



**Town Council
Monday, January 13, 2025
4:00 PM**

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

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

Agenda

- 1. Start Time 4:00 P.M.**
- 2. Item for Discussion**
 - 2.1. Continued Review & Discussion of the Proposed Mall Transit Station**

[2.1 1 Agenda Summary Mall Transit.pdf](#)
[2.1 2 Transit Center draft image.pdf](#)
[2.1 3 PC Reso No. 2, 2023 - signed.pdf](#)
- 3. Item for Discussion**
 - 3.1. Draw Site Workforce Housing Owners' Review**

[3.1 1 Agenda Summary Draw Site Owners Review.pdf](#)
[3.1 2 Attachment A Draw Site Options.pdf](#)
- 4. Adjournment**

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

January 13, 2025

AGENDA ITEM:

Continued Review of the Proposed Mall Transit Station

PRESENTED BY:

Tom Fridstein, Mayor Pro Tem

BACKGROUND:

The Town Council has invited the Planning Commission to this meeting to review a draft design alternative for a two-level Mall Transit Station. This will be the first of many upcoming opportunities to offer public input on the proposed project. The following meetings are expected as well;

- | | |
|---------|--|
| Jan 21 | Design Firm SEH will make a presentation to Council with the information provided to them on December 9 including adding the parking deck over lot 5 (to accommodate lost parking in lot 6) and create an image of it, and continue to evaluate the estimated construction schedule. The Council reviewed a further design iteration on January 6 that is planned to be reflected in these drawings as well. |
| Feb 3 | The Council will, if necessary, continue its review of the drawings. |
| Feb 4 | Public Outreach to begin |
| Feb 10 | Community input on design at Council meeting |
| Feb 18 | Council to start decision making discussion determining whether to proceed or not |
| March 3 | Decision to proceed needs to be made no later than this date |

FINANCIAL IMPACT:

There is no direct impact to this feedback session. If the project proceeds, the project is expected to cost over \$40 million. A updated cost estimate is expected on January 21.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

The 2023 Goal Statement states:

- 1) 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:

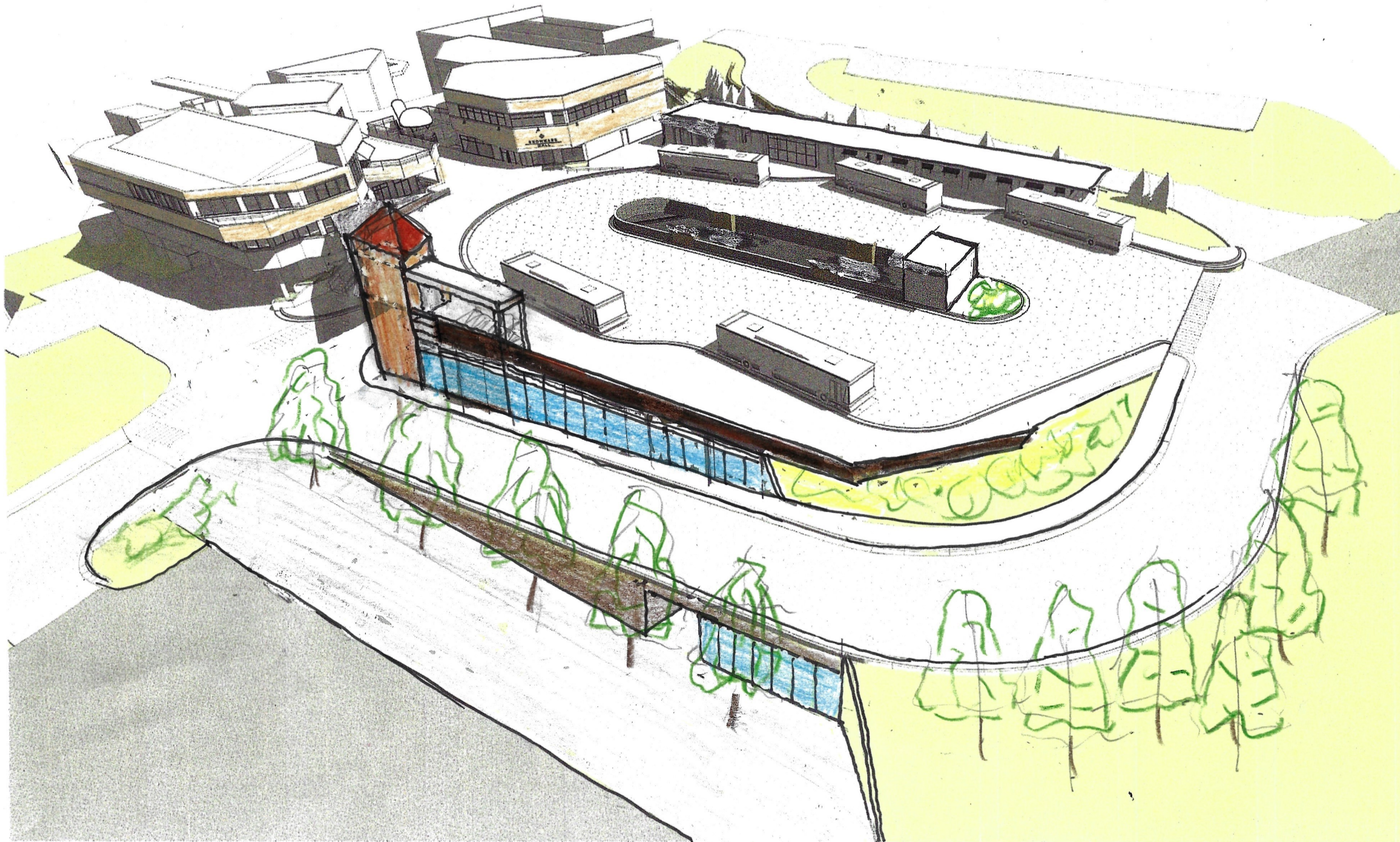
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STAFF RECOMMENDATION:

