



**Town Council
Monday, August 4, 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. Joint Meeting with Planning Commission**

3.A. SkiCo Divide Workforce Housing Project

- 4. Public Comment**

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

- 5. Consent Agenda**

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

5.A. 2025 Town Council Agenda Overview

5.B. Minutes for Approval

5.C. Ordinance RE Appropriation Mobile Home Park donation - 1st Reading

5.D. 2025 Certs & Assurance Resolution

- 6. Public Hearings - Quasi-Judicial Hearings**

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

7. Policy/Legislative Public Hearings

8. Administrative Reports

8.A. Resolution RE Public Land Support

9. Town Council Reports and Actions

Reports and Updates

9.A. RFP Update for Entryway - Town Council

9.B. Council Goal Statement Update

10. Executive Session

10.A. Executive Session RE Performance Review & Little Red Schoolhouse

11. Adjournment

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

August 4, 2025

AGENDA ITEM:

Draw Site Workforce Housing – Major Amendment to a PUD Joint Meeting with Town Council and Planning Commission

PRESENTED BY:

Brian McNellis, Senior Planner AICP, MLA

BACKGROUND:

The purpose of the meeting is to hear a presentation by the Aspen Skiing Company (applicant) on a proposal to develop 30 units of workforce housing at the top of Divide Way for the benefit of on-mountain employees. The application will be processed as a Major Amendment to the Divide PUD (Phase II) as approved by Ordinance No. 16 of 2001 which currently allows for the construction of an operations building with 3 housing units.

Note: The purpose of this meeting is informational only. The Planning Commission and Town Council may ask clarifying questions of the applicant but should refrain from making comments regarding the acceptability of the project at this time. Public comment is recommended to be given at the respective Public Hearings that are forthcoming.

FINANCIAL IMPACT:

There will be no direct financial implications to the Town of Snowmass Village since the project will be entirely funded by the Aspen Skiing Company. There may be indirect costs to the town associated with additional traffic (and wear-and-tear) on Divide Way.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

Staff finds the project contributes to the goal of “Providing More Employee Housing” as specified in the 2018 Comprehensive Land Use Plan:

The Planning Commission and Town Council should refer to the following Intent and Issues pertaining to Preliminary Plan PUDs:

- (1) Response to sketch plan issues and concerns. Has the applicant provided detailed, sufficient and appropriate responses to each of the issues and concerns identified during the sketch plan review?
- (2) Zone district limitations. Does the proposed development comply with all of the limitations of the underlying zone district? If the applicant proposes to vary any of the property's dimensional limitations, then does the application comply with all of the applicable standards for granting of the variation?
- (3) Comprehensive Plan. Is the proposed development consistent with all relevant policies and recommendations of the Town's Comprehensive Plan? If the applicant proposes a buildout in excess of sixty-five percent (65%) of that identified in the Comprehensive Plan, then will the community purposes that are most appropriate to be accomplished by the proposed development be achieved?
- (4) Architectural plans. Are the proposed mass, scale, height, density, volume, materials, colors and detailed design elements of the buildings compatible with, appropriate for or an enhancement of the character of the community and with surrounding buildings?
- (5) Landscaping and open space. Is the type, amount, size, species and location of proposed landscaping adequate and suitable for the development? Has adequate landscaping been provided as a buffer between uses and around the perimeter of the development? Has the applicant demonstrated that existing vegetation and trees on the site that should be protected will be so protected? Which specific areas of the site will be designated as open space; what is the proposed size, use and landscaping of each area? What are the preliminary plans for the homeowner's association or condominium association to maintain said open space?
- (6) Natural hazard areas. What is the site specific location and characteristics of any geologic hazards, steep slopes, flood plains and similar hazards on the property? Will any of these natural areas pose a potential threat to life or property? If so, what specific measures will be employed to avoid, minimize or mitigate these dangers?
- (7) Natural resource areas. What is the site specific location and characteristics of any wildlife habitat areas, riparian areas, wetlands and other valued natural features on the property? What are the anticipated impacts of the proposed development on these features? Has the proposed development been designed so it will comply with the standards of this Development Code that apply to these natural resource areas?
- (8) Grading and drainage. What is the extent of soil and vegetation disturbance planned for the site? How will disturbed areas be stabilized both during construction and following completion of the project? Where will excavated materials be stockpiled? Will any retaining structures be employed and, if so, what will be their design specifications and materials? How will storm water be handled both during construction and following completion of the project?

(9) Transportation impact. How many vehicle trips will be generated, and what is the anticipated public transportation ridership from the proposed development? What is the capacity of the intersections that the proposed development will impact? What will be the impacts of the proposed development on the Town's public transportation system, road capacities and parking facilities and how will these impacts be mitigated? What measures will the project employ to ensure that following development roadways within the Town will continue to function at the adopted level of service standard? Have roads on- and off-site been designed in a safe and efficient manner, to connect the site to other activity areas and destination points?

(10) Necessary facilities. Has the applicant provided detailed engineering plans and reports demonstrating the type, location and capacity of the water supply, sewage disposal, solid waste disposal, fire protection and other necessary facilities that will be constructed to serve the project? Will needed public facilities and services be made available concurrently to offset the potential impacts of such development?

(11) Pace and phasing. Has the applicant provided a sufficiently detailed phasing proposal to ensure that the development phasing will occur in an efficient and orderly manner with consideration given to construction and other impacts to the community? Have all phases, including the initial phase, been designed to sustain itself and function as a complete development not reliant on subsequent phases to operate in an efficient and orderly manner? Has the applicant provided a reasonable contingency plan to mitigate impacts resulting from any possible interruption of construction as it would affect the community as a whole?

(12) Restricted housing. What is the specific mix and configuration of housing that will be provided to meet the Town's restricted housing requirements? What guarantees has the applicant agreed to provide to ensure that such housing will be available at the time it has been required by the Town?

(13) Fiscal impact. Will the proposed development have a positive or negative fiscal impact upon the Town and other taxing districts that provide services to it? If the proposal is shown to have a negative fiscal impact, then what measures will the applicant employ to mitigate those costs?

(14) Energy conservation. What will be the energy utilization of the significant energy-consuming elements of the project (such as heating systems, swimming pools, saunas, Jacuzzis, etc.). What specific active and passive techniques will the development employ to promote energy conservation and take advantage of solar and alternative energy source opportunities?

(15) Air quality. What will be the primary sources of air pollution from the project? What will be the quantity and composition of pollutants that will be discharged on a daily and seasonal basis and what are the dispersal qualities of the site that will affect the pollutants that are generated? What geographic area will be impacted by these

pollutants? What techniques will the development employ to reduce the impacts of these pollutants?

(16) Construction management plan. What is the proposed plan for phasing the project? What is its construction schedule? What measures will be employed to mitigate construction impacts?

(17) Community welfare. Does the proposed development in its totality promote the public health, safety and welfare?

COUNCIL OPTIONS:

The Planning Commission and Town Council should listen to the applicant's presentation and ask clarifying questions as needed. Upon conclusion of the presentation, Planning Commission should be dismissed, and the Town Council may consider the draft resolution directing Planning Commission in their review of the application.

Note: The Town Council and Planning Commission should refrain from making comments or opining about the project at this meeting. Such comments should be reserved for subsequent Public Hearings. If there are members of the public in attendance that wish to comment on the application, the Town Council may (at their discretion) hear public comments or defer comments until future Public Hearings.

STAFF RECOMMENDATION:

It is the recommendation of Town Staff, that the Council, by motion, adopt Resolution 2025-25 directing Planning Commission to initiate their review of the application.

ATTACHMENTS:

SkiCo Application -

<https://portal.laserfiche.com/Portal/Browse.aspx?id=245267&repo=r-b27e3aff>

**TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL**

**RESOLUTION No. 25
SERIES OF 2025**

A RESOLUTION OF TOWN COUNCIL PROVIDING DIRECTION, IDENTIFYING SPECIFIC COMPONENTS, AREAS OF THE CODE, OR CORE ISSUES FOR THE PLANNING COMMISSION'S REVIEW OF THE MAJOR PUD AMENDMENT PRELIMINARY PLAN APPLICATION FOR THE DIVIDE, LOT 44 WORKFORCE HOUSING PROPOSAL

WHEREAS, on June 9, 2025 the Aspen Skiing Company formally submitted a Major PUD, Preliminary Plan application; and

WHEREAS, the application was deemed adequately complete for a formal referral and evaluation of the proposal on July 8, 2025; and

WHEREAS, a joint meeting of the Planning Commission and the Town Council was scheduled on August 4th to hear a presentation of the proposal by the applicant as required pursuant to 16A-5-340(d) of the Land Use and Development Code; and

WHEREAS, pursuant to the Land Use and Development Code and following the joint meeting or at the next regularly scheduled meeting, the Town Council shall identify the specific components or project elements, areas of the code or core issues for the Planning Commission's review of the Major PUD, Preliminary Plan application involving Lot 44 of the Divide PUD as addressed in this resolution.

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

Section One: Action. Town Council Direction to the Planning Commission.

The Town Council directs the Planning Commission to begin focusing upon the following specific components or project elements, areas of the code or core issues:

1. Assure compliance and compatibility of the proposed development as it pertains to the underlying 'MU-PUD' zone district's intent and development parameters.
2. Evaluate the project's consistency with the 2018 Comprehensive Plan's Guiding Principles and Strategic Initiatives.
3. Consider the compatibility and appropriateness of the architectural character in accordance with the municipal code's Development Evaluation Standards. Study whether the design and materials are appropriate for the site.

4. Evaluate whether the height and scale of the multi-family development is aesthetically in keeping with surrounding land uses. Study the effects of the proposed mass development as seen from neighboring properties.
5. Determine if the proposed surface parking layout is practical regarding its relation to Divide Way and whether the design adequately satisfies the parking needs of the residential development, including EV expansion.
6. Reference whether the engineering plans and reports adequately address the impacts of surface drainage, runoff, bio-swales, detention, and water treatment associated with the development while considering overall capacity and incorporating best management practices.
7. Assure that all roadway and utility easements (existing and proposed) accurately correspond with the proposed development and associated improvements of the site.
8. Study whether the proposal adequately addresses the storage needs for all residential and commercial aspects of the development.
9. Determine if exterior common areas are adequately sized and located to foster a comfortable, safe, and enjoyable community living environment.
10. Address the widening and realignment of Divide Way to determine if it fosters safe/efficient pedestrian, bicycle, and vehicular travel. Assure that access meets all emergency requirements, accommodates transit, and delivery while allowing for proper maintenance, snow storage, and waste management operations.
11. Address whether the proposed trail and sidewalk connections are properly located and adequate for safe pedestrian and bicycle access to from the project site.
12. Evaluate the proposed Landscape Plan and determine if there is adequacy of plantings that offer sufficient screening of the proposed structure(s) – especially as seen from the Ditch Trail.

Section Two: 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.

READ, APPROVED AND ADOPTED, by the Town Council of the Town of Snowmass Village on August 4, 2025 upon a motion by Council Member _____ second of 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:

Jeff Conklin, Town Attorney

SHOP PRELIMINARY PLAN JOINT MEETING PRESENTATION

August 4, 2025

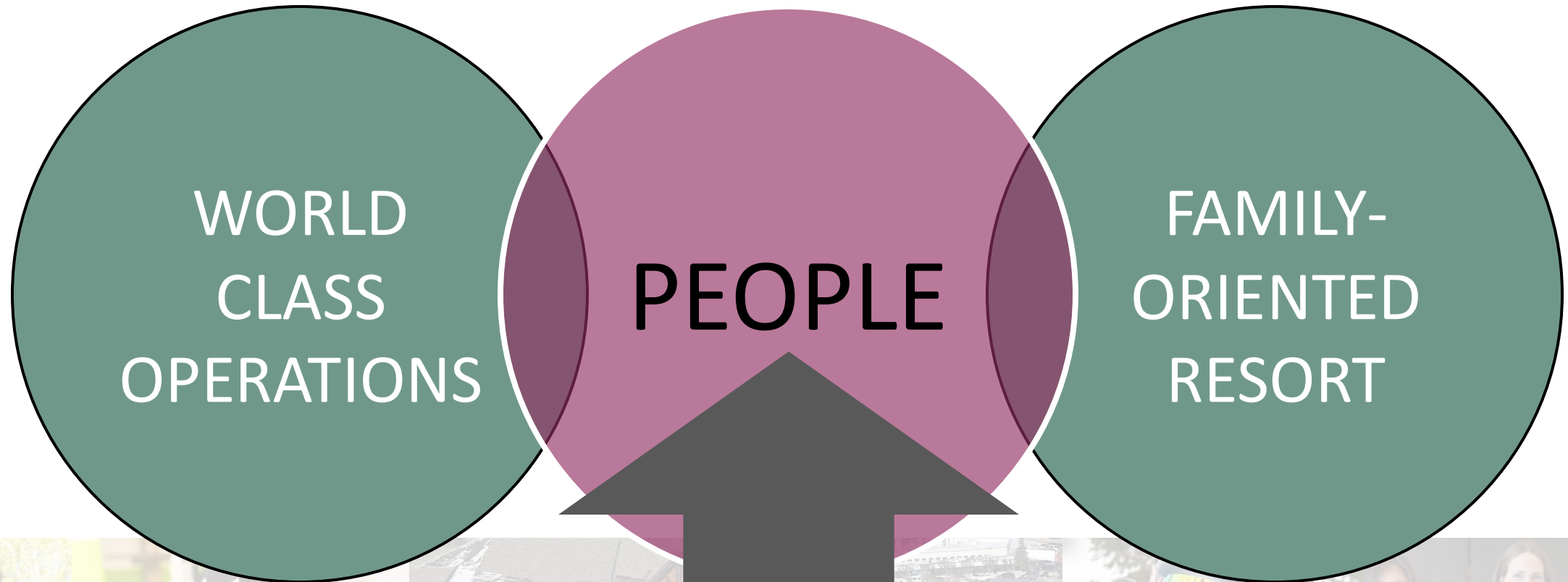
GOALS FOR TODAY

- Revisit the project vision & importance as community housing
- Present initial feedback from joint worksession
- Present updates to the Sketch Plan Application based on feedback
- Review staff feedback regarding new plan
- Highlight requested amendments to the PUD
- Answer Commission questions
- Direct staff to draft resolution of approval

WHY ARE WE HERE?

“Be the leading multi-season, family-oriented inclusive resort community...”

TOSV Comp Plan Goal



We can't achieve this without PEOPLE

WHY THIS PROJECT IS IMPORTANT

- **Workforce dilemma** - without SIGNIFICANT and IMMEDIATE progress made on housing, our valley cannot sustain itself
- Retain highly-skilled operations personnel to keep Snowmass Mountain **safe and efficient**
- Aspen One: prioritize housing for **long-term employee retention and recruitment**



🏡 **SHOP is a model for Private Investment in Employee Housing**

THE COMMUNITY LANDSCAPE

- The gap analysis completed in 2019 and updated in 2023 showed a housing gap in all AMIs from 60%-120% throughout the RFV with a resulting gap of over 5,000 units.
- The need in the upper valley is the greatest at over 3,000 units.
- Rising costs and low supply have an outsized effect on households earning below 80% AMI and 80%-120% AMI

Table 9: Planned Development as a Proportion of Identified Need from Aspen to Snowmass

Aspen to Snowmass Area				
	AMI Range			
	0% - 80%	80.1% - 120%	> 120%	Total Shortage
Existing Gap (EPS, 2017)	1884	1429	647	
Development Pipeline (Williford, 2023)	165	135	258	
Residual Need	1719	1294	389	3402
Percent of Development by Gap Per AMI Range	8.76%	9.45%	39.88%	

SOURCE: WEST MOUNTAIN REGIONAL HOUSING COALITION



THE COMMUNITY LANDSCAPE

Affordable Home Price Points



100% AMI \$89,300-
\$109,200



200% AMI \$198,400-
\$205,800



300% AMI \$297,600-
\$308,700

Garfield County

Median price:
August 2024 \$950k

\$282,600

\$508,600

\$847,700

Pitkin County

Median price:
August 2024 \$7M

\$325,600

\$651,200

\$976,800

Based on CHFA 2023 Rent and Income Limits and a 7% interest rate

SOURCE: WEST MOUNTAIN REGIONAL HOUSING COALITION



TOSV COMPREHENSIVE PLAN

- “be the leading multi-season, family-oriented inclusive **resort community**. We will do this by creating, marketing, and delivering distinctive choices for fun, excitement, challenge, learning, and togetherness.”
- “continue to support a viable workforce and **commitment to workforce housing** by exploring opportunities that best balance the character and resources of the Town.”



Stewardship



Vibrant



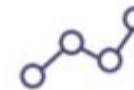
Genuine



Active & Healthy



Balanced



Connected



Inclusive

Source: Town of Snowmass Village, Colorado Comprehensive Plan –December 2018



THIS PROJECT IS EXEMPLARY



🌱 **There are consequences to inaction / downsizing**

VERY FEW DETRACTORS

*We love the resort and its
employees, **but** the
impacts of this building
are too great....*



SAME FOLKS THAT HAVE LIVED WITH



if we can't do affordable housing here, then where?



SAME FOLKS THAT HAVE LIVED WITH 175 DOGS



PUD AMENDMENT PROCESS

SKETCH PLAN

1

LAND USE - does the proposed use meet the parcel's uses as contemplated in the PUD?
COMP PLAN - is the proposed development consistent with and supportive of the Comp Plan?
SITE LOCATION & SCALE - are the proposed location, scale, and use appropriate for a PUD amendment?
PUD AMENDMENTS - what will need to be amended for the project to move forward?
CONSIDERATIONS - what considerations should be included as the project moves forward?

PRELIMINARY PLAN

2

DETAILED/ENGINEERED SOLUTIONS
AESTHETICS - building materials, landscape approach, lighting, etc
PROGRAM - parking spaces, storage, bike parking, open space, etc
GRADING & UTILITY FEASIBILITY

FINAL PLAN

3

DOCUMENT COMPLIANCE W/ PROCESS
GUARANTEE OF PUBLIC IMPROVEMENTS
ZONE DISTRICT LIMITATIONS & DEVELOPMENT REGULATIONS

COMPREHENSIVE
PLAN

YOU SPOKE

**... WE LISTENED, MADE CHANGES
= BETTER PROJECT**

CONDITIONS FROM SKETCH PLAN

1. Divide Way 24'	2. Screening from Ditch Trail	3. Parking Regs	4. Alt modes of travel	5. Parking Standards	6. Ped / Bike connections	7. EV charging
8. Retaining wall design	9. Traffic impacts	10. Mirrored floor plans	11. Drainage Plan	12. CMP	13. Explore Solar	14. Night Sky
15. Reduced Scale / Density	16. Reduce Height	17. Clean Roof / Green Roof	18. Communal Gathering	19. Separation w / VMF	20. Work with HOA	21. Muni Code

We've grouped conditions into 3 major themes



1. Impact / Visual

**2. Traffic /
Transportation**

**3. Technical /
Other**

PRESENTATION ORGANIZED BY THEME

1. Impact / Visual

15. Reduced Scale / Density	16. Reduce Height	19. Separation w / VMF	2. Screening from Ditch Trail	17. Clean Roof / Green Roof	14. Night Sky
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2. Traffic / Transportation

6. Ped / Bike connections	1. Divide Way 24'	4. Alt modes of travel	9. Traffic impacts	3. Parking Regs	5. Parking Standards	7. EV charging
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3. Technical / Other

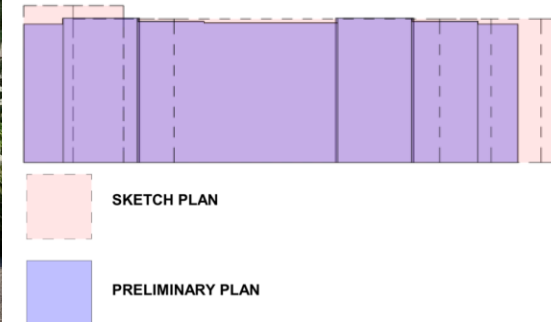
8. Retaining wall design	10. Mirrored floor plans	11. Drainage Plan	12. CMP	13. Explore Solar	18. Communal Gathering	20. Work with HOA	21. Muni Code
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 **Every condition will be responded to**

BUILDING IS SMALLER AND SHORTER



- 25% fewer bedrooms
- 4,541 sf smaller / 18% less sf
- 3 ft shorter parapet
- Narrower and shallower building
- Vegetative strip creates separation w/VMF



📍 **SHOP now has 25% fewer bedrooms/people**

VISUAL IMPACT HAS BEEN MINIMIZED



- No mechanical equipment on roof
- Natural rock ballast
- Minimized parapets

🌿 A simple/clean roof reduces the visual impact from the trail

NATIVE PLANTINGS SCREEN BUILDING



1 TRAIL VIEW 1 - DITCH TRAILHEAD PARKING LOT
NOT TO SCALE



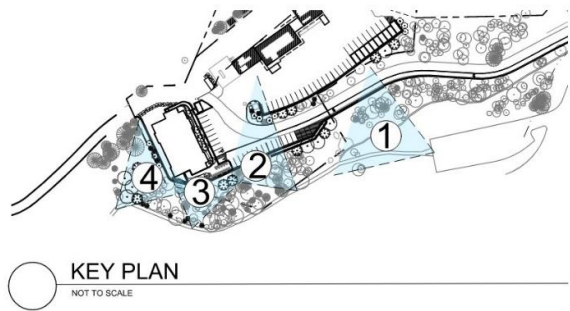
2 TRAIL VIEW 2
NOT TO SCALE



3 TRAIL VIEW 3
NOT TO SCALE



4 TRAIL VIEW 4
NOT TO SCALE



- **Evergreens and Deciduous Trees provide summer and winter screening**



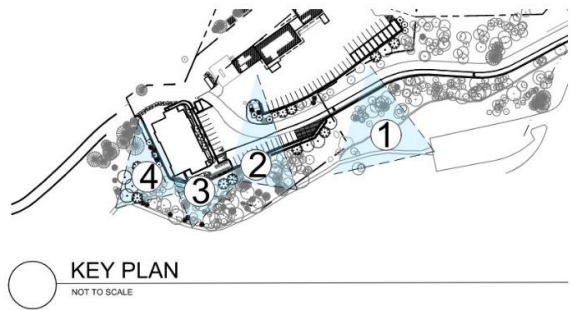
NATIVE PLANTINGS SCREEN BUILDING



1 TRAIL VIEW 1 - DITCH TRAILHEAD PARKING LOT
NOT TO SCALE



2 TRAIL VIEW 2
NOT TO SCALE



- **Evergreens and Deciduous Trees provide summer and winter screening**



3 TRAIL VIEW 3
NOT TO SCALE



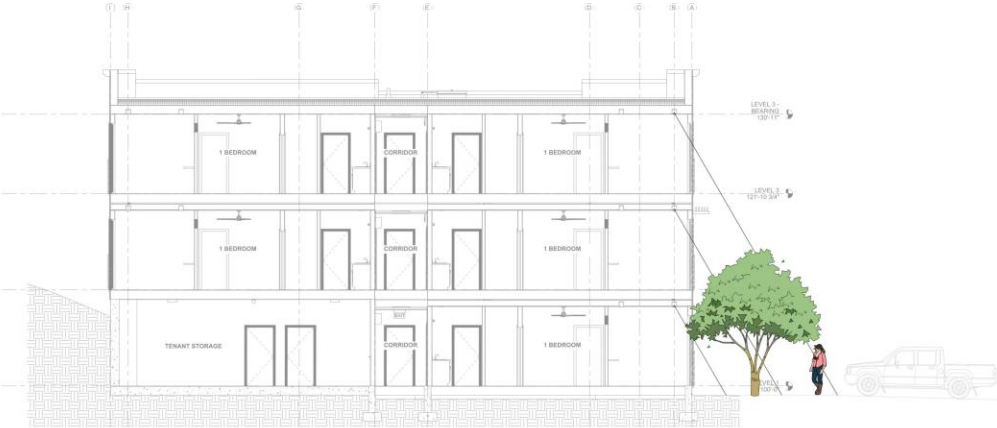
4 TRAIL VIEW 4
NOT TO SCALE



SHOP MEETS STRINGENT NIGHT SKY REGS

Photometric analysis: interior and exterior lighting

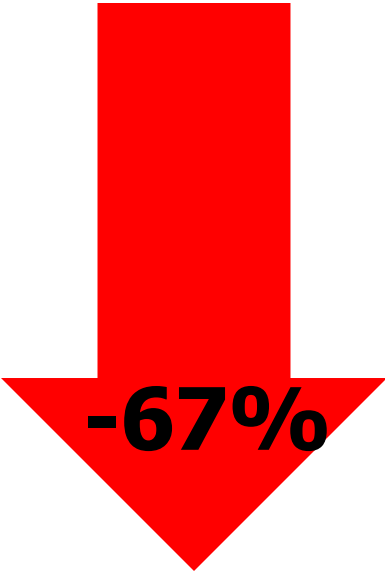
SKETCH PLAN



1 BUILDING SECTION THROUGH ONE BEDROOM
SCALE: 1/4" = 1'-0"



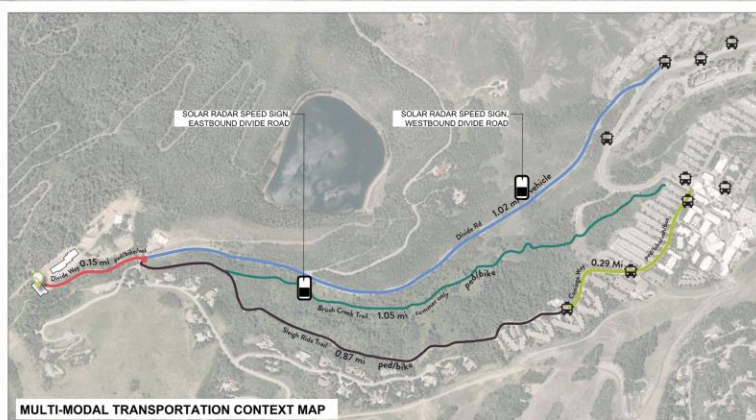
UPDATED



Fewer Windows
facing Snowmass
Creek

📍 The number and location of windows were also changed

Traffic levels are not negatively impacted



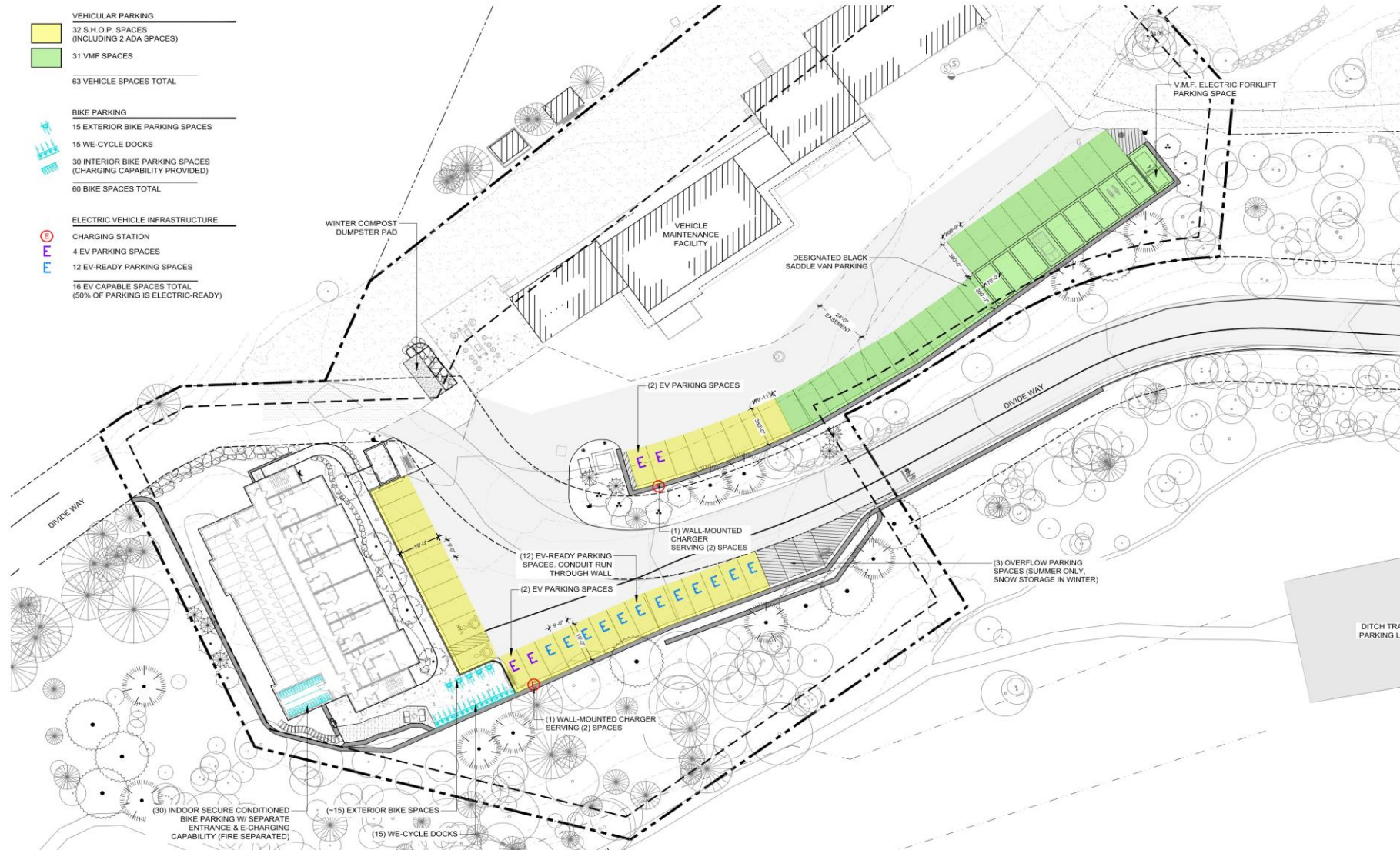
- **Full traffic and TDM analysis completed**
- **Expanded Divide Way**
- **Live work location!**
- **Enhanced bike/ped access**
- **Ability to walk or bike to work**
- **ASC Shuttle in the winter**
- **Dedicated WE-cycle station**
- **Large in-building bicycle storage facility**
- **Improved non-auto safety**
- **Unbundled / managed parking**
- **Ongoing support for transit ridership**

**INDOOR OUTDOOR
BICYCLE STORAGE**



**15 DOCK E-CHARGING READY
WE-CYCLE STATION**

PARKING IS CODE COMPLIANT



- 30 bedrooms / 30 parking spaces
- Plus 2 ADA spaces
- Residents not eligible for resident parking permits
- 4 EV chargers at opening
- Over 50% of spaces EV-ready



TECHINICAL CONDITIONS ADDRESSED

CONDITION		PROJECT RESPONSE
8	Retaining Wall Design	Walls fully contained and constructed on property, 1 minimal exception
10	Mirrored Floor Plans	Some units mirrored improve aesthetics. Acoustically isolated units planned
11	Drainage Plan	Preliminary Drainage Report submitted. Project will meet Town specifications
12	Construction Mgmt	Detailed Construction Management Plan included
13	Explore Solar	“onsite PV system not recommended” (Group 14 energy analysis) due to limited solar exposure and losses from snow coverage
18	Communal Gathering	Gathering space enlarged with outdoor grill, seating, and bouldering wall
20	Work with HOA	Meetings held with Divide HOA – most recently May 29 th
21	Municipal Code	Aspen One looks forward to collaborating with Town to ensure project compliance



PROJECT RESPONDS TO ALL CONDTIONS

1. Divide Way 24' ✓	2. Screening from Ditch Trail ✓	3. Parking Regs ✓	4. Alt modes of travel ✓	5. Parking Standards ✓	6. Ped / Bike connectio ns ✓	7. EV charging ✓
8. Retaining wall design ✓	9. Traffic impacts ✓	10. Mirrored floor plans ✓	11. Drainage Plan ✓	12. CMP ✓	13. Explore Solar ✓	14. Night Sky ✓
15. Reduced Scale / Density ✓	16. Reduce Height ✓	17. Clean Roof / Green Roof ✓	18. Communal Gathering ✓	19. Separation w / VMF ✓	20. Work with HOA ✓	21. Muni Code ✓



- Keeps ops personnel close to mountain to ensure operations
- Houses crucial maintenance personnel
- Places more on-call and first responders close to mountain
- Frees up beds in existing TOSV housing
- Alleviates burden on tax-payers to build all affordable housing
- Improves road infrastructure, trail maintenance, and incorporates traffic calming measures
- Is 100% aligned with Town goals



Let's work together on providing this critical housing to our workforce!

