Town Council
Tuesday, January 21, 2025
4:00 PM
Regular Meeting
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 or otherwise provide any public comment. 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. 2025 Draft Town Council Agendas
   5A 2025 Agenda Overview.pdf

   5.B. SHOP - SkiCo Housing Operations Project - Divide
   5B Agenda Item Summary - SkiCo Workforce Housing (SHOP)_continued.pdf

   5.C. Little Red Schoolhouse Special Review & Subdivision Plat

5C Agenda Item Summary, LRSH - TC mtg 1-21-25.pdf
5C 1_PH publication for TC mtg re LRSH Sp Rev & Subd Plat, 1-21-25.pdf
5C 2_TC Reso 7, 2025 - S.R. & Plat in Public Zone for LRSH Addition.pdf
5C 3_EXHIBIT 'A' of Reso - LRSH_Special Review Add.01, 10-28-24.pdf
5C 4_EXHIBIT 'B' of Reso -LRSH-SubPlat-24X36-BW-Prelim-11-05-24.pdf
5C 5_PC Reso 7, 2024 - S.R. & Plat in Public Zone for LRSH Addition -final - signed.pdf
5C 6_Site Photos, 10-10-24.pdf
5C 7_Staff Report Compliance Analysis.pdf

5.D. Budget appropriation for Country Club Townhome - Ordinance No. 4 - First Reading

5D 1 Agenda Item Summary - Ordinance No. 4, 2025- 1st Reading-CCTH #19.pdf
5D 2 Ordinance 4, 2025 - 1st Reading-Budget Revisions 2025 -Purchase CCTH #19.pdf

6. ADMINISTRATIVE REPORTS

6.A. POSTR Update on E-bike use on soft surface trails and Rodeo/Entrance Discussion

6A 1 Update from POSTR on E-bikes use on soft surface trails and Rodeo Entrance Discussion.pdf
6A Exhibit A POSTR - E-Bike Stance - 12.14.23 - signed.pdf

6.B. Mall Transit Center Review - Two-Level Mall Transit Station Design & Cost Estimation

6B 1 Agenda Item Summary - Mall Transit Center Review.pdf
6B 2 2025 Two Level Design.pdf
6B 3 2025 CIP Fund.pdf
6B 4 Transit Center Estimate 27 MO - June 2024.pdf
6B 5 Transit Center Estimate 40 MO - June 2024.pdf
6B 6 Transit Center Estimate ROM Update - January 2025.pdf

7. TOWN COUNCIL REPORTS AND ACTIONS

Reports and Updates

8. 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.

8.A. Snowmass Center Review - minor PUD Amendment - Ordinance No. 1 - Second Reading

8A 1 Agenda Item Summary - Snowmass Center Minor PUD Amendment.pdf
8A 2 Attachment 1 - Snowmass Center Council Letter Jan. 15 2025.pdf
8A 3 Attachment 2 - draft Ordinance No. 1 of 2025_2nd Reading.pdf

8A 4 Exhibit A - Faraway Sub_Parcel Reconfiguration Plan.pdf
8A 5 Exhibit B - Landscape Plans updated.pdf
8A 6 Exhibit C - Architectural Plans updated.pdf
8A 7 Exhibit D - Civil Plans.pdf
8A 8 Exhibit E - Cost Share Matrix.pdf
8A 9 Exhibit F - Faraway Sub_Dimensional Matrix.pdf
8A 10 Exhibit G - Dunlop Consulting letter Nov. 11 2024.pdf
8A 11 Exhibit H - Rim Road Specifications.pdf
8A 12 Exhibit I - Public Works Memo Oct. 31 2024.pdf
8A 13 Attachment 3 - Architectural Renderings.pdf
8A 14 Attachment 4 - Original SMC Minor PUD Amendment Application Sept. 27 2024.pdf
8A 15 Attachment 5 - draft Ordinance No 1 of 2025_2nd Reading - redline compare to 1st Reading.pdf

9. POLICY/LEGISLATIVE PUBLIC HEARINGS

10. ADJOURNMENT

2025 DRAFT Agenda Overview

- 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:

- MJ signage regs / tax rate should they be revised?
- Roundabout updates
- Mall Transit Center
- Draw Site
- Center Site
- Connecting the Nodes
- Library update
- STR review
- Fire Mitigation
- Summer – Water Plant Tour with Darrell Smith & Kit Hamby
- 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.

Monday Jan 13, 2025 – Work Session

- Draw Site Workforce Housing Review
- Transit Center Discussion with Planning Commission

Tuesday Jan 21 – Regular Meeting

- SHOP (Skico Housing Operations Project – Divide) Sketch PUD Plan (continue to Feb 3)
- Little Red School House Special Review and Subdivision Plat
- Update from POSTR on e-bikes use on soft surface trails
- Discussion with POSTR Re: Landscaping at Rodeo/entrance Discussion
- Ord - Country Club TH Appropriation – First reading
- Snowmass Center Review minor PUD Amendment - Ord Second Reading
- Mall transit Center review

Monday Feb 3 – Regular Meeting (Marolt gone)

- Discussion RE: Workforce Housing Land Use Code Review process amendment
- Lighting Ordinance 1st Reading
- Ullrhof Special Review – Update on items from the December 2nd meeting
- Ord - Country Club TH Appropriation –Second reading
- Ordinance – Adoption of 2024 Municipal Traffic Code – 1st Reading
- Continued review of the Mall Transit Station?

2025 DRAFT Agenda Overview

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- CORE Contract –
-

Monday February 10 – Work Session

- Discussion/ background on route structure of Village Shuttle
- Review of employee survey results
- Receive community input on the Mall Transit Center proposal

Tuesday Feb 18 – Regular Meeting

- Youthzone update – Jami Hayes
- Reso designating High Impact Events & Construction restrictions (before March 1st each year)
- Discussion RE: Workforce Housing Land Use Code Review process amendment
- Discussion Regarding Mall Transit Center
- Ordinance – Adoption of 2024 Municipal Traffic Code – 2nd Reading
-

EOTC – Thursday March – Pitkin County

Monday March 3 – Regular Meeting

- Adopt Council Goals
- Discussion Regarding Mall Transit Center

Monday March 10 – Work Session

-

Monday March 17 – Regular Meeting

- Reso for CGRB recommendations and distribution of funds
- Adopt Grant Criteria for 2025-26 grant Cycle

Monday April 7 – Regular Meeting

- Summer event overview or 4/14/25
- Town Attorney Update

Monday April 14 – Work Session

Monday April 21 – Regular Meeting

Monday May 5 – Regular Meeting

Monday May 12 – Work Session

Monday May 19 – Regular Meeting

Monday June 2 – Regular Meeting

- Senator & Rep Visit?
- Exec Session – personnel – performance reviews

EOTC – Thursday June – Town of Snowmass Village

2025 DRAFT Agenda Overview

Monday June 9 – Work Session

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Monday June 16 – Regular Meeting

- Exec Session – personnel – Performance reviews

Monday July 7 – Regular Meeting

Monday July 14 – Work Session

Monday July 21 – Regular Meeting

Monday Aug 4 – Regular Meeting

- Discussion regarding community survey
- Town Attorney Update

Monday Aug 11 – Work Session

Monday Aug 18 – Regular Meeting

- EOTC Budget/work plan – Linda DuPriest

EOTC – Thursday August – Pitkin County -

Tuesday Sept 2 – Regular Meeting

Monday Sept 8 – Work Session

Monday Sept 15 – Regular Meeting,

Monday Oct 6 – Regular Meeting

- Budget
- Town Attorney Update

Monday Oct 13 – Work Session

- Budget

Monday Oct 20 – Regular Meeting

- POST Grant Ord – 1st reading?
- Budget – Comments from FAB

EOTC – Thursday October 24 – City of Aspen

Monday Nov 3 – Regular Meeting

- GID Meeting - Adopting the GID Budget
- Budget Adoption
- POST Grant – 2nd reading

2025 DRAFT Agenda Overview

Tuesday Nov 10 – Work Session

Monday Nov 17 – Regular Meeting

- B & C Applications

Monday Dec 1 – Regular Meeting

- Reso RE 2025 Meeting Dates
- Reso on Delinquent Solid Waste / Trash
- B & C Interviews

Monday Dec 8 – Special Meeting

- **GID Meeting – set Mill Levy**
- B & C Discussion

Monday Dec 15 – Regular Meeting

- B & C Resolution appointing new Members

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
    - Tourism – quarterly updates
    - Grants – Recent Awards; Review of Criteria; Purpose, etc.
    - SAAB
    - Planning

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

1/21/2025

AGENDA ITEM:

SkiCo Divide Workforce Housing (SHOP) Major PUD Amendment – Sketch Plan

PRESENTED BY:

Brian McNellis, Seior Planner
David Shinneman, Community Development Director

BACKGROUND:

The SHOP Sketch Plan is still under review by the Planning Commission and will be reviewed again on January 22nd, 2025. In anticipation of a forthcoming recommendation from the Planing Commission, this item should be continued.

FINANCIAL IMPACT:

NA

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

NA

COUNCIL OPTIONS:

Continue the Public Hearing on the SHOP Sketch Plan to February 3rd, 2025 or another acceptable meeting date.

STAFF RECOMMENDATION:

Open the Public hearing on the SHOP Sketch Plan and continue this item to the February 3rd, 2025 meeting.

ATTACHMENTS:

NA

Town of Snowmass Village
Town Council
Agenda Item Summary

DATE OF MEETING: January 21, 2025

AGENDA ITEM: Public Hearing and Resolution No. 7, Series of 2025: Little Red School House Special Review and Subdivision Plat

PRESENTED BY: Jim Wahlstrom, AICP, Senior Planner
Dave Shinneman, AICP, Community Development Director
Community Development Department

BACKGROUND:

On September 5, 2024 the Town of Snowmass Village as applicant / owner, represented by Land+Shelter Architecture and Planning together with the Town Engineer, submitted a Special Review application dated August 28, 2024 as supplemented on September 18, 2024 with a separate Subdivision Plat application for concurrent review, processing, and consideration regarding proposed development on the Little Red School House parcel and the adjoining Community Playground site.

After a code-mandated completeness review, the applications were referred for review on September 23, 2024 for formal evaluation by other Town Departments, districts and referral agencies. An internal development review team meeting was held on October 10, 2024. No other formal referral agency comments were submitted.

The application materials for the proposed Special Review and the Subdivision Plat, including the addendum received by the Applicant dated October 28, 2024 with updated proposed development parameters and the subdivision plat, may be accessed on the Town's website here:
https://portal.laserfiche.com/Portal/browse.aspx?id=103306&repo=r-b27e3aff
The October 28, 2024 Addendum is also attached for reference as Exhibit "A" to the resolution.

HISTORY:

Refer to the attached resolution's 'Whereas' section for a chronological outline of the history of the two affected sites. There are zoning, aerial, other maps, and site photos taken in the fall 2024 included for reference in the second and third attachments.

MUNICIPAL CODE:

The review standards for proposed Special Review and Subdivision Plat applications are outlined and addressed in the attached staff report compliance analysis, and in the application materials. These standards are summarized below.

Sec. 16A-5-230. Special review.

(e) Review Standards. An application for a Special Review use shall comply with the following standards:

(1) Consistent with Comprehensive Plan.

(2) Comply with standards of Development Code. The proposed use shall comply with all other applicable standards of this Development Code, including, but not limited to:

a. Zone district standards. The purpose of the 'Public' zone district in which it is located, the dimensional limitations of that zone district and any standards applicable to the particular use…

b. Development evaluation standards. The applicable standards specified in Article IV, Development Evaluation Standards.

(3) Compatible.

(4) Adequacy of access.

(5) Design minimizes adverse impact.

(6) Design minimizes environmental impact.

(7) Facilities. There shall be adequate public facilities available to serve the proposed use, or the applicant shall propose necessary improvements to address service deficiencies that the use would cause. In particular, the applicant shall demonstrate that adequate water supply and sewage disposal service is available for the proposed use, including sufficient water pressure and proximity to fire hydrants to provide for fire protection needs.

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

Division 4. Subdivision Regulations, Sections 16A-5-400-440.

Sec. 16A-5-440. Review standards.

The proposed subdivision shall comply with the following review standards.

(1) Consistency with Comprehensive Plan.

(2) Compatibility with surrounding land uses.

(3) Comply with other applicable provisions.

(4) Suitability for development.

(5) Adequate public facilities.

(6) Spatial pattern shall be efficient.

(7) Phasing.

TOWN COUNCIL OPTIONS:

Approve, approve with conditions, or deny the attached Town Council Resolution No. 7, Series of 2025, which may be amended at the meeting.

STAFF RECOMMENDATION:

Staff Recommends approval of Resolution No. 7, Series of 2025, with conditions, as written.

ATTACHMENTS:

1. Public Hearing Notice of the Town Council meeting, printed in the Aspen Times on December 18, 2024.
2. Town Council Resolution No. 7, Series of 2025.
3. Exhibit “A” of Town Council Resolution No. 7 - Applicant’s Addendum dated October 28, 2024 modifying the development parameters and Subdivision Plat for the Special Review application.
4. Exhibit “B” of Town Council Resolution No. 7 - Latest update of the Subdivision Plat dated November 5, 2024.
5. Planning Commission Resolution No. 7, Series of 2024.
6. Staff Report Compliance Analysis with aerial, zoning, plan and map exhibits.
7. Site photos taken in the fall 2024.

SNOWMASS VILLAGE
TOWN COUNCIL
NOTICE OF PUBLIC HEARING

PUBLIC NOTICE IS HEREBY GIVEN THAT A PUBLIC HEARING WILL BE HELD WITH THE TOWN COUNCIL.

DATE: Tuesday, January 21, 2025

TIME: During a regular meeting that begins at 4:00 P.M.

WHERE: Town Council Chambers
Town Hall, 130 Kearns Road
Snowmass Village, CO

WHY: For the Town Council to consider public comments regarding a proposed Special Review application in conjunction with a Subdivision Plat involving the Little Red School House and the adjacent Community Playground sites along Owl Creek Read near the intersection with Gambel Way, submitted by the Town of Snowmass Village ('Applicant').

CODE: The applications are being processed pursuant to Section 16A-5-230, '*Special Review*,' and Sections 16A-5-400-440, '*Subdivision Regulations*' that apply to the proposal pursuant to the Snowmass Village Municipal Code.

INFO: Considering the prior approval in 1988 for an educational facility within a building on the property, the current Special Review application proposes a replacement early-education center building addition to the south of the existing Little Red School House building. Considering the prior conveyances of the property that occurred in the 1980s by metes and bounds descriptions or exhibits, it was found the affected sites were un-platted. A one-lot subdivision plat is proposed that covers both the Little Red School House and Community Playground sites. Other modifications include changes to the existing parking area, a phase II expansion of the parking area, a secondary driveway entrance, new landscaping, and improvements to drainage and utility lines among other design changes.

Additional information regarding the proposal is available for inspection at the Snowmass Village Community Development Department, by telephone at (970) 923-5524 during normal business hours, or via the Town's web page at: https://portal.laserfiche.com/Portal/Browse.aspx?id=103306&repo=r-b27e3aff

Written comments are encouraged and will be accepted until the close of the meeting. For inclusion of written comments in the staff report / packet, submissions must be received a minimum of 10 days prior to the meeting to the following address:

Snowmass Village Community Development Department
P.O. Box 5010
Snowmass Village, CO 81615
Attention: Jim Wahlstrom, Senior Planner
Email: jwahlstrom@tosv.com

Public hearings may be continued and held for subsequent Town Council meetings without prior notice.

Telephone: (970) 923-3777
Internet Access to Council email: http://www.tosv.com
Citizen Feedback Hotline: (970) 922-6727 or clerk@tosv.com

Megan Boucher, Town Clerk
Published in the Aspen Times on December 18, 2024.

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

RESOLUTION NO. 7
SERIES OF 2025

A RESOLUTION REGARDING THE SPECIAL REVIEW USE IN A PUBLIC (PUB) ZONE DISTRICT FOR THE LITTLE RED SCHOOL HOUSE (LRSH) ADDITION AND A SUBDIVISION PLAT FOR THE LRSH AND ADJACENT COMMUNITY PLAYGROUND.

WHEREAS, pursuant to Town Council Resolution No. 43, Series of 1984, approval was granted for a public facility credit to the Snowmass Company for the conveyance of the Little Red School House Playground Site; and

WHEREAS, Ordinance No. 10, Series of 1987, assigned Parcel 33 (to the Little Red School House of one acre) and Parcel 32 (to the adjacent Community Playground of 2.1 acres), and zoned said Parcels Public (PUB); and

WHEREAS, pursuant to Town Council Resolution No. 26, Series of 1988, Section A, Part III of Exhibit 2 to Ordinance 17, Series of 1978, committed the Federal Deposit Insurance Corporation (FDIC), as successor in interest to the Snowmass Company, Ltd, and called for the dedication and eventual transfer of at least 36.6 acres of FDIC land to be used for various public facilities, which according to Exhibit 'A' "Dedication Map" of Resolution 26, 1988, included referenced Parcel 6 of the Little Red School House (of one acre) and Parcels 7abc of the Owl Creek Road Realignment; and

WHEREAS, pursuant to Town Council Resolution No. 29, Series of 1989, a Subdivision Exemption was approved for Parcel 33 (the LRSH site) as defined in Ordinance 10, 1987, to permit the transfer of ownership from the Snowmass Land Company to the Town of Snowmass Village; and

WHEREAS, pursuant to Town Council Resolution No. 52, Series of 1988, the prior Hilder Anderson Toddler Center received approval for a Special Review Use in a Public (PUB) zone district, for the purpose of locating a building in which to operate a day care operation subject to a lease agreement and establishing landscaping on the site to mitigate visual impacts of the structure; and

WHEREAS, Planning Commission Resolution No. 7, Series of 2018, approved a Special Review for a community garden at Cathy Robinson Park; and

WHEREAS, on September 5, 2024 the Town of Snowmass Village as Owner/Applicant, represented by Land+Shelter Architecture and Planning, submitted a Special Review application dated August 28, 2024 as supplemented on September 18, 2024 with a concurrent Subdivision Plat application for review; and

WHEREAS, on October 28, 2024, the Applicant submitted an addendum to the Special Review application, in response to Town staff review comments, including updated development parameters for the new proposed subdivided Lot 1; and

WHEREAS, at the publicly noticed Planning Commission meeting on November 20, 2024, the application was continued to the meeting on December 4, 2024, at which time the Planning Commission acted upon Resolution No. 7, Series of 2024; and

WHEREAS, a Public Hearing Notice of the Town Council meeting on January 21, 2025 was printed in the Aspen Times Snowmass Sun edition on December 18, 2024 and the Applicant submitted the affidavits for the mailing and posting of the public hearing notice; and

WHEREAS, the applications for Special Review and a Subdivision Plat were

processed in accordance with Sections 16A-5-230 and 16A-5-400-440 of the Town's Land Use and Development Code, respectively.

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

Section One: Findings. The Town Council finds:

1. The application was submitted and acceptably processed in accordance with the provisions of the Town's Land Use and Development Code.

2. Public hearing notices occurred for the Town Council meeting on January 21, 2025 which was held in accordance with the provisions of the Land Use and Development Code.

3. The applications are compliant with the '*Review Standards*' for granting a Special Review use and a Subdivision Plat contained in Sections 16A-5-230(e) and 16A-5-440, respectively, of the Land Use and Development Code.

4. According to a Jurisdictional Wetland and Wildlife Report for the Sinclair Meadows Parcel on July 23, 2002, there were jurisdictional wetlands delineated along the western portion of the LRSH site and diagonally through the adjacent Community Playground site (generally following a drainage channel to a roadside drainage and continues under Owl Creek Road). The less than one-percent impact to those areas is negligible, and the continued use of these areas for site drainage is acceptable.

5. The identified jurisdictional wetland areas are regulated by the US Army Corps of Engineers (Western Colorado Field Office). Activities which result in disturbance of these areas will require prior authorization from the Corps under Section 404 of the Clean Water Act as needed. However, these areas are not part of the Brush Creek Impact Zones shown on the Town Comprehensive Plan Environmental Sensitivity Maps. Therefore, a Brush Creek Impact Report was not required, which is acceptable.

6. The Town of Snowmass Village Comprehensive Plan Environmental Sensitivity Maps (2018 and per Comp Plan Amendments in 2022), do not identify the LRSH and Community Playground properties as a specific wildlife habitat for elk activity, goshawk, redtail hawk or golden eagle nesting areas, winter Ptarmigan range, mule deer range or elk range.

7. The traffic impacts and parking demand and supply reports in the applications are acceptable.

8. In accordance with Article III, Division 2, '*Restrictions and Limitations to Particular Uses*' and Table 3-2 requires the development parameters for Special Review applications to be determined with the application review. The addendum to the Special Review application submitted by the Applicant dated October 28, 2024 with updated development parameters and drawings for the Special Review and a new proposed subdivided Lot 1 are acceptable pursuant to attachments Exhibit "A" and "B," respectively, and incorporated herein.

Section Two: Action and Recommendation.

The Town Council hereby approves the Special Review use for the Little Red Schoolhouse addition in a Public ('PUB') zone district and the accompanying Subdivision Plat for the LRSH and adjoining Community Playground sites subject to the conditions in Section Three.

Section Three: Conditions. The Owner / Applicant shall comply with and implement the following conditions:

1. Details for the placement of the fire hydrant or any granted fire lane near the vicinity of the proposed addition shall comply with the Fire Code and resolved to the satisfaction of the Snowmass-Wildcat Fire Protection District and the Snowmass Water and Sanitation District prior to obtaining a building permit.

2. As the planned removal of the trees will be mitigated approximately 50 percent with the initial phase building addition, the applicant shall install the remaining 50 percent of new trees for mitigation with the planned phase II parking expansion.

3. While also complying with Snowmass Water and Sanitation District requirements, the Applicant shall obtain and submit signed easement agreements or authorizations with the affected adjacent property owners to the north and to the west for a sewer line expansion and for a new water line connection, respectively, prior to issuance of a building permit.

4. The Subdivision Plat for new Lot 1 shall be executed and recorded prior to issuance of a building permit.

5. A Zoning Plan Review pursuant to Section 16A-5-270 shall occur at minimum with a building permit application on the future Phase II expansion of the parking lot to determine zoning compliance with this Special Review and Subdivision Plat resolution action.

6. A sign permit application shall be submitted showing a 10-foot setback from the property line / Owl Creek Road right-of-way line and reviewed and acted upon prior to installation.

7. All new or replacement utility lines, landscaping, parking, the building addition and other improvements shall be completed prior to issuance of a final Certificate of Occupancy.

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

INTRODUCED, READ, AND ADOPTED by the Town Council of the Town of Snowmass Village on January 21, 2025, upon a motion by Council Member _____, the second by Council Member _____, and upon a vote of ___ in favor and ___ against.

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

_____
Alyssa Shenk, Mayor

ATTEST:

_____
Megan Harris Boucher, Town Clerk

APPROVED AS TO FORM:

_____
Jeffrey Conklin, Town Attorney

Attachment incorporated by reference:
Original Special Review application dated August 28, 2024 as supplemented on September 18, 2024 with a concurrent Subdivision Plat application for review.

Attachments incorporated herein:
Exhibit "A" - Addendum to the Special Review application submitted by the Applicant dated October 28, 2024 with updated development parameters and the drawings for the Special Review; and
Exhibit "B" - An updated Subdivision Plat drawing received November 5, 2024.

Land+Shelter
ARCHITECTURE AND PLANNING

Post Office Box 550, Carbondale, Colorado 81623
Tel 970.963.0201 Fax 970.963.0289
Email info@landandshelter.com www.landandshelter.com

10/28/2024

MEMO

To: Jim Wahlstrom
From: Taylor Higgins, Land+Shelter
CC: Mike Horvath, Greg LeBlanc, Andi Korber

Project: Little Red School House

Subject: Little Red School House Land Use Application Addendum 01

The following responses clarify and amend the Little Red School House Special Review Application as follows:

Section 16A-5-230 (e) (2) a. Zone District Standards

- Development Parameters
    - Percentage of open space 75% minimum
        - 79% open space current design, includes parking lot phase I and II as impervious
        - Proposes 4% open space buffer for future impervious area
    - Permitted Floor Area Ratio .1:1 (146,013 x .1 = 14,601 SF)
        - Building Ground Floor Area Existing
            - 1,424 SF LRSH (712 main level/712 basement)
            - 960 SF Auxiliary Building to be demo'd (gain this area back after project is complete)
        - Building Ground Floor Area New
            - 5,608 SF LRSH South
        - Building Ground Floor Area Maximum
            - 14,601 SF – 1,424 – 5,608 = 7,569 SF available for future building area
    - Setbacks:15' building setback, front, rear and sides

Land+Shelter
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Post Office Box 550, Carbondale, Colorado 81623
Tel 970.963.0201 Fax 970.963.0289
Email info@landandshelter.com www.landandshelter.com

- Primary Building Height 28' maximum height (removed story reference and revised permitted height on Sheet G100; LRSH max. height 23'-0", documented on sheet A201)
- Accessory Building Height 12' maximum height
- Fence proposed at 6' H and all gate locations shown on landscape plan, reference sheet L1.1

(8) Parking

Phase I parking has been derived based on the anticipated program expansion for the ECE. The 25 parking spaces account for anticipated staff and drop off volume. The proposed minimum parking estimate was confirmed by previous project parking data and a traffic/parking study. In an effort to plan for future growth, a phase II parking area has been documented. The Applicant is seeking the right, not obligation, to add an additional 12 parking spaces in the future by administrative approval. The engineering and parking lot design, along with second drive access onto Owl Creek would be completed at future building permit review.

These parking estimates take into account the Little Red School House as a possible fifth classroom in the future. For the purposes of this project, the existing LRSH building will remain as is and be used as a gross motor room. A supplemental play space for the four classroom program. However, this building would be available in the future and if the program had sufficient demand, the main level could be converted into an infant classroom.

Section 16A-5-400-400 Subdivision Regulations

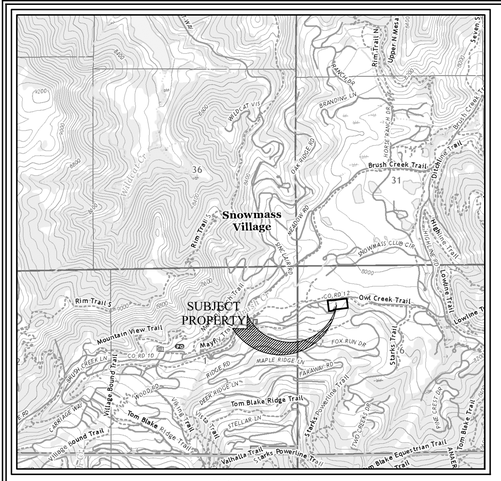
16A-5-440 Review Standards (3) Comply with other applicable provisions

- Reference the attached plat exhibit for revisions requested.

16A-5-440 Review Standards (5) Adequate Public Facilities

- Sewerline easement will be recorded as a condition of approval for building permit
- Owner is pursuing Letter of Intent for easement with Snowmass Club

SUBDIVISION PLAT OF THE
LITTLE RED SCHOOL HOUSE AND COMMUNITY PLAYGROUND
PARCELS OF LAND SITUATED IN NW1/4 SECTION 6, TOWNSHIP 10 SOUTH, RANGE 85 WEST OF THE 6TH PRINCIPAL MERIDIAN TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO



VICINITY MAP
SCALE: 1" = 2000'

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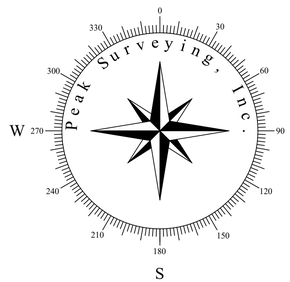
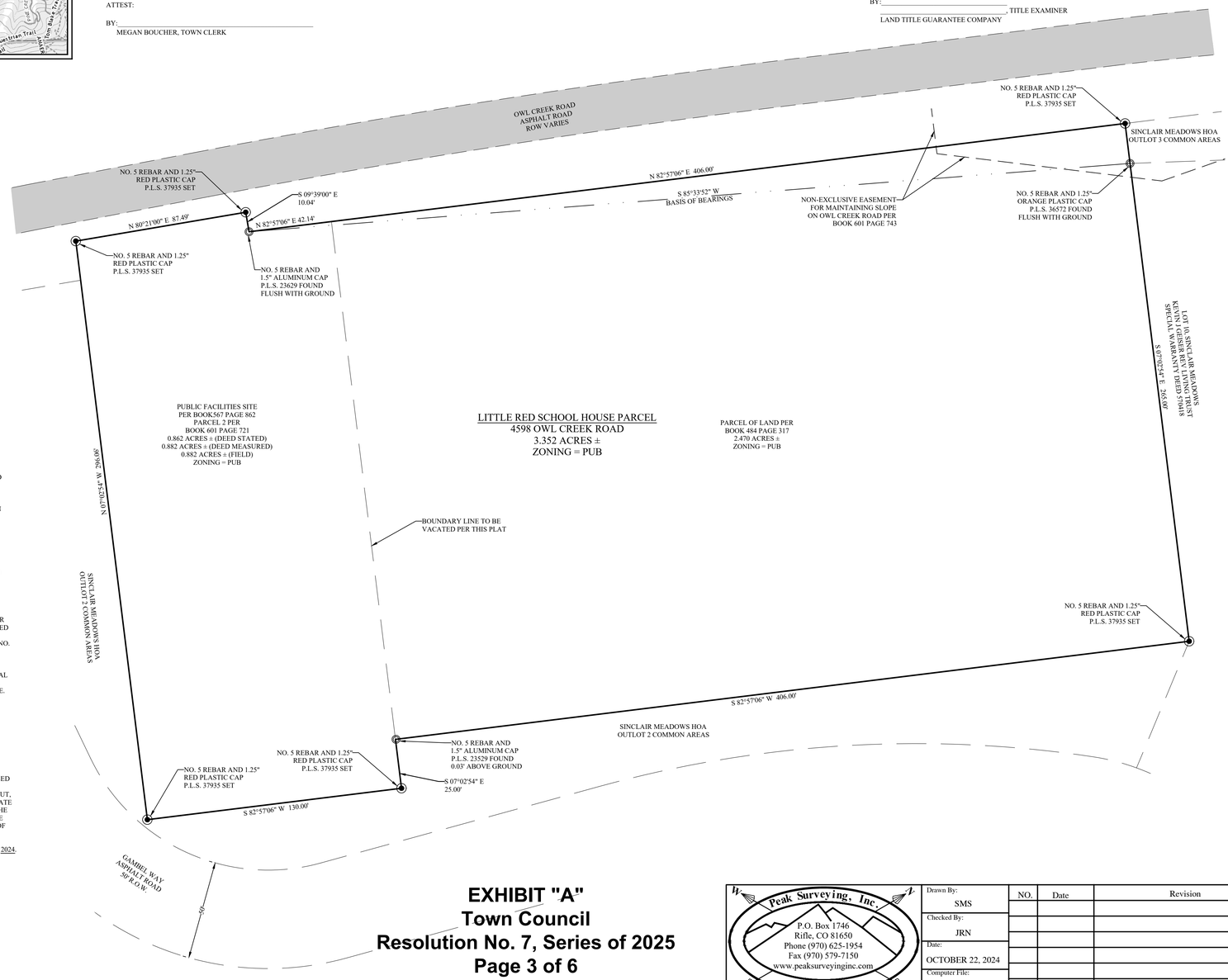


GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.



TOWN OF SNOWMASS VILLAGE PLAT ACCEPTANCE

APPROVAL OF THIS SUBDIVISION PLAT OF THE LITTLE RED SCHOOL HOUSE AND COMMUNITY PLAYGROUND WAS GRANTED BY THE TOWN COUNCIL OF SNOWMASS VILLAGE PURSUANT TO TOWN COUNCIL

RESOLUTION NO. _____SERIES OF 20__.

DATED: _____

BY:_____
BILL MADSEN, MAYOR

ATTEST:

BY:_____
MEGAN BOUCHER, TOWN CLERK

TOWN OF SNOWMASS VILLAGE APPROVAL

THIS SUBDIVISION PLAT OF THE LITTLE RED SCHOOL HOUSE IS ACCEPTED BY THE TOWN OF SNOWMASS VILLAGE FOR RECORDING AS BEING CONSISTENT WITH TOWN OF SNOWMASS VILLAGE REQUIREMENTS.

APPROVAL AS TO CONTENT: _____
DAVID A. SHINNEMAN, COMMUNITY DEVELOPMENT DIRECTOR

APPROVAL AS TO FORM: _____
JEFFREY CONKLIN, TOWN ATTORNEY

TITLE EXAMINER'S CERTIFICATE:

I, _____, AS TITLE EXAMINER FOR LAND TITLE GUARANTEE COMPANY, DO CERTIFY THAT ON OR BEFORE _____, I HAVE CAUSED AN EXAMINATION TO BE MADE OF TITLE FOR THIS SUBDIVISION PLAT OF THE LITTLE RED SCHOOL HOUSE AND COMMUNITY PLAYGROUND.

_____
_____
_____
_____

SAID PROPERTY IS FREE AND CLEAR OF ALL OTHER MONETARY LIENS AND ENCUMBRANCES.

DATED: _____

BY:_____
_____, TITLE EXAMINER
LAND TITLE GUARANTEE COMPANY

NOTES:

1) THE PURPOSE OF THIS SUBDIVISION PLAT IS TO VACATE THE SHARED PROPERTY LINE AND MERGE INTO ONE PARCEL OF LAND.

2) THIS PROPERTY IS SUBJECT TO RESERVATIONS, RESTRICTIONS, COVENANTS, BUILDING SETBACKS AND EASEMENTS OF RECORD, OR IN PLACE AND EXCEPTIONS TO TITLE SHOWN IN THE TITLE COMMITMENT PREPARED BY LAND TITLE GUARANTEE COMPANY, ORDER NO. Q62017357, DATED EFFECTIVE JUNE 28, 2024.

3) THE DATE OF THIS SURVEY WAS AUGUST 14, 15, 16, AND 17, 2023.

4) BASIS OF BEARINGS FOR THIS SURVEY IS A BEARING OF S 85°33'52" W BETWEEN THE EASTERLY POINT OF INTERSECTION OF SUBJECT PROPERTY, A NO. 5 REBAR AND ORANGE PLASTIC CAP P.L.S. NO. 36572 FOUND IN PLACE AND THE SOUTH ANGLE POINT OF THE NORTH LINE OF SUBJECT PROPERTY, A NO. 5 REBAR AND ALUMINUM CAP P.L.S. NO 23629 FOUND IN PLACE.

5) UNITS OF MEASURE FOR ALL DIMENSIONS SHOWN HEREON IS U.S. SURVEY FEET.

6) THIS SURVEY IS BASED ON THE TWO EXCEPTION PARCELS OF THE FINAL PLAT OF SINCLAIR MEADOWS RECORDED DECEMBER 6, 2005 AS RECEPTION NO. 518097, SPECIAL WARRANTY DEED RECORDED APRIL 9, 1985 IN BOOK 484 AT PAGE 317 AS RECEPTION NO. 267339, SPECIAL WARRANTY DEED RECORDED SEPTEMBER 14, 1989 IN BOOK 601 AT PAGE 721, AS RECEPTION NO. 315036, AND QUITCLAIM DEED RECORDED MARCH 15, 2022 AS RECEPTION NO. 685997 IN THE PITKIN COUNTY CLERK AND RECORDER'S OFFICE AND CORNERS FOUND IN PLACE.

7) SITE IS ZONED PUB (PUBLIC) AND SETBACKS ARE AS DETERMINED BY PUD PLAN OR SPECIAL REVIEW, ACCORDING TO THE TOWN OF SNOWMASS VILLAGE WEBSITE. REQUIREMENTS FOR SETBACKS NEED TO BE VERIFIED WITH TOWN BEFORE PLANNING OR CONSTRUCTION OF SITE.

8) ERROR IN CLOSURE FOR THE DESCRIBED PARCEL IS LESS THAN 1:15,000.

SURVEYOR'S CERTIFICATE:

I, JASON R. NEIL, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR LICENSED UNDER THE LAWS OF THE STATE OF COLORADO, THAT THIS SUBDIVISION PLAT IS A TRUE, CORRECT AND COMPLETE SUBDIVISION PLAT OF THE LITTLE RED SCHOOL HOUSE AS LAID OUT, PLATTED, DEDICATED AND SHOWN HEREON, THAT SUCH PLAT WAS MADE FROM AN ACCURATE SURVEY OF SAID PROPERTY BY ME OR UNDER MY SUPERVISION AND CORRECTLY SHOWS THE LOCATION AND DIMENSIONS OF THE LOTS, EASEMENTS AS THE SAME ARE STAKED UPON THE GROUND IN COMPLIANCE WITH APPLICABLE REGULATIONS GOVERNING THE SUBDIVISION OF LAND.

IN WITNESS WHEREOF I HAVE SET MY HAND AND SEAL THIS _____ DAY OF _____ A.D. 2024.

PRELIMINARY

BY:_____
JASON R. NEIL, P.L.S. 37935
FOR AND ON BEHALF OF
PEAK SURVEYING, INC.

NOTICE: ACCORDING TO COLORADO LAW, YOU **MUST** COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

CERTIFICATE OF OWNERSHIP:

KNOW ALL MEN BY THESE PRESENTS THAT THE TOWN OF SNOWMASS VILLAGE, BEING THE SOLE OWNERS IN FEE SIMPLE OF ALL OF THAT REAL PROPERTY DESCRIBED HEREIN, SITUATED IN THE TOWN OF SNOWMASS VILLAGE, A COLORADO MUNICIPAL CORPORATION, COUNTY OF PITKIN, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

A TRACT OF LAND LOCATED IN THE NW1/4 OF SECTION 6, T10S, R85W OF THE 6TH P.M., DESCRIBED AS FOLLOWS:

COMMENCING AT THE WITNESS CORNER TO THE SOUTHWEST CORNER OF SECTION 31, T9S, R85W OF THE 6TH P.M., THENCE S22°37'46"W, 1663.09 FEET TO THE NORTHWEST CORNER OF PARCEL 6, THE SNOWMASS CLUB SUBDIVISION, A SUBDIVISION IN THE COUNTY OF PITKIN, STATE OF COLORADO, ACCORDING TO THE RECORDED PLAT THEREOF; THENCE S89°24'37"E, 343.02 FEET ALONG THE NORTHERLY LINE OF SAID PARCEL 6; THENCE N75°21'09"E, 181.91 FEET ALONG THE NORTHERLY LINE OF SAID PARCEL 6; THENCE N53°07'48"E, 400.00 FEET ALONG THE NORTHERLY LINE OF SAID PARCEL 6 TO THE NORTHEAST CORNER THEREOF; THENCE S25°53'40"E, 178.23 FEET ALONG THE EASTERLY LINE OF SAID PARCEL 6 TO THE SOUTHEAST CORNER THEREOF; THENCE NORTHEASTERLY, 123.49 FEET ALONG THE SOUTHERLY LINE OF PARCEL 10 IN SAID THE SNOWMASS CLUB SUBDIVISION AND ALONG THE ARC OF A CURVE CONCAVE TO THE SOUTHEAST TO A POINT TANGENT, SAID ARC HAVING A RADIUS OF 761.23 FEET, A DELTA ANGLE OF 9°17'40" AND BEING SUBTENDED BY A CHORD THAT BEARS N68°45'10"E, 123.35 FEET; THENCE N73°24'00"E, 65.97 FEET ALONG THE SOUTHERLY LINE OF SAID PARCEL 10 TO A POINT OF CURVE TO THE RIGHT; THENCE NORTHEASTERLY, 144.47 FEET ALONG THE SOUTHERLY LINE OF SAID PARCEL 10 AND ALONG THE ARC OF SAID CURVE TO A POINT TANGENT; SAID ARC HAVING A RADIUS OF 1190.97 FEET, A DELTA ANGLE OF 6°57'00" AND BEING SUBTENDED BY A CHORD THAT BEARS N76°52'30"E, 144.38 FEET; THENCE N80°21'00"E, 275.21 FEET ALONG THE SOUTHERLY LINE OF SAID PARCEL 10; THENCE N09°39'00"W, 10.04 FEET ALONG THE SOUTHERLY LINE OF SAID PARCEL 10; THENCE N82°57'06"E, 45.78 FEET ALONG THE SOUTHERLY LINE OF SAID PARCEL 10; THENCE S07°02'54"E, 80.00 FEET AT RIGHT ANGLES TO THE SOUTHERLY LINE OF SAID PARCEL 10 TO A POINT ON A LINE THAT IS 80.00 FEET SOUTHERLY, AS MEASURED AT RIGHT ANGLES FROM, AND PARALLEL WITH THE SOUTHERLY LINE OF SAID PARCEL 10 AND THE TRUE POINT OF BEGINNING, THENCE N82°57'06"E, 406.00 FEET PARALLEL WITH THE SOUTHERLY LINE OF SAID PARCEL 10; THENCE S07°02'54"E, 265.00 FEET AT RIGHT ANGLES TO THE SOUTHERLY LINE OF SAID PARCEL 10; THENCE S82°57'06"W, 406.00 FEET PARALLEL WITH THE SOUTHERLY LINE OF SAID PARCEL 10 TO A POINT ON A LINE THAT BEARS S07°02'54"E, AT RIGHT ANGLES TO THE SOUTHERLY LINE OF SAID PARCEL 10, FROM THE TRUE POINT OF BEGINNING; THENCE N07°02'54"W, 265.00 FEET AT RIGHT ANGLES TO THE SOUTHERLY LINE OF SAID PARCEL 10 TO THE TRUE POINT OF BEGINNING, SAID PARCEL CONTAINING 2.470 ACERS MORE OR LESS.

AND

A PARCEL OF LAND SITUATED IN THE NORTHWEST ONE-QUARTER OF SECTION 6, TOWNSHIP 10 SOUTH, RANGE 85 WEST OF THE 6TH P.M., DESCRIBED AS FOLLOWS:

COMMENCING AT THE WITNESS CORNER TO THE SOUTHWEST CORNER OF SECTION 31, TOWNSHIP 9 SOUTH, RANGE 85 WEST OF THE 6TH P.M.; THENCE SOUTH 22°37'46" WEST, 1663.09 FEET TO THE NORTHWEST CORNER OF PARCEL 6, THE SNOWMASS CUB SUBDIVISION, COUNTY OF PITKIN, STATE OF COLORADO, ACCORDING TO THE RECORDED PLAT THEREOF; THENCE SOUTH 89°24'37" EAST, 343.02 FEET ALONG THE NORTHERLY LINE OF SAID PARCEL 6; THENCE NORTH 75°21'09" EAST, 181.91 FEET ALONG THE NORTHERLY LINE OF SAID PARCEL 6; THENCE NORTH 53°07'48" EAST, 400.00 FEET, ALONG THE NORTHERLY LINE OF SAID PARCEL 6 TO THE NORTHEAST CORNER THEREOF; THENCE SOUTH 25°53'40" EAST, 178.23 FEET ALONG THE EASTERLY LINE OF SAID PARCEL 6 TO THE SOUTHEAST CORNER THEREOF; THENCE NORTHEASTERLY, 123.49 FEET ALONG THE SOUTHERLY LINE OF PARCEL 10 IN SAID THE SNOWMASS CLUB SUBDIVISION AND ALONG THE ARC OF A CURVE CONCAVE TO THE SOUTHEAST TO A POINT TANGENT, SAID ARC HAVING A RADIUS OF 761.23 FEET, A DELTA ANGLE OF 09°17'40" AND BEING SUBTENDED BY A CHORD THAT BEARS NORTH 68°45'10" EAST, 123.35 FEET; THENCE NORTH 73°24'00" EAST, 65.97 FEET ALONG THE SOUTHERLY LINE OF SAID PARCEL 10 TO A POINT OF CURVE TO THE RIGHT; THENCE NORTHEASTERLY, 144.47 FEET ALONG SOUTHERLY LINE OF SAID PARCEL 10 AND ALONG THE ARC OF SAID CURVE TO A POINT OF TANGENT, SAID ARC HAVING A RADIUS OF 1190.97 FEET, A DELTA ANGLE OF 06°57'00" AND BEING SUBTENDED BY A CHORD THAT BEARS NORTH 76°52'30" EAST, 144.38 FEET; THENCE NORTH 80°21'00" EAST, 275.21 FEET ALONG THE SOUTHERLY LINE OF SAID PARCEL 10; THENCE NORTH 09°39'00" WEST, 10.04 FEET ALONG THE SOUTHERLY LINE OF SAID PARCEL 10; THENCE NORTH 82°57'06" EAST, 45.78 FEET ALONG THE SOUTHERLY LINE OF SAID PARCEL 10; THENCE SOUTH 07°02'54" EAST, 80.00 FEET AT RIGHT ANGLES TO THE SOUTHERLY LINE OF SAID PARCEL 10 TO A POINT ON A LINE THAT IS 80.00 FEET SOUTHERLY, AS MEASURED AT RIGHT ANGLES FROM, AND PARALLEL WITH THE SOUTHERLY LINE OF SAID PARCEL 10 AD THE TRUE POINT OF BEGINNING, THENCE SOUTH 07°02'54" EAST 265.00 FEET ALONG THE WESTERLY BOUNDARY OF SAID TRACT; THENCE LEAVING SAID BOUNDARY AND CONTINUING SOUTH 07°02'54" EAST 25.00 FEET; THENCE SOUTH 82°57'06" WEST 130.00 FEET; THENCE NORTH 07°02'54" WEST 296.06 FEET TO THE SOUTHERLY RIGHT OF WAY LINE FOR OWL CREEK COUNTY ROAD; THENCE NORTH 80°21'00" EAST 87.49 FEET ALONG THE SOUTHERLY RIGHT OF WAY LINE FOR OWL CREEK COUNTY ROAD; THENCE SOUTH 09°39'00" EAST 10.04 FEET ALONG THE SOUTHERLY RIGHT OF WAY LINE FOR OWL CREEK COUNTY ROAD; THENCE NORTH 82°57'06" EAST 42.14 FEET ALONG THE SOUTHERLY RIGHT OF WAY LINE FOR OWL CREEK COUNTY ROAD TO THE TRUE POINT OF BEGINNING, CONTAINING 0.862 ACRES MORE OR LESS.

COUNTY OF PITKIN
STATE OF COLORADO

HAVE BY THESE PRESENTS LAID OUT, PLATTED AND DESCRIBED IN THIS SUBDIVISION PLAT OF THE LITTLE RED SCHOOL HOUSE AS SHOWN HEREON IN THE REAL PROPERTY RECORDS OF PITKIN COUNTY, COLORADO.

EXECUTED THIS _____ DAY OF _____, A.D., 2024.

TOWN OF SNOWMASS VILLAGE, A COLORADO MUNICIPAL CORPORATION

BY:_____
BILL MADSEN, MAYOR

STATE OF _____)
)SS.
COUNTY OF _____)

THE FOREGOING OWNER'S CERTIFICATE WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2024 BY _____ AS _____ OF THE TOWN OF SNOWMASS VILLAGE, A COLORADO MUNICIPAL CORPORATION.

WITNESS MY HAND AND OFFICIAL SEAL MY COMMISSION EXPIRES: _____

_____
NOTARY PUBLIC

CLERK AND RECORDER'S CERTIFICATE

THIS SUBDIVISION PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE CLERK AND RECORDER OF PITKIN COUNTY, COLORADO, AT _____ O'CLOCK ____M., ON THE _____ DAY OF _____, 2024, AND IS DULY RECORDED IN BOOK _____, PAGE _____, AS RECEPTION NO. _____.

_____
CLERK AND RECORDER

BY: _____
DEPUTY

EXHIBIT "A"
Town Council
Resolution No. 7, Series of 2025
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EXHIBIT "A"
Town Council
Resolution No. 7, Series of 2025
Page 3 of 6

Peak Surveying, Inc.
P.O. Box 1746
Rifle, CO 81650
Phone (970) 625-1954
Fax (970) 579-7150
www.peaksurveyinginc.com
Est. 2007

Drawn By:	SMS
Checked By:	JRN
Date:	OCTOBER 22, 2024
Computer File:	065-SUB-EX-PLAT

NO.	Date	Revision	By

TOWN OF SNOWMASS VILLAGE
PITKIN COUNTY, COLORADO
SUBDIVISION PLAT
LITTLE RED SCHOOL HOUSE & PARK
4598 OWL CREEK ROAD

Project NO. 23065

1 OF 1

EXHIBIT "A"
Town Council
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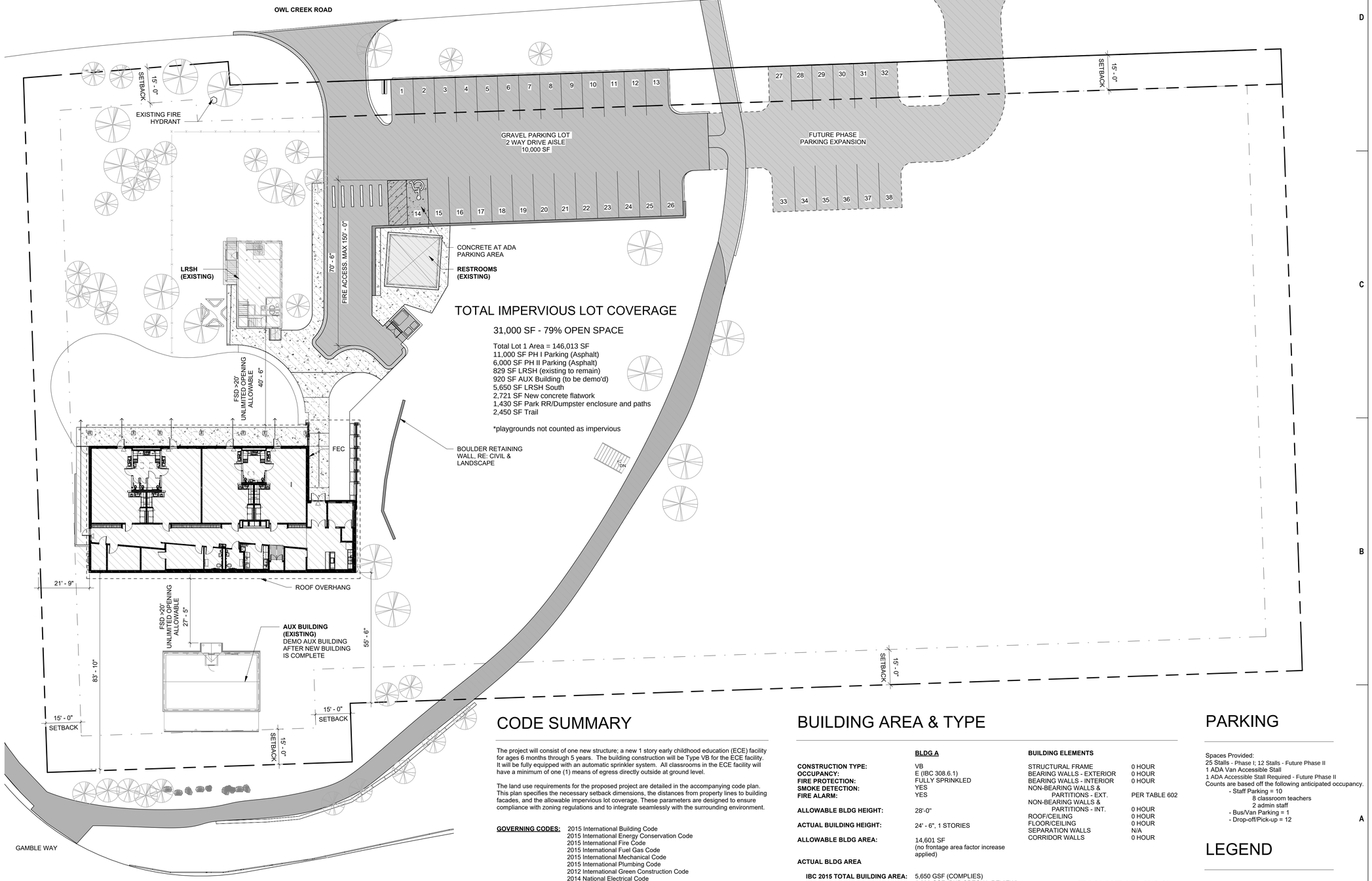
Page 4 of 6



A5 / G100 SITE CODE PLAN
1" = 20'-0"

TOTAL IMPERVIOUS LOT COVERAGE

31,000 SF - 79% OPEN SPACE

Total Lot 1 Area = 146,013 SF
11,000 SF PH I Parking (Asphalt)
6,000 SF PH II Parking (Asphalt)
829 SF LRSH (existing to remain)
920 SF AUX Building (to be demo'd)
5,650 SF LRSH South
2,721 SF New concrete flatwork
1,430 SF Park RR/Dumpster enclosure and paths
2,450 SF Trail

*playgrounds not counted as impervious

CODE SUMMARY

The project will consist of one new structure; a new 1 story early childhood education (ECE) facility for ages 6 months through 5 years. The building construction will be Type VB for the ECE facility. It will be fully equipped with an automatic sprinkler system. All classrooms in the ECE facility will have a minimum of one (1) means of egress directly outside at ground level.

The land use requirements for the proposed project are detailed in the accompanying code plan. This plan specifies the necessary setback dimensions, the distances from property lines to building facades, and the allowable impervious lot coverage. These parameters are designed to ensure compliance with zoning regulations and to integrate seamlessly with the surrounding environment.

GOVERNING CODES:
2015 International Building Code
2015 International Energy Conservation Code
2015 International Fire Code
2015 International Fuel Gas Code
2015 International Mechanical Code
2015 International Plumbing Code
2012 International Green Construction Code
2014 National Electrical Code
2017 ICC A117.1

0' 10' 20' 40' 80'

N

BUILDING AREA & TYPE

	BLDG A
CONSTRUCTION TYPE:	VB
OCCUPANCY:	E (IBC 308.6.1)
FIRE PROTECTION:	FULLY SPRINKLED
SMOKE DETECTION:	YES
FIRE ALARM:	YES
ALLOWABLE BLDG HEIGHT:	28'-0"
ACTUAL BUILDING HEIGHT:	24' - 6", 1 STORIES
ALLOWABLE BLDG AREA:	14,601 SF (no frontage area factor increase applied)
ACTUAL BLDG AREA	
IBC 2015 TOTAL BUILDING AREA:	5,650 GSF (COMPLIES)
TOSV CODE FLOOR AREA:	5,608 GSF (PUB SPECIAL REVIEW)

BUILDING ELEMENTS

STRUCTURAL FRAME	0 HOUR
BEARING WALLS - EXTERIOR	0 HOUR
BEARING WALLS - INTERIOR	0 HOUR
NON-BEARING WALLS & PARTITIONS - EXT.	PER TABLE 602
NON-BEARING WALLS & PARTITIONS - INT.	0 HOUR
ROOF/CEILING	0 HOUR
FLOOR/CEILING	0 HOUR
SEPARATION WALLS	N/A
CORRIDOR WALLS	0 HOUR

PARKING

Spaces Provided:
25 Stalls - Phase I; 12 Stalls - Future Phase II
1 ADA Van Accessible Stall
1 ADA Accessible Stall Required - Future Phase II
Counts are based off the following anticipated occupancy.
- Staff Parking = 10
  - 8 classroom teachers
  - 2 admin staff
- Bus/Van Parking = 1
- Drop-off/Pick-up = 12

LEGEND

Total Impervious Lot Coverage

EXHIBIT "A"
Town Council
Resolution No. 7, Series of 2025
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Land+Shelter
ARCHITECTURE AND PLANNING
16 NORTH 4TH STREET,
CARBONDALE, CO 81623
TELE. 1-970-963-0201
www.landandshelter.com

ford
ARCHITECTS
3457 RINGSBY COURT, SUITE 217
DENVER, CO. 80216
TELE. 303-383-1111 FAX: 303-383-2135
www.fordarch.com

RDG PLANNING • DESIGN
1302 HOWARD STREET
OMAHA, NEBRASKA 68102
TELE. 402-392-0133
www.rdgusa.com

NOT FOR CONSTRUCTION

Snowmass Little Red Schoolhouse
ECE Expansion
4598 Owl Creek Rd, Snowmass Village, CO 81615
Town of Snowmass Village

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PROJECT NUMBER
2023-07
DATE
8/23/2024
ISSUED FOR:
50% DESIGN DEVELOPMENT
REVISIONS

GA/QC APPROVAL: TAM
DRAWN BY: ECM
CHECKED BY: AFA

SHEET TITLE
SITE CODE PLAN

SHEET NO.
G100

SINCLAIR MEADOWS HOA

LOT 2 COMMON AREAS

Existing Vegetation
(To Remain.)

Proposed 4'-0" Boulder Wall
(T.O.W. = 8124.0')

3'-0" Bike Path

Infant / Toddler Play Area
(1,150 Square Feet. Ages: 3 months to 3 years.)

Mulch Area
(24 yards of "Playground Mulch" to be spread 6" deep.)

Pre-K Play Area
(2,190 Square Feet. Ages: 4 to 5 years)

Boulder Clusters
(3 to 5' Boulders. Bury 1/3)

6'-0" Fence
(Woven willow fencing or similar)

2'-0" Culvert

Native Grass

4'-6" Retaining Wall
(Top of wall = 8132.25'.)

Existing Wetland Area
(To Remain.)

Wetland Area
(3,383 square feet to be removed.
This includes the area East of the parking lot.)

Gambel Way

Log Border
(8" to 12" diameter Log set on end. Bury 18". Vary heights. 4" kurf at point of connection. Do not use Aspen logs.)

Limit of Grading

Red Fescue Grass

Sand

Playground Mulch

2'-0" x 7'-0" Slide
(To follow the hillside slope.)

2'-0" x 5'-0" Slide
(To follow the hillside slope.)

School House
(F.F.E.= 8123.75')

FF MAIN LEVEL
EL = 8123.75'

Proposed Building
(Lower Level F.F.E.= 8127.75')

RESTROOM
PRE-K
TODDLER / INFANT
INFANT
VESTIBULE
OFFICE
STOR.
CORRIDOR
CAR SEATS
GATHERING/ KITCHEN
MECHANICAL/ ELECTRICAL
STORAGE
TEACHER WRK/ ROOM
RR
LAUNDRY/ CUSTODIAL
TELECOM
WATER ENTRY

ADA Ramp @ 8%

Existing School House
(To be demolished after the proposed building is complete.)

Future Southern Playground / Outdoor Experience Zone

ICV

Match Line: L-1.0
Match Line: L-1.1

22'-0" Driveway
(1,370 sq.ft. of compacted roadbase w/ 1" of 3/4" crushed rock topping.)

Trash Enclosure
(2 yard dumpster and recycle bins shown.)

6'-0" Gate

Turn Around

Parking

Existing Tree
(To be Removed. Not shown on Survey.)

Walkway
(1,819 square feet of sand finish, colored concrete. 4,000 psi @ 28 days. Reinforce as required by Structural Engineer. Davis Color: #677 "Outback". Slope not to exceed 8%)

Proposed Light Bollard
(Dark Sky compliant, LED, 2700K light fixture.)

Proposed Bicycle Rack

Entry Walk
(1,586 square feet of sand finish, colored concrete. 4,000 psi @ 28 days. Reinforce as required by Structural Engineer. Davis Color: #677 "Mesquite". Slope not to exceed 8%)

Turf Area
(10,100 Square Feet)

Proposed 30" Boulder Wall

Proposed Trail Location

Existing Turf to be Removed
(176 square feet.)

Existing Asphalt Trail

Native Grass

Limit of Grading

EXHIBIT "A"
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Resolution No. 7, Series of 2025
Page 5 of 6

RCLA
Richard Camp landscape architecture
Post Office Box. 456
Carbondale, CO 81623
richard.rcla@gmail.com
phone: (970)963-7123

North

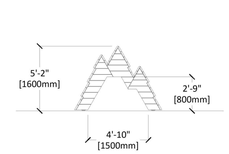
0 5 10 20

Scale: 1" = 10'- 0"

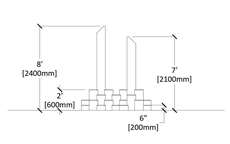
Tree Mitigation Schedule

#	Site Survey ID #	Species	DBH	Condition	Comments
1	10	Aspen X3	4", 6", 6"	TBD	
2	19	Cottonwood	18"	TBD	
3	20	Evergreen	11"	TBD	
4	21	Evergreen	8"	TBD	
5	52	Evergreen	7"	TBD	
6	53	Evergreen	10"	TBD	
7	54	Evergreen	12"	TBD	
8	55	Evergreen	10"	TBD	
9	85	Aspen X2	5", 5"	TBD	

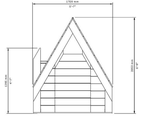
Play Equipment



Manufaturer: Earthscape Collection
Name: Pine - Large



Manufaturer: Earthscape Collection
Name: Stepper Cluster S2



Manufaturer: Earthscape Collection
Name: Alpine Hut

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RDG
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1302 HOWARD STREET
OMAHA, NEBRASKA 68102
TELE. 402-392-0133
www.rdgusa.com

Snowmass Little Red School House ECE

8598 Owl Creek Road, Snowmass Village, CO 81615

Town of Snowmass Village

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PROJECT NUMBER
2023-07

DATE
08/22/2024

ISSUED FOR:
50% DESIGN DEVELOPMENT

REVISIONS

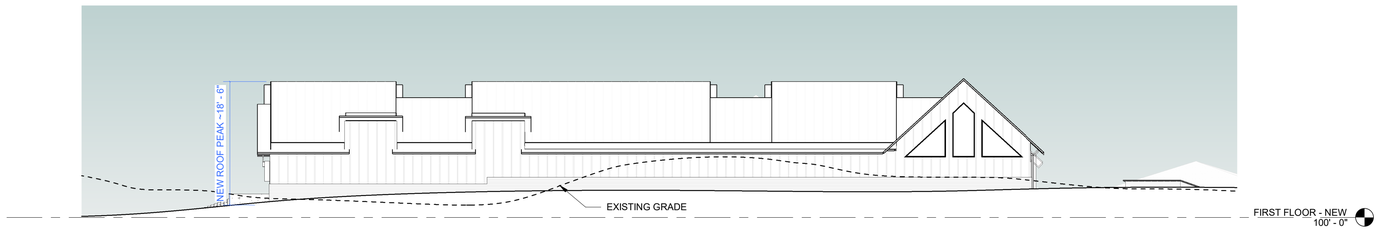
QA/QC APPROVAL: //
DRAWN BY: RC
CHECKED BY: RC

SHEET TITLE
LANDSCAPE PLAN

SHEET NO.
L.1.1

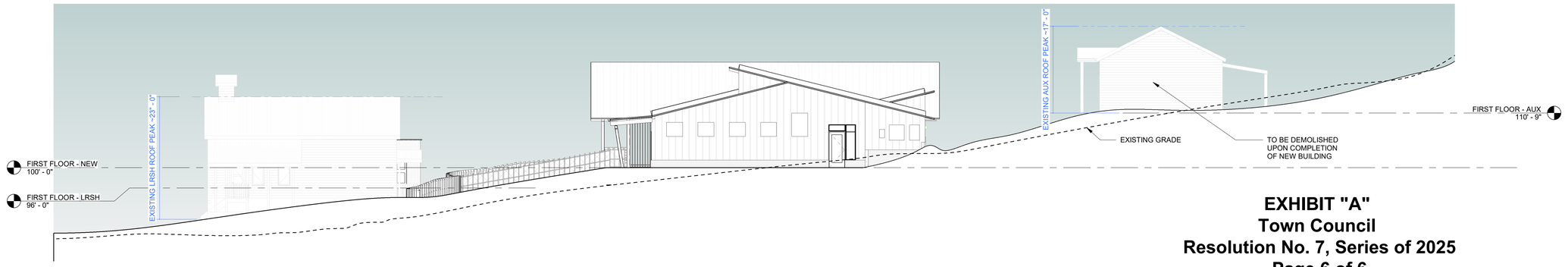
EXHIBIT "A"
Town Council
Resolution No. 7, Series of 2025
Page 6 of 6

D4 / A201 OVERALL NORTH ELEVATION
3/32" = 1'-0"



B4 / A201 OVERALL SOUTH ELEVATION
3/32" = 1'-0"

C5 / A201 OVERALL EAST ELEVATION
3/32" = 1'-0"



A5 / A201 OVERALL WEST ELEVATION
3/32" = 1'-0"

EXHIBIT "A"
Town Council
Resolution No. 7, Series of 2025
Page 6 of 6

NOT FOR CONSTRUCTION

Land+Shelter
ARCHITECTURE AND PLANNING
16 NORTH 4TH STREET,
CARBONDALE, CO 81623
TELE. 1-970-963-0201
www.landandshelter.com

ford
ARCHITECTS
3457 RINGSBY COURT, SUITE 217
DENVER, CO. 80216
TELE. 303-383-1111 FAX: 303-383-2135
www.fordarch.com

RDG PLANNING • DESIGN
1302 HOWARD STREET
OMAHA, NEBRASKA 68102
TELE. 402-392-0133
www.rdgusa.com

Snowmass Little Red Schoolhouse
ECE Expansion
4598 Owl Creek Rd, Snowmass Village, CO 81615
Town of Snowmass Village

© COPYRIGHT ALAN FORD ARCHITECTS, P.C.

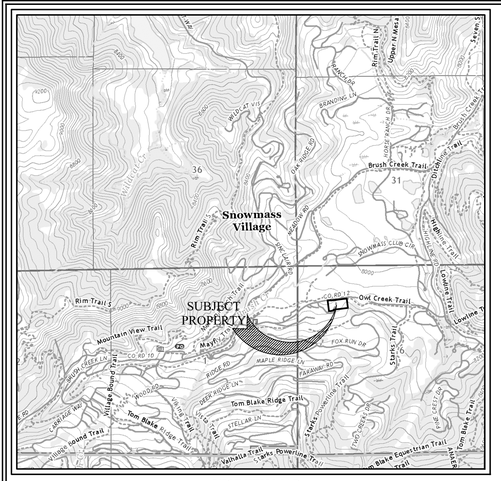
PROJECT NUMBER
2023-07
DATE
8/23/2024
ISSUED FOR:
50% DESIGN DEVELOPMENT
REVISIONS

QA/QC APPROVAL: TAM
DRAWN BY: ECM
CHECKED BY: AFA

SHEET TITLE
OVERALL EXTERIOR ELEVATIONS

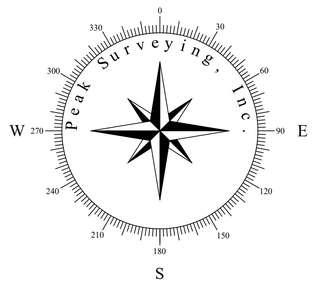
SHEET NO.
A201

SUBDIVISION PLAT OF THE
LITTLE RED SCHOOL HOUSE AND COMMUNITY PARK
PARCELS OF LAND SITUATED IN NW1/4 SECTION 6, TOWNSHIP 10 SOUTH, RANGE 85 WEST OF THE 6TH PRINCIPAL MERIDIAN
TOWN OF SNOWMASS VILLAGE, COUNTY OF PITKIN, STATE OF COLORADO



VICINITY MAP
SCALE: 1" = 2000'

N



GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

NOTES:

1) THE PURPOSE OF THIS SUBDIVISION PLAT IS TO VACATE THE SHARED PROPERTY LINE AND MERGE INTO ONE PARCEL OF LAND.

2) THIS PROPERTY IS SUBJECT TO RESERVATIONS, RESTRICTIONS, COVENANTS, BUILDING SETBACKS AND EASEMENTS OF RECORD, OR IN PLACE AND EXCEPTIONS TO TITLE SHOWN IN THE TITLE COMMITMENT PREPARED BY LAND TITLE GUARANTEE COMPANY, ORDER NO. Q62017357, DATED EFFECTIVE JUNE 28, 2024.

3) THE DATE OF THIS SURVEY WAS AUGUST 14, 15, 16, AND 17, 2023.

4) BASIS OF BEARINGS FOR THIS SURVEY IS A BEARING OF S 85°33'52" W BETWEEN THE EASTERLY POINT OF INTERSECTION OF SUBJECT PROPERTY, A NO. 5 REBAR AND ORANGE PLASTIC CAP P.L.S. NO. 36572 FOUND IN PLACE AND THE SOUTH ANGLE POINT OF THE NORTH LINE OF SUBJECT PROPERTY, A NO. 5 REBAR AND ALUMINUM CAP P.L.S. NO 23629 FOUND IN PLACE.

5) UNITS OF MEASURE FOR ALL DIMENSIONS SHOWN HEREON IS U.S. SURVEY FEET.

6) THIS SURVEY IS BASED ON THE TWO EXCEPTION PARCELS OF THE FINAL PLAT OF SINCLAIR MEADOWS RECORDED DECEMBER 6, 2005 AS RECEPTION NO. 518097, SPECIAL WARRANTY DEED RECORDED APRIL 9, 1985 IN BOOK 484 AT PAGE 317 AS RECEPTION NO. 267339, SPECIAL WARRANTY DEED RECORDED SEPTEMBER 14, 1989 IN BOOK 601 AT PAGE 721, AS RECEPTION NO. 315036, AND QUITCLAIM DEED RECORDED MARCH 15, 2022 AS RECEPTION NO. 685997 IN THE PITKIN COUNTY CLERK AND RECORDER'S OFFICE AND CORNERS FOUND IN PLACE.

7) SITE IS ZONED PUB (PUBLIC) AND SETBACKS ARE AS DETERMINED BY PUD PLAN OR SPECIAL REVIEW, ACCORDING TO THE TOWN OF SNOWMASS VILLAGE WEBSITE. REQUIREMENTS FOR SETBACKS NEED TO BE VERIFIED WITH TOWN BEFORE PLANNING OR CONSTRUCTION OF SITE.

8) ERROR IN CLOSURE FOR THE DESCRIBED PARCEL IS LESS THAN 1:15,000.

SURVEYOR'S CERTIFICATE:

I, JASON R. NEIL, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR LICENSED UNDER THE LAWS OF THE STATE OF COLORADO, THAT THIS SUBDIVISION PLAT IS A TRUE, CORRECT AND COMPLETE SUBDIVISION PLAT OF THE LITTLE RED SCHOOL HOUSE & COMMUNITY PARK AS LAID OUT, PLATTED, DEDICATED AND SHOWN HEREON, THAT SUCH PLAT WAS MADE FROM AN ACCURATE SURVEY OF SAID PROPERTY BY ME, OR UNDER MY SUPERVISION AND CORRECTLY SHOWS THE LOCATION AND DIMENSIONS OF THE LOTS EASEMENTS AS THE SAME ARE STAKED UPON THE GROUND IN COMPLIANCE WITH APPLICABLE REGULATIONS GOVERNING THE SUBDIVISION OF LAND.

IN WITNESS WHEREOF, I HAVE SET MY HAND AND SEAL THIS _____ DAY OF _____ A.D. 2024.

BY: _____
JASON R. NEIL, PLS 37935
FOR AND ON BEHALF OF
PEAK SURVEYING, INC.

PRELIMINARY

NOTICE: ACCORDING TO COLORADO LAW, YOU **MUST** COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

TOWN OF SNOWMASS VILLAGE PLAT ACCEPTANCE

APPROVAL OF THIS SUBDIVISION PLAT OF THE LITTLE RED SCHOOL HOUSE AND COMMUNITY PARK WAS GRANTED BY THE TOWN COUNCIL OF SNOWMASS VILLAGE PURSUANT TO TOWN COUNCIL

RESOLUTION NO. _____SERIES OF 20__.

DATED: _____

BY:_____
BILL MADSEN, MAYOR

ATTEST:

BY:_____
MEGAN BOUCHER, TOWN CLERK

TOWN OF SNOWMASS VILLAGE APPROVAL

THIS SUBDIVISION PLAT OF THE LITTLE RED SCHOOL HOUSE & COMMUNITY PARK IS ACCEPTED BY THE TOWN OF SNOWMASS VILLAGE FOR RECORDING AS BEING CONSISTENT WITH TOWN OF SNOWMASS VILLAGE REQUIREMENTS.

APPROVAL AS TO CONTENT: _____
DAVID A. SHINNEMAN, COMMUNITY DEVELOPMENT DIRECTOR

APPROVAL AS TO FORM: _____
JEFFREY CONKLIN, TOWN ATTORNEY

TITLE EXAMINER'S CERTIFICATE:

I, _____, AS TITLE EXAMINER FOR LAND TITLE GUARANTEE COMPANY, DO CERTIFY THAT ON OR BEFORE _____, I HAVE CAUSED AN EXAMINATION TO BE MADE OF TITLE FOR THIS SUBDIVISION PLAT OF THE LITTLE RED SCHOOL HOUSE AND COMMUNITY PARK.

_____
_____
_____
_____

SAID PROPERTY IS FREE AND CLEAR OF ALL OTHER MONETARY LIENS AND ENCUMBRANCES.

DATED: _____

BY:_____
_____, TITLE EXAMINER
LAND TITLE GUARANTEE COMPANY

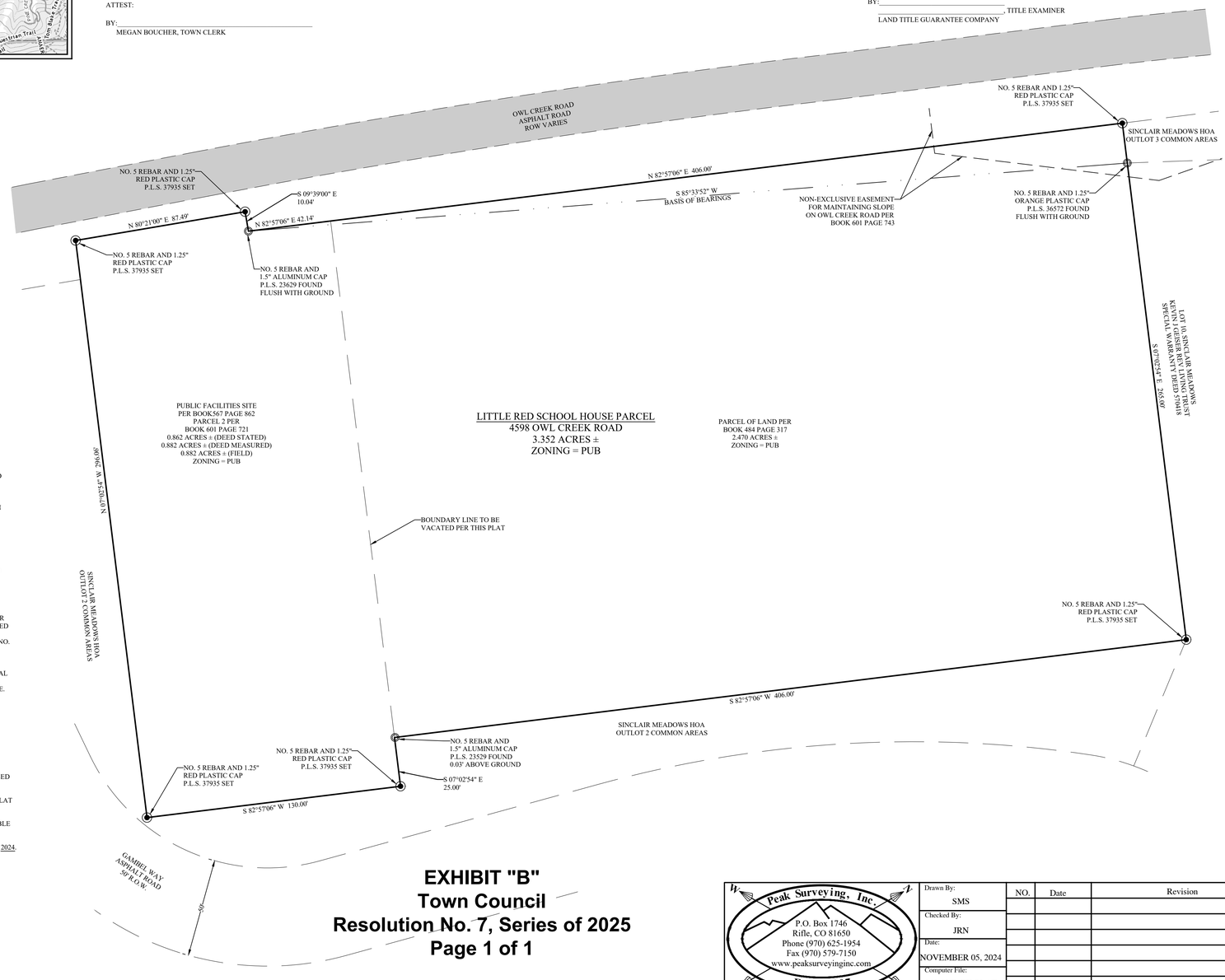


EXHIBIT "B"
Town Council
Resolution No. 7, Series of 2025
Page 1 of 1

EXHIBIT "B"
Town Council
Resolution No. 7, Series of 2025
Page 1 of 1

CERTIFICATE OF OWNERSHIP:

KNOW ALL MEN BY THESE PRESENTS THAT THE TOWN OF SNOWMASS VILLAGE, BEING THE SOLE OWNERS IN FEE SIMPLE OF ALL OF THAT REAL PROPERTY DESCRIBED HEREIN, SITUATED IN THE TOWN OF SNOWMASS VILLAGE, A COLORADO MUNICIPAL CORPORATION, COUNTY OF PITKIN, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

A TRACT OF LAND LOCATED IN THE NW1/4 OF SECTION 6, T10S, R85W OF THE 6TH P.M., DESCRIBED AS FOLLOWS:

COMMENCING AT THE WITNESS CORNER TO THE SOUTHWEST CORNER OF SECTION 31, T9S, R85W OF THE 6TH P.M., THENCE S22°37'46"W, 1663.09 FEET TO THE NORTHWEST CORNER OF PARCEL 6, THE SNOWMASS CLUB SUBDIVISION, A SUBDIVISION IN THE COUNTY OF PITKIN, STATE OF COLORADO, ACCORDING TO THE RECORDED PLAT THEREOF; THENCE S89°24'37"E, 343.02 FEET ALONG THE NORTHERLY LINE OF SAID PARCEL 6; THENCE N75°21'09"E, 181.91 FEET ALONG THE NORTHERLY LINE OF SAID PARCEL 6; THENCE N53°07'48"E, 400.00 FEET ALONG THE NORTHERLY LINE OF SAID PARCEL 6 TO THE NORTHEAST CORNER THEREOF; THENCE S25°53'40"E, 178.23 FEET ALONG THE EASTERLY LINE OF SAID PARCEL 6 TO THE SOUTHEAST CORNER THEREOF; THENCE NORTHEASTERLY, 123.49 FEET ALONG THE SOUTHERLY LINE OF PARCEL 10 IN SAID THE SNOWMASS CLUB SUBDIVISION AND ALONG THE ARC OF A CURVE CONCAVE TO THE SOUTHEAST TO A POINT TANGENT, SAID ARC HAVING A RADIUS OF 761.23 FEET, A DELTA ANGLE OF 9°17'40" AND BEING SUBTENDED BY A CHORD THAT BEARS N68°45'10"E, 123.35 FEET; THENCE N73°24'00"E, 65.97 FEET ALONG THE SOUTHERLY LINE OF SAID PARCEL 10 TO A POINT OF CURVE TO THE RIGHT; THENCE NORTHEASTERLY, 144.47 FEET ALONG THE SOUTHERLY LINE OF SAID PARCEL 10 AND ALONG THE ARC OF SAID CURVE TO A POINT TANGENT; SAID ARC HAVING A RADIUS OF 1190.97 FEET, A DELTA ANGLE OF 6°57'00" AND BEING SUBTENDED BY A CHORD THAT BEARS N76°52'30"E, 144.38 FEET; THENCE N80°21'00"E, 275.21 FEET ALONG THE SOUTHERLY LINE OF SAID PARCEL 10; THENCE N09°39'00"W, 10.04 FEET ALONG THE SOUTHERLY LINE OF SAID PARCEL 10; THENCE N82°57'06"E, 45.78 FEET ALONG THE SOUTHERLY LINE OF SAID PARCEL 10; THENCE S07°02'54"E, 80.00 FEET AT RIGHT ANGLES TO THE SOUTHERLY LINE OF SAID PARCEL 10 TO A POINT ON A LINE THAT IS 80.00 FEET SOUTHERLY, AS MEASURED AT RIGHT ANGLES FROM, AND PARALLEL WITH THE SOUTHERLY LINE OF SAID PARCEL 10 AND THE TRUE POINT OF BEGINNING, THENCE N82°57'06"E, 406.00 FEET PARALLEL WITH THE SOUTHERLY LINE OF SAID PARCEL 10; THENCE S07°02'54"E, 265.00 FEET AT RIGHT ANGLES TO THE SOUTHERLY LINE OF SAID PARCEL 10; THENCE S82°57'06"W, 406.00 FEET PARALLEL WITH THE SOUTHERLY LINE OF SAID PARCEL 10 TO A POINT ON A LINE THAT BEARS S07°02'54"E, AT RIGHT ANGLES TO THE SOUTHERLY LINE OF SAID PARCEL 10, FROM THE TRUE POINT OF BEGINNING; THENCE N07°02'54"W, 265.00 FEET AT RIGHT ANGLES TO THE SOUTHERLY LINE OF SAID PARCEL 10 TO THE TRUE POINT OF BEGINNING, SAID PARCEL CONTAINING 2.470 ACERS MORE OR LESS.

AND

A PARCEL OF LAND SITUATED IN THE NORTHWEST ONE-QUARTER OF SECTION 6, TOWNSHIP 10 SOUTH, RANGE 85 WEST OF THE 6TH P.M., DESCRIBED AS FOLLOWS:

COMMENCING AT THE WITNESS CORNER TO THE SOUTHWEST CORNER OF SECTION 31, TOWNSHIP 9 SOUTH, RANGE 85 WEST OF THE 6TH P.M.; THENCE SOUTH 22°37'46" WEST, 1663.09 FEET TO THE NORTHWEST CORNER OF PARCEL 6, THE SNOWMASS CUB SUBDIVISION, COUNTY OF PITKIN, STATE OF COLORADO, ACCORDING TO THE RECORDED PLAT THEREOF; THENCE SOUTH 89°24'37" EAST, 343.02 FEET ALONG THE NORTHERLY LINE OF SAID PARCEL 6; THENCE NORTH 75°21'09" EAST, 181.91 FEET ALONG THE NORTHERLY LINE OF SAID PARCEL 6; THENCE NORTH 53°07'48" EAST, 400.00 FEET, ALONG THE NORTHERLY LINE OF SAID PARCEL 6 TO THE NORTHEAST CORNER THEREOF; THENCE SOUTH 25°53'40" EAST, 178.23 FEET ALONG THE EASTERLY LINE OF SAID PARCEL 6 TO THE SOUTHEAST CORNER THEREOF; THENCE NORTHEASTERLY, 123.49 FEET ALONG THE SOUTHERLY LINE OF PARCEL 10 IN SAID THE SNOWMASS CLUB SUBDIVISION AND ALONG THE ARC OF A CURVE CONCAVE TO THE SOUTHEAST TO A POINT TANGENT, SAID ARC HAVING A RADIUS OF 761.23 FEET, A DELTA ANGLE OF 09°17'40" AND BEING SUBTENDED BY A CHORD THAT BEARS NORTH 68°45'10" EAST, 123.35 FEET; THENCE NORTH 73°24'00" EAST, 65.97 FEET ALONG THE SOUTHERLY LINE OF SAID PARCEL 10 TO A POINT OF CURVE TO THE RIGHT; THENCE NORTHEASTERLY, 144.47 FEET ALONG SOUTHERLY LINE OF SAID PARCEL 10 AND ALONG THE ARC OF SAID CURVE TO A POINT OF TANGENT, SAID ARC HAVING A RADIUS OF 1190.97 FEET, A DELTA ANGLE OF 06°57'00" AND BEING SUBTENDED BY A CHORD THAT BEARS NORTH 76°52'30" EAST, 144.38 FEET; THENCE NORTH 80°21'00" EAST, 275.21 FEET ALONG THE SOUTHERLY LINE OF SAID PARCEL 10; THENCE NORTH 09°39'00" WEST, 10.04 FEET ALONG THE SOUTHERLY LINE OF SAID PARCEL 10; THENCE NORTH 82°57'06" EAST, 45.78 FEET ALONG THE SOUTHERLY LINE OF SAID PARCEL 10; THENCE SOUTH 07°02'54" EAST, 80.00 FEET AT RIGHT ANGLES TO THE SOUTHERLY LINE OF SAID PARCEL 10 TO A POINT ON A LINE THAT IS 80.00 FEET SOUTHERLY, AS MEASURED AT RIGHT ANGLES FROM, AND PARALLEL WITH THE SOUTHERLY LINE OF SAID PARCEL 10 AD THE TRUE POINT OF BEGINNING, THENCE SOUTH 07°02'54" EAST 265.00 FEET ALONG THE WESTERLY BOUNDARY OF SAID TRACT; THENCE LEAVING SAID BOUNDARY AND CONTINUING SOUTH 07°02'54" EAST 25.00 FEET; THENCE SOUTH 82°57'06" WEST 130.00 FEET; THENCE NORTH 07°02'54" WEST 296.06 FEET TO THE SOUTHERLY RIGHT OF WAY LINE FOR OWL CREEK ROAD; THENCE NORTH 80°21'00" EAST 87.49 FEET ALONG THE SOUTHERLY RIGHT OF WAY LINE FOR OWL CREEK ROAD; THENCE SOUTH 09°39'00" EAST 10.04 FEET ALONG THE SOUTHERLY RIGHT OF WAY LINE FOR OWL CREEK ROAD; THENCE NORTH 82°57'06" EAST 42.14 FEET ALONG THE SOUTHERLY RIGHT OF WAY LINE FOR OWL CREEK ROAD TO THE TRUE POINT OF BEGINNING, CONTAINING 0.862 ACRES MORE OR LESS.

COUNTY OF PITKIN
STATE OF COLORADO

HAVE BY THESE PRESENTS LAID OUT, PLATTED AND DESCRIBED IN THIS SUBDIVISION PLAT OF THE LITTLE RED SCHOOL HOUSE & COMMUNITY PARK AS SHOWN HEREON IN THE REAL PROPERTY RECORDS OF PITKIN COUNTY, COLORADO.

EXECUTED THIS _____ DAY OF _____, A.D., 2024.

TOWN OF SNOWMASS VILLAGE, A COLORADO MUNICIPAL CORPORATION

BY:_____

BILL MADSEN, MAYOR

STATE OF _____)
)SS.
COUNTY OF _____)

THE FOREGOING OWNER'S CERTIFICATE WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2024 BY _____ AS _____ OF THE TOWN OF SNOWMASS VILLAGE, A COLORADO MUNICIPAL CORPORATION.

WITNESS MY HAND AND OFFICIAL SEAL MY COMMISSION EXPIRES: _____

_____
NOTARY PUBLIC

CLERK AND RECORDER'S CERTIFICATE

THIS SUBDIVISION PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE CLERK AND RECORDER OF PITKIN COUNTY, COLORADO, AT _____ O'CLOCK ____M., ON THE _____ DAY OF _____, 2024, AND IS DULY RECORDED IN BOOK _____, PAGE _____, AS RECEPTION NO. _____.

_____
CLERK AND RECORDER

BY: _____
DEPUTY

Peak Surveying, Inc.
P.O. Box 1746
Rifle, CO 81650
Phone (970) 625-1954
Fax (970) 579-7150
www.peaksurveyinginc.com
Est. 2007

Drawn By:	SMS
Checked By:	JRN
Date:	NOVEMBER 05, 2024
Computer File:	065-SUB-EX-PLAT

NO.	Date	Revision	By

TOWN OF SNOWMASS VILLAGE
PITKIN COUNTY, COLORADO
SUBDIVISION PLAT
LITTLE RED SCHOOL HOUSE & COMMUNITY PARK

Project NO. 23065

1 OF 1

TOWN OF SNOWMASS VILLAGE
PLANNING COMMISSION

RESOLUTION NO. 7
SERIES OF 2024

A RESOLUTION RECOMMENDING APPROVAL OF THE SPECIAL REVIEW USE IN A PUBLIC (PUB) ZONE DISTRICT FOR THE LITTLE RED SCHOOL HOUSE (LRSH) ADDITION AND A SUBDIVISION PLAT FOR THE LRSH AND ADJACENT COMMUNITY PLAYGROUND.

WHEREAS, pursuant to Town Council Resolution No. 43, Series of 1984, approval was granted for a public facility credit to the Snowmass Company for the conveyance of the Little Red School House Playground Site; and

WHEREAS, Ordinance No. 10, Series of 1987, assigned Parcel 33 (to the Little Red School House of one acre) and Parcel 32 (to the adjacent Community Playground of 2.1 acres), and zoned said Parcels Public (PUB); and

WHEREAS, pursuant to Town Council Resolution No. 26, Series of 1988, Section A, Part III of Exhibit 2 to Ordinance 17, Series of 1978, committed the Federal Deposit Insurance Corporation (FDIC), as successor in interest to the Snowmass Company, Ltd, called for the dedication and eventual transfer of at least 36.6 acres of FDIC land to be used for various public facilities, which according to Exhibit 'A' "Dedication Map" of Resolution 26, 1988, included referenced Parcel 6 of the Little Red School House (of one acre) and Parcels 7abc of the Owl Creek Road Realignment; and

WHEREAS, pursuant to Town Council Resolution No. 29, Series of 1989, a Subdivision Exemption was approved for Parcel 33 (the LRSH site) as defined in Ordinance 10, 1987, to permit the transfer of ownership from the Snowmass Land Company to the Town of Snowmass Village; and

WHEREAS, pursuant to Town Council Resolution No. 52, Series of 1988, the prior Hilder Anderson Toddler Center received approval for a Special Review Use in a Public (PUB) zone district, for the purpose of locating a building in which to operate a day care operation subject to a lease agreement and establishing landscaping on the site to mitigate visual impacts of the structure; and

WHEREAS, Planning Commission Resolution No. 7, Series of 2018, approved a Special Review for a community garden at Cathy Robinson Park; and

WHEREAS, on September 5, 2024 the Town of Snowmass Village as applicant/owner, represented by Land+Shelter Architecture and Planning, submitted a Special Review application dated August 28, 2024 as supplemented on September 18, 2024 with a concurrent Subdivision Plat application for review; and

WHEREAS, on October 28, 2024, the Applicant submitted an addendum to the Special Review application, in response to Town staff review comments, including updated development parameters for the new proposed subdivided Lot 1; and

WHEREAS, a Public Notice of the Planning Commission meeting per Article V, Common Review Procedures and Table 5-1, '*Summary of Development Review Procedures*,' in the Town's Chapter 16A of the Land Use and Development Code, was printed in the Aspen Times on October 22, 2024

WHEREAS, at the publicly noticed Planning Commission met on November 20, 2024, the application was continued to the meeting on December 4, 2024; and

WHEREAS, the Planning Commission met on December 4, 2024, considered

staff findings and recommendations, heard and considered public comments, and has acted upon this recommending resolution to the Town Council; and

WHEREAS, the applications for Special Review and a Subdivision Plat were processed via Sections 16A-5-230 and 16A-5-400-440 of the Town's Land Use and Development Code, respectively.

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

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

1. The application was submitted in accordance with the provisions of the Town's Land Use and Development Code.

2. A public notice of the Planning Commission meeting occurred in accordance with the provisions of the Land Use and Development Code. A formal public hearing process is required during the Town Council review.

3. The request is consistent with the Review Standards for granting a Special Review use and a Subdivision Plat contained in Sections 16A-5-230(e) and 16A-5-440 of the Land Use and Development Code.

4. According to a Jurisdictional Wetland and Wildlife Report for the Sinclair Meadows Parcel on July 23, 2002, there were jurisdictional wetlands delineated along the western portion of the LRSH site and diagonally through the adjacent Community Playground site (generally following a drainage channel to a roadside drainage and continues under Owl Creek Road). The less than one-percent impact to those areas is negligible, and the continued use of these areas for site drainage is acceptable.

5. The identified jurisdictional wetland areas are regulated by the US Army Corps of Engineers (Western Colorado Field Office). Activities which result in disturbance of these areas will require prior authorization from the Corps under Section 404 of the Clean Water Act as needed. However, these areas are not part of the Brush Creek Impact Zones shown on the Town Comprehensive Plan Environmental Sensitivity Maps. Therefore, a Brush Creek Impact Report was not required.

6. The Town of Snowmass Village Comprehensive Plan Environmental Sensitivity Maps (2018 and per Comp Plan Amendments in 2022), do not identify the LRSH and Community Playground properties as a specific wildlife habitat for elk activity, goshawk, redtail hawk or golden eagle nesting areas, winter Ptarmigan range, mule deer range or elk range.

7. The traffic impacts and parking demand and supply reports in the applications are acceptable.

8. In accordance with Article III, Division 2, 'Restrictions and Limitations to Particular Uses' and Table 3-2 requires the development parameters for Special Review applications to be determined with the application review. The addendum to the Special Review application submitted by the Applicant dated October 28, 2024 with updated development parameters for the Special Review and a new proposed subdivided Lot 1 are acceptable.

Section Two: Action and Recommendation.

The Planning Commission recommends to the Town Council the Special Review use for the Little Red Schoolhouse addition in a Public ('PUB') zone district and the accompanying Subdivision Plat for the LRSH and adjoining Community Playground sites be approved subject to the conditions in Section Three.

Section Three: Recommended Conditions.

1. Details for the placement of the fire hydrant or any granted fire lane near the vicinity of the proposed addition shall comply with the Fire Code and resolved to the satisfaction of the Snowmass-Wildcat Fire Protection District and the Snowmass Water and Sanitation District prior to obtaining a building permit.

2. As the planned removal of the trees will be mitigated approximately 50 percent with the initial phase building addition, the applicant shall install the remaining 50 percent of new trees for mitigation with the planned phase II parking expansion.

3. While also complying with Snowmass Water and Sanitation District requirements, the Applicant shall obtain and submit signed easement agreements with the affected adjacent property owners to the north and to the west for a sewer line expansion and for a new water line connection, respectively, prior to issuance of a building permit.

4. A Zoning Plan Review pursuant to Section 16A-5-270 shall occur at minimum with a building permit application on the future Phase II expansion of the parking lot to determine zoning compliance with this Special Review and Subdivision Plat resolution action.

5. A sign permit application shall be submitted showing a 10-foot setback from the property line / Owl Creek Road right-of-way line and reviewed and acted upon prior to installation.

6. The Owner / Applicant shall explore a smaller-scale variation of the roof form and a variety of materials and colors on the building addition.

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

INTRODUCED, READ, AND APPROVED, as amended, by the Planning Commission of the Town of Snowmass Village on December 4, 2024, upon a motion by Commission Member Clauson, the second of Commission Member Marshack, and upon a vote of 5 in favor and 0 against (Commission members Gustafson and Denis absent).

TOWN OF SNOWMASS VILLAGE

PLANNING COMMISSION

Brian Marshack (Dec 9, 2024 15:52 MST)

Brian Marshack, Chairperson

ATTEST:

Ashleigh Huff

Ashleigh Huff, Planning Commission Secretary

LITTLE RED SCHOOLHOUSE AND
ADJACENT CATHY ROBINSON PLAYGROUND AND PARK SITE
Site Visit Photos
October 10, 2024

Staff Report
Compliance Analysis
Little Red School House (LRSH) Special Review and Subdivision Plat applications

The Special Review and Subdivision Plat applications were submitted separately rather than concurrently, as the Town code allows. Consequently, some of the required submission items in the application are duplicative.

The application has submitted mostly construction plan level drawings for review with the Special Review application rather than the typical final design-level drawings. Revisions to the construction level documents might be more costly than to final design drawings. Many of the construction details shown in the drawings are best reviewed at the time of a building permit application, if the land use applications are approved.

Sec. 16A-5-230. Special review.

(e) Review Standards. An application for a special review use shall comply with the following standards:

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

- Goal G of the Comprehensive Plan states, *"Provide Reliable Services and Municipal Transparency."*
  - **Policy G.8 states**, *"Expand Childcare Facilities in Town as Needed to Support the Community's Demand."*
  - The **Next Step** suggests to, *"Support existing facilities to either expand their facility or to find a new location in the community."*
- Goal D of the Comprehensive Plan states, *"Preserve & Celebrate Snowmass' Unique Character, Arts & Culture."*
  - **Policy D.3 states**, *"The Snowmass Resort celebrated its 50th Anniversary in 2017, and the Town incorporation just met its 40th anniversary milestone. Until now, the Town has not considered the possibility of designating any buildings or spaces as "historic" and worthy of preserving. The **Little Red Schoolhouse** and several structures within the Anderson Ranch facility and near the Snowmass Center are the oldest in the community. … The first step in evaluating the possibility of developing a historic preservation program would be to develop criteria for and inventorying potential properties that may have historic value to the community…"*

Town Staff comments: The Comprehensive Plan's "*Plan Framework*" section and its Conservation and Development Map depicts the Little Red School House (LRSH) and the adjacent LRSH community playground site as "*Community Facilities / Institutional Areas*" and "*Publicly Owned or Protected Open Space Areas*," respectively.

The Little Red School House was built in 1894 and the Town could take action in the future to follow up on this policy.

(2) Comply with standards of Development Code. The proposed use shall comply with all other applicable standards of this Development Code, including, but not limited to:

a. Zone district standards. The purpose of the zone district in which it is located, the dimensional limitations of that zone district and any standards applicable to the particular use, all as specified in Article III, Zone Districts.

Town Staff comments: The property is zoned Public (PUB). Educational facilities require a Special Review for consideration. The code does not specify development parameters for this zone district. Instead, the parameters are determined by Special Review in this case.

The application proposed the following development parameters (which are noted differently on some of the initial site plan drawings submitted) for the new one-lot subdivision covering the schoolhouse and community playground sites, and has since updated the parameters with an Addendum dated October 28, 2024 in response to review comments received:

Percentage of Open Space	60% minimum changed to 75% minimum
Maximum Floor Area Ratio	0.3:1 Floor Area Ratio changed to 0.1:1 FAR
Maximum Floor Area	14,601 square feet (7,569 sq. ft. actual)
Setbacks	15' front, side and rear
Building height	60' change to 28' maximum height, with LRSH at 23'
Parking	25-38 spaces (includes the future phase II expansion)

According to the landscape drawings, the open space calculates closer to 85 percent (or 124,604 square feet of the Lot 1's area). To continue to accommodate some flexibility with the proposal, the minimum open space standard above was modified to minimum 75% which should maintain the integrity of the park and playground areas.

The existing schoolhouse floor area is approximately 680 square feet (or a 712 square foot building footprint per Sheet L1.1). The current auxiliary building (planned for demolition) is approximately 920 square feet in floor area.

The proposal includes a 5,608 square foot addition (or 5,648 square foot building footprint per Sheet L1.1), limited to one-story per prior ownership design meeting discussions. The maximum floor space was modified to a 0.1:1 F.A.R. which proposes an entitlement of 14,601 square feet for possible future additions or accessory structures, although such additions may require another Special Review for consideration.

The proposed minimum setbacks are 15 feet around the proposed Lot 1's perimeter. The existing modified parking area and the expanded parking area encroaches into the proposed minimum setback area and up to the property / right-of-way line. Typically, setback areas are reserved as a buffer area and for landscaping. However, in this case, there is landscaping / open space between the property / ROW line to the roadway edge ranging from 25 to 30 feet in width. It is not likely that the roadway will be widened in the foreseeable future.

The application's Addendum dated October 28, 2024 modified the maximum height to 28 feet with the actual height of the existing school house and proposed addition closer to 23 feet in height. A future addition would likely require another Special Review application, with modified development parameters for consideration.

Overall, staff recommends the parameters as modified in the attached Addendum dated October 28, 2024 which seem reasonable for the current Special Review application.

b. Development evaluation standards. The applicable standards specified in Article IV, Development Evaluation Standards.

Town Staff comments: Reference the Development Evaluation Standards section further below.

(3) Compatible. The proposed use shall be appropriate to its proposed location and be compatible with the character of surrounding land uses in the area, and shall not adversely affect the future development of the surrounding area.

Town Staff comments: The uses on the property do not change and remain compatible with surrounding conditions. Only the building square footage and parking areas increase in size.

(4) Adequacy of access. Access to the site shall be adequate for the proposed use, considering the width of adjacent streets, their grades, intersection safety, visibility and entrance into the area to be developed. When appropriate, public transportation, or other public or private transportation services, and appropriate pedestrian facilities, shall be made available to serve the use.

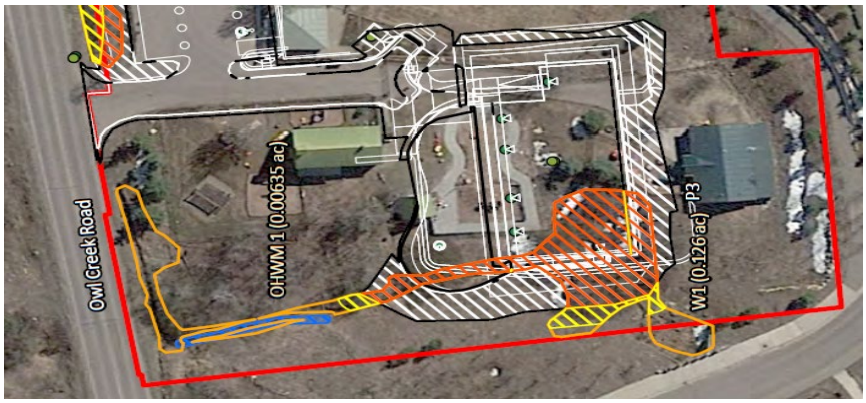
Town Staff comments: The applicant plans to utilize the existing access from Owl Creek Road.

(5) Design minimizes adverse impact. The design and operation of the proposed use shall minimize adverse impacts and shall not create a nuisance, considering such impacts as traffic congestion or traffic hazards, service delivery, parking and loading, trash removal, odors, noise, glare and vibration.

Town Staff comments: The existing schoolhouse remains. The proposed building addition is one-story but with proposed modified parameters to allow up to 28 feet in height with a capacity of 60 students. If the existing schoolhouse is repurposed for an additional daycare classroom, it would increase the student capacity to 70 students. All other service functions can be accommodated.

(6) Design minimizes environmental impact. The proposed use shall minimize environmental impacts and shall not cause significant deterioration of water and air resources, wildlife habitat, scenic resources and other natural resources.

Town Staff comments: Staff finds the improvements made to the drainage facilities should help to further mitigate impacts. The drainage would continue to outfall into the existing wetland areas which are planned to be reduced in size by roughly 0.01 acre from the existing wetland size of approximately 0.03 acre on the site. According to the application, this does not require an Army Corps of Engineers Nationwide wetlands permit. Federal wetlands permit a maximum possible disturbance of one-tenth (0.1) of an acre or 4,356 square feet without obtaining a Nationwide Permit from the ACOE. Per the Comprehensive Plan the project area is not within a designated environmentally sensitive wildlife area.



Yellow: Temporary Impact Wetland (0.0269 Ac.); Orange: Permanent Impact Wetland (0.0941 Ac.)

(7) *Facilities. There shall be adequate public facilities available to serve the proposed use, or the applicant shall propose necessary improvements to address service deficiencies that the use would cause. In particular, the applicant shall demonstrate that adequate water supply and sewage disposal service is available for the proposed use, including sufficient water pressure and proximity to fire hydrants to provide for fire protection needs.*

Town Staff comments: Agreement with the adjacent owners is required to obtain the necessary easement(s) to provide sufficient utility functions meeting the Snowmass Water and Sanitation District or the Town Engineer requirements pursuant to the code criteria. An extra fire hydrant might be needed closer to the proposed new addition as well.

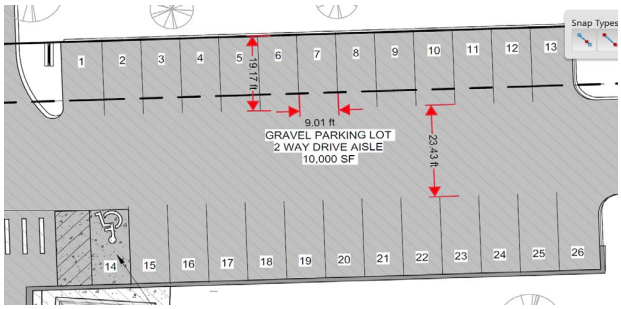
(8) *Parking. Sufficient off-street parking shall be provided for the proposed use.*

Town Staff comments: There are no specified minimum off-street parking standards for educational facilities in the municipal code. For a Public (PUB) zone district, the off-street parking standards are determined by Special Review in this case. The application proposes a shared parking area of 26 spaces initially, including one handicap stall, to meet the needs of both the education facilities and the playground site. An additional 12 spaces are proposed as a phase II expansion with a secondary vehicular entrance which would increase the total to 38 spaces, including a handicap stall. Parking beyond 25 spaces will require another van accessible handicap stall by code.

According to the parking analysis in the application, not all of the parking spots will be occupied at all times during the day and the total parking demand during the day will be 22-24 spaces.

Town staff recommends showing the ingress and egress routes the shuttles/buses that might be utilized to drop off children. A formal drop off or pull-out area could be designated or designed into the site layout; however, the existing arrangements have been utilized for several years without any known incidents.

Planning Commission comments. Pursuant to questions raised during the Planning Commission meeting December 4, 2024 regarding the dimensions of the parking stalls and drive aisles, below is an excerpt with the scaled dimensions for reference:



Division 4. - Subdivision Regulations

Sections 16A-5-400-440.

Sec. 16A-5-440. - Review standards.

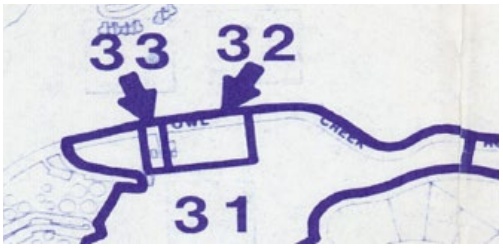
The proposed subdivision shall comply with the following review standards.

