds? Explain.

☒ NO The project is designed to be at or below the height of the tangent buildings and below the ridge line as seen from Upper Brush Creek Road. See the A Mall Transit Station Feasibility Study presented in **Attachment B**, and Visual and Aesthetic Impacts section of the report presented in **Attachment E**.

☐ YES



6. Park and Recreation Resources

Are there any public parks and/or recreation resources on or near the proposed project area that would be impacted? If the proposed project has the potential to impact publicly-owned parks or recreation areas, a Section 4(f) evaluation may be required. If a park is funded with LWCF funds, Section 6(f) may apply. Explain.

☒ NO The project does not impact any park or recreation resource, but it does provide access to public lands in the Snowmass Ski Area, see the Recreation and Park Resource Impact section the report presented in **Attachment E**.

☐ YES

If YES, does Section 4(f) apply? Explain.

☐ NO

☐ YES – Provide Section 4(f) Evaluation

If YES, does Section 6(f) apply? Explain.

☐ NO

☐ YES – Provide documentation

7. Noise and Vibration

Are there any noise and/or vibration sensitive receptors located near the proposed project that would be impacted? Explain.

☒ NO The existing traffic and specifically the transit vehicle traffic will not be changed by the project and half the local transit vehicle traffic will be relocate away from some residential and retail buildings. There are no historic properties included in, or eligible for inclusion on the National Register of Historic Places (NRHP) nearby. See Noise and Vibration Impacts section and **Appendix B** of the report presented in **Attachment E**.

☐ YES



8. Air Quality

Is the proposed project located in an Environmental Protection Agency (EPA)-designated non-attainment or maintenance area?

☐ NO

☒ YES - indicate the criteria pollutant and contact FTA to determine if a hot spot analysis is necessary.

☐ Carbon Monoxide (CO)

☐ Sulfur Dioxide (SO₂)

☐ Lead (Pb)

☐ Nitrogen Dioxide (NO₂)

☐ Ozone (O₃)

☒ Particulate Matter (PM₁₀)

☐ Particulate Matter (PM_{2.5})

Does the proposed project require a conformity analysis or regional analysis under 40 CFR Part 93?

☒ NO

☐ YES

If the non-attainment area is also in a metropolitan area, is the proposed project required to be and included in the MPO's air quality conformity analysis for the Transportation Improvement Program (TIP)?

☒ NO

☐ YES - Date of FHWA/FTA conformity finding

Traffic Studies of the area and proposed project do not indicate there will be significant impact on air quality. SGM Traffic Study is presented in **Attachment F**. See Air Quality Impacts section of the report presented in **Attachment E**.

9. Hazardous Materials

Is there any known or potential contamination at the proposed project site that would be impacted?

Describe the steps taken to make the determination (Phase I ESA, etc.) and results. Note the mitigation and clean-up measures that will be taken to remove hazardous materials from the project site, if applicable.

☒ The Radius Report, dated September 10, 2020, did not find any potential contamination at the proposed project site. Fourteen of the fifteen Leaking Storage Tank listings identified in the study received "No Further Action" or closure letters. The only active LST proposed project site is located approximately ½ mile away at the local gas station. The closest listing to the proposed project site is the office address for the Snow Making System managed by the ski company. The environmental permits indicate the normal business practices for this facility and does not present an obvious environmental concern to the proposed project site. The Geosearch Radius Report is presented in **Attachment G**. Also see the Hazardous Materials Impacts section of the report presented in **Attachment E**.

☐ YES



10. Farmland

Are there any prime or unique farmlands located at the proposed project site that would be impacted? Explain.

☒ NO The proposed project site currently consists of parking lots, roadway and transit station in West Village.

☐ YES

11. Floodplains

Is the proposed project located within the Federal Emergency Management Agency (FEMA) 100-year floodplain or within the floodway? If yes, this project may require further evaluation under EO 11988. Explain.

☒ NO FEMA does not identify the proposed project site being in a 100-year floodplain or floodway. The is in flood map number 080312 Zone X, an area of minimal flood hazard. FEMA Flood Hazard map is presented in **Attachment H**.

☐ YES

12. Water Resources and Water Quality

Are there any surface or ground water resources present, including an EPA-designated sole source aquifer (SSA), near the proposed project that would be impacted? Explain.

☒ NO There are no surface or ground water resources present.

☐ YES

Is there an increase in impervious surface (e.g., roofs, driveways, streets, parking lots, etc.) or restored pervious surface greater than one acre? If YES, a NPDES/storm water permit may be needed and must be acquired prior to construction. Explain.

☒ NO The proposed project site consists of parking lots 5 & 6, a roadway and the transit station with minimal landscaping,

☐ YES

See Water Quality Impacts of the report presented in **Attachment E**.



13. Wetlands and Waters of the U.S.

Are there any wetlands or waters of the U.S. on or adjacent to the proposed project area that would be temporarily or permanently impacted? Explain.

☒ NO The proposed project site consists of parking lots 5 & 6, a roadway and the transit station with minimal landscaping. However, there is Brush Creek to the West of the project that will need to be protected during construction. A Storm Water Management Plan (SWMP) or Storm Water Pollution Prevention Plan (SWPPP) will be utilized for the proposed project work area to prevent impacts the proposed project may have on the wetland areas located within Brush Creek. U.S. Fish and Wildlife Service Wetland Map is presented in **Attachment I** and also see Wetland Impacts section of the report presented in **Attachment E**.

☐ YES

If YES, is a permit from the US Army Corps of Engineers required? Explain.

☐ NO

☐ YES

14. Threatened and/or Endangered Species

Are there any listed threatened and/or endangered species (plant or animal) or critical habitat present on or near the proposed project area that would be impacted? How was this determined? If yes, Section 7 of the Endangered Species Act may apply. Explain.

☒ NO The proposed project site does not currently support threatened or endangered fauna or flora. See Threatened and/or Endangered Species Impacts section of the report presented in **Attachment E**.

☐ YES

15. Natural and Biological Resources

Are there any natural areas, biological resources (fish, birds, wildlife and habitat) or sensitive areas present on or near the proposed project area that would be impacted? If the proposed project has the potential to impact wildlife or waterfowl refuges, a Section 4(f) evaluation may be required. Explain.

☒ NO The proposed project site currently consists of parking lots 5 & 6, a roadway and a transit station. See the Natural and Biological Resources Impacts, and Appendix A Site Photos of the report presented in **Attachment E**.

☐ YES

If YES, does Section 4(f) apply? Explain.

☐ NO

☐ YES – Provide Section 4(f) Evaluation



16. Traffic and Parking

Does the proposed project have the potential to permanently impact traffic and/or parking (on and off street) in the project area? Explain.

☒ NO Traffic Studies of the area and proposed project do not indicate there will be significant impact. Parking and traffic issues during construction will be mitigated. SGM Traffic Study presented in **Attachment F**.

☐ YES

17. Utilities

Are there any utilities that could be impacted by the proposed project? Explain.

☒ NO There are minimal utilities in the proposed project area according the existing mapping. A water line is close to the proposed project site, but not within the proposed project area. Utility locates will be made in the area prior to construction, see Section U. See Utility section of the report presented in **Attachment E**.

☐ YES

18. Construction Impacts

Will the proposed project result in impacts (e.g., noise, air, water, staging, parking, traffic detours, etc.) during construction? Explain.

☐ NO

☒ YES –There will be impacts to the area during the construction of the project. Measures will be taken to minimize and mitigate impacts to: soil and debris migration, air (dust) and water quality mitigation, storm water mitigation, and construction noise. Parking impacts are going to be mitigated by managing access to adjacent lots. Traffic control will be in place as necessary during the construction phase and addressed in the Construction Management Plan. A study is being conducted to determine how to preserve regional service to the west Village Mall during the construction in the winter. Current recommendations are to phase the project to allow for a temporary regional bus stop. If cultural materials or hazardous materials are discovered in the project area during construction, all work in that area would cease, the area would be secured, and the appropriate agencies would be notified within 24 hours of the discovery. Work would not resume in the area of discovery until the agency clears the project. See Construction Impacts section in the report presented in **Attachment E**.

19. Public Outreach and Agency Coordination

Was any public outreach and/or agency coordination conducted? Explain.

☐ NO

☒ YES There have been a number of meeting on the conceptual design: 3 public/community open house meetings, 6 council meetings, 5 meetings with private/business organizations, 5 with the Elected Officials Transportation Committee (EOTC), 3 with the Intermountain Transportation Planning Region, and 2 with the Aspen Skiing Company. Coordination meetings continue to be held with the Roaring Fork Transportation Authority (RFTA), staff of the EOTC, and CDOT staff. Additionally, EOTC meetings are televised. See Public Outreach and Agency Coordination section of the report presented in **Attachment E**.



20. Safety and Security

Are any measures required for the safe and secure operation of the proposed project after its construction? Explain.

☐ NO

☒ YES Security cameras will be installed round the facility to monitor movement. Driver break room and offices will require key code access and alarm systems. Public spaces in the building will be secured after hours and have alarms. Some of the pedestrian areas will have snowmelt system to improve pedestrian safety. ADA accommodations will be improved greatly in the project, see Safety and Security section in the report presented in **Attachment E**.

21. State and Local Permits, Policies and Ordinances

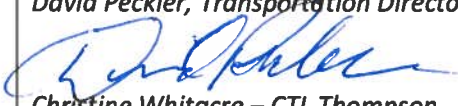
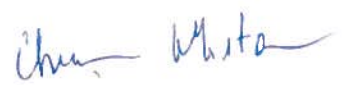
Does the proposed project require compliance with any applicable state and local permits, policies and ordinances? Explain.

☐ NO

☒ YES The project will have to go through a local public process for the zoning change and the Land Use review to secure construction permits. ADA improvements will be made as required to improve accessibility. Some Pitkin County restrictions will apply and storm water permitting during construction will be required. Electrification requirements will be included to accommodate future BEB and EV charging. If Federal interest is involved in the project, then Master Agreement Certifications and Assurances will be necessary. See Section X. State and Local Permits, Policies and Ordinances in report presented in **Attachment E**.

WORKSHEET COMPLETED BY (RECIPIENT NAME AND TITLE):

DATE SUBMITTED:

David Peckler, Transportation Director  Christine Whitacre – CTL Thompson 	March 31, 2021 March 31, 2021
--	---

Note: CE Worksheet must be signed by the Recipient of Funds

Attachments:

A: Site Map

B: Mall Feasibility Study

C: Mall Area Zoning Map

D: History Colorado Report

E: Categorical Exclusion Report

F: SGM Traffic Study

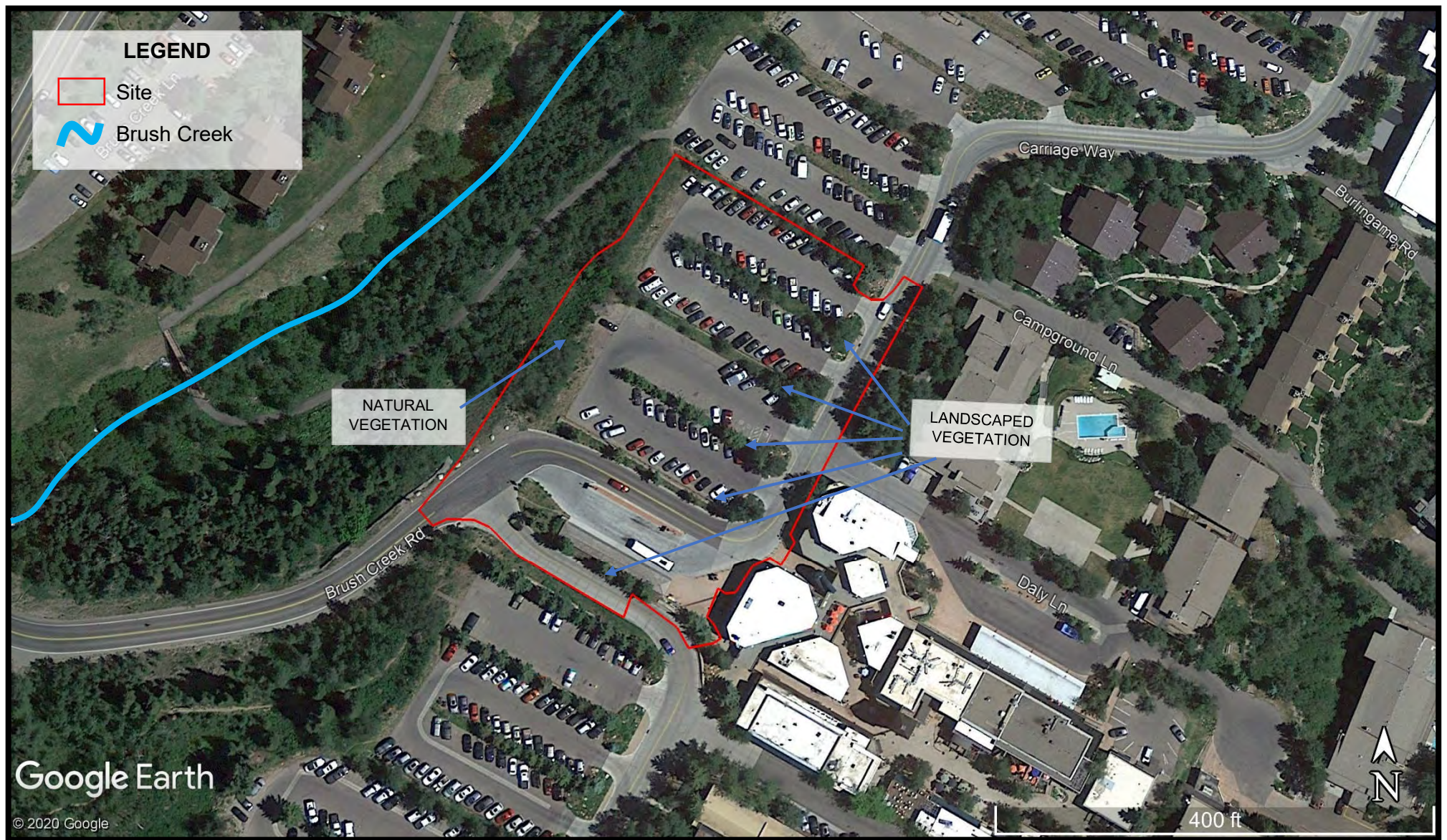
G: GeoSearch Radius Report

H: FEMA Flood Hazard Map

I: USFWS Wetland Map



ATTACHMENT A
SITE MAP





**NEPA ASSESSMENT
CATEGORICAL EXCLUSION
TOWN OF SNOWMASS VILLAGE
SNOWMASS TRANSIT STATION
SNOWMASS VILLAGE, COLORADO**

Prepared for:

**TOWN OF SNOWMASS VILLAGE
P.O. Box 5010
Snowmass Village, Colorado 81615**

Attention: Mr. David Peckler

Project No. GS0681-240-R1

January 23, 2021



TABLE OF CONTENTS

EXECUTIVE SUMMARY

A.	PROJECT INFORMATION	1
B.	PROPOSED CATEGORICAL EXCLUSION	2
C.	ENVIRONMENTAL EVALUATION	3
1.	LAND USE AND ZONING IMPACTS.....	3
2.	LAND/PROPERTY ACQUISITION RELOCATION, LEASES AND EASEMENTS.....	3
3.	ENVIRONMENTAL JUSTICE (EJ) IMPACTS.....	3
4.	CULTRUAL, HISTORIC, AND ARCHEOLOGICAL RESOURCE IMPACTS.....	4
5.	VISUAL AND AESTHITIC IMPACTS.....	6
6.	PARK AND RECREATION RESOURCES	8
7.	NOISE AND VIBRATION.....	8
8.	AIR QUALITY	11
9.	HAZARDOUS MATERIALS	12
	Leaking Storage Tanks (LST)	12
	Registered Storage Tanks (AST/UST).....	13
	Resource Conservation & Recovery Act (RCRA)	14
	Alternative Fueling Station.....	14
	Snowmass Snowmaking System/Aspen Skiing Company.....	14
10.	FARMLAND	15
11.	FLOODPLAINS.....	15
12.	WATER RESOURCES AND WATER QUALITY	15
13.	WETLANDS AND WATERS OF THE U.S.	16
14.	THREATENED AND/OR ENDANGERED SPECIES.....	17
15.	NATURAL AND BIOLOGICAL RESOURCES	21
16.	TRAFFIC AND PARKING	22
17.	UTILITIES.....	23
18.	CONSTRUCTION IMPACTS	23
19.	PUBLIC OUTREACH AND AGENCY COORDINATION	25
20.	SAFETY AND SECURITY	26
21.	STATE AND LOCAL PERMITS AND ORDINANCES.....	26
D.	BIOLIGICAL RESOURCE IMPACTS	27
	CONCLUSION	27
	LIMITATIONS.....	27



FIGURE 1 – TOPOGRAPHICAL AREA MAP

FIGURE 2 – EXISTING CONDITIONS MAP

APPENDIX A – SITE PHOTOGRAPHS

APPENDIX B – GENERAL NOISE ASSESSMENT SPREADSHEET

APPENDIX C – RESPONSE AND INFORMATION LETTERS

APPENDIX D – HISTORICAL AERIAL PHOTOGRAPHS



EXECUTIVE SUMMARY

This report presents the results of the Categorical Exclusion that was performed by CTL Thompson (CTL) for the Town of Snowmass Transit Station. The proposed project site is located north of Elbert Lane and Carriage Way in the Town of Snowmass Village, Colorado.

