



**Town Council
Monday, February 5, 2024
4:00 PM**

**130 Kearns Road
Town Council Chambers
Snowmass Village, CO 81615**

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

Agenda

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PROCLAMATIONS AND PRESENTATIONS**
- 4. PUBLIC COMMENT**

This section is set aside for the Town Council to LISTEN to comments by the public regarding items that do not otherwise appear on this agenda. Generally, the Town Council will not discuss the issue and will not take an official action under this section of the agenda. (Five Minute Time Limit)

5. CONSENT AGENDA

These are items where all conditions or requirements have been agreed to or met prior to the time they come before the Council for final action. A Single Public Hearing will be opened for all items on the Consent Agenda. These items will be approved by a single motion of the Council. The Mayor will ask if there is anyone present who has objection to such procedure as to certain items. Members of the Council may also ask that an item be removed from the consent section and fully discussed. All items not removed from the consent section will then be approved. A member of the Council may vote no on specific items without asking that they be removed from the consent section for full discussion. Any item that is removed from the consent agenda will be placed on the regular agenda.

5.A. Town Council Agenda Overview

[Pages 4 - 7 2024 Agenda Overview.pdf](#)

5.B. Minutes for Approval

[Pages 8-12 01-02-24 TC Minutes - DRAFT.pdf](#)

[Pages 13-16 01-08-24 TC Minutes - DRAFT.pdf](#)

[Pages 17-22 01-16-24 TC Minutes - DRAFT.pdf](#)

5.C. Resolution appointing members to SAAB

[Page 23 Agenda Item Summary Appointing New Members to SAAB.pdf](#)

[Page 24 Resolution 02, Series of 2024 RE Appointing New Members to SAAB.pdf](#)
[Pages 25-28 SAAB Applications.pdf](#)

5.D. Ordinance No. 01, Series 2024 Re Festival Permits - Second Reading

[Pages 29-31 Agenda Item Summary - Festival Permits - 2nd Reading.pdf](#)

[Pages 32-33 Ordinance No. 01, Series of 2024 Re Festival Permits - Second Reading.pdf](#)

[Pages 34-39 Exhibit A - ORD 1, 2024 Re Festival Permits.pdf](#)

5.E. Ordinance No. 02, Series 2024 RE Incorporate 2022 Ballot Issue 2C - Second Reading

[Pages 40-41 Agenda Item Summary - Incorporate 2022 Ballot Issue 2C - 2nd Reading.pdf](#)

[Pages 42-46 Ordinance No. 02, Series of 2024 - Incorporate 2022 Ballot Issue 2C - Second Reading.pdf](#)

6. PUBLIC HEARINGS - QUASI-JUDICIAL HEARINGS

Public Hearings are the formal opportunity for the Town Council to LISTEN to the public regarding the issue at hand. For land use hearings the Council is required to act in a quasi-judicial capacity. When acting as a quasi-judicial body, the Council is acting in much the same capacity as a judge would act in a court of law. Under these circumstances, the judicial or quasi-judicial must limit its consideration to matters which are placed into evidence and are part of the public record. The Council must base their decision on the law and the evidence presented at the hearing.

6.A. Public Hearing - Draw Site Land Use Review / Sketch Plan Submission

[Pages 47-48 Agenda Item Summary Re Draw Site WFH.pdf](#)

[Pages 49-53 Attachment A - Staff Planning Summary.pdf](#)

[Pages 54-58 Attachment B - PC Reso No.1 of 2024.pdf](#)

[Pages 59-235 Attachment C - Draw Site Workforce Housing Sketch Plan Application.pdf](#)

[Pages 236-243 Attachment D - Draw Site Referral Comments.pdf](#)

[Page 244 Attachment E - Housing Department follow-up memo.pdf](#)

[Pages 245-246 Attachment F - Community Development Director Email.pdf](#)

7. POLICY/LEGISLATIVE PUBLIC HEARINGS

8. ADMINISTRATIVE REPORTS

8.A. Snowmass Mall Transit - Incremental Enhancement Plan

[Pages 247-248 Agenda Item Summary - Snowmass Mall Transit - Incremental Enhancement Plan.pdf](#)

[Pages 249-251 2024-01-12 TOSV Transit Station Improvements.pdf](#)

8.B. Snowmass Mall Redevelopment Discussion - potential ideas

[Page 252 Agenda Item Summary - Mall Redevelopment Proposal.pdf](#)

[Pages 254-285 Mall PPP Redevelopment Proposal.pdf](#)

9. TOWN COUNCIL REPORTS AND ACTIONS

Reports and Updates

10. EXECUTIVE SESSION

10.A Executive Session

[Pages 286-287 Agenda Item Summary - Executive Session.pdf](#)

11. ADJOURNMENT

DRAFT 2024 Agenda Items

- Regular Meetings begin at 4:00 p.m. unless otherwise noted
- Work Sessions begin at 4:00 p.m. and aim to end at 6:00 p.m.
- The dates on which agenda items are listed are only a best approximation. Agenda items are added to this list as they arise. Agenda items may well be moved to different meeting dates. Agendas are generally not finalized until the Thursday prior to the meeting.
- In addition to agenda items, this document also lists expected absences of Town Council members. In compliance with section 2-49 of the municipal code, once the consent agenda is approved, the absences noted will be considered to have received the prior approval necessary of the majority of the Council for members to be absent from meetings.

Topic to incorporate:

- Collective Update RE programing (February?)

Tuesday Jan 16 – Regular Meeting

- YouthZone update
- Town Park update
- General Discussion Council appointment as Liaison to B & Cs
- Festival Liquor License first reading
- Lodging tax update first reading
- Hosing Inheritance discussion

Monday Feb 5 – Regular Meeting

- Draw Site Land Use Review
- Snowmass Mall Incremental Transit Enhancements
- Potential Snowmass Mall Redevelopment idea Discussion
- Executive Session- negotiation
- Ord 1 & Ord 2 Second Reading

Monday February 12 – Work Session

- Downtowner/ Transit Update
- Little Red Update
-

Tuesday Feb 20 – Regular Meeting

- EOTC Meeting Prep for March 7th Meeting
- Reso designating High Impact Events & Construction restrictions (before March 1st each year)
- Collective Update – Sarah Sander/EastWest
- Housing by the numbers- lease renewal update- mountain view slide show
- Bs and Cs Update Ordinance – First Reading

Monday March 4 – Regular Meeting

- First reading of revised housing regs ord (4 or 18?)
- Housing Regulations Ord
-

EOTC – Thursday March 7 – Pitkin County

As Of: Thursday, February 1, 2024

DRAFT 2024 Agenda Items

Monday March 11 – Work Session

- Update on Council goals:
 - Supporting Locally owned and serving businesses and Community Engagement
 - Follow up to 12/18/23 discussion with Tourism Dept

•

Monday March 18 – Regular Meeting

- Reso for CGRB recommendations and distribution of funds
- Adopt Grant Criteria for 2024-25 grant Cycle – reso?

Monday April 1 – Regular Meeting

Monday April 8 – Work Session

Monday April 15 – Regular Meeting

Monday May 6 – Regular Meeting

Monday May 13 – Work Session

Monday May 20 – Regular Meeting

Monday June 3 – Regular Meeting

EOTC – Thursday June 6 – Twon of Snowmass Village

Monday June 10 – Work Session

Monday June 17 – Regular Meeting

Monday July 1 – Regular Meeting

- Election Reso auth to participate & IGA with Pitkin (or July 15th – has to be delivered to Cty 100 days prior to Election on 7/28/24)

•

Monday July 8 – Work Session

- B & C application & appointment procedure update

•

Monday July 15 – Regular Meeting

Monday Aug 5 – Regular Meeting

- Election – Reso Re Ballot Language or 8/19/24 (Ballot Language has to be to Cty by 9/6/24)

•

Monday Aug 12 – Work Session

As Of: Thursday, February 1, 2024

DRAFT 2024 Agenda Items

Monday Aug 19 – Regular Meeting

EOTC – Thursday August 22 – Pitkin County

Tuesday Sept 3 – Regular Meeting

- Review Leash Laws
-

Monday Sept 9 – Work Session

Monday Sept 16 – Regular Meeting

Monday Oct 7 – Regular Meeting

- Budget
-

Monday Oct 14 – Work Session

- Budget

Monday Oct 21 – Regular Meeting

- POST Grant – 1st reading?

EOTC – Thursday October 24 – City of Aspen

Wednesday Nov 6 – Regular Meeting

- GID Meeting - Adopting the GID Budget
- Budget Adoption
- B & C Applications

Tuesday Nov 12 – Work Session

Monday Nov 18 – Regular Meeting

- B & C Interviews
- POST Grant – 2nd reading
- New Council Members Oath of Office

Monday Dec 2 – Regular Meeting

- Reso RE 2024 Meeting Dates
- Reso on Delinquent Solid Waste / Trash
-

Monday Dec 9 – Special Meeting

- GID Meeting – set Mill Levy

Monday Dec 16 – Regular Meeting

As Of: Thursday, February 1, 2024

DRAFT 2024 Agenda Items

- B & C Resolution appointing new Members

In 2025 - Town Attorney and Town Clerk provide an Ordinance to Review Town Ordinances – Required every five years since 1994 Re-codification Adoption per the Town Charter. See Ord 19, Series 2020 as example.

Topics for Work Sessions or Other Meetings Requested by Town Council Members

- Schedule Updates will all of the Town Boards to review priorities and current initiatives.
 - EAB
 - FAB
 - PTRAB
 - POSTR
 - Marketing
 - Grants – Recent Awards; Review of Criteria; Purpose, etc.
 - SAAB
 - Planning



Town Council
Town Council Meeting Minutes
Tuesday, January 2, 2024

4:00 PM

130 Kearns Road

Town Council Chambers

Snowmass Village, CO, 81615

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

Mayor Madsen called to order the Regular Meeting of the Snowmass Village Town Council on Tuesday, January 2, 2024, at 4:00 pm.

A complete live recording of this meeting can be found at www.tosv.com under Town Council Meetings. This meeting will be archived indefinitely, allowing you to view it anytime.

1) CALL TO ORDER

4pm

2) ROLL CALL

Council Members Present: Susan Marolt, Britta Gustafson, Alyssa Shenk, Tom Fridstein, Bill Madsen.

Council Members Absent: none

Staff Present: Clint Kinney, Town Manager; Jeff Conklin, Town Attorney; Greg LeBlanc, Assistant Town Manager; Talita Garcia, Human Resources Director; Betsy Crum, Housing Director; Terri Everest, Assistant Housing Director; Mitch Osur, Operations and Compliance Manager; Dave Shinneman, Community Development Director; and Megan Harris Boucher, Town Clerk.

Public Present: Lucy Peterson, Shashi Neerukunda, Darrell Smith, Rebecca Paschal, Debra Madsen, Dave Spence, Jon Galli, Naomi Smith, Gus Oliver and Nicholas Grau.

3) PROCLAMATIONS AND PRESENTATIONS

4) PUBLIC COMMENT

Nicholas Grau lives in employee housing and has worked in SMV in the restaurant industry for 8 plus years. Grau commented on the 3% increase in employee housing rent being hard on employees. He is thankful for housing at the “Green Ghettos” but thinks it is too expensive. He is concerned about the installation of heat tape next to his apartment and thinks it is not up to code and is dangerous.

5) CONSENT AGENDA

5.A) 2024 Draft Agendas

[Pages 3-6 2024 Agenda Overview](#) 

Council would like to add to a future agenda an update on the Collective, how it is serving the community and future programing in the building.

5.B) Resolution designating Public Notice Boards

[Pages 7-8 Agenda Item Summary - Public Notice Boards & Reso 1](#) 
[Pages 9-10 Resolution No. 1, Series 2023 - Public Notice Board DRAFT](#) 

Councilmember Fridstein motioned to approve the Consent Agenda. Councilmember Gustafson seconded. All in favor.

6) PUBLIC HEARINGS - QUASI-JUDICIAL HEARINGS

7) POLICY/LEGISLATIVE PUBLIC HEARINGS

8) ADMINISTRATIVE REPORTS

8.A) [Employee Survey Results](#)

[Pages 11-12 Agenda Item Summary - Employee Survey Results](#) 
[Pages 13-20 Employee Survey 2023 results](#) 

Human Resources Director, Talita Garcia summarized the agenda item, described the process of rolling out the survey, reported the responses, and highlighted some information gleaned from the responses.

68
69 Garcia described some planned programs including a new recognition program, offering
70 additional trainings for supervisors, a new performance management software and
71 additional opportunities for stay interviews.

72
73 Council commented on the importance of communicating to all employees all the
74 opportunities available to them as well as any new ones. Responses show that housing
75 is a huge factor with employees and emphasized the importance of work/life balance.
76 Council suggested doing the employee survey every 2 years to help combat survey
77 fatigue.

78
8.B) [Discussion to Consider Amending the Land Use and Development Code to Improve the
Review of Designated Workforce Housing Projects](#)

79
80 [Pages 21-22 Agenda Item Summary - Improve Workforce Housing Process](#) 
81 [Pages 23-26 Agenda Item Summary - Housing Inheritance Discussion](#) 

82
83 Town Manager Clint Kinney, Housing Director Betsy Crum, and Community
84 Development Director Dave Shinneman summarized the current land-use process and
85 the proposed change. They further described a State of Colorado's initiative to
86 encourage municipalities to improve and simplify the process. The proposed change to
87 a Special Review process was explained as the most elegant way to improve the
88 process, describing it as less formal, more collaborative, and emphasizing that the
89 Council sets the tone.

90
91 Council discussed pluses and negatives to both the existing process and proposed
92 Special Review Process. Council had a robust discussion with both strong negative and
93 positive opinions on the proposed process improvement.

94
95 Shinneman referred to the Comp Plan and the clear direction for the need for
96 workforces housing. The Special Review process would reduce costs and increase
97 opportunities for community feedback earlier on in the process.

98
99 Councilmember Fridstein motioned to direct staff to come back with a draft of a plan for
100 a Special Review Process with some additional structure to not only ensure
101 collaboration and community conversation but also to engage the Planning Commission
102 early on in the review. Councilmember Marolt seconded. All in favor

103
8.C) [Housing Inheritance Discussion](#)

104
105 Housing Director Betsy Crum, Assistant Housing Director Terri Everest and Operations
106 and Compliance Manager Dick Osur summarized the agenda item and presented
107 material from the packet. They outlined three main options for Council to consider: the
108 APCHA option; the Crossings Only Option; and the Locals Advantage option.

109
110 Council had an in-depth discussion of each of the options with many differing opinions.

Many Councilmembers had changes and suggestions for the options to bring them closer in line to their intentions.

Public Comment:

Dave Spence original owner on Maverick Circle in the Crossings. He and his wife brought up 2 kids in the Crossings. He stated that the inheritance clause was so important when they bought. His comments centered around supporting the provisions of the original deal.

Gus Oliver owns a home on Stallion Circle. He commented that since it is high season and lots of employees are working, many cannot be here to comment. He suggested these meetings happen when employees can make it. He challenged Council to build more housing, as soon as possible. Oliver also commented that the ball option/Local Advantage option is good but thinks that more than 2 balls for 5 years would be more appropriate. Believes Local kids who grew up here should be at top of the list, process should be streamlined to build more housing and the Town should honor the original agreement at Crossings.

Niomi Smith lives on Stallion Circle. Asks Council to look more at inheritance of home and consider that an immediate family member, who is qualified, should be able to inherit the house. She further suggesting an option or arrangement to provide for an underage dependent who is orphaned due to death of their parent/s, to allow them to stay in the home and be cared for by a guardian. She further expressed that she does not agree with limiting the inheritance to just one generation. These all help the community to build legacy.

Council discussion continued including using some APCHA language as examples for different parts of the regulations; importance of legacy for the community; honoring original 1994 agreement with the Crossings and original owners before 2002; enhancing the Local Advantage option; further defining employee vs qualified applicant; and importance in recognizing the limited availability of our deed restricted housing.

Council agreed on the following for staff to incorporate into the housing policy and bring back to an upcoming meeting for confirmation: give kids who grew up in SMV a greater option/advantage in the lottery. This might look like kids who graduated from Aspen High School and spent at least the last 7 plus years living in SMV minus the 6 years away from college/grad school/work experience and have a parent employed in SMV, get additional chances in the lottery equivalent to the first or second tier of the lottery. Staff will draft a few options and bring it back to Council for further discussion.

Regarding the Crossings-Only Option, staff will go back to the original Crossings agreement from 1994 and pull language that directly reflects and honors that original agreement but change it for just one generation. There was some additional discussion on "qualified employee" vs "qualified applicant."

Council directed staff to bring it back as policy before it is presented as code and public will have additional opportunities to comment both during next discussion as well as at the first and second reading of an ordinance once that is ready for Council to consider.

9) TOWN COUNCIL REPORTS AND ACTIONS

Councilmember Gustafson reminded all that the delegates from Shimukappu, Japan will be enjoying a day in Snowmass Village on Monday January 8 and then joining the Town Council meeting at 4pm. In addition, there will be a community event at the Aspen District Theatre celebrating the 30th anniversary of the relationship on Sunday January 7th in the evening.

Councilmember Fridstein attended the Water Collaborative where they had a presentation from the Airborne Snow Observatories. The study helps determine the depth of the snowpack. They have a call out for additional funds to assist in their efforts.

Mayor Madsen attended a meeting with Jazz Aspen. He also has an upcoming RFTA meeting which Shenk will attend as well. Madsen attended a Nordic Council last week with Marolt where several existing easements were confirmed. Council noted the additional real trash cans along Labrador Lane. Njordic Council has a call out for additional equipment and the need for a maintenance schedule for the free skis.

Councilmember Shenk would like to bring the Transit Center and improvement plan for the RFTA and SMV Shuttle station back to Council to look at reworking and redesigning for safety and workability. First-class Resort needs a first-class solution.

Council would like to look at this situation again and any proposed improvement plans and Staff will add to an upcoming agenda.

10) ADJOURNMENT

Councilmember Fridstein motioned to adjourn. Councilmember Marolt seconded. All in favor.

Adjourned at 7:01 pm

The Snowmass Village Town Council approved this set of meeting minutes at their Regular Meeting on Monday, February 5, 2024.

Submitted By,

Megan Harris Boucher, Town Clerk



Town Council
Town Council Meeting Minutes
Monday, January 8, 2024

4:00 PM

130 Kearns Road

Town Council Chambers

Snowmass Village, CO, 81615

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

Mayor Madsen called to order the Regular Meeting of the Snowmass Village Town Council on Monday, January 8, 2024, at 4:00 pm.

A complete live recording of this meeting can be found at www.tosv.com under Town Council Meetings. This meeting will be archived indefinitely, allowing you to view it at anytime.

1) CALL TO ORDER

4:00 pm

2) ROLL CALL

Council Members Present: Britta Gustafson, Alyssa Shenk, Tom Fridstein, & Bill Madsen. Susan Marolt attended virtually.

Council Members Absent: none

Staff Present: Clint Kinney, Town Manager; Jeff Conklin, Town Attorney; Greg LeBlanc, Assistant Town Manager; Anne Martens, Public Works Director; Dave Shinneman, Community Development Director; and Megan Harris Boucher, Town Clerk.

Public Present: Lucy Peterson, Elise Cohen, Kamala Marsh, and delegates from Shimukappu, Japan Sister Cities Program.

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33
34 **3) PROCLAMATIONS AND PRESENTATIONS**

35 3.A) Sister Cities Shimukappu, Japan Welcome & Proclamation

36 [Page 3 Agenda Item Summary Shimukappu](#) 
37 [Page 4 Proclamation No. 01, Series 2024 - Sister Cities Shimukappu. Japan](#)
38 [Proclamation](#) 

39
40 Mayor Madsen read the proclamation and presented it to the Shimukappu, Japan
41 delegation. Council welcomed the group and thanked them for their visit.
42

43 **4) PUBLIC COMMENT**

44 None
45

46 **5) CONSENT AGENDA**

47 5.A) [2024 Agenda Overview](#)

48 [Pages 5-8 2024 Agenda Overview](#) 

49
50 5.B) Resolution No. 28, Series of 2023 adopting the Town Mill Levy for the 2024 Budget
51 Year

52 [Pages 9-10 Agenda Item Summary - Resolution No. 28, 2023-TOSV Mill Levy](#) 
53 [Pages 11-13 Resolution No. 28, Series, of 2023, Adopting the Mill Levy](#) 

54 Council had a brief discussion clarifying the approximate savings to the tax payers by
55 reducing by reducing the Mill Levy for 2024 is 1.4 million dollars. This is a temporary Mill
56 Rate reduction.

57
58 Councilmember Fridstein motioned to approve the consent agenda. Councilmember
59 Gustafson seconded. All in favor.
60

61 **6) PUBLIC HEARINGS - QUASI-JUDICIAL HEARINGS**

62 **7) POLICY/LEGISLATIVE PUBLIC HEARINGS**

63 **8) ADMINISTRATIVE REPORTS**

64 8.A) [Outdoor Lighting Regulations Discussion](#)

Town Manager Clint Kinney and Community Development Director Dave Shinneman summarized the agenda item, presented some information included in the packet and opened it up for discussion.

Council asked a few questions and recommended that the EAB weigh in on the discussion. Some areas of discussion included: updating the code language from watts to lumens; possibility of more specific regulations regarding allowable lights within the holiday light exemption; tighten up allowable dates and times for holiday lights; definitions of holiday lights vs resort lights; removal of the actual lights outside the holiday light exemption dates; Existing HOA regulations and the effect of changing Town regulations on existing HOA regulations; inclusion of the large blow up lighted figures displays in the holiday lighting policy; residential vs business curfew for lights; and the fact that municipal lighting is exempt.

Council liked some of the language that Aspen incorporated into their recent update. Council directed staff to take these discussion items and bring back a proposed update to the Town regulations for Council to consider.

[Pages 14-15 Agenda Item Summary - Outdoor Lighting Policies & Regulations Discussion](#)

[Pages 16-21 ARTICLE XIII Outdoor Lighting](#)

[Pages 22-44 Aspen Ordinance-12-Series-of-2023--Outdoor-Lighting](#)

9) TOWN COUNCIL REPORTS AND ACTIONS

Councilmember Shenk attended a short RFTA meeting where they passed a property tax of 2.65 Mills for the 2024 Budget. The next RFTA meeting is coming up on Thursday. NWCCOG meeting is coming up as well. Shenk participated with the some of the Japanese delegation in the Snowmass Ice Age Discovery Talk & Passport Tour which happens Tuesdays at 1pm starting from the Limelight Snowmass Lobby. The Aspen Science Center educators do a fabulous job and she highly recommends it to the community.

Councilmember Marolt will be out of town for an upcoming Board of Health meeting so Fridstein will attend.

No updates from Councilmember Fridstein.

Councilmember Gustafson thanked the Nordic Council and the Town for the improved Cross Country skiing opportunities.

Mayor Madsen commented that Town Park construction project is going well. Staff confirmed that Council will have a progress update at the next Council meeting. The Town Park parking lot has been maxed out several days this year so far. Staff will follow up on process to alert community when lots are full.

10) ADJOURNMENT

Councilmember Fridstein motioned to adjourn. Councilmember Shenk seconded. All in favor.

Adjourned at 4:51 pm

The Snowmass Village Town Council approved this set of meeting minutes at their Regular Meeting on Monday February 5, 2024.

Submitted By,

Megan Harris Boucher, Town Clerk



Town Council
Town Council Meeting Minutes
Tuesday, January 16, 2024

4:00 PM

130 Kearns Road

Town Council Chambers

Snowmass Village, CO, 81615

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

Mayor Madsen called to order the Regular Meeting of the Snowmass Village Town Council on Tuesday, January 16, 2024, at 4:03 pm.

A complete live recording of this meeting can be found at www.tosv.com under Town Council Meetings. This meeting will be archived indefinitely, allowing you to view it at anytime.

1) CALL TO ORDER

4:03pm

2) ROLL CALL

Council Members Present: Susan Marolt, Alyssa Shenk, Tom Fridstein, and Bill Madsen. Britta Gustafson appeared virtually.

Council Members Absent: none

Staff Present: Clint Kinney, Town Manager; Jeff Conklin, Town Attorney; Terri Everest, Assistant Housing Director; Mitch Osur, Operations and Compliance Manager; Andy Worline, Parks, Recreation & Trails Director; Riley Bonilla, Asst. Parks & Recreation Director; Barb Peckler, Office Manager & Court Clerk; and Megan Harris Boucher, Town Clerk.

Public Present: Ali Naaseh-Shahry, Lucy Peterson, Dave Spence, and Nicholas Grau.

3) **PROCLAMATIONS AND PRESENTATIONS**

3.A) [YouthZone Update](#)

[Page 3 Agenda Item Summary - YouthZone.pdf](#) 
[Pages 4-19 YouthZone Presentation.pdf](#) 

Ali Naaseh-Shahry, Data and Development Specialist for YouthZone presented materials published in the packet. His presentation included YouthZone's Mission, Vision, goals and information on the community it serves.

Council asked a few questions during and directly after the presentation regarding the challenges of mental health and substance use, as well as about the screening process and what the program provides to those referred to YouthZone.

Other areas discussed included restorative justice and the need for more complete and thorough education on Marijuana. Naaseh-Shahry thanked the Council for past financial support through the Community Grant process.

4) [PUBLIC COMMENT](#)

Nick Grau, SMV employee living in TOSV employee housing. Grau thanked the town for addressing the concern he had with recently installed heat tape on his building. He suggested the addition of a sidewalk next to Tasters. He also suggested Lot 7 be utilized for a bus stop or expanded transit area. He further commented that YouthZone is a great program and believes there is a need for realistic education regarding alcohol, drugs and MJ use.

5) [CONSENT AGENDA](#)

5.A) 2024 Agenda Overview

[Pages 20-23 2024 Agenda Overview.pdf](#) 

5.B) Minutes for Approval

[Pages 24-29 12-18-23 TC Minutes - Draft.pdf](#) 

Council had a few small corrections to the minutes. Boucher will get those edits and typographical corrections made.

Councilmember Shenk moved to approve the Consent Agenda. Councilmember Marolt seconded. All in favor.

6) PUBLIC HEARINGS - QUASI-JUDICIAL HEARINGS

7) POLICY/LEGISLATIVE PUBLIC HEARINGS

7.A) [Ord No. 1, Series of 2024 - RE Festival Liquor License - First Reading](#)

[Pages 30-31 Agenda Item Summary - Festival Permits.pdf](#) 

[Pages 32-33 Ordinance No. 01, Series 2024 Re Festival Permits.pdf](#) 

[Pages 34-39 Exhibit A - Festival Permits.pdf](#) 

Town Attorney Jeff Conklin summarized the agenda item and explained the Ordinance. Conklin described the new State liquor license called the “Festival Permit”, the existing local Special Event Liquor Permit which require the sponsorship of a non-profit entity and the proposed local Festival License. He further explained that the local Festival Permit would allow the Town to exercise greater control over any local festival. Applicants would apply contemporaneously to both the State Festival Permit and the local Festival Permit. Only certain types of Liquor Licenses can apply for a Festival Permit and there are a limit to how many festivals are allowable for each applicant. This would be similar to Common Consumption Area, CCA, but the local Festival Permit process would be simpler. A single permit can authorize up to 9 festivals.

In addition, this Ordinance would update our local code as the State Liquor Code changed which Title of the State Statues it was located within, so this would clean up those references.

Small typographical error was pointed out and will be corrected.

Councilmember Fridstein motioned to approve Ordinance No. 01, Series of 2024 on First Reading. Councilmember Marolt seconded. All in favor.

Council agreed to put this on Consent for second reading at next regular Town Council meeting on February 5, 2024.

7.B) [Ord No. 2, Series of 2024 - RE Amending Code to Incorporate additional permissible uses of Lodging Tax as approved by 2022 election. - First Reading](#)

[Pages 40-41 Agenda Item Summary - Incorporate 2022 Ballot Issue 2C.pdf](#) 

[Pages 42-46 Ordinance No. 02, Series of 2024 - Incorporate 2022 Ballot Issue 2C.pdf](#) 

[Pages 47-49 Resolution 47, Series of 2002 - Marketing Sales Tax Ballot Question.pdf](#) 

[Pages 50-70 Ordinance No. 3, Series of 2016.pdf](#) 

[Pages 71-73 Resolution 23, Series of 2022 - Ballot Issue 2C.pdf](#) 

[Pages 74 2022 Ballot Issue 2C - Results.pdf](#) 

Town Attorney Jeff Conklin summarized the proposed Ordinance No. 02, Series of 2024 regarding amending the code to incorporate the voter approved changes to the use of the Lodging Tax and Sales Tax. Conklin gave some background for reference and highlighted the changes proposed to the code.

Council asked for clarification on Line 137 of the Ordinance which refers to the annual rebate amount as \$50. Council did increase that amount to \$75. Kinney clarified that they did increase it to \$75 administratively and the minimum by voter approval can be no LESS than \$50, but Council can choose to do more by policy.

Councilmember Fridstein moved to approve Ordinance No. 02, Series of 2024 on first reading. Councilmember Marolt second. All in favor.

Council agreed to put this on Consent for second reading at next regular Town Council meeting on February 5, 2024.

8) ADMINISTRATIVE REPORTS

8.A) Town Park Project Update

[Pages 75-76 Agenda Item Summary - Town Park Owner's Update for TC 1-16-24.pdf](#) 

[Pages 77-90 Town Park - Phase I - Progress Update 01.10.24.pdf](#) 

Andy Worline & Riley Bonilla presented materials published in the packet as an update on the Town Park project. This 6.5-million-dollar project is on schedule and on budget.

Council asked about the current parking, the future parking configuration, plans for the existing sheds on the property, time frame for moving the cell tower, and details on the play field adjacent to the Rodeo area. In addition, Council asked some questions regarding sound complaints that have come in. Worline clarified the noise was due to the ground heaters. The contractor has erected several sound barriers in an effort to neutralize it as much as possible.

The project is on schedule to be done before Rodeo starts in the summer of 2024.

8.B) Housing Regulations - Inheritance Discussion

[Pages 91-93 Agenda Item Summary - Housing Inheritance Discussion.pdf](#) 

[Pages 94-117 Attachment 1 - Ordinance 17 of 1994.pdf](#) 

Town Manager Clint Kinney summarized the agenda item, highlighted specific areas for Town Council to discuss and asked for specific direction for drafting an Ordinance.

Council had a robust discussion on both the Local Preference Option and the Crossings-Only Option.

With the Local Preference Option, Council discussion included re-wording to the Aspen School District and not "High School in Pitkin County;" allowing for up to 8 years away for College and Grad School as long as they come back for summers and use SMV as their residence; adding language to define more who qualifies, ex. Kids who grew up here, enrolled in school for 5 plus years AND graduate for Aspen High School; removing the parental work experience qualification; idea of a tiered system for increased chances into housing lottery based on 3 tiers which correlate to specific numbers of years lived in SMV vs one level of qualification at 8 years leading up to graduation from AHS which is equivalent to the workforce qualification of 3-7 years for the housing lottery; and the need for more community feedback on these ideas/options. Council agreed that the final option ultimately needs to be administratively workable and verifiable.

The most agreed upon ideas for the Local Preference Option to include that the child must have lived in SMV for 8 years or more and those years were leading up to graduating from AHS and that if they went away for post-high school education, that they kept SMV as their residence and returned for summers and breaks.

Council then discussed the Crossings-Only Option extensively and took some public comment from Dave Spence.

Discussion included the gifting language and intentions from the original agreement vs inheritance only language; allowing inheritance for only one time/generation; and definition of qualified applicant vs qualified SMV employee.

Council would like more community feedback.

Staff will draft and bring back for Council consideration and public feedback.

8.C) [Council as non-voting members of Town Boards & Commissions](#)

[Pages 118-120 Agenda Item Summary - Council Members on Town Boards.pdf](#) 

Town Clerk Megan Harris Boucher and Town Manager Kinney summarized the agenda item and feedback from Council to help staff draft an ordinance for Council to consider. Discussion included not having a Council member on Planning Commission; having the Ordinance specify for clarity what the intention/purpose of having Council representation on the Town boards; and clearly stating they are non-voting members.

Staff will draft the Ordinance and bring it to a future regular Town Council meeting.

9) [TOWN COUNCIL REPORTS AND ACTIONS](#)

Councilmember Fridstein attended the recent Board of Health meeting where they discussed the increase of respiratory illnesses since the holidays. Surprised that only 6.5% of Pitkin County is up to date on their COVID vaccinations.

Councilmember Shenk thanked all who contributed and participated in the Sister Cities program. It was a wonderful and busy week. Shenk attended the recent RFTA meeting where they did a 2023 year-in review. Highlights included the First/Last Mobility Program; launch of the We-Cycle Program in Carbondale; an upgrade to their website; the very successful launch of mobile ticketing; 121 new hires; and that they launched their first housing study. RFTA plans for 2024 include finishing the 27th Steet underpass; repairs on the Rio-Grand Trail; expanding the bike share program; climate action initiatives; and adding a comprehensive housing policy. RFTA has chosen Kurt Ravenschlag as the finalist to succeed Dan Blankenship when he retires in September.

Shenk asked staff to look into a noise issue regarding dueling DJs between Venga Venga and the Viewline. Shenk pointed out that the bus stop between Incline Sport and Lot #7 is really icy and the road needs attention to be safer.

Councilmember Marolt and Mayor Madsen have Nordic Council coming up.

Councilmember Gustafson echoed Shenk's thank you to the community for contributing to make the Sister Cities program so successful.

Mayor Madsen will be attending the Colorado Association of Ski Towns (CAST) meeting in Crested Butte next week along with Kinney.

Kinney briefly discussed the EAB recommendation regarding combustible engines. Staff suggestion is to ask EAB to do some more research and have some additional data for Council to consider and then bring it to community for further discussion.

10) ADJOURNMENT

Councilmember Fridstein motioned to adjourn. Councilmember Marolt seconded. All in favor.

Adjourned at 6:54pm

The Snowmass Village Town Council approved this set of meeting minutes at their Regular Meeting on Monday, February 5, 2024.

Submitted By,

Megan Harris Boucher, Town Clerk

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

February 5, 2024

AGENDA ITEM:

Appointing new members to SAAB

PRESENTED BY:

Megan Boucher, Town Clerk

BACKGROUND:

Section 8.3 of the Home Rule Charter provides guidance on the governance of the Town's volunteer boards and commissions. Section 8.3 states that members of all boards and commissions shall be appointed by the Town Council, sets limits on the terms of members on certain boards and commissions, and outlines procedure for expired terms, resignations, and vacancies.

The Town Council reviewed applications and interviewed applicants in November & December 2023. At a meeting on December 18, 2023 the Council appointed new members to open seats in SAAB, CGRB and MGS&SE boards.

Two members of SAAB whose term ended on December 31, 2023 have now expressed interest in continuing on SAAB. They have applied and would like to be considered. SAAB has seats available. Staff Liaison Rose Abello recommends they be considered.

Listed below are the appointments to open seats on SAAB for Resolution 2, Series of 2024:

Snowmass Arts Advisory Board

Joyce Shenk

Maja Decker

2yr term - Expires 12/25

2yr term - Expires 12/25

COUNCIL OPTIONS:

Approve, Modify or Deny Resolution No. 02, Series of 2024

STAFF RECOMMENDATION:

Approve Resolution No. 02, Series of 2024

ATTACHMENTS:

- A. Resolution No. 02, Series of 2024 – DRAFT
- B. Shenk & Decker applications

**TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL**

**RESOLUTION NO. 35
SERIES OF 2023**

**A RESOLUTION APPOINTING MEMBERS TO THE SNOWMASS ARTS
ADVISORY BOARD.**

WHEREAS, Section 8.3 of the Home Rule Charter states that members of all boards and commissions shall be appointed by the Town Council; and

WHEREAS, the terms of members on certain boards and commissions have expired and resignations have been submitted; and

WHEREAS, vacancies have been publicly posted and published in accordance with the terms and conditions of the Home Rule Charter; and

WHEREAS, the following citizens have submitted applications expressing a desire to be appointed:

NOW, THEREFORE BE IT RESOLVED by the Town Council of the Town of Snowmass Village, Colorado:

That the following citizens are hereby appointed to serve as follows:

Snowmass Arts Advisory Board

Joyce Shenk

2yr term - Expires 12/25

Maja Decker

2yr term - Expires 12/25

INTRODUCED, READ AND ADOPTED, the Town Council of the Town of Snowmass Village, Colorado, on the 5th day of February 2024 with a motion made by Councilmember _____ and seconded by Councilmember _____ and by a vote of ____ in favor to ____ opposed.

TOWN OF SNOWMASS VILLAGE

Bill Madsen, Mayor

ATTEST:

Megan Harris Boucher, Town Clerk

Apply for a Board or Commission

Thank you for your interest in one of our Boards or Commissions! Please select which board you are applying for and complete the form below.



Please select the Board or Commission you are Applying For: *

- ☐ Board of Appeals & Examiners
- ☐ Citizens Grant Review Board
- ☐ Environmental Advisory Board
- ☐ Financial Advisory Board
- ☐ Marketing, Group Sales, & Special Events Board
- ☐ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ☐ Part-Time Residents Advisory Board
- ☐ Planning Commission
- ☒ Snowmass Arts Advisory Board

Full Name *

Joyce Shenk

Phone Number

[REDACTED]

Secondary Phone Number

[REDACTED]

Email *

[REDACTED]

Confirm Email *

[REDACTED]

Address

Street Address

[REDACTED]

Address Line 2

[REDACTED]

City

Snowmass Village

State / Province / Region

Colorado

Postal / Zip Code

81615

Country

USA

Is your Mailing Address different than the Address Above? *

- ☒ Yes
- ☐ No

Mailing Address

Street Address

[REDACTED]

Address Line 2

City

Columbus

State / Province / Region

Ohio

Postal / Zip Code

43209

Country

USA

Are you a permanent resident?

☐ Yes

☒ No

Are you registered to vote in Snowmass Village?

☐ Yes

☒ No

Please list your experience and/or education that qualifies you for this position.*

Been on the SAAB board many years

Serve presently on The Wexner Center of the Arts Board in Columbus, Ohio and past served 8 years on The Greater Columbus Arts Board in Columbus, Ohio

Why do you wish to be appointed to this position?*

To be involved in The Snowmass Community!

Signature*

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.



Date

1/25/2024

Apply for a Board or Commission

Thank you for your interest in one of our Boards or Commissions! Please select which board you are applying for and complete the form below.



Please select the Board or Commission you are Applying For: *

- ☐ Board of Appeals & Examiners
- ☐ Citizens Grant Review Board
- ☐ Environmental Advisory Board
- ☐ Financial Advisory Board
- ☐ Marketing, Group Sales, & Special Events Board
- ☐ Parks, Open Space, Trails, & Recreation (POSTR) Board
- ☐ Part-Time Residents Advisory Board
- ☐ Planning Commission
- ☒ Snowmass Arts Advisory Board

Full Name *

Maja Decker

Phone Number

[REDACTED]

Secondary Phone Number

Email *

[REDACTED]

Confirm Email *

[REDACTED]

Address

Street Address

[REDACTED]

Address Line 2

[REDACTED]

City

Snowmass Village

State / Province / Region

PITKIN

Postal / Zip Code

81615 [REDACTED]

Country

United States

Is your Mailing Address different than the Address Above? *

- ☒ Yes
- ☐ No

Mailing Address

Street Address

[REDACTED]

Address Line 2

City

Snowmass Village

State / Province / Region

PITKIN

Postal / Zip Code

81615 [REDACTED]

Country

United States

Are you a permanent resident?

☒ Yes

☐ No

Are you registered to vote in Snowmass Village?

☒ Yes

☐ No

Please list your experience and/or education that qualifies you for this position.*

Past board member

Why do you wish to be appointed to this position?*

I enjoy being a part of the development of art in our community.

Signature*

I acknowledge that I am familiar with the qualifications, duties, and responsibilities of the position for which I am applying and, if appointed, I am ready, willing, and able to take an oath as well as accept the responsibilities and duties.

maja decker

Date

1/25/2024

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

February 5, 2024

AGENDA ITEM:

Second Reading - Ordinance No. 1, Series of 2024 – An Ordinance Amending Chapter 2, Article XI – Liquor Licensing Authority - of the Municipal Code to Update Statutory References and Authorize Festival Permits

PRESENTED BY:

Jeff Conklin, Town Attorney

BACKGROUND:

In 2021, the Colorado legislature amended the Colorado Liquor Code to create a new type of liquor license - a “festival permit.” Unless a local government creates a local festival permit, only a state permit is required.

The festival permit law authorizes the holder of certain existing liquor licenses to obtain a festival permit to hold festivals where they may conduct joint tastings and engage in any retail operations authorized by their underlying licenses or permits. Licensees may obtain a permit to hold up to 9 festivals in 12 months, with each festival lasting no longer than 72 hours. Festivals can include Oktoberfest-type events, with either local or non-local vendors participating. All licensees can participate at the same festival: wineries, breweries, distilleries, restaurants, and bars.

Many of the events that currently function like a “festival” are through a special event liquor permit, which requires the sponsorship of a nonprofit entity. A festival permit does not require a nonprofit entity.

This Ordinance creates a local festival permit and allows the Town to exercise greater control over any festivals. The Ordinance requires that a festival permit be applied for at least 90 days prior to any festival and that a licensee also obtain an applicable special event permit for the land use component of a festival. Upon application, the Town can review elements such as boundaries, signage, ingress/egress, hours of operation, security, etc.

This Ordinance also makes several “clean up” changes to update statutory references.

Update for 2nd Reading:

At First Reading, Council raised a couple of questions, which I clarify below:

- What licensee holders can obtain a festival permit?
 - o A beer and wine licensee;
 - o A hotel and restaurant licensee;
 - o A tavern licensee;
 - o A brew pub licensee;
 - o A vintner's restaurant licensee;
 - o A distillery pub licensee;
 - o A winery or limited winery licensee;
 - o A spirits manufacturer; and
 - o A beer manufacturer.

A retail liquor store licensee may not obtain a festival permit.

- Can a restaurant licensee serve drinks from its brick and mortar establishment that may be brought into the Festival Permit area? Generally, no. Drinks must be served from within the Festival Permit licensed premises. It's possible a restaurant could obtain a temporary modification of its licensed premises to include a portion of the Festival Permit area, but this would require more input from the State.

FINANCIAL IMPACT:

N/A

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

N/A

COUNCIL OPTIONS:

1. Approve Ordinance No. 1, Series of 2024 on Second Reading.
2. Approve Ordinance No. 1, Series of 2024 on Second Reading with amendments.
3. Deny Ordinance No. 1, Series of 2024 on Second Reading.

STAFF RECOMMENDATION:

Town Staff recommends that Town Council make a motion to approve Ordinance No. 1, Series of 2024 on Second Reading.

ATTACHMENTS:

Ordinance No. 1, Series of 2024

1 **TOWN OF SNOWMASS VILLAGE**
2 **TOWN COUNCIL**

3
4 **ORDINANCE NO. 1**
5 **SERIES OF 2024**
6

7 **AN ORDINANCE AMENDING CHAPTER 2, ARTICLE XI – LIQUOR LICENSING**
8 **AUTHORITY - OF THE SNOWMASS VILLAGE MUNICIPAL CODE TO UPDATE**
9 **STATUTORY REFERENCES IN THE ARTICLE AND AUTHORIZE THE LOCAL**
10 **LIQUOR LICENSING AUTHORITY TO ISSUE ALCOHOL BEVERAGE FESTIVAL**
11 **PERMITS**
12

13 WHEREAS, during the 2018 legislative session, the Colorado General Assembly
14 enacted House Bill 18-1025 relocating laws related to the regulation of alcohol beverages
15 from Title 12, Colorado Revised Statutes, to a new Title 44 as part of the organizational
16 recodification of Title 12; and
17

18 WHEREAS, during the 2021 legislative session, the Colorado General Assembly
19 enacted Senate Bill 21-082 authorizing certain alcohol beverage licensees to file an
20 alcohol beverage festival permit application with the state licensing authority, which if
21 issued, would allow the licensee to hold up to, but no more than, nine festivals during the
22 twelve months after the festival permit is issued; and
23

24 WHEREAS, Senate Bill 21-082 authorizes a local licensing authority to create a
25 local permit for alcohol beverage festivals; and
26

27 WHEREAS, if the Town elects not to implement a local permit for alcohol beverage
28 festivals, the licensee need only obtain a state permit to hold the festival; and
29

30 WHEREAS, the Town wishes to amend the Code to reflect the recodification of the
31 alcohol beverage regulations that were relocated from Title 12 to Title 44 of the Colorado
32 Revised Statutes; and
33

34 WHEREAS, the Town Council finds that requiring a local permit for alcohol
35 beverage festivals is in the best interests of the Town because it affords the Town the
36 opportunity to review, comment on, and consider appropriate conditions for alcohol
37 beverage festivals occurring within the Town; and
38

39 WHEREAS, Town Council finds and determines that it is in the best interests of
40 the Town to update and amend the Code for alcohol beverage festival permits as set forth
41 herein. The Town Council finds that the adoption of this Ordinance is reasonable and
42 necessary to promote the legitimate public purposes of public health, safety and welfare.
43

44
45 NOW, THEREFORE, BE IT ORDAINED, by the Town Council of the Town of
46 Snowmass Village, as follows:

- 47
- 48 1. Recitals. The foregoing recitals are incorporated herein as findings of the Town
- 49 Council.
- 50
- 51 2. Text Amendments. The Town of Snowmass Village Municipal Code is hereby
- 52 amended as shown on **Exhibit A**, which is incorporated into this Ordinance by
- 53 reference.
- 54
- 55 3. Severability. If any provision of this Ordinance or application hereof to any person
- 56 or circumstance is held invalid, the invalidity shall not affect any other provision or
- 57 application of this Ordinance which can be given effect without the invalid provision
- 58 or application, and, to this end, the provisions of this Ordinance are severable.
- 59
- 60 4. Effective Date. This Ordinance shall be effective 14 days after final publication in
- 61 accordance with the Town of Snowmass Village Home Rule Charter.
- 62

63 READ, APPROVED AND ADOPTED by the Town Council of the Town of

64 Snowmass Village on First Reading on 16th day of January 2024, upon a motion by

65 Councilmember Fridstein, the second of Councilmember Marolt, and upon a vote of 5 in

66 favor and 0 against.

67

68 READ, APPROVED AND ADOPTED as amended, by the Town Council of the

69 Town of Snowmass Village on Second Reading on 5th day of February 2024, upon a

70 motion by Councilmember _____, seconded by Councilmember

71 _____, and upon a vote of ____ in favor and ____ against.

72

73 **TOWN OF SNOWMASS VILLAGE**

74

75

76

77 _____

78 Bill Madsen, Mayor

79 ATTEST:

80

81 _____

82 Megan Harris Boucher, Town Clerk

83 APPROVED AS TO FORM:

84

85 _____

86 Jeff Conklin, Town Attorney

EXHIBIT A
AMENDMENT TO THE TOWN CODE

Chapter 2, Article XI is amended as follows:

Additions shown in **bold and underline**. Deletions shown in ~~strike through~~.

Secs. 2-251. Reserved.

Secs. 2-252. Reserved.

Secs. 2-253. Reserved.

Secs. 2-254. Reserved.

Sec. 2-255. Staff assistance.

Technical assistance and services shall be provided to the Municipal Judge as the Hearing Officer of the Liquor Licensing Authority by the Town staff upon request of the said officer.

Secs. 2-256. Reserved.

Secs. 2-257. Reserved.

Sec. 2-258. Rules and regulations.

The Municipal Judge as Hearing Officer ~~as~~ **for** the Liquor Licensing Authority is hereby expressly authorized and empowered to promulgate reasonable rules and regulations as are necessary and proper to govern proceedings before it and may delegate its authority regarding the issuance of Temporary Permits, **Festival Permits** and Special Event **Liquor** Permits to an official, provided that such rules and regulations shall not be in conflict with the applicable provisions of the laws of the State and regulations made pursuant thereto, this Code or the Charter.

Sec. 2-259. Application of state statutes.

Pursuant to declaration by the General Assembly, the Colorado Beer Code, Section ~~12-46-101~~ **44-4-101**, et seq., C.R.S., the Colorado Liquor Code, Section ~~12-47-101~~ **44-3-101** et seq., C.R.S., and Special Event **Liquor** Permits **Code**, Section ~~12-48-101~~ **44-5-101** et seq., C.R.S., as they presently exist or may hereafter be amended, shall apply to the sale of fermented malt beverages, alcoholic beverages, special malt liquors, spirituous liquors and vinous liquors in the Town.

Sec. 2-260. Definitions.

As used in this Article, unless the context otherwise requires, all terms shall be defined as set forth in the ~~provisions of the Colorado Beer Code, the Colorado Liquor Code and Special Event Permits~~ **Colorado Revised Statutes, Title 44, Articles 1, 3, 4 and 5**, as the definitions presently exist or may hereafter be amended.

Sec. 2-261. Local license fees.

The maximum fees prescribed in the ~~Colorado Beer Code, the Colorado Liquor Code and Special Event Permits~~ **Colorado Revised Statutes, Title 44, Articles 1, 3, 4 and 5** which may be collected by a local licensing authority shall be collected, except as specifically waived or modified by a resolution of the Town Council.

Sec. 2-262. Optional premises.

- (a) Optional premises license and optional premises for a hotel and restaurant license may be issued by the Town Clerk.
- (b) The following standards shall be applicable to the issuance of a license under this Section, in addition to all other applicable standards set forth in the Colorado Liquor Code for optional premises license and optional premises for a hotel and restaurant license.
 - (1) Eligible facilities. Outdoor sports and recreational facilities as defined in Section ~~42-47-103(13.5)~~ **44-3-103(33)(b)**, C.R.S., as it presently exists or may hereafter be amended, are eligible for licensing as an optional premises or an optional premises for a hotel and restaurant.
 - (2) Number of optional premises. There are no restrictions on the number of optional premises which any one (1) licensee may have on an outdoor sports or recreational facility.
 - (3) Minimum size of facility. There is no restriction on the minimum size of an outdoor sports or recreational facility which would be eligible for issuance of an optional premises license or optional premises for a hotel and restaurant license.
- (c) The application for an optional premises license or optional premises for a hotel or restaurant license shall be accompanied by the following:
 - (1) A map or other drawing illustrating the outdoor sports or recreational facility boundaries and the approximate location of each optional premises requested;
 - (2) A description of the method which shall be used to identify the boundaries of the optional premises when it is in use; and
 - (3) A description of the provisions which have been made for storing malt, vinous and spirituous liquors in a secured area on or off the optional premises for the future use on the optional premises.

Sec. 2-263. Tastings.

- (a) Definition. *Tastings* means the sampling of malt, vinous or spirituous liquors that may occur on the premises of a retail liquor store licensee or liquor-licensed drugstore licensee by adult patrons of the licensee pursuant to the provisions of Section ~~12-47-301(10)~~ **44-3-301(10)**, C.R.S.
- (b) Authorization. The Town hereby authorizes tastings to be conducted by retail liquor store or liquor-licensed drugstore licensees in accordance with this Section and pursuant to Section ~~12-47-301(10)(a)~~ **44-3-301(10)**, C.R.S., and subject to approval by the Town Clerk. It is unlawful for any person or licensee to conduct tastings without first having obtained a permit to do so in accordance with this Section.
- (c) Application for Permit. A retail liquor store or liquor-licensed drugstore licensee who wishes to conduct tastings shall submit an application for a permit to the Town Clerk on forms supplied by the Town Clerk's Department. Such application shall be accompanied by a nonrefundable annual fee as set.
- (d) Term. The tastings permit shall be valid for a period of one (1) year, and shall run and expire concurrently with the license of the retail liquor store or liquor-licensed drugstore; provided, however, that the first tastings permit issued to a retail liquor store or liquor-licensed drugstore licensee shall be valid only until the expiration of the current liquor license.
- (e) Limitations. Tastings shall be subject to the limitations set forth in Section ~~12-47-301(10)(a)~~ **44-3-301(10)**, C.R.S.; and tastings shall be subject to the limitations set forth by the ~~above statute~~ **Town Clerk's Department and Liquor Licensing Authority**, as may be amended from time to time ~~by the Town Clerk's Department~~.

Sec. 2-264. Educational requirements.

Every liquor licensee who possesses a liquor license that permits serving of alcohol by the drink on the licensed premises shall have its registered manager and/or a designated server obtain and keep current a certificate of completion from an educational program of training for intervention procedures for servers of alcohol. Copies of current certificates of completion shall be filed with the Town Clerk for the Liquor Licensing Authority, together with an application for a new liquor license or the renewal of an existing liquor license. Failure to timely submit a certificate of completion by any applicant may be considered by the Hearing Officer ~~as Liquor Licensing Authority~~ at the hearing determining the application for a new liquor license or renewal of an existing liquor license.

Sec. 2-265. ~~Reseal and removal.~~ **Reserved.**

~~In accordance with Section 12-47-411(3.5), C.R.S., a hotel or restaurant licensed pursuant to this Section may permit a customer of the hotel or restaurant to reseal and remove from the licensed premises one (1) opened container of partially consumed vinous liquor purchased on the premises so long as the original container did not contain more than seven hundred fifty (750) milliliters of vinous liquor.~~

Sec. 2-266. Purpose and authority.

- (a) It is the purpose of this Section for the Town to exercise its local option to allow common consumption areas in the Town by establishing an Entertainment District as provided in Section ~~12-47-301(11)~~ **44-3-301(11)**, C.R.S.
- (b) The Town Council grants the authority to the Town Clerk to: certify and decertify promotional associations; designate the location, size, security and hours of operation of common consumption areas; and allow attachment of licensed premises to common consumption areas.

Sec. 2-267. Operational requirements of promotional associations and common consumption areas.

- (a) The size of the common consumption area shall not exceed the area approved by the Snowmass Village Town Council; however, the promotional association may make such area smaller at any time, provided that the new area is clearly delineated using physical barriers to close the area to motor vehicle traffic and limit pedestrian access.
- (b) The promotional association shall provide an appropriate amount of security to ensure compliance with the liquor code and prevent a safety risk to the neighborhood.
- (c) The promotional association shall obtain and maintain a properly endorsed general liability and liquor liability insurance policy that is reasonably acceptable to the local licensing authority of at least one million dollars (\$1,000,000.00) per incident and names the Town as an additional insured.
- (d) Common consumption areas and their attached licensed premises may serve alcohol and the customers may consume alcohol until 12:00 midnight. It is unlawful for any attached licensed premises to serve or the promotional association to allow consumption of alcohol beverages in the common consumption area after 12:00 midnight.
- (e) The entertainment district, for purposes of this Chapter, is established in the areas depicted in Exhibit "A," a copy of which is available at the Town Clerk's office.

Sec. 2-268. Applications for certification, recertification and attachment to promotional association.

- (a) Application for certifying a promotional association under the provisions of this Chapter and the Colorado liquor laws shall be made to the Liquor Licensing Authority on forms prepared and furnished by the Town Clerk. The forms shall include, but shall not be limited to:
 - (1) A copy of the articles of incorporation and bylaws and a list of all directors and officers of the promotional association.
 - (2) Detailed map of the common consumption area, including: location of physical barriers, entrances and exits, location of attached licensed premises, identification of licensed premises that are adjacent but not to be attached to the common consumption area, approximate location of security personnel.

- (3) A detailed description of security arrangements within the common consumption area.
 - (4) A list of dates and hours of operation of the common consumption area.
 - (5) Documentation showing possession of the common consumption area.
 - (6) List of the attached licensees listing the following information: liquor license number, a list of any past liquor violations and a copy of any operational agreements.
 - (7) An insurance certificate of general liability and liquor liability insurance naming the Town as an additional insured.
 - (8) Documentation of the reasonable requirements of the neighborhood, the desires of the adult inhabitants as evidenced by petitions, remonstrances or otherwise.
 - (9) An application fee of five hundred dollars (\$500.00).
- (b) A certified promotional association shall apply for recertification by January 31 of each year on forms prepared and furnished by the Town Clerk. The forms shall include, but shall not be limited to:
- (1) A copy of any changes to the articles of incorporation, bylaws and/or directors and officers of the promotional association.
 - (2) The items listed in Paragraphs (a)(2) through (7) above.
 - (3) An application fee of three hundred dollars (\$300.00).
- (c) Application by a liquor licensee to attach to an existing common consumption area of a certified promotional association shall be on forms prepared and furnished by the Town Clerk. The forms shall include, but shall not be limited to:
- (1) Authorization for attachment from a certified promotional association.
 - (2) The name of the representing director to sit on the board of the certified promotional association.
 - (3) Detailed map of the common consumption area including: location of physical barriers, entrances and exits, location of attached licensed premises, identification of licensed premises that are adjacent but not to be attached to the common consumption area, approximate location of security personnel.
 - (4) An application fee of three hundred dollars (\$300.00).

Sec. 2-269. Review of applications for certification, recertification, decertification of and attachment to promotional association.

- (a) Upon receipt of an application for certification or recertification of a promotional association or attachment of a liquor licensee to an existing common consumption area, the Liquor Licensing Authority shall consider such application within sixty (60) days of receipt. The Hearing Officer for the Liquor Licensing Authority shall review the application for compliance with this Chapter and Colorado liquor law and may either approve the application with or without conditions or deny the application. An applicant may make written appeal of a final decision of the Hearing Officer for the Liquor Licensing Authority to the Snowmass Village Town Council within thirty (30) days.

- (b) The Hearing Officer for the Liquor Licensing Authority has the power to decertify a promotional association. The process shall be in the same manner as provided in Section ~~42-47-601~~ **44-3-601**, C.R.S., as related to liquor licenses.

Sec. 2-270. Reserved.

Sec. 2-271. Festival permits.

- (a) **Authorization. The Town hereby authorizes festivals to be conducted by licensees in accordance with this Section and pursuant to 44-3-404, C.R.S., and subject to approval by the Town Clerk. It is unlawful for any person or licensee to conduct festivals without first having obtained a permit to do so in accordance with this Section.**
- (b) **Application for permit. A licensee who wishes to conduct a festivals shall submit an application for a permit to the Town Clerk at least 90 days before holding the festival on forms supplied by the Town Clerk's Department. The Town Clerk, for good cause, may waive the 90 day time requirement for filing a festival permit application. Such application shall be accompanied by a nonrefundable annual fee as set by the Town Clerk's Department.**
- (c) **Limitations. Festivals shall be subject to the limitations set forth in 44-3-404, C.R.S., and subject to the limitations set forth by the Town Clerk's Department as may be created or amended from time to time.**
- (d) **Special Event Permit. A licensee shall be required to obtain a special event permit from the Town pursuant to Chapter 16A prior to the issuance of any festival permit. Compliance with the special event permit shall be condition of the festival permit.**

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

February 5, 2024

AGENDA ITEM:

Second Reading - Ordinance No. 2, Series of 2024 – An Ordinance Amending Chapter 4, Articles II, IV, and VIII of the Municipal Code to Incorporate the Voter Approved Changes to the Use of the Lodging Tax and Sales Tax

PRESENTED BY:

Jeff Conklin, Town Attorney

BACKGROUND:

The TOSV imposes a 3.5% sales tax, 2.5% of which is deposited in the Marketing Fund for the following purposes: “(1) Marketing; (2) Creation, promotion and execution of special events; (3) Public relations and (4) Actual and necessary expenses of the Snowmass Village Marketing and Special Events Board, for the development of tourism for the benefit of the Town of Snowmass Village” (the “2.5% Marketing Sales Tax”).

In 2005, the TOSV voters approved a lodging tax of up to 2.4% on the price paid for renting or leasing of lodging within the Town for less than thirty (30) consecutive days (the “Lodging Tax”). All Lodging Tax proceeds were placed in the Group Sales Fund and limited use for the “purpose of sales and marketing programs to attract group reservations of facilities and events within the Town of Snowmass Village.” By Ordinance No. 3, Series of 2016, the Town Council incorporated the Lodging Tax and changes to other taxing provisions into the Code; however, this ordinance was not codified online with MuniCode at that time. The MuniCode codification does affect the effectiveness of Ordinance No. 3, Series of 2016 and this issue is in the process of being corrected with MuniCode and codified.

In 2022, through TOSV Ballot Issue 2C, the TOSV voters approved and authorized expanding the permissible uses of the Lodging Tax and 2.5% Marketing Sales Tax to include workforce housing purposes, “including but not limited to the acquisition, construction, rehabilitation, operation, and maintenance of Town-owned, controlled, or sponsored workforce housing.” The ballot question also called for all revenues from such taxes to be deposited into one fund collectively dedicated to marketing, special events,

group sales, and workforce housing, thus combining the Marketing Fund and Groups Sales Fund. The Town Staff has since renamed that fund the “Tourism Fund.”

The purpose of this Ordinance is to simply incorporate the voter-approved changes to the Lodging Tax and 2.5% Marketing Tax into the Municipal Code.

Update for 2nd Reading: None.

FINANCIAL IMPACT:

N/A

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

N/A

COUNCIL OPTIONS:

1. Approve Ordinance No. 2, Series of 2024 on Second Reading.
2. Approve Ordinance No. 2, Series of 2024 on Second Reading with amendments.
3. Deny Ordinance No. 2, Series of 2024 on Second Reading.

STAFF RECOMMENDATION:

Options 2 and 3 would be contrary to voter approval.

Town Staff recommends that Town Council make a motion to approve Ordinance No. 2, Series of 2024 on Second Reading.

ATTACHMENTS:

Ordinance No. 2, Series of 2024
Resolution No. 47, Series of 2002 – Marketing Sales Tax Ballot
Ordinance No. 3, Series of 2016
Resolution No. 23, Series of 2022 - Ballot Question
2022 TOSV Ballot Issue 2C - Results

1 **TOWN OF SNOWMASS VILLAGE**
2 **TOWN COUNCIL**

3
4 **ORDINANCE NO. 2**
5 **SERIES OF 2024**
6

7 **AN ORDINANCE AMENDING CHAPTER 4, ARTICLES II, IV, AND VIII OF THE**
8 **SNOWMASS VILLAGE MUNICIPAL CODE TO INCORPORATE THE VOTER**
9 **APPROVED CHANGES TO THE USE OF THE LODGING TAX AND SALES TAX**
10

11
12 WHEREAS, The Town of Snowmass Village (“TOSV” or the “Town”) is a home-
13 rule municipality, duly organized and existing under the TOSV’s Charter adopted pursuant
14 to Article XX of the Constitution of the State of Colorado; and
15

16 WHEREAS, Section 3.3 of the TOSV’s Charter confers upon Town Council the
17 power to amend the TOSV Municipal Code; and
18

19 WHEREAS, the TOSV imposes a 3.5% sales tax, 2.5% of which is deposited in
20 the Marketing Fund for the following purposes: “(1) Marketing; (2) Creation, promotion
21 and execution of special events; (3) Public relations; and (4) Actual and necessary
22 expenses of the Snowmass Village Marketing and Special Events Board, for the
23 development of tourism for the benefit of the Town of Snowmass Village” (the “2.5%
24 Marketing Sales Tax”); and
25

26 WHEREAS, in 2005, the TOSV voters approved a lodging tax of up to 2.4% on the
27 price paid for renting or leasing of lodging within the Town for less than thirty (30)
28 consecutive day, with funds deposited in the Group Sales Fund (the “Lodging Tax”); and
29

30 WHEREAS, by Ordinance No. 3, Series of 2016, the Town Council incorporated
31 the Lodging Tax as well as changes to the Sales Tax and other taxing provisions into the
32 Code; and
33

34 WHEREAS, through 2022 TOSV Ballot Issue 2C, the TOSV voters approved and
35 authorized expanding the permissible uses of the Lodging Tax and 2.5% Marketing Sales
36 Tax to include workforce housing and for all revenues from such taxes to be deposited
37 into one fund collectively dedicated to marketing, special events, group sales, and
38 workforce housing; and
39

40 WHEREAS, the TOSV has informally referred to the combined fund as the Tourism
41 Fund; and
42

43 WHEREAS, the Town Council wishes to adopt this Ordinance to incorporate into
44 the Code the voter approved changes to the permissible uses of the Lodging Tax and the
45 2.5% Marketing Sales, to combine the Marketing Fund and Group Sales Fund into a
46 single fund, and to rename such fund the “Tourism Fund”; and

WHEREAS, the Town Council finds that the adoption of this Ordinance is in the best interest of the TOSV.

NOW, THEREFORE, BE IT ORDAINED, by the Town Council of the Town of Snowmass Village, as follows:

1. Recitals. The foregoing recitals are incorporated herein as findings of the Town Council.
2. Chapter 4, Article IV – Sales Tax. Chapter 4, Article VIII – Sales Tax – of the TOSV Municipal Code is hereby amended with the following **bold, underlined** additions and ~~striethrough~~ deletions:

ARTICLE IV – SALES TAX

Sec. 4-51. - Sales tax imposed.