(1) Consistency with Comprehensive Plan. The proposed subdivision shall be consistent with the intent of the Comprehensive Plan.

Town Staff comments: Reference the prior comments under the Special Review section above.

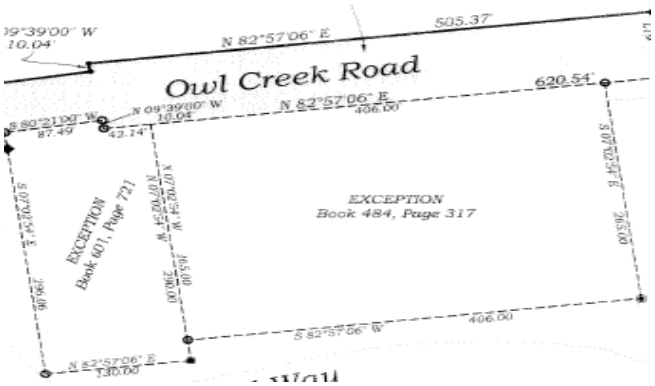
(2) Compatibility with surrounding land uses. The proposed subdivision shall be compatible with the character of existing land uses in the area and shall not adversely affect the future development of the surrounding area.

Town Staff comments: The Town of Snowmass Village previously approved via Town Council Resolution 42, 1984 a credit to the prior owner for the conveyance of a public facility to the Town involving the Little Red Schoolhouse Playground Site (Parcel 32 of rezoning Ordinance 10, 1987) via a deed with metes and bounds exhibit descriptions.



Pursuant to Town Council Resolution 26, 1988 approving a public lands dedication agreement with the Federal Deposit Insurance Corporation (FDIC), a subsequent Town Council Resolution 29, 1989 with metes and bounds description and map approved an Exemption from the Subdivision Regulations to permit the conveyance of Parcel 33 (the Little Red School House site identified in rezoning Ordinance 10, 1987) to the Town.

These two sites were also reflected on an adjacent Sinclair Meadow subdivision plat as off-site 'Exception' parcels at the time of its review.



Subdivision Exemptions under the current code Section 16A-5-500 are only allowed for:

1) *Lot line adjustments between previously platted lots.*
2) *Lot combinations of platted lots.*
3) *Conveying title and/or fulfilling legal obligations when no development will result thereafter, without subdivision or PUD approval.*
4) *Condominiumization of a development, or approval of time share estates.*

After searching Town records for platted information regarding the property it was determined that no subdivision plat exists for the schoolhouse and community playground properties. The County also recognizes the properties as unplatted. The adopted municipal code requires property to be subdivided prior to issuance of a building permit. The property needs to be formally platted describing the properties concurrently with the Special Review application.

(3) Comply with other applicable provisions. The proposed subdivision shall comply with all other applicable provisions of this Development Code, including, but not limited to, the applicable standards of Article III, Zone Districts, and Article IV, Development Evaluation Standards.

Town Staff comments: Reference the comments under the Development Evaluation Standards further below. Also, Town staff provided review comments on the subdivision plat itself generally following the standards in Section 16A-5-430(3) of the TOSV municipal code. Town staff requested an update with corrections prior to the TOSV decision-making board reviews. Acceptable subdivision plat updates have been received on October 28 and November 5, 2014 which are reflected in the latest attachment.

(4) Suitability for development. The property proposed to be subdivided shall be suitable for development, considering its topography, environmental features and any natural or man-made hazards that may affect its development potential.

Town Staff comments: The Little Red School House site (Parcel 33) and Community Playground site (Parcel 32 for the Little Red Schoolhouse 'playground site') were previously identified by a prior rezoning Ordinance 10, 1987 which zoned both properties to Public (PUB).

(5) Adequate public facilities. The proposed subdivision 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 water service; 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 subdivision and affected areas prior to the issuance of a building permit for any lot or phase of the development necessitating the demand for said facilities or capacity.

Town Staff comments: Certain utilities will need to be modified or expanded (water, sewer, drainage). A new water line will be connected to an existing line within the Sinclair Meadows common area west of the property. An expanded sewer line connection will need to occur off-site to the north of Owl Creek Road. There are draft conditions in the resolution regarding meeting SWSD requirements and the completion of an easement agreement with the affected owners prior to

permit issuance. Drainage will still outfall to the existing wetland areas. Pedestrian improvements are being connected to existing trails.

Planning Commission recommendations: At its meeting on December 4, 2024, the Planning Commission concurred with the recommended conditions in the resolution mentioned above.

b. The subdivision has been located so as to be reasonably convenient in relation to police and fire protection, emergency medical services and schools.

Town Staff comments: The sites are within one mile of emergency services.

c. The subdivision will accommodate the efficient provision of local and regional transit facilities and services.

Town Staff comments: There is already a local-serving bus stop on Owl Creek Road located near the premises.

(6) Spatial pattern shall be efficient. The proposed subdivision shall be located so as not to create spatial patterns that cause inefficiencies in the delivery of public services, or that require duplication or premature extension of public facilities.

a. Roads. Any new road developed to serve the proposed subdivision shall be continuous and in alignment with existing platted streets to which the street is to be connected. Where appropriate, new streets shall be planned so that they can create an interconnected Town road network, with provision for adequate road and utility easements. Where cul-de-sacs are incorporated in a subdivision, the applicant is encouraged to provide a trail or similar pedestrian link between them.

Town Staff comments: No new road developments or improvements are needed. The streets in place should adequately serve the facilities. The application's traffic report reveals the proposal could generate 365-402 vehicle trips per day with a student capacity of 60-70 students. The report indicates Owl Creek Road has the capacity to handle the additional traffic impact from the project which is anticipated to have a 0% impact against the Town code's maximum Level of Service (LOS) C.

Per the application's traffic report, the traffic along the Owl Creek Road segment should operate at Level of Service (LOS) A (meaning 'little or no delay') and the north approach from the driveway should operate at LOS B (meaning 'short traffic delay'). The future forecast shows Owl Creek Road operating at LOS B-C by the year 2045.

From a 2015 traffic report the total daily traffic projection for Highline Road on east side of Owl Creek was 5,300 and for Brush Creek Road on the west side of Owl Creek Road it was 11,000 but no segment along Owl Creek Road was measured. Against these projected daily traffic volumes (rather than for roadway capacity) the projected impact on Owl Creek Road's current estimate daily traffic is calculated to be less than 7% (worst case). The roadway's capacity impact remains well under the code's maximum LOS C standard.

b. Water and sewer lines. Any water or sewer line extension necessary to serve the proposed subdivision shall be consistent with the Snowmass Water and Sanitation District's service plan and with the Town's Comprehensive Plan.

Town Staff comments: The sewer line off-site will need to be modified or expanded. The applicant was encouraged to seek authorization from the adjacent property owner, including any easements. A condition is recommended that the Applicant meet the standards of Snowmass Water and Sanitation District or as approved by the Town Engineer pursuant to the code's criteria.

(7) Phasing. If the proposed subdivision is to be developed in phases, then each phase shall contain the required streets, utilities, landscaping and other improvements that are necessary and desirable for residents of the project. If the subdivision incorporates any amenities for the benefit of the Town, such as trail connections, these shall be constructed within the first phase of the project, or, if this is not possible, then as early in the project as is reasonable.

Town Staff comments: The project is intended to be redeveloped in one phase with the exception of a planned parking expansion of 12 spaces on the adjacent community playground site if the old schoolhouse is reutilized. This will require re-grading and likely retainage structures, and it is recommended that a building permit application at minimum be submitted regarding this phase II area for Zoning Plan compliance review at minimum. There are no residents of the project. The project, use, and pedestrian connections thereof are of benefit to the community.

ARTICLE IV - Development Evaluation Standards

This Article establishes evaluation standards for the review of development within the Town. These provisions are necessary and desirable in order to: (1) protect ecologically and environmentally sensitive areas; (2) use land, public and private services and facilities efficiently; (3) ensure development occurs in an orderly and timely fashion; and (4) ensure that a project's design is compatible with the existing scale and character of the Town.

Division 1. - Protection of Environmentally Sensitive Areas

Sec. 16A-4-20. - Sensitive wildlife habitat areas

Town Staff comments: Per the Comprehensive Plan, the site is not within designated environmental wildlife habitat areas.

Sec. 16A-4-30. - Brush Creek Impact Area

Town Staff comments: The project site is not with the Brush Creek Impact Area according to the Comprehensive Plan, and the closest sub-area within the Brush Creek Impact Area is on the adjacent Snowmass Club property.

Sec 16A-4-40. - Floodplain and wetland areas

Town Staff comments: The 25-foot wetland setback standards in the municipal code do not apply since the project site is not within the designated Brush Creek Impact Area according to the Comprehensive Plan. As noted in the application, an Army Corps of Engineer's Nationwide permit would not be required for disturbance of existing wetland area and if under one-tenth of one acre as proposed.

Sec. 16A-4-50. - Geologic hazard areas, steep slopes and ridgeline protection areas

Town Staff comments: These standards are not applicable to the project site.

Division 2. - Improvements Standards

Sec. 16A-4-210. - Streets and related improvements

Town Staff comments: According to the analysis in the application, traffic is expected to increase slightly. While no additional vehicle access is mandated, the application proposes a second vehicular access with a future phase II parking expansion. The current trail crossing would sit in between the two driveway entrances, approximately 140 feet from the existing driveway and 100 feet from the planned second entrance. Having two vehicular accesses closely converging on a trail crossing might increase hazards, unless appropriate signed and striped. This could be further addressed with a phase II review.

Sec. 16A-4-220. - Public trails

Town Staff comments: The existing and proposed trail realignment meet the Class I Paved surface trail width of 8 feet. The proposed subdivision could grant the required 20-foot easement / right-of-way for the trail but since the property is publicly owned, it does not seem critical.

Sec. 16A-4-230. - Water supply, sewage disposal, solid waste disposal and utilities.

Town Staff comments: According to the municipal code, development shall submit evidence that utility services are available or can and will be provided with suitable capacity, quality of discharge, with a suitable point of discharge. In the end, "*all water lines, sewer lines, fire hydrants and appurtenances shall meet the standards, specifications, rules and regulations of the fire protection and water and sanitation district, or as approved by the Town Engineer*."

According to the code, all solid waste disposal containers shall be animal-proof and conform to the specifications of the Colorado Parks and Wildlife Division. Also, fire lanes, emergency access, and fire apparatus access roads shall conform to the provisions of the Fire Code. If required by the Fire District or the Fire Code, such easements could be labeled on the site plans and granted on the subdivision plat. There is a related draft condition in the resolution. No review comments were received from the Fire District although they will have the opportunity to review a subsequent building permit application.

Planning Commission recommendations: At its meeting on December 4, 2024, the Planning Commission concurred with the recommended conditions in the resolution mentioned above.

Sec. 16A-4-240. - Fire protection.

Town Staff comments: Reference the standards above. Fire access lanes need to conform to the Fire code, and the driveway into the parking area was modified to 22 feet in width to better accommodate emergency vehicles. The development should also reduce or minimize potential impacts of wildfire hazards. According to the landscape plan on Sheet L1.1, only new deciduous and ornamental trees are shown immediately around the existing schoolhouse and the addition. The plans appear compliant.

Sec. 16A-4-250. - Storm drainage.

Town Staff comments: The proposed redevelopment provides adequate means for maintaining the historic drainage system according to the municipal code. The drainage plan provided in the civil plan set anticipates the discharges volumes and the general techniques for conveying the storm water through the site via the line locations, inlets, outlets, culverts, and sizes shown on the drawings. The drainage

outfalls will continue to utilize the existing wetland areas. According to the code, "*The drainage plan shall be prepared to meet the specification of the Town Engineer, and shall be as approved by the Town Council*."

Sec. 16A-4-260. - Easement characteristics.

Town Staff comments: Utility easements on the site or off-site need to be dedicated or granted where necessary according to the Snowmass Water and Sanitation District or Town Engineer requirements pursuant to the municipal code. Off-site utility line expansions or easement(s) agreements need to occur with the adjacent property owner prior to a building permit issuance. These are recommended conditions in the draft resolution for consideration.

Sec. 16A-4-270. - Survey monuments.

Town Staff comments: The new proposed subdivision plat references the survey monuments.

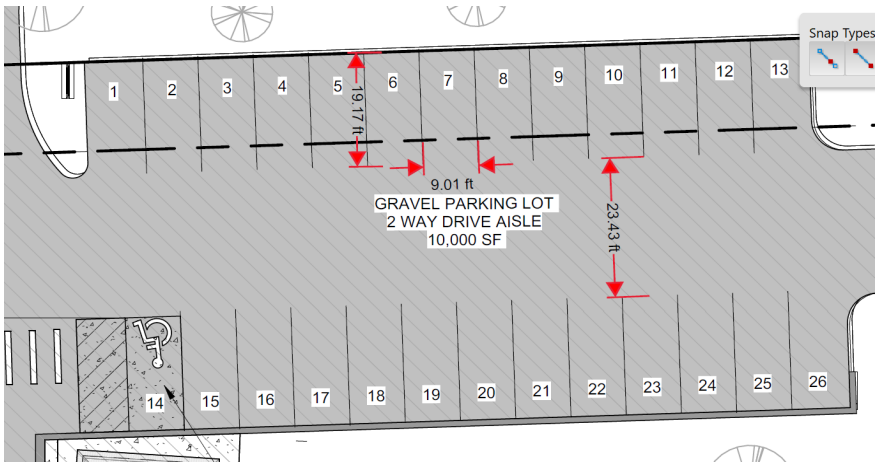
Division 3. - Site Design Standards

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

Town Staff comments: There are no specific off-street parking standards for educational facilities in the municipal code, and according to Table 4-3 in Section 16A-5-310 it is determined by Special Review. A local-serving bus stop on Owl Creek Road located near the premises should marginally assist in reducing the parking demand at the site.

The application proposes a shared parking area to meet the needs of both the education facilities and the community playground site. The proposal plans to expand the existing parking lot from 16 to 25 spaces. The existing driveway access will continue to be utilized. The plans show a phase II expansion of the parking area of 12 spaces to the east on the current community playground site along with a second access on Owl Creek Road. Parking beyond 25 spaces will require by code another van accessible handicap stall.

Planning Commission comments: Pursuant to questions raised during the Planning Commission meeting December 4, 2024 regarding the dimensions of the parking stalls and drive aisles, below is an excerpt with the scaled dimensions for reference:



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

Town Staff comments: The proposed landscape plans appear adequately designed. However, the trees for removal total approximately 98 inches in caliper; the proposed new tree caliper totals roughly 52 inches in caliper. The municipal code requires 1:1 mitigation. Additional trees to meet this standard could be proposed with the phase II parking expansion and is indicated as such in a draft recommended condition.

Since the existing and proposed parking encroaches into the proposed 15-foot setback, additional mitigation trees could be added in the public right-of-way to help screen the parking areas if deemed acceptable with Town Public Works and not interfere with required sight distance which currently meets the 305-foot stopping distance along Owl Creek Road with a posted 35 mile per hour limit. Widening of Owl Creek Road does not seem needed in the near future.

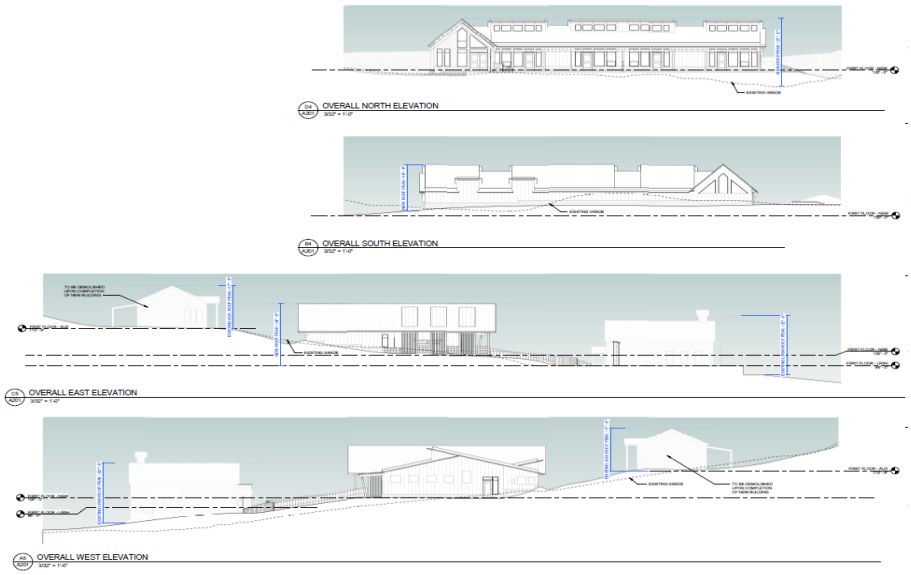
Sec. 16A-4-330. - Energy conservation.

Town Staff comments: Despite being cut into the hillside, the proposed new addition appears oriented to maximize solar exposure from the roof form and to minimize the shadow effects on nearby structures due to the one-story design. A fully electric building is proposed.

Sec. 16A-4-340. - Building design guidelines to preserve community character.

Town Staff comments: The new separate building addition appears designed to complement the natural landforms on the site and it will be set into the slope. The roof form also reflects the angles and shapes in the natural landscape. The building massing is thus broken up. Overall, the design relates to surrounding buildings, incorporates design articulation, and reflects a human scale. Building materials appear to incorporate indigenous natural textures, integrates heavy timber, and illustrates naturally appearing siding (or wood-like appearing finishes).

Planning Commission recommendations: The Planning Commission recommended in their deliberations on December 4, 2024 that the Owner / Applicant should explore a smaller-scale variation of the roof form and a variety of materials and colors on the proposed building addition as a means to create a playful visual environment for the children.



Division 4. - Standards for Restricted Housing

Sec. 16A-4-410. - Restricted housing requirements.

Town Staff comments: The municipal code does not list a job rate for educational facilities. The job rates proposed include full-time staff of 8 for the classrooms, and 2 administrative staff, totaling 10 employees. The Applicant plans to develop off-site housing to mitigate the employee increase.

Division 5. - Sign Standards

Town Staff comments: The Cathy Robinson Park sign is planned for removal. It currently sits within the public right-of-way for Owl Creek Road. The proposed monument sign is planned as a joint identification sign for both the schoolhouse and the adjacent LRSH playground / park site. It is designed as a low-profile sign but must be set back 10 feet from the property line / right-of-way line per the code standards. A Town sign permit application is required prior to installation, unless waived and approved as part of the Special Review application and could be further confirmed during a building permit review. Proposed art sculptures would be exempt from the sign code as their primary purpose is not for advertising purposes.

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

January 21, 2025

AGENDA ITEM:

Consideration of ORDINANCE NO. 4, SERIES OF 2025-FIRST READING OF **AN ORDINANCE AMENDING THE 2025 BUDGET FOR THE CAPITAL IMPROVEMENT PROJECTS (CIP) FUND FOR THE TOWN OF SNOWMASS VILLAGE AND APPROPRIATING FUNDS FOR EXPENDITURE IN 2025.**

PRESENTED BY:

Marianne Rakowski, Finance Director
Clint Kinney, Town Manager

BACKGROUND:

At the Town Council meeting on January 6, 2025, the Town Council approved entering into a contract to purchase Country Club Town Home (CCTH) Unit 19 for $550,000. In addition to the $550,000, staff is adding $10,000 for closing costs for a total budget adjustment of $560,000.

First reading of Ordinance No. 4, Series of 2025 revises the 2025 Capital Improvement Projects Fund budget for the purchase of CCTH Unit 19.

FINANCIAL IMPACT:

Ordinance No. 4, Series of 2025, revises the 2025 adopted budget and appropriates these funds for spending.

The CIP Fund has reserves set aside for the employee housing program and this is where the funding will come from.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

The Town Budget remains one of the keystone policy documents the Town Council adopts. It is the primary tool to pay for and implement Town Council goals. Revising the 2025 budget will ensure the Council's goals and objectives can continue to be met.

COUNCIL OPTIONS:

1. Approve, Modify of Deny Ordinance No. 4, Series of 2025

STAFF RECOMMENDATION:

It is the recommendation of the Town Staff that the Council approve the First Reading of Ordinance No. 4, Series of 2025 revising the 2025 budget.

ATTACHMENTS:

A. Ordinance No. 4, Series of 2025

SNOWMASS VILLAGE
TOWN COUNCIL

ORDINANCE NO. 4
SERIES OF 2025

AN ORDINANCE AMENDING THE 2025 BUDGET FOR THE CAPITAL IMPROVEMENT PROJECTS (CIP) FUND FOR THE TOWN OF SNOWMASS VILLAGE AND APPROPRIATING FUNDS FOR EXPENDITURE IN 2025.

WHEREAS, Clint Kinney, Town Manager, has submitted changes to the 2025 Adopted Budget; and

WHEREAS, the 2025 amendments include changes to the Capital Improvement Projects Fund; and

WHEREAS, the Capital Improvement Projects Fund is revised to include an increase in expenditures to purchase Country Club Town Home Unit 19; and

WHEREAS, the Town of Snowmass Village Home Rule Charter requires adjustments to the budget when circumstances change relating to the budget.

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

Section One: Revised Budget
That the Town of Snowmass Village 2025 budget for the Capital Improvement Projects (CIP) Fund be adjusted to include the below amendments.

Section Two: Appropriation
That the below 2025 revised expenditures are hereby appropriated for expenditure during the 2025 budget year.

Section Three: Effective Date
This Ordinance shall become effective upon adoption in accordance with Article X, Section 9.11 (e) of the Home Rule Charter.

Town of Snowmass Village
Budget Changes – 2025

	2025 Revenues	2025 Expenditures
General Fund	$ -0-	$ 560,000
TOTAL	**$ -0-**	**$ 560,000**

INTRODUCED, READ AND ADOPTED on first reading by the Town Council of Snowmass Village, Colorado on the 21st day of January, 2025 with a motion made by Council Member _____ and seconded by Council Member _____ and by a vote of __ in favor to __ opposed.

INTRODUCED, READ AND ADOPTED on second reading by the Town Council of Snowmass Village, Colorado on the 3rd day of February, 2025 with a motion made by _____ and seconded by _____, and by a vote of __ in favor to __ opposed. A roll call was taken, those in favor were_____, those opposed were _____.

TOWN OF SNOWMASS VILLAGE

_____
Alyssa Shenk, Mayor

ATTEST:

_____
Megan Harris Boucher, Town Clerk

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

January 21, 2025

AGENDA ITEM:

POSTR Update on E-bikes use on soft surface trails and Rodeo/Entrance Discussion

PRESENTED BY:

POSTR Advisory Board Members
Bryce Christensen, POSTR Chair, Matt Donnelly, POSTR Co-Chair, Brett Beavers, Kevin Jordan, John Sweeney, Lisa Waldman
Andy Worline *Parks, Recreation & Trails Director*
Riley Bonilla*, Assistant Parks, Recreation & Trails Director*

BACKGROUND:

At the Town Council's request, the Board discussed two topics at the POSTR Advisory Board meeting on January 8. The first was revisiting the Board's previous stance and recommendation for e-bikes on unpaved bike or pedestrian paths or trails in the Town of Snowmass Village. The second topic explored ideas regarding the Town Council's direction to beautify the rodeo bleachers and possibly add additional landscape to the newly finished Town Park project.

E-bike Discussion:
The POSTR Board has discussed this topic on several occasions and at different meetings. POSTR previously concluded that it supports the regulations in place. The current regulations are:

- The Town's municipal code prohibits Class 1-3 of Electrical Assisted Bicycles, as such Electrical Assisted Bicycles are defined in Colorado Revised Statutes Section 42-1-102 (28.5)(a), on any unpaved bike or pedestrian path or trail in the Town of Snowmass Village.

Ultimately, after meeting again, the POSTR Advisory Board decided not to change the recommendation given to the Town Council on December 11, 2023. The POSTR Advisory Board supports the current regulations and encourages ongoing collaboration with our partners at Pitkin County and the Forest Service to address the complexities associated with e-bike use on trails. Maintaining a consistent approach among the regional stakeholders is crucial to ensuring the sustainability, safety, and enjoyment of our community's trail network.

Although the POSTR Advisory Board is not unanimous on this recommendation, all members share an understanding that no single entity has the authority or mechanism to allow E-bikes on their trails independently. All parties must come together with a

carefully formulated management plan that addresses legal use, enforcement, additional restrictions, and the potential future impact of increased trail usage.

POSTR believes the key points are:

- The Town needs to clearly understand and respect the current easement agreements. The Town has heard strongly from homeowners and easement granters who oppose allowing E-bikes on TOSV single-track trails, especially on the multiple trails where existing documents explicitly prohibit their use. Most private property easements for the Town's current trails strictly prohibit motorized travel.
- The Town currently lacks a method to provide a stand-alone E-bike trail, or the ability to offer a Town-owned trail, without these existing (restricted) TOSV trails using or otherwise impacting our partner's ability to control their trails. Town trails connect to either Forest Service or Pitkin County trails, and most travel through private easements, so allowing e-bikes on Town trails would very likely impact our partners who do not allow e-bikes on their trails.
- The U.S. Forest Service (USFS) has determined that E-bikes are considered motorized vehicles regardless of the E-bike classification (Class 1, 2, or 3). Thus, they are not allowed on local USFS trails. Alternatively, the BLM (Dept. of Interior) has amended its OHV regulations to say E-bikes should be treated the same as non-motorized bicycles, however Town trails do not directly integrate into any BLM trail or land.

In conclusion, the POSTR Advisory Board is willing to consider this issue from multiple perspectives but remains firmly committed and supportive of the current regulations.

Bleacher/Landscaping Discussion:
The POSTR Board, from the direction of the Town Council, discussed what options could be available to beautify the rodeo bleachers when not in use.

The Board would like to work with Snowmass Arts and Advisory Board (SAAB) to see if an artistic approach could be the best way to hide/soften/improve the appearance of the bleachers. The thought is to paint or install an artist's mural on the vertical sections of the bleachers. The initial discussion was a mural of mountains and trees that would blend the current bleacher view into the surrounding area. Although the POSTR Board didn't have a specific idea for a mural, they thought it would be best to bring a group focused on this type of installation into the conversation, such as SAAB.

The Board also remarked that the bleachers are brand new, and as a new installation, this is the cleanest and shiniest they will ever be. Most Board Members agree that something needed to be done to hide/soften/improve the appearance of the bleachers.

Regarding the landscape along Brush Creek Road, the POSTR Board also wanted to ensure that Town Council knows the landscaping was increased (from the approved plan) last year including increasing the tree size and adding more bushes. The POSTR Board believes this increased landscaping will soften the look as it matures.

The next recommended steps include meeting with the SAAB Board to discuss additional ideas for an artistic approach for the bleachers. along with other camouflaging

ideas, such as adding a wood layer to the bleachers' vertical aspects to potentially reduce the bleacher structure's metal appearance. If the Town Council has any specific ideas, they would like to explore, to soften the appearance, POSTR would appreciate that input as well.

FINANCIAL IMPACT:

The Town Council has approved the budget for additional changes in landscaping and bleacher updates.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

This is a continuation of the Council's goal to complete Town Park.

COUNCIL OPTIONS:

Listen to the presentation and provide feedback.

STAFF RECOMMENDATION:

This is a discussion item only. No decisions are necessary, but feedback from the Council is requested.

Exhibit A: POSTR – E-Bike Stance – 12-14-23

Dear Community Members and Stakeholders,

The POSTR Advisory Board has engaged in extensive and thoughtful discussions over several months regarding the use of e-bikes on our community's trails. We recognize the growing popularity of e-bikes and the need to address the associated complexities to ensure the sustainability, safety, and enjoyment of our trail network.

After careful consideration, the POSTR Advisory Board has concluded that it supports the current regulations on e-bike use. These regulations prohibit the use of e-bikes on singletrack soft surface trails in Snowmass Village and Pitkin County. The decision to support these regulations is rooted in our commitment to maintaining a unified approach among all regional stakeholders.

Key Points from our Discussion:

- Unified Approach: We believe that a unified approach is crucial to addressing the challenges posed by e-bike usage. Collaboration with our partners, including Pitkin County OST, White River National Forest Aspen Sopris Ranger District, the City of Aspen, and the Aspen Skiing Company, is essential to considering the diverse user groups within the limited geographic space available.
- Trail Connectivity: Our trails connect to Forest Service or Pitkin County trails, and allowing e-bikes on our trails could impact partners who do not permit e-bikes on their trails. We lack a method to provide a stand-alone E-bike trail, which further complicates the matter.
- Regulatory Variations: The distinction between U.S. Forest Service and BLM regulations regarding the classification of E-bikes adds complexity to the issue. Class 1 e-bikes, being pedal-assist with a top speed of 20 mph, are allowed in certain designated areas, including paved roads, paths, dirt roads, and specific trails.
- Safety and Skill Levels: While many e-bike riders are knowledgeable and responsible, concerns arise with riders lacking the necessary skills and experience. The inherent differences in weight and speed between e-bikes and standard bikes can compromise trail safety and sustainability.
- Collaborative Decision-Making: The POSTR Advisory Board is aware of the complexity of the issue and acknowledges the internal division on the matter. However, all members share a commitment to exploring options and engaging in ongoing discussions with our partners.

The POSTR Advisory Board supports the current regulations and encourages continued collaboration with our partners to navigate the challenges associated with e-bike use on trails. We believe that a collective and consistent approach among regional stakeholders is essential to preserving the integrity of our trail network.

Thank you for your understanding and ongoing engagement as we work together to find balanced solutions that benefit our community.

Sincerely,

Bryce Christensen (Dec 20, 2023 21:48 MST)

Dec 20, 2023

Bryce Christensen
Chair, POSTR Advisory Board

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

January 21, 2025

AGENDA ITEM:

Two-Level Mall Transit Station Design and Cost Estimation

PRESENTED BY:

Clint Kinney, Town Manager
Sam Guarino, Transportation Director

BACKGROUND:

The 2022 Mall Transit Center Project was withdrawn for consideration in April of 2023. In June 2023, the Town Council directed staff to develop a proposal for a simple and cost-effective solution(s) at both the RFTA Depot and Daly Lane Village Shuttle Depot. These incremental alternative solutions were to have lower construction impact (construction timeline) and lower cost than the proposed 2022 Project. A project concept was developed that would improve the RFTA Depot by increasing bus capacity, flattening the area around the Depot, and adding public restrooms.

After reviewing the incremental solution for the RFTA Depot, on April 1st, 2024, Council directed staff to additionally develop a basic feasibility study on a two-level transit center design.

On June 17th, 2024, Council directed staff to create materials and a strategy to begin a public outreach campaign to gather feedback on possible next steps. These steps could include moving forward with the incremental design with an eye on a larger project in the future. Moving forward with a phased approach that would bring a short-term improvement as phase 1 and a larger two-level improvement in phase 2. Or begin designing a larger project, without a short-term solution in mind. Concepts for a public outreach campaign were brought to the Council on July 15th, 2024.

At the October 14, 2024, Council meeting, the Town Council decided not to move forward with a public outreach effort at that time. The Council decided to wait until after the November election to receive public input.

On December 9, 2024, the Town Council continued their discussion on the Mall Transit Center. Following the discussion, staff took the direction to have the design firm SEH continue forward with the two-level design, find a way to work with a local architect to improve the appearance, add the parking deck over lot 5 (to accommodate lost parking in lot 6) and create an image of it, continue to evaluate the estimated construction schedule and begin the evaluation of maintaining

existing grant funds (and finding other funding opportunities). This directive was further enforced and refined at the January 6, 2025, meeting and through discussions between RFTA, Councilor Fridstein, and SEH.

The Council also asked for staff to work with the State and Federal granting agencies to determine if and how existing grants funds could be maintained and potentially used for the new 2 level option. Staff had conversations with both the Federal and State granting agencies. Although no guarantees could be made, the Federal Transportation Administration (FTA) did say they thought their $13.5 million grant could likely be used for the two level project as long as the affected area of the project remained unchanged from the 2022 project, and if the Town could show a viable funding plan for the project by no later than the end of February, 2025. If a viable funding plan is created, then the Town could formally request a "scope change" for the use of the $13.5 million grant. This will allow the FTA a month to review the changes and then begin the contracting process with the state before the end of March. Essentially, in order to utilize the $13.5 million of grant funds, a very firm decision to move this project forward should be made by no later than March 3, 2025.

2 LEVEL TRANSIT CENTER CONCEPTUAL PLAN:

The current design involves a two-level transit center with RFTA on the top level and the Village Shuttle on the lower level. It provides for improved pedestrian and staff amenities including restrooms, guest services, transit office space, and driver break rooms. At the mall level, improved grading in front of Incline Sports and between Incline and Fuel would greatly improve accessibility and function of that end of the Snowmass Mall.

Both the RFTA and Village Shuttle levels of the project are sized to allow buses to independently pull in and out of designated bays in a counterclockwise manner. They also include bus staging areas vital to success in operations. The top level is designed in a manner that would require RFTA to only travel up and down Brush Creek Rd., rather than their current route, which involves travelling down Carriage Way towards the Base Village. RFTA has confirmed that this change in routing, while adding up to two minutes, would be possible as long as there is a viable option for them to travel down Carriage Way if conditions required.

To replace the parking lost in Lot 6 from the construction of the Transit Center, a two-level parking garage would also be constructed on the site of the current Lot 5. Because of the terrain at the site this garage could be constructed in a manner where it would only appear as a 1 level garage from parking Lot 4, minimizing its visual impact. Pedestrian tunnels would be constructed under Carriage Way on both levels of the garage to provide for a safe route to Snowmass Mall level.

PHASING:

The project could be constructed in three phases. The first phase is proposed to begin in the Spring of 2026 and end in early Winter of 2026. This phase would involve the construction of the two-level parking garage on the site of the existing lot 5. During this phase the operation of the existing RFTA bus stop and Carriage Way Rd. would remain in their current state.

The second phase is proposed to begin in Winter of 2026 and end in Winter of 2027. During this phase the new parking garage would be open, and construction of the new Carriage Way and half of the transit center would take place. During this time the existing RFTA bus stop could remain open, and the existing Carriage Way Rd would be in its current state.

Phase 3A is proposed to begin in the Winter of 2027 and end in Spring of 2028. During this phase traffic would switch to the newly constructed Carriage Way. The existing RFTA stop would be demolished and construction of the remaining portion of the Transit Center would take place. RFTA buses would need to pick up and drop off at a location on the new Carriage way during this time, however access to the Mall would be retained through the existing stairway at the end of Daly Lane.

Phase 3B is proposed to begin in the Spring of 2028 and end in early Winter of 2028. During this phase the Transit Center would be fully functional. The stairs at the end of Daly Lane would be demolished and replaced, and the leveling of the mall surface between Incline Ski Shop and Fuel would take place.

PUBLIC FEEDBACK:

To move forward with this project the next step would be to gather public feedback on this project. Given the compressed timeline for receiving this feedback it would require a variety of methods over the next month. The request for feedback would be advertised to the public through print, newsletters, the Town website, and any other prudent methods. Citizens would be encouraged to attend Town Council meetings during the month of February where a presentation of the project could be given, in addition to open houses held at the Mall to capture those who may not be able to attend a council meeting. Citizens would also be directed to the Town Website to view the plan and, if unable or unwilling to speak at a Council Meeting or open house, given instructions on how to write a comment on the project and/or to respond to a poll to gauge public opinion. In an effort to engage Mall business owners town staff would send letters and emails to each surrounding business asking for participation, and, if necessary, go door to door to ensure all parties have the opportunity to weigh in. Any other direction Town Council has for staff in regards to public outreach would be appreciated.

FINANCIAL IMPACT:

Financial impacts for construction were done by Cumming Group. For consistency the 27 month timeframe from the June 2024 construction estimates were used as a starting point. The June estimate Council received was approximately $40 million. With the additions reflected in the most recent plans, and subtracting features that are no longer relevant, the project is estimated at approximately $58 million.

Should the Council decide to move forward with the 2024 two level design, the following funds are likely available:

$ 1.5 million from RFTA ($500K is currently committed)
$13.5 million from FTA
$ 3.0 million TOSV General Fund
$ 6.0 million EOTC funding
$24 million available

In the interim since the last meeting, the State has informed staff the previous $4.5 million grant they provided for the 2022 project has in fact been reallocated and is no longer be available for this project.

All in all, in the best-case scenario, $24.0 million of funds are currently available for this project. While very unlikely at this stage, any future state grants would likely require 50% matching funds and Federal grants would require at least a 20% match. However, it would not be possible to secure any further grants or other funding sources (were they available) within the timeframe necessary to commit to moving forward with the project.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

The 2023 Council Goal Statement states:

Encourage transit ridership by providing a Mall Transit experience that balances improved levels of service, safety and functionality with high quality aesthetics that satisfies community needs and meets our rural Village character.

COUNCIL OPTIONS:

There are many options for the Council to consider, including

1. Direct staff to move forward to receive public feedback on the Two-Level design as presented.
2. Direct staff to proceed with an alternative plan for public feedback
3. Identify necessary information that should be presented for the February 18 Council meeting to help the Council make the determination of how best to proceed.
4. Direct staff to continue work on a design for a Mall Transit Center without soliciting public feedback on the current two-level design at this time.
5. Direct staff to discontinue any efforts towards designing a Mall Transit Center for the time being.

STAFF RECOMMENDATION:

Given the current gap between estimated cost of the project and available funding, staff is recommending that Town Council directs staff to continue work on a design for a Mall Transit Center that more closely fits within the $24 million available without soliciting public feedback on the current two-level design at this time.

Because there is not a likelihood that significant additional funding sources would be readily available, the Town simply does not have the financial capacity to commit to a viable funding plan before March 3.

Staff should continue to work on a design that would be within the available funding and continue to explore whether there would be any alternative commitment the Town could make to the Federal Government to retain the $13.5 million dollar grant award for a future Transit Center.

ATTACHMENTS:

- 2025 Two Level Design
- 2025 CIP Fund
- Transit Center Estimate 27 MO – June 2024
- Transit Center Estimate 40 MO – June 2024
- Transit Center Estimate ROM Update – January 2025

TOWN OF SNOWMASS VILLAGE

SNOWMASS MALL TRANSIT CENTER

Updated Concept Approach

JANUARY 21, 2025

SEH

TRANSIT CENTER

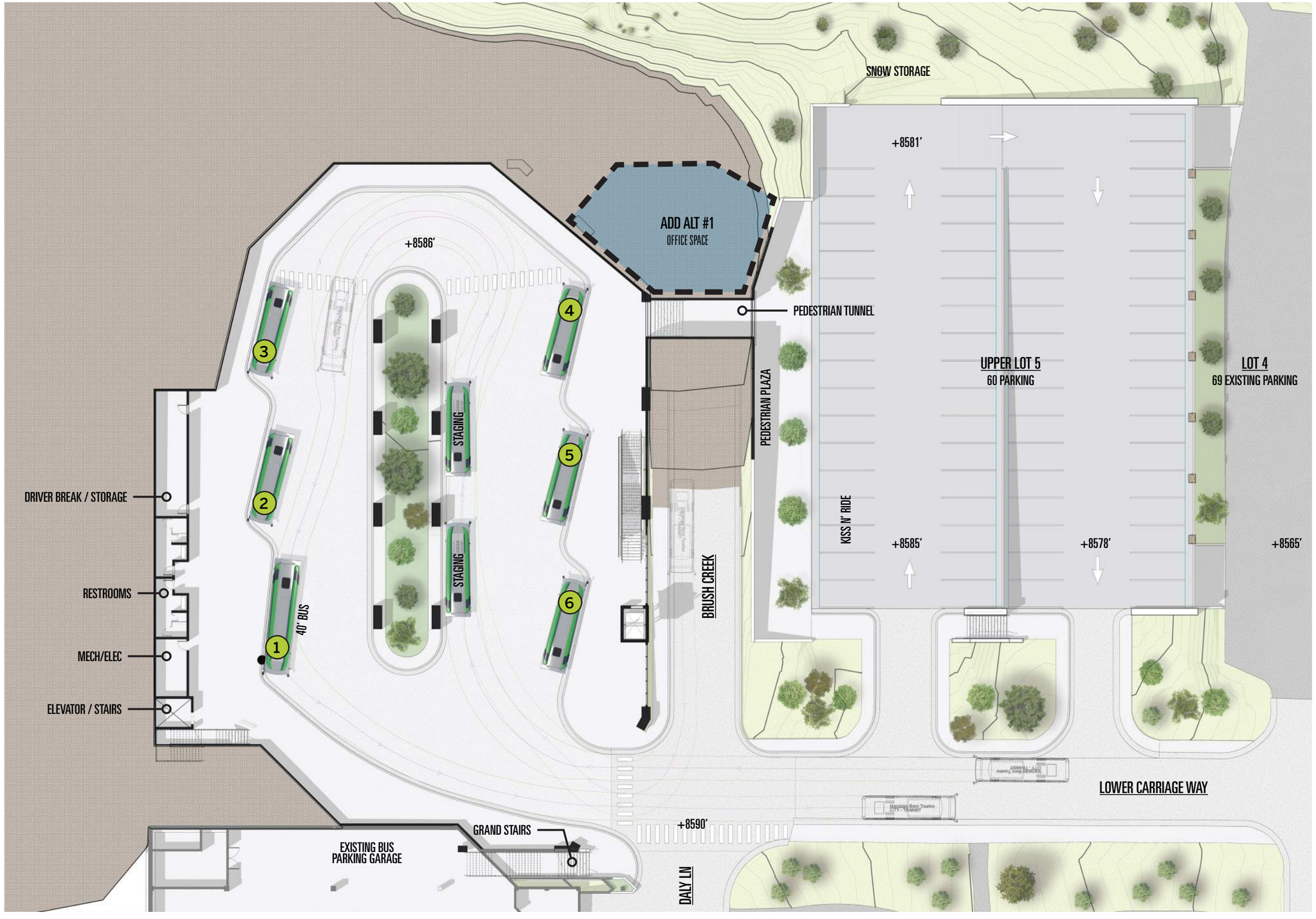
UPPER LEVEL

BUS OPERATIONS

- (3) 40' RFTA LOADING/ UNLOADING
- (2) 45' RFTA LOADING/ UNLOADING
- (1) 40' STAGING

TRANSIT STATION

- DRIVER BREAK
- GUEST SERVICES
- PUBLIC RESTROOMS



TRANSIT CENTER

LOWER LEVEL

BUS OPERATIONS

- (1) 40' TOSV LOADING/ UNLOADING
- (5) 30' TOSV LOADING/ UNLOADING
- (2) 30' STAGING

TRANSIT STATION

- DRIVER BREAK
- PUBLIC RESTROOMS
- SNOWMELT MECHANICAL ROOM

PARKING GARAGE

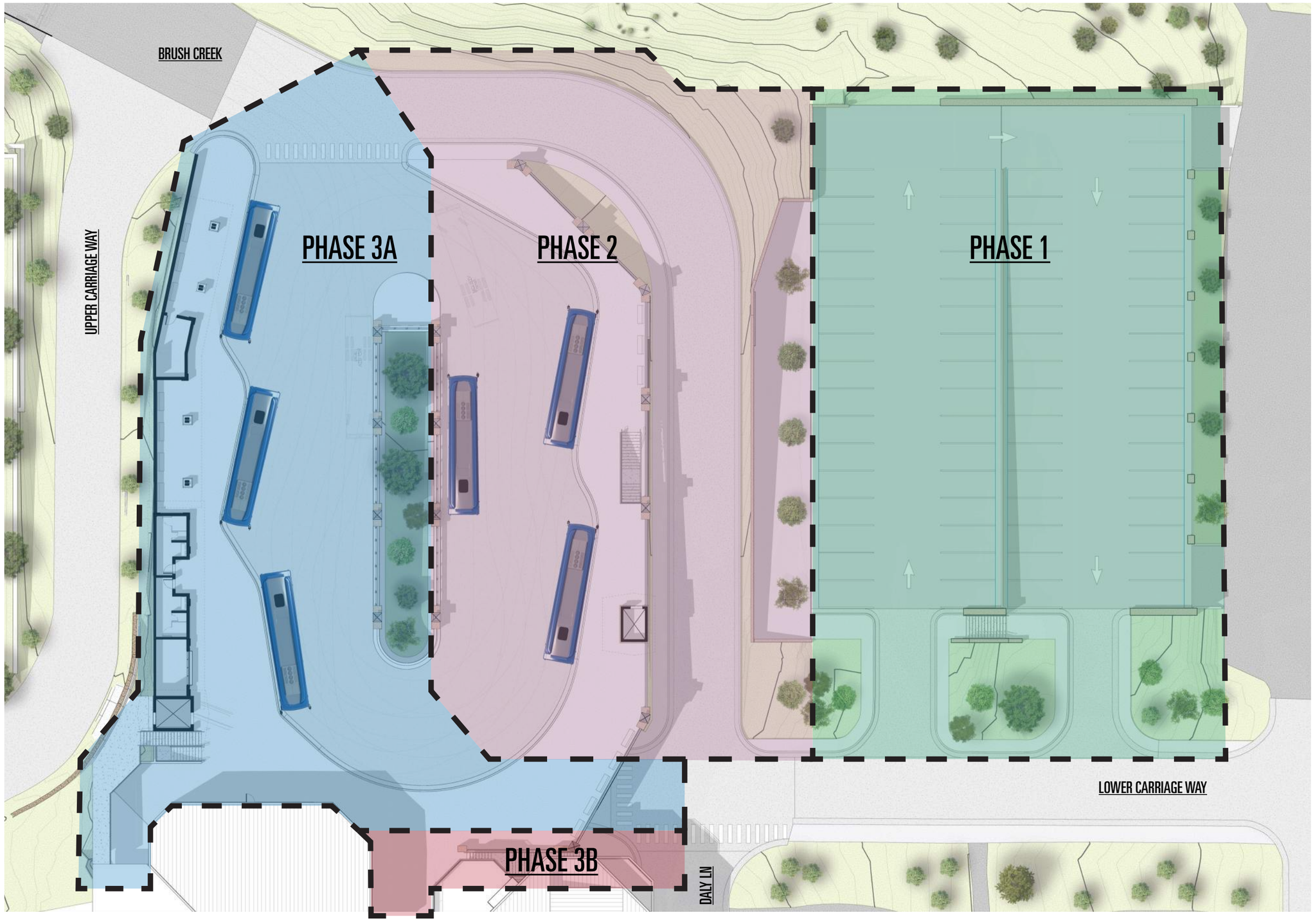
UPPER LEVEL

- (60) PUBLIC PARKING SPACES
- (7) KISS N' RIDE
- PEDESTRIAN TUNNEL TO TOSV SHUTTLES

PARKING GARAGE

LOWER LEVEL

- (56) PUBLIC PARKING SPACES
- PEDESTRIAN TUNNEL TO LOWER & UPPER TRANSIT LEVELS



PHASING CONCEPT

UPPER LEVEL

PHASE 1

- LOT 5 PARKING GARAGE
- SPRING 26' - WINTER 26'

PHASE 2

- NEW BRUSH CREEK ROAD & HALF OF TRANSIT CENTER
- EXTG BRUSH CREEK REMAINS OPEN
- WINTER 26' - WINTER 27'

PHASE 3A

- REMAINDER OF TRANSIT CENTER INCLUDING UTILITY WORK
- TRAFFIC ROUTED TO NEW BRUSH CREEK ROAD
- RFTA TEMPORARY RELOCATED ALONG CARRIAGE WAY
- SOUTH PEDESTRIAN MALL CONNECTION
- WINTER 27' - SPRING 28'

PHASE 3B

- NORTH PEDESTRIAN MALL CONNECTION
- SPRING 28' - WINTER 28'

COST SUMMARY - TRANSIT CENTER (27 MONTHS)			
DESCRIPTION	COST/SF	SQ. FT.	SUB-TOTAL
TRANSIT CENTER - JUNE 2025 ESTIMATE	$539.79	72,916	$39,359,583
ADJUSTED ESCALATION (2028)	-	-	$2,230,401
TUNNEL - PARKING GARAGE	-	-	$1,000,000
TUNNEL - PLAZA/UPPER LVL PRK	-	-	$500,000
3-STOP ELEVATOR - PARKING GARAGE	-	-	$1,300,000
3-STOP ELEVATOR - TRANSIT	-	-	$900,000
ADD ALT #1 - BRUSH CRK OFFICE SPACE	$1,700	1,800	$3,060,000
LOWER LEVEL VENTILATION	$8.33	30,000	$250,000
CREDITS	COST/SF	SQ. FT.	SUB-TOTAL
BRIDGE / STAIR / ELEVATOR	-	-	($1,644,483)
REDUCTION OF DESIGN CONTINGENCY	-	-	($1,763,163)
ADD ALT #1 - LOWER LVL OFFICE SPACE	$1,100	1,200	($1,320,000)
TOTAL	**$637.59**	**72,916**	**$46,490,209**

COST SUMMARY - PARKING GARAGE (27 MONTHS)			
DESCRIPTION	COST/SF	SQ. FT.	SUB-TOTAL
PARKING GARAGE - VENTILATED	$330.89	40,890	$13,530,000
TOTAL	**$330.89**	**40,890**	**$13,530,000**

TOTAL COST SUMMARY (27 MONTHS)			
DESCRIPTION	COST/SF	SQ. FT.	SUB-TOTAL
TRANSIT CENTER	$637.59	72,916	$46,490,209
PARKING GARAGE	$330.89	40,890	$13,530,000
TOTAL	**$527.39**	**113,806**	**$60,020,209**

TOTAL COST SUMMARY (40 MONTHS)			
DESCRIPTION	COST/SF	SQ. FT.	SUB-TOTAL
TRANSIT CENTER - JUNE 2025 ESTIMATE	$692.12	72,916	$50,466,426
PARKING GARAGE	$330.89	40,890	$13,530,000
TOTAL	**$562.33**	**113,806**	**$63,996,426**

Town of Snowmass Transit Center - Updated Design
Snowmass Village, CO — **Project # 24-00135.00**
Rough Order Of Magnitude — **01/14/25**

SUMMARY - PRICE REFRESH TO JANUARY 2025

Element	Area	Cost / SF	Total
Carriage Way	72,916	$495.11	$36,101,215
Escalation to MOC, 05/16/26	9.03%		$3,258,367
Total Estimated Construction Cost - As Estimated June 2024	**72,916**	**$539.79**	**$39,359,583**
Daly Lane	11,995	$91.24	$1,094,380
Escalation to MOC, 05/16/26	9.03%		$98,775
Total Estimated Construction Cost - As Estimated June 2024	**11,995**	**$99.47**	**$1,193,155**

Scope Adjustment Per January 2025 Update		**Total**
Added Scope		
Adjust Escalation to 5/16/27 (1 Year Increase)		$2,230,401
Below Grade Parking Garage	123 Stalls	$13,530,000
Tunnel - Garage To Structures	80 LF	$1,000,000
Tunnel - Plaza To Structures	40 LF	$500,000
3-Stop Elevator Including Enclosure + Stair Tower		$1,300,000
2-Stop Elevator Including Enclosure + Stair Tower		$867,000
Mech / Toilet / Transit Office - Below Grade Space	1,800 SF	$3,060,000
Provide Ventilation For Lower Level Transit	30,000 SF	$250,000
Credit Back Scope Carried In Base Design		
Bridge		($450,000)
Stair At Elevator		($210,000)
Elevator		($984,483)
Reduce Design Contingency to 10% In Lieu of 15%		($1,763,163)
Total Estimated Construction Cost - Updated Design Premium		**$19,329,755**

COST SUMMARY

New Construction

TRANSIT CENTER

The initial cost estimate for this project was provided in June 2024. This cost summary reflects adjustments to the previous estimate based on minor design changes. The previous estimate.

PARKING GARAGE

This estimate assumes the new parking garage will be part of Phase 1 but under the same General Contractor contract for cost and construction efficiencies.

SOUTHWEST VIEW

PARKING GARAGE

SOUTHEAST VIEW

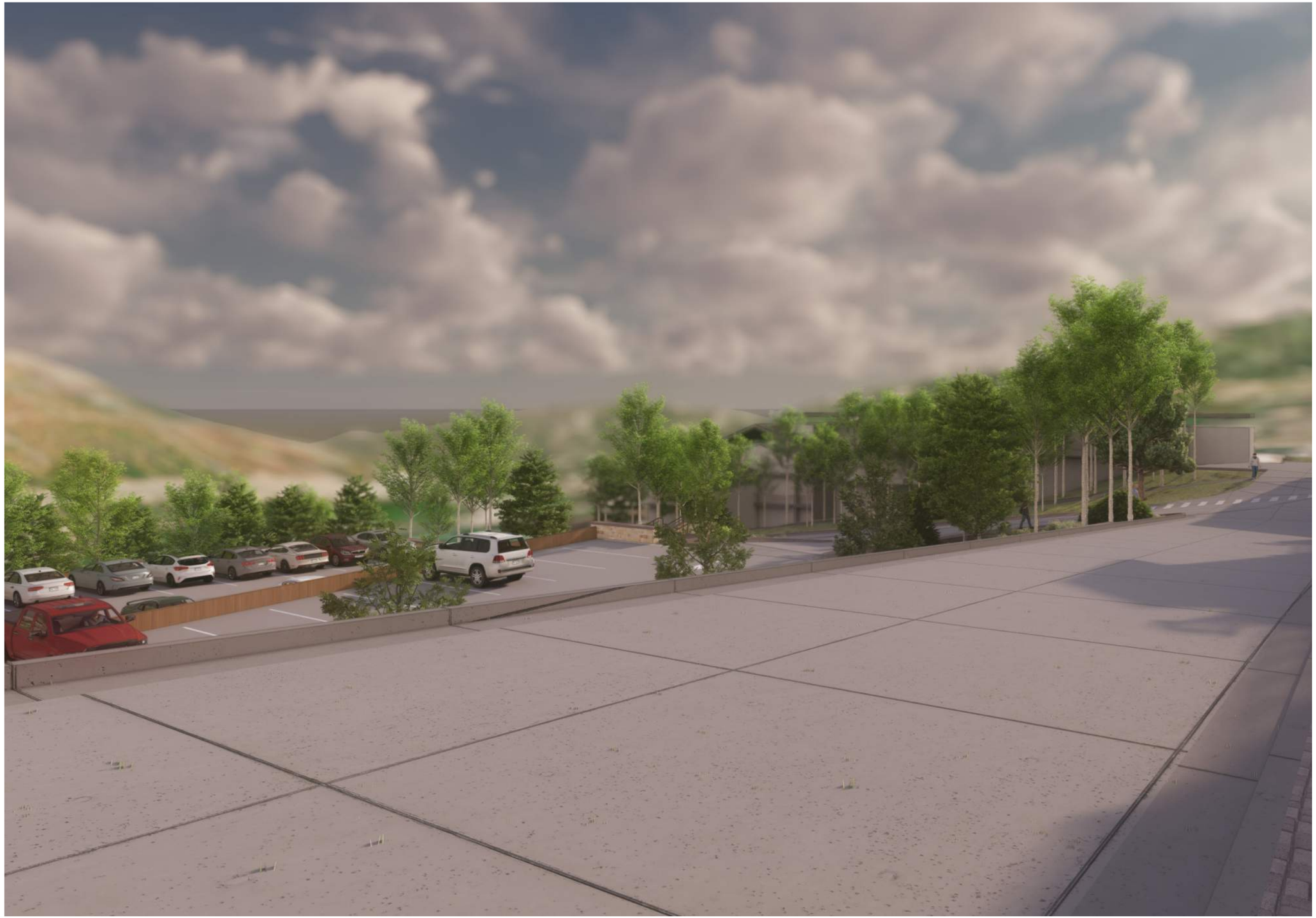
TRANSIT CENTER

SOUTHWEST VIEW FROM CARRIAGE WAY

TRANSIT CENTER

NORTHWEST VIEW FROM DALY LANE

PARKING GARAGE



NORTHEAST VIEW FROM BRUSH CREEK PARKING GARAGE

SOUTHWEST VIEW FROM CAMPGROUND

TRANSIT CENTER

SOUTHWEST VIEW FROM CAMPGROUND PARKING GARAGE

SOUTHEAST VIEW FROM UPPER PARKING

PEDESTRIAN TUNNEL

SOUTHWEST VIEW FROM UPPER PLATFORM

TRANSIT STATION

SOUTHEAST VIEW FROM UPPER PLATFORM

TRANSIT STATION

SOUTHWEST VIEW FROM UPPER PLATFORM

TRANSIT STATION

Town of Snowmass Village
Capital Improvement Projects Fund

Town of Snowmass Village
Capital Improvement Projects Fund

Revenues over Expenditures

	2023 Actual	2024 BUDGET	2024 PROJECTED	2025 PROPOSED
BEGINNING CARRYOVER	$ 14,992,083.27	$ 22,438,006.87	$ 22,438,006.87	$ 11,224,424.87
OPERATING REVENUES	$ 23,901,106.96	$ 20,985,299.00	$ 14,520,299.00	$ 124,218,500.00
OPERATING EXPENDITURES	$ (16,455,183.36)	$ (37,081,160.00)	$ (25,733,881.00)	$ (121,165,000.00)
NET REVENUE over EXPENDITURES	**$ 7,445,923.60**	**$ (16,095,861.00)**	**$ (11,213,582.00)**	**$ 3,053,500.00**
YEAR END CARRYOVER	**$ 22,438,006.87**	**$ 6,342,145.87**	**$ 11,224,424.87**	**$ 14,277,924.87**

Appropriations/Reserves of the Year End Carryover

	2023 Actual	2024 BUDGET	2024 PROJECTED	2025 PROPOSED
General Fund	$7,591,940.00	$0.00	$1,202,278.00	$940,778.00
RETT Fund	$7,101,221.00	$0.00	$2,650,000.00	$2,000,000.00
Excise Fund	$26,750.00	$0.00	$0.00	$175,000.00
Housing Fund	($1,230,750.00)	$0.00	$0.00	$1,400,000.00
Housing-Tourism transfer	$4,499,985.00	$2,143,000.00	$3,143,000.00	$5,493,000.00
EOTC-Mall Transit	$190,778.00	$0.00	$0.00	$0.00
Contributions/projects	($34,306.00)	$0.00	$0.00	$0.00
Tourism Fund	$2,529,443.00	$2,436,200.00	$2,396,200.00	$2,436,200.00
Sub-total	**$20,675,061.00**	**$4,579,200.00**	**$9,391,478.00**	**$12,444,978.00**
Funds Available	$ 1,762,945.87	$ 1,762,945.87	$ 1,832,946.87	$ 1,832,946.87
TOTAL-OTHER APPROPRIATIONS/RESERVES	**$22,438,006.87**	**$6,342,145.87**	**$11,224,424.87**	**$14,277,924.87**

Capital Improvement Projects Fund
Budget Summary

	2023 Actual	2024 Budget	2024 Projected	2025 Proposed Budget	2026 Proposed Budget	2027 Proposed Budget	2028 Proposed Budget	2029 Proposed Budget	FUTURE
REVENUES									
Transfers In-General Fund	$ 4,002,000.00	$ 2,680,557	$ 2,680,557	$ 11,739,170	$ 2,585,000	$ 895,500	$ 406,525	$ 416,000	
Transfers In-RETT Fund	$ 12,170,000.00	$ 2,125,000	$ 2,125,000	$ 955,000	$ 8,922,500	$ 1,940,875	$ 1,050,169	$ 2,050,427	
Transfers In-Road Fund	$ -	$ 805,847	$ 805,847	$ 1,300,000	$ 1,300,000	$ 1,300,000	$ 1,200,000	$ 1,100,000	
Transfers In-Excise Tax Fund	$ 800,000.00	$ 631,675	$ 631,675	$ 800,000	$ -	$ -	$ -	$ -	
Transfers In-Tourism-Other	$ 575,000.00	$ 825,000	$ 825,000	$ 900,000	$ 400,000	$ 400,000	$ 400,000	$ 400,000	
Transfers In-Tourism-Housing	$ 4,600,000.00	$ 5,000,000	$ 5,000,000	$ 3,350,000	$ 1,750,000	$ 2,050,000	$ 2,250,000	$ 2,250,000	
Transfers In-Housing Fund	$ 900,000.00	$ 900,000	$ 900,000	$ 1,400,000	$ 1,400,000	$ 1,400,000	$ 1,400,000	$ 1,400,000	
Contributions-Private Donation-Paved Trails	$ -	$ 200,000	$ 200,000	$ -	$ -	$ -	$ -	$ -	
CORE		$ 50,000	$ 50,000						
EOTC	$ -	$ 6,500,000	$ 500,000	$ 3,000,000	$ -	$ -	$ -	$ -	
RFTA Contributions	$ -	$ 650,000	$ 150,000	$ 224,330					
Contribution-Holy Cross-FIBER Projct	$ 154,000.00	$ -	$ -						
Contribution-Rodeo	$ 115,000.00	$ -	$ -						
Grant - DOLA-Fiber Project-Phase 2	$ 36,076.00	$ 608,220	$ 608,220	$ -	$ -	$ -	$ -	$ -	
Grant - Little Red Schoolhouse	$ -	$ -	$ -	$ 2,000,000					
Grant - Colorado Parks & Wildlife	$ -	$ -	$ -	$ 50,000					
Grants-Colorado Energy Office	$ -	$ 9,000	$ 44,000						
Grants-DOLA-Fiber Project-Phase 1	$ 109,512.96	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
Other Financing Sources-Snowmass W & S/Financing	$ 439,518.00	$ -	$ -	$ 98,500,000	$ -	$ -	$ -	$ -	
Total Revenues	**$ 23,901,106.96**	**$ 20,985,299**	**$ 14,520,299**	**$ 124,218,500**	**$ 16,357,500**	**$ 7,986,375**	**$ 6,706,694**	**$ 7,616,427**	

Capital Improvement Projects Fund
Budget Summary

EXPENDITURES

FACILITIES	2023 Actual	2024 Budget	2024 Projected	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2029 Proposed	FUTURE
Gen'l Gov't-Little Red Schoolhouse Expansion	$ -	$ 300,000	$ 300,000	$ 8,500,000					
Gen'l Gov't-Krabloonik Repairs	$ -	$ 100,000	$ 100,000	$ -					
Transp/Fleet-Computer aided dispatch/automated vehicle locator	$ -	$ 1,150,000	$ 500,000	$ 650,000					
Transp/Fleet-Zero Emission facility improvements									$ 1,000,000
Transp/Fleet-Town Park Station Concrete Prjct	$ 285,589.78	$ 14,732	$ 14,732						
Transp/Fleet-Bus Stop Improvement Project	$ -	$ 210,000	$ 210,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000	
Transp/Fleet-Meadow Ranch Bus Stop Project	$ 193,247.60	$ 44,132	$ 44,132						
Transp/Fleet-Mall - RFTA Depot	$ 145,715.28	$ 9,690,779	$ 250,000	$ 3,000,000					
Transp/Fleet-Electric Vehicle Stations	$ -	$ 233,000	$ 233,000						$ 100,000
Transp/Fleet-New WeCycle Stations		$ 55,000	$ 55,000	$ 450,000					
Public Works - Facility Remodel									$ 500,000
Cultural and Rec-Concession Stand Upgrade	$ -								$ 185,000
Cultural and Rec-Water Slide - Replace slide & add'l slide/repair concrete		$ 400,000	$ 400,000	$ -					
Cultural and Rec-Pool Shade Structure		$ -	$ -				$ 150,000	$ -	
Cultural and Rec-Library Expansion					$ 100,000				
Cultural and Rec-Rec Center Locker Room Expansion	$ -	$ 35,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 100,000
Sub-total - Facilities	**$ 624,552.66**	**$ 12,232,643**	**$ 2,106,864**	**$ 12,675,000**	**$ 175,000**	**$ 75,000**	**$ 225,000**	**$ 75,000**	**$ 1,885,000**
LAND & LAND IMPROVEMENTS									
Parks and Trails - Tennis Court/BB Court Resurfacing				$ 125,000					
Parks and Trails - Hard Surface Trail Improvements	$ 410,367.83	$ 1,025,693	$ 1,025,693	$ 750,000	$ 367,500	$ 385,875	$ 405,169	$ 425,427	
Parks and Trails - Brush Crk Trail-Bridge Replacements				$ 30,000	$ 300,000	$ 30,000			$ 1,800,000
Parks and Trails - Soft Surface Trail Improvements	$ -	$ 97,525	$ 97,525	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000	
Parks and Trails -Town Park ---- Phase 1, 2, 3 & 4 in Mntn Facility	$ 2,968,635.33	$ 3,754,565	$ 3,754,565	$ -	$ 100,000	$ 1,000,000	$ -	$ -	$ 2,000,000
Parks and Trails -Town Park - Gazebo					$ 100,000				
Parks and Trails- Bike Skills Trail	$ -			$ -					$ 100,000
Parks and Trails- Playground Restoration	$ -	$ 60,000	$ 60,000	$ -	$ 30,000	$ 500,000	$ -	$ -	
Parks and Trails- Repair Retaining Wall/Railing at C. Robinson Prk	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 150,000
Parks and Trails- Community Garden Expansion	$ -	$ -	$ -	$ 25,000	$ -	$ -	$ -	$ -	$ -
Sub-total - Land & Land Imprvm	**$ 3,379,003.16**	**$ 4,937,783**	**$ 4,937,783**	**$ 955,000**	**$ 922,500**	**$ 1,940,875**	**$ 430,169**	**$ 450,427**	**$ 4,050,000**

Capital Improvement Projects Fund
Budget Summary

EXPENDITURES

	2023 Actual	2024 Budget	2024 Projected	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2029 Proposed	FUTURE
ROADS AND STREETS									
Streetscape - Median Improvements	$ 23,461.00	$ 11,539	$ 11,539	$ -					
Streetscape - Retaining Wall Replacement Program	$ 28,917.50	$ 186,082	$ 186,082	$ 400,000	$ 210,000	$ 220,500	$ 231,525	$ 241,000	
Street Improvements - Bridge Program	$ -			$ 250,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	
Street Improvements - Brush Creek/Owl Creek Rd Intersctn Imp	$ 4,307,515.93	$ 112,554	$ 112,554						
Street Improvements - Brush Creek/Owl Creek Rd Round-about	$ -	$ 250,000	$ 250,000	$ 150,000	$ 8,000,000	$ -			
Street Improvements - Paving Projects	$ 189,120.80	$ 1,436,726	$ 1,436,726	$ 1,300,000	$ 1,300,000	$ 1,300,000	$ 1,200,000	$ 1,100,000	
Multi-Modal/Alt Mobility - Highline Rd Pedestrian Improvements	$ 10,907.50	$ 227,964	$ 227,964						
Multi-Modal/Alt Mobility - Bru Crk Rd Crossing Imp	$ -						$ 350,000	$ -	
Multi-Modal/Alt Mobility - Woodbridge Maintenance/Upgrades	$ 21,290.75	$ 276,384	$ 276,384						
Multi-Modal/Alt Mobility - Connecting Village Nodes	$ -	$ 400,000	$ 400,000	$ -	$ 250,000	$ 500,000			$ 12,000,000
Multi-Modal/Alt Mobility -Bru Crk Rd from Upper Kearns to Mtn View	$ -	$ 60,000	$ 60,000	$ -	$ -		$ 60,000	$ 1,000,000	
Multi-Modal/Alt Mobility - Walkway-MV to SV Mall	$ 14,873.00	$ 1,273,997	$ 1,273,997						
Multi-Modal/Alt Mobility - Walkway-Faraway Rd to Upper Kearns	$ -	$ -	$ -	$ -	$ -	$ -	$ 60,000	$ 600,000	$ -
Sub-total - Road & Streets	**$ 4,596,086.48**	**$ 4,235,246**	**$ 4,235,246**	**$ 2,100,000**	**$ 9,860,000**	**$ 2,120,500**	**$ 2,001,525**	**$ 3,041,000**	**$ 12,000,000**
UTILITIES									
Snowmelt - Snowmelt Base Village Boiler Replacement Project	$ 153,014.82								
Snowmelt - Snowmelt TOV Boiler Replacement Project	$ 21,089.36								
Snowmelt - Lower Carriageway Snowmelt Vault	$ 56,515.79	$ 443,484	$ 443,484						
Snowmelt - Replace Aged Glycol-Snowmelt System				$ 350,000					
Utilities - Micro Hydro Renewables Project	$ 465.00	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Sub-total - Utilities	**$ 231,084.97**	**$ 443,484**	**$ 443,484**	**$ 350,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
STRATEGIC PLANNING									
Planning & Consult	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Sub-total - Strategic Planning	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
STORM WATER & DRAINAGE									
Storm Water & Drainage - Brush Creek/Kearns Road Culvert	$ 2,609,943.63	$ 4,004,056	$ 4,004,056						
Storm Water & Drainage - Vidal Gulch Project	$ 146,358.24	$ 127,829	$ 127,829						
Storm Water & Drainage-Woodbridge Road Culvert Replacement				$ 2,750,000					
Storm Water and Drainage - Stormwater Management Plan	$ -	$ 132,000	$ 132,000	$ -	$ 350,000				
Sub-total - Storm Water & Drainage	**$ 2,756,301.87**	**$ 4,263,885**	**$ 4,263,885**	**$ 2,750,000**	**$ 350,000**	**$ -**	**$ -**	**$ -**	**$ -**

Capital Improvement Projects Fund
Budget Summary

EXPENDITURES	2023 Actual	2024 Budget	2024 Projected	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2029 Proposed	FUTURE
COMMUNICATION AND TECHNOLOGY									
Comm & Tech - Parking Lot Licensing System	$ 35,556.96	$ 100,000	$ -	$ 100,000					
Comm & Tech - Fiber Project	$ 454,191.55	$ 191,945	$ 191,945						
Comm & Tech - Fiber Project-Phase 2	$ 70,431.30	$ 1,103,771	$ 1,103,771						
Comm & Tech - Fiber Project-Phase 3-Last Mile					$ 500,000				
Comm & Tech - Community Micro Grid	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,400,000
Sub-total - Communications & Technology	**$ 560,179.81**	**$ 1,395,716**	**$ 1,295,716**	**$ 100,000**	**$ 500,000**	**$ -**	**$ -**	**$ -**	**$ 2,400,000**
HOUSING									
Housing Projects - Housing Land Opportunities	$ 24.86	$ 24,976	$ 24,976	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000	
Housing Projects - Faraway Apartments	$ 100,015.00	$ 4,574,985	$ 4,574,985						
Housing Projects - MVI-Design and Renovation	$ 3,649,539.45	$ 83,540	$ 83,540						
Housing Projects - Carriageway Housing	$ -	$ 75,000	$ 75,000	$ 200,000					
Housing Projects - Draw Site Housing	$ 239,114.58	$ 717,384	$ 717,384	$ 86,000,000	$ -	$ -	$ -	$ -	$ -
Housing Projects - Snowmass Center property acquisition				$ 12,500,000					
Housing Projects - Snowmass Inn-Interior	$ 218,767.43	$ 8,775	$ 8,775						
Housing Projects - Snowmass Inn-Exterior		$ 2,000,000	$ 1,000,000	$ 1,000,000					$ 750,000
Housing Projects - Mtn View I-Interior Renovations							$ -	$ -	$ 2,500,000
Housing Projects - Mtn View II-Interior Renovations		$ -	$ -	$ -	$ -	$ -	$ 200,000	$ 2,200,000	
Housing Projects - Mtn View II-Exterior Renovations						$ -	$ -	$ -	$ 3,000,000
Housing Projects - Villas North-Exterior Renovations	$ -	$ -	$ -	$ 200,000	$ 4,000,000				
Housing Projects - WMRHC Buy-Down Program contribution	$ -	$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ 1,000,000
Sub-total - Housing	**$ 4,207,461.32**	**$ 7,734,660.00**	**$ 6,734,660**	**$ 100,175,000**	**$ 4,275,000**	**$ 275,000**	**$ 475,000**	**$ 2,475,000**	**$ 7,250,000**
OTHER CIP									
Solid Waste - Town Hall Trash/Recycle Dumpster Shed	$ -	$ 161,500	$ -	$ 200,000					
Other - Supplemental Project Costs	$ -	$ 758,000	$ 758,000	$ 1,000,000	$ 1,000,000	$ -	$ -	$ -	
Snowmass Tourism - Discovery, next phase	$ 100,513.09	$ 168,243	$ 168,243						
Snowmass Tourism - Fanny Hill Improvements	$ -	$ 100,000	$ 100,000	$ -	$ -	$ -	$ -	$ -	
Snowmass Tourism - Fanny Hill Stage/Sound System			$ 140,000	$ 360,000					
Snowmass Tourism - Large Mastodon		$ 250,000	$ 150,000	$ 100,000					
Snowmass Tourism - Product Enhancements	$ -	$ 400,000	$ 400,000	$ 400,000	$ 400,000	$ 400,000	$ 400,000	$ 400,000	
Sub-total - Other CIP	**$ 100,513.09**	**$ 1,837,743**	**$ 1,716,243**	**$ 2,060,000**	**$ 1,400,000**	**$ 400,000**	**$ 400,000**	**$ 400,000**	**$ -**
Total Expenditures	**$ 16,455,183.36**	**$ 37,081,160**	**$ 25,733,881**	**$ 121,165,000**	**$ 17,482,500**	**$ 4,811,375**	**$ 3,531,694**	**$ 6,441,427**	**$ 27,585,000**
NET REV/EXP -	**$ 7,445,923.60**	**$ (16,095,861)**	**$ (11,213,582)**	**$ 3,053,500**	**$ (1,125,000)**	**$ 3,175,000**	**$ 3,175,000**	**$ 1,175,000**	
Beginning Carryover	$ 14,992,083.27	$ 22,438,007	$ 22,438,007	$ 11,224,424.87	$ 14,277,924.87	$ 13,152,924.87	$ 16,327,924.87	$ 19,502,924.87	
Revenues	$ 23,901,106.96	$ 20,985,299	$ 14,520,299	$ 124,218,500	$ 16,357,500.00	$ 7,986,375.00	$ 6,706,694.00	$ 7,616,427.00	
Expenditures	$ 16,455,183.36	$ 37,081,160	$ 25,733,881	$ 121,165,000	$ 17,482,500.00	$ 4,811,375.00	$ 3,531,694.00	$ 6,441,427.00	
Ending Balance	**$ 22,438,006.87**	**$ 6,342,146**	**$ 11,224,425**	**$ 14,277,925**	**$ 13,152,925**	**$ 16,327,925**	**$ 19,502,925**	**$ 20,677,925**	

Town of Snowmass Transit Center Rev2

Rough Order Of Magnitude

June 11, 2024

CUMMING GROUP

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EXECUTIVE SUMMARY

1.1 Introduction

This estimate has been prepared, pursuant to an agreement between SEH and Cumming, for the purpose of establishing a probable cost of construction at the rough order of magnitude stage.

The project scope encompasses renovation of bus stops located on Daly Lane and Carriage Way with the addition of 2-level transit center on Carriage Way for the Snowmass mall.

1.2 Project Schedule

	Start	Finish	Duration
Construction	Apr-25	Jun-27	27 months

1.3 Key Assumptions & Exclusions

This document should be read in association with Appendix 1 which outlines approach and cost management methodology. Key assumptions include:

Key Assumptions

- CM@Risk
- Single Phase Construction
- **Anticipated Construction Start Date April 2025**
- **Anticipated Construction Duration of 27 Months**
- 150 LF Distance for Power to the Daly Lane Elevator

Key Exclusions

- Project Soft Costs
- Night & Weekend Work
- Work Outside of the Elevator Renovation & Addition at Daly Lane
- Removal / Relocation of Site Furnishings / Specialties
- Conditioned Air & Plumbing in Enclosed Rooms
- Third Party Testing and Inspections
- Building Permit Plan & Check Fees
- Third Party Commissioning

SUMMARY

Element	Area	Cost / SF	Total
Carriage Way	72,916	$495.11	$36,101,215
Escalation to MOC, 05/16/26	9.03%		$3,258,367
Total Estimated Construction Cost	**72,916**	**$539.79**	**$39,359,583**
Daly Lane	11,995	$91.24	$1,094,380
Escalation to MOC, 05/16/26	9.03%		$98,775
Total Estimated Construction Cost	**11,995**	**$99.47**	**$1,193,155**

SUMMARY MATRIX

Element		Carriage Way 72,916 SF Total	Carriage Way 72,916 SF Cost/SF	Daly Lane 11,995 SF Total	Daly Lane 11,995 SF Cost/SF	Overall Totals Total	Overall Totals Cost/SF
01 General Requirements		$567,482	$7.78			$567,482	$6.68
02 Existing Conditions		$368,504	$5.05	$12,505	$1.04	$381,009	$4.49
03 Concrete		$8,312,612	$114.00	$1,694	$0.14	$8,314,306	$97.92
04 Masonry		$812,215	$11.14	$50,800	$4.24	$863,015	$10.16
05 Metals		$538,448	$7.38	$1,200	$0.10	$539,648	$6.36
06 Wood, Plastics, And Composites		$321,143	$4.40			$321,143	$3.78
07 Thermal And Moisture Protection		$958,984	$13.15	$7,529	$0.63	$966,513	$11.38
08 Openings		$80,548	$1.10	$138,880	$11.58	$219,428	$2.58
09 Finishes		$148,843	$2.04	$11,820	$0.99	$160,663	$1.89
10 Specialties		$36,901	$0.51			$36,901	$0.43
11 Equipment							
12 Furnishings							
13 Special Construction		$72,270	$0.99			$72,270	$0.85
14 Conveying Systems		$418,500	$5.74	$390,000	$32.51	$808,500	$9.52
21 Fire Suppression		$192,710	$2.64			$192,710	$2.27
22 Plumbing		$1,854,625	$25.44	$22,160	$1.85	$1,876,785	$22.10
23 HVAC		$946,149	$12.98			$946,149	$11.14
25 Integrated Automation		$22,538	$0.31			$22,538	$0.27
26 Electrical		$913,507	$12.53	$33,330	$2.78	$946,837	$11.15
27 Communications		$83,600	$1.15	$5,184	$0.43	$88,784	$1.05
28 Electrical Safety And Security		$77,530	$1.06	$1,441	$0.12	$78,971	$0.93
31 Earthwork		$3,747,554	$51.40	$3,450	$0.29	$3,751,004	$44.18
32 Exterior Improvements		$1,643,255	$22.54	$10,202	$0.85	$1,653,457	$19.47
33 Utilities		$650,100	$8.92			$650,100	$7.66
Subtotal Cost		$22,768,017	$312.25	$690,195	$57.54	$23,458,212	$276.27
General Conditions	9.6%	$2,185,730	$29.98	$66,259	$5.52	$2,251,988	$26.52
General Requirements	1.5%	$374,306	$5.13	$11,347	$0.95	$385,653	$4.54
Bonds & Insurance	8.5%	$557,217	$7.64	$16,892	$1.41	$574,109	$6.76
Contractor's Fee	5.0%	$1,294,263	$17.75	$39,235	$3.27	$1,333,498	$15.70
Design Contingency	15.0%	$4,076,930	$55.91	$123,589	$10.30	$4,200,519	$49.47
Construction Contingency	5.0%	$1,562,823	$21.43	$47,376	$3.95	$1,610,199	$18.96
Architect / Engineer Fees	10.0%	$3,281,929	$45.01	$99,489	$8.29	$3,381,418	$39.82
Escalation to MOC, 05/16/26	9.0%	See Summary		See Summary		See Summary	
Total Estimated Construction Cost		**$36,101,215**	**$495.11**	**$1,094,380**	**$91.24**	**$37,195,595**	**$438.05**

SCHEDULE OF AREAS AND CONTROL QUANTITIES

Schedule of Areas	Carriage Way	Daly Lane	SF
Site Renovation	72,916	11,995	84,911

Carriage Way

SUMMARY - CARRIAGE WAY

Element		Total	Cost / SF
02	Existing Conditions	$368,504	$5.05
03	Concrete	$8,312,612	$114.00
04	Masonry	$812,215	$11.14
05	Metals	$538,448	$7.38
06	Wood, Plastics, And Composites	$321,143	$4.40
07	Thermal And Moisture Protection	$958,984	$13.15
08	Openings	$80,548	$1.10
09	Finishes	$148,843	$2.04
10	Specialties	$36,901	$0.51
11	Equipment		
12	Furnishings		
13	Special Construction	$72,270	$0.99
14	Conveying Systems	$418,500	$5.74
21	Fire Suppression	$192,710	$2.64
22	Plumbing	$1,854,625	$25.44
23	HVAC	$946,149	$12.98
25	Integrated Automation	$22,538	$0.31
26	Electrical	$913,507	$12.53
27	Communications	$83,600	$1.15
28	Electrical Safety And Security	$77,530	$1.06
31	Earthwork	$3,747,554	$51.40
32	Exterior Improvements	$1,643,255	$22.54
	Subtotal	$22,768,017	$312.25
	General Conditions 9.60%	$2,185,730	$29.98
	Subtotal	$24,953,747	$342.23
	General Requirements 1.50%	$374,306	$5.13
	Subtotal	$25,328,053	$347.36
	Bonds & Insurance 2.20%	$557,217	$7.64
	Subtotal	$25,885,270	$355.00
	Contractor's Fee 5.00%	$1,294,263	$17.75
	Subtotal	$27,179,533	$372.75
	Design Contingency 15.00%	$4,076,930	$55.91
	Subtotal	$31,256,463	$428.66
	Construction Contingency 5.00%	$1,562,823	$21.43
	Subtotal	$32,819,287	$450.10
	Architect / Engineer Fees 10.00%	$3,281,929	$45.01
	Subtotal	$36,101,215	$495.11
	Escalation to MOC, 05/16/26	*See Summary*	*See Summary*
TOTAL ESTIMATED CONSTRUCTION COST		**$36,101,215**	**$495.11**

Total Area: 72,916 SF

DETAIL ELEMENTS - CARRIAGE WAY

Element	Quantity	Unit	Unit Cost	Total
01 General Requirements				
Weather Conditions, Garage, Allowance	30,338	gsf	$4.00	$121,352
Weather Conditions, Building Structures, Allowance	5,302	gsf	$20.00	$106,040
General Labor	5,638	hrs	$55.00	$310,090
Hoisting	1	ls	$30,000.00	$30,000
Total - General Requirements				**$567,482**
02 Existing Conditions				
Demolition				
Bus shelter and lockers	1	ls	$8,000.00	$8,000
Sawcut and remove asphalt	26,200	sf	$1.40	$36,680
Sawcut and remove concrete pavement, assume 9" thick	17,600	sf	$9.50	$167,200
Sawcut and remove concrete sidewalks, assume 5" thick	4,000	sf	$6.50	$26,000
Remove curb & gutter	900	lf	$25.00	$22,500
Remove street light bases	4	ea	$700.00	$2,800
Remove roadway railing	190	lf	$14.00	$2,660
Remove retaining wall	170	lf	$130.00	$22,100
Remove trees	60	ea	$475.00	$28,500
Remove fence	60	lf	$10.00	$600
Remove median	740	sf	$2.50	$1,850
Remove signs	19	ea	$150.00	$2,850
Remove metal joint cover	43	lf	$12.00	$516
Remove storm manholes	3	ea	$1,600.00	$4,800
Remove storm pipe	380	lf	$30.00	$11,400
Remove hot water supply handhole	2	ea	$800.00	$1,600
Remove hot water supply line	180	lf	$20.00	$3,600
Remove water service line	395	lf	$20.00	$7,900
Abandon gas line in place, allowance	1	ls	$1,000.00	$1,000
Remove hydrant	1	ea	$800.00	$800
Remove stairs & concrete, allowance	1	ls	$4,500.00	$4,500
Remove planter wall	88	lf		*Included Above*
Remove landscaping	511	sf		*Included Above*
Remove landscaping, allowance	1	ls	$300.00	$300
Remove wood shingle roof & substrate, assume 4:12 slope	1,551	sf	$1.57	$2,429
Remove concrete steps	24	lf	$19.20	$461
Remove exterior door	1	ea	$80.40	$80
Remove exterior glazing, assume 10'-0" H	60	sf	$6.00	$360
Remove interior stairs	27	lf	$19.20	$518
Miscellaneous Demolition, Allowance	1	ls	$6,500.00	$6,500
Total - Existing Conditions				**$368,504**

DETAIL ELEMENTS - CARRIAGE WAY

Element	Quantity	Unit	Unit Cost	Total
03 Concrete				
Foundation Footings and Walls, Allowance	30,338	gsf	$88.00	$2,669,744
Garage Slabs, Allowance	30,338	gsf	$98.00	$2,973,124
Concrete Specialties, Allowance	30,338	gsf	$20.00	$606,760
Drilled Piers, Complete, Allowance	30,338	gsf	$68.00	$2,062,984
Total - Concrete				**$8,312,612**
04 Masonry				
CMU Walls	1,340	sf	$50.00	$67,000
Stone				
Stone veneer, assume 75% of building enclosure walls	4,347	sf	$55.00	$239,085
Stone veneer, garage columns	4,760	sf	$55.00	$261,800
Stone veneer, elevator tower	1,050	sf	$55.00	$57,750
Precast column caps, garage	343	sf	$60.00	$20,580
Panels at garage perimeter / center opening and bridge, allowance	2,800	sf	$55.00	$154,000
Precast trim, allowance	1	ls	$12,000.00	$12,000
Total - Masonry				**$812,215**
05 Metals				
Structural Steel				
Roof framing allowance, assume 10 psf at Guest Services	2	tn	$4,980.00	$11,952
Roof framing allowance, assume 10 psf at Restrooms	5	tn	$4,980.00	$22,908
Roof framing allowance, assume 10 psf at MEP	4	tn	$4,980.00	$19,920
Roof framing allowance, assume 10 psf at Transportation Office	3	tn	$4,980.00	$14,691
Roof framing allowance, assume 10 psf at Driver Break	3	tn	$4,980.00	$13,073
Roof framing allowance, assume 10 psf at Shelter / Waiting	9	tn	$4,980.00	$46,762
Elevator tower, allowance	1	ls	$15,000.00	$8,175
Metal decking, allowance	5,302	sf	$6.90	$36,584
Bridge, allowance	558	sf	$500.00	$279,000
Miscellaneous Metals				
Stair railings	116	lf	$300.00	$34,800
Bollards	30	ea	$1,200.00	$36,000
Miscellaneous metals, allowance	72,916	gsf	$0.20	$14,583
Total - Metals				**$538,448**
06 Wood, Plastics, And Composites				
Rough Carpentry				
Exterior wall sheathing	7,105	sf	$3.54	$25,152
Roof sheathing	5,302	sf	$3.54	$18,769
Backing / blocking	1	ls	$1,500.00	$1,500

DETAIL ELEMENTS - CARRIAGE WAY

Element	Quantity	Unit	Unit Cost	Total
Finish Carpentry				
Cementitious board & batten siding, Hardi-board - assume 20% of building enclosure walls	1,159	sf	$22.50	$26,082
Wall framing, soffits, fascia, timbers	1	ls	$225,000.00	$225,000
Millwork				
Break room cabinets	22	lf	$440.00	$9,680
Office cabinets	16	lf	$440.00	$7,040
Guest services cabinets	18	lf	$440.00	$7,920
Total - Wood, Plastics, And Composites				**$321,143**
07 Thermal And Moisture Protection				
Waterproofing				
Waterproofing, foundations	1	ls	$40,000.00	$40,000
Waterproofing, one-sided wall forms	6,530	sf	$15.00	$97,950
Waterproofing, Brush Creek Road retaining wall	6,546	sf	$5.00	$32,730
Waterproofing, garage platform	30,338	sf	$14.00	$424,732
Thermal Protection				
Thermal batt insulation, exterior wall	5,765	sf	$2.10	$12,107
Sound batt insulation, interior wall	2,525	sf	$1.15	$2,904
Rigid insulation, exterior wall	5,765	sf	$3.90	$22,484
Weather Barriers				
Air & vapor barrier, fluid-applied membrane, exterior wall	5,765	sf	$6.60	$38,049
Membrane Roofing System				
PVC, mechanical fastened, 60 mil	5,302	sf	$45.00	$238,590
High temp ice & water shield				*Included*
Backside of perimeter wall, 30"				*Included*
Metal flashings				*Included*
Flashing and Sheetmetal				
Sheetmetal flashing and trim, allowance	30,338	gsf	$0.50	$15,169
Expansion joints, allowance	1	ls	$10,000.00	$10,000
Joint Sealants and Caulking, Allowance	30,338	gsf	$0.80	$24,270
Total - Thermal And Moisture Protection				**$958,984**
08 Openings				
Exterior Doors				
Single HM door in HM frame incl. hardware	10	ea	$2,450.00	$24,500
Single WD door with full vision lite incl. hardware at improved entry	1	ea	$2,000.00	$2,000
Exterior Glazing				
Exterior glazing, assume 5% of building enclosure walls	290	sf	$160.00	$46,368
Exterior glazing at improved entry	48	sf	$160.00	$7,680
Total - Openings				**$80,548**

DETAIL ELEMENTS - CARRIAGE WAY

Element	Quantity	Unit	Unit Cost	Total
09 Finishes				
Exterior Walls				*w/ Division 06*
Gypsum board				
Gypsum board, interior of exterior	5,765	sf	$3.42	$19,716
Interior Partitions				
Metal studs				
3 5/8"	2,525	sf	$12.24	$30,906
Gypsum board				
5/8" gypsum board, finished	5,050	sf	$3.42	$17,271
Floor Finishes				
Carpet, existing building rework	78	sf	$5.40	$421
Guest Services flooring	480	sf	$12.00	$5,760
Transportation Office flooring	590	sf	$5.40	$3,186
MEP, sealed concrete	800	sf	$2.15	$1,720
Rubber base	525	lf	$2.40	$1,260
Painting & Coating				
Epoxy paint in restrooms	2,280	sf	$3.36	$7,661
Paint doors and frames, per leaf	10	ea	$130.36	$1,304
Miscellaneous Finishes				
Building structures, allowance	5,860	gsf	$5.00	$29,300
Garage, allowance	30,338	gsf	$1.00	$30,338
Total - Finishes				**$148,843**
10 Specialties				
Signage				
Code-compliant signage				
Restroom Specialties				
ADA stall	4	ea	$1,200.00	$4,800
Standard stall	8	ea	$1,000.00	$8,000
Hand dryers	6	ea	$1,200.00	$7,200
Mirror	80	sf	$38.40	$3,072
Grab bars	12	ea	$219.02	$2,628
Coat hook	12	ea	$31.82	$382
Paper towel dispenser combo unit, recessed	4	ea	$407.44	$1,630
Sanitary napkin disposal	12	ea	$203.72	$2,445
Seat cover dispenser	12	ea	$152.34	$1,828
Soap dispenser	8	ea	$104.02	$832
Toilet paper dispenser	12	ea	$90.32	$1,084
Baby changing station	2	ea	$1,500.00	$3,000
Total - Specialties				**$36,901**

DETAIL ELEMENTS - CARRIAGE WAY

Element	Quantity	Unit	Unit Cost	Total
11 Equipment				*No Work Anticipated*
Total - Equipment				
12 Furnishings				
Window Coverings				*No Work Anticipated*
Total - Furnishings				
13 Special Construction				
Solar PV System	24	kW	$3,000.00	$72,270
Total - Special Construction				**$72,270**
14 Conveying Systems				
Elevators				
Elevator, 2-stop	3	ea	$132,000.00	$396,000
Finish to interior cab, allowance	3	ea	$7,500.00	$22,500
Total - Conveying Systems				**$418,500**
21 Fire Suppression				
Fire Sprinkler System				
Garage, allowance	30,338	gsf	$5.00	$151,690
Building structures, allowance	5,860	gsf	$7.00	$41,020
Total - Fire Suppression				**$192,710**
22 Plumbing				
General Plumbing Equipment				
Electric water heater, under counter	8	ea	$1,259.00	$10,072
1-1/2" backflow preventer	2	ea	$936.50	$1,873
1-1/2" water meter	2	ea	$880.70	$1,761
Sanitary Fixtures				
Water closet, WC-1, wall, sensor FV	8	ea	$1,784.00	$14,272
Water closet, WC-2, wall, sensor FV	4	ea	$1,840.00	$7,360
Urinal, UR-2, sensor FV	2	ea	$1,720.00	$3,440
Lavatory, L-1, 2 basin integral counter, sensor faucet	4	ea	$3,547.00	$14,188
Floor drain, FD-1	4	ea	$690.80	$2,763

DETAIL ELEMENTS - CARRIAGE WAY

Element	Quantity	Unit	Unit Cost	Total
Hose bibb, HB-1	4	ea	$151.60	$606
Trap primer valve	4	ea	$154.60	$618
Water hammer arrestor, 11 fixtures	14	ea	$138.90	$1,945
Rough-Ins				
Complete rough-in per fixture	18	ea	$3,496.00	$62,928
Rough-in at floor sink or floor drain	4	ea	$408.80	$1,635
Domestic Cold Water				
Domestic cold water piping	920	sf	$8.00	$7,360
Domestic Hot Water				
Domestic hot water piping	920	sf	$8.00	$7,360
Waste Piping				
Waste piping, allowance	920	sf	$8.00	$7,360
Vent Piping				
Vent piping, allowance	920	sf	$8.00	$7,360
Connect to existing, waste only	2	ea	$1,593.00	$3,186
Roof Drainage				
Roof drainage, allowance for building structures	5,860	sf	$2.86	$16,760
Condensate Drainage				
Trap and equipment connect	4	ea	$440.50	$1,762
3/4" pipe, cu type M, in bldg	100	lf	$35.85	$3,585
Pipe insulation, 3/4"	100	lf	$10.52	$1,052
Natural Gas				
Natural gas, allowance	920	sf	$2.50	$2,300
Rough-in / connect at boiler	2	ea	$1,382.00	$2,764
Connect to radiant heaters units	4	ea	$415.90	$1,664
Garage Drains & S/O Interceptor, Allowance	1	ls	$340,000.00	$340,000
Snow Melt Piping System, Allowance	47,973	sf	$25.00	$1,199,325
Additional Plumbing Requirements				
Test / clean plumbing	31	hr	$97.04	$3,008
Start-up / check-out	31	hr	$116.45	$3,610
Commissioning assist	31	hr	$102.15	$3,167
Access panels	18	ea	$218.50	$3,933
Seismic bracing	920	sf	$2.00	$1,840
Penetrations and firestopping for plumbing	30,338	gsf	$0.75	$22,754
Miscellaneous plumbing, allowance	30,338	gsf	$3.00	$91,014
Total - Plumbing				**$1,854,625**

23 HVAC

Heating Hot Water Equipment				
Hot water boiler, gas fired	12,000	mbh	$35.16	$421,920
Boiler stack, 10"	40	lf	$302.00	$12,080
HW pump, end suction, 3 hp, 150 gpm	1	ea	$4,661.00	$4,661
HW chemical treatment	12,000	mbh	$4.00	$48,000
Hot Water Distribution				
Coil connection KIT	10	ea	$1,078.00	$10,780
Connect to existing	1	ea	$786.00	$786

DETAIL ELEMENTS - CARRIAGE WAY

Element	Quantity	Unit	Unit Cost	Total
HHW distribution, allowance	47,973	sf	$3.94	$189,014
Air-Side Equipment				
DX Fan coils / splits				
Split AC, ductless, wall, 0.75 ton, 300 cfm	5	ea	$3,632.00	$18,160
Refrigerant line set for split system	5	ea	$1,184.00	$5,920
Radiators				
Gas unit heater	5	ea	$2,639.00	$13,195
Fans				
Exhaust fans	300	cfm	$2.18	$654
Additional HVAC Requirements				
Test / balance HVAC	80	hr	$105.19	$8,415
Start-up / check-out	80	hr	$95.63	$7,650
Commissioning assist	80	hr	$95.63	$7,650
MEP coordination	80	hr	$95.63	$7,650
Seismic bracing	30,338	gsf	$0.50	$15,169
Penetrations and firestopping	30,338	gsf	$0.75	$22,754
Miscellaneous HVAC, allowance	30,338	gsf	$5.00	$151,690
Total - HVAC				**$946,149**
25 Integrated Automation				
DDC Controls				
DDC controls, boiler	1	ea	$16,392.00	$16,392
DDC controls, pump	1	ea	$6,146.40	$6,146
Total - Integrated Automation				**$22,538**
26 Electrical				
Electrical Service, Allowance	1	ls	$82,000.00	$82,000
Temporary power	1	ls	$10,000.00	$10,000
HVAC and Equipment Connections	1	ls	$25,000.00	$25,000
Connection boiler				*Included Above*
Connection, exhaust fan				*Included Above*
Disconnect switch, 60/3 fused N3R				*Included Above*
Equipment feeder, 30 amp				*Included Above*
Equipment feeder, 60 amp				*Included Above*
Elevators	1	ls	$75,192.00	$75,192
Connection, elevator				*Included Above*
Disconnect switch, 200/3 fused N3R				*Included Above*
Equipment feeder, 200 amp				*Included Above*
Copper wire, #6 thhn				*Included Above*
Copper wire, #3/0 thhn				*Included Above*
Convenience Power	5,860	sf	$9.00	$52,740
Duplex receptacle, 20 amp GFCI				*Included Above*
Double duplex receptacle, 20 amp GFCI				*Included Above*

DETAIL ELEMENTS - CARRIAGE WAY

Element	Quantity	Unit	Unit Cost	Total
Double duplex receptacle, 20 amp GFCI wp				*Included Above*
Branch power, 20 amp				*Included Above*
Lighting and Lighting Control	5,860	sf	$20.00	$117,200
Vanity light				*Included Above*
Restroom lighting				*Included Above*
MEP room lighting				*Included Above*
Transportation office lighting				*Included Above*
Low voltage switch				*Included Above*
Lighting branch power, fixtures				*Included Above*
Lighting branch power, controls				*Included Above*
Conduit, 3/4" emt				*Included Above*
Lighting control cable				*Included Above*
Site / Garage Lighting, Allowance	1	ls	$170,000.00	$170,000
EV Charging Equipment	1	ls	$220,000.00	$220,000
Demolition	1	ls	$8,824.32	$8,824
Salvage to owner - street lights				*Included Above*
General Conditions / General Requirements				
Start-up, third party testing, commissioning assist, labels, firestopping, pipe penetrations, seismic and misc	1	ls	$152,551.09	$152,551
Total - Electrical				**$913,507**

27 Communications

Voice and Data System				
Structured cabling, allowance	5,860	sf	$10.00	$58,600
Audio-Visual System, Allowance	1	ls	$25,000.00	$25,000
Total - Communications				**$83,600**

28 Electrical Safety And Security

Surveillance and Security System, Allowance	1	ls	$20,000.00	$20,000
Fire Alarm System	1	ls	$57,529.68	$57,530
FA smoke detector				*Included Above*
FA strobe unit, wall mount				*Included Above*
Pre test existing system prior to construction, allowance				*Included Above*
Programming after new installation, allowance				*Included Above*
Final testing and other tie in, allowance				*Included Above*
Conduit, 3/4" emt				*Included Above*
Fire alarm cable rated, 4C				*Included Above*
Total - Electrical Safety And Security				**$77,530**

DETAIL ELEMENTS - CARRIAGE WAY

Element	Quantity	Unit	Unit Cost	Total
31 Earthwork				
Site Preparation				
Mobilization / demobilization	1	ls	$140,000.00	$140,000
Construction surveying, allowance	1	ls	$70,000.00	$70,000
Shoring, allowance	1	ls	$680,000.00	$680,000
Temporary dewatering, allowance				*Excluded*
Clear and grub Brush Creek hillside	1	ls	$18,000.00	$18,000
Protect trees	6	ea	$250.00	$1,500
Wood-framed sound wall	50	lf	$175.00	$8,750
Traffic control, allowance	1	ls	$120,000.00	$120,000
Building Earthwork				
Mass excavation	18,200	cy	$9.00	$163,800
Haul off, allowance	18,200	cy	$30.00	$546,000
Rock excavation, allowance	2,000	cy	$40.00	$80,000
Crane pad	1	ls	$5,000.00	$5,000
Structural excavation and haul off, allowance	13,000	cy	$39.00	$507,000
Backfill w/ onsite material, allowance	6,500	cy	$25.00	$162,500
Import backfill, allowance	6,500	cy	$50.00	$325,000
Fine grading	30,550	sf	$2.50	$8,554
Site Earthwork, Allowance	72,916	gsf	$12.00	$874,992
Parking Lot 5				*Existing to Remain*
Erosion Control, Allowance	72,916	gsf	$0.50	$36,458
Total - Earthwork				**$3,747,554**
32 Exterior Improvements				
Bases, Ballast, and Paving				
Asphalt paving				
Remove and replace existing asphalt trail	385	sf	$5.30	$2,040
Asphalt patch	185	sf	$8.35	$1,545
Concrete paving				
Heavy duty concrete, 9", roadways	15,385	sf	$25.00	$384,625
Curbs, gutters, sidewalks				
Concrete sidewalk, 5"	1,800	sf	$13.20	$23,760
Curb and gutter	1,600	lf	$58.00	$92,800
Colored concrete	3,648	sf	$22.20	$80,986
Landing	155	sf	$22.20	$3,441
Steps	295	lf	$76.20	$22,479
1-pipe guardrail	91	lf	$120.00	$10,920
Grand stairs, allowance	1	ls	$45,000.00	$45,000
Stairs at elevator	1	ls	$150,000.00	$150,000
Stairs between garage levels	1	ls	$80,000.00	$80,000
Site concrete, allowance	1	ls	$175,000.00	$175,000
Paving specialties				
Crosswalk striping	270	lf	$15.00	$4,050
Traffic signage, allowance	72,916	gsf	$0.05	$3,646

DETAIL ELEMENTS - CARRIAGE WAY

Element	Quantity	Unit	Unit Cost	Total
Miscellaneous specialties, allowance	72,916	gsf	$0.12	$8,750
Site Joint Sealants, Allowance	72,916	gsf	$0.25	$18,229
Site Improvements				
Guardrail, Brush Creek Road	425	lf	$365.00	$155,125
Signage and wayfinding, allowance	1	ls	$120,000.00	$120,000
Bike / ski racks	3	ea	$1,000.00	$3,000
Pedestrian seating / benches, allowance	1	ls	$20,000.00	$20,000
Irrigation and Landscaping				
Irrigation and landscaping, allowance	1	ls	$150,000.00	$150,000
Planter walls along stairs, assume average height 4'-0"	143	lf	$614.40	$87,859
Total - Exterior Improvements				**$1,643,255**
33 Utilities				
Mechanical Utilities				
Perimeter foundation drain	975	lf	$32.00	$31,200
Utility mobilization	1	ls	$8,000.00	$8,000
Water				
12" DIP with tees / valves	750	lf	$290.00	$217,500
6" water service with tees / valves	205	lf	$250.00	$51,250
4" water service with tees / valves	25	lf	$220.00	$5,500
Fire hydrant	2	ea	$18,000.00	$36,000
Remove and replace fire hydrant	2	ea	$12,000.00	$24,000
Sanitary sewer				
4" sanitary service	210	lf	$120.00	$25,200
Manhole, 4'	2	ea	$9,800.00	$19,600
Storm sewer				
18" RCP	455	lf	$200.00	$91,000
12" SDR 35	105	lf	$130.00	$13,650
Area inlet	4	ea	$2,500.00	$10,000
Storm curb inlet	2	ea	$10,000.00	$20,000
Manhole, 6'	3	ea	$8,800.00	$26,400
Manhole, 6' x 20'H, allowance	1	ea	$20,000.00	$20,000
Adjust cleanout / manholes	2	ea	$1,000.00	$2,000
Underslab drainage, allowance	1	ls	$20,000.00	$20,000
Gas line, trench only	280	lf	$60.00	$16,800
Electrical Utilities				
Electrical service, conduit and trench only, allowance	100	lf	$120.00	$12,000
Total - Utilities				**$650,100**

Daly Lane

SUMMARY - DALY LANE

Element		Total	Cost / SF
02	Existing Conditions	$12,505	$1.04
03	Concrete	$1,694	$0.14
04	Masonry	$50,800	$4.24
05	Metals	$1,200	$0.10
06	Wood, Plastics, And Composites		
07	Thermal And Moisture Protection	$7,529	$0.63
08	Openings	$138,880	$11.58
09	Finishes	$11,820	$0.99
10	Specialties		
11	Equipment		
12	Furnishings		
13	Special Construction		
14	Conveying Systems	$390,000	$32.51
21	Fire Suppression		
22	Plumbing	$22,160	$1.85
23	HVAC		
25	Integrated Automation		
26	Electrical	$33,330	$2.78
27	Communications	$5,184	$0.43
28	Electrical Safety And Security	$1,441	$0.12
31	Earthwork	$3,450	$0.29
32	Exterior Improvements	$10,202	$0.85
33	Utilities		
	Subtotal	$690,195	$57.54
	General Conditions 9.60%	$66,259	$5.52
	Subtotal	$756,453	$63.06
	General Requirements 1.50%	$11,347	$0.95
	Subtotal	$767,800	$64.01
	Bonds & Insurance 2.20%	$16,892	$1.41
	Subtotal	$784,692	$65.42
	Contractor's Fee 5.00%	$39,235	$3.27
	Subtotal	$823,926	$68.69
	Design Contingency 15.00%	$123,589	$10.30
	Subtotal	$947,515	$78.99
	Construction Contingency 5.00%	$47,376	$3.95
	Subtotal	$994,891	$82.94
	Architect / Engineer Fees 10.00%	$99,489	$8.29
	Subtotal	$1,094,380	$91.24
	Escalation to MOC, 05/16/26	*See Summary*	*See Summary*
TOTAL ESTIMATED CONSTRUCTION COST		**$1,094,380**	**$91.24**

Total Area: 11,995 SF

DETAIL ELEMENTS - DALY LANE

Element	Quantity	Unit	Unit Cost	Total
02 Existing Conditions				
Demolition				
Sawcut and remove hardscape	298	sf	$6.50	$1,937
Remove landscaping	1	ls	$175.00	$175
Remove planter wall	9	lf	$32.00	$288
Minor work at balconies for elevator unloading, allowance	1	ea	$2,000.00	$2,000
Surgical cut & demolition of concrete wall @ plaza for elevator unloading, allow	1	ea	$1,500.00	$1,500
Relocate storage shed	1	ls	$750.00	$750
Remove storefront	495	sf	$9.00	$4,455
Miscellaneous Demolition, Allowance	1	ls	$1,400.00	$1,400
Total - Existing Conditions				**$12,505**
03 Concrete				
Elevator Pit Slab, Assume 12"	97	sf	$12.31	$1,194
Miscellaneous Concrete, Allowance	1	ls	$500.00	$500
Total - Concrete				**$1,694**
04 Masonry				
CMU Walls, Assume 42'-0" H	788	sf	$50.00	$39,400
CMU Walls, Assume 6'-0" Below Grade	228	sf	$50.00	$11,400
Total - Masonry				**$50,800**
05 Metals				
Miscellaneous Metals, Allowance	1	ls	$1,200.00	$1,200
Total - Metals				**$1,200**
06 Wood, Plastics, And Composites				*No Work Anticipated*
Total - Wood, Plastics, And Composites				

DETAIL ELEMENTS - DALY LANE

Element	Quantity	Unit	Unit Cost	Total
07 Thermal And Moisture Protection				
Waterproofing				
Elevator pit slab & walls waterproofing, allowance	1	ls	$2,500.00	$2,500
Thermal Protection				
Thermal batt insulation, roof	97	sf'	$2.10	$204
Roofing & Siding Panels				
Singe-ply TPO roof	97	sf	$10.20	$989
Awning, Allowance	35	sf	$75.30	$2,636
Miscellaneous Flashing / Counterflashing / Sheet Metal, Allowance	1	ls	$1,200.00	$1,200
Total - Thermal And Moisture Protection				**$7,529**
08 Openings				
Exterior Glazing	868	sf	$160.00	$138,880
Total - Openings				**$138,880**
09 Finishes				
Exterior Wall Finish				
Stucco	788	sf	$15.00	$11,820
Total - Finishes				**$11,820**
10 Specialties				*No Work Anticipated*
Total - Specialties				
11 Equipment				*No Work Anticipated*
Total - Equipment				
12 Furnishings				*No Work Anticipated*
Total - Furnishings				
13 Special Construction				*No Work Anticipated*
Total - Special Construction				

DETAIL ELEMENTS - DALY LANE

Element	Quantity	Unit	Unit Cost	Total
14 Conveying Systems				
Elevators				
Replacement elevator	4	stop	$37,500.00	$150,000
Finish to interior cab, allowance	1	ea	$7,500.00	$7,500
Remove existing elevator, allowance	1	ea	$25,000.00	$25,000
Addition elevator	3	stop	$66,666.67	$200,000
Finish to interior cab, allowance	1	ea	$7,500.00	$7,500
Total - Conveying Systems				**$390,000**
21 Fire Suppression				*No Work Anticipated*
Total - Fire Suppression				
22 Plumbing				
General Plumbing Equipment				
Sand / oil interceptor, allowance	1	ea	$22,160.00	$22,160
Total - Plumbing				**$22,160**
23 HVAC				*No Work Anticipated*
Total - HVAC				
25 Integrated Automation				*No Work Anticipated*
Total - Integrated Automation				
26 Electrical				
Distribution Equipment	1	ls	$6,445.16	$6,445
200A 3P breaker, molded case				*Included Above*
HVAC and Equipment Connections	1	ls	$25,064.24	$25,064
Connection, elevator				*Included Above*
Disconnect switch, 200/3 fused N3R				*Included Above*
Equipment feeder, 200 amp				*Included Above*
Copper wire, #6 thhn				*Included Above*
Copper wire, #3/0 thhn				*Included Above*

DETAIL ELEMENTS - DALY LANE

Element	Quantity	Unit	Unit Cost	Total
Lighting and Lighting Control	1	ls	$1,820.66	$1,821
Elevator pit light				*Included Above*
Single pole switch, wp				*Included Above*
Total - Electrical				**$33,330**
27 Communications				
Voice and Data System	1	ls	$5,183.93	$5,184
Connection, elevator phone				*Included Above*
Conduit, 1 1/2" emt				*Included Above*
CAT-6a, 4 pair 23 AWG, UTP				*Included Above*
Pull box, 12x12x6 N3R				*Included Above*
Total - Communications				**$5,184**
28 Electrical Safety And Security				
Fire Alarm System				
FA interface relay	1	ls	$1,440.86	$1,441
Total - Electrical Safety And Security				**$1,441**
31 Earthwork				
Earthwork				
Field staking & layout	1	ls	$675.00	$675
Fine grading	1	ls	$1,275.00	$1,275
Erosion control	1	ls	$1,500.00	$1,500
Total - Earthwork				**$3,450**
32 Exterior Improvements				
Hardscape				
Colored concrete around renovated elevator	300	sf	$22.20	$6,660
Landscape, Allowance	1	ls	$1,000.00	$1,000
Site Walls				
Planter wall, assume 2'-0" H	7	lf	$256.00	$1,792
Miscellaneous Site Improvements, Allowance	1	ls	$750.00	$750
Total - Exterior Improvements				**$10,202**

DETAIL ELEMENTS - DALY LANE

Element	Quantity	Unit	Unit Cost	Total
33 Utilities				*No Work Anticipated*
Total - Utilities				

APPENDIX 1 - APPROACH & METHODOLOGY

Basis of Estimate

- 2022-12-02 TOSV Transit Center_75% CD - Drawings
- 2024-01-12 TOSV Transit Station Improvements
- 2024-01-12 TOSV Transit Station Improvements-Markups
- 2024-05-20 TOSV Transit Center_Concept Plans
- Architectural - Plans-SITE PLAN - LOWER LEVEL
- Architectural - Plans-SITE PLAN - UPPER LEVEL
- 3D View-BIRDS EYE - NORTH
- 3D View-BIRDS EYE - WEST
- 3D View-BIRDS EYE FROM NORTH
- 3D View-PERSPECTIVE - LOWER LEVEL ENTRANCE

Estimate Format

A component cost classification format has been used for the preparation of this estimate. It classifies costs by building system / element.