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:

- 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.
- Increasing the housing mitigation minimums.
- Add spring clean up/annual trash pickup to a future workshop agenda.
- a discussion about how to change the housing mitigation rate for uncovered decks
- Discussion RE electric mowers and leaf blowers

Monday July 21 – Regular Meeting (Gustafson out)

- Initial Discussion Regarding Continuation of Snowmass Public Education Fund Property Tax
- Discuss details of Council Goal to Help year-round residents thrive, not just survive
- First reading of lighting ordinance
- Workforce Housing Code amendment
- Resolution authorizing coordination of 2025 election with Pitkin County

Monday Aug 4 – Regular Meeting

- **Joint Meeting** with Planning Commission for Ski Co Divide workforce Housing project
- 1st reading ordinance appropriating Mobile Home donation
- Exec Session – personnel – Performance reviews and Little Red
- 2025 Certs and Assurances
- Public lands support reso

Monday Aug 11 – Work Session

- Discussion regarding Krabloonik Property
- Strong Start, Bright Future for our Kids campaign information – Maggie Tiscornia
- EOTC Budget/work plan – Linda DuPriest
- Town Park Architect responses (or August 4?)
- Update from the Collective

EOTC – Thursday August 14 4-6pm – Pitkin County

Monday Aug 18 – Regular Meeting

- DMP update
- 2nd reading ordinance appropriating Mobile Home donation
- Exec Session – personnel – Performance reviews

2025 DRAFT Agenda Overview

- 2nd Reading Lighting ordinance
- 2nd Reading Workforce housing LUC change
- 1st Reading Ord SVPEF Tax Ballot Question
- Lease extension for Little Red

Tuesday Sept 2 – Regular Meeting

- 2nd Reading Ord SVPEF Tax Ballot Question
- Willows Joint Meeting with Planning Commission
- Discussion regarding community survey
- Community Outreach update & discussion
- Community Input Meeting regarding Brush/Owl Roundabout

Monday Sept 8 – Work Session

Monday Sept 15 – Regular Meeting

Monday Oct 6 – Regular Meeting

- Budget Introduction
- Town Attorney Update

Monday Oct 13 – Work Session

- Budget

Monday Oct 20 – Regular Meeting

- POST Grant Ord – 1st reading?
- Budget – Comments from FAB
- Mall Comprehensive Sign Plan Review?

EOTC – Thursday October 23 – City of Aspen

Monday Nov 3 – Regular Meeting

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

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

2025 DRAFT Agenda Overview

- 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 Council
Monday, June 2, 2025
4:00 PM
Regular Meeting
130 Kearns Road
Town Council Chambers
Snowmass Village, CO 81615

Minutes

1. Call to Order

Mayor Shenk called to order the Regular Meeting of the Snowmass Village Town Council on Monday, June 2, 2025, at 4:01 PM.

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

2. Roll Call

Council Members Present: Alyssa Shenk, Tom Fridstein, Britta Gustafson, Cecily DeAngelo and Susan Marolt.

Council Members Absent: none.

Staff Present: Clint Kinney, Town Manager; Jeff Conklin, Town Attorney; Greg LeBlanc, Assistant Town Manager; Brian Olson, Chief of Police; Dave Heivly, Asst Chief of Police; Andy Worline, Parks, Recreation and Trail Director; Riley Bonilla, Asst. Parks, Recreation & Trails Director; Jim Wahlstrom, Senior Planner; and Megan Harris Boucher, Town Clerk.

Public Present: John Mele, Scott Thompson, Bill Boineau, Tim Malloy, Morgan Fixel, Andrew Wickes, Rebecca Paschal and Darrell Smith.

3. Proclamations and Presentations

3.A. Fire Mitigation Presentation

The presentation by John Mele and Scott Thompson outlined Snowmass Village's efforts to reduce wildfire risk through vegetation management, infrastructure protection,

and community engagement. Key actions include removing dead trees, creating fuel breaks, and hardening homes against fire. Projects from 2013 to 2025 span areas like Ridge Run, Tom Blake Trail, and Oak Ridge Road. A 2019 ordinance supports fire-resistant building practices, while public education, partnerships with fire agencies, and events like chipping days and film screenings help involve residents in mitigation efforts.

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)

None.

5. Consent Agenda

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

5.A. 2025 Draft Agendas

Council decided to cancel the June 9th Work Session.

Council asked to add an update on Community Outreach possibly on July 14th.

The lighting ordinance will come to Council after Planning Commission reviews, late July or early August.

Members would like to discuss Mowers and leaf blowers to talk again about switching all to electric.

5.B. Minutes for Approval

Small edit: line 243 - they are doing the fire break - not maybe.

5.C. Ordinance No. 09, 2025 - Amend 2025 budget for expanded bus service - First Reading

5.D. Resolution No. 19, 2025 - Deerbrook THs Final PUD Application extension

Council Member Fridstein motioned to approve the consent agenda. Council Member Marolt seconded. All in favor.

6. Public Hearings - Quasi-Judicial Hearings

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

7. Policy/Legislative Public Hearings

8. Administrative Reports

8.A. Follow-up Discussion with EAB regarding their April Letter to Council

Staff Liaison to the EAB Greg LeBlanc briefly introduced the agenda item and introduced the EAB members present including Morgan Fixel, Darrell Smith, Rebecca Pascal and Andrew Wickes.

The Environmental Advisory Board (EAB) 2025–2026 Recommendations presentation to the Snowmass Town Council outlined a multi-faceted strategy to improve wildfire resilience, reduce greenhouse gas emissions, and enhance water conservation. The wildfire section emphasized the growing risk of faster, higher-elevation fires and presented a four-step plan: education and outreach, financial incentives, code changes, and ordinances for existing structures. The EAB highlighted the importance of defensible space and fire-resistant materials, aiming for full implementation within 3–5 years. It also recommended coordination with regional fire authorities and promotion of wildfire insurance certifications. On emissions, the EAB board noted that 74% of the town's emissions came from buildings and proposed increased investment in electrification and energy efficiency, especially for commercial properties, in collaboration with CORE and Holy Cross Energy.

The presentation also addressed water use, noting that 40% of annual consumption was for irrigation, much of it excessive. The EAB recommended evaluating all town-owned properties for irrigation efficiency, replacing non-functional turf, and aligning with state water laws. Additional sustainability initiatives included expanding composting to commercial businesses, reducing construction and demolition waste through tracking and policy, and establishing a centralized trans-loading facility to reduce delivery truck emissions. To coordinate these efforts, the EAB proposed adding a full-time Sustainability Coordinator to implement and manage these initiatives across departments and with regional partners.

Council thanked the EAB for their presentation. EAB will meet again this week to

further discuss the costs associated with these recommendations and possibly develop a matrix for Council to review.

8.B. Entryway Improvement Update

Director Andy Worline and Assistant Director Riley Bonilla from the Parks, Trails & Recreation department presented updates on the Town Park entryway improvements. They reported that the aluminum railing on the bleachers would be replaced with wooden planks to create a softer appearance, with work scheduled to begin next week. Additionally, they discussed planting 18–20 foot spruce trees at the roundabout entrance to enhance screening and esthetics. They also addressed the need for a more visually appealing gate that reflects the character of the rodeo and the town, proposing the hiring of an architect to design a functional and distinctive entry feature. They also explored options for improving the bleachers by replacing aluminum seats with powder-coated ones, with a quote of \$53,400 for the four largest sections. They considered paving the parking lot to improve the appearance and discussed the drainage impacts. The council also addressed the visual impact of the cell tower at the park entrance and considered screening options to improve the overall look of the area.

Town Manager Clint Kinney and the council discussed the architect selection process, agreeing on the importance of establishing design parameters and possibly having the council review the selected architect before finalizing the contract.

9. Town Council Reports and Actions

Reports and Updates

Council Members Fridstein, Gustafson and Marolt had no updates. Council Member DeAngelo attended the Nordic Council meeting where they discussed climate-proofing areas, but no specifics on the Snowmass Village area. Mayor Shenk will attend the NWCOGG meeting in Gypsum on Thursday. Attended the SAAB Meeting last week where they discussed the updated mural design which they will bring to Council later on June 16th. Community paint by numbers is still the plan. Mayor Shenk presented the SAAB scholarship at the Aspen High School event.

10. Executive Session

10.A. Executive Session: Negotiations - potential workforce housing property and lease for provider at Little Red Schoolhouse; Performance Review of Town Manager

Mayor Shenk read the legal language for the Executive Session.

At 7:35 pm Council Member Fridstein motioned to go into Executive Session. Council Member Gustafson seconded. All in favor.

At 8:20 pm, Mayor Shenk moved to adjourn the Executive Session and reconvened the Regular Meeting. Council Member Marolt seconded. All in favor.

11. Adjournment

Mayor Shenk motioned to adjourn. Council Member Fridstein seconded. All in favor.

Adjourned at 8:20 pm.

The Snowmass Village Town Council approved this set of meeting minutes at their Regular Meeting on Monday, August 4, 2025.

Submitted By,

Megan Harris Boucher, Town Clerk

The Snowmass Village Town Council approved this set of meeting minutes at their Regular Meeting on Monday, June 2, 2025.

Submitted By,

Megan Harris Boucher, Town Clerk



Town Council
Monday, June 16, 2025
4:00 PM
Regular Meeting
130 Kearns Road
Town Council Chambers
Snowmass Village, CO 81615

Minutes

1. Call to Order

Mayor Shenk called to order the Regular Meeting of the Snowmass Village Town Council on Monday, June 16, 2025, at 4:01 PM.

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

2. Roll Call

Council Members Present: Alyssa Shenk, Tom Fridstein, Britta Gustafson, Susan Marolt and Cecily DeAngelo.

Council Members Absent: None.

Staff Present: Clint Kinney, Town Manager; Jeff Conklin, Town Attorney; Greg LeBlanc, Assistant Town Manager; Betsy Crum, Housing Director; Julia Theisen, Tourism & Marketing Director and Theresa Cook, Town Admin.

Public Present: Tom Hills, Toni Kronberg and Mountain Valley Park residents: Joseph S. Brothers, Maria Romero, Gloria Castillo, Sonia Serrano, Veren Palomo, Alexa Gil, Elsa Andrade, Juan Medrano, Primitivo Sandoval, Oralia Sias, Norma Castanon, Blanca Jurado, Rosa M. Cazares, Wilfredo Ramos, Rodrigo Caveargo, Adrian Loya, Idalia Montes, Yadira Hernandez, Thallia Granados, Eynis Granados, Jesus Gomez, Nelly Trujillo Diaz.

3. Proclamations and Presentations

None.

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)

Tom Hills, resident of Creekside - thanked the council and Public Works department for the new trail on the curve at the top of Brush Creek Road.

Toni Kronberg presented a review of the referendum ballot language regarding the entrance to Aspen and submitted the following in a handout to Council:

“November 2024

City of Aspen Referendum 2

An amendment to the Home Rule Charter of the City of Aspen to add section 13.5 which allows the Colorado Department of Transportation's utilization of portions of the Marolt and Thomas properties identified in the 1998 Entrance to Aspen (ROD) which have been mitigated by the purchase and deed restriction of the 39- acre Mills Ranch property as Open Space.

Vote approval of this measure allows the Colorado Department of Transportation to proceed with both the planning and construction of Highway 82 alignment for mass transit enhancement, reduction of idling traffic and greenhouse gas emissions, and the creation of a second wildfire emergency evacuation route out of Aspen under the current or any future Record of Decision (ROD) resulting from an Environmental Impact Study which designates a Preferred Alternative under the National Environmental Policy Act.”

5. Consent Agenda

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

5.A. 2025 Town Council Agenda Overview

Council Member Fridstein requested a staff update on a future agenda on STR licensing and a follow-up on fire safety.

Council Member DeAngelo requested that the EAB be added to the agenda to share follow-up information on July 14.

Council Member Marolt would like to be sure to include housing mitigation percentage in Goal Setting.

5.B. Minutes for Approval

Mayor Shenk sent Town Clerk Boucher some small changes to the minutes.

5.C. Ordinance No. 09, 2025 - RE amending the 2025 budget for expanded bus service - Second Reading

Motion to approve the Consent Agenda by Council Member Marolt. Seconded by Council Member Fridstein. Roll call vote. All in favor.

6. Public Hearings - Quasi-Judicial Hearings

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

7. Policy/Legislative Public Hearings

8. Administrative Reports

8.A. SAAB presentation: Tunnel Mural and Sculpture Collaboration

Director of Tourism Julia Theisen, along with SAAB board members Melanie Falk, Ghislaine Boreel presented an updated design of the mural project for the Brush Creek tunnel. They proposed a Mural Community Day, Thursday, July 17 where volunteers would help paint the mural.

Council Member Gustafson moved to approve the design of the mural. Council Member Marolt seconded. All in favor.

8.B. Destination Management Plan (DMP) update

Julia Theisen presented a follow-up of the Destination Management Plan with the new simplified framework and tactics of the plan. Full, complete draft should be ready in about 3 weeks.

8.C. Council Goals Update & Prioritization

The council discussed their goals and prioritization, focusing on housing, destination management, community engagement, sustainability, and community infrastructure. They emphasized the importance of addressing key issues and setting priorities for the upcoming year. The council prioritized housing initiatives, including the draw site

development, updating the housing master plan, and exploring new priority systems for rental housing. Council discussion included strategies to balance tourism and community needs; strengthening community engagement and communication, emphasizing the need for clear and effective messaging to the community, more bilingual communications, and possibly creating a new staff position to support these efforts; wildfire mitigation in partnership with communication around preparedness and recovery, and improving sustainability practices. The council also discussed community infrastructure projects, including expanding library services, coordinating regional efforts for workforce housing, and exploring potential options and addressing community concerns regarding the Krabloonik property.

8.D. Ratification of Mobile Home Park Financing Commitment

Betsy Crum, Housing Director, presented a letter of intent to participate in financing a portion of the mobile home parks land purchase in Aspen Basalt Park in Basalt and Mountain Valley in Carbondale. She explained the importance of preserving affordable housing options and recommended that Snowmass Village contribute \$1,000,000 toward preserving the affordable 141 units.

Public comment from Maria Romero and Alexa Hill, residents of Mountain Valley mobile home park in Carbondale.

Motion to ratify the letter by Council Member Fridstein. Seconded by Council Member Marolt. All in favor.

9. Town Council Reports and Actions

Reports and Updates

Council Member Gustafson reported on the Tourism meeting and the new nomination of Snowmass Superstars at [GoSnowmass.com](https://www.gosnowmass.com), the upcoming Snowmass 101 and tour. She also attended the Sister Cities meeting and mentioned that their first fundraiser will be on August 9.

Council Member Marolt will be writing an Op-Ed in July on rabies.

Mayor Shenk reported on a recent RFTA board meeting, including the changes at the Maroon Bells visitor area and the Zero Fare program beginning in October. She also attended a RFTA audit meeting, Sister Cities meeting and the Harvest For Hunger launch in Aspen. She also attended the NWCCOG Meeting where they discussed Smart Cities Designation and Congressional updates, including the BLM move back to Grand Junction.

The Wildfire Community Event will be on June 18 at the Hub in the Collective.

10. Executive Session

10.A. Executive Session: Performance Review Town Manager

Mayor Shenk read the legal language for the Executive Session.

At 6:36 pm Council Member DeAngelo motioned to go into Executive Session. Council Member Fridstein seconded. All in favor.

11. Adjournment

Council Member Fridstein moved to reconvene the regular meeting. Council Member Marolt seconded. All in favor. Reconvened at 7:04 PM.

Council Member Marolt motioned to adjourn. Council Member DeAngelo seconded. All in favor.

Adjourned at 07:04 PM.

The Snowmass Village Town Council approved this set of meeting minutes at their Regular Meeting on Monday, August 4, 2025.

Submitted By,

Megan Harris Boucher, Town Clerk

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

August 4, 2025

AGENDA ITEM:

Consideration of ORDINANCE NO. 12, SERIES OF 2025-FIRST READING OF AN **ORDINANCE AMENDING THE 2025 BUDGET FOR THE CAPITAL IMPROVEMENT FUND FOR THE TOWN OF SNOWMASS VILLAGE AND APPROPRIATING FUNDS FOR EXPENDITURE IN 2025.**

PRESENTED BY:

Clint Kinney, Town Manager
Marianne Rakowski, Finance Director

BACKGROUND:

The Council discussed a contribution of \$1,000,000 towards the purchase of the two mobile home parks as a means of preserving the supply of affordable housing, improving long-term housing security and supporting durable and sustainable homeownership for its residents.

The attached ordinance approves the budget amount of \$1,000,000 and appropriates the funds for expenditure. The funds are coming from housing funds within the Capital Improvement Program.

FINANCIAL IMPACT:

Ordinance No. 12, Series of 2025, revises the 2025 adopted budget and appropriates these funds for spending.

The impact on the Capital Improvement Program Fund is \$1,000,000.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

Workforce housing remains one of the main strategic initiatives of the Town Council. The budget is 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 or Deny Ordinance No. 12, Series of 2025

STAFF RECOMMENDATION:

It is the recommendation of the Town Staff that the Council, by motion, approve the First Reading of Ordinance No. 12, Series of 2025 revising the 2025 budget.

ATTACHMENTS:

- A. Ordinance No. 12, Series of 2025

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

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

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

47

**Town of Snowmass Village
Budget Changes – 2025**

	<u>2025 Revenues</u>	<u>2025 Expenditures</u>
Capital Improvement Fund	\$ -0-	\$ 1,000,000
TOTAL	\$ -0-	\$ 1,000,000

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INTRODUCED, READ AND ADOPTED on first reading by the Town Council of Snowmass Village, Colorado on the 4th day of August, 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 18th day of August, 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:

August 4, 2025

AGENDA ITEM:

Resolution No. 26, Series of 2025 Approving the 2025 Federal Transit Administration Grant Master Agreement's Certifications and Assurances

PRESENTED BY:

Sam Guarino, Transportation Director

BACKGROUND:

Staff requests Council's approval of the Certifications and Assurances ("C&A") that are Appendix A in the Federal Transit Administration's Master Agreement. It is a requirement to comply with the C&A to accept Section 5339 and Section 5311 grants from the Federal Transit Administration (FTA). This resolution accepts the terms of the C&A for the current grants that are funding transit services admin/operating, new buses, and capital projects. It also authorizes the Transportation Director to certify the affirmation of the annual C&A for these projects. The Town has been approving the Master Agreement's C&A over the last fifteen years.

The C&A apply to the Federal funds used for the specified grants' purpose which covers administration and operating activities and capital acquisition. The C&A covers 21 compliance categories including:

- Authority to enter into an agreement with the FTA
- Lobbying Compliance
- Procurement Compliance
- Safety and Asset Management Plans
- Protections for Private Transportation Providers
- Public Hearing
- Acquisition of Rolling Stock Guidelines
- Charter Service and School Transportation Agreement
- Americans With Disabilities Act
- Alcohol Misuse and Prohibited Drug Use
- Asset Management
- Safety and Security

- Title VI Civil Rights Act
- Labor Standards.

To review the complete 2025 Certifications and Assurances, please see attached.

FINANCIAL IMPACT:

For use in 2025 the Town has been awarded the following Federal Grants:

- A Section 5311 Rural Areas grant of \$486,451 in support of operating expenditures in the provision of transit service.
- A Section 5339(a) grant of \$243,640 in support of the purchase of two ADA Transit Vans.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

The grant funding is in support of our transit services that protect the environment and help sustain the quality of life within the community.

COUNCIL OPTIONS:

1. Approve the Resolution
2. Deny the Resolution

STAFF RECOMMENDATION:

Approve Resolution No. 26, Series of 2025 to comply with the requirements of the grant(s).

ATTACHMENTS:

1. Resolution No. 26, Series of 2025
2. FTA Fiscal Year 2025 Certifications & Assurances.

1
2 **SNOWMASS VILLAGE TOWN COUNCIL**
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5 **RESOLUTION NO. 26**
6 **SERIES OF 2025**
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8 **A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SNOWMASS VILLAGE,**
9 **COLORADO, AUTHORIZING THE FILING OF APPLICATIONS WITH THE FEDERAL**
10 **TRANSIT ADMINISTRATION, AN OPERATING ADMINISTRATION OF THE UNITED**
11 **STATES DEPARTMENT OF TRANSPORTATION, FOR FEDERAL TRANSPORTATION**
12 **ASSISTANCE AUTHORIZED BY 49 U.S.C. CHAPTER 53, TITLE 23 UNITED STATES**
13 **CODE, AND OTHER FEDERAL STATUTES ADMINISTERED BY THE FEDERAL**
14 **TRANSIT ADMINISTRATION.**
15

16 WHEREAS, the Town of Snowmass Village ("TOSV") has the power to enter into
17 agreements with the Colorado Department of Transportation ("CDOT") and the Federal
18 Transit Administration ("FTA"); and,
19

20 WHEREAS, CDOT and the FTA have been delegated authority to award Federal
21 financial assistance for transportation projects; and,
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23 WHEREAS, the grant or cooperative agreement for Federal financial assistance will
24 impose certain obligations upon the TOSV, and may require the TOSV to provide the local
25 share of the project's costs; and,
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27 WHEREAS, the TOSV has or will comply with all applicable annual Certifications
28 and Assurances in the FTA required for the project(s), and,
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30 WHEREAS, the TOSV is desirous of obtaining said funds for the purchase of transit
31 vehicles, construction of a capital project, and/or the operation of transportation services,
32 and has filed applications (under Sections 5339 and 5311) with the FTA and/or CDOT for
33 the purchase of transit vehicles, funding for operating transportation services and
34 construction of a capital project, and,
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36 WHEREAS, the TOSV desires to accept the funds for such projects pursuant to the
37 applicable conditions of the 2025 Master Agreement's Certifications and Assurances in
38 Appendix A of that agreement, and,
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40 WHEREAS, the TOSV desires to work together with the FTA and CDOT to effect
41 said projects as provided in the agreement, and,
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43 WHEREAS, the TOSV finds that the adoption of this Resolution is necessary for
44 the immediate preservation of the public health, safety and welfare.
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NOW THEREFORE BE IT RESOLVED by the Town Council of the Town of
Snowmass Village, Colorado,

1. That the Transportation Director is authorized to execute and file an application for, and administer, grants for Federal assistance on behalf of the TOSV with the Federal Transit Administration and the Colorado Department of Transportation for Federal assistance authorized by 49 U.S.C. Chapter 53, Title 23, United States Code, or other Federal statutes authorizing a project administered by the Federal Transit Administration.
2. That the TOSV agrees to the conditions of the Master Agreement's Certifications and Assurances as they pertain to these projects that the FTA requires for the assistance agreements and authorizes the Transportation Director to certify the Certifications and Assurances to the FTA through the "COTRAMS" web site.

CERTIFICATION

READ, APPROVED AND ADOPTED by the Town Council of the Town of
Snowmass Village on the 4th of August 2025 upon a motion made by Council Member
_____, the second of Council Member _____, and upon a vote of ___ in favor and
___ opposed.

TOWN OF SNOWMASS VILLAGE

Alyssa Shenk, Mayor

ATTEST:

Megan Harris Boucher, Town Clerk

APPROVED AS TO FORM

Jeffrey Conklin, Town Attorney

Not every provision of every certification will apply to every applicant or award. If a provision of a certification does not apply to the applicant or its award, FTA will not enforce that provision.

Text in italic is not part of a certification and is of no legal effect. Its purpose is to provide explanation and context for the certification.

CATEGORY 1. CERTIFICATIONS AND ASSURANCES REQUIRED OF EVERY APPLICANT.

All applicants must make the certifications in this category.

1.1. Standard Assurances.

The certifications in this subcategory appear as part of the applicant's registration or annual registration renewal in the System for Award Management (SAM.gov) and on the Office of Management and Budget's standard form 424B "Assurances—Non-Construction Programs". This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
- (b) Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
- (c) Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
- (d) Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
- (e) Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§ 4728–4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 CFR 900, Subpart F).
- (f) Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to:

- (1) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin, as effectuated by U.S. DOT regulation 49 CFR Part 21, including any amendments thereto;
 - (2) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681–1683, and 1685–1686), which prohibits discrimination on the basis of sex, as effectuated by U.S. DOT regulation 49 CFR Part 25;
 - (3) Section 5332 of the Federal Transit Law (49 U.S.C. § 5332), which prohibits any person being excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance from FTA because of race, color, religion, national origin, sex, disability, or age.
 - (4) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps, as effectuated by U.S. DOT regulation 49 CFR Part 27;
 - (5) The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101–6107), which prohibits discrimination on the basis of age;
 - (6) The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse;
 - (7) The comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91–616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
 - (8) Sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records;
 - (9) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental, or financing of housing;
 - (10) Any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and,
 - (11) the requirements of any other nondiscrimination statute(s) which may apply to the application.
- (g) Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (“Uniform Act”) (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases. The requirements of the Uniform Act are effectuated by U.S. DOT regulation 49 CFR Part 24.
- (h) Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§ 1501–1508 and 7324–7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

- (i) Will comply, as applicable, with the provisions of the Davis–Bacon Act (40 U.S.C. §§ 276a to 276a-7), the Copeland Act (40 U.S.C. § 276c and 18 U.S.C. § 874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§ 327–333), regarding labor standards for federally assisted construction sub-agreements.
- (j) Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
- (k) Will comply with environmental standards which may be prescribed pursuant to the following:
 - (1) Institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514;
 - (2) Notification of violating facilities pursuant to EO 11738;
 - (3) Protection of wetlands pursuant to EO 11990;
 - (4) Evaluation of flood hazards in floodplains in accordance with EO 11988;
 - (5) Assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§ 1451 et seq.);
 - (6) Conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§ 7401 et seq.);
 - (7) Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and
 - (8) Protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93–205).
- (l) Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§ 1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
- (m) Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§ 469a-1 et seq.).
- (n) Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
- (o) Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§ 2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.

- (p) Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§ 4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
- (q) Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and 2 CFR Part 200, Subpart F, “Audit Requirements”, as adopted and implemented by U.S. DOT at 2 CFR Part 1201.
- (r) Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing the program under which it is applying for assistance.
- (s) Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. § 7104) which prohibits grant award recipients or a subrecipient from:
 - (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect;
 - (2) Procuring a commercial sex act during the period of time that the award is in effect; or
 - (3) Using forced labor in the performance of the award or subawards under the award.

1.2. Standard Assurances: Additional Assurances for Construction Projects.

This certification appears on the Office of Management and Budget’s standard form 424D “Assurances—Construction Programs” and applies specifically to federally assisted projects for construction. This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency; will record the Federal awarding agency directives; and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure nondiscrimination during the useful life of the project.
- (b) Will comply with the requirements of the assistance awarding agency with regard to the drafting, review, and approval of construction plans and specifications.
- (c) Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work confirms with the approved plans and specifications, and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.

1.3. Procurement.

The Uniform Administrative Requirements, 2 CFR § 200.325, allow a recipient to self-certify that its procurement system complies with Federal requirements, in lieu of submitting to certain pre-procurement reviews.

The applicant certifies that its procurement system complies with:

- (a) U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, particularly 2 CFR §§ 200.317–200.327 “Procurement Standards;
- (b) Federal laws, regulations, and requirements applicable to FTA procurements; and
- (c) The latest edition of FTA Circular 4220.1 and other applicable Federal guidance.

1.4. Increased Micro-Purchase Threshold.

A recipient may establish a micro-purchase threshold that is higher than the Federal micro-purchase threshold. Pursuant to 2 CFR § 200.320(a)(1)(iv), the recipient may self-certify a micro-purchase threshold up to \$50,000. Pursuant to 2 CFR § 200.320(a)(1)(v), the recipient may set a micro-purchase threshold higher than \$50,000, but only with the approval of the recipient’s Federal cognizant agency for indirect costs. To determine an applicant’s cognizant agency for indirect costs, consult the definition of “cognizant agency for indirect costs” in 2 CFR § 200.1.

If the recipient uses a micro-purchase threshold that is higher than the Federal micro-purchase threshold, the recipient certifies:

- (a) The recipient’s micro-purchase threshold does not exceed \$50,000, or the recipient has approval from its Federal cognizant agency for indirect costs to use a higher micro-purchase threshold;
- (b) The recipient has a written justification for its micro-purchase threshold; and
- (c) The recipient has supporting documentation of any of the following:
 - (1) The recipient qualifies as a low-risk auditee, in accordance with the criteria in 2 CFR § 200.520 for the most recent audit;
 - (2) The recipient has an annual internal institutional risk assessment to identify, mitigate, and manage financial risks; or
 - (3) For public institutions, a higher threshold is consistent with State law.

1.5. Suspension and Debarment.

Pursuant to Executive Order 12549, as implemented at 2 CFR Parts 180 and 1200, prior to entering into a covered transaction with an applicant, FTA must determine whether the applicant is excluded from participating in covered non-procurement transactions. For this purpose, FTA is authorized to collect a certification from each applicant regarding the applicant's exclusion status. 2 CFR § 180.300. Additionally, each applicant must disclose any information required by 2 CFR § 180.335 about the applicant and the applicant's principals prior to entering into an award agreement with FTA. This certification serves both purposes.

The applicant certifies, to the best of its knowledge and belief, that the applicant and each of its principals:

- (a) Is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily or involuntarily excluded from covered transactions by any Federal department or agency;
- (b) Has not, within the preceding three years, been convicted of or had a civil judgment rendered against him or her for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public or private agreement or transaction; violation of Federal or State antitrust statutes, including those proscribing price fixing between competitors, allocation of customers between competitors, and bid rigging; commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice; or commission of any other offense indicating a lack of business integrity or business honesty;
- (c) Is not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any offense described in paragraph (b) of this certification; and
- (d) Has not, within the preceding three years, had one or more public transactions (Federal, State, or local) terminated for cause or default.

1.6. Lobbying.

If the applicant will apply for a grant or cooperative agreement exceeding \$100,000, or a loan, line of credit, loan guarantee, or loan insurance exceeding \$150,000, it must make the following certification and, if applicable, make a disclosure regarding the applicant's lobbying activities. This certification is required by 49 CFR § 20.110 and app. A to that part.

This certification does not apply to an applicant that is an Indian Tribe, Indian organization, or an Indian tribal organization exempt from the requirements of 49 CFR Part 20.

1.6.1. Certification for Contracts, Grants, Loans, and Cooperative Agreements.

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (c) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

1.6.2. Statement for Loan Guarantees and Loan Insurance.

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement

shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

1.7. Real Property Use

This certification responds to Recommendation #7 in the U.S. Department of Transportation's Office of Inspector General Report FS2024025 (May 20, 2024).

If the applicant will use assistance provided by the Federal Transit Administration to acquire or improve real property, the applicant certifies that it will comply with the requirements of 2 CFR § 200.311, including but not limited to, requirements to use the property for the purposes authorized in its award, and to seek disposition instructions from FTA when the property no longer is needed for any authorized purpose.

CATEGORY 2. PUBLIC TRANSPORTATION AGENCY SAFETY PLANS

This certification is required of each applicant under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), each rail operator that is subject to FTA's state safety oversight programs, and each State that is required to draft and certify a Public Transportation Agency Safety Plan on behalf of a Small Public Transportation Provider (as that term is defined at 49 CFR § 673.5) pursuant to 49 CFR § 673.11(d).

This certification is required by 49 U.S.C. § 5307(c)(1)(L), 49 U.S.C. § 5329(d)(1), and 49 CFR § 673.13. This certification is a condition of receipt of Urbanized Area Formula Grants Program (49 U.S.C. § 5307) funding.