Based on analysis, the proposed project would not present any significant impacts.

This executive summary does not contain all the information that is found in the full report. The report should be read in its entirety to obtain a more complete understanding of the information provided and to aid in any decisions made or actions taken based on this information.



A. PROJECT INFORMATION

The Town of Snowmass Village is a thriving community located in western Colorado and is situated at over 8,100 feet in elevation. The area is characterized by its growing resort economy and beautiful physical setting. The Town of Snowmass Village and surrounding communities have made a major commitment to regional and local public transportation in order to protect the quality of life for their residents and the environment. The Town of Snowmass Village (TOSV) Transportation Department manages the buses and parking services within Snowmass Village including maintenance of the related facilities and the anticipated future transportation needs.

The proposed project would include the new two-story transit facility, parking lot, and improvements to Brush Creek Road and Carriage Way. The station will consist of a two-story ADA compliant structure, with bus operations located on the upper level and vehicle parking on the lower level. Brush Creek Road will provide access from the west and will be reconfigured to wrap around the northwestern boundary of the transit station. Carriage Way will be reconfigured and will provide access from the north and south. The upper level of the transit station will consist of a single 40,600 ft² bus platform with ten loading/unloading areas and two shuttle staging areas. A driver lounge, skier services and public restrooms will also be located on this level. The northeastern portion of the station will contain freight and passenger elevators which will provide direct upper and lower mall access. The lower level of the station will consist of garage parking and delivery areas, with a total of 104 garage parking spots. The lower level will also contain amenities for bike storage and access to mechanical and electrical services and additional transit station storage. The footprint of the transit station will cross through the current Lot #6 and half of Lot #5. 40 parking spaces will be available within Lot #5 with the new configuration. See **Attachment A** (Mall Transit Station Feasibility Study) for preliminary designs and more details regarding the proposed project.

The proposed project will consolidate the existing regional and local transit depots, which are currently separated, into a centralized location. The new design will improve the function of the local service as a feeder to the regional transportation service and will also add 25 additional parking spaces to the overall Site area (total 144 parking spaces). If granted, funds from the FTA would be used for the construction of the proposed project. According to the Pitkin County Assessor information, the proposed project site is owned by the Town of



Snowmass Village. Brush Creek Road feeds into the transit station from the west and Carriage Way forms the southeastern border of the proposed project site. The site location and plan are shown on **Figure 1** (Area Map).

The existing transit station consists of two RFTA bus loading/unloading zones and two RFTA staging areas located at the southern portion of the proposed project site. The northern two thirds of the site consist of Parking Lots #5 and #6, with a total of 119 parking spaces. Local transportation for the area is located to the east of the Site along Daly Lane from a single bus platform for TOSV shuttle loading and unloading. The existing conditions can be seen in **Figure 2** (Existing Conditions Map).

The proposed project site is unaddressed and is generally located in the southeast $\frac{1}{4}$ of Section 2, Township 10 South, Range 86 West of the 6th Principal Meridian. The proposed project is located along the western boundary of the West Village in the Town of Snowmass Village. The proposed project consists of approximately 2.3 acres and encompasses existing Parking Lots #5 and #6 as well as the current existing regional transit station.

B. PROPOSED CATEGORICAL EXCLUSION

This Categorical Exclusion (CE) was performed in compliance with the Region 8, Federal Transit Administration (FTA) guidelines for implementing the National Environmental Policy Act of 1969 (NEPA). In FTA's June 2016 *Guidance for Implementation of FTA's Categorical Exclusions*, Section 23 CFR 771.118, a CE action is described as:

"...actions which meet the definition contained in 40 CFR 1508.4, and, based on past experience with similar actions, do not involve significant environmental impacts. They are actions which: do not induce significant impacts to planned growth or land use for the area; do not require relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively, have any significant environmental impacts."



In an attempt to provide safer and more effective transportation services, TOSV plans to construct a new Intermodal Transit Station. The proposed project is located in the West Village, an area currently developed with parking, a regional transit depot, and a transportation corridor. This project falls under a Categorical Exclusion C-9 project, which is described as the *“Assembly or construction of facilities that is consistent with existing land use and zoning requirements (including floodplain regulations) and uses primarily land disturbed for transportation use, such as: buildings and associated structures; bus transfer stations or intermodal centers; busways and streetcar lines or other transit investments within areas of the right-of-way occupied by the physical footprint of the existing facility or otherwise maintained or used for transportation operations; and parking facilities”*

C. ENVIRONMENTAL EVALUATION

1. LAND USE AND ZONING IMPACTS

The area of the proposed project is currently used for parking lots (Lot #5 and Lot #6). The lots are zoned SPA-1 by the Town of Snowmass Village. SPA-1 is akin to PUD zoning which limits the use of a property to the use or uses which are approved by the Town of Snowmass Village. The zoning is currently not appropriate for the proposed project. A rezoning review will be submitted in April and is expected to be completed by June of 2021.

2. LAND/PROPERTY ACQUISITION, RELOCATION, LEASES AND EASEMENTS

There will be no land acquisitions or displacement of residences or business as a result of the construction of the proposed project. The land on which the proposed project will be constructed is currently owned by the Town of Snowmass Village.

3. ENVIRONMENTAL JUSTICE (EJ) IMPACTS

The Site and surrounding area are part of the Town of Snowmass Village, which is primarily a ski resort town. The site lies in what is called the West Village. The surrounding properties generally consist of restaurants, rental and vacation condominiums, hotels, offices, Snowmass Village employee housing, the Snowmass Village Transit Center and transportation corridors. For the most part, the surrounding area is not used as permanent housing and is not designated low income. The environmental justice EJScreen website reports



approximately 2,427 habitants within two miles of the proposed project. The minority population is approximately 8 percent, while that of the State of Colorado is 32 percent. The low-income population is approximately 28 percent, while that of the State of Colorado is 27 percent. The demographic index is 10 percent, while that of the State of Colorado is 29 percent. Of the surrounding properties, the Snowmass Village employee housing would present the most likely location of low-income housing. This property is located northwest of the Site across Brush Creek and a walking trail currently provides access from the housing to the site. The proposed project is not anticipated to have any affect on employee housing.

The proposed project will benefit residents of the employee housing, as it will provide better access to mass transit which will provide transportation to and from Snowmass to the surrounding communities. The current walking trail will not be disturbed as part of the proposed project and will allow relatively easy access for the residents to the new Transit Center. The benefits of access to affordable and reliable transit reduces the need for a personal or rental vehicle, reduces congestion and travel times. It also increases reliable access to services such as healthcare, education, and grocery stores. The proposed project will create additional mobility for people with disabilities.

The proposed project is not anticipated to present any significant environmental injustice to the surrounding properties. The proposed project will provide a new community resource. The proposed project would not cause any disproportionately high and adverse impacts to minority and/or low-income populations.

4. CULTURAL, HISTORIC, AND ARCHAEOLOGICAL RESOURCE IMPACTS

A historic resources evaluation was conducted of the proposed project site. History Colorado, Office of Archaeology and Historic Preservation was contacted to request that they conduct a search of the Colorado Inventory of Cultural Resources for the Site boundaries. The Colorado Inventory of Cultural Resources is a list of sites which may be eligible to be listed in the National Register of Historic Places. Both the Ute and Southern Ute Indian Tribes were contacted for information they may have regarding historical resources that may be associated with the Site. Historical topographical aerial photographs were also consulted. The Pitkin County Assessors office was also consulted.



A review of historical topographical maps and aerial photographs from years 1951, 1956, 1958, 1962, 1969, 1979, 1983, 1990, 1999, 2005, 2006, 2009, 2011, 2013, 2015, 2017, and 2019 was conducted and are provided in **Appendix D**. The review of historical aerial photos for the site indicates the property was primarily vacant land until it was improved into its current use as parking lots sometime prior to 1969. The surrounding area has also been developed since at least 1969. The general use of the surrounding properties consists of hotels, condominiums, restaurants and the Snowmass Ski Area.

The proposed project lies in the West Village. A commercial area of Snowmass Village. The surrounding properties generally consist of restaurants, rental and vacation condominiums, hotels, offices, Snowmass Village employee housing, the Snowmass Village Transit Center and transportation corridors. The neighborhood is not an existing historic district. The two closest buildings, the Pokolodi Lodge and the Snowmass Village Mall, are not registered historic sites. Pokolodi Lodge was constructed in 1967 and remodeled in the mid-1980s. This property is not a historic property included in, or eligible for inclusion on the National Register of Historic Places (NRHP). The closest Snowmass Village Mall building was constructed in 1988 and is not a historic property included in, or eligible for inclusion on the National Register of Historic Places.

Ute Indians originally hunted, fished and gathered wild foods in the Brush Creek Valley. The first Europeans explored the Elk Mountains as early as 1853 during the Gunnison Survey, but it wasn't until the Hayden Survey in the 1870s that the prominent peaks visible from Snowmass were named. By the 1880s, the Ute Indians had been driven from the Brush Creek Valley.

While there was some evidence of exploratory digging in the Brush Creek Valley, the land proved to be more conducive to ranching and by the late 1880s there were between 11 and 19 ranches running sheep and cattle within the Brush Creek Valley. Of the early settlers, Charles Hoaglaund was one of the most significant. He moved to the Brush Creek Valley in 1910 and constructed his house and additional outbuildings. This house and many of the outbuildings have been incorporated into the Anderson Ranch Art Center. Other historic buildings within the Valley include: the Brush Creek Frontier School, the BJ Adams Building, the Alpine Bank Building, and the Burlingame and Lynn Britt Cabins, as well as various sheds and outbuildings located throughout the valley. In 1958, Bill Janss started acquiring land



within the valley in hopes of opening up a ski area. In 1967, Snowmass-at-Aspen opened with five chairlifts, fifty miles of ski trails, seven hotels and six restaurants. A field survey was conducted to determine if the proposed project will have visual or noise impacts. As there are no historical resources near the proposed project site, it is not expected to impact historical resources.

History Colorado did not indicate the presence of mapped historic sites within the Site boundaries. The known historic districts, buildings, or archeological sites located within the valley are not located on the Site and are not close enough to the site to be affected by construction of the proposed project. The Pokolodi Lodge, the closest receptor to the proposed project, is not a historic property included in, or eligible for inclusion on the National Register of Historic Places.

Based on the information obtained from History Colorado, the proposed project construction would not pose a significant impact to historical resources. History Colorado did not have records of historical sites or surveys for the Site. Correspondence from the Southern Ute Indian Tribe in a letter dated September 27, 2020 indicates no adverse effect due to the proposed project. As of the date of this report, a response has not been received from the Ute Indian Tribe.

The Site has been developed for approximately 40 years as parking and it is unlikely that historical artifacts are located on the site. Due to correspondence with Indian Tribes and History Colorado, it is not expected that the proposed project would impact historical or cultural resources. If cultural materials are discovered in the project area during project implementation, all work in that area would cease, the area would be secured, and the appropriate agencies would be notified within 24 hours of the discovery. Work would not resume in the area of discovery until the agency clears the project.

5. VISUAL AND AESTHETIC IMPACTS

The Site is located on a northwestern facing ridge at approximately 8600 feet above sea level, which overlooks a view of Wildcat Ridge to the west and northwest of the Site. To the north are more parking lots for the Snowmass Mall and residential housing further north.



To the east and southeast of the Site are condominiums, the Snowmass Mall and lodging. To the south are more parking lots and a hotel.

The project proposes the construction of a two-story transit station with the lower level for parking and deliveries. The proposed project would construct a two-story structure which would rise to approximately 19 feet. There would be the bus lanes to the building in the center that is one story tall. The vertical construction of the proposed project may partially obscure the existing view of Wildcat Ridge for people traversing through lower levels to the east of the transit structure, and along Carriage Way and Daly Lane. For people on the upper levels of the transit station, the view of Wildcat Ridge will be enhanced from a higher vantage point. The proposed project would not impact recognized viewsheds as Wildcat Ridge is not considered a recognized viewshed. The Town of Snowmass Village has established Ridgeline Protection Areas as described in Section 16A-4-50 of the municipal code. These areas are described as “lands that are visible from Brush Creek Road, Owl Creek Road or the Town Community Park and are at the crest or highest elevation of a ridge or hillside, or are within fifty (50) feet of elevation, measured vertically, from the crest of a ridge or hillside.” The proposed project does not fit within the definition of a Ridgeline Protection area. The mass and scale of the new station fits with the character of the community and vertical height limitations comply with Snowmass Village’s land use codes.

How the new station will fit aesthetically within the landscape is a major concern of the community. The design of the proposed project will follow Snowmass Village’s municipal landscaping code as described in Section 16A-4-320. The proposed project would emphasize preserving as much existing vegetation as possible and removed vegetation will be replaced with appropriate similar size plantings. These plantings will serve the purpose of aesthetic beauty, development screening and erosion control. Revegetation efforts will prioritize using drought-tolerant, native species appropriate for local climate, soils and drainage of the area. It is anticipated that grading of the Site will be limited; however, disturbed areas will be graded with contours designed to fit the natural landscape. Lighting will be installed within the parking area and transit station for visual clarity and safety purposes; however, the proposed project is not anticipated to significantly alter existing lighting conditions. It is anticipated that the aesthetic impacts of the finished project to be minimal and will comply with landscaping guidelines as presented in Snowmass Village’s municipal code and fit within the natural and designed aspects of the landscape.



Overall, the proposed project is not anticipated to significantly alter the existing visual and aesthetic conditions of the Site and surrounding area.

6. PARK AND RECREATION RESOURCES

The Site is not located within a mapped park or recreation area. Within the vicinity of the site there are three parks and recreation areas, but not on the site. Snowmass Ski Area is a recreation area that offers snow skiing in the winter and hiking and biking trails in the summer. The southern portion of the Snowmass Ski Area is located within the White River National Forest. The site is located north and west of the Snowmass Ski Area and of the White River National Forest and will not impact either location. The other parks and recreation areas located in the vicinity of the site would not likely be impacted by the proposed project.

Based on analysis, the proposed project is not expected present a significant impact to parks or recreation areas.

7. NOISE AND VIBRATION

The vibration screening procedure is designed to identify projects that have little possibility of creating significant adverse impact. If the screening procedure does not identify any potential problem areas, it is usually safe to eliminate further consideration of vibration impact from the environmental analysis.

The vibration screening process is described in the FTA's *Transit Noise and Vibration Impact Assessment Manual* from September 2018. The vibration screening process is presented in Chapter 6 of the document and the process is summarized in Figure 1 below.