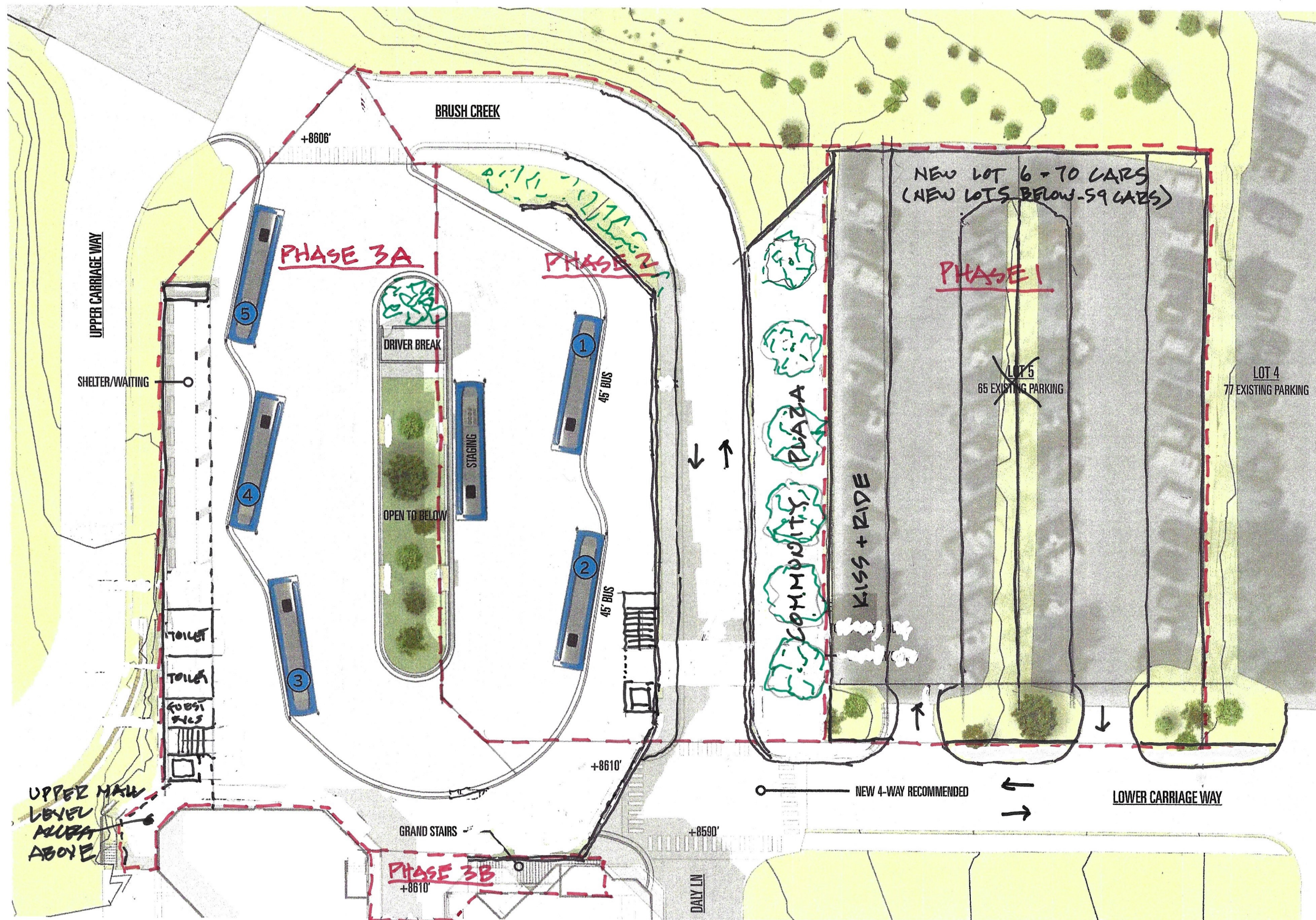
N/A

NORTH VIEW

PHASE 2



1. 4. 2025. B2



PHASE 2 UPPER LEVEL

New Construction

BUS OPERATIONS

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

TRANSIT STATION

- NEW DRIVER BREAK
- NEW GUEST SERVICES
- EXTG PUBLIC RESTROOMS

4-2025 B3

LOWER LEVEL

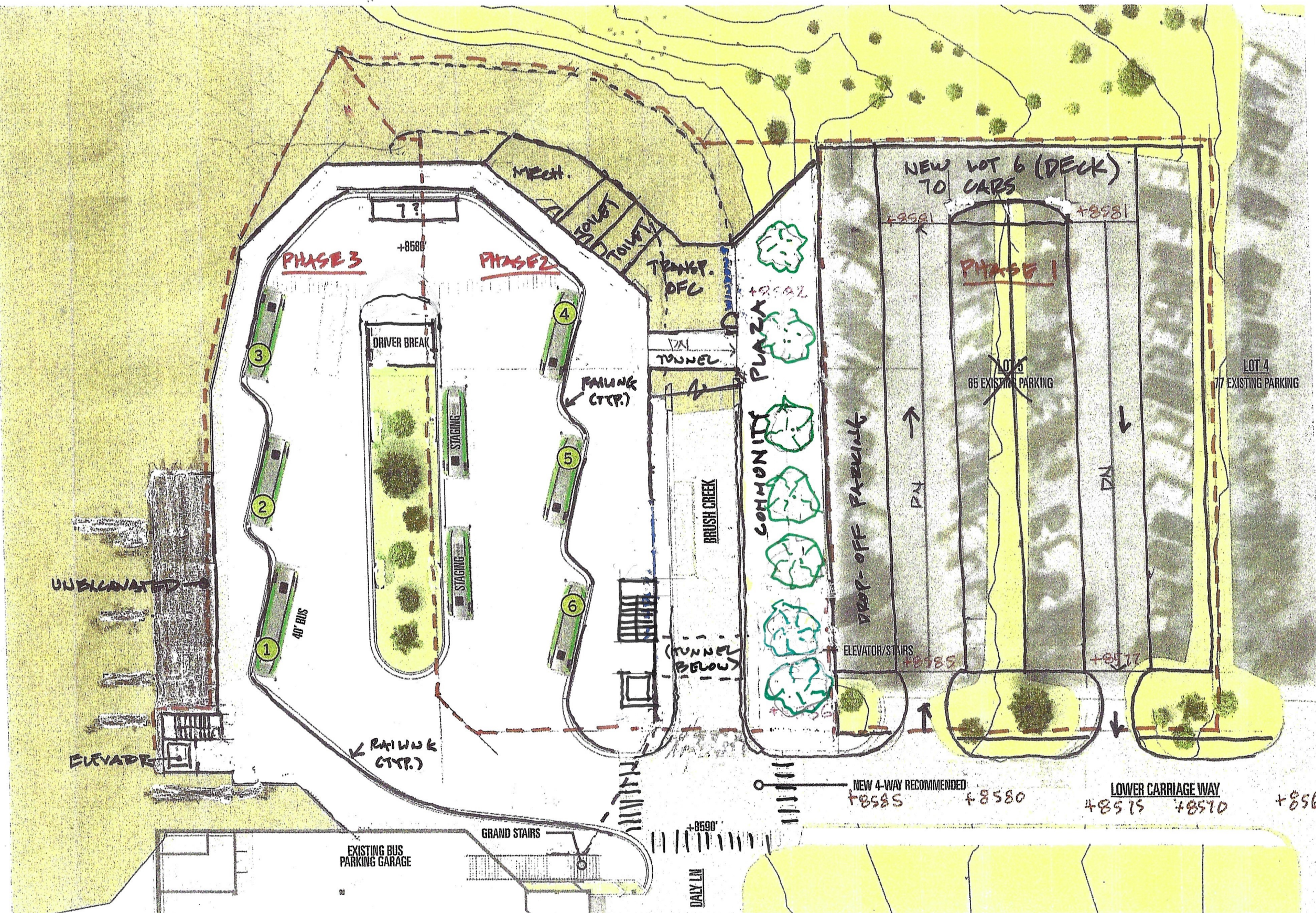
Bus Operations

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

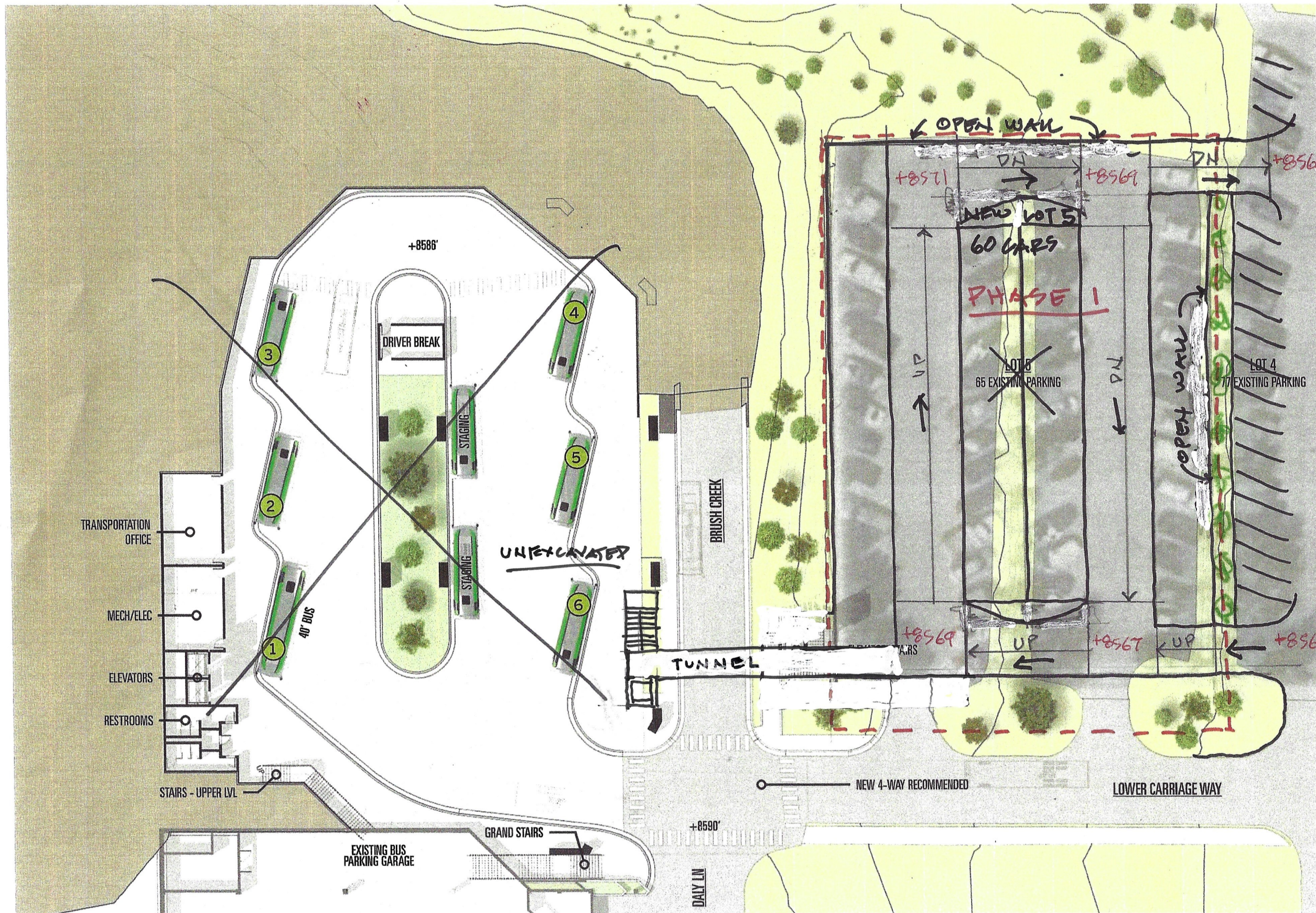
Transit Station

- DRIVER BREAK
- TRANSPORTATION OFFICE
- PUBLIC RESTROOMS
- ELIMINATION OF 54 EXTG LOT 6 PARKING SPACES

ALTERNATE WITH COMMUNITY PLAZA



1-4-2025B



~~LOWER LEVEL~~ NEW LOT 5

Bus Operations

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

Transit Station

- DRIVER BREAK
- TRANSPORTATION OFFICE
- PUBLIC RESTROOMS
- ELIMINATION OF 54 EXTG LOT 6 PARKING SPACES

NEW LOT 5 - 60 CARS
EXISTING LOT 5 - 65 CARS

1-4-2025-13

**TOWN OF SNOWMASS VILLAGE
PLANNING COMMISSION**

**RESOLUTION NO. 2
SERIES OF 2023**

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

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

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

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

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

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

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

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

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

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

surrounding area.

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

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

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

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

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

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

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

TOWN OF SNOWMASS VILLAGE
PLANNING COMMISSION



Brian Marshack, Chair

ATTEST:



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

Virginia Baker, Planning Commission Secretary

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

January 13, 2025

AGENDA ITEM:

Draw Site Workforce Housing Owners' Review

PRESENTED BY:

Betsy Crum, Housing Director

BACKGROUND:

The TOSV Comprehensive Plan identified a need for 383 additional workforce housing units to meet the demand identified in 2018, before the dramatic market changes initiated by the Pandemic. The Town currently has 280 Village employees on our waiting list for our 300 rental apartments, representing a wide variety of workforce and family types. The Council has consistently named creating new affordable housing as one of its top priorities and set a goal in 2023 to create 185 new units for people working in our Village. In 2021, the Town adopted a Workforce Housing Master Plan that identified five (5) town-owned sites that could support housing development. In late 2022, the Council directed staff to pursue development at the Town Hall Draw. The site was selected because it has the greatest potential for unit development, is well-located close to transportation and town services, was called out for affordable housing development in the Comprehensive Plan and has historically been identified for future housing development.

