



**Town Council
Monday, June 12, 2023
4:00 PM
130 Kearns Road
Town Council Chambers
Snowmass Village, Co 81615
Agenda**

1. Start Time 4:00 P.M.

2. Item for Discussion

2.1. Pitkin County Proposed Commissioner Redistricting - Ingrid Grueter & Lauren Ussery

[Pages 2-3 2.1 Agenda Item Summary - TOSV Meeting BOCC Redistricting](#)

[Page 4 2.1 Attachment A - OPTION 1](#)

[Page 5 2.1 Attachment B - OPTION 2](#)

[Page 6 2.1 Attachment C - OPTION 3](#)

[Page 7 2.1 Attachment D - OPTION 4](#)

[Page 8 2.1 Attachment E - OPTION 5](#)

[Page 9 2.1 Attachment F - OPTION 6](#)

[Page 10 2.1 Attachment G Census Block Realignment](#)

3. Item for Discussion

3.1. Draw Site Owners Review

[Pages 11-14 3.1 Agenda Item Summary Owners' Review - Draw Site Housing](#)

[Pages 15-22 3.1 Attachment A - TOSV Draw Site Option boards](#)

[Pages 23-49 3.1 Attachment B - Open House Feedback](#)

[Pages 50-56 3.1 Attachment C - Financial Pro Forma](#)

4. Item for Discussion

4.1. Review Mall Transit Project ideas

[Pages 57-61 4.1 Agenda Item Summary - Mall Transit Improvements](#)

[Pages 62-76 4.1 Attachment 1 - 2023 Project](#)

[Pages 77-78 4.1 Attachment 2 - Mall Transit Potential Areas of Improvement \(#1\)](#)

[Pages 79-84 4.1 Attachment 3 - Potential Mall Transit Center \(#2\)](#)

[Page 85 4.1 Attachment 4 - Potential Alternate Locations \(#3\)](#)

[Pages 86-87 4.1 Attachment 5 - Two Level Transit Concept](#)

5. Adjournment

Town of Snowmass Village
June 12, 2023

AGENDA ITEM: Pitkin County Board of County Commissioner
Redistricting 2023

PRESENTERS: Ingrid Grueter, Pitkin County Clerk & Recorder
Lauren Ussery, Analyst GIS

ISSUE STATEMENT: As required by C.R.S. §30-10-306, "...after each federal census of the United States, each commissioner district must be established, revised, or altered to assure that such districts are nearly equal in population as possible ..." and "In no event shall there be more than five percent deviation between the most populous and the least populous district..."

The County Staff (Clerk & Recorder and GIS)'s mandate is to present three redistricting options with the most minimal changes possible. The Board of County Commissioners, acting as the Redistricting Commission, provided three additional options. The redistricting process analyzes census population growth first and foremost, with a secondary goal for common-sense boundaries which follow existing special district boundaries, municipal boundaries and geographical features within Pitkin County. The process does not analyze political affiliation, racial or economic disparity, hot button issues, candidate and office holder favorability, or any other issue that may constitute gerrymandering.

BACKGROUND: Pitkin County is a political subdivision of the State of Colorado. It has been organized and operating as a home rule county by virtue of the adoption of the Pitkin County Home Rule Charter on March 21, 1978.

Since the adoption of its charter in 1978, Pitkin County has been divided into five commissioner districts.

The most recent U.S. census was conducted in 2020. It established that Pitkin County's population is 17,365. Therefore, each of Pitkin County's five commissioner districts should contain an average of 3,473 residents.

The 2020 census further established that the **existing commissioner districts** have unequal populations. The difference between the least populous district and the most populous district is a **variance of 15.07%**, which is well above the statutorily permissible variance of 5%:

District 1	3466	District 2	3575	District 3	3275
District 4	3790	District 5	3259		

Staff of the Clerk and Recorder's office and the GIS department presented three redistricting options. Fourth, fifth and sixth options were presented by a member of the Board of County Commissioners.

KEY DISCUSSION ITEMS:

- Census block geometry has changed and this impacts our current boundaries, even for districts that do not need to be changed. These new census blocks have been considered, and we will present the areas of realignment prior to presenting any options.
- An interactive website has been created for all interested parties to view the options. That website is: <https://storymaps.arcgis.com/collections/18ad6cccbfec40b896e46294a785b233>
- At the May 24, 2023 meeting of the Board of County Commissioners, acting as the Redistricting Commission, Option #6 was selected as the preferred option. This option will move a total of 2,204 people; 146 people from District 3 into District 5, in the areas around Lower River Rd., Phillips Trailer Park and Waterview; 8 people from District 5 to District 4 around E. Sopris Creek Rd; 286 people from District 4 into District 3, in the area west of Highline Rd. and regions surrounding Club Commons and the Sanctuary at Snowmass; 855 people from District 1 to District 3, in areas around the Aspen Highlands and Aspen High School; 839 people from District 3 to District 1, in areas including Red Mountain, East of Aspen and Mountain Valley; 70 people from District 2 into District 1 in areas near the base of Smuggler.