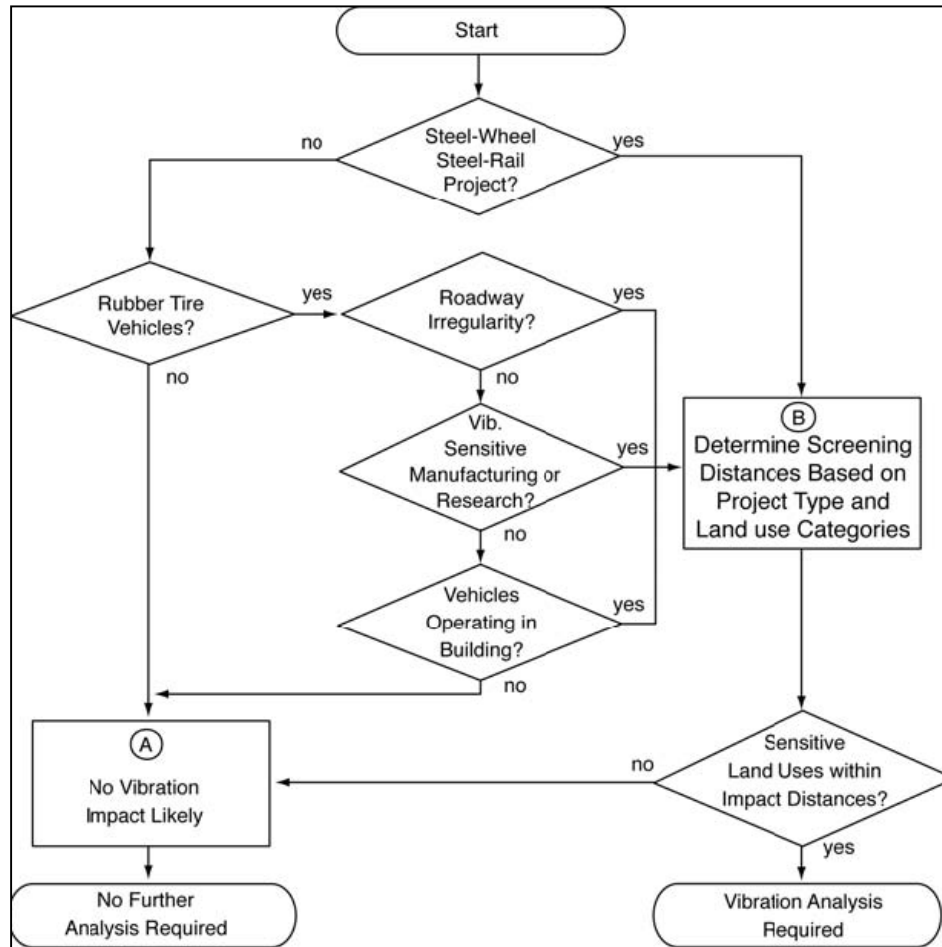


Figure 1. Screening procedure flow chart.

The proposed project will be used by rubber-tired vehicles. There will be no known roadway irregularities such as expansion joints, speed bumps, or other design features that result in unevenness in the road surface, and there are no sensitive buildings which will be operating adjacent to the site such as research using electron microscope or manufacturing of computer chips. The proposed project is not a shared-use facility. In addition, the proposed project is a facility where busses are already present, so there is no potential for additional vibration impact. The proposed project it is unlikely to present a significant impact of vibration. Vibration impact is unlikely with the proposed project and no further analysis is needed.

The proposed project is considered a stationary source. The procedure for conducting a noise assessment is detailed in Chapter 4 of the *Transit Noise and Vibration Impact Assessment Manual* (FTA Manual) prepared by the FTA. The surrounding properties were evaluated for the nearest noise receptors. Based on evaluation, the surrounding land use



generally fell under Land Use Category #2 as defined in Table 4-3 of the FTA Manual. Category 2 uses include residences and buildings where people normally sleep. This includes homes, hospitals, and hotels where nighttime sensitivity to noise is assumed to be of the utmost importance. Generally, the properties surrounding the site include restaurants, shops, and hotels/rental condos. Using Table 4-7, Screening Distance for Noise Assessments from the FTA Manual, it was determined that the screening distance for a Bus Transit Center is 225 feet unobstructed and 150 feet for intervening buildings. As there are no obstructions between the site and the surrounding buildings, 225 feet is the screening distance. (page 48/258 Option B)

The Pokolodi Lodge, at approximately 215 feet to the east of the center of the Site, was the only noise receptor identified. The team measured the existing noise outside of the lodge to be below 55 dBA; however, the team did not visit the Site during peak season and noise was especially low due to low tourism because of impacts from Covid-19. Based on analysis, it was decided that using Step 5 of Section 4.4 of the FTA Manual would provide a more accurate estimate of existing noise levels during a typical peak season.

The Pokolodi Lodge is not within range of a major roadway or a railway, so population density was used to calculate existing noise estimate. The Pokolodi Lodge was built in 1967 and remodeled in the mid-1980s. This property is not a historic property included in, or eligible for inclusion on the National Register of Historic Places (NRHP). A letter from History Colorado is available in **Attachment D** of the FTA Worksheet. At peak season, the estimated population density to be within the range of 3,000-10,000 people per square mile. According to Table 4-17 of Step 5, the day-night sound level (Ldn) of this population range is estimated to be 60 dBA.

According to information provided by TOSV and RFTA, the combined number of busses and shuttles that will come through the station is estimated to be 507 during daytime hours (7am to 11pm) and 27 during nighttime hours (11pm to 7am), for an average of 31.69 busses per hour during daytime hours and 3.38 busses per hour during nighttime hours.

Based on the noise assessment of existing noise exposure estimates and the estimated number of busses per hour during nighttime and daytime hours, a general noise assessment was conducted utilizing the FTA Noise Impact Assessment Spreadsheet which is



provided in **Appendix B**. Based on these calculations, the distance to impact contours indicates the moderate impact contour occurs about 122 feet from the center of the property and the severe impact contour occurs at 73 feet. This can be seen in Figure 2 below.



Figure 2. Severe and moderate impact contours.

Calculations using the Noise Impact Assessment Spreadsheet estimate that Total Noise Exposure would overall increase noise by approximately 1 dBA. The results using the spreadsheet classifies the overall impact of this increase as “none”. Based on the results of the General Noise Assessment, the proposed project is not expected to significantly impact the surrounding area. The calculations for the assessment and additional figures are presented in **Appendix B**.

8. AIR QUALITY

Pitkin County’s State Implementation Plan (SIP) status is “Maintenance” for particulate matter as of 2003. Per the “*Revised PM10 Maintenance Plan for the Aspen Attainment/Maintenance Area*” Snowmass Village is in a maintenance air quality area of Colorado. PM10, defined as particles with an aerodynamic diameter of ten microns or less



(PM₁₀). PM₁₀ is emitted from unpaved roads, fires, power plants, and construction sites. The proposed project site is expected to require very little grading work, and per the SGM traffic study presented in **Attachment E** of the FTA Worksheet, is not expected to create an increased traffic impact. The proposed project would utilize best management practices to minimize emissions of PM₁₀ during construction.

The proposed project is part of the Town of Snowmass Village Mall Transit Station Feasibility Study. The study is not approved and is in the planning stages of development. The construction of the proposed project would likely result in beneficial, long-term impacts to air quality within the Roaring Fork Valley due to transit riders shifting from single occupancy vehicles. The proposed project would not result in significant impacts to air quality, as it would not increase the number of buses stopping in the area, only provide a more centralized location.

As described in Section 5.0, the traffic analysis performed by Felsburg Holt and Ullevig did not identify serious traffic impacts at the intersections studied. The traffic analysis indicated the intersections studied would operate at a Level of Service of B or better. According to 40 CFR 93.123(b)(1) a Level of Service of B does not require further evaluation. Based on the results of the traffic analysis, the proposed project is not expected to create Carbon Monoxide (CO) hot spots, and therefore it is not a significant impact.

9. HAZARDOUS MATERIALS

A GeoSearch Radius Report, dated September 10, 2020, is presented in **Attachment G** of the FTA Worksheet. A summary of the findings for the nearby facilities is presented, as follows:

Leaking Storage Tanks (LST)

The Colorado Department of Labor and Employment (CDLE) regulates active and inactive LST findings. There were fifteen LST findings listed within 0.5 mile of the Site. All findings are located topographically downgradient of the Site and fourteen of the fifteen findings have also received “No Further Action” or closure letters from the CDLE. Due to the regulatory status and topographic locations, these findings would not present obvious



environmental concerns for the proposed project site. The findings are summarized in Table I below.

Table I
Summary of Mapped LST Findings

Finding	Downgradient	Approximate Distance from Site	Closure Date
Snowmass Vehicle Maintenance	X	0.04 mi NE	5/3/2002
Sam's Knob Pump Station	X	0.04 mi NE	1/13/1997
Elk Camp Tank Farm SAST 22-24	X	0.04 mi NE	4/15/1995
Snowmass Golf Course Maintenance	X	0.04 mi NE	1/13/1999
Town of Snowmass Village	X	0.13 mi NE	6/20/1990
Top of Lift #11 SAST 25	X	0.21 mi NE	12/02/1994
Top of Lift #8 SUST 23 CI	X	0.21 mi NE	5/14/1995
Top of Lift #2 SUST 17CR SAST 03	X	0.21 mi NE	3/23/1995
Top of Lifts #3 & #5 SUST 18CI SAST 04	X	0.21 mi NE	4/12/1995
Top of Lift #10 SUST 24CR & SAST 20	X	0.21 mi NE	4/10/1995
Top of Lift #8 SAST 12	X	0.21 mi NE	5/3/2002
Top of Lift #9 SAST 10 & SAST 11	X	0.21 mi NE	3/14/1995
Town of Snowmass Village	X	0.41 mi NE	11/27/1992
Snowmass Resort Conoco	X	0.43 mi NE	NA
Wood Run Pump Station	X	0.45 mi NE	11/18/1998

Registered Storage Tanks (AST/UST)

Registered Aboveground Storage Tanks (AST) and Underground Storage Tank (UST) facilities are maintained by CDLE. Types of tanks included are: currently in use, never installed/existed, never installed-permit revoked, not regulated, other, pending installation, permanently closed, temporarily out of use. The radius report included records for three ASTs and three USTs within a quarter mile of the Site. These ASTs and USTs are located downgradient of the Site. Based on analysis, these findings do not present obvious environmental concerns for the subject Site.



Resource Conservation & Recovery Act (RCRA)

The RCRA regulates the generation, transportation, treatment, storage, and disposal of hazardous waste. This also includes the management of non-hazardous solid wastes. This listing refers to facilities classified as generators in EPA Region 8, but also includes corrective action generators, suspected generators, former generators, and non-generators. There was one RCRA generator listing for the Aspen Skiing Company. This facility is located approximately 0.04 miles downgradient and to the northeast of the Site. Based on analysis, it is believed that this record indicates the normal business practices of this facility and does not present an obvious environmental concern to the Site.

Alternative Fueling Stations

A nationwide list of alternative fueling stations made available by the U.S. Department of Energy's Office of Energy Efficiency & Renewable Energy. Includes Bio-diesel stations, Ethanol (E85) stations, Liquefied Petroleum Gas (Propane) stations, Ethanol (E85) stations, Natural Gas stations, Hydrogen stations, and Electric Vehicle Supply Equipment (EVSE). There was one listing for the Aspen Skiing Co, located approximately 0.04 miles downgradient and to the northeast of the Site. This facility is currently owned by the TOSV. Based on analysis, it is believed that this record indicates the normal business practices of this facility and does not present an obvious environmental concern to the Site.

Snowmass Snowmaking System/Aspen Skiing Company

The Snowmass Snowmaking System and Aspen Skiing Company facilities are reported to be located adjacent to the east of the Site, although this may simply be a business address. There are four records related to pollutant discharge under the listings Facility Registry System, Integrated Compliance Information System National Pollutant Discharge Elimination System, and Enforcement and Compliance History Information. Based on analysis, it is believed that these environmental permits indicate the normal business practices of those facilities and do not present an obvious environmental concern to the Site.



10. FARMLAND

The Site currently consists of a parking lot and transit station within West Village. The proposed project is not anticipated to impact farmland.

11. FLOODPLAINS

The Flood Insurance Rate Maps produced by the Federal Emergency Management Agency (FEMA) were reviewed. The maps do not indicate the Site as located within a 100-year or 500-year floodplain. A 100-year floodplain is mapped north and west of the site associated with Brush Creek. The proposed project would not impact on either the 100-year or 500-year floodplains.

12. WATER RESOURCES AND WATER QUALITY

The Clean Water Act was passed by the U.S. Congress in 1971 to protect the physical, biological, and chemical quality of “Waters of the U.S.” The Corps Regulatory Program administers and enforces Section 404 of the Clean Water Act. Under Section 404, a Corps permit is required for the discharge of dredged or fill material into wetlands and waters of the U.S. The Corps defines waters of the U.S. as all navigable waters and their tributaries, all interstate waters and their tributaries, all wetlands adjacent to these waters, and all impoundments of these waters.

There are no navigable waters or coastal zones on the Site. Brush Creek, a navigable waterway by definition is located west and north of the Site. Brush Creek is not located within the proposed project boundaries and the proposed project will not significantly impact the waterway.

The site is located adjacent to Brush Creek. During construction, the proposed project site ground would be bare soil and there is a potential that sediment erosion may occur and could potentially end up in Brush Creek. A Storm Water Management Plan (SWMP) or Storm Water Pollution Prevention Plan (SWPPP) would be implemented at the Site which will reduce or eliminate the likelihood of sediment and other pollutants entering Brush Creek during construction. The proposed project would not impact water quality of Brush Creek.



The proposed project would not conduct maintenance or vehicle washing on-site. These activities would continue to be conducted at the Snowmass Vehicle Maintenance building. As a result, there would not be wash-down water mixed with other chemicals and therefore, the proposed project is not expected to impact water quality in the future.

Storm water runoff for the Site after construction would likely drain to inlets and eventually to Brush Creek. Because the project proposed to upgrade the current transit station within its current footprint, impervious surfaces are not expected to increase.

The proposed project is not anticipated to significantly impact water quality, navigable water, or coastal zones.

13. WETLANDS AND WATERS OF THE U.S.

Wetlands are defined by the U.S. Army Corps of Engineers (Corps) as those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. To meet the classification, a wetland must show evidence of a minimum of one positive wetland indicator from each parameter of hydrology, soil, and vegetation. Each must be found in order to make a positive wetland determination. Wetlands that are delineated per the Corps' classifications are regulated, and proper care must be taken to protect them during development. These delineated wetlands must remain undisturbed, or a new wetland can be developed in its place, either on or off the site. Guidelines for the mitigation of new wetlands are outlined in the U.S. Army Corps of Engineers Standard Operating Procedures for the Regulatory Program.

The Site consists of parking Lots 5 and 6 along with the current transit station. The Site parking is paved asphalt. Small areas of planted vegetation (trees, bushes, grass and flowers) are located between the parking lots. Evidence of wetland vegetation, soil conditions, or hydrology which meets the classification of a wetland as defined by the Corps, were not observed on the proposed project site.

Brush Creek is located adjacent to the north and west of the Site. Hydrology, vegetation and areas of soil that meet the classification of a wetland by the Corps were not



observed on the proposed project Site. The USFWS has identified the wetlands as a Freshwater Forested/Shrub Wetland which is seasonally flooded (PSS1C). Areas of wetlands are mapped adjacent to the north and west of the site associated with Brush Creek. These areas were located at the bottom of the ravine in which Brush Creek flows. These areas were at least 200-300 feet away from the site and would not be directly impacted by the proposed project. A Storm Water Management Plan (SWMP) or Storm Water Pollution Prevention Plan (SWPPP) will be developed for the proposed project work area to prevent impacts the proposed project may have on the wetland areas located within Brush Creek.

CTL used a USFWS National Wetland Inventory Map as an aid to help determine the location of wetlands that might be present at the Site. The map is available in **Attachment I** of the FTA Worksheet.

14. THREATENED AND/OR ENDANGERED SPECIES

The proposed project site is located in the Town of Snowmass Village, Colorado, a ski resort town located in the Colorado Rocky Mountains. The Site elevation ranges from approximately 8,520 to 8,680 feet above mean sea level and consists of Parking Lots 5 and 6 and the current Snowmass Mall transit station. Small areas of planted vegetation are located between the lots. The surrounding area to the south and east are primarily developed with condominiums, restaurants, offices and small shops. Areas of planted vegetation surround these buildings; vegetation includes planted sod, flowers and trees. Brush Creek is present near the northwest border of the Site. Brush Creek flows through a ravine and is located at the bottom of the ravine, roughly twenty feet below the elevation of the site. Small areas of wetlands are associated with the creek. The slope from the Site to Brush Creek is naturally vegetated with grasses, bushes, weeds and trees. Areas of the slope vegetation are thick, including areas of dense Aspen and pine tree growth, as well as dense shrub and willow growth. The proposed project site and surrounding area were evaluated for potential habitat for threatened and endangered fauna and flora that potentially may be impacted by the proposed project.