This certification does not apply to any applicant that only receives financial assistance from FTA under the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or combination of these two programs, unless it operates a rail fixed guideway public transportation system.

If the applicant is an operator, the applicant certifies that it has established a Public Transportation Agency Safety Plan meeting the requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673; including, specifically, that the board of directors (or equivalent entity) of the applicant has approved, or, in the case of an applicant that will apply for assistance under 49 U.S.C. § 5307 that is serving an urbanized area with a population of 200,000 or more, the safety committee of the entity established under 49 U.S.C. § 5329(d)(5), followed by the board of directors (or equivalent entity) of the applicant has approved, the Public Transportation Agency Safety Plan or any updates thereto; and, for each recipient serving an urbanized area with a population of fewer than 200,000, that the Public Transportation Agency Safety Plan has been developed in cooperation with frontline employee representatives.

If the applicant is a State that drafts and certifies a Public Transportation Agency Safety Plan on behalf of a public transportation operator, the applicant certifies that:

- (a) It has drafted and certified a Public Transportation Agency Safety Plan meeting the requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673 for each Small Public Transportation Provider (as that term is defined at 49 CFR § 673.5) in the State, unless the Small Public Transportation Provider provided notification to the State that it was opting out of the State-drafted plan and drafting its own Public Transportation Agency Safety Plan; and
- (b) Each Small Public Transportation Provider within the State that opts to use a State-drafted Public Transportation Agency Safety Plan has a plan that has been approved by the provider's Accountable Executive (as that term is defined at 49 CFR § 673.5), Board of Directors or Equivalent Authority (as that term is defined at 49 CFR § 673.5), and, if the Small Public Transportation Provider serves an urbanized area with a population of 200,000 or more, the safety committee of the Small Public Transportation Provider established under 49 U.S.C. § 5329(d)(5).

CATEGORY 3. TAX LIABILITY AND FELONY CONVICTIONS.

If the applicant is a business association (regardless of for-profit, not for-profit, or tax-exempt status), it must make this certification. Federal appropriations acts since at least 2014 have prohibited FTA from using funds to enter into an agreement with any corporation that has unpaid Federal tax liabilities or recent felony convictions without first considering the corporation for debarment. E.g., Further Consolidated Appropriations Act, 2024, Pub. L. 118-47, div. B, tit. VII, §§ 744-745. U.S. DOT Order 4200.6 defines a "corporation" as "any private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association", and applies the restriction to all tiers of subawards. As prescribed by U.S. DOT Order 4200.6, FTA requires each business association applicant to certify as to its tax and felony status.

If the applicant is a private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association, the applicant certifies that:

- (a) It has no unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability; and
- (b) It has not been convicted of a felony criminal violation under any Federal law within the preceding 24 months.

CATEGORY 4. PRIVATE SECTOR PROTECTIONS.

If the applicant will apply for funds that it will use to acquire or operate public transportation facilities or equipment, the applicant must make the following certification regarding protections for the private sector.

4.1. Charter Service Agreement.

To enforce the provisions of 49 U.S.C. § 5323(d), FTA's charter service regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following Charter Service Agreement. 49 CFR § 604.4.

The applicant agrees that it, and each of its subrecipients, and thirdparty contractors at any level who use FTA-funded vehicles, may provide charter service using equipment or facilities acquired with Federal assistance authorized under the Federal Transit Laws only in compliance with the regulations set out in 49 CFR Part 604, the terms and conditions of which are incorporated herein by reference.

4.2. School Bus Agreement.

To enforce the provisions of 49 U.S.C. § 5323(f), FTA's school bus regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following agreement regarding the provision of school bus services. 49 CFR § 605.15.

- (a) If the applicant is not authorized by the FTA Administrator under 49 CFR § 605.11 to engage in school bus operations, the applicant agrees and certifies as follows:
 - (1) The applicant and any operator of project equipment agrees that it will not engage in school bus operations in competition with private school bus operators.
 - (2) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Mass Transit Regulations, or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
- (b) If the applicant is authorized or obtains authorization from the FTA Administrator to engage in school bus operations under 49 CFR § 605.11, the applicant agrees as follows:
 - (1) The applicant agrees that neither it nor any operator of project equipment will engage in school bus operations in competition with private school bus operators except as provided herein.
 - (2) The applicant, or any operator of project equipment, agrees to promptly notify the FTA Administrator of any changes in its operations which might jeopardize the continuation of an exemption under § 605.11.

- (3) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Transit Administration regulations or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
- (4) The applicant agrees that the project facilities and equipment shall be used for the provision of mass transportation services within its urban area and that any other use of project facilities and equipment will be incidental to and shall not interfere with the use of such facilities and equipment in mass transportation service to the public.

CATEGORY 5. TRANSIT ASSET MANAGEMENT PLAN.

If the applicant owns, operates, or manages capital assets used to provide public transportation, the following certification is required by 49 U.S.C. § 5326(a).

The applicant certifies that it is in compliance with 49 CFR Part 625.

CATEGORY 6. ROLLING STOCK BUY AMERICA REVIEWS AND BUS TESTING.

6.1. Rolling Stock Buy America Reviews.

If the applicant will apply for an award to acquire rolling stock for use in revenue service, it must make this certification. This certification is required by 49 CFR § 663.7.

The applicant certifies that it will conduct or cause to be conducted the pre-award and post-delivery audits prescribed by 49 CFR Part 663 and will maintain on file the certifications required by Subparts B, C, and D of 49 CFR Part 663.

6.2. Bus Testing.

If the applicant will apply for funds for the purchase or lease of any new bus model, or any bus model with a major change in configuration or components, the applicant must make this certification. This certification is required by 49 CFR § 665.7.

The applicant certifies that the bus was tested at the Bus Testing Facility established in accordance with 49 U.S.C. § 5318 (currently the Larson Transportation Institute's Bus Research and Testing Center at Pennsylvania State University) and that the bus received a passing test score as required by 49 CFR Part 665. The applicant has received or will receive the appropriate full Bus Testing Report and any applicable partial testing reports before final acceptance of the first vehicle.

CATEGORY 7. URBANIZED AREA FORMULA GRANTS PROGRAM.

If the applicant will apply for an award under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), or any other program or award that is subject to the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310); “flex funds” from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)); projects that will receive an award authorized by the Transportation Infrastructure Finance and Innovation Act (“TIFIA”) (23 U.S.C. §§ 601–609) or State Infrastructure Bank Program (23 U.S.C. § 610) (see 49 U.S.C. § 5323(o)); formula awards or competitive awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(a) and (b)); or low or no emission awards to any area under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(c)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5307(c)(1).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out the program of projects (developed pursuant 49 U.S.C. § 5307(b)), including safety and security aspects of the program;
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities;
- (c) Will maintain equipment and facilities in accordance with the applicant’s transit asset management plan;
- (d) Will ensure that, during non-peak hours for transportation using or involving a facility or equipment of a project financed under this section, a fare that is not more than 50 percent of the peak hour fare will be charged for any—
 - (1) Senior;
 - (2) Individual who, because of illness, injury, age, congenital malfunction, or any other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use a public transportation service or a public transportation facility effectively without special facilities, planning, or design; and
 - (3) Individual presenting a Medicare card issued to that individual under title II or XVIII of the Social Security Act (42 U.S.C. §§ 401 et seq., and 1395 et seq.);
- (e) In carrying out a procurement under 49 U.S.C. § 5307, will comply with 49 U.S.C. §§ 5323 (general provisions) and 5325 (contract requirements);
- (f) Has complied with 49 U.S.C. § 5307(b) (program of projects requirements);
- (g) Has available and will provide the required amounts as provided by 49 U.S.C. § 5307(d) (cost sharing);
- (h) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning);

- (i) Has a locally developed process to solicit and consider public comment before raising a fare or carrying out a major reduction of transportation;
- (j) Either—
 - (1) Will expend for each fiscal year for public transportation security projects, including increased lighting in or adjacent to a public transportation system (including bus stops, subway stations, parking lots, and garages), increased camera surveillance of an area in or adjacent to that system, providing an emergency telephone line to contact law enforcement or security personnel in an area in or adjacent to that system, and any other project intended to increase the security and safety of an existing or planned public transportation system, at least 1 percent of the amount the recipient receives for each fiscal year under 49 U.S.C. § 5336; or
 - (2) Has decided that the expenditure for security projects is not necessary;
- (k) In the case of an applicant for an urbanized area with a population of not fewer than 200,000 individuals, as determined by the Bureau of the Census, will submit an annual report listing projects carried out in the preceding fiscal year under 49 U.S.C. § 5307 for associated transit improvements as defined in 49 U.S.C. § 5302; and
- (l) Will comply with 49 U.S.C. § 5329(d) (public transportation agency safety plan).

CATEGORY 8. FORMULA GRANTS FOR RURAL AREAS.

If the applicant will apply for funds made available to it under the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), it must make this certification. Paragraph (a) of this certification helps FTA make the determinations required by 49 U.S.C. § 5311(b)(2)(C). Paragraph (b) of this certification is required by 49 U.S.C. § 5311(f)(2). Paragraph (c) of this certification, which applies to funds apportioned for the Appalachian Development Public Transportation Assistance Program, is necessary to enforce the conditions of 49 U.S.C. § 5311(c)(2)(D).

- (a) The applicant certifies that its State program for public transportation service projects, including agreements with private providers for public transportation service—
 - (1) Provides a fair distribution of amounts in the State, including Indian reservations; and
 - (2) Provides the maximum feasible coordination of public transportation service assisted under 49 U.S.C. § 5311 with transportation service assisted by other Federal sources; and
- (b) If the applicant will in any fiscal year expend less than 15% of the total amount made available to it under 49 U.S.C. § 5311 to carry out a program to develop and support intercity bus transportation, the applicant certifies that it has consulted with affected

intercity bus service providers, and the intercity bus service needs of the State are being met adequately.

- (c) If the applicant will use for a highway project amounts that cannot be used for operating expenses authorized under 49 U.S.C. § 5311(c)(2) (Appalachian Development Public Transportation Assistance Program), the applicant certifies that—
 - (1) It has approved the use in writing only after providing appropriate notice and an opportunity for comment and appeal to affected public transportation providers; and
 - (2) It has determined that otherwise eligible local transit needs are being addressed.

CATEGORY 9. FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS AND THE EXPEDITED PROJECT DELIVERY FOR CAPITAL INVESTMENT GRANTS PILOT PROGRAM.

If the applicant will apply for an award under any subsection of the Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), including an award made pursuant to the FAST Act's Expedited Project Delivery for Capital Investment Grants Pilot Program (Pub. L. 114-94, div. A, title III, § 3005(b)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5309(c)(2) and Pub. L. 114-94, div. A, title III, § 3005(b)(3)(B).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award,
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities acquired or improved under its Award.
- (c) Will maintain equipment and facilities acquired or improved under its Award in accordance with its transit asset management plan; and
- (d) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning).

CATEGORY 10. GRANTS FOR BUSES AND BUS FACILITIES AND LOW OR NO EMISSION VEHICLE DEPLOYMENT GRANT PROGRAMS.

If the applicant is in an urbanized area and will apply for an award under subsection (a) (formula grants), subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 7 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

If the applicant is in a rural area and will apply for an award under subsection (a) (formula grants), subsection (b) (bus and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 8 for Formula Grants for Rural Areas (49 U.S.C. § 5311). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

Making this certification will incorporate by reference the applicable certifications in Category 7 or Category 8.

If the applicant will receive a competitive award under subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) related to zero emissions vehicles or related infrastructure, it must make the following certification. This certification is required by 49 U.S.C. § 5339(d).

The applicant will use 5 percent of grants related to zero emissions vehicles (as defined in 49 U.S.C. § 5339(c)(1)) or related infrastructure under 49 U.S.C. § 5339(b) or (c) to fund workforce development training as described in section 49 U.S.C. § 5314(b)(2) (including registered apprenticeships and other labor-management training programs) under the recipient's plan to address the impact of the transition to zero emission vehicles on the applicant's current workforce; or the applicant certifies a smaller percentage is necessary to carry out that plan.

CATEGORY 11. ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAMS.

If the applicant will apply for an award under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. § 5310), it must make the certification in Category 7 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5310(e)(1). Making this certification will incorporate by reference the certification in Category 7, except that FTA has determined that (d), (f), (i), (j), and (k) of Category 7 do not apply to awards made under 49 U.S.C. § 5310 and will not be enforced.

In addition to the certification in Category 7, the applicant must make the following certification that is specific to the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program. This certification is required by 49 U.S.C. § 5310(e)(2).

The applicant certifies that:

- (a) The projects selected by the applicant are included in a locally developed, coordinated public transit-human services transportation plan;

- (b) The plan described in clause (a) was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public;
- (c) To the maximum extent feasible, the services funded under 49 U.S.C. § 5310 will be coordinated with transportation services assisted by other Federal departments and agencies, including any transportation activities carried out by a recipient of a grant from the Department of Health and Human Services; and
- (d) If the applicant will allocate funds received under 49 U.S.C. § 5310 to subrecipients, it will do so on a fair and equitable basis.

CATEGORY 12. STATE OF GOOD REPAIR GRANTS.

If the applicant will apply for an award under FTA's State of Good Repair Grants Program (49 U.S.C. § 5337), it must make the following certification. Because FTA generally does not review the transit asset management plans of public transportation providers, the asset management certification is necessary to enforce the provisions of 49 U.S.C. § 5337(a)(4). The certification with regard to acquiring restricted rail rolling stock is required by 49 U.S.C. § 5323(u)(4). Note that this certification is not limited to the use of Federal funds.

The applicant certifies that the projects it will carry out using assistance authorized by the State of Good Repair Grants Program, 49 U.S.C. § 5337, are aligned with the applicant's most recent transit asset management plan and are identified in the investment and prioritization section of such plan, consistent with the requirements of 49 CFR Part 625.

If the applicant operates a rail fixed guideway service, the applicant certifies that, in the fiscal year for which an award is available to the applicant under the State of Good Repair Grants Program, 49 U.S.C. § 5337, the applicant will not award any contract or subcontract for the procurement of rail rolling stock for use in public transportation with a rail rolling stock manufacturer described in 49 U.S.C. § 5323(u)(1).

CATEGORY 13. INFRASTRUCTURE FINANCE PROGRAMS.

If the applicant will apply for an award for a project that will include assistance under the Transportation Infrastructure Finance and Innovation Act ("TIFIA") Program (23 U.S.C. §§ 601–609) or the State Infrastructure Banks ("SIB") Program (23 U.S.C. § 610), it must make the certifications in Category 7 for the Urbanized Area Formula Grants Program, Category 9 for the Fixed Guideway Capital Investment Grants program, and Category 12 for the State of Good Repair Grants program. These certifications are required by 49 U.S.C. § 5323(o).

Making this certification will incorporate the certifications in Categories 7, 9, and 12 by reference.

CATEGORY 14. ALCOHOL AND CONTROLLED SUBSTANCES TESTING.

If the applicant will apply for an award under FTA's Urbanized Area Formula Grants Program (49 U.S.C. § 5307), Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) programs, the applicant must make the following certification. The applicant must make this certification on its own behalf and on behalf of its subrecipients and contractors. This certification is required by 49 CFR § 655.83.

The applicant certifies that it, its subrecipients, and its contractors are compliant with FTA's regulation for the Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations, 49 CFR Part 655.

CATEGORY 15. RAIL SAFETY TRAINING AND OVERSIGHT.

If the applicant is a State with at least one rail fixed guideway system, or is a State Safety Oversight Agency, or operates a rail fixed guideway system, it must make the following certification. The elements of this certification are required by 49 CFR §§ 672.31 and 674.39.

The applicant certifies that the rail fixed guideway public transportation system and the State Safety Oversight Agency for the State are:

- (a) Compliant with the requirements of 49 CFR Part 672, "Public Transportation Safety Certification Training Program"; and
- (b) Compliant with the requirements of 49 CFR Part 674, "State Safety Oversight".

CATEGORY 16. DEMAND RESPONSIVE SERVICE.

If the applicant operates demand responsive service and will apply for an award to purchase a non-rail vehicle that is not accessible within the meaning of 49 CFR Part 37, it must make the following certification. This certification is required by 49 CFR § 37.77.

The applicant certifies that the service it provides to individuals with disabilities is equivalent to that provided to other persons. A demand responsive system, when viewed in its entirety, is deemed to provide equivalent service if the service available to individuals with disabilities, including individuals who use wheelchairs, is provided in the most integrated setting appropriate to the needs of the individual and is equivalent to the service provided other individuals with respect to the following service characteristics:

- (a) Response time;
- (b) Fares;
- (c) Geographic area of service;
- (d) Hours and days of service;

- (e) Restrictions or priorities based on trip purpose;
- (f) Availability of information and reservation capability; and
- (g) Any constraints on capacity or service availability.

CATEGORY 17. INTEREST AND FINANCING COSTS.

If the applicant will pay for interest or other financing costs of a project using assistance awarded under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), the Fixed Guideway Capital Investment Grants Program (49 U.S.C. § 5309), or any program that must comply with the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), “flex funds” from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)), or awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the following certification. This certification is required by 49 U.S.C. §§ 5307(e)(3) and 5309(k)(2)(D).

The applicant certifies that:

- (a) Its application includes the cost of interest earned and payable on bonds issued by the applicant only to the extent proceeds of the bonds were or will be expended in carrying out the project identified in its application; and
- (b) The applicant has shown or will show reasonable diligence in seeking the most favorable financing terms available to the project at the time of borrowing.

CATEGORY 18. CYBERSECURITY CERTIFICATION FOR RAIL ROLLING STOCK AND OPERATIONS.

If the applicant operates a rail fixed guideway public transportation system, it must make this certification. This certification is required by 49 U.S.C. § 5323(v). For information about standards or practices that may apply to a rail fixed guideway public transportation system, visit <https://www.nist.gov/cyberframework> and <https://www.cisa.gov/>.

The applicant certifies that it has established a process to develop, maintain, and execute a written plan for identifying and reducing cybersecurity risks that complies with the requirements of 49 U.S.C. § 5323(v)(2).

CATEGORY 19. PUBLIC TRANSPORTATION ON INDIAN RESERVATIONS FORMULA AND DISCRETIONARY PROGRAM (TRIBAL TRANSIT PROGRAMS).

Before FTA may provide Federal assistance for an Award financed under either the Public Transportation on Indian Reservations Formula or Discretionary Program authorized under 49 U.S.C. § 5311(c)(1), as amended by the FAST Act, (Tribal Transit Programs), the applicant

must select the Certifications in this Category, except as FTA determines otherwise in writing. Tribal Transit Program applicants may certify to this Category and Category 1 (Certifications and Assurances Required of Every Applicant) and need not make any other certification, to meet Tribal Transit Program certification requirements. If an applicant will apply for any program in addition to the Tribal Transit Program, additional certifications may be required.

FTA has established terms and conditions for Tribal Transit Program grants financed with Federal assistance appropriated or made available under 49 U.S.C. § 5311(c)(1). The applicant certifies that:

- (a) It has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award.
- (b) It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.
- (c) It will maintain its equipment and facilities acquired or improved under its Award, in accordance with its transit asset management plan and consistent with FTA regulations, “Transit Asset Management,” 49 CFR Part 625. Its Award will achieve maximum feasible coordination with transportation service financed by other federal sources.
- (d) With respect to its procurement system:
 - (1) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, for Awards made on or after December 26, 2014,
 - (2) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments,” 49 CFR Part 18, specifically former 49 CFR § 18.36, for Awards made before December 26, 2014, or
 - (3) It will inform FTA promptly if its procurement system does not comply with either of those U.S. DOT regulations.
- (e) It will comply with the Certifications, Assurances, and Agreements in:
 - (1) Category 4.1 and 4.2 (Charter Service Agreement and School Bus Agreement),
 - (2) Category 5 (Transit Asset Management Plan),
 - (3) Category 6.1 and 6.2 (Rolling Stock Buy America Reviews and Bus Testing),
 - (4) Category 8 (Formula Grants for Rural Areas),
 - (5) Category 14 (Alcohol and Controlled Substances Testing), and
 - (6) Category 16 (Demand Responsive Service).

CATEGORY 20. EMERGENCY RELIEF PROGRAM.

An applicant to the Public Transportation Emergency Relief Program, 49 U.S.C. § 5324, must make the following certification. The certification is required by 49 U.S.C. § 5324(f) and must be made before the applicant can receive a grant under the Emergency Relief program.

The applicant certifies that the applicant has insurance required under State law for all structures related to the emergency relief program grant application.

**FEDERAL FISCAL YEAR 2025 CERTIFICATIONS AND ASSURANCES FOR FTA
ASSISTANCE PROGRAMS**

(Signature pages alternate to providing Certifications and Assurances in TrAMS.)

Name of Applicant: _____

The Applicant certifies to the applicable provisions of all categories: (*check here*) _____.

Or,

The Applicant certifies to the applicable provisions of the categories it has selected:

Category	Certification
01 Certifications and Assurances Required of Every Applicant	_____
02 Public Transportation Agency Safety Plans	_____
03 Tax Liability and Felony Convictions	_____
04 Private Sector Protections	_____
05 Transit Asset Management Plan	_____
06 Rolling Stock Buy America Reviews and Bus Testing	_____
07 Urbanized Area Formula Grants Program	_____
08 Formula Grants for Rural Areas	_____
09 Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	_____
10 Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	_____
11 Enhanced Mobility of Seniors and Individuals with Disabilities Programs	_____

- | | | |
|----|---|--|
| 12 | State of Good Repair Grants | |
| 13 | Infrastructure Finance Programs | |
| 14 | Alcohol and Controlled Substances Testing | |
| 15 | Rail Safety Training and Oversight | |
| 16 | Demand Responsive Service | |
| 17 | Interest and Financing Costs | |
| 18 | Cybersecurity Certification for Rail Rolling Stock and Operations | |
| 19 | Tribal Transit Programs | |
| 20 | Emergency Relief Program | |

CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

AFFIRMATION OF APPLICANT

Name of the Applicant: _____

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in the federal fiscal year, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

The Certifications and Assurances the Applicant selects apply to each Award for which it now seeks, or may seek in the future, of federal assistance to be awarded by FTA during the federal fiscal year.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature _____ Date: _____

Name _____ Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): _____

As the undersigned Attorney for the above-named Applicant, I hereby affirm the Applicant has the authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature _____ Date: _____

Name _____ Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

August 4, 2025

AGENDA ITEM:

Resolution requested by Town Council in support of public lands

PRESENTED BY:

Town Council

BACKGROUND:

Town Council requested staff draft a resolution in support of public lands.

FINANCIAL IMPACT:

N/A

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

COUNCIL OPTIONS:

Approve, modify or deny Resolution No. 27, Series of 2025.

1
2 **SNOWMASS VILLAGE TOWN COUNCIL**

3
4 **RESOLUTION NO. 27**
5 **SERIES OF 2025**
6

7 **A RESOLUTION OF THE TOWN COUNCIL IN SUPPORT OF PUBLIC LANDS.**
8
9

10 WHEREAS, a significant amount of public lands surround the Town of
11 Snowmass Village and are integral to the town's economy, environment, and quality of
12 life; and
13

14 WHEREAS, these public lands, managed by federal agencies such as the U.S.
15 Forest Service and the Bureau of Land Management, provide essential resources,
16 including grazing lands for agricultural operations, habitats for wildlife, and opportunities
17 for outdoor recreation; and

18 WHEREAS, the citizens of Snowmass Village deeply value these public lands for
19 their recreational, economic, cultural, and spiritual significance, recognizing that these
20 lands are accessible to all, regardless of socioeconomic status, race, or gender; and

21 WHEREAS, public lands contribute significantly to the local economy through
22 activities such as ranching, tourism, and outdoor recreation, which contributes
23 substantially to Colorado's economy; and

24 WHEREAS, federal management of these public lands ensures that resources
25 are managed for the benefit of all Americans, addressing complex challenges such as
26 wildfire management, watershed protection, and wildlife conservation; and

27 WHEREAS, the costs associated with managing these lands are a national
28 responsibility, and federal involvement is crucial for the long-term health and
29 sustainability of these resources; and

30 WHEREAS, there are ongoing attempts to transfer or sell off public lands, which
31 are inconsistent with the values and interests of the residents of Snowmass Village and
32 the broader Colorado community; and

33 WHEREAS, the 2023 Colorado Statewide Comprehensive Outdoor Recreation
34 Plan (SCORP) reveals that outdoor recreation in Colorado generated \$65.8 billion in
35 economic output, contributed \$36.5 billion to the state's GDP, supported 404,000 jobs,
36 and generated \$11.2 billion in tax revenue, demonstrating the profound economic
37 significance of public lands and outdoor recreation to the state and to the Town of
38 Snowmass Village.

39 WHEREAS, the 2023 SCORP data indicates that 96% of Coloradans engage in
40 outdoor recreation, with 72% participating at least once a week, and that outdoor

recreationists spent over \$52.1 billion on trips and equipment, underscoring the widespread and active use of public lands for recreational purposes.

WHEREAS, the outdoor recreation industry in Colorado contributed over \$17 billion to the state's economy in 2023, supporting 132,500 jobs, demonstrating the significant economic impact of public lands; and

WHEREAS, [the 2024 Conservation in the West Poll](#) found that 85 percent of Westerners support creating new national parks, national monuments, national wildlife refuges and Tribal protected areas to protect historic sites or areas for outdoor recreation.

Whereas, since the Antiquities Act was passed, 18 presidents - nine Democratic and nine Republican - have designated or expanded over 160 [national monuments across the country](#). And, according to a [2023 Conservation in the West Poll](#), 84% of Westerners - including 71% of Republicans - are more likely to support presidents who use their power to protect existing public lands.

WHEREAS, the Colorado General Assembly has recognized the importance of public lands through initiatives such as Public Lands Day and the memorialization of the Camp Hale-Continental Divide National Monument; and

WHEREAS, Snowmass Village recognizes the importance of multiple uses of public lands, including but not limited to, grazing, energy development, and recreation.

NOW, THEREFORE, BE IT RESOLVED, that the Town of Snowmass Village hereby:

1. Expresses its strong support for the continued federal management and stewardship of public lands within Snowmass Village.
2. Opposes any efforts to sell, transfer, or dispose of these public lands.
3. Encourages the Colorado Congressional Delegation to oppose any legislation that would negatively impact public lands and to support policies that ensure their long-term preservation and sustainable use.
4. Opposes any attempts to change the Antiquities Act or reduce the size of our national monuments.
5. Recognizes the multiple uses of public lands and encourages a balanced approach to land management.
6. Urges federal land management agencies to continue their collaborative efforts with local communities, stakeholders, and other governmental entities to ensure effective and responsible management of public lands.

77 BE IT FURTHER RESOLVED, that copies of this resolution be sent to the members
78 of the Colorado Congressional Delegation, the Governor of Colorado, and the relevant
79 federal land management agencies.

80
81 READ, APPROVED AND ADOPTED by the Town Council of the Town of
82 Snowmass Village on the 4th of August 2025 upon a motion made by Council Member
83 _____, the second of Council Member _____, and upon a vote of ___ in favor and
84 ___ opposed.

85
86
87 TOWN OF SNOWMASS VILLAGE
88
89

90 _____
91 Alyssa Shenk, Mayor
92

93 ATTEST:
94
95

96 _____
97 Megan Harris Boucher, Town Clerk
98
99

100 APPROVED AS TO FORM
101
102

103 _____
104 Jeffrey Conklin, Town Attorney

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

August 4, 2025

AGENDA ITEM:

RFP Update - Town Council

PRESENTED BY:

Andy Worline *Parks, Recreation & Trails Director*

BACKGROUND:

As directed by the Town Council, staff has requested responses from local architecture firms to an RFP to provide design concepts for overall improvements at the Entryway site. This effort/RFP is focused on evaluating ideas to improve and soften the visual aspects of the area, with particular attention to the rodeo bleachers and the surrounding Entryway corridor.

To date, we have received proposals from the Design Workshop and Poss Architecture. We are also anticipating a submission from Keo Studio Works in the next several days and we are actively following up with CCA, who has expressed interest in the project.

The selected consultant will be responsible for producing creative, site-appropriate design solutions that provide a cohesive and welcoming entrance experience to Snowmass Village. The scope of work includes:

- Designing a welcoming, decorative entry feature at or near the roundabout that reflects the character of Snowmass Village.
- Recommending methods to soften the visual impact of the existing aluminum bleachers through architectural cladding, fencing, powder coating, landscaping, or other screening treatments.
- Proposing beautification improvements to the Brush Creek Road entry corridor (within Town limits).
- Suggesting landscape, fencing, and signage enhancements at the rodeo entry to improve aesthetics and visual appeal.
- Ensuring integration with the Town Park Master Plan Goals.

The Town Council will be determining which firm to hire.

FINANCIAL IMPACT:

The Town Council has approved up to \$500,000 in the 2025 budget for additional changes in landscaping and bleacher updates.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

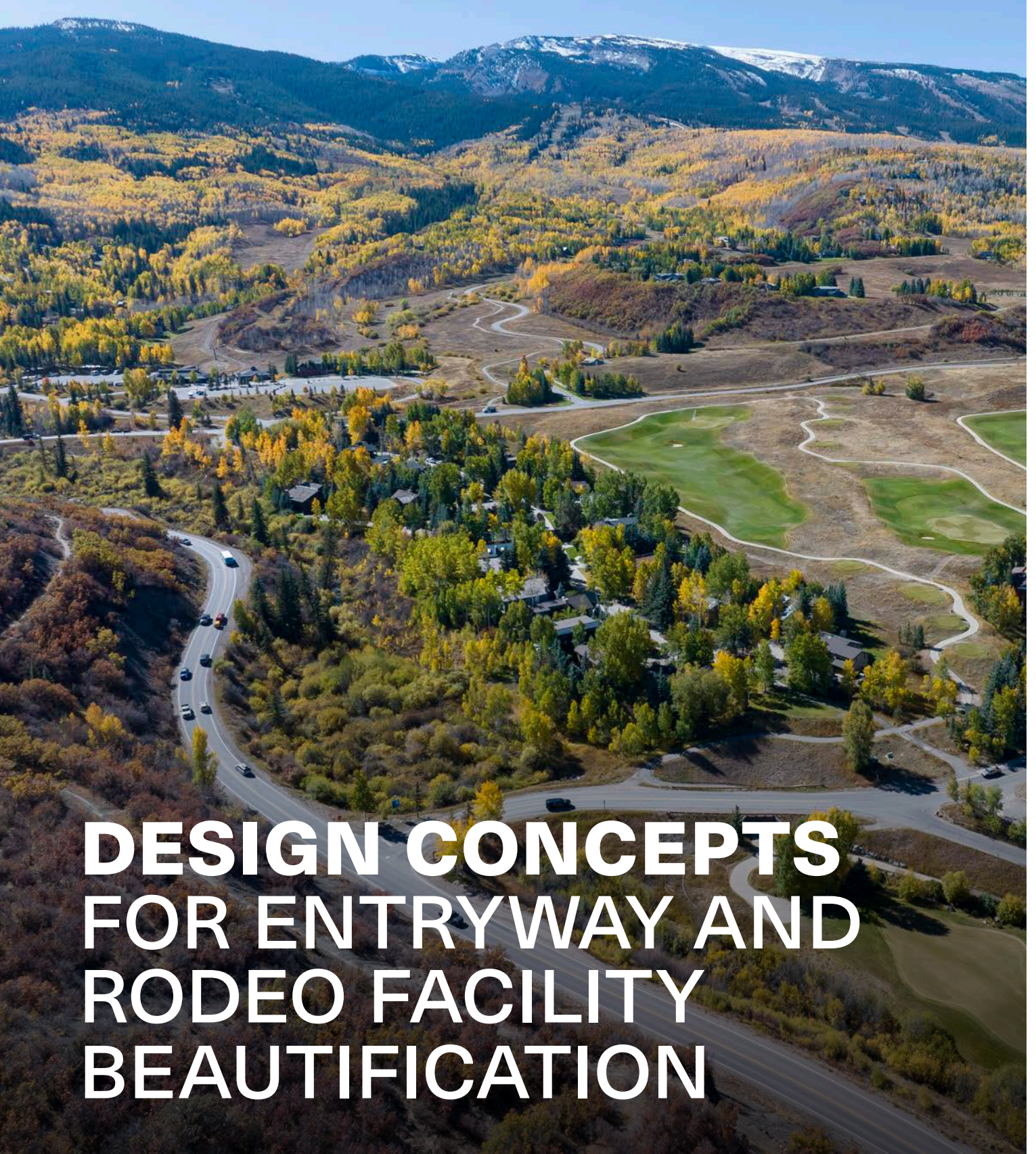
This is a continuation of the Council's goal to complete Town Park.