Cost Mark Ups

The following % mark ups have been included in each design option:

- General Conditions (9.60% on direct costs)
- General Requirements (1.50% compound)
- Bonds & Insurance (8.50% compound)
- Contractor's Fee (5.00% compound)
- Design Contingency (15.00% compound)
- Construction Contingency (5.00% compound)
- Architect / Engineer Fees (10.00% compound)
- Escalation to MOC, 05/16/26 (9.03% compound)

Escalation

All subcontract prices herein are reflective of current bid prices. Escalation has been included on the summary level to the stated mid point of construction.

Design Contingency

An allowance of 15.00% for undeveloped design details has been included in this estimate. As the design of each system is further developed, details which historically increase cost become apparent and must be incorporated into the estimate while decreasing the % burden.

Construction Contingency

It is prudent for all program budgets to include an allowance for change orders which occur during the construction phase. These change orders normally increase the cost of the project. It is recommended that a 5.00% construction contingency is carried in this respect.

Construction Schedule

Costs included herein have been based upon a construction period of 27 months. Any costs for excessive overtime to meet accelerated schedule milestone dates are not included in this estimate.

Method of Procurement

The estimate is based on a CM at Risk delivery model.

Bid Conditions

This estimate has been based upon competitive bid situations (minimum of 3 bidders) for all items of subcontracted work.

Basis For Quantities

Wherever possible, this estimate has been based upon the actual measurement of different items of work. For the remaining items, parametric measurements were used in conjunction with other projects of a similar nature.

APPENDIX 1 - APPROACH & METHODOLOGY

Basis for Unit Costs

Unit costs as contained herein are based on current bid prices in Snowmass Village, CO. Sub overheads and profit are included in each line item unit cost. Their overhead and profit covers each sub's cost for labor burden, materials, and equipment, sales taxes, field overhead, home office overhead, and profit. The general contractor's overhead is shown separately on the master summary.

Sources for Pricing

This estimate was prepared by a team of qualified cost consultants experienced in estimating construction costs at all stages of design. These consultants have used pricing data from Cumming's database for renovation construction, updated to reflect current conditions in Snowmass Village, CO.

Key Exclusions

The following items have been excluded from our estimate:
- Project Soft Costs
- Night & Weekend Work
- Work Outside of the Elevator Renovation & Addition at Daly Lane
- Removal / Relocation of Site Furnishings / Specialties
- Conditioned Air & Plumbing in Enclosed Rooms
- Third Party Testing and Inspections
- Building Permit Plan & Check Fees
- Third Party Commissioning

Items Affecting Cost Estimate

Items which may change the estimated construction cost include, but are not limited to:
- Modifications to the scope of work included in this estimate.
- Unforeseen sub-surface conditions.
- Restrictive technical specifications or excessive contract conditions.
- Any specified item of material or product that cannot be obtained from 3 sources.
- Any other non-competitive bid situations.
- Bids delayed beyond the projected schedule.

Statement of Probable Cost

Cumming has no control over the cost of labor and materials, the general contractor's or any subcontractor's method of determining prices, or competitive bidding and market conditions. This estimate is made on the basis of the experience, qualifications, and best judgement of a professional consultant familiar with the construction industry. Cumming, however, cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from this or subsequent cost estimates.

Cumming's staff of professional cost consultants has prepared this estimate in accordance with generally accepted principles and practices. This staff is available to discuss its contents with any interested party.

Pricing reflects probable construction costs obtainable in the project locality on the target dates specified and is a determination of fair market value for the construction of this project. The estimate is not a prediction of low bid. Pricing assumes competitive bidding for every portion of the construction work for all sub and general contractors with a range of 3 - 4 bidders for all items of work. Experience and research indicates that a fewer number of bidders may result in higher bids. Conversely, an increased number of bidders may result in more competitive bid day responses.

APPENDIX 1 - APPROACH & METHODOLOGY

COVID-19 Disclosure

The outbreak of the novel Coronavirus (COVID-19), declared by the World Health Organization as a "Global Pandemic" on 11 March 2020, has impacted global financial markets.

Market activity is being impacted in many sectors and circumstances remain very fluid and variable in different jurisdictions. Accordingly, as of this date, we are concerned with the market related impacts on the deliverables we are furnishing to you as part of our Services including cost estimates, budgets, and schedules ("Deliverable(s)"). Indeed, the current response to this pandemic means that we are faced with an unprecedented set of circumstances on which to base a judgement of the effects on the availability of labor, materials, and access and other impacts, although we are monitoring those on a continuing basis. Particularly including productivity impacts as a result of the CDC directives regarding social distancing.

Our Deliverables must be regarded with a degree of 'material uncertainty, – and a higher degree of caution – than would normally be the case. Given the unknown future impact that the COVID-19 pandemic might have on the construction and real estate markets, we recommend that you keep the Deliverables of this project under frequent review. For your information, we have not added or considered a COVID19 additional contingency within this Deliverable"

Recommendations

Cumming recommends that the Owner and the Architect carefully review this entire document to ensure it reflects their design intent. Requests for modifications of any apparent errors or omissions to this document must be made to Cumming within ten days of receipt of this estimate. Otherwise, it will be assumed that its contents have been reviewed and accepted. If the project is over budget or there are unresolved budget issues, alternate systems / schemes should be evaluated before proceeding into further design phases.

It is recommended that there are preparations of further cost estimates throughout design by Cumming to determine overall cost changes since the preparation of this preliminary estimate. These future estimates will have detailed breakdowns indicating materials by type, kind, and size, priced by their respective units of measure.

Town of Snowmass Transit Center Rev2

Rough Order Of Magnitude

June 11, 2024

CUMMING GROUP

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EXECUTIVE SUMMARY

1.1 Introduction

This estimate has been prepared, pursuant to an agreement between SEH and Cumming, for the purpose of establishing a probable cost of construction at the rough order of magnitude stage.

The project scope encompasses renovation of bus stops located on Daly Lane and Carriage Way with the addition of 2-level transit center on Carriage Way for the Snowmass mall.

1.2 Project Schedule

	Start	Finish	Duration
Construction	Apr-25	Jul-28	40 months

1.3 Key Assumptions & Exclusions

This document should be read in association with Appendix 1 which outlines approach and cost management methodology. Key assumptions include:

Key Assumptions

- CM@Risk
- Single Phase Construction
- **Anticipated Construction Start Date April 2025**
- **Anticipated Construction Duration of 40 Months**
- 150 LF Distance for Power to the Daly Lane Elevator
- Phasing is Included and Assumed Phases are Consecutive

Key Exclusions

- Project Soft Costs
- Night & Weekend Work
- Work Outside of the Elevator Renovation & Addition at Daly Lane
- Removal / Relocation of Site Furnishings / Specialties
- Conditioned Air & Plumbing in Enclosed Rooms
- Third Party Testing and Inspections
- Building Permit Plan & Check Fees
- Third Party Commissioning

SUMMARY

Element	Area	Cost / SF	Total
Carriage Way	72,916	$524.30	$38,229,695
Escalation to MOC, 11/29/26	11.76%		$4,496,236
Total Estimated Construction Cost	**72,916**	**$585.96**	**$42,725,932**
Daly Lane	11,995	$96.62	$1,158,903
Escalation to MOC, 11/29/26	11.76%		$136,300
Total Estimated Construction Cost	**11,995**	**$107.98**	**$1,295,203**

SUMMARY MATRIX

Element		Carriage Way 72,916 SF Total	Carriage Way 72,916 SF Cost/SF	Daly Lane 11,995 SF Total	Daly Lane 11,995 SF Cost/SF	Overall Totals Total	Overall Totals Cost/SF
01 General Requirements		$567,482	$7.78			$567,482	$6.68
02 Existing Conditions		$368,504	$5.05	$12,505	$1.04	$381,009	$4.49
03 Concrete		$8,312,612	$114.00	$1,694	$0.14	$8,314,306	$97.92
04 Masonry		$812,215	$11.14	$50,800	$4.24	$863,015	$10.16
05 Metals		$538,448	$7.38	$1,200	$0.10	$539,648	$6.36
06 Wood, Plastics, And Composites		$321,143	$4.40			$321,143	$3.78
07 Thermal And Moisture Protection		$958,984	$13.15	$7,529	$0.63	$966,513	$11.38
08 Openings		$80,548	$1.10	$138,880	$11.58	$219,428	$2.58
09 Finishes		$148,843	$2.04	$11,820	$0.99	$160,663	$1.89
10 Specialties		$36,901	$0.51			$36,901	$0.43
11 Equipment							
12 Furnishings							
13 Special Construction		$72,270	$0.99			$72,270	$0.85
14 Conveying Systems		$418,500	$5.74	$390,000	$32.51	$808,500	$9.52
21 Fire Suppression		$192,710	$2.64			$192,710	$2.27
22 Plumbing		$1,854,625	$25.44	$22,160	$1.85	$1,876,785	$22.10
23 HVAC		$946,149	$12.98			$946,149	$11.14
25 Integrated Automation		$22,538	$0.31			$22,538	$0.27
26 Electrical		$913,507	$12.53	$33,330	$2.78	$946,837	$11.15
27 Communications		$83,600	$1.15	$5,184	$0.43	$88,784	$1.05
28 Electrical Safety And Security		$77,530	$1.06	$1,441	$0.12	$78,971	$0.93
31 Earthwork		$3,747,554	$51.40	$3,450	$0.29	$3,751,004	$44.18
32 Exterior Improvements		$1,643,255	$22.54	$10,202	$0.85	$1,653,457	$19.47
33 Utilities		$650,100	$8.92			$650,100	$7.66
Subtotal Cost		$22,768,017	$312.25	$690,195	$57.54	$23,458,212	$276.27
General Conditions	14.2%	$3,221,674	$44.18	$97,663	$8.14	$3,319,337	$39.09
General Requirements	3.2%	$831,670	$11.41	$25,211	$2.10	$856,882	$10.09
Bonds & Insurance	8.5%	$590,070	$8.09	$17,888	$1.49	$607,957	$7.16
Contractor's Fee	5.0%	$1,370,572	$18.80	$41,548	$3.46	$1,412,119	$16.63
Design Contingency	15.0%	$4,317,300	$59.21	$130,876	$10.91	$4,448,176	$52.39
Construction Contingency	5.0%	$1,654,965	$22.70	$50,169	$4.18	$1,705,134	$20.08
Architect / Engineer Fees	10.0%	$3,475,427	$47.66	$105,355	$8.78	$3,580,782	$42.17
Escalation to MOC, 11/29/26	11.8%	See Summary		See Summary		See Summary	
Total Estimated Construction Cost		**$38,229,695**	**$524.30**	**$1,158,903**	**$96.62**	**$39,388,599**	**$463.88**

SCHEDULE OF AREAS AND CONTROL QUANTITIES

Schedule of Areas	Carriage Way	Daly Lane	SF
Site Renovation	72,916	11,995	84,911

Carriage Way

SUMMARY - CARRIAGE WAY

Element		Total	Cost / SF
02	Existing Conditions	$368,504	$5.05
03	Concrete	$8,312,612	$114.00
04	Masonry	$812,215	$11.14
05	Metals	$538,448	$7.38
06	Wood, Plastics, And Composites	$321,143	$4.40
07	Thermal And Moisture Protection	$958,984	$13.15
08	Openings	$80,548	$1.10
09	Finishes	$148,843	$2.04
10	Specialties	$36,901	$0.51
11	Equipment		
12	Furnishings		
13	Special Construction	$72,270	$0.99
14	Conveying Systems	$418,500	$5.74
21	Fire Suppression	$192,710	$2.64
22	Plumbing	$1,854,625	$25.44
23	HVAC	$946,149	$12.98
25	Integrated Automation	$22,538	$0.31
26	Electrical	$913,507	$12.53
27	Communications	$83,600	$1.15
28	Electrical Safety And Security	$77,530	$1.06
31	Earthwork	$3,747,554	$51.40
32	Exterior Improvements	$1,643,255	$22.54
	Subtotal	$22,768,017	$312.25
	General Conditions 14.15%	$3,221,674	$44.18
	Subtotal	$25,989,691	$356.43
	General Requirements 3.20%	$831,670	$11.41
	Subtotal	$26,821,361	$367.84
	Bonds & Insurance 2.20%	$590,070	$8.09
	Subtotal	$27,411,431	$375.93
	Contractor's Fee 5.00%	$1,370,572	$18.80
	Subtotal	$28,782,003	$394.73
	Design Contingency 15.00%	$4,317,300	$59.21
	Subtotal	$33,099,303	$453.94
	Construction Contingency 5.00%	$1,654,965	$22.70
	Subtotal	$34,754,269	$476.63
	Architect / Engineer Fees 10.00%	$3,475,427	$47.66
	Subtotal	$38,229,695	$524.30
	Escalation to MOC, 11/29/26	*See Summary*	*See Summary*
TOTAL ESTIMATED CONSTRUCTION COST		**$38,229,695**	**$524.30**

Total Area: 72,916 SF

DETAIL ELEMENTS - CARRIAGE WAY

Element	Quantity	Unit	Unit Cost	Total
01 General Requirements				
Weather Conditions, Garage, Allowance	30,338	gsf	$4.00	$121,352
Weather Conditions, Building Structures, Allowance	5,302	gsf	$20.00	$106,040
General Labor	5,638	hrs	$55.00	$310,090
Hoisting	1	ls	$30,000.00	$30,000
Total - General Requirements				**$567,482**
02 Existing Conditions				
Demolition				
Bus shelter and lockers	1	ls	$8,000.00	$8,000
Sawcut and remove asphalt	26,200	sf	$1.40	$36,680
Sawcut and remove concrete pavement, assume 9" thick	17,600	sf	$9.50	$167,200
Sawcut and remove concrete sidewalks, assume 5" thick	4,000	sf	$6.50	$26,000
Remove curb & gutter	900	lf	$25.00	$22,500
Remove street light bases	4	ea	$700.00	$2,800
Remove roadway railing	190	lf	$14.00	$2,660
Remove retaining wall	170	lf	$130.00	$22,100
Remove trees	60	ea	$475.00	$28,500
Remove fence	60	lf	$10.00	$600
Remove median	740	sf	$2.50	$1,850
Remove signs	19	ea	$150.00	$2,850
Remove metal joint cover	43	lf	$12.00	$516
Remove storm manholes	3	ea	$1,600.00	$4,800
Remove storm pipe	380	lf	$30.00	$11,400
Remove hot water supply handhole	2	ea	$800.00	$1,600
Remove hot water supply line	180	lf	$20.00	$3,600
Remove water service line	395	lf	$20.00	$7,900
Abandon gas line in place, allowance	1	ls	$1,000.00	$1,000
Remove hydrant	1	ea	$800.00	$800
Remove stairs & concrete, allowance	1	ls	$4,500.00	$4,500
Remove planter wall	88	lf		*Included Above*
Remove landscaping	511	sf		*Included Above*
Remove landscaping, allowance	1	ls	$300.00	$300
Remove wood shingle roof & substrate, assume 4:12 slope	1,551	sf	$1.57	$2,429
Remove concrete steps	24	lf	$19.20	$461
Remove exterior door	1	ea	$80.40	$80
Remove exterior glazing, assume 10'-0" H	60	sf	$6.00	$360
Remove interior stairs	27	lf	$19.20	$518
Miscellaneous Demolition, Allowance	1	ls	$6,500.00	$6,500
Total - Existing Conditions				**$368,504**

DETAIL ELEMENTS - CARRIAGE WAY

Element	Quantity	Unit	Unit Cost	Total
03 Concrete				
Foundation Footings and Walls, Allowance	30,338	gsf	$88.00	$2,669,744
Garage Slabs, Allowance	30,338	gsf	$98.00	$2,973,124
Concrete Specialties, Allowance	30,338	gsf	$20.00	$606,760
Drilled Piers, Complete, Allowance	30,338	gsf	$68.00	$2,062,984
Total - Concrete				**$8,312,612**
04 Masonry				
CMU Walls	1,340	sf	$50.00	$67,000
Stone				
Stone veneer, assume 75% of building enclosure walls	4,347	sf	$55.00	$239,085
Stone veneer, garage columns	4,760	sf	$55.00	$261,800
Stone veneer, elevator tower	1,050	sf	$55.00	$57,750
Precast column caps, garage	343	sf	$60.00	$20,580
Panels at garage perimeter / center opening and bridge, allowance	2,800	sf	$55.00	$154,000
Precast trim, allowance	1	ls	$12,000.00	$12,000
Total - Masonry				**$812,215**
05 Metals				
Structural Steel				
Roof framing allowance, assume 10 psf at Guest Services	2	tn	$4,980.00	$11,952
Roof framing allowance, assume 10 psf at Restrooms	5	tn	$4,980.00	$22,908
Roof framing allowance, assume 10 psf at MEP	4	tn	$4,980.00	$19,920
Roof framing allowance, assume 10 psf at Transportation Office	3	tn	$4,980.00	$14,691
Roof framing allowance, assume 10 psf at Driver Break	3	tn	$4,980.00	$13,073
Roof framing allowance, assume 10 psf at Shelter / Waiting	9	tn	$4,980.00	$46,762
Elevator tower, allowance	1	ls	$15,000.00	$8,175
Metal decking, allowance	5,302	sf	$6.90	$36,584
Bridge, allowance	558	sf	$500.00	$279,000
Miscellaneous Metals				
Stair railings	116	lf	$300.00	$34,800
Bollards	30	ea	$1,200.00	$36,000
Miscellaneous metals, allowance	72,916	gsf	$0.20	$14,583
Total - Metals				**$538,448**
06 Wood, Plastics, And Composites				
Rough Carpentry				
Exterior wall sheathing	7,105	sf	$3.54	$25,152
Roof sheathing	5,302	sf	$3.54	$18,769
Backing / blocking	1	ls	$1,500.00	$1,500

DETAIL ELEMENTS - CARRIAGE WAY

Element	Quantity	Unit	Unit Cost	Total
Finish Carpentry				
Cementitious board & batten siding, Hardi-board - assume 20% of building enclosure walls	1,159	sf	$22.50	$26,082
Wall framing, soffits, fascia, timbers	1	ls	$225,000.00	$225,000
Millwork				
Break room cabinets	22	lf	$440.00	$9,680
Office cabinets	16	lf	$440.00	$7,040
Guest services cabinets	18	lf	$440.00	$7,920
Total - Wood, Plastics, And Composites				**$321,143**
07 Thermal And Moisture Protection				
Waterproofing				
Waterproofing, foundations	1	ls	$40,000.00	$40,000
Waterproofing, one-sided wall forms	6,530	sf	$15.00	$97,950
Waterproofing, Brush Creek Road retaining wall	6,546	sf	$5.00	$32,730
Waterproofing, garage platform	30,338	sf	$14.00	$424,732
Thermal Protection				
Thermal batt insulation, exterior wall	5,765	sf	$2.10	$12,107
Sound batt insulation, interior wall	2,525	sf	$1.15	$2,904
Rigid insulation, exterior wall	5,765	sf	$3.90	$22,484
Weather Barriers				
Air & vapor barrier, fluid-applied membrane, exterior wall	5,765	sf	$6.60	$38,049
Membrane Roofing System				
PVC, mechanical fastened, 60 mil	5,302	sf	$45.00	$238,590
High temp ice & water shield				*Included*
Backside of perimeter wall, 30"				*Included*
Metal flashings				*Included*
Flashing and Sheetmetal				
Sheetmetal flashing and trim, allowance	30,338	gsf	$0.50	$15,169
Expansion joints, allowance	1	ls	$10,000.00	$10,000
Joint Sealants and Caulking, Allowance	30,338	gsf	$0.80	$24,270
Total - Thermal And Moisture Protection				**$958,984**
08 Openings				
Exterior Doors				
Single HM door in HM frame incl. hardware	10	ea	$2,450.00	$24,500
Single WD door with full vision lite incl. hardware at improved entry	1	ea	$2,000.00	$2,000
Exterior Glazing				
Exterior glazing, assume 5% of building enclosure walls	290	sf	$160.00	$46,368
Exterior glazing at improved entry	48	sf	$160.00	$7,680
Total - Openings				**$80,548**

DETAIL ELEMENTS - CARRIAGE WAY

Element	Quantity	Unit	Unit Cost	Total
09 Finishes				
Exterior Walls				*w/ Division 06*
Gypsum board				
Gypsum board, interior of exterior	5,765	sf	$3.42	$19,716
Interior Partitions				
Metal studs				
3 5/8"	2,525	sf	$12.24	$30,906
Gypsum board				
5/8" gypsum board, finished	5,050	sf	$3.42	$17,271
Floor Finishes				
Carpet, existing building rework	78	sf	$5.40	$421
Guest Services flooring	480	sf	$12.00	$5,760
Transportation Office flooring	590	sf	$5.40	$3,186
MEP, sealed concrete	800	sf	$2.15	$1,720
Rubber base	525	lf	$2.40	$1,260
Painting & Coating				
Epoxy paint in restrooms	2,280	sf	$3.36	$7,661
Paint doors and frames, per leaf	10	ea	$130.36	$1,304
Miscellaneous Finishes				
Building structures, allowance	5,860	gsf	$5.00	$29,300
Garage, allowance	30,338	gsf	$1.00	$30,338
Total - Finishes				**$148,843**
10 Specialties				
Signage				
Code-compliant signage				
Restroom Specialties				
ADA stall	4	ea	$1,200.00	$4,800
Standard stall	8	ea	$1,000.00	$8,000
Hand dryers	6	ea	$1,200.00	$7,200
Mirror	80	sf	$38.40	$3,072
Grab bars	12	ea	$219.02	$2,628
Coat hook	12	ea	$31.82	$382
Paper towel dispenser combo unit, recessed	4	ea	$407.44	$1,630
Sanitary napkin disposal	12	ea	$203.72	$2,445
Seat cover dispenser	12	ea	$152.34	$1,828
Soap dispenser	8	ea	$104.02	$832
Toilet paper dispenser	12	ea	$90.32	$1,084
Baby changing station	2	ea	$1,500.00	$3,000
Total - Specialties				**$36,901**

DETAIL ELEMENTS - CARRIAGE WAY

Element	Quantity	Unit	Unit Cost	Total
11 Equipment				*No Work Anticipated*
Total - Equipment				
12 Furnishings				
Window Coverings				*No Work Anticipated*
Total - Furnishings				
13 Special Construction				
Solar PV System	24	kW	$3,000.00	$72,270
Total - Special Construction				**$72,270**
14 Conveying Systems				
Elevators				
Elevator, 2-stop	3	ea	$132,000.00	$396,000
Finish to interior cab, allowance	3	ea	$7,500.00	$22,500
Total - Conveying Systems				**$418,500**
21 Fire Suppression				
Fire Sprinkler System				
Garage, allowance	30,338	gsf	$5.00	$151,690
Building structures, allowance	5,860	gsf	$7.00	$41,020
Total - Fire Suppression				**$192,710**
22 Plumbing				
General Plumbing Equipment				
Electric water heater, under counter	8	ea	$1,259.00	$10,072
1-1/2" backflow preventer	2	ea	$936.50	$1,873
1-1/2" water meter	2	ea	$880.70	$1,761
Sanitary Fixtures				
Water closet, WC-1, wall, sensor FV	8	ea	$1,784.00	$14,272
Water closet, WC-2, wall, sensor FV	4	ea	$1,840.00	$7,360
Urinal, UR-2, sensor FV	2	ea	$1,720.00	$3,440
Lavatory, L-1, 2 basin integral counter, sensor faucet	4	ea	$3,547.00	$14,188
Floor drain, FD-1	4	ea	$690.80	$2,763

DETAIL ELEMENTS - CARRIAGE WAY

Element	Quantity	Unit	Unit Cost	Total
Hose bibb, HB-1	4	ea	$151.60	$606
Trap primer valve	4	ea	$154.60	$618
Water hammer arrestor, 11 fixtures	14	ea	$138.90	$1,945
Rough-Ins				
Complete rough-in per fixture	18	ea	$3,496.00	$62,928
Rough-in at floor sink or floor drain	4	ea	$408.80	$1,635
Domestic Cold Water				
Domestic cold water piping	920	sf	$8.00	$7,360
Domestic Hot Water				
Domestic hot water piping	920	sf	$8.00	$7,360
Waste Piping				
Waste piping, allowance	920	sf	$8.00	$7,360
Vent Piping				
Vent piping, allowance	920	sf	$8.00	$7,360
Connect to existing, waste only	2	ea	$1,593.00	$3,186
Roof Drainage				
Roof drainage, allowance for building structures	5,860	sf	$2.86	$16,760
Condensate Drainage				
Trap and equipment connect	4	ea	$440.50	$1,762
3/4" pipe, cu type M, in bldg	100	lf	$35.85	$3,585
Pipe insulation, 3/4"	100	lf	$10.52	$1,052
Natural Gas				
Natural gas, allowance	920	sf	$2.50	$2,300
Rough-in / connect at boiler	2	ea	$1,382.00	$2,764
Connect to radiant heaters units	4	ea	$415.90	$1,664
Garage Drains & S/O Interceptor, Allowance	1	ls	$340,000.00	$340,000
Snow Melt Piping System, Allowance	47,973	sf	$25.00	$1,199,325
Additional Plumbing Requirements				
Test / clean plumbing	31	hr	$97.04	$3,008
Start-up / check-out	31	hr	$116.45	$3,610
Commissioning assist	31	hr	$102.15	$3,167
Access panels	18	ea	$218.50	$3,933
Seismic bracing	920	sf	$2.00	$1,840
Penetrations and firestopping for plumbing	30,338	gsf	$0.75	$22,754
Miscellaneous plumbing, allowance	30,338	gsf	$3.00	$91,014
Total - Plumbing				**$1,854,625**

23 HVAC

Heating Hot Water Equipment				
Hot water boiler, gas fired	12,000	mbh	$35.16	$421,920
Boiler stack, 10"	40	lf	$302.00	$12,080
HW pump, end suction, 3 hp, 150 gpm	1	ea	$4,661.00	$4,661
HW chemical treatment	12,000	mbh	$4.00	$48,000
Hot Water Distribution				
Coil connection KIT	10	ea	$1,078.00	$10,780
Connect to existing	1	ea	$786.00	$786

DETAIL ELEMENTS - CARRIAGE WAY

Element	Quantity	Unit	Unit Cost	Total
HHW distribution, allowance	47,973	sf	$3.94	$189,014
Air-Side Equipment				
DX Fan coils / splits				
Split AC, ductless, wall, 0.75 ton, 300 cfm	5	ea	$3,632.00	$18,160
Refrigerant line set for split system	5	ea	$1,184.00	$5,920
Radiators				
Gas unit heater	5	ea	$2,639.00	$13,195
Fans				
Exhaust fans	300	cfm	$2.18	$654
Additional HVAC Requirements				
Test / balance HVAC	80	hr	$105.19	$8,415
Start-up / check-out	80	hr	$95.63	$7,650
Commissioning assist	80	hr	$95.63	$7,650
MEP coordination	80	hr	$95.63	$7,650
Seismic bracing	30,338	gsf	$0.50	$15,169
Penetrations and firestopping	30,338	gsf	$0.75	$22,754
Miscellaneous HVAC, allowance	30,338	gsf	$5.00	$151,690
Total - HVAC				**$946,149**
25 Integrated Automation				
DDC Controls				
DDC controls, boiler	1	ea	$16,392.00	$16,392
DDC controls, pump	1	ea	$6,146.40	$6,146
Total - Integrated Automation				**$22,538**
26 Electrical				
Electrical Service, Allowance	1	ls	$82,000.00	$82,000
Temporary power	1	ls	$10,000.00	$10,000
HVAC and Equipment Connections	1	ls	$25,000.00	$25,000
Connection boiler				*Included Above*
Connection, exhaust fan				*Included Above*
Disconnect switch, 60/3 fused N3R				*Included Above*
Equipment feeder, 30 amp				*Included Above*
Equipment feeder, 60 amp				*Included Above*
Elevators	1	ls	$75,192.00	$75,192
Connection, elevator				*Included Above*
Disconnect switch, 200/3 fused N3R				*Included Above*
Equipment feeder, 200 amp				*Included Above*
Copper wire, #6 thhn				*Included Above*
Copper wire, #3/0 thhn				*Included Above*
Convenience Power	5,860	sf	$9.00	$52,740
Duplex receptacle, 20 amp GFCI				*Included Above*
Double duplex receptacle, 20 amp GFCI				*Included Above*

DETAIL ELEMENTS - CARRIAGE WAY

Element	Quantity	Unit	Unit Cost	Total
Double duplex receptacle, 20 amp GFCI wp				*Included Above*
Branch power, 20 amp				*Included Above*
Lighting and Lighting Control	5,860	sf	$20.00	$117,200
Vanity light				*Included Above*
Restroom lighting				*Included Above*
MEP room lighting				*Included Above*
Transportation office lighting				*Included Above*
Low voltage switch				*Included Above*
Lighting branch power, fixtures				*Included Above*
Lighting branch power, controls				*Included Above*
Conduit, 3/4" emt				*Included Above*
Lighting control cable				*Included Above*
Site / Garage Lighting, Allowance	1	ls	$170,000.00	$170,000
EV Charging Equipment	1	ls	$220,000.00	$220,000
Demolition	1	ls	$8,824.32	$8,824
Salvage to owner - street lights				*Included Above*
General Conditions / General Requirements				
Start-up, third party testing, commissioning assist, labels, firestopping, pipe penetrations, seismic and misc	1	ls	$152,551.09	$152,551
Total - Electrical				**$913,507**

27 Communications

Voice and Data System				
Structured cabling, allowance	5,860	sf	$10.00	$58,600
Audio-Visual System, Allowance	1	ls	$25,000.00	$25,000
Total - Communications				**$83,600**

28 Electrical Safety And Security

Surveillance and Security System, Allowance	1	ls	$20,000.00	$20,000
Fire Alarm System	1	ls	$57,529.68	$57,530
FA smoke detector				*Included Above*
FA strobe unit, wall mount				*Included Above*
Pre test existing system prior to construction, allowance				*Included Above*
Programming after new installation, allowance				*Included Above*
Final testing and other tie in, allowance				*Included Above*
Conduit, 3/4" emt				*Included Above*
Fire alarm cable rated, 4C				*Included Above*
Total - Electrical Safety And Security				**$77,530**

DETAIL ELEMENTS - CARRIAGE WAY

Element	Quantity	Unit	Unit Cost	Total
31 Earthwork				
Site Preparation				
Mobilization / demobilization	1	ls	$140,000.00	$140,000
Construction surveying, allowance	1	ls	$70,000.00	$70,000
Shoring, allowance	1	ls	$680,000.00	$680,000
Temporary dewatering, allowance				*Excluded*
Clear and grub Brush Creek hillside	1	ls	$18,000.00	$18,000
Protect trees	6	ea	$250.00	$1,500
Wood-framed sound wall	50	lf	$175.00	$8,750
Traffic control, allowance	1	ls	$120,000.00	$120,000
Building Earthwork				
Mass excavation	18,200	cy	$9.00	$163,800
Haul off, allowance	18,200	cy	$30.00	$546,000
Rock excavation, allowance	2,000	cy	$40.00	$80,000
Crane pad	1	ls	$5,000.00	$5,000
Structural excavation and haul off, allowance	13,000	cy	$39.00	$507,000
Backfill w/ onsite material, allowance	6,500	cy	$25.00	$162,500
Import backfill, allowance	6,500	cy	$50.00	$325,000
Fine grading	30,550	sf	$2.50	$8,554
Site Earthwork, Allowance	72,916	gsf	$12.00	$874,992
Parking Lot 5				*Existing to Remain*
Erosion Control, Allowance	72,916	gsf	$0.50	$36,458
Total - Earthwork				**$3,747,554**
32 Exterior Improvements				
Bases, Ballast, and Paving				
Asphalt paving				
Remove and replace existing asphalt trail	385	sf	$5.30	$2,040
Asphalt patch	185	sf	$8.35	$1,545
Concrete paving				
Heavy duty concrete, 9", roadways	15,385	sf	$25.00	$384,625
Curbs, gutters, sidewalks				
Concrete sidewalk, 5"	1,800	sf	$13.20	$23,760
Curb and gutter	1,600	lf	$58.00	$92,800
Colored concrete	3,648	sf	$22.20	$80,986
Landing	155	sf	$22.20	$3,441
Steps	295	lf	$76.20	$22,479
1-pipe guardrail	91	lf	$120.00	$10,920
Grand stairs, allowance	1	ls	$45,000.00	$45,000
Stairs at elevator	1	ls	$150,000.00	$150,000
Stairs between garage levels	1	ls	$80,000.00	$80,000
Site concrete, allowance	1	ls	$175,000.00	$175,000
Paving specialties				
Crosswalk striping	270	lf	$15.00	$4,050
Traffic signage, allowance	72,916	gsf	$0.05	$3,646

DETAIL ELEMENTS - CARRIAGE WAY

Element	Quantity	Unit	Unit Cost	Total
Miscellaneous specialties, allowance	72,916	gsf	$0.12	$8,750
Site Joint Sealants, Allowance	72,916	gsf	$0.25	$18,229
Site Improvements				
Guardrail, Brush Creek Road	425	lf	$365.00	$155,125
Signage and wayfinding, allowance	1	ls	$120,000.00	$120,000
Bike / ski racks	3	ea	$1,000.00	$3,000
Pedestrian seating / benches, allowance	1	ls	$20,000.00	$20,000
Irrigation and Landscaping				
Irrigation and landscaping, allowance	1	ls	$150,000.00	$150,000
Planter walls along stairs, assume average height 4'-0"	143	lf	$614.40	$87,859
Total - Exterior Improvements				**$1,643,255**
33 Utilities				
Mechanical Utilities				
Perimeter foundation drain	975	lf	$32.00	$31,200
Utility mobilization	1	ls	$8,000.00	$8,000
Water				
12" DIP with tees / valves	750	lf	$290.00	$217,500
6" water service with tees / valves	205	lf	$250.00	$51,250
4" water service with tees / valves	25	lf	$220.00	$5,500
Fire hydrant	2	ea	$18,000.00	$36,000
Remove and replace fire hydrant	2	ea	$12,000.00	$24,000
Sanitary sewer				
4" sanitary service	210	lf	$120.00	$25,200
Manhole, 4'	2	ea	$9,800.00	$19,600
Storm sewer				
18" RCP	455	lf	$200.00	$91,000
12" SDR 35	105	lf	$130.00	$13,650
Area inlet	4	ea	$2,500.00	$10,000
Storm curb inlet	2	ea	$10,000.00	$20,000
Manhole, 6'	3	ea	$8,800.00	$26,400
Manhole, 6' x 20'H, allowance	1	ea	$20,000.00	$20,000
Adjust cleanout / manholes	2	ea	$1,000.00	$2,000
Underslab drainage, allowance	1	ls	$20,000.00	$20,000
Gas line, trench only	280	lf	$60.00	$16,800
Electrical Utilities				
Electrical service, conduit and trench only, allowance	100	lf	$120.00	$12,000
Total - Utilities				**$650,100**

Daly Lane

SUMMARY - DALY LANE

Element		Total	Cost / SF
02	Existing Conditions	$12,505	$1.04
03	Concrete	$1,694	$0.14
04	Masonry	$50,800	$4.24
05	Metals	$1,200	$0.10
06	Wood, Plastics, And Composites		
07	Thermal And Moisture Protection	$7,529	$0.63
08	Openings	$138,880	$11.58
09	Finishes	$11,820	$0.99
10	Specialties		
11	Equipment		
12	Furnishings		
13	Special Construction		
14	Conveying Systems	$390,000	$32.51
21	Fire Suppression		
22	Plumbing	$22,160	$1.85
23	HVAC		
25	Integrated Automation		
26	Electrical	$33,330	$2.78
27	Communications	$5,184	$0.43
28	Electrical Safety And Security	$1,441	$0.12
31	Earthwork	$3,450	$0.29
32	Exterior Improvements	$10,202	$0.85
33	Utilities		
	Subtotal	$690,195	$57.54
	General Conditions 14.15%	$97,663	$8.14
	Subtotal	$787,857	$65.68
	General Requirements 3.20%	$25,211	$2.10
	Subtotal	$813,069	$67.78
	Bonds & Insurance 2.20%	$17,888	$1.49
	Subtotal	$830,956	$69.28
	Contractor's Fee 5.00%	$41,548	$3.46
	Subtotal	$872,504	$72.74
	Design Contingency 15.00%	$130,876	$10.91
	Subtotal	$1,003,379	$83.65
	Construction Contingency 5.00%	$50,169	$4.18
	Subtotal	$1,053,548	$87.83
	Architect / Engineer Fees 10.00%	$105,355	$8.78
	Subtotal	$1,158,903	$96.62
	Escalation to MOC, 11/29/26	*See Summary*	*See Summary*
TOTAL ESTIMATED CONSTRUCTION COST		**$1,158,903**	**$96.62**

Total Area: 11,995 SF

DETAIL ELEMENTS - DALY LANE

Element	Quantity	Unit	Unit Cost	Total
02 Existing Conditions				
Demolition				
Sawcut and remove hardscape	298	sf	$6.50	$1,937
Remove landscaping	1	ls	$175.00	$175
Remove planter wall	9	lf	$32.00	$288
Minor work at balconies for elevator unloading, allowance	1	ea	$2,000.00	$2,000
Surgical cut & demolition of concrete wall @ plaza for elevator unloading, allow	1	ea	$1,500.00	$1,500
Relocate storage shed	1	ls	$750.00	$750
Remove storefront	495	sf	$9.00	$4,455
Miscellaneous Demolition, Allowance	1	ls	$1,400.00	$1,400
Total - Existing Conditions				**$12,505**
03 Concrete				
Elevator Pit Slab, Assume 12"	97	sf	$12.31	$1,194
Miscellaneous Concrete, Allowance	1	ls	$500.00	$500
Total - Concrete				**$1,694**
04 Masonry				
CMU Walls, Assume 42'-0" H	788	sf	$50.00	$39,400
CMU Walls, Assume 6'-0" Below Grade	228	sf	$50.00	$11,400
Total - Masonry				**$50,800**
05 Metals				
Miscellaneous Metals, Allowance	1	ls	$1,200.00	$1,200
Total - Metals				**$1,200**
06 Wood, Plastics, And Composites				*No Work Anticipated*
Total - Wood, Plastics, And Composites				

DETAIL ELEMENTS - DALY LANE

Element	Quantity	Unit	Unit Cost	Total
07 Thermal And Moisture Protection				
Waterproofing				
Elevator pit slab & walls waterproofing, allowance	1	ls	$2,500.00	$2,500
Thermal Protection				
Thermal batt insulation, roof	97	sf'	$2.10	$204
Roofing & Siding Panels				
Singe-ply TPO roof	97	sf	$10.20	$989
Awning, Allowance	35	sf	$75.30	$2,636
Miscellaneous Flashing / Counterflashing / Sheet Metal, Allowance	1	ls	$1,200.00	$1,200
Total - Thermal And Moisture Protection				**$7,529**
08 Openings				
Exterior Glazing	868	sf	$160.00	$138,880
Total - Openings				**$138,880**
09 Finishes				
Exterior Wall Finish				
Stucco	788	sf	$15.00	$11,820
Total - Finishes				**$11,820**
10 Specialties				*No Work Anticipated*
Total - Specialties				
11 Equipment				*No Work Anticipated*
Total - Equipment				
12 Furnishings				*No Work Anticipated*
Total - Furnishings				
13 Special Construction				*No Work Anticipated*
Total - Special Construction				

DETAIL ELEMENTS - DALY LANE

Element	Quantity	Unit	Unit Cost	Total
14 Conveying Systems				
Elevators				
Replacement elevator	4	stop	$37,500.00	$150,000
Finish to interior cab, allowance	1	ea	$7,500.00	$7,500
Remove existing elevator, allowance	1	ea	$25,000.00	$25,000
Addition elevator	3	stop	$66,666.67	$200,000
Finish to interior cab, allowance	1	ea	$7,500.00	$7,500
Total - Conveying Systems				**$390,000**
21 Fire Suppression				*No Work Anticipated*
Total - Fire Suppression				
22 Plumbing				
General Plumbing Equipment				
Sand / oil interceptor, allowance	1	ea	$22,160.00	$22,160
Total - Plumbing				**$22,160**
23 HVAC				*No Work Anticipated*
Total - HVAC				
25 Integrated Automation				*No Work Anticipated*
Total - Integrated Automation				
26 Electrical				
Distribution Equipment	1	ls	$6,445.16	$6,445
200A 3P breaker, molded case				*Included Above*
HVAC and Equipment Connections	1	ls	$25,064.24	$25,064
Connection, elevator				*Included Above*
Disconnect switch, 200/3 fused N3R				*Included Above*
Equipment feeder, 200 amp				*Included Above*
Copper wire, #6 thhn				*Included Above*
Copper wire, #3/0 thhn				*Included Above*

DETAIL ELEMENTS - DALY LANE

Element	Quantity	Unit	Unit Cost	Total
Lighting and Lighting Control	1	ls	$1,820.66	$1,821
Elevator pit light				*Included Above*
Single pole switch, wp				*Included Above*
Total - Electrical				**$33,330**
27 Communications				
Voice and Data System	1	ls	$5,183.93	$5,184
Connection, elevator phone				*Included Above*
Conduit, 1 1/2" emt				*Included Above*
CAT-6a, 4 pair 23 AWG, UTP				*Included Above*
Pull box, 12x12x6 N3R				*Included Above*
Total - Communications				**$5,184**
28 Electrical Safety And Security				
Fire Alarm System				
FA interface relay	1	ls	$1,440.86	$1,441
Total - Electrical Safety And Security				**$1,441**
31 Earthwork				
Earthwork				
Field staking & layout	1	ls	$675.00	$675
Fine grading	1	ls	$1,275.00	$1,275
Erosion control	1	ls	$1,500.00	$1,500
Total - Earthwork				**$3,450**
32 Exterior Improvements				
Hardscape				
Colored concrete around renovated elevator	300	sf	$22.20	$6,660
Landscape, Allowance	1	ls	$1,000.00	$1,000
Site Walls				
Planter wall, assume 2'-0" H	7	lf	$256.00	$1,792
Miscellaneous Site Improvements, Allowance	1	ls	$750.00	$750
Total - Exterior Improvements				**$10,202**

DETAIL ELEMENTS - DALY LANE

Element	Quantity	Unit	Unit Cost	Total
33 Utilities				*No Work Anticipated*
Total - Utilities				

APPENDIX 1 - APPROACH & METHODOLOGY

Basis of Estimate

- 2022-12-02 TOSV Transit Center_75% CD - Drawings
- 2024-01-12 TOSV Transit Station Improvements
- 2024-01-12 TOSV Transit Station Improvements-Markups
- 2024-05-20 TOSV Transit Center_Concept Plans
- Architectural - Plans-SITE PLAN - LOWER LEVEL
- Architectural - Plans-SITE PLAN - UPPER LEVEL
- 3D View-BIRDS EYE - NORTH
- 3D View-BIRDS EYE - WEST
- 3D View-BIRDS EYE FROM NORTH
- 3D View-PERSPECTIVE - LOWER LEVEL ENTRANCE

Estimate Format

A component cost classification format has been used for the preparation of this estimate. It classifies costs by building system / element.

Cost Mark Ups

The following % mark ups have been included in each design option:

- General Conditions (14.15% on direct costs)
- General Requirements (3.20% compound)
- Bonds & Insurance (8.50% compound)
- Contractor's Fee (5.00% compound)
- Design Contingency (15.00% compound)
- Construction Contingency (5.00% compound)
- Architect / Engineer Fees (10.00% compound)
- Escalation to MOC, 11/29/26 (11.76% compound)

Escalation

All subcontract prices herein are reflective of current bid prices. Escalation has been included on the summary level to the stated mid point of construction.

Design Contingency

An allowance of 15.00% for undeveloped design details has been included in this estimate. As the design of each system is further developed, details which historically increase cost become apparent and must be incorporated into the estimate while decreasing the % burden.

Construction Contingency

It is prudent for all program budgets to include an allowance for change orders which occur during the construction phase. These change orders normally increase the cost of the project. It is recommended that a 5.00% construction contingency is carried in this respect.

Construction Schedule

Costs included herein have been based upon a construction period of 40 months. Any costs for excessive overtime to meet accelerated schedule milestone dates are not included in this estimate.

Method of Procurement

The estimate is based on a CM at Risk delivery model.

Bid Conditions

This estimate has been based upon competitive bid situations (minimum of 3 bidders) for all items of subcontracted work.

Basis For Quantities

Wherever possible, this estimate has been based upon the actual measurement of different items of work. For the remaining items, parametric measurements were used in conjunction with other projects of a similar nature.

APPENDIX 1 - APPROACH & METHODOLOGY

Basis for Unit Costs

Unit costs as contained herein are based on current bid prices in Snowmass Village, CO. Sub overheads and profit are included in each line item unit cost. Their overhead and profit covers each sub's cost for labor burden, materials, and equipment, sales taxes, field overhead, home office overhead, and profit. The general contractor's overhead is shown separately on the master summary.

Sources for Pricing

This estimate was prepared by a team of qualified cost consultants experienced in estimating construction costs at all stages of design. These consultants have used pricing data from Cumming's database for renovation construction, updated to reflect current conditions in Snowmass Village, CO.

Key Exclusions

The following items have been excluded from our estimate:
- Project Soft Costs
- Night & Weekend Work
- Work Outside of the Elevator Renovation & Addition at Daly Lane
- Removal / Relocation of Site Furnishings / Specialties
- Conditioned Air & Plumbing in Enclosed Rooms
- Third Party Testing and Inspections
- Building Permit Plan & Check Fees
- Third Party Commissioning

Items Affecting Cost Estimate

Items which may change the estimated construction cost include, but are not limited to:
- Modifications to the scope of work included in this estimate.
- Unforeseen sub-surface conditions.
- Restrictive technical specifications or excessive contract conditions.
- Any specified item of material or product that cannot be obtained from 3 sources.
- Any other non-competitive bid situations.
- Bids delayed beyond the projected schedule.

Statement of Probable Cost

Cumming has no control over the cost of labor and materials, the general contractor's or any subcontractor's method of determining prices, or competitive bidding and market conditions. This estimate is made on the basis of the experience, qualifications, and best judgement of a professional consultant familiar with the construction industry. Cumming, however, cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from this or subsequent cost estimates.

Cumming's staff of professional cost consultants has prepared this estimate in accordance with generally accepted principles and practices. This staff is available to discuss its contents with any interested party.

Pricing reflects probable construction costs obtainable in the project locality on the target dates specified and is a determination of fair market value for the construction of this project. The estimate is not a prediction of low bid. Pricing assumes competitive bidding for every portion of the construction work for all sub and general contractors with a range of 3 - 4 bidders for all items of work. Experience and research indicates that a fewer number of bidders may result in higher bids. Conversely, an increased number of bidders may result in more competitive bid day responses.

APPENDIX 1 - APPROACH & METHODOLOGY

COVID-19 Disclosure

The outbreak of the novel Coronavirus (COVID-19), declared by the World Health Organization as a "Global Pandemic" on 11 March 2020, has impacted global financial markets.

Market activity is being impacted in many sectors and circumstances remain very fluid and variable in different jurisdictions. Accordingly, as of this date, we are concerned with the market related impacts on the deliverables we are furnishing to you as part of our Services including cost estimates, budgets, and schedules ("Deliverable(s)"). Indeed, the current response to this pandemic means that we are faced with an unprecedented set of circumstances on which to base a judgement of the effects on the availability of labor, materials, and access and other impacts, although we are monitoring those on a continuing basis. Particularly including productivity impacts as a result of the CDC directives regarding social distancing.

Our Deliverables must be regarded with a degree of 'material uncertainty, – and a higher degree of caution – than would normally be the case. Given the unknown future impact that the COVID-19 pandemic might have on the construction and real estate markets, we recommend that you keep the Deliverables of this project under frequent review. For your information, we have not added or considered a COVID19 additional contingency within this Deliverable"

Recommendations

Cumming recommends that the Owner and the Architect carefully review this entire document to ensure it reflects their design intent. Requests for modifications of any apparent errors or omissions to this document must be made to Cumming within ten days of receipt of this estimate. Otherwise, it will be assumed that its contents have been reviewed and accepted. If the project is over budget or there are unresolved budget issues, alternate systems / schemes should be evaluated before proceeding into further design phases.

It is recommended that there are preparations of further cost estimates throughout design by Cumming to determine overall cost changes since the preparation of this preliminary estimate. These future estimates will have detailed breakdowns indicating materials by type, kind, and size, priced by their respective units of measure.

Town of Snowmass Transit Center - Updated Design
Snowmass Village, CO **Project # 24-00135.00**
Rough Order Of Magnitude **01/14/25**

SUMMARY - PRICE REFRESH TO JANUARY 2025

Element	Area	Cost / SF	Total
Carriage Way	72,916	$495.11	$36,101,215
Escalation to MOC, 05/16/26	9.03%		$3,258,367
Total Estimated Construction Cost - As Estimated June 2024	**72,916**	**$539.79**	**$39,359,583**
Daly Lane	11,995	$91.24	$1,094,380
Escalation to MOC, 05/16/26	9.03%		$98,775
Total Estimated Construction Cost - As Estimated June 2024	**11,995**	**$99.47**	**$1,193,155**

Scope Adjustment Per January 2025 Update			**Total**
Added Scope			
Adjust Escalation to 5/16/27 (1 Year Increase)			$2,230,401
Below Grade Parking Garage	123 Stalls		$13,530,000
Tunnel - Garage To Structures	80 LF		$1,000,000
Tunnel - Plaza To Structures	40 LF		$500,000
3-Stop Elevator Including Enclosure + Stair Tower			$1,300,000
2-Stop Elevator Including Enclosure + Stair Tower			$867,000
Mech / Toilet / Transit Office - Below Grade Space	1,800 SF		$3,060,000
Provide Ventilation For Lower Level Transit	30,000 SF		$250,000
Credit Back Scope Carried In Base Design			
Bridge			($450,000)
Stair At Elevator			($210,000)
Elevator			($984,483)
Reduce Design Contingency to 10% In Lieu of 15%			($1,763,163)
Total Estimated Construction Cost - Updated Design Premium			**$19,329,755**
Total Estimated Construction Cost - Revised Cost			**$59,882,493**

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

January 21, 2025

AGENDA ITEM:

PUBLIC HEARING - Snowmass Center Minor Planned Unit Development (PUD) Amendment. Second Reading of Ordinance No. 1 of 2025

PRESENTED BY:

Brian McNellis - Senior Planner

BACKGROUND:

On November 16th, 2020 the Town Council approved the Snowmass Center Preliminary PUD pursuant to Ordinance No. 17, Series of 2020. On September 27th, 2024 an application for a Minor Amendment to the previously approved PUD was submitted to the Community Development Department. Said application was deemed complete on October 4th.

The Planning Commission began their review of the proposal on November 13th and held subsequent meetings on November 20th and December 4th at which time PC Resolution No. 8 of 2024 was adopted - recommending approval of the Minor Amendment with conditions. Town Council held a Public Hearing to review the Minor PUD Amendment on December 16th of 2024 and was continued to January 6th where it was approved on first reading of Ordinance No. 1 of 2025. Today's public hearing is the Second Reading of said ordinance.

Pursuant to Section 16A-5-300(A): *The purpose of the planned unit development (PUD) 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 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*
2. *Allow variations that are beneficial to the project*

A digital version of the application can be found at:

https://portal.laserfiche.com/Portal/Browse.aspx?id=198527&repo=r-b27e3aff

Any outstanding issues raised by Town Council should be resolved prior to approval of the second reading Ordinance No. 1 of 2025.

This hearing is the sixth public meeting since the application was submitted. At the last public meeting on January 6, 2025, the applicant was asked to make improvements to the connection between the grocery store and the post office. Staff have been unable to identify changes to the streetscape in the most recently submitted landscape plans (see Exhibit B of Ordinance No. 1 of 2025). Should more amenities be placed in this location?

There remain several outstanding issues including:

1. Approval of this ordinance includes agreeing to a cost share agreement to construct Rim Road to allow appropriate access to the future residential development. The cost share shows the developer responsible approximately 81% of the cost and the town responsible for 19%. By agreeing to this cost share, the town is committed to paying approximately $2.2 million toward this road project. These dollars are expected to be borrowed through a certificate of participation along with the needed proceeds to purchase the 3 acres of residential property.

FINANCIAL IMPACT:

This project will have a financial impact on the Town. It may rejuvenate the primary, locally serving commercial center of the community thereby boosting commerce and sales tax collected. The proposal has the potential to enhance the overall character, services, and retail amenities of the Town which may leverage Snowmass Village as a tourist destination and Snowmass Center as a locally serving community center.

Approval of this ordinance includes agreeing to a cost share agreement to construct Rim Road to allow appropriate access to the future residential development. The cost share shows the developer responsible approximately 81% of the cost and the town responsible for 19%. By agreeing to this cost share, the town is committed to paying approximately $2.2 million toward this road project. These dollars are expected to be borrowed through a certificate of participation along with the needed proceeds to purchase the 3 acres of residential property. Approximately $14.7 million will need to be financed through certificates of participation by the Town if Ordinance No. 1 of 2025 is approved.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

This project facilitates most of the Town Council goals established in 2019 including Community Building and (financial) Resiliency. The project may foster fiscal resiliency through an increased commercial tax base.

COUNCIL OPTIONS:

The Town Council shall consider all relevant materials and testimony, consider the standards of *Sec. 16A-5-390 - Amendment of a Final PUD*. Town Council may choose the adopt Ordinance No. 1 of 2025 on second reading as drafted, modify the Ordinance as needed, continue the public hearing for future consideration, or deny the Minor Amendment application on Second Reading.

STAFF RECOMMENDATION:

Staff recommend that Town Council open the public hearing and listen to further presentation of the project by Staff and the applicant, ask questions, accept public comment, and approve Ordinance No. 1 of 2025 on Second Reading.

ATTACHMENTS:

1. Snowmass Council Letter – January 15, 2025
2. Draft Ordinance No. 1 of 2025
   - Exhibit A - Proposed parcel reconfiguration plan
   - Exhibit B – Landscape Plans
   - Exhibit C – Architectural Plans
   - Exhibit D – Civil Plans
   - Exhibit E - Cost Sharing Matrix
   - Exhibit F - Amended Dimensional Matrix
   - Exhibit G - Dunlop Consulting letter – November 11, 2024
   - Exhibit H - Rim Road Specifications
   - Exhibit I - Public Works memo – October 31, 2024
3. Architectural Renderings
4. Original Application Submittal – September 27, 2024
5. Draft Ordinance No. 1 of 2025 – Redline Compare to 1st Reading

Mr. Clint Kinney, Mr. Dave Shinneman and Mr. Brian McNellis
Town Manager and Town of Snowmass Village Community Development Department
130 Kearns Road, P.O. Box 5010
Snowmass Village, CO 81615

January 15, 2026

RE: Snowmass Center PUD Amendment

Dear Mr. Kinney, Mr. Shinneman, and Mr. McNellis,

On behalf of Eastwood Snowmass Investors, please accept this final letter outlining responses to questions and discussion topics raised during the January 6th Town Council review of the Snowmass Center Minor PUD Amendment. We appreciate the town's time reviewing the application and believe all outstanding items have been addressed. We look forward to finalizing the application at the January 21st meeting. This letter addresses the key items raised as part of the previous Council meeting. Based on continued communication with town staff, we have focused our comments on specific ordinance numbering, which we recognize may be updated as staff finalizes the ordinance for the council packet.

- Proposed Community Gathering Spaces
- Cost Sharing Summary
- Space for Post Office
- Traffic Patterns and Parking
- Construction of the Transit Center and Rim Road
- Surviving Conditions of Approval
- Other Ordinance Comments

Community Gathering Spaces (Conditions 2 and 6)
Town Council requested additional information about the internal and external community gathering spaces. An updated site plan and character image is included as an attachment (Exhibit B). As seen in these exhibits, the interior space by Clarks has been updated to remove a second door into the space, creating additional usable space for the community to gather. On the second level of this space, the ability to incorporate closures and heat to moderate the temperature during winter months is contemplated and outlined in the draft Ordinance.

The Site Plan illustrates the outdoor community spaces and vibrant streetscape. As discussed previously, the parking area has been adjusted to create additional public sidewalk and gathering spaces near the entrance to Clarks. An expanded entry area at the Post Office is also included. Between the entrance to Clarks and the Post Office are benches, landscaping, and a generous sidewalk to enable community members to interact and facilitating spontaneous community interactions. The total pedestrian streetscape is 9,300 sq. ft. with enhanced landscaping, trees, bike racks, integrated seating, and lighting.

A new idea for public space at the Center is a rooftop gathering area proposed on the upper level. The rooftop space is designed to be flexible for future tenants, encourages food and beverage operations by providing inviting outdoor seating, and has a direct connection to the future residential units. The size of the

rooftop gathering space is approximately 18,500 sq. ft. The proposed trellis includes a solid roof, as requested by Council.

Cost Sharing (Condition 11)
The Applicant is in agreement with proposed Condition 11. We have attached an updated version of proposed Exhibit C with updated "Town Responsibility" and "Snowmass Center Responsibility Amounts" to account for construction cost inflation per our conversations with staff.

Space for Post Office (Condition 26)
This condition should be revised to read as follows: "4,000 square feet of space shall be reserved for exclusive use by the U.S. Postal Service on reasonable terms generally consistent with its ongoing lease (on a per sq. ft. basis) for so long as the Postal Service is providing mail service in Snowmass Village."

Traffic Patterns and Parking (Condition 32)
The applicant understands the comments from Council members regarding the traffic flow at the Center. The applicant strongly prefers the proposed two-way traffic direction based on the required widths from the fire district. We understand this to be the staff's preference as well. However, we also understand the desire to ensure the area operated well and safely. For this reason, the applicant can agree to a condition based on the "compromise" proposed initially on January 6th by Mayor Pro Tempore Fridstein. Our suggested language for this Condition is as follows:

> *If, at the conclusion of 24 months following completion of the redeveloped Snowmass Center, the Town's Public Works Department is concerned that the 2-way drive lane through upper parking deck is not functioning safely, then the Public Works Department may require the Applicant to obtain a report from LSC Transportation Consultants, Inc. to determine if converting such drive lane to 1-way traffic would materially improve the safety of the drive lane. If such report concludes that a 1-way drive lane would be safer, then the Applicant will convert the upper deck drive lane in front of the Snowmass Center to a 1-way condition without compromising the 10-foot width of the uncovered sidewalk directly in front (south) of the Snowmass Center.*

Staff has shared an alternative condition of approval that would give the Town the ability to unilaterally require conversion of the drive-lane to 1-way traffic even if not recommended by a qualified traffic engineer. The Applicant is unwilling to accept such a condition.

Town's Ability to Trigger Construction of the Transit Center and Rim Road (Condition 34(a))
The Applicant is generally agreeable with the terms of this condition, including being responsible for relocating Taster's Pizza and Ajax Supply as described. The Applicant's team is in ongoing discussions with the town's staff about the details of the language and believes we will be able to agree on language that is mutually acceptable prior to the upcoming Town Council meeting.

Surviving Conditions of Approval (Condition 35)
The Applicant requests that the language of this condition be more specific to refer to Section Four of Ordinance No. 17 of 2020 because Section Four is the portion of this ordinance that lists the conditions of approval.

Other Ordinance Comments

The Applicant team understands that the form of the Ordinance is still under review by various members of the town staff. Likewise, various members of our team are also continuing to review the draft Ordinance and we may have additional comments on some of the language that we will provide as soon as possible.

Attached to this letter are exhibits for inclusion in the Ordinance. This includes:

- Exhibit A - Lot Plan
- Exhibit B – Site Plans, Landscape Plans, Architectural Renderings, Community Gathering Space layouts
- Exhibit C – Updated Cost Sharing Spreadsheet
- Exhibit D – Dimensional Table

The team looks forward to the conversation with Council on January 21st to review these conditions and the additional information. We want to again thank you and the entire town staff for the continued collaboration on this project to help move this approval and the subsequent sale forward. We believe that the sale of the upper parcels to the town for restricted housing will help address the critical housing needs in the community, and this amendment will create a vibrant new town center for the entire community. As always, please don't hesitate to reach out with any questions.

Sincerely,

Jessica Garrow, FAICP
Principal, Design Workshop

Darla Callaway, AICP, PLA
Principal, Design Workshop

Attachments:

- Exhibit A - Lot Plan
- Exhibit B – Site Plans, Landscape Plans, Architectural Renderings, Community Gathering Space layouts
- Exhibit C – Updated Cost Sharing Spreadsheet
- Exhibit D – Dimensional Table

Exhibit D: Snowmass Center PUD Amendment Dimensional Changes						
	Parcel 1	**Parcel 2**	**Parcel 3**	**Parcel 4**	**Parcel 5**	**Parcel 6**
	Proposed	**Proposed**	**Proposed**	**Proposed**	**Proposed**	**Proposed**
Parcel Size (sq ft)	155,444	31,507	40,330	105,396	71,837	934,784
Parcel Size (acres)	3.569	0.72	0.93	2.42	1.65	21.46
Maximum FAR (ratio)	Not Applicable - limited by maximum net leasable space	0.98:1	0.67:1	0.91:1	N/A	N/A
Maximum Commercial Net Leasable Space (sq ft)* **	58,433 sq ft	None	None	None	None	None
Residential Units	None*	10 Free-Market Units*	10 Free-Market Units*	30 Free-Market Units*	N/A	N/A
Parking (spaces)	196 spaces (includes up to 15 compact spaces)	49 spaces (22 spaces approved in garage, plus 27 spaces behind the center)	23 spaces	66 spaces	N/A	N/A
Building Height (feet)	Building 1A: 43 feet	46 feet	Building 3A: 43 feet; Building 3B: 45.5 feet	Building 4A: 54 feet; Building 4B: 63 feet	N/A	N/A
Setbacks (feet)	0 feet (all sides)	0 feet (all sides)	0 feet (all sides)	0 feet (all sides)	N/A	N/A
Minimum Open Space (%)	25%	25%	25%	25%	Park / Open Space: 1.65 acres	Park / Open Space: 21.46 acres
* No Residential units are proposed on Parcel 1. Pursuant to the Contract Purchase Agreement, this Amendment includes the ability to construct up to 130 residential units on Parcels 2 - 4.						
**27 total parking spaces located behind the Center are relocated to Parcel 2 through the lot line adjustment.						
*** Commercial net leasable refers to the floor area within a building that may be rented to tenants exclusively for their needs. This excludes common areas and space devoted to heating, cooling, mechanical systems, stairways, walkways, passages, lift areas and the like.						

`TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

ORDINANCE NO. 1
SERIES OF 2025

AN ORDINANCE APPROVING A MINOR AMENDMENT TO A FINAL PLANNED UNIT DEVELOPMENT (PUD) FOR THE FARAWAY RANCH SUBDIVISION AND THE SNOWMASS CENTER (PARCEL 1) REDEVELOPMENT PROJECT

WHEREAS, the Eastwood Snowmass Investors, LP ("Applicant") was granted Final Planned Unit Development (PUD) approval on November 16, 2020 for the Snowmass Center redevelopment as it pertains specifically to the Faraway Ranch Subdivision pursuant to Ordinance No. 17 of 2020 which formalized an Amendment to the Official Zone District Map rezoning the property from SPA to Mixed Use-2 (MU-2) with a PUD overlay; and

WHEREAS, the PUD approval also allowed for the entitlement of a mixed use development with specific variations from the Land Use Code with conditions entailing 64 free-market residential units, 10 deed restricted units and various commercial space totaling 58,344 square feet: and

WHEREAS, in accordance with Resolution No. 34 of 1988, the Applicant has satisfied the Restricted Housing mitigation typically required for commercial expansion as proposed on Parcel 1; and

WHEREAS, the Applicant submitted an application for a Minor Amendment to the Snowmass Center PUD which would modify the lot lines for parcels 1 through 6, remove the residential units from Parcel 1, redesign commercial space within the center (not to exceed 58,344 square feet), and reduce subgrade parking as previously established in the Final PUD; and

WHEREAS, the Planning Commission considered the proposal on November 13th, November 20th and formalized a recommendation of approval for the Minor Amendment on December 4th of 2024 pursuant to PC Resolution No. 8 of 2024; and

WHEREAS, the Town Council considered the Application and recommendation from Planning Commission on December 16, 2024, January 6, 2025, and January 21st, 2025.

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

Section One: General Findings. The Town Council hereby generally finds that:

1) The Applicant submitted the application for a Minor Amendment of a Final PUD in accordance with the provisions of the Municipal Code (the "Minor PUD Amendment"). The application provided the Minimum Contents required pursuant to Section 16A-5-390 and addressed the following standards:

   a. The proposed amendment shall be consistent with, or an enhancement of, the original PUD approval.

   b. The proposed amendment shall not have a substantially adverse effect on the neighborhood surrounding the land where the amendment is proposed or have a substantially adverse impact on the enjoyment of land abutting upon or across the street from the subject property.

   c. The proposed amendment shall not change the basic character of the PUD or surrounding areas.

   d. The proposed amendment shall comply with the other applicable standards of this Division 3, Planned Unit Development.

2) The Minor PUD Amendment land uses proposed at the Snowmass Center site are generally consistent with the Town of Snowmass Village 2018 Comprehensive Plan. The Comprehensive Plan identifies the area as a "Village Core Area" and envisions mixed-use residential and commercial development for the subject parcel.

3) The Town Council further identifies the Snowmass Center as a vastly important commercial development that should prioritize local serving retail while successfully representing the community as a world class resort and tourist destination.

4) The Minor PUD Amendment will reduce the overall residential count on Parcel 1 by 24 units and shall authorize an amendment to the Comprehensive Plan to allow for more residential density for Parcels 2, 3, and 4 for up to 130 units.

5) The Minor PUD Amendment makes modifications to the overall configuration of the parcels within the First Amended Plat of the Faraway Ranch subdivision pursuant to Exhibit A.

6) To the extent necessary for and pertinent to a Minor amendment to this final PUD plan, 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 Ordinance.

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Section Two: Action. The Town Council hereby accepts and approves the Minor PUD Amendment as represented in the application as submitted and revised during the Town Council review process, as reflected in the plans attached to this Ordinance in Exhibit B, C, and D subject to the Conditions in Section Three.

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

1) Any building permit submitted prior to July 1, 2025 shall be subject to the 2015 International Building and Fire codes as determined in the Final PUD approval. After July 1, 2025 the most recent and updated codes adopted by the Town shall apply.

2) The uncovered sidewalk in front of the new Clark's Market storefront shall be no less than 10' wide with bollards or another separation system to accommodate unobstructed pedestrian movement along the streetscape.

3) The 2nd story of the main entry vestibule shall have a solid roof and incorporate the ability to enclose and moderate the temperature of the space as needed during inclement weather. In the first-floor atrium the door to the left of the entrance shall be removed to allow for additional table/ seating area.

4) The trellis in the park on the upper level of Parcel 1 shall have a solid roof.

5) The dimensional standards in the Amended PUD Guide for the project will be consistent with Amended Dimensional Matrix attached to this Ordinance as Exhibit F.

6) The Applicant shall be allowed flexibility to allow for design improvements to the public spaces to accommodate food trucks, seating, public art, park and landscape features, which shall not result in commercial mitigation requirements under the Code.

7) The final design of the interim and final transit center shall be in accordance with the plans attached as Exhibit B, C, and D.

8) The Applicant shall sufficiently address the issues raised in the Public Works Department October 31, 2024 memorandum and attached as Exhibit I, as determined by the Public Works Director.

9) The transit center shall be constructed and completed by the Applicant as part of the Snowmass Center redevelopment approved hereto and completed prior to Temporary or Final Certificate of Completion/Occupancy for phase 5 of the development whichever occurs first. The Applicant shall also complete the initial length of "Rim Road" behind the Snowmass Center to its intersection with Rim Court**,** in concert with the completion of the transit center. The final design shall be consistent with the plans shown in Exhibits

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B, C, and D and generally meet or exceed the standards in Exhibit H. The cost of Rim Road's completion shall be shared between the Town and developer of the Snowmass Center as shown in the Cost Sharing Matrix attached to this Ordinance as Exhibit E. Any changes shall be agreed to by the Town Manager and Applicant, or their designee**.** The Town may accelerate the construction of Rim Road (together with the transit center and related elements) as provided in condition 34(a) below.

10) It shall be the obligation of the Applicant to maintain the existing access way behind the Snowmass Center (as well as the hammerhead turnaround) that are generally in the location of the proposed Rim Road (to the intersection of Rim Court) and proposed Rim Court for the purpose of fire access. The Town shall be responsible for maintaining Rim Road and the access way in the location of proposed Rim Court upon construction and acceptance by the Town of the Rim Road improvements to be constructed by Applicant. Rim Road and Rim Court shall be dedicated as public rights-of-way upon construction.

11) The Town and Applicant have identified public and quasi-public improvements that are necessary to be constructed in conjunction with the development of Parcels 2, 3, and 4 as set forth in the Cost Sharing Matrix attached as Exhibit E. The Cost Sharing Matrix also sets forth the proportionate cost responsibility for each improvement element (some of which are 100% Applicant responsibility, some 100% Town responsibility, and some shared). With respect to the items in the Cost Sharing Matrix, the Town will appropriate the "Town Responsibility" total amount set forth in the Cost Sharing Matrix prior to the end of the current budget year and such amount shall be the full extent of the Town's obligations for any and all of the improvement elements in the Cost Sharing Matrix (and to the extent any interest accrues on the "Town Responsibility" amount and is legally available for use by the Applicant, such interest shall also be available). The Town Responsibility amount funds shall be available for use by Applicant for completion of the transit center, Rim Road, and other improvement elements set forth in the Cost Sharing Matrix upon building permit issuance to the Applicant. Applicant shall be solely responsible for all costs of the improvements in the Cost Sharing Matrix in excess of the Town Responsibility amount set forth in the Cost Sharing Matrix. Contemporaneous with recordation of the Plat and related development agreements, Applicant shall provide a letter of credit or other security acceptable to the Town for its share of the transit center, Rim Road, and other improvements set forth in the Cost Share Matrix. With respect to public improvements not set forth in the Cost Sharing Matrix, Applicant shall provide a separate letter for credit or other security acceptable to the Town prior to Applicant obtaining a building permit for work related to the development of Parcel 1. Such letters of credit and other security provided by the Applicant shall periodically updated to address increased costs for the improvements. This condition shall be further addressed in the

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Amended and Restated Development Agreement and Amended and Restated Subdivision Improvement Agreement.

12) The construction management plan shall further detail the phasing of the project and be reviewed by the Community Development Department. The required Construction Management Plan (CMP) shall allow for the continuous and on-going operation of the grocery store during and throughout construction. The CMP shall allow for partial closures as required by OSHA to ensure the safety of employees and customers.

13) The Construction Management Plan shall address the mitigation of noise and air pollution during and after development as requested in the letter by Dunlop Environmental Consulting dated November 11, 2024 (Exhibit G).

14) The Applicant shall continue working with the Roaring Fork Fire Authority to address interim fire protection needs during construction. These requirements shall be specified in the CMP and approved by the Fire Authority prior to obtaining a building permit.

15) Town shuttle and delivery vehicle turning movements shall be approved by the Town Manager or designee prior to the recording of the amended final plat documents.

16) Vegetative screening of headlights from delivery vehicles shall be incorporated in the landscaped area east of the loading dock area for the benefit of adjacent Woodbridge property as shown in Exhibit B.

17) Safe pedestrian and bicycle access to the commercial entities in the Snowmass Center shall be provided throughout the duration of construction.

18) The applicant shall ensure ADA access to and from the transit center in both the interim and the final transit center Designs.

19) The interim and final transit center design shall incorporate space for shopping cart collection and bike racks.

20) An accessible and prominent space shall be made available for a bike share station within Parcel 1 or at the transit center as part of the interim and final design.

21) The parking plan shall include compact spaces located along the west side of the delivery route and to convert as many of the spaces on the east side to conventionally sized parking spaces as can be done within the site parameters as shown on Exhibit B. The Town Council agrees to a reduction of the required parking spaces to meet this condition**.**

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22) The parking plan shall include no less than 3 EV charging stations and shall accommodate the expansion of EV spaces in the future as needed.

23) Any future building permit submittal shall include a wayfinding and detailed lighting plan and must be approved by the Community Development Department prior to issuance of a building permit.

24) A final landscaping plan shall be included with any future building permit submittal and shall include the screening of the development, parking areas, loading areas, vehicles, and retaining walls as seen from Brush Creek Road consistent with the plans attached as Exhibit B. The plan shall be intentional as it pertains to water filtration and providing safety buffers as needed.

25) The veneer of the retaining walls within the Upper Kearns right of way behind the transit center shall match the roundabout (at the bottom of Upper Kearns, with Brush Creek) and be shown on revised PUD documents prior to submitting a building permit.

26) 4,000 square feet of space shall be reserved for exclusive use by the U.S. Postal Service.

27) The construction documents submitted with the building permit application for the redeveloped Snowmass Center will incorporate chases and utility infrastructure (including plumbing as needed for grease interception) into the base building work to accommodate the location of restaurants in multiple potential locations within the redeveloped project, including but not limited to the proposed unit on upper level directly to the east of the top of the “grand staircase”.

28) Town Hall Road Intersection – In order to ensure this development does not negatively impact surrounding development, this intersection of Town Hall Road with Upper Kearns Road shall be approved to the satisfaction of the Town Manager or their designee and all plans revised to show such improvements prior to recording of final plat documents and constructed consistent with such plans.

29) The Applicant shall pay cash-in-lieu for the construction of the soft “Rim Trail” connector for the actual construction cost determined at building permit submittal.

30) The boundaries between Parcels 1 and 6 shall be adjusted to include the entirety of the Rim Trail connector within Parcel 6 (dedicated open space) as depicted on Exhibit A. To the extent required, the PUD Guide shall be amended to reflect approved square footage rather than a Floor Area Ratio.

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31) All utilities shall be sized to accommodate the connection to any future residential development on Parcels 2, 3, and 4 not to exceed 130 residential units.

32) Two-way traffic with 90-degree parking through the upper parking deck and access lane will be allowed on a trial basis. Should the Town determine there are safety concerns with two-traffic through the upper deck, the traffic pattern shall be changed by Applicant at its expense to one-way traffic within 90 days of notification from the Town. The angle of the parking spaces would not be required to be changed. Whether one-way or two-way, the street configuration shall not compromise the 10-foot width of the uncovered sidewalk directly in front (south) of the Snowmass Center.

33) The street and pedestrian scape between the grocery store and post office area shall include pedestrian and landscape elements such as outdoor seating, public art space, etc. to encourage connectivity between these areas. Plans for this area shall be submitted to the Community Development staff for approval prior to the Building Permit. If such plans are not approved administratively the applicant may appeal the decision to the Town Council.

34) Prior to recording the amended Plat, the Applicant shall provide updated documents as amended or required by this Minor PUD Amendment (e.g. Amended and Restated Development Agreement, Amended and Restated Subdivision Improvement Agreement) to be reviewed and accepted by the Community Development Department and Town Attorney and recorded in public records of Pitkin County with the amended Plan, as applicable. In the event the Town and Applicant cannot agree on the form of the documents to be amended or otherwise to be agreed upon pursuant to these conditions of approval, then this approval shall be void and of no effect, and the existing PUD approval and related documents shall remain in effect. The amended development documents shall include, among other conditions, the following:

a. If the Town is prepared to commence development within Parcels 2, 3 and 4 prior to the Applicant commencing construction of the final transit center and lower section of Rim Road, the Town may require the Applicant to remove the portion of the Snowmass Center building located within the Upper Kearns Road right-of-way and Rim Road location (i.e., the Taster's Pizza annex building), Upper Karns Road, and South Sidewalk Improvement (as contemplated in conditions 9 and 11 above) not later than one year after Applicant receives a notice to proceed from the Town. Unless the Applicant agrees to proceed with the remaining improvements set forth in the Cost Sharing Matrix, the Town will then be authorized to proceed with construction of the final Transit Center, lower section of Rim Road, and other improvements in the Cost Sharing Matrix and Applicant shall be responsible for all costs in excess of the Town Responsibility

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amount set forth in the Cost Sharing Matrix. At such time, the Town shall provide the Applicant with a bid or cost estimate for completion of the improvements in the Cost Sharing Matrix and the Applicant shall be responsible for increasing its security to the updated bid or cost estimate amount, minus the fixed Town Responsibility amount in the Cost Sharing Matrix. The Town shall be authorized to use the security posted by the Applicant to ensure payment of the Applicant's share of such construction costs. In the event such security is insufficient for the Applicant's share of the improvements in the Cost Sharing Matrix, the Applicant shall be responsible for payment to the Town for such additional amounts. If a payment is not timely provided, the Town may exercise remedies set forth in the Amended and Restated Subdivision Improvement Agreement, and such remedies shall include withholding a building permit or pursuing a money judgment. If the Applicant is required to remove the Taster's Pizza annex as provided above, the Applicant will accommodate the relocation of Taster's Pizza to the existing Daily Diner space and Ajax Supply and any other business the qualifies for a lease renewal to alternative space within the existing Snowmass Center main building capable of reasonably accommodating a hardware store until such time as the new spaces for Taster's Pizza and Ajax Supply are completed as part of the Snowmass Center redevelopment.

b. The obligation to create a master association for the entire development shall be removed, but the documents shall include any required easements and any necessary cost sharing for shared elements of the project.

c. The Applicant shall offer each existing tenant with a leasable area of at least 1,500 square feet in the Snowmass Center Building and that is not in default of such lease an option to extend its lease term in tenant's existing space or a lease for a new space for not less than 10 years at fair market rental rates, with standard inflation provisions.

d. The Housing Counts of the buildout chart in the Comprehensive Plan for Parcels 2, 3, and 4 shall be amended to up to 130 Units.

35) Any condition of the existing PUD approval (Ordinance No. 17 of 2020) not modified or superseded by this approval, shall remain an obligation of the Applicant or subsequent owners.

36) If the Applicant and the Town's staff discover issues related to the redevelopment of the Snowmass Center that are not expressly or adequately addressed by this Ordinance or the other approval documents finalized with the amended Plat, then they shall endeavor to arrive at a mutually acceptable approach to such issues that does not conflict with any of the express terms of such documents. Issues that cannot be resolved in this manner may be addressed through the amendment

DRAFT

procedures of the amended PUD Guide or through the interpretation provisions of the Town's Land Use and Development Code, as applicable.

37) Vested property rights shall be granted for this Site-Specific Design Review for a period of 7 and 1/2 years from the effective date of this Ordinance.

INTRODUCED, READ, AND ADOPTED on first reading by the Town Council of the Town of Snowmass Village, Colorado on the 6th day of January 2025, with a motion made by Council member Marolt and a second by Council member DeAngelo, by a vote of 4 in favor and 0 opposed.

INTRODUCED, READ, AND ADOPTED on second reading by the Town Council of the Town of Snowmass Village, Colorado on this 21st day of January 2025, with a motion made by Council member _____ and a second by Council member _____, by a vote of___in favor and___opposed.

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

_____
Tom Fridstein, Mayor Pro Tem

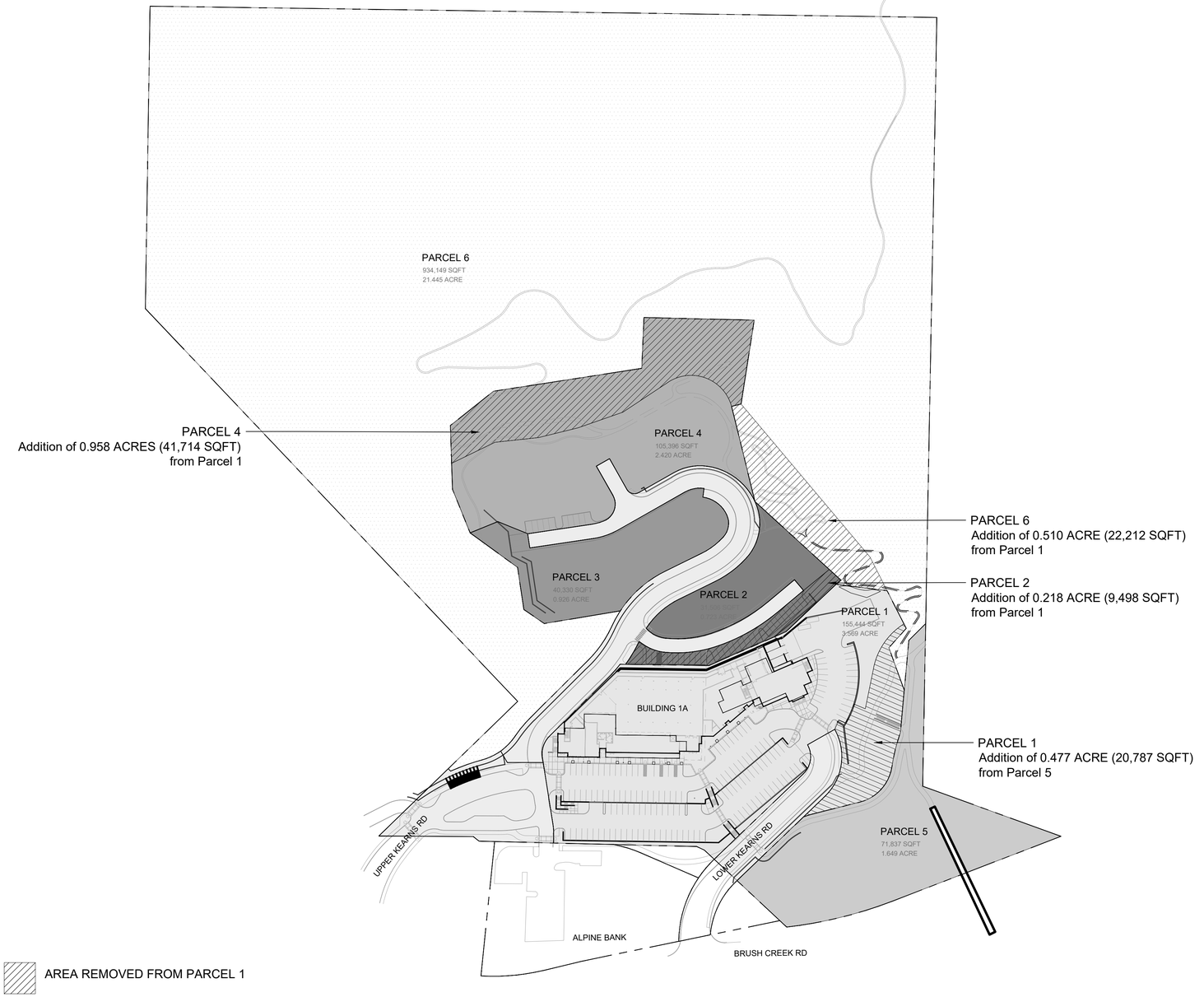
ATTEST:

_____
Megan Harris Boucher, Town Clerk

Exhibits:
A. Proposed parcel reconfiguration plan
B. Landscape Plans
C. Architectural Plans
D. Civil Plans
E. Cost Sharing Matrix
F. Dimensional Matrix
G. Dunlop Consulting letter – 11/11/2024
H. Rim Road specifications
I. Public Works memo – 10/31/2024

DRAFT

Exhibit A



NORTH

0 50 100 200
ORIGINAL SCALE: 1"=100'

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SNOWMASS CENTER REDEVELOPMENT

TOWN OFSNOWMASS VILLAGE COLORADO, 81654

ISSUE DATE: DECEMBER 27, 2024

REVISIONS

#	DATE	DESCRIPTION

DRAWN: TB REVIEWED: RS

PARCEL 1 PUD AMENDMENT

DW. PROJECT NUMBER: 5446

PARCEL REVISIONS

SHEET NUMBER

L-1.13

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Exhibit B

SNOWMASS CENTER

TOWN OF SNOWMASS VILLAGE, COLORADO

PUD AMENDMENT PLAN SUBMITTAL

ISSUED: September 27, 2024

VICINITY MAP

SCALE: 1"= 2500'-0" APPROXIMATELY

NORTH

SHEET INDEX

Sheet No.	Sheet Title	September 27, 2024 Revised PUD Submittal		
Landscape Drawings:				
GENERAL SERIES				
L-1.1	Illustrative Plan	●		
L-1.2	Site Plan Plan	●		
L-1.3	Landscape Plan	●		
L-1.4	Rooftop Landscape Plan	●		
L-1.5	Tree Mitigation Plan	●		
L-1.6.1	Lighting Plan	●		
L-1.6.2	Lighting Plan	●		
L-1.7	Parking Plan	●		
L-1.8.1	Urban Design & Programming Plan	●		
L-1.8.2	Urban Character Perspective	●		
L-1.9	Retaining Walls Plan	●		
L-1.10	Solid Waste Management Plan	●		
L-1.11	Open Space Plan	●		
L-1.12	Interim Construction Access and Transit Plan	●		
L-1.13	Parcel Revisions	●		

PROJECT TEAM

OWNER
EASTWOOD SNOWMASS INVESTORS, LP.
0133 Prospector Road #4602
Aspen, CO 81611
Tel: 970-925-9817

PLANNERS AND LANDSCAPE ARCHITECT
DESIGNWORKSHOP
22860 Two Rivers Road, Suite 102
Basalt, CO 81621
Tel: 970-925-8354

ARCHITECT
CCY ARCHITECTS
228 Midland Avenue
Basalt, Colorado 81621
Tel: (970) 927-4925

CIVIL ENGINEER
SOPRIS ENGINEERING
502 Main St Ste A3,
Carbondale, CO, 81623
Tel: 970-704-0311

DW PROJECT NUMBER: 5446

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COLORADO, 81654

ISSUE DATE: SEPTEMBER 27, 2024

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ILLUSTRATIVE PLAN

SHEET NUMBER

L-1.1

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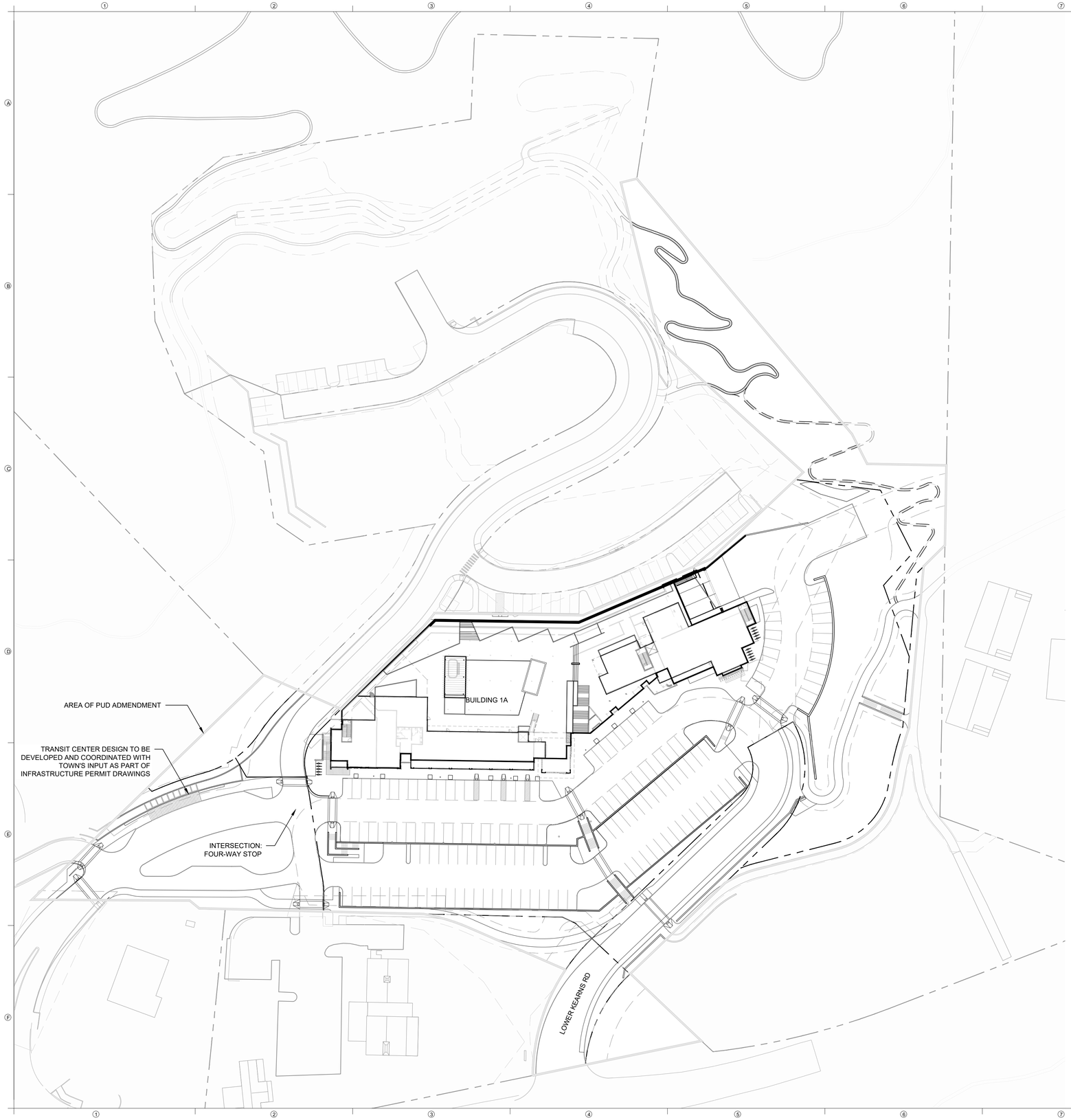

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TOWN OFSNOWMASS VILLAGE COLORADO, 81654

ISSUE DATE: DECEMBER 27, 2024

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PARCEL 1 PUD AMENDMENT

DW. PROJECT NUMBER:5446

SITE PLAN

SHEET NUMBER

L-1.2

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(2) PP-10
(3) PN-10
(6) JS-6
(4) PT-10
(4) PP-12
(4) PN-8
(4) PT-2.5
(5) PT-10
(2) PT-3
(1) PP-8
(16) PT-10
(8) PT-10
(1) PP-10
(5) PA
(1) PT-2.5
(2) PT-3
(1) PT-2.5
(1) PT-3
(1) PP-8
(6) PT-2.5
AREA OF PUD ADMENDMENT
ROOFTOP PLAN
SHEET 1.4
BUILDING 1A
(3) FP-3
(1) PT-2.5
(2) PT-3
(7) FP-3
(2) PT-2.5
(1) PT-3
(1) PT-2.5
(1) PT-3
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(1) PN-10
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(4) PT-3
(1) PT-2.5
(1) PP-12
(9) PT-2.5
UPPER KEARNS RD
LOWER KEARNS RD
(1) PP-12
(7) PT-3
(3) PN-8
ALPINE BANK
BRUSH CREEK RD

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TOWN OFSNOWMASS VILLAGE COLORADO, 81654

ISSUE DATE: DECEMBER 27, 2024

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PARCEL 1 PUD AMENDMENT

DW. PROJECT NUMBER:5446

LANDSCAPE PLAN

SHEET NUMBER

L-1.3

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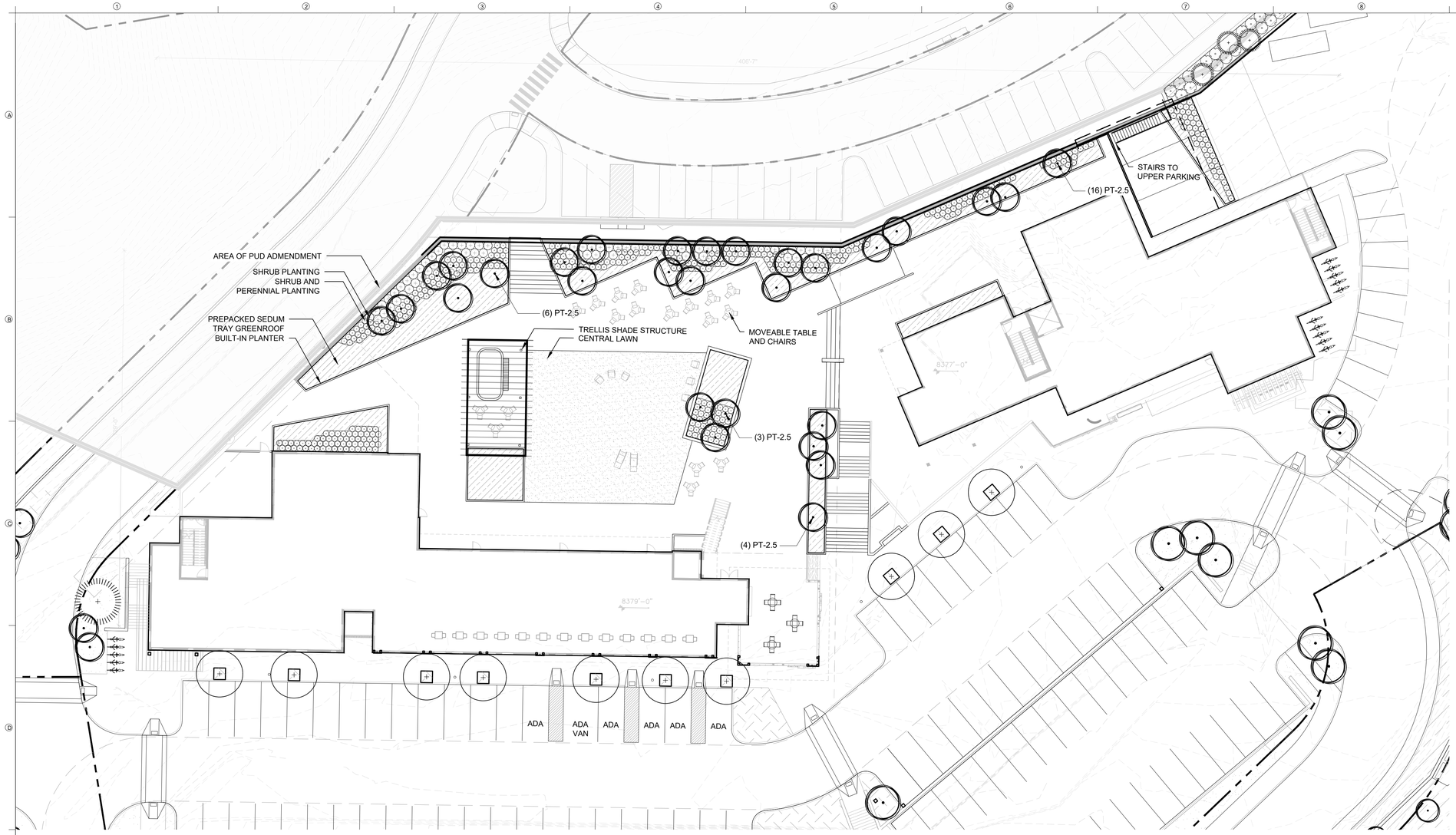

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TOWN OFSNOWMASS VILLAGE COLORADO, 81654

ISSUE DATE: DECEMBER 27, 2024

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DW. PROJECT NUMBER:5446

ROOFTOP LANDSCAPE PLAN

SHEET NUMBER

L-1.4

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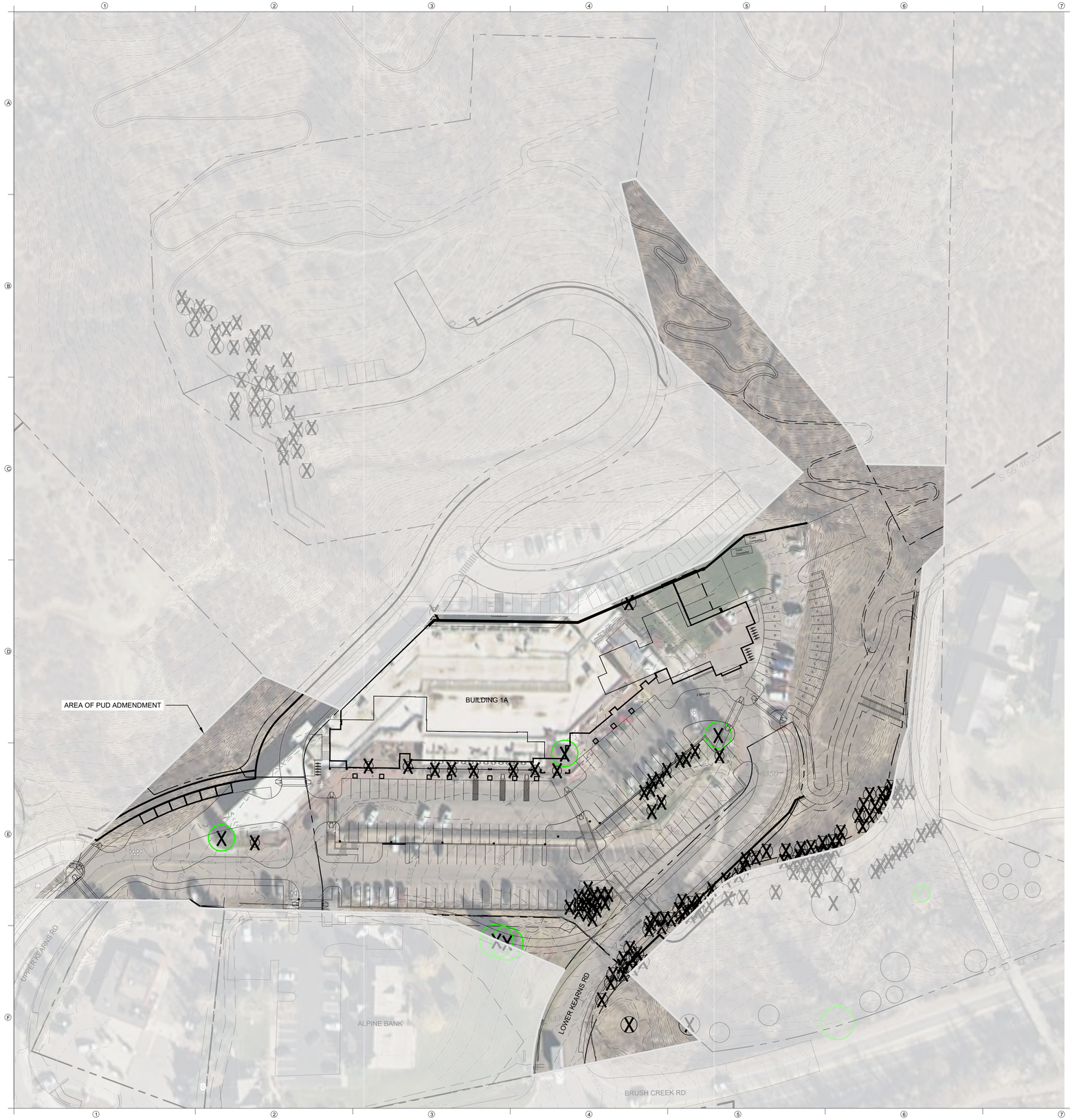

TREE REMOVAL LEGEND

EXISTING DECIDOUS TREES 4" CALIPER OR GREATER AS IDENTIFIED IN FIELD OBSERVATION AND AERIAL PHOTOGRAPH (ASPEN AND COTTONWOOD)

EXISTING CONIFER TREES 4" CALIPER OR GREATER AS IDENTIFIED IN FIELD OBSERVATION AND AERIAL PHOTOGRAPH (SPRUCE)

TREES TO BE REMOVED AND MITIGATED WITH NEW LANDSCAPE PLAN. 160 NEW TREES WILL BE REPLACED.