ATTACHMENTS:

- A** – Option 1 Map
- B** – Option 2 Map
- C** – Option 3 Map
- D** – Option 4 Map
- E** – Option 5 Map
- F** – Option 6 Map
- G** – Map of Census Block Realignment

BOCC Districts | Pitkin County, Colorado

EXHIBIT C

2010 & 2020: Census Population Total & Difference Before & After Redistricting

BOCC District	2010 Population	2020 Population	Population Change (2010-2020)	Redistricted Population	Redistricted Population Difference
1	3571	3466	-105	3466	0
2	3288	3575	+287	3575	0
3	3521	3275	-246	3412	+137
4	3601	3790	+189	3484	-306
5	3167	3259	+92	3428	+169

2020 PITKIN COUNTY
TOTAL POPULATION = 17,365

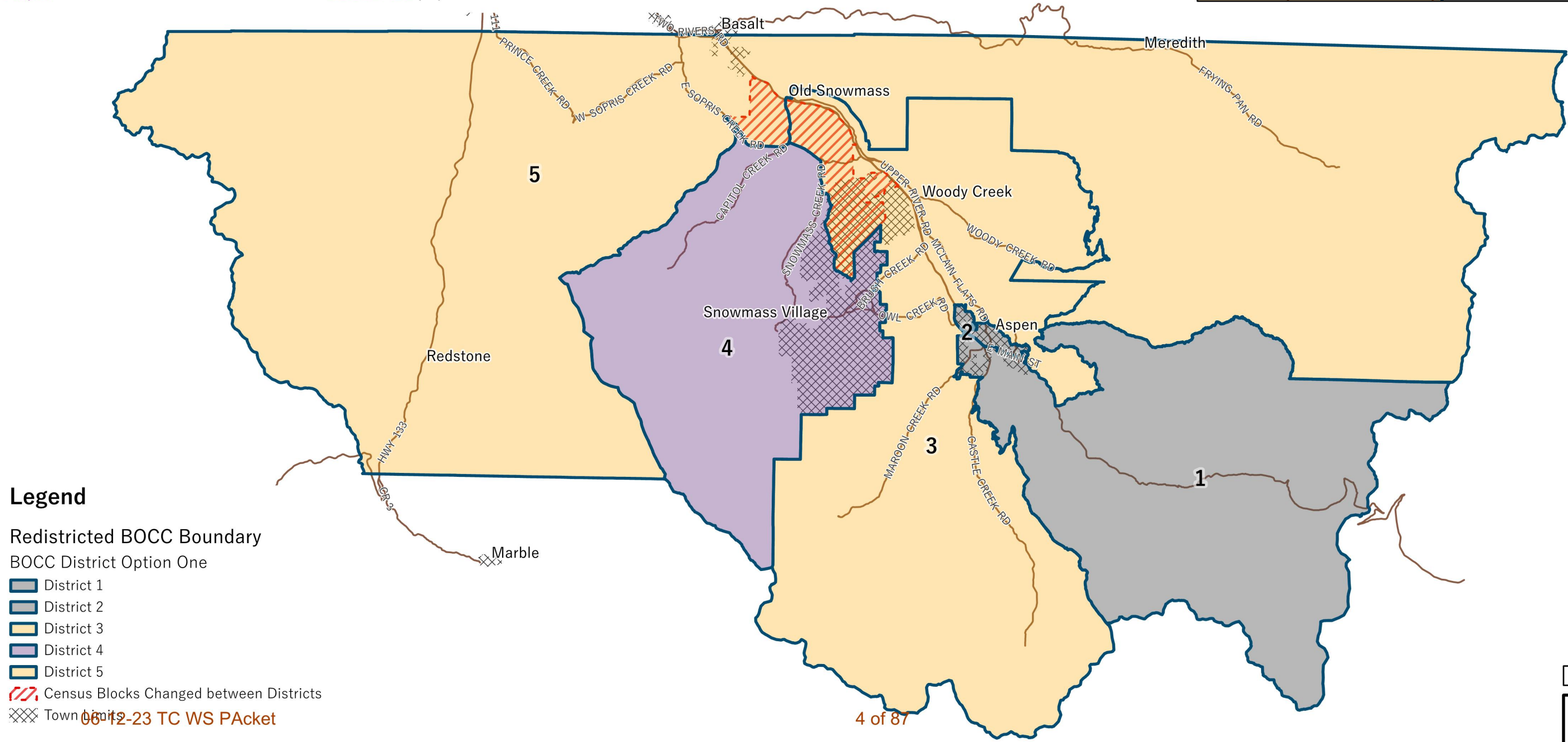
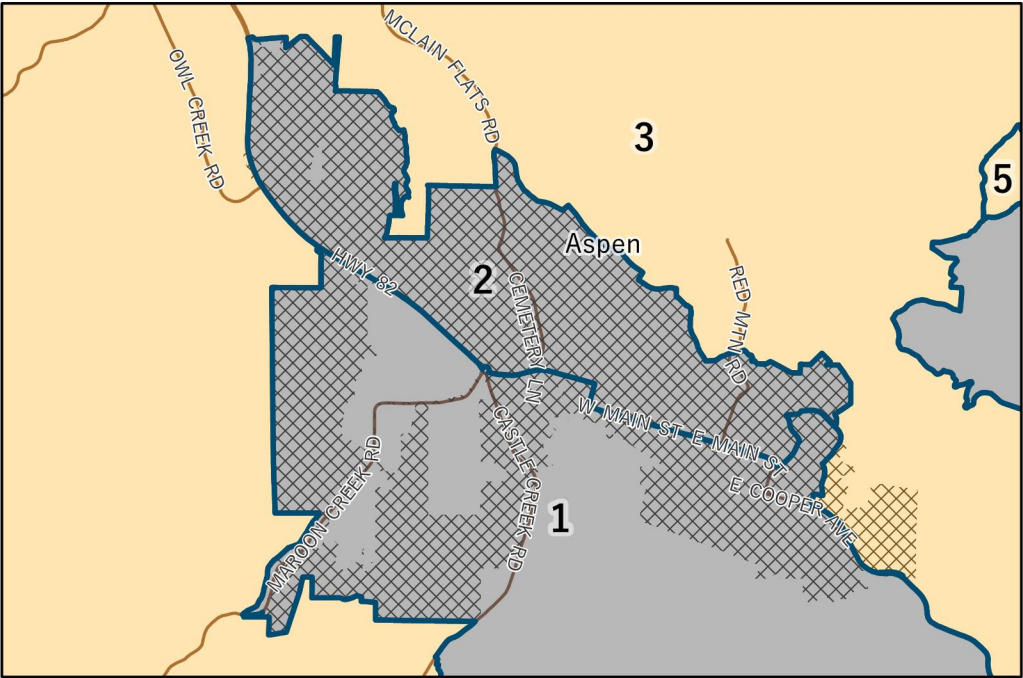
Target Population/District = 3,473