COUNCIL OPTIONS:

Review proposals and provide staff with directions on next steps.

STAFF RECOMMENDATION:

Exhibit A: Design Workshop_Submittal
Exhibit B: POSS Architecture_Submittal
Exhibit C: Score Sheet



DESIGN CONCEPTS FOR ENTRYWAY AND RODEO FACILITY BEAUTIFICATION

DESIGNWORKSHOP

PROPOSAL PREPARED FOR TOWN OF SNOWMASS VILLAGE
PROJECT 2025-01

JULY 9, 2025

Contents

- 06** Team Experience
- 12** Similar Project Experience
- 30** Project Approach
- 31** Cost Proposal



Story Mill Community Park, Bozeman, MT

Design Workshop, Inc.

Landscape Architecture
Planning
Urban Design
Strategic Services
Environmental Graphic Design

22860 Two Rivers Road
Suite 102
Basalt, Colorado 81621
970.925.8354

designworkshop.com

July 9, 2025

Andy Worline
Parks, Recreation and Trails Director
Town of Snowmass Village
2835 Brush Creek Road
Snowmass Village, Colorado 81615

Re: Request for Proposals 2025-01 Design Concepts for Entryway and Rodeo Facility Beautification

Dear Andy,

On behalf of the Design Workshop team, I am pleased to submit this proposal for the design of beautification improvements to the newly completed entryway corridor and rodeo grounds for the Town of Snowmass Village. As the longest running rodeo in Colorado, the Snowmass Rodeo serves as a gathering place for the community to celebrate and honor the historic traditions of farmers and ranchers across the Western Slope. Design Workshop is uniquely positioned to lead the design improvement of the rodeo grounds, having experience in the design and planning of ranchlands, streetscapes, and fairgrounds across the Mountain West. Our process, known as DW Legacy Design®, results in work that is environmentally sensitive, community supported, economically viable, and artfully executed. This approach ensures that our projects reflect the critical issues facing the built environment and deliver measurable benefits.

Design Workshop's ties to the Town of Snowmass Village date back to the firm's establishment in the Roaring Fork Valley in 1974. Founders Joe Porter and Don Ensign instituted an award-winning portfolio of work that celebrates the beauty and character of the Mountain West region—beginning with an innovative plan for a resort development along Owl Creek. It was this plan that established ecological and community-focused principles that became a model for developing rural areas in Pitkin County. Through continued partnerships with clients like Aspen Skiing Company and community groups like the Aspen Camp for the Deaf and Hard of Hearing, our impact and commitment to the stewardship of the lands in and around Snowmass Village can be seen by those who both live in and visit the Town every year.

Our team is joined by Collins Engineers, Inc. who are experienced in engineering aspects required in streetscape design and will support the team and town as needed. Collins Engineers has extensive experience working with western communities across Colorado, bringing a deep understanding of the unique geographic, environmental, and infrastructure challenges in these areas. Their team has supported a wide range of transportation and civil engineering projects in mountain and rural communities, integrating context-sensitive solutions that enhance safety, mobility, and resilience. With expertise in roadway and intersection design—including roundabouts—Collins is skilled at delivering designs that improve traffic flow and accommodate all users while respecting the character of the surrounding landscape.

We appreciate your consideration of our team to assist in this important opportunity to enhance the visual experience when entering the Town of Snowmass Village. Please do not hesitate to contact me at 970.315.3499 or by email at malbert@designworkshop.com if you have any questions.

Sincerely,



Mike Albert, FASLA, PLA, AICP, CDT, LEED® AP
Principal-in-Charge



TEAM & PROJECT EXPERIENCE





Design Workshop is dedicated to creating Legacy projects for our clients, society, and the well-being of our planet.

The Workshop

Design Workshop is an international design studio, integrating landscape architecture, urban design, planning, and strategic services. Whether designing a restorative private garden, developing the vision for a contemporary park or reimagining an underperforming downtown center, we go beyond the project itself to create places of timeless beauty and meaningful connections

We are a community of designers, planners and strategists, who love what we do. We design for people — not just today but for future generations.

Our performance-based approach yields measurable results and projects that stand the test of time. In other words, we don't just hope for sustainable projects; we rely on our process to deliver them.

We call this process DW Legacy Design®.

For over 50 years, “workshop” remains a hallmark of our firm, supporting collaboration and experimentation where clients and designers and planners solve problems together.

DW Legacy Design®

Our work methodology ensures every project has a balance between environmental sensitivity, community connection, artistic beauty, and economic viability.

DW Legacy Design® is the foundation of our firm's workshop culture and ensures that we create meaningful, impactful, lasting work. It is a critical process that guides our holistic approach to the following pillars:

ENVIRONMENT

Our work protects, restores, and strengthens ecosystems. Through thoughtful plant and material selection, integration of low-impact-development strategies, and water-conscious design and planning, we improve biodiversity and create sustainable, vivid landscapes.

ART

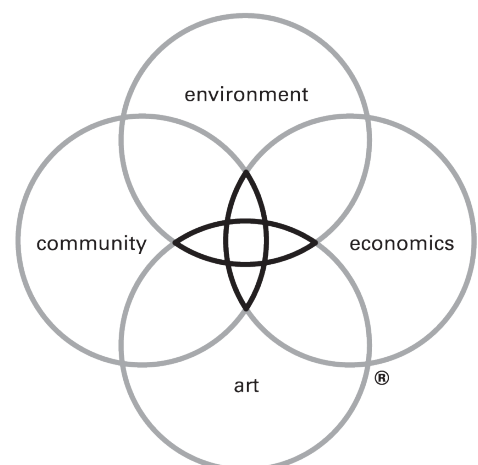
Our work celebrates the ephemeral and permanent qualities of the landscape. We embrace craftsmanship, quality, place-sensitive design, and dynamism to create places of beauty and delight.

COMMUNITY

Our work fosters authentic relationships among neighbors, districts, and cities. We integrate engagement to build buy-in and trust, ensuring equitable, transparent processes and results that cultivate connection between humans and the landscapes they inhabit.

ECONOMICS

Our work is fiscally viable and designed to last. By understanding maintenance capacity, market realities, and return on investment, we ensure our projects invigorate local economies and thrive long after our involvement.



Meet Our Project Team

DESIGN WORKSHOP

LANDSCAPE ARCHITECTURE

As an international design studio, we've learned the value of building community across cultures, geographies and economies. Whether designing a restorative private garden, reimagining an underperforming downtown center or developing the vision for a contemporary park within a fragile ecosystem, we are committed to more than design in the conventional sense. We tackle challenges beyond the project site and its mapped boundaries to create places of timeless beauty and meaningful connections.

We do what we do to make a difference for future generations. Our methodology ensures every project has a balance between environmental sensitivity, community connection, artistry and economic viability. This performance-based approach yields measurable results and projects that stand the test of time. In other words, we don't just hope for sustainable projects; we rely on our process to deliver them. We call this process DW Legacy Design®.

COLLINS ENGINEERS

CIVIL ENGINEERING, STRUCTURAL ENGINEERING

Collins is an ENR Top 300 Design Firm and provides design and analysis services coupled with field experience to the transportation, marine, construction, and land development industries. Collins' insistence on obtaining firsthand knowledge means that their engineers are on the project from start to finish, from the initial on-site inspection to the design of repairs, from performing the construction administration to following up with construction inspection.

Not only does Collins incorporate this valuable knowledge into their engineering services, Collins applied it to the advancement of the industry as a whole. Collins regularly authors manuals in conjunction with participating in the implementation of industry protocol, nationally, and internationally. Continually on the leading edge of standards and methodology, Collins provides engineering ingenuity and solutions to complex problems, and realistic, honest answers.



Moncus Park, Lafayette, LA



DESIGN WORKSHOP

Mike Albert FASLA, PLA, AICP, CDT, LEED® AP PRINCIPAL-IN-CHARGE

Raised on a third-generation ranch in Oklahoma, Mike garnered an early and abiding appreciation for natural processes and the enduring qualities of working landscapes. With this guiding foundation, he has steadfastly promoted the idea that landscape architects can harness the power and restorative properties of nature. This conviction, when informed by collaboration and diverse teams, has resulted in a profound body of built work with over 60 awards—including twelve National ASLA Awards – that embraces stewardship, identifies important historic and ecological values, and highlights the vibrancy of the human spirit to create landscapes of meaning and value. Through passion, discipline, and humility, Mike has earned the respect and long-term collaboration with many of the nation's most progressive architectural design voices. In turn, his enthusiasm has duly influenced his design partners and clients to become stewards of their own landscapes and those they encounter in their communities.

Committed to fostering future generations, Mike established the Oklahoma State University Landscape Architecture Leadership Endowed Fund to reward students who balance design excellence with leadership and community contributions. Mike has served in leadership capacities for several professional associations, including the Chair of the National ASLA Honors and Awards Committee, the National ASLA Student Awards Jury, The Cultural Landscape Foundation Board of Directors, Urban Land Institute's Recreational Development Council, and Design Leadership Network.

EDUCATION

Master of Landscape Architecture,
Harvard Graduate School of Design

Bachelor of Landscape Architecture with
International Business Minor, Oklahoma
State University

LICENSURE AND CERTIFICATIONS

Licensed Landscape Architect: CO, ID,
HI, MT, NY, OK, UT, WY

American Institute of Certified
Planners (AICP)

Certified Construction Documents
Technologist (CDT)

LEED® Accredited Professional

PROFESSIONAL AFFILIATIONS

American Society of Landscape
Architects (ASLA), Fellow

Harvard Alumni Association, Member

Urban Land Institute (ULI), Recreational
Resort Council

Aspen Institute Vanguard, Member

Design Leadership Network, Member

AWARDS AND HONORS

National ASLA Honor Award in Planning,
Isla Palenque Ecotourism Resort

National ASLA Award of Excellence in
Residential Design, DBX Ranch

National ASLA Honor Award in
Communications, Artful Technological
Methods

National ASLA Honor Award in
Residential Design, The Restoring of a
Montane Landscape

SELECT PROJECT EXPERIENCE

Avon East Town Center, Avon, CO

Beaver Creek Boulevard Reconstruction, Beaver Creek, CO

Beaver Creek Signage Program, Beaver Creek, CO

Burlingame Ranch Affordable Housing, Aspen, CO

Downtown Pedestrian Mall Improvements, Aspen, CO

Hotel Jerome Courtyard, Aspen, CO

Lake Street, Avon, CO

Las Colonias Park Amphitheater, Grand Junction, CO

North College Corridor Improvements, Fort Collins, CO

Snowmass Ski Cabins, Snowmass, CO

Edgewood Resort, South Lake Tahoe, CA

Joplin Public Library, Joplin, MO

Story Mill Community Park, Bozeman, MT

Titletown Plaza at Lambeau Field, Green Bay, WI

**DESIGN WORKSHOP****Sam Daniel****PROJECT MANAGER**

Sam is a landscape designer and project manager in our Aspen studio. Sam brings a unique lens to our work, informed by his education and experience in designing sustainable landscapes with a focus on rural living. Inspired by the agrarian lands of his native West Tennessee, Sam strives to translate this passion into projects that are contextually appropriate, meaningful, and respectful of the land.

At Design Workshop, Sam can be found mentoring team members, sharing his love for native plants, and giving out tips and tricks for 3D modeling. Sam serves as the Champion for the Design Workshop Foundation in the Aspen studio and is passionate about telling the story of the firm's work, resulting in four National ASLA award-winning submissions, the ASLA Community Service Award, and a Citation for Art Preservation from Docomomo US.

EDUCATION

Master of Landscape Architecture, University of Tennessee

Bachelor of Plant Science, Sustainable Landscape Design, University of Tennessee

SELECT PROJECT EXPERIENCE

Aspen Valley Ranch Residence, Aspen, CO

Lazy H Ranch Residence, Wilson, WY

Red Mountain Residence, Aspen, CO

West Hopkins Garden, Aspen, CO

Holston AgResearch Greenway, Knoxville, TN*

**Denotes experience prior to joining Design Workshop*

**DESIGN WORKSHOP****Ben Niefeld** PLA**PROJECT ADVISOR AND LANDSCAPE ARCHITECT**

Ben is an Associate and Project Manager in our Aspen studio who has experience in leading design teams to develop the most effective design solutions. Driven by a desire to improve people's lives and connect communities to nature, Ben has worked multiple project types including parks and private development. He draws inspiration from the ecologies within a site, making sure the spaces blend seamlessly with the local landscape. Whether managing internal project teams or multiple stakeholder groups, Ben creates aligned direction on complex, high budget public, private and community projects. He is committed to utilizing creative strategies throughout the design process and delivers quality deliverables that meet the primary goals of his projects.

EDUCATION

Bachelor of Landscape Architecture, Louisiana State University

LICENSURE AND CERTIFICATIONS

Professional Landscape Architect: CO

PSMJ A/E/C Project Management Training and Bootcamp, Certification

SELECT PROJECT EXPERIENCE

Sugarbowl Village Core Master Plan and Entry, Norden, CA

Colorado Springs Historic Parks Master Plan, Colorado Springs, CO

Acacia Park Phase I, Colorado Springs, CO

Josey Lake Park, Cypress, TX*

Bridgeland Village Park, Cypress, TX*

**Denotes experience prior to joining Design Workshop*

**DESIGN WORKSHOP****Jason Toussaint****ENVIRONMENTAL GRAPHIC DESIGNER**

Jason is an accomplished Environmental Graphic Designer at Design Workshop, bringing over 20 years of expertise in fabrication, installation, and design. He combines a deep understanding of industry knowledge with a creative approach to deliver thoughtful environmental graphics and wayfinding solutions. Jason excels in managing projects from concept to completion, ensuring every element contributes to a cohesive, functional, and visually impactful design. His work emphasizes storytelling, place-making, and the seamless integration of graphics into natural and built environments. Passionate about reframing challenges as opportunities, Jason creates solutions that are not only aesthetically appealing but also durable, adaptable, and user-focused.

EDUCATION

Bachelor of Applied Arts and Sciences, Minor in Psychology, San Diego State University

SELECT PROJECT EXPERIENCE

Springville Main Street Masterplan, Springville, UT
 Frisco Northwest Regional Park and Trails, Frisco, TX
 The District Wayfinding and Signage Guidelines, Centennial, CO
 Ruby Hill Bike Park, Denver, CO
 Bentonville Quilt of Parks Wayfinding and Interpretive, Bentonville, AR
 Alice Martinez Rodriguez Park Sign Program, TX
 Link 56 Branding and Comprehensive Sign Plan, CO
 Nevada State Parks Trail Signage Guidelines, NV

**COLLINS ENGINEERS****Timothy A. Hayashi PE****CIVIL AND STRUCTURAL ENGINEER**

Tim has more than 25 years of experience in various aspects of public infrastructure projects, including transportation engineering, railroads, structural engineering, commercial and industrial projects, and geotechnical engineering. He utilizes his diverse knowledge and experience to understand various disciplines' requirements and limitations in his project management approach. Quality control and design conflict resolution are vital to a project, and Tim utilizes his experience to bridge review comments and form a consensus among team members. He is also business-minded and strives to ensure that projects remain on budget and schedule. Having worked both in private and public sectors on context-sensitive projects, he has honed his public relations and public speaking abilities.

EDUCATION

Bachelor of Civil Engineering, West Virginia University Institute of Technology
 Bachelor of Geophysics, Western State College

LICENSURE AND CERTIFICATIONS

Professional Engineer: CO, UT

SELECT PROJECT EXPERIENCE

Fruita North Mulberry Street Concept Closure, Fruita, CO
 Fruita Reed Park Design, Fruita, CO
 24 Road and G Road Roundabout Art, Grand Junction, CO
 Orchard Avenue Corridor Study, Mesa County, CO
 25 and I Drainage Improvement, Mesa County, CO
 Highway 141 and East Road Intersection, Mesa County, CO
 1st and Lincoln Street Intersection Improvements, Loveland, CO
 Mesa County Bridge Structures, Mesa County, CO

DESIGN WORKSHOP

Lake Street

AVON, COLORADO

Transforming a key civic connection: Lake Street streetscape enhances Avon's downtown-park interface

Lake Street is the second capital improvement project constructed as part of the Avon West Town Center Investment Plan. Lake Street is a significant corridor because it directly interfaces between the Town's only major park, Harry A. Nottingham Park, and the planned downtown core. With two distinct frontages (park and downtown core) the street is designed to provide a seamless transition for the pedestrian between the two spaces.

Design Workshop's streetscape plan took the existing alignment of West Benchmark Road, straightened it out and created order and a sense of a true street with an authentic design aesthetic. The design is influenced by the natural context and elements surrounding the site.

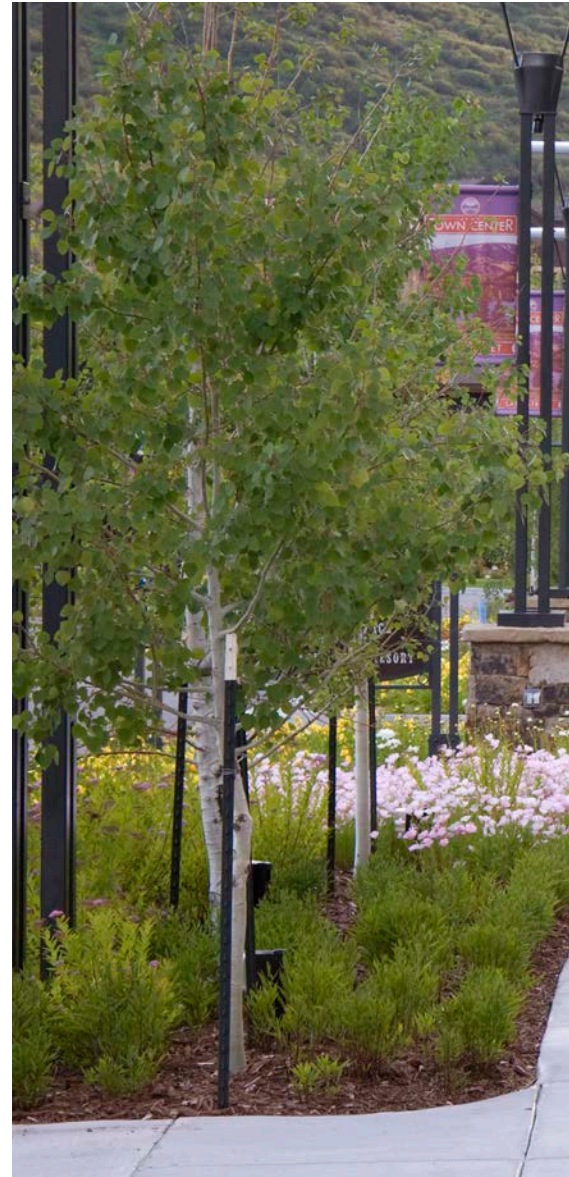
The new streetscape includes a sidewalk system and pathway connections that create a highly designed experience as one travels the corridor; the creation of safe pedestrian experiences through the addition of crosswalks; two bus transit stops; site furnishings; a comprehensive wayfinding and signage package, environmental art that recalls the native stone and its various forms of the region; and a four seasons native planting design of vibrant colors, textures, and seasonal interest that mimics the adjacent original stream corridor, which creates the park edge environment.

CLIENT

Town of Avon

SERVICES PROVIDED

Urban Design, Landscape
Architecture, Environmental
Graphic Design





DESIGN WORKSHOP

Beaver Creek Boulevard Reconstruction

AVON, COLORADO

Transforming a corridor for pedestrians

When Beaver Creek was set to celebrate its 30th anniversary, they initiated a comprehensive rejuvenation of the resort to elevate the visitor experience. Design Workshop was hired to plan and design one of the first of many public infrastructure investments was to transform Beaver Creek Boulevard into a pedestrian-friendly and activated multimodal corridor.

Streetscape improvements along the corridor include wider sidewalks with welcoming planting displays and street trees, increased and enhanced pedestrian crosswalks, on-street parking, narrowed drive lanes to calm traffic, as well as a dedicated bicycle lane that will connect to a larger cyclist network in the years to come. Through a robust community engagement strategy and a balanced multi-modal streetscape design, Beaver Creek Boulevard is not only a model street in the core of Avon, but it also serves as a catalytic project to spur development along the corridor in addition to setting the standard for future streetscape redesign efforts in the region.

CLIENT

Town of Avon

SERVICES PROVIDED

Landscape Design, Site Planning,
Landscape Architecture,
Signage Design

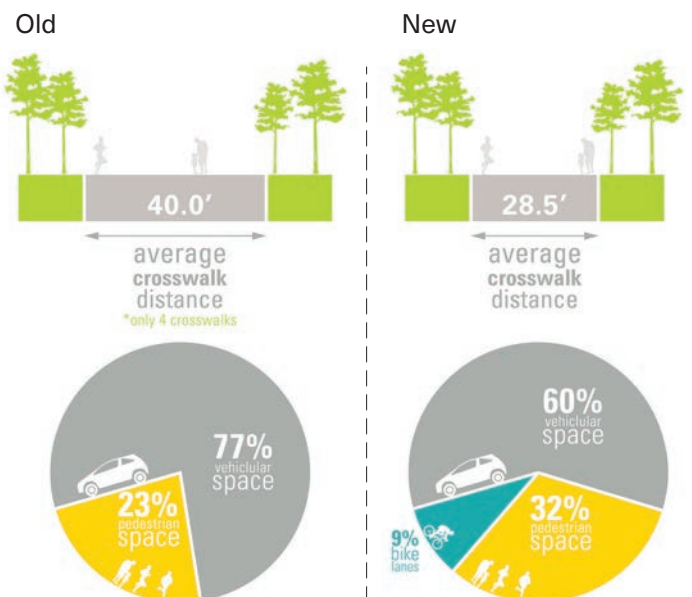
AWARDS**APA Colorado**

Merit Award in Community
Engagement

Congress for New Urbanism

Merit Award for Small-Scale
Interventions





DESIGN WORKSHOP

Carson City Streetscape and Plaza

CARSON CITY, NEVADA

Revitalizing a historic downtown

Over the years, downtown Carson City had become congested and busy due to the increase in population and traffic. However, when a new freeway bypass opened and diverted much of the traffic around the downtown core, the city and its citizens saw the opportunity to reclaim their downtown. Carson City hired Design Workshop to help revitalize and reestablish the downtown as an active community hub.

The team worked closely with the city, residents, community organizations, businesses, and property owners to create a master plan and design concept that reinforces the district's identity and distinctiveness. The final plan reduced the five-lane corridor to three-lanes, expanding the public realm through wider sidewalks, rearranged parking and vehicle circulation, and identified new public spaces and plazas for outdoor dining and events. Traditional streetscape elements were retained or re-installed and new materials used to elevate the design to be consistent with the area's identity. The team also designed the new Bob McFadden Plaza, an open space plaza with a permanent stage for weekly events, a pop jet fountain, and seating for three adjacent restaurants.

CLIENT

Carson City

SERVICES PROVIDED

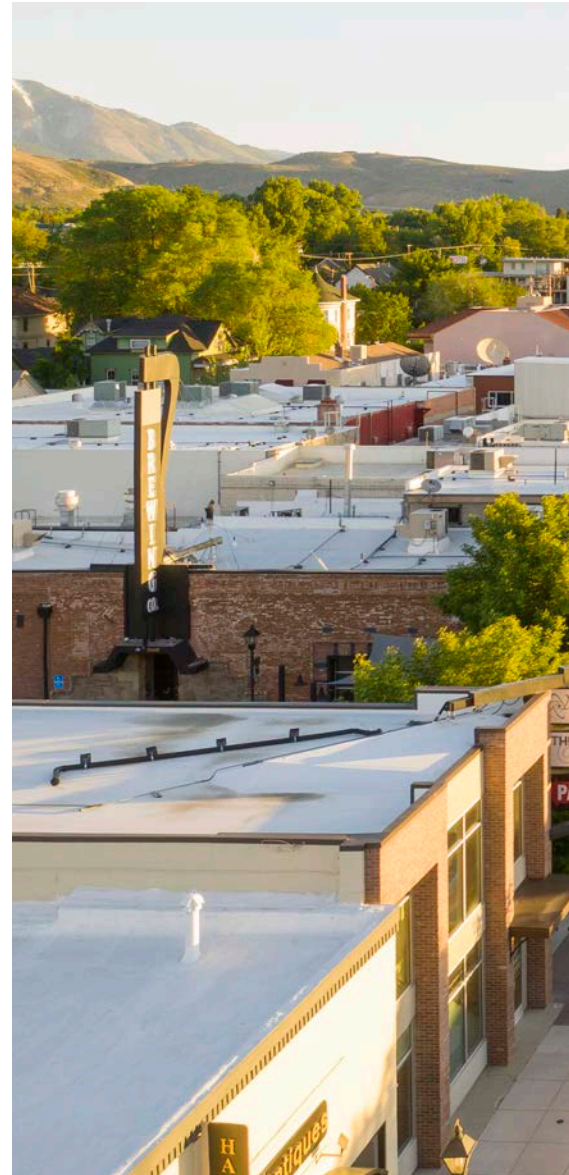
Urban Design, Landscape
Architecture, Streetscape Design,
Public Facilitation, Construction
Observation

AWARDS**ASLA Colorado**

Merit Award for Design

ULI Nevada

Placemaking Award of Excellence,
Transformative Place Award





DESIGN WORKSHOP

Kings Beach Streetscape Improvements

KINGS BEACH, CALIFORNIA

Revitalizing a historic downtown

As part of the redevelopment of the Kings Beach commercial core, Design Workshop provided preliminary studies that explored alternatives for improving land uses, redevelopment and community enhancement. Alternatives explored developing transect and form-based codes, design guidelines and development standards. The alternatives were presented and discussed in detail with the public over a series of four public meetings along with a project specific website to gain additional input throughout the process. The preferred alternative was finalized, and an environmental impact report performed and certified. Design Workshop then prepared detailed design drawings and full construction documents for the streetscape improvements. Working closely with business owners, the project team ensured their concerns are addressed while integrating private property interface into the streetscape design. The result was nearly 8,000 linear feet of new sidewalks, improved public spaces along with bicycle and pedestrian safety improvements, road reduction from four lanes to three lanes, reorganizing and improvements to parking which all contributed to a more walkable community.

CLIENT

Placer County

SERVICES PROVIDED

Landscape Architecture,
Streetscape Design, Public
Facilitation, Visualizations,
Construction Documentation,
Construction Observation

AWARDS

Tahoe Regional Planning Agency
Best in the Basin

ASLA California Sierra
Award of Excellence in
General Design





DESIGN WORKSHOP

Festival Park

CASTLE ROCK, COLORADO

Signage and landscape design reinforce identity, history, and community activation

Design Workshop led the design for Festival Park, a \$6 million renovation of an existing park space. Now a downtown centerpiece, the park accommodates a greater variety and quantity of programming and community events in a space that is distinctly Castle Rock. The success of Festival Park has solidified downtown as a destination and sparked over \$60 million in redevelopment projects. Our team was responsible for landscape design as well as the development of all park signage. Key goals included establishing a strong sense of identity, cohesive branding, educational opportunities and easy wayfinding features to help visitors easily navigate through the park. The 'Festival Park' sign for the main entry was designed to integrate with an old railroad rail, to reflect the importance of the railroad history of the area. All wayfinding signs incorporate the teal blue of the park brand, educational signage teaches visitors about the rain gardens, water quality and the active gulch that is a remnant of an historic flood that originally created the park space. The cohesive wayfinding and signage program are central to the success of this revitalized park.

CLIENT

Town of Castle Rock

SERVICES PROVIDED

Signage Design, Signage Program,
Construction Documentation

AWARDS**ULI Colorado**

Impact Award Finalist

ASLA Colorado

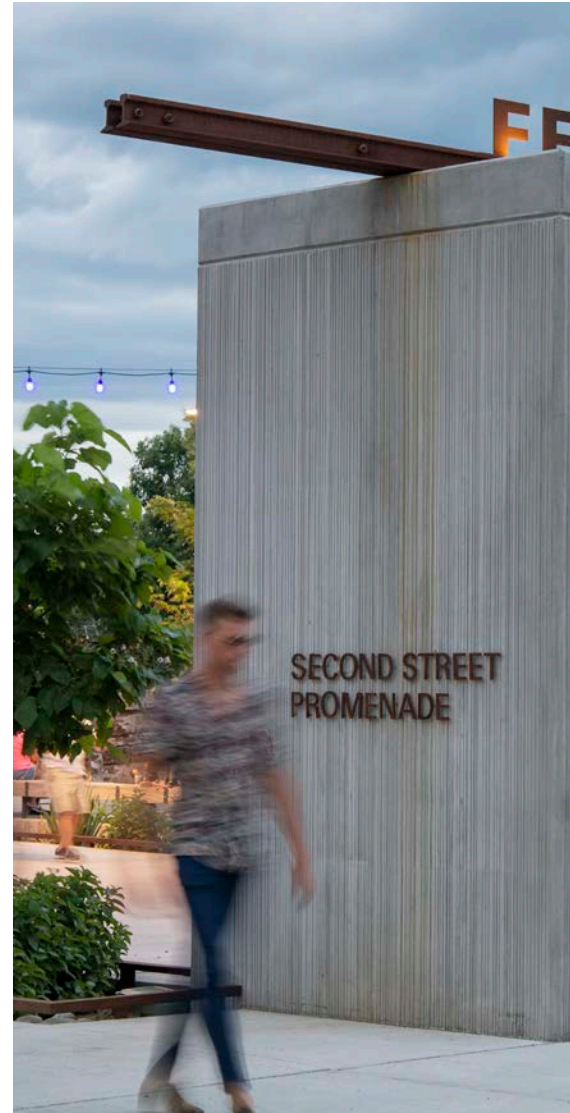
Merit Award for Design

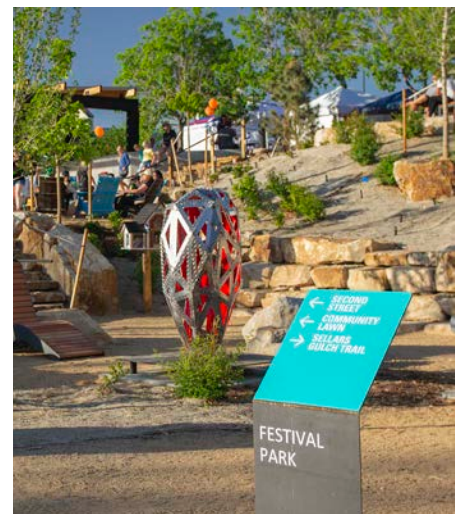
ENR Mountain States

Best Landscape/Urban
Development Project

Colorado Lottery

Starbust Award of Excellence in the
Use of Lottery Funds





DESIGN WORKSHOP

Steamboat Base Redevelopment

STEAMBOAT SPRINGS, COLORADO

Dramatically improving the guest experience through redevelopment

Steamboat Springs has been a popular destination for winter sports and summer visitors for decades. Hosting more than a million visitors annually, redevelopment was needed to remain a competitive mountain resort. Design Workshop was brought in to lead the visioning of what this transformation could be, and then to design a vibrant plaza, reconfigured transit center, and new arrival and circulation.