NORTH

0 25' 50' 100'

ORIGINAL SCALE: 1"=50'

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SNOWMASS CENTER REDEVELOPMENT

TOWN OFSNOWMASS VILLAGE
COLORADO, 81654

ISSUE DATE: SEPTEMBER 27, 2024

REVISIONS

#	DATE	DESCRIPTION

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DW. PROJECT NUMBER:5446

TREE MITIGATION PLAN

SHEET NUMBER

L-1.5

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Sep 27, 2024 - 11:44am
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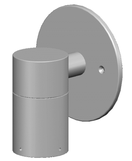
EXTERIOR LIGHT KEY

SYMBOL	TYPE
	Pole Light
	Wall or Step Light
	Soffit Down Light
	Signage Light
	Wall-Mounted Patio Light

POLE LIGHT
COMPANY: STRUCTURA, INC
PRODUCT: TANDEM ORTHO 14
TYPE: FLUSH MOUNT 14' HEIGHT POLE LIGHT
ALL LIGHT FIXTURE EQUIVALENT OR EQUAL TO ABOVE
NOTE: LUMINAIRE BY LANDFORMS, LINEAR OR SLOPE LED FIXTURE: 1FC 2700K TEMPATURE BULBS



WALL LIGHT / WALL-MOUNTED PATIO LIGHT
COMPANY: HEVI LITE, INC.
PRODUCT: HL-340
TYPE: WALL MOUNT MR16 ACCENT FIXTURE
WATTAGE: 8W
ALL LIGHT FIXTURE EQUIVALENT OR EQUAL TO ABOVE

STEP LIGHT
COMPANY: TARGETTI
PRODUCT: ZEDGE LINE
TYPE: PROFESSIONAL SMALL SCALE LED STEPLIGHT
WATTAGE: 9W
ALL LIGHT FIXTURE EQUIVALENT OR EQUAL TO ABOVE

SOFFIT DOWN LIGHT
COMPANY: LUCIFER LIGHTING COMPANY
PRODUCT: PULKED LPK
TYPE: SEMI-RECESSED LED LUMINAIRE
WATTAGE: 4.3W
ALL LIGHT FIXTURE EQUIVALENT OR EQUAL TO ABOVE

SIGNAGE LIGHT
NOTE: FOR IDENTIFICATION PURPOSES, LIGHTING WILL OCCUR SPECIFICALLY AT THE BUSINESS. THESE ARE TYPICAL EXAMPLES, BUT LIGHT FIXTURE WATTAGE AND TYPE WILL VARY. ANY MONUMENT SIGNS WILL BE LIGHTED IN A SIMILAR FASHION.

NORTH

0 25' 50' 100'
ORIGINAL SCALE: 1"=50'

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SNOWMASS CENTER REDEVELOPMENT

TOWN OFSNOWMASS VILLAGE
COLORADO, 81654

ISSUE DATE: DECEMBER 27, 2024

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#	DATE	DESCRIPTION

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PARCEL 1 PUD AMENDMENT

DW. PROJECT NUMBER:5446

LIGHTING PLAN

SHEET NUMBER

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EXTERIOR LIGHT KEY

SYMBOL	TYPE
	Pole Light
	Wall or Step Light
	Soffit Down Light
	Signage Light
	Wall-Mounted Patio Light

EXTERIOR LIGHT FOOT CANDLES

SYMBOL	TYPE
	.1 Foot Candles
	.2 Foot Candles
	.5 Foot Candles
	1 Foot Candles
	2 Foot Candles
	4 Foot Candles

POLE LIGHT
COMPANY: STRUCTURA, INC
PRODUCT: TANDEM ORTHO 14
TYPE: FLUSH MOUNT 14' HEIGHT POLE LIGHT
ALL LIGHT FIXTURE EQUIVALENT OR EQUAL TO ABOVE
NOTE: LUMINAIRE BY LANDFORMS, LINEAR OR SLOPE LED FIXTURE: 1FC 2700K TEMPATURE BULBS

SOFFIT DOWN LIGHT
COMPANY: LUCIFER LIGHTING COMPANY
PRODUCT: PULKED LPK
TYPE: SEMI-RECESSED LED LUMINAIRE
WATTAGE: 4.3W
ALL LIGHT FIXTURE EQUIVALENT OR EQUAL TO ABOVE

STEP LIGHT
COMPANY: TARGETTI
PRODUCT: ZEDGE LINE
TYPE: PROFESSIONAL SMALL SCALE LED STEPLIGHT
WATTAGE: 9W
ALL LIGHT FIXTURE EQUIVALENT OR EQUAL TO ABOVE

NORTH

0 25' 50' 100'
ORIGINAL SCALE: 1"=50'

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TOWN OFSNOWMASS VILLAGE
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ISSUE DATE: DECEMBER 27, 2024

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PARCEL 1 PUD AMENDMENT

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LIGHTING PLAN

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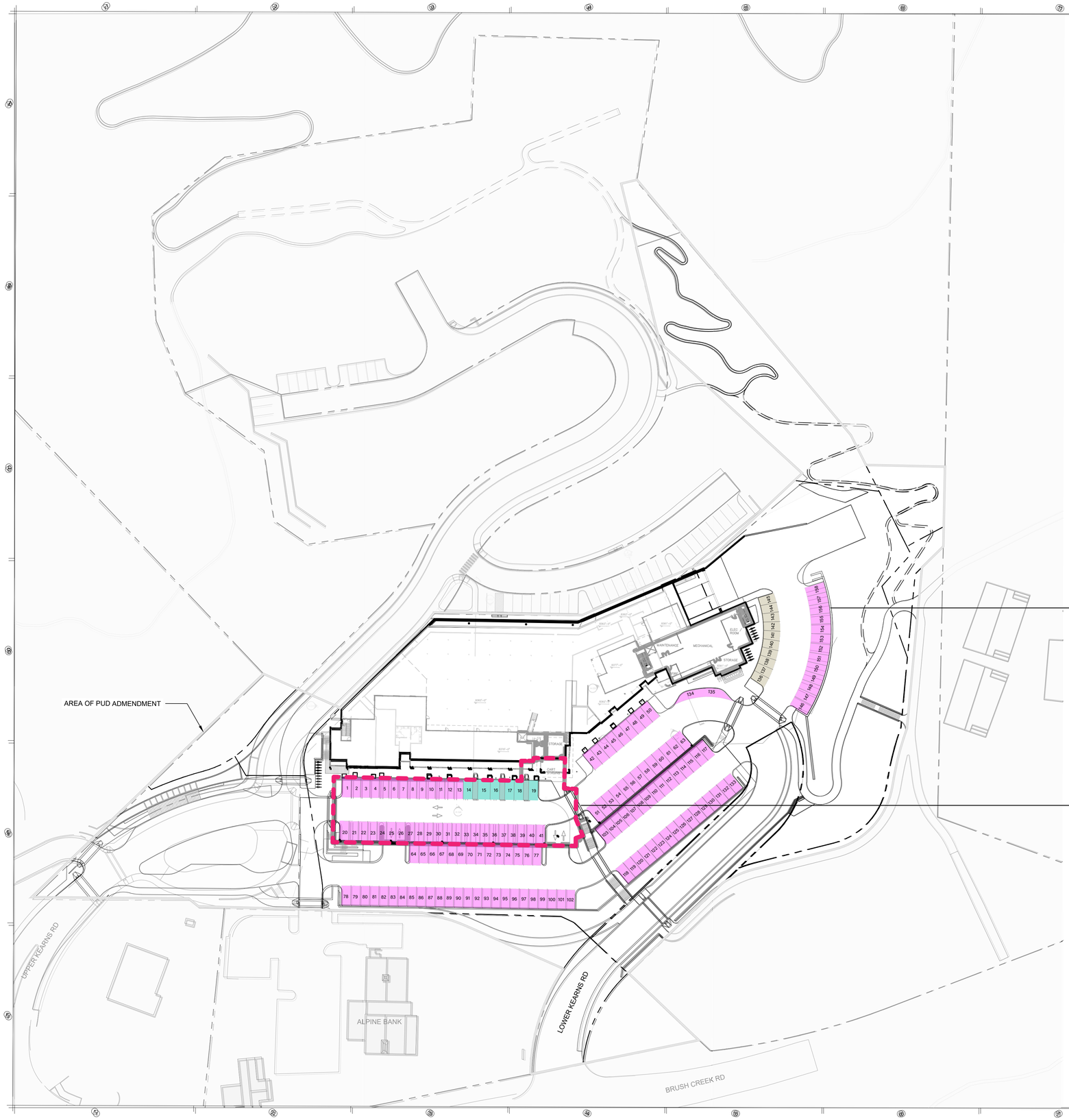

Commercial Parking - Standard

Commercial Parking - ADA

Commercial Parking - Compact

PUD PARKING SUMMARY

COMMERCIAL PARKING

Parking Garage 38 spaces
- 2 ADA Spaces
- 4 Compact Spaces
- 32 Standard Spaces

Surface Parking 158 spaces
- 6 ADA Spaces
- 10 Compact Spaces
- 142 Standard Spaces

TOTAL 196 spaces

SURFACE PARKING
158 commercial surface parking spaces

GARAGE PARKING
38 commercial surface parking spaces

NORTH

0 25' 50' 100'

ORIGINAL SCALE: 1"=50'

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SNOWMASS CENTER REDEVELOPMENT

TOWN OF SNOWMASS VILLAGE
COLORADO, 81654

ISSUE DATE: OCTOBER 23, 2023
ISSUE DATE: DECEMBER 27, 2024

REVISIONS

#	DATE	DESCRIPTION

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PARCEL 1 PUD FINAL PUD PLAN AMENDMENT

DW PROJECT NUMBER 6446

PARKING LAYOUT PLAN

SHEET NUMBER

L-1.7

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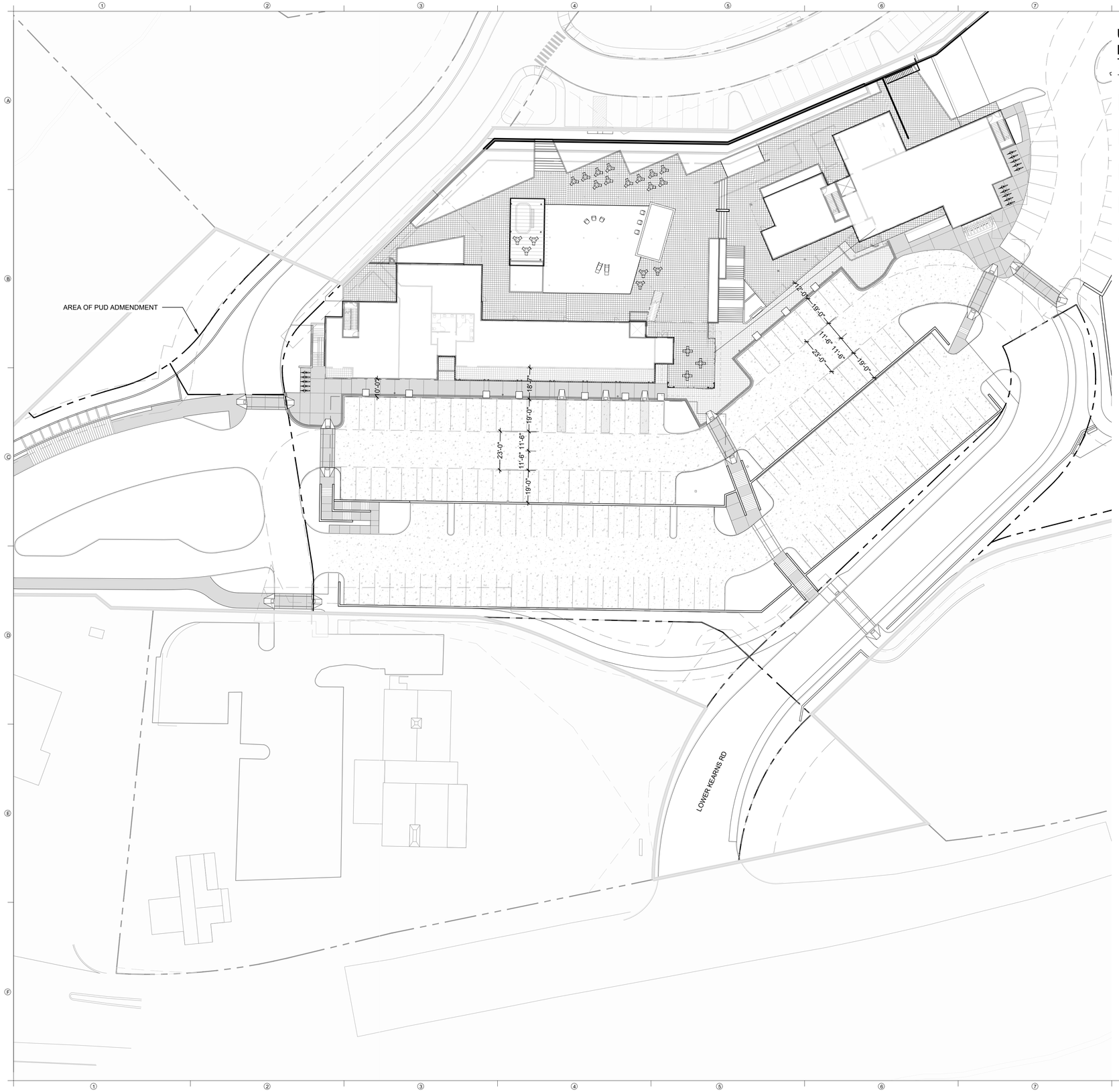

URBAN DESIGN & PROGRAMMING MATERIALS KEY

SYMBOL	TYPE
	Plaza Pavement - Modular Concrete Pavers
	Broom-finish Concrete Road Surface
	Textured Concrete Crosswalk and Pedestrian Sidewalk Pavement. Intergratal Color on Crosswalk Bands.
	Texture Concrete Band

Note: All other roadway surfaces to be asphalt.

NORTH

0 15' 30' 60'

ORIGINAL SCALE: 1"=30'

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TOWN OFSNOWMASS VILLAGE
COLORADO, 81654

ISSUE DATE: DECEMBER 27, 2024

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PARCEL 1 PUD AMENDMENT

DW. PROJECT NUMBER:5446

URBAN DESIGN & PROGRAMMING PLAN

SHEET NUMBER

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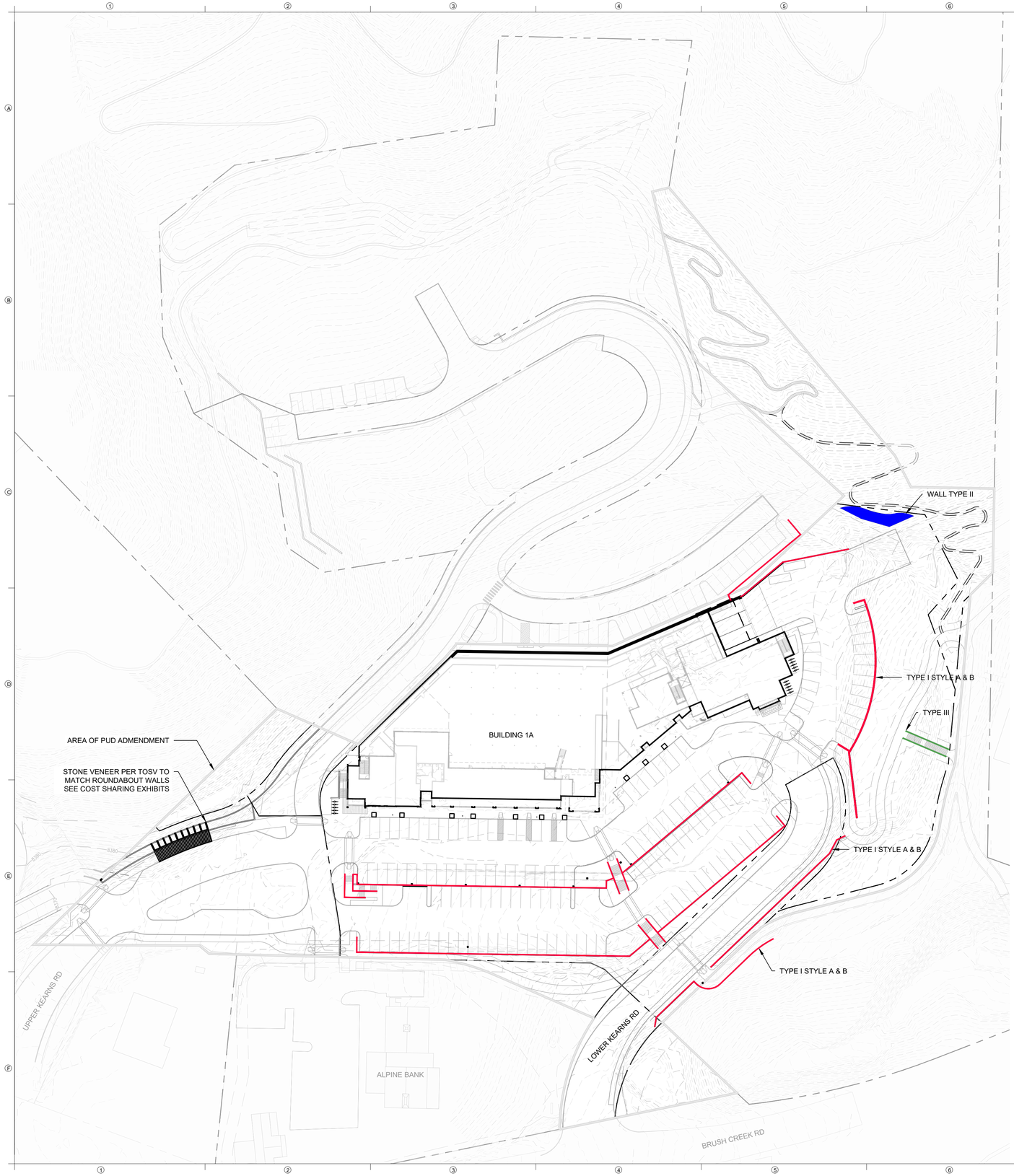
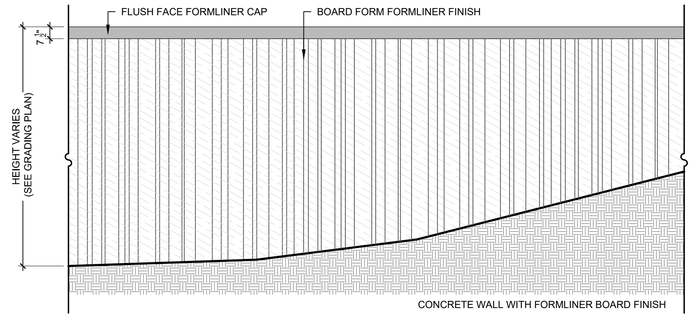


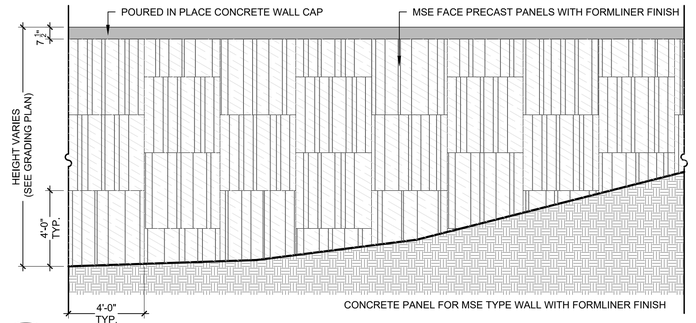
ROAD RETAINING WALL KEY

SYMBOL	TYPE
	Retaining Walls Type I Style A & B
	Retaining Walls Type II
	Type III - Open Grate Stairs



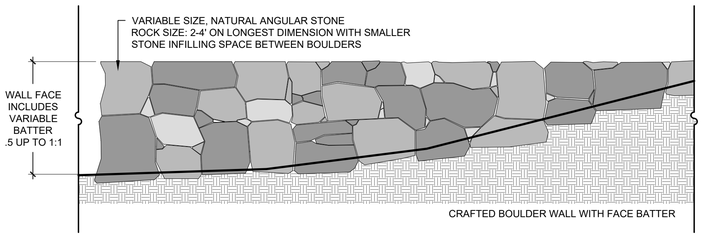
1 RETAINING WALL - TYPE I STYLE A

1/4" = 1'-0"



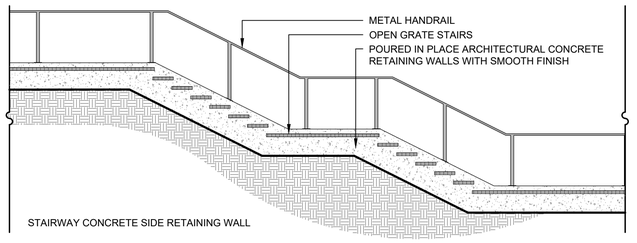
2 RETAINING WALL - TYPE I STYLE B

1/4" = 1'-0"



3 RETAINING WALL - TYPE II

1/4" = 1'-0"



4 TYPE III - OPEN GRATE STAIRS

1/4" = 1'-0"

NORTH

0 25' 50' 100'

ORIGINAL SCALE: 1"=50'

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SNOWMASS CENTER REDEVELOPMENT

TOWN OFSNOWMASS VILLAGE
COLORADO, 81654

ISSUE DATE: DECEMBER 27, 2024

REVISIONS

#	DATE	DESCRIPTION

DRAWN: TB REVIEWED: RS

PARCEL 1 PUD AMENDMENT

DW. PROJECT NUMBER: 5446

RETAINING WALLS PLAN

SHEET NUMBER

L-1.9

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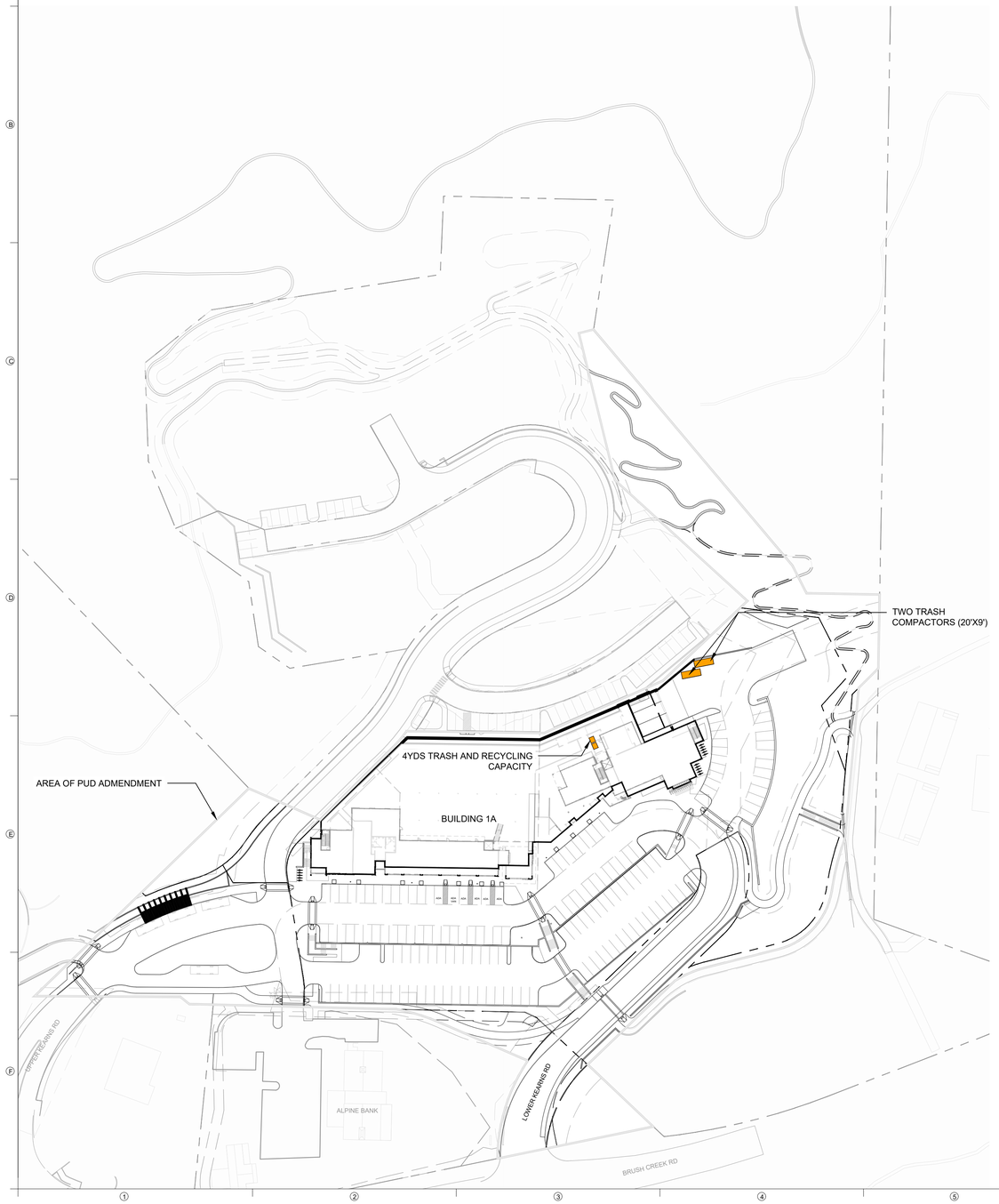
Jan 15, 2025 - 2:49pm
P:\PROJECTS_N-Z\5446 - Snowmass Center Eastwood\Ch-CAD\02 Sheets\Final PUD Application\dw-5446-Retaining Walls Plan.dwg

WASTE MANAGEMENT KEY

SYMBOL	TYPE
	Trash and Recycling Receptacles

NOTES:
1. TRASH AND RECYCLING STATIONS ARE GROUPED TOGETHER FOR EACH LOCATION IDENTIFIED ON THIS PLAN



SNOWMASS CENTER PUD AMENDMENT

Solid Waste Generation by Land-Use

Land Use Code Section 16A-5-340 (c-2-h)

Solid waste disposal plan. A proposed solid waste disposal plan, including the anticipated volume (cubic yards) of solid waste that will be generated by the development, proposed trash container size and location of said facilities.

By Building and Parcel

Parcel	Building	Use	Square Footage	Residential Units	Meals Served per Week	Cubic Yard Per Week Total by Use	Building Total (Cubic yards)	Land Uses Total (Cubic yards)	Parcel Total (Cubic yards)
Parcel 1	Building 1A	Supermarket	19,584			109.7	138.6	109.7	
		Main Level Retail (includes Post Office)	10,037			6.0		11.6	
		Second Level Retail	9,294			5.6			
		Main Level Restaurant (Full Service)			500	10		10.8	
		Second Level Café			150	0.75			
		Third Level Office	13,128			6.6		6.6	
TOTAL						138.6		138.6	138.6

Building Container Need	Location on Solid Waste Plan
Two trash compactors (20' x 9')	Loading Dock Area for Trash Compactors. Internal transfer station by loading dock with 4-yard capacity.

NOTES
Restaurants assumed 6 days per week
Retail assumed 6 days per week
Office assumed 5 days per week
Currently trash is picked up once per week per Town of Snowmass Village Public Works
Trash and Recycling facilities same size as approved PUD

Solid Waste Generation Guidelines

Classification	Use	Quantities of Waste Generated
Apartments	*Single Family*	1 cu. yd. per unit per month
	Family	1.5 cu. yd. per unit per month
Commercial	*Office*	1 cu. Yd. per 10,000 sq. ft. per day
	*Retail**	1 cu. Yd. per 2,500 sq. ft. per day
	Supermarket	1 cu. Yd. per 1,250 sq. ft. per day
	Restaurants	0.02 cu. Yd. per meal served
	Restaurants	0.005 cu. Yd. per meal served

NOTES
All quantities based on Town of Snowmass Village Solid Waste Generation Guideline (1984) unless
*Uses department store building type
^1 pound (full service) and 0.2 pound (café/deli) per person per meal, divided by 175 pounds per yard times 7 days per week to calculate cubic yards per person each week. Zender Environmental Research Group (2008)

NORTH
0 35' 70' 140'
ORIGINAL SCALE: 1"=70'

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TOWN OFSNOWMASS VILLAGE COLORADO, 81654

ISSUE DATE: DECEMBER 27, 2024

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PARCEL 1 PUD AMENDMENT

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SOLID WASTE MANAGEMENT PLAN

SHEET NUMBER

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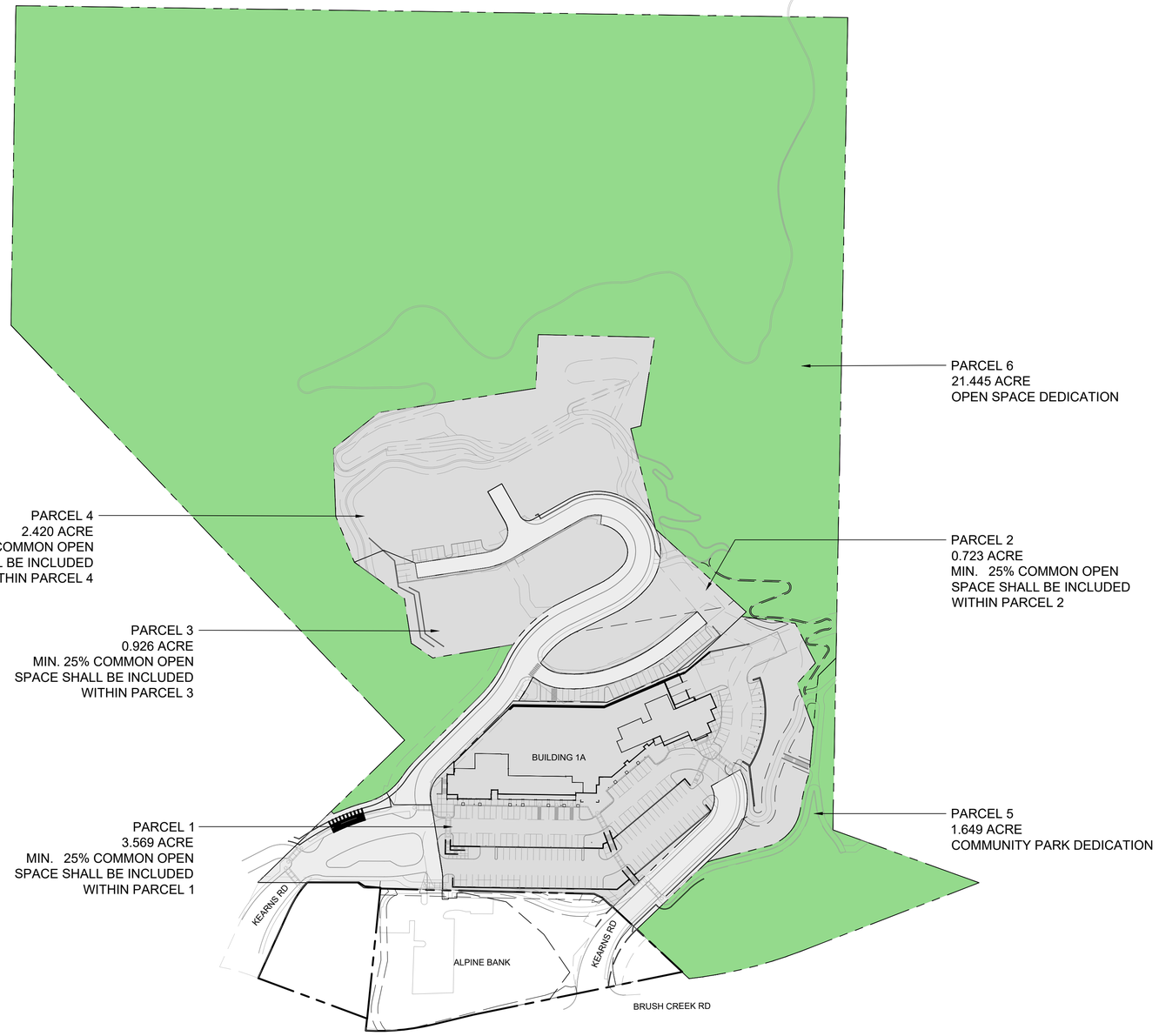

NORTH

0 50 100 200

ORIGINAL SCALE: 1"=100'

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SNOWMASS CENTER REDEVELOPMENT

TOWN OFSNOWMASS VILLAGE
COLORADO, 81654

ISSUE DATE: DECEMBER 27, 2024

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DW. PROJECT NUMBER: 5446

OPEN SPACE PLAN

SHEET NUMBER

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SNOWMASS CENTER REDEVELOPMENT

TOWN OFSNOWMASS VILLAGE COLORADO, 81654

ISSUE DATE: SEPTEMBER 27, 2024

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PARCEL 1 PUD AMENDMENT

DW. PROJECT NUMBER: 5446

INTERIM CONSTRUCTION ACCESS AND TRANSIT PLAN

SHEET NUMBER

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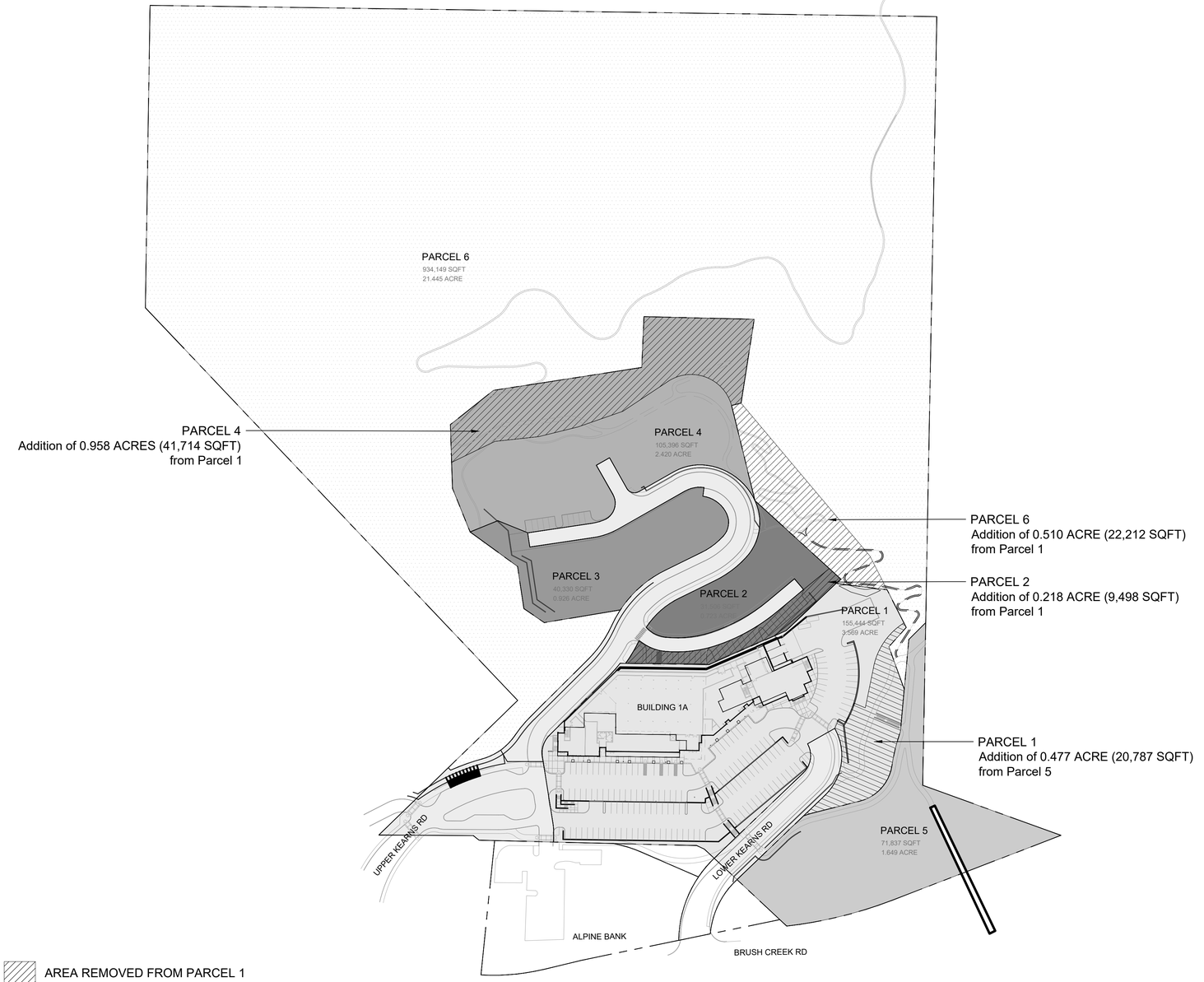

NORTH

0 50 100 200
ORIGINAL SCALE: 1"=100'

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TOWN OFSNOWMASS VILLAGE COLORADO, 81654

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PARCEL 1 PUD AMENDMENT

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PARCEL REVISIONS

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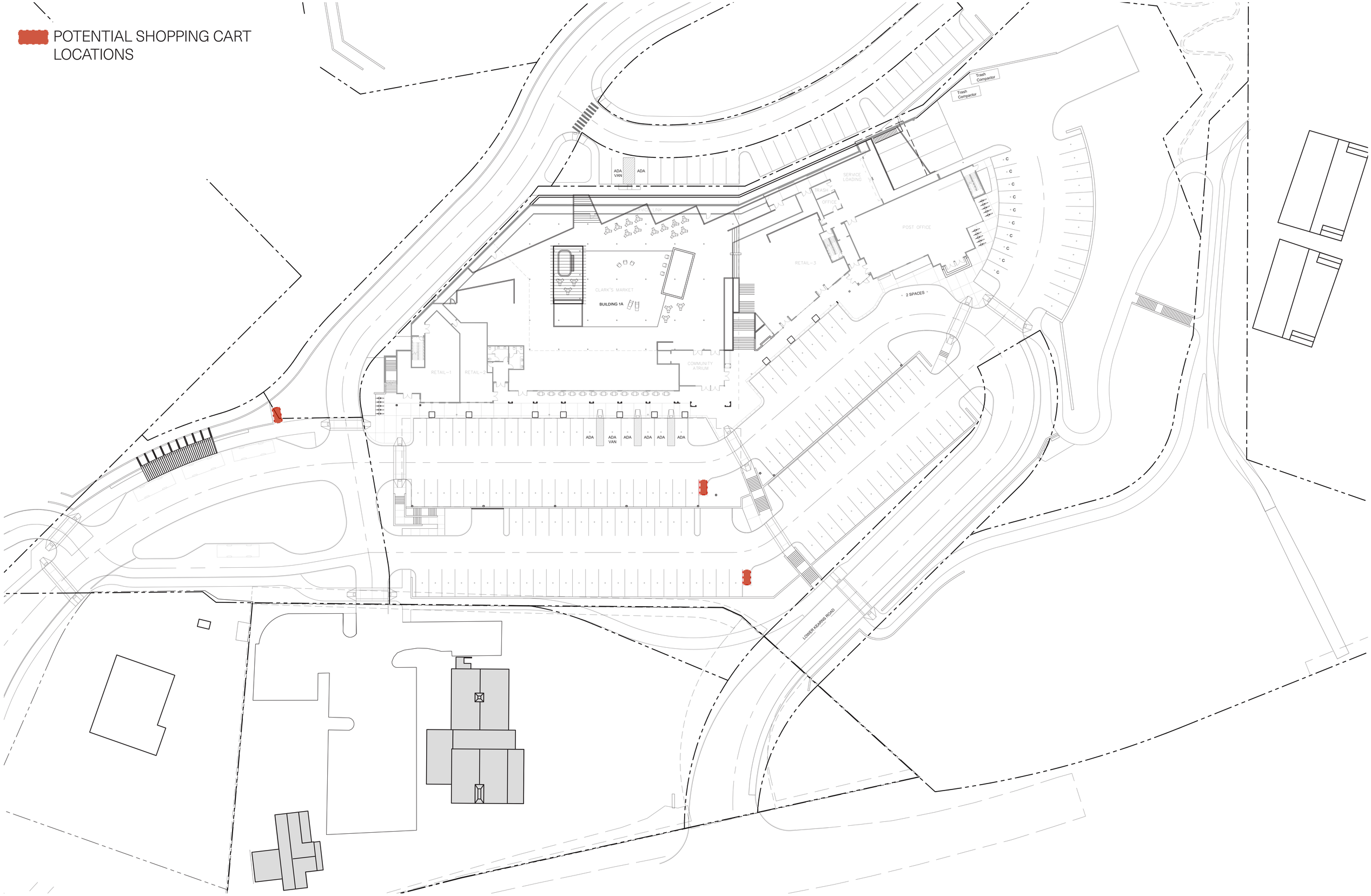
SHOPPING CART | PARKING STUDY

POTENTIAL SHOPPING CART LOCATIONS



SNOWMASS CENTER REDEVELOPMENT

SNOWMASS VILLAGE, COLORADO

SITE PLAN- PARKING

NORTH 0 10' 20' 40'

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Exhibit C

SMC BUILDING 1A

16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

PROJECT DIRECTORY

OWNER

EASTWOOD DEVELOPMENTS INC.
0133 PROSPECTOR ROAD, #4102
ASPEN, CO 81611
416-445-9920
CONTACT: JORDAN SARICK

ARCHITECT

CCY ARCHITECTS, LTD.
228 MIDLAND AVENUE
P.O. BOX 529
BASALT, CO. 81621
970-927-4925 FAX 970-927-8578
CONTACT: CHRIS TOUCHETTE (CTOUCHETTE@CCYARCHITECTS.COM)

PLANNER / LANDSCAPE ARCHITECT

DESIGN WORKSHOP
120 EAST MAIN STREET
ASPEN, CO 81611
970-925-8354
CONTACT: JESSICA GARROW (JGARROW@DESIGNWORKSHOP.COM)

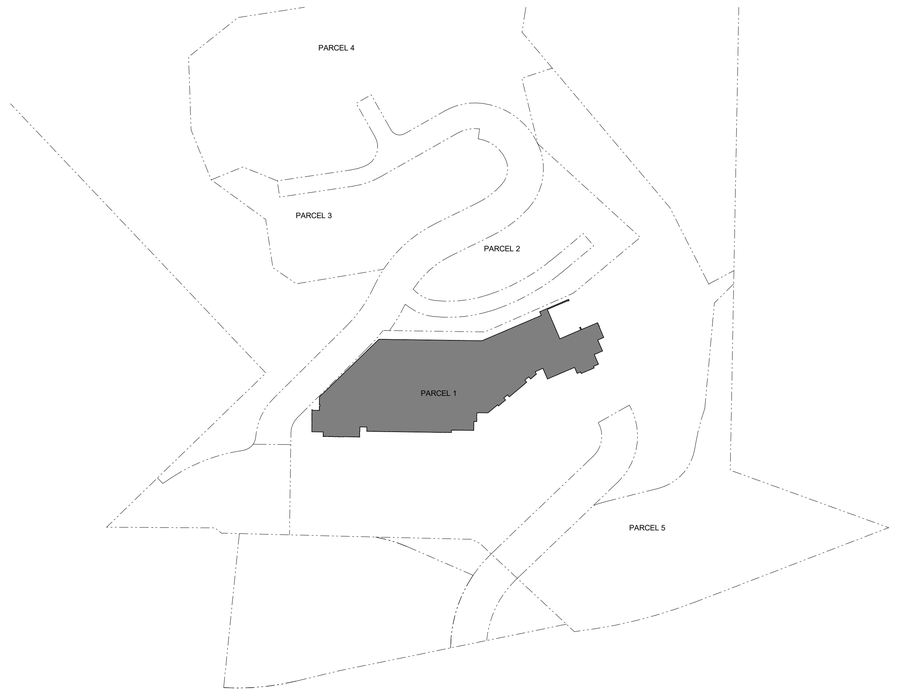
BUILDER

HASELDEN CONSTRUCTION
2520 SOUTH GRAND AVE., #204
GLENWOOD SPRINGS, CO 81601
970-366-4633

SURVEYOR

SOPRIS ENGINEERING LLC
502 MAIN ST # A-3
CARBONDALE, CO 81623
970-704-0311
CONTACT: COLBY CHRISTOFF (CCHRISTOFF@SOPRISENG.COM)

BUILDING KEY PLAN



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A-002	SOLAR DIAGRAMS
A-003	SNOWMELT PLAN
A-004	AREA PLANS - FAR
A-005	AREA PLANS - NET
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A-007	1A - OVERALL MAIN LEVEL 01
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A-020	1A ELEVATIONS
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A-022	1A ELEVATIONS
A-023	1A ELEVATIONS
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A-025	1A COLOR & MATERIALS
A-026	PARKING ELEVATIONS
A-030	1A SECTIONS

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SMC BUILDING 1A
16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

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9/5/2024

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HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:

COVER SHEET

SCALE: 1" = 100'-0"

COVER

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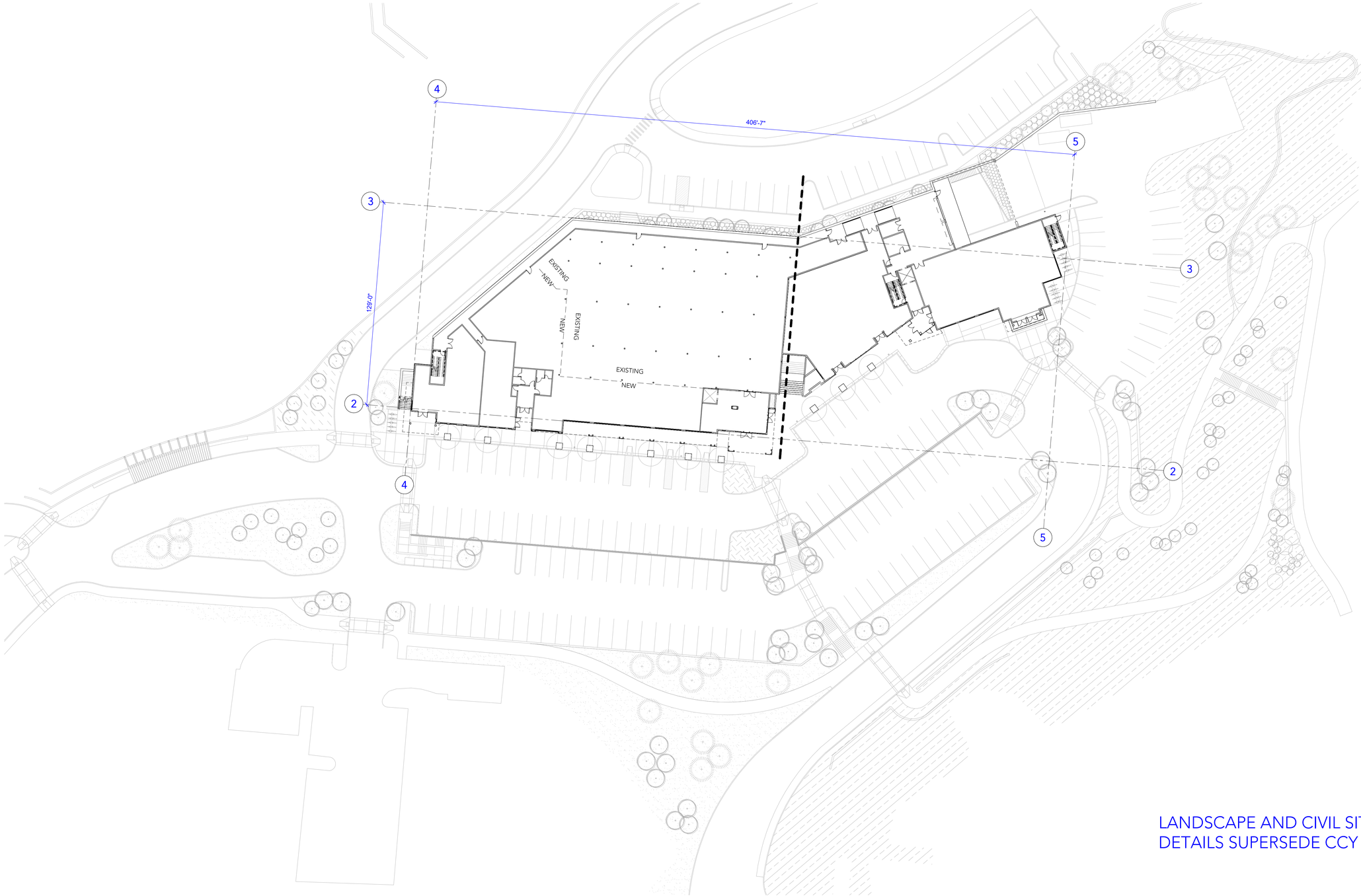

LANDSCAPE AND CIVIL SITE
DETAILS SUPERSEDE CCY

SMC SITE PLAN | 1
1" = 30'-0"

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OVERALL SITE

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A-001

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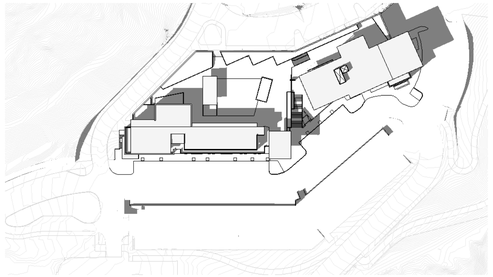

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03/21 3P | 3
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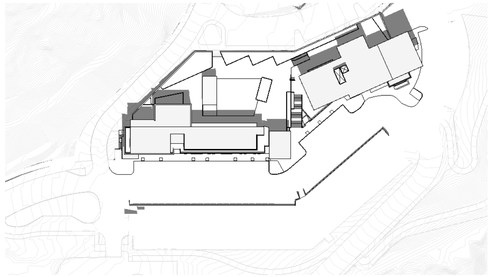

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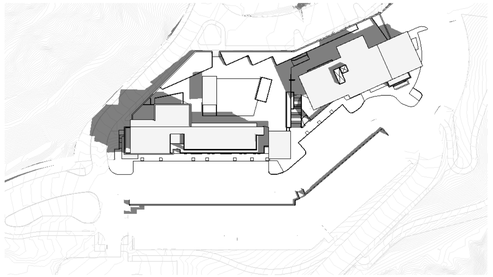

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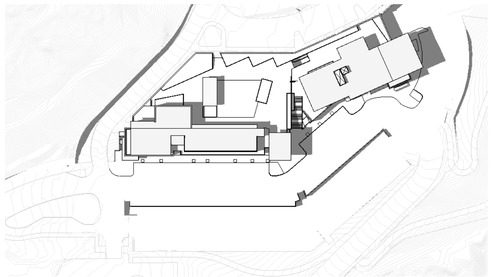

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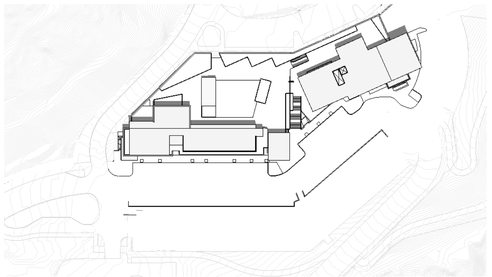

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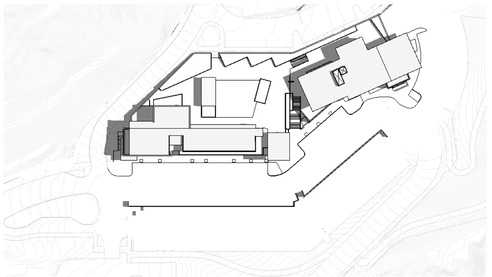

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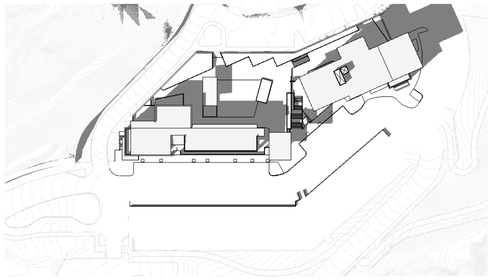

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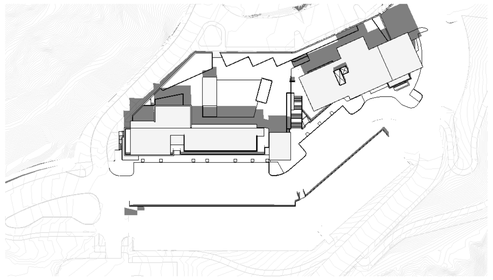

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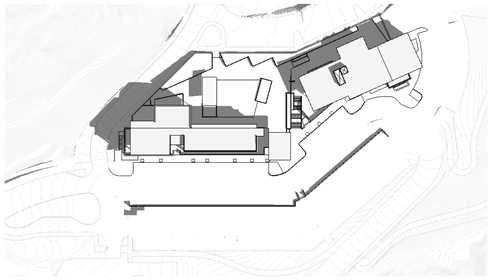

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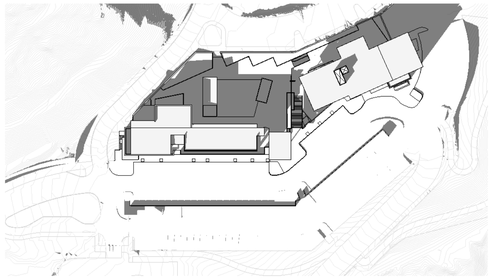

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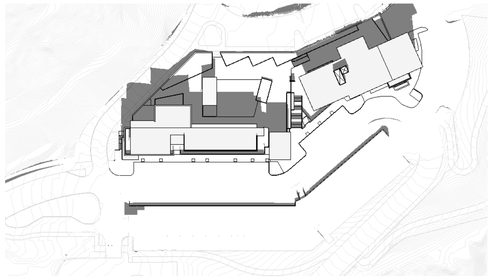

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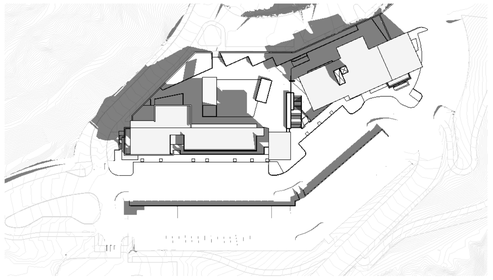

SMC EXISTING FINISH FLOOR
12/21 9A | 11
1" = 100'-0"

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PROJECT NUMBER:
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HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:

SOLAR DIAGRAMS

SCALE: 1" = 100'-0"

A-002

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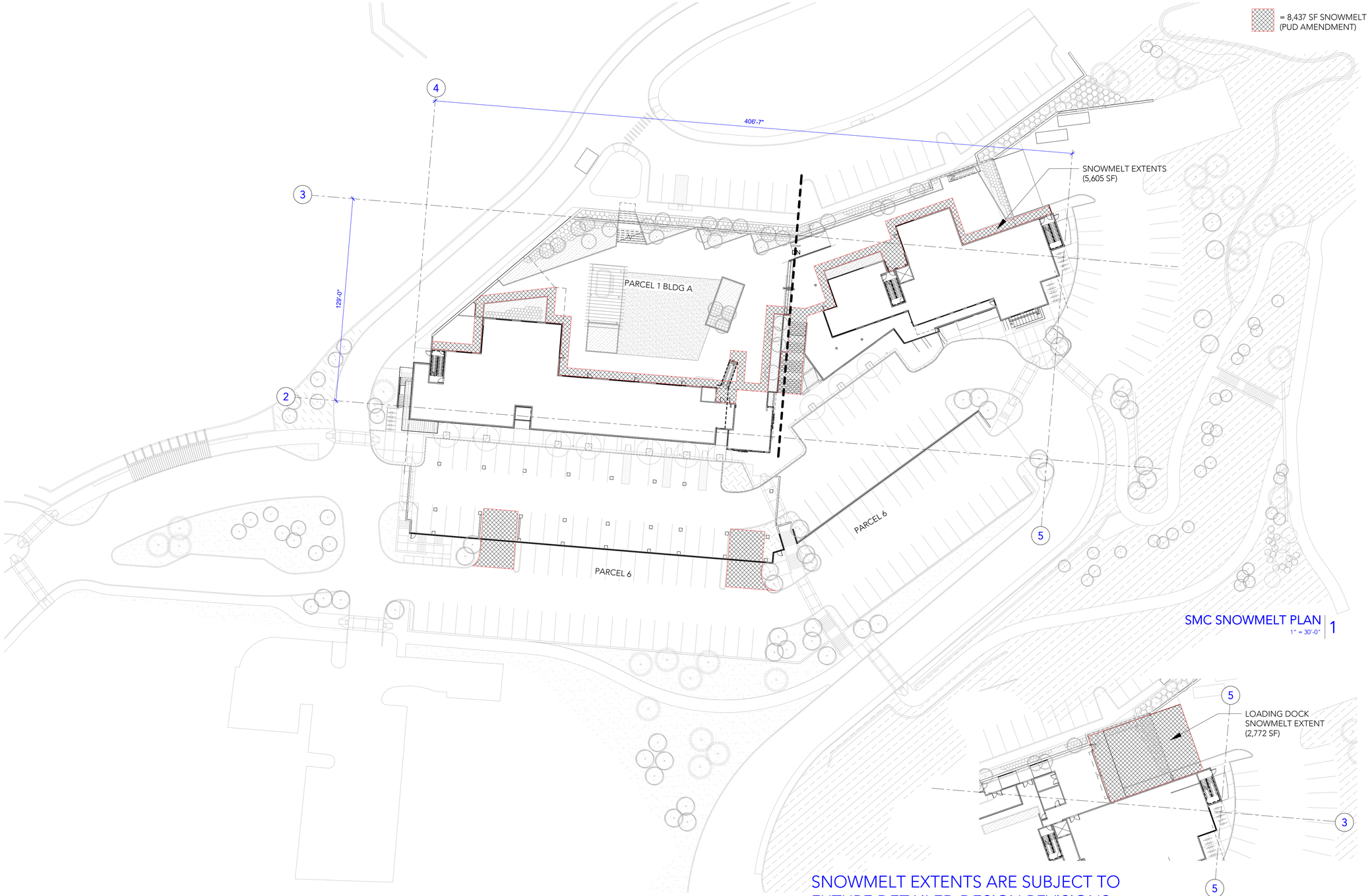

SMC SNOWMELT PLAN | 1
1" = 30'-0"

SMC LOADING DOCK PLAN | 2
1" = 30'-0"

SNOWMELT EXTENTS ARE SUBJECT TO FUTURE DETAILED DESIGN REVISIONS AND ARE TO BE FINALIZED AT THE TIME OF BUILDING PERMIT SUBMISSION

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DATE:
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ISSUE:
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PROJECT NUMBER:
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SNOWMELT PLAN

SCALE: 1" = 30'-0"

A-003

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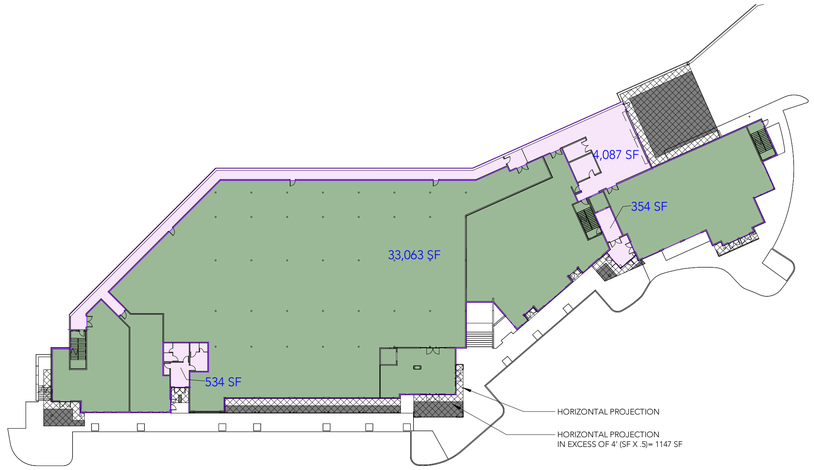

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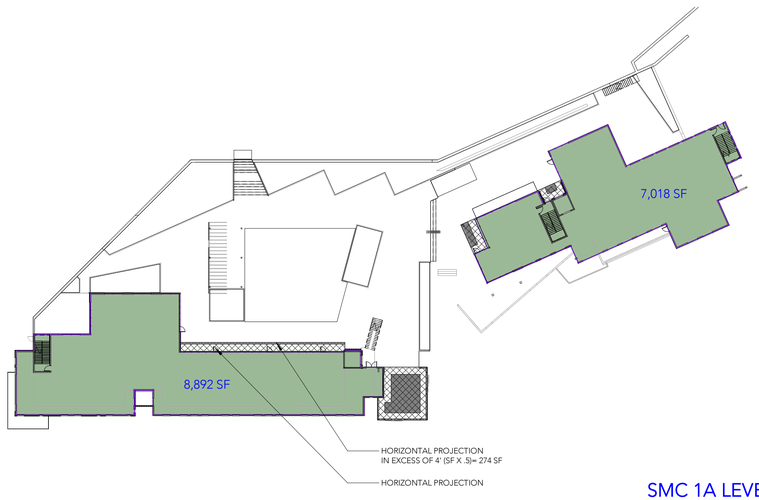

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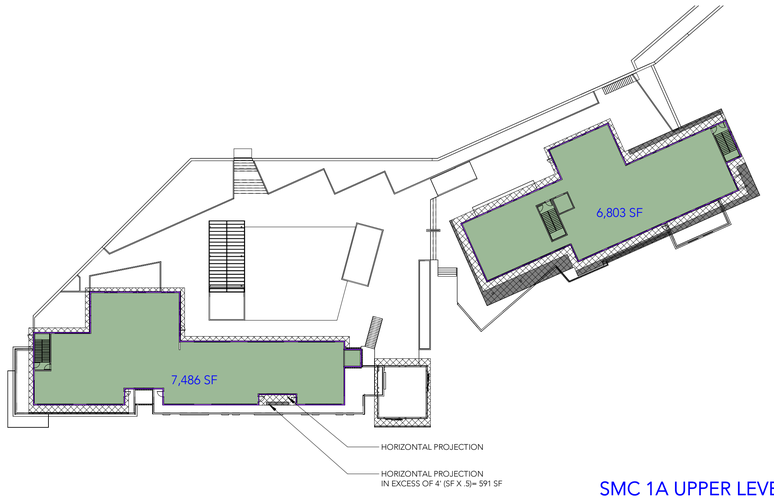


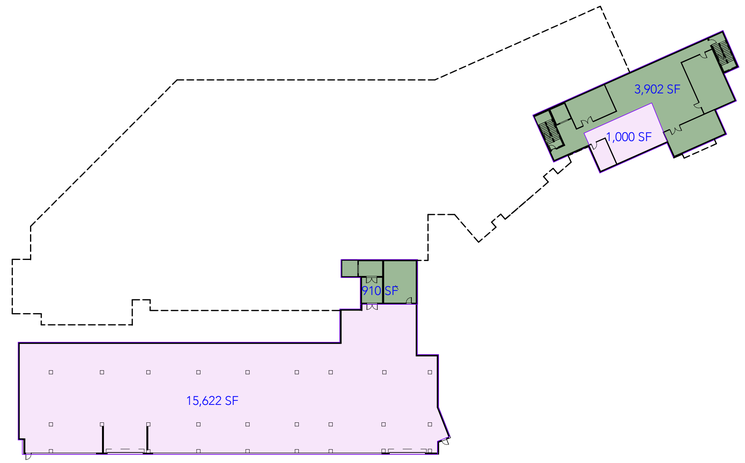
SMC 1A UPPER LEVEL | 2
1" = 40'-0"

Gross Building Area Legend

- Exempt
- Gross Building Area

Snowmass Center Redevelopment
Minor PUD Amendment
JANUARY 15, 2024

Area Calculations	Gross	FAR	Net Commercial
Lower Level			
East Basement	4,902	3,902	
West Basement	910	910	
Parking Structure	15,622		
Main Level	38,380	33,063	
Clark's Market			19,584
Sundance			4,257
US Post Office			4,005
Retail-1			1,775
Retail-2			1,102
Horizontal Projections		1,218	
Second Floor			
East Commercial	7,018	7,018	6,286
West Commercial	8,892	8,892	8,351
Horizontal Projections		274	
Third Floor			
East Office	6,803	6,803	6,091
West Office	7,486	7,486	6,982
Horizontal Projections		591	
	90,013	**70,157**	**58,433**



SMC 1A PARKING LEVEL | 1
1" = 40'-0"

CCY ARCHITECTS

SMC BUILDING 1A
16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
9/5/2024

ISSUE:
SNOWMASS CENTER REDEVELOPMENT PUD MINOR AMENDMENT APPLICATION

PROJECT NUMBER:
18014

DRAWN BY: CCY CHECKED BY: CCY

HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:

AREA PLANS - FAR

SCALE: 1" = 40'-0"

A-004

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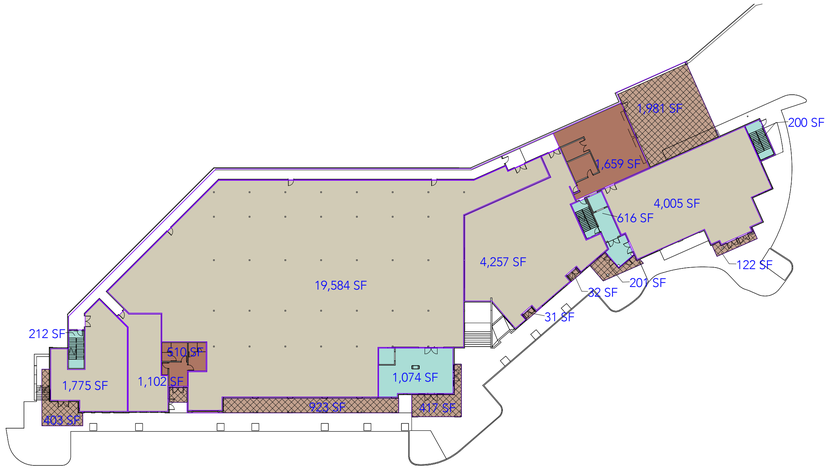


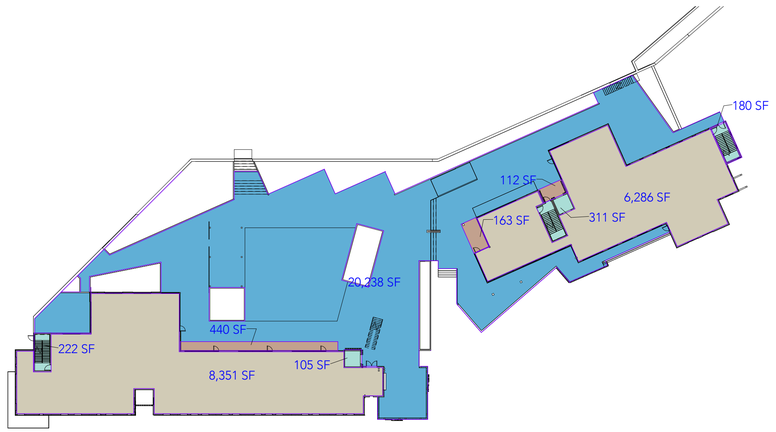
SMC EXISTING FINISH FLOOR | 4
1" = 40'-0"

Building Classification Legend

- CIRCULATION SPACE
- COMMERCIAL COMMON AREA
- COVERED AREA
- RETAIL NET LEASABLE

Snowmass Center Redevelopment
Minor PUD Amendment
JANUARY 15, 2024

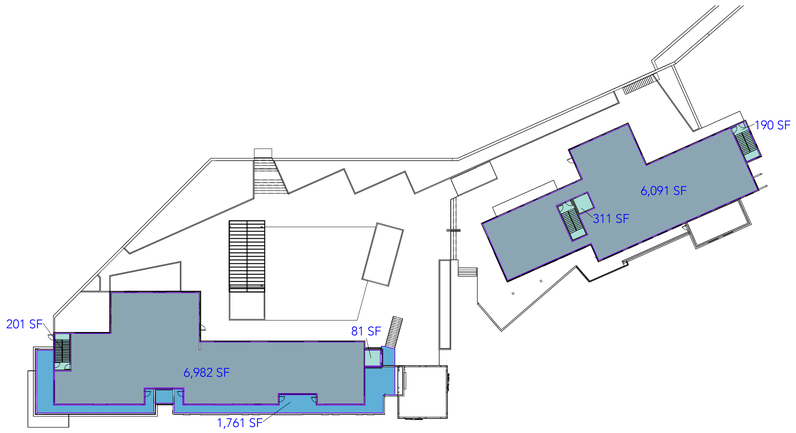
Area Calculations	Gross	FAR	Net Commercial
Lower Level			
East Basement	4,902	3,902	
West Basement	910	910	
Parking Structure	15,622		
Main Level	38,380	33,063	
Clark's Market			19,584
Sundance			4,257
US Post Office			4,005
Retail-1			1,775
Retail-2			1,102
Horizontal Projections		1,218	
Second Floor			
East Commercial	7,018	7,018	6,286
West Commercial	8,892	8,892	8,351
Horizontal Projections		274	
Third Floor			
East Office	6,803	6,803	6,091
West Office	7,486	7,486	6,982
Horizontal Projections		591	
	90,013	**70,157**	**58,433**



SMC P1 LEVEL 2W | 3
1" = 40'-0"

Building Classification Legend

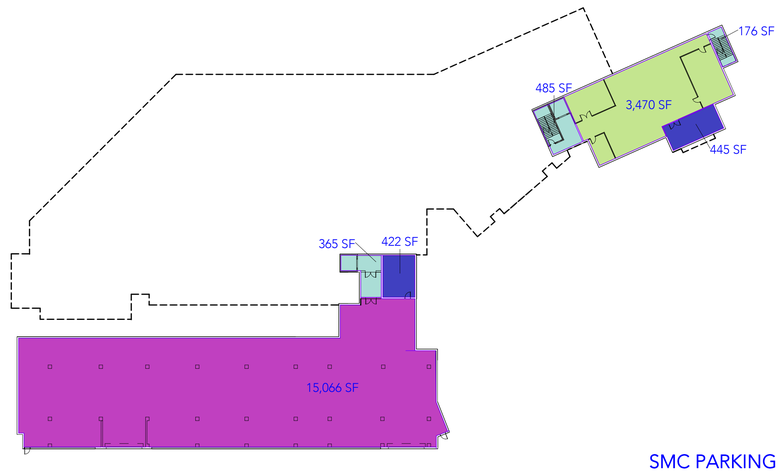
- CIRCULATION SPACE
- COVERED AREA
- EXTERIOR BALCONY
- RETAIL NET LEASABLE



SMC P1 UPPER LEVEL-W | 2
1" = 40'-0"

Building Classification Legend

- CIRCULATION SPACE
- MECHANICAL
- PARKING EXEMPT
- STORAGE



SMC PARKING LEVEL | 1
1" = 40'-0"

CCY ARCHITECTS

SMC BUILDING 1A
16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
9/5/2024

ISSUE:
SNOWMASS CENTER REDEVELOPMENT PUD MINOR AMENDMENT APPLICATION

PROJECT NUMBER:
18014

DRAWN BY: CCY CHECKED BY: CCY

HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:

AREA PLANS - NET

SCALE: 1" = 40'-0"

A-005

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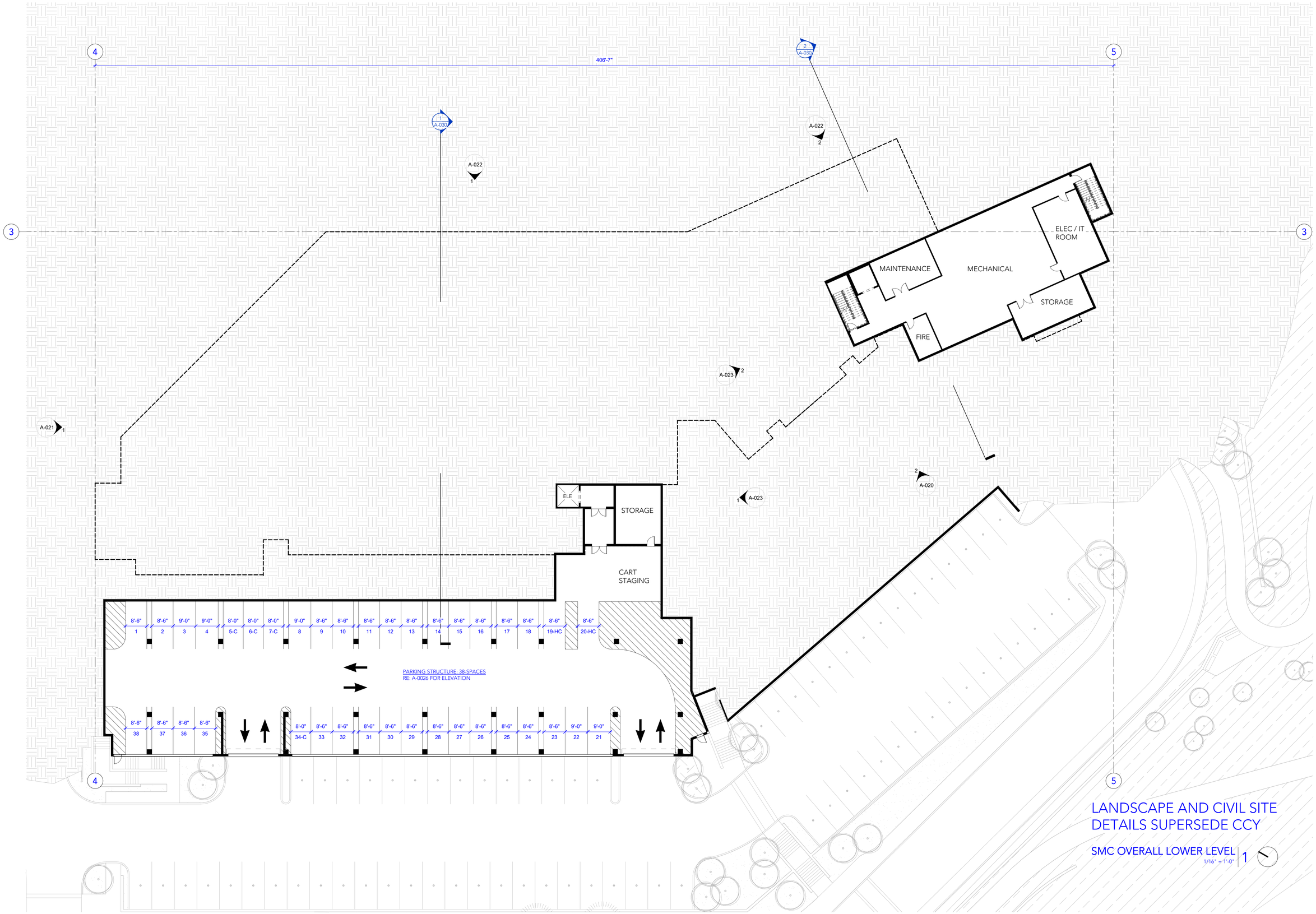


CCY ARCHITECTS

SMC BUILDING 1A

16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
9/5/2024

ISSUE:
SNOWMASS CENTER REDEVELOPMENT PUD MINOR AMENDMENT APPLICATION

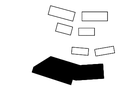
PROJECT NUMBER:
18014

DRAWN BY: AuthorHECKED BY: Checker

HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:



1A - OVERALL LOWER LEVEL 00

SCALE: 1/16" = 1'-0"

A-006

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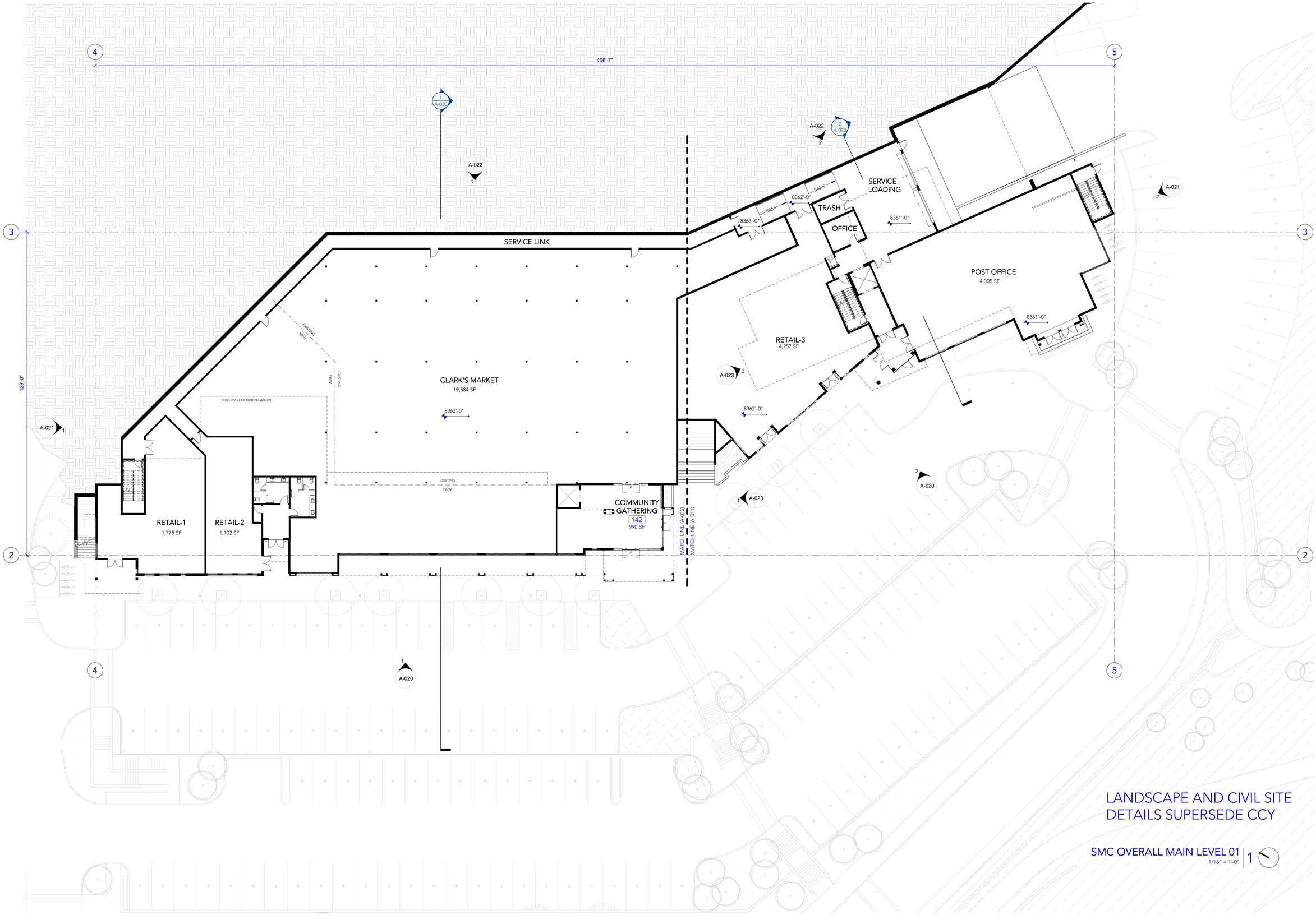

LANDSCAPE AND CIVIL SITE DETAILS SUPERSEDE CCY

SMC OVERALL MAIN LEVEL 01
1/16" = 1'-0" | 1

CCY ARCHITECTS

SMC BUILDING 1A

16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
9/5/2024

ISSUE:
SNOWMASS CENTER REDEVELOPMENT PUD MINOR AMENDMENT APPLICATION

PROJECT NUMBER:
18014

DRAWN BY: CCY CHECKED BY: CCY

HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:

1A - OVERALL MAIN LEVEL 01

SCALE: 1/16" = 1'-0"

A-007

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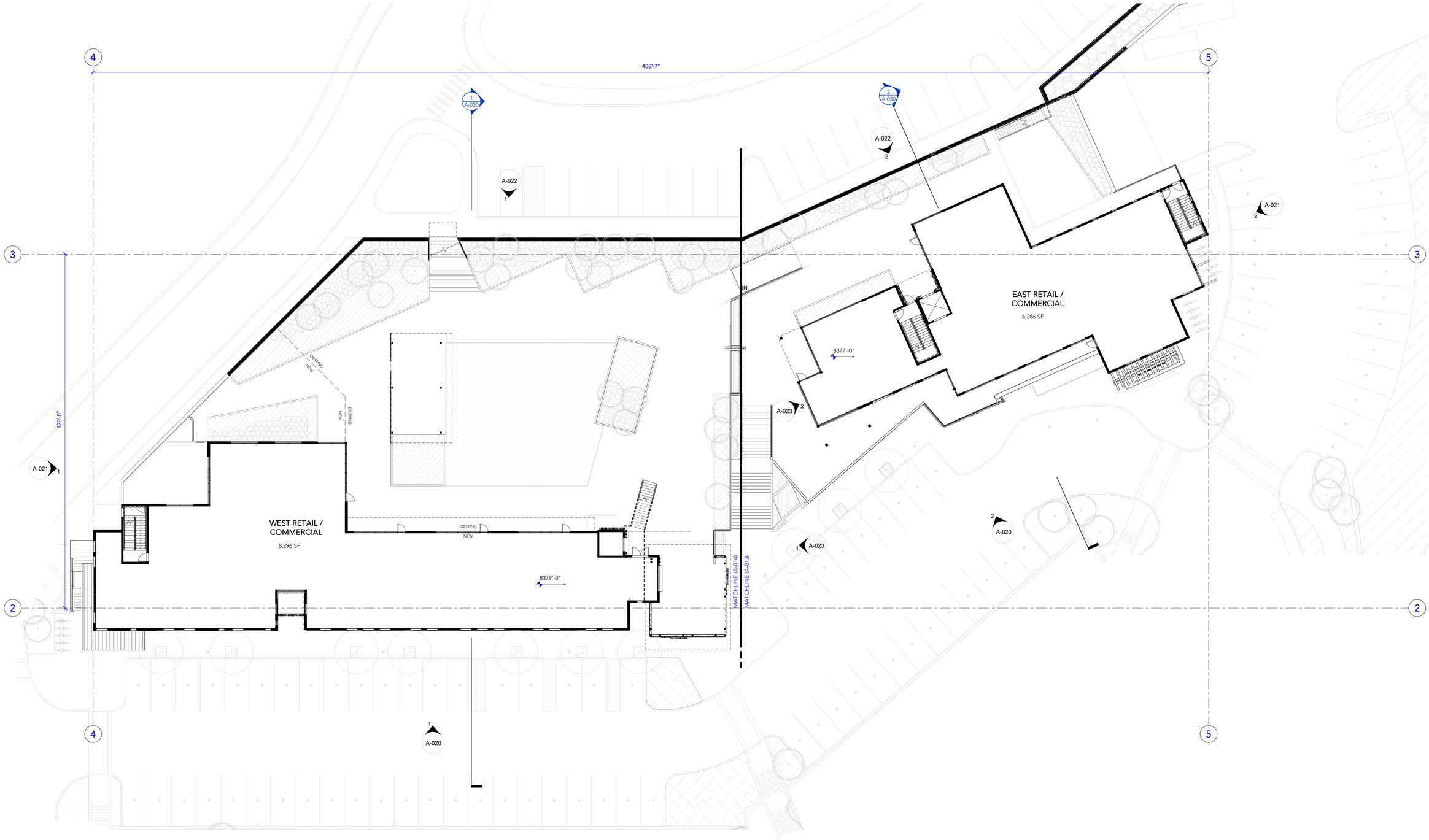

LANDSCAPE AND CIVIL SITE DETAILS SUPERSEDE CCY

SMC OVERALL LEVEL 02 | 1
1/16" = 1'-0"

CCY ARCHITECTS

SMC BUILDING 1A

16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

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9/5/2024

ISSUE:
SNOWMASS CENTER REDEVELOPMENT PUD MINOR AMENDMENT APPLICATION

PROJECT NUMBER:
18014

DRAWN BY: CCY CHECKED BY: CCY

HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:

1A - OVERALL LEVEL 02

SCALE: 1/16" = 1'-0"

A-008

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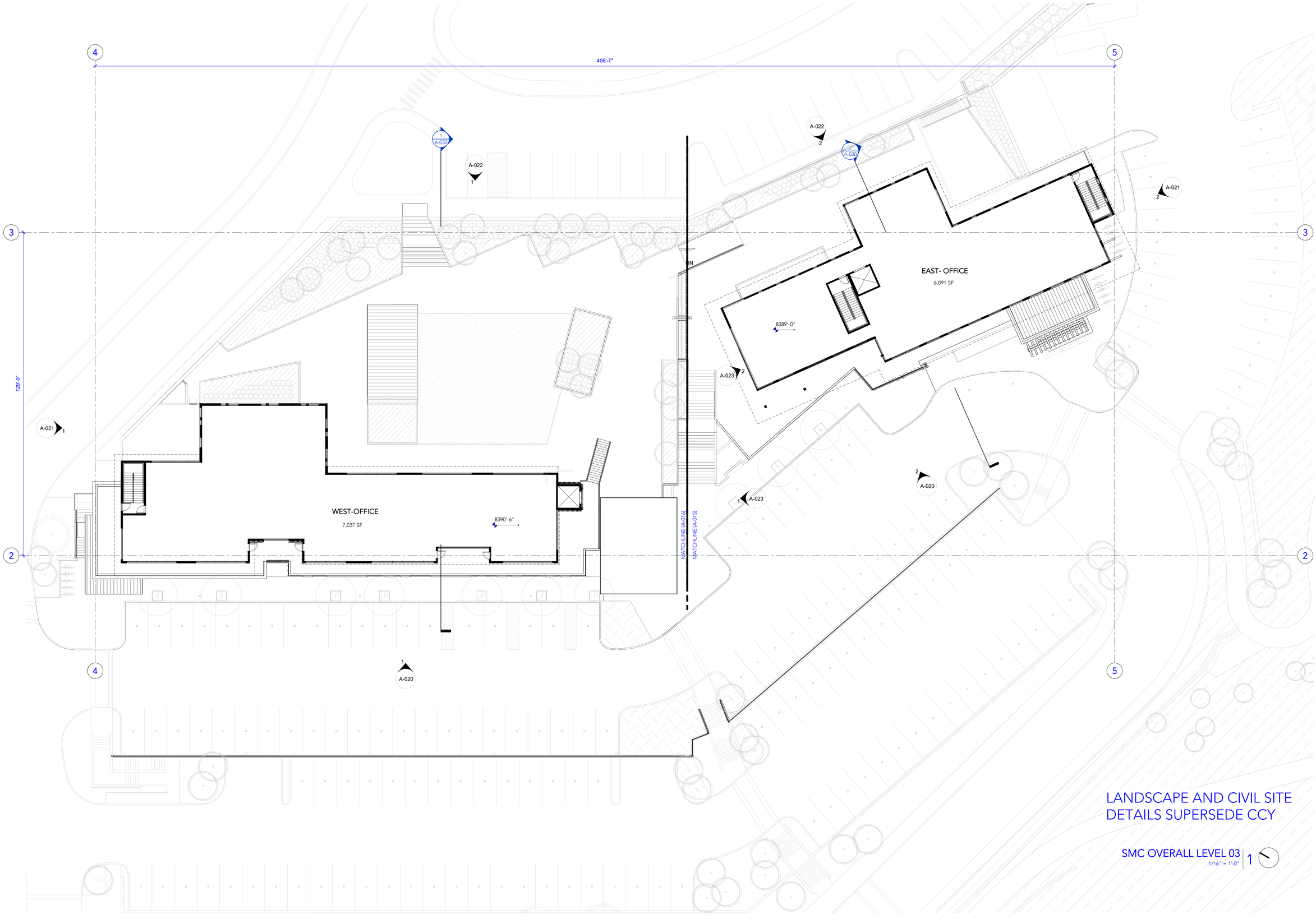

CCY ARCHITECTS

SMC BUILDING 1A

16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
9/5/2024

ISSUE:
SNOWMASS CENTER REDEVELOPMENT PUD MINOR AMENDMENT APPLICATION

PROJECT NUMBER:
18014

DRAWN BY: CCY CHECKED BY: CCY

HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:

1A - OVERALL LEVEL 03

SCALE: 1/16" = 1'-0"

A-009

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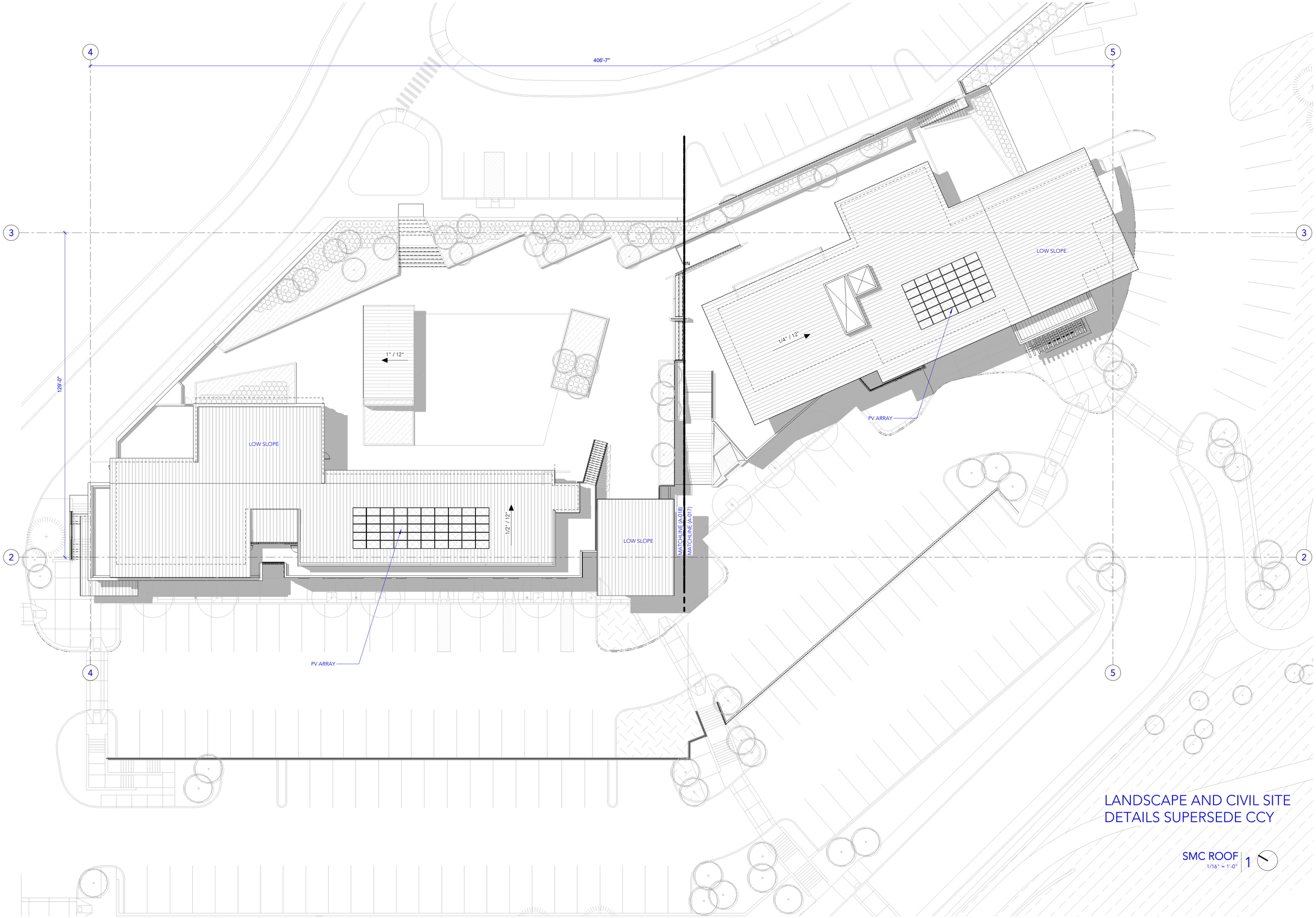

LANDSCAPE AND CIVIL SITE DETAILS SUPERSEDE CCY

SMC ROOF 1/16" = 1'-0" | 1

CCY ARCHITECTS

SMC BUILDING 1A

16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
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HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:

1A - OVERALL ROOF

SCALE: 1/16" = 1'-0"

A-010

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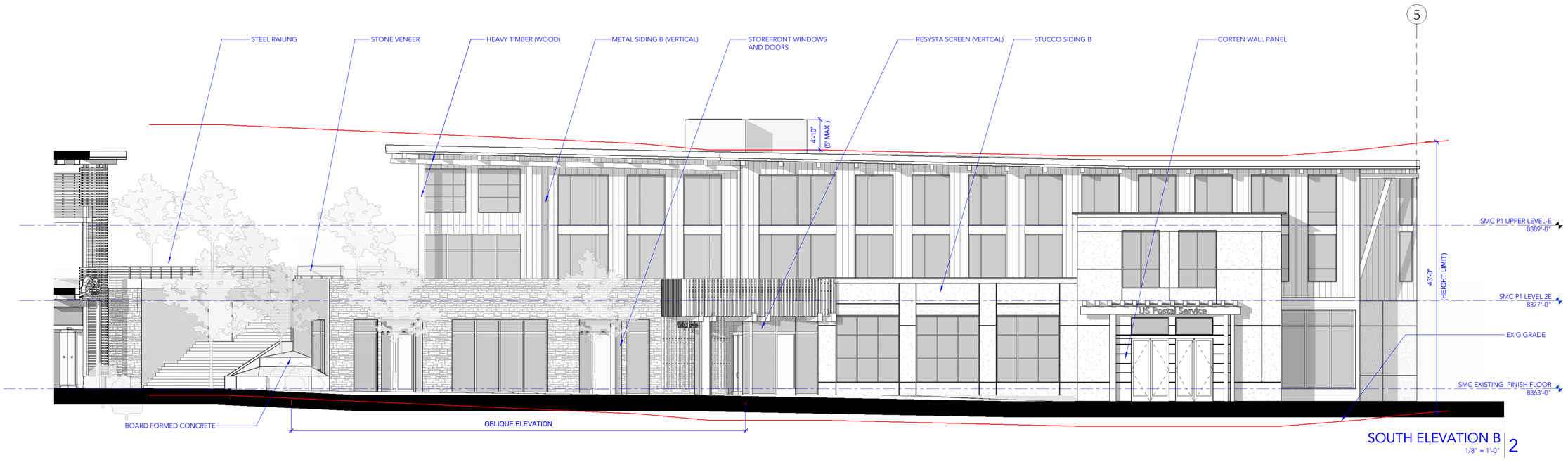
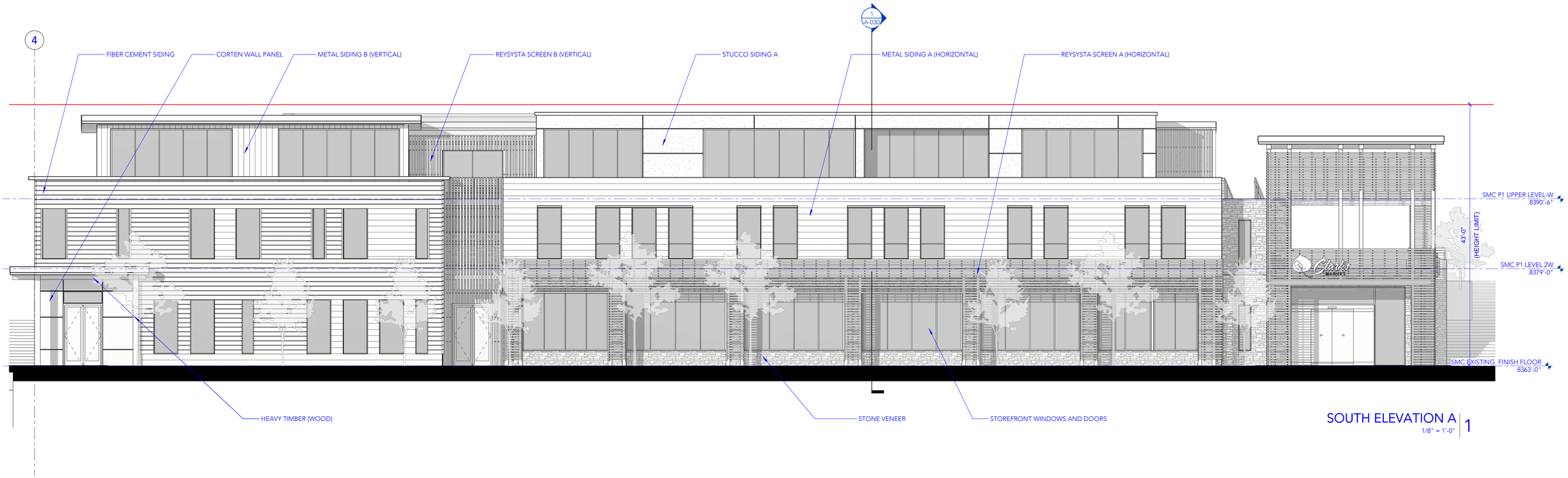


SOUTH ELEVATION B 2
1/8" = 1'-0"



SOUTH ELEVATION A 1
1/8" = 1'-0"

CCY ARCHITECTS

SMC BUILDING 1A

16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
9/5/2024

ISSUE:
SNOWMASS CENTER REDEVELOPMENT PUD MINOR AMENDMENT APPLICATION

PROJECT NUMBER:
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DRAWN BY: CCY CHECKED BY: CCY

HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:

1A ELEVATIONS

SCALE: As indicated

A-020

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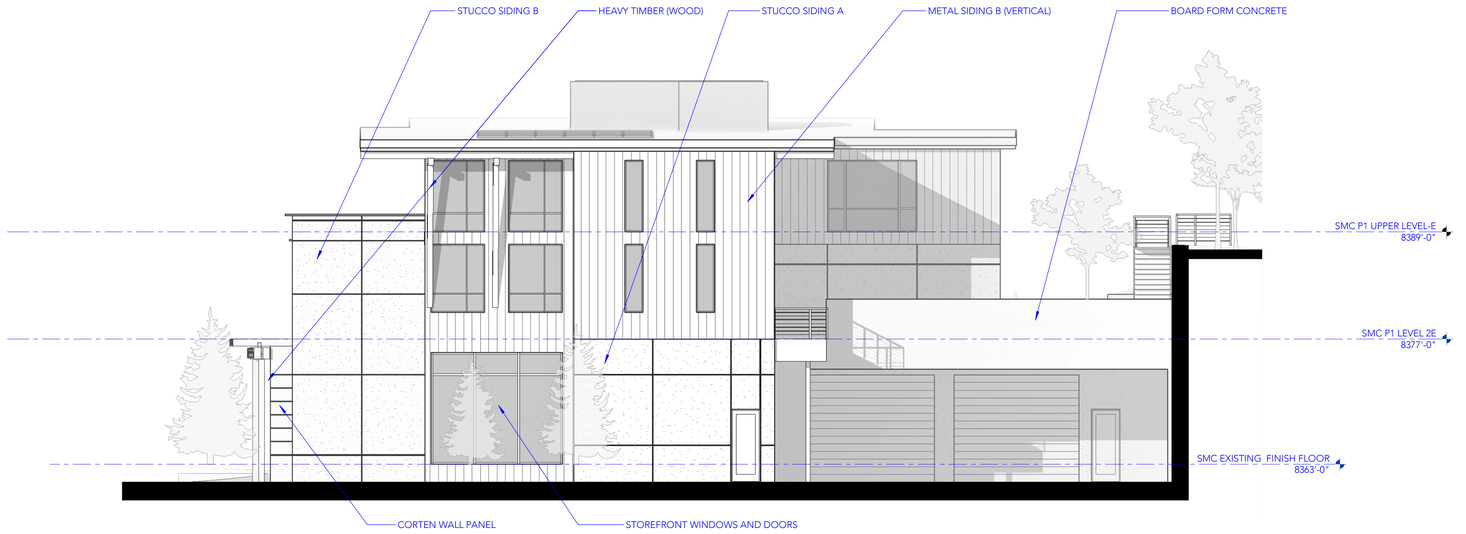
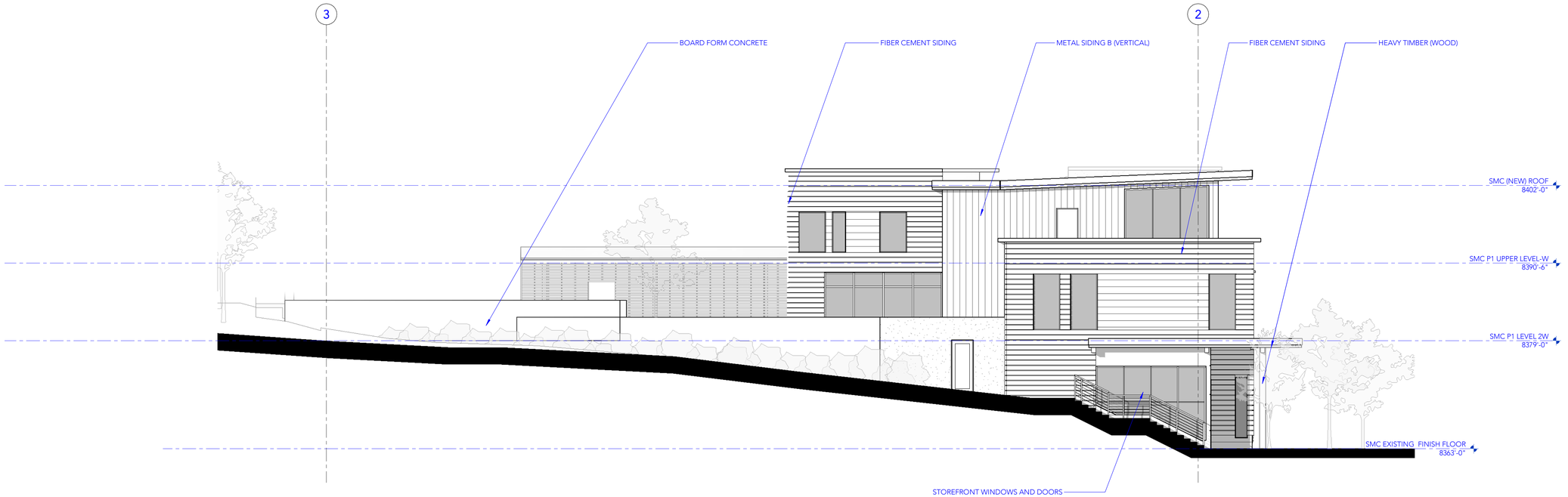


EAST ELEVATION 2
1/8" = 1'-0"



WEST ELEVATION 1
1/8" = 1'-0"

CCY ARCHITECTS

SMC BUILDING 1A
16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
9/5/2024

ISSUE:
SNOWMASS CENTER REDEVELOPMENT PUD MINOR AMENDMENT APPLICATION

PROJECT NUMBER:
18014

DRAWN BY: CCY CHECKED BY: CCY

HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:

1A ELEVATIONS

SCALE: 1/8" = 1'-0"

A-021

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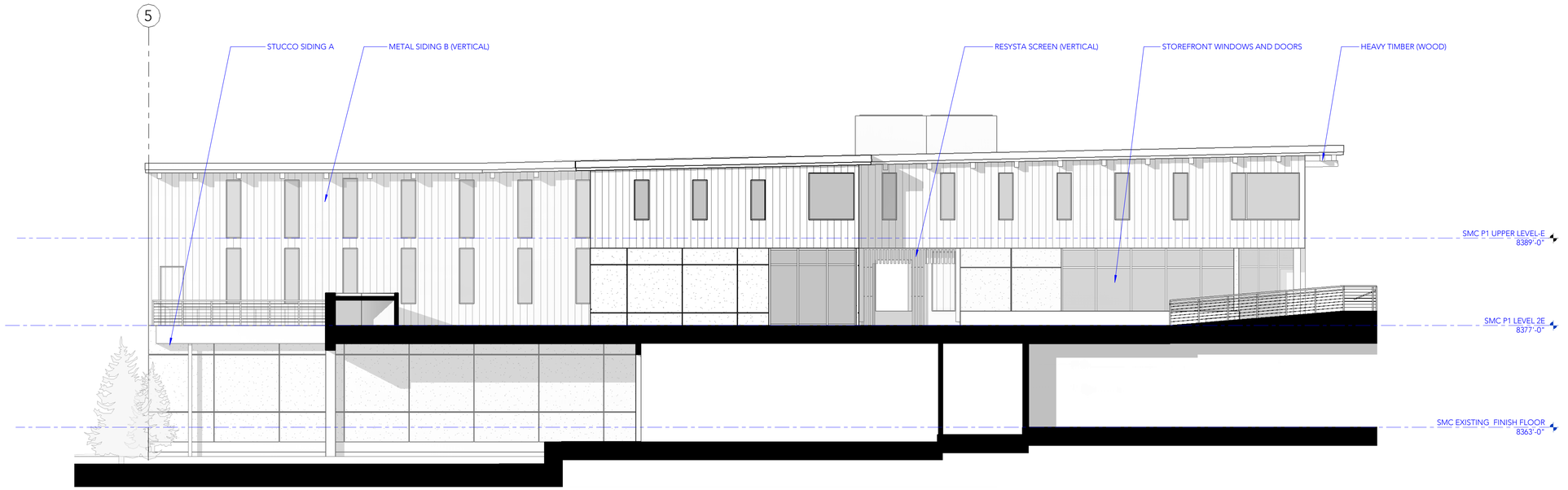
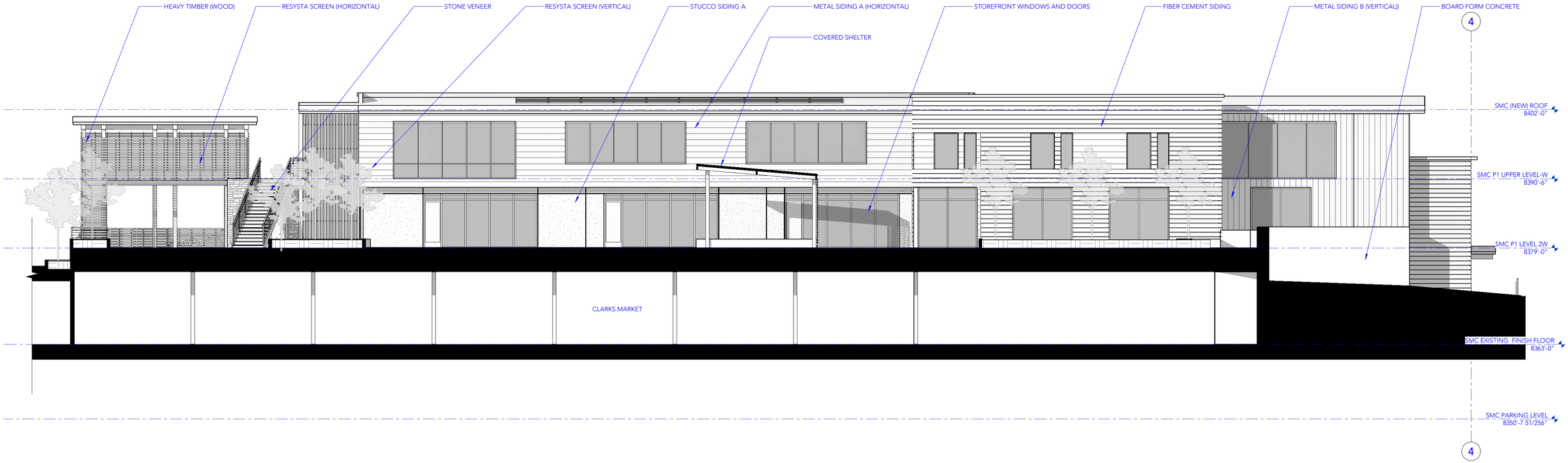