Based on the 2020 Census, the
population difference b/w Districts
is **15.07%**. After redistricting, the
population difference is **4.67%**.

Gray indicates the District is within the ideal population.

Orange indicates that the District needs to **INCREASE** population.

Purple indicates that the District needs to **DECREASE** population.



Legend

Redistricted BOCC Boundary

BOCC District Option One

- District 1
- District 2
- District 3
- District 4
- District 5
- Census Blocks Changed between Districts
- Town Limits



Census 2010 & 2020

Redistricting data (PL 94-171)

Data Source: U.S. Census Bureau

Map Prepared By: Pitkin County GIS

April 05, 2023

6

Miles

OPTION ONE

BOCC Districts | Pitkin County, Colorado

2010 & 2020: Census Population Total & Difference Before & After Redistricting

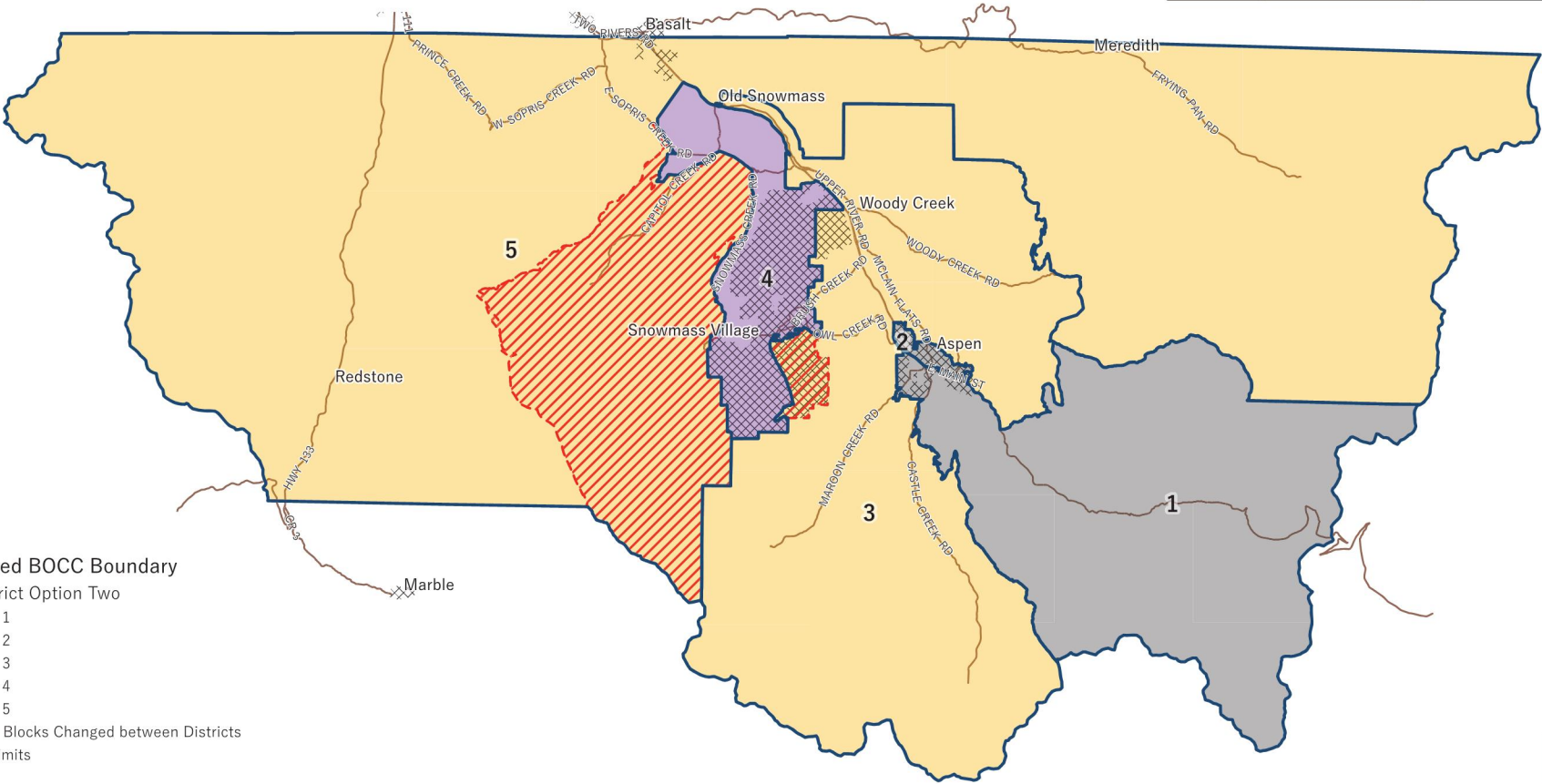
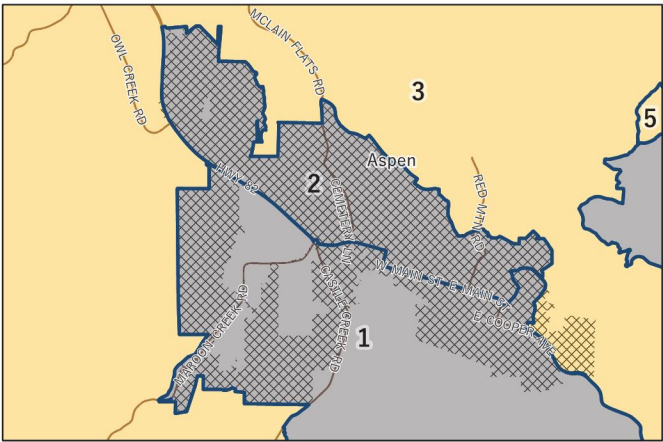
BOCC District	2010 Population	2020 Population	Population Change (2010-2020)	Redistricted Population	Redistricted Population Difference
1	3571	3466	-105	3466	0
2	3288	3575	+287	3575	0
3	3521	3275	-246	3478	+203
4	3601	3790	+189	3415	-375
5	3167	3259	+92	3431	+172

Gray indicates the District is within the ideal population.
Orange indicates that the District needs to **INCREASE** population.
Purple indicates that the District needs to **DECREASE** population.

2020 PITKIN COUNTY
TOTAL POPULATION = 17,365

Target Population/District = 3,473

Based on the 2020 Census, the
population difference b/w Districts
is **15.07%**. After redistricting, the
population difference is **4.58%**.