There is hereby imposed on all sales of tangible personal property at retail and the furnishing of services as provided in Section 4-53 hereof, a tax equal to three and one-half percent (3 ½ %) of the gross receipts. The imposition of the tax on individual sales shall be in accordance with schedules set forth in the rules and regulations promulgated by the Town Treasurer or by separate ordinance of the Town. If any vendor, during any reporting period, shall collect as a tax an amount in excess of three and one-half percent (3 ½ %) of his or her total taxable sales, he or she shall remit to the Town Treasurer the full amount of tax herein imposed and also such excess. Sales tax revenues generated and received by the Town at the taxation rate of two and one-half percent (2 ½ %) shall be deposited in the ~~Marketing~~**Tourism** Fund, a special restricted fund, the terms of which are set forth under Article II of Chapter 4 of this Code. Sales tax revenues generated and received by the Town at the remaining taxation rate of one percent (1%) may be deposited in any Town fund to be used for any Town purpose, consistent with finance and budget laws and all other legal requirements.

3. Chapter 4, Article VIII – Lodging Tax. Chapter 4, Article VIII – Lodging Tax – of the TOSV Municipal Code is hereby amended with the following **bold, underlined** additions and ~~striethrough~~ deletions:

ARTICLE VIII - LODGING TAX

Sec. 4-175. - Application of funds.

All funds received by the Town pursuant to this Article shall be deposited in a special fund **combined with the sales tax revenue generated through the imposition of a sales tax rate of two and one-half percent (2 ½ %) pursuant to Article IV of Chapter 4 of this code**, to be kept separate from the other funds of the Town, and designated as **MarketingTourism** Fund, a special restricted fund, the terms which are set forth under Article II of Chapter 4 of this code.

4. Chapter 4, Article II – Fund Management.

A. Section 4-16 – Marketing Fund the TOSV Municipal Code is hereby amended with the following **bold, underlined** additions and ~~strike through~~ deletions:

Sec. 4-16. - **MarketingTourism** Fund.

(a) There is hereby created the **MarketingTourism** Fund. Sales tax revenue generated through the imposition of a sales tax rate of two and one-half percent (2 ½ %) shall be deposited in the **MarketingTourism** Fund, as approved by Town electors on November 5, 2002 **and November 8, 2022, and tax revenue generated through the imposition of the lodging tax imposed and collected in accordance with Chapter 4, Article VIII at a rate of two and four tenths percent (2.4%) shall be deposited in the Tourism Fund, as approved by Town electors on November 1, 2005 and November 8, 2022.** The **MarketingTourism** Fund shall be an interest- bearing account of the Town, but may be within existing bank accounts of the Town, provided that amounts within such fund are accounted for separately. Any interest income earned on deposits to the **MarketingTourism** Fund shall be credited to said fund. The Town Treasurer shall account separately for all receipts and disbursements to and from the **MarketingTourism** Fund.

(b) Except as otherwise provided by subsection (c) hereof, any and all disbursements from the **MarketingTourism** Fund shall be limited to the payment of costs related to: (1) Marketing; (2) Creation, promotion and execution of special events; (3) Public relations; ~~and~~ (4) Actual and necessary expenses of the Snowmass Village Marketing and Special Events Board, for the development of tourism for the benefit of the

Town of Snowmass Village; **(5) sales and marketing programs to attract group reservations of facilities and events within the Town of Snowmass Village; and (6) workforce housing purposes, including but not limited to the acquisition, construction, rehabilitation, operation, and maintenance of Town-owned, controlled, or sponsored workforce housing; except, however, expenditures of revenue generated through the imposition of a sales tax rate of two and one-half percent (2 ½ %) for non-workforce housing purposes shall be subject to a limitation on capital expenditures to a maximum of ten percent (10%) of such sales tax revenue annually.**

(c) Notwithstanding the fund restrictions set forth in subsection (b) above, the Town Treasurer shall withdraw monies from the **MarketingTourism** Fund, at or near the beginning of each calendar year, for purposes of sending to each full-time Town resident an annual rebate in the amount of fifty dollars (\$50.00).

B. Section 4-17 – Group Sales Fund of the TOSV Municipal Code is hereby deleted in its entirety.

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

6. **Effective Date.** This Ordinance shall be effective 14 days after final publication in accordance with the Town of Snowmass Village Home Rule Charter.

READ, APPROVED AND ADOPTED by the Town Council of the Town of Snowmass Village on First Reading on 16th day of January 2024, upon a motion by Councilmember Fridstein, the second of Councilmember Marolt, and upon a vote of 5 in favor and 0 against.

READ, APPROVED AND ADOPTED as amended, by the Town Council of the Town of Snowmass Village on Second Reading on 5th day of February 2024, upon a motion by Councilmember _____, seconded by Councilmember _____, and upon a vote of ____ in favor and ____ against.

TOWN OF SNOWMASS VILLAGE

Bill Madsen, Mayor

ATTEST:

Megan Harris Boucher, Town Clerk

APPROVED AS TO FORM:

Jeff Conklin, Town Attorney

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

February 5, 2024

AGENDA ITEM:

Draw Site Workforce Housing – Sketch Plan PUD and Rezoning

PRESENTED BY:

Brian McNellis, AICP/MLA,
Planner, Community Development Department

BACKGROUND:

The purpose of the public hearing is to hear a presentation by the TOSV Housing Department (applicant) regarding a Sketch Plan level proposal to develop the Draw Site (Faraway Ranch North – Parcel D and E) with restricted workforce housing to support the local commercial and service industry as identified in the 2021 Workforce Housing Master Plan (contained in the application – Attachment C).

At their meeting on January 17, 2024, the Planning Commission recommended approval of this sketch plan with a vote of 6-1.

FINANCIAL IMPACT:

There is no significant fiscal impact with this land use review process.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

Staff finds that the project contributes to the following goals and objectives identified in the 2018 Comprehensive Land Use Plan:

- Focus New Housing within the Nodes
- Provide More Employee Housing

This project is also intended to meet the 2023 Town Council Goal to: “Identify and Provide More Affordable, Community, Workforce Housing”

COUNCIL OPTIONS:

The Planning Commission and Town Council should listen to the presentation by staff and the applicant, then consider Planning Commission Resolution No. 1 of 2024 which recommends approval of the Draw Site Sketch Plan application with conditions. The Town Council should open the item to the public for comments, questions, and input

STAFF RECOMMENDATION:

It is the recommendation of Town Staff, that, following community input the Town Council direct staff to draft a Resolution in the affirmative, for review and consideration at the February 20, 2024 Council meeting.

ATTACHMENTS:

- A. Staff Planning Summary
- B. PC Resolution No. 1 of 2023
- C. Sketch Plan PUD application
- D. Internal TOSV Referral Comments
- E. Housing Department follow-up letter - December 21, 2023
- F. Community Development Director email – December 21, 2023

Planning Division Staff Report: Draw Site Workforce Housing PUD Sketch Plan

General Information:

- Owner/Applicant: Town of Snowmass Village Housing Office
- Property: Parcels D and E, Faraway Ranch North Subdivision
- Representative: Rawley Design & Planning / Site Architects

Applicant's Request: Approval of the PUD Sketch Plan pursuant to Code Sections 16A-5-320 of the Land Use Code including:

- Rezoning to Multi-Family
- Height variance (38 feet allowed vs. 78 feet max requested)

Project Summary: The applicant wishes to develop 80 multi-family, restricted, workforce housing units in two buildings - 67,000 square feet each (40 units in each building consisting of 48 - one bedroom units, 24 - two bedroom units, and 8 - three bedroom units). The buildings will comprise 4 stories of above-grade residential development on top of parking and storage areas (5 stories total as seen from the downhill side). The project will also include a two-story centralized parking structure that will be utilized as roof-top common area.

Consistency with 2010 Comprehensive Plan: The Draw Site is appropriated as an area for Community Facilities in the 2018 Comprehensive Land Use Plan. Specifically with regard to the Faraway Ranch North subdivision, the document specifically states that:

"Higher density residential development could be accommodated on publicly owned parcels west of Town Hall and northeast of the existing Snowmass Center, providing needed housing for local employee and elderly populations. Housing should maintain a balance of freemarket and "restricted" employee units with a variety of housing types and sizes."

The Comprehensive Plan also identifies Employee Housing as an overarching goal, stating:

"The Town should continue to provide and ensure that others also build many different types, sizes, and price points of housing intermingled in close proximity, with a range of living experiences from rural (where feasible) to more dense, so that there is something for everyone. The variety of dwelling types should include: different sizes of detached single family houses, townhouses, and multifamily condo buildings. Residential units should be available for lease and for ownership. This allows young and old, singles and families, having a range of income levels to find a home that suits their preferences and lifestyles. An additional benefit of this mix of housing types is that workers can live within walking distance of their jobs, rather than requiring that they commute to work, worsening traffic on local roads. Workforce housing should be in balance with the character and resources of the Town. As its primary housing goal, provide housing for 70 percent of full-time, year-round employees (60 percent of total employees)."

The Workforce Housing Master Plan that was adopted by the Town Council in 2021 identified the Draw Site as the most significant potential for unit development as it is well-located and has historically been identified for future housing development. The Plan describes the property as offering:

"...the potential to develop as many as 90 one-, two- and three-bedroom units around a winding, switched-back drive. By utilizing some spaces under walkways, the site could potentially support 120 parking spaces (less than required by zoning but well over a ratio of

1 space per unit). This site could be developed in phases (the inner buildings or the outer buildings first) and lends itself to a combination of rental and ownership units. The consultants were able to provide density within the current steep topography and include water and debris retention areas onsite.”

Core Issues following Staff Review of Current Proposal: The Snowmass Center application was reviewed by the Development Review Team (DRT) on November 2nd. At that time, the following key issues were identified for specific consideration as part of the Sketch Plan review:

- **Mass & Scale (and Architecture):** The mass and scale of the proposed multi-family building should be carefully studied by Town Council. Although the site exceeds 18 acres, the developable portion of the parcel is limited to approximately 2 acres (4.3 residential units per acre vs. 40 respectively). The project is designed to maximize the most developable and flat areas of the landscape (northwest of Town Hall).

The 2 multi-family buildings will be visible from Brush Creek Road as well as the ski mountain and therefore should be designed to fit in with the surrounding environment and nearby structures.

The proposed underlying zone for the project is (MF) Multi-Family which has a maximum height limit of 38 feet. The Land Use Code states the following;

In exceptional and special circumstances, a request to grant a variation to increase the maximum allowable height for individual structures may be permitted to exceed the fifty percent or seventy-five-percent limitation described in the preceding paragraph, if the applicant is able to sufficiently demonstrate to the satisfaction of the Town Council that:

A. Views from surrounding properties...will not be substantially adversely affected.

B. The proposed structure will be compatible, in terms of height, mass, scale, orientation and configuration, with other structures in the PUD and with adjacent structures.

If the variation exceeds the fifty percent or seventy-five-percent limitations described in the preceding paragraph, the variation and the Preliminary PUD Plan resolution must be approved by at least three-quarters (¾) of the Town Council members present and voting, for good cause shown and by identifying the reasons why the height variation is warranted.

The Planning Commission considered the proposal over 3 meetings (December 20th thru January 17th) and recommends approval of the Draw Site Sketch Plan application pursuant to PC Resolution No. 1 of 2024 (Attachment B) which states the following regarding the Mass & Scale of the project:

Condition No. 3 - *Additional view plane analysis is required to demonstrate compliance with the Municipal Code's height variance criteria and the impacts upon ridgeline protection as viewed from Brush Creek Road. The visual impacts of the proposed structures, final grading, cut slopes, and landscaping shall be fully identified by the Applicant and sufficient site sections, graphics, and visual information shall be provided to assist in the evaluation of the application during Preliminary Plan review. View simulations and site sections should be provided showing existing conditions and representations after buildout.*

Condition No. 4 - The applicant shall continue to explore ways to minimize the mass and scale of the development and coordinate the design with the proposed Snowmass Center plan. The architectural design of the buildings shall be further articulated as part of the Preliminary Plan, detailing mass and scale. Exterior features, materials, shadowing, fenestration, to be further reviewed at Preliminary Plan. More distinct vertical expression shall be included as part of the architectural details of the buildings' exterior to sufficiently break-up the perceived horizontal nature of the structures. Whenever possible, the structures shall demonstrate a vernacular fitting for the surrounding village architecture and highlighting more dynamic and undulating façades/rooflines.

- **Access & Parking:** Steep slopes associated with the eastern approach to the Draw Site will make vehicular access to the site a challenge, likely resulting in vast disturbance to the landscape. Alternatives to the switch-back design of the access road should be contemplated along with the traffic impacts - especially at the intersection with Snowmass Center. The development will provide 97 spaces compared to the 112 required pursuant to the Land Use Code.

The property is within close walking distance to public transportation, service, commercial, and recreational amenities and which may eliminate the need for individual vehicular ownership by many residents of the development.

As it pertains to Access & Parking, PC Resolution No. 1 of 2024 states the following:

Condition 5 - The Applicant shall continue to coordinate with the Fire District to provide acceptable emergency access including exploring reducing or eliminating the amount of roadway behind the upper building.

Condition No. 6 - The Applicant shall coordinate with the Transportation Department to encourage adequate shuttle service for the proposed development.

Condition No. 7 - Provide details and justification for the request for reduction or possible further reduction in parking to include car share, bike share, and other methods. These shall be included as part of the Preliminary Plan submittal.

Condition No. 8 - When considering access, grading, infrastructure, traffic impacts, shading, and site disturbance, the Town should look to minimize impacts on the upper Kearns Road intersection, Town Hall, and the site and allow for the best possible option.

Condition No. 9 - Study and include plans with the Preliminary Plan submittal for the intersection with Upper Kearns Road. Plans should describe the impacts from the proposed development, how the design mitigates those impacts.

Condition No. 10 - The proposed parking and the circulation of traffic throughout the development shall be designed/engineered to assure convenience of access without compromising pedestrian safety for the residential development, Town Hall, or Snowmass Center.

- **Natural Hazards:** As previously mentioned, the site contains steep slopes which make much of the parcel unsuitable for development. Most of these sloped areas contain dense scrub oak which makes the wildfire danger on-site considerable. In addition, the geologic condition of the site is conducive to rock fall and potential debris flows. The project will utilize the flattest portion of the site that is relatively free from natural hazards.
- **Community Purpose:** The Draw Site is not identified in the Comprehensive Plan Buildout Analysis. Nonetheless and in accordance with the Land Use Code;

“The Comprehensive Plan identifies certain purposes the community intends to achieve as it develops. The following purposes shall be used in determining whether the buildout for a PUD may exceed sixty-five percent (65%) of that identified in the buildout analysis and whether any of the parcel's dimensional limitations should be varied:

A parcel's maximum buildout may be achieved and its dimensional limitations may be varied to offer an incentive to applicants to provide more restricted housing within the PUD than would otherwise be required by this Development Code, particularly in those priority locations for such housing identified within the Comprehensive Plan.

The Draw Site is proposed to contain 100% workforce housing and would therefore make a significant contribution to the overall goal of 185 affordable housing units identified in the Workforce Housing Master Plan. The Community Purpose or overall “benefit” of the proposal is considerable.

PUD Sketch Plan Process and Review by Decision-Makers: Pursuant to Section 16A-5-320(b) of the Land Use Code, the items the Town Council should consider during the review of the Sketch Plan include the following:

- (1) Use. Is the use proposed for the property generally appropriate in this location? Is it consistent with the intent of the underlying zone district and the character of surrounding uses?
- (2) Comprehensive Plan. Is the proposed development generally consistent with the Town's Comprehensive Plan? Is the proposed buildout within the range anticipated for the property? If the applicant proposes a buildout in excess of sixty-five percent (65%) of that identified in the Comprehensive Plan, then are the community purposes the applicant proposes to achieve the appropriate ones for this development to accomplish?
- (3) Architecture and landscaping. Are the buildings proposed to be developed in appropriate locations? Is the mass, scale, and density of the buildings generally compatible with the character of the community and that of surrounding buildings? How much of the site is proposed to be common or dedicated open space? Is this an adequate amount of open space and does it appear to be in the appropriate locations?
- (4) Natural resource and hazard areas. What are the natural resource and hazard areas on the property? Is mitigation appropriate?
- (5) Access and circulation. Is the conceptual location, alignment, and type of entry roads and the primary on-site roads acceptable? Should the applicant provide transportation options for residents, visitors, guests and employees and, if so, what type of options may be most appropriate?
- (6) Parking. Should the applicant provide on-site parking for the development in compliance with the standards of this Code, or should the applicant reduce parking below these standards, as provided in Section 16A-4-310, Off-Street Parking Standards?

- (7) Timetable. What is the proposed timetable for the development? Is it most appropriate for the development to occur all at once or in phases? If phasing is appropriate, then which portions of the project should proceed first?
- (8) Community welfare. Do the concepts contained in the proposed development promote the public health, safety, and welfare?

**TOWN OF SNOWMASS VILLAGE
PLANNING COMMISSION**

**RESOLUTION NO. 1
SERIES OF 2024**

A RESOLUTION ACCEPTING A PLANNED UNIT DEVELOPMENT (PUD) SKETCH PLAN APPLICATION FOR THE DRAW SITE WORKFORCE HOUSING DEVELOPMENT AUTHORIZING THE APPLICANT, THE SNOWMASS VILLAGE HOUSING DEPARTMENT, TO PROCEED TO PRELIMINARY PLAN PUD APPLICATION.

WHEREAS, the Town of Snowmass Village Housing Department, (“Applicant”) submitted a PUD Sketch Plan on September 18, 2023 as an amendment to the current SPA approved pursuant to Ordinance No. 22, Series of 1984; and

WHEREAS, said application proposes the residential development of 80 Workforce Housing units and associated subgrade parking area(s) on the Draw Site, otherwise known as Parcels C and Parcel D of Faraway Ranch North subdivision, consisting of 2 buildings (6 stories - including subgrade parking areas) and approximately 67,000 square feet of total development; and

WHEREAS, Parcels C and D of the Faraway Ranch SPA (PUD) was previously dedicated to the Town of Snowmass Village in 1988 by warranty deed and was accepted via Ordinance No. 34, Series of 1988, in exchange for credit for a portion of the required employee housing in the Faraway Ranch SPA (PUD) per Ordinance No. 22, Series of 1984, and the subdivision plat for Town Hall revealed that there was/is remaining space for the potential access to and for the development of future workforce housing within the property; and

WHEREAS, to accommodate said development, an Amendment to the Official Zone District Map is sought to rezone the property from SPA to Multi-Family (MF); and

WHEREAS, the Applicant is seeking a height variance increasing the maximum building height, up to 78 feet from 38 feet, and a parking reduction from the Land Use Code requirement of 112 spaces; and

WHEREAS, a joint meeting between the Town Council and the Planning Commission was held on November 20, 2023, as published in the Snowmass Sun on November 8, 2017, to hear an overview of the project by the Applicant; and

WHEREAS, an initial public meeting was held before the Planning Commission on December 20, 2023 to review the application; and

WHEREAS, the Planning Commission continued meetings to January 3, 2024 at which time the board directed Planning Staff to draft this resolution and further consider the application.

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

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

- 1) The Applicant submitted the application for Sketch Plan Review of the Project in accordance with the provisions of the Municipal Code. The Sketch Plan PUD application provided the Minimum Contents required pursuant to Section 16A-5-320 and included written and graphic materials in sufficient detail to deem the application complete for review.
- 2) The Sketch Plan identifies land uses proposed for the Draw Site Workforce Housing project which are consistent with the 2021 Workforce Housing Master Plan and the Town of Snowmass Village 2018 Comprehensive Plan (the "Comprehensive Plan").
- 3) The Applicant is requesting a variance from the height restrictions associated with the proposed underlying MF zone from 38 feet to a maximum of 78 feet which pursuant to Pursuant to Section 16A-5-310(c)(7)(a) requires a super majority vote ($\frac{3}{4}$) by Town Council.
- 4) The amount of open spaces provided in and around the affected sites proposed for development or redevelopment is adequate.
- 5) To the extent necessary for and pertinent to a Sketch Plan level of evaluation and review, the application is generally consistent with the provisions of Section 16A-5-300(c), General Restrictions, of the Development Code, subject to satisfying the applicable conditions contained within Section Three of this resolution.
- 6) To the extent necessary for and pertinent to a Sketch Plan level of evaluation and review, the application is generally consistent with the provisions of Section 16A-5-310, Review Standards, of the Development Code, subject to satisfying the applicable conditions contained within Section Three of this resolution.
- 7) The Planning Commission authorizes this sketch plan to proceed to the Preliminary Plan review phase. However, the Applicant should be aware new information required and provided at the Preliminary Development Plan review, may also require changes to the overall development plan.

Section Two: Action. The Planning Commission hereby authorizes the applicant to submit a preliminary PUD plan for the Draw Site Workforce Housing project subject to the conditions stated in Section Three below. The Town Council shall then hold a public hearing and prepare their own resolution accepting the Planning Commission's resolution or modifying any aspect of said resolution.

Section Three: Conditions. The approval granted in Section Two above shall be subject to satisfying the following conditions:

- 1) Except as may need to be amended, the Preliminary Plan application shall be consistent with the provisions of this resolution, and with the design, policy or other representations made by the Applicant during the Sketch Plan PUD review.
- 2) The Applicant shall demonstrate consistency with the rezoning criteria concerning the proposed "Multi-Family" (MF) zone district.
- 3) Additional view plane analysis is required to demonstrate compliance with the Municipal Code's height variance criteria and the impacts upon ridgeline protection as viewed from Brush Creek Road. The visual impacts of the proposed structures, final grading, cut slopes, and landscaping shall be fully identified by the Applicant and sufficient site sections, graphics, and visual information shall be provided to assist in the evaluation of the application during Preliminary Plan review. View simulations and site sections should be provided showing existing conditions and representations after buildout.
- 4) The applicant shall continue to explore ways to minimize the mass and scale of the development and coordinate the design with the proposed Snowmass Center plan. The architectural design of the buildings shall be further articulated as part of the Preliminary Plan, detailing mass and scale. Exterior features, materials, shadowing, fenestration, to be further reviewed at Preliminary Plan. More distinct vertical expression shall be included as part of the architectural details of the buildings' exterior to sufficiently break-up the perceived horizontal nature of the structures. Whenever possible, the structures shall demonstrate a vernacular fitting for the surrounding village architecture and highlighting more dynamic and undulating façades/rooflines.
- 5) The Applicant shall continue to coordinate with the Fire District to provide acceptable emergency access including exploring reducing or eliminating the amount of roadway behind the upper building.
- 6) The Applicant shall coordinate with the Transportation Department to encourage adequate shuttle service for the proposed development.

- 7) Provide details and justification for the request for reduction or possible further reduction in parking to include car share, bike share, and other methods. These shall be included as part of the Preliminary Plan submittal.
- 8) When considering access, grading, infrastructure, traffic impacts, shading, and site disturbance, the Town should look to minimize impacts on the upper Kearns Road intersection, Town Hall, and the site and allow for the best possible option.
- 9) Study and include plans with the Preliminary Plan submittal for the intersection with Upper Kearns Road. Plans should describe the impacts from the proposed development, how the design mitigates those impacts.
- 10) The proposed parking and the circulation of traffic throughout the development shall be designed/engineered to assure convenience of access without compromising pedestrian safety for the residential development, Town Hall, or Snowmass Center.
- 11) A shade study shall be provided as part of the Preliminary Plan submittal.
- 12) The Applicant shall continue to coordinate with the Water & Sanitation District in providing acceptable utility service to the Draw Site.
- 13) The Preliminary Plan application will thoroughly address debris and stormwater runoff detention for the Draw Site while primarily attempting to mitigate the need within the confines of the property (Parcels C and D).
- 14) The Preliminary Plan application shall be subject to the applicable provisions of the Municipal Code in effect at the time said application is determined to be complete and accepted for review.

INTRODUCED, READ, AND ADOPTED by the Planning Commission of the Town of Snowmass Village, Colorado on this 17th day of January 2023, with a motion made by Commission member Denis and a second by Commission member Dube, by a vote of 6 in favor and 1 opposed.

TOWN OF SNOWMASS VILLAGE
PLANNING COMMISSION


Brian Marshack (Jan 25, 2024 09:53 MST)

Brian Marshack, Chairperson

ATTEST:


Ashleigh Huff, Secretary

PC Reso 1 od 2024 Draw Site Workforce Housing_final

Final Audit Report

2024-01-25

Created:	2024-01-25
By:	Ashleigh Huff (Ahuff@tosv.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAAazyoQ13eOt4SQdml0HmAGZINHYhIPNj4

"PC Reso 1 od 2024 Draw Site Workforce Housing_final" History

-  Document created by Ashleigh Huff (Ahuff@tosv.com)
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LAND USE APPLICATION

Town Hall Draw and Point Site Workforce Housing Planned Unit Development - Sketch Plan

Pitkin County, Colorado

PIDs #: 273301201853 (Town Hall), 273301200001 (Center Extension Parcel), 273301201854 (Faraway Ranch North Parcel D), and 273301201855 (Faraway Ranch North Parcel E)

31 August 2023 (updated 18 September 2023)



Represented by:



**SITE
ARCHITECTS**



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Town Hall Draw and Point Site Workforce Housing PUD Development Team

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Statement of Objectives

The Town of Snowmass Village (the “Applicant”) submits this land use application for Planned Unit Development - Sketch Plan for the creation of workforce housing on the Town Hall Draw and Point Site located above the Town of Snowmass Village Town Hall (the “Property”). This application is submitted in conformance with the Pre-application Conference Summary dated 26 June 2023.

Need For Workforce Housing in Snowmass Village

Community character requires a community; individuals and families who call Snowmass Village home. Members of the local workforce who make the resort function, people like young professionals, ski techs, salespeople, maintenance workers, restaurant workers, etc., are often forced into less-than-desirable living conditions. They are trapped by long commutes, resigned to a perpetual state of limbo on a housing waiting list, and, worst of all, faced with a choice of turning down a new job or leaving the valley they once thought was their home. As stated in the opening of the 2021 Workforce Housing Master Plan,

Study after study has documented the region's unaffordable housing prices, inventory shortages, and ever-expanding commute for its workers. Except for locally-sponsored deed-restricted and government-subsidized units, there are functionally no units in the upper Valley that are affordable to its own workforce. Market imbalances throughout the region have resulted in extremely long commutes, which in turn impacts the valley's roads, quality of life, and the environment. Year-round business has grown and thrived while second homeownership and short-term rentals have put increasing pressure on prices. These combined market forces lead to income disparity, growing difficulty recruiting employees and filling jobs, and multiple negative impacts on the environment and regional economic sustainability.

To call our housing crisis an existential question for the Town is not hyperbole. In order to maintain the level of services our guests have come to expect, to ensure the streets, paths, and trails are filled with both locals and visitors alike, and to guarantee that Snowmass has an authentic community character, workforce housing must be created immediately and in great enough number to make a difference.

The prospect of utilizing a previously undeveloped site in a location that is visible from Town Hall has not been taken lightly by the design team or the Town. Great efforts have been made to follow through on the concept stated in the Comprehensive Plan of “just big enough.” In this case, just big enough results in what some may say are large buildings that are out of character with Snowmass. But big problems require similarly scaled solutions. The housing proposed as part of the Draw Site Workforce Housing development is an appropriately scaled solution to the daunting problem of local workforce housing. Postponing or watering down efforts to address what is arguably the most pressing issue facing our community simply cannot be an option.

Identification of Town Hall Draw and Point Site for Workforce Housing

In response to the headwinds of housing impacting our locals, the Snowmass Village Town Council revisited its policy objectives and community goals, incorporating the framework and strategic initiatives outlined in the 2018 Town Comprehensive Plan. As a result of this process, the Town Council reaffirmed its pledge to **“a near-term strategy that will actively identify opportunities, creative approaches, and partnerships to address housing needs, and incentivize the development of an additional 185 units.”** In response to this focus, the Housing Department developed a comprehensive “Workforce Housing Master Plan” that was unanimously

recommended by the Planning Commission in August 2021 and unanimously adopted by resolution of the Town Council in October 2021.

The 18.2-acre Property was identified as a potential site for the development of workforce housing in the unanimously approved 2021 Workforce Housing Master Plan. Under the leadership of Betsy Crum, Housing Director, and in close consultation with Clint Kinney, Town Manager, the Housing Department selected the Property to be the first of the Master Plan identified properties to be developed. This selection was made because the Property has the greatest potential to provide the largest number of workforce housing units, the Property has long been identified for future workforce housing (including a specific reference in the deed), and the Property is centrally located, near the Snowmass Center, existing transit, and existing infrastructure. This recommendation to first move forward with the Property was endorsed by Town Council on 21 November 2022.

Design Process To Date

The architecture firm of 2757 design co., with their experienced local team of landscape architects, civil engineers, and planners, engaged in an extensive initial site testing and analysis process. This process involved the testing of multiple possible approaches to the development of the Property for workforce housing. Using a "site-first" approach, which requires careful consideration of the complicated nature of the Property and adjacent uses and character, the design team started from the basic assumption that the proposed workforce housing will be rental housing, will include a mix of unit sizes, and that density would be maximized within the constraints of the site and with sensitivity to nearby development. These basic parameters were directly taken from the Workforce Housing Master Plan adopted by the Council.

Following the initial site testing and analysis, a design charrette was held with the Housing Department and Town staff. This process provided several recommendations on how the development of the Property for workforce housing could proceed. Several different site plan iterations were tested, and the design team eventually agreed that to meet the needs of both the site and the Town, the best option would be to pursue a site design of three buildings stepping back from the Town Hall into the Property. A curvilinear drive would allow for access, and tenant parking would be provided under each building to maximize the green space above. Depending on the unit configuration, approximately 80 rental units, consisting of one-, two- and three-bedroom units could be provided.

Initial feedback was provided by the Town Council in informal work session meetings. This review period, which effectively made the Town the "client" of the design team, provided good feedback and healthy discussion on the merits of the proposed three-building plan and the other investigations made to date. Primary concerns voiced by Council members included the proximity of the three buildings to each other, the design of the access driveway, and the desire for meaningful community gathering areas. Following several work sessions, Council felt it was important to provide the public with an opportunity to review the progress at an open house. The open house gave interested community members an opportunity to review past work on the housing Master Plan, evaluate the plans for the proposed workforce housing to be located on the Property, and provide an occasion to interact with Town Council and Planning and Zoning Commission members and the design team and give feedback. The Council directed the design team to prepare an alternative two-building option for the public to compare against

the three-building option which was identified as the preferred alternative. To maintain the unit count target, these buildings were taller than the buildings previously presented.

The public open house was well attended with various community groups and interests represented. Not only was feedback requested on the overall site plan for the workforce housing but feedback was also requested on the various types of amenities and features that should be included in the new development. Following the tabulation of the voting exercise, the attendees supported the three-building option by a healthy margin. While various comments were received, an overarching comment from the public was "build something now – we need it!"

Following the open house and responding to a desire to engage with the Planning and Zoning Commission outside of the formal PUD process, the Council utilized a portion of the land use code which provides for a "pre-Sketch Plan" joint meeting of the Planning and Zoning and the Town Council. This joint pre-Sketch meeting was held 10 July 2023. While the feedback provided by the public at the open house was considered, the Planning and Zoning Commission joined several members of the Council in voicing their concern for the three-building option, citing the proximity of the buildings to each other, the perceived mass of the development, and the need for additional outdoor gathering spaces.

Responding to the comments received at the pre-Sketch meeting, the design team continued to study refinements to the design which resulted in a stepping back in height and mass of two residential buildings and the addition of a central, lower, parking garage which would increase light between the buildings. The garage has been provided with a partial green roof which offers flexibility to add back parking if the reduced parking counts are not deemed adequate. Even with the central garage provided, the number of parking spaces available to the development has decreased. This was discussed at the pre-Sketch Plan joint meeting and members of both the Planning and Zoning and the Town Council expressed support for reducing the parking count as an aspirational move to disincentivize personal vehicle use in the Town. This is the iteration that has been brought forth for Sketch Plan consideration.

The submission of this application is only the beginning and the design team looks forward to working with the Community Development staff and other Town agencies, the review bodies, and the public in fine-tuning the approach for workforce housing. We are optimistic that a spirit of compromise and community will prevail when considering these plans. The future of Snowmass Village as a true community depends on it.

Details of Proposed Town Hall Draw and Point Site Workforce Housing

- **Project Site:**

- Parcel IDs 273301201853 (Town Hall), 273301200001 (Center Extension Parcel), 273301201854 (Faraway Ranch North Parcel D), and 273301201855 (Faraway Ranch North Parcel E);
- 18.283 acres (796,408 SF);
- The Property is characterized as a “draw” or a terrain feature with two parallel ridges with low, slightly sloping land between ridges suitable for development. Ridges aid in the screening development from below;
- Located immediately above Town Hall, the Property is generally undeveloped with only ground-mounted photovoltaic arrays servicing Town Hall and a detention pond area currently constructed;
- The Property has been identified by the community as a location for workforce housing for many years.

- **Type of dwelling units and other buildings or structures:**

- Approximately eighty (80) one, two, and three-bedroom units located in two (2) multi-family residential buildings;
- Forty (40) units are provided in each building;
- Seventy-four (74) to seventy-eight (78) feet maximum height on each residential building which is reduced to sixty-eight (68) feet on a portion of the building that has been stepped down;
- One level of subgrade parking below each building;
- Significant storage is provided for residents within the buildings with interior, exterior, and roof-top community gathering areas provided;
- Central two (2) story parking garage with a green roof; and
- Various concepts for outdoor amenities, gathering spaces, and passive landscape.

- **Average square footage of all dwelling units, buildings, and other structures proposed:**

- Dwelling unit break-down:

Forty-eight (48) one (1) bedroom units with average size of 600 SF;

Twenty-four (24) two (2) bedroom units with an average size of 1,000 SF; and

Eight (8) three (3) bedroom units with an average size of 1,200 SF

- **Total Square Footage of All Structures by Type:**

- Multi-family Residential Building One: 67,800 SF
One (1) level of parking garage providing twenty-one (21) spaces;
One-half (1/2) level of storage units;
Four (4) levels of residential; and
Shared rooftop patio.
- Multi-family Residential Building Two: 67,800 SF
One (1) level of parking garage providing twenty-one (21) spaces;
One-half (1/2) level of storage units;
Four (4) levels of residential; and
Shared rooftop patio/
- Central Parking Garage with fifty-five (55) spaces. Total of ninety-seven (97) parking spaces (1.2 spaces per unit)

- **Gross residential density in units per acre:**

4.3 residential units per acre

- **Ratio of the total floor area of all proposed structures, by type, to the area of land within the development:**

- Residential floor area – 0.17 : 1
- Parking floor area – 0.02 :1

- **Anticipated population to be generated by the development (permanent residents, employees, and tourists):**

- Permanent residents: 100+/-
- Employees (Housing Department Staff): N/A
- Tourists: N/A

- **Target market and form of ownership for the dwelling units:**

The market for the proposed housing is workforce housing for full-time local employees working in Snowmass Village with a possible element of employees working in neighboring jurisdictions that provide services to the Snowmass market.

The units will be exclusively rental.

- **Amount of common and/or public dedicated open space:**

22,879 SF or .53 acres of common and/or public dedicated open space

- **Maximum and average height of all buildings and structures, by type:**

- Multi-family Residential Building One: seventy-four (74) to seventy-eight (78) feet, the south elevation will be sixty-four (64) to sixty-eight (68) feet;
- Multi-family Residential Building Two: seventy-four (74) to seventy-eight (78) feet, the south elevation will be sixty-four (64) to sixty-eight (68) feet;
- Central Parking garage: approximately thirty (30) to thirty-eight (38) feet

- **Number of employees required to operate the proposed development, together with a calculation of employee housing requirements and a conceptual proposal for how required employee housing will be provided:**

The total number of employees required to operate the proposed development will be one (1) Housing Department employee.

The proposed development will be entirely for workforce housing and therefore will not require employee housing mitigation.

- **Source of domestic water supply and general means of sewage disposal:**

Domestic water and sanitary sewer will be provided by the Snowmass Water and Sanitation District.

- **Evidence of the existence of legal access to the property, together with a description of any existing easements and covenants affecting any land within the subject property:**

Legal access to the Property is provided by a twenty (20) foot access easement recorded at Plat Book 86, Page 23. This easement extends from the end of the paved drive providing access to Town Hall.

The Improvement and Topographic Survey prepared by True North Colorado, dated 8 December 2022, provides all easements impacting the Property. This survey has been made a part of this application as Attachment 2.

- **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 from those standards. Additionally, a conceptual plan setting forth on- and off-site circulation patterns and any transit facilities associated with the project.**

Ninety-seven (97) parking spaces are currently proposed for the Property. This number of parking spaces is divided between the single story of parking under the multi-family residential structures (Building One - twenty-one (21) spaces, Building Two - twenty-one (21) spaces) and the central parking garage which will provide fifty-five (55) spaces.

Proposed parking results in 1.2 parking spaces per unit which does not meet the one space per one-bedroom unit and two spaces for two and three-bedroom units contemplated in a proposed code amendment. The Applicant is requesting a variance on the provision of parking spaces based on feedback received from Town Council and the Planning and Zoning Commission. Transportation Demand Management (TDM) measures are proposed to be instituted to minimize single occupancy vehicle trips such as carshare programs, enhanced pedestrian networks, provision of public transit, and enhanced bicycle facilities.

The civil engineering plans as well as the landscape plan, made a part of this application as Attachments 4 and 5 respectively, provide additional information for on- and off-site circulation patterns and transit facilities.

A transportation study will be commissioned to provide further information on traffic demand following Sketch Plan approval.

- ***The proposed timetable and phasings for the development.***

Owing to the extreme need for workforce housing in the Town, applications for related building permits and construction will be initiated as soon as possible following land use approval. No phasing of construction is anticipated at this time.

Variations from the Dimensional Limitations of the Underlying Zoning

In accordance with Section 16A-3-40 (5)b of the Town of Snowmass Village Land Use Code, the PUD Zone, "may not be utilized as the basis for a rezoning and exists only as described on the Official Zoning Map dated August 2, 1999 and as stated in the land use plan of an existing approved PUD". Furthermore, pursuant to Section 16A- 5-300 of the Code (C)5, a PUD must establish an underlying zoning. Existing zoning is listed as Specially Planned Area (SPA-1). In consultation with Town of Snowmass Village staff, given the proposed use of the Property, Multi-family (MF) is appropriate underlying zone district. Variations from the Dimensional Limitations of the MF zone district will be used as a basis to review the land use proposal. Following is a detailed comparison of the dimensional requirements of the MF zone district and the proposed development.

Land Use Code Response

Sec. 16A-5-220. Amendments to Official Zone District Map.

- (a) **Purpose.** The purpose of this Section is to provide the means by which the Town Council may, from time to time, amend, supplement or repeal the contents of the Official Zone District Map. No rezoning of a specific parcel of real property by a change in zoning classification resulting in a change to the Official Zone District Map shall be valid unless approved by the Town Council pursuant to the provisions set forth herein.

The Applicant requests that the Property be rezoned Planned Unit Development (PUD) for the purposes of developing workforce housing. The current zoning of the Property is SPA-1.

- (b) **Initiation of Map Amendment.** An amendment to the Official Zone District Map may be initiated by resolution of the Town Council, by the Planning Commission, by the Planning Director or by any person who holds a recognized interest in the land affected by the proposed amendment or their authorized agent.

The request for Map Amendment is made by the Housing Department of the Town of Snowmass Village. The Property is owned by the Town and the Town has a recognized interest in the land subject to this proposed amendment.

- (d) **Submission Contents.** An application for an amendment to the Official Zone District Map shall contain the following materials:

- (1) **Minimum contents.** The minimum contents for any application, as specified in Section 16A-5-40(b), Minimum Contents.

The minimum contents, as specified in Section 165A-5-40(b), have been included with this land use application.

- (2) **Survey map.** An accurate survey map of the property proposed for amendment, stating the area of the property proposed to be amended in square feet or acres.

A survey has been made a part of this application. The area of the Property proposed to be amended is 18.283 ac.

- (3) **Zone districts.** A map showing the present zone district designation(s) of the property and the zoning of all adjacent properties, as depicted on the Official Zone District Map.

The Official Zone District Map showing the present zone district designation of the Property and the zoning of all adjacent properties has been made a part of this application.

- (4) **Existing uses.** A description of the existing uses on the property and on all adjacent properties.

The Property is vacant with only an above-ground photovoltaic array serving the Town of Snowmass Village Town Hall as well as a stormwater detention area. Adjacent uses consist of the Town of Snowmass Village Town Hall.

- (5) **Petition.** Except as provided below, a petition in favor of the rezoning, signed by real property owners representing at least eighty percent (80%) of the land area included in the application, shall be submitted if property other than that owned by the applicant is included in the area of the proposed rezoning. An amendment to the Official Zone District Map may be initiated by a condominium association without said petition, provided that each unit owner within the association receives a notice of public hearing by United States mail postage prepaid in accordance with Section 16A-5-60 of this Code.

Not applicable. The Property is wholly owned by the Applicant.

- (6) Private applications. For any private application for an amendment to the Official Zone District Map, the application shall contain a development proposal for the entire parcel, submitted in conformance with Article V, Division 3, Planned Unit Development, or any other applicable section of this Article V.**

A development proposal has been made a part of this application in conformance with Article V, Division 3, Planned Unit Development.

- a. Rezoning of a portion of a parcel. The Town Council may permit the rezoning of only a portion of a larger parcel when the Town Council has determined that said rezoning is consistent with the standards of Section 16A-5-220(e), Review Standards, and said action is necessary to promote the public health, safety and welfare.**
 - b. Conditional approval. The application for rezoning will be considered for conditional approval subject to subsequent approval of a development proposal for the area to be rezoned.**
- (e) Review Standards. An application for an amendment to the Official Zone District Map shall comply with the following standards and, whenever applicable, shall also comply with the standards of Section 16A-5-220(f), Review Standards for Rezoning of Lands Zoned Open Space or Conservation.**
- (1) Consistent with Comprehensive Plan. The proposed amendment shall be consistent with the Town of Snowmass Village Comprehensive Plan.**

The proposed PUD rezoning will provide for the creation of workforce housing on the Property. Several statements contained in the Comprehensive Plan that support the creation of workforce housing on the Property include:

- o The Town should “continue to support a viable workforce and our commitment to workforce housing by exploring opportunities that best balance the character and resources of the Town.”
- o “Higher density residential development could be accommodated on publicly owned parcels west of Town Hall and northeast of the existing Snowmass Center, providing needed housing for local employee and elderly populations.
- o “Based on the limited amount of land available for development within Snowmass Village, new housing should be concentrated in and around the existing nodes of activity, i.e.: the Mall, Base Village, Snowmass Center and Town Park.”
- o “The Town should continue to provide and ensure that others also build many different types, sizes, and price points of housing intermingled in close proximity, with a range of living experiences from rural (where feasible) to more dense, so that there is something for everyone. The variety of dwelling types should include: different sizes of detached single family houses, townhouses, and multifamily condo buildings. Residential units should be available for lease and for ownership. This allows young and old, singles and families, having a range of income levels to find a home that suits their preferences and lifestyles. An additional benefit of this mix of housing types is that workers can live within walking distance of their jobs, rather than requiring that they commute to work, worsening traffic on local roads. Workforce housing should be in balance with the character and resources of the Town. As its primary housing goal, provide housing for 70 percent of full-time, year-round employees (60 percent of total employees).”

The proposed workforce housing development will provide approximately eighty (80) units of workforce housing, thus meeting stated goals of the Town Council and the Comprehensive Plan to support viable workforce housing.

- (2) **Consistent with purpose of zone district. The proposed amendment shall be consistent with the purpose of the zone district to which the property will be designated.**

Rezoning to PUD will allow the flexibility and careful review of the proposed workforce housing development.

- (3) **Compatibility with surrounding zone districts and uses. The development permitted by the proposed amendment shall be compatible with surrounding zone districts, land uses and neighborhood character and shall result in a logical and orderly development pattern within the overall community.**

The Property has been identified for future housing development for the past 25+ years. The parcels (then called "C" and "D") that created this Property were deeded to the Town in 1988 and 1985, respectively, to be used expressly for employee housing. Its proximity to the Snowmass Center, transit, and relatively easy infrastructure tie-ins also added to the Draw Site's compatibility.

- (4) **Necessary circumstances. The applicant shall demonstrate that the following circumstances exist:**

- a. **Error. There has been a technical error in the boundaries shown on the Official Zone District Map; or**
- b. **Changed conditions. There have been changed conditions affecting the subject parcel and the surrounding neighborhood that justify the proposed amendment; and**
- c. **Community need. The proposed amendment addresses and helps to resolve a community need that is documented in or is consistent with the intent of the Comprehensive Plan.**

Both changed conditions and community need support the rezoning of the Property to PUD which will allow for the development of workforce housing. Housing for local workers has become a major issue facing the Town as home prices have soared effectively removing attainable housing for local workers. The creation of workforce housing is a stated goal of the Comprehensive Plan and the Town Council. The eighty (80) units that are proposed will significantly increase the ability of local workers to live in the community where they work.

- (f) **Review Standards for Rezoning of Lands Zoned Open Space or Conservation. Certain lands have previously been zoned Open Space or Conservation within Snowmass Village by the Town, with the approval of the property owner at the time of the zoning. The preservation of these parcels in their open and natural character has been determined to be in the best interest of the public welfare. There are, however, certain circumstances where a change of zoning may be desirable in order to facilitate a development that is in the public interest. Any amendment to the Official Zone District Map that would change the zoning of any land designated Open Space or Conservation to any other zone district category established in Article III, Zone Districts, of this Development Code shall only be permitted when the application complies with the following standards:**

Not applicable. The Property is currently zoned SPA-1

Sec. 16A-5-300. Purpose; overview; general restrictions.

- (a) **Purpose. The purpose of the planned unit development (PUD) process is to permit variations from the strict application of certain standards of the Town's zone districts in order to allow flexibility for**

landowners to creatively plan for the overall development of their land and thereby, to achieve a more desirable environment than would be possible through the strict application of the minimum standards of this Development Code. Specifically, it is the purpose of the planned unit development process to:

- (1) **Allow creativity. Allow a creative approach to the development and use of land and related physical facilities to produce better developments and to obtain amenities for residents of the PUD and the public in general.**

The PUD process will provide for creativity necessary to provide high-quality workforce housing as well as to meet the maximum amount of workforce housing units that the Property can support.

- (2) **Allow variations. Allow a developer variations from certain requirements of the underlying zone district, provided such variations are consistent with the Comprehensive Plan, and will result in benefits for the community.**

The Applicant will request certain variances from existing zoning to provide for the creation of the maximum number of workforce housing units the Property can support. This includes reductions of required parking and the creation of site-specific dimensional requirements.

- (3) **Maximize choice. Maximize choice in the type of developments available to the public.**

It has been determined that to attain the maximum number of workforce housing units that the Property can support, multi-family residential structures, with an accessory parking structure, will be utilized.

- (4) **Preserve natural features. Create patterns of development that preserve valued environmental resource lands and avoid the development of natural hazard areas.**

The existing patterns of development will be preserved, to the maximum extent possible, while providing a significant number of workforce housing units. Areas of natural hazard areas and areas of steep slopes have been avoided. Significant portions of the Property will be retained in its native state.

- (5) **Create efficient land use patterns. Relate residential, commercial and community facilities in a manner that promotes cost effective transportation systems and population distribution, and enhances pedestrian access and movement that might not otherwise be achieved under the strict application of the requirements of underlying zoning.**

The proposed multi-family residential development with the level of density proposed creates efficiencies in the construction cost of the proposed development. Moreover, the adjacency of the Property to existing services and transit networks supports the creation of workforce housing on the Property.

- (6) **Ensure public input. Ensure appropriate levels of public input to the planning process, so that sensitive areas of the community can be developed in accordance with community goals and objectives.**

To date, a public open house has been held to obtain public input on the proposed use of the Property and development plans have been made available for the public to review. Numerous work sessions have been held with Town Council and a Pre-sketch Plan application meeting, where the Planning and Zoning Commission provided comment, has also been held. The public will have ample opportunities to comment on the proposed development of workforce housing at the numerous publicly noticed meetings that will occur. Public comment has so far been overwhelmingly positive concerning the development of workforce housing which is a stated goal of the community and desperately needed.

- (7) **Increase community value. Allow flexibility for landowners to beneficially plan for the overall development of their land to the extent that the final product presents a net positive result for the community.**

The creation of eighty (80) units on the Property will provide a significant net positive result for the community. Local workers are faced with unattainable prices for existing housing in the Town and long commutes from down valley communities. These realities cause an unfortunate diminution of the quality of life of the local area workers.

- (b) **Overview of PUD Procedure. A PUD application shall be reviewed pursuant to the procedures and standards of this Section.**

- (1) **Major or minor PUD. The procedures applicable to a particular PUD are dependent on whether the project is classified as a minor or a major PUD. The criteria for classifying projects as major or minor are described in Table 5-3, Criteria for Classifying PUD's as Major or Minor. If a proposed development activity does not fit within the criteria listed in the table, then the Planning Director shall determine whether the proposal should be classified as a major or minor development, taking into consideration whether or not it would be beneficial for the Town to review a sketch plan of the proposed development.**

The PUD application for the development of workforce housing on the Property is classified as a Major PUD as more than four (4) dwelling units are proposed.

- (2) **Steps in PUD review process. A major PUD shall be processed according to the following review steps, as further described herein:**

- a. **Sketch PUD plan review by the Planning Commission and Town Council.**
- b. **Preliminary PUD plan review by the Planning Commission.**
- c. **Preliminary PUD plan review by the Town Council.**
- d. **Final PUD plan review by the Town Council.**

This application is submitted for Sketch PUD. The Applicant will pursue the subsequent steps in the PUD process following authorization to move forward at Sketch.

- (3) **One (1) major PUD under review. Unless otherwise authorized by resolution of the Town Council, there shall only be one (1) major PUD application under review by the Planning Commission and one (1) other major PUD application under review by the Town Council at any time.**

This application has been discussed with the Community Development Department. It is believed that no other major PUD processes will be active during the review of this application.

- (c) **General Restrictions. Although one (1) of the purposes of these PUD regulations is to provide flexibility in the land development process, this Section is intended to define the limits of that flexibility. The following restrictions shall apply to all PUDs:**

- (1) **Minimum land area. There shall be no minimum land area qualification in order to be eligible to apply for a PUD, provided that PUD approval shall not be granted solely to permit variations to develop a single lot, building or use.**

The proposed PUD will not permit variations to develop a single lot, building, or use.

- (2) **Location. A PUD may be developed on any land located within the Town.**

The Property is located within the Town limits.

- (3) **Uses. The land uses permitted in a PUD shall be limited to those uses that are allowed, or are allowed by special review, in the underlying zone district.**

The underlying SPA-1 zoning does not specify permitted uses. The Property has long been identified for the creation of workforce housing.

- (4) **Maximum buildout.** The Comprehensive Plan contains an analysis of future buildout of single-family subdivisions and other developments within the Town limits. It identifies the maximum number of future lots/units and commercial/other space that may be developed within each subdivision, parcel or other development. The Unit Equivalency Chart, found in Table 5-4, defines what constitutes a unit by distinguishing between the various dwelling types and sizes and specifying an equivalency factor to be utilized to establish the number of existing units within a currently developed parcel and/or the future buildout units that will be generated by the proposed new development. The buildout analysis, for the purpose of determining maximum buildout, shall be conducted as follows:

- a. **Undeveloped parcels.** For undeveloped parcels containing no dwelling units, the Comprehensive Plan future buildout chart shall be used to establish the maximum number of future lots/units and commercial/other space that may be developed within the parcel, and the Unit Equivalency Chart shall be used to determine the number of future buildout units that are being proposed by the new development.

The Comprehensive Plan has identified the need to provide support of all viable workforce housing projects. The proposed workforce housing development will provide approximately eighty (80) units which represents a meaningful increase in the availability of workforce housing.

- (5) **Dimensional limitations.** Certain dimensional limitations applicable to the property may be varied within a PUD. The limitations that may be varied are those of the underlying zone district; or, for properties for which a PUD or other development plan has previously been approved, the limitations set by that approval. For any property designated PUD or SPA without an underlying zone district, the applicant shall submit an application for an amendment to the Official Zone District Map to designate the underlying zone district for the property. This application shall be submitted in conjunction with the preliminary PUD application and shall be used to rezone the property at the time of final PUD approval to a zone district containing dimensional limitations in order to establish the applicable dimensional limitations for the property. Only the following dimensional limitations may be varied:

- a. **Maximum allowable height of any structure within the PUD;**

The proposed maximum height is seventy-four (74) to seventy-eight (78) foot maximum height.

- b. **Minimum open space requirement for the PUD;**

As provided for on approved plans.

- c. **Maximum allowable floor area of the PUD;**

As provided for on approved plans.

- d. **Minimum area of lots within the PUD; and**

Not applicable. No individual lots are proposed as a part of this PUD application.

- e. **Minimum setbacks for buildings within the PUD.**

As provided for on approved plans.

A dimensional limitation may be varied when the Town Council finds that the PUD achieves one (1) or more of the applicable purposes listed in Subsection (c)(6), Community Purposes for PUDs, that granting of the variation is necessary for that purpose to be achieved, and that the resulting

development will be consistent with the provisions of Subsection (c)(7), Standards for Granting of Variations, and Section 16A-5-310, Review Standards.

(6) **Community purposes for PUDs.** The Comprehensive Plan identifies certain purposes the community intends to achieve as it develops. The following purposes shall be used in determining whether the buildout for a PUD may exceed sixty-five percent (65%) of that identified in the buildout analysis and whether any of the parcel's dimensional limitations should be varied:

- a. **Provision of restricted housing.** A parcel's maximum buildout may be achieved and its dimensional limitations may be varied to offer an incentive to applicants to provide more restricted housing within the PUD than would otherwise be required by this Development Code, particularly in those priority locations for such housing identified within the Comprehensive Plan.

The proposed PUD will provide restricted workforce housing. The Property has long been identified for the provision of workforce housing and subsequent master planning efforts have confirmed the suitability of the Property for dense workforce housing.

- b. **Encourage sustainable development.** A parcel's maximum buildout may be achieved and its dimensional limitations may be varied to encourage sustainable development within the Town that diversifies the mix of lodging, retail and dining uses and that is consistent with the intent of the Comprehensive Plan. Sustainable development may be of the type that creates a sense of place where one can live and work within a small defined service area as well as where recreation, public transportation, open space, personal services and shopping are within reasonable walking distance. It may also be where the development includes positive social, environmental or economic benefits that significantly contribute to, greatly enhance or are determined necessary for the sustainability of the community as a whole.

The provision of workforce housing on the site will work to meet Town Council's stated goal of creating 185 units of workforce housing in the near-term, thus ensuring the long-term viability of the resort community. The site planning supports the creation of a sense of place where local workers can live in the community where they work. Moreover, the site planning has considered the views into the proposed development and views out from the development. Being located within a draw helps to reduce visual impacts but residents will be able to enjoy the world-class view from the Property. Public services, transit, shopping, and open space are all in proximity of the Property and will serve the residents of the development. The site will feature appropriate and native plant species with an emphasis on water conservation. Indoor and outdoor communal gathering spaces, with site amenities focused on the creation of community, will be provided. Other enhancements, such as dedicated bike parking, will help alleviate the reliance on personal vehicles. Generous amount of storage is proposed to be provided to ensure that all the toys that come with mountain living have a place out of the weather. Workforce housing is critical to the long-term sustainability of the community and the positive social, environmental, and economic benefits cannot be underestimated.

- d. **Encourage better design.** A parcel's dimensional limitations may be varied (but its maximum buildout may not be achieved) to allow for greater variety in the type, design and layout of buildings. Structures shall be designed to be compatible, in terms of height, mass, scale, orientation and configuration, with other buildings in the PUD and with surrounding uses, yet shall avoid uniformity of design. Various types of residential uses may be combined within the PUD (when allowed by the underlying zone district), to promote more efficient land use patterns and increased open space.

The flexibility that is part of the PUD process will ensure that the greatest density of workforce housing will be provided on the Property, thus meeting a stated goal of the Comprehensive Plan and Town Council. The construction of multi-family residential buildings, as proposed, will result in the most cost effective manner when creating workforce housing.

(7) Standards for granting of variations. Any PUD dimensional limitation variation authorized in Subsection (c)(5), Dimensional limitations, may be granted by the Town Council, provided that it complies with the following standards:

- a. Height. Variations to increase the maximum allowable height of structures may be obtained pursuant to the following provisions:**
 - 1. A request to grant a variation to increase the maximum allowable height for any individual structure may be granted by the Town Council, provided that at least fifty percent (50%) of the structure for which the variation is sought, as measured utilizing the structure's footprint, conforms to the height limits of the underlying zone district, provided further that no portion of the structure exceeds the height limit of the underlying zone district by more than seventy-five percent (75%).**

The underlying zoning of SPA-1 does not provide maximum height. Maximum height will be established through the approved PUD.

- 2. In exceptional and special circumstances, a request to grant a variation to increase the maximum allowable height for individual structures may be permitted to exceed the fifty-percent or seventy-five-percent limitation described in the preceding paragraph, if the applicant is able to sufficiently demonstrate to the satisfaction of the Town Council that:**

- a) Views from surrounding properties, as determined through the use of detailed view plane analysis, which may include computer-generated visualizations, story poles and other methods acceptable to the Planning Director, will not be substantially adversely affected. The surrounding properties to be considered will include those immediately adjacent to the PUD and those that are identified by the Planning Commission and the Town Council during their respective review and public comment periods.**

View simulations have been made a part of this application. These simulations provide that the proposed workforce housing will not substantially adversely affect the views from surrounding properties.

- b) The proposed structure will be compatible, in terms of height, mass, scale, orientation and configuration, with other structures in the PUD and with adjacent structures.**

The most immediate existing structure is the Town of Snowmass Village Town Hall. The proposed workforce housing is compatible in terms of height, mass, scale, orientation, and configuration with this structure. The Snowmass Center is also in the immediate vicinity. These municipal and commercial developments support the creation of workforce housing on this site. Moreover, the resort scaled height and mass of Base Village, located to the south, will ensure that the proposed development is compatible and appropriate for the site.

3. **For the purposes of administering paragraph (7)a, the Town Council may grant by simple majority vote, a height variation for certain structures, such as flagpoles, antennas and other similar structures which have only a nominal footprint. Ski-lift towers and related facilities are exempt from requiring height variation approval.**

The Applicant will request a height variation for the structures listed above if necessary and deemed appropriate.

4. **In circumstances where two (2) structures have been connected by an enclosed walkway, corridor, atrium or other enclosed space whose width or height is less than fifty percent (50%) of either the width or height of either of the otherwise separate structures measured from the side being connected, the provisions of paragraph (7) shall be applied to each structure separately rather than as one (1) structure.**

Not applicable.

- b. **Open space and minimum lot area. A variation to reduce the minimum open space requirement or to reduce minimum lot area (in order to cluster lots) may be permitted if:**

Open space will be determined by approved plans. No existing open space requirement current impacts the Property.

- (8) **Parking. The number of parking spaces in the PUD shall be that required for the underlying zone district, unless a reduction in that requirement is granted, pursuant to Section 16A-4-310(c), Reduction of Required Parking.**

The Applicant is requesting a reduction in the parking required. The proposed parking ratio is 1.2 spaces per unit. This reduction is a direct result of comments made by Town Council and the Planning and Zoning Commission aimed at reducing dependency on personal vehicles.

- (9) **Road standards. A PUD may be permitted to deviate from the Town's road standards, to enable the development to achieve greater efficiency of infrastructure design and installation through clustered or compact forms of development or to achieve greater sensitivity to environmental features, when the following minimum design principles are followed:**

The proposed driveway meets applicable Town code for driveway width, slope, and configuration. The driveway has been reviewed by the Public Works Department.

- a. **Safe, efficient access. The circulation system shall be designed to provide safe, convenient access to all areas of the proposed development using the minimum practical roadway length. Access shall be by a public right-of-way, private vehicular or pedestrian way or a commonly owned easement.**

The proposed circulation system has been designed to provide safe, convenient access to all areas of the PUD utilizing minimum roadway length and minimizing the use of retaining walls to the greatest extent possible. The proposed access will be a publicly accessible driveway.

- b. **Internal pathways. Internal pathways shall be provided to form a logical, safe and convenient system for pedestrian access to dwelling units and common areas, with appropriate linkages off-site.**

Internal pathways have been created that provide a logical, safe, and convenient system for pedestrian access to all areas of the development. Directness and aesthetic interest have been carefully considered.

- c. **Emergency vehicles. Roadways shall be designed to permit access by emergency vehicles to all lots or units. An access easement shall be granted for emergency and utility vehicles, as applicable, to use private roadways in the development for the purpose of providing emergency services and for installation, maintenance and repair of utilities.**

The driveway has been designed to permit access by emergency vehicles with appropriate turnouts and turnarounds that will facilitate efficient access to all aspects of the proposed development.

- d. **Principal access points. Principal vehicular access points shall be designed to provide for smooth traffic flow, minimizing hazards to vehicular, pedestrian or bicycle traffic. Where a PUD abuts a major collector, arterial road or highway, direct access to such road or highway from individual lots, units or buildings shall be prohibited when other reasonable access options are available.**

The principal vehicular access point will be taken immediately above the termination of the drive providing access to the Town Hall. No other access points are possible nor planned.

- e. **Snow storage. Adequate areas shall be provided to store snow removed from the internal street network and from off-street parking areas.**

Adequate snow storage areas have been provided and the vehicular and pedestrian routes planned to anticipate snow removal.

- (10) **Adequate public facilities. A final plan shall not be approved unless the Town Council determines that public facilities will be adequate to support and service the area of the proposed development or that needed public facilities and services will be made available concurrently to offset the potential impacts of such development. Public facilities and services to be examined will include, but not be limited to: storm drainage, roads and their maintenance, public transportation service and facilities, pedestrian circulation, sewerage and sanitary facilities, water availability and serviceability, solid waste disposal, fire and emergency medical services and electrical service. The applicant shall show that:**

- a. **Adequate facilities and carrying capacity exist at the time of development or will be provided to the PUD and affected areas prior to completion of each building or phase of the development necessitating the demand for said facilities or capacity;**
- b. **The PUD has been located so as to be reasonably convenient in relation to police and fire protection, emergency medical services and schools;**
- c. **The PUD will accommodate the efficient provision of local and regional transit facilities and services.**

Adequate public facilities, including storm drainage, roads, public transit stops, pedestrian circulation, sanitary sewer and water, trash, and emergency services are available and will be provided for the proposed development. Adequate carrying capacity will exist at the time of development. The central location of the proposed development is in proximity of police and fire protection, emergency medical services, and adjacent to school bus stops.

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

- (a) **Purpose.** The sketch plan review is an opportunity for the Town and the applicant to engage in an exploratory discussion of a development proposal, to raise issues and concerns and to examine alternative approaches to development of the property. The applicant is encouraged to provide a written or graphic description of any alternative ideas that were considered as the sketch plan was being prepared. It should be expected that the development proposal may evolve during the course of sketch plan review.

The Applicant, following extensive coordination prior to the submission of this application, looks forward to an open and thorough review process of the proposed development. The Applicant has provided in this application written responses to criteria of review and graphic descriptions of the proposed workforce housing and will review previous iterations of approach at public hearings. The Applicant understands that, through the Sketch Plan process, the proposed development may evolve and be informed by comments and critiques.

- (b) **Sketch Plan Review Intent and Issues.** To encourage the consideration of alternatives and to allow the sketch plan to evolve, overly detailed preliminary plan level sketch plans will not be considered. The questions the Planning Commission and Town Council should consider in a conceptual manner during review of the sketch plan (depending upon the size and complexity of the proposal) include the following:

- (1) **Use.** Is the use proposed for the property generally appropriate in this location? Is it consistent with the intent of the underlying zone district and the character of surrounding uses?