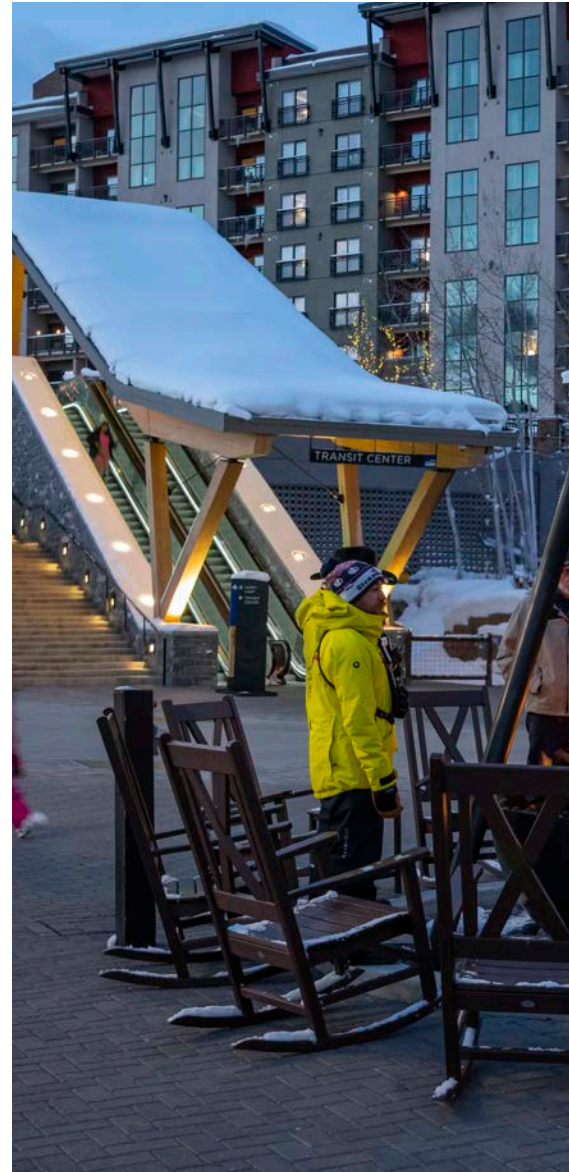
The redeveloped base area will dramatically improve the guest experience by creating an exciting place that guests and locals will share with their friends and enjoy activities, dining, shopping, and overall atmosphere. The new easy route from arriving and going to and from the mountain is loved for its convenience, with clear signage and skier services, stunning mountain views, and interaction with Steamboat heritage. The Plaza will be the heart of the base area where everyone wants to spend time with activities for all ages, day and night, any time of the year. With the ice rink as a main attraction, the Plaza hosts a variety of inviting outdoor gathering spaces with firepits, pop-up vendors, and opportunities for all ages to remain entertained with an experience to remember.

CLIENT

Alterra Mountain Company
East West Partners
Steamboat Resort

SERVICES PROVIDED

Visioning, Concept Development,
Schematic Design, Design
Development, Construction
Documentation and Observation,
Signage and Wayfinding,
Environmental Graphic Design





DESIGN WORKSHOP

Wheaton Downtown Front Street

WHEATON, ILLINOIS

Transforming Front Street into a year-round community anchor

As the first implemented project of the Downtown and Strategic Streetscape plan, Design Workshop ensured that the design process for Front Street considered both the cost of construction as well as the cost of maintenance and life cycle. Our process qualified various material alternatives for paving, curbs, crosswalks, wayfinding, furnishings, site lighting, planting methods and street tree treatments. Adjacent to the railroad tracks that parallel Front Street is the Illinois Prairie Path which has eight hundred thousand annual visitors. A new plaza is strategically located to encourage Prairie Path users to visit downtown. Now called “Wheaton Promenade,” this space was designed to serve as a central gathering place, flexible in its composition to accommodate soft programming, yet firm in its design to allow it to serve as a gathering space in all seasons. Anchored by an iconic fireplace with the Wheaton ‘W’ front and center, surrounded by flexible café seating, the plaza is defined by its catenary lighting, custom rail system of planters, rich materials, and a custom water feature. Sprinkling the Wheaton brand elements throughout the streetscape unifies the spaces and creates a sense of community pride. The design redefines public gathering space within the downtown where limited gathering space existed.

CLIENT

City of Wheaton

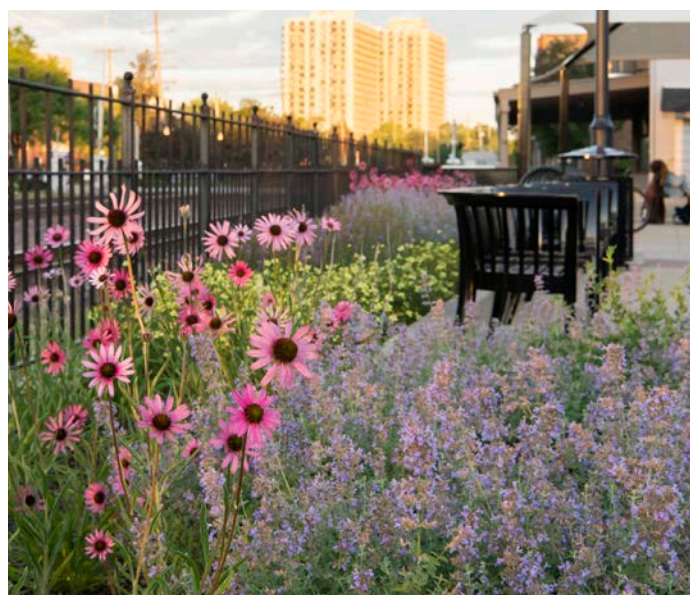
SERVICES PROVIDED

Public Engagement, Land Use Planning, Streetscape Design, Strategic Planning, Signage & Wayfinding Design, Construction Observation

AWARDS**ASLA Illinois**

Merit Award in Design





DESIGN WORKSHOP

EagleVail Community Wayfinding

EAGLEVAIL, COLORADO

Revitalizing Kings Beach: streetscape design and community-focused redevelopment

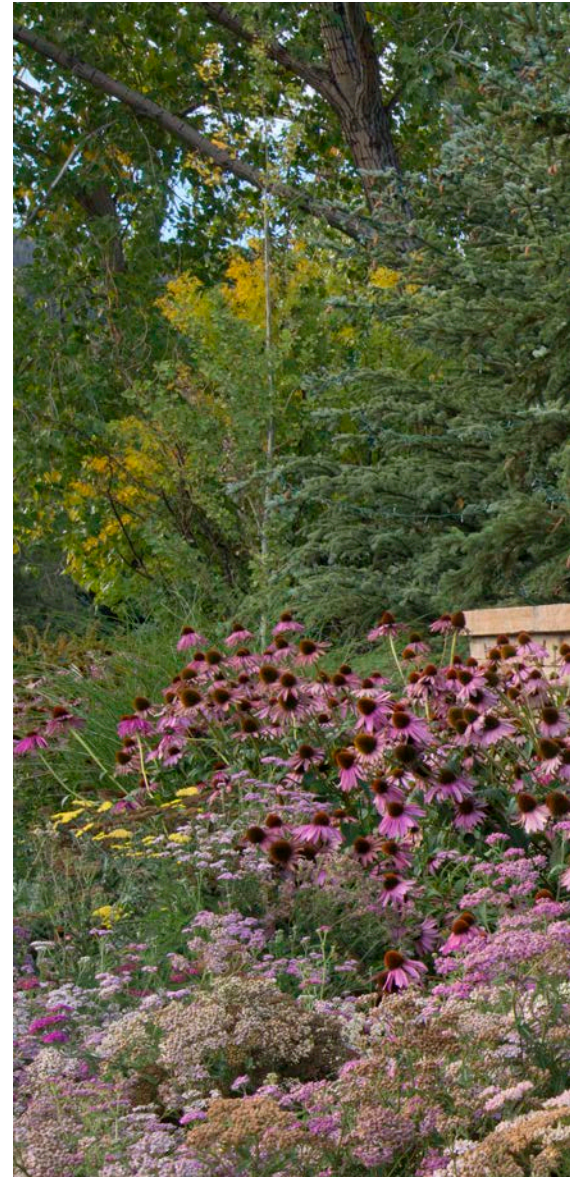
The EagleVail Homeowners' Association and Metro District selected Design Workshop to provide a comprehensive enhancement program for this community nestled between Vail and Avon, Colorado. The wider community was engaged from the beginning in exploring ways to improve the overall identity and character of EagleVail. With direction from this engagement, a signage plan to direct the comprehensive upgrade of signage and wayfinding elements throughout town was completed. Included was a re-design of the community logo, a graphic standards manual, entry monumentation, vehicular wayfinding and a materials and color palette. The plan creates an environment that makes it easy and intuitive for users to orient themselves and navigate from place to place by providing clear gateways, identifying landmarks and decision points, and creating a hierarchy between vehicular and pedestrian circulation. The design of the signage family and landscape elements creates a more contemporary mountain look and fresh feel throughout the community.

CLIENT

EagleVail Metro District

SERVICES PROVIDED

Signage and Wayfinding Plan, Logo Design, Landscape Architecture, Specifications, Placemaking and Implementation







PROJECT APPROACH & COST PROPOSAL



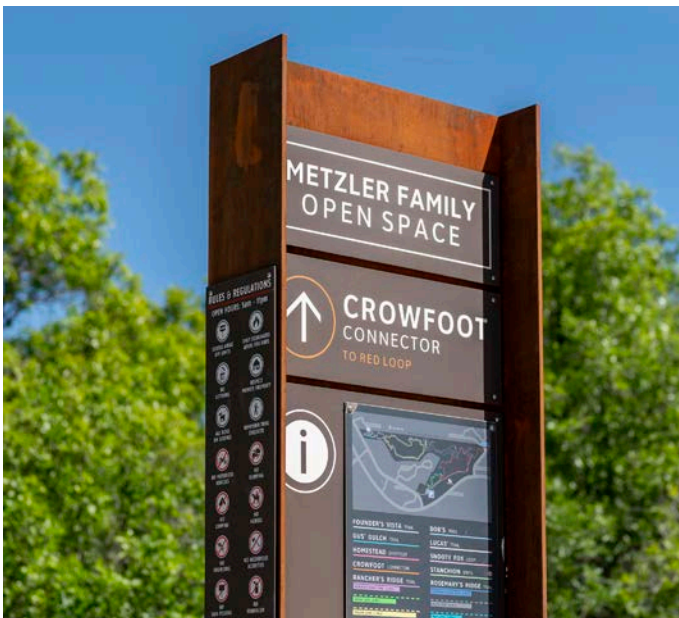
Moncus Park, Lafayette, LA

Project Approach

PROJECT UNDERSTANDING

The Town of Snowmass Village recently completed the Town Park Master Plan to guide future design decisions. Located at the Town's entry and within its flattest area, Town Park offers an opportunity to bring the community together and celebrate its western heritage. To build on this plan, the Town is now seeking to enhance the aesthetic experience of arriving into Snowmass Village and the rodeo portion of the park.

The rodeo lot has historically served as a venue for the Snowmass Rodeo and other community celebrations, as well as a key parking hub for day skiers, concertgoers, and visitors. Recent improvements include landscaping at the roundabout, the addition of trees along the rodeo lot to buffer parked cars, and 31-foot-tall bleachers within the rodeo area for spectator seating. The current design scope includes developing concepts for an entry arrival sign, enhanced landscaping, and creative solutions to improve the visual aesthetics of the bleachers.



Snowmass Village is a special place to our studio and our goal is to create a significant impact through thoughtful, targeted design interventions. Rooted in the rural, rustic character of the community, we envision using simple, honest materials in innovative ways and exploring subtractive approaches to maximize the Town's investment. We would also explore opportunities to create new nodes of pedestrian and community interaction within the rodeo experience. Building on the existing landscape will further enhance aesthetics and screening, elevating the arrival experience and communicating the Town's values. By honoring Snowmass Village's mining, ranching, and railway heritage, we aim to design an entry that reflects these traditions and inspires future generations.

PROJECT MANAGEMENT

Design Workshop excels at managing projects across a range of scales and typologies. As Landscape Architects and Planners living and working in the Mountain West, we feel a deep responsibility to ensure communities develop in harmony with their natural surroundings. Every project is unique, and we are committed to delivering creative, effective design solutions within budget—often by asking: how can we achieve more with less? Our success stems from approaching each project through a distinct creative lens, establishing individualized goals, and iterating designs collaboratively across our studio until those objectives are fully realized.

This project represents an opportunity to apply our expertise in a community we deeply value. To complement our team, Design Workshop will collaborate with Collins Engineers, who will provide civil and structural engineering insights. Their expertise will ensure the design remains constructible, practical, and aligned with our creative vision.

ENVIRONMENTAL STEWARDSHIP

Many of us chose to make the Roaring Fork Valley our home because of its rich Western heritage and profound connection to nature. Snowmass Village stands out for its exceptional trails, open spaces, and ecological character. Here, restraint is key—using simple materials and subtle design gestures to allow the surrounding landscape to speak for itself. Drawing on the material and vegetative traditions of the rural Mountain West, we aim to create an entry experience that feels timeless, as if it has always belonged.

As development continues across the Mountain West, the role of Landscape Architects and Planners is more critical than ever. Thoughtful, efficient, and intentional design can protect these vital connections and deliver meaningful, lasting impacts for the community.

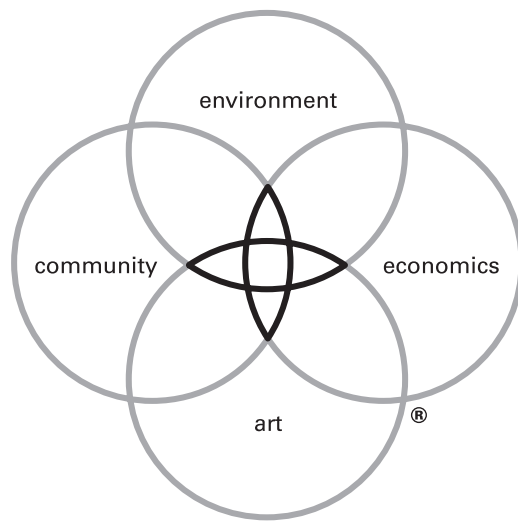
Cost Proposal

DELIVERABLE	FEE
Site Analysis Visit and Diagram	\$3,000
Design Inspiration/Imagery Collection	\$1,000
Design Development of Overall Illustrative Site Plan (1) (Summer)	\$5,000
Illustrative Sections/Elevations/Perspective for Key Design Elements (3)	\$5,000
Preparation and Attendance of (1) Meeting with Town Staff	\$2,000
(1) Round of Updates to Graphics per Meeting with Town Staff	\$3,000
Develop Planting Imagery, Species and Improvement Plan	\$3,000
Combine all Work and Graphics in 11x17 Design Intent Package	\$4,000
Civil Engineering	\$8,000
Total Labor Fee	\$34,000
<i>Estimated Reimbursables</i>	<i>\$3,000</i>
Total Fee	\$37,000

SUGGESTED OPTIONAL TASKS

- Opinion of Probable Costs*
- Black and White Design Intent Plans for General Contractor*
- Full Construction Documents*
- Construction Observation*

**Indicates fees to be determined.*



DW LEGACY DESIGN®

Legacy Design is the defining element of our practice. It is our commitment to an elevated level of design inquiry to arrive at the optimal solutions for clients. The process ensures that our projects reflect the critical issues facing the built environment and that they deliver measurable benefit to clients and communities. It is the foundation of the firm's workshop culture and guides all projects.

DESIGNWORKSHOP

designworkshop.com



Architectural Services Proposal for the Town Park Improvements in Snowmass Village
Snowmass Village, Colorado
July 25th, 2025

Cover Letter

We are pleased to submit this proposal for architectural design services for the Town Park Improvements project in Snowmass Village, Colorado.

As a firm with a deep appreciation for the landscapes and communities of the Roaring Fork Valley, we are excited by the opportunity to contribute to such a prominent and meaningful public space. The chance to enhance the Town's entry corridor and rodeo grounds, not only as physical landmarks but as expressions of Snowmass Village's identity, is one we approach with great care and enthusiasm.

We understand that Town Park is much more than a park. It is a gateway, a gathering place, and a reflection of the town's values and traditions. Our approach is rooted in a respect for place and community. We believe that successful public design is born from thoughtful listening, creative visioning, and a collaborative process that invites diverse voices and perspectives. Our goal is to deliver enhancements that are beautiful, functional, and enduring, spaces that feel authentic to Snowmass Village and its heritage.

To help realize that goal, we are proud to be collaborating with Carpenter Studio, whose landscape architecture expertise will play a central role in shaping

a design that is integrated, ecologically sensitive, and responsive to the site's natural character. Together, our teams bring complementary strengths and a shared commitment to design excellence and community connection.

With extensive experience working in mountain environments and a strong history of collaboration, we are well-positioned to help bring the town's vision to life as outlined in the Snowmass Village Comprehensive Plan and the Parks, Open Space, and Trails Master Plan. We see this project as an opportunity to honor the past while enhancing one of Snowmass Village's most visible and cherished public spaces.

Enclosed is our proposal, which outlines our qualifications, project understanding, team members, and collaborative approach. We appreciate your time and consideration and look forward to the opportunity to speak with you further.



Andrew Wisnoski
President | Managing Partner

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Poss at a Glance

Founded in 1976 by Bill Poss in Aspen, Colorado, Poss Architecture + Planning has completed more than 350 luxury mountain residences- including over 40 speculative homes that have achieved record-breaking price-per-square-foot metrics. With a nearly five-decade legacy, the firm has built a reputation for delivering timeless, site-sensitive design supported by Five-Star Service, close client relationships, and a commitment to excellence. Poss offers fully integrated services across architecture, planning, interior design, visualization, and constructability, enabling a seamless, efficient, and collaborative process from concept to completion. The firm's award-winning work has been recognized in national and international publications, and its high rate of repeat clients speaks to a deep trust in both the product and the people behind it. At its core, Poss is driven by a community-centered wellness ethic and an enduring appreciation for the natural beauty of the mountain environment, reflected in refined, contextually inspired designs that harmonize form, function, and the spirit of place.





Our Mission

Delivering Value

Through experience, design, and service.

Passion for Enduring Design

Projects that stand the test of time.

Attention to Detail

And commitment to quality craftsmanship.

Culture

Of excellence and client dedication.

Mantra

“Our clients always come first” – 5-star service is a core commitment.

Embedded in Our DNA

Service and quality are fundamental to the firm.

Poss Delivers

Great value through its unwavering standards and expertise.



Our Values

Core Values are the standards, the testament, and the foundation of Poss. They define us as humans and as employees of this firm. The eight main Poss Core Values are:

Honesty

Loyalty

Generosity

Respect

Integrity

Reliability

Kindness

Compassion

These CORE VALUES are the glue that has bound us together for almost 50 years. They will continue to define us as we grow and move forward into the future.

Design Philosophy and Approach

Our design philosophy for the Snowmass Village Entryway and Rodeo Grounds Beautification Project is rooted in storytelling, drawing from the town's rich western and ranching heritage. The goal is to establish a welcoming, memorable gateway experience that softens the harshness of existing structural elements while celebrating the historical character of "old Snowmass".

Creative Integration of Ranching Heritage

The existing rodeo grounds present a raw, utilitarian condition-functional, but lacking warmth and place-making. Rather than conceal this infrastructure, our approach celebrates it through thoughtful layering. We propose to reinterpret traditional ranch elements- like timber fencing, steel gates, tack hardware, split-rail patterns, and corral motifs- into artful architectural cladding, shade structures, or screening panels. These elements will read as familiar, yet elevated, evoking the past with a contemporary hand.

The bleachers, for example, offer an opportunity to become sculptural backdrops rather than eyesores. With the addition of interpretive art panels or a mural painted by a local artist, these structures can be transformed into storytelling features

Landscape as Cultural Expression

The entry corridor along Brush Creek Road will be enhanced with landscape gestures inspired by the natural and agricultural history of the region. Native grasses, sage, and clustered aspen will be strategically used to soften viewsheds; while fencing and signage enhancements will follow a material and tonal language derived from historic ranch vernacular. Wayfinding and placemaking signage can include subtle interpretive elements- perhaps laser-cut steel panels etched with historical ranching maps or local folklore, to deepen visitors' understanding of place.

Design Philosophy and Approach (cont.)

We envision a design that blends in yet stands out, anchored in the land and respectful of the community's identity. Every design move will be intentional, crafted to enhance the visual experience without overpowering it. Our approach combines natural materials, textural nuance, and regional craft to evoke the spirit of place.

Material Palette and Design Language

We will develop a restrained, cohesive material palette that bridges the natural ruggedness of the surrounding environment with the hand-hewn character of early homesteads. Weathered wood, stone, blackened steel, and textured concrete will be used in refined compositions to add depth and tactile richness to each design intervention. Color schemes will draw from the landscape, earth tones, sun-bleached neutrals, and accents of deep barn red or saddle leather.

Contextual Sensitivity & Phased Implementation

Understanding that this is a community-centered, highly visible site with phased needs, our design team will work in close collaboration with Town staff to ensure each intervention adds beauty without disrupting operations or overwhelming the budget. We are committed to scalable solutions, ones that allow future layers of richness to be added over time while maintaining cohesion from the outset.

Community Voice, Artistic Vision

Finally, we believe successful public design should emerge from collaboration. We will integrate stakeholder voices—from long-time locals to Town of Snowmass Village representatives—into the design process through facilitated work sessions and site walks. These voices will guide our interpretation of Snowmass's legacy, allowing the built environment to reflect not just the look, but the soul of the place.

Our Leadership

ANDY WISNOSKI

Managing Partner | Director of Design

Andy Wisnoski joined Poss in 1989 and has been a partner since 2004. As Director of Design, he brings more than 30 years of experience to every architectural process, from project management to commercial planning to interior design. Andy received a Bachelor of Arts in Environmental Design from Texas A&M University and has, in the career that followed, designed projects of all varieties, including corporate offices, resort facilities, retail projects, and single-family residences. Andy wields his robust and complementary skill set with clarity and vision, helping clients to realize their project goals in spectacular fashion. For his professionalism and flawless execution, he's earned the loyalty of an international clientele, people who appreciate not only his design process but also the outstanding quality of his portfolio.



RACHEL GUEST

Partner | Director of Interiors | NCIDQ, LEED AP

Rachel Guest received a Bachelor of Fine Arts in Interior Design. She is a licensed interior designer and is an accredited LEED AP professional. She joined Poss in 2016 and in 2019 was promoted to Principal and Director of Poss Interior Design. In 2022, she became a Partner. Equipped with talents both creative and strategic, Ms. Guest also spearheads business development efforts at Poss. Rachel's experience in both commercial and residential design is extensive, spanning more than 20 years. Her projects are modern and timeless, creating exceptional spaces that evoke balance and harmony to enhance the lives of their occupants. She credits her success in design to her unique process, a blend of artistry, technology, and innovative techniques.



KEVIN MORLEY

Partner | Director of Architecture | Architect, AIA

Kevin Morley holds a Bachelor of Architecture degree from the University of Idaho. He joined Poss Architecture + Planning and Interior Design in 2005 and has a strong commitment to regional styling of architecture, using the site to develop a tie between architecture and its surroundings. With 40 years of experience, he is known for paying special attention to the details that create a sense of permanence and historical reference from which the architecture is based. His diverse work experience has provided him with a broad range of construction methods, architectural styles and variety of architectural and planning design experience.



Our Collaborators: Carpenter Studio

Presenting a team of highly skilled experts whose objectives are aligned with our commitment to designing finest projects while delivering top-notch services. With their help, it will guarantee the successful realization of this exciting project.

At Carpenter Studio, we prioritize design and craft. We are a blend of old and new. With Dave's 40 years of experience and Sam and Ben's fresh approach to design, we are creating forward-thinking, unique designs, with a strong understanding of how to get them built. Carpenter Studio was started in January of 2022, when Dave and Sam left DHM Design and the corporate world to start a firm that would specialize in high-end residential, ranch, and resort design with a hands-on approach.

Carpenter Studio is based in Carbondale, Colorado, where we have lived and worked for over 25 years with a broad understanding of design within this region. We are a studio that likes to draw, paint, travel, garden, and build. Our interests inspire our work. We mesh design with form and function, with an appreciation for materials, thoughtfully selected and detailed. We are innately collaborative, relying on team members who are experts in their fields, to expand our understanding and encompass the full complexity of a project to move the vision forward. We are selective about what projects we take on to ensure that we can consistently provide quality products in a timely fashion.



Our Collaborators: Carpenter Studio

DAVE CARPENTER

Partner | Professional Landscape Architect (CO, MT, WY, NV, ID) | Registered Architect (CO)

Dave brings more than four decades of experience as a landscape architect, with a portfolio that spans the American West and beyond. After earning degrees in both architecture and landscape architecture, he settled in Colorado in 1981 and went on to lead the Carbondale office of DHM Design for over 20 years, overseeing projects ranging from ranches and residences to parks, hot springs, and riverfronts.

Known for his contextual sensitivity and hand-drawn approach, Dave's work reflects a lifelong passion for connecting people to place. As co-founder of Carpenter Studio, he now collaborates with his sons, Sam and Ben, continuing to shape the landscape through a practice rooted in authenticity, craft, and care.



SAM CARPENTER

Partner

Raised in Carbondale, Colorado by two landscape architects, Sam has been immersed in the profession from the very beginning. After earning a degree in architecture and completing a design internship in Santiago, Chile, he built a career that bridges design and construction, bringing both creative vision and technical fluency to every project.

Prior to founding Carpenter Studio alongside his father and brother, he worked as an Associate at DHM Design, leading diverse projects across the Mountain West.

His deep connection to landscape, attention to detail, and hands-on experience shape a practice rooted in authenticity, collaboration, and craft.



BEN CARPENTER

Partner

Ben brings a multidisciplinary background in art, design, and fabrication to his role as a partner at Carpenter Studio. He has a deep appreciation for natural form and material craft that developed at an early age. He studied Studio Art at Colorado College, exploring sculpture, drawing, and design, and later worked as a designer and fabricator at Chevo Studios in Denver, contributing to large-scale public art installations across the country, which include a natural stone amphitheater at the Grand Canyon and a plaza at the Rochester New York public library.

With an eye for detail and a commitment to craftsmanship, Ben approaches each project with curiosity, care, and a desire to create enduring connections between people and place.