- Legend**
- Redistricted BOCC Boundary
 - BOCC District Option Two
 - District 1
 - District 2
 - District 3
 - District 4
 - District 5
 - Census Blocks Changed between Districts
 - Town Limits

Census 2010 & 2020
Redistricting data (PL 94-171)
Data Source: U.S. Census Bureau
Map Prepared By: Pitkin County GIS
April 05, 2023

6 Miles

OPTION TWO

BOCC Districts | Pitkin County, Colorado

2010 & 2020: Census Population Total & Difference Before & After Redistricting

BOCC District	2010 Population	2020 Population	Population Change (2010-2020)	Redistricted Population	Redistricting Population Difference
1	3571	3466	-105	3466	0
2	3288	3575	+287	3564	-11
3	3521	3275	-246	3409	+134
4	3601	3790	+189	3405	-385
5	3167	3259	+92	3521	+262

2020 PITKIN COUNTY
TOTAL POPULATION = 17,365

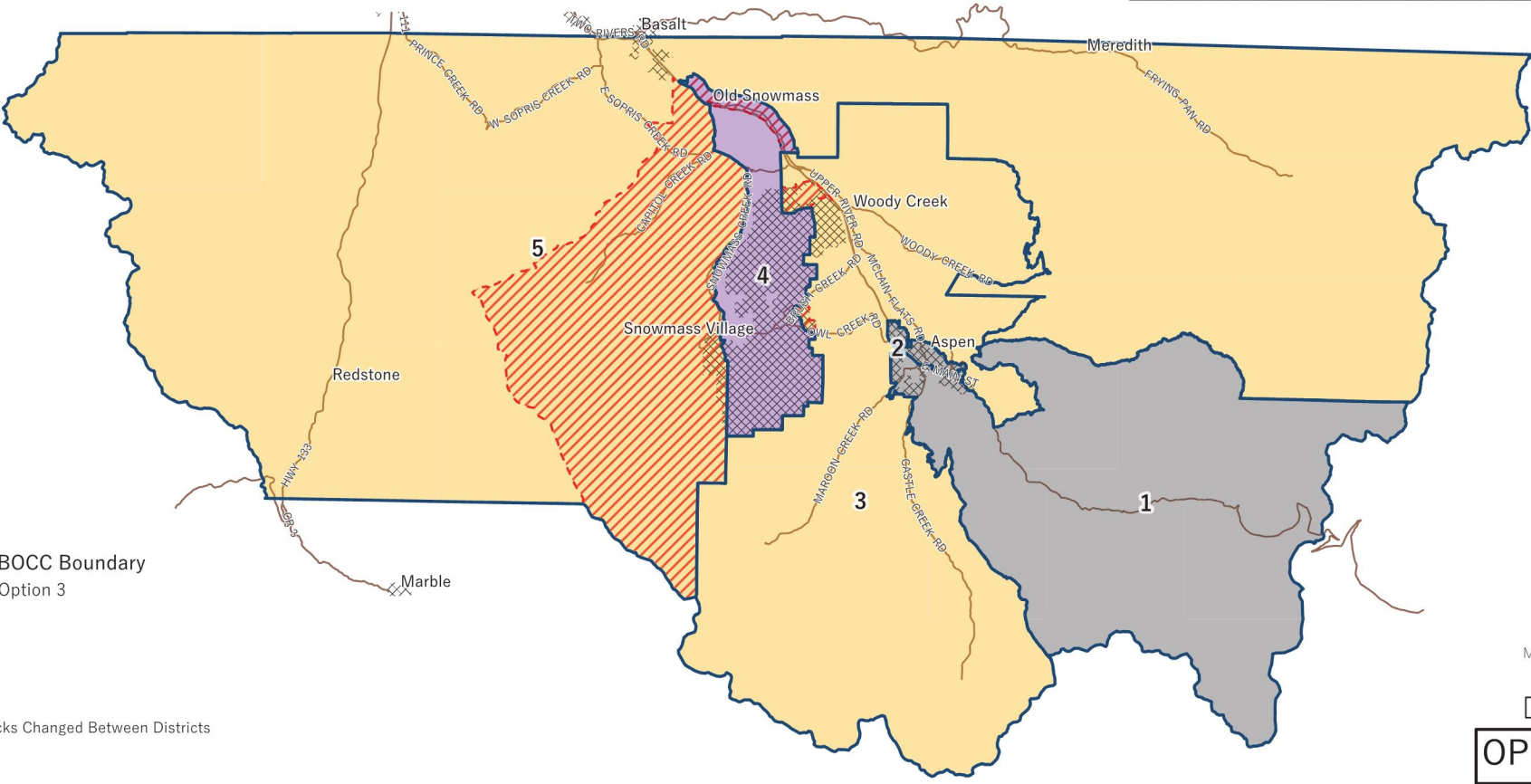
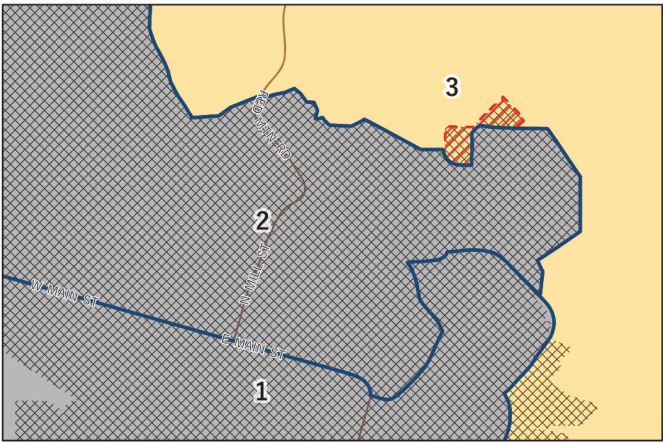
Target Population/District = 3,473