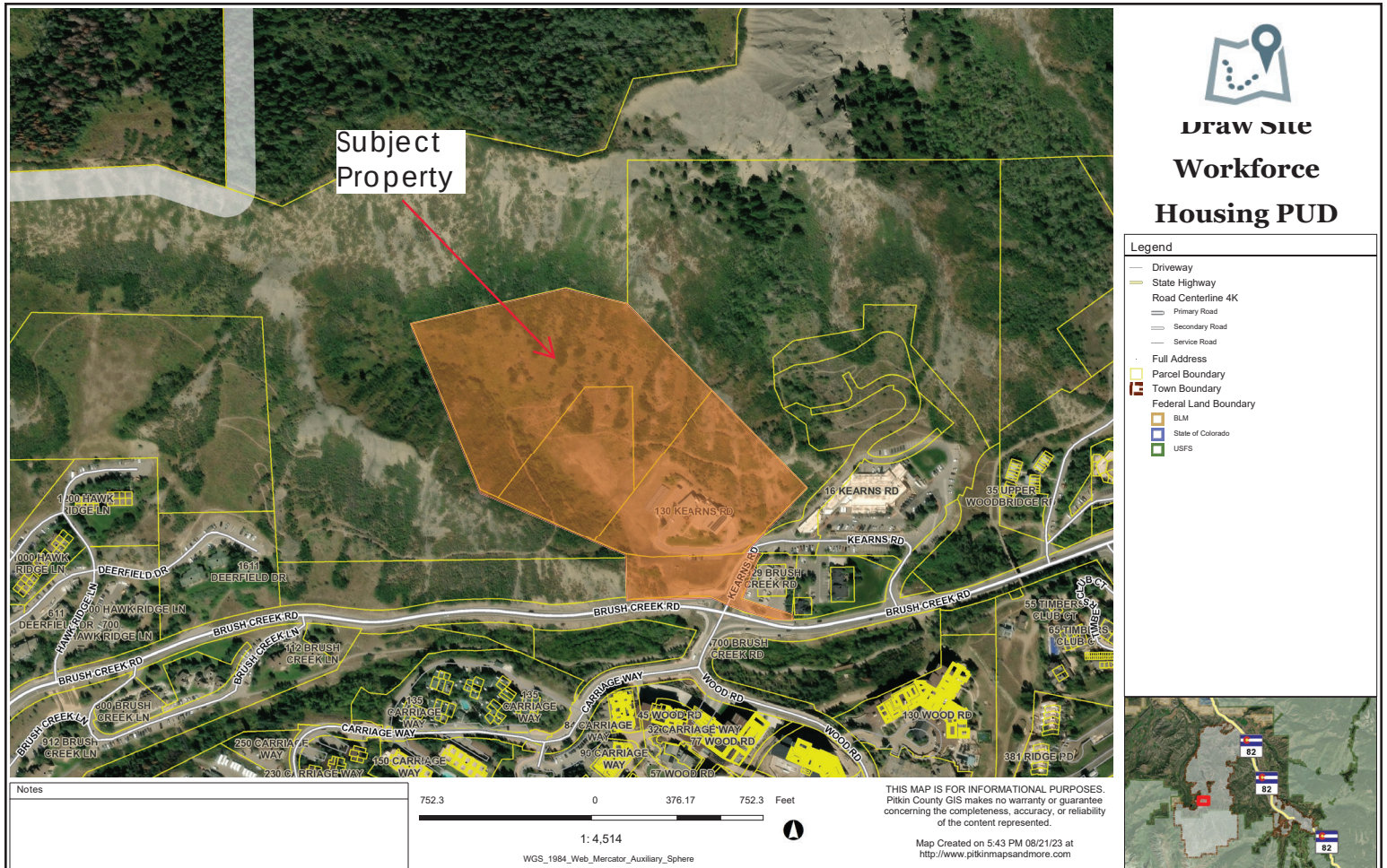
The Property has long been identified as an ideal location for workforce housing. Recent master planning efforts have reaffirmed that the site is appropriate for the density and manner of development explored in the materials provided with this application. It has been repeatedly approved by the Snowmass Village Town Council as the next appropriate workforce housing development site. The most immediate adjacent development is public and commercial in nature and the provision of workforce housing will not negatively impact existing development.

- (2) **Comprehensive Plan.** Is the proposed development generally consistent with the Town's Comprehensive Plan? Is the proposed buildout within the range anticipated for the property? If the applicant proposes a buildout in excess of sixty-five percent (65%) of that identified in the Comprehensive Plan, then are the community purposes the applicant proposes to achieve the appropriate ones for this development to accomplish?

The provision of workforce housing is a state goal in the Comprehensive Plan and Town Council. The proposed buildout is in range of the anticipated property and will provide beautiful and comfortable housing for local area workers.

- (3) **Architecture and landscaping.** Are the buildings proposed to be developed in appropriate locations? Is the mass, scale and density of the buildings generally compatible with the character of the community and that of surrounding buildings? How much of the site is proposed to be common or dedicated open space? Is this an adequate amount of open space and does it appear to be in the appropriate locations?

The proposed architecture and landscape are appropriate for the Property. Through extensive preliminary investigations and work sessions with decision making bodies, site planning, mass, scale, and density has been carefully reviewed. Modifications to these parameters have been made in response to feedback obtained. Common open space, to be utilized for recreation and gathering has been provided throughout the site, resulting in 22,879 SF or .53 acres of the site being used for this use.



Pitkin County Community Development Report

Parcel ID: 273301201853
Report Created: 8/21/2023 5:38:13 PM



Property Information

Address (Assessor's Records)	130 KEARNS RD
Address (GIS Points)	130 KEARNS RD
Account	R014769
Owner	TOWN OF SNOWMASS VILLAGE
Owner Address	PO BOX 5010 SNOWMASS VILLAGE, CO 81615
GIS Parcel Size	4.998 Acres
Jurisdiction	Snowmass Village
Township, Range, Section	T:10, R:86, S:1

Assessor's Information

Land Use Category	9149: Exempt-Political Subdivision - Non-Residential
Legal Description	Subdivision: TOWN HALL
Improvements	

Services

Sewer System	Snowmass Water & Sanitation District
Within 1/4 Mile of Sewer Service	
Water District	Snowmass Water & Sanitation District
Fire District	Snowmass-Wildcat Fire Protection District (Roaring Fork Fire Authority)
School District	Aspen School District No. 1 (RE)
Library District	Pitkin County Library

Boundaries

Caucus	Not within a Caucus Area
Master Plan Area	Not within a Master Plan Area
Zone District	No Zoning District on this parcel
Zone District Overlays	No Zoning Overlay on this parcel

Historic District	Not within a Historic District
-------------------	--------------------------------

Environmental Areas

Within 100 Feet of Creek or River	No Creeks or Rivers within 100 feet
Floodplain	
Scenic	Within a Scenic View
Wildfire	No Wildfire Hazard Classification
Watershed Drainage	Woody Creek-Roaring Fork River
Watershed Subbasin	Brush Creek-Roaring Fork River

Documents

Parcel	273301201853
Address	130 KEARNS RD
Retired Parcel	No Retired

Disclaimer

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Pitkin County Community Development Report

Parcel ID: 273301201854
Report Created: 8/21/2023 5:39:20 PM



Property Information

Address (Assessor's Records)	RIDGE RD
Account	R014770
Owner	TOWN OF SNOWMASS VILLAGE
Owner Address	PO BOX 5010 SNOWMASS VILLAGE, CO 81615
GIS Parcel Size	3.387 Acres
Jurisdiction	Snowmass Village
Township, Range, Section	T:10, R:86, S:1

Assessor's Information

Land Use Category	9149: Exempt-Political Subdivision - Non-Residential
Legal Description	Subdivision: FARAWAY RANCH NORTH Lot: D AKA PARCEL D
Improvements	

Services

Sewer System	Snowmass Water & Sanitation District
Within 1/4 Mile of Sewer Service	
Water District	Snowmass Water & Sanitation District
Fire District	Snowmass-Wildcat Fire Protection District (Roaring Fork Fire Authority)
School District	Aspen School District No. 1 (RE)
Library District	Pitkin County Library

Boundaries

Caucus	Not within a Caucus Area
Master Plan Area	Not within a Master Plan Area
Zone District	No Zoning District on this parcel
Zone District Overlays	No Zoning Overlay on this parcel
Historic District	Not within a Historic District

Environmental Areas

Within 100 Feet of Creek or River	No Creeks or Rivers within 100 feet
Floodplain	
Scenic	Within a Scenic View
Wildfire	No Wildfire Hazard Classification
Watershed Drainage	Woody Creek-Roaring Fork River
Watershed Subbasin	Brush Creek-Roaring Fork River

Documents

Parcel	273301201854
Address	None Found
Retired Parcel	No Retired

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Pitkin County Community Development Report

Parcel ID: 273301200001
Report Created: 8/21/2023 5:40:08 PM



Property Information

Address (Assessor's Records)	CENTER EXPANSION PAR
Account	R014063
Owner	TOWN OF SNOWMASS VILLAGE
Owner Address	PO BOX 5010 SNOWMASS VILLAGE, CO 81615
GIS Parcel Size	67605.12 Sq. Feet
Jurisdiction	Snowmass Village
Township, Range, Section	T:10, R:86, S:1

Assessor's Information

Land Use Category	9149: Exempt-Political Subdivision - Non-Residential
Legal Description	CENTER EXTENSION PARCEL SEE IMAGING FOR LEGAL
Improvements	

Services

Sewer System	Snowmass Water & Sanitation District
Within 1/4 Mile of Sewer Service	
Water District	Snowmass Water & Sanitation District
Fire District	Snowmass-Wildcat Fire Protection District (Roaring Fork Fire Authority)
School District	Aspen School District No. 1 (RE)
Library District	Pitkin County Library

Boundaries

Caucus	Not within a Caucus Area
Master Plan Area	Not within a Master Plan Area
Zone District	No Zoning District on this parcel
Zone District Overlays	No Zoning Overlay on this parcel
Historic District	Not within a Historic District

Environmental Areas

Within 100 Feet of Creek or River	No Creeks or Rivers within 100 feet
Floodplain	
Scenic	Within a Scenic View
Wildfire	No Wildfire Hazard Classification
Watershed Drainage	Woody Creek-Roaring Fork River
Watershed Subbasin	Brush Creek-Roaring Fork River

Documents

Parcel	273301200001
Address	None Found
Retired Parcel	No Retired

Disclaimer

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Pitkin County Community Development Report

Parcel ID: 273301201855
Report Created: 8/21/2023 5:40:57 PM



Property Information

Address (Assessor's Records)	No parcel information found
Account	R017278
Owner	TOWN OF SNOWMASS VILLAGE
Owner Address	PO BOX 5010 SNOWMASS VILLAGE, CO 81615
GIS Parcel Size	8.867 Acres
Jurisdiction	Snowmass Village
Township, Range, Section	T:10, R:86, S:1

Assessor's Information

Land Use Category	9149: Exempt-Political Subdivision - Non-Residential
Legal Description	Subdivision: FARAWAY RANCH NORTH Lot: E PARCEL E
Improvements	

Services

Sewer System	Snowmass Water & Sanitation District
Within 1/4 Mile of Sewer Service	
Water District	Snowmass Water & Sanitation District
Fire District	Snowmass-Wildcat Fire Protection District (Roaring Fork Fire Authority)
School District	Aspen School District No. 1 (RE)
Library District	Pitkin County Library

Boundaries

Caucus	Not within a Caucus Area
Master Plan Area	Not within a Master Plan Area
Zone District	No Zoning District on this parcel
Zone District Overlays	No Zoning Overlay on this parcel
Historic District	Not within a Historic District

Environmental Areas

Within 100 Feet of Creek or River	No Creeks or Rivers within 100 feet
Floodplain	
Scenic	Within a Scenic View
Wildfire	No Wildfire Hazard Classification
Watershed Drainage	Woody Creek-Roaring Fork River
Watershed Subbasin	Brush Creek-Roaring Fork River

Documents

Parcel	273301201855
Address	None Found
Retired Parcel	No Retired

Disclaimer

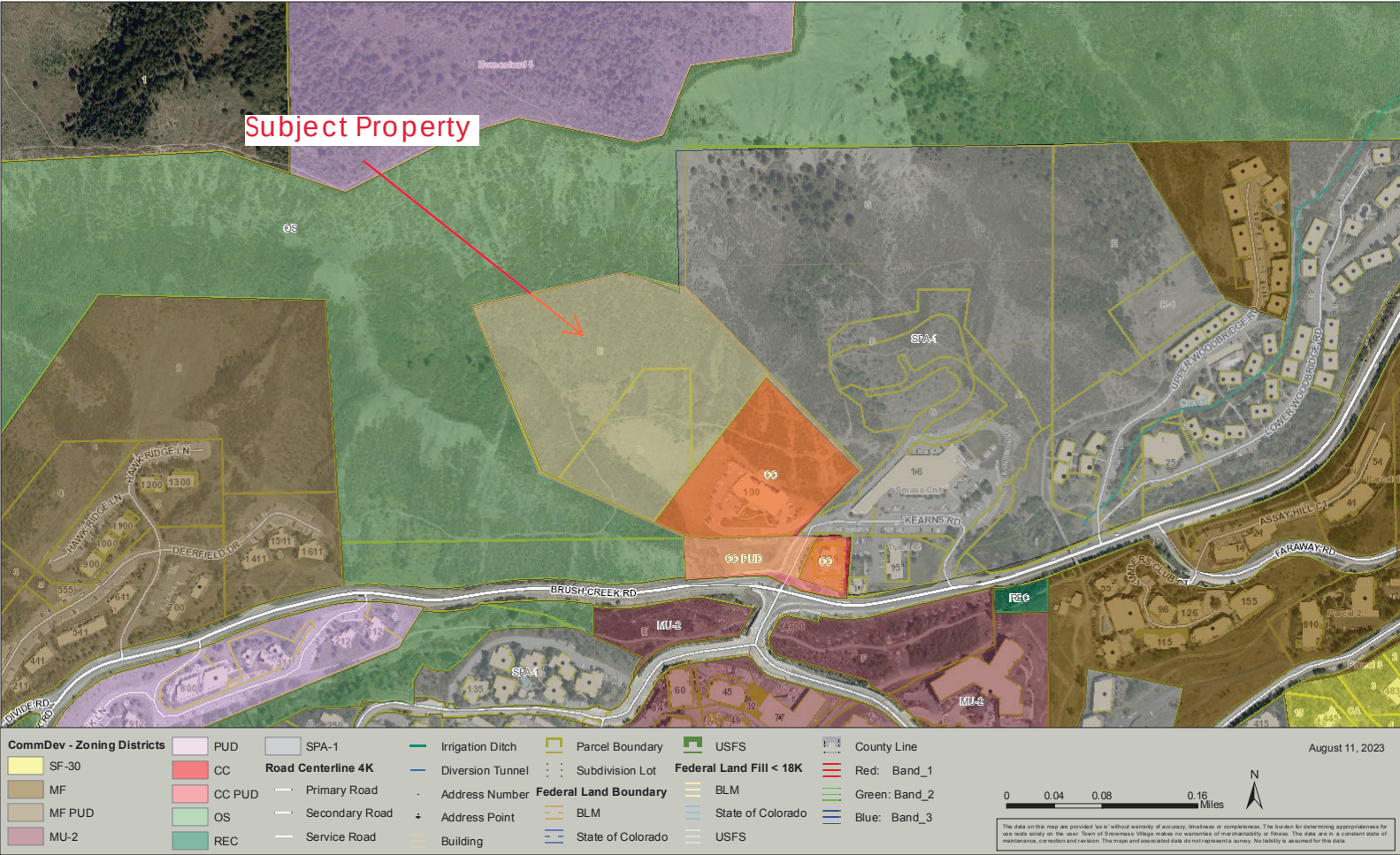
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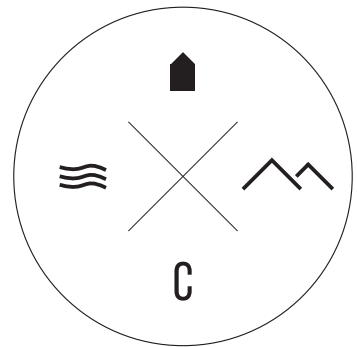
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PARCELS C, D, & E - FARAWAY RANCH SUBDIVISION
SITUATED IN GOVERNMENT TRACT 45 SECTIONS 1 & 2,
TOWNSHIP 10 SOUTH, RANGE 86 WEST OF THE 6TH PM
TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN,
STATE OF COLORADO





Attachment 4



2757 design co



CLAUSON RAWLEY ASSOCIATES INC
landscape architecture . planning . resort design



Town of Snowmass Village - Workforce Housing | sketch submission

02.07.2023 - 08.18.2023

recommended site diagram

Strategy: "site first"

- best fit for height and density on site
- utilizes existing town hall road orientation
- fire turnaround concept to be hammer head
- incorporate bus turn around if possible
- pedestrian connectivity
- transportation connectivity
- on site amenities
- PV panels relocated
- 80 units, meeting parking counts, storage

Constraints:

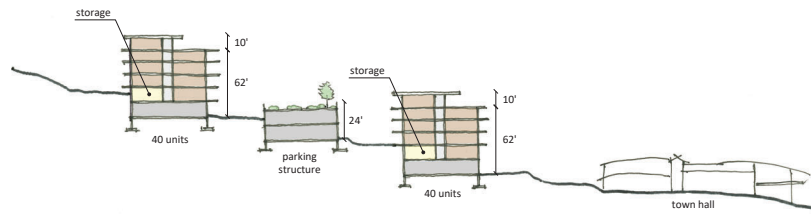
- 10% and under road grades
- parking mostly limited to building footprints
- space between buildings limited to reduce retaining wall heights as road attempts to "keep up with existing grade"

Revisions proposed in response to joint pre-sketch meeting (07.10.23):

- **reduced parking under building - 1 level of parking**
- north side of 2nd level is dedicated to storage due to grade
- stepped building concept to keep lower height on south side of building - 62', 72' at highest level
- middle building dedicated to parking w/ green roof/open area at top level

Unit + Parking counts:

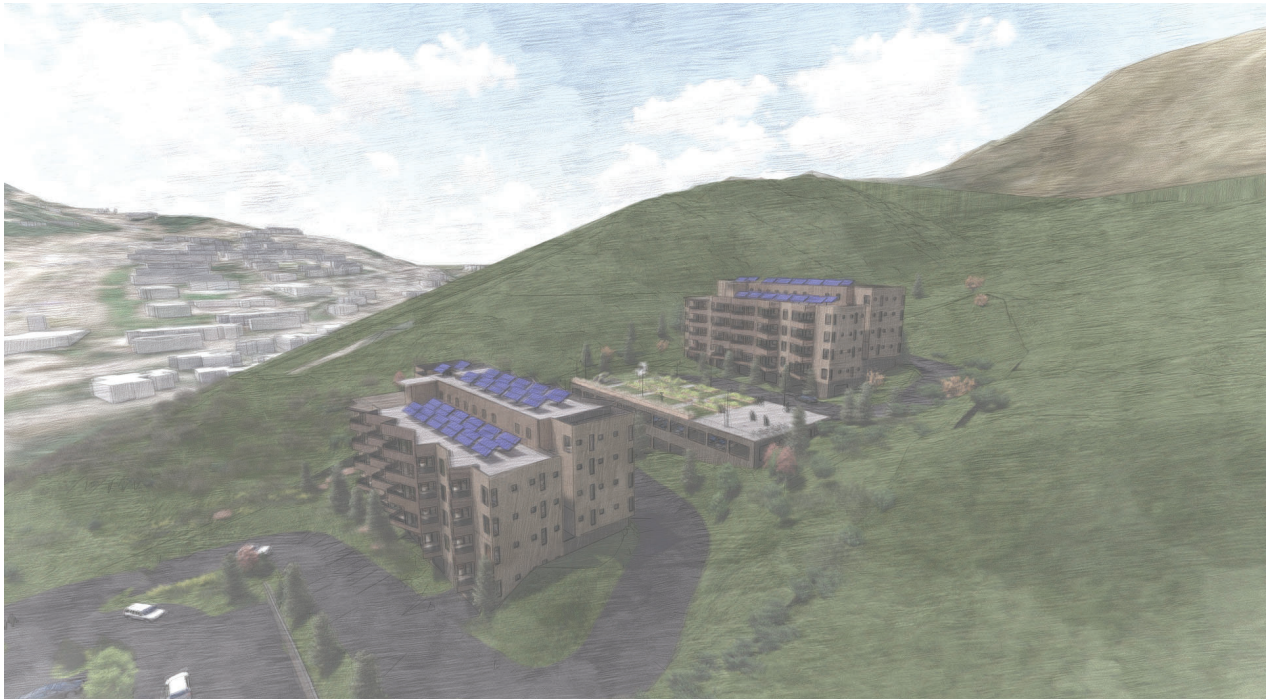
- **80 units**
 - 21 parking spaces per residential building = 42
 - 55 parking spaces in dedicated parking structure
- = **97 parking spaces total**
 - 1 space per unit, 80 spaces
 - 17 spaces for car share, ada, ev, guest



2757 design co. 2

TOSV Draw Site - workforce housing 02.07.23 - 08.18.23

site views



aerial view

site views



pedestrian connection

site views



aerial view

site views



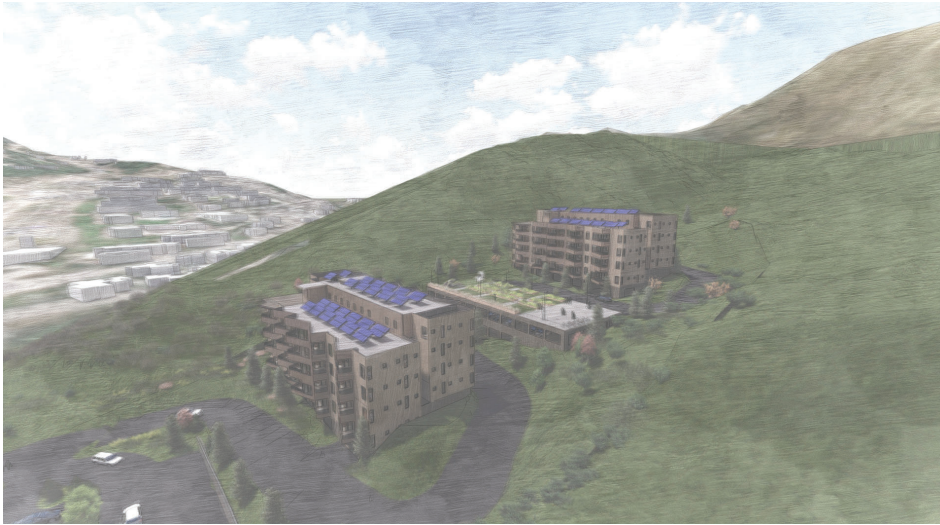
view from below town hall

site views



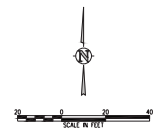
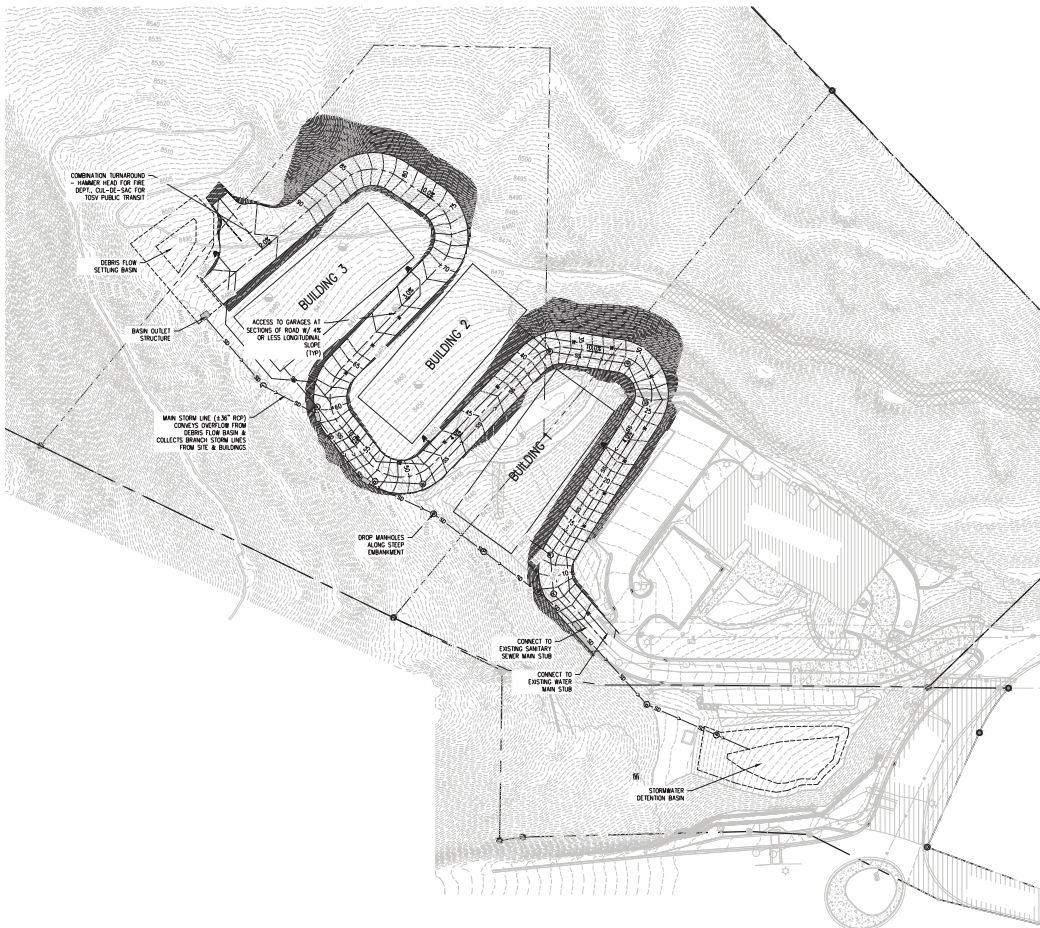
view from roundabout

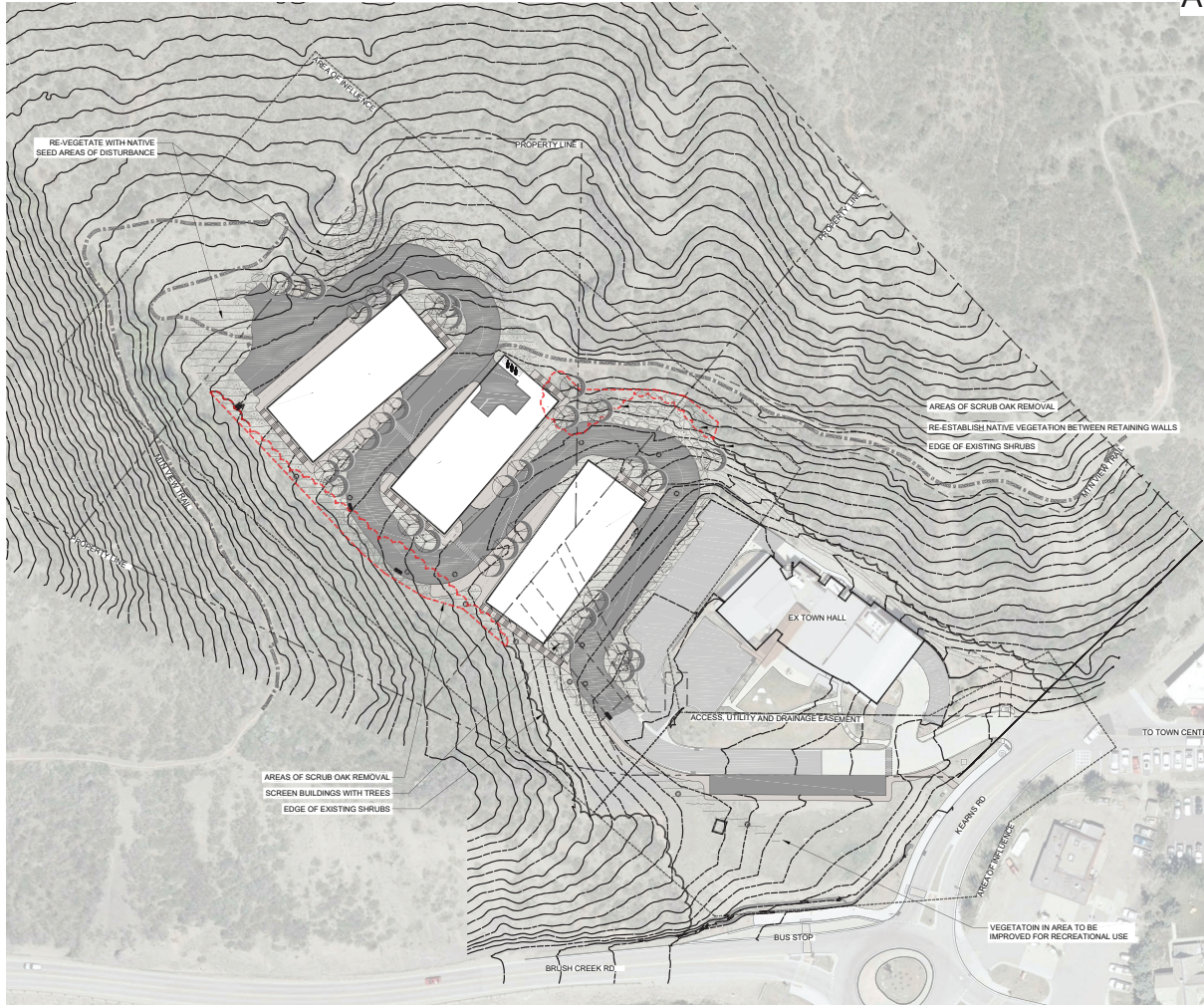
site views



Current recommendation

- 62' tall on south elevation, 72' tall at building step
- 62' tall on north elevation measured from rising grade
- 80 units total, 40 in each building
- 97 parking spaces total
- middle parking structure
 - 2 levels of protected parking
 - 1 level of open green space above
 - additional parking, bike parking, community garden, play area, open space
- residential building
 - 5 1/2 levels
 - 1 level of parking, 1/2 level of storage +

[illegible]



CONCEPT PLANT SCHEDULE



DECIDUOUS TREES

NATIVE SHRUBS



ORNAMENTAL SHRUB

REVEGETATION SEED MIX
SEED MIX TO MATCH SCRUB OAK
UNDERSTORY AND SHALE BLUFF
ECOSYSTEM



TOSV WORKFORCE HOUSING

ISSUE & REVISION DATES	
S&S-TOM PLAN REVIEW	07/16/23
S&S-TOM PLAN SUBMISSION	08/25/23

Plot Date: 08/25/23 Project #: 501

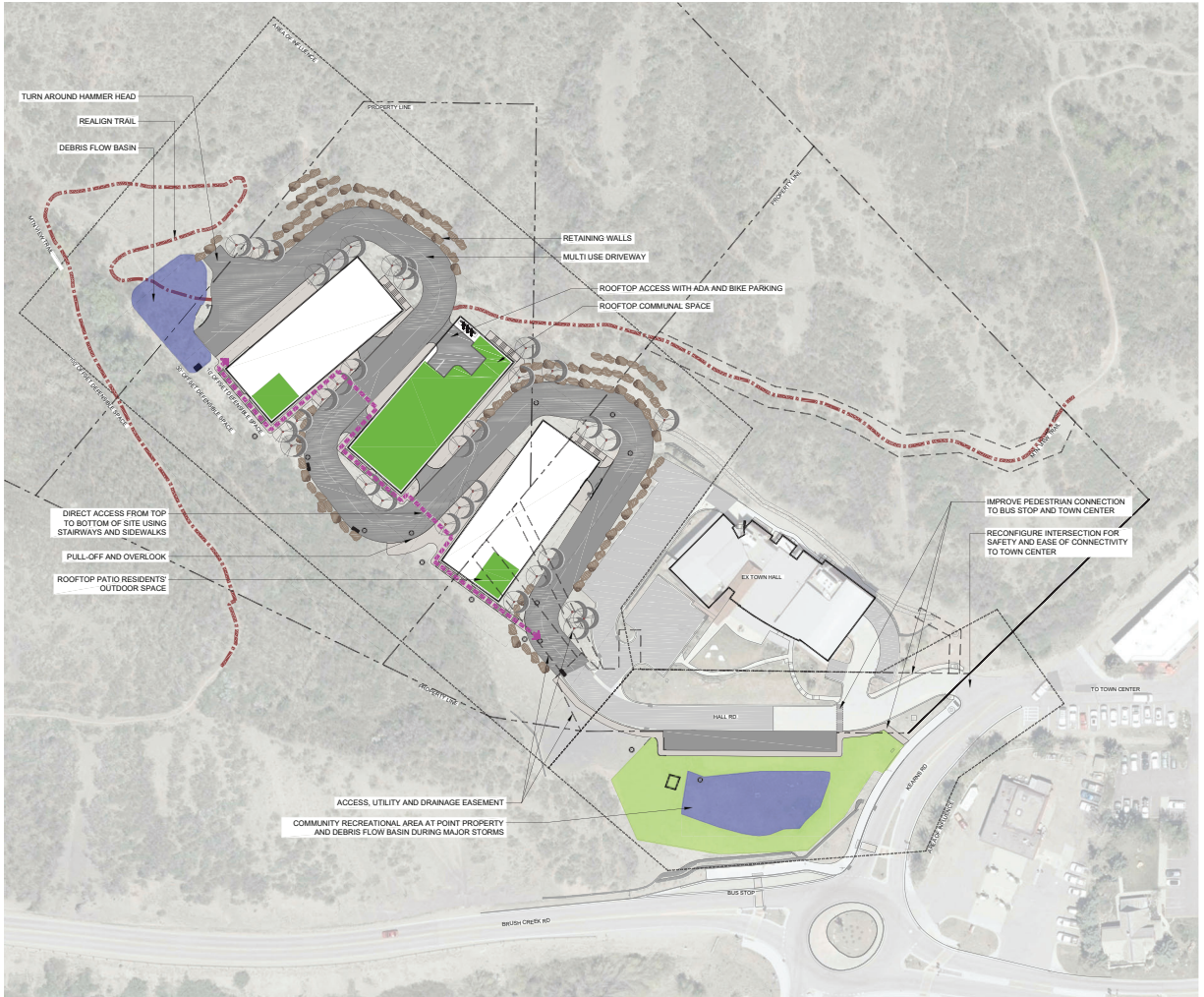
SKETCH REVEGETATION PLAN

L.0.02

THIS SHEET IS MEANT FOR
DIAGRAMMATICAL USE. PLANS
CONTAINS LINES, SYMBOLS, ETC
THAT ARE IN A COLOR OTHER
THAN BLACK AND IS INTENDED
TO BE VIEWED AND PRINTED IN
COLOR VS BLACK AND WHITE

SCALE: 1"=40'





CONCEPT GRAPHICS SCHEDULE

- AREA OF RECREATIONAL USE
TAKEOFF: 13,007 SF
- DRIVEWAY
- OUTDOOR COMMUNAL SPACE
TAKEOFF: 9,781 SF
- SIDEWALKS
- DEBRIS FLOW FACILITY
TAKEOFF: 11,084 SF

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DIAGRAMMATICAL USE. PLANS
CONTAINING LINES, SYMBOLS, ETC.
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COLOR VS BLACK AND WHITE

SCALE: 1"=40'

TOSV WORKFORCE HOUSING
DRAW SITE

ISSUE & REVISION DATES	
SKETCH PLAN REVIEW	07/2024
SKETCH PLAN SUBMISSION	08/2024

Drawn By: MS Checked By: MS

Plot Date: 08/05/24 Project #: 501

SKETCH PLAN
L.0.03

WORKFORCE HOUSING MASTER PLAN

TOWN OF SNOWMASS VILLAGE, COLORADO
8/2021



Consulting Team



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ACKNOWLEDGEMENTS

The 2020-21 Town of Snowmass Village Conceptual Housing Master Plan was not possible without the support, input, guidance, and consideration from the Town staff, master plan committee and the Town Council.

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Julie Ann Woods - Community Development Director (retired 2020)
David Shinneman - Community Development Director
Anne Martens - Public Works Director
David Peckler - Transportation Director
Kathy Fry - HR Director
Riley Bonilla - Parks, Recreation, & Trails
Freddy French - Snowmass Tourism
Kyle Eckes - GIS Manager

Town Manager

Clint Kinney

Town Council | February-November 2020

Markey Butler, Mayor
Tom Goode
Bill Madsen
Alyssa Shenk
Bob Sirkus

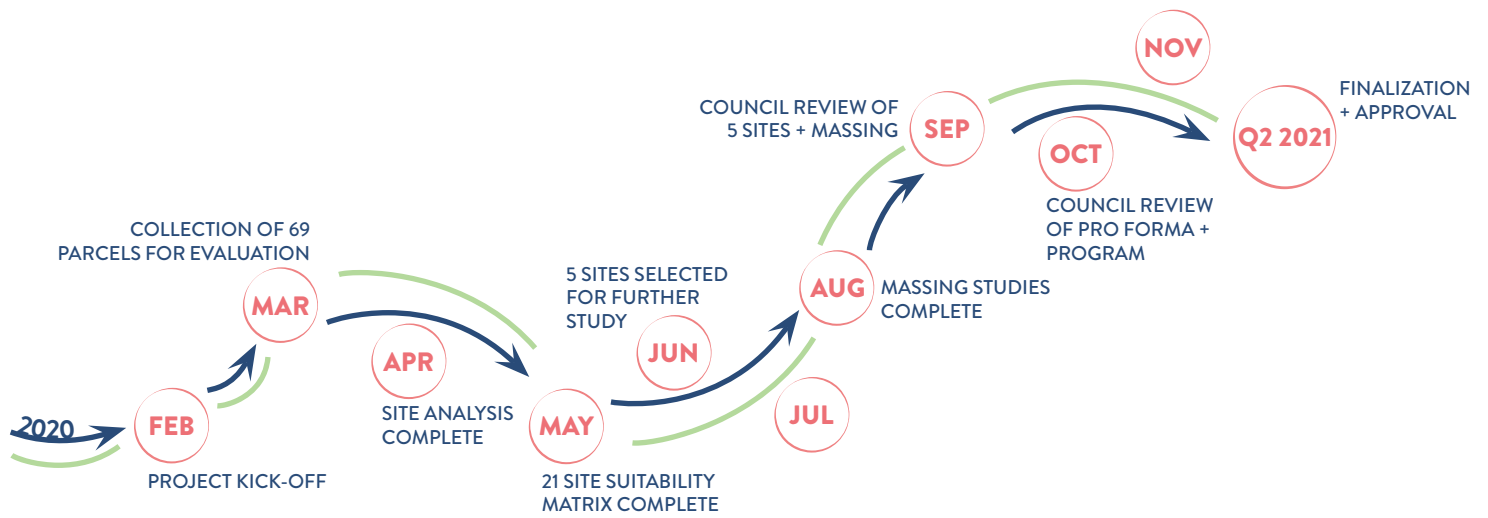
Town Council | November 2020-2021 (for final adoption)

Bill Madsen, Mayor
Tom Goode
Bob Sirkus
Alyssa Shenk
Tom Fridstein

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TOSV MASTER HOUSING PLAN



TOSV MASTER HOUSING PLAN

PRINCIPLES, PLAN FRAMEWORK, AND STRATEGIC RECOMMENDATIONS

Background

The Housing Department currently owns and manages some 300 rental units and oversees another 175 “deed-restricted” units that are owned by qualified employees of Snowmass Village and Pitkin County, including fifteen (15) units of deed-restricted for-sale housing recently completed in and around Stallion Circle, known as Coffey Place. The Town of Snowmass Village has been working from a long-standing goal of housing some sixty percent (60%) of the year-round workforce between rental and deed-restricted housing types. In understanding the importance of the Town’s workforce to its viability as a community, the scope, in recent years, has included seniors, individuals, families, and others that make up a diverse and vibrant community.

Study after study has documented the region’s unaffordable housing prices, inventory shortages, and ever-expanding commute for its workers. Except for locally-sponsored deed-restricted and government-subsidized units, there are functionally no units in the upper Valley that are affordable to its own workforce. Market imbalances throughout the region have resulted in extremely long commutes, which in turn

impacts the valley’s roads, quality of life, and the environment. Year-round business has grown and thrived while second homeownership and short-term rentals have put increasing pressure on prices. These combined market forces lead to income disparity, growing difficulty recruiting employees and filling jobs, and multiple negative impacts on the environment and regional economic sustainability.

Housing continues to be one of the highest priorities to ensure the future economic and social sustainability of Snowmass Village. The Town’s 2018 Comprehensive Plan prioritizes workforce and affordable housing in multiple ways, noting that “diversification of the economy will hinge upon the availability, type, and range of housing alternatives for employees in the community...” The Plan further prioritizes “exploring [housing] opportunities that best balance the character and resources of the Town,” including incentivizing more and smaller development, senior workforce housing, and accessory dwelling units. The Roaring Fork Regional Housing Study, completed in April 2019, concludes: “It is a statement of the obvious that the Aspen to Snowmass Area is the highest-priced market in the Greater Roaring Fork Region with an average sales price of approximately \$2.4 million in the 3rd quarter of 2018. It is also no surprise that the local housing supply does not meet the locally-generated housing demands,” and quantifies a housing gap of 3,000 units for the Snowmass-Aspen area. The 2019 Snowmass Village Community Survey underscores the emphasis on housing, with 81% of residents agreeing that increasing the amount of affordable housing in the Village is “important”, “very important” or “extremely important.” Applicants for TOSV

rental housing need at least five years’ employment time to rise to the top of the list, and each for-sale unit is over-subscribed by about 15-1.

In early 2019, the Snowmass Village Town Council revisited its policy objectives and community goals, incorporating the framework and strategic initiatives outlined in the 2018 Town Comprehensive Plan. As a result of this process, the Town Council reaffirmed its pledge to “a near-term strategy that will actively identify opportunities, creative approaches, and partnerships to address housing needs, and incentivize the development of an additional 185 units.” This goal is incorporated again in the 2021 Town Council Goal Statement.

Project Goals

In response to this focus, the design team and Town staff embarked on the development of a “Conceptual Master Housing Plan” for the advancement of approximately 185 units of affordable workforce housing for Snowmass Village.

Several over-arching goals guide the plan:

- Remain true to the aspiration statement, guiding principles, strategic initiatives, and other critical values, such as fiscal responsibility, called for in the 2018 Comprehensive Plan.
- Include a mix of affordable rental and deed-restricted homeownership opportunities that meet the needs of a diverse workforce.

- Fit within the character and environment of the surrounding neighborhood(s) and the Town of Snowmass Village as a whole.
- Build attractive, sustainable, high-quality homes that are cost-effective, well-designed, and blend seamlessly into the community.
- Concentrate development in and around the existing nodes of activity and, where, in proximity to local and regional transit.

The local team of Connect One Design, DJ Architects, and JVA Consulting Engineers worked with Town staff to develop the Plan. The team completed extensive site and schematic analysis to determine what each of the sites might support in terms of housing. They considered access, infrastructure, proximity, and consistency to neighboring uses, view planes, zoning considerations, site safety, and overall building massing. They did not consider a detailed architectural design at this time but instead looked at the “big picture” of what might be supported and how it might be situated on each site. Under Town Staff’s direction, they looked to maximize each site for housing; however, many can be modified for a phased development plan if desired. Some may also lend themselves to mixed uses, including the potential for mixing market-rate development or ownership units with rental housing as a way to increase financial sustainability. The consultants also were sensitive to the Town’s goals of working within the existing topographies, creating a mix of housing sizes (one-, two- and three-bedroom units), and retaining existing public parking (where applicable).

In response to the Town’s direction, the consultant team set forth with these specific goals in mind:

Meet the immediate and future capacity needs.

Two things were clear at the outset of the project: first, the sites owned by the Town were not simply greenfields awaiting development. They were complicated, physically and politically. It was unknown whether 185 units across all sites was even possible. Second, 185 units would only meet increasing affordable housing demand for so long. If potential sites could support more than 185 units, those should be noted for future study when the need arises.

Identify potential and suitable sites for future housing development.

These sites will provide the roadmap for housing development in the Town for the next 10 years. The most suitable of the sites were prioritized for development as funding becomes available and interested partners emerge. Moderately and least suitable sites could be considered and reassessed down the road if housing demand continues to increase for the long-term.

Develop both aspirational and realistic development opportunities.

Highly developable sites were tested for construction feasibility and unit output. Architectural massing studies, schematic site designs, financial consideration summaries, and

input from developers all helped to test feasibility. However, clear-cut projects alone will not achieve the desired housing goal and the team challenged themselves to think outside the box, present daring ideas, and seek innovative means to bring projects to reality. These innovative means were sought not only in the sites themselves but in the delivery of projects and funding mechanisms. One such challenge that directed the design team was the goal to maximize land for housing itself and provide scaled-back parking requirements than is currently required by zoning.

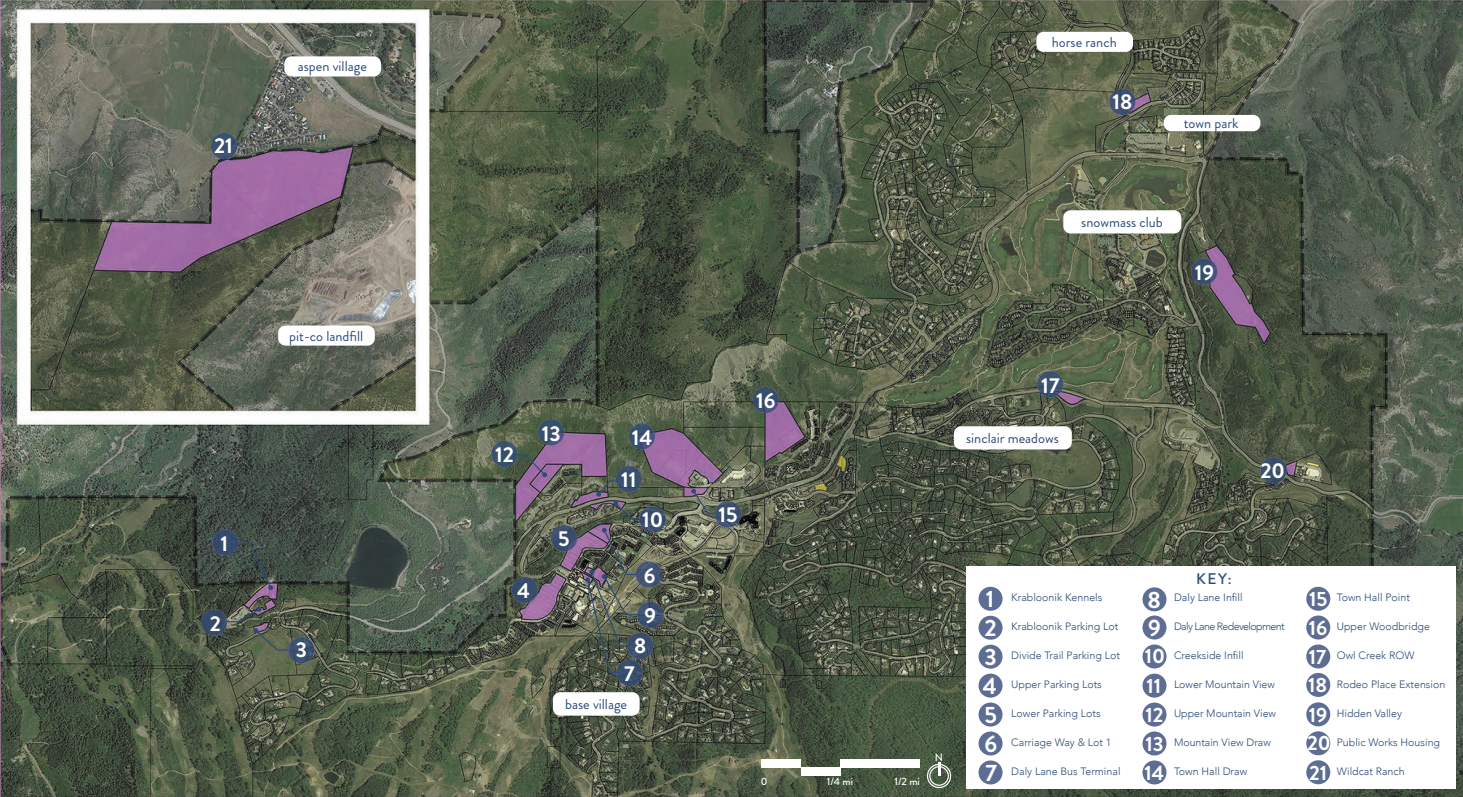
Create highly desirable and equitable housing.

The Town has prided themselves on developing affordable housing that blends in with market-rate housing. The units and neighborhoods should be well designed, cost-effective, and sustainable. They should fit into the character of Snowmass and should blend seamlessly into the community. The projects should create neighborhoods brimming with identity and pride.

Meet the needs of a diverse workforce.

Housing projects should cater to a wide range of family living, single living, senior living, and accessible living. This can be done through including a mix of both affordable rental units and deed-restricted home ownership units. Units should also be diversified in size and bedroom count. Concentrating development in and around existing nodes of activity and in proximity to local and regional transit will allow residents without private transportation to gain access to goods and services with ease.

PRELIMINARY SITE MAP



Summary of Sites

In order to cast the widest net in search of all potential site opportunities, all undeveloped town-owned parcels were put on the table. In addition, parcels that had already been identified for potential housing and suggestions from staff were added. Culling through the Town's GIS database, this identified 69 individual parcels from all corners and reaches within the town boundary. These 69 were discussed with the Master Housing Plan Committee who further narrowed down the list by eliminating those with open space designations or strict conservation easements not conducive to dense housing. Parcels were also eliminated if a cursory evaluation of accessibility, slope, buildable area, or social-political strife deemed the parcel a non-starter. This process whittled down the parcels, and in some cases grouped adjacent parcels together for consideration, into 21 "sites". See Preliminary Site Map on page 3.

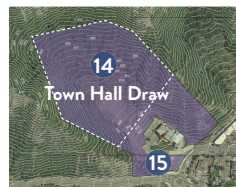
All 21 sites were put through a rigorous suitability assessment, given a 1-5 rating for each subcategory, an average for each of the 9 categories, and ultimately a composite rating from 9 to 45. Of the 21 sites' composite scores, 17.2 was the lowest and 38.2 was the highest.

11 sites rose to the top as sites of interest, all scoring above 29. The Master Planning process identified 5 sites (or clusters of sites) as "highly developable" for housing. These represent the most promising possibilities for achieving the Town's affordable housing goals based on the objective criteria. If maximized for housing development, the five sites have the potential to yield some 269 units of housing to meet our workforce rental and ownership needs. They could not only address the 185-unit need identified in the Council's goal but could provide the opportunity to address additional needs that might be identified in the future.

Site Recommendations

The following is a summary of each site, which is more fully described and illustrated in the Site Analysis and Recommendations chapter. With each site, the design team tested massings on the site. It should be noted that these are just test-fits and as each site is individually moved forward, a more thorough design will be developed including situating the architectural character within the surrounding context. Each site would also be subject to and compliant with all local approval processes at the time of development.

Town Hall Draw and Point site



The site behind the Town Hall – known as "The Draw" – offers the potential to develop as many as 90 one-, two- and three-bedroom units around a winding, switched-back drive. By utilizing some spaces under walkways, the site could potentially support 120 parking spaces (less than required by zoning but well over a ratio of 1 space per unit). This site could be developed in phases (the inner buildings or the outer buildings first) and lends itself to a combination of rental and ownership units. The consultants were able to provide density within the current steep topography and include water and debris retention areas on-site. As envisioned, the Point Site would remain undeveloped but could provide dedicated access.

Infill Site – Public Works



The team looked at a variety of "in-fill" sites to create smaller development on land currently owned and used for other purposes. The site with the most promise for infill is the parcel just to the west of the administrative offices of Public Works. Currently shielded from Owl Creek Road by a small berm, this site has the potential for 12 apartment homes with 20 dedicated parking spaces (which meets the current zoning requirement ratio of 1.25 spaces per bedroom). Access would be from the Public Works parking lot and could be incorporated with little disruption to the operations and uses at the adjacent administrative building. This is the only site not currently on a bus line, so adequate parking is critical.

Carriage Way Apartments and Parking Lot 1



This option combines the site of the existing 250 Carriage Way Apartments with day-skier parking Lot 1. Lot 1 currently has approximately 48 winter parking spaces (approximately half of which are used by Blazing Adventures in the summer) and Carriage Way Apartments has 12 units with 12 parking spaces. As envisioned, the site would be developed in the existing Carriage Way lot, with housing also built into the hillside going up to Lot 1. Lot 1 would be retained for parking, with on-grade parking on the lower lot for residential tenants.

This could provide some 39 one- and two-bedroom units, for a net gain of 27 apartments, with 24 dedicated parking spaces (below the zoning requirement and below a ratio of 1 space per unit). Given its proximity to transit however, this site should be considered for a lower parking ratio variance than currently required by zoning. A potential car share program should also be considered.

Daly Lane – Snowmass Inn with surrounding parcels



For purposes of this study, the team looked at combining three sites: the Snowmass Inn, the Daly Lane Depot, and the former community pool site now owned by the Snowmass Community Foundation. This latter site is the only one in the study not currently controlled by the Town. The plan would be to develop the site into several “pods” that would include lower-cost units facing Daly Lane, rental, and/or for-sale multifamily units facing the Benedict Park with down-Valley views. A mixed-use approach would help offset some of the infrastructure costs associated with underground parking. This site has the densest development and is 4-5 stories to match the scale of the nearby Mountain Chalet. In total, the plan would create up to 72 units and would add 69 parking spaces. This is both below the current zoning requirement and a ratio of 1 space per unit. Given its proximity to transit however, this site should be considered for a lower parking ratio variance and a potential car share program.

Upper Numbered Lots – Parking Lots 10-12



The team looked at Lots 10, 11, and 12 of the numbered parking lots for potential multi-story, multi-family housing. Intending to preserve the existing 320 skier spaces and work within the existing slope, the design includes an open platform above the current lots, over which approximately 78 one- and two-bedroom units could be built. Additional parking would be built on-grade behind each of the structures for residents only, and front and back decks would be used to take advantage of the uphill and downhill views. With 89 parking spaces supporting the 78 units, the parking ratio does not meet current zoning requirements but it does meet a ratio of 1 space per unit. Considering this development is on an active transit line and is within walking distance to the ski slope and all Snowmass Mall amenities, it lends itself to a car share program. Since each development is self-contained within an existing lot, the project also has potential to be built in phases and likewise expanded to other numbered lots.

Programmatic Recommendations

From a programmatic standpoint, we remain committed to addressing the range of unit sizes, types (rental and ownership), incomes, and populations (singles, roommates, families, senior workforce, and people with disabilities) that call Snowmass Village home. Generally, each site is suitable for multifamily housing, and some could easily integrate rental units with condominium or townhouse-style homeownership if desired. Each site should be developed individually, with

Site	Unit	Quantity	# of Employees
Town Hall Draw			
	1 Bed	30	50 (30 x 1.65)
	2 Bed	44	73 (44 x 1.65)
	3 Bed	16	26 (16 x 1.65)
Public Works			
	1 Bed	8	13 (8 x 1.65)
	2 Bed	4	7 (4 x 1.65)
Carriage Way			
	1 Bed	9	15 (9 x 1.65)
	2 Bed	30 (Net 18)	50 (30 x 1.65)
Daly Lane			
	1 Bed	19	31 (19 x 1.65)
	2 Bed	47 (Net 8)	78 (47 x 1.65)
	3 Bed	6	10 (6 x 1.65)
Upper Lots			
	1 Bed	26	43 (26 x 1.65)
	2 Bed	52	86 (52 x 1.65)
Totals		291 (Net 240)	482

attention paid to adjacent uses, and should respond to the most pressing housing needs at the time of development.

One of the major design opportunities that needs to be addressed are parking requirements. The designs presented here largely do not meet the current standards called for in the land use code. As the review of this Master Plan continues forward, a policy level discussion on the pros and cons of the current parking requirements will be needed. At this point,

Staff is recommending that a reduced parking standard be considered for workforce housing. Car-share programs should be researched and considered as well as each development's proximity to public transportation and essential daily needs. A full proximity analysis can be found in Appendix B: Site Suitability Matrix.

The team recommends adhering to the following principles for each development:

- Remain true to the aspiration statement, guiding principles, strategic initiatives, and other critical values such as fiscal responsibility, called for in the 2018 Comprehensive Plan.
- Continuing the Town's long-standing focus on housing its year-round, full-time, Snowmass Village-based workforce.
- Looking to maintain the TOSV Housing's overall portfolio balance of rental and ownership housing at its historic levels - two-thirds rental and one-third ownership.
- Developing housing that rents and/or sells to people at a variety of housing sizes and incomes – this not only builds a strong and inclusive community, it also helps to meet the documented needs of the town's existing workforce and creates movement within the Housing Department's existing portfolio.
- Ensure each individual development is fiscally responsible and within the financial means of the Town and its partners.

Parking Considerations

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. Alternatively, structured or underground parking can conserve land but cost anywhere from \$25,000 to \$65,000 per space. There is a growing movement across the U.S. to reduce parking requirements for affordable housing, especially where it is close to public transit. Lifestyles are changing, and many Millennials and Gen-Z households are opting out of automobile ownership. The idea of "smart growth," which concentrates growth in compact walkable centers to avoid sprawl, is now considered a best practice that should be embedded in planning and zoning practice. The Town's employee housing prioritizes Snowmass Village employment, which means that most people will leave near where they work.

The designs presented likely do not meet the current standards called for in the land use code. 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.

This "one size fits all" solution may no longer fit the evolving needs of Snowmass Village and its employees. To maximize the housing potential of each site and take best advantage of the excellent public transit network, the consultant and steering team recommends a lower parking requirement than is currently in place for affordable workforce housing in the zoning regulations. This would be a departure from past practice. As the individual sites are advanced, a policy-level discussion on the pros and cons of the current parking requirements will be needed.

Timing Recommendations

The proposed Plan provides a "road-map" to achieve Snowmass Village's workforce housing needs based on known conditions. Much can change over time, and the suitability and need for development should be evaluated on an ongoing basis. The recommended sites may continue to be the most likely; conversely, if new opportunities arise or needs change, the Plan can change in response.

Based on the current suitability and potential cost, desirability, and community impact, the team recommends pursuing development generally in the order as outlined above, with the Town Hall Draw site as the first opportunity, followed by the Public Works and/or Carriage Way/Lot 1 site. The Town must, however, remain responsive to opportunities as they arise and to possibilities to work with local businesses or institutions that may be interested in creating housing in partnership with the Town.

If approved, the Town could be prepared to initiate schematic design work on the Town Hall Draw site by the end of 2021.

Financial Considerations and Recommendations

It must be said at the outset that any plan to build 185 units of high-quality, affordable workforce housing is bold. It will take a lot of consistent effort, planning, hard work, and dollars. The cost of construction in the high country is very steep, currently averaging over \$400/square foot without including the cost of land. While there are ways to reduce costs using modular and other emerging construction options, there will always be a sizable gap between what it costs on a per-unit basis to build and maintain housing, and the rents or mortgages that most of the workforce can pay.

Contrarily, the cost of *not* building is even higher. As real estate costs outstrip wages at an ever-increasing rate, Snowmass Village’s workforce is getting pushed farther and farther down Valley. This, in turn, places an enormous burden on the valley’s transportation and road systems. Traffic congestion impacts our environment and the livability of our region, which can have long-term negative impacts on our sustainability as a desirable mountain community. Increasingly, businesses are unable to pay workers enough to entice them here or convince them to make the hour or longer commute each way to their jobs.

Snowmass Village has, almost since its inception, seen the value of creating a vibrant workforce housing program. Like

other essential community services, housing is part of the core infrastructure of the town - as important and as integral to our daily functioning as the shuttle, the local roads, and our parks and trails systems. The Housing staff have been able to create a portfolio of options for residents through a combination of below-market financing, public subsidy, and cost-effective building methods. This approach should be supplemented by seeking available state and federal grant and tax credit programs that are consistent with the Snowmass Village’s community goals, and by actively engaging partners who share interest in creating housing options.

Site	Total Development Cost
Town Hall Draw	\$62,377,361
Public Works	\$7,264,824
Carriage Way/Lot 1	\$25,649,108
Daly Lane/Snowmass Inn	\$52,001,328
Upper Lots	\$73,546,809
Totals	\$220,839,430

Construction Cost Assumptions

Any estimate of potential costs associated with the development of these 5 sites is speculative and can only be made at the highest level. Development costs will depend on many factors, including site conditions, type of construction,

unit style and mix, timing, and the fluctuating labor and materials costs in the Roaring Fork Valley.

The design team developed conservative “order of magnitude” estimates for each site based on the following “point-in-time” assumptions:

- Building and Site Costs = \$420/sf
- Surface Parking = \$10,000/space
- Structured Parking = \$60,000/space
- Soft Cost Fees = 16.5% of Hard Costs
- Land costs = \$0 (Town-owned sites)

Financing Recommendations

Because workforce housing costs more to build than renters and home-buyers can afford to pay, all of the Town’s workforce housing stock has been developed through a combination of mortgage/debt financing and local subsidy. In the years before the real estate market exploded, and construction and labor costs increased exponentially, municipals bonds combined with contributed land and publicly-funded infrastructure were sufficient for the developments to “pencil out”. In more recent years, those two funding sources have been supplemented with municipal cash subsidy, such as the \$5.8 million contributed to making the cost of the Coffey Place homes (completed in 2021) more affordable.

An ambitious housing program can and should also seek to bring in other proven sources of funding. The federal

government has, since the late 1980s, offered investors the opportunity to contribute to affordable housing in exchange for long-term tax credits. That program, known as the Low Income Housing Tax Credit (LIHTC) program can generate as much as half of the cash needed to build affordable rental housing. The State of Colorado has other, smaller grant programs that can and should be explored as a way to reduce the need for local subsidy.

As part of the Master Plan development, a roundtable of developers and local institutions were invited to review and comment on the 5 sites and to provide feedback. There was considerable interest among outside developers in finding ways to help Snowmass Village achieve its housing goals, and those involved have considerable experience with tax credits, tax-exempt bond financing, and creative financing tools. Local institutions such as RFTA, Colorado Mountain College, the School District, Aspen Hospital, Pitkin County, and SkiCo have all expressed interest in partnering. They could be a source of funding, especially if they were able to have some units set aside for their employees in exchange.

Specific financing plans can only be developed when each site is moved forward for development. Financial feasibility will be determined at that time, and each site will have a set of funding sources that are unique and that make sense for the ultimate outcome. For example, the development of the Town Draw might include a combination of rental and condominium units, and could be designed to be affordable to a range of entry-level local households. A site like the Daly Lane/Snowmass Inn site, alternately, could be built in phases over

time and might only be a rental project. The financing needs and approach for these two examples would be very different.

Each recommended housing site should be approached individually at the start of development planning with a combination of the potential following financing tools, as applicable:

- **Mortgage Financing** – rental housing should be structured to maximize the project's ability to service debt from rent payments. For-sale housing should likewise look to a purchaser household's ability to carry a mortgage in the current market.
- **State and Federal Grants** – grants for affordable housing should be evaluated and secured, provided they are aligned with the workforce housing program goals and the incomes of the residents to be served.
- **Federal Tax Credits** – Larger rental developments should leverage federal LIHTC equity. This can finance as much as 50% or more of the total development costs.
- **Partnership Opportunities** – many local partners have needs that are well-aligned with the Town's workforce housing goals. The Town should actively seek out these partners and encourage financial collaborations that make sense.
- **Municipal Subsidy** – even with all of these tools, it is likely that development of these sites will require a local subsidy to make the development feasible for the local workforce. That subsidy can be in the form of the value

of the town-owned land, in utilities, and infrastructure brought to the sites, and, where necessary, cash.

- **Other Private Financing Tools** - examples include but are not limited to lease-back options and public-private partnerships.

Conclusion

The opportunities presented by the development of these 5 sites is encouraging. It is the conclusion of this study that each site can be pursued individually and in a measured way. These sites' overall design, program approach, and financing recommendations represent the best potential for housing development and the best opportunity to meet the current and projected workforce and community housing needs of Snowmass Village.

PROGRAM ANALYSIS

Introduction

The Housing Department currently owns and manages 262 rental units and oversees another 190 “deed-restricted” units that are owned by qualified employees of Snowmass Village and Pitkin County. The Town has been working from a long-standing goal of housing some sixty percent (60%) of the year-round workforce between these two housing types. This goal underpins the workforce housing mitigation expectations embedded in the zoning regulations and has historically driven development goals.

In early 2019, the Snowmass Village Town Council revisited their policy objectives and community goals, incorporating the framework and strategic initiatives outlined in the 2018 Town Comprehensive Plan. As a result of this process, the Town Council reaffirmed its pledge to “a near-term strategy that will actively identify opportunities, creative approaches, and partnerships to address housing needs, and incentivize the development of an additional 185 units.” This goal is incorporated again in the 2021 Town Council Goal Statement.

TOSV MASTER HOUSING PLAN

From a programmatic standpoint, the Town remains committed to addressing the range of unit sizes, types (rental and ownership), incomes, and populations (singles, roommates, families, senior workforce, and people with disabilities) that call Snowmass Village home. Generally, each site is suitable for multi-family housing, and some could easily integrate rental units with condominium or townhouse-style homeownership if desired. Each site should be developed individually, with attention paid to adjacent uses, and should respond to the most pressing housing needs at the time of development.

The following principles should be applied to each development:

- Remain true to the aspiration statement, guiding principles, strategic initiatives, and other critical values such as fiscal responsibility, called for in the 2018 Comprehensive Plan.
- Continue the Town's long-standing focus on housing our year-round, full-time, Snowmass Village-based workforce.
- Maintain the overall portfolio balance of rental and ownership housing at its historic levels - two-thirds rental and one-third ownership.
- Develop housing that rents and/or sells to people at a variety of housing sizes and incomes – this not only builds a strong and inclusive community, it also helps to meet the documented needs of our existing workforce and creates movement within our existing portfolio.
- Ensure each development is fiscally responsible and within the financial means of the Town and its partners.

To test the development feasibility of the selected sites, it is important to develop a realistic set of assumptions as a “working program”, including unit counts, sizes, and number of bedrooms. This working program also includes other aspects of site development such as amenities and parking counts. Lastly, it informs the revenue projections included in the pro forma analysis by determining rental rates and/or sales price.