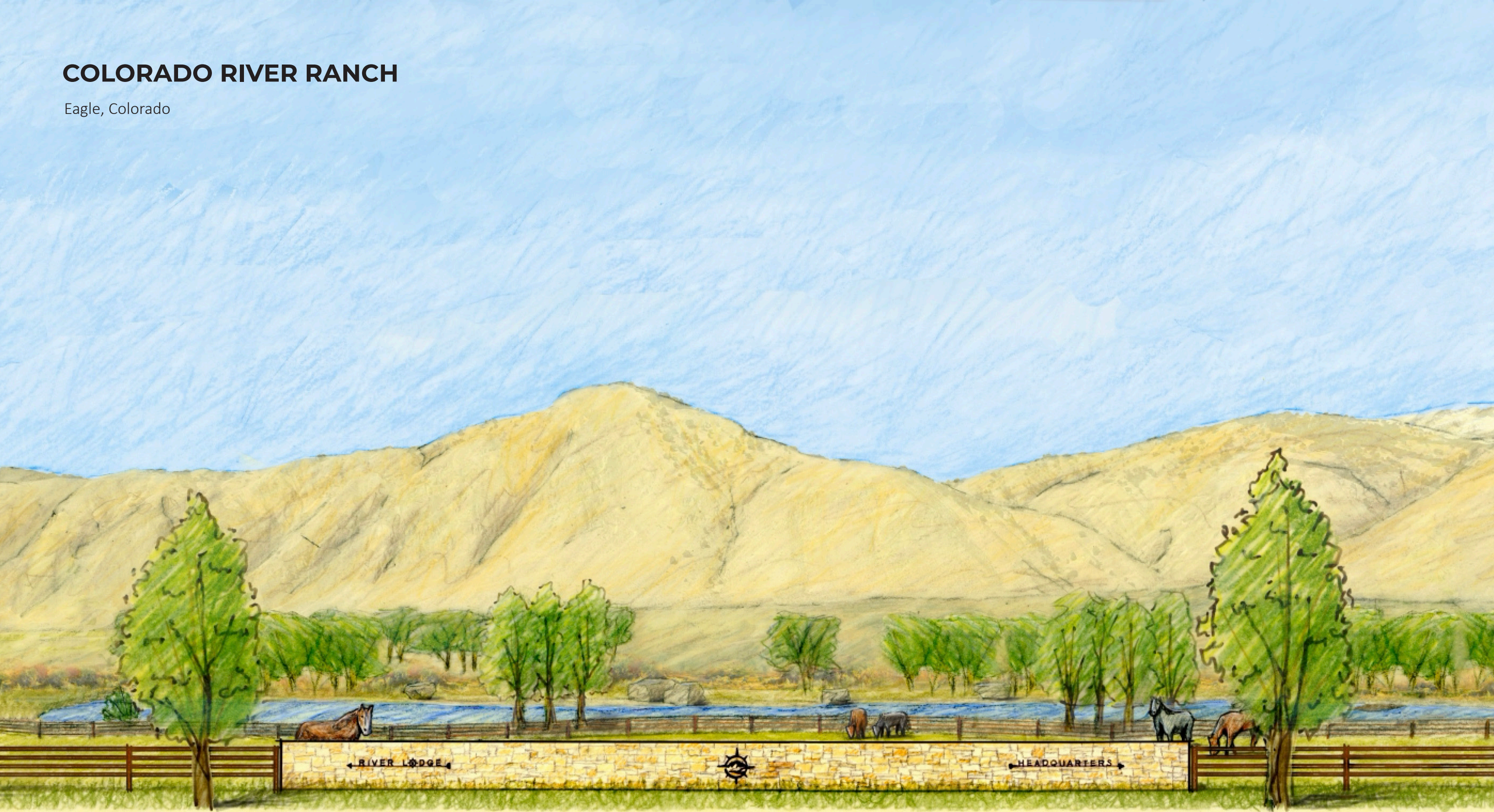




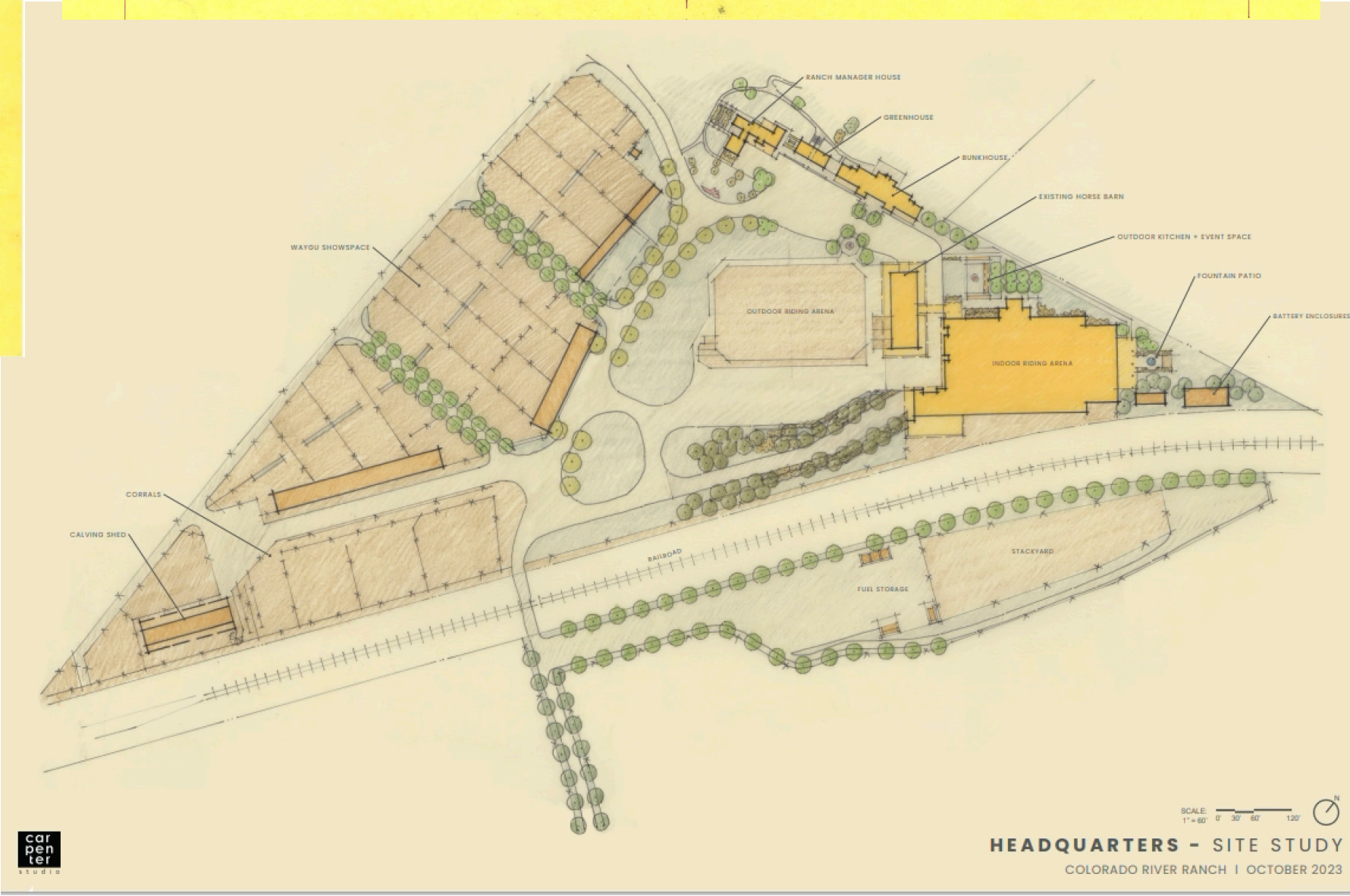
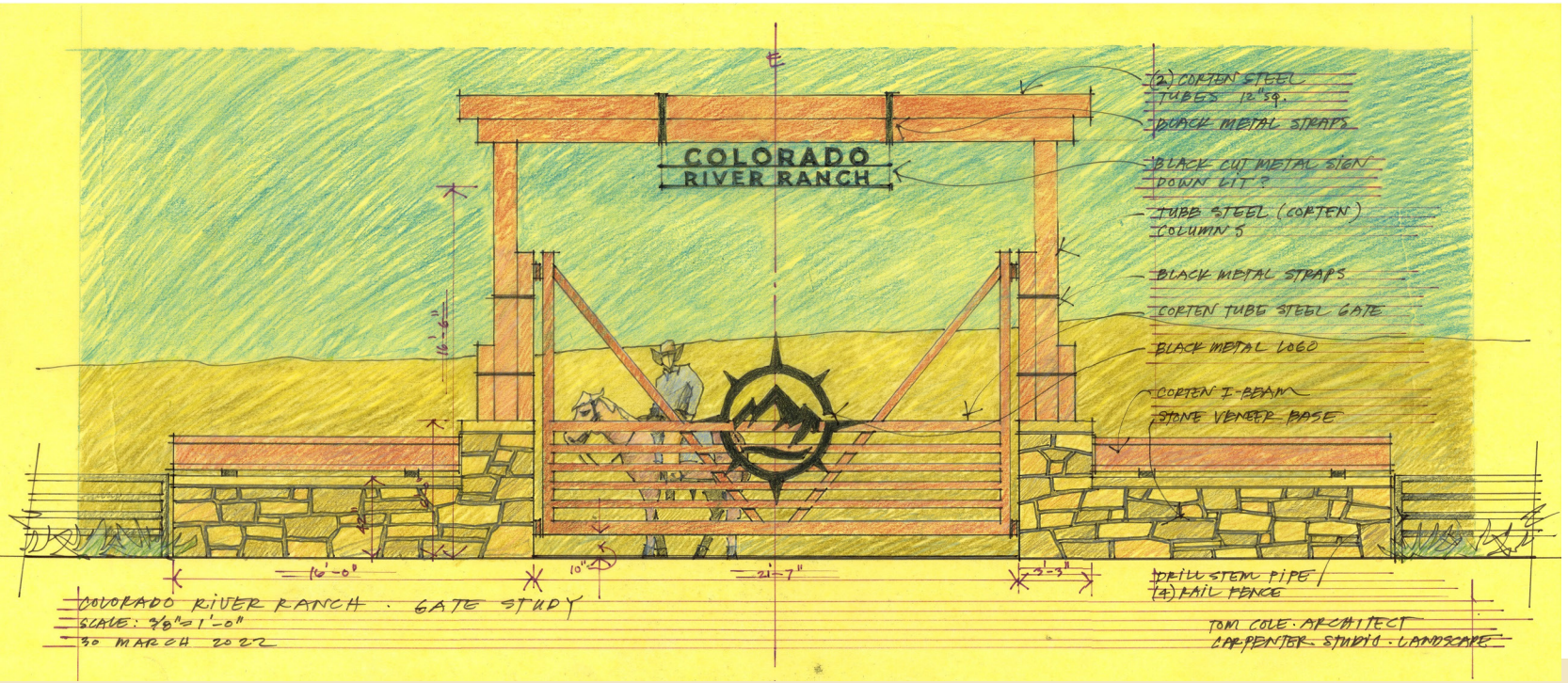
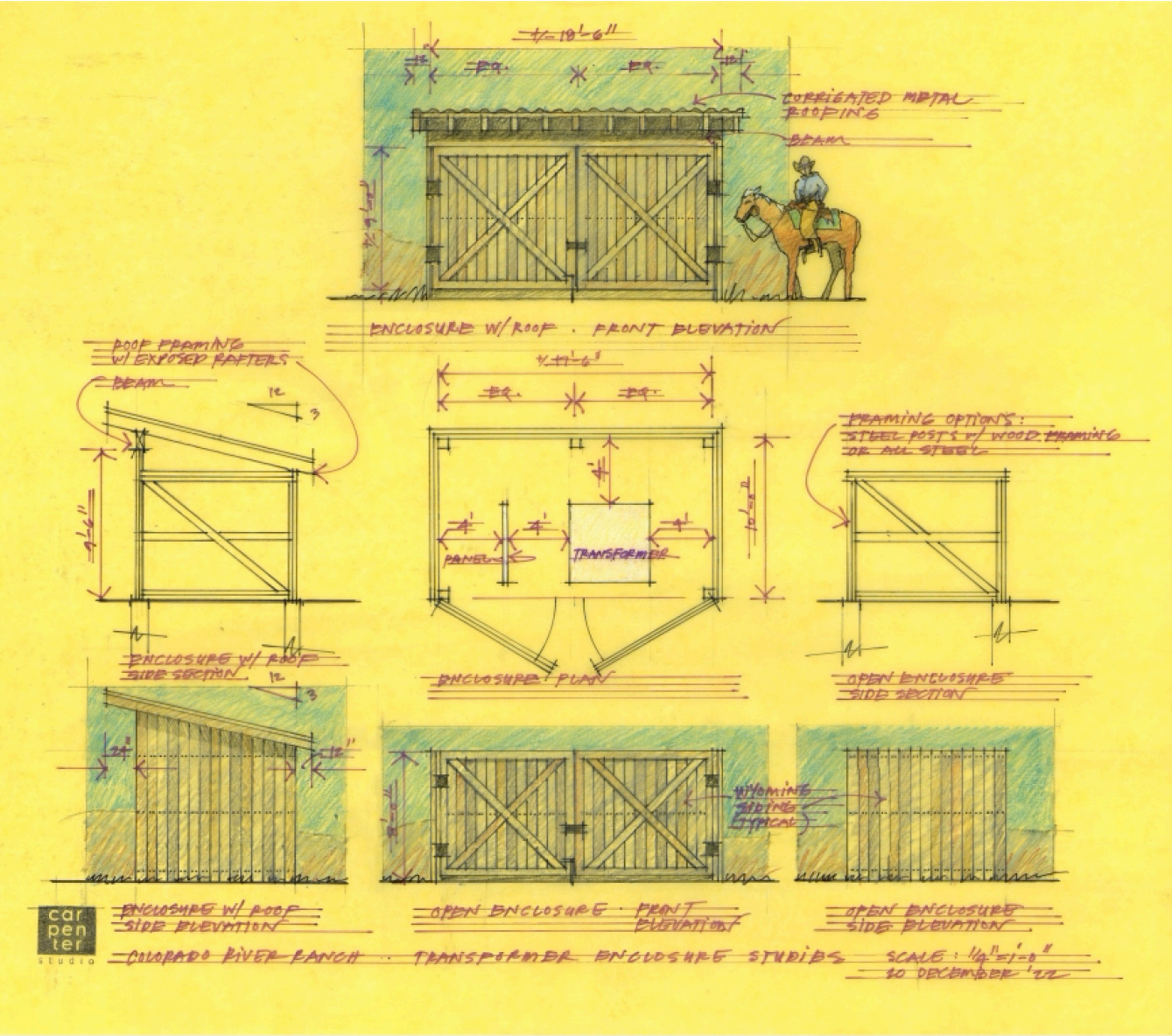
Carpenter Studio's Relevant Experience

COLORADO RIVER RANCH

Eagle, Colorado







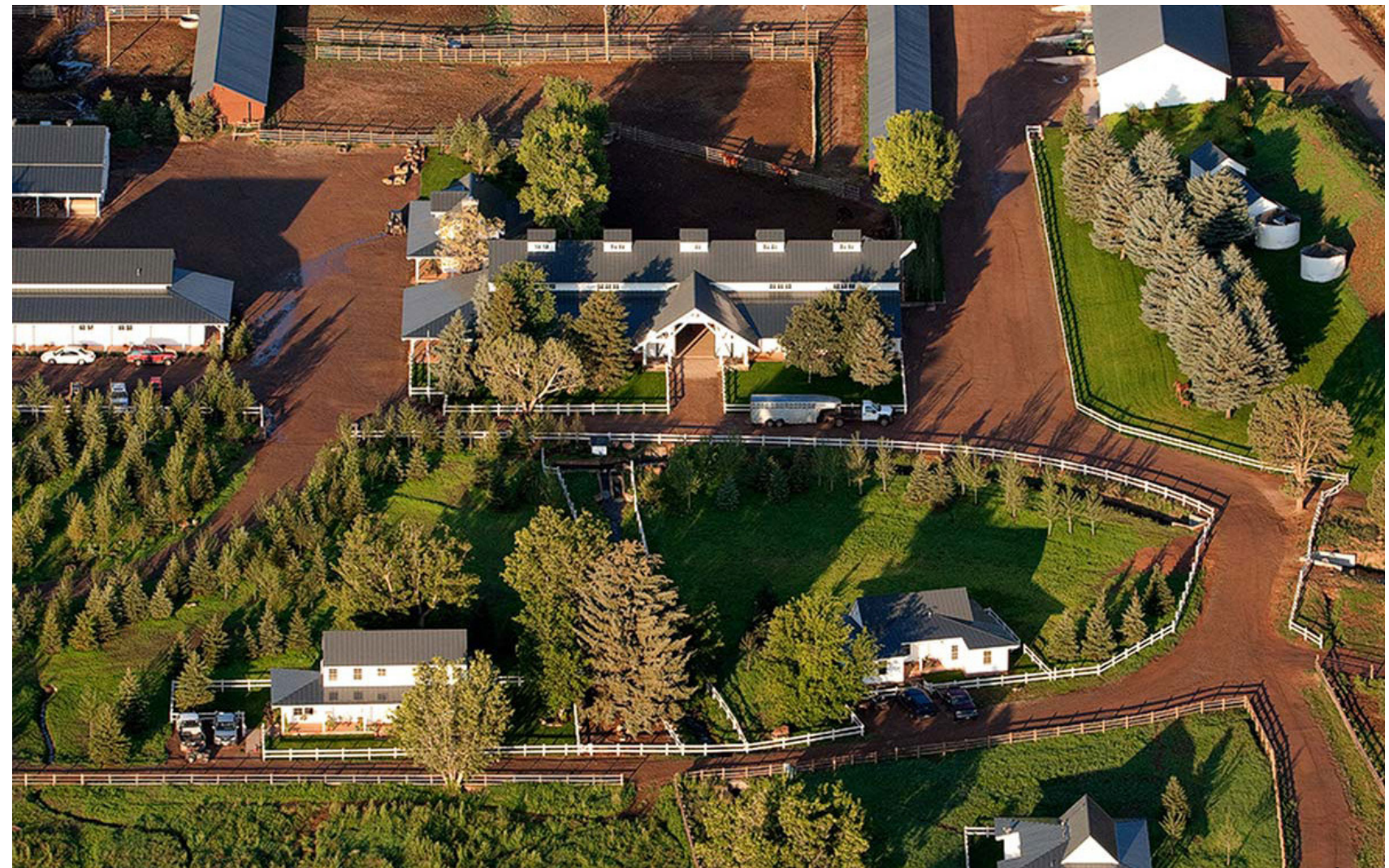
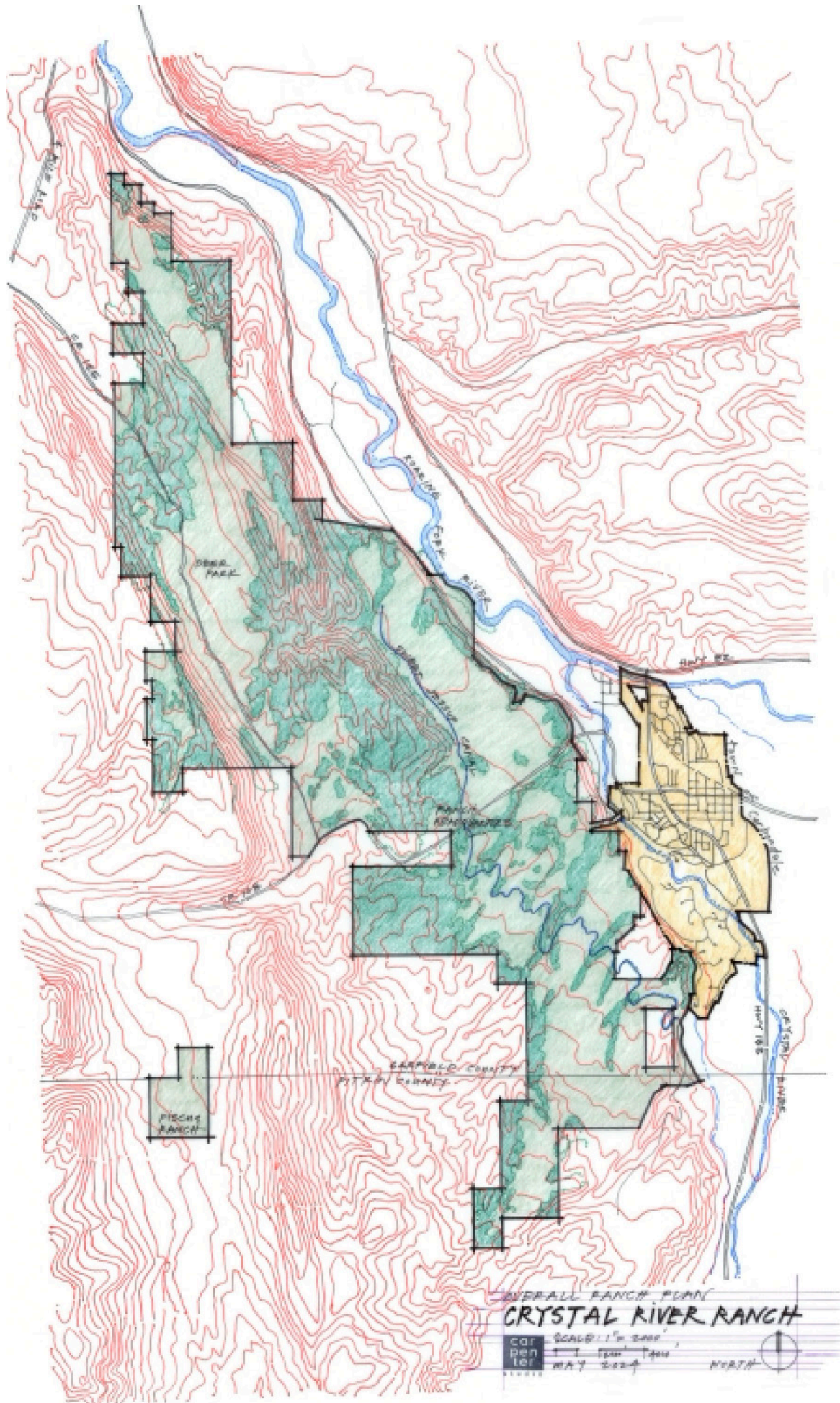




CRYSTAL RIVER RANCH

Carbondale, Colorado







SMITH FORK RANCH

Crawford, Colorado





MOORE FIELDS

Aspen, Colorado



PLANTING PROJECTS









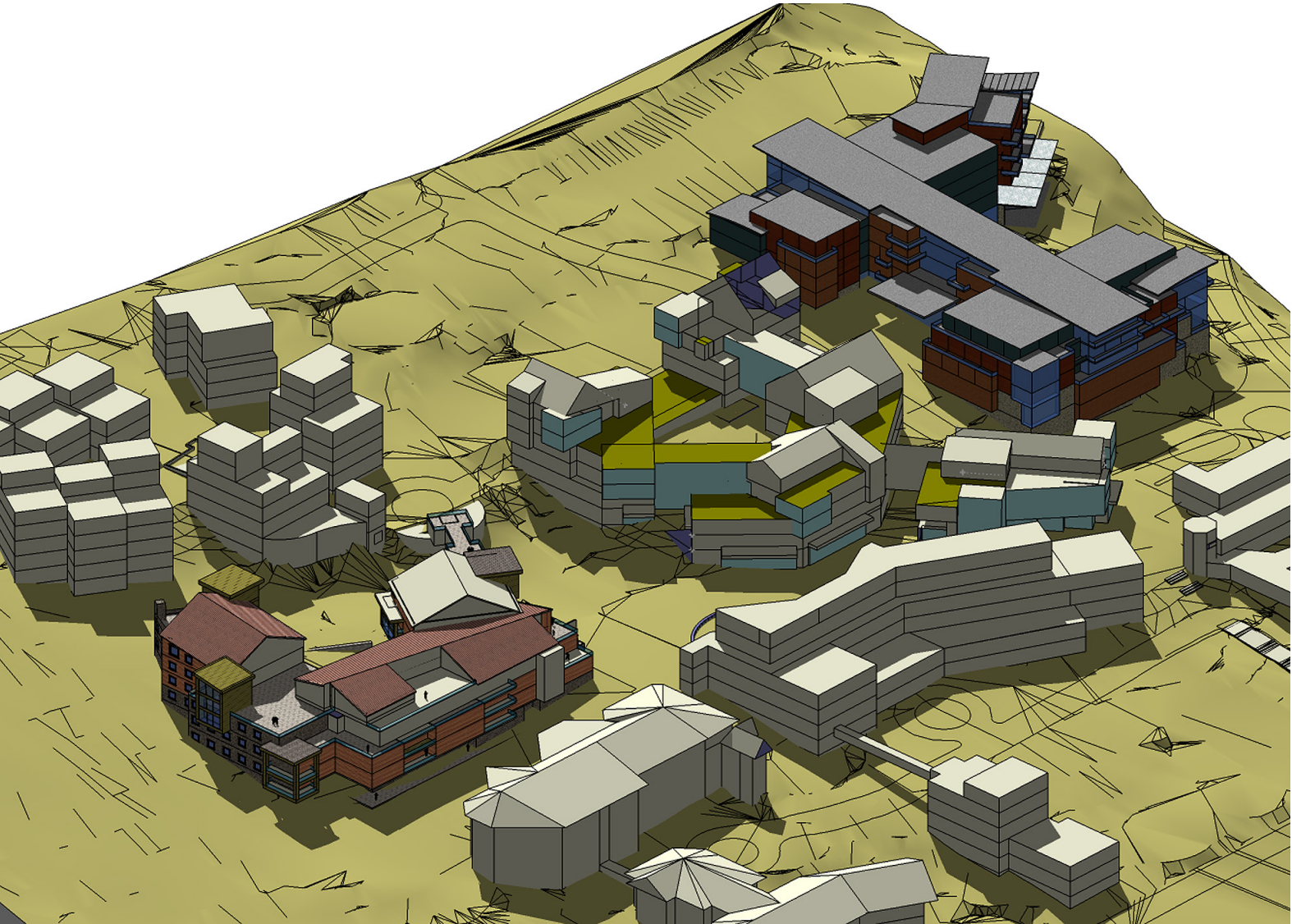
Poss Relevant Experience

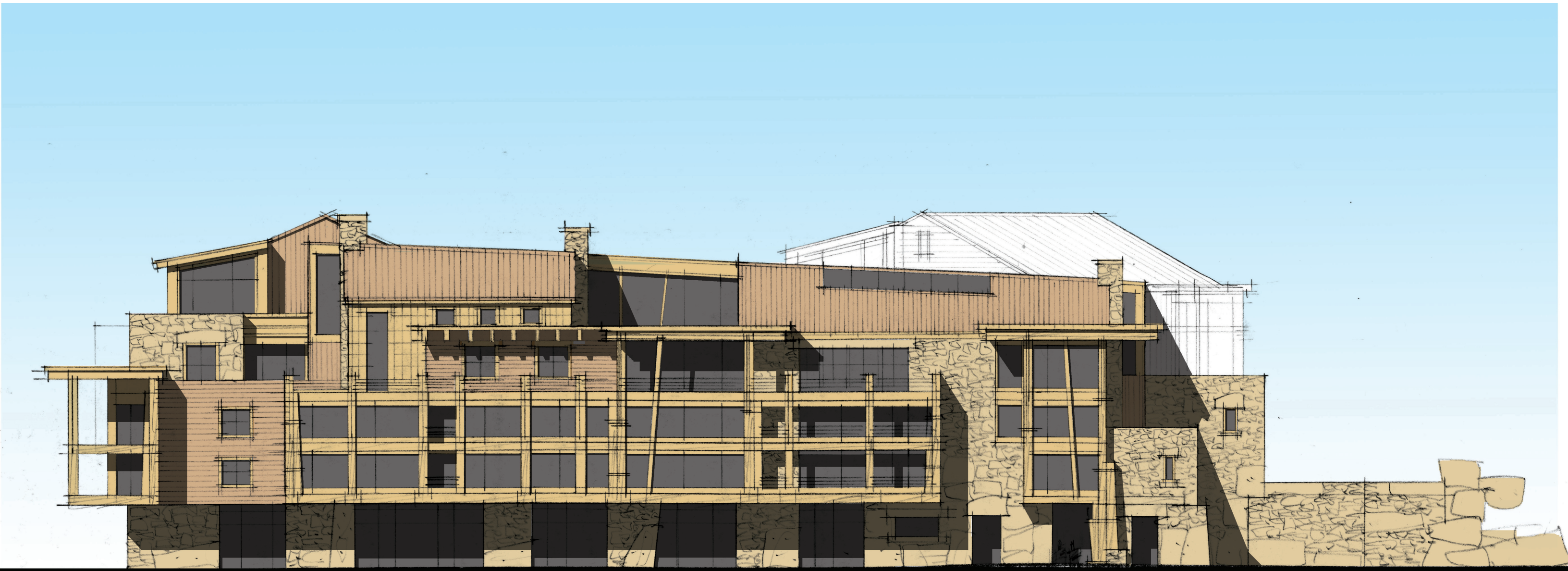


SNOWMASS MOUNTAIN VILLAGE

Snowmass Village, Colorado

This project is included as a demonstration of our long-standing engagement with the Snowmass community and our ability to envision meaningful, place-based design solutions at the town scale. When we were approached to reimagine this major town center site, we saw the opportunity to bring new energy and identity to Snowmass Village, balancing revitalization with respect for local character, scale, and community values. While this project was never realized, it reflects our passion for shaping public spaces that resonate with both residents and visitors, and our belief in design as a catalyst for connection and renewal.







SANTA MARGARITA

Santa Margarita, California

We’ve included this Santa Margarita as an example of our experience designing for historically rooted projects with a distinctly western character. Located in California, this plan embraced the community’s rural heritage through a carefully crafted aesthetic that balances old-west charm with thoughtful, contemporary use of space.

The design approach, grounded in authenticity, scale, and materiality, offers relevant insight into how we might reimagine the Snowmass rodeo grounds in a way that celebrates tradition while inviting new life and activity into the space.







JACK DANIEL'S BARBEQUE PAVILLION

Lynchburg, Tennessee

This project is included for its relevance to the vision for the Snowmass rodeo grounds and the broader beautification of Town Park. Designed as a flexible gathering space, the Jack Daniel's Pavilion blends shelter and openness through expressive timber framing, natural materials, and a strong architectural presence.

The heavy wood structure, open-air hearth, and fluid transition between indoors and out evoke a sense of place that is both grounded and welcoming, offering a clear example of how design can support community interaction while honoring regional character. This project demonstrates our ability to shape civic spaces that are functional, inviting, and deeply tied to the cultural and physical context of their setting.



DOUBLE BAR X RESIDENCE

Aspen, Colorado



The design draws inspiration from traditional ranch structures, blending reclaimed materials, bold timber framing, and a rich, textural palette to create a home that feels rooted in its landscape. With its strong connection to the surrounding terrain and emphasis on honest, handcrafted detailing, the Double Bar X Residence exemplifies our ability to translate vernacular influence into refined, lasting architecture. It serves as a relevant precedent for design that honors tradition while creating a sense of place, core to the vision for the Snowmass rodeo grounds and entry corridor

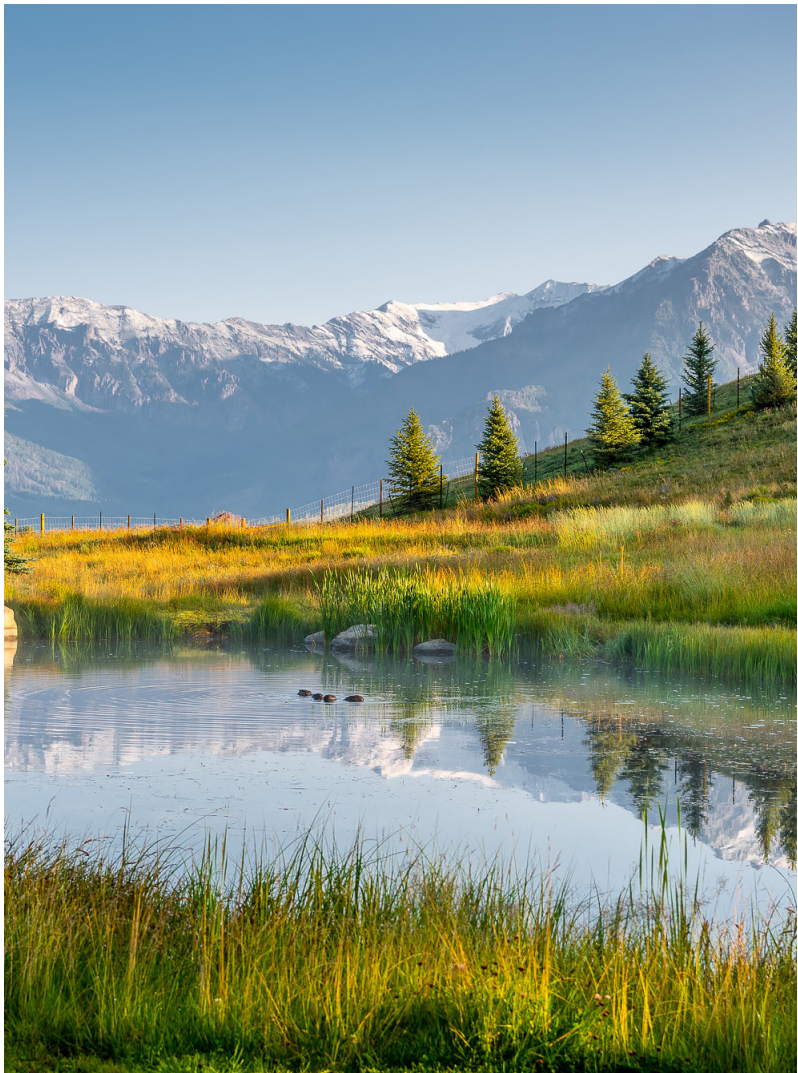






Schedule, Milestones, and Fees

Tasks	Duration
Start Up Meeting Information sharing: base mapping, key issues/concerns to be discussed, goals, project budget (participants: steering committee and design team).	
Site Walk (could be combined with Start Up) Observe and photograph existing site conditions.	
Site Analysis and Concept Generation	2 weeks
Brainstorming Meeting Design Team to present a range of possible solutions, group discussion- continued idea generation and refinement, ideally select a project direction (participants: steering committee and design team).	
Design Refinement Design team to refine direction set in previous meeting.	2 weeks



Schedule, Milestones, and Fees (cont.)

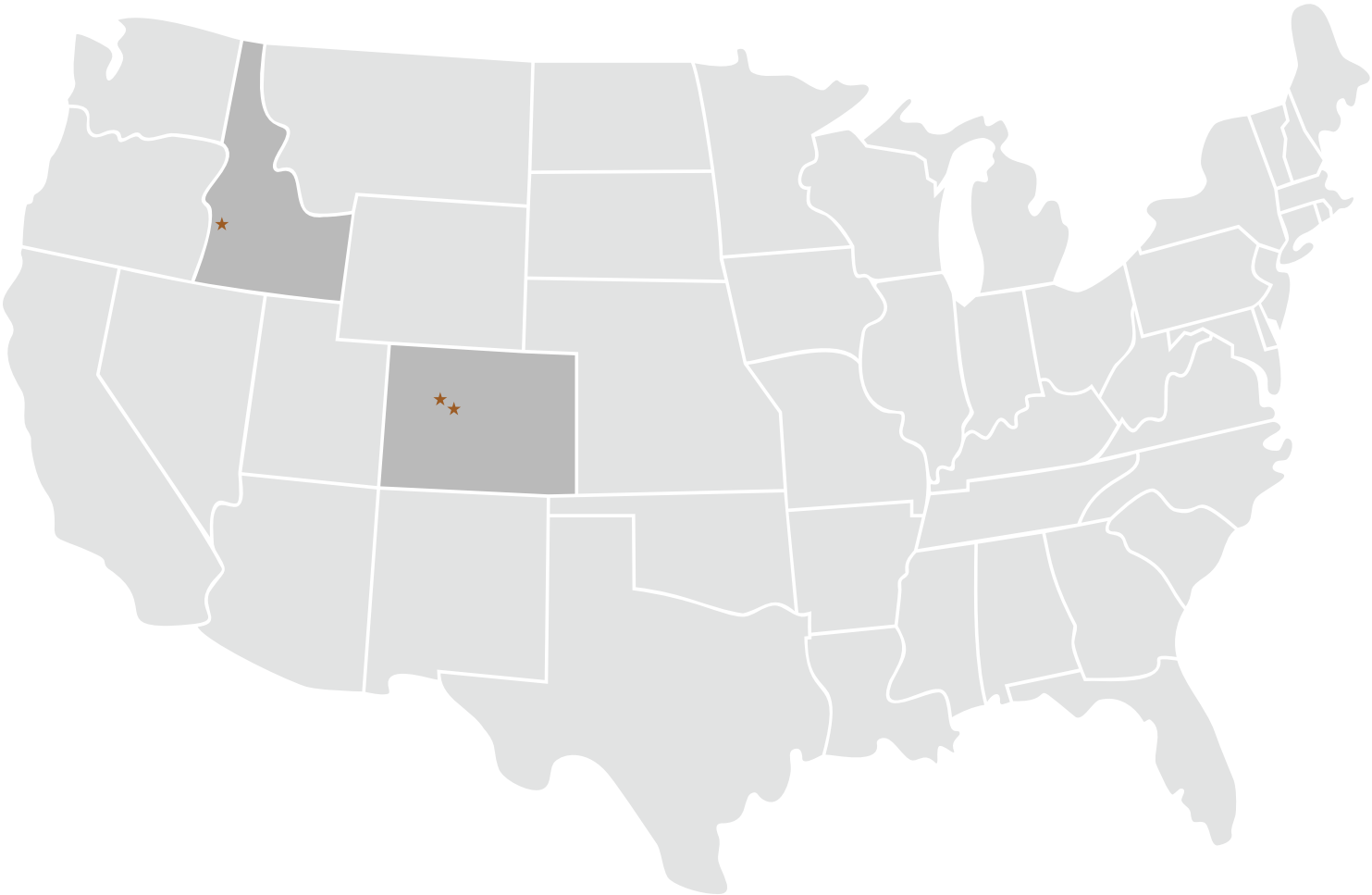
Tasks	Duration	
Design Solution(s) Meeting Design team presents solution(s) and graphics communication the key ideas (participants: steering committee and design team).		Please note: the proposed schedule and set of coordination suggestions outlined are provided by Carpenter Studio. The anticipated timeline for this scope of work is approximately 6 to 8 weeks.
Public Meeting Preparation Design Team refines graphic products, Steering Committee organizes public meeting.	2 weeks	The Carpenter Studio team recommends working in collaboration with a designated steering committee, ideally composed of two to three key Town staff members, to support efficient communication and timely decision-making throughout the design process.
Public Meeting Steering Committee and design team share solutions with the public and receive feedback (participants: public, steering committee and design team).		
Next Steps Meeting Steering committee and Design team review public input and determine next steps for the project (participants: steering committee and design team).		
		Fee We propose a fixed fee range of \$35,000 to \$40,000 for the scope of services outlined. The final fee will fall within this range based on the confirmed project approach and schedule.