NORTH ELEVATION B | 2
1/8" = 1'-0"



NORTH ELEVATION C | 1
1/8" = 1'-0"

CCY ARCHITECTS

SMC BUILDING 1A
16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
9/5/2024

ISSUE:
SNOWMASS CENTER REDEVELOPMENT PUD MINOR AMENDMENT APPLICATION

PROJECT NUMBER:
18014

DRAWN BY: CCY CHECKED BY: CCY

HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:

1A ELEVATIONS

SCALE: As indicated

A-022

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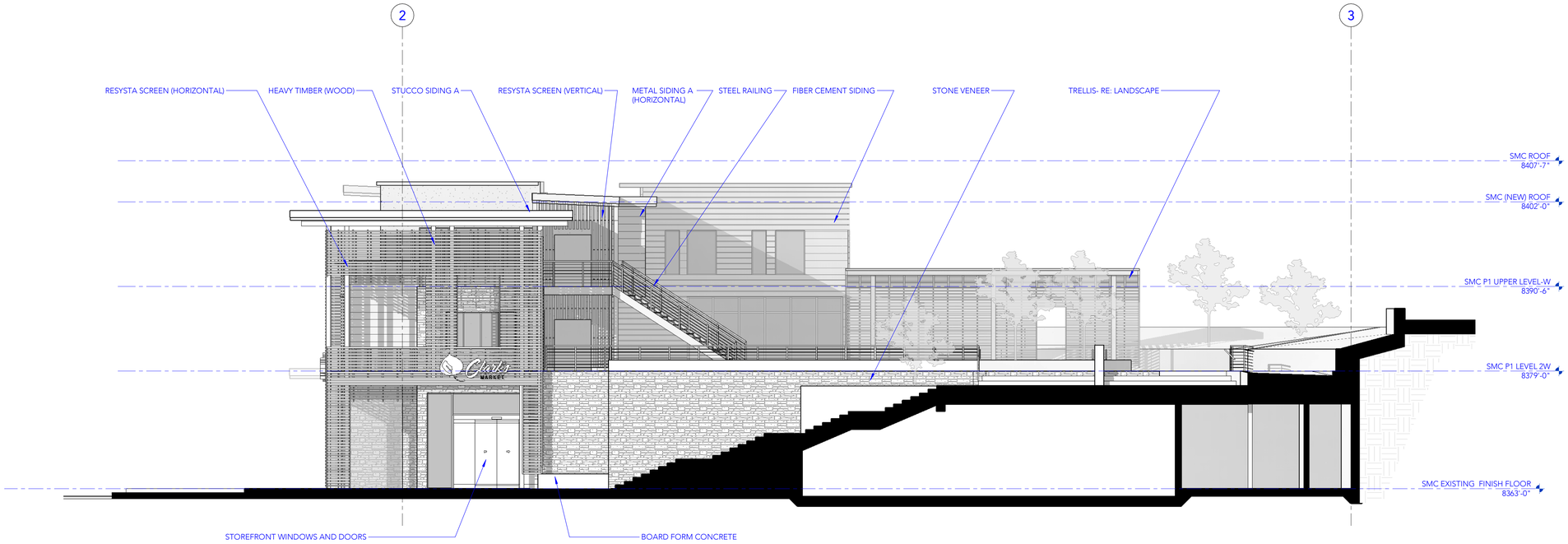
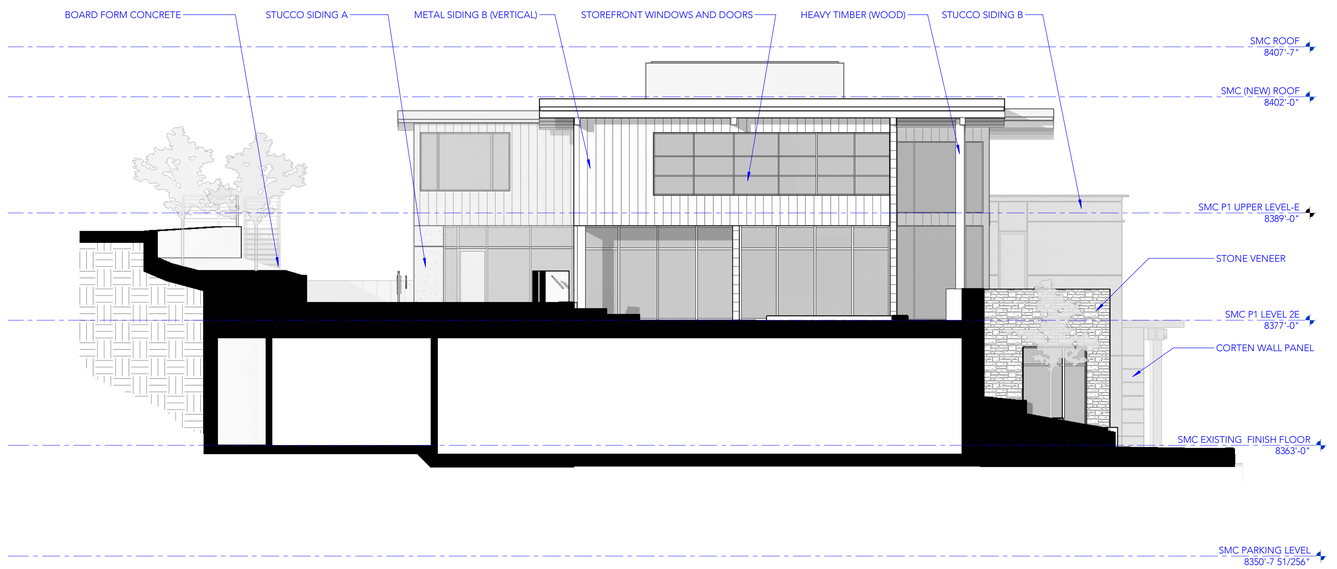


EAST ELEVATION @ STAIR 1
1/8" = 1'-0"



WEST ELEVATION @ STAIR 2
1/8" = 1'-0"

CCY ARCHITECTS

SMC BUILDING 1A
16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
9/5/2024

ISSUE:
SNOWMASS CENTER REDEVELOPMENT PUD MINOR AMENDMENT APPLICATION

PROJECT NUMBER:
18014

DRAWN BY: CCY CHECKED BY: CCY

HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:

1A ELEVATIONS

SCALE: 1/8" = 1'-0"

A-023

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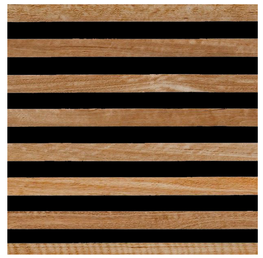
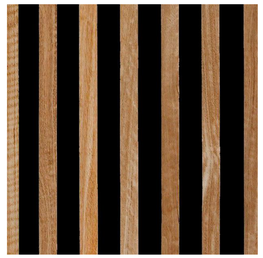
STEEL RAILING

HEAVY TIMBER (WOOD)

FIBER CEMENT SIDING



RESYSTA SCREEN A
(HORIZONTAL)



RESYSTA SCREEN B
(VERTICAL)

STUCCO SIDING A

STUCCO SIDING B

METAL SIDING A
(HORIZONTAL)

METAL SIDING B
(VERTICAL)

CORTEN WALL
PANEL

BOARD FORM CONCRETE

STONE VENEER

STORE FRONT WINDOWS
AND DOORS

CCY ARCHITECTS

SMC BUILDING 1A

16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
9/5/2024

ISSUE:
SNOWMASS CENTER REDEVELOPMENT PUD MINOR AMENDMENT APPLICATION

PROJECT NUMBER:
18014

DRAWN BY: CCY CHECKED BY: CCY

HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:

1A COLOR & MATERIALS

SCALE:

A-024

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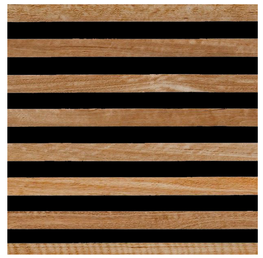
STEEL RAILING

HEAVY TIMBER (WOOD)

FIBER CEMENT SIDING



RESYSTA SCREEN A
(HORIZONTAL)

RESYSTA SCREEN B
(VERTICAL)

STUCCO SIDING A

STUCCO SIDING B

METAL SIDING A
(HORIZONTAL)

METAL SIDING B
(VERTICAL)

CORTEN WALL
PANEL

BOARD FORM CONCRETE

STONE VENEER

STORE FRONT WINDOWS
AND DOORS

CCY ARCHITECTS

SMC BUILDING 1A

16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
9/5/2024

ISSUE:
SNOWMASS CENTER REDEVELOPMENT PUD MINOR AMENDMENT APPLICATION

PROJECT NUMBER:
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DRAWN BY: CCY CHECKED BY: CCY

HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:

1A COLOR & MATERIALS

SCALE:

A-025

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OVERALL SOUTH ELEVATION 1
1/16" = 1'-0"

CCY ARCHITECTS

SMC BUILDING 1A
16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
9/5/2024

ISSUE:
SNOWMASS CENTER
REDEVELOPMENT PUD MINOR
AMENDMENT APPLICATION

PROJECT NUMBER:
18014

DRAWN BY: CCY CHECKED BY: CCY

HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:

PARKING ELEVATIONS

SCALE: 1/16" = 1'-0"

A-026

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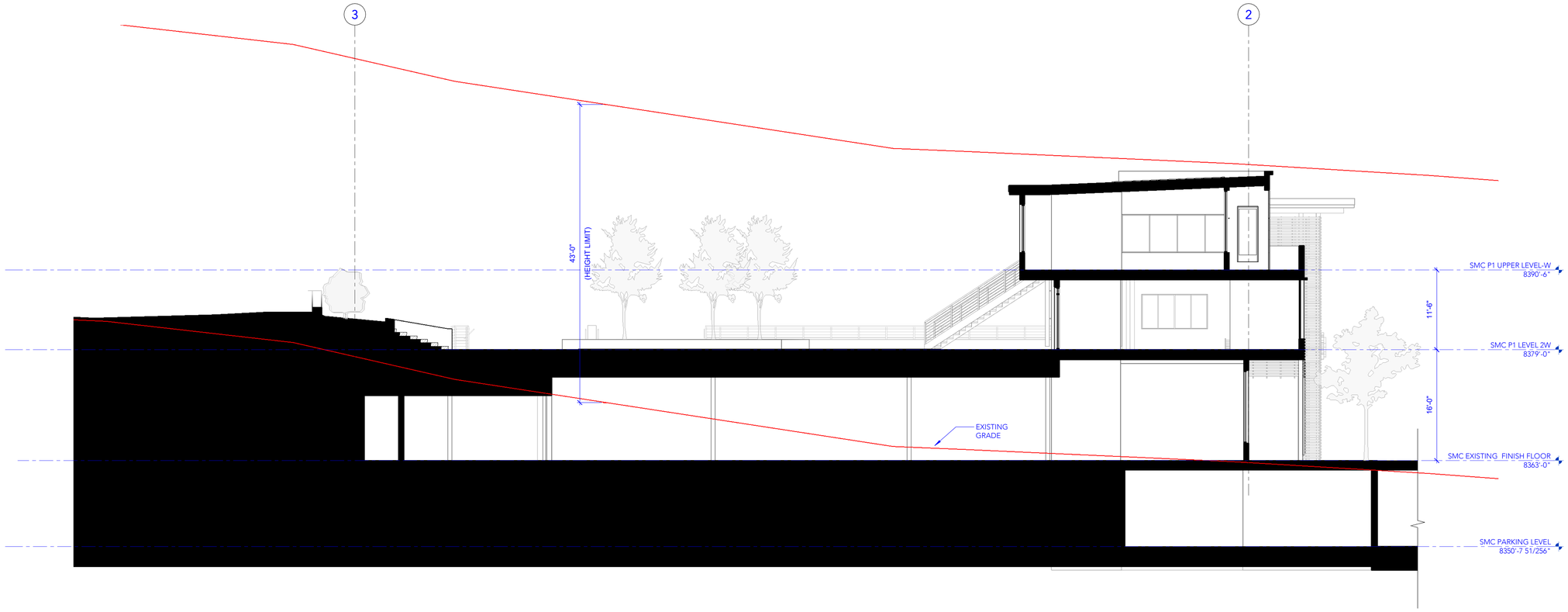
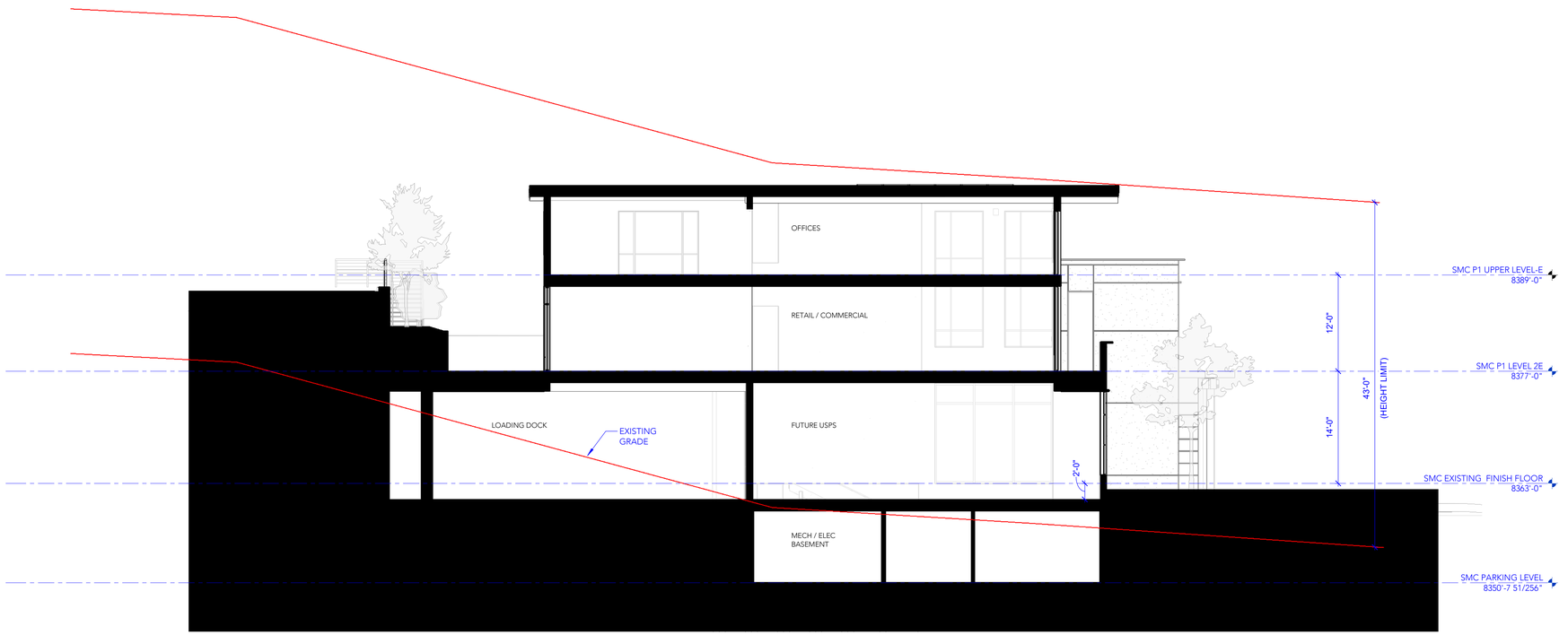


NORTH-SOUTH SECTION | 1
1/8" = 1'-0"



NORTH-SOUTH SECTION 2 | 2
1/8" = 1'-0"

CCY ARCHITECTS

SMC BUILDING 1A
16 KEARNS ROAD, SNOWMASS VILLAGE, CO 81615

DATE:
9/5/2024

ISSUE:
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PROJECT NUMBER:
18014

DRAWN BY: CCY CHECKED BY: CCY

HISTORY:

REV. #	DATE	DESCRIPTION

KEY PLAN:

1A SECTIONS

SCALE: 1/8" = 1'-0"

A-030

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SNOWMASS CENTER DEVELOPMENT PROJECT

GENERAL CONSTRUCTION NOTES:

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE TOWN OF SNOWMASS VILLAGE'S LATEST DESIGN STANDARDS UNLESS OTHERWISE NOTED. ALL WORK ITEMS NOT COVERED WITHIN THE TOWN'S DESIGN STANDARDS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE LATEST REVISION OF THE COLORADO DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND M & S STANDARDS.
2. THE EXISTING CONTOUR INTERVAL IS ONE (1) FOOT (DASHED). EXISTING CONDITIONS ARE BASED ON AN IMPROVEMENT SURVEY PERFORMED BY BOOKCLIFF SURVEYING..
3. ALL EXISTING UTILITIES EITHER UNDERGROUND OR OVERHEAD, SHALL BE MAINTAINED IN CONTINUOUS SERVICE THROUGHOUT THE ENTIRE CONSTRUCTION PERIOD. THE CONTRACTOR SHALL BE RESPONSIBLE AND LIABLE FOR ANY DAMAGE TO, OR INTERRUPTION OF SERVICES CAUSED BY THE CONSTRUCTION.
4. ALL CONTRACTORS AND SUBCONTRACTORS SHALL HAVE A SET OF APPROVED CONSTRUCTION DOCUMENTS ON SITE AT ALL TIMES.
5. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING CONDITIONS OUTSIDE THE DESIGNATED IMPROVEMENT AREA FROM DAMAGE. ANY DAMAGE TO EXISTING AREAS OUTSIDE THE DESIGNATED IMPROVEMENT AREA DURING CONSTRUCTION SHALL, AT A MINIMUM, BE RESTORED TO A STATE EQUAL TO ITS PRE CONSTRUCTION STATE.
6. THE GENERAL CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS TO COMPLETE WORK, AND SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS. IDENTIFYING THE NEED FOR A PERMIT, PREPARING THE APPLICATION, AND PAYING THE SUBMITTAL AND REVIEW FEES NECESSARY TO SECURE PERMITS WILL BE THE TOTAL RESPONSIBILITY OF THE GENERAL CONTRACTOR. A COPY OF ALL PERMITS MUST BE POSTED AND WEATHER PROOFED ON SITE AT ALL TIMES.
7. THE GENERAL CONTRACTOR SHALL PERFORM THE WORK ACCORDING TO ALL LOCAL GOVERNMENT, COUNTY, STATE, AND FEDERAL SAFETY AND HEALTH REGULATIONS. IN PARTICULAR, THE "TRENCHING" AND "OPEN EXCAVATION" OPERATIONS SHALL COMPLY WITH ALL CURRENT O.S.H.A. REGULATORY REQUIREMENTS.
8. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING THEIR OWN DISPOSAL SITE FOR ALL DISPOSED MATERIALS.
9. COORDINATION WITH OTHER AGENCIES: THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING INSPECTIONS PERFORMED BY OTHER GOVERNMENTAL AGENCIES, AND THE ENGINEER OF RECORD, AS PRESCRIBED IN THEIR PERMITS AND APPROVALS.
10. MAINTAIN TRAFFIC CONTROL DEVICES: THE CONTRACTOR SHALL INSTALL AND MAINTAIN FENCES, BARRIERS, LIGHTS AND SIGNS THAT ARE NECESSARY TO GIVE ADEQUATE WARNING TO THE PUBLIC AND TRAVELING MOTORISTS AT ALL TIMES.
11. NO MATERIAL OR EQUIPMENT SHALL BE STORED IN THE PUBLIC RIGHT-OF-WAY WITHOUT PRIOR APPROVAL FROM THE TOWN.
12. NOTIFY UTILITY OWNERS: CONTRACTOR SHALL NOTIFY ALL PUBLIC OR PRIVATE UTILITY OWNERS FORTY-EIGHT HOURS (OR AS REQUIRED BY UTILITY COMPANIES) PRIOR TO COMMENCEMENT OF WORK ADJACENT TO THE UTILITY.
13. IT IS THE CONTRACTORS RESPONSIBILITY TO SCHEDULE INSTALLATION INSPECTIONS AND SCHEDULE/OBTAIN AS-BUILT SURVEY DATA DURING CONSTRUCTION OF ALL IMPROVEMENTS TO INCLUDE, BUT NOT LIMITED TO, STORM PIPE INVERTS AT ALL BENDS, INLETS, OUTFALLS, EXCAVATED DEPTHS OF WATER QUALITY TREATMENT AREAS, AND UTILITY INFRASTRUCTURE. THE CONTRACTOR SHALL REFER TO THE TOWN'S GRADING AND DRAINAGE CERTIFICATE REQUIREMENTS FOR FURTHER INFORMATION. THIS DOCUMENT IS REQUIRED PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY.
14. COORDINATION WITH OTHER CONTRACTORS: WHERE TWO OR MORE CONTRACTORS ARE WORKING IN THE SAME AREA, EACH SHALL CONDUCT THEIR OPERATIONS IN SUCH A MANNER AS NOT TO CAUSE ANY UNNECESSARY DELAY OR HINDRANCE TO THE OTHER. WHERE CONFLICTS CANNOT BE AVOIDED, THE LOCAL GOVERNMENT WILL DETERMINE WHICH CONTRACTOR(S) HAVE CONSTRUCTION PRIORITY OVER THE OTHER CONTRACTORS AND THE TERMS OF SUCH CONSTRUCTION PRIORITY.
15. THE CONTRACTOR AND SUB-CONTRACTOR MUST MAKE EVERY ATTEMPT TO PREVENT DAMAGE TO EXISTING TREES AND ASSOCIATED ROOTS IN AND AROUND THE SUBJECT PROPERTY.

CONCRETE FLATWORK SPECIFICATIONS

1. CONCRETE MATERIAL AND PLACEMENT SHALL BE CDOT CLASS D MIX, WITH 4500 PSI COMPRESSIVE STRENGTH.
2. WEATHER PROTECTION SHALL BE PROVIDED IN COMPLIANCE WITH CDOT STANDARD SPECIFICATIONS (LATEST STANDARDS) SECTION 412 & 601.
3. PERMITTEE SHALL SCHEDULE A FORM INSPECTION AND OBTAIN APPROVAL PRIOR TO POURING WITHIN TOWN OF SNOWMASS VILLAGE RIGHT-OF-WAY.
4. DAMAGED CONCRETE PAVEMENT SHALL BE REMOVED AND REPLACED AS A FULL PANEL SECTION WITH DOWELS SET INTO ADJACENT PANELS IN COMPLIANCE WITH CDOT STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION AND M&S STANDARDS (LATEST EDITION).
5. DAMAGED FLATWORK AND CURB AND GUTTER SHALL BE REPLACED IN FULL SECTIONS FROM EXISTING CONTRACTION JOINTS. PARTIAL SECTION REPLACEMENT SHALL NOT BE PERMITTED.
6. CONCRETE REMOVED ADJACENT TO ASPHALT PAVEMENTS SHALL BE SAWCUT A MINIMUM OF 2' STRIP ALONG THE ABUTTING EDGE PRIOR TO REMOVAL IN ORDER TO REMOVE WITHOUT DAMAGE TO THE ASPHALT PAVEMENT. THE SAWCUT EDGE SHALL NOT BE USED AS A FORM FOR THE NEW CONCRETE. TEMPORARY FORMWORK SHALL BE PLACED ALONG THE SAWCUT EDGE IN THE DESIRED ALIGNMENT. THE TOP EDGE OF THE REPLACED CONCRETE SECTION (CONC. LIP) SHALL BE STRAIGHT AND TRUE WITHOUT WARPING OR IRREGULARITY. AFTER THE FORMWORK IS REMOVED, THE GAP SHALL BE RE-PAVED WITH ASPHALT. DAMAGE CAUSED TO THE EDGE OF THE ASPHALT PAVEMENT SHALL RESULT IN THE ASSESSMENT OF A RESTORATION FOR ASPHALT RESURFACING.
7. SUBGRADE ELEVATION SHALL BE BROUGHT UP TO +/- 0.05 FOOT OF FINAL GRADE PER PLANS, WITH APPROVED MATERIALS PRIOR TO PLACING FORMS.
8. NO WATER SHALL BE PLACED ON CONCRETE SURFACE TO ASSIST FINISHING.
9. VARIATIONS OF CONCRETE SURFACE SHALL NOT EXCEED $\frac{1}{4}$ INCH IN TEN FEET (10') IN ALL DIRECTIONS.
10. LIQUID MEMBRANE CURING COMPOUND SHALL BE PLACED IN COMPLIANCE WITH CDOT STANDARD SPECIFICATIONS (LATEST EDITION) SECTION 601.13.36 AT A RATE TO COMPLETELY COAT ALL EXPOSED SURFACES.
11. PERMITTEE SHALL BE RESPONSIBLE FOR REPAIRING SIDEWALK, CURB, OR GUTTER DAMAGED FROM WORK ACTIVITIES OF PERMITTEE.
12. PERMITTEE SHALL BE RESPONSIBLE FOR INSTALLATION OF NEW SIDEWALK, CURB AND GUTTER PER TOWN CODE, AND FOR REPAIR OF SIDEWALK, CURB AND GUTTER PER TOWN CODE.
13. SIDEWALKS MUST BE CONSTRUCTED WITH 4 INCH THICK CONCRETE AND MUST HAVE 4500 PSI COMPRESSIVE STRENGTH WITHIN 28 DAY MAX. CURING PERIOD. 80 PERCENT OF THIS STRENGTH MUST BE ACHIEVED IN 7 DAYS FOLLOWING PLACEMENT OF CONCRETE.
14. ALL CONTRACTION JOINTS SHALL BE SAWN JOINTS AND MUST BE CUT WITHIN 12 HOURS OF PLACEMENT. SAWN JOINTS SHALL BE STRAIGHT AND TRUE AND 3-6mm IN WIDTH AND 1/3 OF CONCRETE THICKNESS AND CUT AT INTERVALS EQUAL TO THE WIDTH OF SIDEWALK.
15. BASE FOR FLATWORK SHALL BE AT LEAST 6" OF CDOT CLASS 6 ABC COMPACTED TO 95% OF MODIFIED PROCTOR DENSITY WITHIN 2% OF OPTIMUM MOISTURE.
16. COARSE BROOM FINISH SHALL BE PROVIDED PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL ON SIDEWALK AND RAMPS AND PERPENDICULAR TO THE DIRECTION OF WATER FLOW ON CURB AND GUTTER.

PUBLIC IMPROVEMENTS NOTE:

1. PUBLIC IMPROVEMENTS SHALL BE IN COMPLIANCE WITH THE TOWN OF SNOWMASS VILLAGE ENGINEERING STANDARDS AND TOWN OF SNOWMASS VILLAGE ROW STANDARDS. PUBLIC IMPROVEMENTS IN THE ROW MUST MEET THE TOWN'S CONSTRUCTION AND EXCAVATION STANDARDS.
2. THE PUBLIC PEDESTRIAN AREAS HAVE BEEN DESIGNED PER THE AMERICAN'S WITH DISABILITIES ACT (ADA) STANDARDS. THE MAIN PEDESTRIAN CORRIDORS HAVE BEEN DESIGNED WITH A MAXIMUM CROSS SLOPE OF 2%. THE CONTINUOUS LONGITUDINAL SLOPES ARE ALL LESS THAN THE MAXIMUM 5% SLOPE. HANDICAP RAMPS WILL BE CONSTRUCTED PER ADA AND THE COA STANDARD DETAILS.

EROSION CONTROL NOTES:

1. CONTRACTOR MUST UTILIZE "BEST MANAGEMENT PRACTICES" (BMP), TO CONTROL EROSION AND SEDIMENTATION DURING CONSTRUCTION, TO INCLUDE THE INSTALLATION OF INLET PROTECTION AROUND THE NEAREST DOWNSTREAM RECEIVING INLET LOCATED WITHIN THE TOWN'S ROW.
2. CONTRACTOR IS RESPONSIBLE FOR INSTALLATION AND MAINTENANCE OF ALL TEMPORARY EROSION CONTROL MEASURES.
3. DUST CAUSED BY EXCAVATION, TOPSOIL REMOVAL OPERATIONS, OR ROAD BASE PLACEMENT SHALL BE CONTROLLED BY THE CONTRACTOR AT HIS EXPENSE. THE ENGINEER OR TOWN MAY REQUIRE THE CONTRACTOR AT ANY TIME TO DISCONTINUE CONSTRUCTION ACTIVITIES UNTIL DUST CONDITIONS ARE REDUCED TO THE TOWN'S SATISFACTION.
4. THE CONTRACTOR WILL BE REQUIRED TO FURNISH AND APPLY A DUST PALLIATIVE ON THE SITE AS DIRECTED BY THE TOWN. DUST PALLIATIVE MAY CONSIST OF WATER OR A NON-POLLUTING SOLUTION. SPREADING OF WATER OR WATER MIXTURE SHALL BE DONE WITH ACCEPTABLE SPRINKLING EQUIPMENT. ALL DUST CONTROL SHALL EXTEND BEYOND THE CONSTRUCTION AREA PROPER TO THE SIDE STREETS ENTERING AND EXISTING THE PROJECT, WHERE MUD AND DIRT FROM CONSTRUCTION EQUIPMENT, AS WELL AS LOCAL TRAFFIC, MAY GET ONTO THE SIDE STREETS. CLEANUP OF THESE AREAS WILL BE REQUIRED AS NECESSARY OR AS DIRECTED BY THE TOWN/OWNER/ENGINEER.
5. MAINTENANCE OF PROPER DRAINAGE AND CLEANING TEMPORARY SEDIMENT CONTAINMENT DURING THE PROGRESS OF THE CONTRACT IS ESSENTIAL. ANY DAMAGE DUE TO IMPROPER MAINTENANCE OF SAID DRAINAGE PRIOR TO FINAL ACCEPTANCE OF THE PROJECT WILL BE THE CONTRACTOR'S RESPONSIBILITY.
6. BMP'S SHALL BE INSTALLED BEFORE ANY EARTH DISTURBING ACTIVITIES COMMENCE.
7. STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SHALL NOT CAUSE, HAVE THE REASONABLE POTENTIAL TO CAUSE, OR MEASURABLY CONTRIBUTE TO AN EXCEEDANCE OF ANY WATER QUALITY STANDARD.
8. CONSTRUCTION SHALL BE PHASED IN A MANNER TO LIMIT EARTH DISTURBING ACTIVITIES (I.E. THE ENTIRE PROJECT SITE SHOULD NOT BE DISTURBED IF CONSTRUCTION WILL ONLY BE OCCURRING IN ONE PARTICULAR SECTION).
9. SEDIMENT CAUSED BY ACCELERATED SOIL EROSION SHALL BE REMOVED FROM RUNOFF WATER BEFORE IT LEAVES THE CONSTRUCTION SITE.
10. BULK STORAGE STRUCTURES FOR PETROLEUM PRODUCTS AND ANY OTHER CHEMICALS SHALL HAVE SECONDARY CONTAINMENT OR EQUIVALENT PROTECTION TO CONTAIN ALL SPILLS AND PREVENT ANY SPILLED MATERIAL FROM ENTERING STATE WATERS.
11. THE EROSION CONTROL PLAN SHALL BE CONTINUOUSLY UPDATED TO REFLECT NEW OR REVISED BEST MANAGEMENT PRACTICES (BMP'S) DUE TO CHANGES IN DESIGN, CONSTRUCTION, OPERATION, OR MAINTENANCE OF THE CONSTRUCTION SITE. UPDATES MUST BE MADE WITHIN 72 HOURS FOLLOWING THE CHANGE IN BMP'S.
12. THE CONTRACTOR SHALL INSPECT THE CONSTRUCTION SITE (INCLUDING ALL BMP'S, STORAGE CONTAINERS, AND CONSTRUCTION EQUIPMENT) A MINIMUM OF EVERY 14 CALENDAR DAYS AND WITHIN 24 HOURS AFTER A PRECIPITATION EVENT OR SNOW MELT THAT MAY CAUSE SURFACE EROSION.
13. THE CONTRACTOR SHALL KEEP A RECORD OF ALL INSPECTIONS ON SITE AND AVAILABLE FOR REVIEW BY TOWN STAFF. INSPECTION REPORTS MUST IDENTIFY ANY INCIDENTS OF NON-COMPLIANCE WITH THE TERMS AND CONDITIONS OF THE PERMIT.
14. STRAW BALES SHALL NOT BE USED FOR PRIMARY EROSION OR SEDIMENT CONTROL (I.E. STRAW BALES MAY BE USED FOR REINFORCEMENT BEHIND ANOTHER BMP SUCH AS SILT FENCE).
15. BMP'S INTENDED FOR SHEET FLOW SEDIMENT RUNOFF SHALL BE PLACED PARALLEL TO THE SLOPE.
16. ALL BMP'S SHALL BE CLEANED WHEN SEDIMENT LEVELS ACCUMULATE TO HALF THE DESIGN OF THE BMP UNLESS OTHERWISE SPECIFIED.
17. A VEHICLE TRACKING PAD (VTP) SHALL BE PLACED AT ALL EXITS FROM THE SITE TO PREVENT TRACK-OUT ONTO TOWN STREETS. IF TRACK-OUT DOES OCCUR, THE CONTRACTOR SHALL IMMEDIATELY SWEEP THE STREET OF DEBRIS.
18. ALL PORTA-POTTY STRUCTURES MUST BE FIRMLY SECURED WITH #4 REBAR ANCHORS OR EQUAL. MUST BE PLACED AWAY FROM FLOW LINES OF STREET, SWALES, RAIN GARDENS & AWAY FROM INLETS.
19. A CONCRETE WASHOUT AREA (CWA) MUST BE PROVIDED AND ROUTINELY MAINTAINED. NO WASHING OUT OF CONCRETE TRUCKS OR WASHING OF SWEEPINGS FROM EXPOSED AGGREGATE CONCRETE INTO STORM DRAINS, OPEN DITCHES, STREETS OR STREAMS IS ALLOWED.
20. EXCESS CONCRETE IS NOT ALLOWED TO BE DUMPED ON-SITE, EXCEPT IN DESIGNATED TEMPORARY CONCRETE WASHOUT AREAS (CWA).
21. ON-SITE TEMPORARY CONCRETE WASHOUT FACILITIES WILL BE CONSTRUCTED AND MAINTAINED IN SUFFICIENT QUANTITY AND SIZE TO CONTAIN ALL LIQUID AND CONCRETE WASTE GENERATED BY WASHOUT OPERATIONS AND MUST BE CLEANED OUT OR REPLACED ONCE THE WASHOUT IS 75% FULL.
22. STOCKPILES OF SOIL OR OTHER ERODABLE MATERIALS MUST BE MANAGED SO THAT STORMWATER DOES NOT COME IN CONTACT WITH THE PILE AND POTENTIALLY WASH POLLUTANTS OFFSITE. AT A MINIMUM STOCKPILES SHALL BE ROUTINELY WETTED AND/OR BLANKETED AS WELL AS INCLUDE AN EROSION SOCK PERIMETER BARRIER TO PREVENT WIND EROSION AND SEDIMENT TRANSPORT OFFSITE. STOCKPILES THAT ARE INACTIVE FOR MORE THAN 7 DAYS WILL REQUIRE SOIL BINDER OR HAVE MULCH/MULCH TACKIFIER APPLIED.
23. EROSION CONTROL BLANKETS SHALL BE INSTALLED ON ALL SLOPES EXCEEDING 3:1.

WATER SERVICE INSTALLATION SPECIFICATIONS:

1. ALL WATER MAIN CONSTRUCTION SHALL CONFORM TO THE LATEST EDITION OF THE SNOWMASS WATER AND SANITATION DISTRICT (SWSD) DESIGN STANDARDS.
2. NO PVC PIPE IS ALLOWED ON POTABLE WATER SYSTEMS.
3. THE PIPE BEDDING MATERIAL SHALL BE CLASS 6 ROADBASE HAULED IN FOR BEDDING AND NOT NATIVE EXCAVATED MATERIAL.
4. THE BACKFILL MATERIAL FROM 12 INCHES ABOVE THE TOP OF THE PIPE TO THE TOP OF THE TRENCH SHALL BE CLASS 6 AGGREGATE BASE COURSE MATERIAL.
5. MINIMUM COVER OF WATER MAINS AND SERVICE LINES SHALL BE 8 FEET DEEP FROM TOP OF PIPE TO FINISHED GRADE. MAXIMUM DEPTH AT FINISHED GRADE WILL NOT EXCEED 10 FEET.
6. ALL FITTINGS MUST HAVE MEGA LUG FITTINGS IN ADDITION TO CONCRETE THRUST BLOCKS.
7. VALVES: GATE VALVES SHALL BE INSTALLED FOR ALL VALVES 12" AND SMALLER AND SHALL BE A MUELLER OR PREAPPROVED EQUIVALENT RESILIENT SEAT, EPOXY COATED MECHANICAL JOINT, NON-RISING VALVE STEM AND SHALL OPEN BY TURNING TO THE LEFT, COUNTER-CLOCKWISE. VALVES SHALL CONFORM TO AWWA SPECIFICATIONS C-509; OR THE LATEST REVISION THEREOF; SHALL BE CLASS 250 MUELLER OR PREAPPROVED EQUIVALENT. VALVES GREATER THAN 12" WILL BE SPECIFIED ON A CASE BY CASE BASIS, DEPENDING ON THE PRESSURES THAT WILL BE ACCOMMODATED BY THE VALVES. IN ZONES WHICH HAVE STATIC PRESSURES GREATER THAN 80 PSI THE VALVE APPLICATION WILL BE A CLASS 250 BUTTERFLY VALVE OF THE ABOVE MENTIONED MANUFACTURERS WITH EPOXY INTERIOR AND EXTERIOR COATINGS. AT INTERSECTIONS, GATE VALVES SHALL BE INSTALLED WITHIN 3' OF A TEE, CROSS, OR BEND, ALL CONNECTIONS SHALL HAVE MEGA-LUGS ON THE FITTINGS EXCEPT WHERE THE TEE BRANCH AND BRANCH VALVE ARE FLANGED. ALL MECHANICAL JOINT FITTINGS WILL HAVE MEGA-LUG FITTINGS, AND CONCRETE THRUST BLOCKS OR TIE RODS (ONLY WERE APPROVED).
8. ALL SERVICE TAPS SHALL BE PERFORMED BY THE CONTRACTOR.
9. THE SWSD POLICY DOES NOT ALLOW WATER LINE INSTALLATION BETWEEN NOVEMBER 1 AND APRIL 15TH.
10. A PRE-CONSTRUCTION MEETING IS REQUIRED PRIOR TO COMMENCING ANY WORK.

PAVING SPECIFICATIONS:

PAVEMENT REMOVAL:

1. ALL ASPHALT PAVEMENT CUTS SHALL BE IN STRAIGHT NEAT LINES. IRREGULAR SHAPED CUTS WITH MORE THAN FOUR (4) SIDES OR CUTS WITHIN EXISTING PATCHES SHALL NOT BE ALLOWED. ALL CUTS SHALL BE RECTANGULAR IN SHAPE, AND EDGES SHALL BE PARALLEL OR PERPENDICULAR TO THE FLOW OF TRAFFIC.
2. IN ORDER TO PROVIDE STRAIGHT EDGES, ALL ASPHALT PAVEMENT CUTS SHALL BE CUT BY A MECHANICAL SAW CUTTING EQUIPMENT, ROTOMILLING, OR OTHER APPROVED METHOD WHICH ASSURES A NEAT STRAIGHT EDGE FOR THE REQUIRED DEPTH OF THE CUT.
3. ASPHALT PAVEMENT CUTS SHALL BE SUCH THAT NO LONGITUDINAL JOINT LIES WITHIN THE WHEEL TRACK; ANY PATCH WHICH PENETRATES A WHEEL PATH MUST BE EXTENDED TO FULL LANE WIDTH.
4. CONCRETE PAVEMENT SHALL BE REMOVED AND REPLACED FROM EXISTING PANEL JOINTS ONLY.
5. STRESS CRACKING OF EXISTING PAVEMENT MAY OCCUR DURING EXCAVATION FOR A VARIETY OF REASONS. IF THIS OCCURS, THE CONTRACTOR MUST SAWCUT AT LEAST 12" BEYOND THE LIMIT OF VISIBLE CRACKS AND REMOVE ALL STRESSED PAVEMENT.

ASPHALT PAVEMENTS:

6. THE MINIMUM PATCH DIMENSIONS SHALL BE TWO FEET (2') BEYOND EACH SIDE OF THE TRENCH OR EXCAVATION BUT SHALL NOT EXTEND INTO AN ADJACENT UNDISTURBED LANE OR CROSS THE STREET CENTER LINE. REFER TO TOWN OF SNOWMASS VILLAGE LATEST STANDARDS.
7. THE LONGITUDINAL EDGES OF THE PATCH SHALL NOT FALL WITHIN THE EXISTING WHEEL TRACKS WHENEVER POSSIBLE.
8. PRIOR TO PLACING THE PERMANENT PATCH, THE EXISTING PAVEMENT SHALL BE SAWCUT TO A NEAT STRAIGHT-LINE, SQUARE TO THE TRAVEL LANE.
9. ASPHALT MIX SHALL BE CDOT, S-MIX ($\frac{1}{2}$"). PATCH BACK AREAS GREATER THAN ONE HUNDRED TWENTY SQUARE FEET (120 S.F.) SHALL REQUIRE THE SUBMITTAL AND APPROVAL OF A MIX DESIGN TO THE ENGINEER PRIOR TO PLACEMENT.
10. COMPACTION SHALL BE AT LEAST 95% OF MAX. DENSITY WITHIN 2% OPTIMUM MOISTURE AS DEFINED BY ASTM 1557 METHOD "C".
11. COMPACTION EQUIPMENT SHALL BE CAPABLE OF COMPACTING CORNERS AND EDGES OF PATCH.
12. HOT BITUMINOUS PATCHES SHALL BE PLACED A MIN. OF 5-INCHES OR MATCH EXISTING DEPTH, WHICHEVER IS GREATER. PLACEMENT SHALL BE PERFORMED IN A MIN. OF 2 LIFTS. THE BOTTOM COURSE SHALL BE 3-INCHES AND THE TOP SHALL BE 2-INCHES.
13. PATCHES SHALL ALSO HAVE A CROSS SLOPE SECTION CONSISTENT WITH THE DESIGN OF THE EXISTING ROADWAY.
14. TEMPORARY OR PERMANENT ASPHALT PATCHES SHALL BE PLACED WITHIN TWENTY FOUR (24) HOURS OF TRENCH BACKFILLING. WHENEVER PERMANENT PATCHES ARE NOT CONSTRUCTED WITHIN TWENTY FOUR (24) HOURS FOLLOWING TRENCH BACKFILLING OPERATIONS, TEMPORARY PAVEMENT PATCHES CONSISTING OF A MINIMUM OF THREE INCHES (3") OF HOT OR COLD PLANT MIX OR STEEL PLATES MUST BE PLACED TO PROVIDE THE REQUIRED NUMBER OF PAVED TRAVEL LANES. TEMPORARY PAVEMENT PATCHES MAY BE LEFT IN PLACE FOR A MAX. OF FIVE (5) WORKING DAYS FOLLOWING COMPLETION OF BACKFILLING OPERATIONS UNLESS OTHERWISE APPROVED BY THE ENGINEER OF RECORD OR THE TOWN PAVING INSPECTOR .
15. THE PERMITTEE SHALL MONITOR TEMPORARY PATCHES ON A DAILY BASIS AND TEMPORARY PATCHES EXHIBITING RUTS, HUMPS, OR DEPRESSIONS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.
16. A PERMANENT HOT PATCH SHALL BE MADE WITHIN FIVE (5) DAYS AFTER THE AREA IS OPEN TO TRAFFIC, WEATHER PERMITTING.
17. IF FINAL PATCHING IS NOT COMPLETED WITHIN THE SPECIFIED TIME, NO NON-EMERGENCY PERMITS SHALL BE GRANTED TO THE PERMITTEE UNTIL ALL OUTSTANDING WORK IS COMPLETED.
18. UPON COMPLETION OF THE PERMANENT PATCH, THE SURFACE SHALL BE THOROUGHLY COMPACTED, SMOOTH AND FREE FROM RUTS, HUMPS, DEPRESSIONS, OR IRREGULARITIES. WHEN A STRAIGHTEDGE TEN FEET (10') LONG IS LAID ACROSS THE PERMANENT PATCH PARALLEL TO THE CENTERLINE, THE SURFACE SHALL NOT VARY MORE THAN $\frac{1}{4}$ " FROM THE LOWER EDGE OF THE STRAIGHT EDGE. PATCHES EXHIBITING DEVIATIONS GREATER THAN $\frac{1}{4}$" SHALL BE REPLACED PRIOR TO ACCEPTANCE OF PATCH. IF THE EXISTING STREET EXCEEDS THE ABOVE TOLERANCES, THEN THE PATCH SHALL BE EQUAL OR BETTER THAN THE CONDITION OF THE SURROUNDING PAVEMENT. IN MOST CASES, AND PARTICULARLY IN THE CASES OF EXTENSIVE EXCAVATION AND REPAIRS, IT IS DESIRABLE TO SURVEY THE EXISTING PAVEMENT CONDITIONS WITH A REPRESENTATIVE OF THE TOWN PRIOR TO THE WORK. AFTER COMPLETION OF THE WORK, SURVEY THE PAVEMENT CONDITION AGAIN TO VERIFY THAT THE PAVEMENT CONDITION HAS BEEN MAINTAINED OR IMPROVED. IN THE CASE OF MINOR REPAIRS, THESE PAVEMENT SURVEYS CAN BE MADE BY VISUAL OBSERVATION.

GRAVITY SANITARY SEWER SERVICE LINE INSTALLATION SPECIFICATIONS:

1. ALL SEWER LINES CONSTRUCTION SHALL MEET OR EXCEED THE FOLLOWING PLAN NOTE DETAIL AND CONSTRUCTION SPECIFICATIONS.
2. ALL SEWER SERVICES SHALL BE PVC CLASS-SDR 26.
3. FITTINGS: PVC PUSH JOINT-ASTM D1784.
4. CLEAN ALL PIPE, FITTINGS AND RELATED MATERIALS THOROUGHLY OF ALL FOREIGN MATERIAL AND INSPECT FOR CRACKS, EXCESSIVE DEFLECTION FLAWS OR OTHER DEFECTS PRIOR TO AND AFTER INSTALLATION.
5. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT ANY CONSTRUCTION DEBRIS FROM ENTERING THE SEWER LINES DURING CONSTRUCTION. IF THIS DEBRIS SHOULD ENTER THE PIPE LINE SYSTEM, THE CONTRACTOR SHALL FURNISH ALL LABOR AND MATERIALS NECESSARY TO CLEAN THE SYSTEM. UNDER NO CIRCUMSTANCES WILL THE CONTRACTOR FLUSH THE DEBRIS INTO AN EXISTING SANITARY SEWER SYSTEM.
6. ALL PIPES MUST BE INSTALLED WITH A LASER. IF BENDING OF THE BEAM DUE TO AIR TEMPERATURE VARIATIONS BECOMES APPARENT WITH "IN PIPE" UNITS, A FAN SHALL BE PROVIDED TO CIRCULATE AIR IN THE PIPE. AIR VELOTOWN SHALL NOT BE SO EXCESSIVE AS TO CAUSE PULSATING OR VIBRATING OF THE BEAM. IF, IN THE OPINION OF THE ENGINEER, THE BEAM CANNOT BE ACCURATELY CONTROLLED, THIS METHOD OF SETTING LINE AND GRADE SHALL BE ABANDONED.
7. PIPE SHALL BE LAID TRUE TO LINE AND GRADE, IN AN UPHILL DIRECTION, WITH BELL ENDS FACING IN THE DIRECTION OF LAYING. WHEN PIPE LAYING IS NOT IN PROGRESS, THE OPEN END OF PIPE SHALL BE CLOSED BY A WATERTIGHT PLUG.
8. MANHOLES & CLEANOUTS SHALL BE FURNISHED AND INSTALLED TO DEPTHS AND DIMENSIONS SHOWN ON THE CONSTRUCTION DRAWINGS AND/OR STAKED IN THE FIELD. MANHOLES SHALL BE CONSTRUCTED OF CAST-IN-PLACE OR PRECAST CONCRETE IN ACCORDANCE WITH DETAILS SHOWN ON THE CONSTRUCTION DRAWINGS.
9. CONNECTIONS TO EXISTING SEWER FACILITIES WHERE LIVE FLOWS EXIST SHALL BE MADE ONLY AFTER PRIOR CONSULTATION WITH AND RECEIPT OF WRITTEN PERMISSION FROM THE ENGINEER. NO BYPASS OF SEWAGE TO THE SURFACE WILL BE ALLOWED IN THE COMPLETION OF THIS CONNECTION. CONNECTIONS SHALL BE MADE AS SHOWN ON THE DRAWINGS. ALL CONNECTIONS BETWEEN PIPES OF DIFFERENT MATERIALS SHALL BE MADE WITH APPROVED MANUFACTURED CONNECTORS.
10. THE CONTRACTOR IS REQUIRED TO CCTV THE EXISTING SEWER SERVICE LINE TO DETERMINE MATERIAL, DEPTH AND CONDITION. IF MATERIAL TYPE IS NOT PVC AND/OR IF SERVICE LINE CONSISTS OF IRREGULAR SLOPES AND/OR IF DEGRADATION OF EXISTING SERVICE LINE IS OBSERVED THE ENTIRE SERVICE LINE SHALL BE REPLACED WITH SDR-26 PVC PIPE.

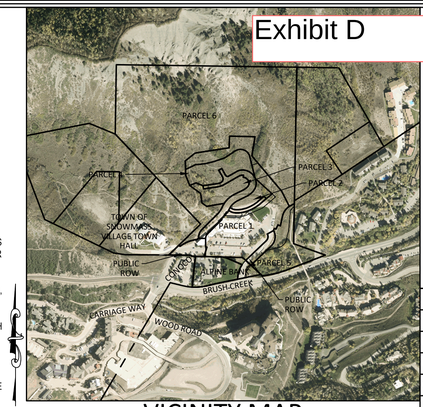

Exhibit D

VICINITY MAP
SCALE: 1" = 500'

CIVIL PLAN INDEX

C1.0	COVER SHEET & GENERAL NOTES
C1.1	EXISTING CONDITIONS PLAN
C1.2	SITE PLAN
C2.0	MASTER GRADING PLAN
C2.1	ROAD PLAN & PROFILE 1
C2.2	ROAD PLAN & PROFILE 2
C2.3	ROAD PLAN & PROFILE 3
C2.4	ROAD PLAN & PROFILE 4
C3.0	MASTER STORM PLAN
C3.1	STORM PLAN & PROFILE A
C3.2	STORM PLAN & PROFILE B & C
C3.3	STORM PLAN & PROFILE D
C4.0	MASTER UTILITY PLAN
C4.1	SEWER PLAN & PROFILE
C4.2	WATER PLAN & PROFILE WEST
C4.3	WATER PLAN & PROFILE NORTH
C4.4	WATER PLAN & PROFILE EAST
C5.0	SITE DETAILS
C5.1	WATER DETAILS
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C6.0	DRAINAGE BASIN MAP
~~C7.0~~	~~LOADING DOCK TRUCK TURNING~~ REPLACED W/ UPDATED TRUCK TURNING
C7.1	FIRE TRUCK TURNING
C7.2	TOSV BUS TURNING
C8.0	SNOW STORAGE

CIVIL EXHIBITS

~~C0.1~~	~~DEBRIS FLOW~~ REPLACED W/ UPDATED DEBRIS FLOW GRADING
C0.2	PROPOSED INFRASTRUCTURE VS EASEMENTS
~~C0.3~~	~~COST ESTIMATE~~ REPLACED W/ UPDATED COST ESTIMATE EXHIBIT

ADDED CIVIL EXHIBITS:

C0.4	REVISED BUS-ONLY LANE EXHIBIT
C0.5	FINAL CONDITION WATER LINE
C0.6	INTERIM CONDITION WATER LINE
C0.7	WATER LINE EXHIBIT
C0.8	INTERIM CONDITION GRADING PLAN
C0.9	RIM ROAD - PHASE 1 GRADING EXHIBIT
C0.10	COST SHARING EXHIBIT
C0.11	STORM MAINTENANCE EXHIBIT

COST SHARING - SUMMARY (UPDATED TO VERSION 5)
COST SHARING - RIM ROAD (UPDATED TO VERSION 5)
COST SHARING - OTHER COSTS 1 (UPDATED TO VERSION 5)
COST SHARING - OTHER COSTS 2 (UPDATED TO VERSION 5)

SOPRIS ENGINEERING LLC
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DATE:	10-08-24	
JOB NO.	18127	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT

EXISTING LEGEND

- EXISTING CONTOUR
- EXISTING CONTOUR INTERVAL
- EXISTING 8" WATER MAIN
- EXISTING 8" SANITARY SEWER MAIN
- EXISTING ELEC, TELE, CABLE, GAS
- EXISTING ELEC, TELE, CABLE
- EXISTING GAS
- EXISTING TELEPHONE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING OVERHEAD ELECTRIC
- EXISTING CABLE
- EXISTING FIBER OPTIC
- EXISTING IRRIGATION PIPE
- EXISTING SWALE OR DITCH
- EXISTING STORM SEWER
- EXISTING SETBACK (XX')
- EXISTING ZONE OF INFLUENCE
- EXISTING TOP OF SLOPE
- EXISTING WIRE FENCE
- EXISTING ROCK WALL
- EXISTING ELECTRIC MANHOLE
- EXISTING DRAINAGE DRY-WELL
- EXISTING SEWER MANHOLE
- EXISTING TELEPHONE MANHOLE
- EXISTING UTILITY MANHOLE
- EXISTING GUY WIRE
- EXISTING POWER POLE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING CURB STOP
- EXISTING GAS METER
- EXISTING ELECTRIC TRANSFORMER
- EXISTING ELECTRIC METER
- EXISTING TELEPHONE PEDESTAL
- EXISTING CATV PEDESTAL
- EXISTING SEWER CLEANOUT
- EXISTING LIGHT POLE
- EXISTING SIGN
- EXISTING STORM INLET

PARCEL A
2.615± ACRES

PARCEL F
11.234± ACRES

PARCEL B
2.049± ACRES

PARCEL E

PARCEL C

SNOWMASS CENTER
PARCEL
4.269±

PARCEL I
1.142± ACRES

EXISTING MOUNTAIN VIEW TRAIL

EX RAILROAD TIE RETAINING WALL

PARKING STRIPE (TYP.)

NO PARKING SIGN(S)

LANDSCAPE AREA

UPPER KEARNS ROAD

IRRIGATION BOX

EX RAILROAD TIE RETAINING WALL

LOADING DOCK

EXISTING SHED

CONCRETE STAIRS AND RETAINING WALL

SIDEWALK

FLAG POLE

EMERGENCY PARKING

CONCRETE STEPS

WOODBRIDGE CONDOS

TIE RETAINING WALL

RAILROAD TIE RETAINING WALL

SNOWMASS TOWN HALL

SLOW SIGN

EX GUARD RAIL & FENCE

EXISTING PARKING

EX STAIRS

36" BURIED CMP

STOP SIGN

BUS STOP

BLOCK RETAINING WALL

SNOWMASS CENTER SIGN

ALPINE BANK SIGN

EXISTING PARKING

STORM GRATE INLET ELEV=8335.18

STOP SIGN

NO PARKING SIGN

EXISTING MELTON RANCH TRAIL

TIE RETAINING WALL

CONCRETE DRIVE

PARKING

UPPER KEARNS ROAD

24" CMP

RAILROAD TIE RETAINING WALL

EX SHED

CONOCO

EXISTING MELTON RANCH TRAIL

ASPHALT PATH

STORM GRATE IN CONCRETE PAN

ALPINE BANK

TOP 18" CMP

EXISTING FIRE HYDRANT

EX TIE RETAINING WALL

EXISTING 24" CMP T.O.P.=8299.84'

BRUSH CREEK

EXISTING 72" CMP T.O.P.=8295.68'

SNOWMASS CENTER SIGN

EXISTING CMP

EXISTING 24" CMP 8317.73

DRAINAGE EASEMENT

6" POST

BRUSH CREEK ROAD (ROW WIDTH VARIES)

EXISTING 72" CMP

SS-3 SS-5 SS-6 SS-11 SS-12 SS-13 SS-15 SS-16 SS-17

NORTH

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

811 Know what's **below.** **Call** before you dig.
CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

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CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

MINOR PUD AMENDMENT

REGIONAL STAMP

DATE	REVISION
00/00/00	XXX

TITLE
EXISTING CONDITIONS

DRAWING NO.
C-1.1

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PLOT\18127-C1.0-SITE.DWG - Oct 07, 2024 - 12:20pm

SITE IMPROVEMENTS LEGEND

- PROPOSED SWALE OR DITCH
- PROPOSED STORM SEWER
- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE
- PROPOSED PROPERTY LINE

PARCEL 3
0.93 ACRES

PARCEL 2
0.73 ACRES

PARCEL 1
4.13 ACRES

PARCEL 5
1.65 ACRES

SNOWMASS CENTER

CLARK'S MARKET
19,008 SF

HARDWARE
1,775 SF

RETAIL TBD
1,102 SF

SUNDANCE
4,283 SF

USPS
4,005 SF

OFFICE
178 SF

SERVICE LOADING
1,571 SF

ALPINE BANK

CONOCO

RIM ROAD

RIM COURT

MAIN STREET

BRUSH CREEK ROAD

LOWER KEARNS ROAD

FUTURE TRAIL BY TOSV

SEE PLAT FOR ALL EASEMENT LINES

CONNECTION TO EXISTING TRAIL

LOADING DOCK TURN AROUND

PROPOSED BUS LOADING AND UNLOADING

EXISTING TOWN HALL SIDEWALK TO BE REMOVED & REPLACED

PROPOSED WALL

PROPOSED PEDESTRIAN CROSSING

EXISTING TOWN HALL ACCESS TO BE REPLACED & RE-GRADED. CURB & GUTTER TO MATCH EXISTING.

CURB AND CONCRETE REPLACEMENT FOR UTILITY TIE IN

CURB REPLACEMENT TO NARROW ROADWAY TO INCORPORATE 6' SIDEWALK

PROPOSED CONCRETE TRANSIT PAD

PROPOSED 6' WIDE SIDEWALK, CONNECT TO EXISTING SIDEWALK

CONNECT TO EXISTING ENTRANCE TO BJ ADAMS AND ALPINE BANK PARKING LOT

PROPOSED MELTON RANCH TRAIL REROUTING

PARKING GARAGE ENTRY

GARAGE PARKING (HATCHED)

PROPOSED 3' CONCRETE VALLEY PAN

VERTICAL CURB

MOUNTABLE CURB

PROPOSED MELTON RANCH TRAIL REROUTING

PROPOSED PED CROSSING

RIGHT TURN LANE

LEFT TURN LANE

VEHICLE MAINTENANCE ACCESS PLATFORM

ADA

ADA VAN

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

NORTH

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CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

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JOB NO.	18127	
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CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

MINOR PUD AMENDMENT

REGIONAL STAMP

DATE	REVISION
00/00/00	XXX

TITLE
SITE IMPROVEMENTS PLAN

DRAWING NO.
C-1.2

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PLOT\18127-C1.0-SITE.DWG - Oct 07, 2024 - 12:32pm

FINAL GRADING & DRAINAGE NOTES:

1. EXISTING CONTOURS ILLUSTRATED HEREIN ARE AT 1 FT INTERVAL.
2. PROPOSED CONTOURS ARE AT 1 FT INTERVALS.
3. GRADE LANDSCAPE AND HARDSCAPE SURFACES AROUND BUILDING PERIMETER AS NEEDED TO PROVIDE POSITIVE DRAINAGE AWAY FROM EXTERIOR WALLS. SURFACE RUNOFF TO BE DIRECTED TO STORMWATER TREATMENT/DETENTION FACILITIES AS DESCRIBED WITHIN PLANS & ASSOCIATED DRAINAGE STUDY INCLUDED WITHIN BUILDING PERMIT APPLICATION. GRADE TO YARD DRAINS AS FEASIBLE TO MITIGATE DRAINAGE IN LOW OR FLAT AREAS.
4. CONTRACTOR TO VERIFY GRADES ACROSS SITE TO ENSURE THAT THE INSTALLATION OF THE DRAINAGE IMPROVEMENTS ARE IN COMPLIANCE WITH THE INTENT OF THE DESIGN RECOMMENDATIONS ILLUSTRATED HEREIN AND ON THE DRAINAGE PLAN. THE ENGINEER OF RECORD SHOULD BE MADE AWARE OF ANY EXISTING GRADES THAT MAY IMPEDE THE CONSTRUCTION OF THE GRADING AND DRAINAGE IMPROVEMENTS.
5. DOWNSPOUT FOR BUILDING ROOF DRAIN SYSTEM AND TERRACE/PATIO/DECK DRAINS TO BE COORDINATED WITH THE ARCHITECT AND MECHANICAL ENGINEER.
6. THIS PROPERTY IS SITUATED IN ZONE "X" (AREA DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD PLAIN) AS SHOWN ON THE FLOOD INSURANCE RATE MAP PREPARED BY F.E.M.A. FOR PITKIN COUNTY COLORADO, COMMUNITY-PANEL NUMBER 08097C0203, EFFECTIVE DATE: JUNE 4, 1987.
7. INSTALL INLET PROTECTION AT ALL AREA INLETS.
8. ANY BIO-RETENTION CELLS OR SAND FILTER BEDS SHALL BE PROTECTED DURING CONSTRUCTION. THIS CAN BE ACHIEVED BY PLACING FILTER FABRIC OVER THE FILTER MEDIA.
9. AT ALL TIMES DURING CONSTRUCTION AND UNTIL FINAL COMPLETION AND ACCEPTANCE OF THE WORK, THE CONTRACTOR SHALL PREVENT THE FORMATION OF AN AIRBORNE DUST NUISANCE IN SUCH A MANNER THAT IT WILL CONTAIN DUST PARTICLES TO THE IMMEDIATE AREA OF THE WORK. THE CONTRACTOR MUST PERFORM SUCH TREATMENT WITHIN 2 HOURS AFTER NOTIFICATION BY THE CITY THAT AN AIRBORNE DUST NUISANCE EXISTS.
10. THE CONTRACTOR MUST IMPLEMENT BEST MANAGEMENT PRACTICES (BMP's) TO MINIMIZE THE TRANSPORTATION OF SEDIMENT BEYOND THE LIMITS OF DISTURBANCE.
11. THE CONTRACTOR SHALL CONTAIN HIS CONSTRUCTION OPERATIONS TO THE AREA WITHIN THE LIMITS OF DISTURBANCE, THE CONTRACTOR SHALL NOT OPERATE OUTSIDE THIS AREA WITHOUT THE PRIOR CONSENT OF THE PROPERTY OWNER INVOLVED.
12. ALL EXISTING AND PROPOSED GATE VALVES AND MANHOLE COVERS MUST BE ADJUSTED SUCH THAT THE TOP IS SET ½" BELOW FINAL GRADE.
13. COMPACTION IN EXCAVATED AREAS SHALL BE 95% MODIFIED PROCTOR DENSITY.
14. CONTRACTOR SHALL PROTECT ALL EXISTING TREES THAT ARE TO REMAIN. A TREE PROTECTION PLAN MUST BE APPROVED BY CITY PARKS DEPARTMENT AND LANDSCAPE ARCHITECT PRIOR TO COMMENCING CONSTRUCTION.
15. THE UTILITIES AS SHOWN, MAY NOT REPRESENT ACTUAL FIELD CONDITIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ALL UTILITY COMPANIES FOR FIELD LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION.
16. ALL SPOT ELEVATIONS AND GRADING CONCEPTS SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. ANY DEVIATIONS SHALL BE COORDINATED WITH THE ENGINEER OF RECORD AND LANDSCAPE ARCHITECT.
17. DESIGN OF ROOF DRAINS BY OTHERS. ALL ROOF DRAINAGE SHALL BE CONVEYED TO THE WATER QUALITY TREATMENT VAULT.
18. ALL GEOTECHNICAL RECOMMENDATIONS MUST BE ADHERED TO.
19. NO CROSS CONNECTIONS BETWEEN FOUNDATION DRAINS AND SURFACE DRAINS SHALL BE PERMITTED.

RE VEGETATION NOTE:

ALL AREAS TO BE REVEGETATED TO USED PITKIN COUNTY SEED MIX. IRRIGATED SEED MIX NEXT TO THE BUILDING, NON IRRIGATED MIX FURTHER AWAY FROM BUILDING. FINAL LAYOUT TBD. CONTRACTOR TO MINIMIZE DISTURBANCE ON STEEP SLOPE AS MUCH AS POSSIBLE

SEE SHEETS C2.1-C2.4 FOR BLOW UP OF GRADING PLAN

CONTRACTOR TO TIE INTO EXISTING GRADE

CONTRACTOR TO TIE INTO EXISTING GRADE

EDGE OF PROPOSED TRAIL TO MATCH EX GRADE

TIE BACK INTO EXISTING GRADE AT ENTRANCE TO PARKING LOT

MELTON RANCH TRAIL RE ROUTE

MELTON RANCH TRAIL RE ROUTE

PROPOSED WALL

PROPOSED BOULDER RIPRAP LAYBACK WALL

FUTURE TRAIL CONNECTION DESIGNED AND BUILT BY TOSV

PROPOSED STORM SYSTEM SEE SHEETS C3.1-C3.3 FOR STORM PLAN AND PROFILES

SWALE TO CAPTURE RUNOFF AND DAYLIGHT TO EXISTING PATH

PROPOSED STORM CULVERT 24"

PROPOSED STORM CULVERT 24"

MATCH INTO EXISTING GRADE OF TRAIL

CONTRACTOR TO REGRADE EXISTING DETENTION AREA, CLEAN OUT EXISTING SEDIMENT, INSTALL RIPRAP AND FLOW CHANNELS TO SETTLE AND DRAIN AREA

CONTRACTOR TO TIE INTO EXISTING GRADE @ BRUSH CREEK ROAD INTERSECTION

PROPOSED INLET TO REDUCE SCOURING OF BRUSH CREEK BANK.

PROPOSED 10' WIDE REINFORCED TRUCK ACCESS FOR MAINTENANCE

SERVICE LOADING 1,571 SF

OFFICE 178 SF

FFE = 8361.00' USPS 4,005 SF

FFE = 8362.00' SUNDANCE 4,283 SF

FFE = 8363.00' CLARK'S MARKET 18,000 SF

HARDWARE 1,775 SF

RETAIL TBD 1,102 SF

ADA ADA VAN ADA ADA ADA ADA

REVEGETATION NOTES

SEEDING

THE FOLLOWING SEED MIX HAS BEEN FORMULATED SPECIFICALLY FOR REVEGETATION WORK IN AND ADJACENT TO NATURALLY VEGETATED AREAS AND IS SPECIFIED ON THE LANDSCAPE PLAN.

REVEGETATION REQUIREMENTS - SEEDING

1. ALL SEED MUST BE CERTIFIED WEED FREE. NO SEED CAN CONTAIN ANY SPECIES ON THE COUNTY OR STATE NOXIOUS WEED LISTS (AVAILABLE ONLINE) NOR CAN IT CONTAIN ANY REED CANARY GRASS (PHALARIS ARUNDINACEA). A CANDIDATES FOR THE COUNTY LIST:
2. A VIABLE SEEDBED MUST BE PREPARED BY EITHER DISKING OR HAND RAKING.
3. PURITY TAGS MUST BE SUBMITTED TO PITKIN COUNTY COMMUNITY DEVELOPMENT PRIOR TO INSTALLATION.
4. A SEED DRILL SHOULD BE USED ON SLOPES THAT ARE LESS THAN 2:1, AND THE DRILL TUBE SPACING SHOULD BE 6-7 INCHES SEED INTO THE SOIL.
5. SEEDING RATE: IF A SEED DRILL IS USED, 6-10 PLS/ACRE. OTHERWISE, 8-12 PLS/ACRE.
6. ON SLOPES THAT ARE GREATER THAN 2:1 WHERE DRILLING THE SEED IS NOT PRACTICAL, HAND RAKING IS REQUIRED TO INCORPORATE THE SEED ONTO THE SOIL.
7. A PLANTAGO-BASED TACKIFIER OR SIMILAR, APPROVED PRODUCT MUST BE APPLIED ON ALL MULCH AT THE RATE OF 150 LBS. PER ACRE TO PREVENT WIND FROM BLOWING STRAW OFF THE REVEGETATED AREAS.
8. THE SITE MUST BE MULCHED WITH WEED-FREE MULCH AFTER PLANTING. MULCH SHOULD BE APPLIED AT THE RATE OF 2 TONS PER ACRE.
9. IF AREA TO BE REVEGETATED IS CURRENTLY DOMINATED BY PASTURE GRASSES, THE PITKIN COUNTY DRY OR IRRIGATED PASTURE MIX IS ACCEPTABLE.
10. RECOMMENDED NATIVE SEED MIX (SUBSTITUTIONS MUST BE APPROVED BY VEGETATION SPECIALIST PRIOR TO INSTALLATION)

RE: PDF PAGE 28,
C0.4: REVISED BUS-ONLY LANE EXHIBIT

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

NORTH

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GRADING & EROSION CONTROL LEGEND

PROPOSED CONTOUR	EXISTING ELECTRIC MANHOLE
7900 PROPOSED CONTOUR INTERVAL	EXISTING DRAINAGE DRY-WELL
PROPOSED SWALE OR DITCH	EXISTING SEWER MANHOLE
PROPOSED STORM SEWER	EXISTING TELEPHONE MANHOLE
PROPOSED UNDERDRAIN	EXISTING UTILITY MANHOLE
SCL PROPOSED SEDIMENT CONTROL LOG	EXISTING GUY WIRE
SF PROPOSED SILT FENCE	EXISTING POWER POLE
PROPOSED SAWCUT LINE (LIMIT OF DISTURBANCE)	EXISTING FIRE HYDRANT
PROPOSED STORM INLET	
EXISTING CONTOUR	EXISTING WATER VALVE
7900 EXISTING CONTOUR INTERVAL	EXISTING CURB STOP
XWL EXISTING 8" WATER MAIN	EXISTING GAS METER
XSA EXISTING 8" SANITARY SEWER MAIN	EXISTING ELECTRIC TRANSFORMER
XETGC EXISTING ELEC, TELE, CABLE, GAS	EXISTING ELECTRIC METER
XETC EXISTING ELEC, TELE, CABLE	EXISTING TELEPHONE PEDESTAL
XGAS EXISTING GAS	EXISTING CATV PEDESTAL
XUT EXISTING TELEPHONE	EXISTING SEWER CLEANOUT
XEL EXISTING UNDERGROUND ELECTRIC	EXISTING LIGHT POLE
OEL EXISTING OVERHEAD ELECTRIC	EXISTING SIGN
XTV EXISTING CABLE	EXISTING STORM INLET
XFO EXISTING FIBER OPTIC	
XIRR EXISTING IRRIGATION PIPE	
EXISTING SWALE OR DITCH	
EXISTING STORM SEWER	
EXISTING EASEMENT	
EXISTING PROPERTY LINE	
178X EXISTING SETBACK (XX')	

SOPRIS ENGINEERING LLC
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DATE:	10-08-24	
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DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO
MINOR PUD AMENDMENT

REGIONAL STAMP

DATE	REVISION
00/00/00	XXX

TITLE
MASTER GRADING PLAN

DRAWING NO.
C-2.0

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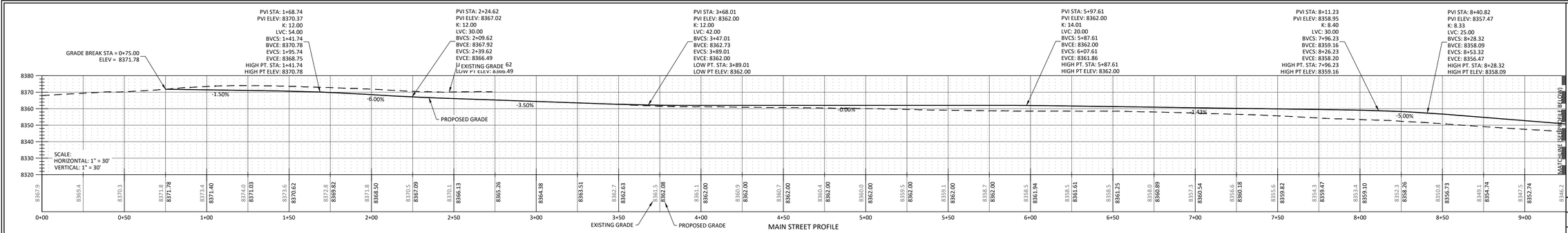

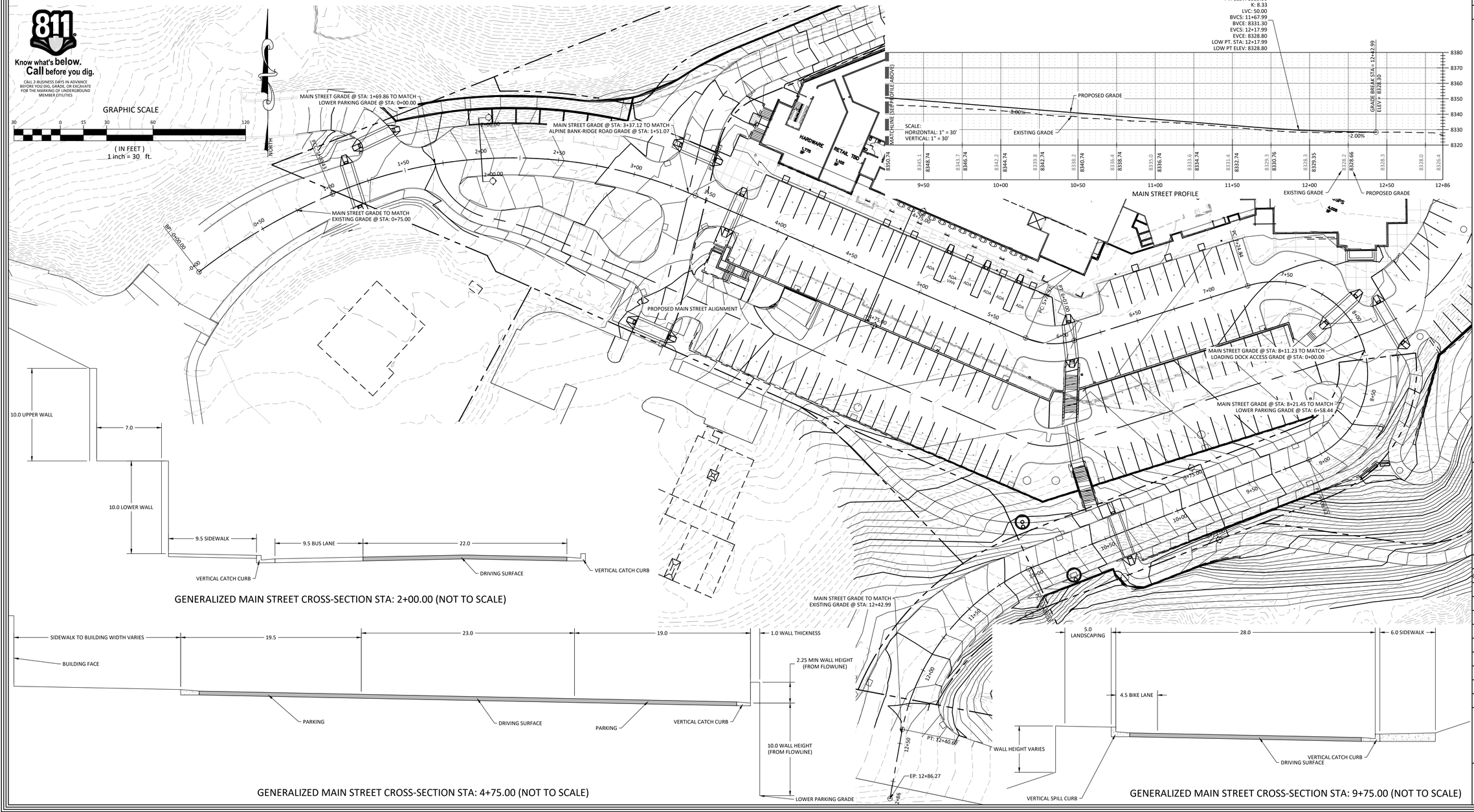

GENERALIZED MAIN STREET CROSS-SECTION STA: 2+00.00 (NOT TO SCALE)

GENERALIZED MAIN STREET CROSS-SECTION STA: 4+75.00 (NOT TO SCALE)

GENERALIZED MAIN STREET CROSS-SECTION STA: 9+75.00 (NOT TO SCALE)

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DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

MINOR PUD AMENDMENT

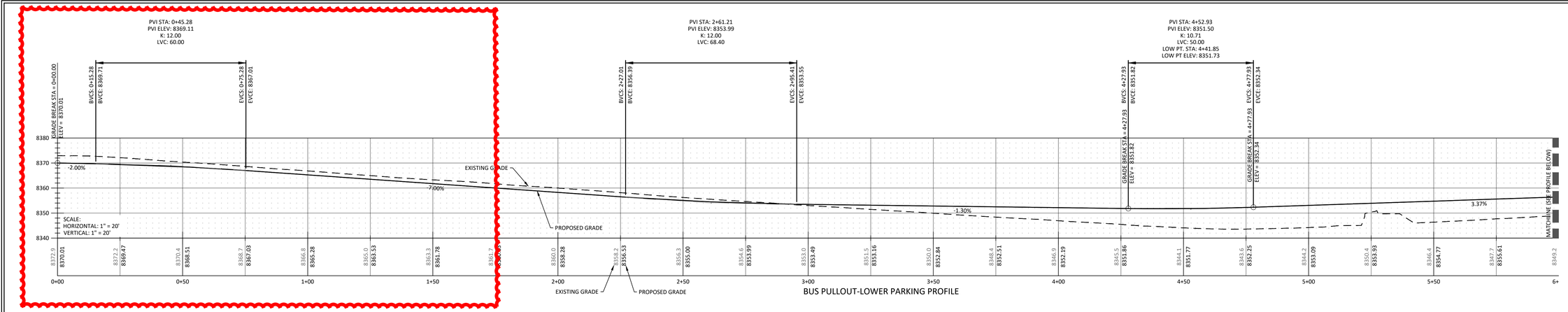
REGIONAL STAMP

DATE	REVISION
00/00/00	XXX

TITLE
MAIN STREET PLAN & PROFILE

DRAWING NO.
C-2.1

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PLOT\18127-C2.1-PLOT.DWG - Oct 07, 2024 - 12:33pm



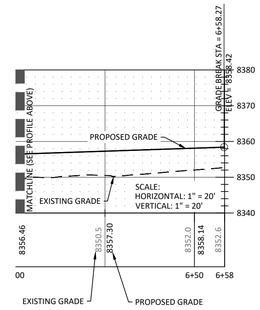
GRAPHIC SCALE

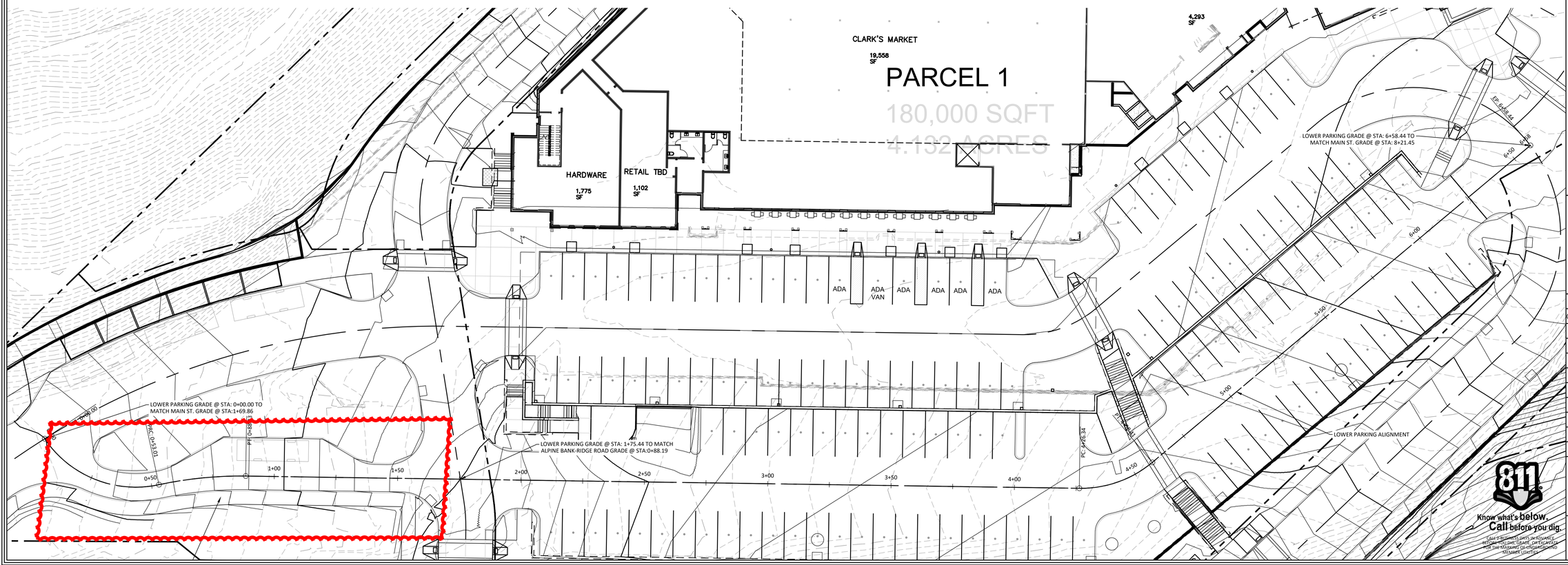
20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

NORTH

RE: PDF PAGE 28,
C0.4: REVISED BUS-ONLY LANE EXHIBIT





Know what's below. Call before you dig.
48 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE PLANNING, DESIGN, AND MARKING OF BURIED UTILITIES

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DATE:	10-08-24	
JOB NO.	18127	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

MINOR PUD AMENDMENT

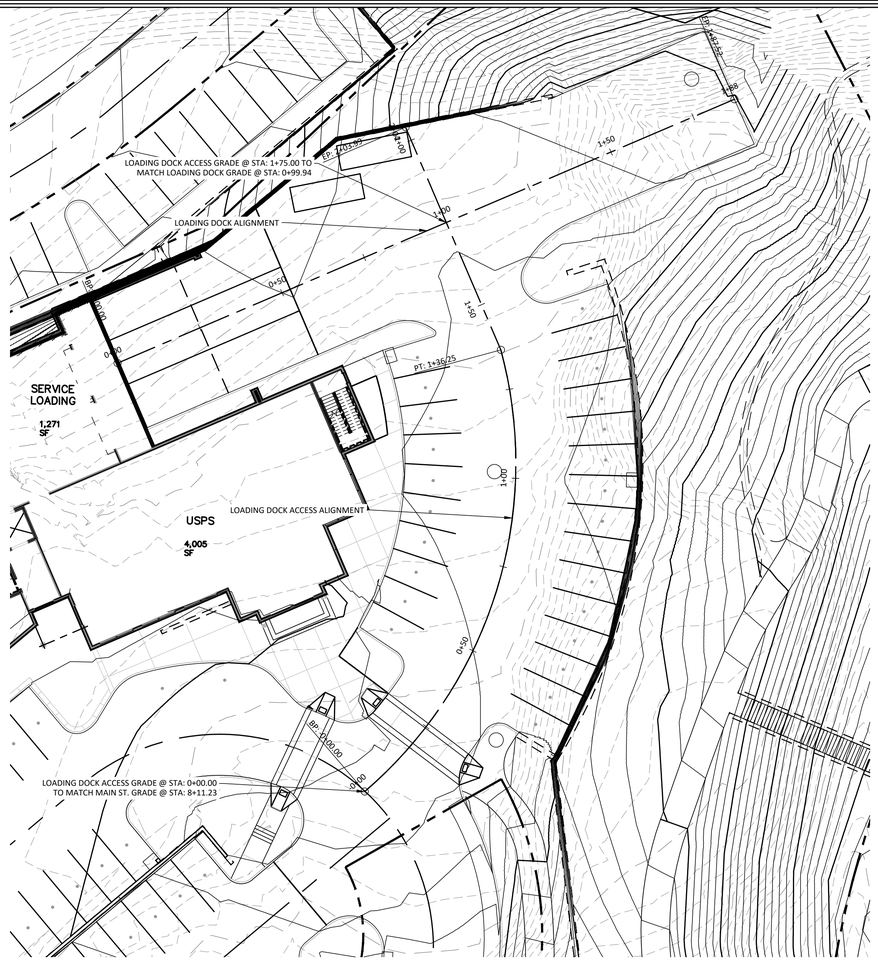
REGIONAL STAMP

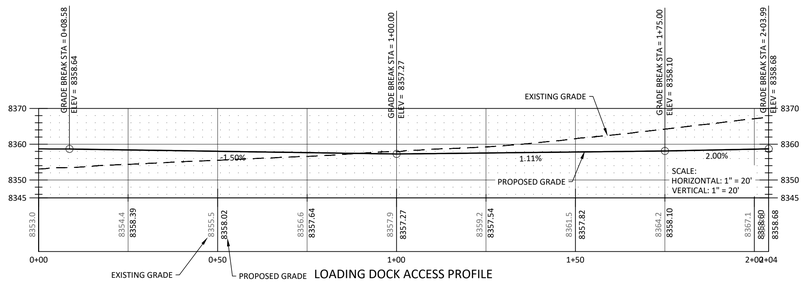
DATE	REVISION
00/00/00	XXX

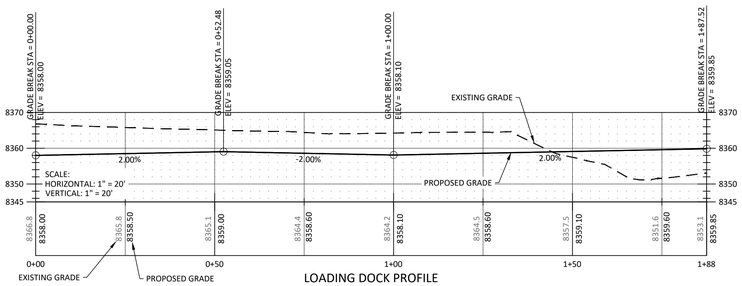
TITLE
ROAD PLAN & PROFILE 2

DRAWING NO.
C-2.2

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PLOT\18127-C2.0-ORG.DWG - Oct 07, 2024 - 12:53pm







GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

Know what's **below.**
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CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

MINOR PUD AMENDMENT

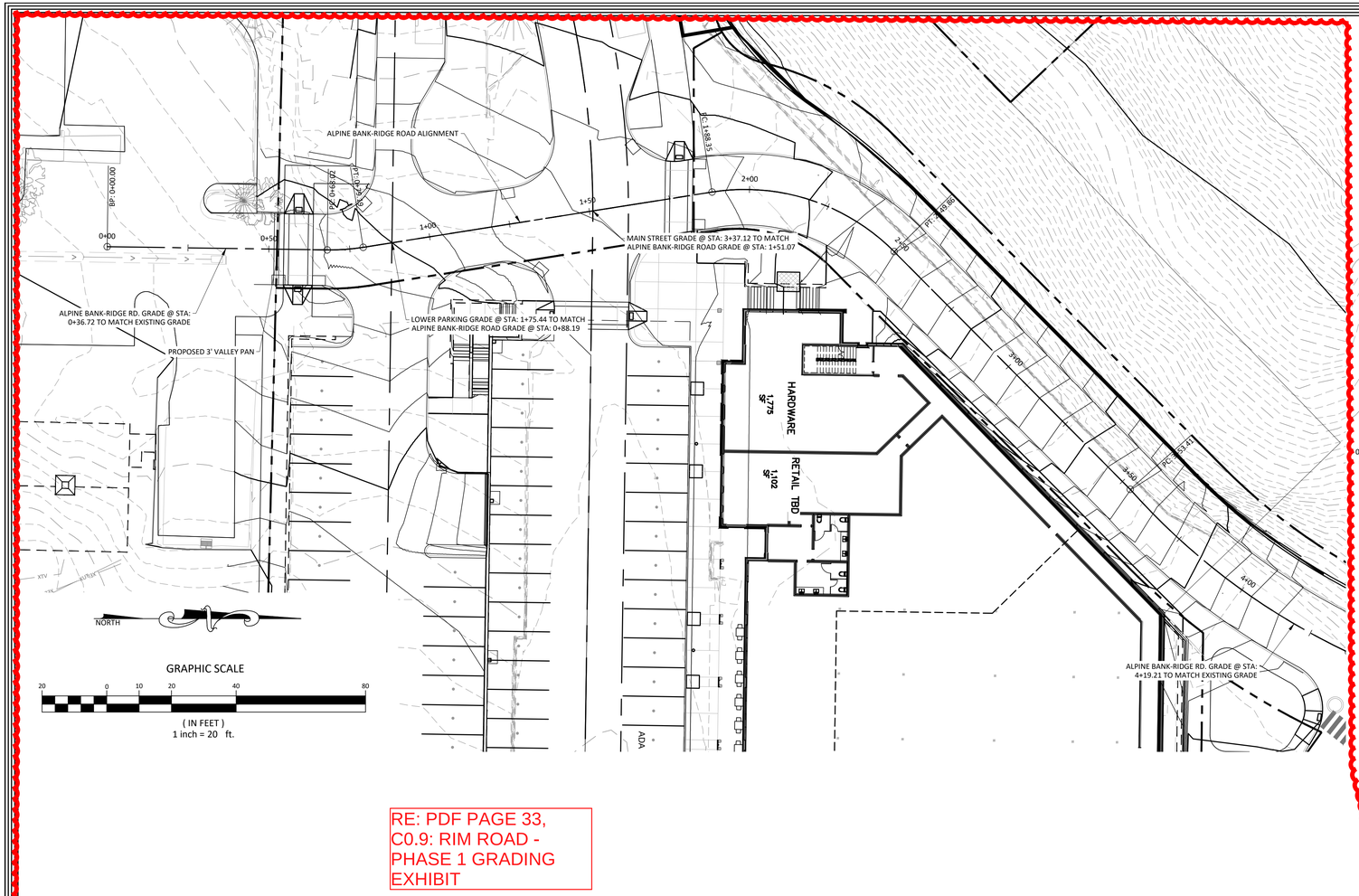
REGIONAL STAMP

DATE	REVISION
00/00/00	XXX

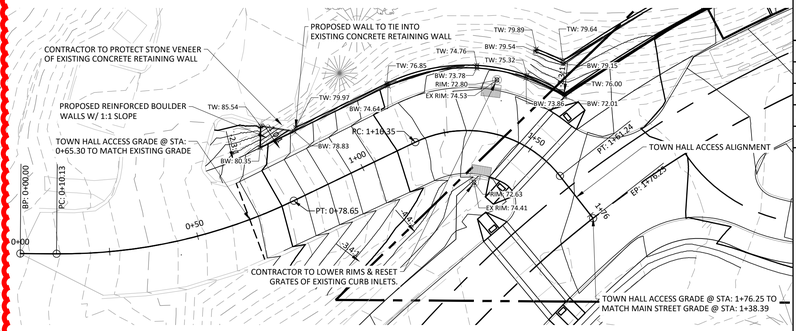
TITLE
ROAD PLAN & PROFILE 3

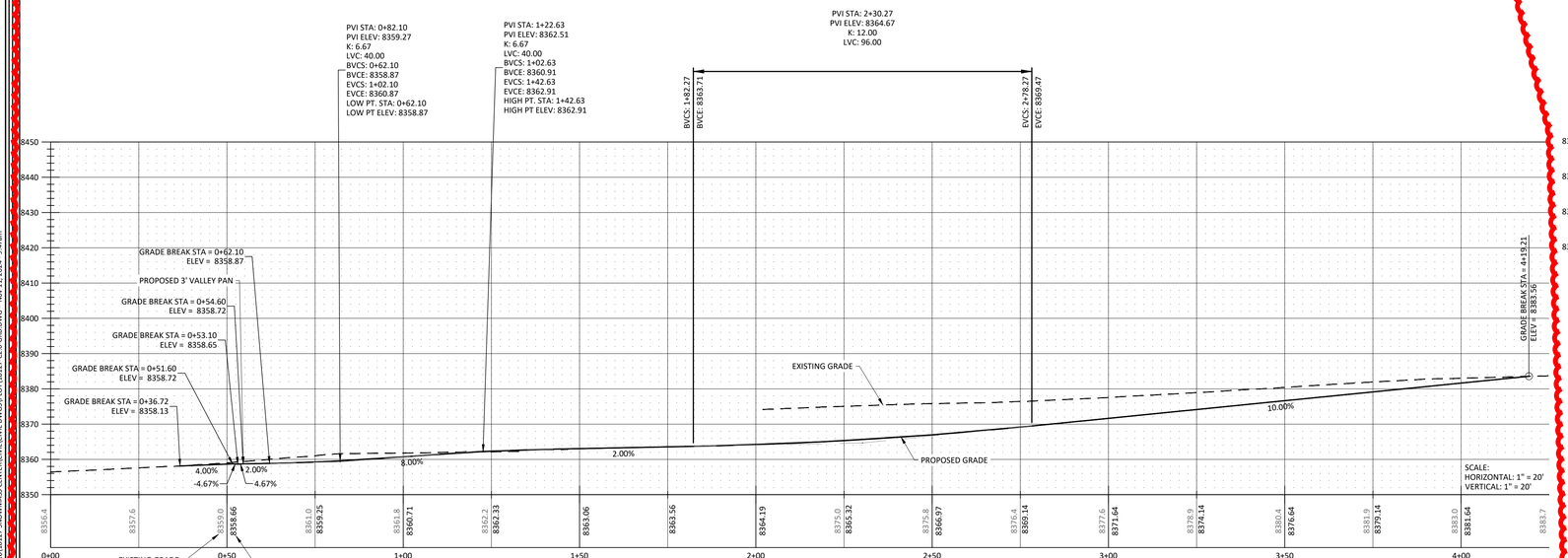
DRAWING NO.
C-2.3

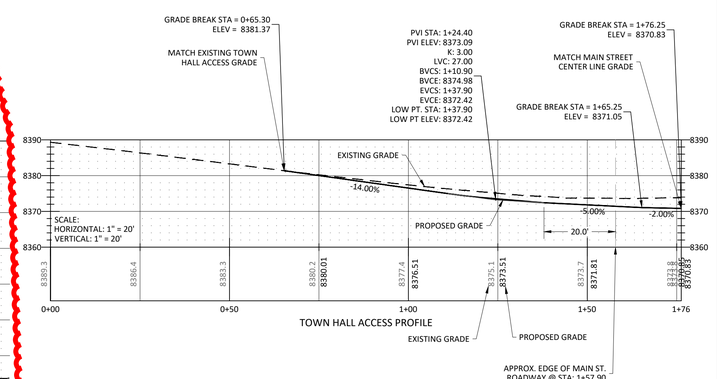
G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PLOT\18127-C2.0-GRD.DWG - Oct 07, 2024 - 12:54pm



RE: PDF PAGE 33, C0.9: RIM ROAD - PHASE 1 GRADING EXHIBIT







TOWN HALL ACCESS PROFILE

SOPRIS ENGINEERING LLC
502 MAIN STREET • SUITE A3 • CARBONDALE CO 81623
(970) 704-0311 • soprisengineering.com

DATE:	11-11-24	
JOB NO.	18127	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

MINOR PUD AMENDMENT

REGIONAL STAMP

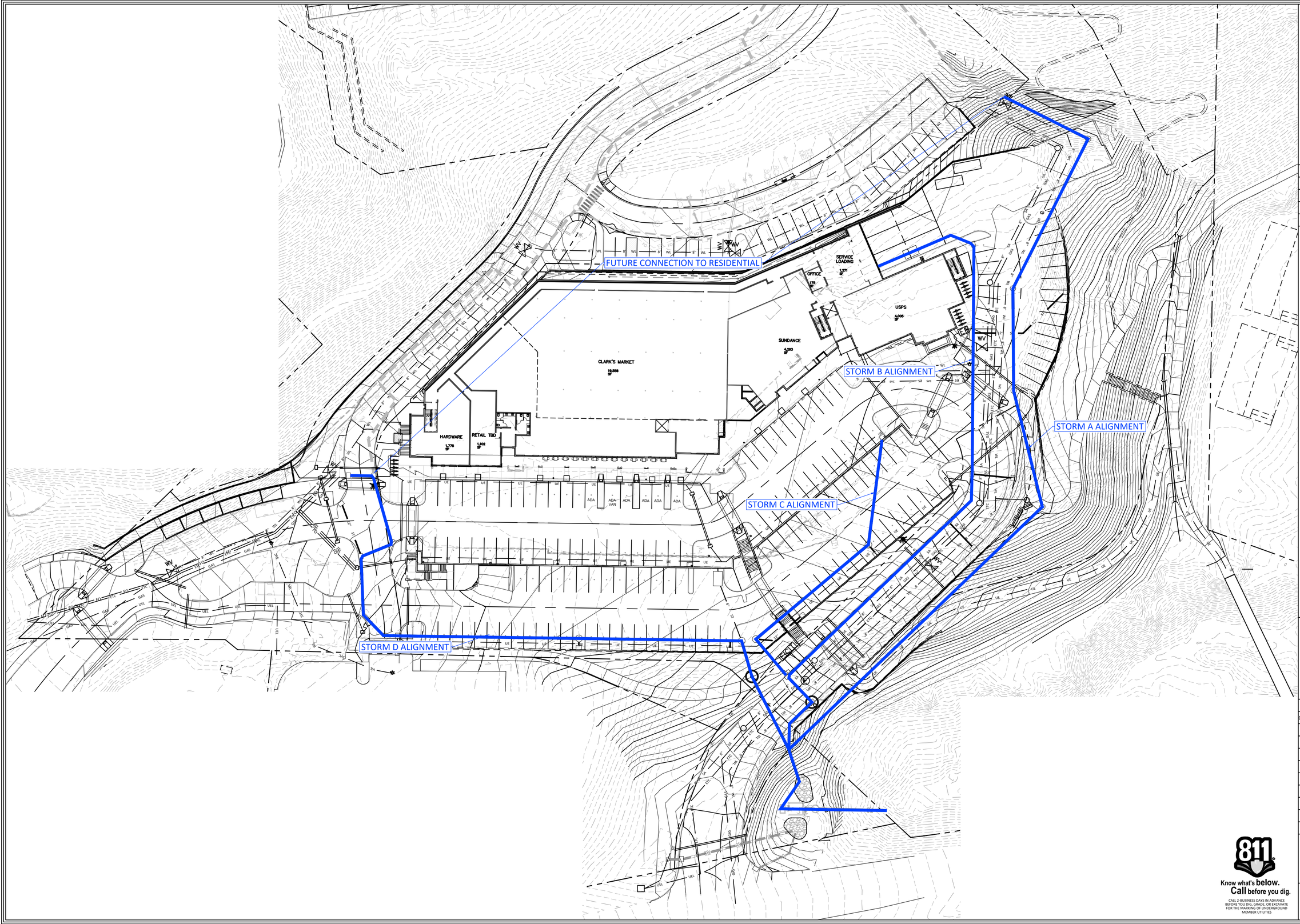
DATE	REVISION
00/00/00	XXX

TITLE
ROAD PLAN & PROFILE 4

DRAWING NO.
C-2.4

Know what's below. Call before you dig.
CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PLOT\18127-C2.6 GRD.DWG - Nov 11, 2024 - 9:47am



SOPRIS ENGINEERING LLC
502 MAIN STREET • SUITE A3 • CARBONDALE CO 81623
(970) 704-0311 • soprisengineering.com

DATE:	10-08-24	
JOB NO.	18127	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

MINOR PUD AMENDMENT

REGIONAL STAMP

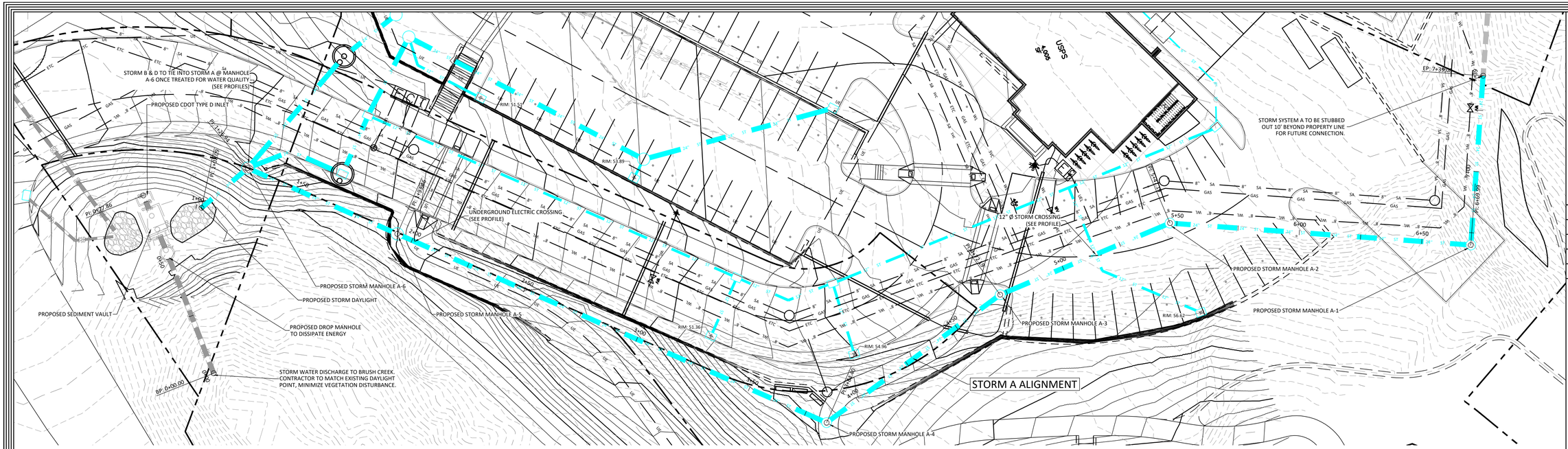
DATE	REVISION
00/00/00	XXX

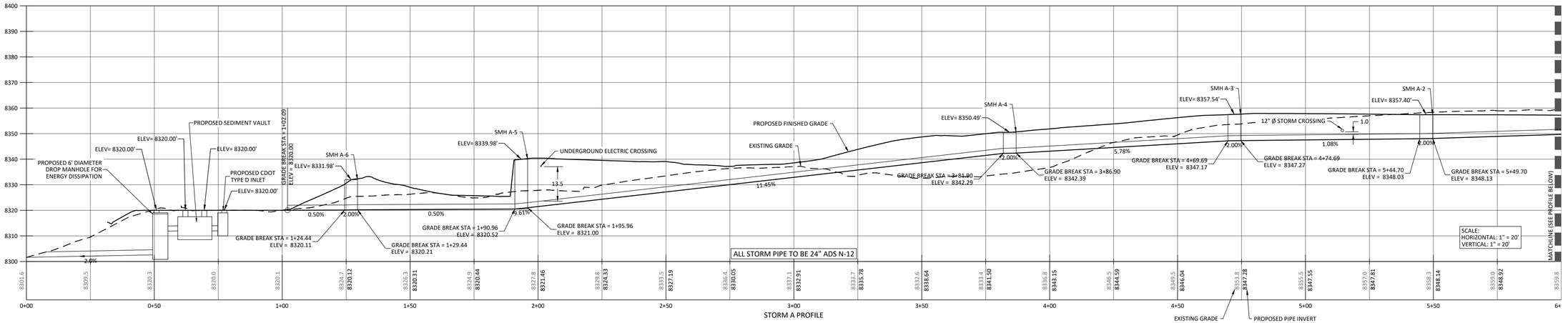
TITLE
MASTER STORM DRAINAGE PLAN

DRAWING NO.
C-3.0

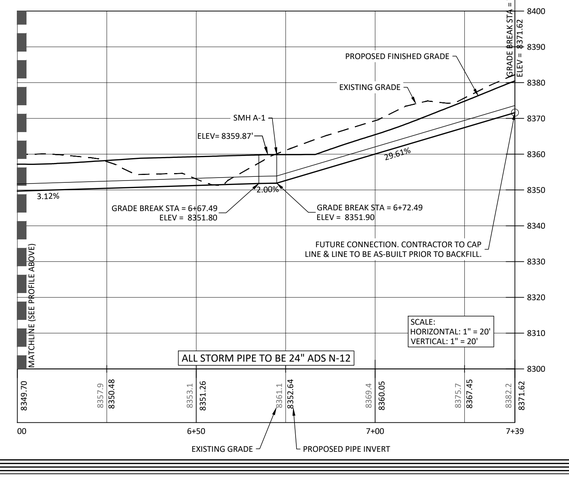
Know what's **below.** **Call** before you dig.
CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PLOT\18127-C3.0-STORM.DWG - Oct 07, 2024 - 1:57pm





STORM A PROFILE



811 Know what's below. Call before you dig.
CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

NORTH

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

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DATE:	10-08-24	
JOB NO.	18127	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

MINOR PUD AMENDMENT

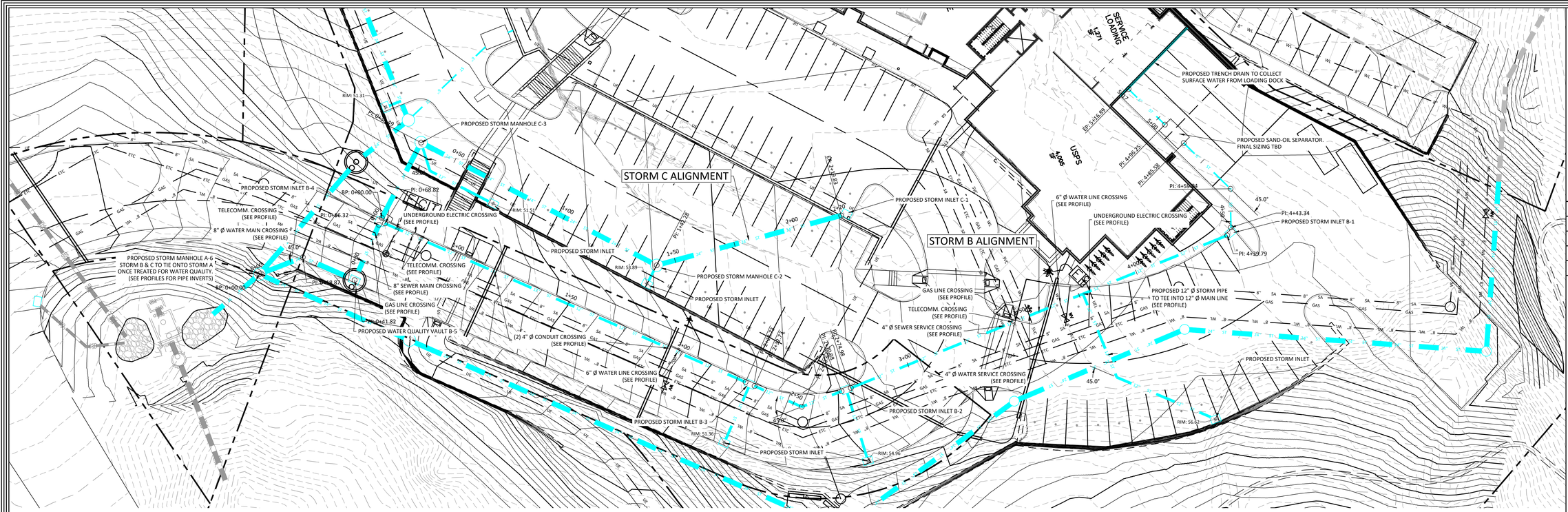
REGIONAL STAMP

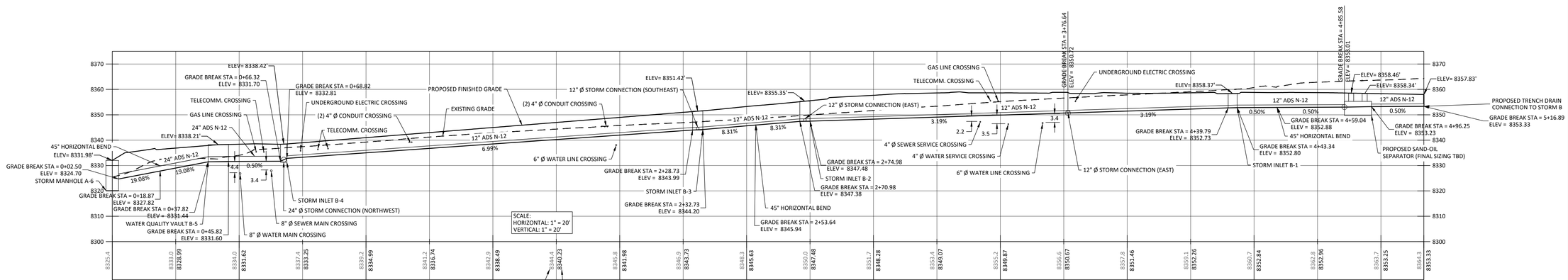
DATE	REVISION
00/00/00	XXX

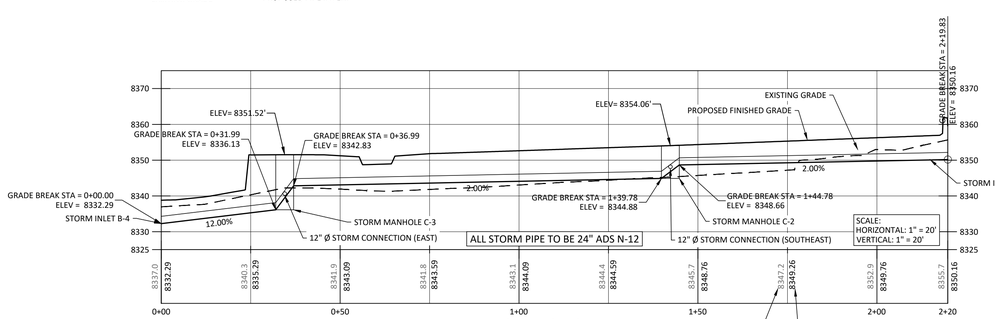
TITLE
STORM PLAN & PROFILE A

DRAWING NO.
C-3.1

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PLOT\18127-C3.0-STORM.DWG - Oct 07, 2024 - 1:57pm







GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

811 Know what's below. Call before you dig.
CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

SOPRIS ENGINEERING LLC
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DATE:	10-08-24	
JOB NO.	XXXXXX	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO
MINOR PUD AMENDMENT

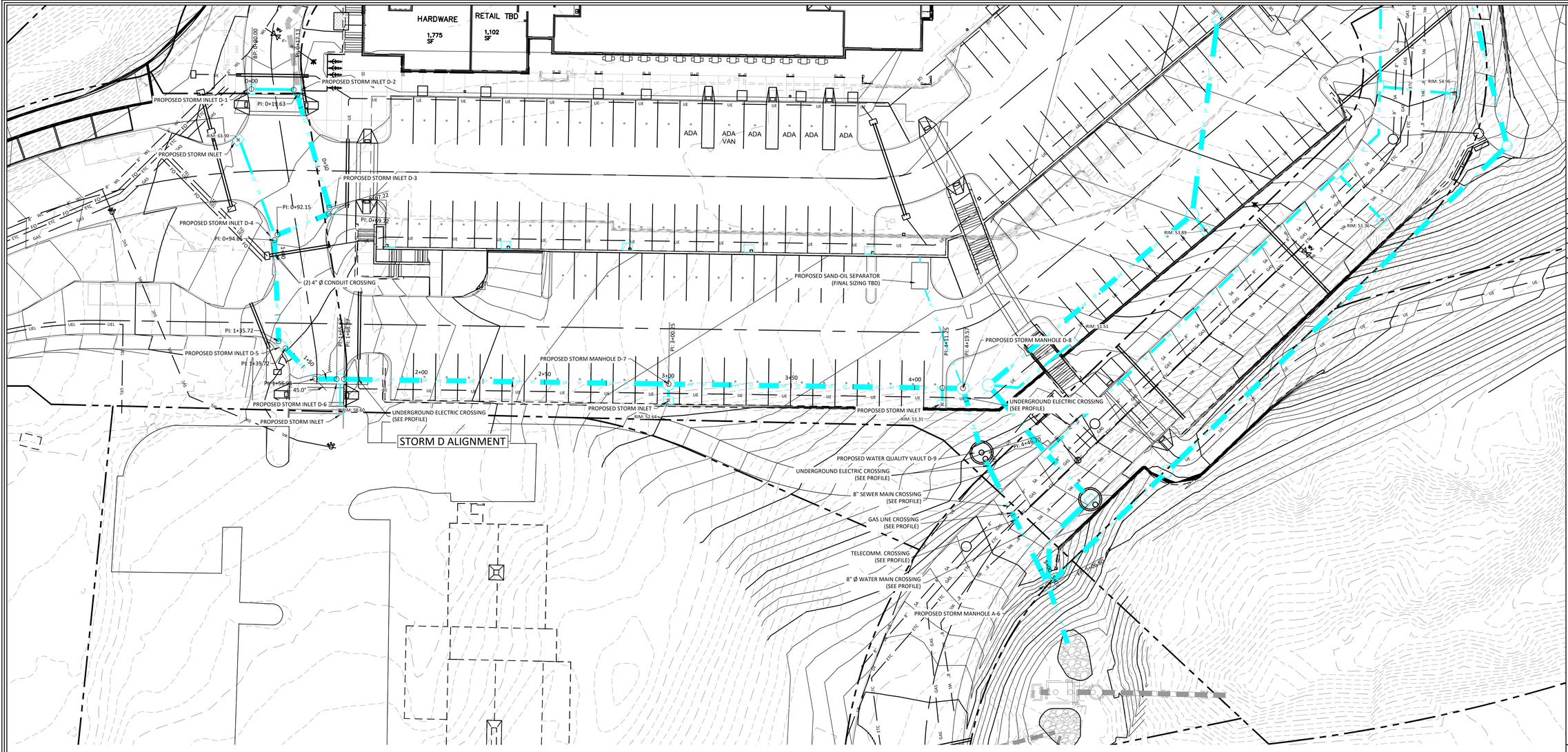
REGIONAL STAMP

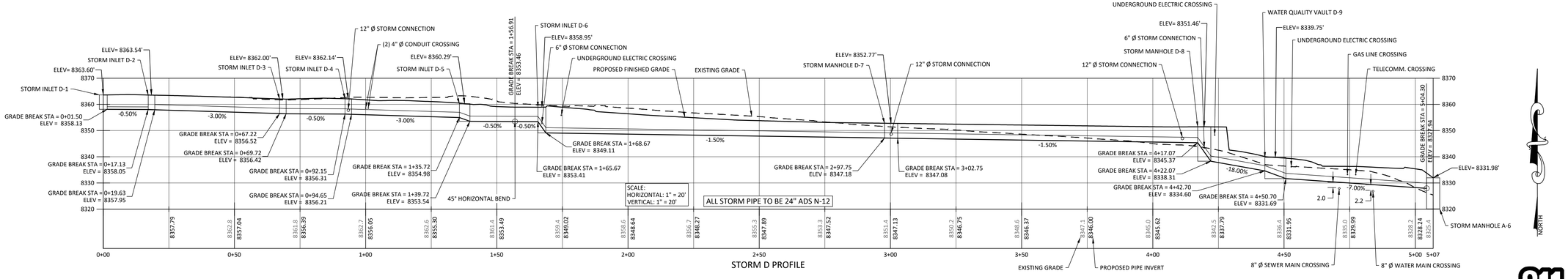
DATE	REVISION
00/00/00	XXX

TITLE
STORM PLAN & PROFILE B & C

DRAWING NO.
C-3.2

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PLOT\18127-C2.6-STORM.DWG - Oct 07, 2024 - 1:59pm





STORM D PROFILE

SCALE:
HORIZONTAL: 1" = 20'
VERTICAL: 1" = 20'

ALL STORM PIPE TO BE 24" ADS N-12

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

Know what's **below.** **Call** before you dig.

CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

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(970) 704-0311 • soprisengineering.com

DATE:	10-08-24	
JOB NO.	18127	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

MINOR PUD AMENDMENT

REGIONAL STAMP

DATE	REVISION
00/00/00	XXX

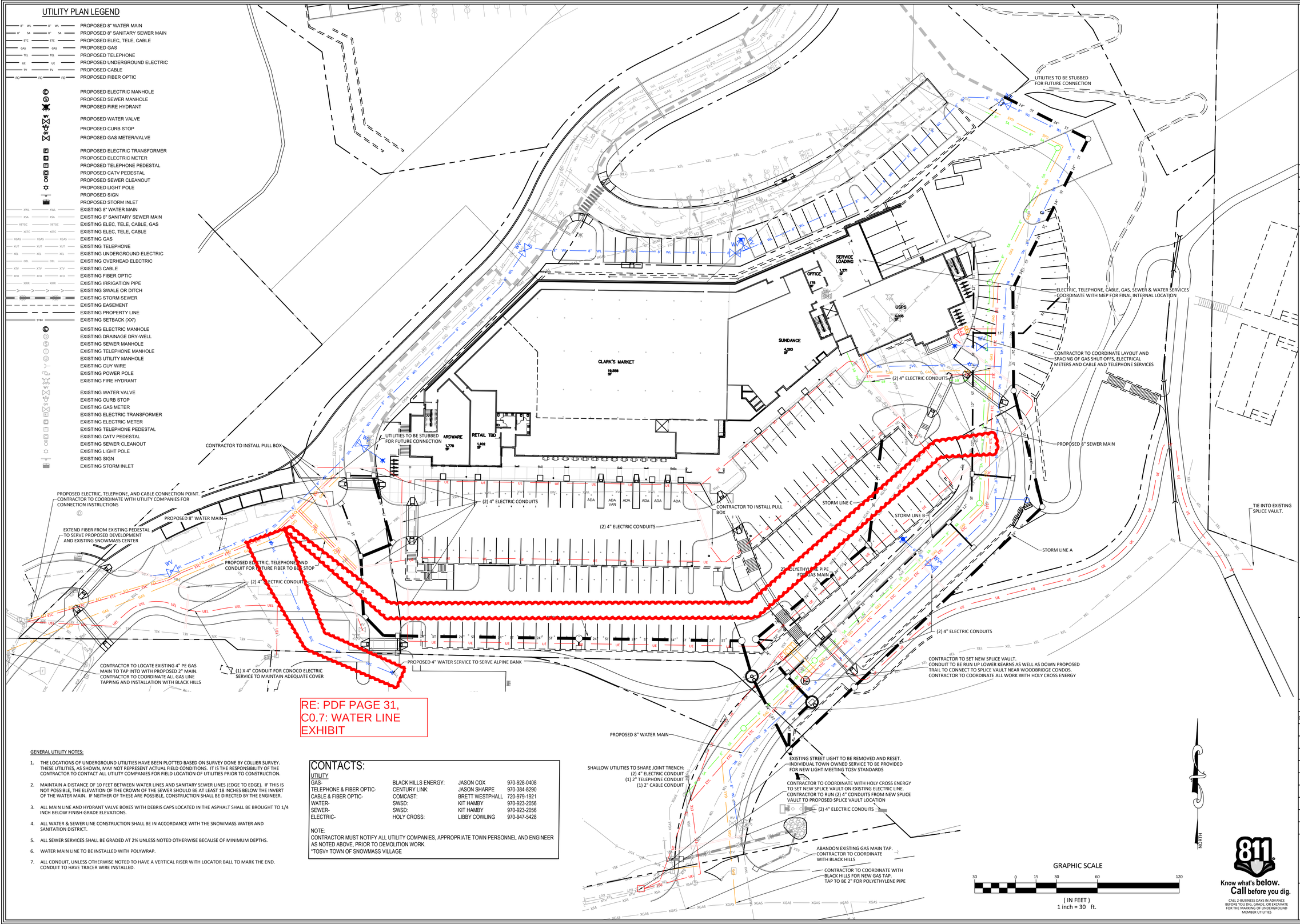
TITLE
STORM PLAN & PROFILE D

DRAWING NO.
C-3.3

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PLOT\18127-C3.0-STORM.DWG - Oct 07, 2024 - 1:58pm

UTILITY PLAN LEGEND

- PROPOSED 8" WATER MAIN
- PROPOSED 8" SANITARY SEWER MAIN
- PROPOSED ELEC, TELE, CABLE
- PROPOSED GAS
- PROPOSED TELEPHONE
- PROPOSED UNDERGROUND ELECTRIC
- PROPOSED CABLE
- PROPOSED FIBER OPTIC
- PROPOSED ELECTRIC MANHOLE
- PROPOSED SEWER MANHOLE
- PROPOSED FIRE HYDRANT
- PROPOSED WATER VALVE
- PROPOSED CURB STOP
- PROPOSED GAS METER/VALVE
- PROPOSED ELECTRIC TRANSFORMER
- PROPOSED ELECTRIC METER
- PROPOSED TELEPHONE PEDESTAL
- PROPOSED CATV PEDESTAL
- PROPOSED SEWER CLEANOUT
- PROPOSED LIGHT POLE
- PROPOSED SIGN
- PROPOSED STORM INLET
- EXISTING 8" WATER MAIN
- EXISTING 8" SANITARY SEWER MAIN
- EXISTING ELEC, TELE, CABLE, GAS
- EXISTING ELEC, TELE, CABLE
- EXISTING GAS
- EXISTING TELEPHONE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING OVERHEAD ELECTRIC
- EXISTING CABLE
- EXISTING FIBER OPTIC
- EXISTING IRRIGATION PIPE
- EXISTING SWALE OR DITCH
- EXISTING STORM SEWER
- EXISTING EASEMENT
- EXISTING PROPERTY LINE
- EXISTING SETBACK (XX')
- EXISTING ELECTRIC MANHOLE
- EXISTING DRAINAGE DRY-WELL
- EXISTING SEWER MANHOLE
- EXISTING TELEPHONE MANHOLE
- EXISTING UTILITY MANHOLE
- EXISTING GUY WIRE
- EXISTING POWER POLE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING CURB STOP
- EXISTING GAS METER
- EXISTING ELECTRIC TRANSFORMER
- EXISTING ELECTRIC METER
- EXISTING TELEPHONE PEDESTAL
- EXISTING CATV PEDESTAL
- EXISTING SEWER CLEANOUT
- EXISTING LIGHT POLE
- EXISTING SIGN
- EXISTING STORM INLET



RE: PDF PAGE 31, C0.7: WATER LINE EXHIBIT

GENERAL UTILITY NOTES:

1. THE LOCATIONS OF UNDERGROUND UTILITIES HAVE BEEN PLOTTED BASED ON SURVEY DONE BY COLLIER SURVEY. THESE UTILITIES, AS SHOWN, MAY NOT REPRESENT ACTUAL FIELD CONDITIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ALL UTILITY COMPANIES FOR FIELD LOCATION OF UTILITIES PRIOR TO CONSTRUCTION.
2. MAINTAIN A DISTANCE OF 10 FEET BETWEEN WATER LINES AND SANITARY SEWER LINES (EDGE TO EDGE). IF THIS IS NOT POSSIBLE, THE ELEVATION OF THE CROWN OF THE SEWER SHOULD BE AT LEAST 18 INCHES BELOW THE INVERT OF THE WATER MAIN. IF NEITHER OF THESE ARE POSSIBLE, CONSTRUCTION SHALL BE DIRECTED BY THE ENGINEER.
3. ALL MAIN LINE AND HYDRANT VALVE BOXES WITH DEBRIS CAPS LOCATED IN THE ASPHALT SHALL BE BROUGHT TO 1/4 INCH BELOW FINISH GRADE ELEVATIONS.
4. ALL WATER & SEWER LINE CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE SNOWMASS WATER AND SANITATION DISTRICT.
5. ALL SEWER SERVICES SHALL BE GRADED AT 2% UNLESS NOTED OTHERWISE BECAUSE OF MINIMUM DEPTHS.
6. WATER MAIN LINE TO BE INSTALLED WITH POLYWRAP.
7. ALL CONDUIT, UNLESS OTHERWISE NOTED TO HAVE A VERTICAL RISER WITH LOCATOR BALL TO MARK THE END. CONDUIT TO HAVE TRACER WIRE INSTALLED.

CONTACTS:

UTILITY			
GAS-	BLACK HILLS ENERGY:	JASON COX	970-928-0408
TELEPHONE & FIBER OPTIC-	CENTURY LINK:	JASON SHARPE	970-384-8290
CABLE & FIBER OPTIC-	COMCAST:	BRETT WESTPHALL	720-979-1921
WATER-	SWSD:	KIT HAMBY	970-923-2056
SEWER-	SWSD:	KIT HAMBY	970-923-2056
ELECTRIC-	HOLY CROSS:	LIBBY COWLING	970-947-5428

NOTE:
CONTRACTOR MUST NOTIFY ALL UTILITY COMPANIES, APPROPRIATE TOWN PERSONNEL AND ENGINEER AS NOTED ABOVE, PRIOR TO DEMOLITION WORK.
*TOSV= TOWN OF SNOWMASS VILLAGE

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

NORTH

Know what's below. Call before you dig.
CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

SOPRIS ENGINEERING LLC
502 MAIN STREET • SUITE A3 • CARBONDALE CO 81623
(970) 704-0311 • soprisengineering.com

DATE:	10-08-24	
JOB NO.	18127	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

MINOR PUD AMENDMENT

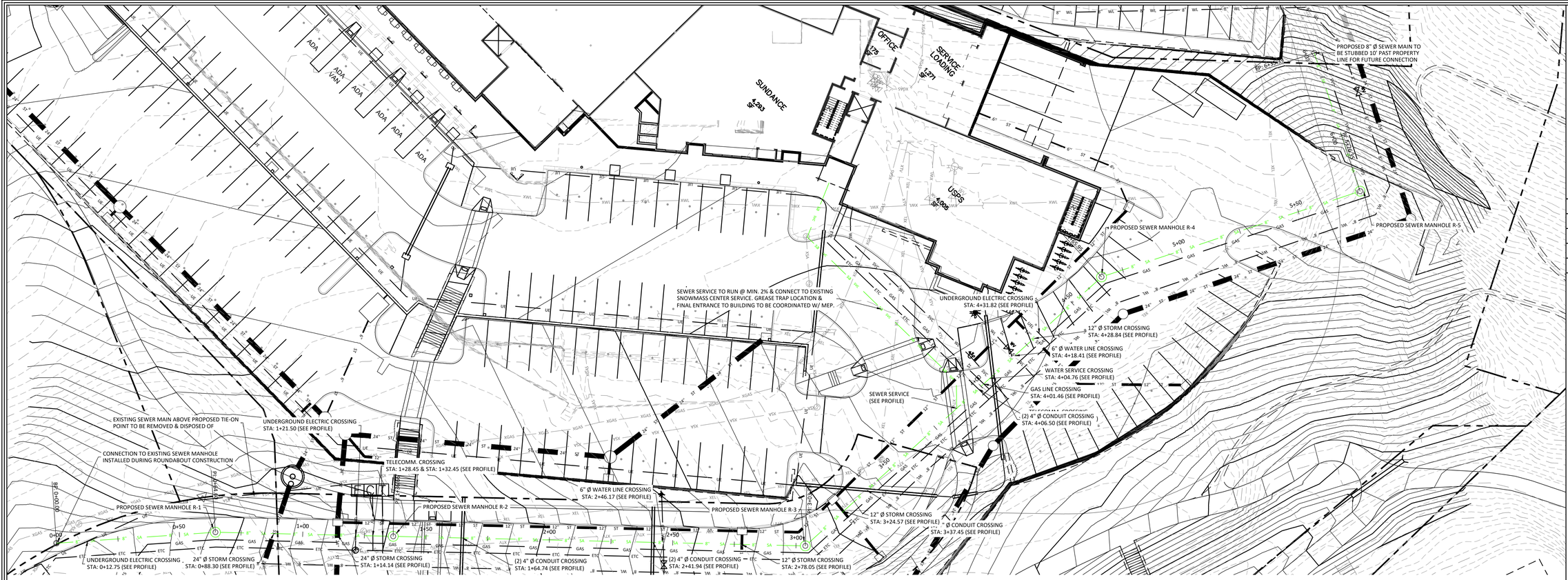
REGIONAL STAMP

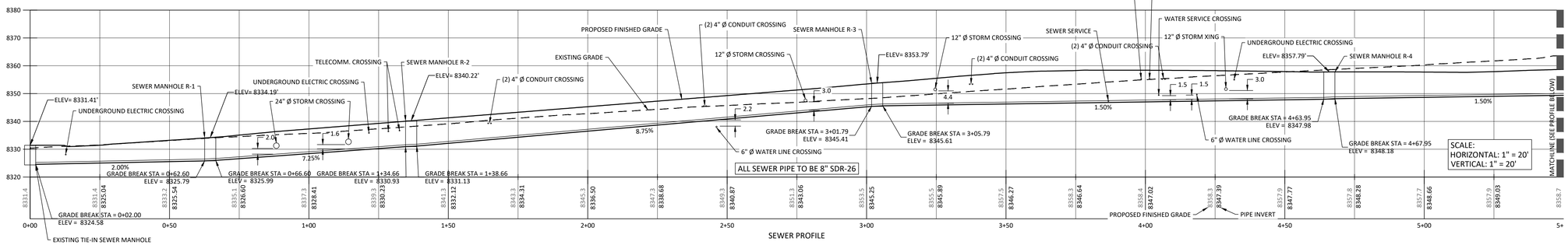
DATE	REVISION
00/00/00	XXX

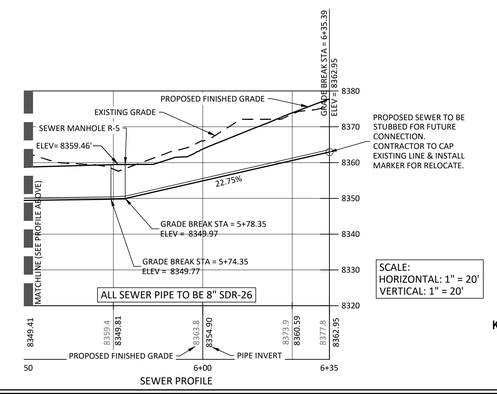
TITLE
MASTER UTILITY PLAN

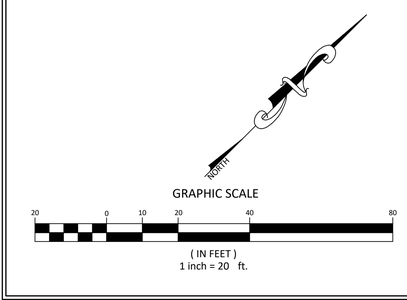
DRAWING NO.
C-4.0

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PLOT\18127-C4.0-UTILDWG - Oct 07, 2024 - 2:39pm









Know what's **below.** **Call** before you dig.

CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

SOPRIS ENGINEERING LLC
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(970) 704-0311 • soprisengineering.com

DATE:	10-08-24	
JOB NO.	18127	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

MINOR PUD AMENDMENT

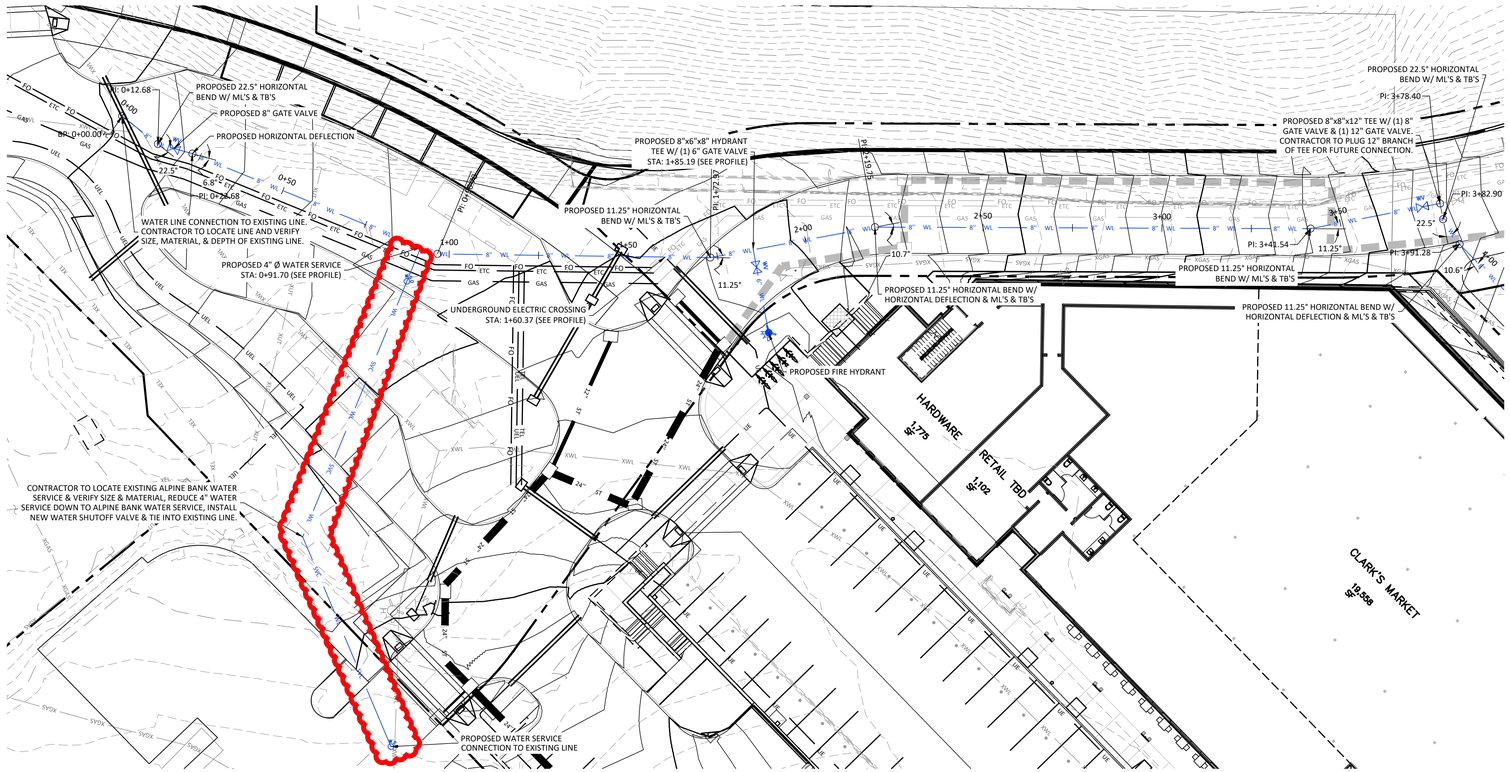
REGIONAL STAMP

DATE	REVISION
00/00/00	XXX

TITLE
SEWER PLAN & PROFILE

DRAWING NO.
C-4.1

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PLOT\18127-C4.0-UTIL.DWG - Oct 07, 2024 - 2:26pm



RE: PDF PAGE 31, C0.7: WATER LINE EXHIBIT

SOPRIS ENGINEERING LLC
502 MAIN STREET • SUITE A3 • CARBONDALE CO 81623
(970) 704-0311 • soprisengineering.com

DATE:	10-08-24	
JOB NO.	18127	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

MINOR PUD AMENDMENT

REGIONAL STAMP

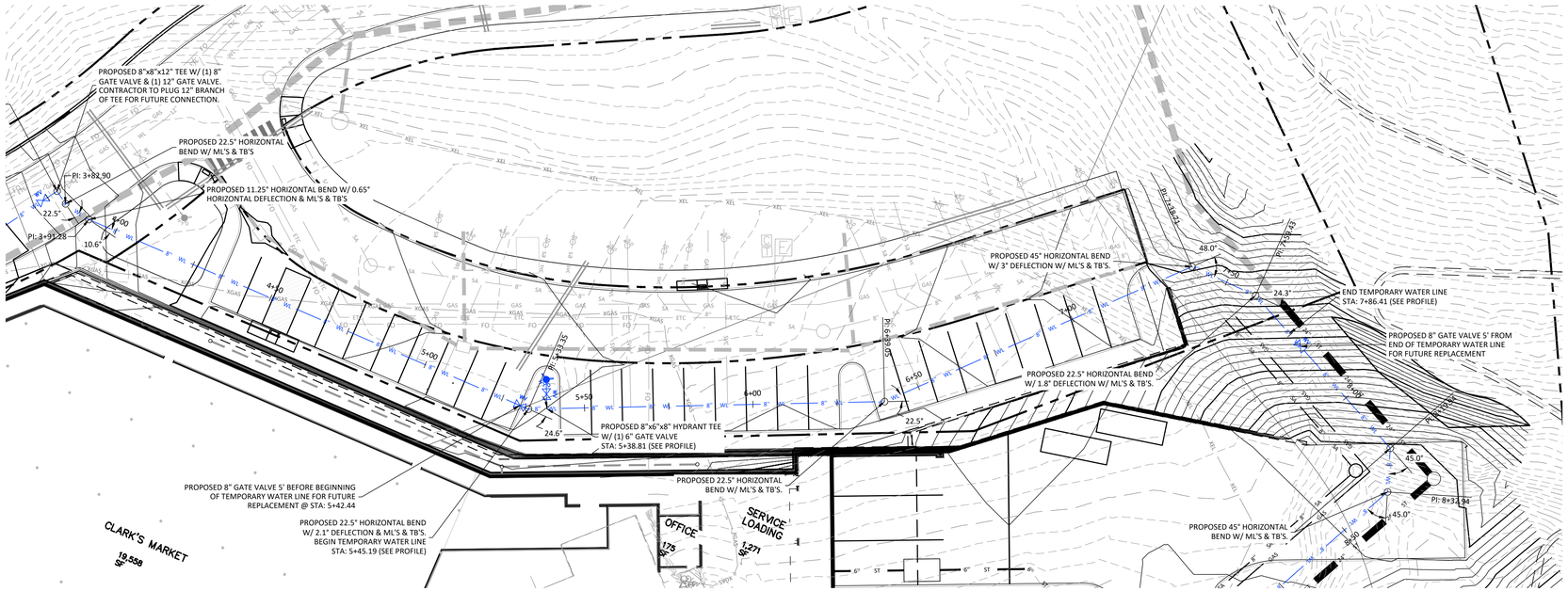
DATE	REVISION
00/00/00	XXX

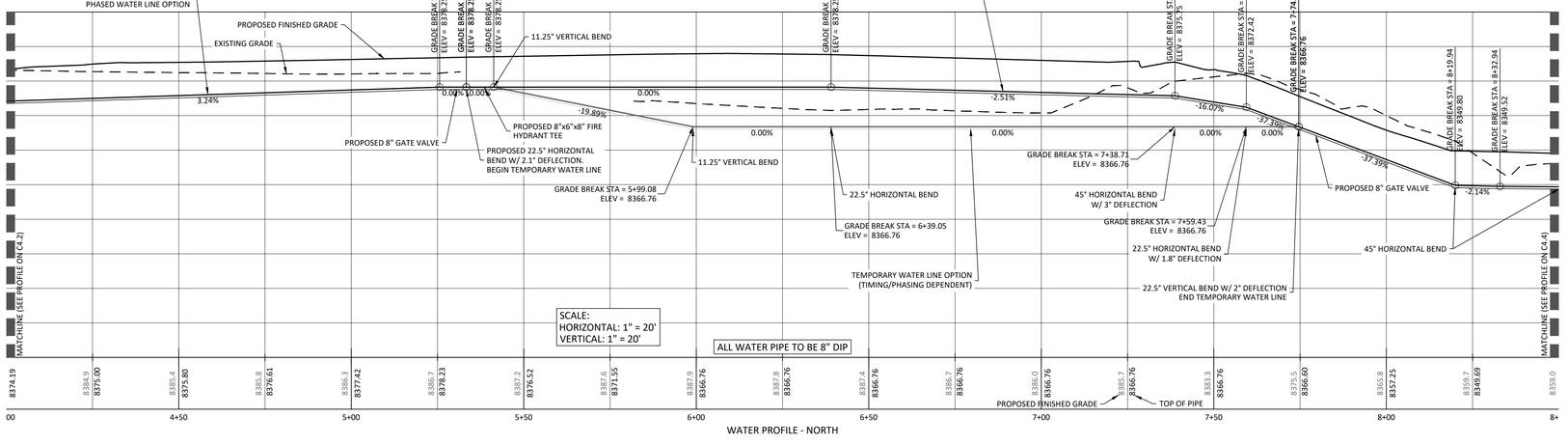
TITLE
WATER WEST PLAN & PROFILE

DRAWING NO.
C-4.2

Know what's below. Call before you dig.
CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PLOT\18127-C4.6-UTIL.DWG - Oct 07, 2024 - 2:39pm





WATER PROFILE - NORTH

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

811 Know what's below. Call before you dig.
CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

SOPRIS ENGINEERING LLC
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(970) 704-0311 • soprisengineering.com

DATE:	10-08-24	
JOB NO.	18127	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

MINOR PUD AMENDMENT

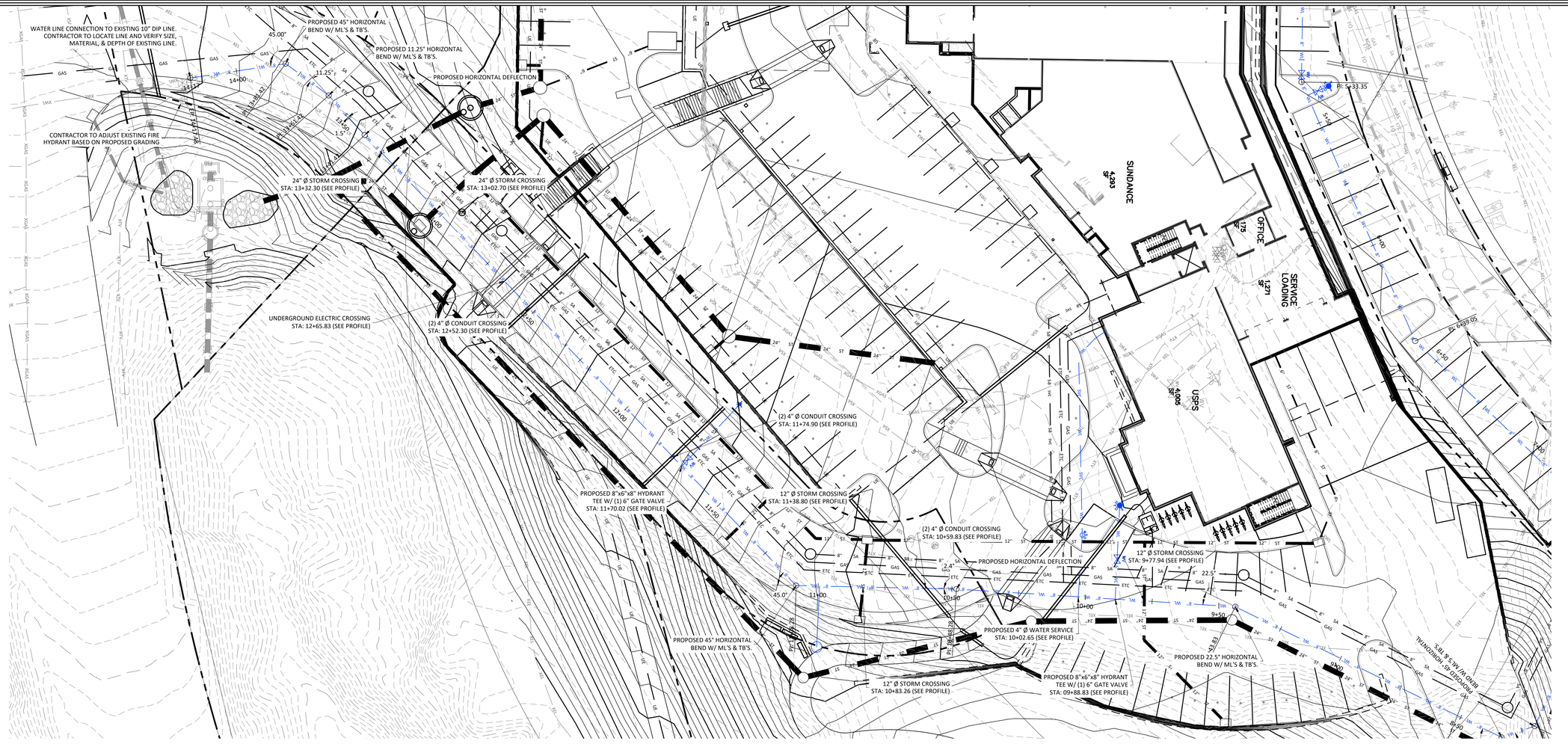
REGIONAL STAMP

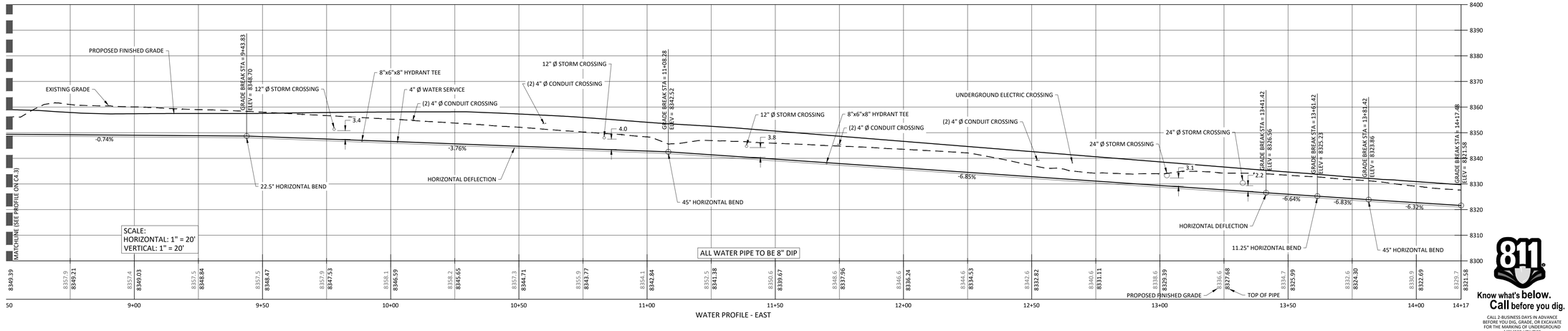
DATE	REVISION
00/00/00	XXX

TITLE
WATER NORTH PLAN & PROFILE

DRAWING NO.
C-4.3

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PLOT\18127-C4.0-UTILI.DWG - Oct 07, 2024 - 2:27pm





WATER PROFILE - EAST

811 Know what's below. Call before you dig.
CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

SOPRIS ENGINEERING LLC
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(970) 704-0311 • soprisengineering.com

DATE:	10-08-24	
JOB NO.	XXXXXX	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

MINOR PUD AMENDMENT

REGIONAL STAMP

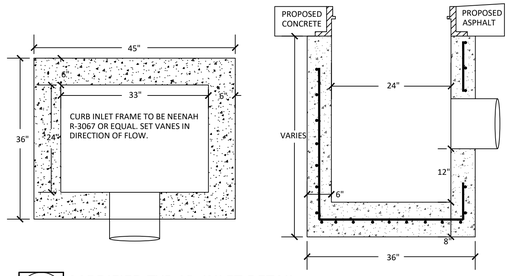
DATE	REVISION
00/00/00	XXX

TITLE
WATER EAST PLAN & PROFILE

DRAWING NO.
C-4.4

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PLOT\18127-C4.0-UTILDWGS - Oct 07, 2024 - 2:27pm

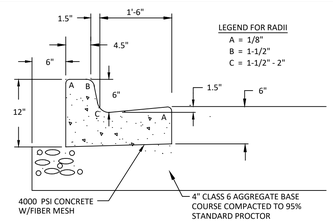
CURB INLET FRAME TO BE NEENAH R-3067 OR EQUAL.
SET VANES IN DIRECTION OF FLOW.



2 / C104 MODIFIED TYP 13 INLET DETAIL

SCALE: N.T.S.

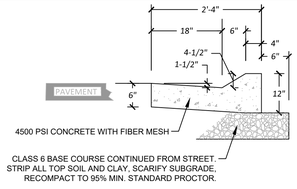
NOTES:
1. CONCRETE MUST CURE TO 4500 PSI STRENGTH IN 28 CONSECUTIVE DAYS
2. STEEL REINFORCEMENT;
   - #4 RE-BAR FOR FLOOR SLAB AT 8" CENTERS IN TWO HORIZONTAL DIRECTIONS (X AND Y)
   - #4 RE-BAR AT 9" CENTERS INSTALLED HORIZONTALLY AND VERTICALLY FOR WALLS



5 / C104 STANDARD CATCH CURB & GUTTER

SCALE: N.T.S.

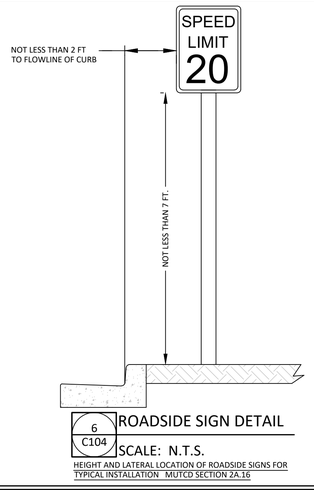
NOTES:
1. REPLACE EXISTING CURB TO NEAREST JOINT.
2. INSTALL EXPANSION JOINTS AT 200' SPACING.
3. CONSTRUCTION JOINTS TO BE EVERY 10', MATCH TO SIDEWALK JOINTS.
4. STRIP ALL TOPSOIL SCARIFY AND RECOMPACT SUBGRADE A MINIMUM OF 8" DEPTH TO 95% STANDARD PROCTOR.



10 / C104 MOUNTABLE CURB & GUTTER

SCALE: N.T.S.

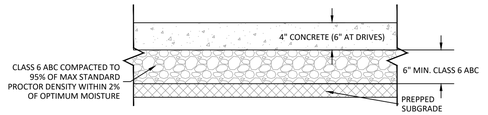
NOTES:
1. CONTRACTOR TO STRIP ALL TOPSOIL, SCARIFY AND RE-COMPACT AS REQUIRED TO ACCOMMODATE REQUIRED CONCRETE SECTION AND COMPACT SUBGRADE TO AT LEAST 95% OF MAXIMUM STANDARD PROCTOR DENSITY.
2. AGGREGATE BASE COURSE SHALL BE LAID IN THIN LIFTS NOT TO EXCEED 6-INCHES, MOISTURE TREATED TO WITHIN 2 PERCENT OF OF OPTIMUM MOISTURE CONTENT, AND COMPACTED TO AT LEAST 95% OF MAXIMUM STANDARD PROCTOR DENSITY.



6 / C104 ROADSIDE SIGN DETAIL

SCALE: N.T.S.

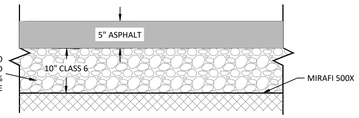
HEIGHT AND LATERAL LOCATION OF ROADSIDE SIGNS FOR TYPICAL INSTALLATION MUTCD SECTION 2A.16



7 / C104 TYPICAL CONCRETE PAVEMENT SECTION

SCALE: N.T.S.

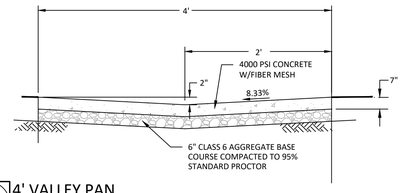
NOTES:
1. CONTRACTOR TO STRIP ALL TOPSOIL, SCARIFY SUBGRADE TO A DEPTH OF 8", MOISTURE TREATED TO WITHIN 2 PERCENT OF OF OPTIMUM MOISTURE CONTENT, AND RE-COMPACT TO AT LEAST 95% OF MAXIMUM STANDARD PROCTOR DENSITY.
2. AGGREGATE BASE COURSE SHALL BE LAID IN THIN LIFTS NOT TO EXCEED 6-INCHES, MOISTURE TREATED TO WITHIN 2 PERCENT OF OF OPTIMUM MOISTURE CONTENT, AND COMPACTED TO AT LEAST 95% OF MAXIMUM STANDARD PROCTOR DENSITY.
3. THE SUBGRADE & BASE COURSE SHALL BE PROOF ROLLED AFTER THE REQUIRED COMPACTION HAS BEEN OBTAINED AND THE SUBGRADE HAS BEEN SHAPED TO THE REQUIRED CROSS SECTION. PROOF ROLLING SHALL BE PERFORMED IN ACCORDANCE WITH CDOT SPECIFICATIONS WITH A VEHICLE WITH A MINIMUM AXLE LOAD OF 18 kips PER AXLE AND OBSERVED BY PROJECT ENGINEER AND/OR PROJECT GEOTECHNICAL ENGINEER.
4. THE PUBLIC PEDESTRIAN AREAS HAVE BEEN DESIGNED PER THE AMERICAN'S WITH DISABILITIES ACT (ADA) STANDARDS. THE ADA CORRIDORS HAVE BEEN DESIGNED WITH A MAXIMUM CROSS SLOPE OF 2%. THE CONTINUOUS LONGITUDINAL SLOPES ARE ALL LESS THAN THE MAXIMUM 5% (1:20) SLOPE. HANDICAP PEDESTRIAN AREAS SHALL BE CONSTRUCTED TO MEET ALL ADA STANDARDS AND SPECIFICATIONS, INCLUDING, BUT NOT LIMITED TO; ACCESS WIDTHS, CROSS SLOPE, LONGITUDINAL SLOPE, CHANGE IN LEVEL, SLOT OPENINGS, SURFACE TEXTURE, AND SCORE JOINT WIDTHS.



8 / C104 TYPICAL ASPHALT PAVEMENT DETAIL

SCALE: N.T.S.

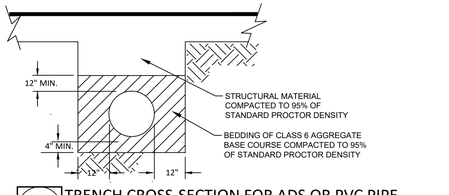
NOTES:
1. CONTRACTOR TO STRIP ALL TOPSOIL, SCARIFY SUBGRADE TO A DEPTH OF 8", MOISTURE TREATED TO WITHIN 2 PERCENT OF OF OPTIMUM MOISTURE CONTENT, AND RE-COMPACT TO AT LEAST 95% OF MAXIMUM STANDARD PROCTOR DENSITY.
2. DESIGN MIX TO BE SUBMITTED TO ENGINEER FOR APPROVAL.
3. THE EXISTING SUBBASE SHALL BE PROOF ROLLED AFTER THE REQUIRED COMPACTION HAS BEEN OBTAINED AND THE SUBGRADE HAS BEEN SHAPED TO THE REQUIRED CROSS SECTION. PROOF ROLLING SHALL BE PERFORMED IN ACCORDANCE WITH CDOT SPECIFICATIONS WITH A VEHICLE WITH A MINIMUM AXLE LOAD OF 18 kips PER AXLE AND OBSERVED BY PROJECT ENGINEER AND/OR PROJECT GEOTECHNICAL ENGINEER.



9 / C104 4' VALLEY PAN

SCALE: N.T.S.

NOTES:
1. CONTRACTOR TO STRIP ALL TOPSOIL, SCARIFY SUBGRADE TO A DEPTH OF 8", MOISTURE TREATED TO WITHIN 2 PERCENT OF OF OPTIMUM MOISTURE CONTENT, AND RE-COMPACT TO AT LEAST 95% OF MAXIMUM STANDARD PROCTOR DENSITY.
2. AGGREGATE BASE COURSE SHALL BE LAID IN THIN LIFTS NOT TO EXCEED 6-INCHES, MOISTURE TREATED TO WITHIN 2 PERCENT OF OF OPTIMUM MOISTURE CONTENT, AND COMPACTED TO AT LEAST 95% OF MAXIMUM STANDARD PROCTOR DENSITY.

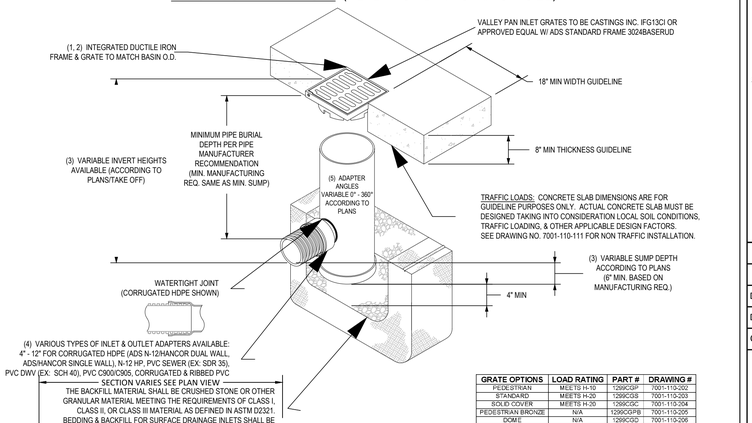


1 / C104 TRENCH CROSS-SECTION FOR ADS OR PVC PIPE

SCALE: N.T.S.

NOTES:
1. CONTRACTOR TO STRIP ALL TOPSOIL, SCARIFY AND RE-COMPACT AS REQUIRED TO ACCOMMODATE REQUIRED CONCRETE SECTION AND COMPACT SUBGRADE TO AT LEAST 95% OF MAXIMUM STANDARD PROCTOR DENSITY.
2. AGGREGATE BASE COURSE SHALL BE LAID IN THIN LIFTS NOT TO EXCEED 6-INCHES, MOISTURE TREATED TO WITHIN 2 PERCENT OF OF OPTIMUM MOISTURE CONTENT, AND COMPACTED TO AT LEAST 95% OF MAXIMUM STANDARD PROCTOR DENSITY.

NYLOPLAST DRAIN BASIN: (REFER TO PLAN FOR BASIN SIZE)



GRATE OPTIONS	LOAD RATING	PART #	DRAWING #
PEDESTRIAN	MEETS H-10	1299CGP	7001-110-202
STANDARD	MEETS H-20	1299CGS	7001-110-203
SOLID COVER	MEETS H-20	1299CGC	7001-110-204
PEDESTRIAN BRONZE	N/A	1299CGPB	7001-110-205
DOME	N/A	1299CGD	7001-110-206
DROP IN GRATE	LIGHT DUTY	1201DI	7001-110-021

1 - GRATES/SOLID COVER SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05, WITH THE EXCEPTION OF THE BRONZE GRATE.
2 - FRAMES SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05
3 - DRAIN BASIN TO BE CUSTOM MANUFACTURED ACCORDING TO PLAN DETAILS. RISERS ARE NEEDED FOR BASINS OVER 84" DUE TO SHIPPING RESTRICTIONS. SEE DRAWING NO. 7001-110-065
4 - DRAINAGE CONNECTION STUB JOINT TIGHTNESS SHALL CONFORM TO ASTM D3212 FOR CORRUGATED HDPE (ADS N-12/HANCOR DUAL WALL), N-12 HP, & PVC SEWER.
5 - ADAPTERS CAN BE MOUNTED ON ANY ANGLE 0° TO 360°. TO DETERMINE MINIMUM ANGLE BETWEEN ADAPTERS SEE DRAWING NO. 7001-110-012.

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DRAWN BY	EBC	MATERIAL	
DATE	03-29-06		
REVISED BY	NMH	PROJECT NO./NAME	
DATE	03-11-16		
DWG SIZE	A	SCALE 1:20	SHEET 1 OF 1

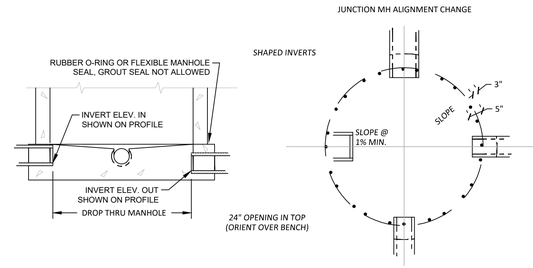
Nyloplast
3130 VERONA AVE
BUFORD, GA 30518
PHN (770) 932-2443
FAX (770) 932-2490
www.nyloplast-us.com

TITLE: 12 IN DRAIN BASIN QUICK SPEC INSTALLATION DETAIL
DWG NO: 7001-110-189 REV E

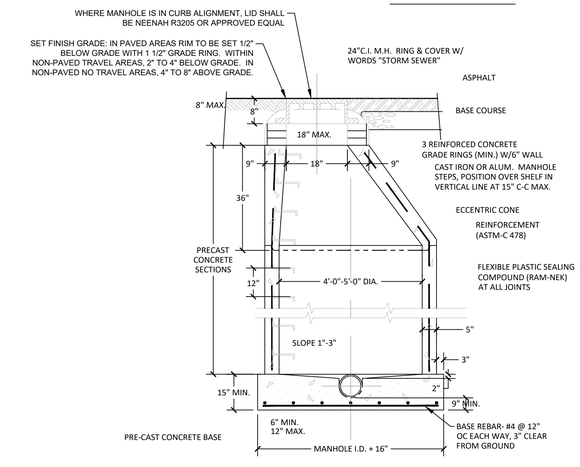
13 / C104

SCALE: N.T.S.

JUNCTION MH ALIGNMENT CHANGE



TYPICAL INVERTS



TYPICAL MANHOLE SECTION

4 / C104 TYPICAL STORM OR IRRIGATION MANHOLE DETAIL

SCALE: N.T.S.

PIPE I.D.	MANHOLE I.D.
18" & SMALLER	4'-0"
21" TO 36"	5'-0"

NOTES:
1. MANHOLE BARREL MINIMUM DIAMETER SHALL CONFORM TO TABLE.
2. SHAPING FOR SMOOTH MANHOLE INVERTS MAY BE DONE BY FORMING OR SHAPING WITH CEMENT MORTAR.
3. THE MANHOLE STEPS SHALL BE SIMILAR AND EQUAL TO ALCOA ALUMINUM CO. NO. 126538.
4. PRECAST SECTIONS TO CONFORM TO ASTM C-478.
5. *RUBBER O-RING OR FLEXIBLE MANHOLE SEAL* REQUIRED AT MANHOLE WALL.

SOPRIS ENGINEERING LLC
502 MAIN STREET • SUITE A3 • CARBONDALE CO 81623
(970) 704-0311 • soprisengineering.com

DATE:	10-08-24	
JOB NO.	18127	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

MINOR PUD AMENDMENT

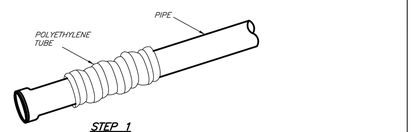
REGIONAL STAMP

DATE	REVISION
00/00/00	XXX

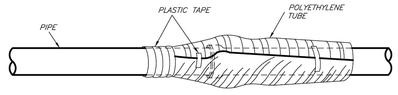
TITLE: SITE DETAILS

DRAWING NO. C-5.0

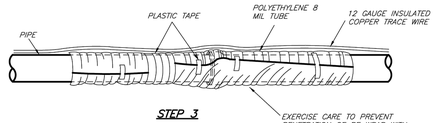
G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\SHEETS\18127-C5.0-DETAILS.DWG - Oct 07, 2024 - 7:28am



STEP 1



STEP 2



STEP 3

POLYETHYLENE WRAP

FIELD INSTALLATION – POLYETHYLENE WRAP
WHERE SPECIFICALLY REQUIRED FOR SOIL APPLICATIONS

STEP 1 – PLACE TUBE OF POLYETHYLENE MATERIAL ON PIPE PRIOR TO LOWERING IT INTO PLACE

STEP 2 – PULL THE TUBE OVER THE LENGTH OF THE PIPE. TAPE TUBE TO PIPE AT JOINT. FOLD MATERIAL AROUND THE ADJACENT SPIGOT END AND WRAP WITH TAPE TO HOLD THE PLASTIC TUBE IN PLACE.

STEP 3 – OVERLAP FIRST TUBE WITH ADJACENT TUBE AND SECURE WITH PLASTIC ADHESIVE TAPE. THE POLYETHYLENE TUBE MATERIAL COVERING THE PIPE SHALL BE LOOSE. EXCESS MATERIAL SHALL BE NEATLY DRAWN UP AROUND THE PIPE BARREL, FOLDED ON TOP OF PIPE AND TAPED IN PLACE.

DETAIL "W01"

Prepared By: SGM SNOWMASS WATER & SAN. DISTRICT Date: 10/03/13 By: FBLACKWELDER

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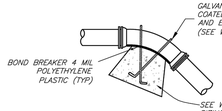
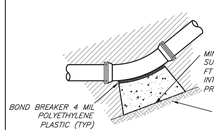
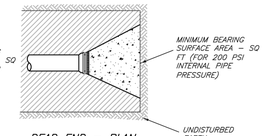


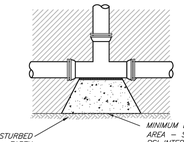
VERTICAL THRUST BLOCK – SECTION



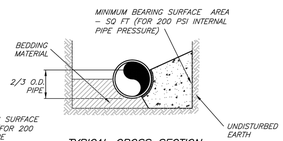
BENDS – PLAN



DEAD END – PLAN



TEE – PLAN



TYPICAL CROSS SECTION

MINIMUM BEARING SURFACE (SF) FOR 200 PSI AND LESS

SIZE OF PIPE	BENDS 11-1/4°	22-1/2°	45°	90°	TEE OR DEAD END
6"	1.3	2.5	5.0	9.0	6.4
8"	1.3	2.5	5.0	9.0	6.4
10"	1.9	3.8	7.4	13.7	9.7
12"	2.7	5.4	10.5	19.3	13.7
16"	4.7	9.3	9.1	33.6	23.8
20"	7.2	14.3	28.0	51.8	36.6

MINIMUM BEARING SURFACE (SF) FOR 250 PSI AND LESS

SIZE OF PIPE	BENDS 11-1/4°	22-1/2°	45°	90°	TEE OR DEAD END
6"	1.6	3.1	6.2	11.4	8.0
8"	1.6	3.1	6.2	11.4	8.0
10"	2.4	4.7	9.25	17.1	12.0
12"	3.4	6.7	13.1	24.2	17.1
16"	5.8	11.6	22.7	42.0	29.7
20"	9.0	17.9	35.0	64.8	45.8

CONCRETE THRUST BLOCKS

NOTES:
1. FOR 200 PSI INTERNAL PRESSURE, INCLUDING WATER HAMMER
2. MEGALUG RESTRAINTS MAY BE USED IN CONJUNCTION WITH THRUST BLOCKS WITH PRIOR APPROVAL FROM THE DISTRICT
3. MINIMUM AREA REQUIRED WILL BE THAT OF AN 8-INCH MAIN
4. ALL THRUST BLOCKS SHALL BE FORMED. THE MINIMUM THICKNESS FORM MATERIAL SHALL BE 3/8" PLYWOOD
5. BEARING AREA BASED ON SOIL BEARING PRESSURE OF 2000 LB/SF
6. CONCRETE SHALL HAVE A 28 DAY COMPRESSION STRENGTH OF 3000 PSI

DETAIL "W02"

Prepared By: SGM SNOWMASS WATER & SAN. DISTRICT Date: 10/03/13 By: FBLACKWELDER

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VOLUME OF THRUST BLOCK IN CUBIC YARDS (VERTICAL DOWNWARD BENDS)

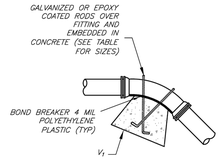
FITTING SIZE (IN)	V_1 45° BEND (CY)	22 1/2° BEND (CY)	11 1/4° BEND (CY)	ROD SIZE	EMBEDMENT (FT)
6	2.0	1.1	0.5	#6	2.5
8	2.0	1.1	0.5	#6	2.5
10	3.1	1.7	0.9	#6	2.5
12	4.4	2.4	1.2	#6	2.5
14	6.1	3.3	1.7	#8	3.0
16	7.9	4.3	2.2	#8	3.0

VERTICAL DOWNWARD BENDS:

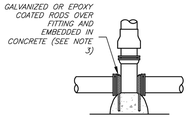
1. VERTICAL BENDS THAT REQUIRE A THRUST BLOCK VOLUME EXCEEDING 5 CUBIC YARDS, REQUIRE SPECIAL BLOCKING DETAILS. SEE DRAWINGS FOR VOLUMES SHOWN TO LEFT OF HEAVY BOLD LINE IN TABLE.
2. THRUST BLOCK VOLUMES (IN TABLE) FOR VERTICAL DOWNWARD BENDS HAVING UPWARD RESULTANT THRUSTS ARE BASED ON TEST PRESSURE OF 150 PSI, THE WEIGHT OF CONCRETE = 4050 LBS/CUBIC YARD, AND A SAFETY FACTOR OF 1.5. TO COMPUTE VOLUMES FOR DIFFERENT TEST PRESSURES AND CONCRETE WEIGHTS, USE THE FOLLOWING EQUATION:

VOLUME = (TEST PRESSURE / 150) X (4050 / CONCRETE WEIGHT) X (TABLE VALUE)

3. VOLUME OF THRUST BLOCK IN CUBIC YARDS FOR VALVES SHALL BE THE SAME VOLUME USED FOR 11 1/4 BENDS.



VERTICAL DOWNWARD BEND

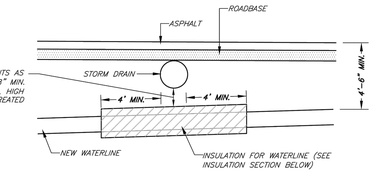


VALVE

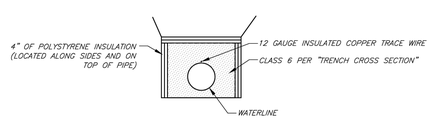
DETAIL "W03"

Prepared By: SGM SNOWMASS WATER & SAN. DISTRICT Date: 10/03/13 By: FBLACKWELDER

File: I:\2013\13-321 SNOWMASS #&SD\101 MISCELLANEOUS ENGINEERING SERVICES\09 RULES AND REGULATIONS\DETAILS\DWG\W03-VERTTHRUSTBLK



ELEVATION WATERLINE/CULVERT CROSSING
NO SCALE



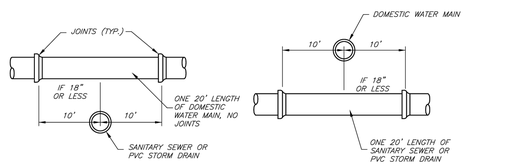
INSULATION SECTION
NO SCALE

INSULATION DETAIL

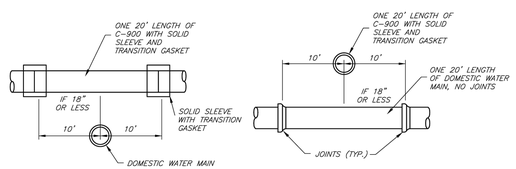
DETAIL "W11"

Prepared By: SGM SNOWMASS WATER & SAN. DISTRICT Date: 10/03/13 By: FBLACKWELDER

File: I:\2013\13-321 SNOWMASS #&SD\101 MISCELLANEOUS ENGINEERING SERVICES\09 RULES AND REGULATIONS\DETAILS\DWG\W11-INSULATION



WATER MAIN ABOVE



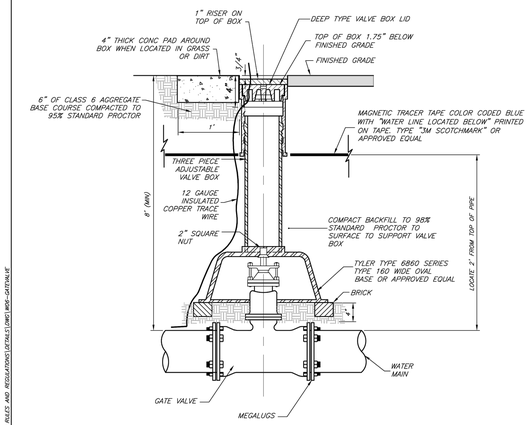
WATER MAIN BELOW

WATER/SEWER CROSSING

DETAIL "W13"

Prepared By: SGM SNOWMASS WATER & SAN. DISTRICT Date: 10/03/13 By: FBLACKWELDER

File: I:\2013\13-321 SNOWMASS #&SD\101 MISCELLANEOUS ENGINEERING SERVICES\09 RULES AND REGULATIONS\DETAILS\DWG\W13-EXCASSY--SW



TYPICAL GATE VALVE

NOTES:
1. ALL VALVES ADJACENT TO FITTING SHALL BE MJ. IN LINE VALVES TO BE MJ x MJ. DESIGN LOCATIONS OF VALVES ARE OUTSIDE OF CONCRETE, CURB/GUTTER AND VALLEY PANS.
2. INSTALLED VALVES WHICH CONFLICT WITH CONCRETE AREAS SHALL BE RELOCATED AT THE CONTRACTOR'S EXPENSE.
3. THIS DETAIL DOES NOT APPLY TO HYDRANT ASSEMBLY VALVES.
4. INSTALL VALVE STEM EXTENSION AS NEEDED TO INSURE THE DISTANCE FROM VALVE BOX LID TO TOP OF NUT SHALL NOT EXCEED 5'-0"
5. THE TRACER WIRE SHALL BE EXTENDED TO THE SURFACE AT ALL VALVES AND FIRE HYDRANTS. THE WIRE SHALL BE EXTENDED TOWARDS THE GROUND ON THE OUTSIDE OF THE VALVE BOX UNTIL THE WIRE IS WITHIN FOUR INCHES (4") OF THE TOP OF THE LID, AT WHICH POINT IT SHALL BE BROUGHT BACK INSIDE THE BOX AND SECURELY FASTENED. SUFFICIENT SLACK IN THE OUTSIDE OF THE WIRE SHALL BE PROVIDED TO COMPENSATE FOR ANY FUTURE ADJUSTMENT TO THE VALVE BOX.
6. ADD SOLID PIPE FOR VALVE BOX OVER 9 FEET

DETAIL "W06"

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File: I:\2013\13-321 SNOWMASS #&SD\101 MISCELLANEOUS ENGINEERING SERVICES\09 RULES AND REGULATIONS\DETAILS\DWG\W06-GATEVALVE

SOPRIS ENGINEERING LLC
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DATE: 10-08-24
JOB NO. 18127

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DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO
MINOR PUD AMENDMENT

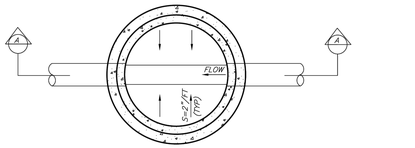
REGIONAL STAMP

DATE	REVISION
00/00/00	XXX

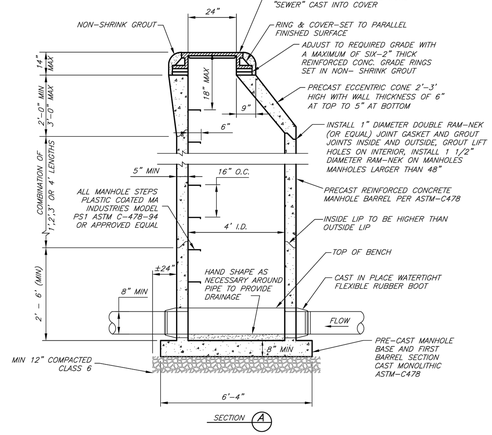
TITLE
WATER DETAILS

DRAWING NO.
C-5.1

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PLOT\2024-DWG\18127-C5.0-DETAILS.DWG - Oct 07, 2024 - 7:29am



PLAN



STANDARD MANHOLE

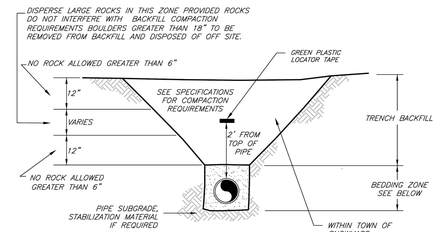
GENERAL NOTES:

1. ALL CONCRETE WORK SHALL COMPLY WITH LATEST CI-318 SPECIFICATIONS
2. USE 5' I.D. WHEN PIPE SIZE 15"- 24".
3. SET ECCENTRIC MANHOLE RIM SECTION SO THAT THE RIM IS AWAY FROM THE EDGE OF ASPHALT AS MUCH AS POSSIBLE.

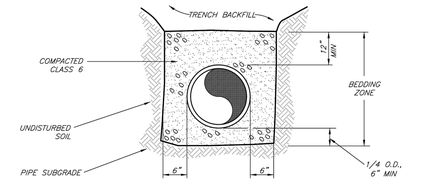
DETAIL "S01"

File: I:\2017\2017-321 SNOWMASS #8630\001 MISCELLANEOUS ENGINEERING SERVICES\09 RULES AND REGULATIONS\DETAILS\DWG\SDR-SSTMHP-04

Prepared By: SGM SNOWMASS WATER & SAN. DISTRICT Date: 10/03/13 By: FBLACKWELDER



TRENCH ZONES



PIPE BEDDING ZONE

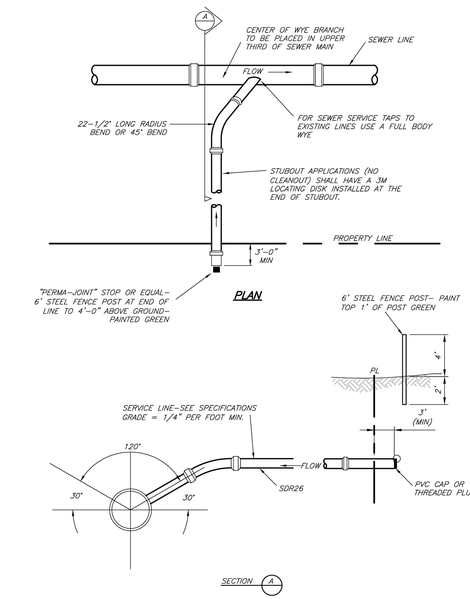
SEWER PIPE BEDDING

NOTE: 3/4 SCREENED ROCK IN WET AREAS IN PLACE OF CLASS 6 ONLY APPROVED AS NEEDED

DETAIL "S05"

File: I:\2017\2017-321 SNOWMASS #8630\001 MISCELLANEOUS ENGINEERING SERVICES\09 RULES AND REGULATIONS\DETAILS\DWG\SSS-SEWERBEDDED-2C

Prepared By: SGM SNOWMASS WATER & SAN. DISTRICT Date: 10/03/13 By: FBLACKWELDER



PLAN

SEWER SERVICE CONNECTION

NOTES:

1. MINIMUM SEPARATION BETWEEN TAPS SHALL BE 18"
2. BACKFILL UNDER WYE TO BE CLASS 6 AGGREGATE BASE COURSE. 95% COMPACTION DENSITY PER ASTM D-698.

DETAIL "S06"

File: I:\2017\2017-321 SNOWMASS #8630\001 MISCELLANEOUS ENGINEERING SERVICES\09 RULES AND REGULATIONS\DETAILS\DWG\SSW-SEWERSTACKOW-0F

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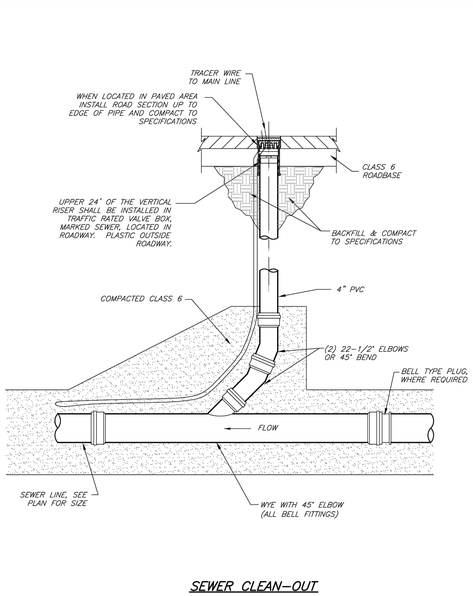

SEWER CLEAN-OUT

NOTES:

1. FOR SKIWAY APPLICATIONS WHERE MANHOLE AND RINGS ARE USED TO COVER CLEANOUT, 3M LOCATING DISK SHALL ALSO BE INSTALLED 1' TO 2' BELOW MANHOLE.
2. MUST BE TRAFFIC RATED IF INSTALLED IN TRAFFIC AREAS.

DETAIL "S08"

File: I:\2017\2017-321 SNOWMASS #8630\001 MISCELLANEOUS ENGINEERING SERVICES\09 RULES AND REGULATIONS\DETAILS\DWG\SSS-SEWERMCO-2C

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SNOWMASS CENTER REDEVELOPMENT
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REGIONAL STAMP

DATE	REVISION
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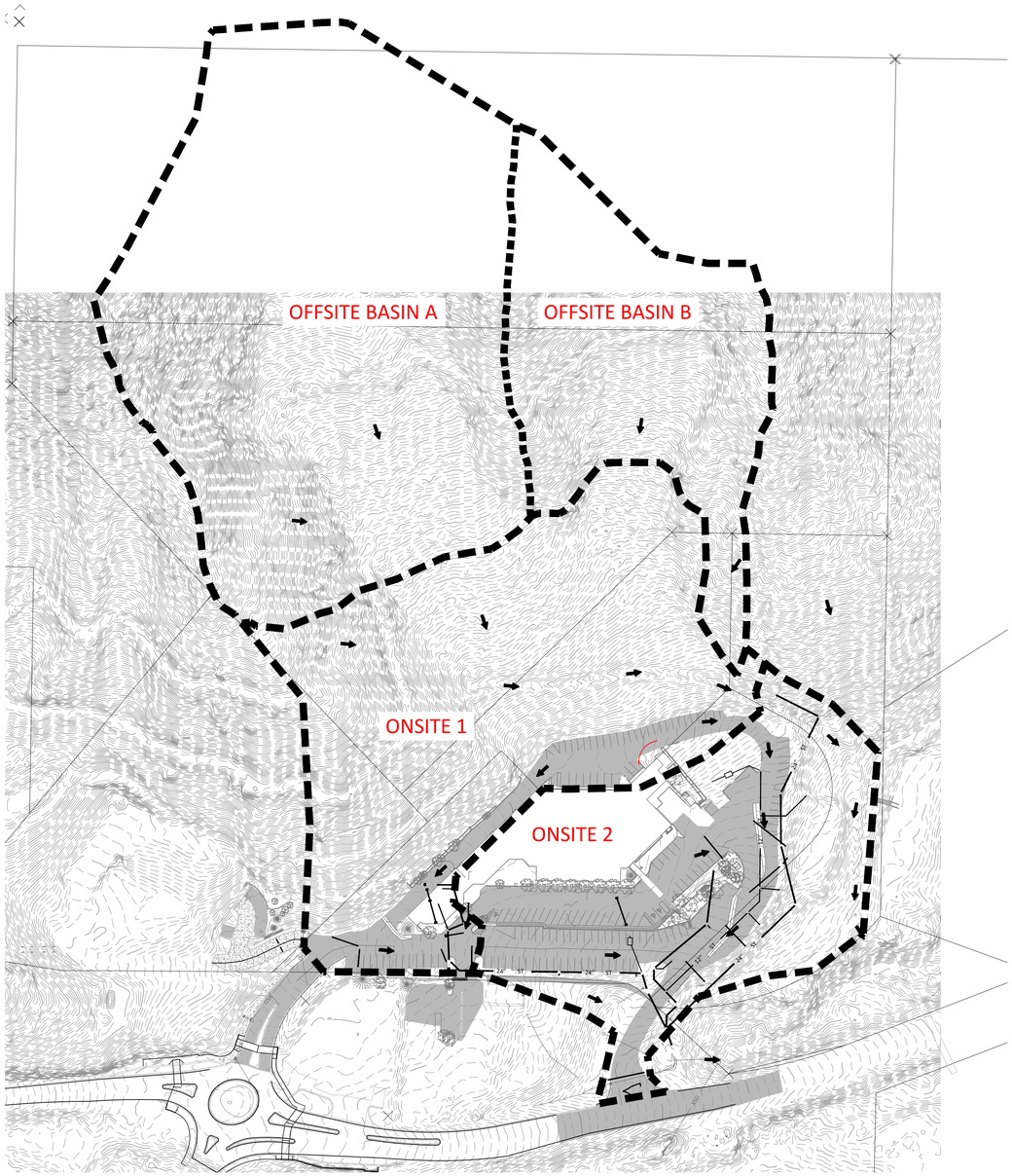
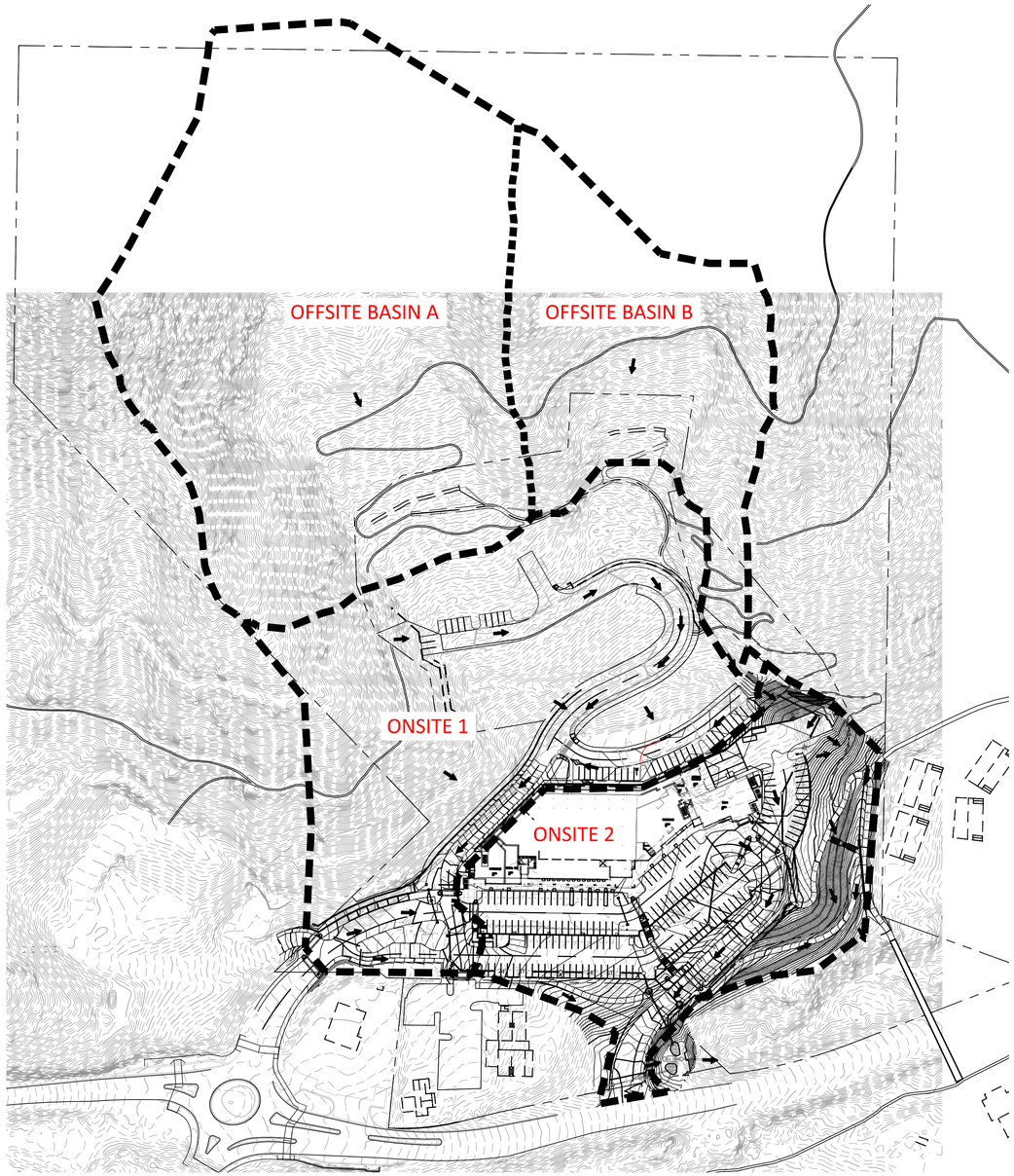
TITLE
SEWER DETAILS

DRAWING NO.
C-5.2

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWG\SPLOT\2024-DWG\18127-C5.0-DETAILS.DWG - Oct 07, 2024 - 7:29am





NORTH

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

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SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

MINOR PUD AMENDMENT

REGIONAL STAMP

DATE	REVISION
00/00/00	XXX

TITLE
PRE & POST DEVELOPMENT DRAINAGE BASINS

DRAWING NO.
C-6.0

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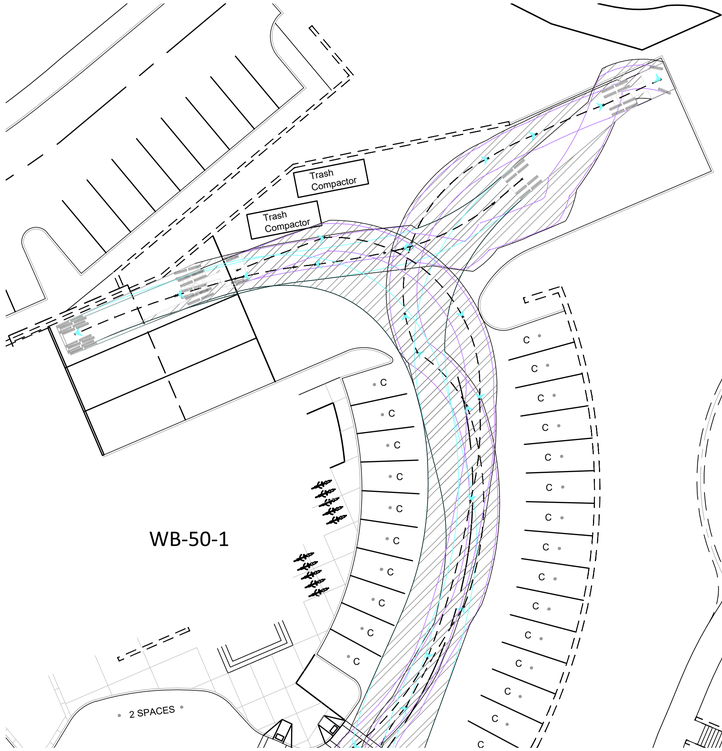
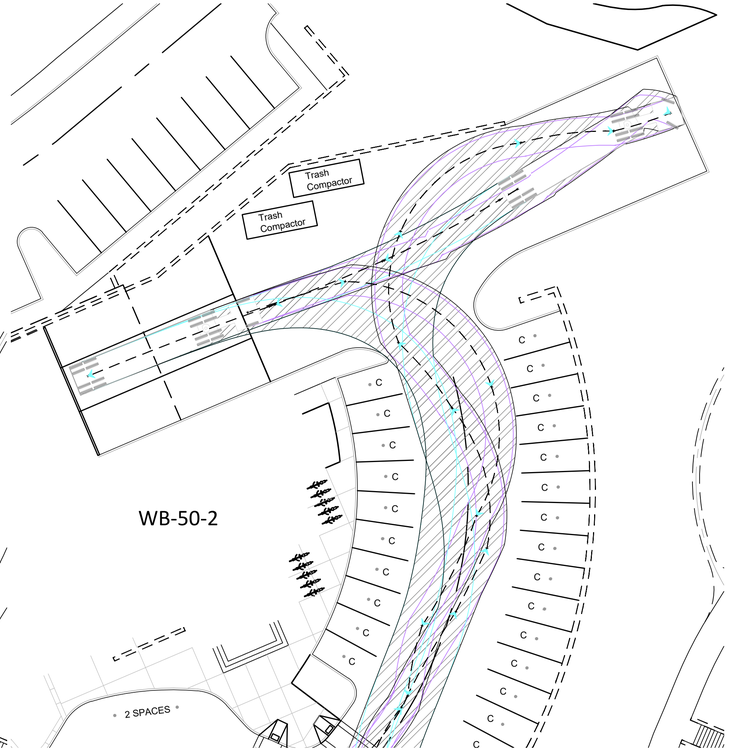
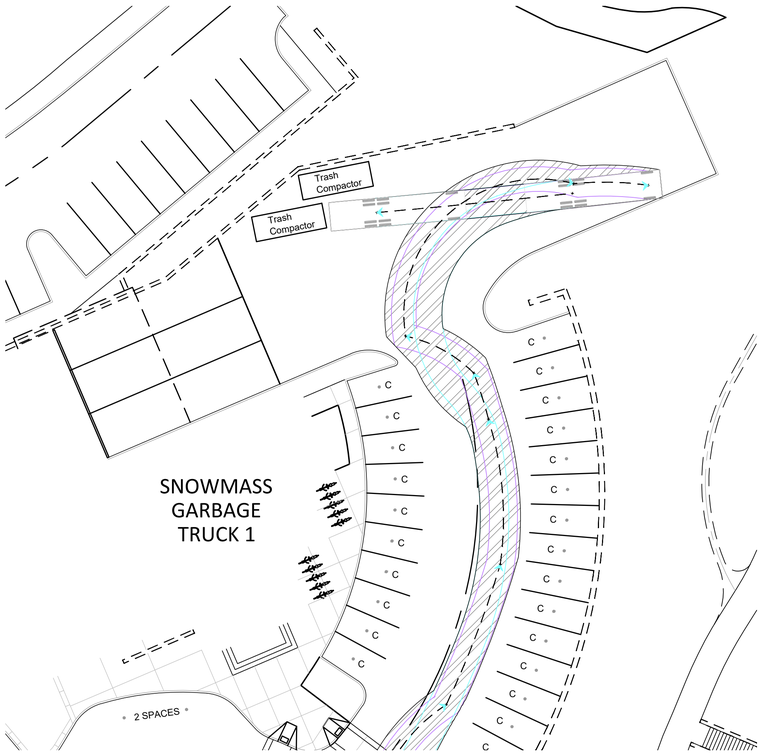
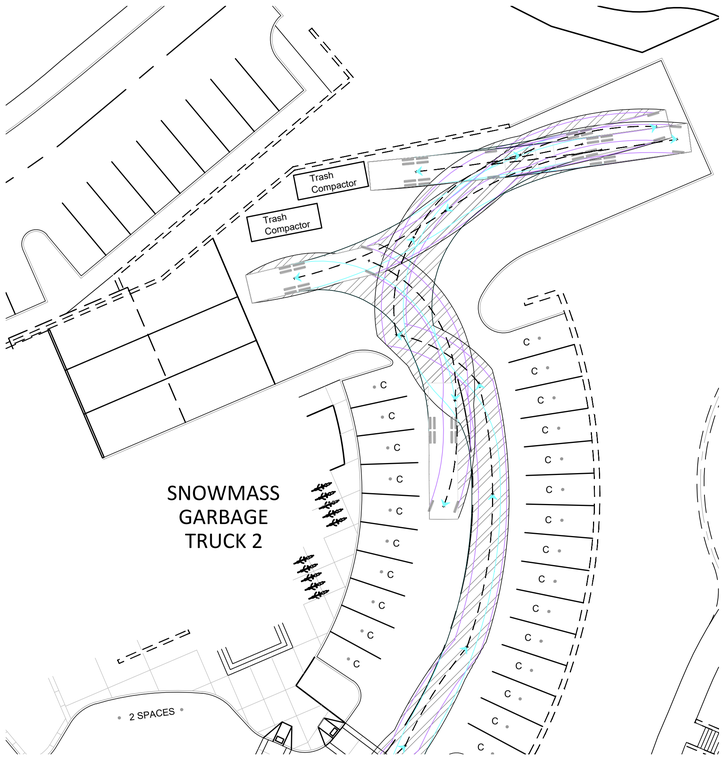
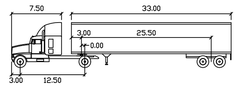




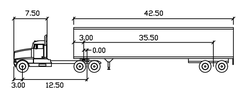






WB-40

	feet		
Tractor Width	8.00	Lock to Lock Time	6.0
Trailer Width	8.00	Steering Angle	20.3
Tractor Track	8.00	Articulating Angle	70.0
Trailer Track	8.00		



WB-50

	feet		
Tractor Width	8.00	Lock to Lock Time	6.0
Trailer Width	8.50	Steering Angle	17.7
Tractor Track	8.00	Articulating Angle	70.0
Trailer Track	8.50		

SNOWMASS TRASH TRUCK

	feet
Width	8.00
Track	8.00
Lock to Lock Time	6.0
Steering Angle	34.4

NORTH

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

811 Know what's below. Call before you dig.

CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

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SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

MINOR PUD AMENDMENT

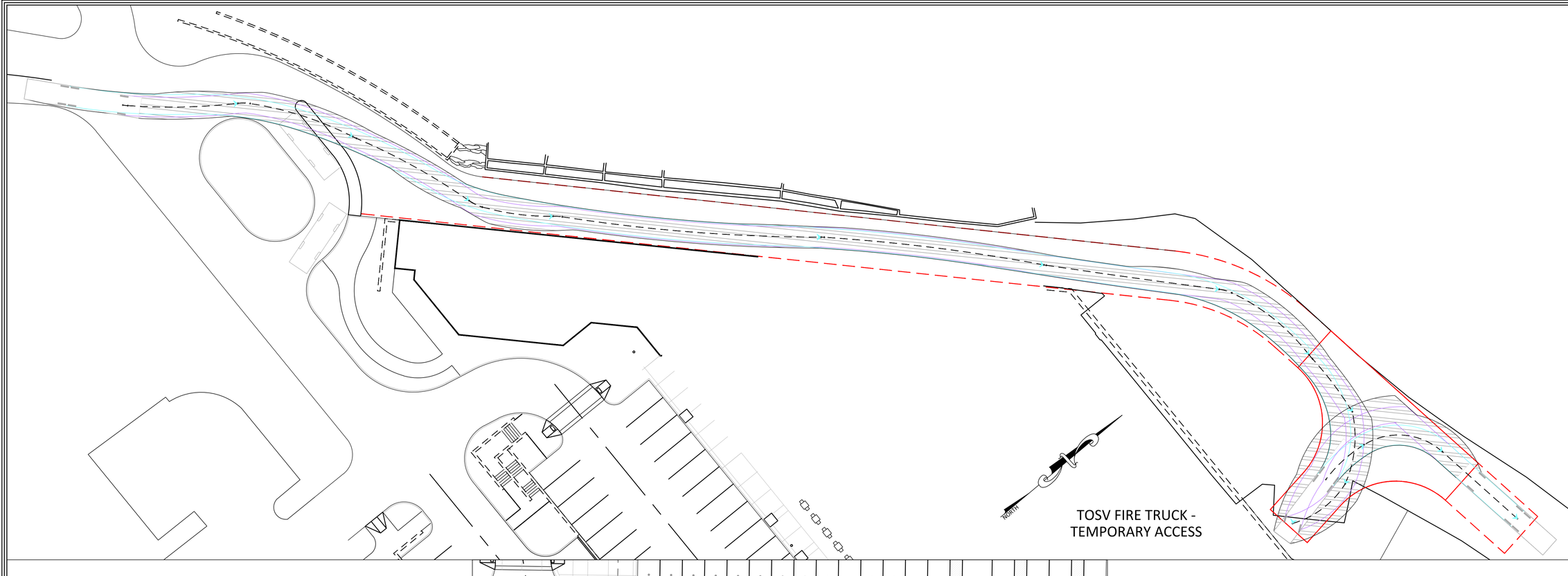
REGIONAL STAMP

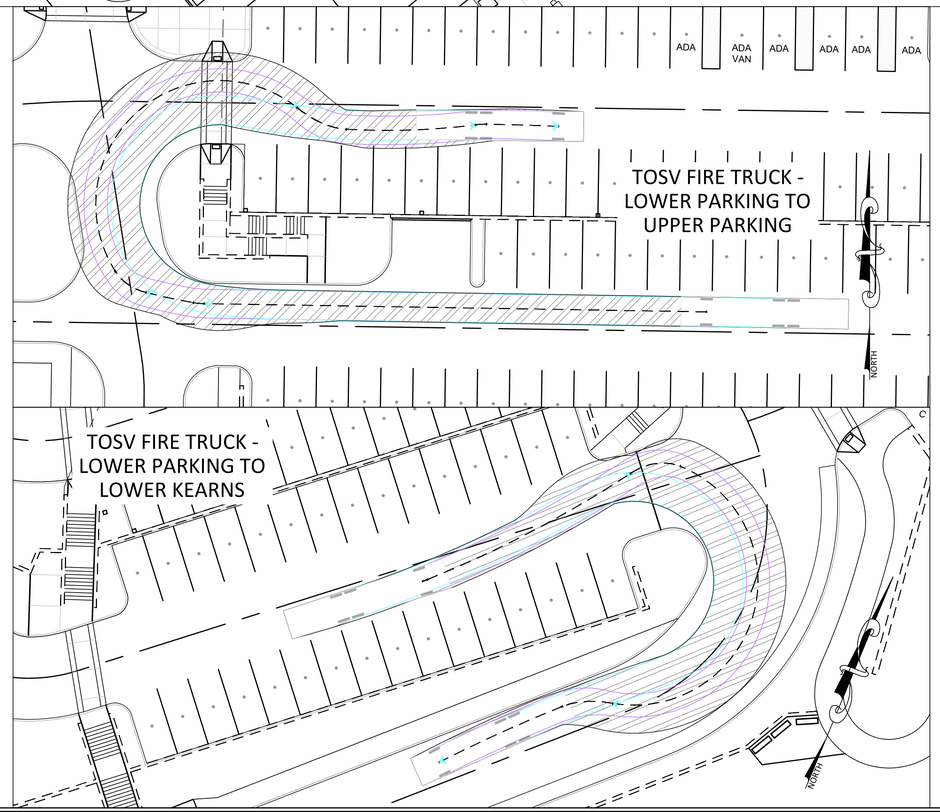
DATE	REVISION
00/00/00	XXX

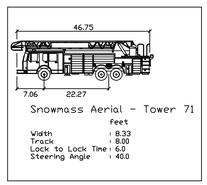
TITLE
LOADING DOCK TRUCK TURNING MOVEMENTS

DRAWING NO.
C-7.0

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PUD\18127-C7.0-AUTOTURN.DWG - Jan 14, 2025 - 12:54pm







GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

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TOWN OF SNOWMASS VILLAGE, COLORADO

MINOR PUD AMENDMENT

REGIONAL STAMP

DATE	REVISION
00/00/00	XXX

TITLE
FIRE TRUCK TURNING MOVEMENTS

DRAWING NO.
C-7.1

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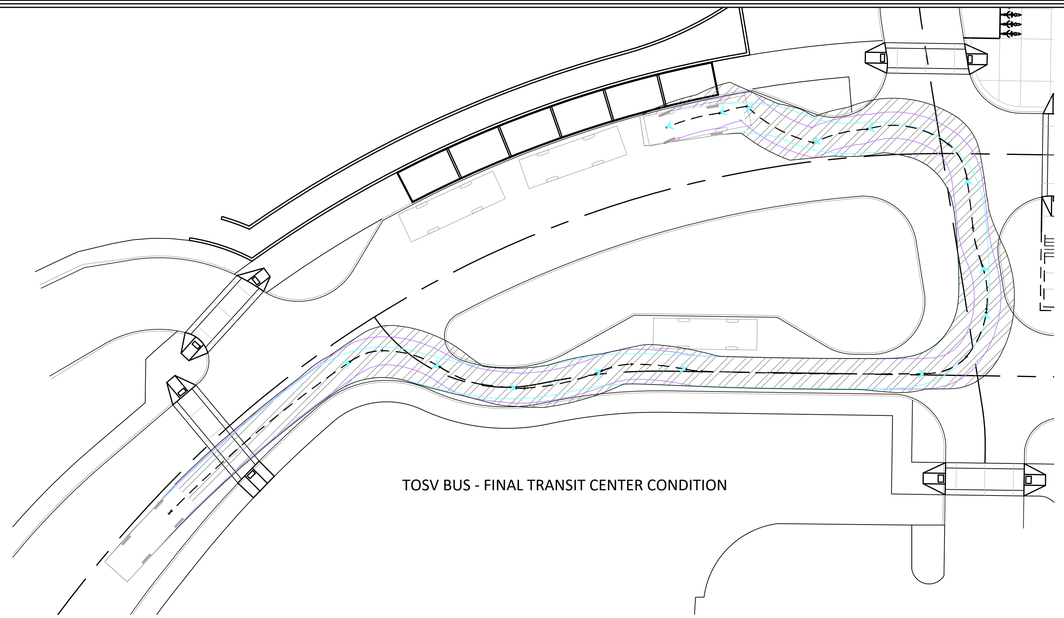
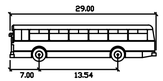
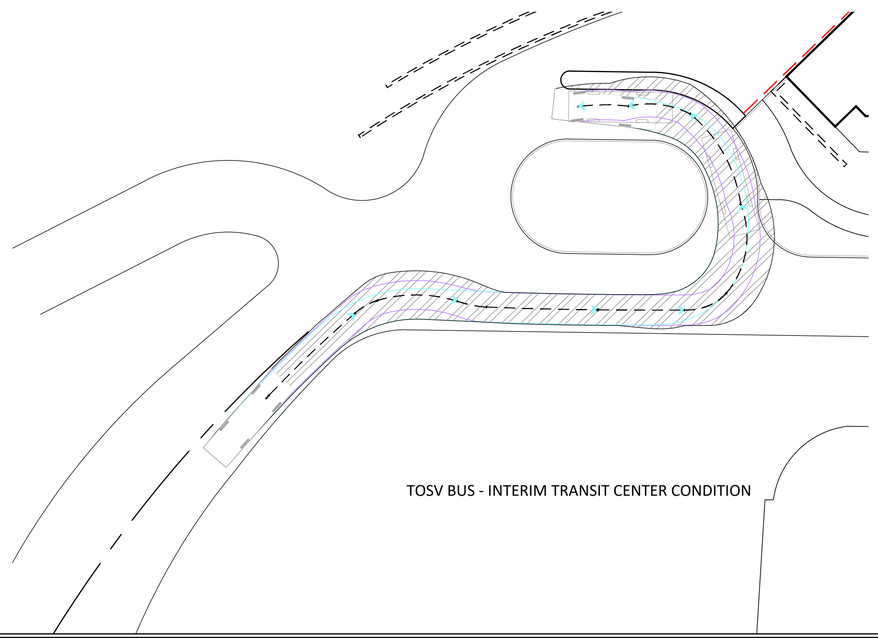


TOSV BUS - FINAL TRANSIT CENTER CONDITION



TOSV BUS
Feet

Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0



TOSV BUS - INTERIM TRANSIT CENTER CONDITION

NORTH

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

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SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

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REGIONAL STAMP

DATE	REVISION
00/00/00	XXX

TITLE
TOSV BUS TURNING MOVEMENTS

DRAWING NO.
C-7.2

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PLOT\18127-C7.0 AUTOTURN.DWG - Oct 07, 2024 - 1:29pm

SNOW STORAGE NOTES:

THE 25 YEAR STORMWATER EVENT HAS BEEN USED TO ESTIMATE THE SNOW FALL FOR THIS SITE. A 25 YEAR STORMWATER EVENT DURING A 1 HOUR STORM RESULTS IN 1.02" OF RAINWATER. BASED ON A SNOW WATER EQUIVALENT WE HAVE ESTIMATED THE SNOW DEPTH FROM A 1" RAINSTORM TO BE 16" OF SNOW. WE HAVE ASSUMED THAT 16" OF SNOW WOULD SETTLE 6" SO 16" OF SNOW WOULD END UP AT ABOUT 10" OF SNOW.

IN THE EXHIBIT TO THE RIGHT THE RED AREAS ARE THE AREAS WE BELIEVE WE CAN STORE SNOW AT APPROXIMATELY 3.5' MAX.

IN THE EXHIBIT TO THE LEFT THE GREEN AREAS ARE THE AREAS WE BELIEVE WE CAN STORE SNOW UP TO AND ABOVE 7.0' IN DEPTH.

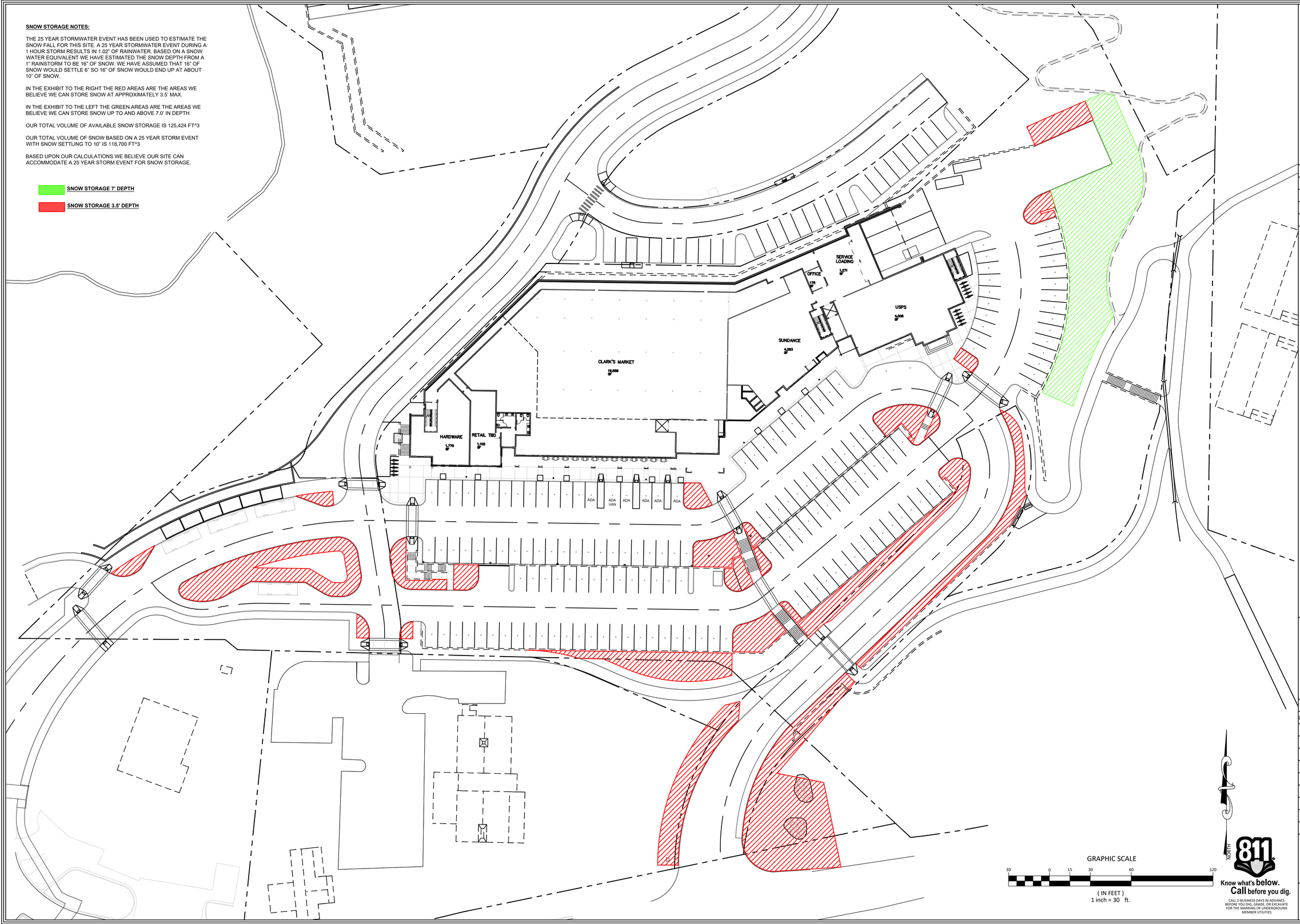
OUR TOTAL VOLUME OF AVAILABLE SNOW STORAGE IS 125,424 FT^3

OUR TOTAL VOLUME OF SNOW BASED ON A 25 YEAR STORM EVENT WITH SNOW SETTLING TO 10" IS 118,700 FT^3

BASED UPON OUR CALCULATIONS WE BELIEVE OUR SITE CAN ACCOMMODATE A 25 YEAR STORM EVENT FOR SNOW STORAGE.