Federally threatened and endangered species are protected under the Endangered Species Act of 1973 as amended (16 U.S.C. 1531 et seq.). Significant adverse effects to a federally listed species or its habitat require consultation with the U.S. Fish and Wildlife



(USFWS) under Section 7 or 10 of the Endangered Species Act (ESA). According to the Information for Planning and Consultation (IPaC) tool provided by the USFWS, there are eleven threatened and endangered species with potential habitat in Pitkin County (USFWS 2020). Table II lists common and scientific names and the status of the species.

Table II
Federally Threatened, Endangered, and Candidate Species
Pitkin County

Common Name	Scientific Name	Status
Bonytail Chub	<i>Gila elegans</i>	Endangered
Mexican Spotted Owl	<i>Strix occidentalis lucida</i>	Threatened
Boreal Toad	<i>Bufo boreas boreas</i>	Candidate
Canada Lynx	<i>Lynx canadensis</i>	Threatened
Colorado Pikeminnow	<i>Ptychocheilus lucius</i>	Endangered
Gunnison Sage Grouse	<i>Centrocercus minimus</i>	Candidate
Humpback Chub	<i>Gila cypha</i>	Endangered
Razorback Sucker	<i>Xyrauchen texanus</i>	Endangered
Uncompahgre Fritillary Butterfly	<i>Boloria acrocnema</i>	Endangered
Ute Ladies'-Tresses Orchid	<i>Spiranthes diluvialis</i>	Threatened
Yellow-billed Cuckoo	<i>Coccyzus americanus</i>	Candidate

The bonytail chub is a member of the minnow family with a slight hump behind the head and a long narrow tail. This species typically lives in large, fast-flowing waterways of the Colorado River system, but their distribution and habitat status are largely unknown due to its rapid decline prior to research into its natural history. Brush Creek is the only waterway within the vicinity of the Site. Brush Creek is not considered to be a large or fast-flowing riverine system. It is unlikely the proposed project would impact the habitat of the bonytail chub, due to lack of suitable habitat within the proposed project boundaries.

The Mexican spotted owl is a large raptor sub-species that nests and roosts on cliff ledges or in caves in canyons with dense stands of ponderosa pine or pinyon–juniper, in forests with high canopy cover, and open understory. An adequate habitat includes large trees, uneven aged tree stands, multi-storied canopy, standing dead trees, and a tree canopy creating shade over 40 percent or more of the ground with some type of water source available. There are no cliff ledges or caves located on the Site and tree canopy did not contain adequate coverage. It is unlikely the proposed project would have an impact to the Mexican spotted owl, due to lack of potential habitat within the proposed project boundaries.



The boreal toad is Colorado's only alpine species of toad. The species occurs throughout most of western North America, from southeastern Alaska to northern Baja California, Utah and northern New Mexico. In Colorado, the boreal toad is restricted to the southern part of the Rocky Mountains and is found at elevations between 7,000 and 12,000 feet. Distribution of the boreal toad is restricted to areas with suitable breeding habitat in spruce-fir forests and alpine meadows. Breeding habitat includes lakes, marshes, ponds, and bogs with sunny exposure and quiet, shallow water. There are not spruce-fir forest or an alpine meadow on or adjacent to the site. Atonally, there no lakes, marshes, ponds or bogs on or adjacent to the site. The Site and adjacent properties do not meet the description of suitable habitat for the Boreal Toad; therefore, the proposed project would not impact this species or its critical habitat.

The Canada lynx is a large, bob-tailed cat, approximately three feet long. The coat is grayish, with obscure spots. Ear tufts on the lynx may be nearly as long as the actual ears. In Colorado, recorded sightings are few and scattered throughout mountainous areas of the state. Lynx are found in dense sub-alpine forest and willow-choked corridors along mountain streams and avalanche chutes, the home of its favored prey species, the snowshoe hare. Lynx are also known to be a fairly shy species, avoiding habitats and spaces in close proximity of humans. In 2006, the Colorado Parks and Wildlife indicated most of the lynx remain in the release core area: New Mexico north to Gunnison, west as far as Taylor Mesa and east to Monarch Pass. The lynx has also established a core habitat area in the Collegiate Peaks/Taylor Park area. Based on the habitat requirements of the lynx and review of the site and adjacent properties, the proposed project would not impact critical habitat suitable for the lynx.

The Colorado pikeminnow, also known as the Colorado squawfish, is the largest North American minnow. These fish have been known to reach six feet in length and 80 pounds in weight. Adult fish may be green-gray to bronze on their backs and silver to white along their sides and bottoms. The Colorado pikeminnow thrives in swift-flowing muddy rivers with quiet, warm backwaters. In Colorado, this species can be found in the Green, Yampa, White, Colorado, Gunnison, San Juan and Dolores Rivers. Brush Creek, located to the northwest of the Site, is not associated with these listed rivers. Based on this information, it is unlikely the Colorado Pikeminnow would be impacted by the proposed project.



The Gunnison sage-grouse is a unique species of sage-grouse found south of the Colorado River. The Gunnison sage-grouse occur among seven separate populations throughout southwest Colorado and southeast Utah. The largest population of birds inhabits the Gunnison Basin. The Gunnison sage-grouse require a variety of habitats such as large expanses of sage with a diversity of grasses and forbs and healthy riparian ecosystems. This species is very dependent on sagebrush. In the fall and winter, the leathery leaves of sagebrush are one of its only foods. Based on analysis of the proposed project site and adjacent properties, area does not present suitable habitat for the Gunnison sage-grouse.

The humpback chub is a member of the minnow family and is green to silver and white with an abrupt hump behind the head. This species prefers deep, fast-moving, turbid waters often associated with large boulders and steep cliffs. In Colorado, the humpback chub can be found in deep, canyon-bound portions of the Colorado River system such as Black Rocks and Westwater Canyons of the Colorado River and Yampa Canyon inside Dinosaur National Monument. Based on the habitat requirements for this species, it is not expected that the proposed project would impact the Humpback Chub.

The razorback sucker is a large, bronze to yellow fish that grows to a weight of about 15 pounds and has a sharp-edged keel behind the head. Breeding males turn gray-black with a bright orange belly. In Colorado, populations remain in the middle Green River in Utah and in an off-channel pond in the Colorado River near Grand Junction. The Razorback Suckers are found in deep, clear turbid waters of large rivers and some reservoirs over mud, sand or gravel. Based on the habitat requirements for this species, it is not expected that the proposed project would impact the razorback sucker.

The Uncompahgre fritillary butterfly is a small butterfly, with dorsal wing coloring of dull orange-brown, darker shading toward the wing bases, and markings that appear faded and indistinct. The ventral side of the hindwing is dark orange-brown at base, providing a stronger contrast with the ivory body. The Uncompahgre fritillary butterfly is now generally confined to high alpine meadows dominated by Snow Willow located above 13,000 feet in the San Juan Mountains of southwestern Colorado. The proposed project would not impact the Uncompahgre fritillary butterfly due to the lack of habitat for this species.



Ute ladies'-tresses orchid typically occurs at elevations below 6,500 feet in moist to wet alluvial meadows, floodplains of perennial streams, and around springs and lakes. Occurrences of Ute ladies'-tresses have been documented in Colorado, Wyoming, Idaho, Nevada and Utah; the populations in Colorado mostly occur along the Front Range. The Site was assessed for potential Ute ladies'-tresses habitat. There are no wet alluvial meadows, floodplains of perennial streams, springs, or lakes on the Site. According to available research, the proposed project Site does not present habitat suitable for the Ute ladies'-tresses orchid.

The yellow-billed cuckoo is a small bird named for its distinct call. The yellow-billed cuckoo is a medium-sized brown bird, about 12 inches long and weighing approximately 2 ounces. The bird's most notable physical features are a long, boldly patterned black and white tail and an elongated down-curved bill which is yellow on the bottom. Western yellow-billed cuckoos breed in dense willow and cottonwood stands in river floodplains. The proposed project would not impact the yellow-billed cuckoo, based on the lack of adequate habitat for this species.

As part of the assessment of the site and surrounding area for critical habitat for the listed fauna and flora, the U.S. Fish and Wildlife Service, Western Colorado Field Office was contacted for concurrence and clearance regarding the proposed project. A response was received from a Senior Biologist, Mr. Kurt Broderdorp, on November 25, 2020, stating that the USFWS is not required to review or concur with these conclusions, and would not address the issue further. Mr. Broderdorp directed us to the USFWS IPaC tool, which has already been addressed in this Section.

Based on analysis, proposed project would not have significant impact on the listed threatened and endangered fauna and flora.

15. NATURAL AND BIOLOGICAL RESOURCES

The Site has remained a paved parking area since at least the 1970s and contains very few natural resources. The northwestern edge of the Site contains some natural vegetation, primarily dominated by native species such as mature chokecherry (*Prunus virginiana*), and wild rose (*Rosa acicularis*) and non-native species such as cheatgrass (*Bromus tectorum*). The medians between the parking lots have been cultivated with ornamental forbes, and



mature native trees including Engelman's spruce (*Picea engelmannii*), blue spruce (*Picea pungens*), and quaking aspen (*Populus tremuloides*).

Some mature trees within Lot #5 and Lot #6 may be removed during construction. Additionally, some of the uncultivated vegetation along the northeastern boundary would be removed in order to construct the new access road. The Site presents does not present critical or ideal habitat for wildlife species; however, it is possible that migratory birds may use the mature trees on the Site for nesting or foraging. These impacts to migratory birds would be temporary as the new project plans to revegetate the area primarily with native trees and forbes. To minimize impacts to migratory birds, vegetation would be removed outside of the breeding season (March to August). or migratory bird survey would be conducted prior to development.

16. TRAFFIC AND PARKING

As part of the development, the current configurations of Carriage Way and Brush Creek Road would be modified. Currently, regional and local buses enter the West Village via Brush Creek Road and then make a difficult left turn and travel north along Carriage Way. The current left turn is made even more difficult by pedestrian traffic crossing Carriage Way from the existing parking lots to commercial buildings and the Snowmass Ski Area. As part of the proposed project design, bus traffic entering from Brush Creek Road would be directed to the upper level of the proposed project to their respective loading and unloading locations, then out on the west side of the transit center and down to Carriage Way. Bus traffic will now take a right turn onto Carriage Way. For bus and car traffic design see Mall Feasibility Study presented in **Attachment A** of the FTA Worksheet. Car traffic entering from Brush Creek Road will be directed around the lower level to Transit Center parking or Carriage Way. This configuration removes the difficult left turn and major traffic conflicts with pedestrians.

As part of the West Village Revitalization, a traffic analysis was conducted for the area of Brush Creek Road and Snowmelt Road (Carriage Way) by Felsburg Holt and Ullevig (dated March 23, 2006). The traffic analysis looked at trip distribution on Brush Creek Road and Upper Snowmelt Road. The total traffic estimates included trips associated with hotel and lodge shuttles, as well as the Kiss-n-Ski activities. The analysis indicated that Elbert Lane and Brush Creek Road interchange is anticipated as the busiest intersection studied. The results



indicated all intersections are projected to operate at a level B or better, and that Brush Creek Road would be below the Towns Comprehensive Plan threshold for 925 vehicles per hour in peak direction.

A traffic analysis of the proposed project by SGM, Inc., dated October 12, 2020 (see **Attachment F** of the FTA Worksheet), concluded that the movement of Kiss-n-Ski from Daly Lane to the Tree House building near the intersection of Carriage Way and Wood Road would eliminate 35 vehicles per hour during the peak hour from the volume anticipated by the FHU report. The local shuttle services are not anticipated to expand beyond levels considered in the 2006 report. RFTA Bus Rapid Transit service has increased service by two buses per hour during peak demand hours since 2006, which is the equivalent of four passenger cars per hour. The proposed project would increase available parking spaces by 25 spaces and would not affect the current 119 long-term and short-term parking spaces. The 2020 SGM report reached the same results as the 2006 report, in that all intersections are projected to operate at a level B or better, and that Brush Creek Road would be below the Towns Comprehensive Plan threshold for 925 vehicles per hour in peak direction.

Based on the analysis performed by SGM, Inc. and Felsburg Holt and Ullevig, the proposed project is not likely to create an increased traffic impact.

17. UTILITIES

Utility impacts due to the construction of the project are expected to be minimal. According to mapping data provided by the Town of Snowmass, ArcMap GIS, water lines are present near the southeastern border of the Site. The proposed project is not anticipated to impact these water lines. Utility locates would be obtained prior to construction to avoid impacts to utilities. The proposed project would not significantly impact utilities.

18. CONSTRUCTION IMPACTS

The plan of construction for the proposed project involves the redevelopment of existing asphalt parking lots. The construction is expected to take a year, and would be conducted in accordance with local, state and federal regulations and guidelines. Construction activities would take place during the day, and as a result, construction noise is not expected to



significantly impact the surrounding area where people are likely to be sleeping. Generally, the surrounding buildings are comprised of hotels/rental condominiums, restaurants and shops. Construction noise may cause some limited or typical level of nuisance but is not expected to disrupt these businesses to an excessive degree.

Construction for the proposed project would begin with the demolition of on-site asphalt, and then continue with over-lot grading. If cultural materials or hazardous materials are discovered in the project area during construction, all work in that area would cease, the area would be secured, and the appropriate agencies would be notified within 24 hours of the discovery. Work would not resume in the area of discovery until the agency clears the project.

Construction activities would be carried out in a manner to limit the impacts to utilities. The proposed project construction would not significantly impact the utilities.

Construction debris and soil would be disposed of as needed. It is expected large roll-off receptacles would be brought onto the site for the temporary storage of construction debris waste, prior to eventual disposal in a designated landfill. It is expected that soil which needs to be removed from the site will be trucked off-site to a property accepting the fill material or will be disposed of as needed. The disposal or export of debris and soil from the construction of the proposed project would not present a significant impact.

Construction activities potentially may present temporary and short-term impact to air and water quality. During construction, particulates could potentially become airborne; it is expected that particulate suppression techniques, such as wetting soil, would be utilized. It is expected that a Storm Water Management Plan (SWMP) or a Storm Water Pollution Prevention Plan (SWPPP) would be implemented during construction to limit the release of sediment and pollutants from the Site. Based on analysis, the implementation of suppression techniques such as well as a SWMP or SWPPP will significantly limit potential impacts the construction of the proposed project will have on air and water quality. Once the site construction has been completed, storm water runoff from the site will be collected by inlets and likely transported to a detention basin and then discharged to Brush Creek.

It is expected that all Occupational Safety and Health Administration (OSHA) regulations, as well as general safe construction practices, would be followed during



construction of the proposed project. It is expected that regular meetings would be held by the general contractor, with all workers in attendance to discuss safe work practices. Safety Data Sheets (SDS) would be located on-site. It is expected the site will be fenced and access to the site will be directed through a gate. The site gate will be closed and locked at the end of each workday. If general construction practices are followed, it is unlikely there will be a significant safety or security issue associated with the construction of the site building.

It is expected that traffic access to the property will be limited to one egress to limit impacts to the surrounding traffic. Care will be taken when choosing the location of the egress. As part of the proposed project, Snowmelt Road will be reconfigured to the west side of the site. It is expected the grading for this future road will be conducted prior to the construction of the proposed project and will likely act as the egress for construction traffic to the site. Parking impacts are going to be mitigated by managing access to adjacent lots. Traffic control will be in place as necessary during the construction phase and addressed in the Construction Management Plan. A study is being completed to allow for a temporary regional bus stop on site during the proposed project development. Based on analysis, the proposed project would not significantly impact or cause major traffic issues.

19. PUBLIC OUTREACH AND AGENCY COORDINATION

The Town of Snowmass Village has coordinated with several state agencies, local authorities, and private entities regarding the proposed project and implementation of the Snowmass Transit Center. Meetings related to the conceptual design of the project have been hosted since January 2018 and have included members of the TOSV Technical Advisory Committee (TAC), the TOSV town council, Roaring Fork Transportation Authority (RFTA), consultants, private businesses, and members of the community. The project conceptual drawings were posted on the Town webpage and information for public meetings were noticed. The town has worked closely with RFTA staff to address their requirements of the project and has hosted meetings with local merchants and hotel owners. Council regarding the design of the project voted unanimously in favor of the current design plan. Concerns regarding the large scale of the project is the major negative comment received from the public. The project has also received concerns about pedestrian crossings within the transit center bus lanes. The proposed project is not anticipated to create significant opposition or controversy.



The project has also coordinated with the Intermountain Transportation Planning Region (IMTPR) and was awarded a grant for their selection of projects for the Multi-Modal Operation Fund. The proposed project is listed as the top priority for mobility projects and has received \$300,000 in state funding for the design work. The \$300,000 will be matched by state and federal funding coming from the Elected Officials Transportation Committee (EOTC) which is made up of the three upper valley jurisdictions of the City of Aspen, Town of Snowmass Village and Pitkin County.