Sources used to develop the work program and need/demand analysis for the TOSV Housing Master Plan include the 2018 Snowmass Village Comprehensive Plan, the 2017 RRC Associates' Workforce Housing Demand Analysis Update, the 2018 “Greater Roaring Fork Regional Housing Study”, the Town of Snowmass Village's Permanent Moderate Housing Regulations and Rental Housing Guidelines, and the Colorado Housing Finance Authority's 2020 Income, Rental and Sales Price Limits. The unit counts and mix are provided for planning and schematic design purposes only; as each site is developed, the needs and demands of the community will be re-evaluated and the program plan adjusted accordingly.

Background & Demand Analysis

Study after study has documented the Upper Roaring Fork Valley's unaffordable housing prices, inventory shortages, and ever-expanding commute for its workers. Except for locally-sponsored deed-restricted and government-subsidized units, there are functionally no units in the region that can be reasonably afforded by its own workforce. Market imbalances throughout the region have resulted in extremely long commutes, which in turn impact our roads, quality of life, and

the environment. Year-round business has grown and thrived while second homeownership and short-term rentals have put increasing pressure on prices. These combined market forces lead to income disparity, growing difficulty recruiting employees and filling jobs, and multiple negative impacts on the environment and our economic sustainability.

Housing continues to be one of the highest priorities to ensure the future economic and social sustainability of Snowmass Village. Snowmass Village’s 2018 Comprehensive Plan prioritizes workforce and affordable housing in multiple ways, noting that “diversification of the economy will hinge upon the availability, type, and range of housing alternatives for employees in the community...” The Plan further prioritizes “exploring [housing] opportunities that best balance the character and resources of the Town,” including incentivizing more and smaller development, senior workforce housing, and accessory dwelling units. The Roaring Fork Regional Housing Study, completed in April 2019, concludes: “It is a statement of the obvious that the Aspen to Snowmass Area is the highest-priced market in the Greater Roaring Fork Region with an average sales price of approximately \$2.4 million in the 3rd quarter of 2018. It is also no surprise that the local housing supply does not meet the locally-generated housing demands,” and quantifies a housing gap of 3,000 units for the Snowmass-Aspen area. The 2019 Snowmass Village Community Survey underscores the emphasis on housing, with 81% of residents agreeing that increasing the amount of affordable housing in the Village is “important”, “very important” or “extremely important.” Applicants for TOSV rental housing need at least five years’ employment time to rise to the top of the waiting list, and each for-sale unit is over-subscribed by about 15-1.

Workforce Analysis

The Town’s employment base is heavily dominated by resort-related industries. As concluded in the 2018 Comprehensive Plan, providing a diversity of affordable housing options (a mix of bedroom sizes, rental and homeownership)in Snowmass Village is vital to its success. Most experts believe that a jobs-to-housing ratio between 0.75 and 1.5 is beneficial to the well-being of a community, its economy, and its workforce [source]. Due to the impact of seasonal and part-time labor, a resort economy will likely exceed this ratio. Ratios for TOSV, per the Comprehensive Plan, were 1.88, a significantly better ratio than Pitkin County as a whole, at 2.68. Still, the majority of employees working in the town do not live here and are commuting from surrounding areas [1. Page 117].

Data from 2019 illustrates the significant challenges that Snowmass Village workers have affording unsubsidized housing in Town. Comprehensive Plan data projects steady, strong growth and an additional 720 jobs being generated by 2040 [1. Page 125]. Currently, TOSV is providing 423 workforce housing units (ownership and rental) and an additional 195 units are being provided by the County and the private sector [1. Page 117].

It is anticipated, based on housing demand analysis, that 383 additional units are still needed to respond to current demand for employee housing [131]. This was based on 2010 demand reports and current employee housing program data such as waitlist and applications on file. Data from the Comprehensive Plan showed 143 individuals on the Housing Office waitlist waiting for Studio to 3-Bed units and an average of 14.7 qualified applicants per property have applied for housing

units [1. Page 131]. This is further supported by data from 2017 showing 16 qualified applicants for each unit [2. Page 9].

Based upon the goal of housing 60% of TOSV employees in restricted units, the Updated Employee Generation analysis completed by RRC as presented in 2017 shows current demand at 231 units and projected future demand (total) at 478 units [2. Page 8].

Occupation by Median Earnings - 12 month period for 2019 - estimated		
Source: American Community Survey		
Management, Business, Science and Arts	713	\$26,517
Service	416	\$36,731
Sales and Office	700	\$26,965
Natural Resources, Construction and Maintenance	204	\$120,000
Production, Transportation and Material Moving	262	\$52,750
Total:	2,295	\$27,357

Affordability

The Snowmass Village housing market is unaffordable to all but those households in the highest income bands. The median sale price of the home in 2020 was \$1.1 million, which would be potentially affordable to a household earning \$200,000 to \$250,000. Market-rate rentals, when they can be

secured, range from \$3,500 for a two-bedroom condominium to as much as \$8,000 for a single-family home per month. To afford this, a family would need to earn \$120,000-\$170,000 annually. The current median household income, however, is \$71,000, far below the thresholds for affordability.

The Town of Snowmass Village has addressed this gap since 1979 by developing and incentivizing new workforce housing. The goal has been to both provide for the range of needs of a diverse workforce and create opportunities for people to build community as Snowmass Village residents. To that end, affordability has been ensured either through setting annual rental rates or by limiting resale price through deed restriction. At this writing, the Town owns or controls (through deed restriction) the following portfolio for full-time, year-round workforce households: Rental Housing:

- Brush Creek – 26 studios, studio lofts and one-bedroom apartments
- Creekside Apartments – 45 one- and two-bedroom apartments
- Mountain View Apartments – 92 studios, one-, two- and three-bedroom apartments
- Mountain View Phase II – 26 studios, one- and two-bedroom apartments
- Palisades – 26 studios and two-bedroom apartments
- Villas North – 32 studios, one- and two-bedroom apartments
- Carriage Way – 12 studios, one- and two-bedroom apartments
- The Snowmass Inn – 39 one-room units

Deed-restricted Owner-occupied Housing:

- Capital Peak Lodge – 5 studios & one-bedroom condominiums set aside in market rate development
- Country Club Town Homes – 6 two- & three-bedroom townhouses set aside in market-rate development
- Creekside Condominiums – 27 one- & two-bedroom condominiums
- The Crossings – 35 two-, three- & four-bedroom single family homes
- Daly Town Homes – 16 two- & three-bedroom townhouses
- Mountain View Condominiums – 37 one-, two- & three-bedroom condominiums
- Rodeo Place – 29 single family detached & duplex homes
- Sinclair Meadows – 21 two- & three-bedroom attached townhouses
- Coffey Place – 15 two- & three-bedroom detached & duplex homes

Rental rates for TOSV workforce housing units vary depending on the property falling within these ranges [4]:

TOSV Unit	Rental Rate	% AMI	CHFA Income Category [5]
Studio	\$540-\$780	30%-40% AMI	\$23,220-\$30,960 [1-person income limit]
1 Bedroom	\$690-\$1,000	30%-45% AMI	\$26,520-\$39,780 [2-person income limit]
2 Bedroom	\$1,185-\$1,470	45%-70% AMI	\$44,775-\$69,650 [3-person income limit]
3 Bedroom	\$1,815	60% AMI	\$66,300 [4-person income limit]

TOSV deed-restricted housing is heavily subsidized by the Town at the time it is built, and appreciation is capped at 3% annually or the Consumer Price Index (CPI), whichever is less. This ensures that the original subsidy is passed along for the life of the property. Sale prices values as of 2020 range from a low of \$107,000 for a small one-bedroom older condominium to \$835,000 for a new 3+ bedroom detached home. HOA fees also vary widely, from \$0 to \$680 monthly.

In addition to the Town’s portfolio, several local businesses, Aspen-Pitkin County Housing, and the local Board of Education have developed their own workforce housing options. They include 30 deed-restricted for-sale homes and 68 year-round rental units. Likewise, a few businesses maintain a unit or two for their employees. These provide valuable additions to the Town’s offering, although typically are limited to their own workers and tied to their ongoing employment.

While TOSV has not designated housing categories, it is useful to understand how the current inventory may equate to current CHFA 2020 Income Guidelines. Understanding where existing and new housing stock might fall in these income categories will be helpful to ensuring a continued broad range of housing stock and options. Adjusting rental rates to mirror current CHFA guidelines may also open the possibility for public-private partnerships and/or the use of Low-Income Housing Tax Credit (LIHTC) and other state or federal financing.

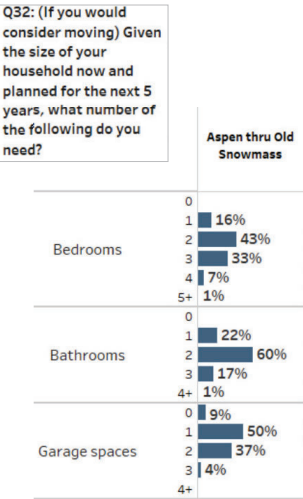
The demand and affordability gaps were further supported by the Greater Roaring Fork Regional Housing Study commissioned and completed in 2019. The study concluded that, “In 2017, the area [Snowmass to Aspen] had a 3,000-

unit shortfall, which is projected to increase to 3,400 units by 2027. As expected in such a high-priced market, the shortfall is spread across the entire affordability spectrum (except for above 160 percent AMI, which contains an excess of 1,000 units) [3. Page 11, 29].

Unit Type

The Greater Roaring Fork Regional Housing Study survey also helped glean information regarding how the unit type in the demand analysis might be broken down [3, Page 29]. From an affordability standpoint, the need is significant at nearly all income levels, from entry-level through mid-level management, with the greatest need in the 60-100% Area Median Income levels. Most people surveyed would prefer a two- or three-bedroom home and there is greater interest in homeownership than in rental options, although the interest in both is quite strong.

Table 9. Aspen to Snowmass Area Housing Units Needed by AMI, 2017 & 2027		
Source: [3, Table 9] Greater Roaring Fork Regional Housing Study > Economic & Planning Systems		
Aspen to Snowmass Area	2017	2027
Less than 60% AMI	483	481
61% to 80% AMI	1,401	2,101
81% to 100% AMI	766	1,204
101% to 120% AMI	663	861
121% to 140% AMI	420	245
141% to 160% AMI	227	327
Greater than 160% AMI	---	---



Program

Based on the information gleaned from background information, this study used the following working program assumptions to test the highly developable sites. While studios can be an attractive option for some individuals, the team opted instead to start with one bedroom units at the smallest end of the spectrum due to their greater versatility and ability to house one or two people for a longer period of time. It should be noted that these are ranges and assumptions for planning purposes; actual developments will most certainly differ in specifics when design is underway.

Unit	Size (sf)	Quantity	# of Employees
Studio	448-550	0	0
1 Bedroom	550-750	30	50 (30 x 1.65)
2 Bedroom	750-1,080	80	132 (80 x 1.65)
3 Bedroom	1,150-1,350	61	101 (61 x 1.65)
4 Bedroom	1,500-1,800	14	23 (14 x 1.65)
Totals		185	306

Program Analysis Sources

(1) Town of Snowmass Village Comprehensive Plan, 2018
(2) Workforce Housing Demand Forecast Planning & Zoning Presentation, 2017
(3) Greater Roaring Fork Regional Housing Study, 2019
(4) <https://tsov.com/DocumentCenter/View/3447/2020-Net-worth-and-income-guidelines>; <https://www.tsov.com/321/Rentals>
(5) http://www.chfa.info.com/arh/asset/Documents/2020_income_limits.pdf

SUITABILITY ASSESSMENT

The suitability assessment phase of the project set out to objectively analyze 21 sites and groups of sites for their potential for housing development. The assessment used an objective, data-driven approach to evaluating each location. This enabled the project team to present the most appropriate and defensible recommendations for future development, ultimately validating the future investments made by the Town, the Snowmass Village community, potential developers, and future housing residents.

Suitability Categories

The following nine suitability categories were identified as priority indicators for successful housing development in Snowmass Village. Further subcategories were developed that included quantitative and measurable criteria. These subcategories were what the team used to assess all 21 identified sites.

TOSV MASTER HOUSING PLAN

1. Physiology

- Slope
- Drainage
- Soils
- Hazards

2. Utilities

- Proximity
- Existing Capacity

3. Services Proximity

- Essential Daily Services
- Emergency Services
- Open Space Recreation

4. Vehicular Access

- Existing Infrastructure to Buildable Area
- Slope

5. Alternative Transportation Proximity

- Distance to Walkways/Bikeways
- Distance to Bus Stops

6. Density Potential

- Current Landuse & Zoning
- Surrounding Parcel & Comprehensive Plan Compatibility

7. Ecological Constraints & Protection

- Wildlife Sensitive Areas
- Wetlands & Creek Buffers
- Existing Habitat to be Preserved

8. Buildable Area

- Size of Suitable Area

9. Community Impact

- Subjective and qualitative impacts such as potential for neighbor opposition, historic hesitancy, proximity to conflicting uses, existing structures/businesses/uses, visual/contextual continuity, and visual impact
- Replacement Impact/Cost

Methodology

Each category and subcategory were put into a spreadsheet along with the 21 sites to be assessed, the summary of which is on page 37. The full Suitability Matrix can be found in Appendix B. Each site received a rating in each sub-category from 1 to 5, 1 indicating poor suitability and 5 indicating high suitability.

A series of IF-THAN-AND-OR criteria statements were assigned to each sub-category's rating to earn any specific rating and to further create rating consistency among team

members and across sites. For example a site could receive a 5 rating for Slope "IF the majority of the Site is less than 15% AND there is one or more contiguous areas of at least 4,000 sf having 0-10% slopes." If this statement was not true, then the criteria for rating 4 would be assessed, and so on down the rating list until a statement was true. The IF-THAN-AND-OR statements were created after it became clear that a site could not be given a 1 rating simply because, for example, a portion of the site contained steep slopes. Oftentimes a site contained a multitude of slope categories. This methodology helped frame the suitability assessment for the prescribed development of multifamily housing. A complete table of assessment criteria can be found in Appendix B.

The following are descriptions of the raw data that was collected and the analysis undertaken with that data. Care was taken to identify units of measure, the party or parties responsible for the assessment, and the tools necessary for assessment.

Physiology

- **Slope** - complete an AutoCAD slope analysis of the Pitkin County 2 ft contours. Slope analysis categories are 0-15%, 15-30%, 30-45%, 45%+. Anything above 30% will require a variance but should not be taken off of the table since steeper slopes might be the only option.
- **Drainage** - collect and analyze TOSV and Pitkin County GIS layers for the presence of creeks, ephemeral channels, culverts/inlets, etc. for each site. Verify

on-site since some drainage infrastructure might not be mapped.

- **Soils** - assess USGS soils maps for soils suitable for buildings, foundation work, and surface parking.
- **Hazards** - Collect and analyze TOSV and Pitkin County GIS layers for the presence of wildfire hazards areas, debris flow & slumps areas, and avalanche hazards areas within each site.

Utilities

- **Proximity** - Collect TOSV and Pitkin County GIS layers for locations of gas, electric, phone/cable, sanitary sewer, stormwater, and water utilities. In some cases, there was not sufficient information in the GIS database and individual utility entities were contacted. Distance from the buildable area to the nearest utility line (per each service) was documented. Absence of nearby water and sewer utility access was given the lowest rating since those are the most costly to install.
- **Existing Capacity** - collect and analyze TOSV GIS or CAD layers for sizing of gas, electric, and phone/cable utilities to support development. Discuss capacity and condition of mains and stations with Snowmass Water and Sanitation District (SWSD) & Aspen Village Water and Sanitation. Each site's given rating was determined by the Civil Engineer as it related to the cost and effort it would take to upgrade any utilities that couldn't support a proposed development.

Services Proximity

- **Essential Daily Services** - Locate grocery stores and post office on TOSV GIS map and run a distance route (using both roads and walkways) to the site. Emphasis was put on the safety of walkable routes (ie. using crosswalks and walking on well-maintained walkways).
- **Emergency Services** - Locate police station, fire station(s), and hospital/clinic on TOSV GIS and run a distance route (via roads) to the site.
- **Open Space Recreation** - Locate hiking/biking trail access points, parks, and ski resort runs on TOSV and Pitkin County GIS. Run a distance route (via both roads and walkways) to the site. Emphasis was put on the safety of walkable routes (ie. using crosswalks and walking on well-maintained walkways).

Vehicular Access

- **Existing Infrastructure to Buildable Area** - Through mapping, photos, and site visits; evaluate existing roads, driveways, and curb cuts on the site, adjacent to the site, or nearest to the site. Measure approximate distance required to add plausible road.
- **Slope** - Evaluate slope analysis done in the Physiology section for best vehicular access routes. Note that driveways and roads can exceed 8% but may require snowmelt (which is not subject to energy impact fees).

Alternative Transportation Proximity

- **Distance to Walkways/Bikeways** - Locate access points via TOSV GIS to walkways that connect to the larger Snowmass Village network and run a distance route (via roads and existing walkways) to the site. This does not include recreation trails (ie. single track or soft trails). Emphasis was put on the *safety* of walkable routes (ie. using crosswalks and walking on well-maintained walkways).
- **Distance to Bus Stops** - Locate bus stops on TOSV GIS and run a distance route (via roads and walkways) to the site. This does not include recreation trails (ie. single track or soft trails). Emphasis was put on the *safety* of walkable routes (ie. using crosswalks and walking on well-maintained walkways).

Density Potential

- **Current Landuse & Zoning** - Evaluate current zoning code on parcels within the site for allowable multi-family units and employee housing. Analyze code for open space designations and/or easements that would reduce the buildable area.
- **Surrounding Parcel & Comprehensive Plan Compatibility** - Evaluate parcels adjacent to the site for medium and high-density housing. Identify whether the site is within, or adjacent to, a Comprehensive Plan Area designated in the 2018 Comprehensive Plan.

Ecological Constraints & Protection

- **Wildlife Sensitive Areas** - Collect and analyze TOSV GIS data and the 2018 Comprehensive Plan maps for the existence of Wildlife Sensitive Areas across the site. Note existence, degree of coverage across the site, and/or distance to an adjacent area.
- **Wetlands & Creek Buffers** - Evaluate Brush Creek Impact Zones, FEMA flood hazards, and jurisdictional wetlands GIS data for the existence of wetland and creeks across the site. Note existence within a site boundary and degree of coverage.
- **Existing Habitat to be Preserved** - Collect and analyze TOSV GIS and plat easement data for open space designations. Visit the site to identify areas of forest, meadow, riparian, and wetland habitats. Note that preservation of open space was outlined as a community priority.

Buildable Area

- **Size of Suitable Area** - This is an amalgamation of several other subcategories. While non-buildable areas (ie easements covering portions of the site) have already been assessed in previous categories, this category looks at the cumulative impact of all of those areas and calculates the resulting buildable area. This was done by eliminating unsuitable physiology, utility easements (assume current easement standards along all lines), planning easements, and ecological constraints from the site's area. The resulting square-footage defined the buildable area. This approach helps balance large sites

that have many constraints with small sites that have fewer constraints - the result is that their buildable areas might be comparative.

Community Impact

- **Community Feedback** - A subjective assessment of qualitative feedback such as potential for neighbor opposition, historic hesitancy or resistance to development, existing structures/businesses/uses, visual/contextual continuity, and visual impact. These notes were collected during parcel/site assessment meetings with the TOSV Master Housing Plan Committee and Town Council presentations.
- **Replacement Impact/Cost** - A subjective assessment regarding the loss, impact, and/or cost of replacement to existing uses and infrastructure on the site. These notes were collected during parcel/site assessment meetings with the TOSV Master Housing Plan Committee and Town Council presentations.

Suitability Matrix Summary

Once the data assessment for each subcategory had been completed, each site received a rating from 1 to 5, 1 indicating poor suitability and 5 indicating high suitability. The subcategories were then averaged for each of the 9 main categories and each site's 9 main ratings were added together to produce a total aggregate suitability rating. No one category was given any greater weight than any other.

SUMMARY SUITABILITY MATRIX

Averaged Suitability Category Ratings legend

1.0-1.4	1.5-2.4	2.5-3.4	3.5-4.4	4.5-5.0
not suitable	highly suitable			

Suitability Category	Sites																				
	1 Krabloonik Kennels	2 Krabloonik Parking Lot	3 Divide Trail Parking Lot	4 Upper Parking Lots	5 Lower Parking Lots	6 Carriage Way & Lot 1	7 Daly Ln Bus Terminal	8 Daly Ln Infill	9 Daly Ln Redevelop- ment	10 Creekside Infill	11 Lower Mountain View	12 Upper Mountain View	13 Mountain View Draw	14 Town Hall Draw	15 Town Hall Point	16 Upper Woodbridge	17 Owl Creek ROW	18 Rodeo Place Extension	19 Hidden Valley	20 Public Works Housing	21 Wildcat Ranch
Physiology	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.8	3.3	2.8	3.0	2.0	1.8	2.0	3.0	2.3	3.5	3.8	3.0	2.5	1.5
Utilities	3.0	3.5	4.5	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.5	3.0	4.0	2.5	2.5	4.5	2.0
Services Proximity	3.0	3.0	3.3	4.3	4.3	4.3	4.3	4.3	4.3	4.0	4.3	3.3	3.7	4.7	4.7	4.7	3.7	3.3	2.7	3.0	2.7
Vehicular Access	4.0	4.5	5.0	5.0	5.0	5.0	5.0	4.5	4.5	5.0	2.5	2.5	1.5	3.5	4.5	2.5	3.5	3.5	3.5	5.0	1.0
Alternative Transportation Proximity	1.0	1.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0	4.5	5.0	3.0	4.0	2.0
Density Potential	1.5	1.5	1.0	4.5	4.5	4.5	4.5	5.0	4.5	3.0	2.5	2.5	2.5	4.0	3.5	4.0	2.5	2.5	1.0	2.5	1.0
Ecological Constraints & Protection	5.0	5.0	5.0	4.3	3.7	3.7	5.0	5.0	3.0	3.7	2.3	3.7	3.7	3.0	3.0	3.7	5.0	3.7	2.0	3.7	3.0
Buildable Area	3.0	2.0	1.0	5.0	5.0	3.0	1.0	1.0	2.0	1.0	2.0	4.0	2.0	4.0	2.0	3.0	1.0	3.0	1.0	2.0	1.0
Community Impact	2.0	2.0	3.0	2.0	2.0	2.0	4.0	4.0	2.0	3.0	4.0	3.0	4.0	5.0	4.0	1.0	3.0	3.0	4.0	4.0	3.0
Total Aggregate Suitability Rating	26.5	26.5	28.8	38.2	37.5	35.5	37.3	37.1	33.1	31.9	29.2	29.0	27.1	35.2	34.2	29.1	30.7	30.3	22.7	31.2	17.2
			see page 18			see page 16	see page 17							see page 14					see page 15		

Total Aggregate Suitability Rating legend

9	45
not suitable	highly suitable

The ratings for each of the main 9 categories and the total aggregate suitability rating across all 21 sites can be seen in the Summary Suitability Matrix on page 37.

The composite ratings could range from 9 to 45, with 9 being the least suitable and 45 being the most suitable. Of the 21 sites’ composite scores, 17.2 (Site 21 - Wildcat Ranch) ranked the lowest and 38.2 (Site 4 - Upper Parking Lots) ranked the highest.

The overall findings revealed that sites closer to the core generally ranked higher. This was due to the proximity of transportation and services but also because those sites were likely to have nearby utilities, not contain hazard zones, and be away from ecologically sensitive areas.

These are the top ten ranked sites, ranked from highest to lowest:

- #1: Upper Parking Lots - Site 4
- #2: Lower Parking Lots - Site 5
- #3: Daly Lane Bus Terminal - Site 7
- #4: Daly Lane Infill - Site 8
- #5: Carriage Way & Lot 1 - Site 6
- #6: Town Hall Draw - Site 14
- #7: Town Hall Point - Site 15
- #8: Daly Lane Redevelopment - Site 9
- #9: Creekside Infill - Site 10
- #10: Public Works Housing - Site 20

To move forward with a feasibility study at the schematic level, the top 10 sites were narrowed to 5 sites. In some cases, one

or more adjacent sites were combined into one, as with the 3 Daly Lane sites and the 2 Town Hall sites. In other cases, sites were chosen to represent a prototype development that could be replicated. The team decided to focus on three of the numbered upper parking lots as a prototype for all of the numbered lots. Likewise, three sites were considered for a prototypical infill project (Creekside, Public Works, and Lower Mountain View). The team chose to move ahead with the Public Works site because it offered a great location and had the potential for a unique design.

Highly Developable Sites

The following are descriptions of the five sites deemed highly developable. Following each description is the site’s unabridged matrix evaluation. Unlike the condensed version shown on page 37, these matrices show the assessment score for each of the subcategories as well as the data analysis that contributed to being given that score (a complete table of assessment criteria can be found in Appendix B).

Town Hall Draw

The Draw site ranked consistently high in the suitability assessment due to its proximity to the Snowmass Center. It also has relatively easy infrastructure tie-ins beyond the Town Hall building and parking. Of the 5 highly developable sites, the Town Hall Draw has potential for the highest quantity of units and highest density, and earned the best Community Impact score. The Point Site was combined to offer access and potential neighborhood amenity, but did not provide adequate buildable area for housing development.

The Draw site, having no existing development currently, ranked lowest in physiology and ecological constraints. With 67% of the site having slopes greater than 30%, it will be necessary to limit development to the least drastic slopes. The draw function of the site itself will be one of the more challenging attributes to overcome. A further study of the draw will have to be conducted and an adequate area for debris flow will need to be included in the plan.

	Town Hall Draw		Town Hall Point	
Physiology	2.0		3.0	
Slope	1	Site area = 670,110 SF 448,315 SF > 30% slope =67% of site 1560sf contiguous area < 30%	3	Site area = 42,588 SF 29,560 SF < 30% slope =69% of site 2050sf contiguous area < 30%
Drainage	4	Drainage collection from surrounding hills.	5	No drainage conflicts shown on GIS
Soils	1	Soil type Kobar silty clay loam, 12 to 25 percent slopes (Map Unit 72) - Very limited site development rating	1	Soil type Kobar silty clay loam, 12 to 25 percent slopes (Map Unit 72) - Very limited site development rating
Hazards	2	Standard TOSV wildfire hazard; high debris/avalanche hazard	3	Standard TOSV wildfire hazard; medium debris/avalanche hazard. Existing bus stop retaining wall need to be avoided
Utilities	4.0		4.5	
Proximity	3	Water & Sewer - main 120' from parcel Electric-Main 500' from parcel	4	Water - main goes through parcel Sewer - in adjacent ROW Electric-feed to parcel
Existing Capacity	5	No capacity issues	5	No capacity issues
Services Proximity	4.7		4.7	
Essential Daily Services	5	0.2mi to Post Office & Clark's Market	5	0.1mi to Post Office & Clark's Market
Emergency Services	5	0.0mi to Police Station 0.7mi to Fire Station 0.8mi to Snowmass Clinic	5	0.0mi to Police Station 0.6mi to Fire Station 0.6mi to Snowmass Clinic
Open Space Recreation	4	Mountain View Trail crosses into site, would need a trail connector (0.0mi) 0.2mi to Brush Creek Trail 0.2mi to Melton Ranch Trail	4	0.1mi to Mountain View Trail to the west, would need a connector. 0.2mi from Mountain View to the east. 0.1mi to Brush Creek Trail 0.1mi to Melton Ranch Trail
Vehicular Access	3.5		4.5	
Existing Infrastructure to buildable area	3	Existing road access via driveway at Town Hall. Terminated C&G road exists ready for expansion (<100ft).	4	Existing road access via driveway at Town Hall. Adjacent to site's north perimeter and already has parking in the likely development parking spot.
Slope	4		5	

	Town Hall Draw		Town Hall Point	
Alternative Transportation Proximity	5.0		5.0	
Distance to Walkways/Bikeways	5	Walk along Town Hall access road to attached sidewalk towards Brush Creek (475ft) OR walk on local roads to Snowmass Center (600ft)	5	Adjacent to attached sidewalks towards Brush Creek (<150ft) OR walk on local roads to Snowmass Center (375ft)
Distance to Bus Stops	5	0.1mi to Conoco bus stop (via sidewalks) 0.2mi to Brush Creek/Wood Rd bus shelter (via sidewalks and crosswalks) 0.1mi to Upper/Lower Snowmass Center bus stops	5	Adjacent to Conoco bus stop 0.1mi to Brush Creek/Wood Rd bus shelter (via sidewalks and crosswalks)
Density Potential	4.0		3.5	
Current Landuse & Zoning	4	Zoning: SPA-1 LU: Community Facilities	3	Zoning: CC-PUD LU: Community Facilities
Surrounding Parcel & Comprehensive Plan Compatibility	4	Surrounding Parcel Zoning: Also SPA-1, CC-PUD, CC, OS Cons/Dev Area: Community Facility/Institutional Area	4	Surrounding Parcel Zoning: Also CC-PUD, CC, OS Cons/Dev Area: Community Facility/Institutional Area
Ecological Constraints & Protection	3.0		3.0	
Wildlife Sensitive Areas	5	None on site. Elk summer range is uphill but does not cross or border site.	5	None
Wetlands & Creek Buffers	3	1000ft Brush Creek Impact Zone covers small portion of Site	1	1000ft Brush Creek Impact Zone covers entire site.
Existing Habitat to be Preserved	1	No easements Oak/sagebrush ecology	3	No easements Gambel Oak ecology on west side
Buildable Area	4.0		2.0	
Size of Suitable Area	4	Large buildable area but need to know if there is geo hazards in the swale area that will affect buildable area.	2	approx. 3/4 acre depending on setback from top of wall or other geohazards
Community Impact	5.0		4.0	
Neighbor opposition, historic hesitancy, existing structures/businesses/uses, visual/contextual continuity, visual impact	5	Has been discussed for housing for many years.	3	Very prominent location and might get pushback.
Replacement Impact/Cost	5	No replacement required.	5	No replacement required.

Public Works Infill

While having a low-density potential and a small buildable area, the Public Works site ranked the lowest of the top 10 ranked sites; yet it was selected for the highly developable sites due to its location. It will require some of the least expensive construction costs. Its outlying location makes it less obtrusive to existing neighborhoods and protected views, and existing vehicular and utility infrastructure are readily accessible.

However, the Public Works location is fairly distant from the Snowmass Village core and essential services. The site also ranked low because it consists of difficult slopes for construction, there are several adjacent wildlife sensitive areas, and the site is surrounded by adjacent debris and avalanche hazards. The fact that this parcel has already been developed may nullify these concerns.

Public Works Infill

Physiology	2.5	
Slope	1	Site area = 25,667 SF 15,900 SF > 30% slope = 62% of site 750 SF contiguous area < 30%
Drainage	5	None
Soils	1	Soil type Gothic loam, 6 to 25 percent slopes (Map Unit 53) - Very limited site development rating
Hazards	3	Standard TOSV wildfire hazard; medium debris/avalanche hazard
Utilities	4.5	
Proximity	4	Water & Sewer -main in adjacent ROW Electric-Vault adjacent to parcel
Existing Capacity	5	No capacity issues
Services Proximity	3.0	
Essential Daily Services	2	2.0mi to Post Office & Clark's Market 2.2mi to Police Station
Emergency Services	3	1.4mi to Fire Station 2.6mi to Snowmass Clinic
Open Space Recreation	4	0.0mi to Lowline Trail (Connects to Highline/Deadline Trails) 0.2mi to Owl Creek Trail 0.2mi to Tom Blake Trail
Vehicular Access	5.0	
Existing Infrastructure to buildable area	5	Existing spur and parking exists accessing Public Works. Not likely new road would be required.
Slopes	5	
Alternative Transportation Proximity	4.0	
Distance to Walkways/Bikeways	4	Walk through paved Public Works parking lot, down spur road, along Owl Creek road shoulder, cross Owl Creek Rd without crosswalk, walk down Pine Crest Dr to Owl Creek Trail (paved) (800ft)
Distance to Bus Stops	4	0.5mi to Two Creek Portal stop 0.5mi to Fairway Drive stop

Public Works Infill

Density Potential	2.5	
Current Landuse & Zoning	4	Zoning: PUB LU: Community Facility
Surrounding Parcel & Comprehensive Plan Compatibility	1	Surrounding Parcel Zoning: OS Cons/Dev Area: Community Facility/Institutional Area
Ecological Constraints & Protection	3.7	
Wildlife Sensitive Areas	3	Contains portion of Elk Winter Range Borders on Elk Winter Concentration Area, Severe Winter Range, Migration Corridors, and road crossings. Borders on Mule Deer Migration Corridor. Near Sky Mountain Park & Burnt Mountain North wildlife closure areas but does not cross into site. Ecologically sensitive area borders Site to the W and NE.
Wetlands & Creek Buffers	5	None
Existing Habitat to be Preserved	3	No easements Planted reveg/trees. Not original ecology but is serving some habitat.
Buildable Area	2.0	
Size of Suitable Area	2	Quite a bit of steep slope but it is adjacent to very flat parking lot. Elk range a consideration.
Community Impact	4.0	
Neighbor opposition, historic hesitancy, existing structures/businesses/uses, visual/contextual continuity, visual impact	5	probably little pushback because of existing uses
Replacement Impact/Cost	3	Loss and/or impact to existing parking.

Carriage Way & Lot 1

The Carriage Way and Lot 1 site ranked high in the suitability assessment due to its proximity to the Base Village and the Mall. The fact that a building and parking lot currently exist makes it compelling for developers, especially considering construction costs for grading, utility hook-ups, and vehicular access.

The proposed project will have to preserve the 48 existing skier parking spaces in Lot 1 and consider the 12 units and 15 parking spaces currently at the affordable housing site. This limited net gain could make the project less appealing than new construction. Lot 1 is also currently rented to the Blazing Adventures outfitter who currently occupies approximately 700 sf of the west side of Lot 1 during the summer and approximately 200sf during the winter.

Carriage Way & Lot 1

Physiology	4.0
Slope	5 Site area = 65,668 SF 32,655 SF < 10% slope =50% of site 12,000 SF contiguous area < 10%
Drainage	5 None
Soils	1 Soil type Anvil-Skylick-Sligting association, 25 to 50 percent slopes (Map Unit 11) - Very limited site development rating
Hazards	5 Standard TOSV wildfire hazard; low debris/avalanche hazard
Utilities	4.0
Proximity	4 Water- main in adjacent ROW Sewer - main in Snowmelt Road Electric-Feed to parcel
Existing Capacity	4 No capacity issues, sewer tap would require snowmelt fix
Services Proximity	4.3
Essential Daily Services	4 0.5mi to Post Office & Clark's Market 0.5mi to Police Station
Emergency Services	5 1.0mi to Fire Station 0.3mi to Snowmass Clinic
Open Space Recreation	4 0.1mi to Brush Creek Trail 0.1mi to Fanny Hill (counts as passive) 0.3mi to Nature Trail
Vehicular Access	5.0
Existing Infrastructure to buildable area	5 Existing road access via Carriage Way. Paved road into site exist.
Slope	5
Alternative Transportation Proximity	5.0
Distance to Walkways/Bikeways	5 Access across Carriage Way to attached sidewalk
Distance to Bus Stops	5 0.1mi to Stonebridge Inn bus stop 0.1mi to Lichenhearth bus stop 0.2 to Mall Transit Station

Carriage Way & Lot 1

Density Potential	4.5
Current Landuse & Zoning	4 Zoning: SPA-1 LU: Village Core Area [have to verify via SPA-1 language]
Surrounding Parcel & Comprehensive Plan Compatibility	5 Surrounding Parcel Zoning: Also SPA-1, OS, MU-2 Cons/Dev Area, Community Facility/Institutional Area + Village Core Area
Ecological Constraints & Protection	3.7
Wildlife Sensitive Areas	5 None
Wetlands & Creek Buffers	1 1000ft Brush Creek Impact Zone covers entire site. Flood Hazard Zone covers small NW sliver of Site.
Existing Habitat to be Preserved	5 None
Buildable Area	3.0
Size of Suitable Area	3 flat and highly buildable
Community Impact	2.0
Neighbor opposition, historic hesitancy, existing structures/businesses/uses, visual/contextual continuity, visual impact	3 Impact to skier parking. Impact to existing residents.
Replacement Impact/Cost	1 Must account for lost skier day parking spaces (48 spaces in Lot 1, ~15 spaces in Carriage Way) in redevelopment. 12 units must be accounted for elsewhere.

Daly Lane

The Daly Lane site ranked high in many of the criteria of the suitability assessment due to its proximity to the Mall. A project here would make for highly desirable housing that is directly in the town core, is virtually slope-side, and is well-connected to transit.

The site's buildable area does not garner a lot of space and therefore density would need to be fairly high to justify the cost of construction. The Snowmass Inn parcel currently houses 39 people under free-market lodging-type rentals. These units would need to be considered in the overall unit count, and the relatively low net gain in units might make the project less attractive for the Town to pursue. The bus terminal site can also be considered for development, as plans are underway to relocate it uphill to the proposed new Snowmass Transit Center.

	Daly Lane Bus Terminal		Daly Lane Infill		Daly Lane Redevelopment	
Physiology	4.0		3.8		3.3	
Slope	5	Site area = 12,901 SF 10,167 SF < 10% slope = 79% of site 6,000 SF contiguous area < 10%	4	Site area = 10,493 SF 6,048 SF < 10% slope = 57% of site 3,500 SF contiguous area < 10%	3	Site area = 39,090 SF 32,442 SF < 30% slope = 83% of site 1,500 SF contiguous area < 10%
Drainage	5	None	5	None	4	West Fork Brush Creek covers portion of site.
Soils	1	Soil type Arvill-Skylick: Slight association, 25 to 50 percent slopes (Map Unit 11) - Very limited site development rating	1	Soil type Arvill-Skylick: Slight association, 25 to 50 percent slopes (Map Unit 11) - Very limited site development rating	1	Soil type Arvill-Skylick: Slight association, 25 to 50 percent slopes (Map Unit 11) - Very limited site development rating
Hazards	5	Standard TOSV wildfire hazard; low debris/avalanche hazard	5	Standard TOSV wildfire hazard; low debris/avalanche hazard	5	Standard TOSV wildfire hazard; low debris/avalanche hazard
Utilities	4.3		4.3		4.3	
Proximity	4	Water & Sewer - main in adjacent ROW Electric-Feed to parcel	4	Water & Sewer - main in adjacent ROW Electric-Feed to parcel	4	Water & Sewer - main in adjacent ROW Electric-Feed to parcel
Existing Capacity	5	No capacity issues	5	No capacity issues	5	No capacity issues
Services Proximity	4.3		4.3		4.3	
Essential Daily Services	3	0.7mi to Post Office & Clark's Market	3	0.7mi to Post Office & Clark's Market	3	0.7mi to Post Office & Clark's Market
Emergency Services	5	0.7mi to Police Station 1.1mi to Fire Station 0.0mi to Snowmass Clinic	5	0.7mi to Police Station 1.1mi to Fire Station 0.0mi to Snowmass Clinic	5	0.7mi to Police Station 1.1mi to Fire Station 0.0mi to Snowmass Clinic
Open Space Recreation	5	0.0mi to Benedict Park 0.1mi to Fanny Hill (counts as passive) 0.1mi to Brush Creek Trail 0.2mi to Nature Trail	5	0.0mi to Benedict Park 0.1mi to Fanny Hill (counts as passive) 0.1mi to Brush Creek Trail 0.2mi to Nature Trail	5	0.0mi to Benedict Park 0.1mi to Fanny Hill (counts as passive) 0.1mi to Brush Creek Trail 0.2mi to Nature Trail
Vehicular Access	5.0		4.3		4.3	
Existing Infrastructure to buildable area	5	Existing road access via Daly Ln. Paved road into site exits for bus terminal.	4	Existing road access via Daly Ln runs along one side of parcel (and buildable area). No road into site but might only require garage parking (therefore no road needed)	4	Existing road access via Daly Ln. Small paved spur enters parcel for exterior parking and access but is in bad condition.
Slope	5		5		5	

	Daly Lane Bus Terminal		Daly Lane Infill		Daly Lane Redevelopment	
Alternative Transportation Proximity	5.0		5.0		5.0	
Distance to Walkways/Bikeways	5	0.0mi to Carriage Way attached sidewalk 0.0mi to pedestrian mall	5	0.0mi to Carriage Way attached sidewalk 0.0mi to pedestrian mall	5	0.0mi to Carriage Way attached sidewalk 0.0mi to pedestrian mall
Distance to Bus Stops	5	0.1mi to Mail Transit Station 0.1mi to Skittles lift	5	0.1mi to Mail Transit Station 0.1mi to Skittles lift	5	0.1mi to Mail Transit Station 0.1mi to Skittles lift
Density Potential	4.5		5.0		4.5	
Current Landuse & Zoning	4	Zoning: SPA-1 LU: Village Core Area	5	Zoning: MF LU: Village Core Area	4	Zoning: SPA-1 LU: Village Core Area
Surrounding Parcel & Comprehensive Plan Compatibility	5	Surrounding Parcel Zoning: Also MU, SPA-1, CC Cons/Dev Area: Village Core Area	5	Surrounding Parcel Zoning: Also SPA-1, MU Cons/Dev Area: Village Core Area	5	Surrounding Parcel Zoning: Also SPA-1, MU, CC, MF Cons/Dev Area: Village Core Area
Ecological Constraints & Protection	5.0		5.0		3.0	
Wildlife Sensitive Areas	5	None	5	None	5	None
Wetlands & Creek Buffers	5	None	5	None	1	2008 West Fork Brush Creek buffer (arbitrary buffer) covers majority of site.
Existing Habitat to be Preserved	5	None	5	None	3	No easements West Fork Brush Creek riparian ecology
Buildable Area	1.0		1.0		2.0	
Size of Suitable Area	1	flat but small site	1	flat but small site	2	flat but small site
Community Impact	4.0		4.0		2.0	
Neighbor opposition, historic hesitancy, existing structures/ businesses/uses, visual contextual continuity, visual impact	3	Bus depot being moved in transportation master plan. Pushback would likely still occur because of density of buildings around it.	3	Town doesn't own yet. Currently serves as green space for recreation - needed in the area. Pushback would likely still occur because of density of buildings around it.	3	Daly Ln Redevelopment (Snowmass Inn) and the Mountain Chalet were bought as a package deal. Slope-side housing is a premium and would be better as free market.
Replacement Impact/Cost	5	Bus terminal is already being relocated under transportation master plan. Some demolition costs but not prohibitive.	5	Basic demolition, nothing requires replacement	1	39 rooms currently used as year-round, free-market employee housing through private owner. Current employee housing would need to be accounted for elsewhere.

Upper Parking Lots

Lots 10, 11, and 12 were chosen to consider a prototypical development on the skier parking lots. These lots were chosen over the others since they are furthest away from the core and vehicle traffic, and seemed to be used less intensely than the lower-numbered lots. The Upper Lots ranked the highest overall in the suitability assessment due to their proximity to the Mall and the infrastructure already in place. The sites are attractive from a construction standpoint because they are already largely graded, they have nearby utility access, and vehicular access is already established.

The Upper Lots, although ranked highest in the objective assessment, also remain one of the more controversial sites in this Master Housing Plan. The use of day-skier parking is a high commodity, particularly with Lot 12 that has direct skier access to the hill. Any proposed project would have to accommodate the 110 spaces in Lot 12, 118 spaces in Lot 11, and 92 spaces in Lot 10 while addressing the current usage patterns. Building structured parking could be expensive and potentially change the view plane from Brush Creek Road.

Upper Parking Lots

Physiology	4.0	
Slope	5	Site area = 238,612 SF 162,140 SF < 10% slope =68% of site 10,000 SF contiguous area < 10%
Drainage	5	None
Soils	1	Soil type Anvil-Skylick-Sligting association, 25 to 50 percent slopes (Map Unit 11) - Very limited site development rating
Hazards	5	Standard TOSV wildfire hazard; low debris/avalanche hazard
Utilities	4.0	
Proximity	4	Water - main goes through parcel Sewer - main in Snowmelt Road Electric-Main in adjacent ROW
Existing Capacity	4	No capacity issues, sewer tap would require snowmelt fix
Services Proximity	4.3	
Essential Daily Services	3	0.9mi to Post Office & Clark's Market 0.9mi to Police Station 1.3mi to Fire Station 0.2mi to Snowmass Clinic
Emergency Services	5	0.1mi to Fanny Hill (counts as passive) 0.1mi to Nature Trail 0.2mi to Brush Creek Trail
Vehicular Access	5.0	
Existing Infrastructure to buildable area	5	Existing road access via Carriage Way. Paved roads into each terrace exist.
Slope	5	

Upper Parking Lots

Alternative Transportation Proximity	5.0	
Distance to Walkways/Bikeways	5	Access across Carriage Way to attached sidewalk
Distance to Bus Stops	5	0.1mi to Top of Village bus stop 0.1mi to #5/Elbert Lane bus stop 0.2mi to Mall Transit Station 0.2mi to existing Mall-Village Shuttle
Density Potential	4.5	
Current Landuse & Zoning	4	Zoning: SPA-1 LU: Community Facilities [have to verify via SPA-1 language]
Surrounding Parcel & Comprehensive Plan Compatibility	5	Surrounding Parcel Zoning: Also SPA-1, OS, MU-2 Cons/Dev Area: Community Facility/Institutional Area
Ecological Constraints & Protection	4.3	
Wildlife Sensitive Areas	5	None
Wetlands & Creek Buffers	3	1000ft Brush Creek Impact Zone covers portion of Site.
Existing Habitat to be Preserved	5	None
Buildable Area	5.0	
Size of Suitable Area	5	flat and highly buildable
Community Impact	2.0	
Neighbor opposition, historic hesitancy, existing structures/businesses/uses, visual/contextual continuity, visual impact	3	Tried to include the lots as redevelopment in the Comp Plan and P&Z hardly disapproved. It is referenced in the West Village CPA in the Comp Plan.
Replacement Impact/Cost	1	Must account for lost skier day parking spaces in redevelopment

SITE ANALYSES & RECOMMENDATIONS

Town Hall Draw

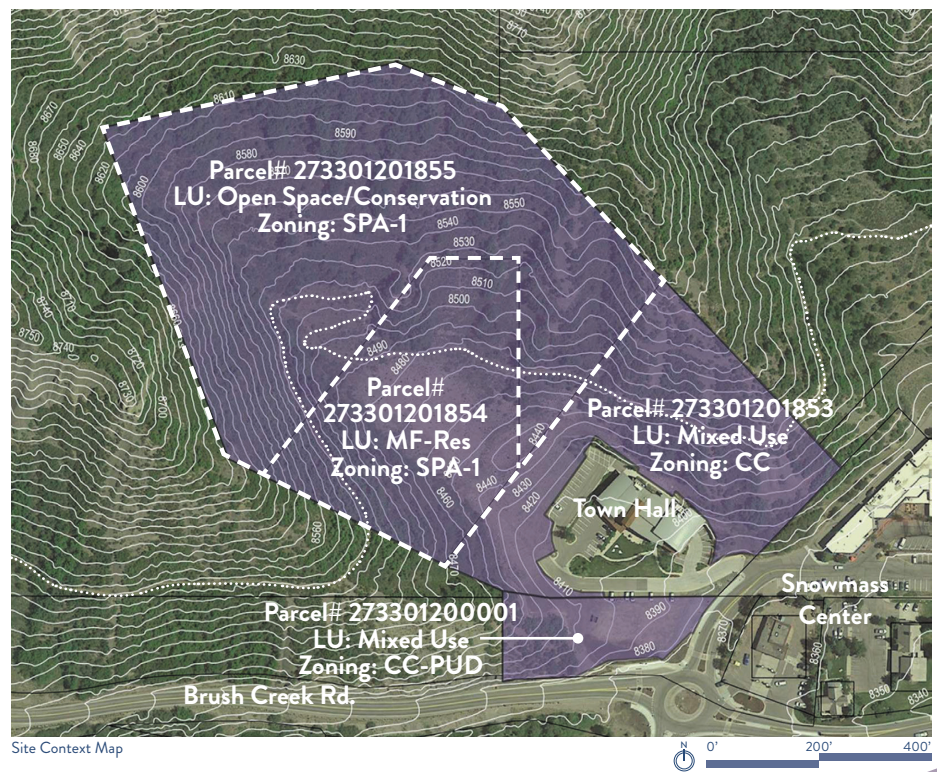
The Town Hall Draw site, as considered in this Master Plan, consists of four parcels - three in their entirety and one partially. Based on the slope analysis and density potential, only two of these parcels would be developed as affordable housing. The parcel surrounding the built Town Hall would likely only get road connection improvements and trail connection improvements. The Point Site did not provide an adequate buildable area for housing development but is discussed in later paragraphs as being conducive to future development for a neighborhood amenity.

Opportunities

The site has long been considered as the most likely place for high-density housing. It also has greater community support for density. The Suitability Assessment confirmed that, of the 5 highly developable sites, the Town Hall Draw has potential for the highest quantity of units and highest density.

The Point Site is not well-suited for housing development nor egress to the Draw site; however, it offers an opportunity to locate a public neighborhood amenity because of its highly visible prominence and perceived Town entry location. Such amenities might include, but are not limited to, a small community center, playground, outdoor pavilion, or library.

TOSV MASTER HOUSING PLAN



The Draw site ranked consistently high in the suitability assessment due to its proximity to the Snowmass Center which is accessed through safe and direct connections. Another advantage of the site's location is the nook it is positioned in, providing both privacy and a sense of ownership for potential residents while reducing the visual impact on Snowmass's surrounding hills. Vehicular connectivity is optimal on this site since the Town Hall building and access was designed with the possibility of further developing the upper parcels. The access road has been terminated and is in a good position to simply pick up where it currently ends.

Lastly, the potential size and orientation of the Town Hall Draw site lends itself to a mix of rental and ownership housing units, much like was developed at the existing Mountain View and Creekside sites. This model has been successful in offering a range of affordable options. Units may be added by stacking levels to each building, and green space may be added in the center of the parcel and/or with green roofs over parking structures. The solar field array that was installed in 2020 to the northwest of the existing Town Hall parking will need to be accommodated in future development.

Constraints

With 67% of the site having slopes greater than 30%, it will be necessary to limit development to the least drastic slopes. Likewise, considerable earthmoving will need to be done to install road infrastructure and foundations. Site design will be a challenge, particularly to get the driveways below

maximum slope constraints, get parking below maximum slope constraints, accommodate vehicle turning radii, and accommodate firetruck turnarounds.

Another constraint is that when the Point Site was originally exchanged between the Town and the Related developer sometime around 2005, it was expected to be a high-value commercial property. As such, its inclusion in this development may be more controversial than the other Town Hall parcels. As such, its best use may be for one of the community amenities discussed previously.

The draw function of the site itself will be one of the more challenging attributes to overcome. A draw is formed by two parallel ridges with low ground in between them. The area of low ground itself (the draw) is relatively flat and developable; however, it is by nature etched into the hillside by water flow and typically contains loose rocks from eroded rockfall and periodic water flow. This will need to be accommodated in any development plan, as will the re-routing of the existing Hawk Ridge Trail. There will also be short-term disruption to Town Hall traffic during construction.

Site Plan, Massing, & Program Summary

During site plan development, three options to layout building massing and parking were considered. Option 1 suggested locating building massing around the perimeter of the draw with internal parking lots. Option 2 considered buildings more parallel to the contours of the draw, stacking up into the hill. Option 3 considered a large, central, urban-style apartment building to maximize density. Ultimately,

Options 1 and 2 were combined, offering more units while balancing livability.

Under this design concept (shown as a conceptual sketch and 3D model in the following pages), the buildings get taller as they go uphill to allow more of the units to have views above the lower buildings. Four buildings flank either side of the hill, each with five stories. All buildings include tuck-under parking. The central stair or elevator can be shared between two buildings, reducing cost and creating efficiency. Three-bedroom units are a common request heard by the Housing Department. With the kind of density offered by the Town Hall Draw site, it is the best-poised site of the five highly-developable sites to consider allotting 10-15% of units for three-bedroom apartments. It can also easily include a mix of rental-only and condominium buildings. Additional green space and/or playground is possible with the elimination of one of the buildings.

The site assumed two debris flow ponds, one large one in the upper reaches of the draw, and one smaller pond central to the development that catches debris and water from the North drainage.

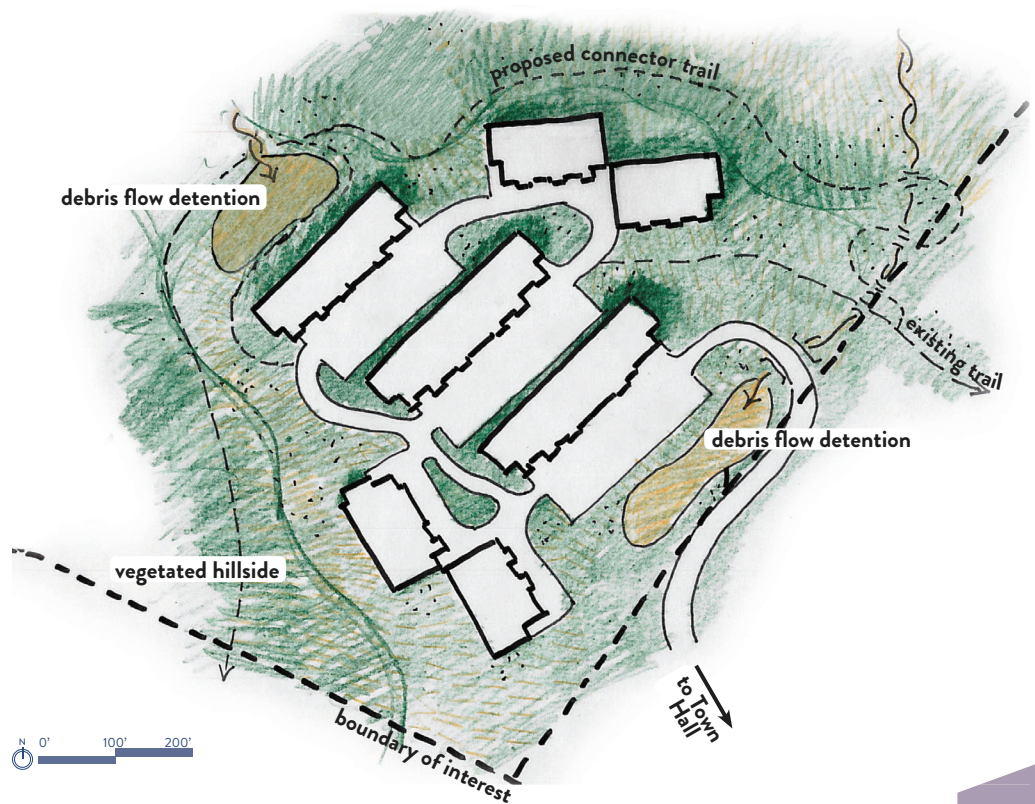
Other Considerations

A study of the draw in its function as a debris flow catchment area will need to be further evaluated. Should development occur in the area, a determination should be made early on as to the size and capacity required to meet the needs of the debris flow catchment without jeopardizing the built environment nor human safety.

As with many of the sites in this Master Plan, the concept for the Town Hall Draw site requires a Parking Alternative Plan that allows less than 1 parking space per bedroom. As currently designed, the site has a parking ratio of 1.3 spaces per unit or 0.7 spaces per bedroom (approximately half the code minimum). Given its proximity to transit, the site is suited for a lower parking ratio with the assistance of public transportation and potentially a car-share program. A parking alternative analysis should be paired with the findings in Appendix B regarding proximity to transportation (with suggested improvements) and essential daily needs.

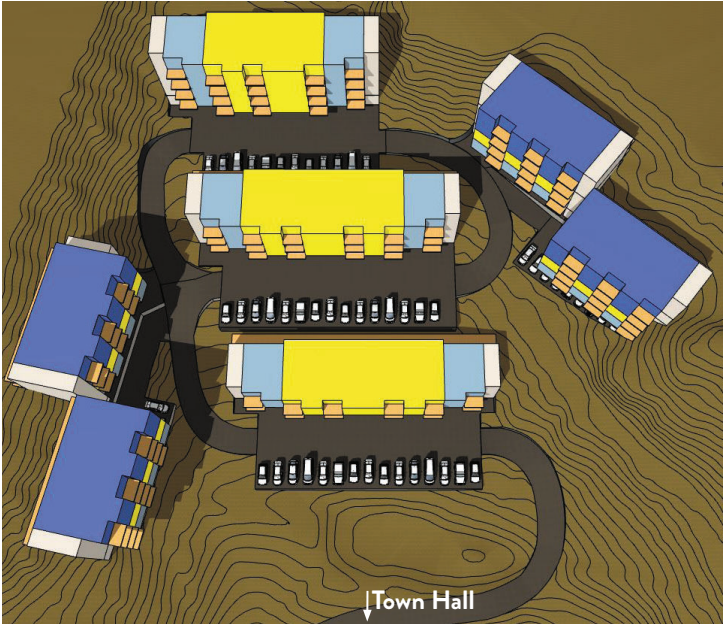
While this concept has been developed with a particular spread of unit types, it would also lend itself to more three-bedroom, family-friendly housing.

The last consideration would be that any development on land with greater than 30% slope will require a variance and should be avoided if possible.

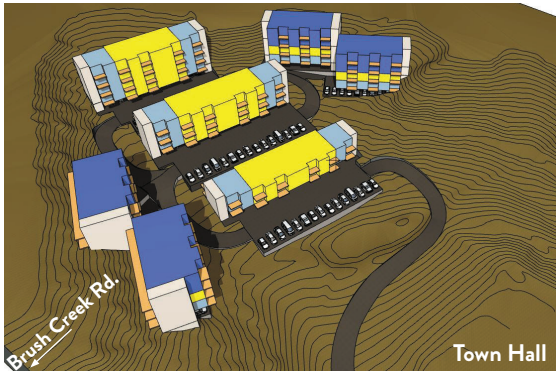


PROGRAM SUMMARY

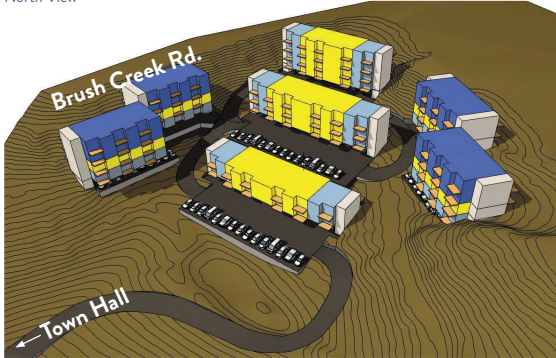
TOTAL UNITS:	90	TOTAL PARKING SPACES:	120
 (30)	one bedroom	(120)	on grade parking
 (44)	two bedroom		
 (16)	three bedroom		



Plan View



North View



West View

Public Works

The Public Works site, as considered in this Master Plan, consists of one portion of a larger parcel owned by the Town. That parcel contains various buildings for the Town's Public Works facility. Two residential units currently exist on the larger parcel above the Public Works administrative offices, and are rented to employees of that department.

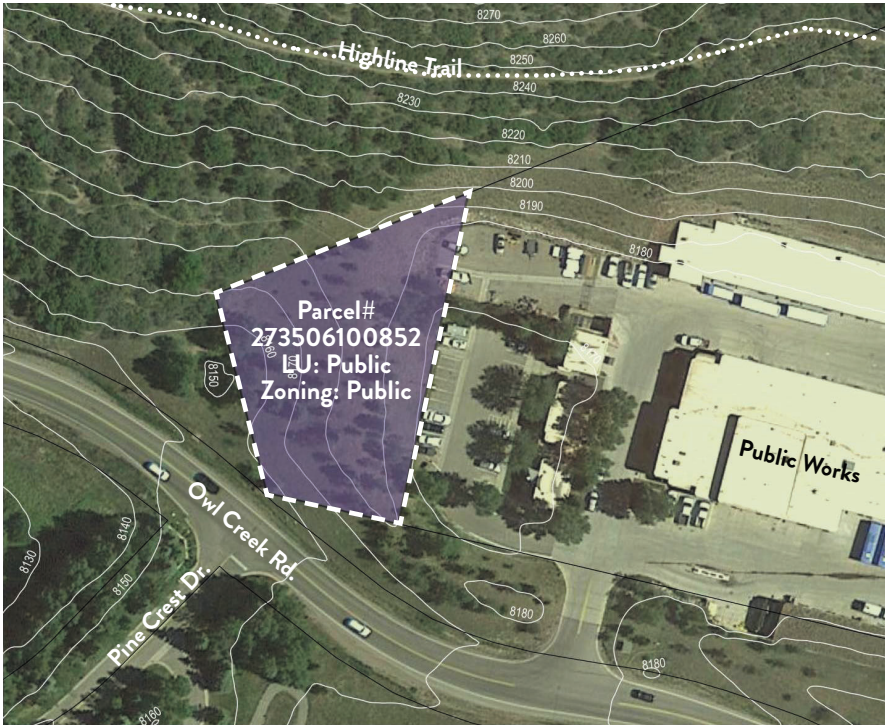
Opportunities

The site lends itself to small, prototypical, infill units. The unit output is small but it is a beautiful site perched on a hill with hillside vegetation, detention area, and amazing views towards town. Units can be nested into the existing contours without a great deal of impact on the ridge. Low-sloped gable roofs would enhance this visual nesting goal.

The prototype units could either be developed as for-sale condominiums or as rental housing, and would likely find a strong market for either housing type. Consideration could be given to prioritizing Town employees due to the proximity to public works.

There are several sites throughout town that could support small, in-fill type development. This location was selected as one option; others identified are adjacent to the existing Creekside and Mountain View housing complexes.

As currently designed, the site meets the code minimum parking ratio of 1.25 spaces per bedroom (or 1.7 spaces per unit) and will not require any variance or.



Site Context Map

Constraints

One of the more prevalent constraints identified by users of the Public Works facility is that access to the units would likely need to be through existing parking areas. This arrangement is possible but may involve some excavation and losing some of existing parking that services Public Works' administrative building. The north end of the building (currently the impound lot) does not lend itself for use as traffic circulation because of how much higher it is than the surrounding parcel. It would be best to create a schematic design where parking that serves the new housing remains tied to the units and is distinct from existing public works parking.

Site Plan, Massing, & Program Summary

During site plan development, two options to lay out building massing were considered. Option 1 tested the feasibility and livability of stacked flats while Option 2 tested the constructability of narrow townhomes. Option 1 was chosen because it provided a better overall standard of living. The design goal would be to build one story above the existing ridge and excavate down as needed to achieve first floor units. The team also designed common decks off of the existing berm that would serve each of the buildings, creating an opportunity for community-building outside of the units.

Other Considerations

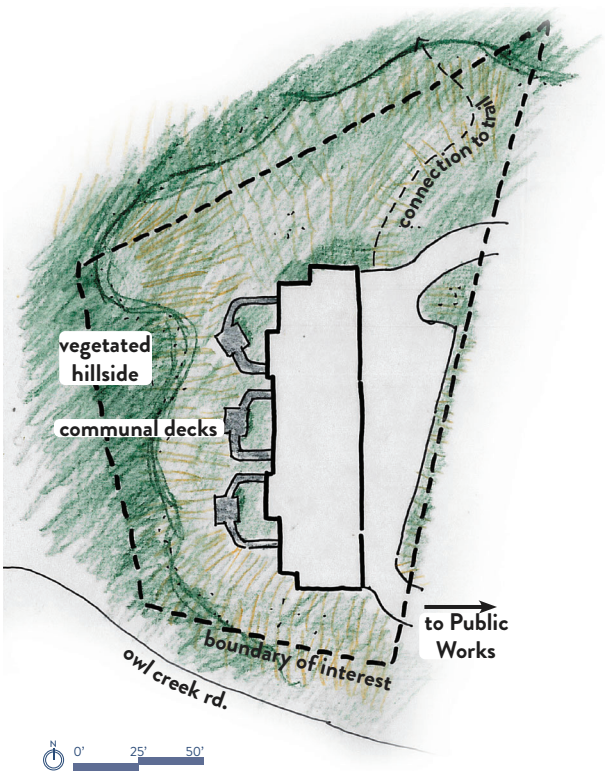
Further study needs to be given to the circulation through the existing parking and to firetruck access and circulation.

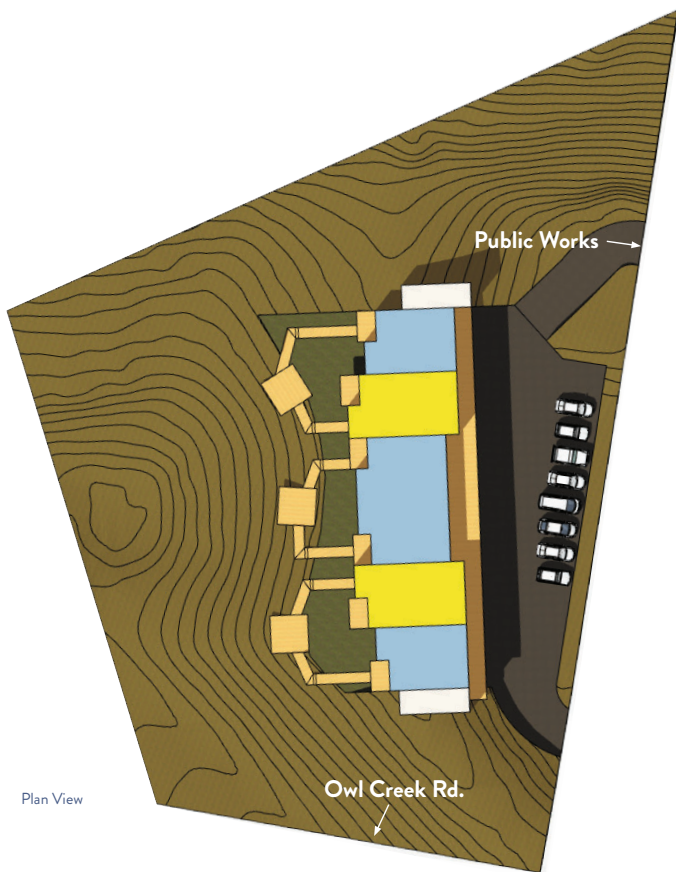
Moreover, the existing parking will need to be accommodated.