Based on the 2020 Census, the
population difference b/w Districts
is **15.07%**. After redistricting, the
population difference is **4.56%**.

Gray indicates the District is within the ideal population.

Orange indicates that the District needs to **INCREASE** population.

Purple indicates that the District needs to **DECREASE** population.



Legend

Redistricted BOCC Boundary

BOCC District Option 3

- District 1
- District 2
- District 3
- District 4
- District 5
- Census Blocks Changed Between Districts
- Town Limits



Census 2010 & 2020

Redistricting data (PL 94-171)

Data Source: U.S. Census Bureau

Map Prepared By: Pitkin County GIS

April 05, 2023

6 Miles

OPTION THREE

BOCC Districts | Pitkin County, Colorado

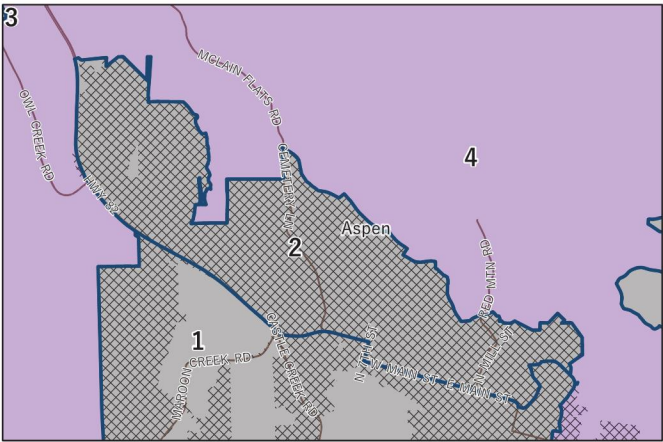
2010 & 2020: Census Population Total & Difference Before & After Redistricting

BOCC District	2010 Population	2020 Population	Population Change (2010-2020)	Redistricted Population	Redistricting Population Difference
1	3571	3466	-105	3466	0
2	3288	3575	+287	3575	0
3	3521	3275	-246	3474	+199
4	3601	3790	+189	3442	-348
5	3167	3259	+92	3408	+149