20. SAFETY AND SECURITY

After the construction, areas of the proposed project would be available for the public to access public transportation. These areas will be monitored by local officials to maintain safe and secure travel for the public using the Transit Center. Bus storage areas, offices and other secure areas would be locked and provided with security cameras or an alarm system. In addition, the current facilities were built in the 1970s and lack heated sidewalks, proper lighting, are not graded appropriately for weather conditions, and was not built with current Americans with Disabilities Act (ADA) guidelines. The proposed project would regrade dangerous slopes, as well as provide heated walkways, elevators, and updated lighting. The proposed project would also be ADA compliant. Based on analysis, the proposed project would significantly improve safety and security for the project area.

21. STATE AND LOCAL PERMITS AND ORDINANCES

Snowmass Village requires a review process before a project can begin. This process involves acquiring a building permit, and may also include staff planning review, planning commission approval, Town Council approval, and coordination with other town departments. Depending on the size of a project, town approvals can take anywhere from two days to eighteen months. Contractors working on projects in Snowmass Village require a valid contractor's license and a valid Snowmass Village business license. Pitkin County restricts noise to between 7:00 am to 7:00 pm Monday to Saturday. Construction is prohibited on Sundays and Federal Holidays. New construction must also adhere to the green building codes adopted by the Town of Snowmass Village.



Under current Federal/state regulations, the proposed project would be required to obtain a General Permit for Storm Water Discharges Associated with Construction Activity (General Permit) from the CDPHE. Some MS4s also require additional permitting for construction sites within their jurisdiction.

D. BIOLOGICAL RESOURCE IMPACTS

The Site has remained a paved parking area and transit station since at least 1969 and does not contain biologically sensitive areas, designated critical habitat, wildlife corridors, or essential fish habitat. Adjacent to the northwest of the Site is the Creek Valley Conservation Easement, which has been reserved for wildlife habitat, scenic open space, and public recreation. The easement contains Brush Creek Trail which is accessed from Lot #4 of the Snowmass Mall, just north of the Site. Brush Creek flows through the Creek Valley Conservation Easement, which is a jurisdictional Water of the U.S. and provides habitat for many terrestrial and aquatic species. With a Stormwater Management Plan in place the short-term impacts to Brush Creek during construction would be minimal or non-existent. The proposed project would not have significant impacts to Brush Creek or the Creek Valley Conservation Easement.

CONCLUSION

Based on review of the Site and the proposed development, the construction of a new Transit Center will not present a significant impact.

LIMITATIONS

This document was prepared to provide the required information for a Categorical Exclusion (Section 23 CFR 771.118) as outlined in the Region 8, FTA guidelines for implementing the National Environmental Policy Act of 1969 (NEPA). This Categorical Exclusion has been performed with a level of skill and care ordinarily used by environmental professionals practicing in this area at this time.



This document was prepared by CTL | Thompson on behalf of the Town of Snowmass Village. Should additional information or evaluation be required, please contact us.

Sincerely,

CTL | THOMPSON, INC.

Lela T. Updegrave
Biologist

Christine Whitacre
Environmental Scientist

Reviewed by:

Matthew L. Wardlow, P.E.
Environmental Department Manager

Applicant

Signature, Name and Title

Date March 31, 2021

LTU:CW:MLW/nn

Via e-mail: dpeckler@tosv.com



REFERENCES

- CDPHE “*Revised PM10 Maintenance Plan for the Aspen Attainment/Maintenance Area*”
Accessed 1/12/2021. https://www.colorado.gov/pacific/sites/default/files/AP_PO_2010-PM10-Attainment-Maintenance-Plan.pdf
- Colorado Parks and Wildlife, Wildlife Species Profiles, <https://cpw.state.co.us/learn/Pages/SOC-ThreatenedEndangeredList.aspx>.
- Transit Noise and Vibrations Impact Assessment Manual, Federal Transit Administration,
<https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/noise-and-vibration>.
- Snowmass Village Transit Station Traffic Analysis, SGM, Inc, dated October 12, 2020.
- National Environmental Policy Act, Federal Transit Administration, Accessed September 2020,
<https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/national-environmental-policy-act>.
- Federal Highway Administration, Environmental Review Toolkit, Section 4(f) Policy Paper,
Accessed October 2020,
<https://www.environment.fhwa.dot.gov/legislation/section4f/4fpolicy.aspx#flowchart>.
- Flood Map Service Center, Federal Emergency Management Agency,
<https://msc.fema.gov/portal/home>.
- Pitkin County Assessor GIS Map, Pitkin County Website. Accessed September 2020,
<https://maps.pitkincounty.com/qvh/?viewer=portal>.
- National Register of Historic Places, National Register Information System website,
www.nr.nps.gov.
- Town of Snowmass Village, Snowmass Municipal Code, accessed October 2020.
https://library.municode.com/co/snowmass_village/codes/municipal_code?nodeId=CH16_ALAUSDECO_ARTIIIZODI_DIV2RELIPAUS.
- Rocky Mountain Flora, William A. Weber, Copyright 1976.
- Scats and Tracks of the Rocky Mountains, James C. Halfpenny, Ph.D, Copyright 2001.
- The Guide to Colorado Birds, Mary Taylor, Copyright 1998.
- U.S. Army Corps of Engineers Wetlands Delineation Manual, Produced by the Corps of Engineers, 1987 Edition.
- U.S. Army Corps of Engineers, 33 CFR Part 328 – Definition of “Waters of the United States”,
www.usace.army.mil/inet/functions/cw/cecwo/reg/33cfr328.htm.
- U.S. Fish and Wildlife Service, National Wetlands Inventory,



<http://nmviewogc.cr.usgs.gov/viewer.htm>.

Information for Planning and Consulting, U.S. Fish and Wildlife Service, Pitkin County,
<https://ecos.fws.gov/ipac/>.

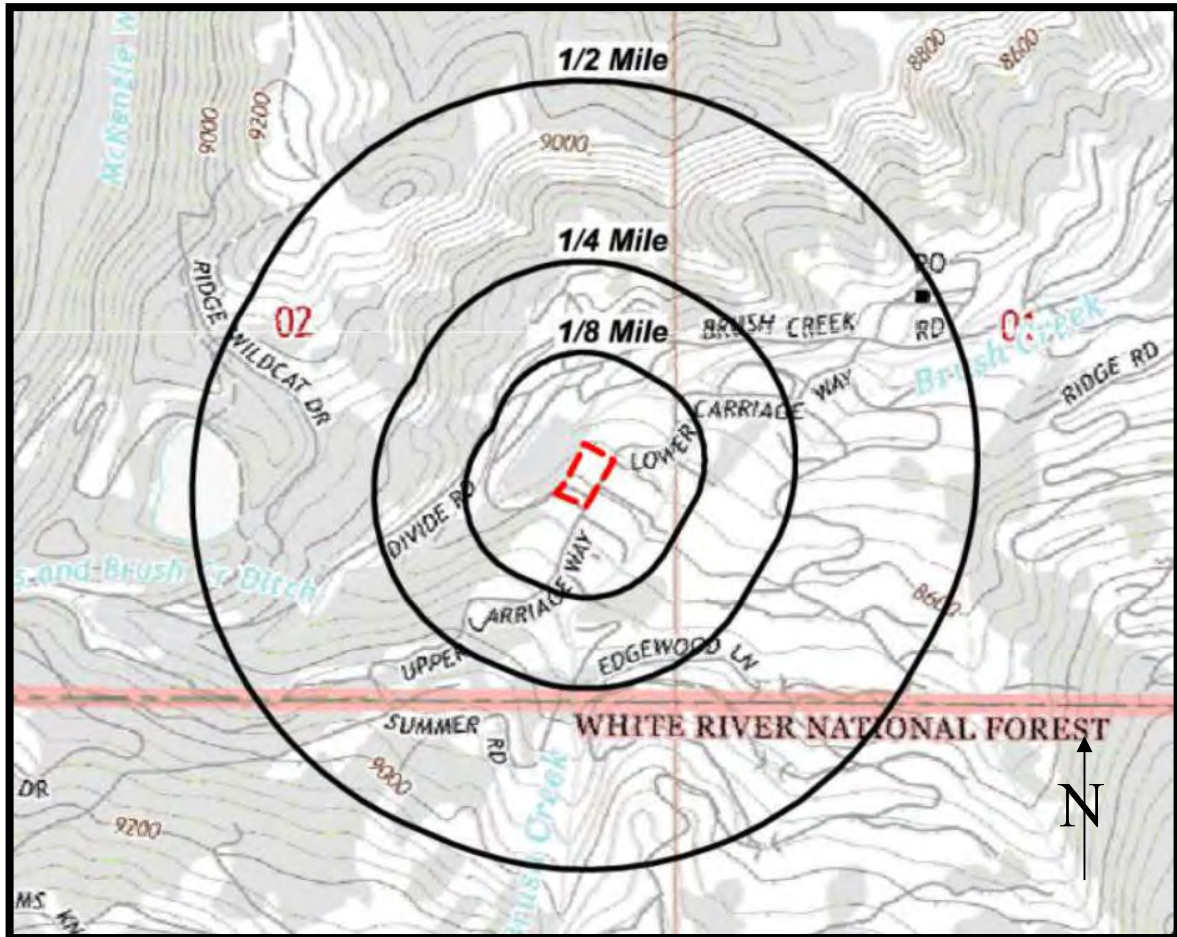
U.S. Geological Survey Topographic Map, Highland Creek Quadrangle, Colorado 1960 (1964, 1967, 1988 ed.), 2011, 2013, 2016, and 2019.

GeoSearch, Inc. Radius Report, Job No. 372006. September 10, 2020.

GeoSearch, Inc. Historic Aerial Photographs, Job No. 372007. September 15, 2020.

Zoning Map, Town of Snowmass Village Planning Department, September 2013 Version.

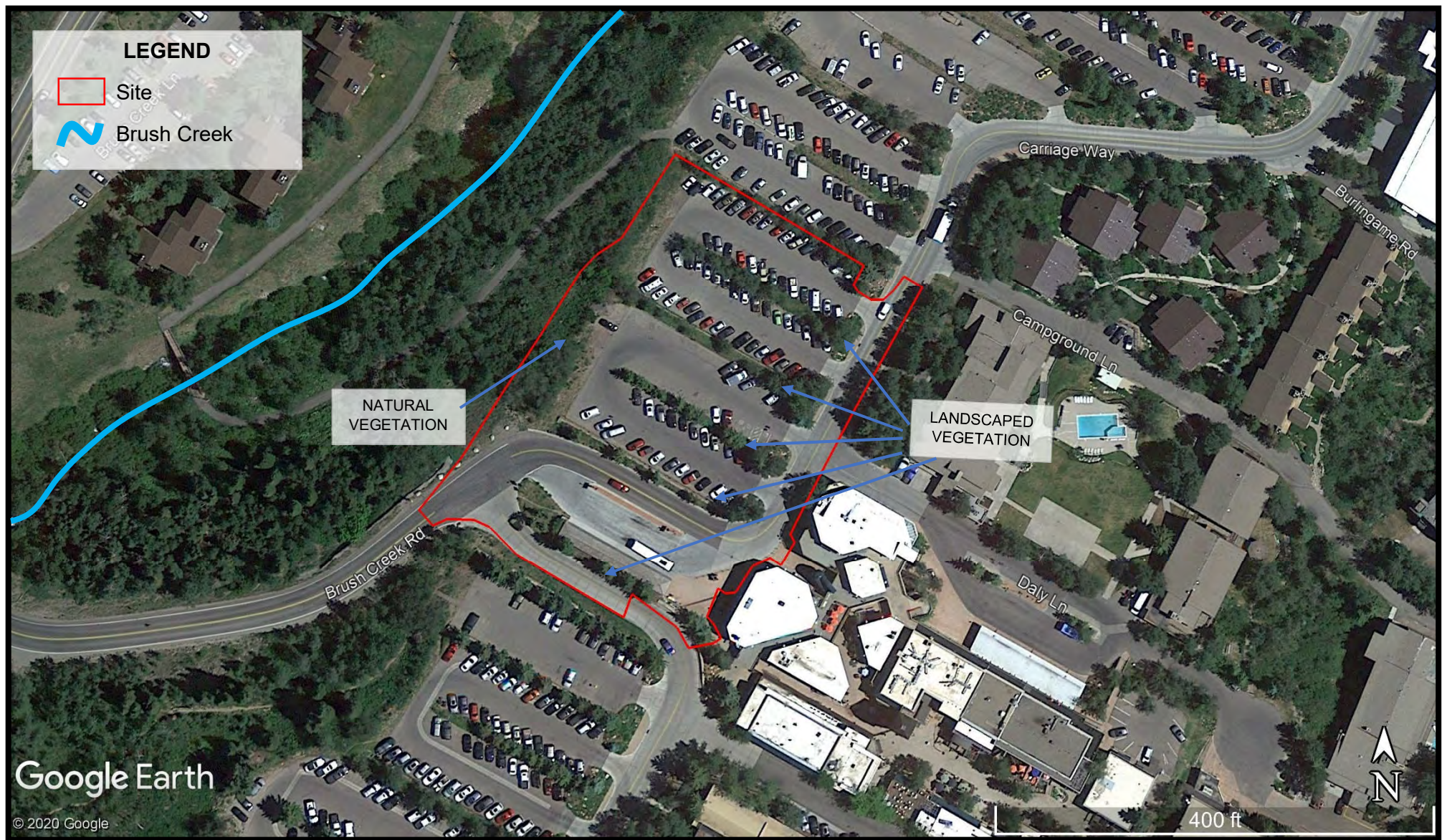
R 86 W



T 10 S

Source:
U.S.G.S Topographic Map
Highland Peak, Colorado
2013

Approximate Site Location
*Not to Scale



HISTORY COLORADO
Office of Archaeology and Historic Preservation
1200 Broadway, Denver, Colorado 80203

Lela Updegrave
CTL Thompson
1971 West 12th Ave
Denver, CO 80204

September 11, 2020

Re: Snowmass Transit Center – GS06481
File Search No. 23063

At your request, the Office of Archaeology and Historic Preservation has conducted a search of the Colorado Inventory of Cultural Resources within the area shown in the provided map, located in the following areas:

PM	T	R	S
6th	10S	86W	2

0 sites and 0 surveys were located in the designated area(s).

If information on any district, site, building, structure, or object in the project area was found, detailed information follows the summary. If no properties were found, but surveys are known to have been conducted in the project area, survey information follows the summary. We do not have complete information on surveys conducted in Colorado, and our site files cannot be considered complete because most of the state has not been surveyed for cultural resources. There is the possibility that as yet unidentified cultural resources exist within the proposed impact area.

Our letter should not be interpreted as formal consultation under Section 106 of the National Historic Preservation Act (36 CFR 800) or the Colorado Register of Historic Places (CRS 24-80.1). In the event that there is federal or state agency involvement, please note that it is the responsibility of the agencies to meet the requirements of these regulations.

We look forward to consulting with you regarding the effect of the proposed project on significant cultural resources in accordance with the Advisory Council on Historic Preservation regulations titled “Protection of Historic Properties” or the Colorado Register of Historic Places, as applicable (<http://www.historycolorado.org/oahp/consultation-guidance>).

If you have any questions, please contact the Office of Archaeology and Historic Preservation at (303) 866-3392. Thank you for your interest in Colorado's cultural heritage.

Steve Turner, AIA
State Historic Preservation Officer

*Information regarding significant archaeological resources is excluded from the Freedom of Information Act. Therefore, legal locations of these resources must not be included in documents for public distribution.



SOUTHERN UTE INDIAN TRIBE

Southern Ute Cultural & Preservation Department
P.O. Box 737, Mail Stop #73, Ignacio CO 81137
Phone: 970-563-0100 Fax: 970-563-1098

September 27, 2020

Lela T. Updegrave
CTL Thompson
1971 West 12th Ave
Denver, CO 80204

Dear Ms. Updegrave,

I have reviewed your Consultation Request under section 106 of the National Historic Preservation Act regarding the Snowmass Mall Transit Station project and offer the following response as indicated by the box that is checked.