The design team of Site Architects, JVA civil engineers, Connect One Design, and Rawley Design Planning were engaged in the fall of 2022 due to their "Site First" design approach. Before proceeding into any design work, their extended team of site specialists including survey, soils, wildlife, wildfire, debris flow, rock fall and Phase 1 Environmental performed thorough site analyses identifying site constraints and considerations to inform the design. A design charrette was held to explore different development options for the site. Evolving the conceptual design from the Master Plan with the confirmed site constraints, the team tested road and building layouts, density, scale and parking accommodations. The initial concept presented to the Town Council in March 2023 consisted of three (3) buildings stepping back from the Town Hall into the Draw. A winding switch-back road provided access to the building, with tenant parking located under each building to maximize the green space above. The

Council directed the team to develop schematic drawings for both a three- and a two-building option for presentation and feedback at a community Open House in May 2023. A pre-sketch meeting was held between the Town Council and the Planning Commission in July 2023 on the three-building option. The project was next formally submitted to the Planning Commission for Sketch Approval, the first step of the PUD approval process. Following several meetings, the Planning Commission recommended approval of the project to the Town Council. That recommendation included several conditions and suggested refinements. The Town Council approved the sketch plan in its quasi-judicial role in February 2024.

The plans continued to develop and be refined throughout 2024 in regular consultation with the Town Council. The middle building was removed in favor of a large, multi-purpose courtyard. The two residential buildings were reduced in height to provide a total of seventy-nine (79) units, and were built atop a singular, connected parking garage structure with 111 parking spaces. The building mass was further broken into several different presentations, with different unit types rotated to maximize light, views and to create unique interior spaces. Materials were designed to reflect the natural environment in tone and texture, further breaking up the exterior space. This design also proposes ample tenant storage, dedicated bicycle and EV stations, and full accessibility. With parking in a sub-grade garage, the area between the two structures provides a vibrant, flexible open space for common use by the tenants.

Due to the projected cost of developing the Draw Site – approximately \$86 million - the Town was required under the Town Code to secure a vote of the electorate before allocating the funding needed to build this project. In November 2024, Snowmass Village voters authorized this by a vote of 61% in favor and 39% opposed.

At its December 9, 2024, meeting, the Town Council discussed the 79-unit Draw site design in some detail, as well as a 43-unit, single-building concept with surface parking (proposed by Councilman Fridstein) and sketched by Site One. Haselden Construction presented rough-order-of-magnitude cost estimates for each option. The Council agreed to seek additional community feedback on both options through open-house sessions and surveys.

At its December 16, 2024, meeting, the Town Council agreed to postpone seeking additional community input until further work was done to consider a new option proposed which would be two shorter buildings with an at-grade parking lot between. That option, called Option 4, was agreed to be analyzed and further developed by Site One in advance of this meeting. In addition, Council asked for a discussion concerning the unit square footage and programming for the development.

DRAW SITE CONCEPTUAL PLANS – CURRENT OPTIONS:

The team is presenting three options for discussion. The most evolved option – and the one with the highest degree of both engineering and cost accuracy – is the 79-unit that was voted on in November. The second option, which we call Option 4B, reflects Councilman's Fridstein's two-building reduced scale option with at-grade parking sketch as it has evolved with input

from the design team. It would provide 59 units. The third option, Option 5, utilizes the same basic site approach as the 79-unit design, but removes one floor from each building to reduce the density and height. This option also offers 59 units and significantly reduces and simplifies the underground parking garage.

All three options offer the same interior apartment amenities, quality and exterior materials. All would have elevators, be built to Type IIB fire standards and to the 2021 Building and Energy Code standards. One-bedroom apartments are roughly 680 square feet, two-bedrooms are approximately 1,030 sf and three-bedroom apartments are roughly 1300 sf. All units are functional and highly livable, offering a full array of appliances, durable finishes, ample closet space and a private outdoor balcony. In all cases, these will be the highest quality and most sustainable rental housing the Town has in our portfolio. All three options would offer our workforce a very desirable place to call home near services and transportation, and adjacent to one of the most popular trails in Town. It will be a place for community members to live long-term, have a career, build their community and raise their families. It will be a place our workforce will be proud to call home.

The identified pros and cons of the three Options are as follows:

79-Unit Option:

This is the option that was brought to Snowmass Village voters in November 2024. The design incorporates a fully underground two-level parking garage, and two residential structures set forward in the site and rising above the garage. The front building (Building A) is one story shorter than the back building (Building B), and the primary vehicular entrance to the site is at the east side of Building A. A segregated pedestrian walkway provides safe access through the garage between buildings for pedestrians and bikers to reach the back building; there is also an exterior pedestrian access to the rear building. A sizable courtyard between the two residential buildings provides access for emergency vehicles and offers a flexible, green outdoor amenity for all tenants.

Pros:

- Provides the greatest number of units.
- Minimizes hillside cuts and is designed to rise with the site.
- A large, versatile courtyard provides flexible, safe, traffic-free passive recreation space.
- Provides sufficient parking (111 spaces) to meet the anticipated tenant and visitor needs.
- Secured, covered parking is a significant amenity and reduces maintenance.
- Incorporates rooftop outdoor space in each building.
- The roadway remains at or below a 10% grade and will not require snowmelt.
- Covered parking and security-enhanced garage access are valuable amenities not otherwise available in our housing.
- All units have excellent views.
- Stormwater and debris flow able to be managed on-site.

Cons:

- Greatest height, density and mass.
- Greatest total cost, funding gap (see discussion below).
- Higher per-unit cost.
- Large amount of excavation associated with garage.

Option 4B – 59 units with surface parking:

This option would reduce the heights of each building by one story for a total of 59 apartments. The underground parking is eliminated in favor of on-grade parking between the two buildings. To achieve the greatest rise through the site and maximize the area for parking, Building A is brought down closer to the Town Hall and Building B is pushed higher into the Draw. Both buildings are stepped back – there is one higher floor on the back of the building than on the front. The access road switches back and then rises up on the northeastern part of the site. The space between the buildings is maximized for parking and snow storage. Additional parking is provided underneath Building A in a covered, open-air (non-garage) lot.

Pros:

- Lower height, density and mass.
- Likely lowest total cost, lowest cost per unit.
- Simplified parking plan with adequate capacity (88 spaces).
- Simpler for tenants and visitors to access their building.
- May eliminate the need to identify “gap” funds.

Cons:

- Fewer units.
- More impactful to the site in terms of cuts and retaining walls.
- Road is steeper and may require snowmelt.
- Visual impact is moved both forward and backward in the site.
- Limited on-site common and green space – most is needed for parking.
- Views from many units are of parking lot (vs. community courtyard)
- Will likely need Point Site for additional debris flow management.
- Less engineered at this time – will need at least 4-6 months to design to get to the level of 79-unit Option or Option 5.

Option 5 – 59 units with underground parking:

This option is essentially the same site plan as the 79-Unit Option, with the roads, access and building locations as they are in that design. It removes one story from each building to lower the heights and density, reducing the total unit count to 59. The parking garage is likewise

reduced in scale and complexity while still achieving the necessary parking space count (77 spaces) to appropriately serve the development.