Thank You

We are thrilled to be considered for this project and look forward to collaborating with you. We are confident that we are the right team of interior designers, and we would be honored to be a part of making that vision a reality

Contact Us



Andy Wisnoski - Managing Partner | Director of Design
970-985-2037 | awisnoski@billposs.com

 hello@billposs.com
 www.billposs.com
 970-925-4755

Aspen, CO
605 E. Main Street
Aspen, CO 81611

Carbondale, CO
311 Main Street
Carbondale, CO 81623

Boise, ID
911 W. Jefferson Street
Boise, ID 83702

RFP Scoring Sheet -Design Concepts and Entryway and Rodeo Facility Beautification Project								
Evaluator Names:		Town Council						
Scoring: 1=Low		10=High						
1	Design Workshops	BG	TF	AS	SM	CD	Average	Total
	Responsiveness of Submittal to the RFP							0
	Project Approach							0
	Snowmass Experience							0
	References							0
	Fees							0
							0.00	
2	POSS Architecture	BG	TF	AS	SM	CD	Average	Total
	Responsiveness of Submittal to the RFP							0
	Project Approach							0
	Snowmass Experience							0
	References							0
	Fees							0
							0.00	
3		BG	TF	AS	SM	CD	Average	Total
	Responsiveness of Submittal to the RFP							0
	Project Approach							0
	Snowmass Experience							0
	References							0
	Fees							0
							0.00	
4		BG	TF	AS	SM	CD	Average	Total
	Responsiveness of Submittal to the RFP							0
	Project Approach							0
	Snowmass Experience							0
	References							0
	Fees							0
							0.00	

PROPOSAL FOR: Project: 2025-01 Design Concepts for Entryway & Rodeo Facility Beautification

AUGUST 1, 2025



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DATE: August 1, 2025

TO: Andy Worline
Parks, Recreation & Trails Director
Town of Snowmass Village
970-922-2245
aworline@tosv.com

RE: Design Concepts for Entryway & Rodeo Facility Beautification (2025-01)

Dear Andy,

It is with great enthusiasm that we submit this proposal to you and the Town of Snowmass Village for consideration of the Entryway and Rodeo Area improvements.

KEO studioworks was launched in 2020 after Jim Kehoe spent nine years with Charles Cunniffe Architects as the firm's Design Leader. The motivation behind founding KEO studioworks was to provide a more direct, one-on-one focus for our projects and clients, relationships we have cultivated over 20 years in the Roaring Fork Valley and the Western Slope.

We are particularly inspired by this opportunity because it aligns with our passion for projects that express community values through design. To create creative and meaningful beautification improvements that enhance the visual experience entering the Village, the experience within the Rodeo grounds and tie to the Master Plan resonates with our firm's philosophy and interest in community design.

Our familiarity with Snowmass Village and its distinct character, combined with our experience in public space and active public oriented architecture, positions us well to contribute to this important initiative. We understand that Town Park is a significant and highly used and visible part of Snowmass Village and a gateway for residents and visitors alike; as such, the design must be context-sensitive, enduring, and representative of the community's values.

We welcome the opportunity to collaborate with Town staff, stakeholders, and the community to develop creative, quality design solutions for the entryway corridor and rodeo grounds.

Thank you for the opportunity to submit our qualifications. We look forward to the potential of working with you on this important project.

Sincerely,

A handwritten signature in dark ink, appearing to be "JK", with a horizontal line extending to the right.

KEO studioworks
Jim Kehoe, Principal

KEO Studioworks is a collaborative design studio with a human-centered approach that emphasizes the integration of people and place. Our design philosophy derives solutions from the analysis of program, context, sustainability, and well-being.

Founded in 2020 and led by Jim Kehoe, a Colorado resident since 2004, the studio draws from his extensive 30 year experience across public and private sectors. Before founding KEO Studioworks, Jim held leadership roles as Design Leader, Design Principal, and Design Director in notable firms in St. Louis, Chicago, Salt Lake City, and Aspen.

With expertise in design and project management, our team ensures rigorous attention to schedule and budget across all project phases. Our diverse experience spans commercial, public, and private sectors, and includes projects of both large and small scales. This breadth of knowledge enriches our ability to deliver thoughtful, high-quality solutions for our clients.

At the heart of our practice is a collaborative approach, where we guide the synthesis of vision, program, opportunity, and value. We advise clients on how to achieve their objectives efficiently while maximizing impact. In the early stages of planning, we focus on feasibility, land use, and pragmatic considerations to establish clear, achievable goals that offer substantial value.

At KEO Studioworks, we constantly challenge the boundaries of design while respecting the realities of budget and context. Our goal is to create spaces and environments that elevate human experience, transforming built environments into places that inspire and enrich.

Jim is an unusual architect. When he contemplates a project, he imagines not only how it will look from the outside, but how it will feel like to be inside it.

- Leslie Vreeland, Editor at Shelter



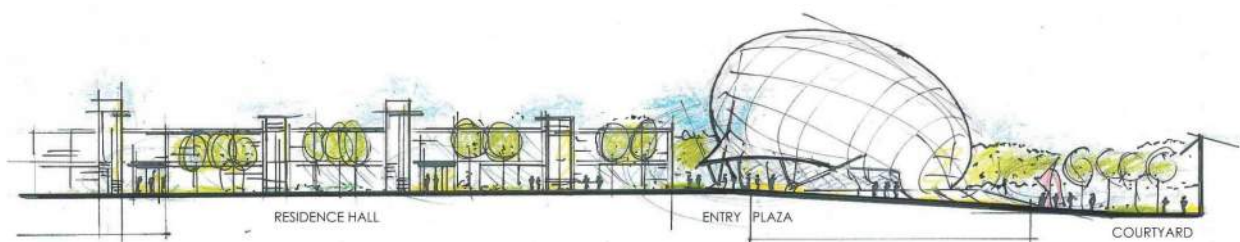
West Eagle Masterplan and Affordable Housing, Eagle, CO



Virginia Placer Boarding House, Telluride, CO



RFTA Bus System, Roaring Fork Valley, CO





VelociRFTA BRT



Fellin Park Stage



Town Park Stage



Mountain Village Bus Stops



Riverfront Village

TEAM EXPERIENCE AND SUCCESSFUL COLLABORATIONS

DIVERSE PROJECTS, SHARED VALUES: PUBLIC CONNECTION THROUGH DESIGN

Across a wide range of scales and settings, from rural transit networks to vibrant park stages and mixed-use residential developments, these five projects demonstrate a unified commitment to public value, collaboration, and placemaking.

TRANSIT INNOVATION IN A RURAL CONTEXT

The *VelociRFTA Bus Rapid Transit (BRT)* system, the first of its kind in a rural setting in the U.S., exemplifies the transformative power of design when paired with creative partnership. A collaboration between Baker Engineering, Jim Kehoe of ZGroup Architects, and Connect One Landscape Architecture, the project introduced 19 uniquely branded stations along a 40-mile corridor. With playful raptor-themed design elements, durable materials, and cohesive aesthetics, the system enhanced accessibility and rider experience while strengthening regional connectivity.

COMMUNITY CULTURE AND PLACE IN OURAY

In the heart of Ouray, the *Fellin Park Stage* emerged as the first built element of a broader Town Park Master Plan. Designed by KEO Studioworks in close collaboration with the City, DHM Design, and MCH acoustic engineers, the stage supports festivals, theater, and local arts organizations. As a focal point for performance and community gathering, the project strengthens the town's cultural infrastructure.

A MODERN LEGACY IN TELLURIDE

In Telluride, the redesign of the *Town Park Stage* responded to increasing demands for larger, more sophisticated performances. The project's success lies not only in its improved functionality but in its ability to integrate seamlessly with Telluride's historic character. With added amenities such as restrooms and a catering pavilion, the space enhances the overall visitor experience while preserving the town's architectural heritage.

REIMAGINING REGIONAL TRANSIT IN MOUNTAIN VILLAGE

The *Telluride-Mountain Village Transit Stops* project showcases the evolving role of public infrastructure in shaping community experience. Launched in 2022, this collaboration between KEO Studioworks and the towns of Telluride and Mountain Village aimed to enhance the utility and identity of local transit. The first completed stop, strategically located at a key entrance to Mountain Village, responds to residential growth and school transportation needs. Using durable, contextually appropriate materials, the project sets a new standard for mountain transit design, with future phases to follow.

INTEGRATED LIVING IN RIDGWAY

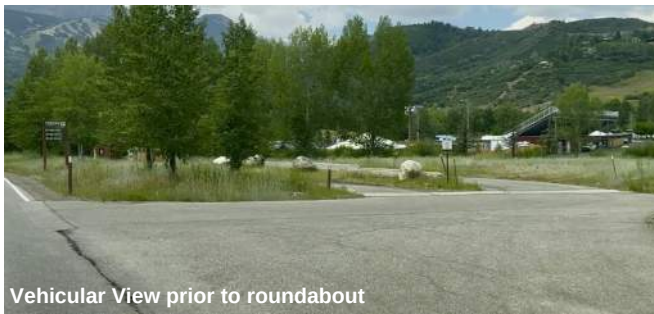
The *Ridgway River Development* blends thoughtful residential design with meaningful public connection. Situated along the Uncompahgre River, the project establishes a seamless connection between the town's trail network and its expanding housing needs. The mixed-use development includes 38 homes, a commercial buffer along Highway 550, and a restored riverfront trail. The green-space-focused planning preserves views and open space.

Together, these projects demonstrate how collaborative design can enhance connectivity, celebrate place, and elevate everyday experiences, whether through transit, housing, performance, or park planning. Each one represents a unique solution, thoughtfully tailored to community needs, yet all are united by a shared commitment to public benefit and long-term use and success.

PROJECT APPROACH - UNDERSTANDINGS

In partnership with the Town of Snowmass Village, the KEO Studioworks team will lead the creative development of a cohesive, site-sensitive entry design that enhances the arrival experience into Snowmass Village while addressing current visual impacts. Our collaborative approach brings deep expertise in mountain town aesthetics, public realm design, and landscape integration to deliver the appropriate vision that reflects the unique character of Snowmass Village.

Our team will produce a unified design strategy that balances form, function, and identity, aligned with both community values and the Town Park Master Plan, and the budget. From initial concept to refined visuals, we will explore a range of thoughtful interventions that beautify the arrival corridor and soften existing infrastructure impacts.



Key design goals include:

- A. **Designing a Welcoming Entry Element:** We will create a refined, iconic entry gateway near the roundabout that serves as both a visual landmark and a reflection of the community's mountain character, using durable, context-appropriate materials and forms.
- B. **Corridor Beautification and Screening:** We will explore enhancing the rodeo corridor with options with potential open fencing elements or similar that unify this border at the parking lot, improve pedestrian experience, wayfinding, and soften the transition into the Rodeo.
- C. **Brush Creek Road and West Entry:** Explore strategies for potential landscaping enhancements along Brush Creek Road, with particular focus on the west vehicular and pedestrian entry to the rodeo grounds. Consider how this entry could benefit from a subtle design echo of the main east entry gate—such as coordinated signage posts or other visual elements—to create a cohesive and welcoming arrival experience.

- D. **Visual Integration of Existing Bleachers:** Through ideas of architectural cladding at guardrails, solid elements, and potentially powder coating seating, we will minimize the visual impact and utilitarian feel of the bleachers and integrate them into a cohesive design with the other elements of the project.

Design Integration with the Master Plan: All interventions will be aligned with the vision and goals of the Town Park Master Plan, ensuring that enhancements to the entry experience work in harmony with future park improvements and long-term community aspirations.

From the outset, our team will prioritize thoughtful placemaking, sustainable, suitable material use, and a sensitivity to the local Snowmass character. We will engage with Town staff, community stakeholders, and relevant partners to ensure that our solutions not only address today's needs but also lay the groundwork for an enduring and welcoming identity for Snowmass Village.



PROJECT APPROACH - PHASES AND PROCESS

A COLLABORATIVE, SITE-SPECIFIC DESIGN PROCESS

We propose a streamlined, workshop-based process tailored to the Snowmass Entry Project's focused scope and emphasis on visual enhancement, placemaking, and identity. Our approach fosters collaboration with Town staff and stakeholders while delivering creative, buildable solutions that reflect the Town's values and environment.

1. CONCEPT DESIGN & VISIONING

This initial phase will establish a shared design direction through collaborative workshops with the Town. We will:

- Evaluate site opportunities, constraints, and key visual elements (e.g., roundabout, bleachers, and corridor).
- Explore design concepts for the entry feature, visual screening of bleachers, and corridor beautification strategies.
- Align concepts with the Town Park Master Plan and broader community goals.
- Other adjacent elements that may need integration.

We propose an initial Design Workshop to kick the project off:

- **Site Walk and Design Workshop:** A Collaborative design workshop with the Snowmass Design Committee (Staff and other representatives). Define goals, explore approaches, and evolve initial strategies and alternatives.

This structure ensures early alignment on priorities and aesthetics while remaining efficient and focused.

2. REFINEMENT, SCHEMATIC DESIGN, AND REVIEW

Following confirmation of a preferred concept, we will develop the Workshop Take Aways design to a schematic level. This includes:

- A detailed site plan
- 3D Conceptual Model of site and elements.
- Integration of proposed entry feature, landscape strategies, fencing, and signage enhancements.
- 3D visualizations to help communicate intent and support decision-making.
- Review developments and alternatives in another workshop with the Committee prior to finalizing overall direction.

- Prepare final Schematic Design Documents with Committee input for presentation to Council.

We will also Check-In during this phase with applicable Town Parks departments to ensure feasibility and consistency with existing and future plans.

3. OPTIONAL: COMMUNITY ENGAGEMENT SUPPORT

Should the Town choose to engage the public, our team brings experience facilitating public workshops and open houses. We can provide visuals, renderings, and communication strategies to support community input and understanding.

4. DESIGN DEVELOPMENT AND CONSTRUCTION DOCUMENTS

For all the design elements moving forward to implementation, we will develop Design Development documentation sufficient for early construction pricing, as noted in the schedule. This is the reality check for the alignment of the desired design to that of the construction cost.

Based on the budget and the Town's preferred next steps, our Construction Document Phase will include:

- Construction-level plans and details for all elements, screening, entry elements, or landscape enhancements, and specifications for any proposed alterations to the bleachers by the manufacturer.
- Coordination with engineering for structural design of fencing and entry gate foundation systems.
- Permitting

This process is flexible, collaborative, and focused on delivering a thoughtful and inspiring entry experience that reflects the identity of Snowmass Village.



PROJECT SCHEDULE

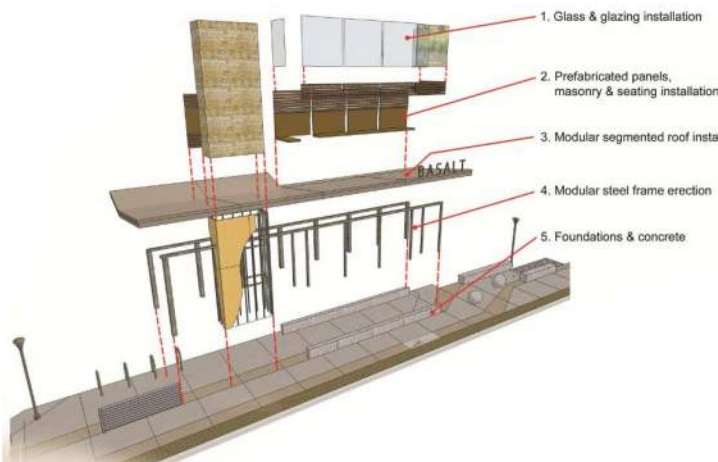
Project: 2025-01

Design Concepts for Entryway & Rodeo Facility Beautification

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PROJECT PORTFOLIO - SIMILAR AND RELATED PROJECTS





RFTA BUS RAPID TRANSIT

Roaring Fork Valley, Colorado

PROJECT INFORMATION

CLIENT

Roaring Fork Transportation Authority (RFTA)

TYPE

Transit

COST

n/a

SIZE:

40 Mile bus route

CONTRACTOR

Gould

DATE:

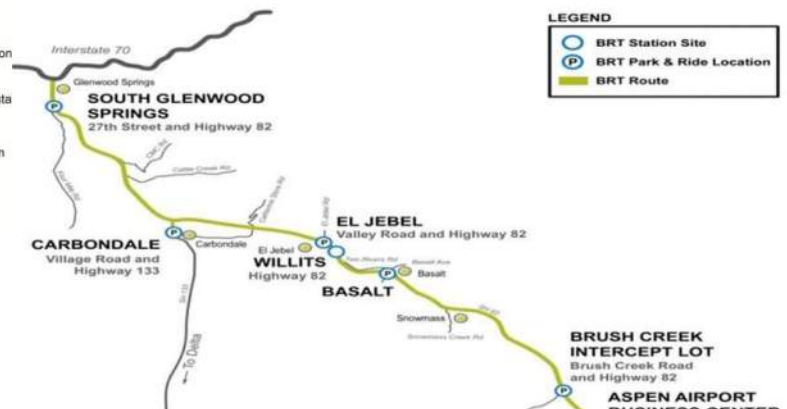
2010 – 2014 (additional stations added 2020-2023)

The VelociRFTA Bus Rapid Transit (BRT) system—the first of its kind in a rural setting in the U.S.—was the result of a successful collaboration between Baker Engineering, Jim Kehoe of ZGroup Architects, and Connect One Landscape Architecture. Designed to elevate the transit experience along a 40-mile corridor, the system introduces innovative improvements that attract new riders while enhancing comfort and convenience for existing users.

Nineteen stations, distributed along the highway corridor, are unified by a strong branding concept inspired by the raptor. Playful design elements, dinosaur egg seating, and raptor footprints embedded in the sidewalks create a sense of discovery, making wait times more engaging while reinforcing the VelociRFTA identity.

Durable, low-maintenance architectural and landscape materials were carefully selected to withstand heavy daily use while maintaining a cohesive, high-quality aesthetic across all stations.

Jim Kehoe Design Principal and Project Lead w/ Z-Group Architects





FELLIN PARK STAGE

Ouray, Colorado

PROJECT INFORMATION

CLIENT

City of Ouray

TYPE

Public Park, Performance

COST

n/a

SIZE:

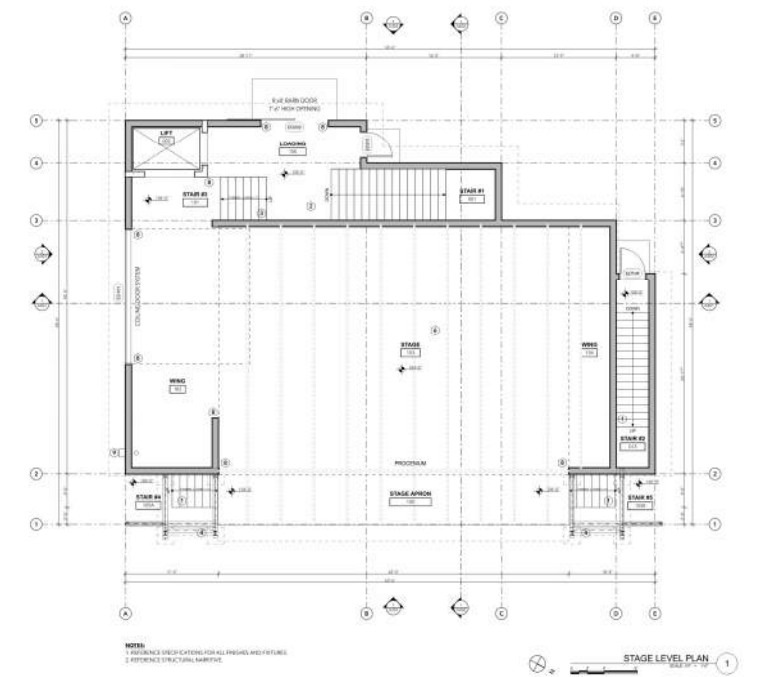
4,900 sf

CONTRACTOR

Currently in Selection

DATE:

2023 to present



In summer 2023, the City of Ouray partnered with DHM Design and KEO Studioworks to launch a visionary Town Park Master Plan. The first phase of implementation includes the new Fellin Park Stage.

KEO studioworks worked closely with the City, the Mountain Air Music Festival, and local arts groups to develop programming that meets the community's evolving cultural needs. With the support from MCH acoustic engineers and DHM, KEO carefully planned the stage's site and orientation to optimize acoustics and integrate with other park uses and the surrounding neighborhood.

Echoing the materials and massing of historic mining structures in the nearby Yankee Boy Basin, the design reflects Ouray's heritage while complementing the existing character of the park.

The Fellin Park Stage is a vital first step in transforming Town Park into a vibrant hub for arts, music, and community.





TOWN PARK STAGE

Telluride, Colorado

PROJECT INFORMATION

CLIENT

Town of Telluride

TYPE

Public Park, Performance

COST

\$2.8 million

SIZE:

8,300 sf

CONTRACTOR

Shaw Construction

DATE:

2014-2016



In 2014, the Town of Telluride took a bold step forward by replacing the aging 1994 Seldon Stage. With concerts growing in scale and performances becoming more technically sophisticated, the need for a modern, versatile venue had become clear.

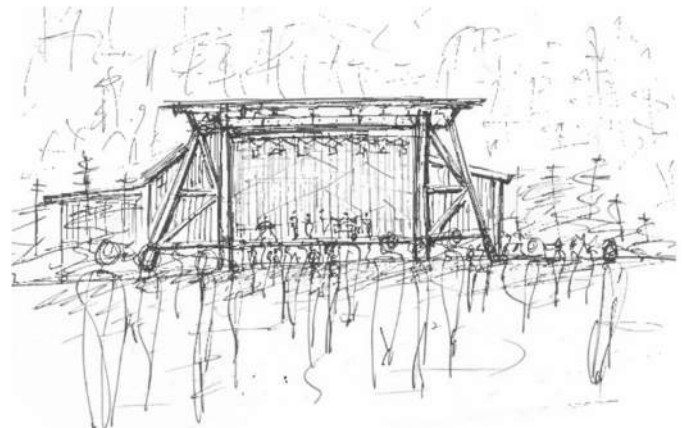
Architect Jim Kehoe led the design of the new stage, thoughtfully crafted to support Telluride's renowned summer festivals, the vibrant Telluride Theater, and a range of community user groups.

Drawing inspiration from the town's rich mining heritage, the design reflects the historical character of Telluride. The stage's form and materials echo the metal and wood-clad structures of the past, blending seamlessly into the natural beauty of the park while honoring its cultural roots.

To enhance functionality, the project also included a catering pavilion and public restrooms, integrated into the stage design to create a cohesive, unified experience for performers and visitors alike.

The result is more than just a performance space—it's a tribute to Telluride's legacy, thoughtfully reimagined for the future.

Jim Kehoe, Project and Design Lead, Project Management, and CA w/ CCA..



MOUNTAIN VILLAGE TRANSIT STOPS

Mountain Village, Colorado

PROJECT INFORMATION

CLIENT

Town of Mountain Village

TYPE

Transit

COST

n/a

SIZE:

Varies per site, 10 existing bus stops

CONTRACTOR

Allison Construction

DATE:

2022 to present

In 2022, the Town of Telluride and Mountain Village partnered with KEO StudioWorks to launch an ambitious initiative: to reimagine and modernize the communities' network of bus and transit stops. The goal was to create a more functional, welcoming, and visually cohesive transit experience meeting the evolving needs of residents and visitors.

In 2024, the first transit stop at the village entrance was completed, strategically chosen to meet growing demand fueled by nearby affordable housing developments and school bus routes. The new transit stop reflects a thoughtful integration of form and function. The shelter itself is constructed from materials selected for their long-term durability and ability to harmonize with the contemporary mountain aesthetic that defines Mountain Village.

This project marks a significant step forward in enhancing regional connectivity, sustainability, and the overall transit experience, setting a high standard for future stops to come.





RIVERFRONT VILLAGE

Ridgway, Colorado

PROJECT INFORMATION

CLIENT

Cantor + Partners

Jake Cantor: 813- 403- 9646

TYPE

Mixed-use: 38 Units, Housing Units, and Commercial.

COST

\$ 29,000,000

SIZE:

4 Acres/ 72,000 sf

CONTRACTOR

FCI Constructors

DATE:

2020 – Construction completion expected 9/25



The four-acre site is located in Ridgway, at the intersection of Ouray and Telluride streets, alongside the Uncompahgre River.

The design extends a key pedestrian route, connecting the town's river crossing with residential and commercial sidewalks and pathways. The project will include 38 units: 10 townhomes and 28 condominiums spread across 14 buildings.

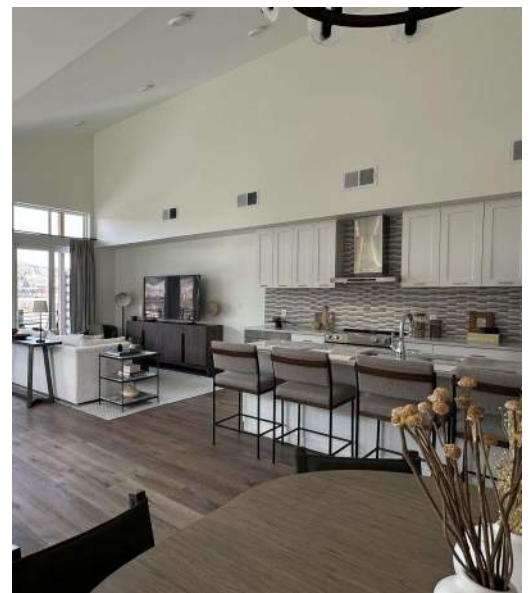
A commercial building along Highway 550 acts as a buffer between the road and the private residences. The housing is designed to maximize green space and natural light.

Residential parking is located in garages beneath the units, allowing the main living spaces, facing southwest toward the river and mountains, to enjoy elevated views.

The development also includes 4 deed-restricted units, designated open space, and river restoration along the town connector trail.

KEO studioworks in collaboration with Caddis PC.

Jim Kehoe: Project Leader, Design Lead, Master planning, Land Use, and Construction Administration.





CONFLUENCE MULTI-FAMILY

Glenwood Springs, Colorado

PROJECT INFORMATION

CLIENT

Habitat for Humanity, Roaring Fork
Trent Marshal, 303-330-3167

TYPE

Neighborhood Planning, Multi-Family Affordable Housing

COST

TBD

SIZE:

.5 Acres | 6,000 sf

DATE:

2022 - Currently in Construction

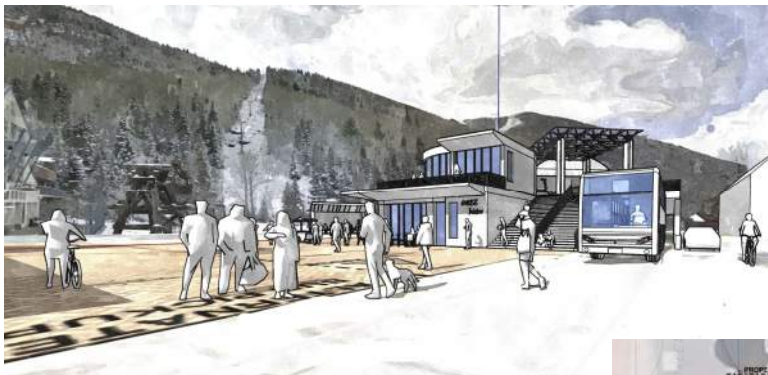
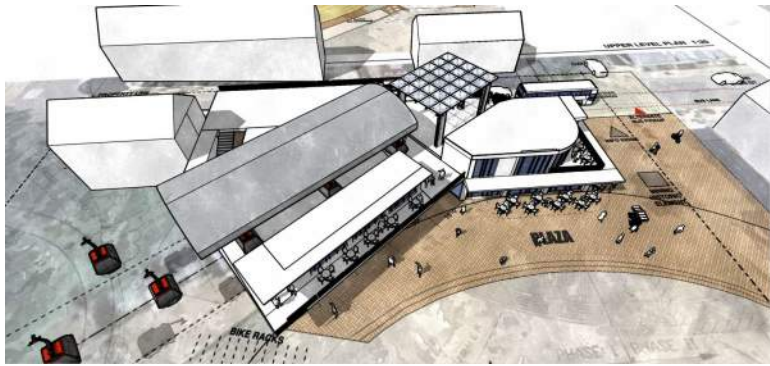
The City donated the parcel to Habitat for Humanity. The site is ideally located within walking distance of Downtown and directly adjacent to the river park and recreational amenities.

The project includes four 2-bedroom units and two 3-bedroom units. The design team explored multiple configurations for the site and ultimately opted for a layout of separate buildings with landscaping and pathways between them, rather than a single large multi-family structure. This approach presented challenges related to parking and drainage requirements, but working within these constraints yielded several benefits: each unit has its own private entrance, improved natural daylighting within interiors, and meaningful outdoor connections via decks and landscaped areas.

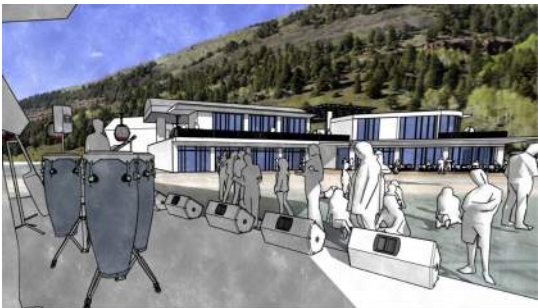
Jim Kehoe, Design Lead; Noelle Wilhite Project Architect/ Manager



or



UPPER LEVEL PLAN 1:20



TELLURIDE GONDOLA PLAZA

Telluride, Colorado

PROJECT INFORMATION

CLIENT

Town of Telluride

TYPE

Resort, Transit, Master planning

COST

n/a

SIZE:

2.2 Acres

CONTRACTOR

n/a

DATE:

2025

Built in 1996, the gondola links Telluride and Mountain Village. Owned and operated by Mountain Village, its current operating agreement ends in 2027. Since 2015, local governments and Telluride Ski & Golf (Telski) have been planning for its future. In 2022, the Gondola Leadership Committee—representing local governments, Telski, San Miguel County, and SMART—unanimously chose a new gondola system as the Locally Preferred Alternative.

KEO studioworks was engaged by the Town of Telluride to provide early planning and programming for a reimagined Gondola Plaza.

Our vision creates a vibrant, multi-level hub with gondola access elevated above the plaza, freeing up prime ground-level space for new retail and dining experiences. The arrangement of new structures activates the plaza with the addition of a performing stage in the south lawn. The plan seamlessly integrates bus transit, ski lockers, and other guest amenities, transforming the plaza into a dynamic, vibrant, and more functional gateway for residents and visitors.