SNOW STORAGE 7' DEPTH

SNOW STORAGE 3.5' DEPTH



GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

NORTH

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TOWN OF SNOWMASS VILLAGE, COLORADO

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DATE	REVISION
00/00/00	XXX

TITLE
SNOW STORAGE PLAN

DRAWING NO.
C-8.0

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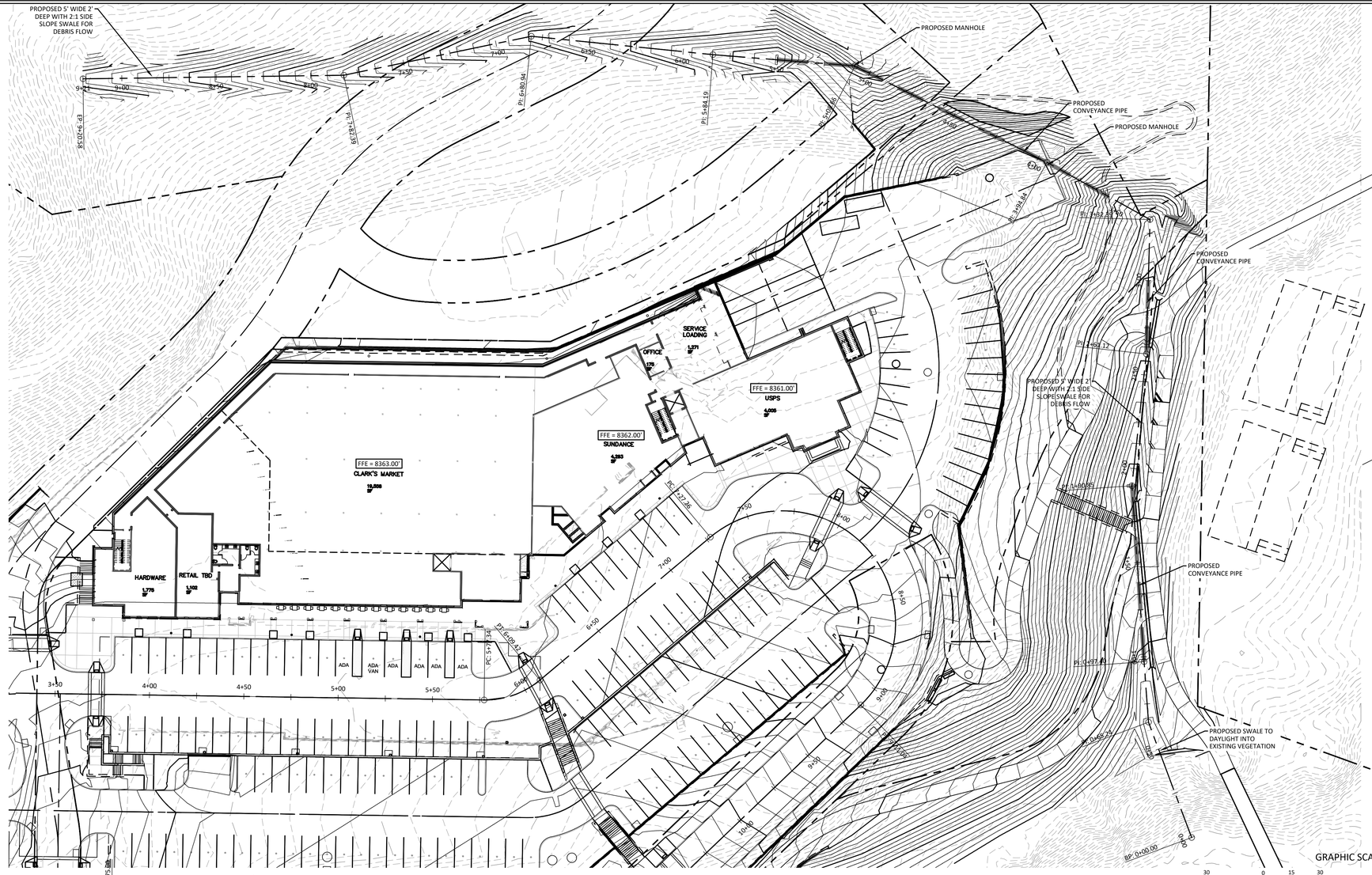
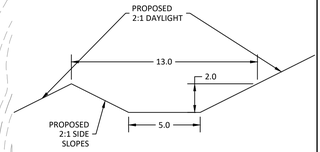
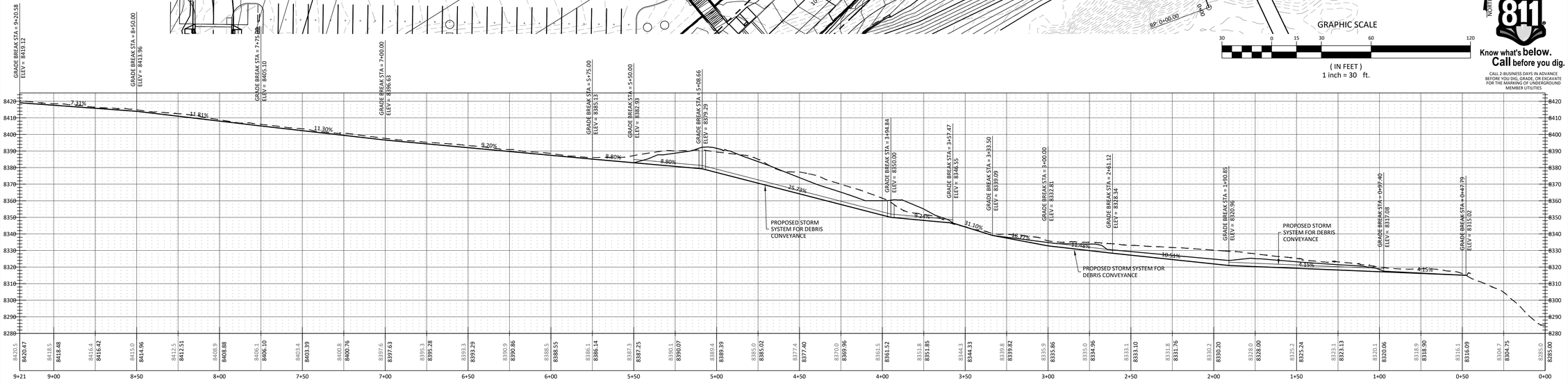




PROPOSED DEBRIS FLOW SWALE



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DATE	REVISION
00/00/00	XXX

TITLE
DEBRIS FLOW

DRAWING NO.
C-0.1

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PLOT\18127-C0.0-DEBRIS-GRD.DWG - Oct 31, 2024 - 2:53pm

PARCEL 6

PARCEL 4

PARCEL 4

PARCEL 3

PARCEL 3

RIM ROAD

PARCEL 2

PARCEL 2

RIM COURT

PROPOSED TEMPORARY CONSTRUCTION EASEMENT

PARCEL 1

PARCEL 1

MAIN STREET

UPPER KEARNS

LOWER KEARNS

PARCEL 5

PARCEL 5

TOWN OF SNOWMASS VILLAGE

TEMPORARY CONSTRUCTION, GRADING AND LANDSCAPE EASEMENT

HOAGLUND SUBDIVISION PARCEL 2A

HOAGLUND SUBDIVISION PARCEL 1

PREVIOUSLY DEDICATED AND REMAINING UTILITY EASEMENT

PROPOSED CONSTRUCTION EASEMENT

HOAGLUND SUBDIVISION PARCEL 2B

BRUSH CREEK ROAD

EASEMENT LEGEND

- PROPOSED UTILITY EASEMENT
- PROPOSED TRAIL EASEMENT
- PROPOSED ROAD GRADING EASEMENT
- PROPOSED STORM EASEMENT
- PROPOSED ACCESS EASEMENT
- PROPOSED TEMPORARY LANDSCAPE / GRADING EASEMENT
- PROPOSED DRAINAGE EASEMENT
- PROPOSED ROW LINES
- PROPOSED LOT LINES
- PROPOSED TEMPORARY CONSTRUCTION EASEMENT

Know what's below. Call before you dig.
CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

SOPRIS ENGINEERING LLC
502 MAIN STREET • SUITE A3 • CARBONDALE CO 81623
(970) 704•0311 • sopriseningineering.com

DATE:	10-08-24	
JOB NO.	18127	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

MINOR PUD AMENDMENT

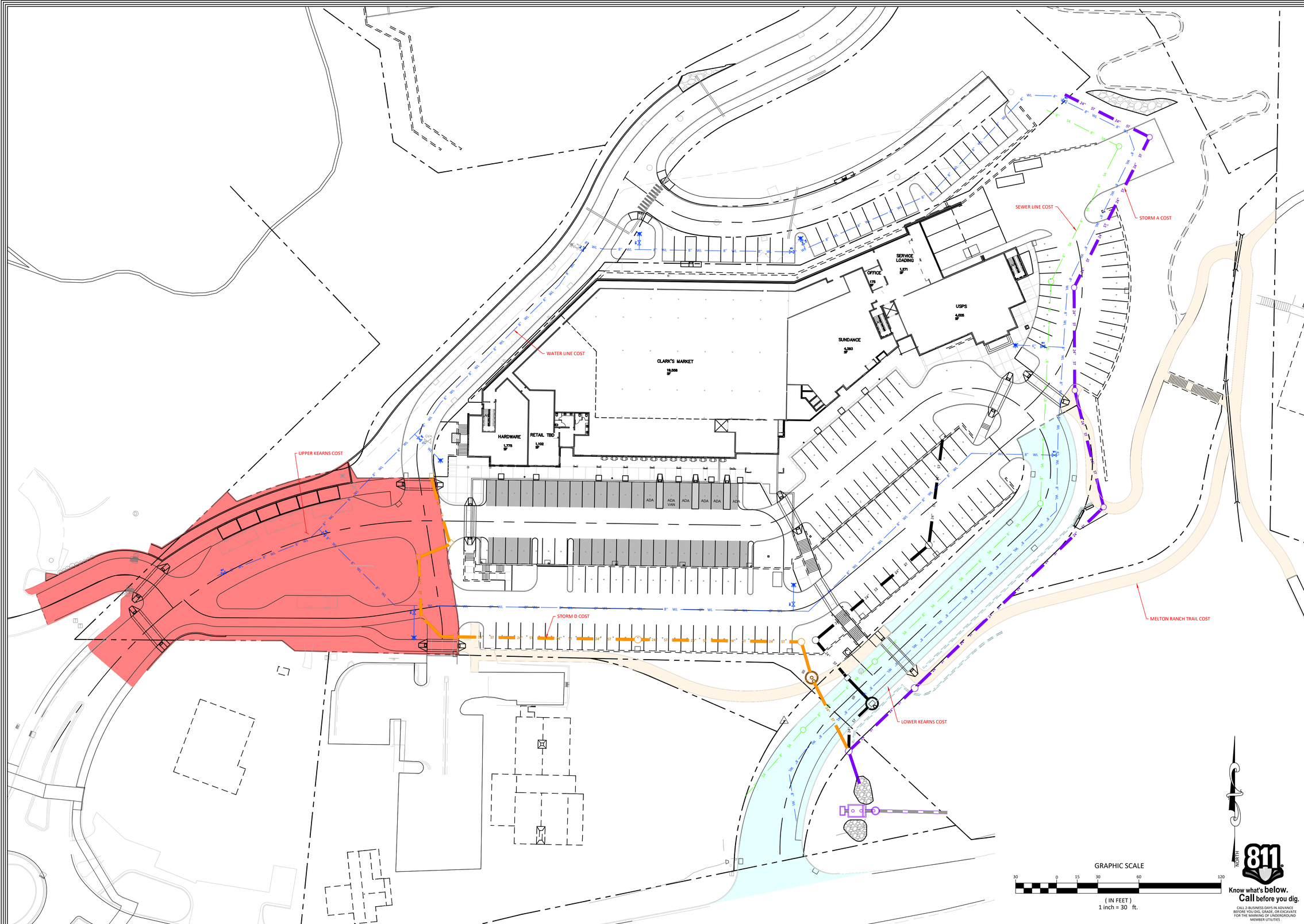
REGIONAL STAMP

DATE	REVISION
00/00/00	XXX

TITLE
PROPOSED INFRASTRUCTURE VS. EASEMENTS EXHIBIT

DRAWING NO.
C-0.2

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PLOT\18127-C0.0-EASEMENT EXHIBIT.DWG - Oct 07, 2024 - 1:06pm



SOPRIS ENGINEERING LLC
502 MAIN STREET • SUITE A3 • CARBONDALE CO 81623
(970) 704-0311 • soprisengineering.com

DATE:	01-15-25	
JOB NO.	18127	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

MINOR PUD AMENDMENT

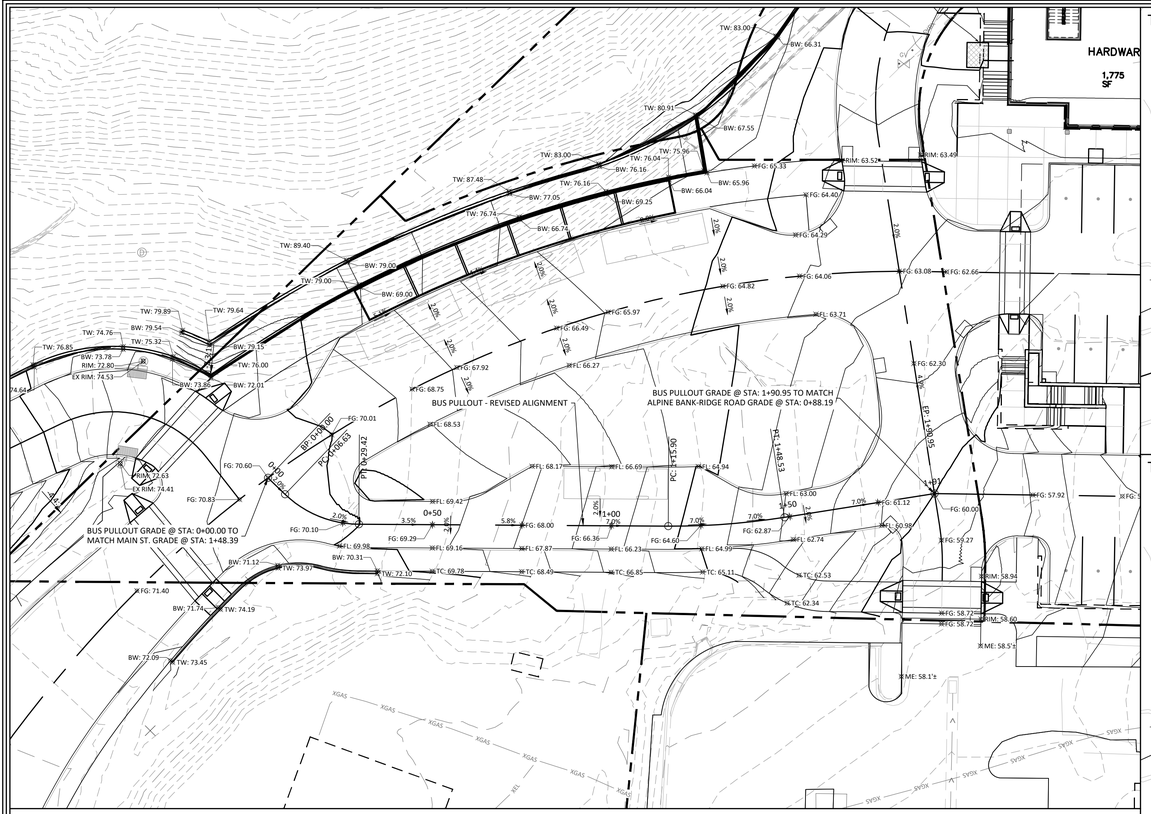
REGIONAL STAMP

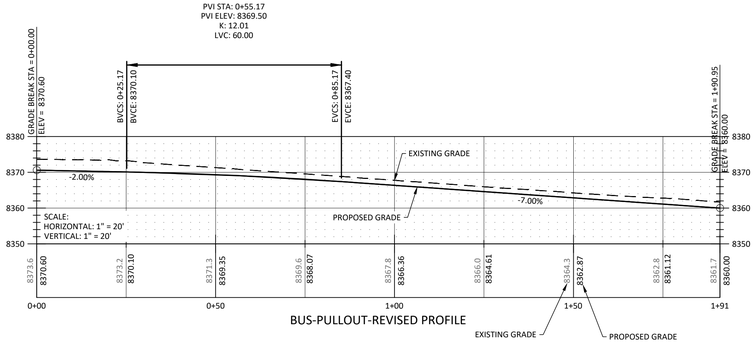
DATE	REVISION
00/00/00	XXX

TITLE
COST ESTIMATE EXHIBIT

DRAWING NO.
C-0.3

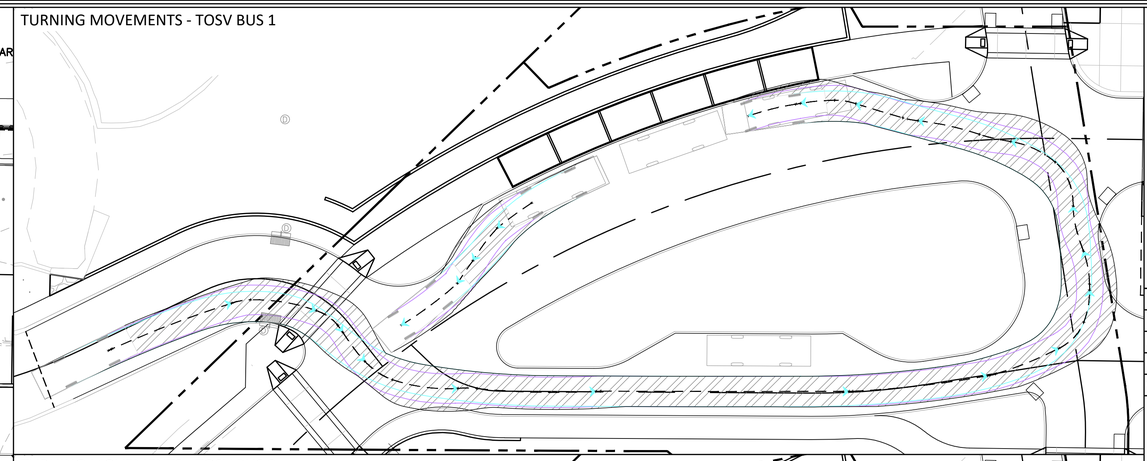
G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PLOT\18127-C0.0-COST-EST-EXH.DWG - Jan 14, 2025 - 3:27pm





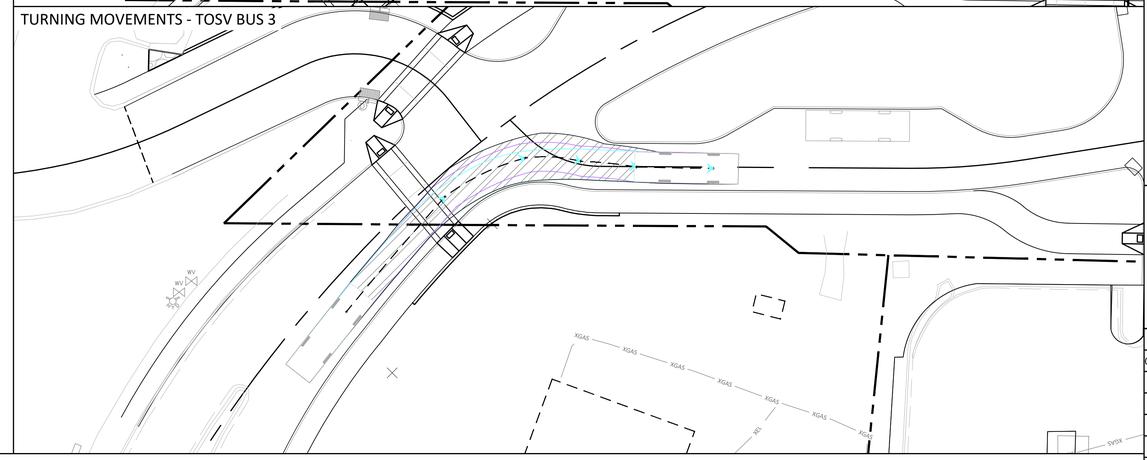
BUS-PULLOUT-REVISED PROFILE

TURNING MOVEMENTS - TOSV BUS 1



TURNING MOVEMENTS - TOSV BUS 2

TURNING MOVEMENTS - TOSV BUS 3



GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

NORTH

Know what's below. Call before you dig.
CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

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DATE:	11-12-24	
JOB NO.	18127	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

EXHIBIT

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

REGIONAL STAMP

DATE	REVISION
00/00/00	XXX

TITLE
REVISED BUS-ONLY LANE EXHIBIT

DRAWING NO.
C-0.4

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PLOT\18127-C2.0-GRID.DWG - Nov 12, 2024 - 11:40am

UTILITY PLAN LEGEND

- PROPOSED 8" WATER MAIN
- PROPOSED 8" SANITARY SEWER MAIN
- PROPOSED ELEC, TELE, CABLE
- PROPOSED GAS
- PROPOSED TELEPHONE
- PROPOSED UNDERGROUND ELECTRIC
- PROPOSED CABLE
- PROPOSED FIBER OPTIC
- PROPOSED ELECTRIC MANHOLE
- PROPOSED SEWER MANHOLE
- PROPOSED FIRE HYDRANT
- PROPOSED WATER VALVE
- PROPOSED CURB STOP
- PROPOSED GAS METER/VALVE
- PROPOSED ELECTRIC TRANSFORMER
- PROPOSED ELECTRIC METER
- PROPOSED TELEPHONE PEDESTAL
- PROPOSED CATV PEDESTAL
- PROPOSED SEWER CLEANOUT
- PROPOSED LIGHT POLE
- PROPOSED SIGN
- PROPOSED STORM INLET
- EXISTING 8" WATER MAIN
- EXISTING 8" SANITARY SEWER MAIN
- EXISTING ELEC, TELE, CABLE, GAS
- EXISTING ELEC, TELE, CABLE
- EXISTING GAS
- EXISTING TELEPHONE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING OVERHEAD ELECTRIC
- EXISTING CABLE
- EXISTING FIBER OPTIC
- EXISTING IRRIGATION PIPE
- EXISTING SWALE OR DITCH
- EXISTING STORM SEWER
- EXISTING EASEMENT
- EXISTING PROPERTY LINE
- EXISTING SETBACK (XX')
- EXISTING ELECTRIC MANHOLE
- EXISTING DRAINAGE DRY-WELL
- EXISTING SEWER MANHOLE
- EXISTING TELEPHONE MANHOLE
- EXISTING UTILITY MANHOLE
- EXISTING GUY WIRE
- EXISTING POWER POLE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING CURB STOP
- EXISTING GAS METER
- EXISTING ELECTRIC TRANSFORMER
- EXISTING ELECTRIC METER
- EXISTING TELEPHONE PEDESTAL
- EXISTING CATV PEDESTAL
- EXISTING SEWER CLEANOUT
- EXISTING LIGHT POLE
- EXISTING SIGN
- EXISTING STORM INLET

PROPOSED 8"x8"x12" TEE W/ (1) 8" GATE VALVE & (1) 12" GATE VALVE. CONTRACTOR TO PLUG 12" BRANCH OF TEE FOR FUTURE CONNECTION.

PROPOSED FIRE HYDRANT

PROPOSED FIRE HYDRANT

SERVICE LOADING 1,571 SF

OFFICE 178 SF

USPS 5,005 SF

SUNDANCE 4,293 SF

CLARK'S MARKET 19,008 SF

HARDWARE 1,775 SF

RETAIL TBD 3,102 SF

PROPOSED FIRE HYDRANT

PROPOSED 4" Ø WATER SERVICE

PROPOSED FIRE HYDRANT

PROPOSED 8" WATER MAIN

WATER LINE CONNECTION TO EXISTING LINE. CONTRACTOR TO LOCATE LINE AND VERIFY SIZE, MATERIAL, & DEPTH OF EXISTING LINE.

PROPOSED 8" Ø WATER SERVICE

PROPOSED FIRE HYDRANT

PROPOSED FIRE HYDRANT

PROPOSED 4" Ø WATER SERVICE

PROPOSED WATER SERVICE CONNECTION TO EXISTING LINE. CONTRACTOR TO LOCATE EXISTING ALPINE BANK WATER SERVICE & VERIFY SIZE & MATERIAL, REDUCE 4" WATER SERVICE DOWN TO ALPINE BANK WATER SERVICE, INSTALL NEW WATER SHUTOFF VALVE & TIE INTO EXISTING LINE.

WATER LINE CONNECTION TO EXISTING 10" DIP LINE. CONTRACTOR TO LOCATE LINE AND VERIFY SIZE, MATERIAL, & DEPTH OF EXISTING LINE.

CONTRACTOR TO ADJUST EXISTING FIRE HYDRANT BASED ON PROPOSED GRADING

NORTH

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

GENERAL UTILITY NOTES:

1. THE LOCATIONS OF UNDERGROUND UTILITIES HAVE BEEN PLOTTED BASED ON SURVEY DONE BY COLLIER SURVEY. THESE UTILITIES, AS SHOWN, MAY NOT REPRESENT ACTUAL FIELD CONDITIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ALL UTILITY COMPANIES FOR FIELD LOCATION OF UTILITIES PRIOR TO CONSTRUCTION.
2. MAINTAIN A DISTANCE OF 10 FEET BETWEEN WATER LINES AND SANITARY SEWER LINES (EDGE TO EDGE). IF THIS IS NOT POSSIBLE, THE ELEVATION OF THE CROWN OF THE SEWER SHOULD BE AT LEAST 18 INCHES BELOW THE INVERT OF THE WATER MAIN. IF NEITHER OF THESE ARE POSSIBLE, CONSTRUCTION SHALL BE DIRECTED BY THE ENGINEER.
3. ALL MAIN LINE AND HYDRANT VALVE BOXES WITH DEBRIS CAPS LOCATED IN THE ASPHALT SHALL BE BROUGHT TO 1/4 INCH BELOW FINISH GRADE ELEVATIONS.
4. ALL WATER & SEWER LINE CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE SNOWMASS WATER AND SANITATION DISTRICT.
5. ALL SEWER SERVICES SHALL BE GRADED AT 2% UNLESS NOTED OTHERWISE BECAUSE OF MINIMUM DEPTHS.
6. WATER MAIN LINE TO BE INSTALLED WITH POLYWRAP.
7. ALL CONDUIT, UNLESS OTHERWISE NOTED TO HAVE A VERTICAL RISER WITH LOCATOR BALL TO MARK THE END. CONDUIT TO HAVE TRACER WIRE INSTALLED.

CONTACTS:

UTILITY

GAS-	BLACK HILLS ENERGY:	JASON COX	970-928-0408
TELEPHONE & FIBER OPTIC-	CENTURY LINK:	JASON SHARPE	970-384-8290
CABLE & FIBER OPTIC-	COMCAST:	BRETT WESTPHALL	720-979-1921
WATER-	SWSD:	KIT HAMBY	970-923-2056
SEWER-	SWSD:	KIT HAMBY	970-923-2056
ELECTRIC-	HOLY CROSS:	LIBBY COWLING	970-947-5428

NOTE:
CONTRACTOR MUST NOTIFY ALL UTILITY COMPANIES, APPROPRIATE TOWN PERSONNEL AND ENGINEER AS NOTED ABOVE, PRIOR TO DEMOLITION WORK.
*TOSV= TOWN OF SNOWMASS VILLAGE

Know what's **below.** **Call** before you dig.
CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

SOPRIS ENGINEERING LLC
502 MAIN STREET • SUITE A3 • CARBONDALE CO 81623
(970) 704-0311 • soprisengineering.com

DATE:	11-18-24	
JOB NO.	18127	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

EXHIBIT

REGIONAL STAMP

DATE	REVISION
00/00/00	XXX

TITLE
FINAL CONDITION WATER LINE

DRAWING NO.
C-0.5

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PLOT\18127-C4.0-UTIL.DWG - Nov 18, 2024 - 8:41am

PROPOSED 8"x8"x12" TEE W/ (1) 8" GATE VALVE & (1) 12" GATE VALVE. CONTRACTOR TO PLUG 12" BRANCH OF TEE FOR FUTURE CONNECTION.

PROPOSED FIRE HYDRANT

PROPOSED FIRE HYDRANT

PROPOSED FIRE HYDRANT

PROPOSED 4" Ø WATER SERVICE

PROPOSED FIRE HYDRANT

PROPOSED 8" WATER MAIN

WATER LINE CONNECTION TO EXISTING LINE. CONTRACTOR TO LOCATE LINE AND VERIFY SIZE, MATERIAL, & DEPTH OF EXISTING LINE.

PROPOSED 8" Ø WATER SERVICE

PROPOSED FIRE HYDRANT

PROPOSED 4" Ø WATER SERVICE

PROPOSED FIRE HYDRANT

PROPOSED WATER SERVICE CONNECTION TO EXISTING LINE. CONTRACTOR TO LOCATE EXISTING ALPINE BANK WATER SERVICE & VERIFY SIZE & MATERIAL, REDUCE 4" WATER SERVICE DOWN TO ALPINE BANK WATER SERVICE, INSTALL NEW WATER SHUTOFF VALVE & TIE INTO EXISTING LINE.

WATER LINE CONNECTION TO EXISTING 10" DIP LINE. CONTRACTOR TO LOCATE LINE AND VERIFY SIZE, MATERIAL, & DEPTH OF EXISTING LINE.

CONTRACTOR TO ADJUST EXISTING FIRE HYDRANT BASED ON PROPOSED GRADING

CLARK'S MARKET 19,008 SF

HARDWARE 1,775 SF

RETAIL TBD 3,102 SF

SUNDANCE 4,293 SF

USPS 4,005 SF

OFFICE 178 SF

SERVICE LOADING 1,571 SF

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

NORTH

Know what's below. Call before you dig.

CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

SOPRIS ENGINEERING LLC
502 MAIN STREET • SUITE A3 • CARBONDALE CO 81623
(970) 704-0311 • sopriseningineering.com

DATE:	11-18-24	
JOB NO.	18127	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

EXHIBIT

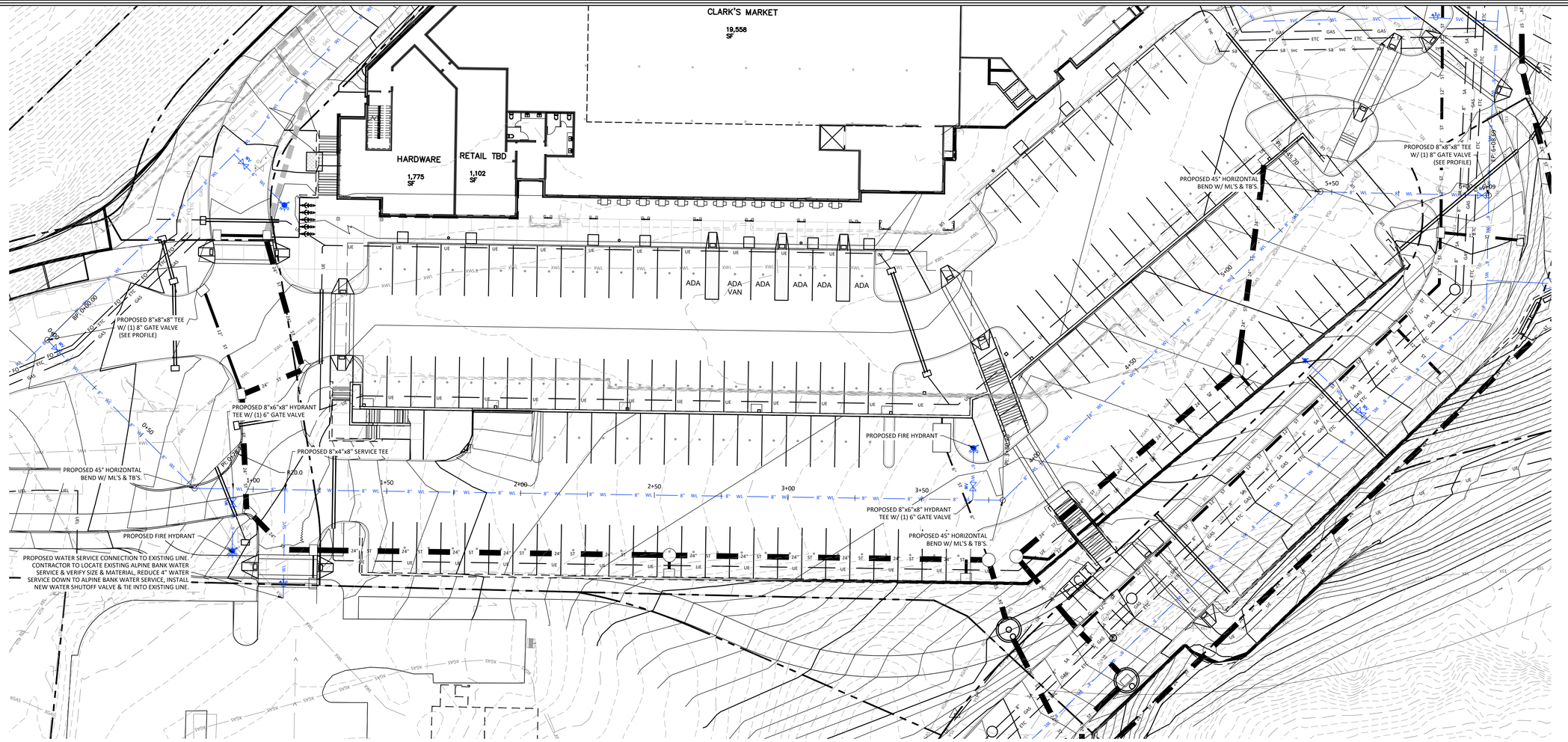
REGIONAL STAMP

DATE	REVISION
00/00/00	XXX

TITLE
INTERIM CONDITION WATER LINE

DRAWING NO.
C-0.6

C:\JOBS\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\EXHIBITS\2024\PHASING\18127-DR-DEBBIES FLOW.DWG - Nov 18, 2024 - 8:42am

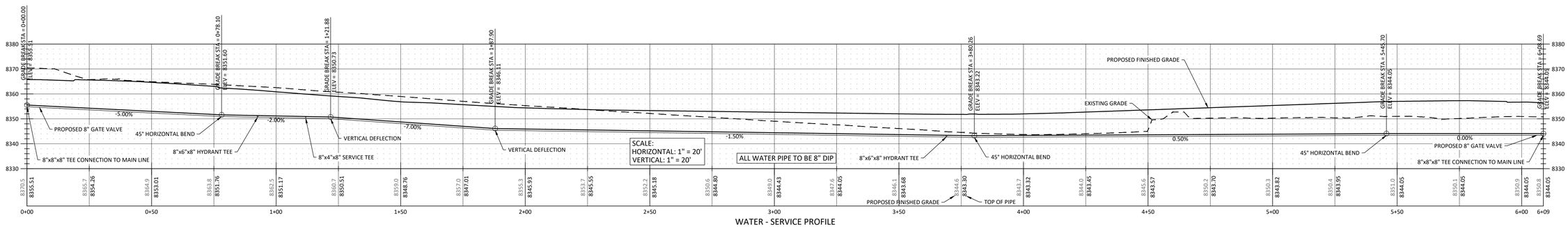


GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

NORTH



SCALE:
HORIZONTAL: 1" = 20'
VERTICAL: 1" = 20'

ALL WATER PIPE TO BE 8" DIP

WATER - SERVICE PROFILE

Know what's **below.**
Call before you dig.

CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

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(970) 704-0311 • soprisengineering.com

DATE:	11-15-24	
JOB NO.	18127	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

MINOR PUD AMENDMENT

REGIONAL STAMP

DATE	REVISION
00/00/00	XXX

TITLE
WATER LINE EXHIBIT

DRAWING NO.
C-0.7

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PLOT\18127-C4.0-UTIL.DWG - Nov 15, 2024 - 9:30am

EXISTING ASPHALT TO BE REMOVED BEYOND THIS POINT

EXISTING ASPHALT TO REMAIN FOR INTERIM CONDITION

PROPOSED CONSTRUCTION & FIRE ACCESS FOR INTERIM CONDITION

EXISTING RAILROAD TIE WALLS TO REMAIN FOR INTERIM CONDITION

PROPOSED TEMPORARY LOWER WALL TO TIE INTO TOP OF RAILROAD TIE WALL FOR INTERIM CONDITION

PROPOSED TEMPORARY UPPER WALL PORTION TO TIE INTO TEMPORARY LOWER WALL FOR INTERIM CONDITION

UPPER WALL TO BE CUT BACK TO THIS POINT FOR FINAL WALL CONSTRUCTION

LOWER WALL TO BE CUT BACK TO THIS POINT FOR FINAL WALL CONSTRUCTION

UPPER & LOWER WALLS TO REMAIN & BE EXTENDED FOR TOWN HALL ACCESS PORTION OF FINAL CONSTRUCTION PHASE

PROPOSED TEMPORARY TRANSIT CENTER FOR INTERIM CONDITION

EXISTING ANNEX TO REMAIN FOR INTERIM CONDITION

PROPOSED TEMPORARY BOULDER WALL TO COVER BOTTOM OF TEMPORARY LOWER WALL

CLARK'S MARKET
19,558 SF
FFE = 8363.00'

HARDWARE
1,775 SF

RETAIL TBD
1,102 SF

SERVICE LOADING
1,271 SF

OFFICE
175 SF

USPS
4,005 SF
FFE = 8361.00'

SUNDANCE
4,293 SF
FFE = 8362.00'

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

NORTH

Know what's below. Call before you dig.
CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

SOPRIS ENGINEERING LLC
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(970) 704-0311 • sopriseningineering.com

DATE:	11-07-24	
JOB NO.	18127	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

EXHIBIT

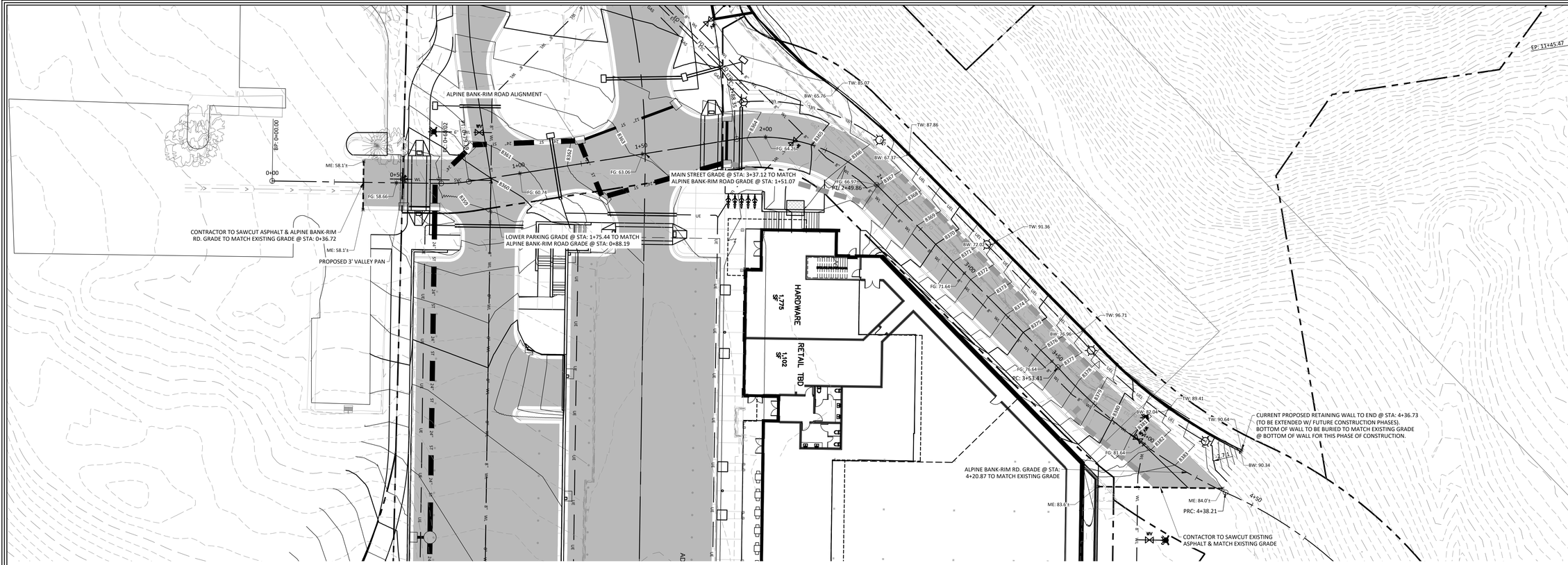
REGIONAL STAMP

DATE	REVISION
00/00/00	XXX

TITLE
INTERIM CONDITION GRADING PLAN

DRAWING NO.
C-0.8

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\EXHIBITS\2024\PHASING\18127-DR-DEBRIS FLOW.DWG - Nov 07, 2024 - 8:45am



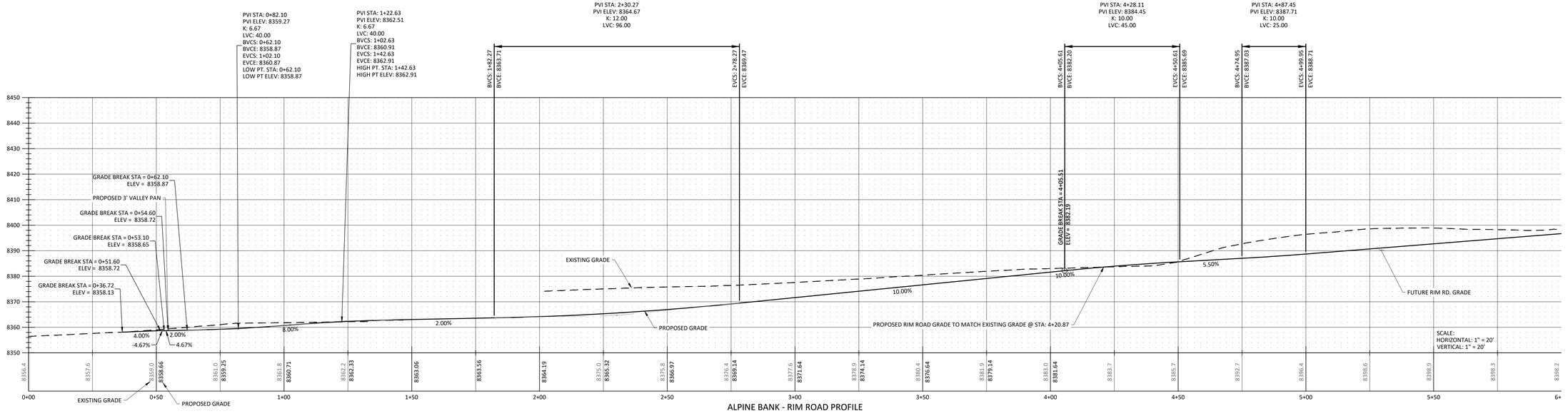
NORTH

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

811 Know what's below. Call before you dig.
CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES



ALPINE BANK - RIM ROAD PROFILE

SOPRIS ENGINEERING LLC
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(970) 704-0311 • soprisengineering.com

DATE:	12-17-24	
JOB NO.	18127	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER
16 KEARNS ROAD
SNOWMASS VILLAGE, COLORADO

EXHIBIT

REGIONAL STAMP

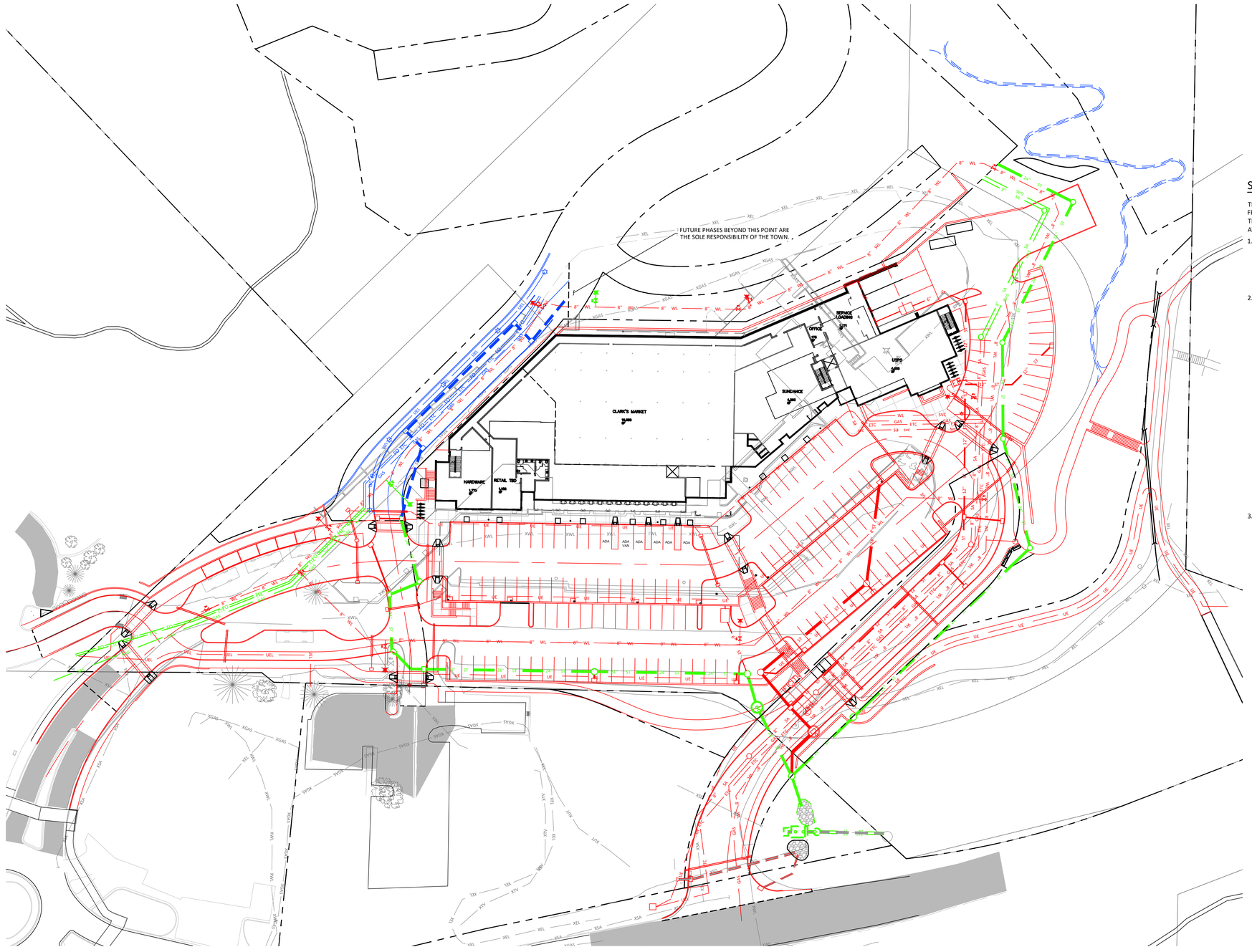
DATE	REVISION
00/00/00	XXX

TITLE
RIM ROAD - PHASE 1 GRADING EXHIBIT

SCALE:
HORIZONTAL: 1" = 20'
VERTICAL: 1" = 20'

DRAWING NO.
C-0.9

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\EXHIBITS\2024\RIM ROAD\18127-SE.DWG - Dec 17, 2024 - 1:14pm



DEVELOPER RESPONSIBILITY

TOWN RESPONSIBILITY

COST SHARING

SNOWMASS CENTER COST SHARING NOTES:

THE INTENT OF THE CONSTRUCTION IS THAT SMC WOULD BE RESPONSIBLE FOR ALL PAVEMENT, WALLS, UTILITIES, FROM THE TRANSIT CENTER THROUGH THE SITE. SMC WOULD STUB UTILITIES NEAR THE LOADING DOCK AREA TO THE LOT 2 BOUNDARY AND ON THE WEST TO THE BACK OF THE PROPOSED WALK CROSSING RIM ROAD. (SEE ATTACHED MAP FOR ADDITIONAL INFORMATION)

1. WALLS- SMC WOULD INSTALL THE WALLS NECESSARY AROUND THE LOADING DOCK AREA, BACK OF SMC (NORTH SIDE OF BUILDING) ALL ONSITE WALLS, WALLS COMING UP LOWER KEARNS AS WELL AS THE TRANSIT CENTER WALLS FROM TOWN HALL PROPERTY TO THE POINT WHERE THE TIERED WALLS COME TOGETHER.
   - 1.1. SMC AND TOWN WILL SHARE RESPONSIBILITY ON THE WALLS GOING UP RIM ROAD.
   - 1.2. TOWN WILL BE RESPONSIBLE FOR ALL WALLS GOING INTO LOTS 2, 3 & 4

2. UTILITIES- SMC WOULD INSTALL ALL UTILITIES NECESSARY FOR THE CENTER AS WELL AS STUB UTILITIES GOING UP RIM ROAD AS WELL AS TO THE LOT 2 BOUNDARY ON THE EAST SIDE OF THE SITE NEAR THE LOADING DOCK AREA.
   - 2.1. WATER LINE WOULD BE LOOPED BY THE SMC. WE HAVE DESIGNED IT TO ACCOUNT FOR THE INTERIM CONDITION PRIOR TO THE TOWN PREPARING TO BUILD ON LOT 2. THE TOWN WOULD BE RESPONSIBLE FOR REPLACING APPROX. 300' OF LINE TO ENSURE THE BURY DEPTH MEETS SWSD CODE.
   - 2.2. UTILITIES ARE SIZED IN ORDER TO ACCOMMODATE EXPANSION OF THE PROPOSED HOUSING DEVELOPMENT
   - 2.3. STORM - SMC WILL INSTALL ALL STORM INFRASTRUCTURE WITHIN LOT 1 AND STUB UP THE RIM ROAD ROW AND TO THE LOT 2 BOUNDARY NEAR THE LOADING DOCK AREA
     - 2.3.1. SMC WILL INSTALL THESE UTILITIES SINCE THEY WILL BE NECESSARY TO GET IN THE GROUND AHEAD OF PAVING HOWEVER SOME OF THE UTILITIES BENEFIT SOLELY THE UPPER LOTS OR BENEFIT BOTH PARTIES AND THEREFORE THERE WILL BE COST SHARING. BELOW IS A BRIEF OUTLINE OF THE ANTICIPATED COST SHARING
     - 2.3.2. STORM LINE A - STORM LINE A IS FOR FUTURE CONNECTION TO THE DEBRIS FLOW BASINS WHICH BENEFIT LOTS 1, 2, 3 AND 4. LINE A WILL BE A COST SHARING LINE
     - 2.3.3. STORM LINE D - STORM LINE D SERVES PART OF THE SMC SITE AND WILL BE THE MAIN STORM COLLECTION LINE FOR THE FUTURE TOWN LOTS 2, 3 AND 4. STORM LINE D TO BE A 50/50 SPLIT BETWEEN THE TOWN AND THE SMC

3. ROADWAYS / TRANSIT / SIDEWALK
   - 3.1. LOWER KEARNS TO BE INSTALLED BY SMC INCLUDING PARKING AREAS, LOADING DOCK AREA, PARKING ETC
   - 3.2. UPPER KEARNS/TRANSIT - CONNECTION POINT ON UPPER KEARNS INCLUDING ADDITIONAL SIDEWALK ALONG CONOCO TO BE BUILT BY SMC
   - 3.3. TRANSIT CENTER - TO BE BUILT BY SMC INCLUDING WALLS BEHIND TRANSIT CENTER TO POINT WHERE THE TIERED WALLS COME TOGETHER INCLUDING TRANSIT SLIP LANE
     - 3.3.1. SMC WILL PAY FOR THE ADDITIONAL VENEER ON THE WALL FROM TOWN HALL TO THE BEND IN THE WALL GOING UP RIM ROAD. THIS VENEER TO MATCH THE VENEER ON THE WALLS AT THE ROUNDABOUT
   - 3.4. ALPINE BANK CONNECTION TO BE BUILT BY SMC
   - 3.5. TOWN HALL ACCESS - REVISED ACCESS TO BE INSTALLED BY SMC INCLUDING LOWER GRADES, SIDEWALK, WALLS TO DAYLIGHT POINT BASED UPON CRITERIA AGREED UPON BY THE TOWN.
   - 3.6. SIDEWALK ALONG THE NORTHSIDE OF SMC WOULD BE INSTALLED BY SMC. THERE WILL BE COST SHARING ON THE SIDEWALK GOING UP RIM COURT
   - 3.7. THE SINGLE TRACK TRAIL RUNNING UP THE EASTERN SIDE OF THE SITE PAID FOR BY SMC BUT INSTALLED LATER BY THE TOWN. TRAIL ALIGNMENT TO BE MODIFIED TO STAY OUT OF LOT 1 TO THE EXTENT FEASIBLE (LOT 1 BOUNDARY TO BE MODIFIED IF F.A.R. CAN BE AGREED TO)

NORTH

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

Know what's **below.** **Call** before you dig.

CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

SOPRIS ENGINEERING LLC
502 MAIN STREET • SUITE A3 • CARBONDALE CO 81623
(970) 704 • 0311 • soprisengineering.com

DATE:	01/10/25	
JOB NO.	18127	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER
16 KEARNS ROAD
SNOWMASS VILLAGE, COLORADO

EXHIBIT

REGIONAL STAMP

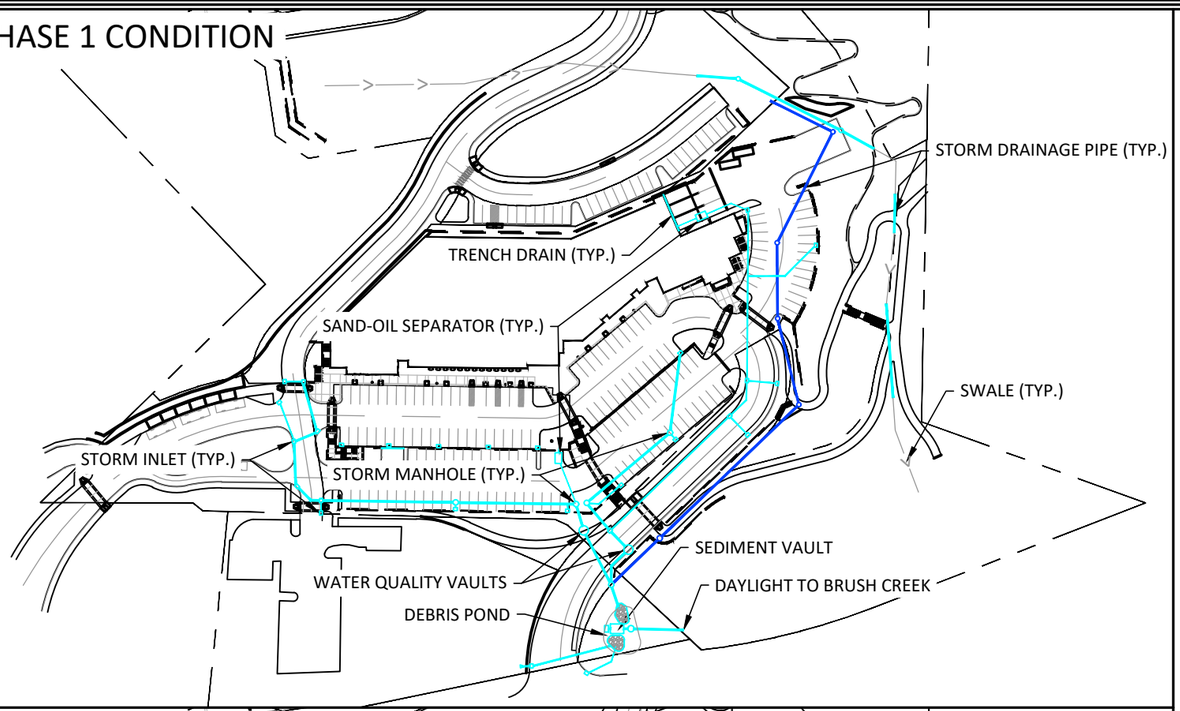
DATE	REVISION
00/00/00	XXX

TITLE
COST SHARING EXHIBIT

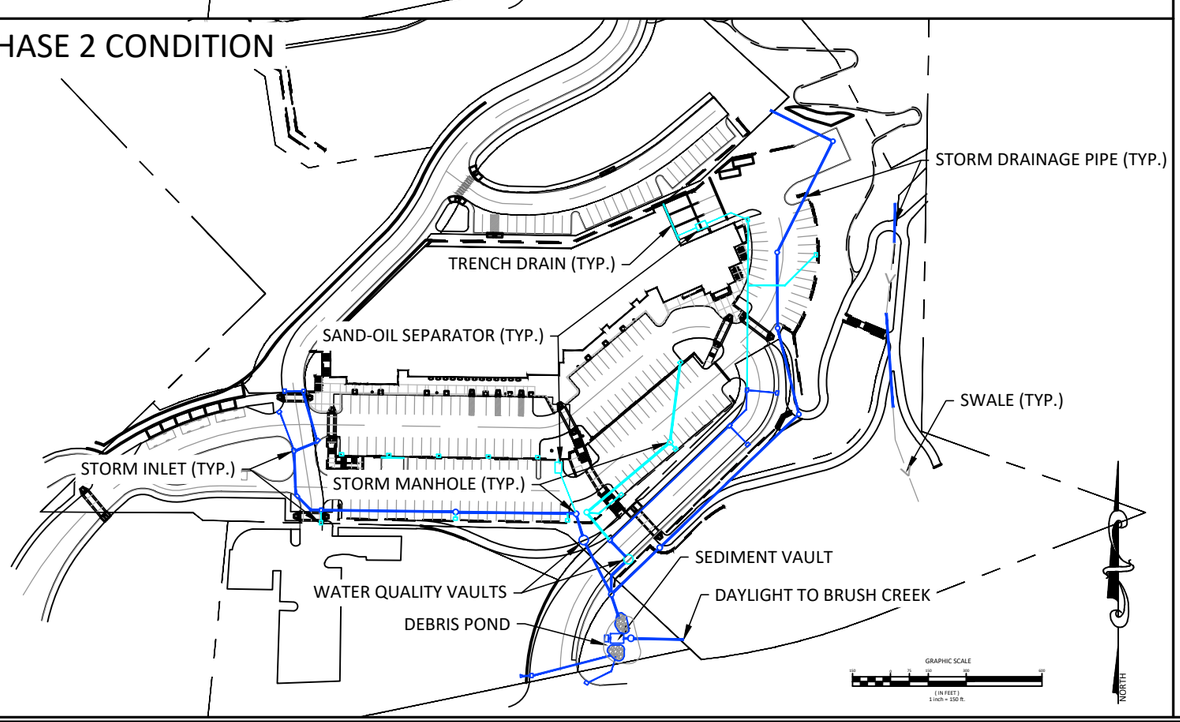
DRAWING NO.
C-0.10

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\EXHIBITS\2025\RIM ROAD\18127-SITE EXHIBIT - Jan 10, 2025 - 3:05pm

PHASE 1 CONDITION



PHASE 2 CONDITION



Storm Maintenance - Phase 1		
Operation	SMC Responsibility (# Units)	Town Responsibility (# Units)
Inlets	28	0
Manholes	8	5
Sand-Oil Separators	2	0
WQ Treatment Vaults	2	0
Sediment Vault	1	0
Trench Drain	2	0
Debris Flow Swale	1	0
Debris Pond	1	0

STORM MAINTENANCE NOTES:

STORM LINE A IS TO BE INSTALLED FOR FUTURE DEBRIS FLOW PONDS UPON HOUSING DEVELOPMENT UPHILL OF SMC. LINE WILL BE INSTALLED AS PART OF PHASE 1 INFRASTRUCTURE TO STUB TO PARCEL LINE BETWEEN PARCELS 1 AND 2. LINE TO BE PLUGGED AT TERMINAL POINT FOR FUTURE EXTENSION. LINE A TO BE MAINTAINED BY THE TOWN ONCE COMPLETED.

STORM LINE B IS TO BE INSTALLED AND MAINTAINED AS PART OF PHASE 1 CONSTRUCTION. FOLLOWING PHASE 2 CONSTRUCTION, PORTIONS OF THIS LINE AND ITS ACCOMPANYING INLETS AND WATER QUALITY TREATMENT VAULT WITHIN THE TOWN RIGHT-OF-WAY WILL BE MAINTAINED BY THE TOWN.

STORM LINE C IS TO BE INSTALLED AND MAINTAINED AS PART OF PHASE 1 CONSTRUCTION. IT WILL CONTINUE TO BE MAINTAINED AS PART OF PHASE 1.

STORM LINE D IS TO BE INSTALLED AND MAINTAINED AS PART OF PHASE 1 CONSTRUCTION. IT WILL BE INSTALLED UP TO THE BOTTOM OF RIM ROAD FOR FUTURE CONNECTION DURING PHASE 2 CONSTRUCTION. FOLLOWING PHASE 2 CONSTRUCTION, THIS LINE AND ITS ACCOMPANYING INLETS, MANHOLES, AND WATER QUALITY TREATMENT VAULT ARE TO BE MAINTAINED BY THE TOWN. STORM LATERALS OFF OF STORM LINE D WITHIN THE PARKING AREA ARE TO BE MAINTAINED BY SMC.

THE DEBRIS FLOW SWALE AND ACCOMPANYING CULVERTS ARE TO BE INSTALLED AND MAINTAINED AS PART OF PHASE 1. UPON BEGINNING PHASE 2 CONSTRUCTION, THE UPPER PORTION OF THE SWALE IS TO BE REMOVED ALONG WITH THE UPPER PIPES AND MANHOLES. THE REMAINING LOWER SWALE & CULVERT PORTIONS WILL THEN BE MAINTAINED BY THE TOWN.

ALL OTHER STORM INFRASTRUCTURE WITHIN PARCEL 1 IS TO BE INSTALLED AND MAINTAINED AS PART OF PHASE 1 CONSTRUCTION. THIS INCLUDES LATERAL STORM LINES, INLETS, TRENCH DRAINS, AND SAND-OIL SEPARATORS.

SEE CIVIL PLAN SHEET C3.0 "MASTER STORM DRAINAGE PLAN" FOR STORM A-D ALIGNMENT LOCATIONS.

Storm Maintenance - Phase 2		
Operation	SMC Responsibility (# Units)	Town Responsibility (# Units)
Inlets	16	12
Manholes	3	8
Sand-Oil Separators	2	0
WQ Treatment Vaults	1	1
Sediment Vault	0	1
Trench Drain	2	0
Debris Flow Swale	0	1
Debris Pond	0	1

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NO.	REVISION	BY	DATE

SNOWMASS CENTER
TOWN OF SNOWMASS VILLAGE, COLORADO

STORM MAINTENANCE

EXHIBIT

DATE: 11-12-24

JOB NO. 18127

SHEET C-0.11

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\EXHIBITS\2024\STORM MAINTENANCE\18127-STORM MAINTENANCE.DWG - Nov 12, 2024 - 12:15pm

Snowmass Center Development

Minor PUD Amendment

	2025 Cost Estimates		Projected 2030 Construction Costs & Security Obligations	
	$	**%**	**$**	**NOTES**
Rim Road Costs (Blue)	$ 2,269,817.00		$ 2,896,925.59	
Snowmass Center Responsibility	$ 954,574.50	42.06%	$ 1,218,305.83	
Town Responsibility	$ 1,315,242.50	57.94%	$ 1,678,619.75	
Additional Cost sharing (Green w/in Red)	$ 6,947,600.00		$ 8,867,093.78	
Snowmass Center Responsibility	$ 6,556,550.00	94.37%	$ 8,368,003.88	
Town Responsibility	$ 391,050.00	5.63%	$ 499,089.91	
Cost Sharing Summary				
Overall Project Cost	$ 9,217,417.00		$ 11,764,019.37	
Snowmass Center Responsibility	$ 7,511,124.50	81.49%	**$ 9,586,309.71**	**Amount to Secure**
Town Responsibility	$ 1,706,292.50	18.51%	**$ 2,177,709.66**	**Amount to Secure**

Rim Road - Cost Estimate

SE PROJECT # 18127

Site Work

	Description	Unit	# Units	Unit Cost	Total	SMC Responsibility %	SMC Responsibility Total	Town Responsibility %	Town Responsibility Total
SW1	**Mobilization**	LS	1	$ 155,000.00	$ 155,000.00	50.00%	$ 77,500.00	50.00%	$ 77,500.00
SW2	**Sawcut Existing Asphalt**	LF	50	$ 3.00	$ 150.00	50.00%	$ 75.00	50.00%	$ 75.00
SW3	**Removal of Existing Asphalt**	SF	5120	$ 20.00	$ 102,400.00	50.00%	$ 51,200.00	50.00%	$ 51,200.00
SW4	**Strip, Stockpile Topsoil**	LS	1	$ 5,000.00	$ 5,000.00	50.00%	$ 2,500.00	50.00%	$ 2,500.00
SW5	**Excavation / Grading**	CY	2500	$ 75.00	$ 187,500.00	50.00%	$ 93,750.00	50.00%	$ 93,750.00
SW6	**Site Retaining Walls- Road**	SF	4320	$ 175.00	$ 756,000.00	60.00%	$ 453,600.00	40.00%	$ 302,400.00
SW7	**Site Retaining Walls- Road (Added Town Scope)**	SF	1200	$ 175.00	$ 210,000.00	0.00%	$ -	100.00%	$ 210,000.00
SW8	**4" Concrete Sidewalk**	SF	1520	$ 45.00	$ 68,400.00	100.00%	$ 68,400.00	0.00%	$ -
SW9	**4" Concret Sidewalk (Added Town Scope)**	SF	560	$ 45.00	$ 25,200.00	0.00%	$ -	100.00%	$ 25,200.00
SW10	**5" Asphalt**	SF	5050	$ 7.00	$ 35,350.00	50.00%	$ 17,675.00	50.00%	$ 17,675.00
SW11	**Double Yellow CL Striping**	LF	240	$ 5.00	$ 1,200.00	50.00%	$ 600.00	50.00%	$ 600.00
SW12	**Roadway Signage**	EA	5	$ 1,000.00	$ 5,000.00	50.00%	$ 2,500.00	50.00%	$ 2,500.00
SW13	**6" Class 6 ABC Sidewalk**	CY	18	$ 140.00	$ 2,520.00	50.00%	$ 1,260.00	50.00%	$ 1,260.00
SW14	**6" Class 6 ABC**	CY	95	$ 140.00	$ 13,300.00	50.00%	$ 6,650.00	50.00%	$ 6,650.00
SW15	**10" Class 2 ABC**	CY	155	$ 150.00	$ 23,250.00	50.00%	$ 11,625.00	50.00%	$ 11,625.00
SW16	**Concrete Curb & Gutter**	LF	440	$ 70.00	$ 30,800.00	50.00%	$ 15,400.00	50.00%	$ 15,400.00
SW17	**Traffic Control**	LS	1	$ 25,000.00	$ 25,000.00	50.00%	$ 12,500.00	50.00%	$ 12,500.00
				SUBTOTAL OF ITEMS SW1-SW17:	$ 1,646,070.00		$ 815,235.00		$ 830,835.00

Deep Utilities

	Description	Unit	# Units	Unit Cost	Total	SMC Responsibility %	SMC Responsibility Total	Town Responsibility %	Town Responsibility Total
DU1	**Abandon Existing Fire Hydrants per SWSD Standards**	EA	2	$ 5,000.00	$ 10,000.00	50.00%	$ 5,000.00	50.00%	$ 5,000.00
DU2	**Relocation of Fire Hydrants**	EA	2	$ 15,000.00	$ 30,000.00	50.00%	$ 15,000.00	50.00%	$ 15,000.00
DU3	**6" Water Main to Hydrants (includes trenching, bedding, and backfill)**	LF	40	$ 325.00	$ 13,000.00	50.00%	$ 6,500.00	50.00%	$ 6,500.00
DU4	**6" Water Valves**	EA	2	$ 3,500.00	$ 7,000.00	50.00%	$ 3,500.00	50.00%	$ 3,500.00
DU5	**8" Sewer Main**	LF	170	$ 330.00	$ 56,100.00	0.00%	$ -	100.00%	$ 56,100.00
DU6	**4' Diam Sewer Manhole**	EA	2	$ 15,000.00	$ 30,000.00	0.00%	$ -	100.00%	$ 30,000.00
				SUBTOTAL OF ITEMS DU1-DU6:	$ 146,100.00		$ 30,000.00		$ 116,100.00

Rim Road - Cost Estimate

Storm

	Description	Unit	# Units	Unit Cost	Total	SMC Responsibility %	SMC Responsibility Total	Town Responsibility %	Town Responsibility Total
ST1	**24" ADS Storm Line**	LF	240	$ 380.00	$ 91,200.00	0.00%	$ -	100.00%	$ 91,200.00
	CDOT Type 13 Inlet	EA							
ST2			5	$ 7,200.00	$ 36,000.00	20.00%	$ 7,200.00	80.00%	$ 28,800.00
				SUBTOTAL OF ITEMS ST1-ST2:	$ 127,200.00		$ 7,200.00		$ 120,000.00

Shallow Utilities

	Description	Unit	# Units	Unit Cost	Total	SMC Responsibility %	SMC Responsibility Total	Town Responsibility %	Town Responsibility Total
SU1	**Gas Line**	LF	385	$ 60.00	$ 23,100.00	0.00%	$ -	100.00%	$ 23,100.00
SU2	**Telecomm. Conduit**	LF	220	$ 60.00	$ 13,200.00	0.00%	$ -	100.00%	$ 13,200.00
SU3	**Fiber Optic Line**	LF	220	$ 50.00	$ 11,000.00	0.00%	$ -	100.00%	$ 11,000.00
SU4	**Street Lights**	EA	5	$ 8,000.00	$ 40,000.00	20.00%	$ 8,000.00	80.00%	$ 32,000.00
SU5	**Electric Line**	LF	460	$ 80.00	$ 36,800.00	20.00%	$ 7,360.00	80.00%	$ 29,440.00
SU6	**Pothole Existing Utilities**	HR	10	$ 2,000.00	$ 20,000.00	0.00%		100.00%	$ 20,000.00
				SUBTOTAL OF ITEMS SU1-SU6:	$ 144,100.00		$ 15,360.00		$ 128,740.00

				SUBTOTAL OF ITEMS SW, DU, ST, & SU:	$ 2,063,470.00	**SMC RESPONSIBILITY:**	$ 867,795.00	**TOWN RESPONSIBILITY:**	$ 1,195,675.00
				10% CONTINGENCY:	$ 206,347.00		$ 86,779.50		$ 119,567.50
				TOTAL:	$ 2,269,817.00		$ 954,574.50		$ 1,315,242.50

Public Improvements - Cost Estimate

SE PROJECT # 18127

Lower Kearns Road Improvements

Name	Description	Unit	# Units	Unit Cost	Total	SMC Responsibility %	SMC Responsibility Total	Town Responsibility %	Town Responsibility Total
LK1	Mobilization	LS	1	$ 120,000.00	$ 120,000.00	100.00%	$ 120,000.00	0.00%	$ -
LK2	Strip, Stockpile Topsoil	LS	1	$ 5,000.00	$ 5,000.00	100.00%	$ 5,000.00	0.00%	$ -
LK3	Sawcut Asphalt	LF	120	$ 3.00	$ 360.00	100.00%	$ 360.00	0.00%	$ -
LK4	Milling for T-top	LS	1	$ 5,000.00	$ 5,000.00	100.00%	$ 5,000.00	0.00%	$ -
LK5	Removal of Existing Asphalt	SF	12770	$ 20.00	$ 255,400.00	100.00%	$ 255,400.00	0.00%	$ -
LK6	Excavation / Grading	CY	3650	$ 50.00	$ 182,500.00	100.00%	$ 182,500.00	0.00%	$ -
LK7	Site Retaining Walls- Road	SF	2525	$ 130.00	$ 328,250.00	100.00%	$ 328,250.00	0.00%	$ -
LK8	4" Concrete Sidewalk	SF	1750	$ 45.00	$ 78,750.00	100.00%	$ 78,750.00	0.00%	$ -
LK9	5" Asphalt	SF	12630	$ 7.00	$ 88,410.00	100.00%	$ 88,410.00	0.00%	$ -
LK10	Roadway Signage	EA	5	$ 1,000.00	$ 5,000.00	100.00%	$ 5,000.00	0.00%	$ -
LK11	6" Class 6 ABC Sidewalk	CY	33	$ 140.00	$ 4,620.00	100.00%	$ 4,620.00	0.00%	$ -
LK12	6" Class 6 ABC	CY	235	$ 140.00	$ 32,900.00	100.00%	$ 32,900.00	0.00%	$ -
LK13	10" Class 2 ABC	CY	390	$ 150.00	$ 58,500.00	100.00%	$ 58,500.00	0.00%	$ -
LK14	Concrete Curb & Gutter	LF	850	$ 70.00	$ 59,500.00	100.00%	$ 59,500.00	0.00%	$ -
LK15	ADA Ramps	EA	2	$ 5,000.00	$ 10,000.00	100.00%	$ 10,000.00	0.00%	$ -
LK16	Crosswalks	EA	1	$ 5,000.00	$ 5,000.00	100.00%	$ 5,000.00	0.00%	$ -
LK17	4" Double Yellow CL Stripe	LF	420	$ 5.00	$ 2,100.00	100.00%	$ 2,100.00	0.00%	$ -
LK18	Pothole Existing Utilities	HR	10	$ 5,000.00	$ 50,000.00	100.00%	$ 50,000.00	0.00%	$ -
LK19	Telecomm. Conduit	LF	420	$ 40.00	$ 16,800.00	100.00%	$ 16,800.00	0.00%	$ -
LK20	Gas Line	LF	440	$ 60.00	$ 26,400.00	100.00%	$ 26,400.00	0.00%	$ -
LK21	Electric Line	LF	695	$ 80.00	$ 55,600.00	100.00%	$ 55,600.00	0.00%	$ -
LK22	Shallow Utility Conduits	LF	195	$ 60.00	$ 11,700.00	100.00%	$ 11,700.00	0.00%	$ -
LK23	Lighting	EA	5	$ 8,000.00	$ 40,000.00	100.00%	$ 40,000.00	0.00%	$ -
LK24	Traffic Control	LS	1	$ 25,000.00	$ 25,000.00	100.00%	$ 25,000.00	0.00%	$ -
				SUBTOTAL OF ITEMS LK1-LK124:	$ 1,466,790.00		$ 1,466,790.00		$ -
				10% Contingency	$ 146,679.00		$ 146,679.00		$ -
				Total:	**$ 1,613,469.00**		**$ 1,613,469.00**		$ -
									$ 1,613,469.00

Public Improvements - Cost Estimate

Upper Kearns Road, Transit Center, & Town Hall Improvements

Name	Description	Unit	# Units	Unit Cost	Total	SMC Responsibility %	SMC Responsibility Total	Town Responsibility %	Town Responsibility Total
UK1	Mobilization	LS	1	$ 170,000.00	$ 170,000.00	100.00%	$ 170,000.00	0.00%	$ -
UK2	Strip, Stockpile Topsoil	LS	1	$ 2,000.00	$ 2,000.00	100.00%	$ 2,000.00	0.00%	$ -
UK3	Sawcut Asphalt	LF	80	$ 3.00	$ 240.00	100.00%	$ 240.00	0.00%	$ -
UK4	Milling for T-top	LS	1	$ 5,000.00	$ 5,000.00	100.00%	$ 5,000.00	0.00%	$ -
UK5	Removal of Existing Asphalt	SF	14000	$ 20.00	$ 280,000.00	100.00%	$ 280,000.00	0.00%	$ -
UK6	Excavation / Grading	CY	2600	$ 50.00	$ 130,000.00	100.00%	$ 130,000.00	0.00%	$ -
UK7	Site Retaining Walls-Conoco	SF	165	$ 130.00	$ 21,450.00	100.00%	$ 21,450.00	0.00%	$ -
UK8	Site Retaining Walls-Transit	SF	2950	$ 175.00	$ 516,250.00	100.00%	$ 516,250.00	0.00%	$ -
UK9	Site Retaining wall - Additional Veneer	SF	2950	$ 50.00	$ 147,500.00	100.00%	$ 147,500.00	0.00%	$ -
UK10	4" Concrete Sidewalk	SF	4300	$ 45.00	$ 193,500.00	100.00%	$ 193,500.00	0.00%	$ -
UK11	4' Valley Pan	LF	22	$ 300.00	$ 6,600.00	100.00%	$ 6,600.00	0.00%	$ -
UK12	6" Concrete Driving Surface	SF	1265	$ 34.00	$ 43,010.00	100.00%	$ 43,010.00	0.00%	$ -
UK13	7" Snowmelt Concrete Driving Surface	SF	1920	$ 40.00	$ 76,800.00	100.00%	$ 76,800.00	0.00%	$ -
UK14	5" Asphalt	SF	12560	$ 7.00	$ 87,920.00	100.00%	$ 87,920.00	0.00%	$ -
UK15	Roadway Signage	EA	12	$ 1,000.00	$ 12,000.00	100.00%	$ 12,000.00	0.00%	$ -
UK16	6" Class 6 ABC Sidewalk	CY	80	$ 140.00	$ 11,200.00	100.00%	$ 11,200.00	0.00%	$ -
UK17	6" Class 6 ABC Under roadway	CY	250	$ 140.00	$ 35,000.00	100.00%	$ 35,000.00	0.00%	$ -
UK18	6" Class 6 ABC under concrete snowmelt roadway	CY	40	$ 140.00	$ 5,600.00	100.00%	$ 5,600.00	0.00%	$ -
UK19	6" Class 6 ABC under concrete roadway	CY	26	$ 140.00	$ 3,640.00	100.00%	$ 3,640.00	0.00%	$ -
UK20	10" Class 2 ABC	CY	490	$ 150.00	$ 73,500.00	100.00%	$ 73,500.00	0.00%	$ -
UK21	Concrete Curb & Gutter	LF	1020	$ 70.00	$ 71,400.00	100.00%	$ 71,400.00	0.00%	$ -
UK22	ADA Ramps	EA	6	$ 5,000.00	$ 30,000.00	100.00%	$ 30,000.00	0.00%	$ -
UK23	Crosswalks	EA	4	$ 5,000.00	$ 20,000.00	100.00%	$ 20,000.00	0.00%	$ -
UK24	4" Double Yellow CL Stripe	EA	700	$ 5.00	$ 3,500.00	100.00%	$ 3,500.00	0.00%	$ -
UK25	Pothole Existing Utilities	HR	10	$ 5,000.00	$ 50,000.00	100.00%	$ 50,000.00	0.00%	$ -
UK26	Telecomm. Conduit	LF	260	$ 40.00	$ 10,400.00	50.00%	$ 5,200.00	50.00%	$ 5,200.00
UK27	Gas Line	LF	285	$ 60.00	$ 17,100.00	50.00%	$ 8,550.00	50.00%	$ 8,550.00
UK28	Electric Line	LF	470	$ 80.00	$ 37,600.00	100.00%	$ 37,600.00	0.00%	$ -
UK29	Fiber Optic Line	LF	260	$ 50.00	$ 13,000.00	50.00%	$ 6,500.00	50.00%	$ 6,500.00
UK30	Shallow Utility Conduits	LF	155	$ 60.00	$ 9,300.00	100.00%	$ 9,300.00	0.00%	$ -
UK31	Lighting	EA	6	$ 8,000.00	$ 48,000.00	100.00%	$ 48,000.00	0.00%	$ -
UK32	Traffic Control	LS	1	$ 35,000.00	$ 35,000.00	100.00%	$ 35,000.00	0.00%	$ -
				SUBTOTAL OF ITEMS UK1-UK32:	**$ 2,166,510.00**		$ 2,146,260.00		$ 20,250.00
				10% Contingency:	**$ 216,651.00**		$ 214,626.00		$ 2,025.00
				Total:	**$ 2,383,161.00**		**$ 2,360,886.00**		**$ 22,275.00**
								$	**2,383,161.00**

Public Improvements - Cost Estimate

Melton Ranch Trail

Name	Description	Unit	# Units	Unit Cost	Total	SMC Responsibility %	SMC Responsibility Total	Town Responsibility %	Town Responsibility Total
T1	Mobilization	LS	1	$ 12,000.00	$ 12,000.00	100.00%	$ 12,000.00	0.00%	$ -
T2	Strip/Stockpile Topsoil	LS	1	$ 3,000.00	$ 3,000.00	100.00%	$ 3,000.00	0.00%	$ -
T3	Excavation / Grading	CY	940	$ 50.00	$ 47,000.00	100.00%	$ 47,000.00	0.00%	$ -
T4	3" Asphalt Trail	SF	8000	$ 6.00	$ 48,000.00	100.00%	$ 48,000.00	0.00%	$ -
T5	Trail Signs	EA	9	$ 350.00	$ 3,150.00	100.00%	$ 3,150.00	0.00%	$ -
T6	6" Class 6 ABC Trail	CY	150	$ 140.00	$ 21,000.00	100.00%	$ 21,000.00	0.00%	$ -
T7	Traffic Control	LS	1	$ 5,000.00	$ 5,000.00	100.00%	$ 5,000.00	0.00%	$ -
				SUBTOTAL OF ITEMS T1-T7:	**$ 139,150.00**		$ 139,150.00		$ -
				10% Contingency:	**$ 13,915.00**		$ 13,915.00		$ -
				Total:	**$ 153,065.00**		**$ 153,065.00**		**$ -**
									$ 153,065.00

Water Line

Name	Description	Unit	# Units	Unit Cost	Total	SMC Responsibility %	SMC Responsibility Total	Town Responsibility %	Town Responsibility Total
W1	Mobilization	LS	1	$ 85,000.00	$ 85,000.00	100.00%	$ 85,000.00	0.00%	$ -
W2	Water Interconnection	EA	2	$ 6,000.00	$ 12,000.00	100.00%	$ 12,000.00	0.00%	$ -
W3	Installation of Fire Hydrants	EA	6	$ 15,000.00	$ 90,000.00	100.00%	$ 90,000.00	0.00%	$ -
W4	8" Water Main Loop (Lot 1, includes trenching bedding and backfill)	LF	785	$ 550.00	$ 431,750.00	100.00%	$ 431,750.00	0.00%	$ -
W5	8" Water Main Loop (Rim Rd. ROW & Lot 2)	LF	625	$ 550.00	$ 343,750.00	100.00%	$ 343,750.00	0.00%	$ -
W6	8" Water Main (SMC parking lot)	LF	610	$ 550.00	$ 335,500.00	100.00%	$ 335,500.00	0.00%	$ -
W7	8" Water Valves	EA	6	$ 4,500.00	$ 27,000.00	100.00%	$ 27,000.00	0.00%	$ -
W8	6" Water Main to Hydrant	LF	115	$ 210.00	$ 24,150.00	100.00%	$ 24,150.00	0.00%	$ -
W9	6" Water Valves	EA	6	$ 3,500.00	$ 21,000.00	100.00%	$ 21,000.00	0.00%	$ -
W10	Water service to Alpine/BJ Adams	EA	1	$ 10,000.00	$ 10,000.00	100.00%	$ 10,000.00	0.00%	$ -
W11	Adjust existing gate valve rims	EA	5	$ 500.00	$ 2,500.00	100.00%	$ 2,500.00	0.00%	$ -
W12	Traffic Control	LS	1	$ 25,000.00	$ 25,000.00	100.00%	$ 25,000.00	0.00%	$ -
				SUBTOTAL OF ITEMS W1-W12:	**$ 1,407,650.00**		$ 1,407,650.00		$ -
				10% Contingency	**$ 140,765.00**		$ 140,765.00		$ -
				Total	**$ 1,548,415.00**		**$ 1,548,415.00**		**$ -**
									$ 1,548,415.00

Sewer Line

Name	Description	Unit	# Units	Unit Cost	Total	SMC Responsibility %	SMC Responsibility Total	Town Responsibility %	Town Responsibility Total
S1	Mobilization	LS	1	$ 30,000.00	$ 30,000.00	85.00%	$ 25,500.00	15.00%	$ 4,500.00
S2	Remove existing Sewer Main	LS	1	$ 5,000.00	$ 5,000.00	85.00%	$ 4,250.00	15.00%	$ 750.00
S3	Sewer Interconnection	EA	1	$ 5,000.00	$ 5,000.00	85.00%	$ 4,250.00	15.00%	$ 750.00
S4	8" SDR 35 Sewer Main	LF	615	$ 500.00	$ 307,500.00	100.00%	$ 307,500.00	0.00%	$ -
S5	Sewer Service to SMC	EA	1	$ 10,000.00	$ 10,000.00	100.00%	$ 10,000.00	0.00%	$ -
S6	4' Diam Sewer Manhole	EA	5	$ 15,000.00	$ 75,000.00	100.00%	$ 75,000.00	0.00%	$ -
S7	Adjust existing SMH Rims	EA	3	$ 1,800.00	$ 5,400.00	100.00%	$ 5,400.00	0.00%	$ -
S8	Traffic Control	LS	1	$ 15,000.00	$ 15,000.00	100.00%	$ 15,000.00	0.00%	$ -
				SUBTOTAL OF ITEMS S1-S8	***$ 452,900.00***		$ 446,900.00		$ 6,000.00
				10% Contingency	**$ 45,290.00**		$ 44,690.00		$ 600.00
				Total:	**$ 498,190.00**		**$ 491,590.00**		**$ 6,600.00**
									$ 498,190.00

Public Improvements - Cost Estimate

STORM A

Name	Description	Unit	# Units	Unit Cost	Total	SMC Responsibility %	SMC Responsibility Total	Town Responsibility %	Town Responsibility Total
S1	Mobilization	LS	1	$ 25,000.00	$ 25,000.00	50.00%	$ 12,500.00	50.00%	$ 12,500.00
S2	24" ADS Storm Line	LF	570	$ 380.00	$ 216,600.00	50.00%	$ 108,300.00	50.00%	$ 108,300.00
S3	4' Diam Concrete Manholes	EA	6	$ 10,000.00	$ 60,000.00	50.00%	$ 30,000.00	50.00%	$ 30,000.00
S4	Lower Debris Inlet - CDOT Type D	EA	1	$ 5,000.00	$ 5,000.00	90.00%	$ 4,500.00	10.00%	$ 500.00
S5	Sediment Vault	EA	1	$ 10,000.00	$ 10,000.00	90.00%	$ 9,000.00	10.00%	$ 1,000.00
S6	6' Diameter Drop manhole	EA	1	$ 25,000.00	$ 25,000.00	50.00%	$ 12,500.00	50.00%	$ 12,500.00
S7	Riprap for daylight pipe an	LS	1	$ 10,000.00	$ 10,000.00	100.00%	$ 10,000.00	0.00%	$ -
S8	Lower Debris Pond Shaping/Grading	CY	50	$ 50.00	$ 2,500.00	100.00%	$ 2,500.00	0.00%	$ -
S9	Traffic Control	LS	1	$ 15,000.00	$ 15,000.00	50.00%	$ 7,500.00	50.00%	$ 7,500.00
				SUBTOTAL OF ITEMS S1-S9:	***$ 369,100.00***		$196,800.00		$172,300.00
				10% Contingency	**$ 36,910.00**		$19,680.00		$17,230.00
				Total:	**$ 406,010.00**		**$216,480.00**		**$189,530.00**
								$406,010.00	

STORM D

Name	Description	Unit	# Units	Unit Cost	Total	SMC Responsibility %	SMC Responsibility Total	Town Responsibility %	Town Responsibility Total
D1	Mobilization	LS	1	$ 20,000.00	$ 20,000.00	50.00%	$10,000.00	50.00%	$10,000.00
D2	24" ADS Storm Line	LF	455	$ 380.00	$ 172,900.00	50.00%	$86,450.00	50.00%	$86,450.00
D3	4' Diam Concrete Manholes	EA	2	$ 10,000.00	$ 20,000.00	50.00%	$10,000.00	50.00%	$10,000.00
D4	CDOT Type 13 Curb Inlet	EA	5	$ 7,200.00	$ 36,000.00	50.00%	$18,000.00	50.00%	$18,000.00
D5	8' Diam CDS Water Quality Vault	EA	1	$ 50,000.00	$ 50,000.00	50.00%	$25,000.00	50.00%	$25,000.00
D6	Traffic Control	LS	1	$ 15,000.00	$ 15,000.00	50.00%	$7,500.00	50.00%	$7,500.00
				SUBTOTAL OF ITEMS S1-S6:	***$ 313,900.00***		$156,950.00		$156,950.00
				10% Contingency	**$ 31,390.00**		$15,695.00		$15,695.00
				Total:	**$ 345,290.00**		**$172,645.00**		**$172,645.00**
								$345,290.00	

Snowmass Center Development

Minor PUD Amendment

	2025 Cost Estimates		Projected 2030 Construction Costs & Security Obligations	
	$	**%**	**$**	**NOTES**
Rim Road Costs (Blue)	$ 2,269,817.00		$ 2,896,925.59	
Snowmass Center Responsibility	$ 954,574.50	42.06%	$ 1,218,305.83	
Town Responsibility	$ 1,315,242.50	57.94%	$ 1,678,619.75	
Additional Cost sharing (Green w/in Red)	$ 6,947,600.00		$ 8,867,093.78	
Snowmass Center Responsibility	$ 6,556,550.00	94.37%	$ 8,368,003.88	
Town Responsibility	$ 391,050.00	5.63%	$ 499,089.91	
Cost Sharing Summary				
Overall Project Cost	$ 9,217,417.00		$ 11,764,019.37	
Snowmass Center Responsibility	$ 7,511,124.50	81.49%	**$ 9,586,309.71**	**Amount to Secure**
Town Responsibility	$ 1,706,292.50	18.51%	**$ 2,177,709.66**	**Amount to Secure**

Rim Road - Cost Estimate

SE PROJECT # 18127

Site Work

	Description	Unit	# Units	Unit Cost	Total	SMC Responsibility %	SMC Responsibility Total	Town Responsibility %	Town Responsibility Total
SW1	**Mobilization**	LS	1	$ 155,000.00	$ 155,000.00	50.00%	$ 77,500.00	50.00%	$ 77,500.00
SW2	**Sawcut Existing Asphalt**	LF	50	$ 3.00	$ 150.00	50.00%	$ 75.00	50.00%	$ 75.00
SW3	**Removal of Existing Asphalt**	SF	5120	$ 20.00	$ 102,400.00	50.00%	$ 51,200.00	50.00%	$ 51,200.00
SW4	**Strip, Stockpile Topsoil**	LS	1	$ 5,000.00	$ 5,000.00	50.00%	$ 2,500.00	50.00%	$ 2,500.00
SW5	**Excavation / Grading**	CY	2500	$ 75.00	$ 187,500.00	50.00%	$ 93,750.00	50.00%	$ 93,750.00
SW6	**Site Retaining Walls- Road**	SF	4320	$ 175.00	$ 756,000.00	60.00%	$ 453,600.00	40.00%	$ 302,400.00
SW7	**Site Retaining Walls- Road (Added Town Scope)**	SF	1200	$ 175.00	$ 210,000.00	0.00%	$ -	100.00%	$ 210,000.00
SW8	**4" Concrete Sidewalk**	SF	1520	$ 45.00	$ 68,400.00	100.00%	$ 68,400.00	0.00%	$ -
SW9	**4" Concret Sidewalk (Added Town Scope)**	SF	560	$ 45.00	$ 25,200.00	0.00%	$ -	100.00%	$ 25,200.00
SW10	**5" Asphalt**	SF	5050	$ 7.00	$ 35,350.00	50.00%	$ 17,675.00	50.00%	$ 17,675.00
SW11	**Double Yellow CL Striping**	LF	240	$ 5.00	$ 1,200.00	50.00%	$ 600.00	50.00%	$ 600.00
SW12	**Roadway Signage**	EA	5	$ 1,000.00	$ 5,000.00	50.00%	$ 2,500.00	50.00%	$ 2,500.00
SW13	**6" Class 6 ABC Sidewalk**	CY	18	$ 140.00	$ 2,520.00	50.00%	$ 1,260.00	50.00%	$ 1,260.00
SW14	**6" Class 6 ABC**	CY	95	$ 140.00	$ 13,300.00	50.00%	$ 6,650.00	50.00%	$ 6,650.00
SW15	**10" Class 2 ABC**	CY	155	$ 150.00	$ 23,250.00	50.00%	$ 11,625.00	50.00%	$ 11,625.00
SW16	**Concrete Curb & Gutter**	LF	440	$ 70.00	$ 30,800.00	50.00%	$ 15,400.00	50.00%	$ 15,400.00
SW17	**Traffic Control**	LS	1	$ 25,000.00	$ 25,000.00	50.00%	$ 12,500.00	50.00%	$ 12,500.00
				SUBTOTAL OF ITEMS SW1-SW17:	$ 1,646,070.00		$ 815,235.00		$ 830,835.00

Deep Utilities

	Description	Unit	# Units	Unit Cost	Total	SMC Responsibility %	SMC Responsibility Total	Town Responsibility %	Town Responsibility Total
DU1	**Abandon Existing Fire Hydrants per SWSD Standards**	EA	2	$ 5,000.00	$ 10,000.00	50.00%	$ 5,000.00	50.00%	$ 5,000.00
DU2	**Relocation of Fire Hydrants**	EA	2	$ 15,000.00	$ 30,000.00	50.00%	$ 15,000.00	50.00%	$ 15,000.00
DU3	**6" Water Main to Hydrants (includes trenching, bedding, and backfill)**	LF	40	$ 325.00	$ 13,000.00	50.00%	$ 6,500.00	50.00%	$ 6,500.00
DU4	**6" Water Valves**	EA	2	$ 3,500.00	$ 7,000.00	50.00%	$ 3,500.00	50.00%	$ 3,500.00
DU5	**8" Sewer Main**	LF	170	$ 330.00	$ 56,100.00	0.00%	$ -	100.00%	$ 56,100.00
DU6	**4' Diam Sewer Manhole**	EA	2	$ 15,000.00	$ 30,000.00	0.00%	$ -	100.00%	$ 30,000.00
				SUBTOTAL OF ITEMS DU1-DU6:	$ 146,100.00		$ 30,000.00		$ 116,100.00

Rim Road - Cost Estimate

Storm									
	Description	Unit	# Units	Unit Cost	Total	SMC Responsibility %	SMC Responsibility Total	Town Responsibility %	Town Responsibility Total
ST1	**24" ADS Storm Line**	LF	240	$ 380.00	$ 91,200.00	0.00%	$ -	100.00%	$ 91,200.00
	CDOT Type 13 Inlet	EA							
ST2			5	$ 7,200.00	$ 36,000.00	20.00%	$ 7,200.00	80.00%	$ 28,800.00
				SUBTOTAL OF ITEMS ST1-ST2:	$ 127,200.00		$ 7,200.00		$ 120,000.00
Shallow Utilities									
	Description	Unit	# Units	Unit Cost	Total	SMC Responsibility %	SMC Responsibility Total	Town Responsibility %	Town Responsibility Total
SU1	**Gas Line**	LF	385	$ 60.00	$ 23,100.00	0.00%	$ -	100.00%	$ 23,100.00
SU2	**Telecomm. Conduit**	LF	220	$ 60.00	$ 13,200.00	0.00%	$ -	100.00%	$ 13,200.00
SU3	**Fiber Optic Line**	LF	220	$ 50.00	$ 11,000.00	0.00%	$ -	100.00%	$ 11,000.00
SU4	**Street Lights**	EA	5	$ 8,000.00	$ 40,000.00	20.00%	$ 8,000.00	80.00%	$ 32,000.00
SU5	**Electric Line**	LF	460	$ 80.00	$ 36,800.00	20.00%	$ 7,360.00	80.00%	$ 29,440.00
SU6	**Pothole Existing Utilities**	HR	10	$ 2,000.00	$ 20,000.00	0.00%		100.00%	$ 20,000.00
				SUBTOTAL OF ITEMS SU1-SU6:	$ 144,100.00		$ 15,360.00		$ 128,740.00
				SUBTOTAL OF ITEMS SW, DU, ST, & SU:	$ 2,063,470.00	**SMC RESPONSIBILITY:**	$ 867,795.00	**TOWN RESPONSIBILITY:**	$ 1,195,675.00
				10% CONTINGENCY:	$ 206,347.00		$ 86,779.50		$ 119,567.50
				TOTAL:	$ 2,269,817.00		$ 954,574.50		$ 1,315,242.50

Public Improvements - Cost Estimate

SE PROJECT # 18127

Lower Kearns Road Improvements

Name	Description	Unit	# Units	Unit Cost	Total	SMC Responsibility %	SMC Responsibility Total	Town Responsibility %	Town Responsibility Total
LK1	Mobilization	LS	1	$ 120,000.00	$ 120,000.00	100.00%	$ 120,000.00	0.00%	$ -
LK2	Strip, Stockpile Topsoil	LS	1	$ 5,000.00	$ 5,000.00	100.00%	$ 5,000.00	0.00%	$ -
LK3	Sawcut Asphalt	LF	120	$ 3.00	$ 360.00	100.00%	$ 360.00	0.00%	$ -
LK4	Milling for T-top	LS	1	$ 5,000.00	$ 5,000.00	100.00%	$ 5,000.00	0.00%	$ -
LK5	Removal of Existing Asphalt	SF	12770	$ 20.00	$ 255,400.00	100.00%	$ 255,400.00	0.00%	$ -
LK6	Excavation / Grading	CY	3650	$ 50.00	$ 182,500.00	100.00%	$ 182,500.00	0.00%	$ -
LK7	Site Retaining Walls- Road	SF	2525	$ 130.00	$ 328,250.00	100.00%	$ 328,250.00	0.00%	$ -
LK8	4" Concrete Sidewalk	SF	1750	$ 45.00	$ 78,750.00	100.00%	$ 78,750.00	0.00%	$ -
LK9	5" Asphalt	SF	12630	$ 7.00	$ 88,410.00	100.00%	$ 88,410.00	0.00%	$ -
LK10	Roadway Signage	EA	5	$ 1,000.00	$ 5,000.00	100.00%	$ 5,000.00	0.00%	$ -
LK11	6" Class 6 ABC Sidewalk	CY	33	$ 140.00	$ 4,620.00	100.00%	$ 4,620.00	0.00%	$ -
LK12	6" Class 6 ABC	CY	235	$ 140.00	$ 32,900.00	100.00%	$ 32,900.00	0.00%	$ -
LK13	10" Class 2 ABC	CY	390	$ 150.00	$ 58,500.00	100.00%	$ 58,500.00	0.00%	$ -
LK14	Concrete Curb & Gutter	LF	850	$ 70.00	$ 59,500.00	100.00%	$ 59,500.00	0.00%	$ -
LK15	ADA Ramps	EA	2	$ 5,000.00	$ 10,000.00	100.00%	$ 10,000.00	0.00%	$ -
LK16	Crosswalks	EA	1	$ 5,000.00	$ 5,000.00	100.00%	$ 5,000.00	0.00%	$ -
LK17	4" Double Yellow CL Stripe	LF	420	$ 5.00	$ 2,100.00	100.00%	$ 2,100.00	0.00%	$ -
LK18	Pothole Existing Utilities	HR	10	$ 5,000.00	$ 50,000.00	100.00%	$ 50,000.00	0.00%	$ -
LK19	Telecomm. Conduit	LF	420	$ 40.00	$ 16,800.00	100.00%	$ 16,800.00	0.00%	$ -
LK20	Gas Line	LF	440	$ 60.00	$ 26,400.00	100.00%	$ 26,400.00	0.00%	$ -
LK21	Electric Line	LF	695	$ 80.00	$ 55,600.00	100.00%	$ 55,600.00	0.00%	$ -
LK22	Shallow Utility Conduits	LF	195	$ 60.00	$ 11,700.00	100.00%	$ 11,700.00	0.00%	$ -
LK23	Lighting	EA	5	$ 8,000.00	$ 40,000.00	100.00%	$ 40,000.00	0.00%	$ -
LK24	Traffic Control	LS	1	$ 25,000.00	$ 25,000.00	100.00%	$ 25,000.00	0.00%	$ -
				SUBTOTAL OF ITEMS LK1-LK124:	$ 1,466,790.00		$ 1,466,790.00		$ -
				10% Contingency	$ 146,679.00		$ 146,679.00		$ -
				Total:	**$ 1,613,469.00**		**$ 1,613,469.00**		$ -
									$ 1,613,469.00

Public Improvements - Cost Estimate

Upper Kearns Road, Transit Center, & Town Hall Improvements

Name	Description	Unit	# Units	Unit Cost	Total	SMC Responsibility %	SMC Responsibility Total	Town Responsibility %	Town Responsibility Total
UK1	Mobilization	LS	1	$ 170,000.00	$ 170,000.00	100.00%	$ 170,000.00	0.00%	$ -
UK2	Strip, Stockpile Topsoil	LS	1	$ 2,000.00	$ 2,000.00	100.00%	$ 2,000.00	0.00%	$ -
UK3	Sawcut Asphalt	LF	80	$ 3.00	$ 240.00	100.00%	$ 240.00	0.00%	$ -
UK4	Milling for T-top	LS	1	$ 5,000.00	$ 5,000.00	100.00%	$ 5,000.00	0.00%	$ -
UK5	Removal of Existing Asphalt	SF	14000	$ 20.00	$ 280,000.00	100.00%	$ 280,000.00	0.00%	$ -
UK6	Excavation / Grading	CY	2600	$ 50.00	$ 130,000.00	100.00%	$ 130,000.00	0.00%	$ -
UK7	Site Retaining Walls-Conoco	SF	165	$ 130.00	$ 21,450.00	100.00%	$ 21,450.00	0.00%	$ -
UK8	Site Retaining Walls-Transit	SF	2950	$ 175.00	$ 516,250.00	100.00%	$ 516,250.00	0.00%	$ -
UK9	Site Retaining wall - Additional Veneer	SF	2950	$ 50.00	$ 147,500.00	100.00%	$ 147,500.00	0.00%	$ -
UK10	4" Concrete Sidewalk	SF	4300	$ 45.00	$ 193,500.00	100.00%	$ 193,500.00	0.00%	$ -
UK11	4' Valley Pan	LF	22	$ 300.00	$ 6,600.00	100.00%	$ 6,600.00	0.00%	$ -
UK12	6" Concrete Driving Surface	SF	1265	$ 34.00	$ 43,010.00	100.00%	$ 43,010.00	0.00%	$ -
UK13	7" Snowmelt Concrete Driving Surface	SF	1920	$ 40.00	$ 76,800.00	100.00%	$ 76,800.00	0.00%	$ -
UK14	5" Asphalt	SF	12560	$ 7.00	$ 87,920.00	100.00%	$ 87,920.00	0.00%	$ -
UK15	Roadway Signage	EA	12	$ 1,000.00	$ 12,000.00	100.00%	$ 12,000.00	0.00%	$ -
UK16	6" Class 6 ABC Sidewalk	CY	80	$ 140.00	$ 11,200.00	100.00%	$ 11,200.00	0.00%	$ -
UK17	6" Class 6 ABC Under roadway	CY	250	$ 140.00	$ 35,000.00	100.00%	$ 35,000.00	0.00%	$ -
UK18	6" Class 6 ABC under concrete snowmelt roadway	CY	40	$ 140.00	$ 5,600.00	100.00%	$ 5,600.00	0.00%	$ -
UK19	6" Class 6 ABC under concrete roadway	CY	26	$ 140.00	$ 3,640.00	100.00%	$ 3,640.00	0.00%	$ -
UK20	10" Class 2 ABC	CY	490	$ 150.00	$ 73,500.00	100.00%	$ 73,500.00	0.00%	$ -
UK21	Concrete Curb & Gutter	LF	1020	$ 70.00	$ 71,400.00	100.00%	$ 71,400.00	0.00%	$ -
UK22	ADA Ramps	EA	6	$ 5,000.00	$ 30,000.00	100.00%	$ 30,000.00	0.00%	$ -
UK23	Crosswalks	EA	4	$ 5,000.00	$ 20,000.00	100.00%	$ 20,000.00	0.00%	$ -
UK24	4" Double Yellow CL Stripe	EA	700	$ 5.00	$ 3,500.00	100.00%	$ 3,500.00	0.00%	$ -
UK25	Pothole Existing Utilities	HR	10	$ 5,000.00	$ 50,000.00	100.00%	$ 50,000.00	0.00%	$ -
UK26	Telecomm. Conduit	LF	260	$ 40.00	$ 10,400.00	50.00%	$ 5,200.00	50.00%	$ 5,200.00
UK27	Gas Line	LF	285	$ 60.00	$ 17,100.00	50.00%	$ 8,550.00	50.00%	$ 8,550.00
UK28	Electric Line	LF	470	$ 80.00	$ 37,600.00	100.00%	$ 37,600.00	0.00%	$ -
UK29	Fiber Optic Line	LF	260	$ 50.00	$ 13,000.00	50.00%	$ 6,500.00	50.00%	$ 6,500.00
UK30	Shallow Utility Conduits	LF	155	$ 60.00	$ 9,300.00	100.00%	$ 9,300.00	0.00%	$ -
UK31	Lighting	EA	6	$ 8,000.00	$ 48,000.00	100.00%	$ 48,000.00	0.00%	$ -
UK32	Traffic Control	LS	1	$ 35,000.00	$ 35,000.00	100.00%	$ 35,000.00	0.00%	$ -
				SUBTOTAL OF ITEMS UK1-UK32:	**$ 2,166,510.00**		$ 2,146,260.00		$ 20,250.00
				10% Contingency:	**$ 216,651.00**		$ 214,626.00		$ 2,025.00
				Total:	**$ 2,383,161.00**		**$ 2,360,886.00**		**$ 22,275.00**
								$	**2,383,161.00**

Public Improvements - Cost Estimate

Melton Ranch Trail

Name	Description	Unit	# Units	Unit Cost	Total	SMC Responsibility %	SMC Responsibility Total	Town Responsibility %	Town Responsibility Total
T1	Mobilization	LS	1	$ 12,000.00	$ 12,000.00	100.00%	$ 12,000.00	0.00%	$ -
T2	Strip/Stockpile Topsoil	LS	1	$ 3,000.00	$ 3,000.00	100.00%	$ 3,000.00	0.00%	$ -
T3	Excavation / Grading	CY	940	$ 50.00	$ 47,000.00	100.00%	$ 47,000.00	0.00%	$ -
T4	3" Asphalt Trail	SF	8000	$ 6.00	$ 48,000.00	100.00%	$ 48,000.00	0.00%	$ -
T5	Trail Signs	EA	9	$ 350.00	$ 3,150.00	100.00%	$ 3,150.00	0.00%	$ -
T6	6" Class 6 ABC Trail	CY	150	$ 140.00	$ 21,000.00	100.00%	$ 21,000.00	0.00%	$ -
T7	Traffic Control	LS	1	$ 5,000.00	$ 5,000.00	100.00%	$ 5,000.00	0.00%	$ -
				SUBTOTAL OF ITEMS T1-T7:	**$ 139,150.00**		$ 139,150.00		$ -
				10% Contingency:	**$ 13,915.00**		$ 13,915.00		$ -
				Total:	**$ 153,065.00**		**$ 153,065.00**		**$ -**
								$	153,065.00

Water Line

Name	Description	Unit	# Units	Unit Cost	Total	SMC Responsibility %	SMC Responsibility Total	Town Responsibility %	Town Responsibility Total
W1	Mobilization	LS	1	$ 85,000.00	$ 85,000.00	100.00%	$ 85,000.00	0.00%	$ -
W2	Water Interconnection	EA	2	$ 6,000.00	$ 12,000.00	100.00%	$ 12,000.00	0.00%	$ -
W3	Installation of Fire Hydrants	EA	6	$ 15,000.00	$ 90,000.00	100.00%	$ 90,000.00	0.00%	$ -
W4	8" Water Main Loop (Lot 1, includes trenching bedding and backfill)	LF	785	$ 550.00	$ 431,750.00	100.00%	$ 431,750.00	0.00%	$ -
W5	8" Water Main Loop (Rim Rd. ROW & Lot 2)	LF	625	$ 550.00	$ 343,750.00	100.00%	$ 343,750.00	0.00%	$ -
W6	8" Water Main (SMC parking lot)	LF	610	$ 550.00	$ 335,500.00	100.00%	$ 335,500.00	0.00%	$ -
W7	8" Water Valves	EA	6	$ 4,500.00	$ 27,000.00	100.00%	$ 27,000.00	0.00%	$ -
W8	6" Water Main to Hydrant	LF	115	$ 210.00	$ 24,150.00	100.00%	$ 24,150.00	0.00%	$ -
W9	6" Water Valves	EA	6	$ 3,500.00	$ 21,000.00	100.00%	$ 21,000.00	0.00%	$ -
W10	Water service to Alpine/BJ Adams	EA	1	$ 10,000.00	$ 10,000.00	100.00%	$ 10,000.00	0.00%	$ -
W11	Adjust existing gate valve rims	EA	5	$ 500.00	$ 2,500.00	100.00%	$ 2,500.00	0.00%	$ -
W12	Traffic Control	LS	1	$ 25,000.00	$ 25,000.00	100.00%	$ 25,000.00	0.00%	$ -
				SUBTOTAL OF ITEMS W1-W12:	**$ 1,407,650.00**		$ 1,407,650.00		$ -
				10% Contingency	**$ 140,765.00**		$ 140,765.00		$ -
				Total	**$ 1,548,415.00**		**$ 1,548,415.00**		**$ -**
								$	1,548,415.00

Sewer Line

Name	Description	Unit	# Units	Unit Cost	Total	SMC Responsibility %	SMC Responsibility Total	Town Responsibility %	Town Responsibility Total
S1	Mobilization	LS	1	$ 30,000.00	$ 30,000.00	85.00%	$ 25,500.00	15.00%	$ 4,500.00
S2	Remove existing Sewer Main	LS	1	$ 5,000.00	$ 5,000.00	85.00%	$ 4,250.00	15.00%	$ 750.00
S3	Sewer Interconnection	EA	1	$ 5,000.00	$ 5,000.00	85.00%	$ 4,250.00	15.00%	$ 750.00
S4	8" SDR 35 Sewer Main	LF	615	$ 500.00	$ 307,500.00	100.00%	$ 307,500.00	0.00%	$ -
S5	Sewer Service to SMC	EA	1	$ 10,000.00	$ 10,000.00	100.00%	$ 10,000.00	0.00%	$ -
S6	4' Diam Sewer Manhole	EA	5	$ 15,000.00	$ 75,000.00	100.00%	$ 75,000.00	0.00%	$ -
S7	Adjust existing SMH Rims	EA	3	$ 1,800.00	$ 5,400.00	100.00%	$ 5,400.00	0.00%	$ -
S8	Traffic Control	LS	1	$ 15,000.00	$ 15,000.00	100.00%	$ 15,000.00	0.00%	$ -
				SUBTOTAL OF ITEMS S1-S8	***$ 452,900.00***		$ 446,900.00		$ 6,000.00
				10% Contingency	**$ 45,290.00**		$ 44,690.00		$ 600.00
				Total:	**$ 498,190.00**		**$ 491,590.00**		**$ 6,600.00**
								$	498,190.00

Public Improvements - Cost Estimate

STORM A

Name	Description	Unit	# Units	Unit Cost	Total	SMC Responsibility %	SMC Responsibility Total	Town Responsibility %	Town Responsibility Total
S1	Mobilization	LS	1	$ 25,000.00	$ 25,000.00	50.00%	$ 12,500.00	50.00%	$ 12,500.00
S2	24" ADS Storm Line	LF	570	$ 380.00	$ 216,600.00	50.00%	$ 108,300.00	50.00%	$ 108,300.00
S3	4' Diam Concrete Manholes	EA	6	$ 10,000.00	$ 60,000.00	50.00%	$ 30,000.00	50.00%	$ 30,000.00
S4	Lower Debris Inlet - CDOT Type D	EA	1	$ 5,000.00	$ 5,000.00	90.00%	$ 4,500.00	10.00%	$ 500.00
S5	Sediment Vault	EA	1	$ 10,000.00	$ 10,000.00	90.00%	$ 9,000.00	10.00%	$ 1,000.00
S6	6' Diameter Drop manhole	EA	1	$ 25,000.00	$ 25,000.00	50.00%	$ 12,500.00	50.00%	$ 12,500.00
S7	Riprap for daylight pipe an	LS	1	$ 10,000.00	$ 10,000.00	100.00%	$ 10,000.00	0.00%	$ -
S8	Lower Debris Pond Shaping/Grading	CY	50	$ 50.00	$ 2,500.00	100.00%	$ 2,500.00	0.00%	$ -
S9	Traffic Control	LS	1	$ 15,000.00	$ 15,000.00	50.00%	$ 7,500.00	50.00%	$ 7,500.00
				SUBTOTAL OF ITEMS S1-S9:	***$ 369,100.00***		$196,800.00		$172,300.00
				10% Contingency	**$ 36,910.00**		$19,680.00		$17,230.00
				Total:	**$ 406,010.00**		**$216,480.00**		**$189,530.00**
								$406,010.00	

STORM D

Name	Description	Unit	# Units	Unit Cost	Total	SMC Responsibility %	SMC Responsibility Total	Town Responsibility %	Town Responsibility Total
D1	Mobilization	LS	1	$ 20,000.00	$ 20,000.00	50.00%	$10,000.00	50.00%	$10,000.00
D2	24" ADS Storm Line	LF	455	$ 380.00	$ 172,900.00	50.00%	$86,450.00	50.00%	$86,450.00
D3	4' Diam Concrete Manholes	EA	2	$ 10,000.00	$ 20,000.00	50.00%	$10,000.00	50.00%	$10,000.00
D4	CDOT Type 13 Curb Inlet	EA	5	$ 7,200.00	$ 36,000.00	50.00%	$18,000.00	50.00%	$18,000.00
D5	8' Diam CDS Water Quality Vault	EA	1	$ 50,000.00	$ 50,000.00	50.00%	$25,000.00	50.00%	$25,000.00
D6	Traffic Control	LS	1	$ 15,000.00	$ 15,000.00	50.00%	$7,500.00	50.00%	$7,500.00
				SUBTOTAL OF ITEMS S1-S6:	***$ 313,900.00***		$156,950.00		$156,950.00
				10% Contingency	**$ 31,390.00**		$15,695.00		$15,695.00
				Total:	**$ 345,290.00**		**$172,645.00**		**$172,645.00**
								$345,290.00	

Exhibit D: Snowmass Center PUD Amendment Dimensional Changes						
	Parcel 1	**Parcel 2**	**Parcel 3**	**Parcel 4**	**Parcel 5**	**Parcel 6**
	Proposed	**Proposed**	**Proposed**	**Proposed**	**Proposed**	**Proposed**
Parcel Size (sq ft)	155,444	31,507	40,330	105,396	71,837	934,784
Parcel Size (acres)	3.569	0.72	0.93	2.42	1.65	21.46
Maximum FAR (ratio)	Not Applicable - limited by maximum net leasable space	0.98:1	0.67:1	0.91:1	N/A	N/A
Maximum Commercial Net Leasable Space (sq ft)* **	58,433 sq ft	None	None	None	None	None
Residential Units	None*	10 Free-Market Units*	10 Free-Market Units*	30 Free-Market Units*	N/A	N/A
Parking (spaces)	196 spaces (includes up to 15 compact spaces)	49 spaces (22 spaces approved in garage, plus 27 spaces behind the center)	23 spaces	66 spaces	N/A	N/A
Building Height (feet)	Building 1A: 43 feet	46 feet	Building 3A: 43 feet; Building 3B: 45.5 feet	Building 4A: 54 feet; Building 4B: 63 feet	N/A	N/A
Setbacks (feet)	0 feet (all sides)	0 feet (all sides)	0 feet (all sides)	0 feet (all sides)	N/A	N/A
Minimum Open Space (%)	25%	25%	25%	25%	Park / Open Space: 1.65 acres	Park / Open Space: 21.46 acres
* No Residential units are proposed on Parcel 1. Pursuant to the Contract Purchase Agreement, this Amendment includes the ability to construct up to 130 residential units on Parcels 2 - 4.						
**27 total parking spaces located behind the Center are relocated to Parcel 2 through the lot line adjustment.						
*** Commercial net leasable refers to the floor area within a building that may be rented to tenants exclusively for their needs. This excludes common areas and space devoted to heating, cooling, mechanical systems, stairways, walkways, passages, lift areas and the like.						