Pros:

- Retains the benefits of the large courtyard, secured underground parking, excellent views, and will not require snowmelt.
- Reduces impact of building heights and density.
- Reduces the amount of excavation needed.
- Minimizes hillside cuts and debris flow should be able to be managed on site.
- The roadway remains at or below a 10% grade and will not require snowmelt.
- Lower total cost.

Cons:

- Fewer units.
- Higher per-unit cost.
- Less Parking is provided (still adequate)

FINANCIAL IMPACT:

The overall financing plan is generally the same for each of the three options. As affirmed in the November 2024 ballot question, this development can be fully funded without using any TOSV general funds or requiring any new taxes. Regardless of the total number of units, we anticipate dedicating \$3 million of the already-approved annual Tourism tax revenue and the net income from rents (net of operating expenses) to service debt on this project's capital financing. As a reminder, projected rents are \$1,400 for a one-bedroom, \$2,000 for a two-bedroom and \$2,500 for a three-bedroom apartment in the first year of occupancy. Depending on the costs and unit counts as plans progress, there will likely be a gap of ~\$10 million that will need to be filled by grant funds for the 79-unit Option and Option 5. Based on early (ballpark/ order of magnitude) cost estimates, it is possible that Option 4B can be financed completely with rents and the lodging and sales tax revenue, thus no additional grant funds may be necessary.

Our Contractor, Haselden Builders, has offered a rough Order-of-Magnitude cost estimate on each option. **Please note that the estimates for the 79-Unit Option and Option 5 are based on plans that are much further along in their engineering (more developed) than the estimate for Option 4B.** While Haselden has built a contingency in their estimate for this, if those plans move forward there may be unforeseen changes that could have a significant impact on the estimate.

	79-Unit Option	Option 4B(59 Units)	Option 5 (59 Units)
CONSTRUCTION TOTAL	\$79,814,614	\$56,806,807	\$64,344,285
Cost per unit	\$1,010,312	\$962,827	\$1,090,581
Cost per Square Foot	\$518.43	\$583.27	\$515.51

UNIT MIX:

In thinking about the unit mix for this, and for any future housing development, we look to create a workforce community that reflects both our current experience with our residents and the demand as reflected on our waiting lists and from our daily calls from people seeking housing. We also look to trends in the region that affect demand.

Our current rental portfolio consists of approximately 300 units. Most of our units are studios (150) and one-bedroom apartments (52), comprising about 68% of the portfolio. Our 91 two-bedrooms make up about 30% of the portfolio, and the 5 three-bedrooms are just under 2%. This portfolio, which was developed between the 1960's and 2000, was designed to serve a workforce that was most often entry-level employees, singles and roommates. For those who stayed to make a home here in those years, they could look to eventually move to deed-restricted ownership and some free market opportunities. There were also affordable options in the mid-Valley area, which was a relatively easy commute.

In more recent years, however, these other options for working people have evaporated. There are functionally no affordable market options, either rental or ownership, in the mid or upper Valley. This has rippled through our deed-restricted portfolio, as turn-over there has ground to just a small number each year. Likewise, our rental tenants rarely leave unless they are leaving the Valley entirely. We have scores of tenants who have lived in their studios or one-bedroom apartments for more than 20 years. We have many more who came here, decided to stay, met their life partner and start a family. The two- and three-bedroom units, built primarily for roommates, are now nearly all occupied by families. And, because we have only added a few new units in the past 25 years, the underlying supply problem has gotten worse.

For families who stay, their needs are not well-met by a portfolio comprised of apartments designed for singles or roommates. We currently have 65 children living in our housing, ranging from new babies to high school teens. We try to accommodate growing families as best we can; however, with limited turnover of our two-bedroom apartments and only 5 three-bedroom units, most are living in what is considered over-crowded housing. We have many cases of parents sharing their studio or one-bedroom apartments with their small children. We have several high school brothers and sisters sharing a bedroom. We also have a significant number of extended family living together – parents, children, grandparents. All of these families are devoted to working in our community and raising their families here but are in need for more space in a home they can afford.

State and federal Fair Housing laws do not permit the Town to limit families in individual housing units. We cannot, by law, tell a large family that they are not allowed to live in a small apartment. When someone in a studio decides to have a life partner or a child, we continue to

house them there unless and until something else is available. In many of our households, “nuclear” families include aunts, cousins, grandparents, etc. and it is not legal to define “family” for purposes of housing. Even if we were to construct only one-bedroom apartments, we would have a significant number of families living in any development we build.

With respect to the unit mix at the Draw Site, we looked to both mirror our waiting list and think about how we can better accommodate our residents now and in the future. We mirrored demand on both our waiting list and our transfer requests: 60% one-bedrooms, 40% two-bedrooms and 10% three-bedrooms. For the 386 applicants who would accept a studio or one bedroom, we chose in favor of one-bedroom apartments. By adding a few square feet and two walls, one-bedroom apartments are much more suitable in the longer term for one, two or even three people families. The two-bedroom apartments will serve the 163 people on the waiting list who would accept that for their roommate situations or their family needs. The small number of three-bedroom apartments would double what we have to offer now, and the 45 families on our waiting list who now have children and extended family living with them would have an apartment that could meet their current and growing needs.

We feel strongly that a vibrant community, whether it be town-wide or development-specific, has the ability to accommodate and support a range of family configurations and needs. We are confident that this is the right approach for the Draw Site.

COUNCIL OPTIONS-

This is a discussion item.

STAFF RECOMMENDATION:

This is an owner review.

Staff recommends that the Council review and provide feedback on the designs and options and then direct staff to show all three options in a formal public review process in order to get comment and feedback that the Council can use to determine how best to proceed with the project.

ATTACHMENTS:

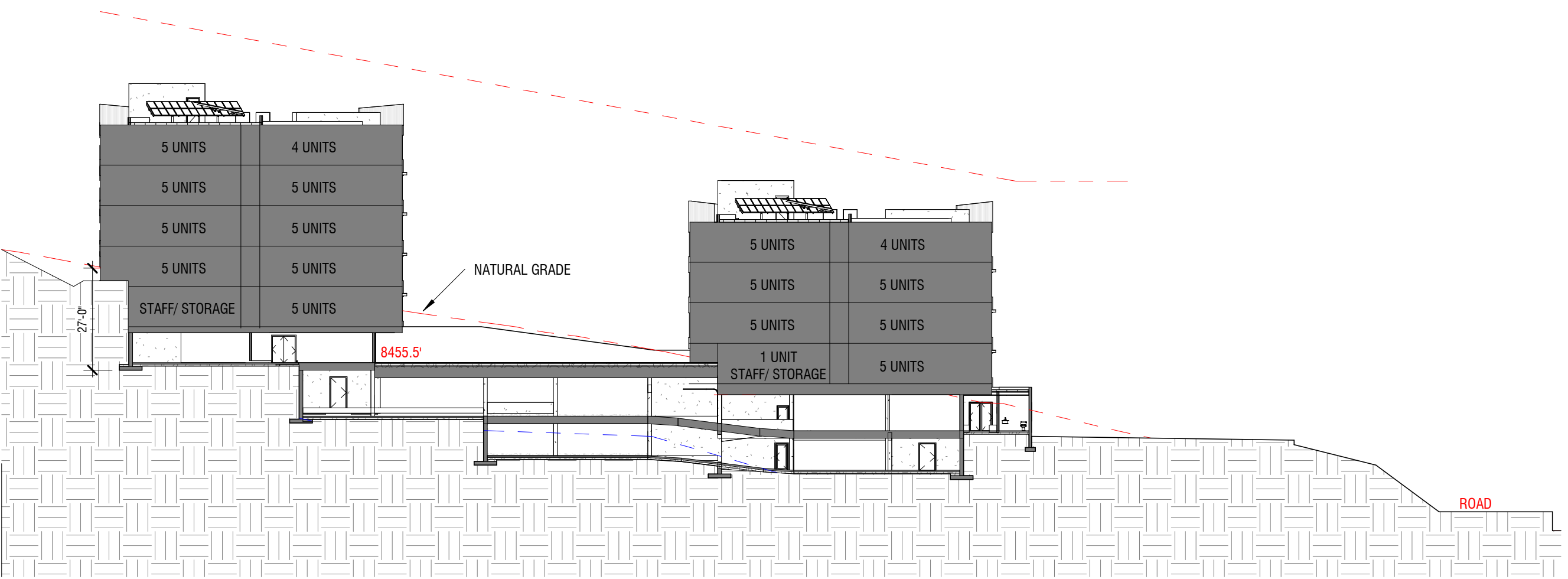
- Attachment A: Option Renderings

CURRENT DESIGN GSF AREA SUMMARY

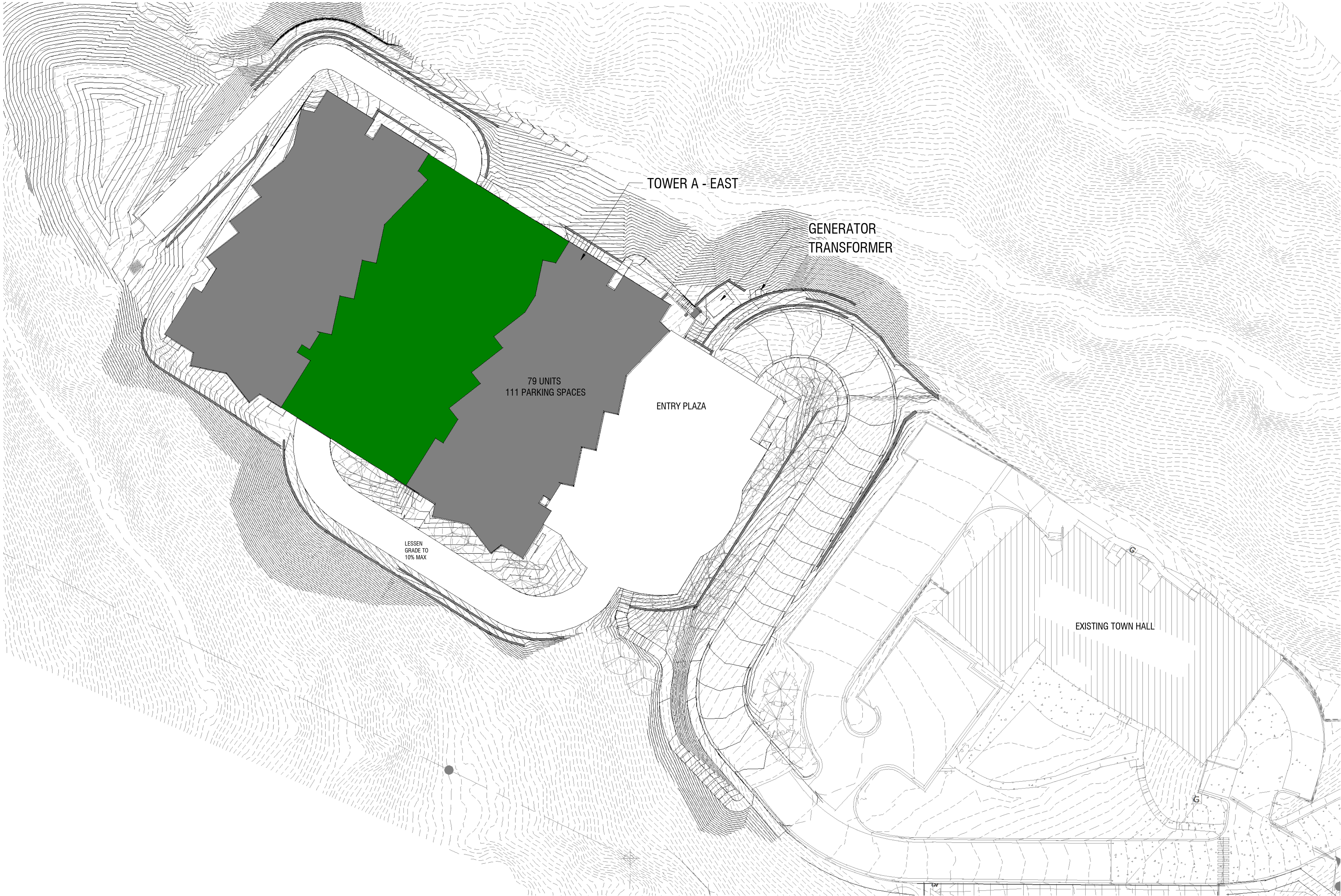
	TOWER A	TOWER B	TOTAL
*UNIT AREA	=41,144(35 UNITS)	=51,020 (44 UNITS)	=92,164 GSF
STORAGE	=3,435	=4,873	=8,308 GSF
BUILDING TOTAL	=44,579	=55,893	=100,472
PARKING GARAGE AREA (111 SPACES)	= 48,317		
BACK OF HOUSE	=11,689		
CURRENT OPTION TOTAL (INCL. PARKING)	= 160,478		
*area includes circulation (stair/corridor)			

(8) 3-BDRMS X2 = 16
(22) 2-BDRMS X1.5 = 33
(49) 1-BDRMS X1 = 49
(79) UNITS 98 PARKING SPACES REQUESTED
98 - PARKING SPACES + 9 GUEST + 2 CARSHARE + 2 STAFF = 111 TOTAL PARKING SPACES