The Town may have a civil plan from when the site was developed for the Public Works facility. This document may provide information on soils, the detention area, and sub-surface water infrastructure.

The Town's bus route does not currently serve this location. If developed, consideration should be given to adding this stop to Bus Route #3.

The last consideration would be that any development on land with greater than 30% slope will require a variance and should be avoided if possible.

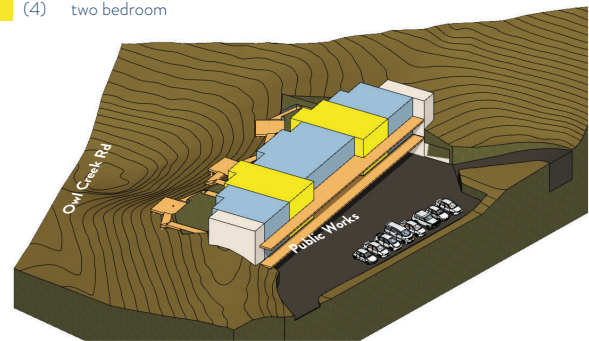




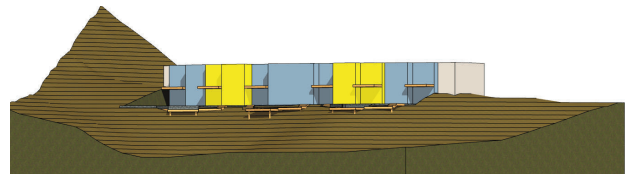
TOSV MASTER HOUSING PLAN

SITE PLAN W/ PROGRAM SUMMARY

TOTAL UNITS:	12	TOTAL PARKING SPACES:	20
■ (8) one bedroom		(20) on grade parking	
■ (4) two bedroom			



Northwest View



View Looking Up Hill from Owl Creek Rd.



View of Massing as it Drops with Terrain

Carriage Way & Lot 1

The property at 250 Carriage Way is an existing 12-unit multifamily property that was built in 1967 and is located directly below Parking Lot 1. It has 4 each: studios, one-bedroom, and two-bedroom apartments served by 12 existing parking spaces. It was purchased by the Town in 2019 to preserve it as affordable and with the thought of potential future redevelopment.

For purposes of this Master Plan, 250 Carriage Way is combined with Parking Lot 1, which is directly uphill. It is the smallest of the parking lots, is not as close to the slopes as the other lots, and its proximity to 250 Carriage Way makes it a logical extension for development purposes. Lot 2 was not chosen to be a part of this analysis at this time.

Opportunities

In considering combining 250 Carriage Way and Lot 1, the team's goal was to retain all previous day-skier parking spaces. Likewise, the existing pedestrian bridge over the Brush Creek is one of the Town's main pedestrian and bicycle corridors. Proximity to these connectors is opportune but must be recognized and remain visible and accessible with any site design.

This site is located in an area of relatively high density. The Stonebridge, Lower Willows, and Tamarack Townhomes are all abutting residential/commercial properties, and all cover the majority of their respective sites with buildings and parking.



A car share program could be successful at this location, particularly on Lot 1, because of its location in the core and close proximity to bus transit. The slope and grade also have the advantage of allowing for tuck-under parking on-site.

Constraints

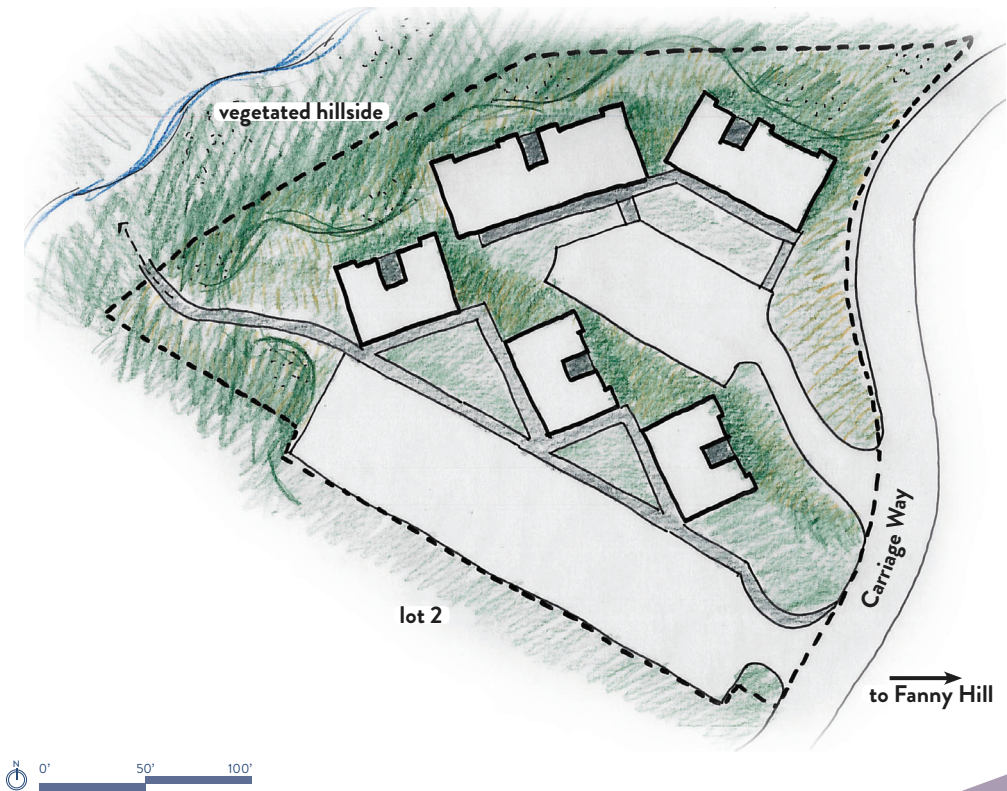
There are 12 existing units that would need to be fully torn down and replaced as part of the redevelopment. This would necessitate displacing and relocating the tenants.

Blazing Adventures Outfitters currently holds a lease on half of Lot 1, and has used the lot as storage, bus parking, and staging for many years. Development of this site for housing would necessitate ending that relationship. In addition, approximately forty-eight (48) day-skier parking spaces exist in Lot 1 and would have to be accounted for in the new design, as the lot is often full during the winter. The 48 does not include spaces where the existing Blazing Adventures shack is located but does include spaces that are typically taken by their shuttles in the summer.

There is an 18-foot grade change between the parking lot at 250 Carriage Way and the Lot 1 parking lot. This is a steep drop-off that would need to be re-graded or accommodated in the design process.

Site Plan, Massing, & Program Summary

During site plan development for this site, two options were considered, both of which looked to accommodate the existing parking in Lot 1. Option 1 looked at two



separate surface parking lots, one for skiers and one for the residential building, in largely the way it exists today. Option 2 considered a structured parking scenario that placed residential parking above under-grade skier parking (this is similar to the direction that was discussed for the Upper Lots). Concerns over construction costs and the desire to create a more village-like massing rather than one huge structural mass ultimately led the team to move forward with Option 1.

The proposed mass of buildings is divided by transparent, at-grade circulation cores. The goal was to squeeze in parking where possible but not at the expense of living units. The lower lot would be reduced in size and expanse to avoid unnecessarily paving large areas. Landscaped areas should be prominently considered in the next phase of design to optimize outdoor green space, gathering areas, and softening of the building facades.

The proposed design favors two-bedroom units over one-bedroom units at a 4-1 ratio, mirroring previous schematic plans for this site. This site also includes somewhat less than the required parking ratio for the residential units, but has a net gain of 27 spaces over the existing usage. That gain is due, in part, to the utilization of Lot 1 for more parking. The plan incorporates flexibility by allowing for a building to be eliminated in favor of additional parking and/or green space; the furthest northeast corner building has an opportunity to accommodate an additional ground-floor level due the grade drop-off in that area.

Other Considerations

The historic schematic plans (two separate efforts have been noted) and urban renewal efforts in the area should be reviewed to understand the design efforts that have taken place thus far.

The suggested density is consistent with adjacent lots; however, there may be some community push-back due the suggested density.

The Town currently leases a portion of the lot in the summers to Blazing Adventures; this would not be able to continue if the maximum number of parking spaces are to be maintained.

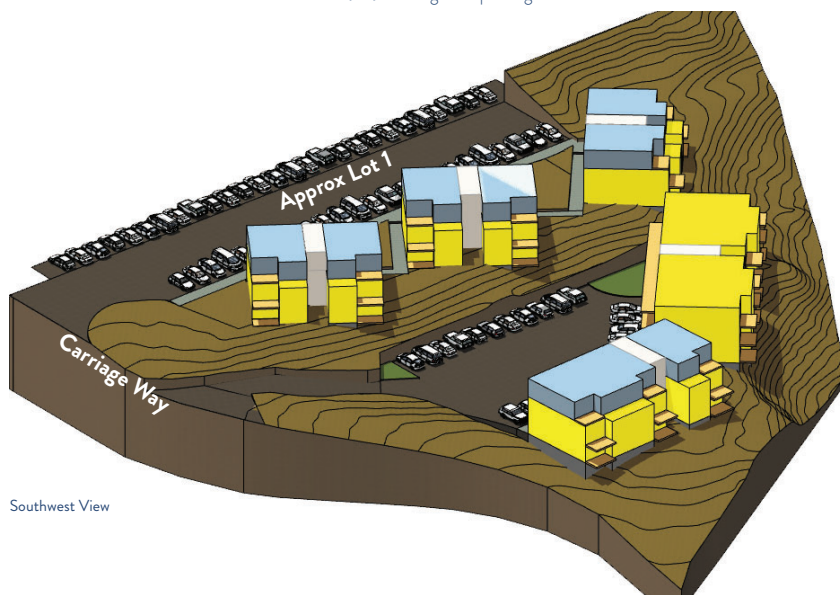
Consideration would also need to be given to seasonal permits to the Stonebridge for use of the lot.

As with many of the sites in this Master Plan, the concept for the Carriage Way site requires a Parking Alternative Plan that allows less than 1 parking space per bedroom or less dedicated skier parking in Lot 1. As currently designed, the site has a parking ratio of 0.6 spaces per unit or 0.3 spaces per bedroom (approximately one quarter the code minimum). Given its proximity to transit, the site is suited for a lower parking ratio with the assistance of public transportation and potentially a car-share program. A parking alternative analysis should be paired with the findings in Appendix B regarding proximity to transportation (with suggested improvements) and essential daily needs.

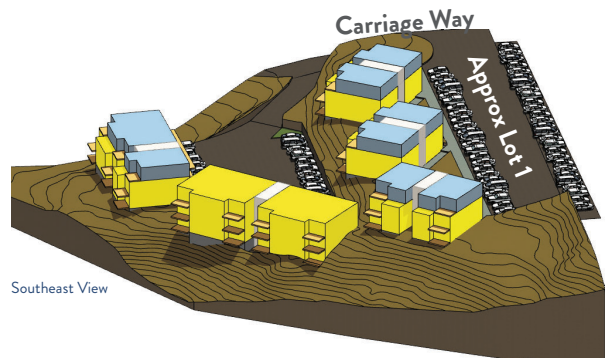
SITE PLAN W/ PROGRAM SUMMARY

TOTAL UNITS:	39	TOTAL PARKING SPACES:	75
NET GAIN:	27	NET GAIN:	27

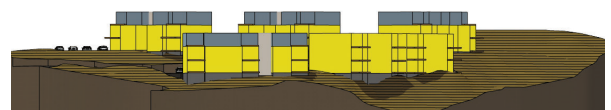
■ (9) one bedroom	(24) in lower lot parking
■ (30) two bedroom	(51) in upper lot parking
	(48) existing skier parking



Southwest View



Southeast View



View Uphill Looking Southwest



View of Massing as it Drops with Terrain

Daly Lane

The Daly Lane site, as discussed in this Master Plan, consists of three parcels – the existing Snowmass Inn, the existing Snowmass Shuttle Depot, and a vacant parcel currently owned by the Snowmass Village Community Foundation located next to the Snowmass Inn (formerly the site of the Town pool). The portion of Daly Lane dividing the Snowmass Inn and the Depot parcels could also be considered as part of the development.

The three adjacent parcels just recently became an opportunity for the Town to invest in housing at this location. The existing bus depot will be closed when the new Transit Center comes online, anticipated in 2023. The Snowmass Inn was purchased by the Town in 2020 to both preserve its current use as short-term worker housing and for its potential for future redevelopment. The parcel consisting of the Snowmass Inn will only be considered for development on the western side to preserve the existing green space and drainage on the east, which is part of the historic Benedict Trail. This trail area should also be restored and enhanced.

Opportunities

Benedict Trail is a “pocket park” that can be an asset to this property if considered as part of the development. Building massing should interface with the the park, allowing residents access to this desired amenity, while ensuring that the space remains accessible to the public as part of the trail through the central core of the Village. The building massing as shown in the schematic plan encroaches approximately 13’ into the park.



Site Context Map



TOSV MASTER HOUSING PLAN

Due to the site's location in the central core, the Daly Lane site offers an excellent opportunity to maximize density, with close proximity to other dense development such as the Snowmass Mall and the Mountain Chalet. Density, in this context, includes both horizontal building extents and vertical building height.

If developed as proposed, there is an opportunity to include a pedestrian bridge from the development on the north side of Daly Lane to the Snowmass Mall on the south side.

The site sketch shown here deliberately avoids putting housing development where the bus depot currently is so as not to block the windows of the existing Mall commercial units. During the masterplanning process however, it was discussed that the commercial edge of the Mall that makes up the backside of the existing depot might be redeveloped. In that case, the Daly Lane project could take advantage and build on the south side of Daly Lane, up against a new commercial development backside.

Constraints

There are currently 39 units in the Snowmass Inn being occupied seasonally as workforce housing. With a full demo and redevelopment, these tenants will have to be relocated and the loss of those units taken into account in the total net gain of units.

The Town of Snowmass Village does not currently control the parcel that historically was the pool site. This development plan would require acquiring that site or otherwise partnering with the owner, the Snowmass Village Community Foundation.

The space is currently used by residents and visitors as recreation space, especially for walking dogs.

Site Plan, Massing, & Program Summary

The units at Daly Lane are proposed to be a mix of rental and for-sale. This site is virtually slope-side, which would lend itself well to both types of units. There is also the possibility of located larger units on the higher floors to accommodate families and/or alternative living arrangements such as shared/ roommate housing.

The team proposed a building massing broken into three smaller buildings to maximize natural light, create a more village-like setting, and to incorporate east-west connector paths to Benedict Park. There is currently no parking at any of these locations; Snowmass Inn tenants use the numbered lots. Therefore, to accommodate the new development, the schematic plan proposes to add both the nine (9) on-grade spaces and to build approximately sixty (60) spaces underground. Access would be from both Daly and Campground Lanes.

Several iterations of the western building were discussed in its relation to Daly Lane. The building as shown in the site plan sketch is cantilevered over the existing Daly Lane road alignment, accommodating one row of tuck-under parking. In this case, the emergency access lane and Daly Lane as a street would be rerouted into the former bus depot parcel. The Daly Lane site design could also be simplified by holding back the facade of the building massing and retaining the alignment of the Daly Lane street.

Other Considerations

Daly Lane currently provides access to Snowmass Mall businesses, and the present depot site is used as both a bus stop and for bus storage. Access and bus storage will need to be accommodated or relocated in any redevelopment plan along this street.

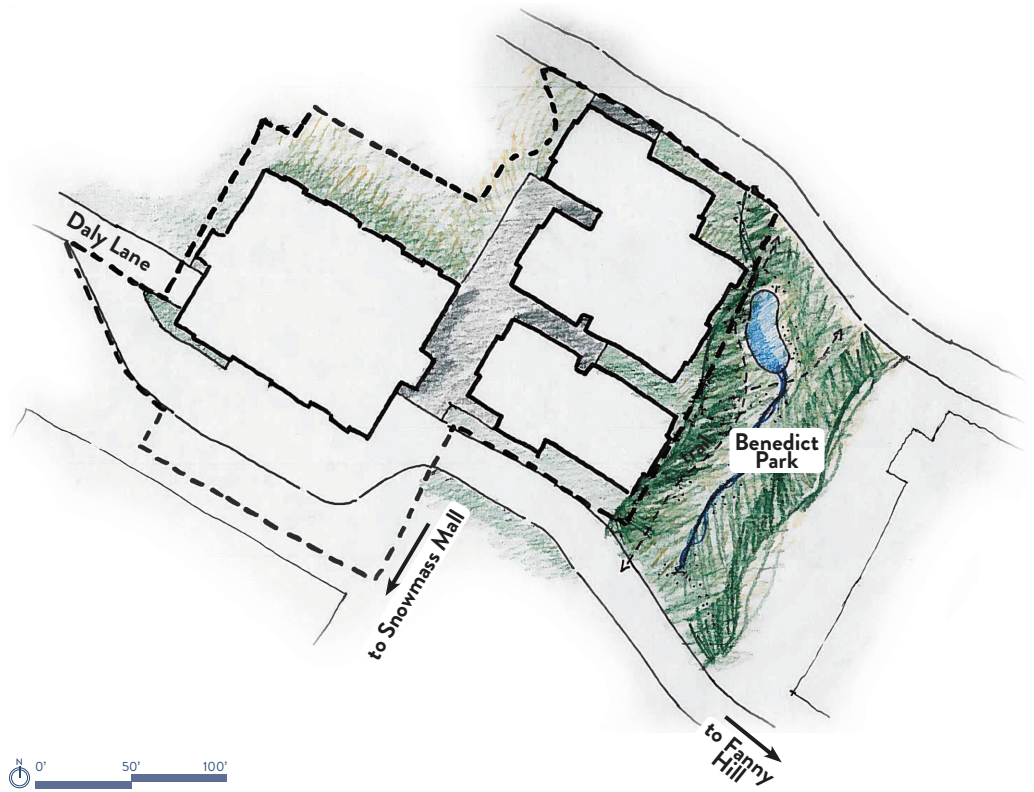
The phasing of the project will need to be carefully thought through. It could be possible to redevelop on the existing Snowmass Inn footprints, and then later add on the former pool site and/or on to the depot site. If this is the desired approach, a redesign of the site and building massings would need to occur, and the program summary and pro forma assumptions would be reduced. Likewise, thought should be given to adding any underground parking early on in the site development, since the lower parking garage spans all three buildings and would need to be designed to properly serve the final buildings.

The parking garage entries need to be further studied regarding the feasibility of two separate garages on different elevations accessed from both the Daly Lane side and the Campground Lane side. In initial design sketches, it was difficult to make the two sides connect and this is a costly option that needs to be fully examined and considered as a next phase of design.

If the development is to move forward with all three parcels, the infill site that currently is occupied by a concrete pad would need to be purchased. In addition, a property

boundary amendment would need to occur to include the right-of-way between the lots.

As with many of the sites in this Master Plan, the concept for the Daly Lane site requires a Parking Alternative Plan that allows less than 1 parking space per bedroom. As currently designed, the site has a parking ratio of 0.9 spaces per unit or 0.5 spaces per bedroom (less than half the code minimum). Given its proximity to transit, the site is suited for a lower parking ratio with the assistance of public transportation and potentially a car-share program. A parking alternative analysis should be paired with the findings in Appendix B regarding proximity to transportation (with suggested improvements) and essential daily needs.

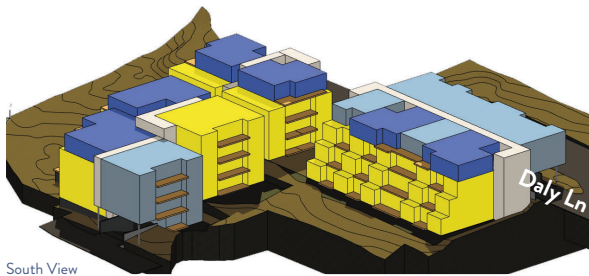


SITE PLAN W/ PROGRAM SUMMARY

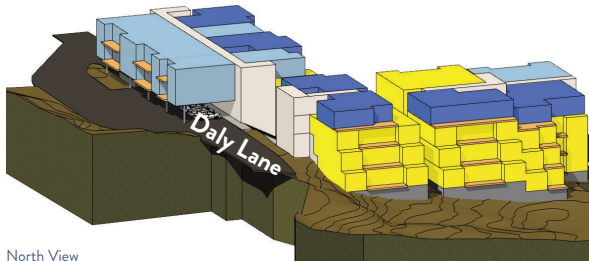
TOTAL UNITS:	72	TOTAL PARKING SPACES:	69
NET GAIN:	33		

- (19) one bedroom
- (47) two bedroom
- (6) three bedroom

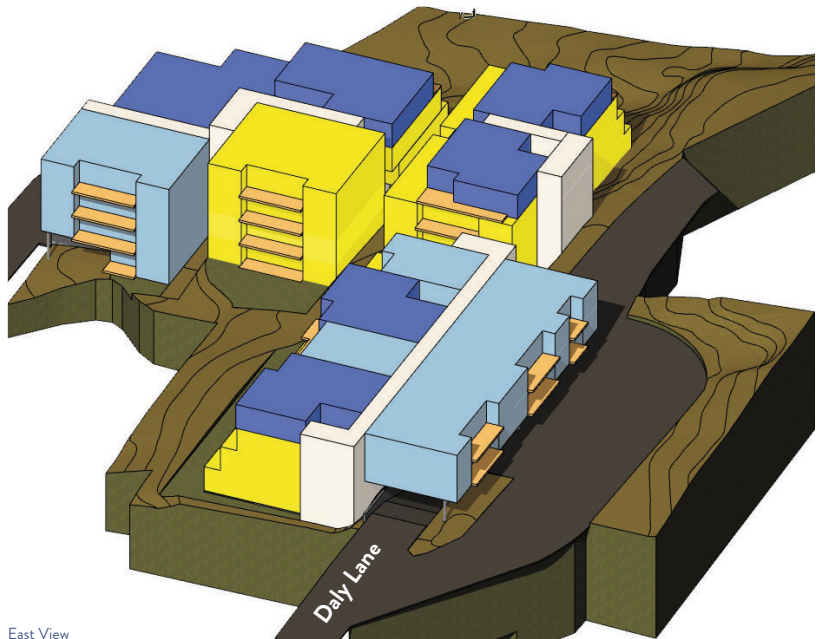
(9) on grade
(60) below grade



South View



North View



East View

Upper Lots

The Upper Parking Lots site proposes to utilize the existing parking lots 10, 11 and 12 for development of affordable workforce housing over the existing spaces and tiered to enable excellent down-slope views and near slope-side living. This design incorporates significant housing development without losing existing skier parking and could be replicated in lower lots if desired. Lot 13 was not considered due to the limitations of its size and the fact that it already includes worker housing in a stand-alone building.

Opportunities

Development of the Upper Parking Lots present many opportunities, including existing infrastructure, access to village services and amenities, public transportation service, terrific views and essentially a ski-in/ski-out location. Although Lots 10, 11, and 12 of the Upper Parking Lot grouping were chosen for further site design and massing studies, these lots serve as a prototype for what can be done on any of the parking lots, en masse or individually. This also lends itself to a long-term phasing approach, developing each lot as needed to meet the affordable housing market needs at the time.

The proposed plan fits well into the current slope of the sites and of Carriage Way. Lower level parking areas could be screened from the downhill side with perforated screens or vegetation to soften the uphill view plane.



Site Context Map



TOSV MASTER HOUSING PLAN

Constraints

The numbered parking lots have long been discussed for redevelopment. But there has been equal pressure against development both from members of the public and from the Planning Commission during the development of the current Snowmass Comprehensive Plan.

Development on any of the numbered lots would have to account for and not reduce the existing number of parking spaces for the public. Per the Transportation Department, there are 92 spaces in Lot 10, 118 in Lot 11, and 110 in Lot 12. Residential parking should be assumed at a rate of not less than one car per bedroom. However, even at this rate and despite its adjacent location to the Town core, the residents of the Upper Parking Lots site might end up parking in the spots meant for the public, thereby reducing skier-designated parking. This would have to be carefully monitored and could be mitigated with a parking permit system for the residents.

Site Plan, Massing, & Program Summary

During site plan development, two options were considered to address massing by looking at feasibility of the existing parking and livability. Option 1 looked at a stepped building over structured parking. Option 2 considered village-like units over a full-plate parking structure. Option 2 was ultimately progressed due to concerns about immense, overbearing massing. Option 2 was revised slightly to make the building massings more efficient with shared vertical circulation. The resulting revision is included in the following plan sketch.

Option 2 presents the concept that each existing parking lot would remain located within its boundary. A structural deck would then be added over the at-grade parking to create room for building massing and outdoor community space, all over the top of the deck. Resident parking would then be added at-grade upslope of the buildings. The public parking below the deck would be altered in favor of angled parking to maximize parking counts. The berming between each lot would remain largely undisturbed.

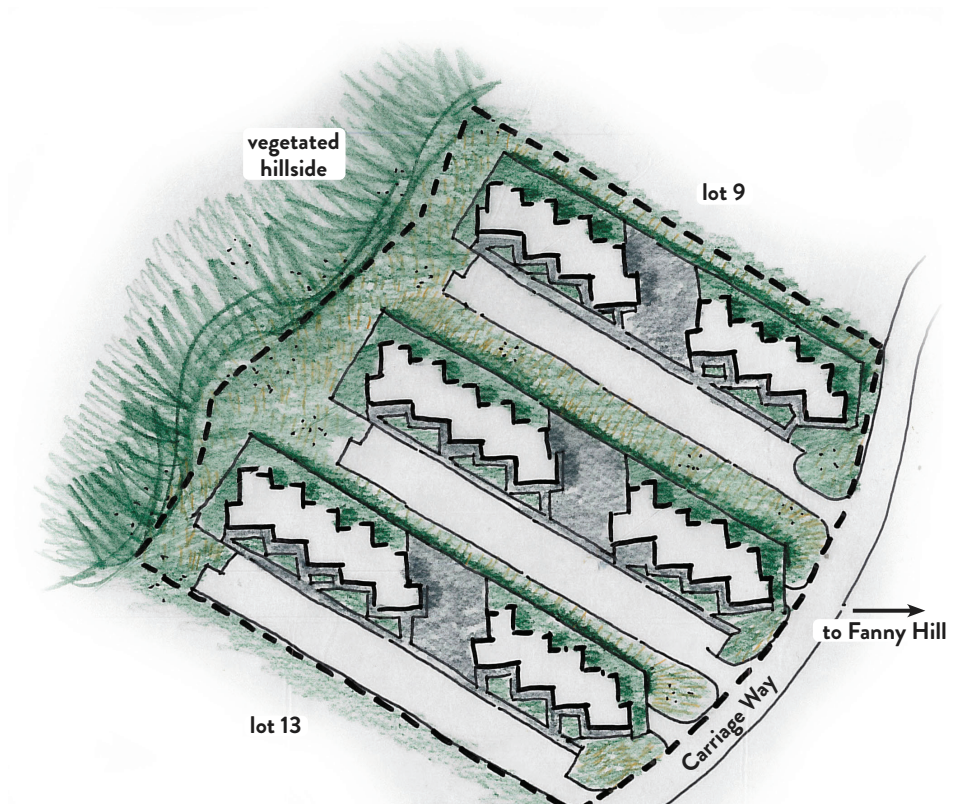
In this stacked scenario, all living spaces in the units are positioned on the downhill side to maximize natural light and views.

As with the Town Hall Draw site, the Parking Lots site could lend itself to a mix of rental and condominium ownership. This is currently envisioned as providing one and two bedroom units, with the smaller units on the top floors. Every apartment would have a deck to take advantage of the down valley views.

Other Considerations

The design as proposed in the Master Plan meets a parking ratio of one space per unit - not one per bedroom. This would have to be accepted by the Town as a variance to the Town's parking requirement. Another option would be to decrease the unit count in favor of more parking. A third consideration might be a car-share program. This plan could also easily be built in phases.

As with many of the sites in this Master Plan, the concept for the Upper Lots site requires a Parking Alternative Plan that allows less than 1 parking space per bedroom. As currently designed, the site has a parking ratio of 1.1 spaces per unit or 0.7 spaces per bedroom (approximately half the code minimum). Given its proximity to transit, the site is suited for a lower parking ratio with the assistance of public transportation and potentially a car-share program. A parking alternative analysis should be paired with the findings in Appendix B regarding proximity to transportation (with suggested improvements) and essential daily needs.



SITE PLAN W/ PROGRAM SUMMARY

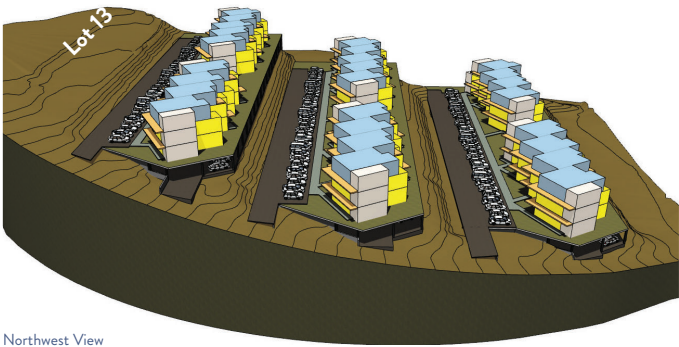
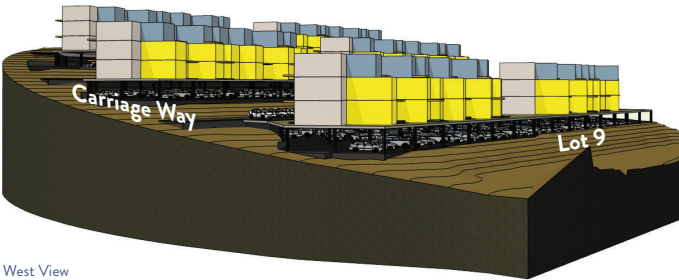
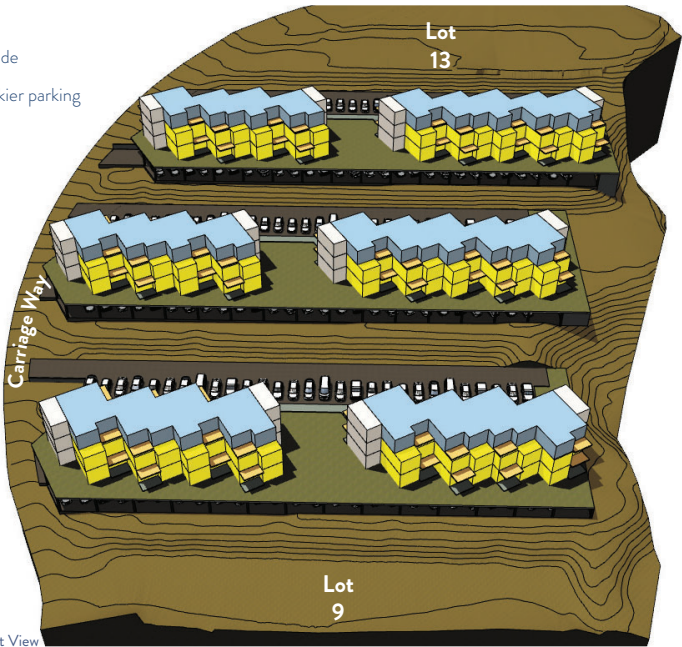
TOTAL UNITS: 78

- (26) one bedroom
- (52) two bedroom

TOTAL PARKING SPACES: 389

NET GAIN: 69

- (89) on grade
- (300) below grade
- (320) existing skier parking



Architectural Precedent Imagery

The following are images collected by the design team to describe (and illicit reactions to) the intended density, form, materiality, and detailing for the proposed affordable housing units described in this Master Plan.

form





material



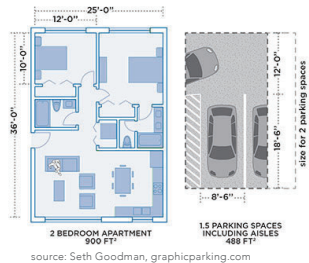
detailing



TOSV MASTER HOUSING PLAN

Parking Considerations

The designs presented in this masterplan likely do not meet the current standards called for in the land use code. Current Town of Snowmass Village zoning requires at least one (1) space per bedroom for residential development, and 1.5 space 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. This “one size fits all” solution may no longer fit the evolving needs of Snowmass Village and its employees.



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. Alternatively, structured or underground parking can conserve land but cost anywhere from \$25,000 to \$65,000 per space.

There is a growing movement across the U.S. to reduce parking requirements for affordable housing, especially where it is in close proximity to public transit. Lifestyles are changing, and many Millennials and Gen-Z households are opting out of being automobile owners. The idea of “smart growth,” which concentrates growth in compact, walkable centers to avoid sprawl, is now considered a best practice that should be embedded in planning and zoning practice. The Town’s employee housing prioritizes Snowmass Village employment, which means that most people live near where they work.

In addition to requirements related to building size and location, some communities establish parking standards based on the planned occupants of a building. These adjustments account for lower vehicle ownership rates among certain types of households, such as lower income households. This is the opposite of the Town’s requirement, which currently requires 50% more parking for its affordable housing. Consideration needs to be given to the local transit proximity, the amount of secured bicycle parking

provided, and the viability of emerging options such as electric bicycles, tandem parking, car-sharing vehicles, and shared-use parking.

The below table is an assessment of current parking availability across Snowmass Village’s restricted rental housing. The existing availability does not, for the most part, meet the minimum standard of 1.5 spaces per bedroom as currently required in the Code. Only the Mountain View II development meets that standard. The other developments range from 0.7 to 1.3 spaces per bedroom.

To maximize the housing potential of each site and take best advantage of the Town’s excellent public transit network, the design and steering team recommend a lower parking requirement than is currently in place for affordable workforce housing in the zoning regulations. This would be a departure from past practice. As the individual sites are advanced, a policy-level discussion on the pros and cons of the current parking requirements will be needed.

	Brush Creek	Carriage Way	Creekside	Palisade	Villas North	Mountain View	Mountain View II
units	26	12	45	26	32	92	26
bedrooms	26	16	75	36	46	131	30
spaces	17	13	97	31	51	167	44
spaces / unit	0.7	1.1	2.2	1.2	1.6	1.8	1.7
spaces / bdrm	0.7	0.8	1.3	0.9	1.1	1.3	1.5

Financial Considerations

Construction Cost Assumptions

Conservative “order of magnitude” estimates were developed for each site based on the following “point-in-time” assumptions:

- Building and Site Costs = \$420/sf
- Surface Parking = \$10,000/space
- Structured Parking = \$60,000/space
- Soft Cost Fees = 16.5% of Hard Costs
- Land costs = \$0 (Town-owned sites)

Site	Units	Parking Spaces	Total Development Cost
Town Hall Draw	90	120	\$62,377,361
Public Works	12	20	\$7,264,824
Carriage Way & Lot 1	39	75	\$25,649,108
Daly Lane	72	69	\$52,001,328
Upper Parking Lots	78	389 (incl skier parking)	\$73,546,809
Totals:	291	327	\$220,839,430

Financing Recommendations

Because workforce housing costs more to build than renters and home buyers can afford to pay, all of the Town’s stock has been developed through a combination of mortgage/ debt financing and local subsidy. In the years before the real estate market exploded, municipals bonds combined with contributed land and publicly-funded infrastructure were sufficient for the developments to “pencil out”. In more recent years, those two funding sources have been supplemented with a municipal cash subsidy, such as the \$5.8 million contributed to making the cost of the Coffey Place homes in Snowmass Village more affordable.

An ambitious housing program can, and should, also seek to bring in other proven sources of funding. The federal government has, since the late 1980s, offered investors the opportunity to contribute to affordable housing in exchange for long-term tax credits. That program, known as the Low Income Housing Tax Credit, or LIHTC Program, can generate as much as half of the cash needed to build affordable rental housing. The State of Colorado has other, smaller grant programs that can, and should, be explored as a way to reduce the need for local subsidy.

Local institutions such as RFTA, Colorado Mountain College, the School District, Aspen Hospital, Pitkin County, and SkiCo have all expressed interest in partnering. They could be a source of funding, especially if they were able to have some units set aside for their employees in exchange.

Specific financing plans can only be developed when any one site is being moved forward for development. Financial feasibility will be determined at that time, and each site will have a set of funding sources that are unique and that make sense for the ultimate outcome. For example, the development of the Town Hall Draw, which is complicated by slope and shale, might include a combination of rental and condominium units, and could be designed to be affordable to a range of entry-level local households. A site like the Daly Lane/Snowmass Inn site, alternately, could be built in phases over time and might only be a rental project. The financing needs and approach for these two examples would be very different.

Each recommended housing site should be approached individually at the start of development planning with a combination of the following financing tools, as applicable:

- Mortgage financing – rental housing should be structured to maximize the project’s ability to service debt from rent payments. For-sale housing should likewise look to a purchaser household’s ability to carry a mortgage in the current market.
- State and Federal grants – grants for affordable housing should be evaluated and secured, provided they are aligned with the workforce housing program goals and the incomes of the residents that the Town wishes to serve.
- Federal Tax Credits – Larger rental developments should leverage federal LIHTC equity. This can finance as much as 50% or more of the total development costs.

- Partnership Opportunities – many local partners have needs that are well-aligned with the Town's workforce housing goals. The Town should actively seek out these partners and encourage financial collaborations that make sense.
- Municipal Subsidy – even with all of these tools, it is likely that development of these sites will require some local subsidy to make the development feasible for the local workforce. That subsidy can be in the form of the value of the town-owned land, in utilities, and infrastructure brought to the sites - and, where necessary, cash.

Timing Recommendations

The proposed Master Plan provides a "road-map" to achieve Snowmass Village's workforce housing needs based on known conditions. Much can change over time, and the suitability and need for development should be evaluated on an ongoing basis. The recommended sites may continue to be the most likely. Conversely, if new opportunities arise or needs change, the Plan can change in response.

Based on the current suitability and potential cost, desirability, and community impact; the team recommends pursuing development generally in the order as presented in this Plan, with the Town Hall Draw site as the first opportunity, followed by the Public Works and/or Carriage Way/Lot 1 sites. The Town should, however, remain responsive to opportunities as they arise and to possibilities to work with local businesses

or institutions that may be interested in creating housing in partnership with the Town.

If approved, initial schematic design work could begin on the first site in 2022.

Developer Roundtable

As part of the Master Plan development, the team invited a roundtable of developers and local institutions to review and comment on the 5 sites and to provide feedback. There was considerable interest among these outside developers to find ways to help Snowmass Village achieve its housing goals. Those in attendance have considerable experience with tax credits, tax-exempt bond financing, and creative financing tools. A summary of that meeting is appended.

Conclusions

Any plan to build 185 units of high-quality, affordable workforce housing is bold. It will take consistent effort, planning, hard work, and dollars. The cost of construction in the high country is very steep, currently averaging over \$400/square foot without including the cost of land. While there are ways to reduce costs using modular and other emerging construction options, there will always be a sizable gap between what it costs on a per-unit basis to build and maintain housing, and the rents or mortgages that most of the workforce can pay.

However, the cost of not building is even higher. As real estate costs outstrip wages at an ever-increasing rate,

Snowmass Village's workforce is getting pushed farther and farther down-Valley. This, in turn, places an enormous burden on the valley's transportation and road systems. Traffic congestion impacts our environment and the livability of our region, which can have long-term negative impacts on our sustainability as a desirable mountain community. Increasingly, businesses are unable to pay workers enough to entice them here or convince them to make the hour or longer commute each way to their jobs.

Any estimate of potential cost associated with the development of these 5 sites is speculative and can only be made at the highest level. Development costs will depend on many factors, including site conditions, type of construction, unit style and mix, timing, and the fluctuating labor and materials costs in the Roaring Fork Valley.

Snowmass Village has, almost since its inception, seen the value of creating a vibrant workforce housing program. Like other essential community services, housing is part of the core infrastructure of the town - as important and as integral to our daily functioning as the shuttle, the local roads, and our parks and trails systems. We have been able to create a portfolio of options for our residents through a combination of below-market financing, public subsidy, and cost-effective building methods. This approach should be supplemented by seeking available state and federal grant and tax credit programs that are consistent with our community goals, and by actively engaging partners who share our interest in creating housing options.

prepared by:



with contributions from:



DJA



APPENDIX A

Local Demand Analysis



Workforce Housing Demand Forecast 2017 Update

Town of Snowmass Village
Planning Commission
August 28, 2017



Workforce Housing Demand

Analysis Updates Since June Meeting

- Employee generation calculations done for all development in Snowmass Village (Analysis B)
 - Included as an alternative analysis for current and future workforce housing demand
- RRC Update (Analysis A) modified with new calculations from Planning Commission recommendations:
 - 150 additional “Dedicated” not restricted units added to current inventory
 - 10.1% occupancy by Pitkin County “Out-commuters” removed from current inventory
 - Retiree occupancy calculated from TOSV housing data (10 deed restricted units)
 - Results in reduction from previous total future unmet need of 383 units to 350 units
- Number of qualified applicants per unit in 2017 updated

Workforce Housing Demand Forecast,
August 2017



Workforce Housing Demand

Summary of Results

	Current Unmet Need for Housing Units	Future Unmet Need for Housing Units
Original Analysis (A)		
RRC Update	156	350
Alternative Analysis (B)		
Buildout Chart w. Land Use Code Employee Generation Calculations	231	478
Previous Analyses:		
2008 RRC Analysis		580
2010 Comp Plan		474

Workforce Housing Demand Forecast,
August 2017

Analysis A

RRC 2008 Study Update

	2017	2018	2019	2020	2021	2022
Snowmass Village Employees	2304	2376	2437	2516	2559	2572
Housing						
Available Housing Units	966	682	665	647	630	608
PC Out Commuter Occupancy	-98					
Free market Loss	-122	-14	-14	-14	-14	-14
Restricted Unit Loss	-55	-6	-6	-6	-6	-6
Retiree Units	-10	-3	-3	-3	-3	-3
Additional Base Village Units	0	5	4	5	0	0
Total Net Housing Units	682	665	647	630	608	585
Employee Capacity						
Avg. Employees / Unit	1.65	1.65	1.65	1.65	1.65	1.65
Total Employee Capacity	1125	1097	1067	1039	1002	966
% of Employees	48.8%	46.2%	43.8%	41.3%	39.2%	37.6%
Employee Housing Goal	60%	60%	60%	60%	60%	60%
Employee Gap	257	329	395	471	533	577
Total Units Needed (5 yr. Forecast)						350
Additional Units Needed by Year	156	43	40	46	38	27

Workforce Housing Demand Forecast,
August 2017



Analysis B

Employee Generation Calculations

- Analysis B uses the Housing Mitigation Requirements included in the Land Use Code:
 - Single Family Homes & Duplexes: Employees = $.0331 \times e^{(.005) \times (\text{Unit Sq. Ft.})}$
 - Multifamily & Lodges: Employees = 0.38 - 0.72 employees per unit
 - Commercial: Employees = 0.97 – 5.9 employees per 1,000 sq. ft.
 - F&B: 5.9 employees per 1,000 sq. ft.
 - General Retail: 4.83 employees per 1,000 sq. ft.
 - Office: 3.68 employees per 1,000 sq. ft.
 - Ski Area: Employees = 61.95 employees per 1,000 skiers at one time

Workforce Housing Demand Forecast,
August 2017

Analysis B (residential & lodging)

Land Use Code Employee Generation Calculations

	Buildout			Employees & Square Footage		
	Calculation	Existing Homes	Total Future Approved	Calculation	Existing	Future
Free-Market Single Family Homes (homes & lots)		820	886	0.4032	331	357
Square Footage of homes (average sum)	5000	4,100,000	4,430,000			
Free-Market Multi-Family and Lodges (units)		2520	2893		1202	1379
Studio	12.3%	310.0	355.8	0.32	99	114
1 Bedroom	7.6%	191.5	219.9	0.32	61	70
2 Bedroom	31.4%	791.3	908.4	0.42	332	382
3 Bedroom	28.3%	713.2	818.7	0.52	371	426
4 Bedroom	12.8%	322.6	370.3	0.62	200	230
5+ Bedrooms	7.6%	191.5	219.9	0.72	138	158

Workforce Housing Demand Forecast,
August 2017

Analysis B (commercial & ski area)

Land Use Code Employee Generation

	Buildout			Employees & Square Footage		
	Calculation	Existing	Total Future Approved	Calculation	Existing	Future
Commercial (sq. ft.)		350,444	436,697		1513	1808
Office	22%	77,098	96,073	1.97 employees per 1000 SF	152	189
F&B	25%	87,611	109,174	5.9 employees per 1000 SF	517	644
Retail	25%	87,611	109,174	4.93 employees per 1000 SF	432	538
Health Clubs / Spas / Community Purpose	10%	35,044	43,670	0.97 employees per 1000 SF	34	42
Ski Area				61.95 employees per 1000 skiers	315	315
Government / Public Service	18%	63,080	78,605	1 employees per 1000 SF	63	79

Workforce Housing Demand Forecast,
August 2017

Analysis B

Total Employees Generated

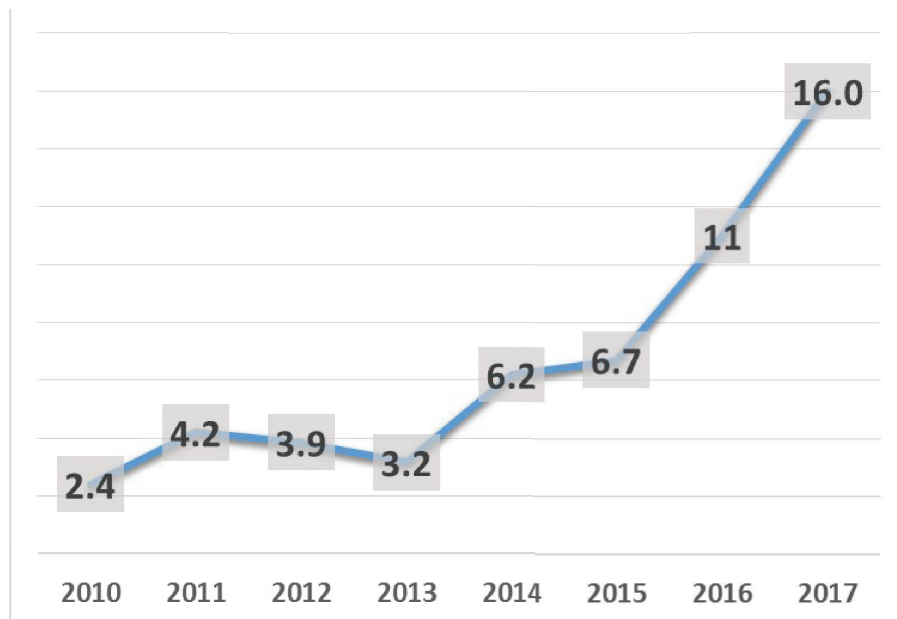
	Buildout			Employees & Square Footage		
	Calculation	Existing Homes	Total Future Approved	Calculation	Existing	Future
TOTAL EMPLOYEES GENERATED					3045	3544
TOTAL Emp Housing SF required for ALL JOBS (# of jobs x 448 SF)					1,364,158	1,587,829
TOTAL Employee Housing Mitigation Requirement				60%	818,495	952,697
Approximate # of Units Required				896	913	1,063
Existing Units					682	585
Additional Units Needed					231	478
Additional Square Footage Needed				896	207,348	428,206

Workforce Housing Demand Forecast,
August 2017



Workforce Housing Demand

Avg. # of Qualified Applicants per Deed-



Workforce Housing Demand Forecast,
August 2017

APPENDIX B

Expanded Site Suitability Matrix & Expanded Site Evaluation Criteria

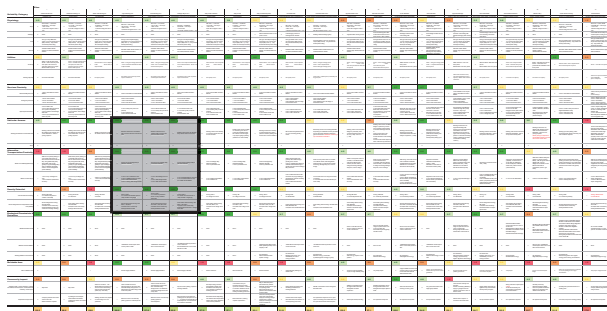
Suitability Category	1 Krabloonik Kennels 273303401015		2 Krabloonik Parking Lot 273302302815		3 Divide Trail Parking Lot 273303401853	
Physiology	4.0		4.0		4.0	
Slope	5	Parcel area = 79,224 SF 42,605 SF < 10% slope =54% of site 17,000 SF contiguous area < 10%	5	Site area = 31,181 SF 17,741 SF < 10% slope =57% of site 5,700 SF contiguous area < 10%	5	Site area = 21,228 SF 16,188 SF < 10% slope =76% of site 11,000 SF contiguous area < 10%
Drainage	5	None	5	None	5	None
Soils	1	Soil type Jerry-Millerlake loams, 25 to 45 percent slopes (Map Unit 67) - Very limited site development rating	1	Soil type Jerry-Millerlake loams, 25 to 45 percent slopes (Map Unit 67) - Very limited site development rating	1	Soil type Jerry-Millerlake loams, 25 to 45 percent slopes (Map Unit 67) - Very limited site development rating
Hazards	5	Standard TOSV wildfire hazard; low debris/avalanche hazard	5	Standard TOSV wildfire hazard; low debris/avalanche hazard	5	Standard TOSV wildfire hazard; low debris/avalanche hazard
Utilities	3.0		3.5		4.5	
Proximity	2	Water - main 60' from parcel Sewer - main 500' from parcel and uphill, will need to be pumped, right now on septic Electric-Feed to parcel	3	Water - main goes through parcel Sewer - main 400' from parcel and uphill, will need to be pumped, right now on septic Electric-Feed to parcel	4	Water & Sewer- main in adjacent ROW Electric-Main in adjacent ROW
Existing Capacity	4	No issues with water	4	No issues with water	5	No capacity issues
Services Proximity	3.0		3.0		3.3	
Essential Daily Services	2	1.8mi to Post Office & Clark's Market	2	1.8mi to Post Office & Clark's Market	2	1.6mi to Post Office & Clark's Market
Emergency Services	3	1.8mi to Police Station 2.3mi to Fire Station 1.6mi to Snowmass Clinic	3	1.8mi to Police Station 2.3mi to Fire Station 1.6mi to Snowmass Clinic	3	1.6mi to Police Station 2.1mi to Fire Station 1.4mi to Snowmass Clinic
Open Space Recreation	4	0.2mi to Ditch Trail 0.2mi to Slot/Campground ski runs (counts as passive) 0.3mi to Nature Trail & Sleigh Ride Trail 0.3mi to proposed Mammoth Discovery Trail	4	0.2mi to Ditch Trail 0.2mi to Slot/Campground ski runs (counts as passive) 0.3mi to Nature Trail & Sleigh Ride Trail 0.3mi to proposed Mammoth Discovery Trail	5	0.0mi to Ditch Trail 0.2mi to Slot/Campground ski runs (counts as passive) 0.1mi to Nature Trail & Sleigh Ride Trail 0.1mi to proposed Mammoth Discovery Trail

Suitability Category	1 Krabloonik Kennels 273303401015		2 Krabloonik Parking Lot 273302302815		3 Divide Trail Parking Lot 273303401853	
Vehicular Access	4.0		4.5		5.0	
Existing Infrastructure to buildable area	4	Existing road access via Divide Rd. Graded, dirt road into site exists. Estimated ~350lf of paving required.	4	Existing road access via Divide Rd. Graded, dirt road into site exists. Estimated ~275lf of paving required.	5	Existing road access via Pinon Dr. Paved road into site exists.
Slope	4		5		5	
Alternative Transportation Proximity	1.0		1.0		2.0	
Distance to Walkways/Bikeways	1	Walk across paved parking lot (could add stair access up hills for direct access to Divide Rd), along Divide Rd (road), Sleigh Ride Trail (rough gravel) to upper Carriage Way (has an attached sidewalk). 0.9mi to access designated paved walkway.	1	Walk across paved parking lot (could add stair access up hills for direct access to Divide Rd), along Divide Rd (road), Sleigh Ride Trail (rough gravel) to upper Carriage Way (has an attached sidewalk). 0.9mi to access designated paved walkway.	2	Walk across paved parking lot (could add stair access up hills for direct access to Divide Rd), along Divide Rd (road), Sleigh Ride Trail (rough gravel) to upper Carriage Way (has an attached sidewalk). 0.7mi to access designated paved walkway.
Distance to Bus Stops	1	1.0mi to Top of Village bus stop 1.2mi to #5/Lot13/Timberline bus stop	1	1.0mi to Top of Village bus stop 1.2mi to #5/Lot13/Timberline bus stop	2	0.8mi to op of Village bus stop 1.0mi to #5/Lot13/Timberline bus stop
Density Potential	1.5		1.5		1.0	
Current Landuse & Zoning	2	Zoning: MU PUD LU: Commercial [need to confirm in the PUD]	2	Zoning: MU PUD LU: OS/Cons	1	Zoning: MU PUD LU: Public
Surrounding Parcel & Comprehensive Plan Compatibility	1	Surrounding Parcel Zoning: Also MU-PUD Cons/Dev Area: Community Facility/Institutional Area [not zoned for med./high density]	1	Surrounding Parcel Zoning: Also MU-PUD Cons/Dev Area: Community Facility/Institutional Area	1	Surrounding Parcel Zoning: Also MU-PUD Cons/Dev Area: Community Facility/Institutional Area

Suitability Category	1 Krabloonik Kennels 273303401015		2 Krabloonik Parking Lot 273302302815		3 Divide Trail Parking Lot 273303401853	
Ecological Constraints & Protection	5.0		5.0		5.0	
Wildlife Sensative Areas	5	None	5	None	5	None
Wetlands & Creek Buffers	5	None	5	None	5	None
Existing Habitat to be Preserved	5	None	5	None	5	None
Buildable Area	3.0		2.0		1.0	
Size of Suitable Area	3		2		1	
Community Impact	2.0		2.0		3.0	
Neighbor strife, council hesitancy, existing structures/businesses/uses, visual/contextual continuity, visual impact	1	99yr lease	1	99yr lease	1	Politics to consider... The Divide HOA would likely have serious issues with housing here as would the general public (esp. trail uses).
Replacement Impact/Cost	3	Company and kennels would need to relocate. Basic demolition required.	3	If parking lot is developed while Krabloonik remains, parking will need to be located elsewhere.	5	Parking would be lost (impact to community) but is not prohibitive
	26.5		26.5		28.8	

Suitability Category	4 Upper Parking Lots		5 Lower Parking Lots		6 Carriage Way & Lot 1	
	Part of 273302400851		273302400851 minus Lot 1		273302424001 and a part of 273302400851	
Physiology	4.0		4.0		4.0	
Slope	5	Site area = 238,612 SF 162,140 SF < 10% slope =68% of site 10,000 SF contiguous area < 10%	5	Site area = 170,419 SF 116,127 SF < 10% slope =68% of site 6,000 SF contiguous area < 10%	5	Site area = 65,668 SF 32,655 SF < 10% slope =50% of site 12,000 SF contiguous area < 10%
Drainage	5	None	5	None	5	None
Soils	1	Soil type Anvil-Skylick-Sligting association, 25 to 50 percent slopes (Map Unit 11) - Very limited site development rating	1	Soil type Anvil-Skylick-Sligting association, 25 to 50 percent slopes (Map Unit 11) - Very limited site development rating	1	Soil type Anvil-Skylick-Sligting association, 25 to 50 percent slopes (Map Unit 11) - Very limited site development rating
Hazards	5	Standard TOSV wildfire hazard; low debris/avalanche hazard	5	Standard TOSV wildfire hazard; low debris/avalanche hazard	5	Standard TOSV wildfire hazard; low debris/avalanche hazard
Utilities	4.0		4.0		4.0	
Proximity	4	Water - main goes through parcel Sewer - main in Snowmelt Road Electric-Main in adjacent ROW	4	Water - main goes through parcel Sewer - main in Snowmelt Road Electric-Feed to parcel	4	Water- main in adjacent ROW Sewer - main in Snowmelt Road Electric-Feed to parcel
Existing Capacity	4	No capacity issues, sewer tap would require snowmelt fix	4	No capacity issues, sewer tap would require snowmelt fix	4	No capacity issues, sewer tap would require snowmelt fix
Services Proximity	4.3		4.3		4.3	
Essential Daily Services	3	0.9mi to Post Office & Clark's Market	3	0.6mi to Post Office & Clark's Market	4	0.5mi to Post Office & Clark's Market
Emergency Services	5	0.9mi to Police Station 1.3mi to Fire Station 0.2mi to Snowmass Clinic	5	0.6mi to Police Station 1.0mi to Fire Station 0.1mi to Snowmass Clinic	5	0.5mi to Police Station 1.0mi to Fire Station 0.3mi to Snowmass Clinic
Open Space Recreation	5	0.1mi to Fanny Hill (counts as passive) 0.1mi to Nature Trail 0.2mi to Brush Creek Trail	5	0.0mi to Brush Creek Trail 0.1mi to Fanny Hill (counts as passive) 0.2mi to Nature Trail	4	0.1mi to Brush Creek Trail 0.1mi to Fanny Hill (counts as passive) 0.3mi to Nature Trail

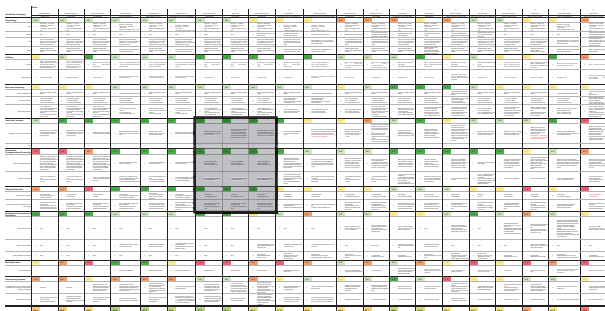
Suitability Category	4 Upper Parking Lots		5 Lower Parking Lots		6 Carriage Way & Lot 1	
	Part of 273302400851		273302400851 minus Lot 1		273302424001 and a part of 273302400851	
Vehicular Access	5.0		5.0		5.0	
Existing Infrastructure to buildable area	5	Existing road access via Carriage Way. Paved roads into each terrace exist.	5	Existing road access via Carriage Way. Paved roads into each terrace exist.	5	Existing road access via Carriage Way. Paved road into site exist.
Slope	5		5		5	
Alternative Transportation Proximity	5.0		5.0		5.0	
Distance to Walkways/Bikeways	5	Access across Carriage Way to attached sidewalk	5	Access across Carriage Way to attached sidewalk	5	Access across Carriage Way to attached sidewalk
Distance to Bus Stops	5	0.1mi to Top of Village bus stop 0.1mi to #5/Elbert Lane bus stop 0.2mi to Mall Transit Station 0.2mi to existing Mall-Village Shuttle	5	0.1mi to Stonebridge Inn bus stop 0.1mi to Mall-Village Shuttle 0.1mi to Mall Transit Station	5	0.1mi to Stonebridge Inn bus stop 0.1mi to Lichenhearth bus stop 0.2 to Mall Transit Station
Density Potential	4.5		4.5		4.5	
Current Landuse & Zoning	4	Zoning: SPA-1 LU: Community Facilities [have to verify via SPA-1 language]	4	Zoning: SPA-1 LU: Community Facilities [have to verify via SPA-1 language]	4	Zoning: SPA-1 LU: Village Core Area [have to verify via SPA-1 language]
Surrounding Parcel & Comprehensive Plan Compatibility	5	Surrounding Parcel Zoning: Also SPA-1, OS, MU-2 Cons/Dev Area: Community Facility/Institutional Area	5	Surrounding Parcel Zoning: Also SPA-1, OS, MU-2, MU Cons/Dev Area: Community Facility/Institutional Area	5	Surrounding Parcel Zoning: Also SPA-1, OS, MU-2 Cons/Dev Area: Community Facility/Institutional Area + Village Core Area



Suitability Category	4 Upper Parking Lots		5 Lower Parking Lots		6 Carriage Way & Lot 1	
	Part of 273302400851		273302400851 minus Lot 1		273302424001 and a part of 273302400851	
Ecological Constraints & Protection	4.3		3.7		3.7	
Wildlife Sensative Areas	5	None	5	None	5	None
Wetlands & Creek Buffers	3	1000ft Brush Creek Impact Zone covers portion of Site.	1	1000ft Brush Creek Impact Zone covers entire site.	1	1000ft Brush Creek Impact Zone covers entire site. Flood Hazard Zone covers small NW sliver of Site.
Existing Habitat to be Preserved	5	None	5	None	5	None
Buildable Area	5.0		5.0		3.0	
Size of Suitable Area	5	flat and highly buildable	5	flat and highly buildable	3	flat and highly buildable
Community Impact	2.0		2.0		2.0	
Neighbor strife, council hesitancy, existing structures/businesses/uses, visual/contextual continuity, visual impact	3	Tried to include the lots as redevelopment in the Comp Plan and P&Z hardly disapproved. It is referenced in the West Village CPA in the Comp Plan.	3	Tried to include the lots as redevelopment in the Comp Plan and P&Z hardly disapproved. It is referenced in the West Village CPA in the Comp Plan.	3	Impact to skier parking. Impact to existing residents.
Replacement Impact/Cost	1	Must account for lost skier day parking spaces in redevelopment	1	Must account for lost skier day parking spaces in redevelopment	1	Must account for lost skier day parking spaces (48 spaces in Lot 1, ~15 spaces in Carriage Way) in redevelopment. 12 units must be accounted for elsewhere.
	38.2		37.5		35.5	

Suitability Category	7 Daly Ln Bus Terminal 273302423852		8 Daly Ln Infill 273302420001		9 Daly Ln Redevelopment 273302400007	
Physiology	4.0		3.8		3.3	
Slope	5	Site area = 12,901 SF 10,167 SF < 10% slope =79% of site 6,000 SF contiguous area < 10%	4	Site area = 10,493 SF 6,046 SF < 10% slope =57% of site 3,500 SF contiguous area < 10%	3	Site area = 39,090 SF 32,442 SF < 30% slope =83% of site 1,500 SF contiguous area < 10%
Drainage	5	None	5	None	4	West Fork Brush Creek covers portion of site.
Soils	1	Soil type Anvil-Skylick-Sligting association, 25 to 50 percent slopes (Map Unit 11) - Very limited site development rating	1	Soil type Anvil-Skylick-Sligting association, 25 to 50 percent slopes (Map Unit 11) - Very limited site development rating	1	Soil type Anvil-Skylick-Sligting association, 25 to 50 percent slopes (Map Unit 11) - Very limited site development rating
Hazards	5	Standard TOSV wildfire hazard; low debris/avalanche hazard	5	Standard TOSV wildfire hazard; low debris/avalanche hazard	5	Standard TOSV wildfire hazard; low debris/avalanche hazard
Utilities	4.5		4.5		4.5	
Proximity	4	Water & Sewer- main in adjacent ROW Electric-Feed to parcel	4	Water & Sewer - main in adjacent ROW Electric-Feed to parcel	4	Water & Sewer - main in adjacent ROW Electric-Feed to parcel
Existing Capacity	5	No capacity issues	5	No capacity issues	5	No capacity issues
Services Proximity	4.3		4.3		4.3	
Essential Daily Services	3	0.7mi to Post Office & Clark's Market	3	0.7mi to Post Office & Clark's Market	3	0.7mi to Post Office & Clark's Market
Emergency Services	5	0.7mi to Police Station 1.1mi to Fire Station 0.0mi to Snowmass Clinic	5	0.7mi to Police Station 1.1mi to Fire Station 0.0mi to Snowmass Clinic	5	0.7mi to Police Station 1.1mi to Fire Station 0.0mi to Snowmass Clinic
Open Space Recreation	5	0.0mi to Benedict Park 0.1mi to Fanny Hill (counts as passive) 0.1mi to Brush Creek Trail 0.2mi to Nature Trail	5	0.0mi to Benedict Park 0.1mi to Fanny Hill (counts as passive) 0.1mi to Brush Creek Trail 0.2mi to Nature Trail	5	0.0mi to Benedict Park 0.1mi to Fanny Hill (counts as passive) 0.1mi to Brush Creek Trail 0.2mi to Nature Trail