Dunlop Environmental Consulting
Environmental Public Health Planning for the Future

November 11, 2024

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

Re: Snowmass Center Redevelopment PUD Minor Amendment Application

Dear Mr. McNellis,

At your request, Dunlop Environmental Consulting, Inc (DEC) has reviewed the above mentioned application. This review is focused on a comparison of this application to previous PUD approvals of findings DEC provided to the TOSV in the past, the most recent on September 20, 2020.

The current application is proposing to remove residential development from consideration and focus on commercial development on Parcel 1, building 1A. Included in the commercial spaces for example will be the post office, grocery store, atrium, liquor store, office spaces and a roof top gathering area. Compared to previous submittals, vehicle parking has been modified to remove an underground parking structure and replace it with surface parking and a three sided sub-surface parking lot that is open to the outside.

Construction will be in five phases. The first; transit, parking, and utilities. The second; lower Kearns Road, parking, the loading dock and East Building expansion. The third; parking completion, connect the East building to the existing building. The fourth; demolishing and rebuilding the south face of the existing building. The fifth; complete office spaces above the grocery store.

In considering this application in comparison to previous plans from an environmental position, DEC does not have substantive issues to consider above those stated in earlier reviews. Referencing DEC's September 20, 2020 letter to you, the following will be restated as remaining points to consider.

1) Provide a statement on contributions to air quality impacts from vehicle emissions from the loading dock area. Idling trucks and refrigeration units for example. This is requested due to the close proximity of the loading dock to occupied spaces.

2) Provide a statement of recognition that commercial food service preparation may require further study and remediation relative to air quality impacts. Specific attention to food grilling emissions near occupied spaces is the concern.
3) Provide information from Sopris Engineering regarding parking garage and loading dock drainage, capture, treatment and discharge of snow melt, rain, and other liquids that may discharge from vehicles. This might include installation of oil/sand separator vaults.
4) Earlier development plans for this property included installation of a "chiller" unit located on building 4B. Should this device still be proposed in a new location a noise impact statement is suggested as these devices can generate objectionable levels of noise.
5) Provide indoor air quality protection detail during remodel of existing structures and business while they remain occupied by staff and open to the public. This discussion is necessary to protect occupants and visitors from dust, odors, fumes, and possibly asbestos if it is present. Should asbestos be identified it must be removed by personnel qualified to enter those work zones. The Construction Management Plan (CMP), bullet 30, mentions dust will be the only environmental hazard. The CMP references OSHA compliance for this project. OSHA sets standards for workplace safety, but is not specific for occupied space protections for non-workers.

In the Review Criteria Response, the following appears on page 15, Preserve Open Space, *"The PUD preserved 20.95 sq ft of open space,"* It appears the units of measure might need to be changed.

There is mention of updating mechanical systems in the existing building, but no reference to the existing plumbing system. I have been involved in the past responding to wastewater backup conditions in ground floor retail spaces of the existing building. Conclusions causing these events was blamed on poor conditions of subsurface plumbing collection systems. This type of failure is an environmental concern for anyone in the space. This observation was many years ago and the sysetm may have been updated. However, it is recommended the applicant provide a statement regarding the condition of this utility.

The applicant states that a more detailed CMP will be provided prior to building permits being issued. The CMP included with this application covers many points DEC made in past reviews of this project, but more detail will be helpful.

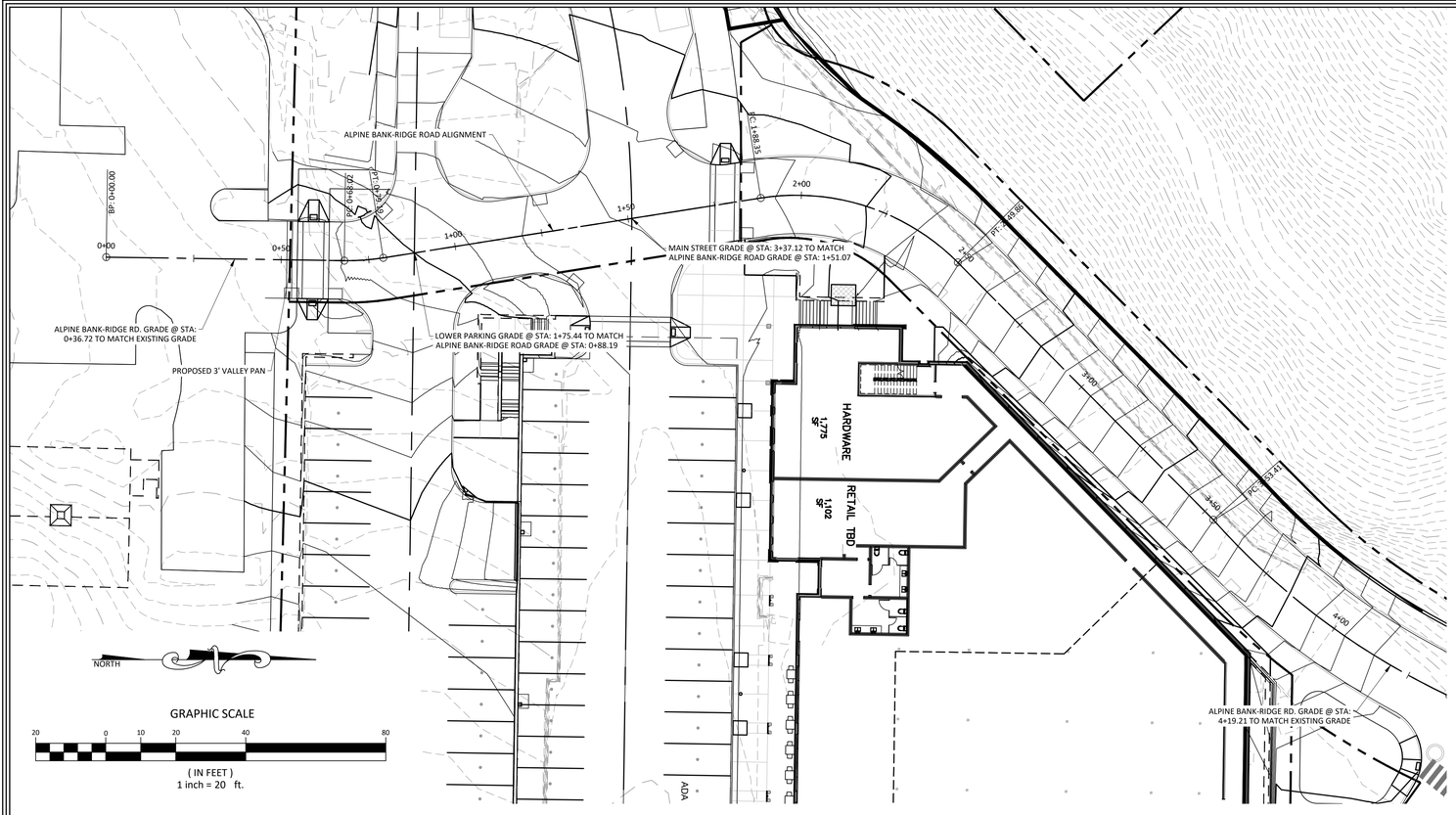
This concludes DEC findings of this review.

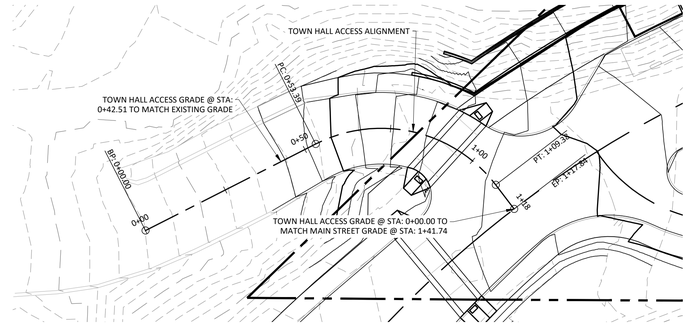
Sincerely,

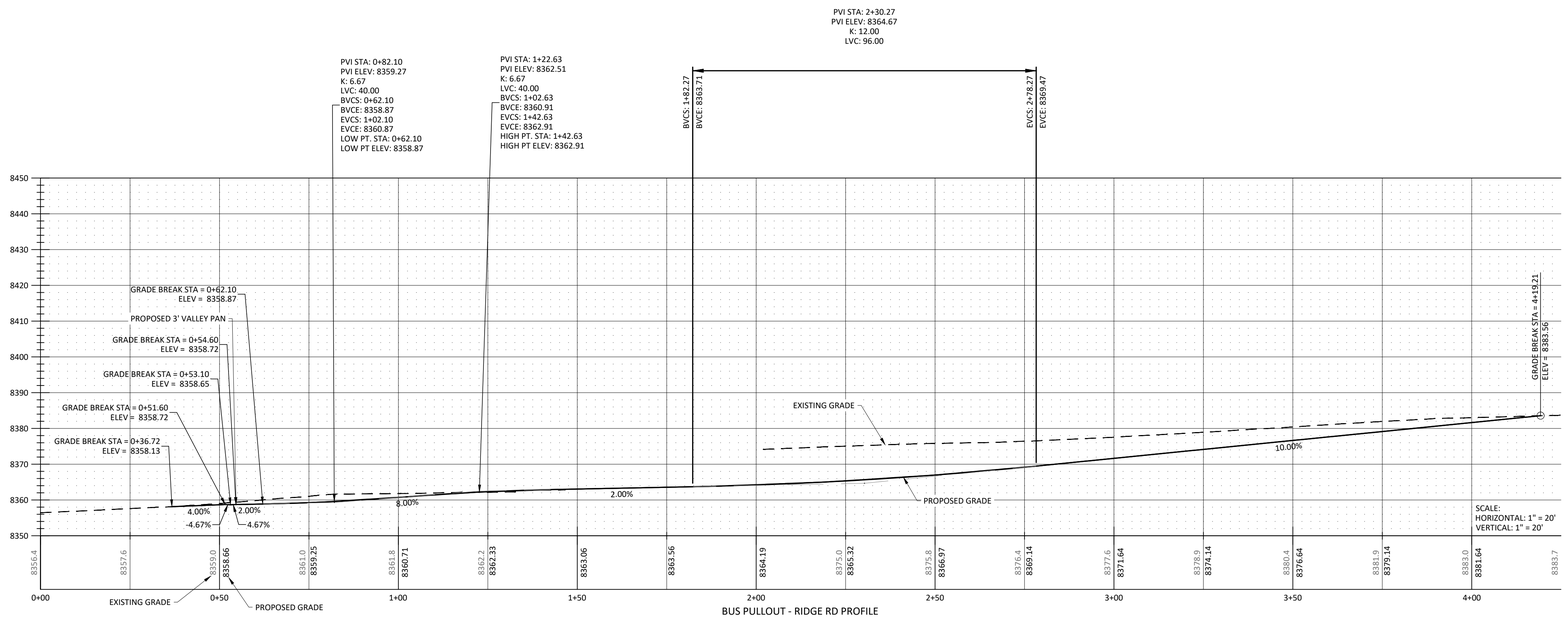
Thomas S Dunlop, MPH, REHS

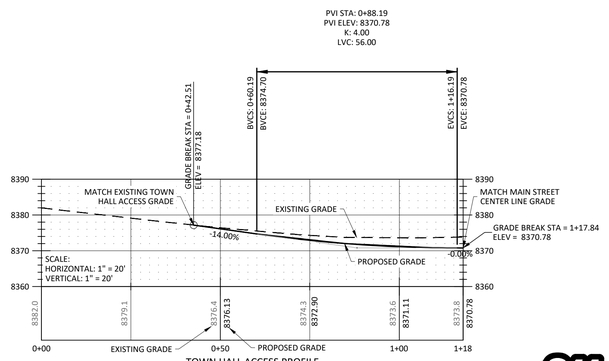
President

Exhibit H









Know what's below. Call before you dig.
CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

SOPRIS ENGINEERING LLC
502 MAIN STREET • SUITE A3 • CARBONDALE CO 81623
(970) 704-0311 • soprisengineering.com

DATE:	10-08-24	
JOB NO.	18127	
DESIGNED BY	XXX	00/00/00
DRAWN BY	XXX	00/00/00
CHECKED BY	XXX	00/00/00

SNOWMASS CENTER REDEVELOPMENT
TOWN OF SNOWMASS VILLAGE, COLORADO

MINOR PUD AMENDMENT

REGIONAL STAMP

DATE	REVISION
00/00/00	XXX

TITLE
ROAD PLAN & PROFILE 4

DRAWING NO.
C-2.4

G:\2018\18127 SNOWMASS CENTER\CIVIL\CIVIL DWGS\PLOT\18127-C2.0.GRD.DWG - Oct 22, 2024 - 9:00am

Exhibit I

INTEROFFICE MEMORANDUM

TO: BRIAN MCNELLIS, SENIOR PLANNER
FROM: MIKE HORVATH, TOWN ENGINEER
ANNE MARTENS, PUBLIC WORKS DIRECTOR
SUBJECT: MINOR PUD AMENDMENT REVIEW – SNOWMASS CENTER COMMENTS
DATE: OCTOBER 31, 2024

These comments are in response to the proposed Design Workshop's application (dated September 27, 2024) for a Minor PUD Amendment Review for the redevelopment of the Snowmass Center.

1. ROAD ALIGNMENT AND INTERSECTION REQUIREMENTS

- **Town Hall Road Intersection**: Improve intersection alignment to 80–90 degrees with Upper Kearns with a max slope of 5% for 20 feet approaching the downhill stop sign.
- **Bus Lane Alignment**: Align the bus-only lane from Upper Kearns with Town Hall Road centerlines to be within 10 feet of each other, maintaining a max slope of 7% and a cross slope of 2% on the bus only lane for future bus route compatibility.
- **Alpine Bank Intersection**: Adjust design to ensure the bus lane intersects with the road to Alpine Bank at 90 degrees.
- **Access Road Intersection**: Ensure Access Road aligns at 90 degrees to Upper Kearns and clarify access alignment details for Alpine Bank.

2. DEEP UTILITIES

- **Hydrant Relocation**: Address hydrant placement on Sheet C-2.0 to ensure it's not within the road or pedestrian path.

3. RETAINING WALLS

- **Aesthetic:** Provide detailed wall types and match finishes to those near the Wood Rd roundabout.
- **Wall Locations:** The wall behind the bus shelter on Upper Kearns must integrate with the existing railroad tie wall along the access road. The bottom of the railroad tie wall at the bottom of the hill is approximately 8372.5'. The bottom of the proposed wall is proposed at 8367.55'. Therefore, replacing the entire current railroad tie wall to accommodate final access road requirements is necessary.
- **Constructability:** Bottom of wall in the temporary construction layout if 8370' while the bottom of the wall at the final Transit Center is as low as 8366.74'. Final wall layout will need to be constructed as part of temporary construction layout.

4. COST AND PRICING ADJUSTMENTS

- **Material Pricing**: Update cost estimates to align with the Town of Snowmass Village and SWSD 2024 pricing:
    - Class 6 ABC: $140/CY
    - Class 2 ABC: $150/CY
    - Curb & Gutter: $70/LF
    - Mobilization: 7-10%
    - Sidewalk: $45/LF
    - 8" DIP: $350/LF
    - 8" SDR 35: $330/LF
- **Missing Costs**: Ensure estimates cover additional elements like ADA ramps, crosswalks, striping, milling for T-top, culverts, shallow utility conduits, and lighting for Upper & Lower Kearns and Melton Trail EOPC's.
- **Storm Line Costs**: Include Storm D in cost estimates as it serves Transit Center and is required as part of redevelopment of Parcel 1.

5. STORMWATER AND DEBRIS FLOW

- **Debris Flow Infrastructure**: Ensure debris flow solutions are incorporated within EOPC.
- **Debris Flow Accommodations**: Install a box culvert to manage debris flow under the new road section.
- **Inlets & Manholes**: Replace and adjust inlets and manholes to match the proposed road elevation at the bottom of Town Hall Road.
- **Valley Pan Drainage**: Account for drainage from the 3-foot valley pan at Alpine Bank's entrance, ensuring it redirects drainage appropriately on-site.

6. TRANSIT AND ACCESS REQUIREMENTS

- **Bus and Emergency Access**: Provide turning movement and grading analysis for TOSV buses across the full route from Upper Kearns, ensuring temporary signage, grading, and emergency vehicle access are feasible during construction phases.
- **Temporary Access Points**: Clarify temporary tie-in point on Upper Kearns and the access road to assist in understanding EOPC's and temporary access conditions.
- **Temporary Pedestrian Access**: Pedestrian access from Upper Kearns Rd needs to be accommodated during the temporary construction layout
- **Lane Widening**: Widen the bus-only lane before the bus pull-off by at least 2 feet for improved maneuverability.

7. SUBDIVISION AGREEMENT & DEVELOPMENT TIMELINE

- **Easement Grants**: Amend agreements to specify Developer's responsibility for granting easements for trails, utilities, and stormwater to Town once development of uphill parcels is complete.
- **Transit Center Completion**: Include timelines in Section 6.1 for the Transit Center, with explicit completion requirements within Phase 4 or 5, not at time of Town development of uphill parcels.

- **Stormwater Maintenance**: Outline responsibilities for shared utility maintenance and replacement.

8. LIGHTING AND SIGNAGE PLANS

- **Lighting Plan**: Include a lighting plan to cover all required areas.
- **Signage and Striping**: Develop a comprehensive striping and signage plan to support traffic flow and bus priority at Upper Kearns and access road intersection.

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

Attachment 3

Glorki

Clark's
MARKET
Postal Service

Clark's
MARKET

Clark's
MARKET

L10 AIRPORT ↔ CITY CENTER

L10 AIRPORT - CITY CENTER

you
&
me
LOVE
JOY
PEACE
KINDNESS
FAITHFULNESS
GENTLENESS

Clarks
you & me
Coffee

Attachment 4

Design Workshop, Inc.
Landscape Architecture
Planning
Urban Design
Strategic Services
Environmental Graphic Design

22860 Two Rivers Road #1
Basalt, Colorado 81621
970.925.8354
designworkshop.com

September 27, 2024

Mr. Dave Shinneman and Mr. Brian McNellis
Community Development Department
Town of Snowmass Village
Kearns Road
Snowmass Village, CO 81615

RE: The Snowmass Center Redevelopment PUD Minor Amendment Application.

Dear Dave and Brian:

The Eastwood Snowmass Investors LP (the Applicant) have entered into a preliminary purchase agreement with the Town of Snowmass Village for Parcels 2, 3 and 4 of the Snowmass Center Planned Unit Development subject to approval of a Minor PUD Amendment. The enclosed application includes proposed modifications to bifurcate the Project into separate residential and commercial components with development rights that would allow for separate development on different timelines. Lot Line adjustments are included to facilitate the sale of Parcels 2-4 and related requests in the contract purchase agreement.

The PUD Minor Amendment application has been prepared in accordance with Town of Snowmass Village Land Use Code Section 16A-5-390, consistent with the Pre-application meetings the team has had with Community Development Department staff. In addition, because lot line adjustments are proposed, the application includes responses to the Subdivision Exemption Application, as identified by staff during pre-application meetings.

In addition to this letter summarizing the elements of the PUD that are proposed to be modified, the following updated documents are included in the application which supports the modifications.

- Planned Development Guide Amendment
- Updated Lotting Plan and Plat Redlines
- Subdivision Improvement Agreement
- Development Agreement

Summary of Proposed PUD Amendments:
The Snowmass Center PUD is still considered to be a mixed-use development with community commercial and residential uses. The commercial and residential development are proposed to be separated to enable the Town to develop housing at a separate time. Parcel 1 is the heart of the Snowmass Center and will include a total of 58,433 sq ft of commercial space, as approved in the original PUD.

1. **Separation of Residential and Commercial Land Uses**
   To create two separate projects with different development timelines, residential uses have been removed as a proposed land use on Parcel 1. Redevelopment of the Snowmass Center proposes commercial-only land uses and is described in more detail below. As part of the contract purchase agreement, the town has requested the ability to develop up to 130 residential units on Parcels 2-4. This is incorporated in the application. Changes to the residential land uses on Parcels 2, 3, or 4 are not contemplated in this amendment application. Table 1 identifies the dimensional changes. These are all related to the bifurcation of uses.

2. **Reconfiguration of Commercial Land Uses on Parcel 1**
   The Center, previously referenced as Building 1A is proposed to be reconfigured with no net increase to the previously approved total commercial area of 58,433 sq ft. Buildings 6A and 6B are removed from Parcel 1. The reconfigured building includes three levels of commercial unified by pedestrian spaces on the ground and second level. The north wing of the building has been removed as part of this amendment (this area previously included residential units), which creates space for a new rooftop gathering area on the second level.

   The proposed ground floor uses have not changed and include a community atrium, grocery store, liquor store, two other leasable spaces, and a 4,000 square foot post office. Level 2 includes commercial uses which are expected to be compatible with the rooftop gathering spaces. Level 3 is expected to be office spaces. A pedestrian staircase between the east and west wing connect the ground floor uses to the rooftop gathering space on the second level and continues up to connect to a sidewalk on Rim Court. Offices on level 3 are accessed from vertical circulation cores from either the ground floor or the second level rooftop.

3. **Reconfiguration of Commercial Parking**
   As part of reconfiguration of Parcel 1 buildings, the below grade-parking structure has been removed. Using the existing grades on the site, a partial subgrade garage that is significantly smaller than the original approval is included. A combination of 162 surface parking spaces and 38 underground parking spaces supports the commercial land uses on Parcel 1. These 200 total spaces include a combination of standard spaces, compact spaces, and ADA spaces.

   Lower Kearns Road continues to be looped along the main frontage of the Center, and a new lower tier of surface parking has been added in place of buildings 6A and 6B. The below grading parking structure is accessed from this lower surface parking area and is to the benefit of the commercial uses. The structure is anticipated to be open air along the south façade. The below grade and surface parking will be managed together, as identified in the Parking Plan.

   The approved PUD includes 27 spaces behind the Center, access off of Rim Court. As requested by the town in the contract purchase agreement, a lot line adjustment is proposed to include these spaces on Parcel 2, to the benefit and use of the Town. The PUD Guide has been updated to reflect this adjustment.

   There are two loading and unloading spaces located in a pull-out along Lower Kearns Road. There is no change to management of short-term spaces (up to 5), maximum allocation of

parking time, and approach to staff monitoring of parking areas. The management approach for special events remains the same. (See Parking Plan included with the PUD Guide)

4. **Transit Area Improvements and Phasing Plan**
The design team has met a number of times with Town staff to review potential adjustments to site access and the location of a transit center. Based on these conversations, an updated access plan from Upper Kearns to the Center is proposed. An area for buses in an updated transit area is also included. This area has been designed based on conversations with the Town engineering and transportation teams, and our team remains a willing to refine roadway and transit design as part of the process. The updated design can be seen on the Site Plan in the Landscape Plan set (Sheet L-1.1 and 1.2). As discussed in meetings with town staff in September, the Civil Plan set will be submitted as a supplement to this application and will include detail related to these areas.

   To allow for a flexible timeline for the residential development above the Center, an interim transit plan has been developed for the Center, which is seen in the Construction Management Plan and on Sheet L-1.12 in the Landscape Plan Set. The interim plan provides circulation and pedestrian connectivity to the Center. It also accommodates several phasing goals:
   - The existing building is a Type V-B construction which requires emergency access along the front and rear side of the building. The roadway grading and layout of the interim transit plan preserves the emergency access to the building until the final improvements are made by the Town along Parcel 2.
   - The interim plan allows for construction of the new commercial parking for the Center and maintains access to the Town Hall access drive.
   - Allows for separate timelines for the Center and the residential projects.
   - Allows the western side of the building to remain and function for tenants. Once the eastern addition of the redeveloped building is complete and tenants are in place, the western portion of the Center will be demolished, freeing up the land for the long-term roadway and transit center improvements to be constructed.

5. **Rooftop Gathering and Playground Relocation**
As part of the amendment, a new outdoor space is proposed on the roof of the Center (second level). This is located on the roof of Clark's and will provide an active park-like space for the development. Because the residential units are relocated from Parcel 1, the playground use on Parcel 5 is removed, with the intention that this new space on Building 1 will function as a community gathering place, and can be seen in the Landscape Plan Set (Sheets L-1.1, 1.4 and 1.8.1).

6. **Reconfiguration of Parcel 1**
Parcel 1 is proposed to be modified to accommodate requests related to the contract purchase agreement. The changes are a result of the following:
   - At the Town's request, the parcel line along Rim Court has been shifted south include 27 parking spaces into the Town's right-of-way. These spaces are to benefit of the Town and do not contribute to commercial parking for the Center.

- With omission of the residential uses on Parcel 1, less land area is needed to maintain the approved floor area ratio for the project. The northern area wrapping around Parcel 4 has been removed from Parcel 1 and assigned to Parcels 2 and 4.
- The parcel line along the western side of the Center's parking lots has been straightened to account for a direct roadway connection to Alpine Bank's property.
- Reduction in below grade parking and an increase in surface parking necessitates additional snow removal. This is accounted for with additional area on the east side of the Center's parking (south of the loading dock turnaround), reallocating lot area from Parcel 5 to Parcel 1.
- Reduction in parcel sizes for Parcels 1 and 6 are also included and are a result of moving parcel area into road rights of way to accommodate the alternative transit center location.

7. Construction Management Plan, Construction Easements and Phasing

A new construction management and phasing plan has been prepared for redevelopment of the Center (Refer to Exhibit F). Phase 1A and 1B construct the interim transit improvements, utilities, parking structure and surface parking which is used to access the garage. This approach maximizes parking early in project for the existing tenants. Phase 2A and 2B includes lower Kearns Road, the eastern surface parking lots, the loading dock and the east building expansion. Once Phase 2 is complete, tenants on the west side of the building can be relocated to the new addition. Phase 3A and 3B completes the parking plan and connects the east building expansion to the rest of the building. Phase 4 demolishes and rebuilds the south building frontage, allowing the grocery store to continue operations from the new space while the existing space is rebuilt (Phase 5).

8. Parcel 1 Storm Water Management Plan

The stormwater management plan has been slightly modified for the new roadways, building footprint and site features. Water quality treatment devices are shifting in location, however the concept for treating stormwater remains the same overall.

The proposed debris flow and rockfall mitigation plan remains the same for the residential parcels. The existing berm and runoff swale above the Center will remain in place until the mitigation plan can be implemented for the residential parcels. Please refer the debris flow and rockfall mitigation analysis for the Center from Tetra Tech in Exhibit E.

9. Parcel 1 Infrastructure and Roadway Improvements Plan

The infrastructure plan has been slightly modified to reflect the reduced parking structure, surface parking lots and new building footprint. To allow the residential parcels to develop on a separate timeline, utilities are routed and stubbed to allow for future connections without rework on Parcel 1.

Roadways remain the same except for internal parking circulation within Parcel 1, and refinements related to the relocation of the transit center on the uphill side of Upper Kearns Road. Access to the Alpine Bank parking lot has been slightly modified with a more direct access drive alignment. Retaining walls have been modified to the parking areas.

10. Summary of Agreement Modifications

Draft updates to the Development Agreement, Subdivision Improvement Agreement, and PUD Guide are included. These edits facilitate the bifurcation of the residential and commercial uses. In addition, per Section 29.6.3.2 of the Contract Purchase Agreement, the developer obligation for restricted housing is removed if development on Parcel 1 does not exceed 58,433 sq ft. For this reason, an updated deed restriction framework is not provided and is referenced as being removed as a requirement in the Development Documents.

Thank you for your time reviewing the materials associated with this proposed PUD Amendment. The proposed adjustments are consistent with the intent of the contract purchase agreement. Please reach out if you have any questions or require any additional information.

Best Regards,

Jessica Garrow, FAICP
Principal, Design Workshop

Darla Callaway, AICP, PLA
Principal, Design Workshop

Table 1: Snowmass Center PUD Amendment Dimensional Changes												
	Parcel 1		**Parcel 2**		**Parcel 3**		**Parcel 4**		**Parcel 5**		**Parcel 6**	
	Approved	**Proposed**	**Approved**	**Proposed**	**Approved**	**Proposed**	**Approved**	**Proposed**	**Approved**	**Proposed**	**Approved**	**Proposed**
Parcel Size (sq ft)	211,830	180,000	22,007	31,507	40,330	40,330	63,681	105,396	92,624	71,837	912,458	910,233
Parcel Size (acres)	4.86	4.13	0.51	0.72	0.93	0.93	1.46	2.42	2.13	1.65	20.95	20.95
Maximum FAR (ratio)	0.43:1	0.43:1	0.98:1	0.98:1	0.67:1	0.67:1	0.91:1	0.91:1	N/A	N/A	N/A	N/A
Maximum Commercial Space (sq ft)	58,344 (Building 1A: 47,404; Building 6A: 3,952; Building 6B: 6,988)	Building 1A: 58,433	None	None	None	None	None	None	None	None	None	None
Residential Units	Building 1A: 9 Free-Market Units and 10 Restricted Units; Building 6B: 5 Free-Market Units	None*	10 Free-Market Units	10 Free-Market Units*	10 Free-Market Units	10 Free-Market Units*	30 Free-Market Units	30 Free-Market Units*	N/A	N/A	N/A	N/A
Parking (spaces)	237 spaces (136 spaces in subgrade garage, 117 surface spaces; 202 Commercial, 16 Free-Market Residential, 19 Deed Restricted)	200 spaces (includes 29 compact spaces)	22 spaces	49 spaces (22 spaces approved in garage, plus 27 spaces behind the center)	23 spaces	23 spaces	66 spaces	66 spaces	N/A	N/A	N/A	N/A
Building Height (feet)	Building 1: 43 feet; Building 6A: 40 feet; Building 6B: 47 feet	Building 1A: 43 feet	46 feet	46 feet	Building 3A: 43 feet; Building 3B: 45.5 feet	Building 3A: 43 feet; Building 3B: 45.5 feet	Building 4A: 54 feet; Building 4B: 63 feet	Building 4A: 54 feet; Building 4B: 63 feet	N/A	N/A	N/A	N/A
Setbacks (feet)	0 feet (all sides)	0 feet (all sides)	0 feet (all sides)	0 feet (all sides)	0 feet (all sides)	0 feet (all sides)	0 feet (all sides)	0 feet (all sides)	N/A	N/A	N/A	N/A
Minimum Open Space (%)	25%	25%	25%	25%	25%	25%	25%	25%	Active Park: 0.96 acres; Open Space: 1.17 acres	Open Space / Park: 1.65 acres	Open Space: 20.95 acres	Open Space: 20.95 acres
* No Residential units are proposed on Parcel 1. Pursuant to the Contract Purchase Agreement, this Amendment includes the ability to construct up to 130 residential units on Parcels 2 - 4.												
**27 total parking spaces located behind the Center are relocated to Parcel 2 through the lot line adjustment.												

Sec. 16A-5-390. Amendment of final PUD.

(3) Review standards. An application for a minor amendment to a final PUD shall comply with the following standards:

a. Consistent with original PUD. The proposed amendment shall be consistent with, or an enhancement of, the original PUD approval.

Response to Criteria

The proposed amendment is focused on Parcel 1 to enable the sale of other parcels to the Town of Snowmass Village (TOSV) for deed-restricted housing. The amendment proposes that Parcel 1 become entirely commercial space, with no more commercial square footage than was included in the original PUD approval (58,344 sq ft). Existing free-market (14 units) and deed restricted (10 units) housing is removed from Parcel 1.

The approved PUD included three different commercial buildings on Parcel 1 – a remodel and expansion of the existing Center (Building 1), and two new buildings (Buildings 6A and 6B), with a subgrade parking garage under the new commercial buildings. As part of this amendment, Buildings 6A and 6B and the parking garage are eliminated. The proposal includes an open-air partial garage to accommodate sufficient parking spaces, but parking is primarily accommodated as surface spaces. With the removal of Buildings 6A and 6B, all the commercial space is moved to the remodeled and expanded existing Center building (Building 1A).

The update also includes prosed parcel line adjustments to accommodate adequate snow storage and to enable the approved 27 space parking in the area accessed from Rim Court and behind the Center to be moved to Parcel 2 as requested as part of the contract agreement with TOSV.

Existing approved community benefits are maintained as part of this amendment, including dedicated space for the US Post Office, space for community gathering, an improved Transit Center, guaranteed lease extension offers for tenants with at least 1,500 sq ft of space in the Center, and financial support for the Rim Connector Trail and a soft surface connector trail. Commitments to construct the Center to LEED Silver standards also remain in place.

b. No substantially adverse impact. The proposed amendment shall not have a substantially adverse effect on the neighborhood surrounding the land where the amendment is proposed, or have a substantially adverse impact on the enjoyment of land abutting upon or across the street from the subject property.

Response to Criteria

The proposed amendment is consistent with the approved uses and will not have an adverse impact on the neighborhood. The entire PUD remains mixed use, with the main adjustment being the location of all residential uses to Parcels 2 – 4, and

the use of Parcel 1 as commercial only. Parcel 5 remains useable as open space and includes trail connections to Woodbridge immediately to the east. A new community gather space is proposed on the roof (second level) of the Center.

As part of the original PUD, access to Alpine Bank was reconfigured. With this amendment, the access remains substantially similar to the approval, and the applicant commits to ensuring continued vehicular access to the Alpine Bank parcel throughout construction. Additionally, the original approval included a trail connection and associated subdivision of the Alpine Bank parcel. This trail configuration is maintained as part of this amendment.

The approved PUD maintained access to Town Hall while adding a Transit Center, and included provision for a new sidewalk along the Conoco parcel within TOSV right-of-way. These transportation-related items remain in the proposed PUD Amendment.

c. Not change character. The proposed amendment shall not change the basic character of the PUD or surrounding areas.

Response to Criteria

The proposed amendment is consistent with the character of the PUD and the surrounding areas. The Center currently acts as a key commercial core within the Town, and will remain so as part of this amendment. The approved PUD includes a mix of uses, including commercial and residential uses, as well as open spaces. These uses remain in this amendment.

d. Comply with other applicable standards. The proposed amendment shall comply with the other applicable standards of this Division 3, Planned Unit Development, including but not limited to Section 16A-5-300(c), General Restrictions, and Section 16A-5-310, Review Standards.

Response to Criteria

The proposed PUD amendment is consistent with these other applicable review criteria. See responses to these criteria below.

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

(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.

Response to Criteria

The total area of the PUD is unchanged as part of this amendment.

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

Response to Criteria

The location of the PUD is unchanged as part of this amendment.

(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.

Response to Criteria

The proposed PUD amendment removes residential uses from Parcel 1, making it an entirely commercial parcel. Parcel 1 is located in the MU-2 zone district, and all land uses will comply with the requirements and limitations of the zone district, as may be amended. This is memorialized in the proposed PUD Agreement.

(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.

b. Partially developed parcels. For partially developed parcels, each existing dwelling unit or residential lot shall first be counted as one (1) unit. The total number shall then be subtracted from the future buildout number specified within the Comprehensive Plan buildout chart to establish the available buildout unit amount. The Unit Equivalency Chart shall then be used to evaluate the existing development and to establish the existing buildout unit amount. The total of the available and existing unit/lot amounts shall then be considered as the future buildout unit amount used for determining maximum buildout, and the Unit Equivalency Chart shall be used to determine the number of future buildout units that are being proposed by the new development.

c. *Fully developed parcels. For parcels where the total number of the existing dwelling units, where each dwelling unit or residential lot is counted as one (1) unit, equals the future buildout number specified within the Comprehensive Plan buildout chart, the Unit Equivalency Chart shall be used to evaluate the existing development and to establish the existing buildout unit amount. The existing buildout unit amount shall then be considered as the future buildout unit amount for determining maximum buildout, and the Unit Equivalency Chart shall be used to determine the number of future buildout units that are being proposed by the new development.*

Response to Criteria

The amendment proposes to make Parcel 1 entirely commercial, with no more than 58,344 sq ft of commercial space. This is the same limitation as in the approved PUD. There are no additional development requests related to the commercial center.

As part of the contract purchase agreement, the town requested the applicant to include a request for up to 130 total residential units on Parcels 2, 3, and 4 (Section 29.6.3.10 of the Agreement Addendum).

The approved PUD included 10 deed restricted and 14 free-market residential units on Parcel 1, and a total of 50 free-market residential units on Parcels 2, 3, and 4. This results in a total residential density of 74 units in the approved PUD. The request in the purchase agreement would increase this by 56 units for a total of 130 residential units. This ability has been incorporated into the relevant development documents.

If the Town Council determines that the PUD complies with the applicable provisions of this Subsection (c), General Restrictions, the standards of Section 16A-5-310, Review Standards, and any other applicable provisions of this Code, then a PUD may develop up to, but not more than, sixty-five percent (65%) of the maximum number of future lots/units and commercial/other space identified for that subdivision or other development in the buildout analysis. The Town Council may approve a buildout that is less than or greater than sixty-five percent (65%), based on the following standards:

a. *Lesser buildout. A lesser buildout may be approved by the Town if, during the evaluation of the compliance of the PUD with the applicable review standards, it is determined that there are site specific physical constraints on the property that would limit its appropriateness for buildout (such as the presence of wetlands, flood plains, steep slopes or wildlife habitat), or the applicant has been unable to adequately provide public improvements or services necessary for the development, or the buildout would be incompatible with surrounding land uses or with the character of the community as described in Section 16A-4-340, Building Design Guidelines to Preserve Community Character, or if other pertinent limitations are identified.*

b. Greater buildout. A greater buildout may be approved if the Town Council finds that the PUD achieves one (1) or more of the purposes described in Subsection (c)(6), Community Purposes for PUDs, and the PUD complies with the other applicable provisions of this Subsection (c), General Restrictions, the standards of Section 16A-5-310, Review Standards, and any other applicable provisions of this Code. No buildout may be permitted to exceed one hundred percent (100%) of the maximum number of future lots/units and commercial/other space listed for that subdivision, parcel or other development, except that under unique and exceptional circumstances where it can be sufficiently demonstrated by the applicant that the resulting development will, for good cause shown, exceed the PUD review criteria standards, a reconsideration and amendment of the future buildout analysis chart allocation for that subdivision, parcel or other development may be considered. The Town Council shall then adopt an ordinance, approved by at least three-quarters (¾) of the members of the Town Council present and voting, amending the future buildout analysis chart and identifying the reasons why the amendment is warranted.

TABLE 5-4 UNIT EQUIVALENCY		
CATEGORIES	***SQUARE FOOTAGE***	***UNIT EQUIVALENT***
MULTI-FAMILY I	*Less Than 1,000 s.f.*	***0.5***
MULTI-FAMILY II	*1,000 s.f. - 1,500 s.f.*	***0.50*** *+ .05 Per Each Additional 100 s.f. Above 1,000 s.f.*
MULTI-FAMILY III	*1,501 s.f. - 2,500 s.f.*	***0.75*** *+ .10 Per Each Additional 100 s.f. Above 1,500 s.f.*
MULTI-FAMILY IV	*More Than 2,500 s.f.*	***1.75*** *+ .25 Per Each Additional 100 s.f. Above 2,500 s.f.*
SINGLE-FAMILY I	*Less Than 2,500 s.f.*	***1***
SINGLE-FAMILY II	*2,500 s.f. - 4,500 s.f.*	***1.0*** *+ .10 Per Each Additional 100 s.f. Above 2,500 s.f.*
SINGLE-FAMILY III	*More than 4,500 s.f.*	***3.0*** *+ .50 Per Each Additional 100 s.f. Above 4,500 s.f.*
HOTEL/LODGING I	*Less Than 500 s.f.*	***0.25***
HOTEL/LODGING II	*500 s.f. - 1,000 s.f.*	***0.25*** *+ .10 Per Each Additional 100 s.f. Above 500 s.f.*
HOTEL/LODGING III	*More than 1,000 s.f.*	***0.75*** *+ .25 Per Each Additional 100 s.f. Above 1,000 s.f.*

Response to Criteria

The size of the potential 130 units on Parcels 2, 3, and 4 is not known at this time, and it was not included in the contract purchase agreement; therefore, a calculation is not possible at this time. The request for 130 total units (56 more than approved) is an increase of approximately 75%.

(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;

b. Minimum open space requirement for the PUD;

c. Maximum allowable floor area of the PUD;

d. Minimum area of lots within the PUD; and

e. Minimum setbacks for buildings within the PUD.

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.

Response to Criteria

The approved PUD identified the dimensional requirements for the PUD. Table 2, below, identifies the approved dimensions for Parcel 1 and the proposed dimensions. These dimensions are consistent with the underlying MU-2 zone district and the approved PUD.

Table 2: Snowmass Center Parcel 1 Dimensions

	Parcel 1		
	Approved	**Proposed**	**Change**
Parcel Size (sq ft)	211,830	180,000	-31,830
Parcel Size (acres)	4.86	4.13	-0.73
Maximum FAR (ratio)	0.43:1	0.43:1	None

Maximum Commercial Space (sq ft)	58,344 (Building 1A: 47,404 Building 6A: 3,952 Building 6B: 6,988)	Building 1A: 58,433	None
Residential Units	Building 1A: 9 Free-Market Units and 10 Restricted Units; Building 6B: 5 Free-Market Units	None*	Removes 24 Residential Units*
Parking (spaces)	237 spaces (136 spaces in subgrade garage, 117 surface spaces; 202 Commercial, 16 Free-Market Residential, 19 Deed Restricted)	200 spaces (includes 29 compact spaces)**	-37 Spaces (associated with Residential Use removal and relocation of 27 spaces behind Center to Parcel 2)**
Building Height (feet)	Building 1: 43 feet Building 6A: 40 feet Building 6B: 47 feet	Building 1A: 43 feet	None
Setbacks (feet)	0 feet (all sides)	0 feet (all sides)	None
Minimum Open Space (%)	25%	25%	None
* No Residential units are proposed on Parcel 1. Pursuant to the Contract Purchase Agreement, this Amendment includes the ability to construct up to 130 residential units on Parcels 2 - 4.			
**27 total parking spaces located behind the Center are relocated to Parcel 2 through the lot line adjustment.			

In addition, because parcel lines are proposed to be adjusted to facilitate the reallocation of parking spaces above the Center to Parcel 2 and to accommodate snow storage requirements, Table 3, below, identifies the proposed parcel areas. The overall size of Parcel 1 is reduced to move the upper parking to Parcel 2, increasing the size of Parcel 2. Parcel 5 is reduced to provide additional space on Parcel 1 for snow storage. Parcel 4 is increased to accommodate the required stormwater detention basins for the housing units, moving this from Parcel 1 to Parcel 4. Parcel 6 is reduced in size due to the relocation of the transit area – this area is added to the right of way.

Table 3: Snowmass Center PUD Parcel Sizes			
	Approved Parcel Size	**Proposed Parcel Size**	**Net Change**
Parcel 1	211,830	180,000	-31,830
Parcel 2	22,007	31,507	9,500
Parcel 3	40,330	40,330	0
Parcel 4	63,681	105,396	41,715
Parcel 5	92,624	71,837	-20,787
Parcel 6	912,458	910,233	-2,225

(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:*

Response to Criteria

Dimensional variations are not required or requested for Parcel 1. As mentioned above, the town included language in the contract purchase agreement to enable a total of 130 dwelling units to be developed on Parcels 2, 3, and 4. The sale of the property to the town will likely result in the conversion of the approved free-market units (64 total in the approved PUD) to deed-restricted units. The project, if amended, will enable the town to contribute significantly to the affordable housing stock in the community.

Responses to these criteria are included, but the applicant does not believe the criteria are applicable to Parcel 1 given the fact that the proposed amendment complies with the dimensions in the original PUD.

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.*

Response to Criteria

This criterion is not applicable. This PUD amendment is requested in order to facilitate the sale of Parcels 2 – 4 to TOSV for use as restricted housing. The sale of the Parcels 2, 3, and 4 to the town will likely result in the conversion of the approved free-market units (64 total in the approved PUD) to deed-restricted units. The project, if amended, will enable the town to contribute significantly to the affordable housing stock in the community.

All residential units are proposed to be removed from Parcel 1, making the parcel entirely commercial. As identified in the original PUD, no housing mitigation is required for the commercial square footage increase. In addition, the contract

agreement with TOSV includes a provision requesting removal of all residential units from Parcel 1.

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.*

Response to Criteria

The proposed development aligns with the Town's vision for sustainable growth by creating a vibrant, mixed-use community hub that integrates commercial spaces while providing 4,000 sq ft of space for USPS and retaining the community's only grocery store. This development located key transportation improvements and commercial spaces in proximity to existing and anticipated residential areas. The design emphasizes a sense of place by creating a community center and gathering place that fosters social interaction and community engagement. This is seen in the updates to the interior gather space by the grocery store and USPS, as well as expanded outdoor spaces on the second level.

In addition, the Development Agreement has been updated to require any tenant renting 1,500 sq ft or more at the Center be guaranteed an offer to have their lease extended by a period of 10 years. This will help ensure that existing tenants have a long-term future at the Center.

c. *Provide open space and/or avoid wildlife habitat. A parcel's maximum buildout may be achieved and its dimensional limitations may be varied to provide necessary site planning flexibility to enable the development to provide more and higher quality open space or to conserve critical wildlife habitat lands. This shall be accomplished in such a way as to maintain these lands as large, contiguous areas. Such lands shall not be fragmented into small, unconnected areas by development, unless the applicant demonstrates that this arrangement will result in the most suitable development pattern for the property, and that the lands providing valued open space or critical wildlife habitat have been protected. Where applicable, connections of such lands on the site to such lands on adjacent properties shall be accomplished.*

Response to Criteria

The PUD Amendment is focused on Parcel 1, and all previously approved improvements and land dedications will remain in place.

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.*

Response to Criteria

The proposed development features a thoughtfully designed building that accommodates key commercial tenants, including USPS, the grocery store, the liquor store, and other community-focused businesses. At the heart of the design is an internal atrium, a central gathering space that fosters community interaction and provides a welcoming environment for residents and visitors alike. The building's layout also includes versatile spaces on both upper and lower levels, ideal for cafes or coffee shops, further enhancing the building's role as a vibrant social hub. This design approach not only meets the needs of essential services but also creates a dynamic, engaging space that strengthens the community's sense of place.

e. *Develop necessary public facilities. A parcel's maximum buildout may be achieved and its dimensional limitations may be varied to provide an incentive for an applicant to develop, or contribute to the development of, necessary public facilities, such as public parking and transportation facilities, public recreation facilities and other public facilities consistent with the intent of the Comprehensive Plan and the Town's goals and objectives. The facilities may be located within or outside of the PUD, but shall be facilities beyond the required mitigation for the project that meet the needs not only of project residents, but also of other residents of and visitors to the Town and shall promote, generally, the public health, safety and welfare.*

Response to Criteria

The project includes 200 parking spaces to support commercial uses, ensuring convenient access for customers and employees. Additionally, the proposed amendment allows for continued transportation access with a transit center, reinforcing the site's role as a key transportation hub. Existing approved trail connections are preserved, while new sidewalks are incorporated into the design, providing high-quality, safe connections for pedestrians and bicyclists. These elements work together to create a well-integrated, accessible environment that

supports multiple modes of transportation and encourages sustainable mobility within the town.

Achieving one (1) or more of the applicable purposes listed above does not, by itself, grant any development entitlement for the buildout of a PUD to exceed sixty-five percent (65%) of that identified in the buildout analysis or for any of the parcel's dimensional limitations to be varied.

Response to Criteria

This criterion is not applicable, as the total number of residential units is not changed by the PUD amendment.

(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%).

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.

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.

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.*
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.*

Response to Criteria

This criterion is not applicable, as no dimensional variations are proposed.

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:

1. *Such variation will not be detrimental to the character of the proposed development or to surrounding properties;*
2. *The proposed development shall include open space for the mutual benefit of the entire development; and*
3. *The open space that is provided is accessible and available to at least all dwelling units and lots for which the open space is intended.*

Response to Criteria

As part of the original PUD, significant open space was provided, including nearly 23 acres of Open Space that has been dedicated to the town. In addition, the commitment for 25% of each parcel to be open space remains.

c. Minimum building setbacks. Minimum building setbacks shall be established by the PUD plan, provided adequate distance shall be left between buildings for necessary access and fire protection, and to ensure proper ventilation, light, air and snowmelt between buildings, and to minimize the effects of transmission of noise between units and between buildings.

Response to Criteria

Zero (0) foot setbacks were established as part of the original PUD. These are unchanged as part of this amendment.

(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.

Response to Criteria

The PUD amendment updates the overall parking configuration and provides 200 spaces for the commercial uses. The original PUD included parking above the Center, accessed off of Rim Court, in surface spaces in front of the Center along the new main street, and in a subgrade parking garage. This PUD amendment consolidates the parking in front of the Center and removes the large parking garage. In order to respond to the requirements of the purchase agreement and the town's request to utilize the parking spaces accessed from Rim Court, the parking configuration is relocated entirely to the front of the center and consists of 200 parking spaces. Given the grades on the site, the parking is a combination of surface spaces and a small parking garage. The parking changes are identified in Table 4, below.

Table 4: Snowmass Center Parcel 1 Parking		
Parcel 1	**Approved**	**Proposed**
Total Parking Spaces	237 spaces (202 commercial; 35 residential)	200 spaces (all commercial)
Parking Location - Parking Garage	136 spaces (subgrade parking structure under Buildings 6A and 6B; 120 commercial, 16 residential)	38 spaces (anticipated to be open-air)
Parking Location - Surface Spaces	101 spaces (82 commercial, 19 residential)	162 spaces
Parking Location - Rim Court	27 spaces (19 deed-restricted, 8 commercial)	0 spaces All removed to transfer to Parcel 2, at the town's request

Based on Section 16A-4-310, the development in the original PUD and in this amendment is 201 parking spaces, as divided in Table 5, below. Given the requested adjustments to remove parking access off of Rim Court to the town, as well as snow storage requirements, a total of 200 parking spaces are able to be accommodated on the site. A Parking Plan was included in the approved PUD and is proposed to be updated to reflect the updated parking configuration.

Table 5: Snowmass Center Parcel 1 Parking			
	Space	**Parking Requirement**	**Rounded Total Requirement**
Commercial Space	52,043	173.48	
Restaurant Seats	110	27.5	
Total Commercial Requirement		200.98	**201**

(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:

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.

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.

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.

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.

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

Response to Criteria

The proposal meets road requirements for the town in the phasing plan and in the final proposal. There are internal pathways that are provided on Parcel 1 to ensure access from surrounding trails and through the parking area.

Emergency access is provided for as required in the interim and final condition. Snow storage meets town requirements and is accommodated in the parking areas, and in lot area added from Parcel 5 to Parcel 1.

(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.

Response to Criteria

The Center is served by public facilities, and as determined in the original PUD process there are adequate public facilities to service the development. In addition, the amendment preserves the transit center, ensuring adequate transportation facilities are located at the Center into the future.

Sec. 16A-5-310. Review standards.

In addition to demonstrating compliance with the provisions of Section 16A-5-300(c), General Restrictions, and with all other applicable provisions of this Code, a proposed PUD shall also comply with the following review standards.

(1) Consistency with Comprehensive Plan. The PUD shall be consistent with the intent of the Town's Comprehensive Plan.

Response to Criteria

The Snowmass Center PUD is consistent with the Comprehensive Plan. The Executive Summary of the plan states "Although many actions are identified in the 2018 Comprehensive Plan, there are several strategic initiatives contained in the Plan that should be the primary focus and be fully embraced." The PUD and this subsequent amendment meets all of these strategic initiatives, including the protection and preservation of open spaces, economic and environmental sustainability and resiliency, multi-modal connections, managed parking, updated to older buildings, and support of workforce housing.

- **Preserve and protect open spaces and our environment**

The PUD preserved 20.95 sq ft of open space. This represents nearly 75% of the overall PUD. It includes solar panels to help off-set energy usage in the development, and it implements an extensive stormwater system that will improve the overall health of Brush Creek.

- **Promote environmental and economic sustainability and resiliency**

The PUD increases the total leasable square footage by 40% to 58,433 sq ft through a combination of new commercial space and updates to decades old space that includes significant amounts of non-leasable circulation space and rentable spaces that no longer meet the expectations of a business owner or customer. The project will update all mechanical systems within the building, making them more energy efficient and in line with current building and energy codes. The approved PUD required that the Center be developed to a LEED Silver standard. This requirement remains in this proposed amendment.

The proposal reserves 4,000 sq ft of space for a right-sized and modern post office and preserves the only grocery store in the community. The phasing plan is proposed to minimize disruption to Center tenants, enabling them to remain in existing spaces while the remodel and expansion is being completed with a goal of requiring each tenant to move once, if they are relocating. The construction plan also seeks to ensure Clarks Market can remain open throughout construction.

- **Focus on improved access and safety to make Snowmass Village more walkable and bikeable**

The PUD implements key bike and pedestrian connections, creating a complete connection from the Snowmass Center to Melton Ranch via the Rim Connector Trail and the rebuilding of the Melton Trail. As part of this amendment, extensive streetscape improvements are included that will make the Center easily navigable as a pedestrian or bicyclist.

- **Continue to improve the multi-modal connections between Base Village, the Mall and the Snowmass Center**

The approved transit center remains as part of this amendment. This creates a dedicated area for transit service that no longer has to complete with vehicle, shuttle, or delivery traffic. As an interim condition while construction is underway, bus spaces are reserved to enable easy bus loading and unloading for both up valley and down valley town routes.

- **Manage parking and transit to encourage efficient, effective, and sustainable mobility choices**

The project includes parking that meets the town's shared paring requirements. A detailed parking study was completed as part of the original PUD to understand the anticipated traffic patterns and parking needs for the commercial uses. The overall parking spaces provided exceed the peak demand identified in the parking and traffic study. A total of 200 parking spaces are provided for the commercial space, at a ratio of 1 parking space per approximately 292 sq ft of commercial space.

- **Focus new development and/or redevelopment within the identified CPAs.**

The project is located in the Snowmass Center CPA identified in the Comprehensive Plan.

• Encourage the update and renovation of older buildings in the Village

The Snowmass Center is over 40 years old, and is showing its age. Critical systems are in need of being updated and will be improved and right-sized as part of this remodel and redevelopment. The ceiling heights in the second floor are around eight (8) feet, which is much lower than modern standards. When the HVAC ducting is accounted for, the spaces are closer to seven (7) feet in height. A series of sloping hallways and staircases creates a confusing space that is difficult to fill with tenants. Updating and modernizing this building will provide an improved commercial experience for customers and tenants alike.

• 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

The PUD Amendment is proposed as part of the contract purchase agreement with the Town. If it moves forward, it will enable the Town to process a future PUD Amendment for the approved residential parcels to be converted from free-market residential to deed-restricted residential.

• Strengthen local economic opportunities to assure vibrancy

This proposal focuses on creating a vibrant space that is connected to Snowmass through multiple modes of transportation. It creates new and improved commercial and for local residents and enables long-time tenants to remain at the Center.

(2) Preservation of community character. The development proposed for the PUD shall be consistent with the standards of Section 16A-4-340, Building Design Guidelines to Preserve Community Character, shall be compatible with, or an enhancement of, the character of existing land uses in the area and shall not adversely affect the future development of the surrounding area.

Response to Criteria

Responses to Criteria in Section 16A-4-340 are included in this application.

(3) Creative approach. The development proposed for the PUD represents a creative approach to the development and use of land and related physical facilities to produce better developments and to provide amenities for residents of the PUD and the public in general.

Response to Criteria

This PUD amendment provides an opportunity to creatively plan for the future of the Snowmass Center. This amendment makes Parcel 1 entirely commercial, allowing for the town to pursue a potential purchase of the parcels above for community deed restricted housing. The Center includes significant improvements to community infrastructure,

including opportunities to maintain and improve crucial community-serving commercial spaces.

(4) Landscaping. Proposed landscaping for the PUD shall provide sufficient buffering of uses from one another (both within the PUD and between the PUD and surrounding lands) to minimize noise, glare and other adverse impacts, shall create attractive streetscapes and parking areas and shall be consistent with the character of the Town.

Response to Criteria

A detailed Landscaping Plan is included in the application. It identifies extensive improvements to the streetscape through plantings and community gathering spaces.

(5) Comply with development evaluation standards. The PUD shall comply with all applicable provisions of Article IV of this Development Code, Development Evaluation Standards.

Response to Criteria

The application includes responses to all applicable review standards, as identified by staff during the pre-application conference.

(6) Suitability for development. The property proposed for the PUD shall be suitable for development, considering its topography, environmental features and any natural or man-made hazards that affect its development potential.

Response to Criteria

This parcel, as identified in the approved PUD, is suitable for development. All necessary mitigation for rockfall and erosion are addressed in the plan, as detailed in the Civil Sheets and Engineering Report.

(7) Spatial pattern shall be efficient. The PUD shall be located to avoid creating spatial patterns that cause inefficiencies in the delivery of public services, or that require duplication or premature extension of public facilities.

a. Roads. Any new road developed to serve the PUD shall be continuous and in alignment with existing platted streets to which the street is to be connected. Where appropriate, new streets shall be planned so that they can create an interconnected Town road network, with provision for adequate road and utility easements. Where cul-de-sacs are used in the development, the applicant is encouraged to provide a trail or similar pedestrian link between them.

b. Water and sewer lines. Any water or sewer line extension necessary to serve the PUD shall be consistent with the Snowmass Water and Sanitation District's service plan and the Town's Comprehensive Plan.

Response to Criteria

All roads within the subdivision are continuous. The inefficient parking area drive lanes that exist today are removed and replaced with a completed street system. This includes a vehicular connection connecting Lower Kearns Road and Upper Kearns Road. Fire access and emergency access is provided on roads, and all roads include necessary utility easements. Upper and Lower Kearns Roads are to be dedicated to the Town, pursuant to the approved PUD.

All water and sewer lines meet SWSD requirements, and TOSV Comprehensive Plan. The Civil Engineering plans outline all water and sewer lines.

(8) Phasing. If the PUD is to be developed in phases, then each phase shall contain the required streets, utilities, landscaping and other public facilities or improvements that are necessary and desirable for residents of the project. If the PUD incorporates any amenities for the benefit of the Town, such as trail connections, these shall be constructed within the first phase of the project, or, if this is not possible, then as early in the project as is reasonable. The pace and phasing shall be evaluated with regard to construction impacts along with possible interruption of construction as it would affect the community as a whole.

Response to Criteria

Development phasing for Parcel 1 is required in order to maintain access to the Center throughout construction and to minimize impacts to tenants. Additionally, maintaining fire access is required if the Center is to remain in operation during construction, including for the grocery store and USPS. The following phased construction approach is proposed and shown in more detail in the Construction Phasing Plan. A total of four phases of construction are included in the draft CMP. In addition, a request for a total of ten years of vested rights from the date of the PUD approval is requested.

- Phase 1A and 1B will include site preparations. These ensure safe site and traffic flow, as well as the creation of an interim bus location. Initial infrastructure improvements are anticipated in this phase of work, including a looped waterline.
- Phase 2A and 2B focuses on improvements to the eastern side of the site. Construction will first begin on the eastern addition. This will include the new loading dock and the USFS space. A temporary construction and staging easement will be required on Parcel 2 to enable the completion of the eastern addition.
- Phase 3A and 3B will include roadway and building improvements to complete the new space for tenant relocations.
- Phase 4 includes the removal of the existing western annex and construction of the addition to the front of the building.
- Phase 5 is construction of spaces above the grocery store.
- The existing annex, or a portion thereof, will remain in place until such time as the Town is ready to move forward with construction of the residential units above. This

is required because the annex acts as a retaining wall for the existing road behind the Center. Once the Town moves forward with the residential units, updates to retaining areas will be required to maintain grades and access. (See Phase 4 of CMP.)

- The road behind the Center will remain in place for fire access only until Rim Court is constructed.
- A temporary bus drop off will be located on the western portion of the site, near the existing annex. This can accommodate two buses – one for down valley and one for up valley drop offs and pick ups – and will require the buses to circulate through the Center to avoid a left hand turn from Lower Kearns onto Brush Creek Road. (See Phases 1 – 3 of CMP.)
- Once the town moves forward with construction of Rim Road and Rim Court, the existing annex and fire lane can be removed. The existing west and north walls of the Center will remain in place to accommodate phasing between the Center and the parcels anticipated for sale to the town.

(9) Construction interruptions. The development application shall provide a reasonable restoration and/or remediation contingency plan to mitigate impacts resulting from any potential extended interruption of construction affecting the community as a whole. Surety or security may be necessary to ensure implementation of the plan.

Response to Criteria

Phases 1 – 3 of the construction require the existing annex to remain in place to support fire access and enable streamlined tenant relocation. The proposed CMP will result in the construction of the new eastern annex (location of new loading dock and USPS space) in the initial phases, and will likely result in a period of time when there is more than 58,433 sq ft of space on the site. Once the western annex is demolished, the approved total of 58,433 sq ft of commercial space will be developed and occupied. During construction, reasonable closures may be required. To the extent possible, these will be limited to partial closures. More detail is included in the draft development documents and PUD Guide.

Sec. 16A-4-340. Building design guidelines to preserve community character.

(c) Building Design Guidelines.

(1) Site integration. Building design shall be influenced by, and shall respond to, the natural features and mountain setting that surround the property. Structures shall be designed so they do not overwhelm the surrounding mountain environment.

a. Minimize modification. Developments should be planned to minimize the extent to which it is necessary to modify the natural terrain and natural watercourses. Where earthmoving techniques are necessary, man-made forms should be soft and natural in appearance. Natural water features should be preserved and enhanced.

b. Indigenous details. Indigenous details and landscape accents, such as streams, boulders, trees and wildflowers, should be used to connect the development to natural conditions.

c. Complement natural landforms. New buildings should be designed to complement natural landforms, by setting them into the slope, or by reflecting the angles and shapes found in the natural landscape. Building massing should be broken up or stepped along a slope, to conform to the shape, aspect and scale of the natural terrain.

d. Signs. Interpretive information and signs should be used to draw attention to nature and mountain ecology.

e. Grade. Awkward changes of grade in public spaces should be avoided. Natural grade changes should be used to separate and define activity areas. The needs of disabled persons should be considered in the layout of uses and in circulation patterns, as circulation on sloping terrain can be an obstacle to the disabled.

Response to Criteria

The development area for the proposed amendment to Parcel 1 is unchanged from the original PUD. The development has been designed to be sensitive to the natural environment and integrate into existing site conditions. There are significant grades on the site, and updated site circulation and construction phasing has taken this into consideration, seeking to minimize the impact to areas in steep slopes.

(2) Scale and mass. Buildings shall be designed to ensure that they are not perceived as being monumental in scale.

a. Relation to scale of surrounding buildings. The height and mass of new buildings should be related to the prevailing scale, form and proportion of surrounding buildings, to avoid overwhelming or dominating the existing character of the area.

b. Design articulation. Groups of buildings should be located to avoid creating a "wall" or "row" effect. Individual buildings should incorporate offsets or projections that relieve the visual effect of a single long wall, help to articulate individual units or groups of units and give the appearance the building is made up of a collection of smaller structures. Buildings should be sited so their longest frontages are not on their most visible sides.

c. Human scale. People spaces should respect human scale. The design should include articulated building and roof configurations; staggered roof lines; sloping roof forms with overhangs; setbacks of upper stories; variations in grade level, floor plane and wall textures; spatial enclosure; and the use of design elements that break up the volume of space.

d. Screen mechanical equipment. The roofs of structures containing nonresidential or multi-family uses should be designed to screen heating, ventilation and

mechanical equipment from view from neighboring properties and public rights-of-way.

Response to Criteria

The proposed updates to Building 1A have been designed to be sensitive to the mass and scale of the area, and to be consistent with the allowances of the existing PUD. The height limit of 43 feet is maintained, and the overall design is substantially similar to the approved massing. Additional articulation to Building 1A to add fenestration and create a visual entry element near the grocery store has been incorporated into the design.

In an effort to create a human scale to the development, the design includes generous sidewalks that allow for landscaping and spill out seating to encourage dwell time. This includes an atrium and interior space, similar to what exists today, and the creation of outdoor seating areas and ample sidewalk spaces for a café and/or restaurant seating. The design includes street trees that reflect a Main Street design, as well as incorporates signage and lighting details to extend the environment of the Snowmass Center.

In addition, there are significant amenity spaces on the second level of the building. The updates to the second level seek to maintain views to the south and the ski area, taking advantage of areas of sun on the site.

The Architectural sheets illustrate this in more detail.

(3) Building materials. Buildings shall be designed with natural materials and details that are indigenous to Colorado and that are nonreflective.

a. Authenticity. Materials should be predominantly authentic in their appearance, with natural textures and weathering.

b. Materials. The indigenous materials of the surrounding mountains should be conveyed by integrating heavy timbers, natural siding materials and rock into the building design.

Response to Criteria

Building materials proposed for the PUD Amendment are consistent with the existing approvals. Therefore, these building materials have been carefully chosen to respond to the tones and textures of the natural environment in Snowmass Village. Durable, rugged, and low maintenance building materials are characteristic qualities of these selections with a proven track record of performance in Colorado. For example, the project uses natural types of stone veneer, weathered metals, and heavy timber wood detailing toward this end. Considering the requirement for non-combustible materials and fire mitigation techniques, particular attention has been paid to balance the look and feel of these materials within a natural color palette that complements the surrounding mountain landscape. The Architectural sheets and the PUD Guide describe this approach in greater detail.

(4) Climate/solar orientation. Buildings should be located to maximize their exposure to winter sun and natural light, and for protection from wind and temperature extremes.

The sizing, height and placement of windows should take advantage of the sun's seasonal track and the intensity of solar radiation that is found in the area.

Response to Criteria

As with the existing approval, the PUD Amendment is positioned to take advantage of the passive solar orientation and expansive view to the south of Snowmass Ski Area. Roof overhangs, horizontal projections, and trim details modulate the solar gain appropriately throughout the year- allowing sunlight into the building during the winter while shielding it during the summer. On the northside of the project, glazing is used more sparingly to acknowledge the performance challenges associated with shade and shadow inherent with this exposure. Further, with this passive solar approach to design, the east and west sides of the building footprint are minimized relative to the long axis as well as the low-angle sun. The Architectural Solar Diagrams graphically illustrates these attributes.

(5) Views. Buildings should be oriented to take advantage of views and view corridors, and to frame views and enclose open space, but should also preserve important sight lines, overlooks and landmarks as viewed from public roadways and other public spaces, and as viewed from neighboring developments. Buildings shall be located to comply with the provisions of Section 16A-4-50(f), Ridgeline Protection Areas.

Response to Criteria

The building placement and Ridgeline Protection was completed as part of the original PUD review, and all buildings in the PUD were found to comply. This amendment removes two buildings (Buildings 6A and 6B), which reduces the overall impact of the project on views. The site design and public open plazas have been designed to capitalize on the views to the ski mountain, Mt. Daly, and down valley. Parcel 5 remains undeveloped, maintaining views from Woodbridge. The Site Plan and Architectural plans further illustrate compliance with this standard.

Sec. 16A-4-50. Geologic hazard areas, steep slopes and ridgeline protection areas.

(f) Ridgeline Protection Areas.

(1) Ridgeline protection areas. Ridgeline protection areas are those lands that are visible from Brush Creek Road, Owl Creek Road or the Town Community Park and are at the crest or highest elevation of a ridge or hillside, or are within fifty (50) feet of elevation, measured vertically, from the crest of a ridge or hillside. These lands frame the natural mountain setting within the Town and include lands outside the Town boundary. It is the intent of the Town to ensure that the mountaintops surrounding Snowmass Village retain their natural appearance by preventing structures from being built at or near the crest of a ridge or hillside.

(2) Ridgeline penetration prohibited. Except as provided in subparagraph (f)(3) below, no development of new structures shall be designed or located within a ridgeline protection area in such a way that it will appear to penetrate above the crest of a ridgeline protection area as seen from Brush Creek Road, Owl Creek Road or the

Town Community Park when viewed from within the park or road surface edge at a height of five (5) feet. In addition, any existing structure that is located within a ridgeline protection area that is demolished may only be rebuilt if its design complies with the standards of this Subsection (f).

Response to Criteria

The building placement and Ridgeline Protection was completed as part of the original PUD review, and all buildings in the PUD were found to comply. This amendment focuses on removing residential development from Parcel 1 and maintaining Parcel 1 as an entirely commercial parcel. The development is substantially similar to that approved for Building 1A in the original PUD. The requirements of this standard to maintain views is met as part of the redesigned commercial building.

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

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

(1) Shared parking. Off-street parking facilities for separate uses may be provided collectively, if the total number of spaces provided is not less than the sum of the separate requirements of each such use. However, no parking space or portion thereof shall serve as the required space for more than a single use, unless the Town specifically authorizes a shared parking arrangement. In order to obtain approval of a shared parking arrangement, the applicant shall be required to show in a Parking Management Plan that the peak use period for the uses will not overlap with one another, that the uses are located on the same or adjoining sites, and that the total number of spaces that would be required for all uses has not been reduced by more than twenty percent (20%).

Response to Criteria

The approved PUD included a shared parking plan. With the removal of residential uses from Parcel 1, a shared parking plan is no longer proposed. The Parking Plan has been updated to reflect this change.

(2) Alternative parking plan. The Comprehensive Plan recommends that day skier parking be reduced west of the Woodbridge pedestrian bridge and be increased east of that bridge. In order to accomplish this recommendation, applicants proposing development that will be located west of the Woodbridge Bridge are encouraged to, but applicants proposing development that will be located east of said pedestrian bridge may propose to, develop fewer spaces on site than would be required by Table 4-3, both subject to the submission of a Parking Management Plan. For the number of required parking spaces to be reduced, the applicant shall comply with one (1) or a combination of the following options:

a. Create parking in desired location. The applicant may develop that parking which would have been required on site in a location that is consistent with the

recommendations of Chapter 8, "Future Transportation Plan," of the Comprehensive Plan. The Town may place appropriate limitations on the approval of the development to ensure the off-site spaces are available for use by the public no later than the time the development receives its certificate of occupancy;

Response to Criteria

As was the case in the approved PUD, the parking spaces are conveniently located adjacent to the commercial center of the community.

b. *Offer options to automobile usage. The applicant may commit to offering transportation options to residents, visitors or guests of the development that will reduce or eliminate the need for parking on site. Such options may include provision of limousine or van services, payment for enhanced transit services by the Town or RFTA, purchase of transit passes for employees and similar approaches, shared vehicle(s), commonly shared drop-off, pick-up or pull out space, E-bikes, cycling, equestrian (such as a hitching rail provision), and other transportation modes over and above the minimum standard; or*

Response to Criteria

As was the case in the approved PUD, this PUD amendment includes alternative transportation improvements. A transit center creates an improved transit facility at the Center and is located in close proximity to the grocery store and USPS. Previously approved trail connections remain in place, and the required sidewalk improvement along the Conoco property line remains in the approval. The parking configuration includes a mix of standard parking spaces and compact parking spaces, as well as the required number of handicapped spaces. Two dedicated spaces for shuttles are included near the entrance to USPS, as was the case in the original PUD approval. Additional details on parking can be seen in the Parking Site Plan (see the Landscape Set) and the written Parking Plan.

c. *Provide compact size parking spaces. The applicant may propose, within a predominantly enclosed parking structure and in conjunction with at least one (1) of the other options, to include compact size parking spaces as part of the required parking, up to a maximum of fifteen percent (15%) of the total enclosed parking being provided. Said spaces will only be considered within portions of the structure sufficiently enclosed or screened to prevent fallen, plowed or windblown snow from accumulating within the compact size parking spaces. The appropriate number of compact spaces will be determined based upon the nature of the proposed uses, public/private parking and access requirements, parking lot management, signage, location and grouping of the compact spaces, design, layout and vehicular circulation patterns within the proposed parking structure.*

Response to Criteria

Compact parking spaces are proposed as part of the updated plan. Additional details can be seen in the Parking Site Plan (see the Landscape Set) and the written Parking Plan.

d. Tandem/stacked parking. The applicant may propose, in conjunction with at least two (2) of the other options, to include tandem/stacked parking spaces as part of their required parking. Tandem/stacked parking will only be considered in conjunction with the overall parking management plan and may only be allowed if there will be valets or other persons employed to assist in the parking of automobiles. A suitable form of guarantee must be provided, ensuring that a valet or other persons will always be available when the parking lot is in operation. The appropriate number of tandem/stacked parking spaces will be determined based upon:

1. The operational nature and parking requirements of the residential project being served;

2. The parking lot management plan; and

3. The tandem/stacked parking location, design, layout and vehicular circulation patterns within the proposed parking lot or structure.

Response to Criteria

Tandem parking spaces are not proposed.

e. Contribute cash-in-lieu. The applicant may make a one-time cash payment to the Town, in the amount of twenty-five thousand dollars ($25,000.00) per space. Approval of the payment-in-lieu shall be at the option of the Town Council.

1. Payment due at building permit. The payment shall be due and payable at the time of the issuance of a building permit.

2. Use of funds. All funds collected by the Building and Planning Department shall be deposited in a separate interest-bearing account. Monies in this account shall be used solely for the planning, design and construction of new public parking spaces in locations that are consistent with the recommendations of the currently adopted Comprehensive Plan.

3. Refund. Any payment made for a project for which a building permit is not issued or is cancelled may be refunded if the current owner of the property submits a request for a refund to the Finance Director. All requests for refunds shall be accompanied by a copy of the receipt issued for payment of the fee.

4. Review of fee schedule. In order to ensure that the payment-in-lieu schedule is fair and represents current cost levels, it shall be reviewed within two (2) years of its effective date, and every two (2) years thereafter. Any necessary

amendments to this Section shall be initiated by the Town Council to address the results of the review.

Response to Criteria

Cash-in-lieu is not proposed as part of the updated parking design. The proposal includes removal of 27 total parking spaces from Rim Court at the request of the town.

`TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

ORDINANCE NO. ~~15~~1
SERIES OF ~~2024~~2025

AN ORDINANCE APPROVING A MINOR AMENDMENT TO A FINAL PLANNED UNIT DEVELOPMENT (PUD) FOR THE FARAWAY RANCH ~~NORTH~~ SUBDIVISION AND THE SNOWMASS CENTER (PARCEL 1) REDEVELOPMENT PROJECT

WHEREAS, the Eastwood Snowmass Investors, LP ("Applicant") ~~were~~was granted Final Planned Unit Development (PUD) approval on November 16, 2020 for the Snowmass Center redevelopment as it pertains specifically to the Faraway Ranch Subdivision pursuant to Ordinance No. 17 of 2020 which formalized an Amendment to the Official Zone District Map rezoning the property from SPA to Mixed Use-2 (MU-2) with a PUD overlay; and

WHEREAS, the PUD approval also allowed for the entitlement of a mixed use development with specific variations from the Land Use Code with conditions entailing 64 free-market residential units, 10 deed restricted units and various commercial space totaling 58,344 square feet: and

WHEREAS, in accordance with Resolution No. 34 of 1988, the Applicant has satisfied the Restricted Housing mitigation typically required for commercial expansion as proposed on Parcel 1; and

WHEREAS, the Applicant submitted an application for a Minor Amendment to the Snowmass Center PUD which would modify the lot lines ~~associated with~~for parcels 1 through 6, remove the residential units from Parcel 1, redesign commercial space within the center (not to exceed 58,344 square feet), and ~~minimize~~reduce subgrade parking as previously established in the Final PUD; and

WHEREAS, the Planning Commission considered the proposal on November 13th, November 20th and formalized a recommendation of approval for the Minor Amendment on December 4th of 2024 pursuant to PC Resolution No. 8 of 2024; and

WHEREAS, the Town Council considered the Application and recommendation from Planning Commission on December 16, 2024, January 6, 2025, and ~~_____~~January 21st, 2025.

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

Section One: General Findings. The Town Council hereby generally finds that:

1) The Applicant submitted the application for a Minor Amendment of a Final PUD in accordance with the provisions of the Municipal Code (the "Minor PUD Amendment"). The application provided the Minimum Contents required pursuant to Section 16A-5-390 and addressed the following standards:

   a. The proposed amendment shall be consistent with, or an enhancement of, the original PUD approval.

   b. The proposed amendment shall not have a substantially adverse effect on the neighborhood surrounding the land where the amendment is proposed or have a substantially adverse impact on the enjoyment of land abutting upon or across the street from the subject property.

   c. The proposed amendment shall not change the basic character of the PUD or surrounding areas.

   d. The proposed amendment shall comply with the other applicable standards of this Division 3, Planned Unit Development.

2) The Minor PUD Amendment ~~identifies~~ land uses proposed at the Snowmass Center site ~~which~~ are generally consistent with the Town of Snowmass Village 2018 Comprehensive Plan ~~which~~. The Comprehensive Plan identifies the area as a "Village Core Area" ~~which~~and envisions mixed-use residential and commercial development for the subject parcel.

3) The Town Council further identifies the Snowmass Center as a vastly important commercial development that should prioritize local serving retail while successfully representing the community as a world class resort and tourist destination.

4) The Minor PUD Amendment will reduce the overall residential count on Parcel 1 by 24 units ~~but~~and shall ~~not change~~authorize an amendment to the Comprehensive Plan to allow for more residential ~~entitlements~~density for Parcels 2, 3, and 4 for up to 130 units.

5) The Minor PUD Amendment ~~constitutes~~makes modifications to the overall configuration of the parcels within the First Amended Plat of the Faraway Ranch ~~North~~ subdivision pursuant to Exhibit A.

6) To the extent necessary for and pertinent to a ~~Preliminary Plan level of evaluation and review~~Minor amendment to this final PUD plan, the application is generally consistent with the provisions of Section 16A-5-300(c), General Restrictions, of the Development Code, subject to

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satisfying the applicable conditions contained within Section Three of this ~~resolution~~Ordinance.

Section Two: Action. The Town Council hereby accepts and approves the Minor PUD Amendment as represented in the application as submitted~~,~~ and revised during the Town Council review process, as reflected in the plans attached to this Ordinance in Exhibit B, C, and D subject to the Conditions in Section Three.

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

1) Any building permit submitted prior to July 1, 2025 shall be subject to the 2015 International Building and Fire codes as determined in the Final PUD approval. After July 1, 2025 the most recent and updated codes adopted by the Town shall apply.

2) The uncovered sidewalk in front of the new Clark's Market storefront shall be no less than 10' wide with bollards or another separation system to accommodate unobstructed pedestrian movement along the streetscape.

~~3) The Applicant shall introduce an architectural element that is iconic in nature to define the Snowmass Center as a significant landmark that enhances and blends with the existing character of Snowmass Village as a world class ski destination - for review and consideration by the Town Council.~~

3) The 2nd story of the main entry vestibule shall have a solid roof and incorporate the ability to enclose ~~the~~ and moderate the temperature of the space as needed during inclement weather. In the first-floor atrium the door to the left of the entrance shall be removed to allow for additional table/ seating area.

4) The trellis in the park on the upper level of Parcel 1 shall have a solid roof.

5) The dimensional standards in the Amended PUD Guide for the project will be consistent with Amended Dimensional Matrix attached to this Ordinance as Exhibit G.

~~4)~~6) The Applicant shall be allowed flexibility to allow for design improvements to the public spaces to accommodate food trucks, seating, public art, park and landscape features, which shall not result in commercial mitigation requirements under the Code.

~~5)~~7) The final design of the interim and final transit center shall be ~~reviewed and approved by the Town Manager or designee prior to recording of final plat documents.~~in accordance with the plans attached as Exhibit B, C, and D.

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~~6)~~8) The Applicant shall ~~continue to work with the Public Works Department to~~ sufficiently address the issues raised in ~~their~~ the Public Works Department October 31, 2024 memorandum and attached as Exhibit ~~B~~J, as determined by the Public Works Director.

~~7)~~9) The transit center shall be constructed and completed by the Applicant as part of the Snowmass Center redevelopment approved hereto and completed prior to Temporary or Final Certificate of Completion/Occupancy for ~~phases 4 or~~phase 5 of the development~~, as agreed to by the Town Manager or designees.~~ whichever occurs first. The Applicant shall also complete the initial length of "Rim Road" behind the Snowmass Center to its intersection with Rim Court, in concert with the completion of the transit center. The final design shall be consistent with the plans shown in Exhibits B, C, and D and generally meet or exceed the standards in Exhibit ~~E and the~~I. The cost of ~~its~~Rim Road's completion shall be ~~a~~ shared between the Town and developer of the Snowmass Center as shown in the Cost Sharing Matrix attached to this Ordinance as Exhibit F. Any changes shall be agreed to by the Town Manager and Applicant, or their ~~designees.~~designee. The Town may accelerate the construction of Rim Road (together with the transit center and related elements) as provided in condition 34(a) below.

~~8)~~10) It shall be the obligation of the Applicant to maintain ~~Rim Road and Rim Court~~the existing access way behind the Snowmass Center (as well as the hammerhead turnaround) ~~during and after construction of Parcel 1~~that are generally in the location of the proposed Rim Road (to the intersection of Rim Court) and proposed Rim Court for the purpose of fire access. The Town shall be responsible for maintaining Rim Road and the access way in the location of proposed Rim Court upon construction and acceptance by the Town of the Rim Road improvements to be constructed by Applicant. Rim Road and Rim Court shall be dedicated as public rights-of-way upon construction.

~~9) The Applicant shall provide monetary security acceptable to the Town for the completion of the entirety of the utility improvements detailed and approved in the Subdivision Improvements Agreement and subject to the approval of the Public Works Department. Utilities shall be sized to accommodate no less than 130 units on Parcels 2, 3, and 4.~~

11) The Town and Applicant have identified public and quasi-public improvements that are necessary to be constructed in conjunction with the development of Parcels 2, 3, and 4 as set forth in the Cost Sharing Matrix attached as Exhibit F. The Cost Sharing Matrix also sets forth the proportionate cost responsibility for each improvement element (some of which are 100% Applicant responsibility, some 100% Town responsibility, and some shared). With respect to the items in the Cost Sharing Matrix, the Town will appropriate the "Town Responsibility" total amount set forth in the Cost Sharing Matrix prior to the end of the current budget year and such amount shall be the full extent of the Town's obligations for any and all of

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the improvement elements in the Cost Sharing Matrix (and to the extent any interest accrues on the "Town Responsibility" amount and is legally available for use by the Applicant, such interest shall also be available). The Town Responsibility amount funds shall be available for use by Applicant for completion of the transit center, Rim Road, and other improvement elements set forth in the Cost Sharing Matrix upon building permit issuance to the Applicant. Applicant shall be solely responsible for all costs of the improvements in the Cost Sharing Matrix in excess of the Town Responsibility amount set forth in the Cost Sharing Matrix. Contemporaneous with recordation of the Plat and related development agreements, Applicant shall provide a letter of credit or other security acceptable to the Town for its share of the transit center, Rim Road, and other improvements set forth in the Cost Share Matrix. With respect to public improvements not set forth in the Cost Sharing Matrix, Applicant shall provide a separate letter for credit or other security acceptable to the Town prior to Applicant obtaining a building permit for work related to the development of Parcel 1. Such letters of credit and other security provided by the Applicant shall periodically updated to address increased costs for the improvements. This condition shall be further addressed in the Amended and Restated Development Agreement and Amended and Restated Subdivision Improvement Agreement.

~~10)~~12) The construction management plan shall further detail the phasing of the project ~~with~~and be reviewed by the Community Development Department. ~~The plan~~The required Construction Management Plan (CMP) shall allow for the continuous and on-going operation of the grocery store during and throughout construction. The ~~plan~~CMP shall allow for partial closures as required by OSHA to ensure the safety of employees and customers.

~~11)~~13) The ~~required~~ Construction Management Plan shall address the mitigation of noise and air pollution during and after development as requested in the letter by Dunlop Environmental Consulting dated November 11, 2024 (Exhibit ~~C~~H).

~~12)~~14) The Applicant shall continue working with the Roaring Fork Fire Authority to address interim fire protection needs during ~~and after~~ construction. These requirements shall be specified in ~~a document~~the CMP and approved by the Fire Authority ~~and shall be finalized at recording of the final plat documents.~~prior to obtaining a building permit.

~~13)~~15) Town shuttle and delivery vehicle turning movements shall be approved by the Town Manager or ~~designees~~designee prior to the recording of the amended final plat documents.

~~14)~~16) Vegetative screening of headlights from delivery vehicles shall be incorporated in the ~~west side delivery bays~~landscaped area east of the loading dock area for the benefit of adjacent Woodbridge property as shown in Exhibit B.

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~~15)~~17) Safe pedestrian and bicycle access to the commercial entities in the Snowmass Center shall be provided throughout the duration of construction.

~~16)~~18) The applicant shall ensure ADA access to and from the ~~Transit stations~~transit center in both the ~~temporary~~interim and the final ~~Transit Center~~transit center Designs.

~~17)~~19) The interim and final transit center design shall incorporate space for shopping cart collection and bike racks consistent with the plans attached as Exhibit C.

~~18)~~20) ~~Accessible~~An accessible and prominent space shall be made available for a bike share ~~stations~~station within Parcel 1 or at the transit center as part of the interim and final design.

~~19)~~21) The parking plan shall ~~be updated to~~ include compact spaces located along the west side of the delivery route and to convert as many of the spaces on the east side to conventionally sized parking spaces as can be done within the site parameters~~.~~ as shown on Exhibit C. The Town Council agrees to a reduction of the required parking spaces to meet this condition ~~as approved by the Community Development Director~~.

~~20)~~22) The parking plan shall ~~be updated to~~ include no less than 3 EV charging stations and shall accommodate the expansion of EV spaces in the future as needed.

~~21)~~23) Any future building permit submittal shall include a wayfinding and detailed lighting plan and must be approved by the Community Development Department prior to issuance of a building permit.

~~22)~~24) A ~~detailed~~final landscaping plan shall be included with any future building permit submittal ~~with the intention of aesthetically enhancing~~and shall include the screening of the development, parking areas, loading areas, vehicles, and retaining walls as seen from Brush Creek Road~~.~~ consistent with the plans attached as Exhibit B. The plan shall be intentional as it pertains to water filtration and providing safety buffers as needed.

~~23)~~25) The veneer of the retaining walls ~~associated with~~within the ~~new~~ Upper Kearns ~~and~~right of way behind the transit center shall match the roundabout (at the bottom of Upper Kearns, with Brush Creek) and be shown on revised PUD documents prior to submitting ~~for~~ a building permit.

~~24)~~26) 4,000 square feet of space shall be reserved for exclusive use by the U.S. Postal Service ~~for as long as the federal government chooses to locate at the Snowmass Center.~~.

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~~25) At least two of the new commercial spaces in the redeveloped Snowmass Center shall be equipped with the required internal ventilation and grease trap retrofit for restaurant operation upon Certificate of Completion/Occupancy.~~

27) The construction documents submitted with the building permit application for the redeveloped Snowmass Center will incorporate chases and utility infrastructure (including plumbing as needed for grease interception) into the base building work to accommodate the location of restaurants in multiple potential locations within the redeveloped project, including but not limited to the proposed unit on upper level directly to the east of the top of the "grand staircase".

~~26)~~28) Town Hall Road Intersection – In order to ensure this development does not negatively impact surrounding development, this intersection of Town Hall Road with Upper Kearns Road shall be approved to the satisfaction of the Town Manager or their designee and all plans revised to show such improvements prior to recording of final plat documents and constructed consistent with such plans.

~~27)~~29) The ~~applicant~~Applicant shall pay cash-in-lieu for the construction of the soft "Rim Trail" connector for the actual construction cost determined at building permit submittal.

~~28)~~30) The boundaries between Parcels 1 and 6 shall be adjusted to include the entirety of the Rim Trail connector within Parcel 6 (dedicated open space~~).~~) as depicted on Exhibit A. To the extent required, the PUD Guide shall be amended to reflect approved square footage rather than a Floor Area Ratio.

~~29)~~31) All utilities shall be sized to accommodate the connection to any future residential development on Parcels 2, 3, and 4 not to exceed 130 residential units.

~~30)~~32) ~~The applicant shall explore one~~ Two-way traffic ~~and angled~~with 90-degree parking ~~along~~ through the upper parking deck and access lane~~.~~ will be allowed on a trial basis. Should the Town determine there are safety concerns with two-traffic through the upper deck, the traffic pattern shall be changed by Applicant at its expense to one-way traffic within 90 days of notification from the Town. The angle of the parking spaces would not be required to be changed. Whether one-way or two-way, the street configuration shall not compromise the 10-foot width of the uncovered sidewalk directly in front (south) of the Snowmass Center.

~~31)~~33) The ~~applicant shall provide a covered connection~~street and pedestrian scape between the grocery store and post office ~~with options for such covered connection to be reviewed at future date by the Town Council. This~~

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area shall include pedestrian and landscape elements such as outdoor seating, ~~fire pit,~~ public art space, etc. to encourage connectivity between these areas. Plans for this area shall be submitted to the Community Development staff for approval prior to the Building Permit. If such plans are not approved administratively the applicant may appeal the decision to the Town Council.

~~32)~~34) Prior to recording the amended Plat, the ~~applicant~~Applicant shall provide updated documents as amended or required by this Minor PUD Amendment (e.g. Amended and Restated Development Agreement, Amended and Restated Subdivision Improvement Agreement) to be reviewed and accepted by the Community Development Department and Town Attorney and recorded in public records of Pitkin County with the amended Plan, as applicable. In the event the Town and Applicant cannot agree on the form of the documents to be amended or otherwise to be agreed upon pursuant to these conditions of approval, then this approval shall be void and of no effect, and the existing PUD approval and related documents shall remain in effect. The amended development documents shall include, among other conditions, the following:

~~a. Applicant shall remove the portion of the Snowmass Center building located within the Upper Kearns Road right-of-way (i.e. Taster's Pizza building) and complete Upper Kearns Road and South Sidewalk Improvement not later than one year after Applicant receives a notice to proceed from the Town following approval of a project for the Residential Parcels. Applicant shall provide appropriate security in a form acceptable to Town to ensure the completion of this obligation.~~

a. If the Town is prepared to commence development within Parcels 2, 3 and 4 prior to the Applicant commencing construction of the final transit center and lower section of Rim Road, the Town may require the Applicant to remove the portion of the Snowmass Center building located within the Upper Kearns Road right-of-way and Rim Road location (i.e., the Taster's Pizza annex building), Upper Karns Road, and South Sidewalk Improvement (as contemplated in conditions 9 and 11 above) not later than one year after Applicant receives a notice to proceed from the Town. Unless the Applicant agrees to proceed with the remaining improvements set forth in the Cost Sharing Matrix, the Town will then be authorized to proceed with construction of the final Transit Center, lower section of Rim Road, and other improvements in the Cost Sharing Matrix and Applicant shall be responsible for all costs in excess of the Town Responsibility amount set forth in the Cost Sharing Matrix. At such time, the Town shall provide the Applicant with a bid or cost estimate for completion of the improvements in the Cost Sharing Matrix and the Applicant shall be responsible for increasing its security to the updated bid or cost estimate amount, minus the fixed Town Responsibility amount in the Cost Sharing Matrix. The Town shall be authorized to use the security posted by the Applicant to ensure payment of the Applicant's share of such construction

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costs. In the event such security is insufficient for the Applicant's share of the improvements in the Cost Sharing Matrix, the Applicant shall be responsible for payment to the Town for such additional amounts. If a payment is not timely provided, the Town may exercise remedies set forth in the Amended and Restated Subdivision Improvement Agreement, and such remedies shall include withholding a building permit or pursuing a money judgment. If the Applicant is required to remove the Taster's Pizza annex as provided above, the Applicant will accommodate the relocation of Taster's Pizza to the existing Daily Diner space and Ajax Supply and any other business the qualifies for a lease renewal to alternative space within the existing Snowmass Center main building capable of reasonably accommodating a hardware store until such time as the new spaces for Taster's Pizza and Ajax Supply are completed as part of the Snowmass Center redevelopment.

b. The obligation to create a master association for the entire development shall be removed, but the documents shall include any required easements and any necessary cost sharing for shared elements of the project.

c. The Applicant shall offer each existing tenant with a leasable area of at least 1,500 square feet in the Snowmass Center Building and that is not in default of such lease an option to extend its lease term in tenant's existing space or a lease for a new space for not less than 10 years at fair market rental rates, with standard inflation provisions.

d. The Housing Counts of the buildout chart in the Comprehensive Plan for Parcels 2, 3, and 4 shall be amended to up to 130 Units.

~~33)~~35) Any condition ~~approved by~~of the existing PUD approval (Ordinance No. 17 of 2020) ~~and~~ not modified or superseded by this approval, shall remain an obligation of the Applicant or subsequent owners.

~~34) Should outstanding issues arise in the implementation of this Approval that cannot be resolved by the Town staff and Applicant, the Applicant may appeal to the Town Council for further consideration.~~

36) If the Applicant and the Town's staff discover issues related to the redevelopment of the Snowmass Center that are not expressly or adequately addressed by this Ordinance or the other approval documents finalized with the amended Plat, then they shall endeavor to arrive at a mutually acceptable approach to such issues that does not conflict with any of the express terms of such documents. Issues that cannot be resolved in this manner may be addressed through the amendment procedures of the amended PUD Guide or through the interpretation provisions of the Town's Land Use and Development Code, as applicable.

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~~35)~~37) Vested property rights shall be granted for this Site-Specific Design Review for a period ~~not exceeding 10~~of 7 and 1/2 years from the effective date of ~~recordation of this resolution of approval~~this Ordinance.

INTRODUCED, READ, AND ADOPTED on first reading by the Town Council of the Town of Snowmass Village, Colorado on the 6th day of January 2025, with a motion made by Council member Marolt and a second by Council member DeAngelo, by a vote of 4 in favor and 0 opposed.

INTRODUCED, READ, AND ADOPTED on second reading by the Town Council of the Town of Snowmass Village, Colorado on this ~~16th~~21st day of ~~December 2024~~January 2025, with a motion made by Council member _____ and a second by Council member _____, by a vote of___in favor and___opposed.

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

_____
~~Alyssa Shenk~~Tom Fridstein, Mayor Pro Tem

ATTEST:

_____
Megan Harris Boucher, Town Clerk

Exhibits:
A. Proposed parcel reconfiguration plan
B. Landscape Plans
C. Architectural Plans
D. Civil Plans
E. Architectural Renderings
F. Cost Sharing Matrix
~~B.~~G. Amended Dimensional Matrix
~~C.A. Public Works memo – 10/31/2024~~
~~D.~~H. Dunlop Consulting letter – 11/11/2024
I. Rim Road specifications
J. Public Works memo – 10/31/2024
~~E.~~

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