BOH+STORAGE = 19,997 GSF
UNITS 92,164 GSF
TOTAL 112,161 GSF + GARAGE



2 CURRENT DESIGN - SECTION
1" = 30'-0"



1 SITE PLAN DIAGRAM
1" = 30'-0"

NOT FOR CONSTRUCTION

PROJECT

TOSV DRAW SITE

130 KEARNS ROAD
SNOWMASS VILLAGE, CO

ISSUE DATE
DESIGN REVIEW 01.08.2025

REVISIONS DATE

NAME

CURRENT DESIGN
79 UNITS

SHEET NUMBER
A-2
SCALE
1" = 30'-0"

OPTION 4B GSF AREA SUMMARY

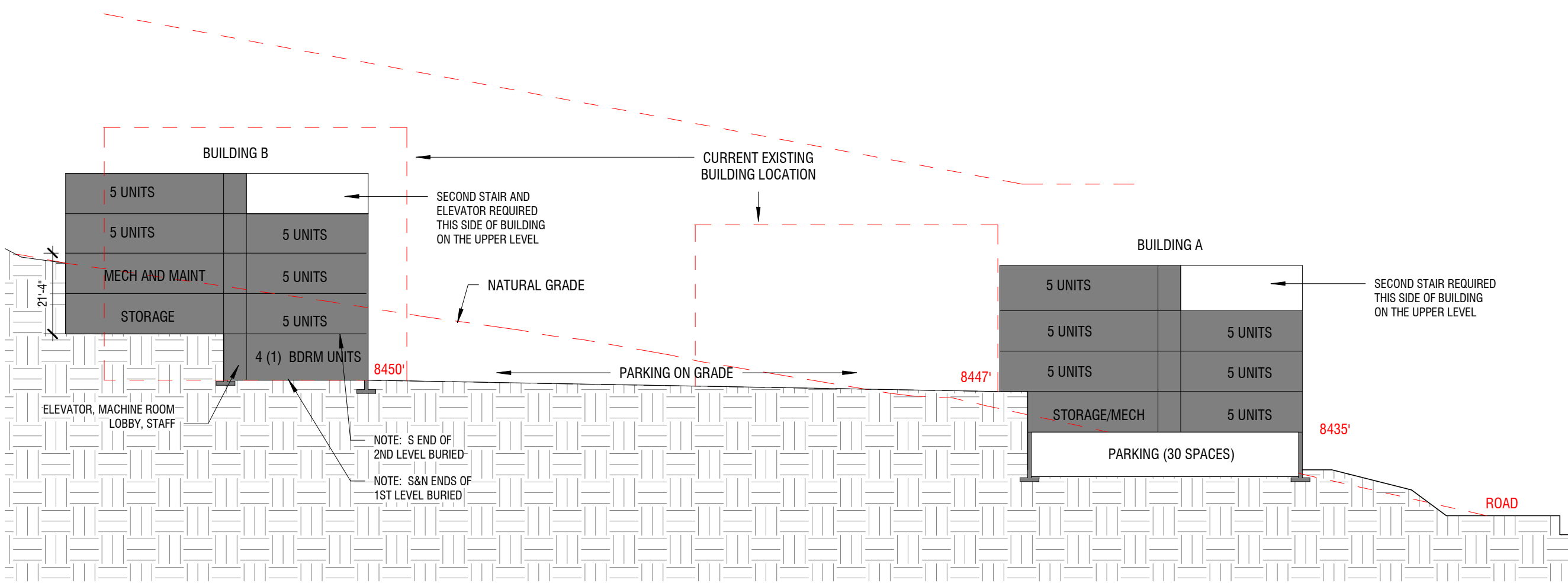
	BUILDING A	BUILDING B	TOTAL
*UNIT AREA	=35,291(30 UNITS)	=36093 (29 UNITS)	=71,384 GSF
BACK OF HOUSE	=4,873	=9,736	=14,609 GSF
BUILDING TOTAL	=40,164	=45,829	=86,993 GSF
ON GRADE PARKING (58 SPACES)	= 30,256		
COVERED PARKING (30 SPACES) BLDG A	= 10,400		

*area includes circulation (stair/corridor)

BOH+STORAGE = 14,609 GSF
UNITS 71,284 GSF
TOTAL 85,893 GSF

59 UNIT OPTION (SHOWN)

(6) 3-BORMS	X2	=	12
(14) 2-BORMS	X1.5	=	21
(39) 1-BORMS	X1	=	39
(59) UNITS			72 PARKING SPACES REQUESTED
89 TOTAL PARKING SPACES PROVIDED			



2 OPTION 4B - SECTION
1" = 30'-0"



1 SITE PLAN DIAGRAM
1" = 30'-0"



970.205.9094
PO BOX 943
CARBONDALE, CO 81623

NOT FOR CONSTRUCTION

PROJECT

TOSV DRAW SITE

130 KEARNS ROAD
SNOWMASS VILLAGE, CO

ISSUE DATE
DESIGN REVIEW 01.08.2025

REVISIONS DATE

NAME

DESIGN
OPTION 4B
59 UNITS

SHEET
NUMBER

A-4B

SCALE

1" = 30'-0"