PLAZA LEVEL PLAN 1:20



COFFEY PLACE HOUSING

Snowmass, Colorado

PROJECT INFORMATION

CLIENT

Town of Snowmass Village
Housing Director: Betsy Crumb 970-923-2360

TYPE

Duplexes and Single-Family

COST

n/a

SIZE:

15 Units, 40,926 sf total

CONTRACTOR

RA Nelson:

2018-2021

Through comprehensive master planning, site analysis, and density studies, Coffey Place emerged as a smart infill solution—bringing four thoughtfully placed housing clusters into the heart of the existing Rodeo Place neighborhood.

Ideally situated next to the Recreation Center, Town Park, trails, and public transit, this new addition enhances community connectivity and access to amenities. The plan includes a balanced mix of housing types: three duplexes and nine single-family homes, carefully designed to complement the surrounding neighborhood fabric.

To maximize space and enhance livability, all homes—except for two single-story residences adjacent to protected wetlands—feature two-car garages with main living areas on the upper floors. The design not only optimizes each home's footprint but also captures expansive views and abundant natural light throughout the primary living spaces.

Jim Kehoe, Project and Design Lead, Project Architect w/ CCA





FIRE STATION 45

Snowmass, Colorado

PROJECT INFORMATION

CLIENT

Snowmass Fire District

TYPE

Fire station and on-call residential

COST

\$12,000,000

SIZE:

30,000 sf, w/ 6 on-call apartments and 8 crew quarters

CONTRACTOR

FCI

DATE

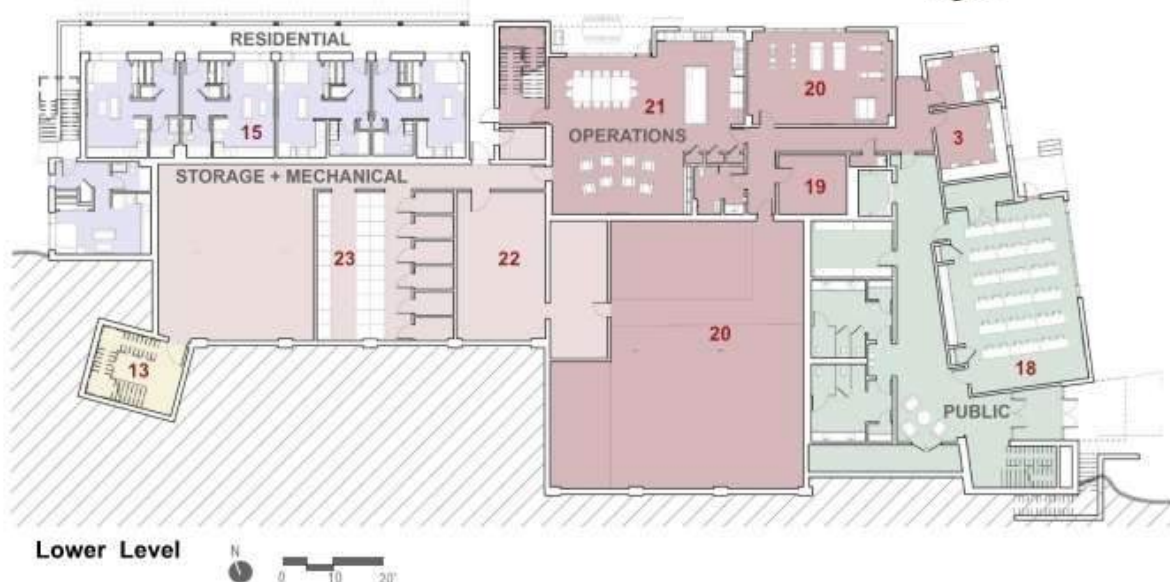
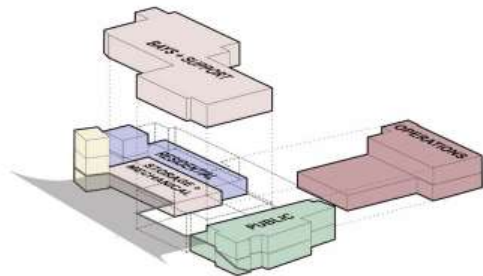
2017-2019

The project included a series of site studies and locations to determine the best fit in Snowmass for this replacement building for emergency and fire facilities in Snowmass.

The 30,000 sf facility was programmed and designed within the site to include residential components of 6 studio apartments to the rear, 8 bunk rooms, a day room, and a gym. The building also expanded the apparatus bay area to seven with the dual-purpose training tower also used for hose drying.

A community conferencing center is located and accessed from the lower-level parking area with a distinct entry plaza. This area is connected to the upper main office entry and public stairs.

Jim Kehoe Design and Project Lead w/ CCA.



SNOWMASS TOWN HALL

Snowmass, Colorado

PROJECT INFORMATION

CLIENT

Town of Snowmass Village

TYPE

Municipal offices, council chambers, Police Facility

COST

\$8,000,000

SIZE:

24,000 sf.

CONTRACTOR

RA Nelson

DATE:

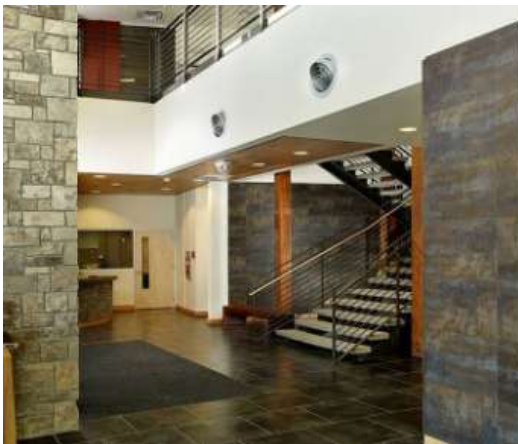
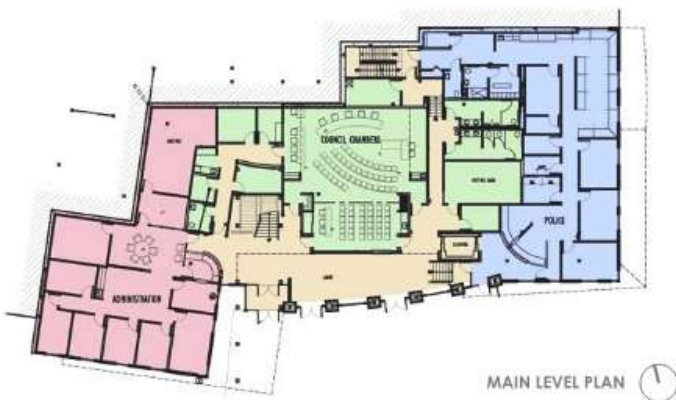
2006-2008

The 24,000 sf facility houses town offices, council chambers, the police facility, and an emergency parking structure. Situated on a sloping site, partially earth sheltered, the design embraces the Snowmass Town and Ski Resort.

The Stepped site was utilized to house the emergency vehicles within a lower level with direct access to the police offices above. Adjacent and connected to the front door of the police is the main lobby and circulation connecting to a public lawn area with commanding views of the mountain.

With the central lobby space leading to the centrally located council chambers, the departments flank and connect into the central circulation and lobby area creating a daylit and open circulation space with internal views to the mountain and resort.

Jim I. Architects.





VIRGINIA PLACER

Telluride, Colorado

PROJECT INFORMATION

CLIENT

Town of Telluride

Owner Rep. Lance McDonald 970-729-1960

TYPE

Masterplan, Programming, Multi-family.

SIZE:

24,900 sf total on approx. 10 acres

CONTRACTOR

Allison Construction

DATE:

2016-2018

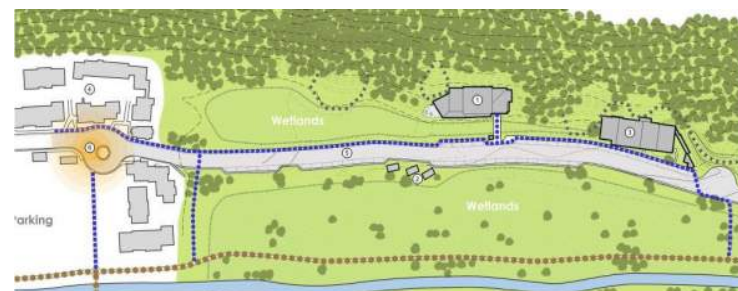


Master planning this 10-acre site and developing the program with the Town led to an 18-unit apartment building, a boarding house for 42 tenants plus staff quarters, three tiny homes, a relocated transportation node, and a future phase of development.

The constraints of a steep hillside site to the south and wetlands to the north ultimately created a more conservative disturbance envelope for all the buildings. The tight-knit buildings within the natural landscape make the new development feel immediately settled within the mountain hillside while delicately abutting wetlands and open space.

Efficient circulation, room and unit layouts, and generous glazing allow more open space for living and communal areas. Large windows w high head heights maximize daylight into the predominantly north-facing spaces. The upwards shed roof lines to view with the undulating massing give the buildings integrity and stature against the San Juan Mountain setting.

Jim Kehoe, Project and Design Lead, Project Management, and CA. w/ CCA.





Towerhouse Townhomes, 3 units, podium parking, Free Market



Towerhouse Condos, 8 units, Affordable Housing



Canyonlands, 20 units w/ podium parking, Affordable Housing

CANYONLANDS AND TOWERHOUSE

Telluride, Colorado

PROJECT INFORMATION

CLIENT

Servitas and Town of Telluride

TYPE

Public-Private Partnership Affordable Housing

COST

N/A

SIZE:

30,000 sf, 31 units

CONTRACTOR

BCI

DATE:

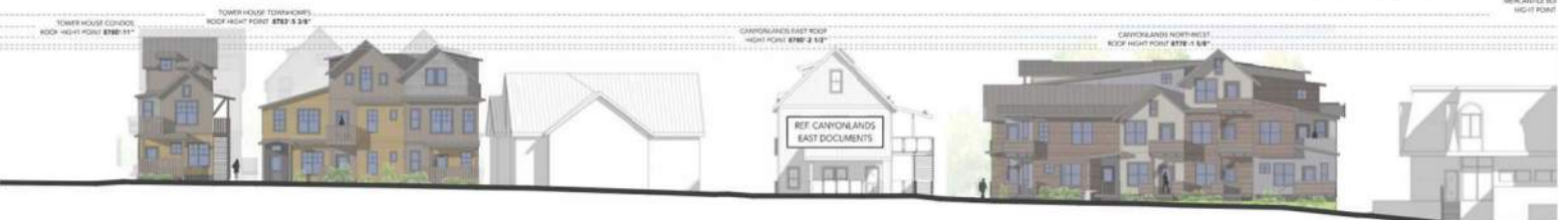
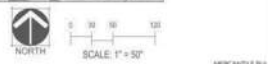
Currently in construction

Spread across two parcels and three lots, this project delivers 28 affordable housing units along with 3 market-rate townhomes, which serve as a funding mechanism for the development.

The primary affordable housing units are located along Colorado Boulevard—Telluride's main street—at the town's entry point, just west of the Historic Overlay Zone. This prominent location required a sensitive and context-aware design approach.

The larger of the two buildings contains 20 units and takes advantage of the site's slope to include a full podium level of parking below. A shared podium parking strategy was also implemented beneath the townhomes, enabling feasible density for the smaller portion of the site, known as the Towerhouse site.

KEO led the architectural design with a contextual approach, facilitating a smooth review and approval process through the Historic Architectural Review Committee (HARC) during both schematic design and design development phases.



View South on Colorado Blvd.



Virginia Placer Phase II

Telluride, Colorado

PROJECT INFORMATION

CLIENT

Town of Telluride

Owner Rep. Lance McDonald 970-729-1960

TYPE

Multi-family.

COST

\$14,000,000

SIZE:

19 Units; 14, 200 s.f. in 2 buildings

CONTRACTOR

Shaw Construction

DATE:

Currently in construction



The City donated the parcel to Habitat for Humanity. The site is ideally located within walking distance of Downtown and directly adjacent to the river park and recreational amenities.

The project includes four 2-bedroom units and two 3-bedroom units. The design team explored multiple configurations for the site and ultimately opted for a layout of separate buildings with landscaping and pathways between them, rather than a single large multi-family structure. This approach presented challenges related to parking and drainage requirements, but working within these constraints yielded several benefits: each unit has its own private entrance, improved natural daylighting within interiors, and meaningful outdoor connections via decks and landscaped areas.

Jim Kehoe, Design Lead; Noelle Wilhite Project Architect/ Manager



PATHFINDER HOUSING

San Miguel County, Colorado

PROJECT INFORMATION

CLIENT

San Miguel County

TYPE

Schematic Design

COST

N/A

SIZE:

9 Acres, 73 Units, 107,000 sf

CONTRACTOR

tbd

DATE:

2024 Schematic Design



After eighteen months of preliminary planning and feasibility studies with a team of engineers, KEO StudioWorks developed a design for the Pathfinder area that achieved the highest unit yield while balancing key site considerations—solar orientation, highway access, topography, and overall livability.

The plan introduces a thoughtful mix of duplexes, triplexes, and multifamily residences to support the County's goal of a diverse demographic. Recognizing the rural context, the design emphasizes community: a central green anchored by a community center and potential small-scale commercial uses fosters connection and activity. Building forms are tiered along the hillside, allowing the architecture to step naturally with the terrain, softening massing and integrating seamlessly into the landscape.



VIEWING NORTHEAST COMMUNITY COMMERCIAL AND UPPER ACCESS ROAD



WEST EAGLE HOUSING

Eagle, Colorado

PROJECT INFORMATION

CLIENT

Eagle County Housing Department
Tori Franks, 303-877-0306

TYPE

Neighborhood Planning, Multi-Family Affordable Housing

COST

TBD

SIZE:

14 Acres | 170,200 sf

DATE:

2022 to current

The fourteen-acre site in West Eagle will stitch together several existing neighborhoods with this project. The infill site consists of County light industrial yards, a USFS parcel, and an acquired old equestrian parcel.

The project has been developed with a series of greenways providing connectivity, significant aspects to daylighting, views, and healthy and direct access to park and community spaces. The unit mix is envisioned for larger multifamily structures in areas that strategically support larger scale, and a mix of duplexes, triplexes, and 4-plexes, with all units focused on the open green spaces and parks.

*KEO studioworks in collaboration with Caddis
Jim Kehoe: Master planning, lead architecture and design*



PARK ELEVATION



SITE PLAN



CENTRAL PARK TOWNHOMES

Arvada, Colorado

PROJECT INFORMATION

CLIENT

Treehouse Development
Clem Rhinehart 303-570-2006

TYPE

Multi-family.

COST

Approx. \$26,000,000

SIZE:

48 Units,

CONTRACTOR

K2 General Contractors

DATE:

2022-2024



KEO studioworks was retained by Treehouse Development to provide architectural design and construction administration services for this 48-unit for-rent townhome project in downtown Arvada.

The project is developed on a parcel close to Olde Town Arvada, the light-rail system, and Ralston Central Park to embrace pedestrian connections. The townhomes feature a ground-level garage, an open floor plan, and living, kitchen, and dining areas on the second level, with bedrooms located above. The entry and stairs connect all levels, culminating at the roof deck, which provides outdoor living with views of the plains to the east and the mountains to the west.





SUNSET LANE

Taos, New Mexico

PROJECT INFORMATION

CLIENT

Stratus, Pete Gonzalaz

TYPE

Neighborhood in-fill Single Family & Townhomes

COST

TBD

SIZE:

8- Single-Family (11,200 sf.) & 7 Townhomes (8,400 s.f.)

DATE:

2024 - Currently in modular production



Located within the Taos Historic District, this development completes a set of previously platted lots adjacent to established neighborhoods, all within walking distance of Taos Plaza.

The architectural design adheres to the Taos Pueblo Style, thoughtfully incorporating elements from neighboring structures to ensure the new homes seamlessly blend into the historic context.

The project includes three single-family homes, each offering unique bedroom and amenity configurations to complement the surrounding neighborhood and broaden market appeal. The townhomes have been consolidated onto a single lot, allowing for a shared rear parking area and enhanced street-facing landscaping. All buildings are designed for off-site modular construction, minimizing on-site disruption and offering significant cost and time savings.





DATE: August 1, 2025

TO: Andy Worline
Parks, Recreation & Trails Director
Town of Snowmass Village
970-922-2245
aworline@tosv.com

RE: Design Concepts for Entryway & Rodeo Facility Beautification (2025-01)

FEE PROPOSAL

This fee proposal is based on the content, process, and deliverables described in the Project Approach and as reflected in the Project Schedule.

- A. Preliminary Design through Schematic Design and Council Presentation
- B. Design Development through Construction Start

Excluded: Engineering Consultants: minor structural engineering will be required for gates and fencing foundation design.

SECTION 2 COMPENSATION

A. Preliminary Design through Schematic Design and Council Presentation:	\$32,600.00
B. Design Development through Construction Start:	\$30,600.00
TOTAL	\$63,200.00

2025 HOURLY RATE:

Architect/ Principal: \$245.00/ hr.

Designer/ Manager: \$185.00/hr.

Inter/ Designer/ Support: \$140.00/ hr.

James Kehoe _____ Date _____

Approved and accepted this _____ day of _____

Signed by Owner _____ (Print)

Signature _____ Date _____

THANK YOU
TOWN OF SNOWMASS VILLAGE
FOR THIS PROPOSAL OPPORTUNITY



KEO
studioworks

KEO studioworks | PO Box 3371 Aspen CO 81612 | 970-319-1229

APPENDIX

Resumes

JIM KEHOE

DESIGN PRINCIPAL



Jim Kehoe brings 29 years of professional experience in Project Management, Project Architecture, Project Leadership, and Design Direction. He has held leadership roles for the past 22 years and has lived in Snowmass, Colorado since 2004.

His experience spans large-scale corporate projects, education facilities, mixed-use developments, public facilities, affordable housing, and free-market multi-family. Over the past 20 years, Jim has focused on community-oriented projects across Colorado's Western Slope, driving success as Design Architect, Project Leader, and Manager.

Jim is passionate about design, especially in the public realm. Known for his collaborative spirit, he brings flexibility and innovation to every project, delivering thoughtful solutions from site planning to building design. His broad project experience brings sensitivity to schedules, budgets, materials, and early concepts that help define and advance client goals.

With a strong interest in wellbeing and human flourishing, Jim has explored neuroscience and biology as they relate to human habitation. His practice focuses on the biological and cognitive effects of the built environment, developing design approaches that promote occupant health and wellbeing.

EDUCATION

Washington University St. Louis

Master of Architecture

University of Bridgeport

Bachelor of Science, Interior Design

REGISTRATIONS

CO# 00403772

NCARB Certificate #77741

AFFORDABLE HOUSING & MULTIFAMILY

- West Eagle Affordable Housing, Eagle, CO
- Confluence Habitat For Humanity Housing, Glenwood Springs, CO
- Virginia Placer Affordable Housing Phase 1, Telluride, CO
- Longwill 16 Affordable Housing, Telluride, CO
- San Miguel Affordable Housing Feasibility Study, San Miguel County, CO
- Coffey Place Affordable Housing, Snowmass, CO
- APD Affordable Housing, Aspen, CO
- Riverfront Village Multifamily & Mixed Use, Ridgway, CO
- Lumberyard Masterplanning Phase, Aspen, CO
- Brush Creek/ Palisades Housing Renovation
- Creekside Housing Renovation, Snowmass, CO
- Crestwood Condo Renovation, Snowmass, CO

MUNICIPAL & REGIONAL

- Aspen City Hall, Aspen, CO
- Snowmass Town Hall, Snowmass, CO
- RFTA BRT System Bus Shelters, Roaring Fork Valley, CO
- Telluride Town Hall Renovation, Telluride, CO
- Aspen Police Department, Aspen, CO
- Telluride Town Park Stage, Telluride, CO
- Ouray County Courthouse Renovation and Restoration, Ouray, CO
- O'Fallon Public Safety Facility, O'Fallon, IL
- St. Charles Sheriff's Facility and Crime Lab, St. Charles, MO

AFFILIATIONS

ANFA | Academy of Neuroscience for Architecture

ACS | Architecture Culture and Spirituality Forum

Lecturer – Architecture + Wellbeing

NOELLE WILHITE, AIA

SENIOR PROJECT MANAGER & ARCHITECT



Noelle WilHITE brings 14 years of professional experience as a Project Manager, Project Architect, and BIM/Operations Manager. Most recently, she served as Director of Operations for KEO studioworks and as Project Manager/Architect for residential and public projects throughout San Miguel County, Roaring Fork Valley, Taos County (NM), Chaffee County, Vail Valley, Summit County, and Routt County. She currently lives in Buena Vista, Colorado.

Her experience spans single-family and multi-family residential, affordable housing, hospitality, public works, planning, mixed-use development, large-scale commercial projects, and LEED certification. Over the past six years, she has focused on residential development and public projects in Colorado mountain communities.

A systematically minded leader, Noelle specializes in building high performing teams and developing strategic workflows, delivering complex projects through collaborative leadership and meticulous project execution to deliver projects on time and on budget.

EDUCATION

University of Michigan

Master of Architecture

University of Illinois

Bachelor of Science, Architectural Studies

REGISTRATIONS

CO# 00407287

NCARB Certification #107619

AFFORDABLE HOUSING & MULTIFAMILY

- Canyonlands Multi-Family Affordable Housing, Telluride, CO
- Tower House Multi-Family Housing and Townhomes, Telluride, CO
- The Confluence Habitat for Humanity Multi-Family Affordable Housing, Glenwood Springs, CO
- Pathfinder Affordable Housing Planning Phase, San Miguel County, CO
- Sunset Single & Multi-Family Development, Taos, NM
- Boutique Hotel, Commercial, and Workforce Housing Development, Buena Vista, CO
- Alexander Parcel Multi-Family Housing Planning Phase, San Miguel County, CO
- Deep Creek Multi-Family Housing Planning Phase, San Miguel County, CO
- Ilium Multi-Family Housing Planning Phase, San Miguel County, CO
- Lumberyard Affordable Housing Planning Phase, Aspen, CO
- Central Park Multi-Family Residence, Arvada, CO

MUNICIPAL & REGIONAL

- Fellin Park Stage, Ouray, CO
- Ouray Library Expansion, Ouray, CO
- Pilot Bus Shelter, Mountain Village, CO
- Meadows Bus & Bike Shelter, Mountain Village, CO

AFFILIATIONS

NCARB | National Council of Architectural Reg Boards

AIA | American Institute of Architects

CKLDP | AIA Colorado Christopher Kelley Leadership Development Program, 2025 Scholar

BENJAMIN VERA DEL BARCO

ARCHITECTURAL DESIGNER



Benjamín Vera del Barco is an advanced Architecture student with experience in designing and developing single-family housing projects, residential complexes, as well as commercial and mixed-use projects. Over the past few years, he has gained skills in planning and executing architectural projects, from initial concept to final presentation.

Benjamín has actively participated in national and international architectural competitions, standing out in events like the Inspireli Awards (2023-2024). These experiences have allowed him to refine his creative and technical skills, as well as his ability to work within interdisciplinary teams.

He demonstrates great flexibility in project work, handling various tasks with ease. His quick adaptability to new software programs has proven valuable in adjusting to different project requirements and environments.

He holds a certificate in communication for project presentations, providing him with essential tools to convey ideas clearly and persuasively in both professional and academic environments. His training enables him to address both the aesthetic and functional aspects of architectural projects.

EDUCATION

Nacional University of Tucuman – Argentina
Architectural and Urbanism Studies (FAU)

RELEVANT EXPERIENCE

- Canyonlands Multi-Family Affordable Housing, Telluride, CO
- Tower House Multi-Family Housing and Townhomes, Telluride, CO
- Angel Fire Crossing Affordable Housing, Angel Fire, NM
- Boutique Hotel, Commercial, and Workforce Housing Development, Buena Vista, CO
- Tierra Sagrada 46 Unit Single Family Development, Taos, NM
- Single-family Residence, Tucumán, Argentina
- Commercial and Mixed-Use Center "Yerba Buena" Tucumán, Argentina
- Residential Complex "San Miguel de Tucumán" Tucumán, Argentina
- Residential Project in Tafi del Valle, Tucuman, Argentina
- "Virtual Americas Workshop" International Academic Competition
- "Inspireli Awards 2023-2024" International Academic Competition

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

August 4, 2025

AGENDA ITEM:

A Continued Discussion Regarding the Council Goal Statement

PRESENTED BY:

Clint Kinney, Town Manager

BACKGROUND:

At the July 21 Council meeting the Council discussed ideas on how to implement the year-round residents thrive, not just survive. The attached goal statement has a summary of the agreed upon specifics. In addition to that modification, a legend identifying which project are underway and which project are yet to come was added. Clearly, while all of the Council goals are good, not all priorities can be on top. The color coded legend is intended to help the Town Council know what is underway and project are yet to come.

This is a working document. No action is needed, but feedback is welcome.

**SNOWMASS VILLAGE
TOWN COUNCIL
GOAL STATEMENT
ADOPTED APRIL 7, 2025**

SPECIFIC GOAL VERSION (August update)

LEGEND (the colors/timing are a continuum, not absolutes; an effort toward prioritization)

Underway Start within 12 months No specific timeline or next steps identified yet

Identify & Provide More Affordable Housing

- Update the 2021 Housing Master Plan by incorporating the upcoming needs assessment and other creative solutions.
- The Draw Site will be the next location for new construction.
- Study and develop a concept plan for the Center site.
- Continue with the buydown program, purchasing existing free market units, and implement other innovative ideas as needed.
- Explore a new priority system (a pilot program) at the Draw Site.
- Creatively revise rental housing regulations to better serve locally owned and locally serving businesses
- Explore the idea of creating a new citizen advisory commission to help address these efforts
- Explore increasing our employee mitigation rate from 60% to 100%

Embrace High Quality Balanced Destination Management

- Direct our tourism promotion so as not to concentrate on just growth in numbers but to ensure we focus on supporting our community.
- Continue to protect our off seasons while strengthening opportune times of year when we have capacity but not demand
- Focus on local businesses, local causes and local participation.
- Increase awareness of services already provided to local businesses.
- Encourage responsible visitor behavior through education, so visitors and residents alike know how to “Snowmass”.
- Reexamine STR regulations to ensure they are meeting desired goals.
- Adopt a Destination Management Plan.
- Explore ways to keep our retail experience unique, increase the variety of stores, limit chain stores, limit real estate offices in prime retail space, and increase vibrancy in the commercial cores.
- Begin to prepare for the eventual transition of the Collective to the Town and continue to aim for increased community utilization.

Develop a Detailed Area Plan in and Around the Snowmass Mall

- Develop a viable concept plan that will guide the future by protecting the history of the area, support locally owned and locally serving businesses and create more housing opportunities in a transit-oriented manner.

Strengthen Community Engagement to Foster Emotional Connectivity

- Ensuring public notices are easily understandable and widely publicized.
- Increase bilingual communications.
- Explore creating a quarterly insert for the local papers designed to inform constituents.
- Consider adding staff resources to assist with increased communication and community engagement.
- Explore opportunities to create a location for a community hub.

A Continued Commitment to Sustainability and Resiliency

- Adopt an updated building code to support environmental goals.
- Focus on ongoing wildfire fire mitigation efforts, including studying strengthen defensible space requirements and other hardening measures.
- Enhance community communication around preparedness and recovery.
- Further explore opportunities around improving sustainability focusing on wildfire mitigation, water use reduction, greenhouse gas reduction and effective waste disposal.

Help Year-round Residents Thrive, Not Just Survive

- Explore creating and funding a childcare subsidy for locals
- Explore creating a loan program(s) ranging from micro loans to home repairs (including fire mitigation)
- Task the future citizen housing advisory commission to help uncover innovative ideas to improve affordability for local residents.

Investing in Community Infrastructure

- Raise the necessary grant funds to construct the approved Little Red School House project.
- Set the timing and project scope for the Owl Creek / Brush Creek Roundabout and potentially evaluate interim safety measures.
- Partner with Pitkin County to expand library services in the Village, including building a library facility adjacent to, or connected to the Recreation Center.
- Identify, support and preserve more community spaces.
- Coordinate a regional effort to study the potential for workforce housing at the Brush Creek Park and Ride.
- Determine the future of the Krabloonik property.
- Continue forward with the efforts to better “Connect the three Commercial Nodes” including the Benedict Trail.
- Continue to embrace and invest in the Ice Age Discovery.
- Complete the replacement of the Skittles.
- Explore opportunities to increase historic preservation efforts.
- Complete the entryway beautification project.
- Gather public input and use it to finalize the design process for the Mall Transit Center.
- Create and maintain a master schedule of all proposed major public and private construction projects and ensure consistent communication with the public.

Town of Snowmass Village Agenda Item Summary

Date of Meeting:

August 4, 2025

Agenda Item:

Executive Session RE Performance Review & Little Red Schoolhouse

Presented by:

Clint Kinney, Town Manager

Background:

The Town Council has reason to convene in Executive Session. To convene in executive session, the Colorado Open Meetings Law requires that the Town announce the topics for discussion with specific statutory citation and to identify the particular matter(s) to be discussed in as much detail as possible without compromising the purpose for which the executive session is authorized. A motion to enter executive session for the announced purposes must be passed by 2/3 of the quorum voting in the affirmative for said motion.

Financial Impact:**Applicability to Council Goals & Objectives:****Council Options:**

Convene in Executive Session.

Choose not to convene in Executive Session.

Staff Recommendation:

Town Council will now meet in Executive Session pursuant to C.R.S. 24-6-402(4) and Snowmass Village Municipal Code Section 2-45(c) for the following purpose(s):

1. For determining positions relative to matters that may be subject to negotiations, developing strategy for negotiations, and instructing negotiators pursuant to C.R.S. 24-6-402(4)(e) and Snowmass Village Municipal Code Section 2-45(c)(5), more specifically related to: Lease with provider at Little Red Schoolhouse
2. To discuss personnel matters, except if the employee who is the subject of the session has requested an open meeting, pursuant to C.R.S. 24-6-402(4)(f)(I) and Snowmass Village Municipal Code Section 2-45(c)(6), more

specifically related to: Performance Review of Town Manager

Provided, there is an affirmative vote of two-thirds of the quorum present at this meeting to hold an Executive Session and for the purposes of considering items (a) and (b) above. Provided further, that no adoption of any proposed policy, position, resolution, regulation, or formal action shall occur at this Executive Session.

Attachments:

1. 10.A. Agenda Item Summary Exec Session - negotiation & Perf Review

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

August 4, 2025

AGENDA ITEM:

Executive Session

PRESENTED BY:

Clint Kinney, Town Manager

BACKGROUND:

The Town Council has reason to convene in Executive Session. To convene in executive session, the Colorado Open Meetings Law requires that the Town announce the topics for discussion with specific statutory citation and to identify the particular matter(s) to be discussed in as much detail as possible without compromising the purpose for which the executive session is authorized. A motion to enter executive session for the announced purposes must be passed by 2/3 of the quorum voting in the affirmative for said motion.

FINANCIAL IMPACT:

N/A

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

N/A

COUNCIL OPTIONS:

Convene in Executive Session
Choose not to convene in Executive Session

STAFF RECOMMENDATION:

Town Council will now meet in Executive Session pursuant to C.R.S. 24-6-402(4) and Snowmass Village Municipal Code Section 2-45(c) for the following purpose(s):

- a) For determining positions relative to matters that may be subject to negotiations, developing strategy for negotiations, and instructing negotiators pursuant to C.R.S. 24-6-402(4)(e) and Snowmass Village Municipal Code Section 2-45(c)(5), more specifically related to: Lease with provider at Little Red Schoolhouse
- b) To discuss personnel matters, except if the employee who is the subject of the session has requested an open meeting, pursuant to C.R.S. 24-6-402(4)(f)(I) and Snowmass Village Municipal Code Section 2-45(c)(6), more specifically related to: Performance Review of Town Manager

Provided, there is an affirmative vote of two-thirds of the quorum present at this meeting to hold an Executive Session and for the purposes of considering items (a) and (b) above. Provided further, that no adoption of any proposed policy, position, resolution, regulation, or formal action shall occur at this Executive Session.

ATTACHMENTS:

N/A