- ☐ NO EFFECT: I have determined that there are no properties of religious and cultural significance to the Southern Ute Indian Tribe that are listed on the National Register within the area of potential effect or that the proposed project will have no effect on any such properties that may be present.
- ☒ NO ADVERSE EFFECT: I have identified properties of cultural and religious significance within the area of effect that I believe are eligible for listing in the National Register, for which there would be no adverse effect as a result of the proposed project.
- ☐ ADVERSE EFFECT: I have identified properties of cultural and religious significance within the area of potential effect (APE) that are eligible for listing in the National Register. I believe the proposed project would cause an adverse effect on these properties.
- ☐ REQUEST FOR ADDITIONAL INFORMATION: The Southern Ute Indian Tribe requests additional information on the planned site for its impact on properties of religious and cultural importance to the Tribe as follows: _____

Please reply to Cassandra Atencio at catencio@southernute-nsn.gov and Garrett Briggs at gbriggs@southernute-nsn.gov and refer to _____ in future ongoing correspondence with this office.

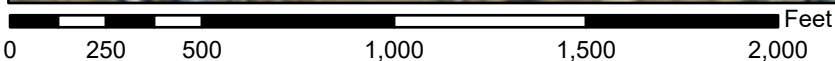
Sincerely,

Ms. Cassandra Atencio
NAGPRA Coordinator
Southern Ute Cultural Department
Southern Ute Indian Tribe

National Flood Hazard Layer FIRMette



106°57'44"W 39°12'34"N



1:6,000

106°57'7"W 39°12'6"N

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
GENERAL STRUCTURES		Area of Undetermined Flood Hazard Zone D
		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
		17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
		Profile Baseline
MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **3/16/2021 at 2:14 PM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



U.S. Fish and Wildlife Service

National Wetlands Inventory

Wetlands



March 16, 2021

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond

- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.



Dunlop Environmental Consulting, Inc.

Environmental Public Health Planning for the Future

November 22, 2022

Town of Snowmass Village
 Brian McNellis, Senior Planner
 Town of Snowmass Village
 130 Kearns Road
 Snowmass Village, CO 81615-5010

Re: Town of Snowmass Village (TOSV) Intermodal Transit Center

Dear Mr. McNellis,

At your request, Dunlop Environmental Consulting (DEC) has reviewed the Intermodal Transit Center application. This review and findings focus on environmental impacts on air quality, noise generation, water quality and construction management. Two documents have been reviewed: the CTL Thompson (CTL) FTA Region 8 Categorical Exclusion Submittal (CES) and the Intermodal Transit Center Planning Document (ITCP).

Air Quality

The CTL report states a conclusion on page 12 that there will be no carbon monoxide "hot spots" created by this project. Based on supporting information from the applicant, I agree. However, I suggest that additional attention be given to diesel emissions since most of the traffic in the center will be from buses. In a conversation with Sam Guarino, TOSV Transportation Director, he mentioned approximately 75% of Town buses are diesel during the winter months. RAFTA buses are a mix of diesel, electric and natural gas. A commitment from the applicant to enforce idling restrictions will help minimize accumulations of "hot spots" of diesel particulates and other combustion components. The exact time for minimum idling without doing harm to the engine may be available from the vehicle manufacturer. Past DEC investigations revealed that some diesel transit vehicles can safely be turned off after 5 minutes of idle.

The CTL report, page 24 addresses control of fugitive dust during construction, but with a limited commitment. It is suggested that the applicant submit a Fugitive Dust Control Plan for review prior to construction. This will offer additional options for dust control besides watering the work area. This is also a requirement of the construction management plan ordinance discussed below.

The ITCP does not address possible mechanical air handling for the subsurface public parking garage under the Transit Center. The parking garage appears to be fully open on the east side and partially open on the north and south sides. This may be adequate for healthful air exchanges during heavy use of the facility, but a statement to that

conclusion by the applicant is suggested. The reason for this finding is because of known weather events in Snowmass Village occurring that create an inversion where, during stagnant air conditions, healthful air exchanges are prevented or minimized until mechanical or natural wind currents break the inversion.

Noise Generation

The noise analysis provided in CTL appendix B and concluded on page 11 states the project will "...not significantly impact the surrounding area." I agree with this conclusion, with an emphasis on the importance of enforcing an engine idling requirement as mentioned above in the air quality section.

There is reference to the Pitkin County Noise Ordinance on page 26 of the CTL report. While the Pitkin County Noise Ordinance provides reliable compliance standards, it is not enforceable in the TOSV. The TOSV noise abatement standards are discussed in the construction management plan ordinance mentioned below.

Water Quality

It is well known that ground water is present during certain times of the year on north facing aspects of Snowmass Village. This project will remove existing asphalt parking areas and involve movement of soil in preparation for construction of the sub-surface garage. Past projects in Snowmass Village that have included construction of sub-surface garages have provided soil borings/hydrology to identify the presence or absence of ground water. In reviewing the CTL report, discussion of ground water management was not thorough. It is suggested the applicant provide a statement to add clarity to this question.

The CTL report, page 16, states that impervious surfaces are not expected to increase. This is important when discussing surface runoff from precipitation events and adding discharge load to the storm sewer system that discharges into Brush Creek. Clarity is needed as it seems as though removing the existing ground level parking lots and replacing them with a two-story structure that has impervious surfaces at both levels might increase the footprint of drained areas. This is important when designing the storm sewer capacity infrastructure. This project appears to drain into the existing storm sewer system in Carriage Way and possible collection in a detention pond prior to discharge to Brush Creek. Precise detail of this system will be helpful to identify the larger impact to Brush Creek. Given problems documented in the past with discharge water from the Carriage Way system into Brush Creek, proper design, evaluation and maintenance of additional inlets is needed.

The Transit Center will be snow melted. Sam Guarino confirmed that only the entrance way and exit way to the garage will be snow melted and not the internal parking area. The bus circulation area and parking lots contain pollutants from vehicles such as hydrocarbons, antifreeze, snow melt chemicals, traction materials, etc. Sheet C106 of the ITCP shows a sand/oil interceptor in the vicinity of the parking garage. It does not

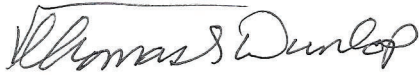
appear this serves the Transit Center/garage. If this interceptor does not receive discharge from the Transit Center, it is suggested that a sand/oil interceptor be installed to serve the project. The interceptor should be designed for easy access for pumping and maintenance anytime during the year.

Construction Management Plan (CMP)

Construction management is discussed in the CTL report, pages 23-24. To complete the requirements for managing this project during construction, it is suggested that the applicant reference Town of Snowmass Village Ordinance 12, Series of 2007. This ordinance establishes standards and regulations for construction management. A complete CMP should be submitted prior to commencement of construction.

This concludes findings of this review. Please contact me with questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas S. Dunlop". The signature is fluid and cursive, with a horizontal line above the first part of the name.

Thomas S. Dunlop, MPH, REHS
President

INTEROFFICE MEMORANDUM

TO: BRIAN MCNELLIS, SENIOR PLANNER
FROM: BETSY CRUM, HOUSING DIRECTOR
SUBJECT: TRANSIT CENTER COMMENTS
DATE: NOVEMBER 22, 2022

I am writing to comment on the proposed Transit Center Design that has been submitted for Planning and Zoning review.

This project appears to have only a very minimal impact on the need for workforce housing and likely does not trigger any mitigation requirements. The Transit Center has been scaled down from the original plan considerably. The space will be used by existing staff of the TOSV Transportation Department, the TOSV Tourism Department, and RFTA. In speaking with these agencies, they do not intend to hire new staff, but will instead shift their daily location to the new Transit Center upon completion.

In addition, the Housing Department has set aside up to five units at the Snowmass Inn for Transportation use, as needed. Three of the five are currently filled by drivers, leaving two additional for future needs.

I believe that the proposed Transit Center will greatly enhance transportation in and around Snowmass Village and will benefit all of the residents of our Town. It is especially valued by Housing residents, who rely heavily on this service for work and recreation. I fully support it as proposed.

Thank you for the opportunity to comment. Please let me know if you have any questions.

TO: DAVE SHINNEMAN, DIRECTOR OF COMMUNITY DEVELOPMENT
BRIAN MCNELLIUS, SENIOR PLANNER

FROM: ANNE MARTENS, DIRECTOR OF PUBLIC WORKS

SUBJECT: TOSV TRANSIT STATION PLANNING COMMISSION SUBMITTAL

DATE: NOVEMBER 23, 2022

CC: CLINT KINNEY, TOWN MANAGER

In reference to the Transit Station application submitted for the December 1, 2022, planning commission meeting:

Comments:

The Public Works Department is in support of this project and do not have specific comments to submit. We are working to review the technical review comments as it relates to Town Standards and Specification for facilities and road infrastructure. This includes street lighting, pavement specification, snowmelt systems, stormwater, street standards such as guardrails, retaining walls, signage, etc.

This project will be an enhancement to our community and infrastructure and system improvements will be assets to improve operations and the multimodal experience.

Roaring Fork Fire Rescue Authority
1089 JW Drive
Carbondale, CO 81623
970.340.7040
roaringforkfire.org



SCOTT THOMPSON
FIRE CHIEF

December 9, 2022

Brian McNellis, Senior Planner

Concerning our initial review of the proposed Snowmass Mall Transit Center at the Snowmass Mall, we have the following comments:

The Roaring Fork Fire Authority has reviewed the rezoning application package for the Snowmass Mall Transit Center and we understand the future need and planning for such a structure. We are supportive of the facility, but wish to make some important remarks and points for consideration concerning this new combined arrival, parking structure, and transit hub.

Impact of modern vehicles

The sales of electric vehicles (EVs) has been on the move, hitting 6.6 million in 2021, which is more than triple their market share from two years earlier. While this might be good news for our environment, it also brings unique fire challenges for first responders, town planners, and fire protection designers. We also note in the zoning application that Roaring Fork Transit Authority will be buying and using more EV busses that will have much larger lithium-ion batteries and capacity.

Statistically EV vehicle fires are less common of an occurrence right now, but this is a statistic that is changing very fast. Please be aware that EV fires are more complicated of an event, since EVs fires can last much longer and have the potential for electrical shock and reignition. While a majority of vehicle fires occur on the road, it is the fires that occur in parking structures that are leading to large economic loss as evidenced by recent EV fires worldwide. The fire characteristics of modern vehicles are also changing to include more plastics and other combustibles than ever before. While this benefits the fuel economy and lowers vehicle price, it increases the fuel load and fire growth that we are seeing on the road and in parking garages for all vehicles. Rarely is it just one vehicle on fire in a parking garage environment for very long, as the fire domino effect triples in size to include many cars, in a very short amount of time.



Roaring Fork Fire Rescue Authority
1089 JW Drive
Carbondale, CO 81623
970.340.7040
roaringforkfire.org



SCOTT THOMPSON
FIRE CHIEF

While Electric Vehicle technology is constantly evolving, so are standards, trainings, research, and other resources. The ever-growing presence of lithium-ion batteries in our day-to-day lives is changing the fire characteristics of our community-built environment. It will take much more than the fire department buying larger trucks or supplying more fire hose to manage these growing EV issues. The Town of Snowmass Village, in partnership with the Roaring Fork Fire Authority, needs to be able to stay on top of these changes to ensure the safety of people and property.

As the Transit Center plan develops we all need to be aware of new automatic fire suppression possibilities and unique fire equipment changes for us to safely handle a lithium ion battery fire in a structure so close to the heart of our community.

We remain available to further help and discuss.

Sincerely,

John T. Mele
Fire Marshal
Roaring Fork Fire Rescue Authority
jmele@roaringforkfire.org



Brian McNellis

From: Thomas A Shumaker Jr <tasaja@mac.com>
Sent: Saturday, January 7, 2023 2:02 PM
To: Snowmass Town Council; Dave Shinneman
Cc: Brian McNellis; Clint Kinney
Subject: "...like reading music."

Dave or Brian,

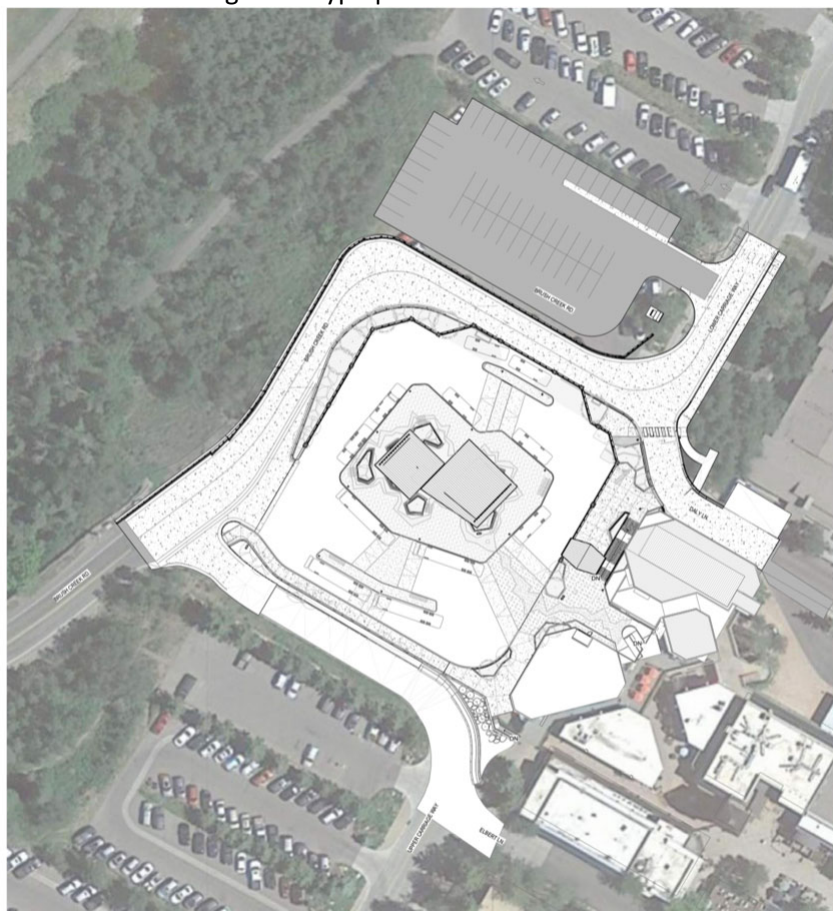
Please forward this email to the Planning Commissioners and please post this on tosv.com for public viewing.

Thank You,

Jay Shumaker, Architect (retired)

=====

Plan view in 2D of one "big idea" type plan for buses:



12-05-2023 TC Planning
SCALE 1" = 30'

155 of 164

Dear Town Council, Planning Commission, and Interested Citizens,

Even the most intelligent of my clients had no aptitude for translating 2D drawings into 3D, ...let alone 4D, the passage of time, ...for example the maturation of landscaping or the effects of neighbors.

Happily, with today's CAD no project need be reviewed "blind" (only in 2D), "...like reading music," as Gus would say.

Below is the type of presentation my office would prepare for our clients. These short videos made clear to them just how their (not my) projects fit into the surrounding topography, how the sites themselves would be developed, and how the interiors might look.

"Ah Ha! So THAT'S what you've been talking about! We LOVE it! Let's build it!"

This brief video is old, made some 15 years ago. My young workers posted "their" videos as resume fodder. Rosa was a young employee. Here's her version (w/Chopin) of a project. It's just over one minute long: (Please just hover and click.)



[Rancho Santa Fe Estate Home](#)
[youtu.be](#)

Today clients need make no decisions about a project the impact of which they do not, or cannot, fully appreciate.

Reasonable Transit presentation should include:

1. How it fits the topography showing adjacent terrain and forests and adjacent buildings, lodges, etc., ...with views up from below (Creekside), and down from above (Lot 7), etc.;
2. How it works in peak demand and also under normal usage with very light demand. (Will it look like total overkill with only one or two buses on that big platform, and one or two passengers?)
3. What it looks like in full operation, ...from all angles, up close and distant,...inside (the parking garage is very tight) and out, showing cars, people, and those wandering pedestrians and bike riders on Brush Creek Road.
4. What the surroundings look like during the extended construction phases;

I'm guessing by the fees paid to date this consultant can afford the effort on your behalf, assuming he has the artistic skillset.

And from the town manager:

5. How lodges and the Mall might exist without access and parking, and how their lost revenue might be compensated...as integral to the overall construction budget.

You might consider how that compensation in dollars might be applied to an alternative Transit/Mall re-development project.