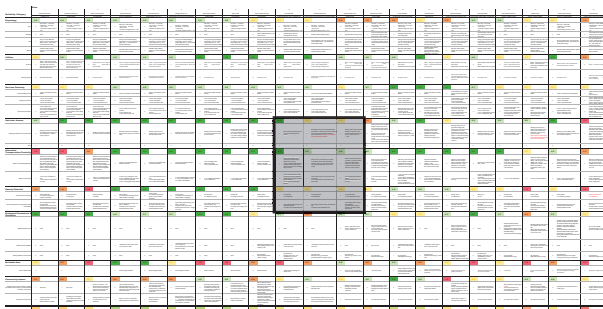
Suitability Category	7 Daly Ln Bus Terminal 273302423852		8 Daly Ln Infill 273302420001		9 Daly Ln Redevelopment 273302400007	
Vehicular Access	5.0		4.5		4.5	
Existing Infrastructure to buildable area	5	Existing road access via Daly Ln. Paved road into site exits for bus terminal.	4	Existing road access via Daly Ln runs along one side of parcel (and buildable area). No road into site but might only require garage parking (therefore no road needed)	4	Existing road access via Daly Ln. Small paved spur enters parcel for exterior parking and access but is in bad condition.
Slope	5		5		5	
Alternative Transportation Proximity	5.0		5.0		5.0	
Distance to Walkways/Bikeways	5	0.0mi to Carriage Way attached sidewalk 0.0mi to pedestrian mall	5	0.0mi to Carriage Way attached sidewalk 0.0mi to pedestrian mall	5	0.0mi to Carriage Way attached sidewalk 0.0mi to pedestrian mall
Distance to Bus Stops	5	0.1mi to Mall Transit Station 0.1mi to Skittles lift	5	0.1mi to Mall Transit Station 0.1mi to Skittles lift	5	0.1mi to Mall Transit Station 0.1mi to Skittles lift
Density Potential	4.5		5.0		4.5	
Current Landuse & Zoning	4	Zoning: SPA-1 LU: Village Core Area	5	Zoning: MF LU: Village Core Area	4	Zoning: SPA-1 LU: Village Core Area
Surrounding Parcel & Comprehensive Plan Compatibility	5	Surrounding Parcel Zoning: Also MU, SPA-1, CC Cons/Dev Area: Village Core Area	5	Surrounding Parcel Zoning: Also SPA-1, MU Cons/Dev Area: Village Core Area	5	Surrounding Parcel Zoning: Also SPA-1, MU, CC, MF Cons/Dev Area: Village Core Area



Suitability Category	7 Daly Ln Bus Terminal 273302423852		8 Daly Ln Infill 273302420001		9 Daly Ln Redevelopment 273302400007	
Ecological Constraints & Protection	5.0		5.0		3.0	
Wildlife Sensative Areas	5	None	5	None	5	None
Wetlands & Creek Buffers	5	None	5	None	1	200ft West Fork Brush Creek buffer (arbitrary buffer) covers majority of site.
Existing Habitat to be Preserved	5	None	5	None	3	No easements West Fork Brush Creek riparian ecology
Buildable Area	1.0		1.0		2.0	
Size of Suitable Area	1	flat but small site	1	flat but small site	2	flat but small site
Community Impact	4.0		4.0		2.0	
Neighbor strife, council hesitancy, existing structures/businesses/uses, visual/contextual continuity, visual impact	3	Bus depot being moved in transportation master plan. Pushback would likely still occur because of density of buildings around it.	3	Town doesn't own yet. Currently serves as green space for recreation - needed in the area. Pushback would likely still occur because of density of buildings around it.	3	Daly Ln Redevelopment (Snowmass Inn) and the Mountain Chalet were bought as a package deal. Slope-side housing is a premium and would be better as free market.
Replacement Impact/Cost	5	Bus terminal is already being relocated under transportation master plan. Some demolition costs but not prohibitive.	5	Basic demolition, nothing requires replacement	1	39 rooms currently used as year-round, free-market employee housing through private owner. Current employee housing would need to be accounted for elsewhere.
	37.3		37.1		33.1	

Suitability Category	10 Creekside Infill 273301345800 and part of 273302422751		11 Lower Mountain View Lower portions of 273302418751 and 273302106756		12 Upper Mountain View 273302106752	
Physiology	2.8		3.0		2.0	
Slope	3	Site area = 32,739 SF 22,541 SF < 30% slope =69% of site 1,400 SF contiguous area < 10%	3	Site area = 57,397 SF 34,040 SF < 30% slope =59% of site 900 SF contiguous area < 10%	3	Site area = 99,353 SF 59,279 SF < 30% slope =60% of site 5,075 SF contiguous area < 30%
Drainage	2	2 discharging culverts to drainage basin downhill	3	Existing natural drainage gully	2	Irrigation ditch running on site
Soils	1	Soil type Gothic loam, 6 to 25 percent slopes (Map Unit 53) - Very limited site development rating	1	Soil type Gothic loam, 6 to 25 percent slopes (Map Unit 53) - Very limited site development rating	1	Soil type Gothic loam, 6 to 25 percent slopes (Map Unit 53) - Very limited site development rating
Hazards	5	Standard TOSV wildfire hazard; low debris/avalanche hazard	5	Standard TOSV wildfire hazard; low debris/avalanche hazard	2	Standard TOSV wildfire hazard; high debris/avalanche hazard
Utilities	4.5		4.5		4.0	
Proximity	4	Water & Sewer- main in adjacent ROW Electric-Main in adjacent ROW	5	Water - main goes through parcel Sewer - main in adjacent ROW Electric-Main goes through parcel	3	Water - main in adjacent parking lot Sewer - main 200' from parcel Electric-Main 80' from parcel
Existing Capacity	5	No capacity issues	4	Sewer main is uphill of parcel, could likely still be gravity fed	5	No capacity issues
Services Proximity	4.0		4.3		3.3	
Essential Daily Services	4	0.4mi to Post Office & Clark's Market	4	0.5mi to Post Office & Clark's Market	3	0.7mi to Post Office & Clark's Market
Emergency Services	5	0.4mi to Police Station 0.9mi to Fire Station 0.5mi walkable route via bridge to Snowmass Clinic	5	0.5mi to Police Station 0.9mi to Fire Station 0.5mi walkable route via bridge to Snowmass Clinic	4	0.8mi to Police Station 1.2mi to Fire Station 0.7mi to Snowmass Clinic
Open Space Recreation	3	0.1mi to Brush Creek Trail 0.3mi to Mountain View Trail 0.3mi to Rim Trail South	4	0.1mi to Mountain View Trail 0.2mi to Rim Trail South 0.2mi to Brush Creek Trail	3	0.2mi to Mountain View Trail 0.3mi to Rim Trail South 0.3mi to Brush Creek Trail

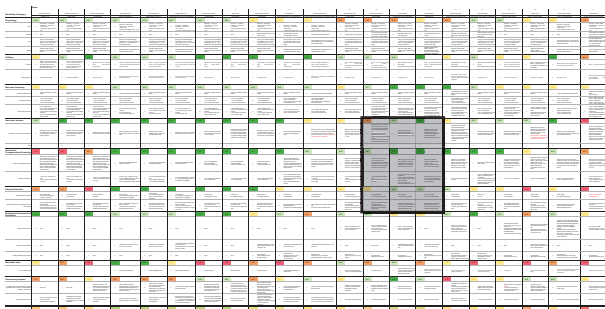
Suitability Category	10 Creekside Infill		11 Lower Mountain View		12 Upper Mountain View	
	273301345800 and part of 273302422751		Lower portions of 273302418751 and 273302106756		273302106752	
Vehicular Access	5.0		2.5		2.5	
Existing Infrastructure to buildable area	5	Site is bisected by Brush Creek Ln. Lots of existing parking exists.	3	Most likely access from existing Deerfield Dr parking lot. Pedestrian access protrudes across slope and between buildings to gain lower access. Likelihood of building a spur off of Brush Creek Rd ?	3	Existing road access via Hawk Ridge Ln (west arm). New road required either from cul-de-sac (~50lf) or from "Y" (~70lf).
Slope	5		2		2	
Alternative Transportation Proximity	5.0		4.0		4.0	
Distance to Walkways/Bikeways	5	300ft to Brush Creek Trail (paved). Must walk through parking lot to access. 0.2mi to Carriage Way attached sidewalk. Must walk through 3 parking lots and across Carriage Way to access.	3	Walk on local paved roads to crosswalk, cross Brush Creek, walk along Brush Creek sholder, on side roads to bridge accessing Carriage Way lots, 0.3mi to bridge	3	Walk on local paved roads to crosswalk, cross Brush Creek, walk along Brush Creek sholder, on side roads to bridge accessing Carriage Way lots, 0.4mi to bridge
Distance to Bus Stops	5	0.2mi to Mountain View & Dirt Circle bus stops (by walking in parking/local road and avoiding Brush Creek Rd. 0.3mi to Mountain View Bus Shelter	5	0.0mi to Dirt circle bus stop (would need connector) 0.1mi to Mountain View Bus Shelter (via local roads)	5	0.2mi to Mountain View Bus Shelter 0.3mi to DH Mountain View bus stop
Density Potential	3.0		2.5		2.5	
Current Landuse & Zoning	3	Zoning: PUD LU: Residential	2	Zoning: MF-PUD LU: Residential	2	Zoning: MF-PUD LU: Publically Owned OS
Surrounding Parcel & Comprehensive Plan Compatibility	3	Surrounding Parcel Zoning: Also PUD, MF-PUD, OS Cons/Dev Area: Residential Area	3	Surrounding Parcel Zoning: Also MF-PUD, OS Cons/Dev Area: Residential Area	3	Surrounding Parcel Zoning: Also MF-PUD Cons/Dev Area: Publicly-Owned or Protected Open Space Area



Suitability Category	10 Creekside Infill		11 Lower Mountain View		12 Upper Mountain View	
	273301345800 and part of 273302422751		Lower portions of 273302418751 and 273302106756		273302106752	
Ecological Constraints & Protection	3.7		2.3		3.7	
Wildlife Sensitive Areas	5	None	5	None	5	None on site. Elk summer range is uphill but does not cross or border site.
Wetlands & Creek Buffers	1	1000ft Brush Creek Impact Zone covers entire site.	1	1000ft Brush Creek Impact Zone covers entire site.	5	None
Existing Habitat to be Preserved	5	No easements. Existing grass reveg, nice aesthetically but low in ecological value	1	No easements Meadow ecology on the flats, riparian/dogwood ecology in gulley	1	No easements Oak ecology, aspens on the plateau
Buildable Area	1.0		2.0		4.0	
Size of Suitable Area	1	small with likely drainage on eastern side	2		4	access to area of buildable slopes, though still fairly steep
Community Impact	3.0		4.0		3.0	
Neighbor strife, council hesitancy, existing structures/businesses/uses, visual/contextual continuity, visual impact	3	Heavy density around this site and likely pushback from existing residents.	3	Wildlife conservation issues throughout Mountain View.	3	Wildlife conservation issues throughout Mountain View. Designated as future expansion.
Replacement Impact/Cost	3	Constructuion would require demolition and/or obstruction of current parking lot/access.	5	No replacement required. Loss of yard space for existing units. Potential loss of bus pull off if accessed from that point.	3	Ditch replacement/rerouting.
	31.9		29.2		29.0	

Suitability Category	13 Mountain View Draw		14 Town Hall Draw		15 Town Hall Point	
	273302106851		273301201854 and 273301201855		273301200001	
Physiology	1.8		2.0		3.0	
Slope	2	Site area = 739,000 SF 532,132 SF < 45% slope =72% of site 11,000 SF contiguous area < 30%	1	Site area = 670,110 SF 448,315 SF > 30% slope =67% of site 1580 SF contiguous area < 30%	3	Site area = 42,588 SF 29,560 SF < 30% slope =69% of site 2050 SF contiguous area < 30%
Drainage	2	Significant drainage collection from surrounding hills. Man made channel down area of likely access. Many natural drainage ways have been altered.	4	Drainage collection from surrounding hills.	5	No drainage conflicts shown on GIS
Soils	1	Soil type Gothic loam, 6 to 25 percent slopes (Map Unit 53) - Very limited site development rating	1	Soil type Kobar silty clay loam, 12 to 25 percent slopes (Map Unit 72) - Very limited site development rating	1	Soil type Kobar silty clay loam, 12 to 25 percent slopes (Map Unit 72) - Very limited site development rating
Hazards	2	Standard TOSV wildfire hazard; high debris/avalanche hazard	2	Standard TOSV wildfire hazard; high debris/avalanche hazard	3	Standard TOSV wildfire hazard; medium debris/avalanche hazard. Existing bus stop retaining wall need to be avoided
Utilities	4.0		4.0		4.5	
Proximity	3	Water - main in adjacent parking lot Sewer - main 300' from parcel Electric-Main 80' from parcel	3	Water & Sewer - main 120' from parcel Electric-Main 500' from parcel	4	Water - main goes through parcel Sewer - in adjacent ROW Electric-feed to parcel
Existing Capacity	5	No capacity issues	5	No capacity issues	5	No capacity issues
Services Proximity	3.7		4.7		4.7	
Essential Daily Services	3	0.7mi to Post Office & Clark's Market	5	0.2mi to Post Office & Clark's Market	5	0.1mi to Post Office & Clark's Market
Emergency Services	4	0.8mi to Police Station 1.2mi to Fire Station 0.7mi to Snowmass Clinic	5	0.0mi to Police Station 0.7mi to Fire Station 0.8mi to Snowmass Clinic	5	0.0mi to Police Station 0.6mi to Fire Station 0.6mi to Snowmass Clinic
Open Space Recreation	4	0.0mi to Rim Trail South 0.0mi to Mountain View Trail Both trails cross into site, actual distance to access trail depends on location of development. 0.3mi to Brush Creek Trail	4	Mountain View Trail crosses into site, would need a trail connector (0.0mi) 0.2mi to Brush Creek Trail 0.2mi to Melton Ranch Trail	4	0.1mi to Mountain View Trail to the west, would need a connector. 0.2mi from Mountain View to the east. 0.1mi to Brush Creek Trail 0.1mi to Melton Ranch Trail

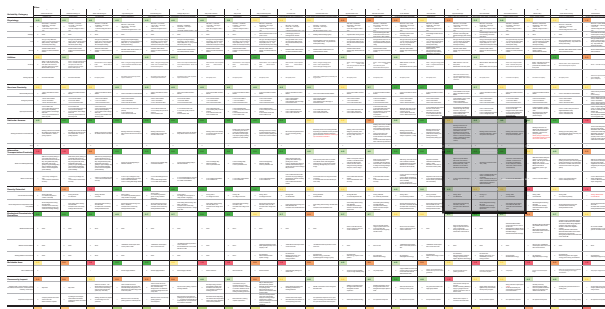
Suitability Category	13 Mountain View Draw		14 Town Hall Draw		15 Town Hall Point	
	273302106851		273301201854 and 273301201855		273301200001	
Vehicular Access	1.5		3.5		4.5	
Existing Infrastructure to buildable area	2	Existing road access via Hawk Ridge Ln (east arm), access drive would be where exiting man-made drainage channel is. Could access from lower Deerfield Dr to the west around the back of the existing condo. Access to site would require at least 120ft of new paved road.	3	Existing road access via driveway at Town Hall. Terminated C&G road exists ready for expansion (<100ft).	4	Existing road access via driveway at Town Hall. Adjacent to site's north perimeter and already has parking in the likely development parking spot.
Slope	1		4		5	
Alternative Transportation Proximity	4.0		5.0		5.0	
Distance to Walkways/Bikeways	3	Walk on local paved roads down to Brush Creek, crosswalk, walk along Brush Creek sholder, on side roads to bridge accessing Carriage Way lots, 0.4mi to bridge	5	Walk along Town Hall access road to attached sidewalk towards Brush Creek (475ft) OR walk on local roads to Snowmass Center (600ft)	5	Adjacent to attached sidewalks towards Brush Creek (<150ft) OR walk on local roads to Snowmass Center (375ft)
Distance to Bus Stops	5	0.2mi to Mountain View Bus Stop 0.3mi to DH Mountain View bus stop	5	0.1mi to Conoco bus stop (via sidewalks) 0.2mi to Brush Creek/Wood Rd bus shelter (via sidewalks and crosswalks) 0.1mi to Upper/Lower Snowmass Center bus stops	5	Adjacent to Conoco bus stop 0.1mi to Brush Creek/Wood Rd bus shelter (via sidewalks and crosswalks)
Density Potential	2.5		4.0		3.5	
Current Landuse & Zoning	2	Zoning: MF-PUD LU: Publically Owned OS	4	Zoning: SPA-1 LU: Community Facilities	3	Zoning: CC-PUD LU: Community Facilities
Surrounding Parcel & Comprehensive Plan Compatibility	3	Surrounding Parcel Zoning: Also MF-PUD, OS Cons/Dev Area: Publicly-Owned or Protected Open Space Area	4	Surrounding Parcel Zoning: Also SPA-1, CC-PUD, CC, OS Cons/Dev Area: Community Facility/Institutional Area	4	Surrounding Parcel Zoning: Also CC-PUD, CC, OS Cons/Dev Area: Community Facility/Institutional Area



Suitability Category	13 Mountain View Draw 273302106851		14 Town Hall Draw 273301201854 and 273301201855		15 Town Hall Point 273301200001	
Ecological Constraints & Protection	3.7		3.0		3.0	
Wildlife Sensative Areas	5	None on site. Elk summer range is uphill but does not cross or border site. Surrounded by Ecologically sensitive areas.	5	None on site. Elk summer range is uphill but does not cross or border site.	5	None
Wetlands & Creek Buffers	5	None on site.	3	1000ft Brush Creek Impact Zone covers small portion of Site	1	1000ft Brush Creek Impact Zone covers entire site.
Existing Habitat to be Preserved	1	No easements Gambel Oak ecology	1	No easements Oak/sagebrush ecology	3	No easements Gambel Oak ecology on west side
Buildable Area	2.0		4.0		2.0	
Size of Suitable Area	2	very steep slopes	4	Large buildable area but need to know if there is geo hazards in the swale area that will affect buildable area.	2	approx. 3/4 acre depending on setback from top of wall or other geohazards
Community Impact	4.0		5.0		4.0	
Neighbor strife, council hesitancy, existing structures/businesses/uses, visual/contextual continuity, visual impact	3	Wildlife conservation issues throughout Mountain View. Designated as Open Space in PUD.	5	Has been discussed for housing for many years.	3	Very prominent location and might get pushback.
Replacement Impact/Cost	5	No replacement required	5	No replacement required.	5	No replacement required.
	27.1		35.2		34.2	

Suitability Category	16 Upper Woodbridge 273301113001 and 273301201006		17 Owl Creek ROW Not a parcel, at 39.215063, -106.927458		18 Rodeo Place Extension Portion of 264331105002	
Physiology	2.3		3.5		3.8	
Slope	4	Site area = 371,535 SF 218,015 SF < 30% slope =59% of site 14,600 SF contiguous area < 30%	4	Site area = 48,272 SF 27,443 SF < 30% slope =57% of site 10,000 SF contiguous area < 10%	4	Site area = 64,839 SF 51,905 SF < 30% slope =80% of site 7280 SF contiguous area < 15%
Drainage	2	Significant drainage/debris field from surrounding hills. Natural drainage paths carving in.	4	Road drainage collection and inlet collecting runoff from sites above.	5	None
Soils	1	Soil type Kobar silty clay loam, 12 to 25 percent slopes (Map Unit 72) - Very limited site development rating	1	Soil type Anvil-Skylick-Sligting association, 25 to 50 percent slopes (Map Unit 11) - Very limited site development rating	1	Soil type Kobar silty clay loam, 12 to 25 percent slopes (Map Unit 72) - Very limited site development rating
Hazards	2	Standard TOSV wildfire hazard; high debris/avalanche hazard	5	Standard TOSV wildfire hazard; low debris/avalanche hazard	5	Standard TOSV wildfire hazard; low debris/avalanche hazard
Utilities	3.0		4.0		2.5	
Proximity	3	Water & Sewer - main 100' from parcel Electric-Main 100' from parcel	3	Water & Sewer -Main 800' from parcel Electric-Main 1200' from parcel	3	Water- main in adjacent ROW Sewer - main 200' from parcel Electric-Main in adjacent ROW
Existing Capacity	3	Older water and sewer mains, may need replacement if more capacity is added. 1000' to Brush Creek main	5	No capacity issues	2	Lift station is at capacity
Services Proximity	4.7		3.7		3.3	
Essential Daily Services	5	0.2mi walkable route via ped path to Post Office & Clark's Market	2	1.2mi to Post Office & Clark's Market	2	2.0mi to Post Office & Clark's Market
Emergency Services	5	0.4mi walkable route or 0.6mi drive to Police Station 0.6mi to Fire Station 1.1mi to Snowmass Clinic	4	1.3mi to Police Station 0.6mi to Fire Station 2.0mi to Snowmass Clinic	3	2.1mi to Police Station 1.5mi to Fire Station 2.6mi to Snowmass Clinic
Open Space Recreation	4	Proposed Rim Trail Bail Out crosses through site (0.0mi) Could be 1 way only? 0.0mi to Melton Ranch Trail 0.2mi to May Fly Trail 0.2mi Brush Creek Trail	5	0.0mi to Owl Creek Trail 0.1mi to Golf Course 0.1mi to Cathy Robinson Park 0.1mi to Village Way Trail	5	0.0mi to Horse Ranch Trail 0.0mi to Town Park, Playground and path network 0.2mi to Upper North Mesa Trail & Open Space (incl Seven Star Trail)

Suitability Category	16 Upper Woodbridge 273301113001 and 273301201006		17 Owl Creek ROW Not a parcel, at 39.215063, -106.927458		18 Rodeo Place Extension Portion of 264331105002	
Vehicular Access	2.5		3.5		3.5	
Existing Infrastructure to buildable area	2	Existing road access via Upper Woodbridge Rd. Access to site would require at least 280ft of new road. Possible access via path on upper side of existing condos (Road on east side of existing condos, pedestrian via stairs on SW side of existing condos.)	3	Existing road access via Owl Creek Rd. Estimated ~50lf of new paved road required.	3	Existing road access via Horse Ranch Dr. Estimated ~80lf of new paved road required.
Slope	3		4		4	
Alternative Transportation Proximity	5.0		4.5		5.0	
Distance to Walkways/Bikeways	5	Adjacent to paved Melton Ranch trail connecting to bridge over Brush Creek and Brush Creek Trail (<50ft) OR walk on local roads to Snowmass Center (375ft)	5	Adjacent to paved Owl Creek Trail (<50ft)	5	Adjacent to Horse Ranch trail (asphalt), connects across Town Park (via walkways), under underpass, to Brush Creek trail (<50ft to access paved network)
Distance to Bus Stops	5	0.1mi to Upper Woodbridge 2 bus stop	4	0.2mi to UH Gambel Way bus shelter (via walkways and crosswalk) 0.3mi to DH Gambel Way bus shelter (via paved path around Cathy Robinson Park and attached sidewalks)	5	0.1mi to Town Park Station
Density Potential	4.0		2.5		2.5	
Current Landuse & Zoning	4	Zoning: SPA-1 LU: Residential	2	Zoning: n/a LU: n/a	2	Zoning: CON LU: Residential
Surrounding Parcel & Comprehensive Plan Compatibility	4	Surrounding Parcel Zoning: Also SPA-1, MF, OS Cons/Dev Area: Residential Area	3	Surrounding Parcel Zoning: MF, PUD Cons/Dev Area: Privately-Owned Recreation & Open Space Area	3	Surrounding Parcel Zoning: Also CON, OS, REC, MF Cons/Dev Area: Residential Area



Suitability Category	16 Upper Woodbridge 273301113001 and 273301201006		17 Owl Creek ROW Not a parcel, at 39.215063, -106.927458		18 Rodeo Place Extension Portion of 264331105002	
	3.7		5.0		3.7	
Ecological Constraints & Protection						
Wildlife Sensative Areas	5	None on site. Elk summer range is uphill but does not cross or border site. Ecologically sensitive area borders Site to the N and S.	5	None	5	Near North Mesa wildlife closure but does not cross or border site. Near Elk Severe Winter Range, Elk Winter Concentration Area, Elk Winter Range. Near Mule Deer Winter Range.
Wetlands & Creek Buffers	5	None	5	None	5	None
Existing Habitat to be Preserved	1	No easements Sage/serviceberry meadow ecology, aspen forest up higher. Highest is oak ecology	5	No easements Existing grass reveg, nice aesthetically but low in ecological value	1	No easements Meadow/Oak ecology
Buildable Area	3.0		1.0		3.0	
Size of Suitable Area	3	large developable area but possible geo-hazards	1	looks like a drainage structure over most of this piece	3	steep slopes
Community Impact	1.0		3.0		3.0	
Neighbor strife, council hesitancy, existing structures/businesses/uses, visual/contextual continuity, visual impact	1	Town doesn't currently own the sites. Current ownership (Related) is trying to give/get-rid-of the parcels to the Town in lieu of what is owed.	1	Highly visible and would go against many of Snowmass' development principles.	1	Being rezoned to Open Space (verify) Town has historically not succeeded in buying land from Horse Ranch.
Replacement Impact/Cost	1	Would need to replace or account for the debris field	5	No replacement required.	5	No replacement required.
	29.1		30.7		30.3	

Suitability Category	19 Hidden Valley		20 Public Works Housing		21 Wildcat Ranch	
	Portion of 264331400801		Portion of 273506100852		264307110852 and 264307210853	
Physiology	3.0		2.5		1.5	
Slope	3	Site area = 502,816 SF 300,805 SF < 30% slope =60% of site 5278 SF contiguous area < 30%	1	Site area = 25,667 SF 15,900 SF > 30% slope =62% of site 750 SF contiguous area < 30%	1	Site area = 3,446,139 SF 2,670,988 SF > 30% slope =77% of sit 1500 SF contiguous area < 15%
Drainage	5	None	5	None	3	Brush Creek irrigation ditch follows NE site boundary and would require crossing in at least one location to access the site
Soils	1	Soil type Kobar silty clay loam, 12 to 25 percent slopes (Map Unit 72) - Very limited site development rating	1	Soil type Gothic loam, 6 to 25 percent slopes (Map Unit 53) - Very limited site development rating	1	Soil type Dollard-Rock outcrop, shale complex, 25 to 65 percent slopes (Map Unit 30) - Very limited site development rating
Hazards	3	Standard TOSV wildfire hazard; medium debris/avalanche hazard	3	Standard TOSV wildfire hazard; medium debris/avalanche hazard	1	Severe wildfire hazard; high debris/avalanch
Utilities	2.5		4.5		2.0	
Proximity	3	Water - main 600' from parcel Sewer - main 2000' from parcel Electric-substation 200' from parcel	4	Water & Sewer -main in adjacent ROW Electric-Vault adjacent to parcel	3	Electric - main 240' from parcel
Existing Capacity	2	Lift station is at capacity	5	No capacity issues	1	Water lines to parcel would need to be upgraded Sewer plant is at capacity
Services Proximity	2.7		3.0		2.7	
Essential Daily Services	2	2.4mi to Post Office & Clark's Market	2	2.0mi to Post Office & Clark's Market	1	3.8mi to Woody Creek Post Office 6.7mi to Roxy's
Emergency Services	2	2.5mi to Police Station 2.0mi to Fire Station 3.0mi to Snowmass Clinic	3	2.2mi to Police Station 1.4mi to Fire Station 2.6mi to Snowmass Clinic	5	8.5mi to Basalt Police Stn, 9.2mi to TOSV Police Stn 0.5mi to Fire Station 9.6mi to Snowmass Clinic 9.7mi to Aspen Valley Hosp
Open Space Recreation	4	0.25mi to Highline, Lowline, Viewline, Ditchline, Deadline Trails Surrounded by the Hidden Valley Open Space (not passive though)	4	0.0mi to Lowline Trail (Connects to Highline/Deadline Trails) 0.2mi to Owl Creek Trail 0.2mi to Tom Blake Trail	2	0.3mi to Aspen Village OS 0.5mi+ to Aspen Village/Hwy 82 Trail connecting to Rio Grande Trail 0.1mi to Snowmass Divide Ditch Rd (Road, walkable, but not a designated trail)

Suitability Category	19 Hidden Valley		20 Public Works Housing		21 Wildcat Ranch	
	Portion of 264331400801		Portion of 273506100852		264307110852 and 264307210853	
Vehicular Access	3.5		5.0		1.0	
Existing Infrastructure to buildable area	3	Existing road access via Highline Rd. Existing gravel road accesses whole site. Estimated 1,000 lf of new paving required. <i>Would paving be required or would TOSV consider a gravel drive to this remote site?</i>	5	Existing spur and parking exists accessing Public Works. Not likely new road would be required.	1	Access would likely have to be through Aspen Village Subdivision with an additional constructed road through Subdivision property or Watson Divide Ranch property. Could come of the cul-de-sac at the park and switchback to the E/SE
Slope	4		5		1	
Alternative Transportation Proximity	3.0		4.0		2.0	
Distance to Walkways/Bikeways	3	Walk down Hidden Valley Rd (gravel, could be paved in future), walk along shoulder of Highline Rd, cross at dangerous crosswalk, reach Brush Creek Trail at roundabout (0.3mi to get there).	4	Walk through paved Public Works parking lot, down spur road, along Owl Creek road shoulder, cross Owl Creek Rd without crosswalk, walk down Pine Crest Dr to Owl Creek Trail (paved) (800ft)	2	Walk down whatever access road is built w/ development, through Aspen Village neighborhood roads, to Aspen Village/Hwy 82 Trail (paved) (0.5+mi).
Distance to Bus Stops	3	0.5mi to Town Park Station	4	0.5mi to Two Creek Portal stop 0.5mi to Fairway Drive stop	2	0.7mi to RFTA Local UV - Aspen Village Stop 0.75mi to RFTA Local DV - Aspen Village Stop
Density Potential	1.0		2.5		1.0	
Current Landuse & Zoning	1	Zoning: CON LU: Private OS	4	Zoning: PUB LU: Community Facility	1	<i>Zoning: Wildcat PUD LU: Not Shown</i>
Surrounding Parcel & Comprehensive Plan Compatibility	1	Surrounding Parcel Zoning: OS, PUB Cons/Dev Area: Privately-Owned Recreation & Open Space Area	1	Surrounding Parcel Zoning: OS Cons/Dev Area: Community Facility/Institutional Area	1	Surrounding Parcel Zoning: Also PUD Cons/Dev Area: Community Facility/Institutional Area

Suitability Category	19 Hidden Valley		20 Public Works Housing		21 Wildcat Ranch	
	Portion of 264331400801		Portion of 273506100852		264307110852 and 264307210853	
Ecological Constraints & Protection	2.0		3.7		3.0	
Wildlife Sensitive Areas	1	Elk Winter Range & Elk Winter Concentration Area covers site. Site borders Sky Mountain Park wildlife closure but does not cross into site.	3	Contains portion of Elk Winter Range Borders on Elk Winter Concentration Area, Severe Winter Range, Migration Corridors, and road crossings. Borders on Mule Deer Migration Corridor. Near Sky Mountain Park & Burnt Mountain North wildlife closure areas but does not cross into site. Ecologically sensitive area borders Site to the W and NE.	-	No closures. Wildlife assessment maps in comp plan do not extend to this Site.
Wetlands & Creek Buffers	4	None on site. 1000ft Brush Creek Impact Zone does cover site's access however	5	None	5	None
Existing Habitat to be Preserved	1	No easements Sage/Oak/Juniper ecology	3	No easements Planted reveg/trees. Not original ecology but is serving some habitat.	1	No easements Oak/Juniper/sage ecology
Buildable Area	1.0		2.0		1.0	
Size of Suitable Area	1	all of site constrained by Elk Range	2	Quite a bit of steep slope but it is adjacent to very flat parking lot. Elk range a consideration.	1	steep slopes and geo-hazards
Community Impact	4.0		4.0		3.0	
Neighbor strife, council hesitancy, existing structures/businesses/uses, visual/contextual continuity, visual impact	3	Currently owned by Snowmass Chapel. Might have less pushback because there are no neighbors but wildlife issues abound.	5	probably little pushback because of existing uses	1	County might not be receptive. Likely a political quagmire for many reasons.
Replacement Impact/Cost	5	No replacement required.	3	Loss and/or impact to existing parking.	5	No replacement required.
	22.7		31.2		17.2	

Physiology	Suitability Rating	Criteria for assigning the rating
Slope	5	IF majority of Site is less than 15% AND there is one or more contiguous areas of at least 4,000 sf having 0-10% slopes.
	4	IF majority of Site is less than 30% AND there is one or more contiguous areas of at least 4,000 sf having less than 15% slopes.
	3	IF majority of Site is less than 30% BUT there are no areas larger than 4,000 sf having less than 15% slopes OR IF majority of Site is greater than 30% BUT there is one or more contiguous areas of at least 4,000 sf having less than 15% slopes
	2	IF majority of Site is greater than 30% BUT there is one or more contiguous areas of at least 4,000 sf having less than 30% slopes
	1	IF Site contains only 30% or higher slopes OR there are no areas larger than 4,000 sf with less than 30% slopes. (Requires a waiver for development.)
Drainage	5	IF Site is free of creeks, ephemeral channels, culverts/inlets
	4	IF creeks, ephemeral channels, or culverts/inlets cover a portion of the Site BUT are not obtrusive.
	3	IF creeks, ephemeral channels, or culverts/inlets restrict access to the site.
	2	IF creeks, ephemeral channels, or culverts/inlets bisect the buildable area.
Soils	1	IF creeks, ephemeral channels, or culverts/inlets cover majority of the Site OR contrains Site to negligible buildable area.
	5	IF majority of Site is made up of soils rated as Not Limited.
	4	IF Not Limited soils make up at least one or more contiguous areas of 4,000 sf.
	3	IF Somewhat Limited soils make up majority of site.
Hazards	2	IF Site contains at least one or more contiguous areas of 4,000 sf of Somewhat Limited soils.
	1	IF Site contains no area of Somewhat Limited or Not Limited soils greater than 4,000 sf.
	5	IF Site is free of all known hazards.
	3	IF Site contains a portion of hazard zone or smaller hazard zone pockets.
	1	IF Site is covered by a significant hazard zone.

Utilities	Suitability Rating	Criteria for assigning the rating
Proximity	5	IF all utilities either actively serve the Site OR have been tapped to the Site.
	4	IF access to all utilities exists in the immediate ROW.
	3	IF the water or sewer main line requires extension up to 1000' or dry utilites require extention up to 1/2 mile.
	2	IF no water or sewer mains exist within 1000' or if no dry utilites are within 1/2 mile.
Existing Capacity	1	IF no water or sewer mains exist within 1/2 mile or if no dry utilites are within 1 mile.
	5	IF utilities can support a full development of housing (ie no upsizing required) and a transformer is set and has capacity for new loads
	4	IF Sanitary Sewer or Water requires upsizing for less than 1000' or a new transformer is required
	3	IF Sanitary Sewer or Water require upsizing of more than 1000' of pipe
	2	IF Sanitary Sewer or Water require upsizing of more 1/2 mile of pipe OR existing lift station requires more pumping capacity.
	1	IF Sanitary Sewer or Water require upsizing of than 1 mile of pipe OR existing lift station requires more holding capacity OR new lift station is required.

Services Proximity	Suitability Rating	Criteria for assigning the rating
Essential Daily Services	5	IF essential daily services are within a 1/4 mile walkable route.
	4	IF essential daily services are beyond a 1/4 mile route BUT within a 1/2 mile walkable route AND/OR accessible by a 1/2 mile drive.
	3	IF essential daily services are beyond a 1/2 mile route BUT within a 1 mile walkable route AND/OR accessible by a 1 mile drive.
	2	IF essential daily services are beyond a 1 mile route BUT accessible by a 1-3 mile drive.
	1	IF essential daily services are beyond a 3 mile drive.
Emergency Services	5	IF one or more Emergency service is within 1/2 mile.
	4	IF all Emergency services are beyond 1/2 mile BUT one or more Emergency service is within 1 mile.
	3	IF all Emergency services are beyond 1 mile BUT one or more Emergency service is within 2 miles.
	2	IF all Emergency services are beyond 2 miles BUT one or more Emergency service is within 3 miles.
	1	IF all emergency services are beyond 3 miles.
Open Space Recreation	5	IF 3 or more Open Space options (MUST include 1 passive open space/park option) are within a 1/4 mile walkable route
	4	IF 2 Open Space options (trails and/or passive open space) OR 3 or more Open Space options that do NOT include a passive open space park, are within a 1/4 mile walkable route
	3	IF 1 Open Space option (trails and/or passive open space) is within a 1/4 mile walkable route
	2	IF the closest Open Space option (trails and/or passive open space) is within a 1/4-1/2 mile walkable route
	1	IF the closest Open Space option (trails and/or passive open space) is further than a 1/2 mile walkable route
Vehicular Access	Suitability Rating	Criteria for assigning the rating
Existing Infrastructure to buildable area	5	IF there is a paved road (in good condition) accessing the buildable area of the site. No additional road work needed.
	4	IF there is a graded, gravel/dirt road OR a paved road in poor condition accessing the buildable area of the site thus requiring only surfacing work under 500 lf. OR IF the existing road accessing the site reaches the buildable area thus requiring only surfacing work to accomodate parking.
	3	IF there is an existing road accessing the perimeter of the site which requires less than 100ft of new road (may require a curb cut) OR IF there is a graded, gravel/dirt road OR a paved road in poor condition accessing the buildable area of the site thus requiring only surfacing work over 500 lf.
	2	IF the closest existing road accessing the site is between 100ft and 300ft away.
	1	IF the closest existing road accessing the site is more than 300ft away.
Slope	5	IF access route has a 0-5% slope.
	4	IF access route has a 5.01-20% slope.
	3	IF access route has a 20.01-30% slope.
	2	IF access route has a 30.01-45% slope.
	1	IF access route has a 45% or higher slope.
Alternative Transportation Proximity	Suitability Rating	Criteria for assigning the rating
Distance to Walkways/Bikeways	5	IF the nearest paved walkway OR paved bikeway connecting to the greater town network is within 500ft of the Site.
	4	IF the nearest paved walkway OR paved bikeway connecting to the greater town network is beyond 500ft BUT within 1/4mi of the Site.
	3	IF the nearest paved walkway OR paved bikeway connecting to the greater town network is beyond 1/4mi BUT within 1/2mi of the Site.
	2	IF the nearest paved walkway OR paved bikeway connecting to the greater town network is beyond 1/2mi BUT within 3/4mi of the Site.
	1	IF the nearest paved walkway OR paved bikeway connecting to the greater town network is beyond 3/4mi of the Site.
Distance to Bus Stops	5	IF bus stops accessing BOTH directions of travel are within a 1/4 mile walkable route of the Site.
	4	IF bus stops accessing BOTH directions of travel are within a 1/2 mile walkable route of the Site.
	3	IF bus stops accessing BOTH directions of travel are within a 3/4 mile walkable route of the Site.
	2	IF bus stops accessing BOTH directions of travel are within a 1 mile walkable route of the Site.
	1	IF all bus stops are beyond a 1 mile walkable route from the Site.

Density Potential	Suitability Rating	Criteria for assigning the rating
Current Zoning	5	IF Site zoning allows for employee housing AND multifamily units, AND does not have extensive dedicated open space requirements.
	4	IF Site zoning allows for employee housing AND multifamily units uses is per special review, AND does not have extensive dedicated open space requirements.
	3	IF Site zoning requires special review for both employee housing AND multifamily units, AND has some dedicated open space requirements.
	2	IF Site zoning requires special review for both multifamily units AND employee housing use, AND has some dedicated open space requirements.
	1	IF Site zoning prohibits employee housing AND multifamily units AND has extensive dedicated open space requirements.
Surrounding Parcel Compatibility	5	IF all adjacent parcels are zoned for medium to high density housing AND is within a Comprehensive Plan Area
	4	IF all adjacent parcels are zoned for medium to high density housing OR is within a Comprehensive Plan Area
	3	IF some adjacent parcels are zoned for medium to high density housing AND is adjacent to a Comprehensive Plan Area
	2	IF some adjacent parcels are zoned for medium to high density housing OR is adjacent to a Comprehensive Plan Area
	1	IF none of the adjacent parcels are zoned for medium to high density housing AND is not adjacent OR within a Comprehensive Plan Area

Ecological Constraints & Protection	Suitability Rating	Criteria for assigning the rating
Wildlife Sensitive Areas	5	IF Site is free of all known wildlife seasonal activity areas AND closures AND is not bordered by any.
	4	IF Site is bordered by or surrounded by a wildlife sensitive area AND/OR closure.
	3	IF Site is covered by less than 50% of a wildlife sensitive area AND/OR closure.
	2	IF wildlife sensitive area AND/OR closure makes up approximately 75% of the Site.
	1	IF Site is covered entirely by a wildlife sensitive areas AND/OR closure.
Wetlands & Creek Buffers	5	IF Site is outside the Brush Creek Impact Zone and the 100 yr. floodplain and is free of jurisdictional wetlands.
	3	IF Site contains a portion within the Brush Creek Impact Zone and/or within the 100 yr. floodplain and/or contains jurisdictional wetlands.
	1	IF Site is located entirely inside the Brush Creek Impact Zone and/or the 100 yr. floodplain and/or is entirely made of jurisdictional wetlands.
Existing habitat to be preserved	5	IF Site is free of all Open Space OR Conservation easements AND is perceptively free of signicant habitat.
	3	IF Site contains a portion of Open Space OR Conservation easement AND/OR perceptively contains a portion or pockets of significant habitat.
	1	IF Site entirely covered by an Open Space OR Conservation easements AND/OR is perceptively covered by a significant habitat.

Buildable Area	Suitability Rating	Criteria for assigning the rating
Size of Suitable Area	5	IF Buildable area is greater then 2 acres
	4	IF Buildable area is between 1.5 and 2 acres
	3	IF Buildable are is between 1 acre and 1.5 acres
	2	IF Buildable area is between .5 and 1 acre
	1	IF Buildable area is between 0 and .5 acre

Community Impact	Suitability Rating	Criteria for assigning the rating
Neighbor strife, council hesitancy, existing structures/businesses/uses, visual/contextual continuity, visual impact	5	IF Site has almost no level of negative community impact or concern
	4	
	3	IF Site has some level of community impact or concern
	2	
	1	IF Site has high level of negative community impact or concern
Replacement Impact/Cost	5	IF no existing use on Site will need to be replaced onsite or accounted for elsewhere
	3	IF some existing uses on Site need to be or <i>might</i> need to be replaced onsite or accounted for elsewhere
	1	IF all existing uses on Site are required to be replaced onsite or accounted for elsewhere

APPENDIX C

Expanded Pro Forma, Cost
Assumptions, & Revenue Assumptions

PROGRAM SUMMARY

Unit Type	Average Unit Size	Quantity	Total Square Foot
One Bedroom	750	26	19,500
Two Bedroom	900	52	46,800
Three Bedroom	1,320	0	0
Four Bedroom	1,800	0	0
Total Units			
Total Back of House (BOH)**			16,575
Total Building SF			82,875
Parking Type	Average SF per Car	Quantity	Total Square Foot
Surface	300	89	26,700
Structured	250	300	75,000

NOTES SECTION
*No studio units are included at this time
**25% BOH Ratio

COST ASSUMPTIONS

Hard Costs	Unit	Cost per Unit	Quantity	Total Cost
Site Work	per sq. ft.	\$45	82,875	\$3,729,375
Foundation and Structure	per sq. ft.	\$50	82,875	\$4,143,750
Core and Shell	per sq. ft.	\$150	82,875	\$12,431,250
MEP	per sq. ft.	\$50	82,875	\$4,143,750
FF&E	per sq. ft.	\$100	82,875	\$8,287,500
Landscape/Site Amenities	per sq. ft.	\$25	82,875	\$2,071,875
<i>add additional items here</i>	<i>lump sum</i>	<i>\$0</i>	<i>1</i>	<i>\$0</i>
<i>add additional items here</i>	<i>lump sum</i>	<i>\$0</i>	<i>1</i>	<i>\$0</i>
Surface Parking	per space	\$10,000	89	\$890,000
Structured Parking	per space	\$60,000	300	\$18,000,000
GC Fee	percent	5%		\$2,684,875
Contingency	percent	10%		\$5,369,750
Soft Costs	Unit	Cost per Unit	Quantity	Total Cost
Tap Fees*				
One Bedroom	per unit	\$19,817	26	\$515,236.80
Two Bedroom	per unit	\$26,422	52	\$1,373,964.80
Three Bedroom	per unit	\$39,634	0	\$0.00
Four Bedroom	per unit	\$46,239	0	\$0.00
Impact Fees	per unit	\$0	78	\$0.00
Land Use Permitting	percent	0.50%	\$53,697,500	\$268,487.50
Building Permit Fees	percent	0.75%	\$53,697,500	\$402,731.25
Final Master Planning Fees	percent	0.50%	\$53,697,500	\$268,487.50
A/E/LA Fees	percent	10.00%	\$53,697,500	\$5,369,750.00
Marketing	percent	0.50%	\$53,697,500	\$268,487.50
Commissions	percent	0.25%	\$53,697,500	\$134,243.75
Legal	percent	0.70%	\$53,697,500	\$375,882.50
Insurance	percent	1.00%	\$53,697,500	\$536,975.00
Taxes	percent	1.00%	\$53,697,500	\$536,975.00
Appraisal & Title	percent	0.25%	\$53,697,500	\$134,243.75
Project Management Fee	percent	1.00%	\$53,697,500	\$536,975.00
Land Cost	lump sum	\$0	1	\$0.00
Contingency	percent	10%		\$1,072,244
NOTES SECTION				
*TAP FEES: https://www.swsd.org/sites/default/files/content_files/2-Appendix%20A-EQR%20Schedule.pdf				

REVENUE ASSUMPTIONS - FOR SALE UNITS

Personal Financial Items	Inputs	Targets				
AMI Target*		60%	80%	100%	120%	150%
Annual Income**		\$ 53,040	\$ 70,720	\$ 88,400	\$ 106,080	\$ 132,600
Affordable Monthly Housing Expenses***	25.0%	\$ 1,105	\$ 1,473	\$ 1,842	\$ 2,210	\$ 2,763
Property Taxes/Insurance (of monthly housing expense)	12.0%	\$ 133	\$ 177	\$ 221	\$ 265	\$ 332
Homeowner Association Dues (monthly)	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150
Available for principal and interest		\$ 822	\$ 1,147	\$ 1,471	\$ 1,795	\$ 2,281
Maximum mortgage payment (Fall 2020 APR)	3.40%	\$185,442	\$258,530	\$331,619	\$404,707	\$514,340
Down Payment	20.00%	\$37,088	\$51,706	\$66,324	\$80,941	\$102,868
Max Sales Price		\$222,530	\$310,236	\$397,942	\$485,649	\$617,208
NOTES SECTION						
*Source: https://www.chfainfo.com/arh/asset/Documents/2020_income_limits.pdf						
**2 person household limits						
***Allows additional 5% to go toward utilities						

REVENUE ASSUMPTIONS - RENTAL UNITS

Personal Financial Items	Inputs	Targets			
AMI Target*		30%	45%	60%	80%
Annual Income**		\$ 26,520	\$ 39,780	\$ 53,040	\$ 70,720
Affordable Monthly Housing Expenses***	25.0%	\$ 553	\$ 829	\$ 1,105	\$ 1,473
Rental Income Limits CHFA*		Targets			
One Bedroom		\$ 621	\$ 932	\$ 1,243	\$ 1,658
Two Bedroom		\$ 746	\$ 1,119	\$ 1,492	\$ 1,990
Three Bedroom		\$ 862	\$ 1,293	\$ 1,724	\$ 2,299
Four Bedroom		\$ 961	\$ 1,442	\$ 1,923	\$ 2,564
NOTES SECTION					
*Source: https://www.chfainfo.com/arh/asset/Documents/2020_income_limits.pdf					
**2 person household limits					
***Allows additional 5% to go toward utilities					

TOTAL DEVELOPMENT COSTS - FOR SALE

Program and Sales Revenue			
AMI	Unit Sales Price	# of Units	Sales Revenue
80%	\$310,236	20	\$6,049,609
100%	\$397,942	20	\$7,759,877
120%	\$485,649	20	\$9,470,146
150%	\$617,208	20	\$12,035,549
Total Units		78	
Total Revenue			\$35,315,181

Total Development Costs			
Total Revenues			\$35,315,181
Hard Costs			\$61,752,125
Soft Costs			\$11,794,684
Total Development Costs			\$73,546,809
Average Cost/Unit			\$942,907.81
Net Proceeds (Loss)			(\$38,231,628)
Average Proceed (Loss)/Unit			(\$490,149.08)

TOTAL DEVELOPMENT COSTS - RENTAL

AMI	1-Bed	2-Bed	3-Bed	4-Bed	Monthly Cash Flow
30%	10	10	0	0	\$13,328
45%	10	10	0	0	\$19,997
60%	10	10	0	0	\$26,666
80%	10	10	0	0	\$35,568
Total Units					78
Total Monthly Revenue					\$95,560

	YEAR 3	YEAR 4	YEAR 5	YEAR 6	YEAR 7	YEAR 8	YEAR 9	YEAR 10	YEAR 11	YEAR 12	YEAR 13	YEAR 14	YEAR 15	YEAR 16	YEAR 17	YEAR 18	YEAR 19	YEAR 20	YEAR 21
Rental Revenue	\$1,146,717	\$1,163,918	\$1,181,377	\$1,199,097	\$1,217,084	\$1,235,340	\$1,253,870	\$1,272,678	\$1,291,768	\$1,311,145	\$1,330,812	\$1,350,774	\$1,371,036	\$1,391,601	\$1,412,475	\$1,433,662	\$1,455,167	\$1,476,995	\$1,499,150
Rental Costs																			
Yearly O&M	\$93,600	\$95,004	\$96,429	\$97,875	\$99,344	\$100,834	\$102,346	\$103,881	\$105,440	\$107,021	\$108,627	\$110,256	\$111,910	\$113,589	\$115,292	\$117,022	\$118,777	\$120,559	\$122,367
Yearly Loan Payment	\$4,592,064	\$4,592,064	\$4,592,064	\$4,592,064	\$4,592,064	\$4,592,064	\$4,592,064	\$4,592,064	\$4,592,064	\$4,592,064	\$4,592,064	\$4,592,064	\$4,592,064	\$4,592,064	\$4,592,064	\$4,592,064	\$4,592,064	\$4,592,064	\$4,592,064
Net Proceeds (Loss)	(\$3,445,347)	(\$3,428,146)	(\$3,410,687)	(\$3,392,967)	(\$3,374,980)	(\$3,356,724)	(\$3,338,194)	(\$3,319,386)	(\$3,300,296)	(\$3,280,919)	(\$3,261,252)	(\$3,241,290)	(\$3,221,028)	(\$3,200,463)	(\$3,179,589)	(\$3,158,402)	(\$3,136,897)	(\$3,115,069)	\$1,499,150

LAND VALUES

Parcel	Cost/SF	Buildable SF	Cost
Upper Parking Lots (#4)			

PROGRAM SUMMARY

Unit Type	Average Unit Size	Quantity	Total Square Foot
One Bedroom	750	9	6,750
Two Bedroom	900	30	27,000
Three Bedroom	1,320	0	0
Four Bedroom	1,800	0	0
Total Units			
Total Back of House (BOH)**			8,438
Total Building SF			42,188
Parking Type	Average SF per Car	Quantity	Total Square Foot
Surface	300	75	22,500
Structured	250	0	0
NOTES SECTION			
*No studio units are included at this time			
**25% BOH Ratio			

COST ASSUMPTIONS

Hard Costs	Unit	Cost per Unit	Quantity	Total Cost
Site Work	per sq. ft.	\$45	42,188	\$1,898,438
Foundation and Structure	per sq. ft.	\$50	42,188	\$2,109,375
Core and Shell	per sq. ft.	\$150	42,188	\$6,328,125
MEP	per sq. ft.	\$50	42,188	\$2,109,375
FF&E	per sq. ft.	\$100	42,188	\$4,218,750
Landscape/Site Amenities	per sq. ft.	\$25	42,188	\$1,054,688
<i>add additional items here</i>	<i>lump sum</i>	<i>\$0</i>	<i>1</i>	<i>\$0</i>
<i>add additional items here</i>	<i>lump sum</i>	<i>\$0</i>	<i>1</i>	<i>\$0</i>
Surface Parking	per space	\$10,000	75	\$750,000
Structured Parking	per space	\$60,000	0	\$0
GC Fee	percent	5%		\$923,438
Contingency	percent	10%		\$1,846,875
Soft Costs	Unit	Cost per Unit	Quantity	Total Cost
Tap Fees*				
One Bedroom	per unit	\$19,817	9	\$178,351.20
Two Bedroom	per unit	\$26,422	30	\$792,672.00
Three Bedroom	per unit	\$39,634	0	\$0.00
Four Bedroom	per unit	\$46,239	0	\$0.00
Impact Fees	per unit	\$0	39	\$0.00
Land Use Permitting	percent	0.50%	\$18,468,750	\$92,343.75
Building Permit Fees	percent	0.75%	\$18,468,750	\$138,515.63
Final Master Planning Fees	percent	0.50%	\$18,468,750	\$92,343.75
A/E/LA Fees	percent	10.00%	\$18,468,750	\$1,846,875.00
Marketing	percent	0.50%	\$18,468,750	\$92,343.75
Commissions	percent	0.25%	\$18,468,750	\$46,171.88
Legal	percent	0.70%	\$18,468,750	\$129,281.25
Insurance	percent	1.00%	\$18,468,750	\$184,687.50
Taxes	percent	1.00%	\$18,468,750	\$184,687.50
Appraisal & Title	percent	0.25%	\$18,468,750	\$46,171.88
Project Management Fee	percent	1.00%	\$18,468,750	\$184,687.50
Land Cost	lump sum	\$0	1	\$0.00
Contingency	percent	10%		\$400,913
NOTES SECTION				
*TAP FEES: https://www.swsd.org/sites/default/files/content_files/2-Appendix%20A-EQR%20Schedule.pdf				

REVENUE ASSUMPTIONS - FOR SALE UNITS

Personal Financial Items	Inputs	Targets				
AMI Target*		60%	80%	100%	120%	150%
Annual Income**		\$ 53,040	\$ 70,720	\$ 88,400	\$ 106,080	\$ 132,600
Affordable Monthly Housing Expenses***	25.0%	\$ 1,105	\$ 1,473	\$ 1,842	\$ 2,210	\$ 2,763
Property Taxes/Insurance (of monthly housing expense)	12.0%	\$ 133	\$ 177	\$ 221	\$ 265	\$ 332
Homeowner Association Dues (monthly)	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150
Available for principal and interest		\$ 822	\$ 1,147	\$ 1,471	\$ 1,795	\$ 2,281
Maximum mortgage payment (Fall 2020 APR)	3.40%	\$185,442	\$258,530	\$331,619	\$404,707	\$514,340
Down Payment	20.00%	\$37,088	\$51,706	\$66,324	\$80,941	\$102,868
Max Sales Price		\$222,530	\$310,236	\$397,942	\$485,649	\$617,208
NOTES SECTION						
*Source: https://www.chfainfo.com/arh/asset/Documents/2020_income_limits.pdf						
**2 person household limits						
***Allows additional 5% to go toward utilities						

REVENUE ASSUMPTIONS - RENTAL UNITS

Personal Financial Items	Inputs	Targets			
AMI Target*		30%	45%	60%	80%
Annual Income**		\$ 26,520	\$ 39,780	\$ 53,040	\$ 70,720
Affordable Monthly Housing Expenses***	25.0%	\$ 553	\$ 829	\$ 1,105	\$ 1,473
Rental Income Limits CHFA*		Targets			
One Bedroom		\$ 621	\$ 932	\$ 1,243	\$ 1,658
Two Bedroom		\$ 746	\$ 1,119	\$ 1,492	\$ 1,990
Three Bedroom		\$ 862	\$ 1,293	\$ 1,724	\$ 2,299
Four Bedroom		\$ 961	\$ 1,442	\$ 1,923	\$ 2,564
NOTES SECTION					
*Source: https://www.chfainfo.com/arh/asset/Documents/2020_income_limits.pdf					
**2 person household limits					
***Allows additional 5% to go toward utilities					

TOTAL DEVELOPMENT COSTS - FOR SALE

Program and Sales Revenue			
AMI	Unit Sales Price	# of Units	Sales Revenue
80%	\$310,236	10	\$3,024,804
100%	\$397,942	10	\$3,879,939
120%	\$485,649	10	\$4,735,073
150%	\$617,208	10	\$6,017,774
Total Units		39	
Total Revenue			\$17,657,590

Total Development Costs			
Total Revenues			\$17,657,590
Hard Costs			\$21,239,063
Soft Costs			\$4,410,046
Total Development Costs			\$25,649,108
Average Cost/Unit			\$657,669.44
Net Proceeds (Loss)			(\$7,991,518)
Average Proceed (Loss)/Unit			(\$204,910.71)

TOTAL DEVELOPMENT COSTS - RENTAL

AMI	1-Bed	2-Bed	3-Bed	4-Bed	Monthly Cash Flow
30%	5	5	0	0	\$6,664
45%	5	5	0	0	\$9,999
60%	5	5	0	0	\$13,333
80%	5	5	0	0	\$17,784
Total Units					39
Total Monthly Revenue					\$47,780

	YEAR 3	YEAR 4	YEAR 5	YEAR 6	YEAR 7	YEAR 8	YEAR 9	YEAR 10	YEAR 11	YEAR 12	YEAR 13	YEAR 14	YEAR 15	YEAR 16	YEAR 17	YEAR 18	YEAR 19	YEAR 20	YEAR 21
Rental Revenue	\$573,359	\$581,959	\$590,688	\$599,549	\$608,542	\$617,670	\$626,935	\$636,339	\$645,884	\$655,572	\$665,406	\$675,387	\$685,518	\$695,801	\$706,238	\$716,831	\$727,584	\$738,497	\$749,575
Rental Costs																			
Yearly O&M	\$46,800	\$47,502	\$48,215	\$48,938	\$49,672	\$50,417	\$51,173	\$51,941	\$52,720	\$53,511	\$54,313	\$55,128	\$55,955	\$56,794	\$57,646	\$58,511	\$59,389	\$60,279	\$61,184
Yearly Loan Payment	\$1,706,988	\$1,706,988	\$1,706,988	\$1,706,988	\$1,706,988	\$1,706,988	\$1,706,988	\$1,706,988	\$1,706,988	\$1,706,988	\$1,706,988	\$1,706,988	\$1,706,988	\$1,706,988	\$1,706,988	\$1,706,988	\$1,706,988	\$1,706,988	\$1,706,988
Net Proceeds (Loss)	(\$1,133,630)	(\$1,125,029)	(\$1,116,300)	(\$1,107,439)	(\$1,098,446)	(\$1,089,318)	(\$1,080,053)	(\$1,070,649)	(\$1,061,104)	(\$1,051,416)	(\$1,041,582)	(\$1,031,601)	(\$1,021,470)	(\$1,011,187)	(\$1,000,750)	(\$990,157)	(\$979,404)	(\$968,491)	\$749,575

LAND VALUES

Parcel	Cost/SF	Buildable SF	Cost
Carriage Way			

PROGRAM SUMMARY

Unit Type	Average Unit Size	Quantity	Total Square Foot
One Bedroom	750	19	14,250
Two Bedroom	900	47	42,300
Three Bedroom	1,320	6	7,920
Four Bedroom	1,800	0	0
Total Units			
Total Back of House (BOH)**			16,118
Total Building SF			80,588
Parking Type	Average SF per Car	Quantity	Total Square Foot
Surface	300	9	2,700
Structured	250	60	15,000
NOTES SECTION			
*No studio units are included at this time			
**25% BOH Ratio			

COST ASSUMPTIONS

Hard Costs	Unit	Cost per Unit	Quantity	Total Cost
Site Work	per sq. ft.	\$45	80,588	\$3,626,438
Foundation and Structure	per sq. ft.	\$50	80,588	\$4,029,375
Core and Shell	per sq. ft.	\$150	80,588	\$12,088,125
MEP	per sq. ft.	\$50	80,588	\$4,029,375
FF&E	per sq. ft.	\$100	80,588	\$8,058,750
Landscape/Site Amenities	per sq. ft.	\$25	80,588	\$2,014,688
<i>add additional items here</i>	<i>lump sum</i>	<i>\$0</i>	<i>1</i>	<i>\$0</i>
<i>add additional items here</i>	<i>lump sum</i>	<i>\$0</i>	<i>1</i>	<i>\$0</i>
Surface Parking	per space	\$10,000	9	\$90,000
Structured Parking	per space	\$60,000	60	\$3,600,000
GC Fee	percent	5%		\$1,876,838
Contingency	percent	10%		\$3,753,675
Soft Costs	Unit	Cost per Unit	Quantity	Total Cost
Tap Fees*				
One Bedroom	per unit	\$19,817	19	\$376,519.20
Two Bedroom	per unit	\$26,422	47	\$1,241,852.80
Three Bedroom	per unit	\$39,634	6	\$237,801.60
Four Bedroom	per unit	\$46,239	0	\$0.00
Impact Fees	per unit	\$0	72	\$0.00
Land Use Permitting	percent	0.50%	\$37,536,750	\$187,683.75
Building Permit Fees	percent	0.75%	\$37,536,750	\$281,525.63
Final Master Planning Fees	percent	0.50%	\$37,536,750	\$187,683.75
A/E/LA Fees	percent	10.00%	\$37,536,750	\$3,753,675.00
Marketing	percent	0.50%	\$37,536,750	\$187,683.75
Commissions	percent	0.25%	\$37,536,750	\$93,841.88
Legal	percent	0.70%	\$37,536,750	\$262,757.25
Insurance	percent	1.00%	\$37,536,750	\$375,367.50
Taxes	percent	1.00%	\$37,536,750	\$375,367.50
Appraisal & Title	percent	0.25%	\$37,536,750	\$93,841.88
Project Management Fee	percent	1.00%	\$37,536,750	\$375,367.50
Land Cost	lump sum	\$0	1	\$0.00
Contingency	percent	10%		\$803,097
NOTES SECTION				
*TAP FEES: https://www.swsd.org/sites/default/files/content_files/2-Appendix%20A-EQR%20Schedule.pdf				

REVENUE ASSUMPTIONS - FOR SALE UNITS

Personal Financial Items	Inputs	Targets				
AMI Target*		60%	80%	100%	120%	150%
Annual Income**		\$ 53,040	\$ 70,720	\$ 88,400	\$ 106,080	\$ 132,600
Affordable Monthly Housing Expenses***	25.0%	\$ 1,105	\$ 1,473	\$ 1,842	\$ 2,210	\$ 2,763
Property Taxes/Insurance (of monthly housing expense)	12.0%	\$ 133	\$ 177	\$ 221	\$ 265	\$ 332
Homeowner Association Dues (monthly)	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150
Available for principal and interest		\$ 822	\$ 1,147	\$ 1,471	\$ 1,795	\$ 2,281
Maximum mortgage payment (Fall 2020 APR)	3.40%	\$185,442	\$258,530	\$331,619	\$404,707	\$514,340
Down Payment	20.00%	\$37,088	\$51,706	\$66,324	\$80,941	\$102,868
Max Sales Price		\$222,530	\$310,236	\$397,942	\$485,649	\$617,208

NOTES SECTION

*Source: https://www.chfainfo.com/arh/asset/Documents/2020_income_limits.pdf

**2 person household limits

***Allows additional 5% to go toward utilities

REVENUE ASSUMPTIONS - RENTAL UNITS

Personal Financial Items	Inputs	Targets			
AMI Target*		30%	45%	60%	80%
Annual Income**		\$ 26,520	\$ 39,780	\$ 53,040	\$ 70,720
Affordable Monthly Housing Expenses***	25.0%	\$ 553	\$ 829	\$ 1,105	\$ 1,473
Rental Income Limits CHFA*		Targets			
One Bedroom		\$ 621	\$ 932	\$ 1,243	\$ 1,658
Two Bedroom		\$ 746	\$ 1,119	\$ 1,492	\$ 1,990
Three Bedroom		\$ 862	\$ 1,293	\$ 1,724	\$ 2,299
Four Bedroom		\$ 961	\$ 1,442	\$ 1,923	\$ 2,564
NOTES SECTION					
*Source: https://www.chfainfo.com/arh/asset/Documents/2020_income_limits.pdf					
**2 person household limits					
***Allows additional 5% to go toward utilities					

TOTAL DEVELOPMENT COSTS - FOR SALE

Program and Sales Revenue			
AMI	Unit Sales Price	# of Units	Sales Revenue
80%	\$310,236	18	\$5,584,254
100%	\$397,942	18	\$7,162,964
120%	\$485,649	18	\$8,741,673
150%	\$617,208	18	\$11,109,737
Total Units		72	
Total Revenue			\$32,598,629

Total Development Costs			
Total Revenues			\$32,598,629
Hard Costs			\$43,167,263
Soft Costs			\$8,834,066
Total Development Costs			\$52,001,328
Average Cost/Unit			\$722,240.67
Net Proceeds (Loss)			(\$19,402,700)
Average Proceed (Loss)/Unit			(\$269,481.94)