2020 PITKIN COUNTY
TOTAL POPULATION = 17,365

Target Population/District = 3,473

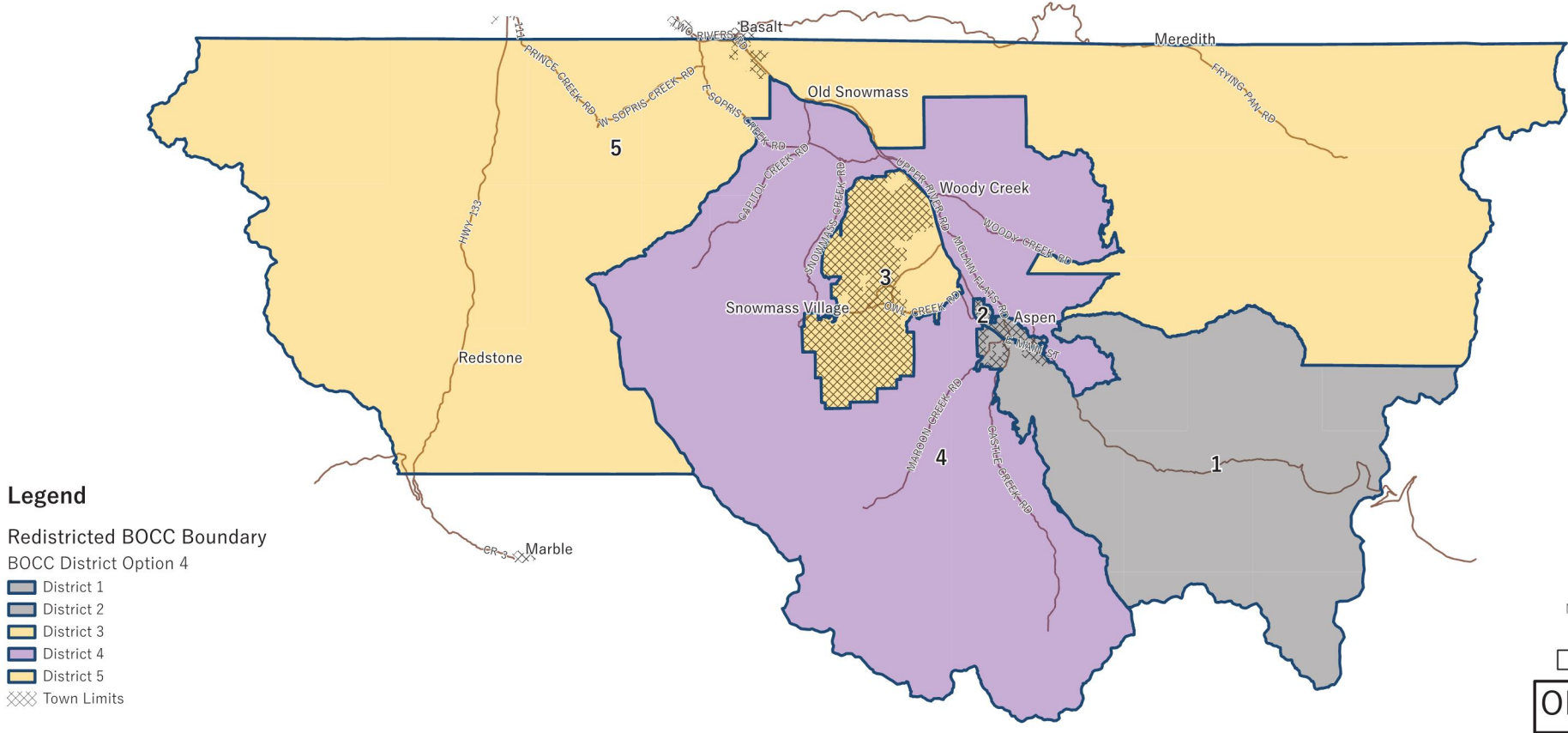
Based on the 2020 Census, the
population difference b/w Districts
is **15.07%**. After redistricting, the
population difference is **4.78%**.



Gray indicates the District is within the ideal population.

Orange indicates that the District needs to **INCREASE** population.

Purple indicates that the District needs to **DECREASE** population.



Legend

Redistricted BOCC Boundary

BOCC District Option 4

District 1

District 2

District 3

District 4

District 5

Town Limits



Census 2010 & 2020

Redistricting data (PL 94-171)