A happier Transit/Mall option will be forthcoming, with no vehicular/pedestrian conflicts. Think of a Mall in the scale and theme of the village, ...accenting warmth, safety, and an enhanced atmosphere for shopping and dining. Linger comfortably in the Mall may reduce retail "leakage." Happiness is lucrative.

Respectfully Submitted,

Jay Shumaker, Retired Architect
1/07/2023

Brian McNellis

From: Thomas A Shumaker Jr <tasai@mac.com>
Sent: Monday, January 9, 2023 11:54 AM
To: Snowmass Town Council; Dave Shinneman
Cc: Brian McNellis; WIFE Martha Shumaker; Clint Kinney
Subject: Two towns...same mechanics

Dave or Brian,

Please forward these comments on to the Planning Commission and into the right box on the tosv website so that interested citizens might see them too.

I've always assumed the entire town council received constituent emails at once, individually, as they did when Travis Elliott was assistant town manager. Correct?

Thank you,

-Jay Shumaker, Architect



[East Elliott & Island Villages](#)
[youtu.be](#)

My office made this 3 minute planning video in an effort to inform interested citizens.

Dear Town Council, Planning Commission and Interested Citizens,

Consider: DIA is 33,531 acres. SFO is 5,207 acres. JFK is 4,930 acres. SAN is 661 acres. ASE is 573 acres.

1994, Spring Election: San Diego voters approved an airport relocation from SAN to NAS Miramar, an ample 23,116 acres. Miramar was a military base on a list of bases to be closed. It was number 2 on that list!

But the relocation didn't happen...**the biggest planning mistake in the history of the city!** San Diego was left with its clogged airport ...on priceless waterfront property, ...in the middle of downtown. Pilots call it "The Teacup" and must descend steeply and stop fast. Nothing of import can be built under the flight path...in the middle of the city,...on the waterfront.

Did the bureaucrats of the FAA care? No.

So what happened in San Diego and how might this unfortunate episode be relevant to Snowmass Village?

Well, the mechanics of US towns and cities include: Town Managers, Politicians, Media, Advocates, and Voters. San Diego's town manager distrusted "planners" (informed advocates) and advised his mayor to avoid political controversy, which she did. And the pentagon simply went to #3 on their list.

The town manager did trust "experts," perhaps because he understood boiled down concepts. "Artistic" thinking made him queasy. This manager focused on transportation and jobs...not where to put things for long term cheer. He lacked panache, ...put it that way, ...and forgot that happiness is lucrative, especially in a resort town.

Sound familiar?

Respectfully Submitted,

Jay Shumaker, Architect
1/09/2023

Ps Martha Shumaker helped found the San Diego Crew Classic, and when it faltered she took it over for ten years making it world renowned.

January 13, 2023

Re: Proposed rezoning and transit center

Dear Mayor and Town Council Town of Snowmass Village,

Thank you for the recent letter regarding the proposed rezoning of the numbered parking lots for the new transit center and future employee housing. We have seen the plans for the Transit Center and examined the recent Workforce Housing Master Plan. Parking and employee housing are issues we agree need to be addressed. Both issues, if not done properly, will have enormous impacts on the community, economically and socially.

Snowmass Village's main industry is as a resort, with tourism for skiing, biking, restaurants, retail and lodging. Two main issues are lack of affordable housing and parking in the Village.

PARKING:

There has been a lack of parking in Snowmass almost since it was built. Post COVID, we have seen tourism soar, and our "off seasons" shrink. In the summer months, parking is a constant issue for everyone with so many people driving to Snowmass. In the winter, while not as many owners and guests drive, we do see many locals coming up to ski, parking permits being limited and fees going from \$10/day to \$15/day just this past year.

For what we understand from Town staff, the Transit Center is anticipated to take approximately two and a half years. During this time transportation in Snowmass, especially the Village/Mall area will be greatly impacted, which in return will impact the traffic flows throughout Snowmass. Many questions have arisen about the Town's mitigation plan during the 6 construction phases during this extensive period.

Based on the architectural drawings, approximately 74 parking spots will be lost during the construction phases. What is the plan to minimize the impact during the construction? Are there other areas where paying owners and guests will be allowed to park? If so, where are they located and how will people get to/from there? Will you be limited to local passes? Employee passes? What options do owners/guests have when parking is full? How will groups/conventions be addressed? If a guest is charged for a parking permit but no parking is available, will they be refunded? The lodges get an enormous amount of negative feedback on the parking. Is there a community wide way of dealing with the negativity this will bring to Snowmass?

Currently RFTA goes to the Mall and then Base Village. With the Mall area closed, where will they pick up/drop off? How will people get to the Mall and upper village?

Most of the staff for the lodges, restaurants, retail and mountain operations live down valley, some come from as far away as Rifle. Many have families too and driving for some has become the only way they can juggle a job, family, school and home as taking the bus simply takes too long. How will these people be impacted? With an employee shortage everywhere, and when we are competing even with fast food industries, what are the options to retain good workers, with less impact for them during this time?

Daly Lane will be closed during part of this time. How will deliveries be made to the Mall restaurant's and merchants? Will the businesses be able to operate during this time? If it is closed anytime during busy seasons, how will you manage the deliveries just on Elbert Lane? Is access to Elbert lane limited? If delivery trucks get rerouted and have longer delivery times they could possibly increase costs to business for their time.

Businesses, especially on the Mall and next to the construction will be greatly impacted for the duration of the project. What is the plan to help retain customers during this time?

Groups are being booked 2 years out. How do we communicate to them the impact this will have on their planning if any and a more solid timeline?

Housing Master Plan:

We all agree affordable housing is an issue in the entire Roaring Fork Valley. Post COVID the entire US, has struggled with finding employees, and adding affordable housing adds another

layer to our area. We applaud you for putting together a concept plan but have concerns of adding housing to an area that houses an enormous amount of rentals and retails with an enormous lack of parking.

More parking in the Village needs to added instead of adding housing in an already congested area. What is the reasoning behind the idea to add housing to the parking lots? Where are employees that live in these places to park? How do the lodges sell their rooms with less parking?

MEMORANDUM OF AGREEMENT:

When Snowmass Resort Association, which was owned by the property owners and associations in the West Village deeded the parking lots, at no cost, to the Town of Snowmass Village, there was an agreement, in good faith that Town would keep the numbered parking lots for the benefit of the SRA members, member association and the owners of the properties adjacent to the numbered parking lots.

While employee housing is very important, so is parking. Solving one problem, by creating another even larger problem is not in the best interest of anyone.

We ask that before rezoning of the parking lots, that you answer our questions set forth. Should such massive projects move forward, it is absolutely key that there is extensive communication and a full mitigation plan. We are a resort community and without a well executed plan, tourism will suffer for not only the two and half years during construction, but many years in the future.

Sincerely,

Jami Downs- Laurelwood and Interlude – General Manager

Dave “Jake” Jacobson- President, Laurelwood Condominiums Board of Directors

Mary Blankenau, General Manager, Timberline Condominiums & Edge Restaurant and Bar

Dr. James Gesler, President, Timberline Condominiums Board of Directors

Perri Mickles, General Manager Stonebridge Condominiums

Debbie Cote, Vice President Stonebridge Condominiums Board of Directors

Doug Hayes, General Manager, Top Of the Village

Dave Mercatoris, General Manager, Pokolodi

Phillip Bogart, Director of Operations, Stonebridge Inn, Terracehouse, and Aspenwood

Rudy Sharp, General Manager, Viewline

Brian McNellis

From: Bruce Smith <blsmith429xk@gmail.com>
Sent: Sunday, January 15, 2023 7:39 AM
To: Snowmass Town Council; Brian McNellis; Dave Shinneman; Megan Boucher
Cc: Patricia Keefer
Subject: Re: Public Comment - Transit Center Project and Rezoning

Town Council,

I agree with all points made by Patricia Jayne Keefer (see January 8 email below) and want my views included as Public Comments with respect to the Transit Center project. I am the original owner of Capitol Peak #3406, and previously owned timeshare units in both the Pokolodi Lodge and Snowmass Inn properties.

Sincerely,
Bruce Smith

On Jan 8, 2023, at 9:28 AM, Patricia Jayne Keefer <pjkeefe@gmail.com> wrote:

Dear Town Council:

Please consider the four areas of concern below as Public Comment with respect to the Transit Center Project and associated Rezoning. The sequence of the concerns are as they occurred when reading the 102-page document provided by the Town's Notice of Public Hearing. For your reference, I've owned Capitol Peak #3320 for 9 years and have visited Snowmass regularly for 47 years.

Note that this input may not be received in time to be included in the agenda packet because the notification arrived with only 48 hours to read, digest and respond in order to make the published deadline.

1. Page 12 has a statement that the Town will work with the Base Village Developer to improve the transit experience.

History shows that statements like this means the developer will make commitments but then push all the expense of fulfilling that commitment to residential owners. Residential owners historically have not had a voice in this process with a result that Base Village residential owners currently have 11 taxes and fees imposed by the developer. I ask that any discussions in this regard be held in a public forum with notification to each Base Village residential property owner and that Town Council confirm how any improvement committed by the developer will be funded. I ask for no more additional fees or taxes or increases in the existing taxes and fees. An added statement such as ... without any additional expense to Base Village residential owners ... would address the concern.

2. During construction, the loss of numbered parking lot spaces will stress other Village parking locations such as the

privately owned Base Village Garage. The Base Village parking garage is a subterranean condominium.

HOA fees including capital reserves (which have been dramatically increased since the developer put the condominium governance and ownership in place) to maintain the garage are paid by multiple owners. Base Village podium residential owners receive pass-through billing of these fees from the Base Village Company Master Association, BVCo. Because additional demand will be created and therefore wear and tear on the facility, it is requested that all off-season parking be available on a fee-for-service basis 24x7 so that people are financially encouraged to use public transportation. Demand and therefore wear and tear requiring maintenance will be reduced.

For the reference of new council members, in addition the above referenced HOA fees, Base Village residential owners are burdened with the bonded indebtedness that funded the construction of most of the public-use (including the public use portion of the garage) Base Village facilities which effectively doubles our Pitkin County tax bill with over 50 mills added. It is a surprise to most people that the extensive snowmelt used by SkiCo to stage their lessons, their ski rental business or run activities for their Tree House for-profit day care, is owned by BVCo and 80% of the funding is from Base Village residential owners.

3. The Rezoning map shows that rezoning appears to be requested well beyond the specific Transit center area. This overreach

expands all the way down Carriage Way to the entrance to the surface parking lot in front of our Capitol Peak buildings. I don't know why this rezoning is necessary for this area and it alarms me because it feels like there is some hidden agenda to rezone this area. I ask that the rezoning be limited to the Transit Center specific area.

4. Page 88 has the most objectionable item - without any of the consideration given to the Pokolodi Lodge for noise, pollution, vibration, traffic etc. - is the proposal to move the Kiss and Ski function and its traffic from its current location near the Mall Transit Center to private property called the Tree House.

This is highly objectionable because this area abuts the front portions of all three Capitol Peak buildings, the Capitol Peak outdoor hot tubs and already has overflowing traffic problems at peak times. In addition this area is entirely maintained by private HOA funds levied by BVCo.

As stated many times, 80% of BVCo's funding is from fees levied on residential property owners: however, residential property owners have about 20% of the voting power and Board seats. The developer has control - even after 15 years of full build out of this area and 2/3 build-out of the entire development.

If the above 4 concerns can be addressed as described or similarly effective methods to avoid further financial burdening or threat of burdening Base Village residential owners, I am supportive of the right-sized Transit Center and Rezoning.

Thank you for considering this input.

Wishing You Blue Skies and Tailwinds™,

Pat

Patricia Jayne (Pat) Keefer
FAI Gold Medalist, Round the World Air Race
Director, Lone Star Flight Museum Board
Recipient, Wright Master Pilot Award
Donor, Twin Comanche PA39-10 to Lone Star Flight Museum
President, Patricia Jayne Keefer Foundation

™ of Tailwinds.com

From: [Dave Shinneman](#)
To: [JULIANNE BROWNE](#); [Sara Nester](#)
Cc: [Brian McNellis](#)
Subject: RE: Parking on Carriage Way
Date: Monday, January 9, 2023 10:31:12 AM

Thank you for your comments, Julianne,
I will provide this to the Planning Commission for the next meeting when the transit center Special Review Application is discussed.

Dave

-----Original Message-----

From: JULIANNE BROWNE <juliannebrowne@gmail.com>
Sent: Monday, January 9, 2023 9:56 AM
To: Dave Shinneman <dshinneman@tosv.com>
Subject: Parking on Carriage Way

As an owner at Timberline, please increase, not decrease our parking spaces. We do not have enough now and if guests cannot park here, the condos will lose the guests and value of the condos will go down and the restaurants will not be filled.

Sorry this is being sent late.

Julianne Browne

Sent from my iPhone

Martha Shumaker
940 Scott Street
San Diego, CA 92106

January 9, 2023

Snowmass Village Community Development Department
Brian McNellis, Senior Planner, AJCP

bmcnellis@tosv.com

Dave Shinneman, Community Development Director, AJCP

dshinnwan@tosv.com

RE: Opposing Transit Center

I am a Snowmass property owner with my husband Jay Shumaker. Our condo is about three blocks from the proposed transit center site. We visit the mall and take public transit.

Because they must cross the path of circulating vehicles, it is not possible to conclude that the proposed plan offers passengers safe approach from the mall to the rooftop boarding area

There is no way to discourage people from crossing in front of a slow-moving shuttle to catch it or the one at the curb. It will happen regularly, and drivers will become inured.

The risk you take and responsibility you assume, of something bad happening to life or limb is just not worth going forward with this plan however late in the game it is to stop it here, now. It's wrong to justify accepting THIS plan because options on the funding will expire before an acceptable plan can develop. Taking such a large amount of public funding is inappropriate if alternatives might exist. The directive in the adopted Comprehensive Plan calling for a SAFE new transit center to be in concert with mall development should be kept in mind.

I implore you to take very seriously the real safety threat in this project.

With respect for all you do to maintain and develop Snowmass Village and Resort,



Martha Shumaker

From: [Kim Hartman](#)
To: [Brian McNellis](#)
Subject: Transit Center
Date: Saturday, January 7, 2023 6:27:31 PM

Sir,

I have lived in Snowmass Village since December of 1971 full time. I have studied this issue for decades. Dyslexia I do not have. To put this plan into place in Lots 5 & 6 is backwards and always was. It is an accident waiting to happen.

Please reconsider,
Thank you,
Kim Hartman
Box 5213
Snowmass Village 81615

Sent from [Mail](#) for Windows

**Judith Kemper Lewis
Harrie France Lewis
2354 Dennison Lane
Boulder, CO 80305**

January 17, 2023

Snowmass Village Community Development Department
P.O. Box 5010
Snowmass Village, CO 81615
Attention: Brian McNellis, Senior Planner, AICP/MLA

Re: Comments to Proposed Amendment to the Snowmass Village Official Zone District Map

Dear Mr. McNellis:

As owners of Unit 409 in the Laurelwood Condominiums located at 640 Carriage Way, Snowmass Village, CO 81615, we are submitting this letter to be included at part of the public hearing be held before the Snowmass Village Town Council at 4:00 pm on January 17, 2023.

While we appreciate the commitment by the Snowmass Village Community Development Department, the Planning Commission and the Town Council to the maintenance and improvement of Snowmass Village as a world class resort and thriving local community, we object to the proposed Amendment to the Official Zone District Map involving the publicly owned Number Lots 1 through 13 ("Parking Lots") as well as Carriage Way as described in Ordinance No. 1, Series of 2023 ("Ordinance"). The area to be rezoned, as described in the Ordinance, goes far beyond what is required in order to proceed with the new Snowmass Mall Transit Center which is proposed to be located only on Numbered Lots 5 and 6. We don't understand why this extensive rezoning under the Ordinance is necessary or desirable at this time. We are concerned that the change from a "Special Planned Area" zoning classification to a "Public" zoning classification could allow extensive objectionable improvements over all of the Parking Lots including, without limitation, employee housing, various accessory buildings, and community facilities. The inclusion of any of these uses on an already densely populated and heavily trafficked area would create more congestion and increased pollution, disrupt existing view corridors, eliminate the ease and convenience of existing parking options and access to and from condominium properties along the Parking Lots, including the Laurelwood Condominiums, and negatively impact property values.