TOTAL DEVELOPMENT COSTS - RENTAL

AMI	1-Bed	2-Bed	3-Bed	4-Bed	Monthly Cash Flow
30%	9	9	0	0	\$12,303
45%	9	9	0	0	\$18,459
60%	9	9	0	0	\$24,615
80%	9	9	0	0	\$32,832
Total Units					72
Total Monthly Revenue					\$88,209

	YEAR 3	YEAR 4	YEAR 5	YEAR 6	YEAR 7	YEAR 8	YEAR 9	YEAR 10	YEAR 11	YEAR 12	YEAR 13	YEAR 14	YEAR 15	YEAR 16	YEAR 17	YEAR 18	YEAR 19	YEAR 20	YEAR 21
Rental Revenue	\$1,058,508	\$1,074,386	\$1,090,501	\$1,106,859	\$1,123,462	\$1,140,314	\$1,157,418	\$1,174,780	\$1,192,401	\$1,210,287	\$1,228,442	\$1,246,868	\$1,265,571	\$1,284,555	\$1,303,823	\$1,323,381	\$1,343,231	\$1,363,380	\$1,383,831
Rental Costs																			
Yearly O&M	\$86,400	\$87,696	\$89,011	\$90,347	\$91,702	\$93,077	\$94,473	\$95,891	\$97,329	\$98,789	\$100,271	\$101,775	\$103,301	\$104,851	\$106,424	\$108,020	\$109,640	\$111,285	\$112,954
Yearly Loan Payment	\$3,407,580	\$3,407,580	\$3,407,580	\$3,407,580	\$3,407,580	\$3,407,580	\$3,407,580	\$3,407,580	\$3,407,580	\$3,407,580	\$3,407,580	\$3,407,580	\$3,407,580	\$3,407,580	\$3,407,580	\$3,407,580	\$3,407,580	\$3,407,580	\$3,407,580
Net Proceeds (Loss)	(\$2,349,072)	(\$2,333,194)	(\$2,317,079)	(\$2,300,721)	(\$2,284,118)	(\$2,267,266)	(\$2,250,162)	(\$2,232,800)	(\$2,215,179)	(\$2,197,293)	(\$2,179,138)	(\$2,160,712)	(\$2,142,009)	(\$2,123,025)	(\$2,103,757)	(\$2,084,199)	(\$2,064,349)	(\$2,044,200)	\$1,383,831

LAND VALUES

Parcel	Cost/SF	Buildable SF	Cost
Upper Parking Lots (#4)			

PROGRAM SUMMARY

Unit Type	Average Unit Size	Quantity	Total Square Foot
One Bedroom	750	30	22,500
Two Bedroom	900	44	39,600
Three Bedroom	1,320	16	21,120
Four Bedroom	1,800	0	0
Total Units			
Total Back of House (BOH)**			20,805
Total Building SF			104,025
Parking Type	Average SF per Car	Quantity	Total Square Foot
Surface	300	120	36,000
Structured	250	0	0
NOTES SECTION			
*No studio units are included at this time			
**25% BOH Ratio			

COST ASSUMPTIONS

Hard Costs	Unit	Cost per Unit	Quantity	Total Cost
Site Work	per sq. ft.	\$45	104,025	\$4,681,125
Foundation and Structure	per sq. ft.	\$50	104,025	\$5,201,250
Core and Shell	per sq. ft.	\$150	104,025	\$15,603,750
MEP	per sq. ft.	\$50	104,025	\$5,201,250
FF&E	per sq. ft.	\$100	104,025	\$10,402,500
Landscape/Site Amenities	per sq. ft.	\$25	104,025	\$2,600,625
<i>add additional items here</i>	<i>lump sum</i>	<i>\$0</i>	<i>1</i>	<i>\$0</i>
<i>add additional items here</i>	<i>lump sum</i>	<i>\$0</i>	<i>1</i>	<i>\$0</i>
Surface Parking	per space	\$10,000	120	\$1,200,000
Structured Parking	per space	\$60,000	0	\$0
GC Fee	percent	5%		\$2,244,525
Contingency	percent	10%		\$4,489,050
Soft Costs	Unit	Cost per Unit	Quantity	Total Cost
Tap Fees*				
One Bedroom	per unit	\$19,817	30	\$594,504.00
Two Bedroom	per unit	\$26,422	44	\$1,162,585.60
Three Bedroom	per unit	\$39,634	16	\$634,137.60
Four Bedroom	per unit	\$46,239	0	\$0.00
Impact Fees	per unit	\$0	90	\$0.00
Land Use Permitting	percent	0.50%	\$44,890,500	\$224,452.50
Building Permit Fees	percent	0.75%	\$44,890,500	\$336,678.75
Final Master Planning Fees	percent	0.50%	\$44,890,500	\$224,452.50
A/E/LA Fees	percent	10.00%	\$44,890,500	\$4,489,050.00
Marketing	percent	0.50%	\$44,890,500	\$224,452.50
Commissions	percent	0.25%	\$44,890,500	\$112,226.25
Legal	percent	0.70%	\$44,890,500	\$314,233.50
Insurance	percent	1.00%	\$44,890,500	\$448,905.00
Taxes	percent	1.00%	\$44,890,500	\$448,905.00
Appraisal & Title	percent	0.25%	\$44,890,500	\$112,226.25
Project Management Fee	percent	1.00%	\$44,890,500	\$448,905.00
Land Cost	lump sum	\$0	1	\$0.00
Contingency	percent	10%		\$977,571
NOTES SECTION				
*TAP FEES: https://www.swsd.org/sites/default/files/content_files/2-Appendix%20A-EQR%20Schedule.pdf				

REVENUE ASSUMPTIONS - FOR SALE UNITS

Personal Financial Items	Inputs	Targets				
AMI Target*		60%	80%	100%	120%	150%
Annual Income**		\$ 53,040	\$ 70,720	\$ 88,400	\$ 106,080	\$ 132,600
Affordable Monthly Housing Expenses***	25.0%	\$ 1,105	\$ 1,473	\$ 1,842	\$ 2,210	\$ 2,763
Property Taxes/Insurance (of monthly housing expense)	12.0%	\$ 133	\$ 177	\$ 221	\$ 265	\$ 332
Homeowner Association Dues (monthly)	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150
Available for principal and interest		\$ 822	\$ 1,147	\$ 1,471	\$ 1,795	\$ 2,281
Maximum mortgage payment (Fall 2020 APR)	3.40%	\$185,442	\$258,530	\$331,619	\$404,707	\$514,340
Down Payment	20.00%	\$37,088	\$51,706	\$66,324	\$80,941	\$102,868
Max Sales Price		\$222,530	\$310,236	\$397,942	\$485,649	\$617,208
NOTES SECTION						
*Source: https://www.chfainfo.com/arh/asset/Documents/2020_income_limits.pdf						
**2 person household limits						
***Allows additional 5% to go toward utilities						

REVENUE ASSUMPTIONS - RENTAL UNITS

Personal Financial Items	Inputs	Targets			
AMI Target*		30%	45%	60%	80%
Annual Income**		\$ 26,520	\$ 39,780	\$ 53,040	\$ 70,720
Affordable Monthly Housing Expenses***	25.0%	\$ 553	\$ 829	\$ 1,105	\$ 1,473
Rental Income Limits CHFA*		Targets			
One Bedroom		\$ 621	\$ 932	\$ 1,243	\$ 1,658
Two Bedroom		\$ 746	\$ 1,119	\$ 1,492	\$ 1,990
Three Bedroom		\$ 862	\$ 1,293	\$ 1,724	\$ 2,299
Four Bedroom		\$ 961	\$ 1,442	\$ 1,923	\$ 2,564
NOTES SECTION					
*Source: https://www.chfainfo.com/arh/asset/Documents/2020_income_limits.pdf					
**2 person household limits					
***Allows additional 5% to go toward utilities					

TOTAL DEVELOPMENT COSTS - FOR SALE

Program and Sales Revenue			
AMI	Unit Sales Price	# of Units	Sales Revenue
80%	\$310,236	23	\$6,980,318
100%	\$397,942	23	\$8,953,705
120%	\$485,649	23	\$10,927,091
150%	\$617,208	23	\$13,887,172
Total Units		90	
Total Revenue			\$40,748,286

Total Development Costs			
Total Revenues			\$40,748,286
Hard Costs			\$51,624,075
Soft Costs			\$10,753,286
Total Development Costs			\$62,377,361
Average Cost/Unit			\$693,081.79
Net Proceeds (Loss)			(\$21,629,075)
Average Proceed (Loss)/Unit			(\$240,323.06)

TOTAL DEVELOPMENT COSTS - RENTAL

AMI	1-Bed	2-Bed	3-Bed	4-Bed	Monthly Cash Flow
30%	11	11	0	0	\$15,379
45%	11	11	0	0	\$23,074
60%	11	11	0	0	\$30,769
80%	11	11	0	0	\$41,040
Total Units					90
Total Monthly Revenue					\$110,261

	YEAR 3	YEAR 4	YEAR 5	YEAR 6	YEAR 7	YEAR 8	YEAR 9	YEAR 10	YEAR 11	YEAR 12	YEAR 13	YEAR 14	YEAR 15	YEAR 16	YEAR 17	YEAR 18	YEAR 19	YEAR 20	YEAR 21
Rental Revenue	\$1,323,135	\$1,342,982	\$1,363,127	\$1,383,574	\$1,404,327	\$1,425,392	\$1,446,773	\$1,468,475	\$1,490,502	\$1,512,859	\$1,535,552	\$1,558,585	\$1,581,964	\$1,605,694	\$1,629,779	\$1,654,226	\$1,679,039	\$1,704,225	\$1,729,788
Rental Costs																			
Yearly O&M	\$108,000	\$109,620	\$111,264	\$112,933	\$114,627	\$116,347	\$118,092	\$119,863	\$121,661	\$123,486	\$125,338	\$127,218	\$129,127	\$131,064	\$133,030	\$135,025	\$137,050	\$139,106	\$141,193
Yearly Loan Payment	\$4,151,316	\$4,151,316	\$4,151,316	\$4,151,316	\$4,151,316	\$4,151,316	\$4,151,316	\$4,151,316	\$4,151,316	\$4,151,316	\$4,151,316	\$4,151,316	\$4,151,316	\$4,151,316	\$4,151,316	\$4,151,316	\$4,151,316	\$4,151,316	\$4,151,316
Net Proceeds (Loss)	(\$2,828,181)	(\$2,808,334)	(\$2,788,189)	(\$2,767,742)	(\$2,746,989)	(\$2,725,924)	(\$2,704,543)	(\$2,682,841)	(\$2,660,814)	(\$2,638,457)	(\$2,615,764)	(\$2,592,731)	(\$2,569,352)	(\$2,545,622)	(\$2,521,537)	(\$2,497,090)	(\$2,472,277)	(\$2,447,091)	\$1,729,788

LAND VALUES

Parcel	Cost/SF	Buildable SF	Cost
Upper Parking Lots (#4)			

PROGRAM SUMMARY

Unit Type	Average Unit Size	Quantity	Total Square Foot
One Bedroom	750	8	6,000
Two Bedroom	900	4	3,600
Three Bedroom	1,320	0	0
Four Bedroom	1,800	0	0
Total Units			
Total Back of House (BOH)**			2,400
Total Building SF			12,000
Parking Type	Average SF per Car	Quantity	Total Square Foot
Surface	300	20	6,000
Structured	250	0	0

NOTES SECTION
*No studio units are included at this time
**25% BOH Ratio

COST ASSUMPTIONS

Hard Costs	Unit	Cost per Unit	Quantity	Total Cost
Site Work	per sq. ft.	\$45	12,000	\$540,000
Foundation and Structure	per sq. ft.	\$50	12,000	\$600,000
Core and Shell	per sq. ft.	\$150	12,000	\$1,800,000
MEP	per sq. ft.	\$50	12,000	\$600,000
FF&E	per sq. ft.	\$100	12,000	\$1,200,000
Landscape/Site Amenities	per sq. ft.	\$25	12,000	\$300,000
<i>add additional items here</i>	<i>lump sum</i>	<i>\$0</i>	<i>1</i>	<i>\$0</i>
<i>add additional items here</i>	<i>lump sum</i>	<i>\$0</i>	<i>1</i>	<i>\$0</i>
Surface Parking	per space	\$10,000	20	\$200,000
Structured Parking	per space	\$60,000	0	\$0
GC Fee	percent	5%		\$262,000
Contingency	percent	10%		\$524,000
Soft Costs	Unit	Cost per Unit	Quantity	Total Cost
Tap Fees*				
One Bedroom	per unit	\$19,817	8	\$158,534.40
Two Bedroom	per unit	\$26,422	4	\$105,689.60
Three Bedroom	per unit	\$39,634	0	\$0.00
Four Bedroom	per unit	\$46,239	0	\$0.00
Impact Fees	per unit	\$0	12	\$0.00
Land Use Permitting	percent	0.50%	\$5,240,000	\$26,200.00
Building Permit Fees	percent	0.75%	\$5,240,000	\$39,300.00
Final Master Planning Fees	percent	0.50%	\$5,240,000	\$26,200.00
A/E/LA Fees	percent	10.00%	\$5,240,000	\$524,000.00
Marketing	percent	0.50%	\$5,240,000	\$26,200.00
Commissions	percent	0.25%	\$5,240,000	\$13,100.00
Legal	percent	0.70%	\$5,240,000	\$36,680.00
Insurance	percent	1.00%	\$5,240,000	\$52,400.00
Taxes	percent	1.00%	\$5,240,000	\$52,400.00
Appraisal & Title	percent	0.25%	\$5,240,000	\$13,100.00
Project Management Fee	percent	1.00%	\$5,240,000	\$52,400.00
Land Cost	lump sum	\$0	1	\$0.00
Contingency	percent	10%		\$112,620
NOTES SECTION				
*TAP FEES: https://www.swsd.org/sites/default/files/content_files/2-Appendix%20A-EQR%20Schedule.pdf				

REVENUE ASSUMPTIONS - FOR SALE UNITS

Personal Financial Items	Inputs	Targets				
AMI Target*		60%	80%	100%	120%	150%
Annual Income**		\$ 53,040	\$ 70,720	\$ 88,400	\$ 106,080	\$ 132,600
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Property Taxes/Insurance (of monthly housing expense)	12.0%	\$ 133	\$ 177	\$ 221	\$ 265	\$ 332
Homeowner Association Dues (monthly)	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150
Available for principal and interest		\$ 822	\$ 1,147	\$ 1,471	\$ 1,795	\$ 2,281
Maximum mortgage payment (Fall 2020 APR)	3.40%	\$185,442	\$258,530	\$331,619	\$404,707	\$514,340
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Max Sales Price		\$222,530	\$310,236	\$397,942	\$485,649	\$617,208
NOTES SECTION						
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**2 person household limits						
***Allows additional 5% to go toward utilities						

REVENUE ASSUMPTIONS - RENTAL UNITS

Personal Financial Items	Inputs	Targets			
AMI Target*		30%	45%	60%	80%
Annual Income**		\$ 26,520	\$ 39,780	\$ 53,040	\$ 70,720
Affordable Monthly Housing Expenses***	25.0%	\$ 553	\$ 829	\$ 1,105	\$ 1,473
Rental Income Limits CHFA*		Targets			
One Bedroom		\$ 621	\$ 932	\$ 1,243	\$ 1,658
Two Bedroom		\$ 746	\$ 1,119	\$ 1,492	\$ 1,990
Three Bedroom		\$ 862	\$ 1,293	\$ 1,724	\$ 2,299
Four Bedroom		\$ 961	\$ 1,442	\$ 1,923	\$ 2,564
NOTES SECTION					
*Source: https://www.chfainfo.com/arh/asset/Documents/2020_income_limits.pdf					
**2 person household limits					
***Allows additional 5% to go toward utilities					

TOTAL DEVELOPMENT COSTS - FOR SALE

Program and Sales Revenue			
AMI	Unit Sales Price	# of Units	Sales Revenue
80%	\$310,236	3	\$930,709
100%	\$397,942	3	\$1,193,827
120%	\$485,649	3	\$1,456,946
150%	\$617,208	3	\$1,851,623
Total Units		12	
Total Revenue			\$5,433,105

Total Development Costs			
Total Revenues			\$5,433,105
Hard Costs			\$6,026,000
Soft Costs			\$1,238,824
Total Development Costs			\$7,264,824
Average Cost/Unit			\$605,402.03
Net Proceeds (Loss)			(\$1,831,720)
Average Proceed (Loss)/Unit			(\$152,643.30)

TOTAL DEVELOPMENT COSTS - RENTAL

AMI	1-Bed	2-Bed	3-Bed	4-Bed	Monthly Cash Flow
30%	2	2	0	0	\$2,051
45%	2	2	0	0	\$3,077
60%	2	2	0	0	\$4,103
80%	2	2	0	0	\$5,472
Total Units					12
Total Monthly Revenue					\$14,702

	YEAR 3	YEAR 4	YEAR 5	YEAR 6	YEAR 7	YEAR 8	YEAR 9	YEAR 10	YEAR 11	YEAR 12	YEAR 13	YEAR 14	YEAR 15	YEAR 16	YEAR 17	YEAR 18	YEAR 19	YEAR 20	YEAR 21
Rental Revenue	\$176,418	\$179,064	\$181,750	\$184,476	\$187,244	\$190,052	\$192,903	\$195,797	\$198,734	\$201,715	\$204,740	\$207,811	\$210,929	\$214,092	\$217,304	\$220,563	\$223,872	\$227,230	\$230,638
Rental Costs																			
Yearly O&M	\$14,400	\$14,616	\$14,835	\$15,058	\$15,284	\$15,513	\$15,746	\$15,982	\$16,221	\$16,465	\$16,712	\$16,962	\$17,217	\$17,475	\$17,737	\$18,003	\$18,273	\$18,547	\$18,826
Yearly Loan Payment	\$483,492	\$483,492	\$483,492	\$483,492	\$483,492	\$483,492	\$483,492	\$483,492	\$483,492	\$483,492	\$483,492	\$483,492	\$483,492	\$483,492	\$483,492	\$483,492	\$483,492	\$483,492	\$483,492
Net Proceeds (Loss)	(\$307,074)	(\$304,428)	(\$301,742)	(\$299,016)	(\$296,248)	(\$293,440)	(\$290,589)	(\$287,695)	(\$284,758)	(\$281,777)	(\$278,752)	(\$275,681)	(\$272,563)	(\$269,400)	(\$266,188)	(\$262,929)	(\$259,620)	(\$256,262)	\$230,638

LAND VALUES

Parcel	Cost/SF	Buildable SF	Cost
Upper Parking Lots (#4)			

APPENDIX D

Developer Roundtable Notes

Meeting Summary



TOSV Housing Masterplan

10/07/20

Hosts: Heather Henry, Betsy Crum, Clint Kinney

Round Table:

Ronda Weybright (Real America)

Melanie Reusze (Real America)

Jeff Ryan (Real America)

Philip Jeffreys (Aspen Skiing Company)

Stephen Selby (Aspen Hospital)

Jason Bradshaw

Mike ???

~~Dave Ressler (Aspen Hospital)~~

~~Alicia Miller (Aspen Hospital)~~

~~Gail Schwartz (Habitat for Humanity)~~

~~Peter Fornell~~

~~David Baugh (Aspen School District)~~

~~Angela Henderson (RFTA)~~

Meeting Subject: Developer Round Table

- Ronda Weybright – Real America -
 - For the Basalt project, the cost per unit aligned with what we thought it'd be as opposed to what they were told it'd be in the Valley. Shocking [cost] per unit is correct!
 - Ways to keep cost in check (different products or ways of ordering materials). Expertise can help to bring cost down – R.A. likes the challenge of bringing costs down.
 - Basalt project includes affordable units and market rate
 - Market rate units were slower to rent out (but slower relatively). They maintained a good waiting list
 - Make sure to check the loan products out there and make sure they align. R.A. is locking in rates in the low 2%s right now for 35 years. They make sure they hit 2.4% interest rate for 35 years for all the units (that's a multi-family rental 223F construction loan).
 - They've been successful in reducing parking ratios in Indiana – they've even been asked by residents to lower the ratio.
 - Testing car share programs in a few communities. Implemented on a project basis (subsidized by R.A.).
 - In one case, they agreed to a minimum monthly amount with Enterprise rental car service – it offloads all of the liability and Enterprise controls the check-out/check-in logistics. Development just provides the spaces to park the cars.

- They've reached out to neighboring developments to share that amenity and help to reach the minimums so that it lowers what the Developer has to cover.
 - Still gathering data on who's using it and how much it's used.
- Philip Jeffreys – Ski Co
 - Good on ya, TOSV, for just identifying the need, then figuring out the path.
 - Digging more into the individual studies will help guide the priorities
 - Ski Co can't do \$600k+ per unit but he believes that's accurate, not far off. Not surprised by the price per unit. The sites aren't easy.
 - Aspen (Burlingame Phase III) is pricing at \$600k-\$700k+ (that's with modular construction).
 - Ski Co doesn't believe in underground parking for affordable housing (financially). Why spend \$50k on a 180sf parking space when we're trying to target \$100k per bedroom? Much rather spend money to build near public transit. Cars' domination in space planning is becoming antiquated.
 - Awesome opportunities. Ski Co is interested in staying in the conversation.
 - Ski Co has a diverse housing need (seniors, 20-somethings, families, managers, seasonal, full-time) as the housing study has shown. The need isn't just dorm-style.
 - The affordable housing issue is getting worse, not better.
 - Ski Co would be a good partner. Ski Co can build things that TOSV can't – things that are economically or politically challenging.
 - Diversify the product mix (multiple sizes for each unit type). Avoid putting people in places that are too big for them – that's expensive for all parties.
 - 3-bdrms aren't commonly needed in the Ski Co housing world. You'd be overbuilding for the need that's there – and it's extensive.
 - ie. Small 1-bdrm, Medium 1-bdrm, Large 1-bdrm
 - Think of the diversity of people that could occupy a 1-bdrm in (singles, divorcees, a family w/ 1 child).
 - In the larger projects with ~90 units, we can diversify the sizes of 1-bdrms and 2-bdrms – while keeping to a module.
 - *Side note: Basalt Vista is similarly having issues right now selling/leasing their 3-bdrm teacher units to the teachers who don't want 3-bdrm units*
 - Suggests that everything be designed as modular (off-site construction) from the beginning. It's easier to design for modular and decide to go the other way than it is to design for stick-build and then try to get back into modular.
 - Burlingame Phase III was designed for modular. They weren't committing to it but it left the options open for that.
 - Building housing creates jobs which exacerbates the affordable housing problem in the valley further.
 - Betsy: Is modular really a cost savings? Philip: The cost savings haven't been fully realized yet but it's trending in that direction.
 - Ski Co is doing nothing *but* modular blocks. Don't design with something that can't be manufactured by a factory.

- Heather: The masterplan hasn't gotten into enough detail to dictate modular or what that module is.
 - At \$420/sf assumes stick-built but you can take that down to modular construction.
 - The design teams that take these plans further need to know right off the bat that modular is a guiding design principal. The blocks that are already at the level in our feasibility study need to have modular construction in mind. The train leaves the station faster than you think.
 - Ski Co's tiny homes were built in Colorado in an area that needed jobs.
 - The existing traffic impacts to doing stick-build on the upper lots is a disaster from a construction standpoint. Modular would make sense.
- Steve Selby – Aspen Hospital
 - All of success with modular. Built 18 units (6 have garages underneath) for \$3.2 million in 2013 – great experience. Most popular housing. Have held up well. Quality is good – not anything less than stick build.
 - Modular takes the construction traffic out of the equation.
 - The boxes go up quickly once they arrive on site.
 - They used the same contractor used for the hospital to do the modular unit stitching. They weren't even home builders.
 - The rentals proposed in TOSV are more interesting than for-sale units.
 - They had 6 ownership units in Highlands through APCHA. The employees ended up leaving to work for City of Aspen but kept the home. So the hospital lost that housing stock for its employees.
 - Steve sees long-term employees gaining footing with rentals and then seeking home-ownership elsewhere.
 - Philip: Home ownership from an employer standpoint is a disaster. You lose them and can't get them back. It's not a model that works.
 - Philip: Consider how many people in CoA are going to retire in those units, taking them offline. TOSV needs to look at how many are truly workforce units (especially if partnering with a developer who has a financial/asset bottom line).
 - Town Hall (with the most amount of units) looks like the one to focus on because you fill the largest need the fastest.
- Jason Bradshaw –
 - In doing the affordable housing partnership with CoA, caught flak from people in the valley for not giving preference to tenure residents.
 - Communicate the goals to the community early on. What is the focus, what is the process. And do it early, do it often, and do it throughout the process. Communicate what is going to be rental vs ownership.
 - You can't give preferences (or brackets on them) if it's low-income tax credits. You run into fair housing laws. He's finding tools provide flexibility in a mixed-income project.
 - If you're not the employer writing the check (public or private), it's going to hard to make that argument that passes legal muster.

- Betsy: Fair Housing applies even if you're not using tax credits, even to private housing.
 - Betsy: There's a way to carefully 'carve out' units depending on the partners. It's a tricky standard waiting to be challenged.
 - Jason: We were experiencing the refinancing of Aspen Country Inn during our process and it was a huge challenge to get the deed restrictions to work out that the attorneys would sign off on.
- ?? –
 - Why not go after the rental housing tax credits through CHFA to help the Town finance. For the 50+ unit projects, make it cost-effective to submit for the tax credit application.
 - Betsy: There's a desire to not be bound by income tiering in our rental housing. Most folks don't fall into those tiers. There's a way around not doing 100% tax credit and do some non-rental & income restricted.
 - Betsy: TOSV has been self-funded and self-subsidized since the '80s – and they're proud. It gives us the ability to control or not control the income banding of the residents. Most people *do* fall into a LIHTC-type income band.
 - Do some as LIHTC and some as self-funded. Gives you a wide range without the burden of the entire financing.
 - That's what Betsy's plan is: to finance the gap.
 - Betsy: There's resistance to federal funding. It requires more management but can be done by bringing in capacity.
- Jason Bradshaw –
 - The 60% AMI vs APCA Category 2 don't line up. Difficult to explain to the community how a Category 2 would line up in a tax credit project.
 - Betsy: We have *never* income qualified people in our rental housing. People can live here and stay here if they choose. No penalty for being successful. Our workforce housing is for the *workforce*, not just for low- and middle-income residents.
 - Heather: Because TOSV doesn't fall under APCA, it gives them the flexibility to approach each of the sites very different regarding financing. Be transparent with what the goal is because a 1bdm here could cost \$450 while a 1bdm on a different site could cost \$600.
- Jason Bradshaw – Is there a preference from the Town for who owns the property long-term?
 - Heather: not yet.
 - I've run across tax-exempt bond funds that traditionally funded metro districts or water districts. Interesting views on funding workforce housing with that tool. What makes it doable is making all of the projects tax-exempt.
 - Seems like a 501c3 needs to be the owner.
 - A tax-exempt tool funded 100% of a project in Oklahoma City



**Draw Site
Pre-Application Conference Summary
Affordable Housing - Planned Unit Development
Held June 22, 2023**

**Written Summary of Meeting
Forwarded to Applicant June 26, 2023**

- (a) **Attendees:** Brian McNellis, Dave, Shinneman, Betsy Crum, Patrick Rawley, Erica Golden, and Kris Peterson
- (b) **Purpose of Pre-Application Conference.** The Town's development procedures and standards were explained. As stated by code, future development improvements will be reviewed pursuant to the procedures and standards of Article V, Division 3, Planned Unit Development, which will also require an amendment to the Official Zone District Map. The current zoning on the property is SPA-1 as a parcel within the Faraway Ranch North subdivision established in 1985.

In general, for a proposed Major PUD (beginning with Sketch Plan review) & Rezoning:

The Municipal Code sections that apply include Article V, Division 2, Section 16A-5-220 'Amendment to Official Zone District Map,' Article V, Division 3 for 'Planned Unit Development in Section 16A-5-300(b)(2) for the procedures for a Major PUD with additional review standards for a Major & Minor PUD in Section 16A-5-300(b)(3) 'One Major PUD under review,' and Section 16A-5-320, 'Sketch Plan.'

Per one of the Development Evaluation review standards in Article IV of the municipal code, the applicant may need to include a request for an exception for "other types of development" per Section 16A-4-30 (e)1(d) Brush Creek Impact Area (setbacks) from Council for development within 25' of a riparian or wetland area tributary of Brush Creek. This should be addressed conceptually at the Sketch Plan stage and is subsequently considered and then formally adopted by ordinance at the time of Final PUD.

For zoning compliance, refer to Section 16A-5-300(c)(5) 'Dimensional Limitations' to justify any proposed variations from the Town's established limitations for development in Article III, Division 2 of the Land Use & Development Code or from the proposed underlying zone district. Underlying zoning would be determined through the PUD process (typically introduced at the Sketch and/or Preliminary Plan stage and adopted at the Final PUD stage by ordinance), as the current SPA-1 zoning only allows what exists on the property.

- (c) **Contents of Pre-Application Conference.** Items discussed during the pre-application conference included a verbal description and a sketch drawing of the proposed development of the Draw Site. According to the municipal code, the purpose of the initial Sketch Plan review "is an opportunity for

the Town and the applicant to engage in an exploratory discussion of a development proposal, to raise issues and concerns and to examine alternative approaches to development of the property. The applicant is encourage to provide a written or graphic description of any alternative ideas that were considered as the sketch plan was being prepared. It should be expected that the development proposal may evolve during the course of sketch plan review.”

Staff encouraged the applicant to seek input from various referral agencies such as Snowmass Water and Sanitation and Roaring Fork Fire Protection District as well as Public Works prior to submittal. The owner should submit a letter of consent/authorization from the Town of Snowmass Village for submission of the Sketch Plan proposal. Additionally, the Applicant should work with adjacent property owners (mainly Snowmass Center) to address any potential concerns prior to formal application submittal to the Town and before the proposal is presented at public meetings and hearings with the Town’s review boards.

NOTE: Staff recommended a Pre-Sketch plan review and meeting be requested pursuant to Section 16A 1-55 of the Land Use Code to allow for an informal discussion at a public meeting. A formal request shall be sent to the Community Development Director prior to Sketch Plan submission. A Sketch Plan application should not be submitted prior to any scheduled Pre-Sketch Plan public meeting if requested.

Among the issues identified, the core concerns at this time, preliminarily, include:

1. Vehicular access
2. Architecture
3. Viewsheds and ridgelines
4. Watersheds and utilities
5. Environmental considerations
6. Solar exposure
7. Parking
8. Consistency with the Comprehensive Plan and the Workforce Housing Master Plan
9. Phasing and timetable for development.

- (d) Review procedure.** The Community Development Director identified that the proposal would entail, per the code, a Major PUD (beginning with Sketch Plan review unless Pre-Sketch plan is desired – see highlighted note above), pursuant to Section 16A-5-300, 310 and 320 of the municipal code.

For a Major PUD, the applicant should refer to Code Section 16A-5-300 (2). The process begins with the pre-application conference pursuant to Sec. 16A-5-30. The application may be submitted with a letter of authorization from the property owner(s) and will be reviewed by Staff for completeness. Minimum contents for the application are specified in Section 16A-5-40(b) for Minimum Contents and Section 16A-5-320(c)(2). If staff determines the application is complete, the

application will be referred and reviewed (within 30 days) pursuant to Section 16A-5-50. A joint meeting with Planning Commission and Town Council will be scheduled after proper legal notice pursuant to [Section 16A-5-60\(b\)](#), Manner and Timing of Notice. Subsequently, Planning Commission shall consider all relevant materials and testimony and review standards, and shall, by resolution, approve, approve with conditions or deny authorization to submit a preliminary plan. The Council shall hold a public hearing to consider the application and Planning Commission's resolution and its recommendations, conducted pursuant to Section 16A-5-70(2). The Council shall consider all relevant materials and testimony and review standards, and shall, by resolution, approve, approve with conditions or deny the application. Upon approval by Council, the applicant may proceed with the submittal of a Preliminary PUD application. A pre-application meeting for the Preliminary PUD is mandatory.

- (e) **Review agencies.** For a review for a Major PUD and Rezoning, the Community Development Director, in the meeting and/or per this correspondence, identified the agencies at minimum that should review the development application per the list below. Further referral may be necessary during the review of the application.

Minimum Town Departments and Agencies for Referral of a Minor PUD:

- Town's Community Development Department staff, 923-5524
- Jeff Conklin, Town Attorney, 923-3777
- Anne Martens, Town Public Works Department, 923-5110
- Sam Guarino, Director of Transportation, 923-2543
- Andy Worline, Director of Parks & Recreation

- Kit Hamby, Snowmass Water & Sanitation District, 923-2056
P.O. Box 5700
Snowmass Village, CO 81615

- John Mele, Fire Marshall, 923-2212
Snowmass-Wildcat Fire Protection District

- Aspen Public School District

- (f) **Application contents.** The Community Development Director described or referenced in the meeting or per this correspondence the materials required to be submitted as part of the development application, as outlined in Code Section 16A-5-40 and 16A-5-320(c)(2). The subsequent application materials may be submitted in an entirely digital format of choosing by the applicant (and acceptable to Community Development. As a Town of Snowmass Village project proposal, no application fee will be required for staff time and review of the proposal.

- (g) **Supplemental Reports/Studies or materials.** Refer to Code Section 16A-5-40 and 16A-5-320(c)(2) for any required Other Supplemental Reports/Studies/Materials.

Should you have any questions regarding this pre-application summary, please feel free to call the Community Development Department at 970-923-5524.



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

FROM: MIKE HORVATH, TOWN ENGINEER

SUBJECT: DRAW SITE WORK FORCE HOUSING— SEPTEMBER 2023 SUBMITTAL

DATE: DECEMBER 4, 2023

CC: CLINT KINNEY, TOWN MANAGER
 BETSY CRUM, HOUSING DIRECTOR

In reference to the Draw Site Work Force Housing application for Sketch Plan submitted in September 2023 the following comments are being submitted:

Comments:

1. **Grading Plans:** The civil grading plan does not correspond to the landscape plan, which shows walls in numerous locations where the civil plan depicted steep slopes. Walls appear to be necessary in certain locations on the site.
2. **Roadway Design:** The center line of the roadway is proposed at 10%. This leaves the inside of the curves with a slope much greater than 10%. This would require snowmelt around the turns. Please design to have the inside curve at 10% or include snowmelt.
3. **Roadway Design:** Roadway and off-site drainage need to be accommodated throughout the site via curb and gutter, swales, inlets, etc. This will increase the width of the roadway platform.
4. **Roadway Design:** There are steep slopes above existing and proposed infrastructure alongside the road. Guardrails will need to be installed in these areas.
5. **Roadway Design:** The landscape plans note a reconfiguration of the intersection with Kearns Rd. This area is snow melted and any reconfiguration needs to account for that system and Snowmass Center future development.
6. **Roadway Design:** The turns of the roadway need to be examined to ensure the bus turning movements do not negatively affect oncoming traffic.
7. **Snow Storage:** With the steep slopes along the roadway, areas for snow storage will be necessary. The current proposal does not include any usable space for snow storage. Snow storage area needs to be addressed at sketch plan level.
8. **Utility Plans:** The application did not include Intent to Serve Letters from local providers. The size of the existing sanitary and water lines near Town Hall needs to be verified to ensure they have capacity or need to be upsized to provide service to the proposed development.
9. **Utility Plans:** Does the existing water system have ample pressure to provide service up the hill or will additional infrastructure beyond water lines be required to service the upper buildings?
10. **Utility Plans:** The existing solar array above Town Hall is demolished in this proposal. Is there a plan to mitigate the loss of solar?
11. **Drainage Plans:** The proposed detention area is located directly above retaining walls at the roundabout. The project will need to study the drainage to ensure the additional ground water does not negatively affect the integrity of the walls and existing wall drainage system. This needs to be addressed at sketch plan to ensure the proposed drainage system does not negatively affect existing infrastructure.

12. **Drainage Plans:** The upper collection basin does not appear to collect the entire basin above the development. Conveyance to the collection basin of debris flow and runoff need to be accounted for.
13. **Drainage Plans:** The proposed detention area is proposed in a recreation area. Studying the drain down time and other aspects of the pond will be necessary as the project progresses.
14. **Pedestrian Plans:** The proposed plan shows a sidewalk up from the sidewalk along Kearns to the existing parking area south of Town Hall. This is an extremely steep hill and ADA compliance needs to be examined. The sidewalk may need to be re-routed or stairs installed with an additional ADA compliant route.



Dunlop Environmental Consulting, Inc.

Environmental Public Health Planning for the Future

December 8, 2023

Town of Snowmass Village
Brian McNellis, Senior Planner
130 Kearns Rd.
PO Box 5010
Snowmass Village, CO 81615

Re: Town Hall Draw and Point Site Workforce Housing Planned Unit Development - Sketch Plan Review

Dear Mr. McNellis,

The sketch plan for the Town Hall Draw and Point Site housing development has been reviewed at your request. The review of the application was completed with the understanding that a sketch plan does not require detailed information that will be provided as the application progresses. With this guidance, general observations and suggestions follow.

The overview of the application is summarized as follows. The 2-building structure, subsurface 2-level parking garage located between the two residential structures, and access road and trails will be built on 18.2 acres of land. Each building will contain 40 living units for a total of 80. Living units will be 1, 2, or 3 bedrooms. The parking structures will have 97 spaces.

Environmental considerations the applicant should address include impacts to air quality, water quality, noise, and construction management.

Air Quality:

The reviewed material does not contain information on air quality impacts of the development. As the application progresses details will be helpful. Specifically, traffic impacts, parking garage exhaust and air handling design, fugitive dust control during construction and traction material to be used on the roadway are examples of requested detail.

Water Quality:

Storm water management is addressed in Attachment 5. Additional definition is needed to verify the capacity of the detention basins above and below the development. Discharge design from hard surfaces, vegetated areas and parking garages are necessary to properly

verify capacity of both basins. Careful attention to roadway snow storage areas is important in designing snow-melt collection patterns. Discharge of total development storm water volume into Brush Creek should include pre-discharge treatment and basin maintenance scheduling. It is my understanding that mechanical snow-melting will not be installed in the proposed roadway. Confirmation of this will be helpful when considering use of vehicle traction materials in the air quality discussion.

Parking garage design should include capture of internal sources of storm water such as snow melt and floor cleaning runoff. Included in this design should be locations of oil/sand interceptors and a maintenance schedule defining frequency of service.

Further discussion appears to be necessary regarding Brush Creek Impact Area impacts as identified in Attachment 10.

Noise:

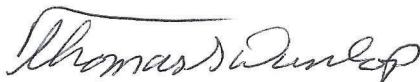
This project is proposed for an area that is currently relatively isolated from urban sources of sound. During the construction phase the intensity of sound will change the familiar character of the site. Post-construction will result in a typical neighborhood sound level experienced in many other areas of Snowmass Village.

Construction Management Plan (CMP):

The applicant is reminded that Town of Snowmass Village, Ordinance 12, Series of 2007 will be the governing compliance document during the construction phase of this project.

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

Sincerely,



Thomas S Dunlop, MPH, REHS

President

TRANSPORTATION DEPARTMENT MEMO

To: Brian McNellis

From: Sam Guarino

CC: Dave Shinneman

Date: 12/12/2023

Re: Draw Site Workforce Housing Comments

After reviewing the Draw Site Workforce Housing Plan, the Transportation Department is supportive of the design and the project. We do have a number of comments for consideration:

- While the bus/firetruck turnaround is appreciated and necessary, I would like to have a better understanding of the grade and size of the turnaround to see if our vehicles will need to use the hammerhead or can make the turn as a cul-de-sac, particularly if not snow melted. My concern is that under snow conditions it may be too steep to safely turn around, particularly as a hammerhead.
- The pedestrian connectivity, particularly to the south-west, is excellent. However, there should be consideration for snow removal or melting on the access path since this should/will be utilized in the winter, particularly since the road lacks a pedestrian facility (which is understood given the site constraints) in the design as shown. Furthermore, there should be great care to direct pedestrians walking south out of the complex to use of this path from all buildings for this reason.
- The crosswalk that is furthest to the southeast, downhill from the entrance to building 1, appears to not connect to any other pedestrian facility. Curious about its anticipated use.
- Given site and road size constraints it is anticipated that the parking garage entrances is where we will attempt to get off the road for pick-up/drop-off. Those driveways accommodating a 22.5' bus at least partially getting out of the roadway would be ideal.
- We support the 1:1 car per unit ratio and believe that the proposed car share will be an important part of this. There should be consideration given to the type of vehicle chosen for the car share. A front wheel drive sedan may not allow for

many of the desired uses in this area as well as a all-wheel drive higher clearance SUV.

- Please consider a possible location for a future WE-cycle station. These stations would require approximately 40' and could go in almost any flat location, however the more central the better. In the spring-fall months an electric bike-share station could be very helpful to encouraging active transportation from this location, further reducing the need for personal vehicles.

December 28, 2023

Via E-mail: jimwahlstrom@tosv.com

Mr. Jim Wahlstrom, AICP/MPCD
Senior Planner
Town of Snowmass Village

RE: SWSD – TOSV Employee Housing Project – Will Serve

Dear Jim:

The purpose of this letter is to provide a can and will serve letter for the Town of Snowmass Village (TOSV) Employee Housing Project located above Town Hall. SWSD provides potable water and sanitary sewer treatment in the TOSV. SWSD provides water and sewer service to the TOSV Town Hall which is located directly underneath the proposed employee housing project. The TOSV is proposing to build 80 employee housing units above Town hall in two multi story buildings. SWSD can and will serve the project with water and sewer with the following conditions.

1. The TOSV must enter into a line extension agreement with the District.
2. The District can and will serve the 80 employee housing units with water and sewer if there is adequate capacity in both the potable water system and the wastewater treatment facility at the time of the project.
3. SWSD will perform an EQR audit on the final construction drawings when they are ready to determine the system development fees owed to SWSD.
4. TOSV will pay for all construction costs for the water and sewer infrastructure required for the project.
5. Any water and sewer infrastructure installed underneath snowmelt roads will be owned and maintained by TOSV.
6. The upper building proposed for the project is at the maximum elevation that can be served by the water pressure zone that it is in. The District cannot guarantee adequate pressure and fire flows to meet the Fire District requirements. TOSV may have to construct fire pumps as part of the project to satisfy requirements of the Fire District.

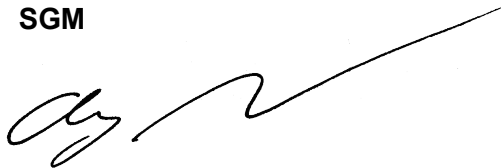
I:\2013\2013-321 Snowmass W&SD\001 Miscellaneous Engineering Services\103-TOSV Employee Housing Project\Correspondence\L 20231228 Jim Wahlstrom.docx

7. The storm sewer system from the roofs, roads, etc. shall not connect to the Districts' wastewater system.

If you have any questions, please call.

Sincerely,

SGM



Chris Lehrman, PE
District Engineer

Cc e-mail: Kit Hamby

INTEROFFICE MEMORANDUM

TO: DAVE SHINNEMAN, COMMUNITY DEVELOPMENT DIRECTOR; BRIAN MCNELLIS, SENIOR PLANNER
FROM: BETSY CRUM, HOUSING DIRECTOR
SUBJECT: HOUSING DEMAND AND THE PROPOSED DRAW SITE DEVELOPMENT
DATE: DECEMBER 21, 2023

I am writing in follow-up to questions raised at the December 20, 2023 meeting of the Planning Commission concerning the sketch plan submission for the Draw Site Housing development. There was some discussion related to the proposed unit mix as it pertains to need.

The Housing Department currently owns and manages nearly 300 rental units and oversees 200 “deed-restricted” units that are owned by qualified employees of Snowmass Village and Pitkin County. The Town has been working from a long-standing goal of housing some sixty percent (60%) of the year-round workforce between rental and deed-restricted housing types. In addition to our stock, SkiCo offers housing for seasonal workers at Club Commons, APCHA controls the 30 deed restricted units at Fairway Three, and the Aspen School District owns rental units for its employees on Owl Creek Road.

One question concerned the proposed unit mix for the Draw Site, which is currently 48 one-bedroom units (60%), 24 two-bedrooms (30%) and 8 three-bedroom (10%). We believe that this is the correct mix based on the town’s demographics and our waiting list. Our waiting list presently holds 233 households, all of whom are full-time, year-round Snowmass Village employees. Sixty-two percent (62%) indicated interest in a studio or a one-bedroom apartment, 29% would like a two-bedroom unit, and 9% need a three-bedroom unit. This is nearly identical to the proposed mix.

In comparison, in our current portfolio, approximately 68% of our apartments are studio or one-bedroom apartments, 30% have two bedrooms, and only 2% offer three bedrooms. It is also worth noting that we rarely have more than 20 units turn over in a year’s time. People on our list wait an average of 6-7 years before an apartment is available for them.

Another question concerned the proposed unit sizes. Of course, this is very early in the project to have specific apartment sizes nailed down, but our schematic design projected to average approximately 600 sf in the one-bedroom apartments, 1,000 sf in the two-bedrooms, and 1200 sf in the three-bedrooms.

I will be available at the next Planning Commission meeting to respond to any further questions.

From: [Dave Shinneman](#)
To: [Planning Comission](#)
Cc: [Brian McNellis](#); [Sara Nester](#); [Clint Kinney](#); [Jeff Conklin](#); [Ashleigh Huff](#)
Subject: Comprehensive Plan consistency
Date: Friday, December 22, 2023 8:50:20 AM
Attachments: [image001.png](#)

All,

The Draw site sketch plan will be reviewed as to the appropriate use of the site for workforce housing and consistency with the Comprehensive Plan. As to this site and workforce housing in general the Comprehensive Plan provides several statements and policies directly illustrating consistency. I have put together a short list of these below.

1. Most directly applicable is a statement on P. 21 in the Faraway Ranch North/ Snowmass Center CPA. " Higher Density residential development could be accommodated on publicly owned parcels west of Town Hall..." .
2. Again on P. 21 of the plan, it states " Promote residential development within walking/ biking distance to the Snowmass Center that will generate a steady flow of activity and commerce."
3. On page 41 under policy E.2 Provide More Employee Housing a next step was to Review and update the Employee Housing Program. And to Commission a professional study to inform housing policy. In 2020-2021 the Town prepared a Workforce Housing Master Plan and ranked the Draw site consistently high in the suitability assessment. (The Housing Master Plan was reviewed and endorsed by the Planning Commission)
4. In Appendix A2 on pp. 104-105 the Plan provides principles of good planning and design that should be embraced by Snowmass Village. Under the discussion of Scale, the Plan describes the Village as rural on the entrances on Brush Creek and Owl Creek then transitioning to medium density "...before arriving to the higher density Village Core at the Wood Bridge." Under Intensity, the plan states, "Development intensity is an integral component of environmental stewardship and sustainability....." On page 110 under the section How tall is too Tall?, The Plan states " It is important to remember that for new development or redevelopment projects to occur a certain density and height of buildings may be necessary to make the projects financially viable." Each of these would be consistent with employee housing on the Town Hall Draw site.

While there are many discussions in the Plan regarding Employee and Workforce Housing, the above referenced statements, policies, and plans provide consistency with the Plan regarding employee Housing on the Town Hall Draw site. While these are not reasons by themselves, to approve any specific housing on this site, the Comprehensive Plan is consistent with such a proposal and the plan provides direction to look at a larger scale, more intense development, and taller buildings than elsewhere in the Town. .

Please let me know if you have any questions. I am happy to discuss these further with you as needed.

Dave

Brian, can you please include this email in the next packet. Thank you!



Dave Shinneman
Community Development Director
Town of Snowmass Village
130 Kearns Road
P.O. Box 5010
130 Kearns Road
Snowmass Village, CO 81615-5010
T: 970-923-5524
D: 970-922-2321
dshinneman@tosv.com
www.tosv.com

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

February 5, 2024

AGENDA ITEM:

Snowmass Mall Transit – Incremental Enhancement Plan

PRESENTED BY:

Sam Guarino, Transportation Director

BACKGROUND:

After the withdrawal of the Mall Transit Center development application on April 17, 2023, staff returned to the Town Council on June 12, 2023 with several potential next steps for Mall Transit Enhancements. A brief summary of the three ideas for direction presented at the time are listed below:

- 1) *A simple and cost-effective solution would be to flatten out the end of the RFTA depot while adding vertical conveyances such as escalators and elevators from the Village Shuttle depot and at the end of Daly Lane. This type of incremental approach could be done in conjunction with looking into solutions for more improved and more efficient use of the current space at both depots to expand capacity, as well as adding wayfinding improvements to make using the systems simpler.*
- 2) *A solution that has been presented and evaluated in concept in the past would be to build a smaller transit station/platform than the 2023 Project in the same location at the end of the Mall. This station would have RFTA provide service on the Mall level and the Village Shuttle on a lower level with a vertical conveyance in-between. Care and further evaluation would be needed to ensure that both systems remained operational and attractive.*
- 3) *Council could also direct staff to assess the feasibility of another location at or near the Snowmass Mall. In the past lot 7 had been a studied location for a transit hub and a Daly Lane reconfiguration could be analyzed (see attached image). Without a more in-depth look at another location, it would be hard to determine which goals could be met, and which concerns could be alleviated.*

Council directed staff to pursue Option #1, to look at the potential for incremental enhancements at both the Mall RFTA Depot and the Daly Lane Village Shuttle Depot, pursuing lower impact and lower cost alternatives.

After this direction was given staff re-engaged with SEH, who had worked on the initial feasibility study as well as the design of the previously proposed Transit Center to create a study on what, if anything, could be done to improve the existing conditions without any major

redevelopment being required. The ideas presented to Council were shared as potential improvements and SEH began work on sketches of the suggested improvements.

After rounds of discussion with staff on operational feasibility and preferred design features a set of possible improvements for the spaces has been developed. These proposed improvements include increasing the number of RFTA pickup/drop-off locations by one and improved independent operation for these buses. The portion of the Mall in front of the Incline Sports building could be flattened out to make it level with the RFTA depot, increasing accessibility and discouraging private vehicle and pedestrian use, better funneling pedestrian traffic to an improved stairway across from Lot 6. Additionally, a restroom facility and small flexible use building could be constructed at the southeast end of the RFTA depot.

After careful evaluation of possible improvements to the Daly Lane Village Shuttle depot, it became clear that little could be done in the current space. The best opportunity for an upgrade is to significantly improve pedestrian flow by replacing and improving the orientation of the existing depot elevator to face Daly Lane (rather than the current configuration) and adding a second elevator to the depot. This would improve transit rider access to all levels of the Mall. The study also showed that an operations improvement on Daly Lane would be possible if the property on the North side of Daly Lane was developed, although this would be a sort of “pie in the sky” idea that would be far down the road. Overall, few opportunities for transit vehicle staging and operations were identified.

FINANCIAL IMPACT:

This is a discussion item only. A next step would be to prepare a cost estimate. It is believed that these improvements would be within the amount of local funding currently budgeted for this project.

COUNCIL OPTIONS:

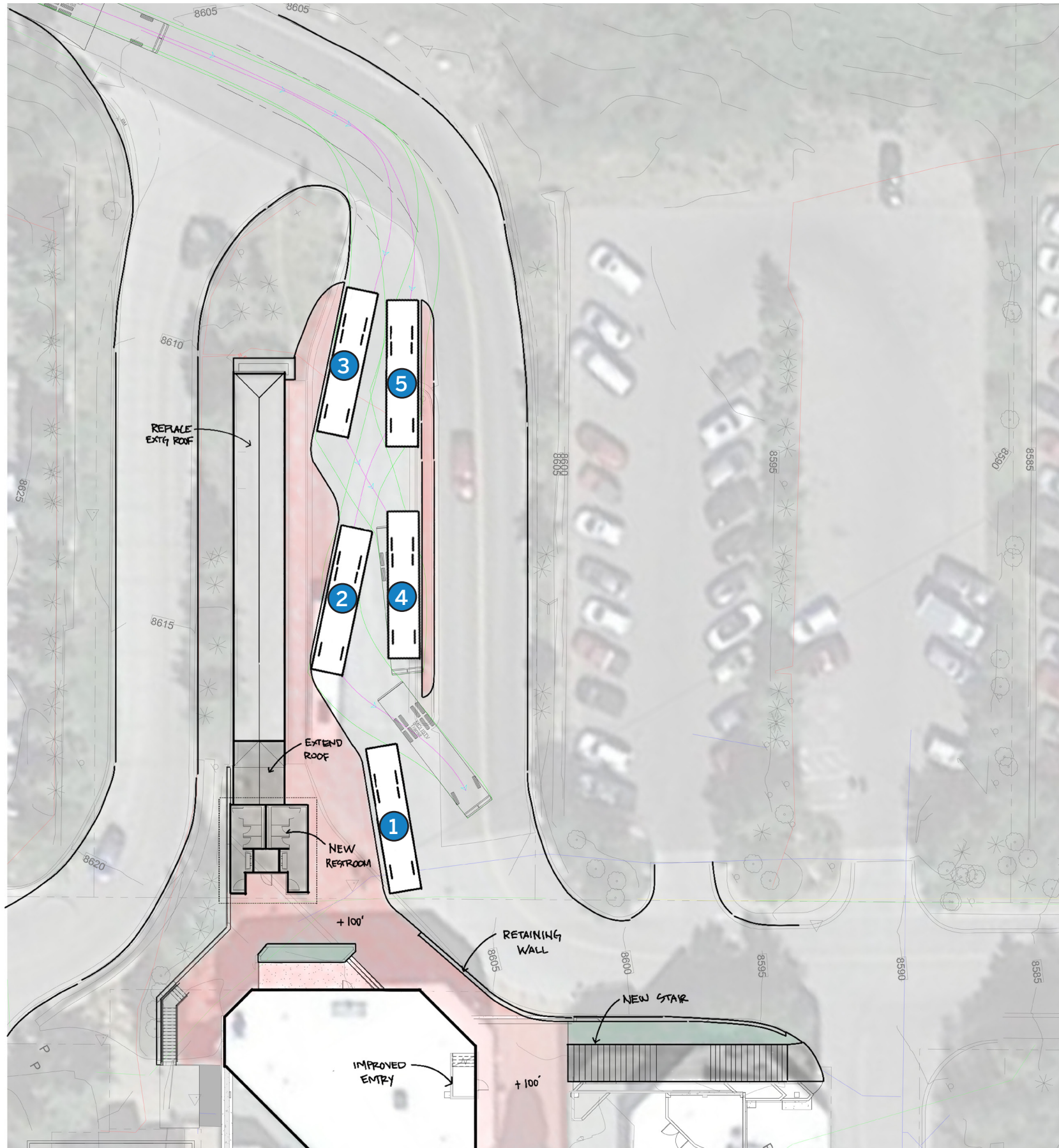
This is a discussion item; staff is seeking direction on next steps.

STAFF RECOMMENDATION:

This is a discussion item.

ATTACHMENTS:

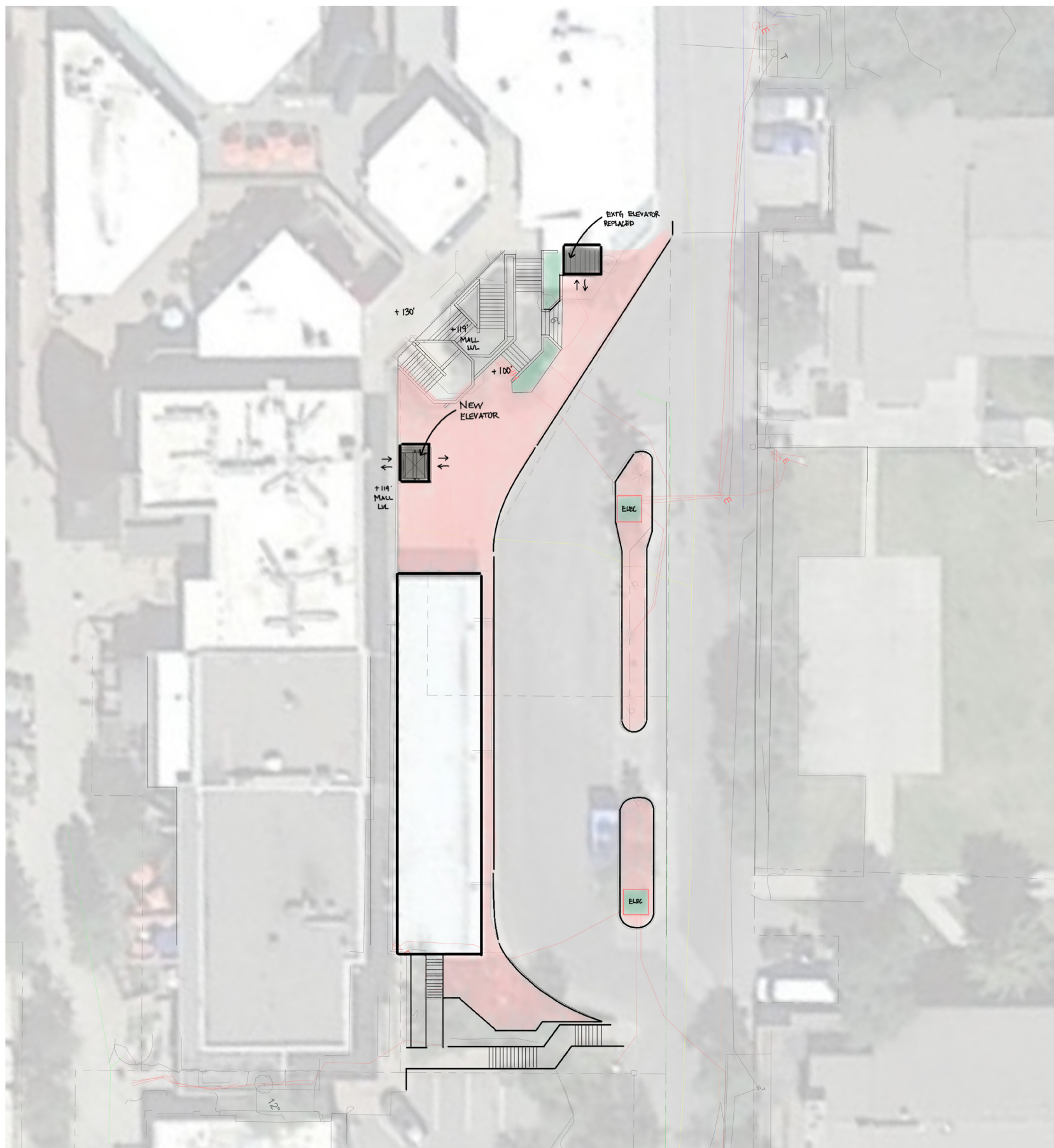
1. 2024-01-12 TOSV Transit Station Improvements



RFTA TRANSIT

CONCEPT PLAN

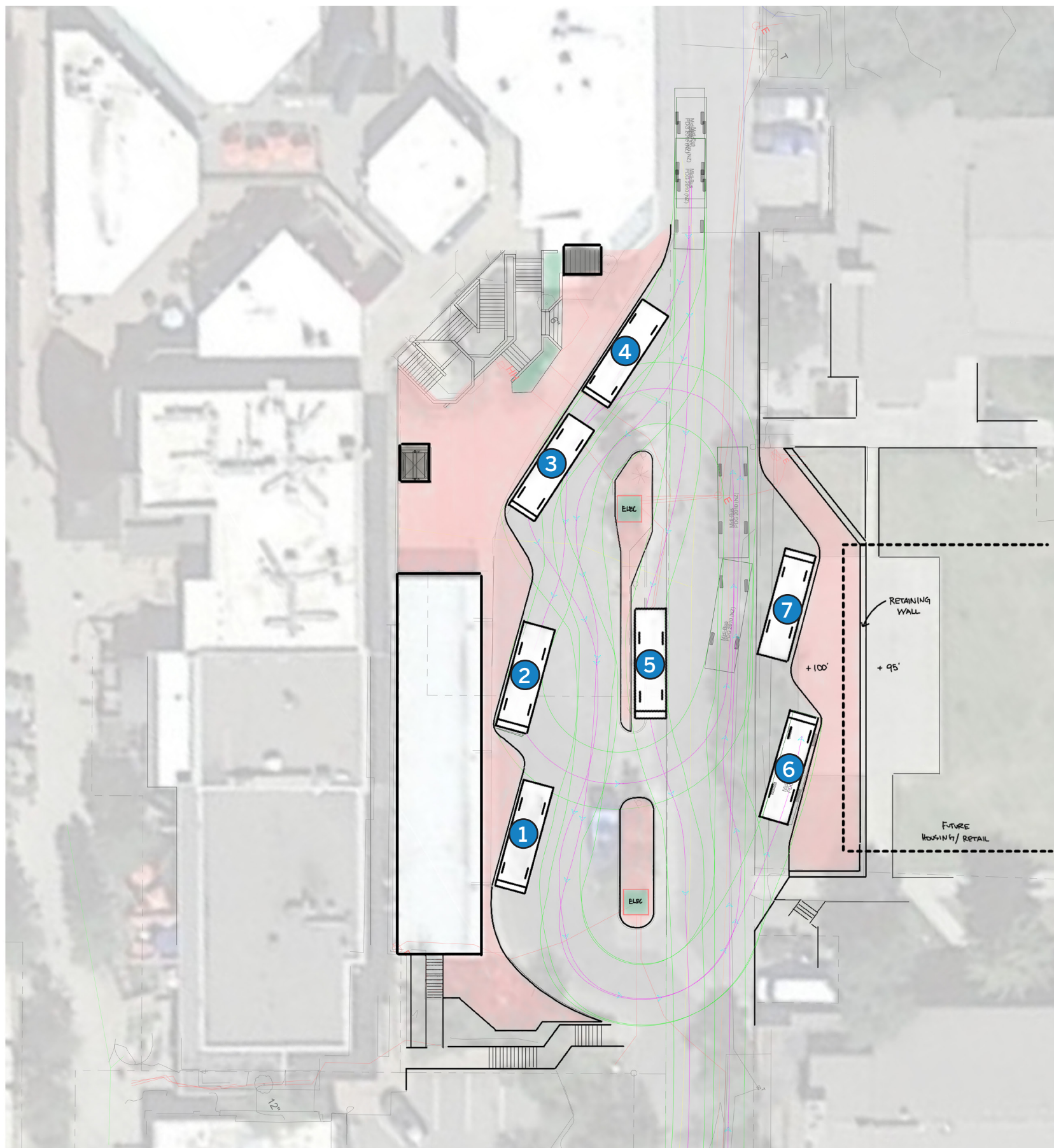
- (3) Independent 40 foot Bus Bays
- (2) Additional Staging Bays, if necessary.
- Bay 4 - If in use, Bay 3 will not be able to leave. Bay 4 can pull into Bay 1 after their departure. Bay 2 can still operate independently.
- Bay 5 - If in use, Bay 3 will not be able to leave. Bay 5 can pull into Bay 2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



TOSV TRANSIT

PHASE 1 PLAN

- Renovation of existing elevator with direct access from transit area
- New elevator with direct access from transit area for access to Mall



TOSV TRANSIT

PHASE 2 PLAN

- (4) Independent 30 foot Bus Bays
- (2) Tandem 30 foot Unloading Bus Bays
- Added queuing space with saw-tooth bays
- Potential area for future multi-story commercial space and/or housing over new transit bays
- Bay 4 - If in use, Bay 3 can not be accessed. Bay 4 can pull into Bay 1, 2 & 3.
- (1) Additional Staging Bay or Delivery Vehicle drop-off along island - Bus can only access main transit bays by using turnaround and if Bays 3 & 4 are empty.
- Added queuing space with saw-tooth bays

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

February 5, 2024

AGENDA ITEM:

An Initial Discussion Regarding the Potential for the Snowmass Mall Redevelopment

PRESENTED BY:

Dwayne Romero, the Romero Group
Heather Henry, Connect One Design
Clint Kinney, Town Manager

BACKGROUND:

Dwayne Romero and Heather Henry will present their conceptual idea for a Public Private Partnership (PPP) to assist with the potential redevelopment of the Snowmass Mall.

This is an informal introduction to a potential project(s), it is not a formal land use review; therefore, the discussion can be free flowing and open. This discussion is intended to be an introduction; an opportunity to provide and receive initial feedback on the proposed PPP concepts. No action is necessary, but early feedback from the Town Council would be helpful to help guide the evolution of this concept.

1.

THE ROMERO GROUP, LLC



Clint,

We (The Romero Group, LLC as manager and co-owner of the Snowmass Mall Investment Group, LLC), together with Heather Henry of Connect One, request the opportunity to meet with Town Council at your earliest meeting opportunity. We wish to present and discuss our ideas and concepts for the development of a significant amount of affordable housing at the Mall, potentially in partnership with the Town, as part of an initial first phase of redevelopment at the Snowmass Mall.

We were able to meet with both you and Sam to review a creative approach to more affordable housing in the community, specifically at and near our existing Snowmass Mall property. As you saw in the meeting, we have developed initial concept plans for a limited redevelopment of one of the first buildings at the Mall. This plan is coupled with a concept plan for a more modest, economical, and lower scaled redevelopment of a combined (local and regional) transit node at the existing RFTA station. We wish to share these plans with Council and to gain initial responses.