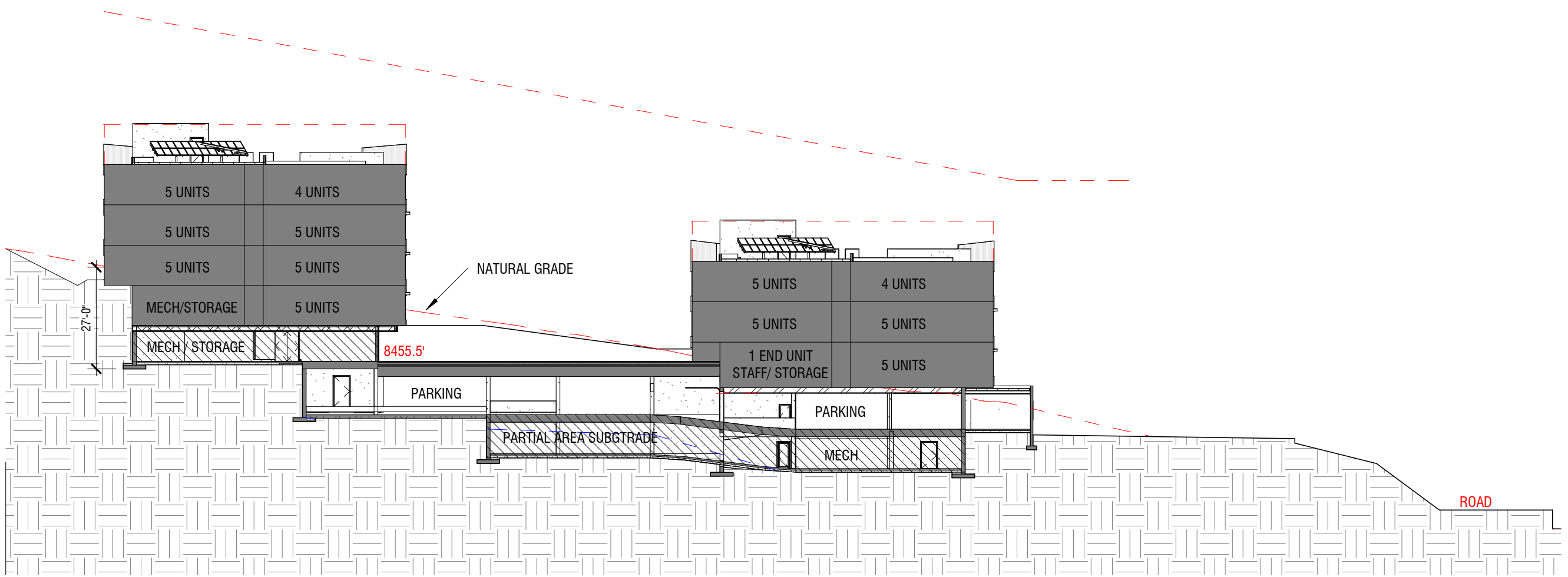
OPTION 5 GSF AREA SUMMARY

*UNIT AREA	TOWER A	TOWER B	TOTAL
STORAGE	=29,634(25 UNITS)	=39,510 (34 UNITS)	=69144 GSF
	=3,435	=4,173	=7,608 GSF
BUILDING TOTAL	=33,069	=43,683	=76,752 GSF
PARKING GARAGE AREA (77 SPACES)			=38,921
BACK OF HOUSE			=9144
OPTION 5 TOTAL (INCLUDING PARKING)			=124,817
*unit area includes circulation (stair/corridor)			
	BOH + STORAGE =	16,752 GSF	
	UNITS	69,144 GSF	
	TOTAL	85,896 GSF + GARAGE	

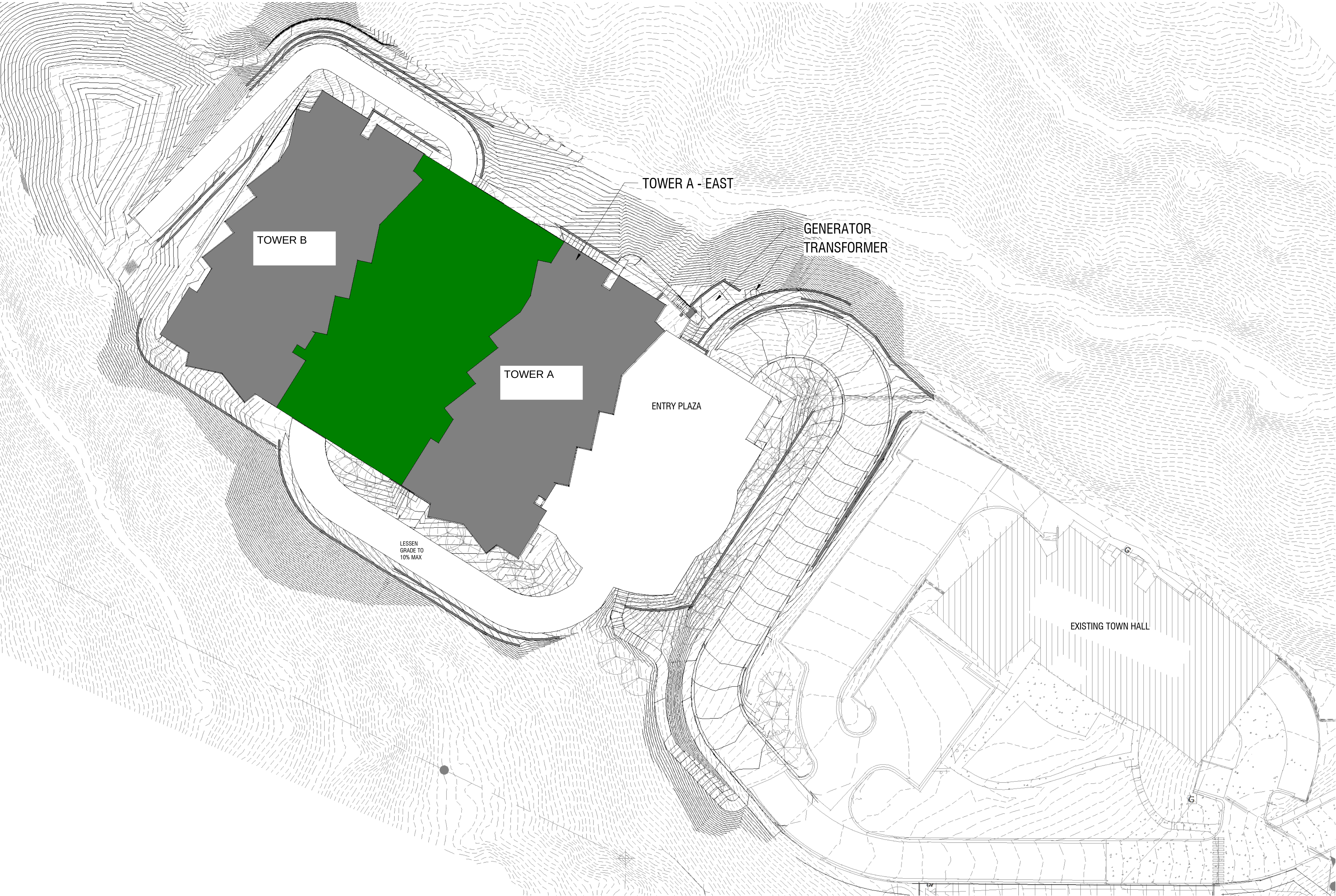
(6) 3-BDRMS X2 = 12
(16) 2-BDRMS X1.25 = 20
(37) 1-BDRMS X1 = 37

(59) UNITS 69 PARKING SPACES REQUESTED

69 PARKING SPACES + 6 GUEST + 2 CARSHARE = 77 PARKING SPACES



2 CURRENT DESIGN - SECTION
1" = 30'-0"



1 SITE PLAN DIAGRAM
1" = 30'-0"



970.205.9094
PO BOX 943
CARBONDALE, CO 81623

NOT FOR CONSTRUCTION

PROJECT

TOSV DRAW SITE

130 KEARNS ROAD
SNOWMASS VILLAGE, CO

ISSUE DATE
DESIGN REVIEW 01.08.2025

REVISIONS DATE

NAME

DESIGN
OPTION 5
59 UNITS

SHEET
NUMBER

A-5

SCALE

1" = 30'-0"



**SITE
ARCHITECTS**

CURRENT

TOSV DRAW SITE VIEW FROM JUS

01.08.2025





**SITE
ARCHITECTS**

TOSV DRAW SITE VIEW FROM JUS

OPT 5

01.08.2025