If the Town Council elects to approve the Ordinance and the Official Zoning District Map is amended, as described in the Ordinance, we expect that any future proposed use of the Parking Lots will take will be in full compliance with all of the terms and conditions of the General Declaration for West Village Snowmass-At-Aspen Area recorded in the office of the Clerk and Recorder in Pitkin County, Colorado on June 1, 1967 in Book 227 at Page 186, as amended. We also hope that the legal and beneficial rights and expectations of existing

property owners within the West Village area will be given due consideration before any future improvements are proposed.

Thank you.

Judith Kemper Lewis
Cell Phone: 303-885-3664
Email: judithklewis@gmail.com

Harrie France Lewis
Cell Phone: 303-808-9125
Email: harrieflewis@gmail.com

Brian McNellis

From: Thomas A Shumaker Jr <tasai@mac.com>
Sent: Wednesday, January 18, 2023 1:38 PM
To: Snowmass Town Council; Dave Shinneman
Cc: Mel Blumenthal; Greg LeBlanc; Brian McNellis
Subject: Clarification.

Dave,
Please forward this comment to the Planning Commission.
Thank you,
Jay S.

=====

1/18/2023

Dear Town Council,

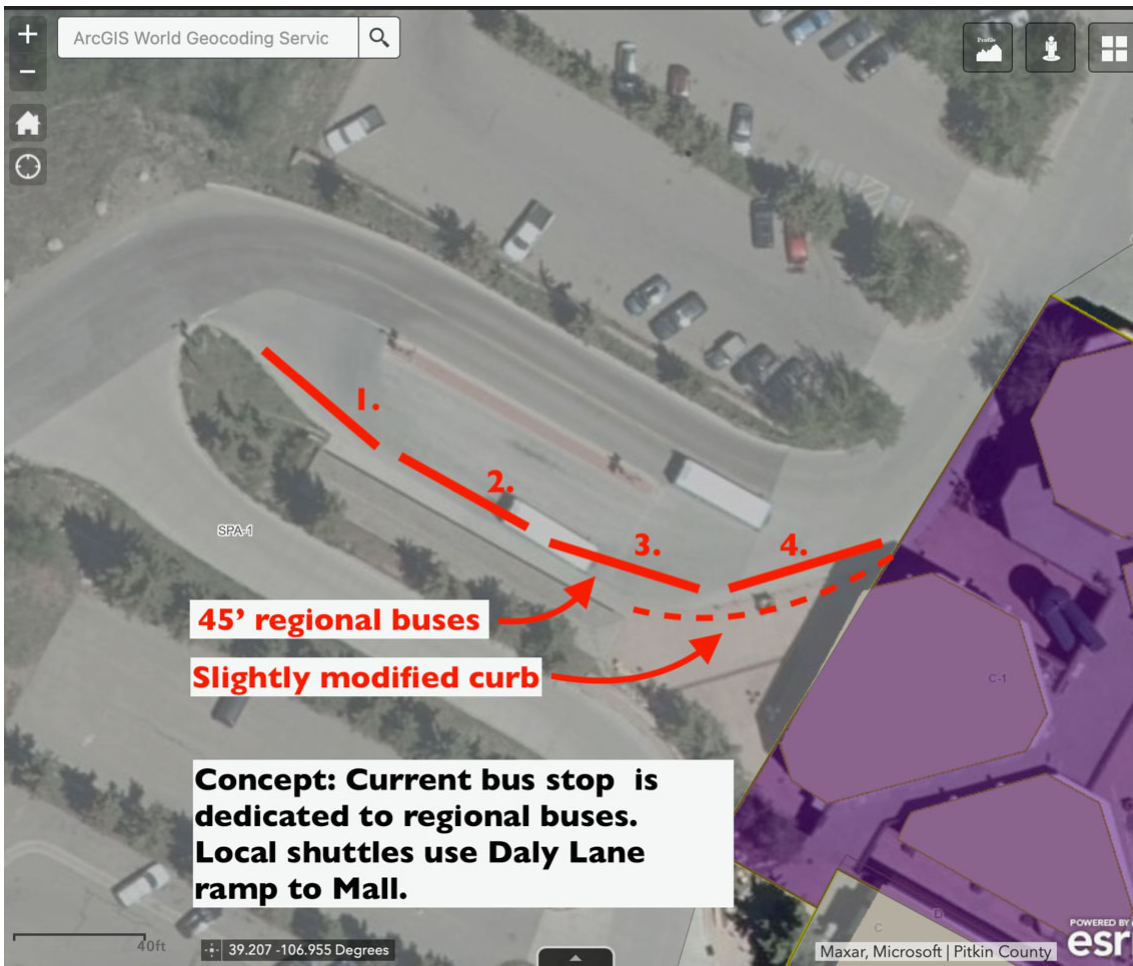
One thing not made clear yesterday: The current bus stop would be dedicated to regional buses. Daly Lane would serve local shuttles to the Mall. The Mall itself would guide people to their buses.

This email is 5 MB. I shall try to clarify other aspects of this pleasant transit solution in other emails, making downloads quicker.

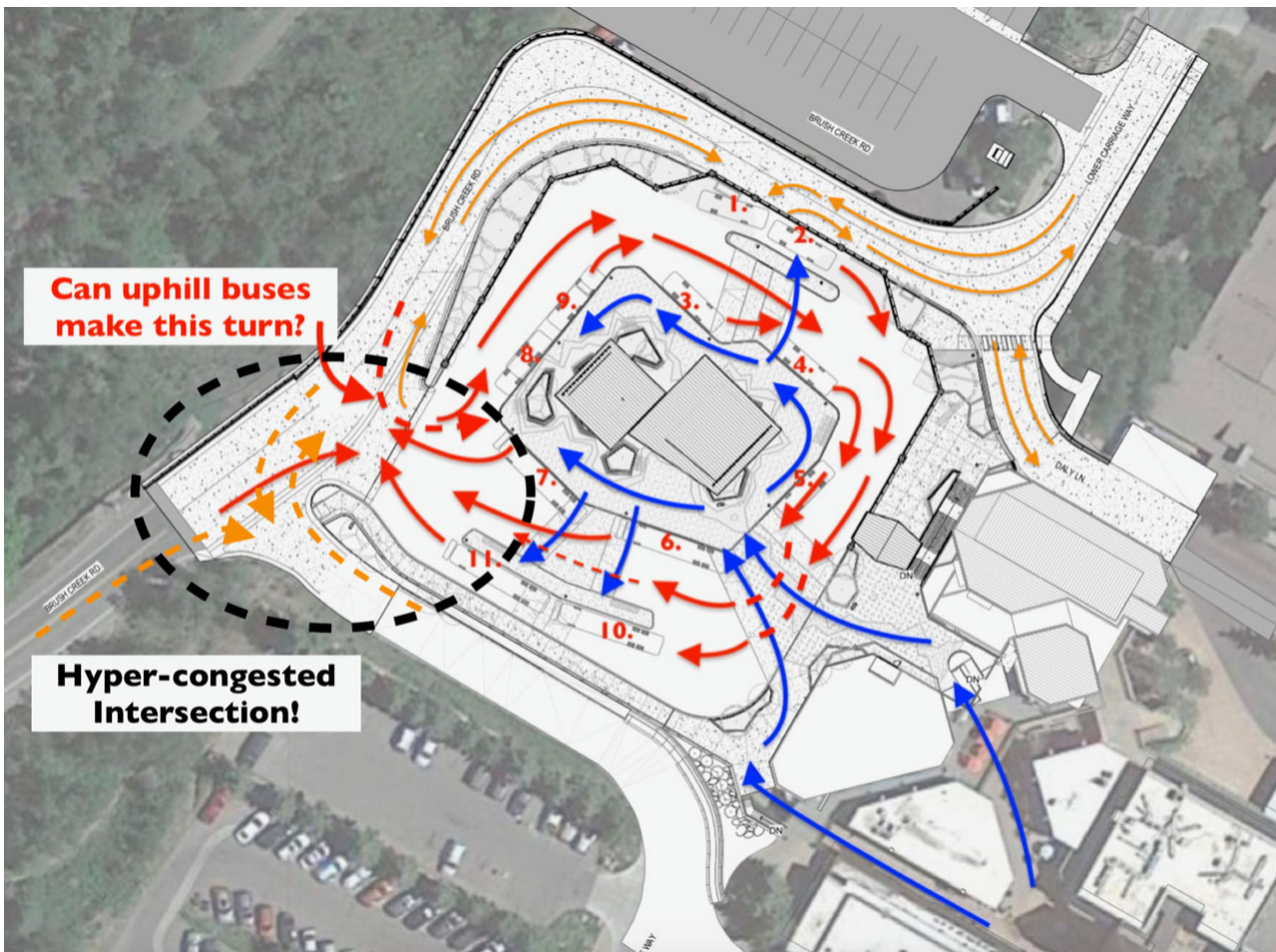
I certainly am not opposed to transit as such, ...at all!

Respectfully,

Jay Shumaker, Architect



Disruption to parking lots: Nil. Cost of construction: Negligible.



Disruption to parking lots: Major.

Costs of construction and subsidies: Major.

Cost to resort ambiance and character: Major.

Maxim: Never commingle pedestrians and buses!



No impact along Carriage Way.
 No snowmelt.
 No walking among buses.
 No new roadwork.
 No massive earthwork.
 etc.



Pleasant entries and departures at the Mall between decorated, inviting, shopfronts.

The 250' shuttle curb at Mall level would allow for four Mall entries and eight (or more) shops, encouraging lingering...and sales.

No "retail leakage."

From: [Dave Shinneman](#)
To: [Sara Nester](#)
Subject: FW: Planning process...
Date: Tuesday, January 17, 2023 10:27:45 AM

Please include in the public comments for the next Planning Commission meeting.

From: Thomas A Shumaker Jr <tasaia@mac.com>
Sent: Monday, January 16, 2023 8:07 PM
To: Dave Shinneman <dshinneman@tosv.com>; Snowmass Town Council <council@tosv.com>
Cc: Mel Blumenthal <melpaul1@earthlink.net>
Subject: Planning process...

Dave,
Please forward this comment to the Planning Commissioners.
Thank you,

Jay S.

=====

From Dave Shinneman 1/09/23:

"Mr. Shumaker, we have discussed the process to provide your comments on items on the Planning Commission agenda several times. We do not post comments separately on the website. "

Dave,

We've discussed the weaknesses in the town's planning process several times too. Actual community planning would suggest that you **should** post comments separately on the website!

Why not refine the **"Community Voice"** page on [tosv.com](https://www.tosv.com) as a top priority? That page allows no visuals...no graphics! When I click on Community Voice: "Videos and Media" on [tosv.com](https://www.tosv.com) I get:

Whoops...

We're sorry, but there is not a web page matching your entry.

This is our fault, not yours. Please tell us about the issue so we can fix it:

Phone: 970.923.3777

You entered: <https://www.tosv.com/civicmedia>

Was it Travis Elliott who created the Community Voice page? Didn't Clint hire a fellow to do Travis Elliott's job? Greg LeBlanc seems like a capable fellow.

You say written comment would be included in your packets, but there is no community dialogue that way, certainly not at council meetings. To prepare useful responses the public needs information before the last minute when the “packet” is sent out.

Elected officials ought to keep in mind the contributions their citizens could make if you made free and open dialogue a priority.

Respectfully,

Jay Shumaker, Architect
1/16/2023

=====

(1/09/2023)

Mr. Shumaker,

We have received your comments, forwarded them to the Planning Commission, and will include them in the next packet when the Transit Center is discussed. Once the Planning Commission packet is put on the website your comments will be available in the Planning Commission packet.

Thank you.
Dave

=====

(1/09/2023)

Dear Planning Commission members, Forwarding you Mr. Shumaker’s email. And a short reminder of how we receive public comment on an item on your agendas. Should you have any questions please let me know. Thank you for all you do!

Mr. Shumaker, we have discussed the process to provide your comments on items on the Planning Commission agenda several times. We do not post comments separately on the website. However, they are included in next Planning Commission packet if received before we send out the meeting packet. If received after the packet is distributed, you can always bring or make comments at the meeting, and they will be entered into the record, or you can still send them to me and request the comments be entered into the record at the meeting. As the Special Review application for the Transit Center is currently under review and we don’t expect the next meeting until at least February 1st, this email will be available in the next Planning Commission packet. As always, the Planning Commission meetings are recorded and are available on the TOSV website. Should you have any questions, please feel free to contact me at your earliest convenience.

Thank you for your comments.

Dave

From: Thomas A Shumaker Jr <tasaia@mac.com>

Sent: Saturday, January 7, 2023 2:02 PM

To: Snowmass Town Council <council@tosv.com>; Dave Shinneman <dshinneman@tosv.com>

Cc: Brian McNellis <bmcnellis@tosv.com>; Clint Kinney <CKinney@tosv.com>

Subject: "...like reading music."

Dave or Brian,

Please forward this email to the Planning Commissioners and please post this on tosv.com for public viewing.

Thank You,

Jay Shumaker, Architect (retired)

From: [Dave Shinneman](#)
To: [Sara Nester](#)
Subject: FW: Planning process...Greg
Date: Tuesday, January 17, 2023 3:49:03 PM
Attachments: [Screenshot 2023-01-17 at 12.56.05 PM.png](#)
[image001.png](#)
[image002.png](#)

Please place in the public comments for the Planning Commission.

Thank you.

From: Thomas A Shumaker Jr <tasaia@mac.com>
Sent: Tuesday, January 17, 2023 1:11 PM
To: Greg LeBlanc <gleblanc@tosv.com>; Dave Shinneman <dshinneman@tosv.com>
Cc: Snowmass Town Council <council@tosv.com>; Mel Blumenthal <melpaul1@earthlink.net>
Subject: Planning process...Greg

1/17/2023

Dave,
Please forward these comments to the Planning Commissioners.
Thank you,
Jay S.

=====

Dear Greg,

No, my new transit center post is still there. The “deleted user” must be Travis Elliott, the former, and very effective, assistant town manager.

Yes, Community Voice is dormant. It shouldn’t be.

"*Community Voice* is a module that comes with our website hosting. It is no longer supported by the vendor and we do not have the ability to customize it."

"...and it is my job to ensure that the Town shares accurate and timely information for its residents."

Greg, no excuses. Let’s get it going again.

Community Voice allowed for "accurate and timely" comments, not just one-way information. Town “packets” arrive too close to meetings for meaningful, timely, citizen contributions, ...let alone two-way dialogue. Informed dialogue informs decision makers.

I’m signed up for all those notifications.

If I hadn’t lived in a city whose town manager debunked, then defunded, our planners I wouldn’t

feel so strongly. San Diego, a city of 3 million, paid the price for that, ...and now is stuck with a clogged center city airport, only 65 acres bigger than ASE, but 2,500 acres too small...and on priceless waterfront real estate!

Ignorant planning makes for bad...permanent...decisions.

Yours Truly

Jay Shumaker, Architect

Ps. You mean FaceBook doesn't support, or can't be made to support, "Community Voice," with interesting renderings, and video?

[Home](#) > [My Account](#)



Website Sign In
For a more interactive experience please sign in.

Sign In

When using an existing account, you will be redirected to the CivicPlus sign in page.

EXISTING ACCOUNT

CREATE AN ACCOUNT

 FACEBOOK

Greg LeBlanc <gleblanc@tosv.com>

RE: Planning process...

To: Thomas Shumaker <tasaia@mac.com>, Dave Shinneman <dshinneman@tosv.com>, Entire Town Council all at once <council@tosv.com>

Cc: Mel Blumenthal <melpaul1@earthlink.net>

Mr. Shumaker,

Thank you for your faith in my ability. [Community Voice](#) is still active on the website, although it does not appear that it has been utilized by community members in recent years. I saw a post by you earlier today, but it appears that it has since been deleted by you. For your reference, *Community Voice* is a module that comes with our website hosting. It is no longer supported by the vendor and we do not have the ability to customize it.

However, I am not sure where you are viewing the “Videos and Media”. Those types of resource pages are typically for sharing informational operational content and not as a platform for anyone to use. You may be aware that video content and other media can quickly become out of date, and it is my job to ensure that the Town shares accurate and timely information for its residents.

If you are not finding the information you need in packets for meeting or Community Voice, I would recommend that you follow the Town across our many social media channels, signing up to receive media releases & updates, and bookmarking the online agenda center – all can be conveniently found online: tosv.com/182/Communications

Greg

Greg LeBlanc (he/him)

Assistant Town Manager

Town of Snowmass Village, CO

Direct: (970) 922-2275



[@TownofSnowmass](https://twitter.com/TownofSnowmass)



facebook.com/TownofSnowmass