As was pointed out in our meeting, there is a compelling opportunity to do both, more affordable housing and a first phase of redevelopment for the Mall area, when considering the existing Village Shuttle station on Daly Lane, adjacent to our Mall. It hinges on co-locating the Village Shuttle function with the existing RFTA transit facility, but not at the scale, impact, and cost of the previous version.

We appreciate your comments and input on these conceptual plans and have taken your input to heart. We also presented these plans to RFTA leadership, with a very good reception. They are continuing to study the details, but they expressed positive support to continue with refining the plan.

We now want to share these concepts with the Town Council with the same goal in mind – to gather additional input and suggestions. We do believe there is both momentum and logic with this plan, especially when considering the benefits brought to our local business community (both owners and employees). We have attached both the conceptual plans for initial redevelopment of the Snowmass Mall, as well as the concept plan for a reduced scale, combined transit center.

A combined transit center (regional and local) is the dominant model for good site planning and is essentially everywhere (including all communities here in the valley). It has been stated before, but we believe it is crucial to the revitalization of the mall and very beneficial for the Town's economic development (read: sales tax revenues for TOSV) to have a combined transit center that dictates optimal foot traffic through ALL the Mall components, with fewer "escape" routes. This results in greater economic spend, happier local business owners and employees, and a more vibrant and lively mall space.

We also want to emphasize the most powerful benefit of these potential projects – it is the production of a good number of affordable housing units at the Mall. Affordable housing opportunities directly connected with the Snowmass Mall is the number one, best way to support and promote our locally owned, locally serving, locally employed businesses. Period, end of story. If we want local businesses to thrive, we need to create more local affordable housing.

The Daly Lane Transit property, when put into a public/private partnership (PPP) model, potentially produces the most targeted (think: service workers & seasonal employees) and cost-effective housing solution in our lifetimes. Also recall from our reviews of the Mall redevelopment plans – they not only

THE ROMERO GROUP, LLC



produce a large batch of affordable housing units, but they also create a much more dynamic and interesting Mall plaza center that will become its own destination and events location. This serves as yet another benefit for our local businesses and shops.

There is yet another key benefit to this potential PPP - think of all the risks that the Town avoids in this plan – no developer risk, no construction risk, no financing risk, no sales risk, and no warranty risk. The Town contributes its land and gets paid in the form of affordable housing keys at the end. A relatively straightforward plan that provides for proper controls and safeguards for the public.

If the Town truly wants to help local businesses both survive and thrive, the PPP is the best path to achieve the greatest value and largest positive impact.

Please let us know when we might be able to meet with you and Council on these ideas. We look forward to the discussion and the opportunity to advance these initiatives.

Many thanks,



Dwayne Romero
Chief Executive Officer



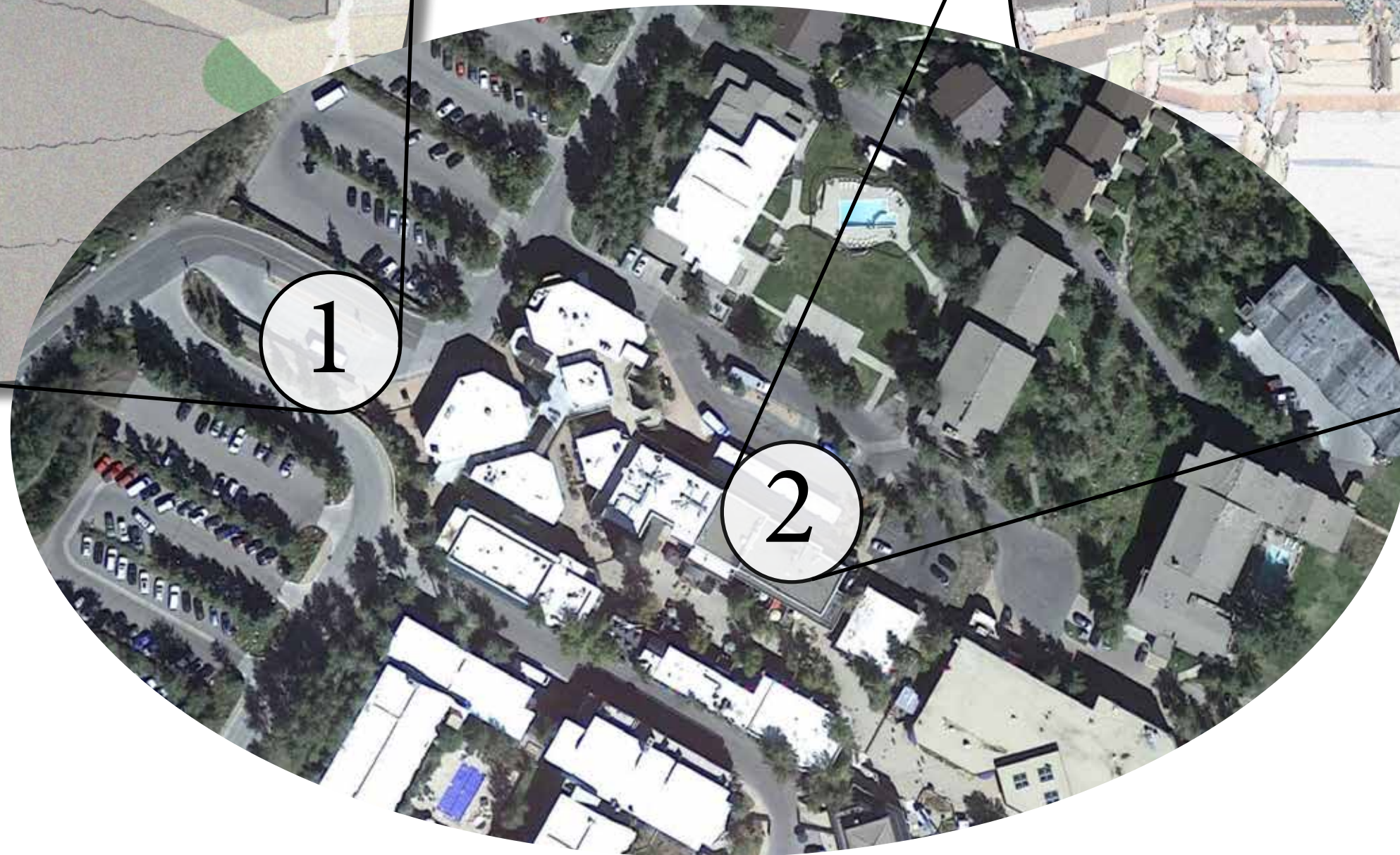
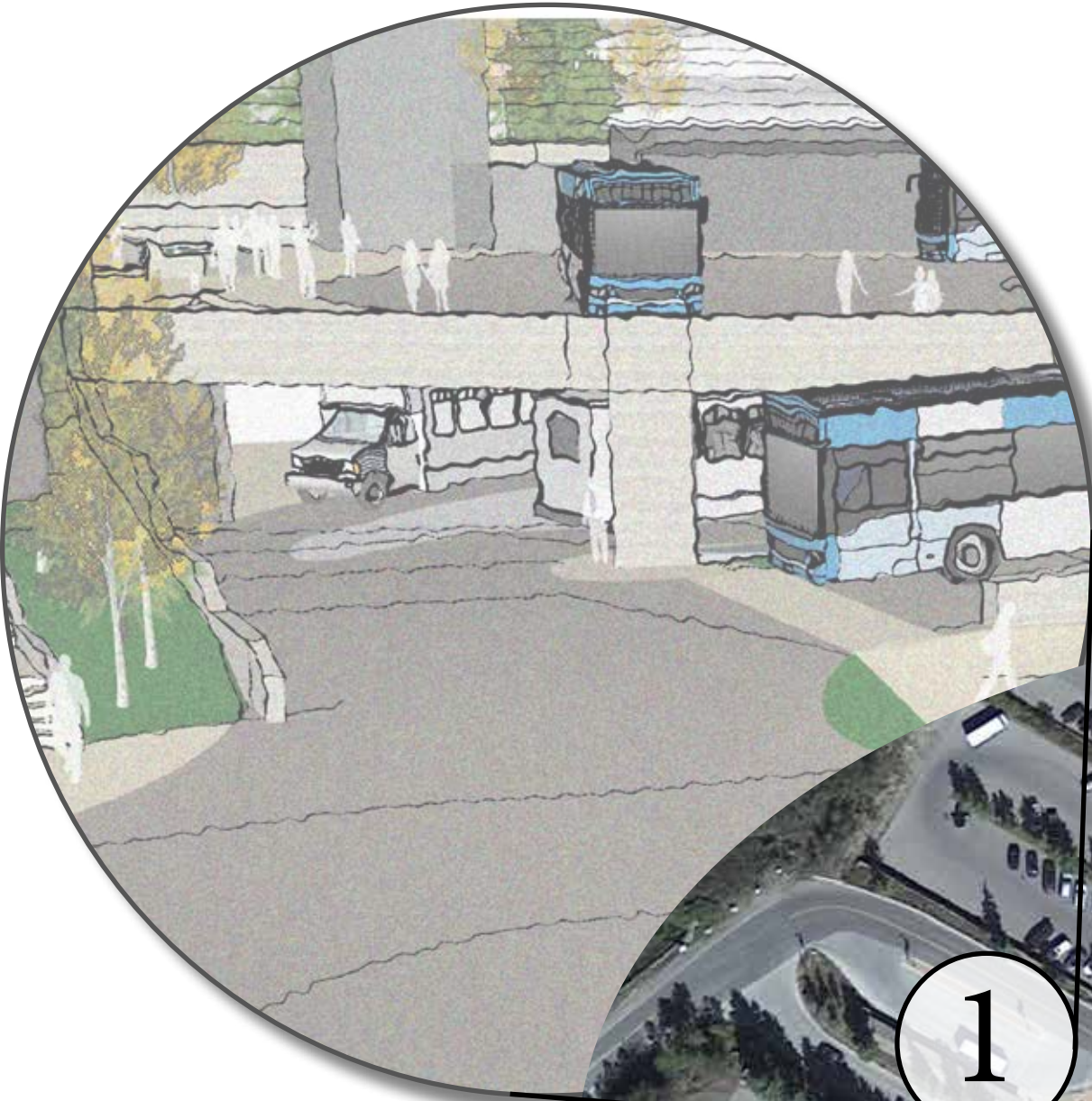
snowmass mall redevelopment

first steps... together...



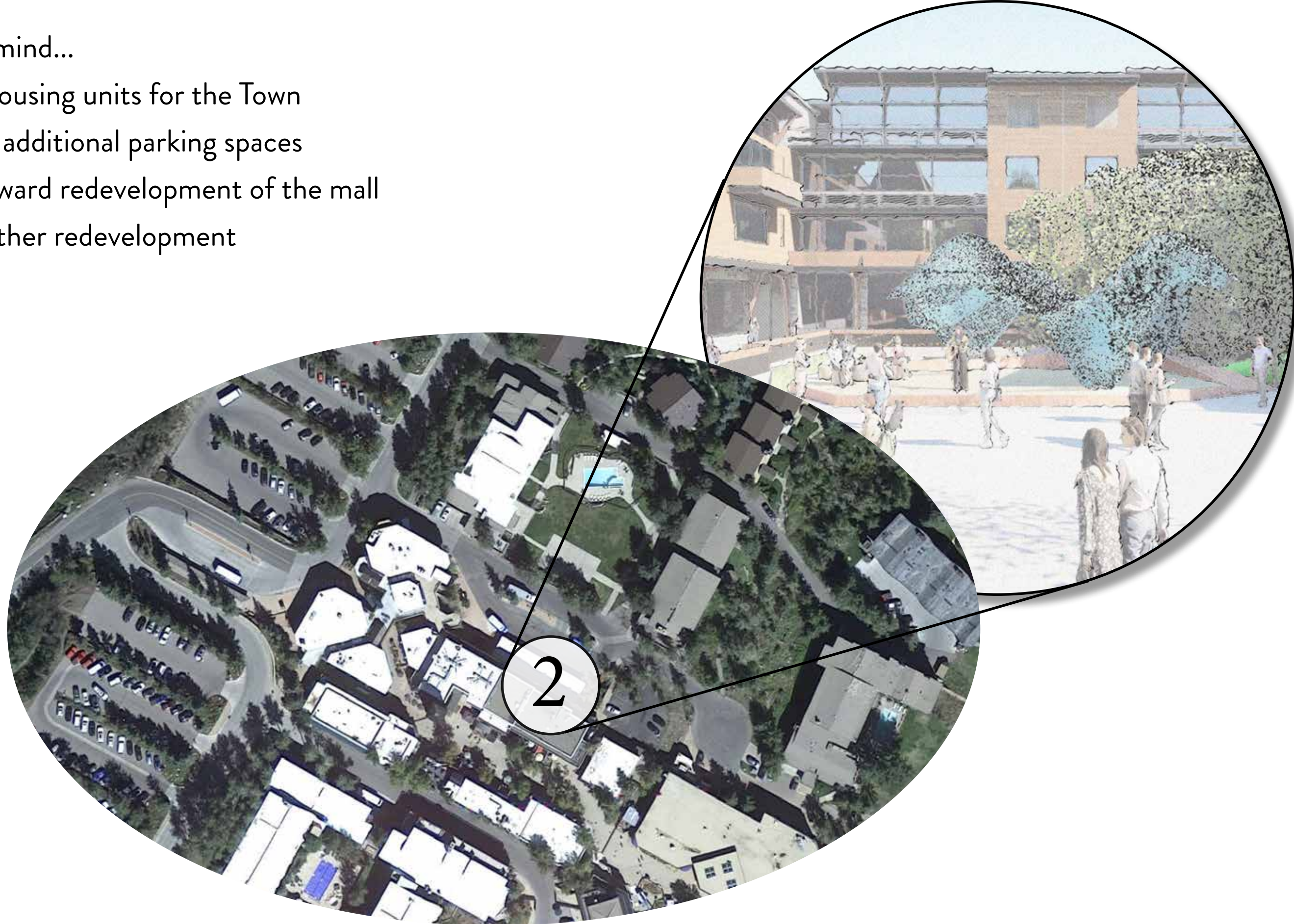
february 2024



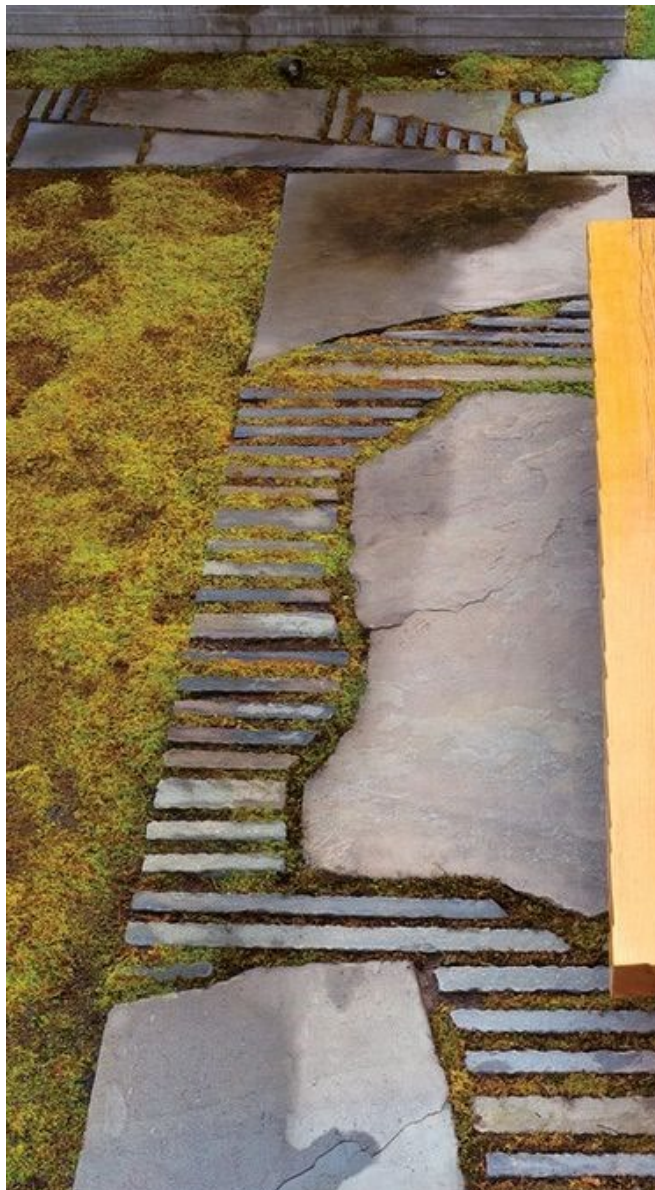


begin with the end in mind...

- 22 community housing units for the Town
- possibly up to 15 additional parking spaces
- the first steps toward redevelopment of the mall
- a catalyst for further redevelopment

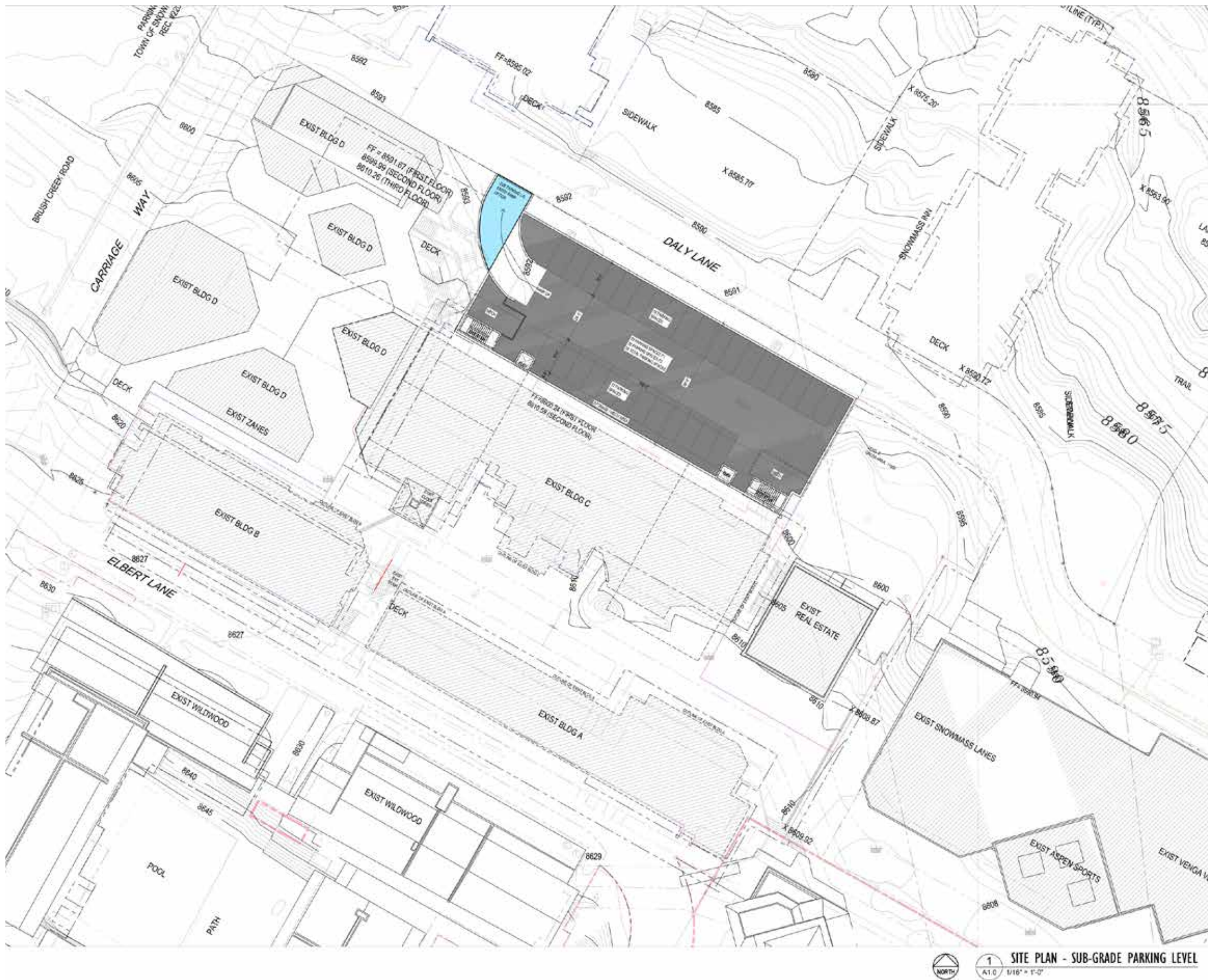












program:

sub-level | 29 parking spaces

daly lane | 30 parking spaces

sub mall | 7,700 sf commercial
11 community housing units

mall level | 12,700 sf commercial
11 community housing units

level 1 | 10 housing units

level 2 | 10 housing units

level 2.5 | 2 housing units

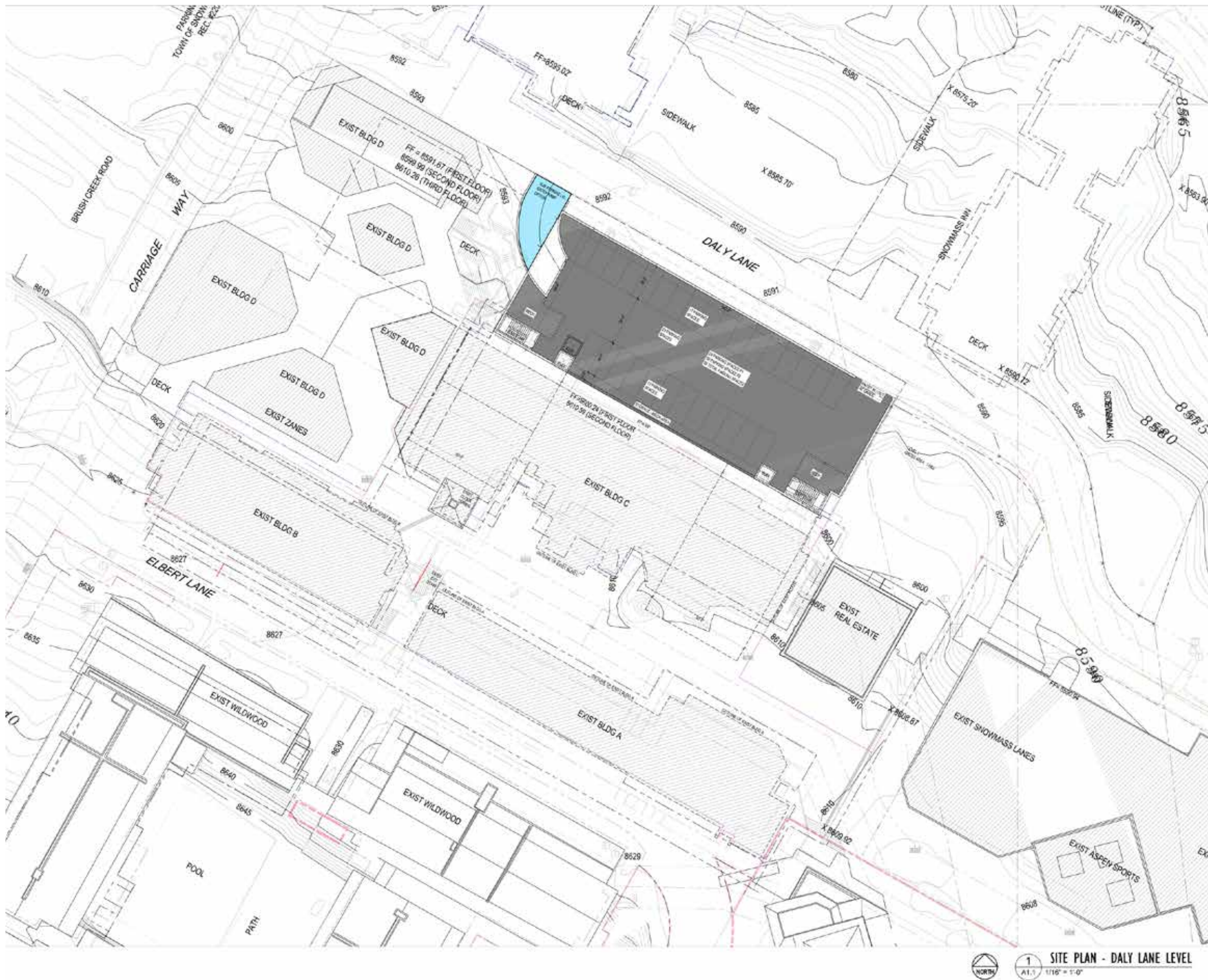
total:

22 community housing units

22 free market housing units

20,400 sf commercial

59 parking spaces



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light, open gathering area for small events and commercial vibrancy

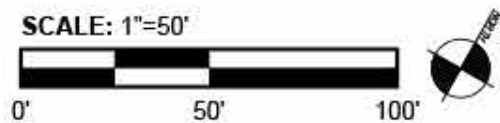
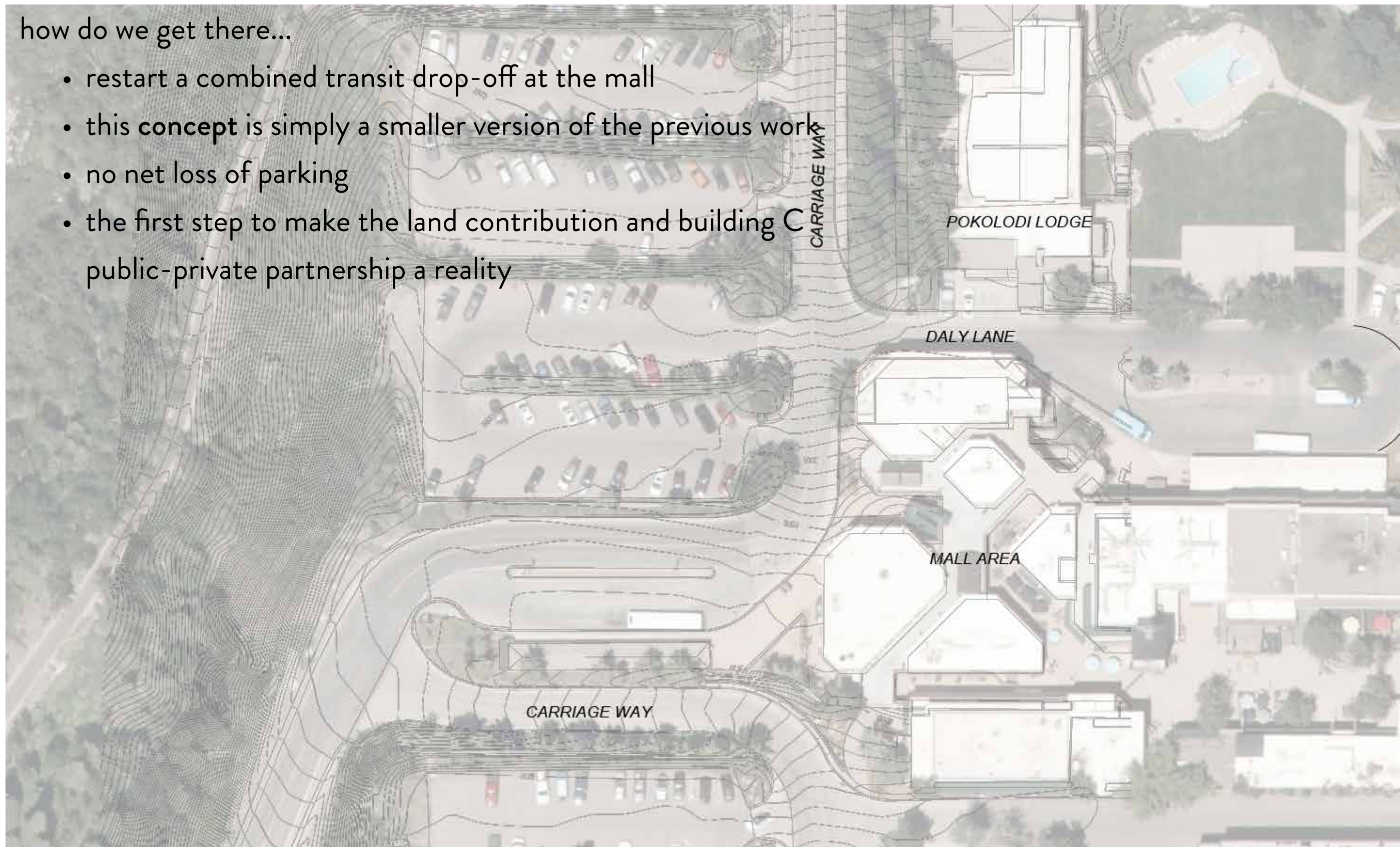


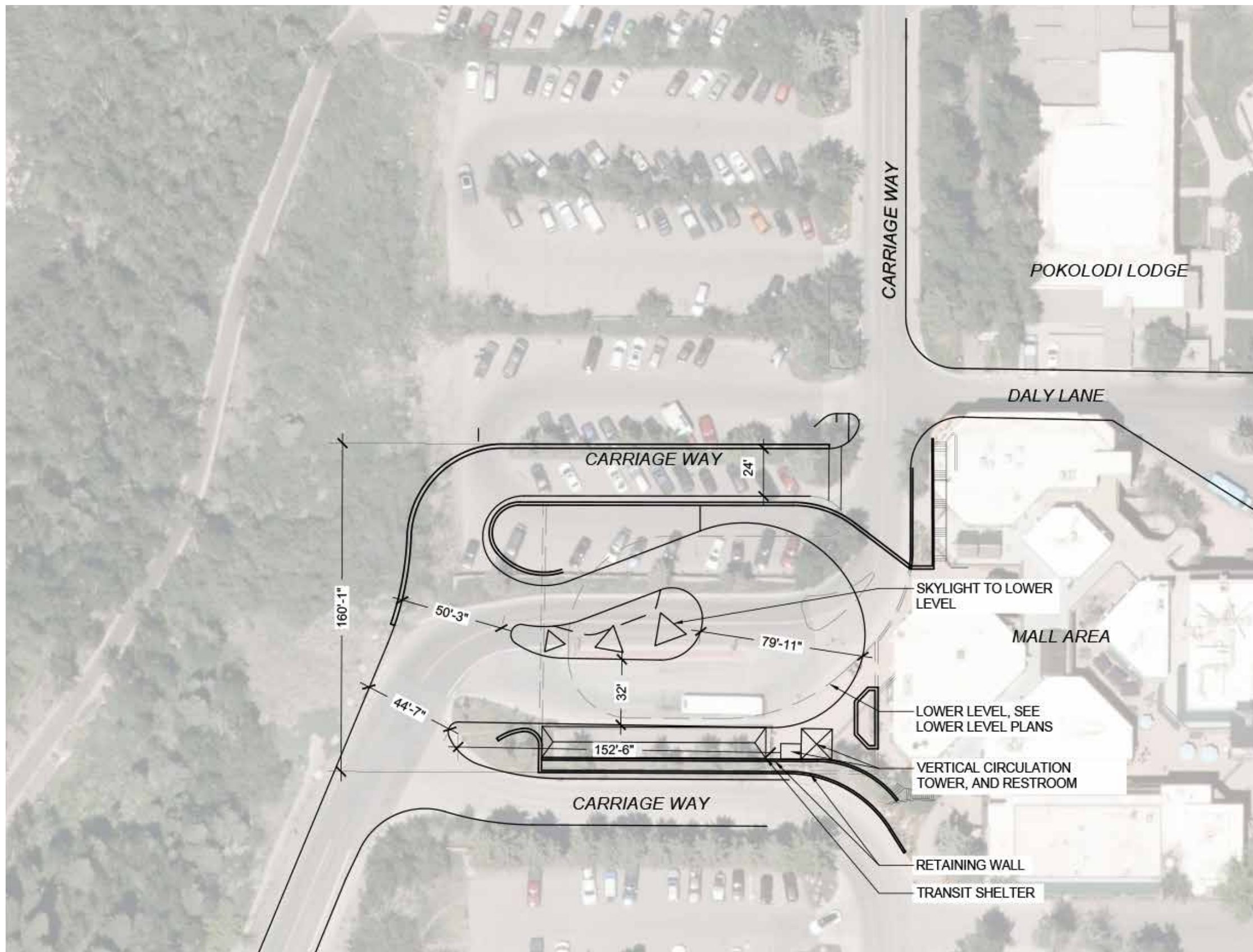




how do we get there...

- restart a combined transit drop-off at the mall
- this concept is simply a smaller version of the previous work
- no net loss of parking
- the first step to make the land contribution and building C public-private partnership a reality





three primary components:

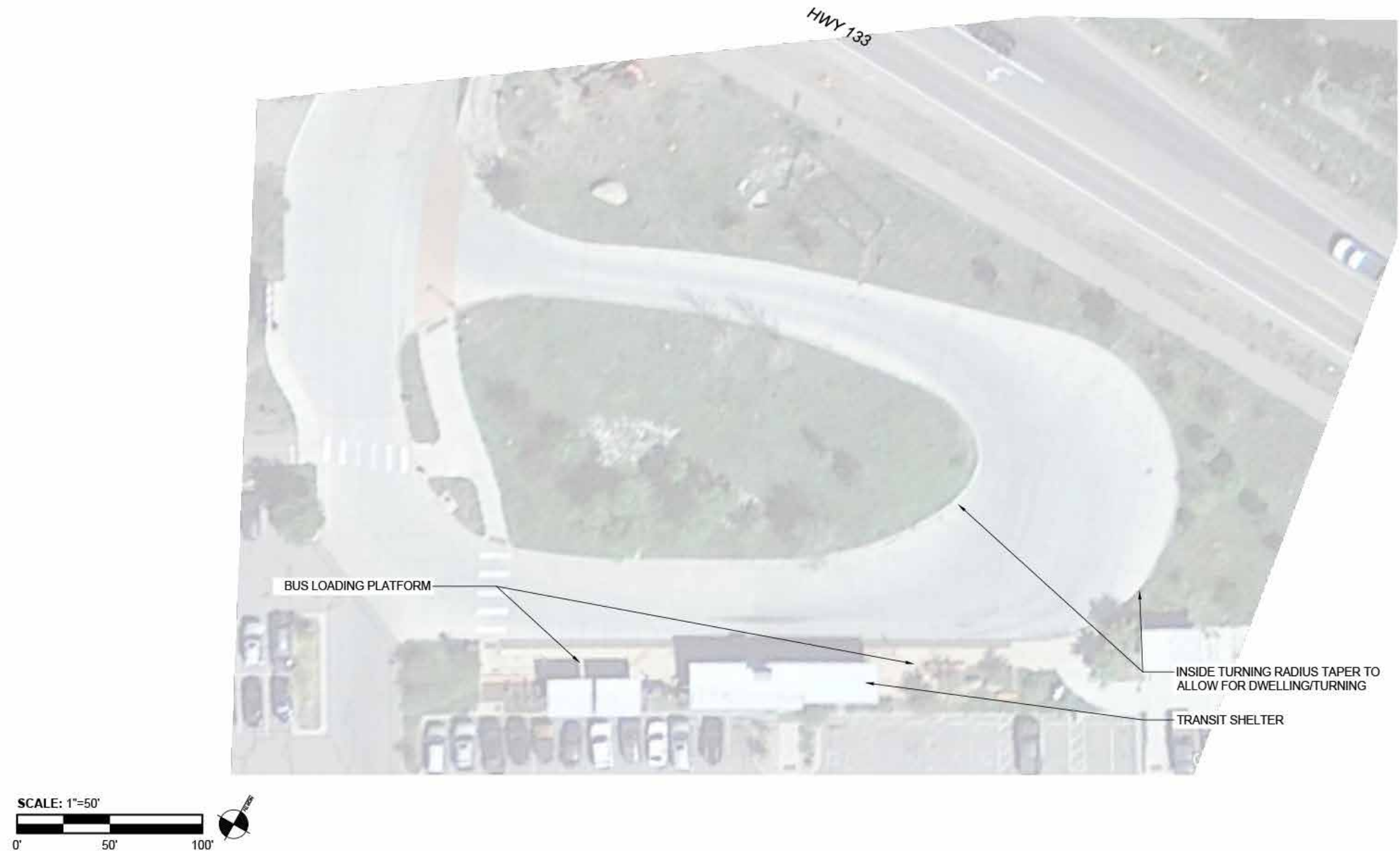
- buses on the upper level
- shuttles on the lower level
- reconfigure lots 5&6

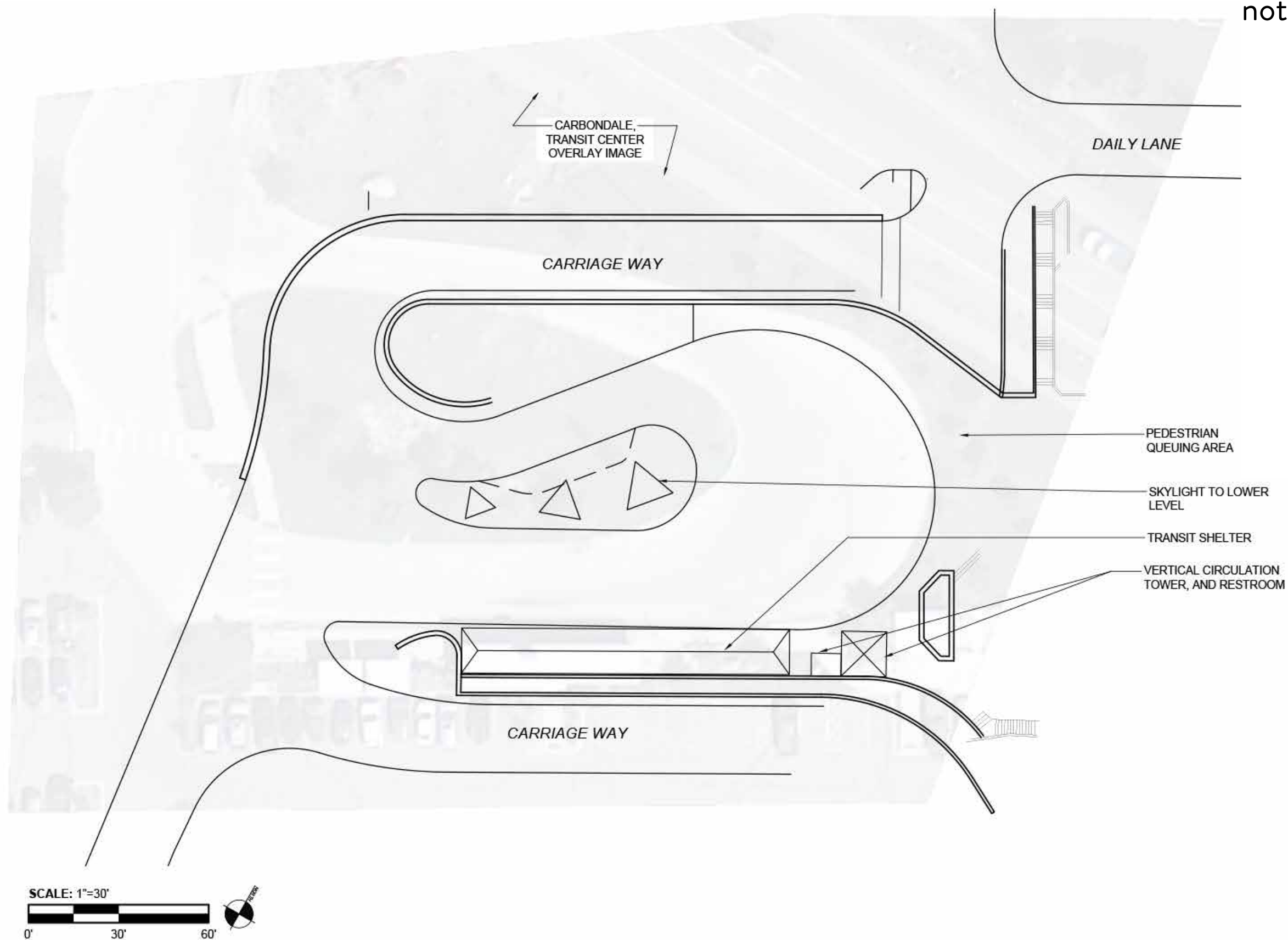
benefits:

- no net loss of parking
- rider amenities with vertical circulation, restrooms, and covered waiting areas
- Carriage Way remains 2-way normal road circulation

the basis for feasibility:

- we used the Carbondale park & ride as a basis for feasibility for the upper level RFTA bus drop



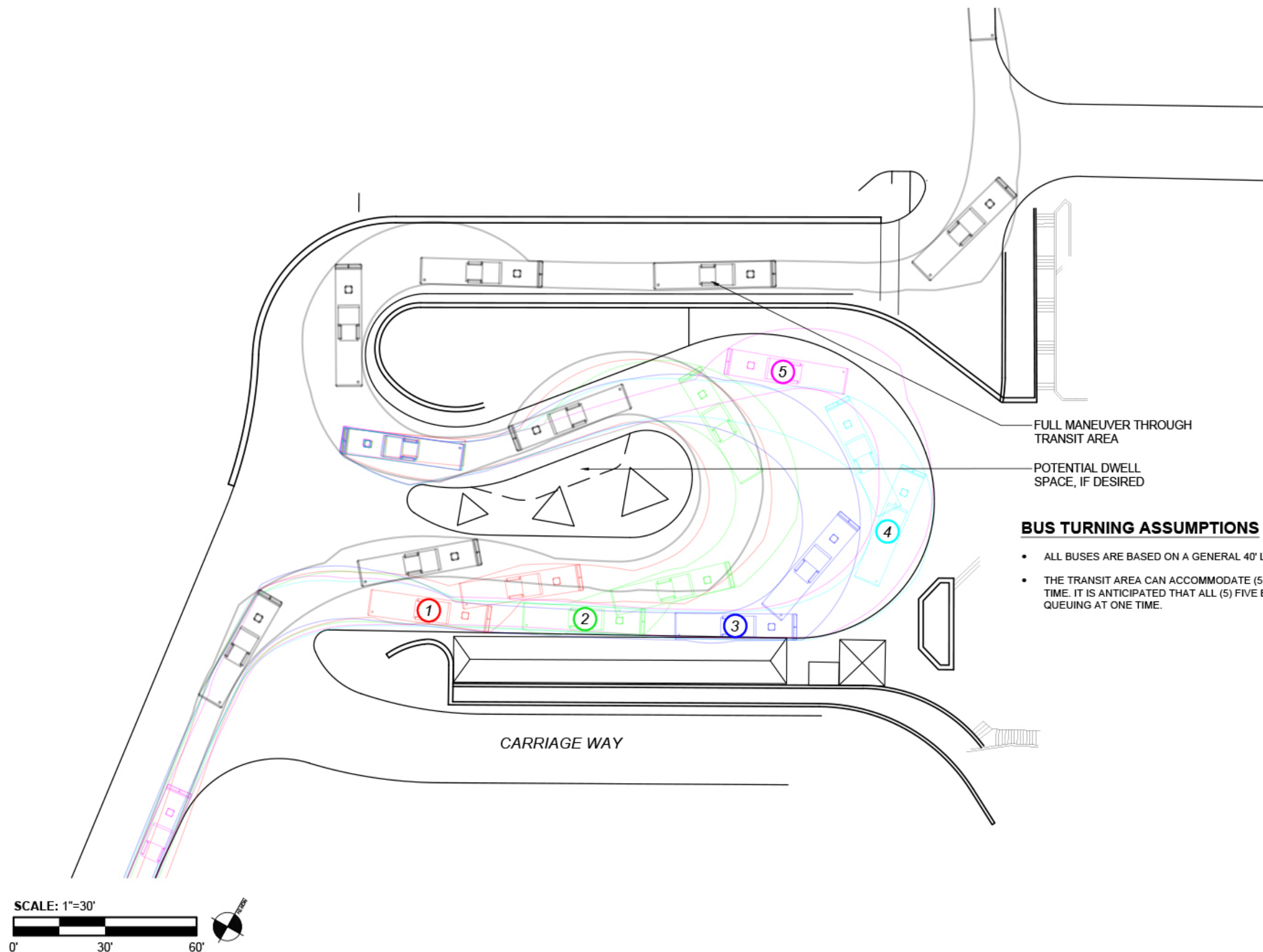


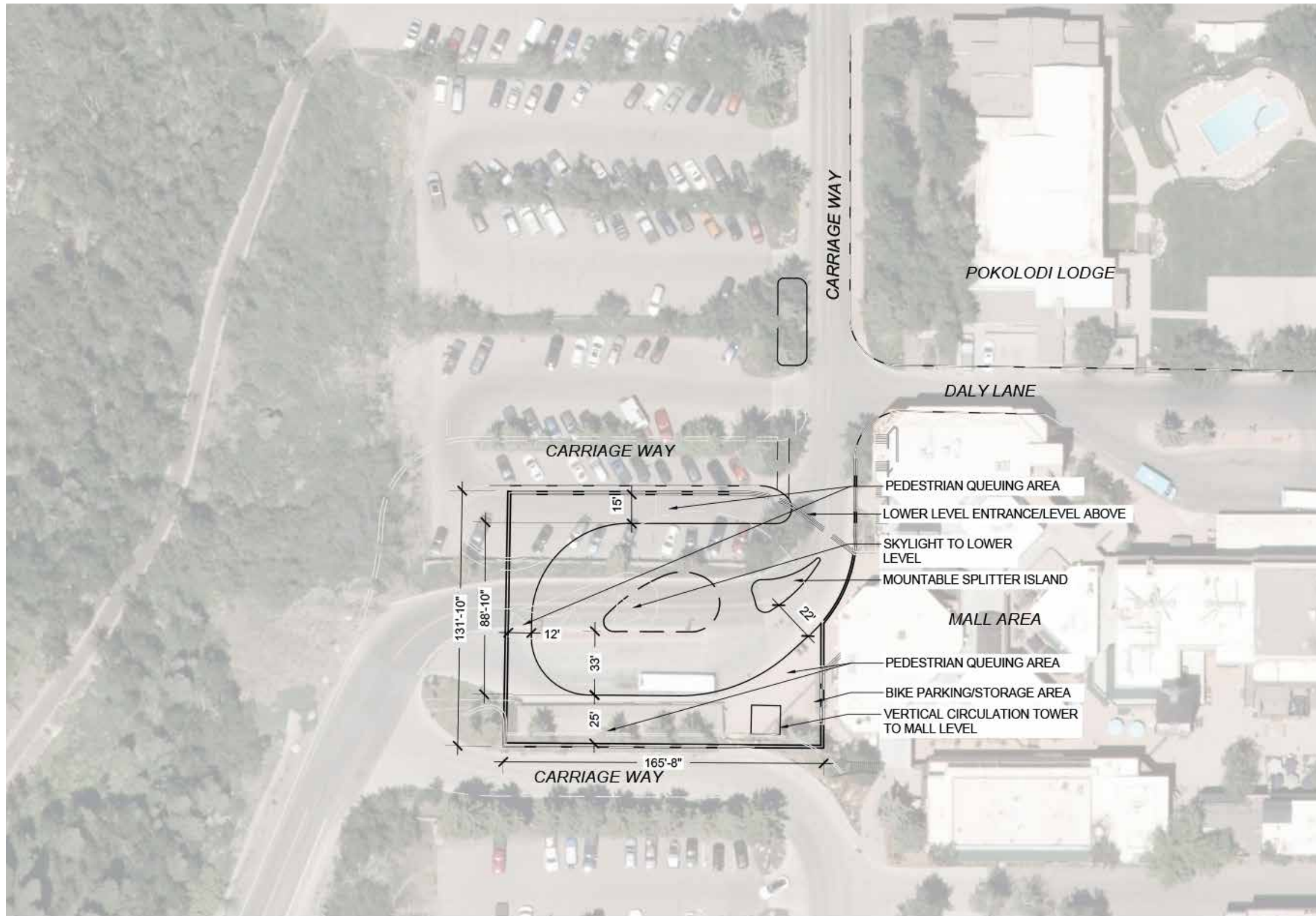
notes

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

notes

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



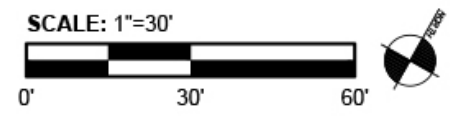
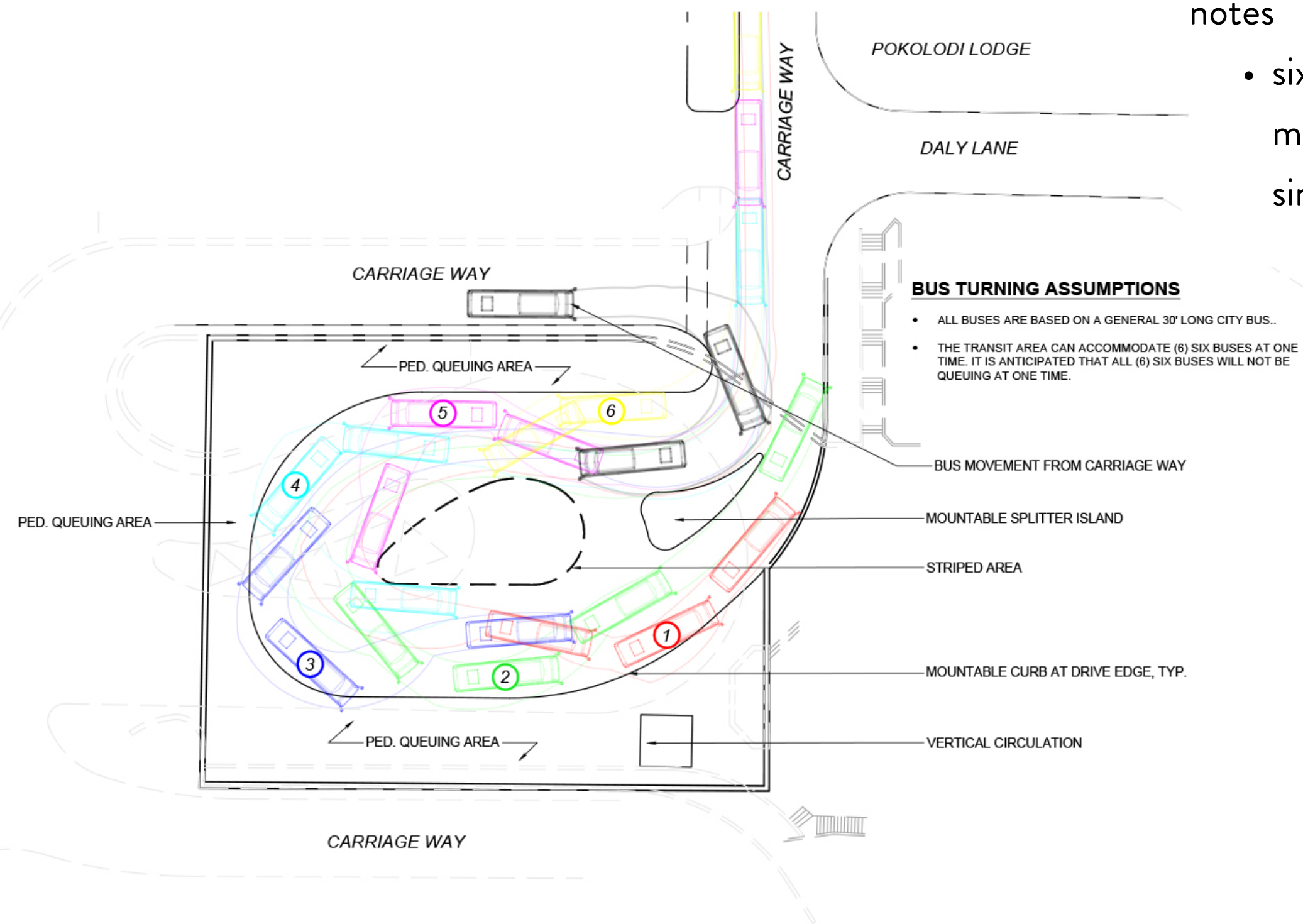


notes

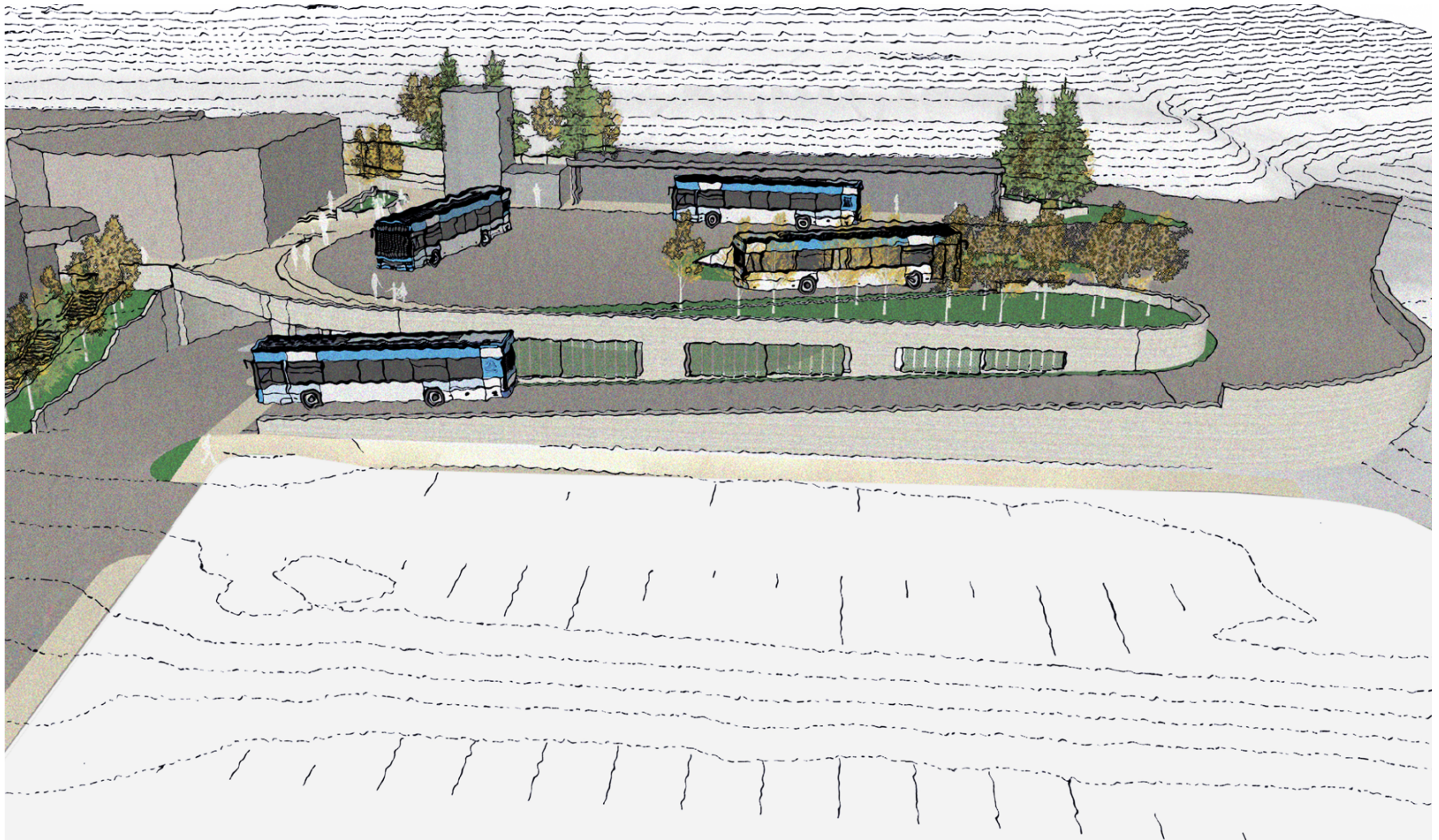
- lower level village shuttle drop
- sky lights from bus drop above and open north facing wall to allow light and air circulation
- stair and elevator vertical circulation moves everyone to a single portal to the mall
- rider amenities on the lower level

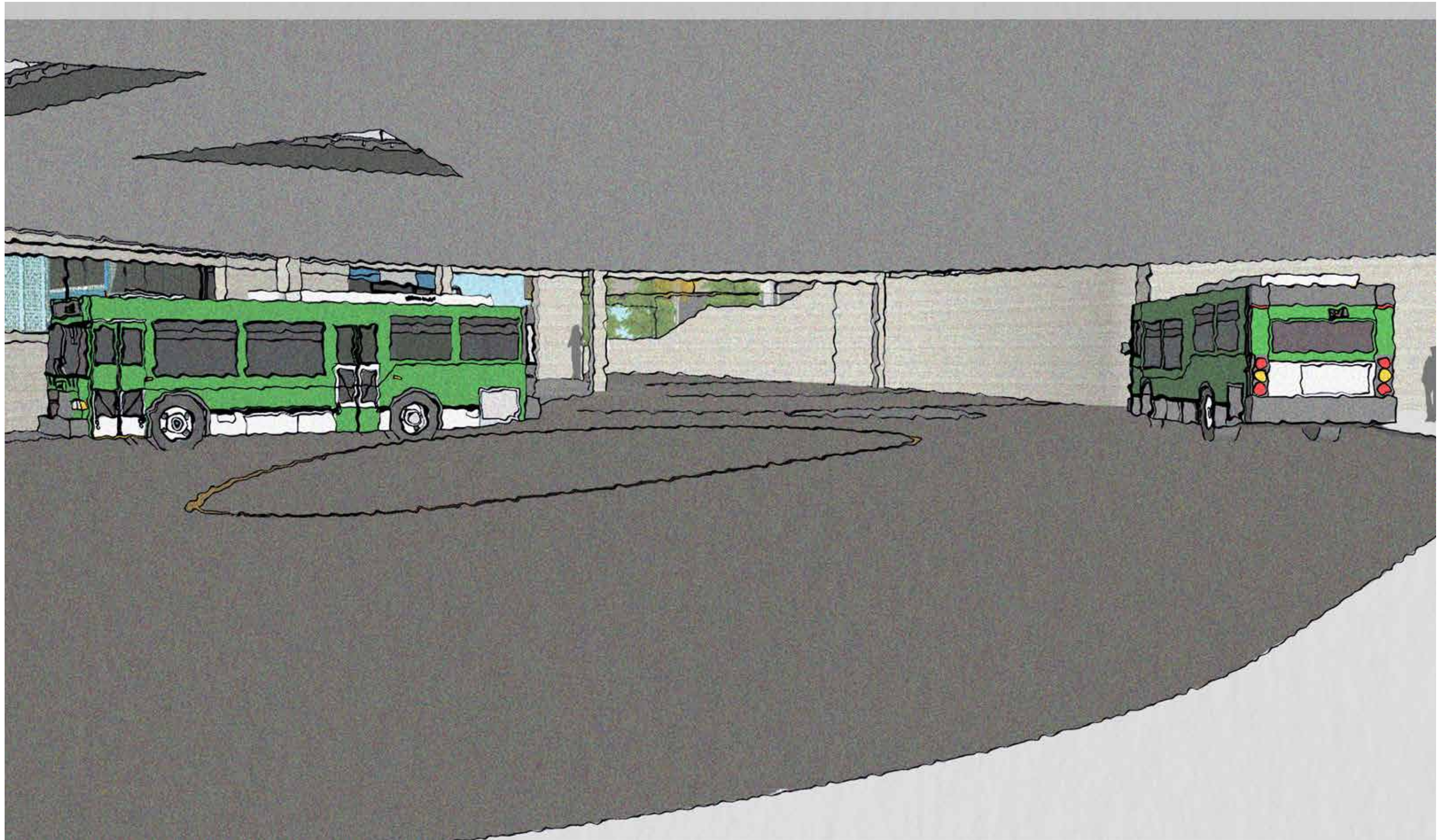
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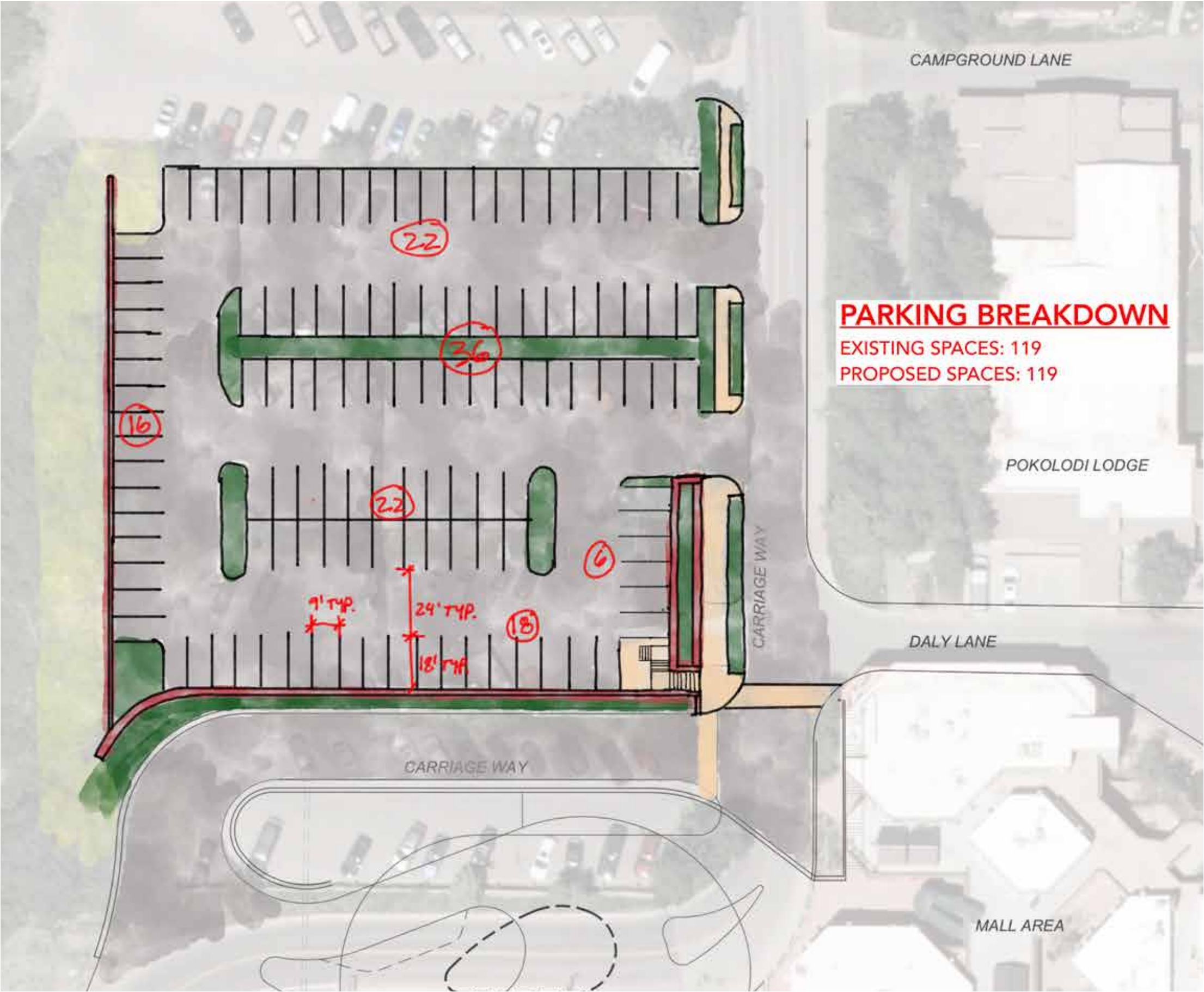
- six shuttles bays with turning movements so they can drop simultaneously











Suggestions for next steps...

- Council and staff advance a transit concept reboot and confer with TRG team
- TRG team to move forward Building C redevelopment as a PPP and confer with the Town
- Together engage other stakeholders as necessary
- Build consensus and momentum for both projects together

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

February 5, 2024

AGENDA ITEM:

Executive Session

PRESENTED BY:

Clint Kinney, Town Manager

BACKGROUND:

The Town Council has reason to convene in Executive Session. To convene in executive session, the Colorado Open Meetings Law requires that the Town announce the topics for discussion with specific statutory citation and to identify the particular matter(s) to be discussed in as much detail as possible without compromising the purpose for which the executive session is authorized. A motion to enter executive session for the announced purposes must be passed by 2/3 of the quorum voting in the affirmative for said motion.

FINANCIAL IMPACT:

N/A

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

N/A

COUNCIL OPTIONS:

Convene in Executive Session
Choose not to convene in Executive Session

STAFF RECOMMENDATION:

Town Council will now meet in Executive Session pursuant to C.R.S. 24-6-402(4) and Snowmass Village Municipal Code Section 2-45(c) for the following purpose:

- a) For determining positions relative to matters that may be subject to negotiations, developing strategy for negotiations, and instructing negotiators pursuant to C.R.S. 24-6-402(4)(e) and Snowmass Village Municipal Code Section 2-45(c)(5), more specifically related to: Potential property purchase.

Provided, there is an affirmative vote of two-thirds of the quorum present at this meeting to hold an Executive Session and for the purposes of considering items (a) and (b) above. Provided further, that no adoption of any proposed policy, position, resolution, regulation, or formal action shall occur at this Executive Session.

ATTACHMENTS:

N/A