Data Source: U.S. Census Bureau

Map Prepared By: Pitkin County GIS

April 05, 2023

7 Miles

OPTION FOUR

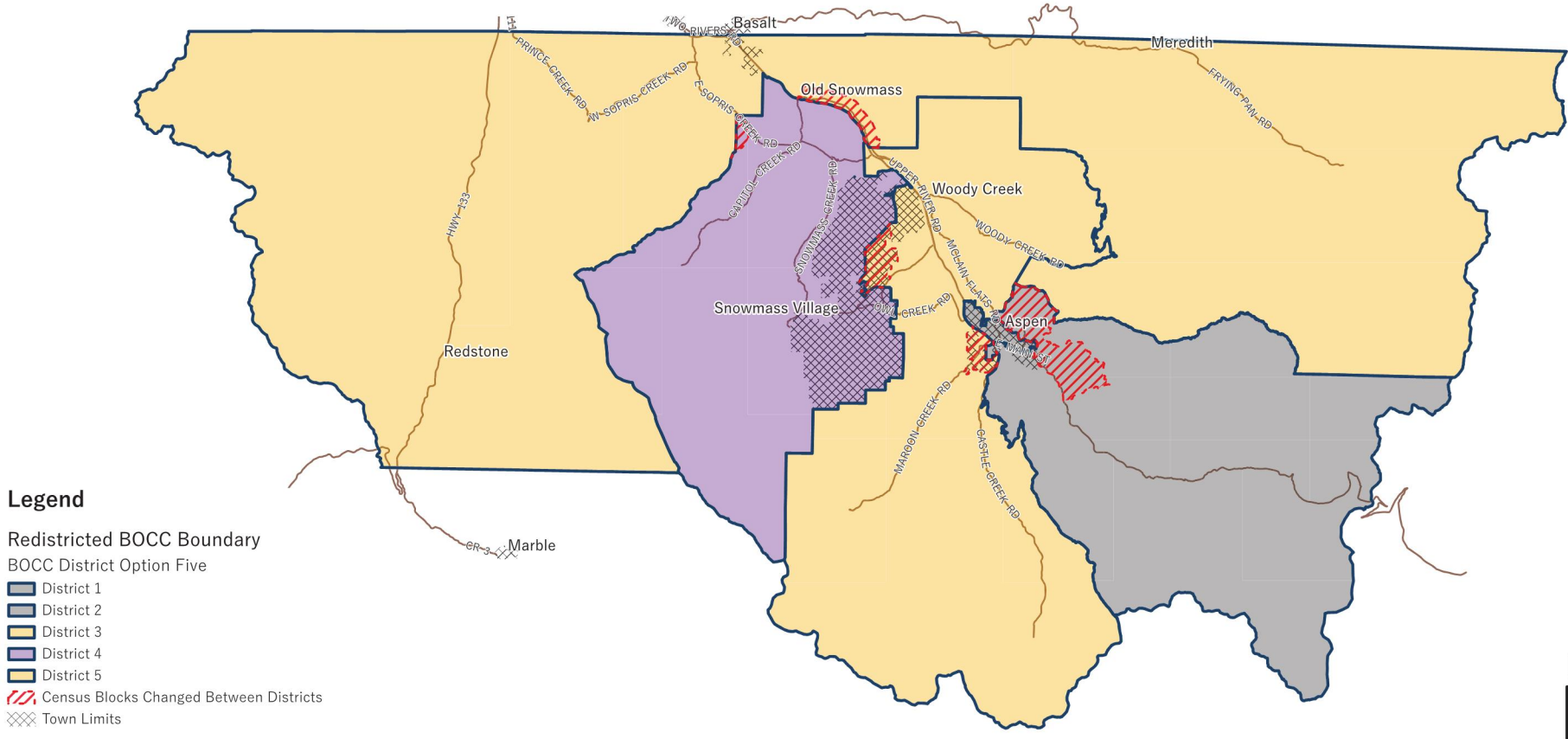
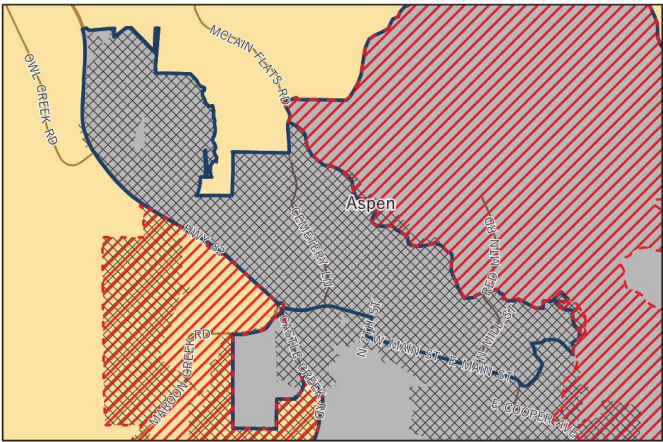
BOCC Districts | Pitkin County, Colorado

2010 & 2020: Census Population Total & Difference Before & After Redistricting

BOCC District	2010 Population	2020 Population	Population Change (2010-2020)	Redistricted Population	Redistricted Population Difference
1	3571	3466	-105	3520	+54
2	3288	3575	+287	3498	-77
3	3521	3275	-246	3539	+264
4	3601	3790	+189	3411	-387
5	3167	3259	+92	3397	+138

Gray indicates the District is within the ideal population.
Orange indicates that the District needs to **INCREASE** population.
Purple indicates that the District needs to **DECREASE** population.

2020 PITKIN COUNTY
TOTAL POPULATION = 17,365
Target Population/District = 3,473
Based on the 2020 Census, the
population difference b/w Districts
is **15.07%**. After redistricting, the
population difference is **4.09%**.



Census 2010 & 2020
Redistricting data (PL 94-171)
Data Source: U.S. Census Bureau
Map Prepared By: Pitkin County GIS
April 05, 2023

7 Miles

OPTION FIVE

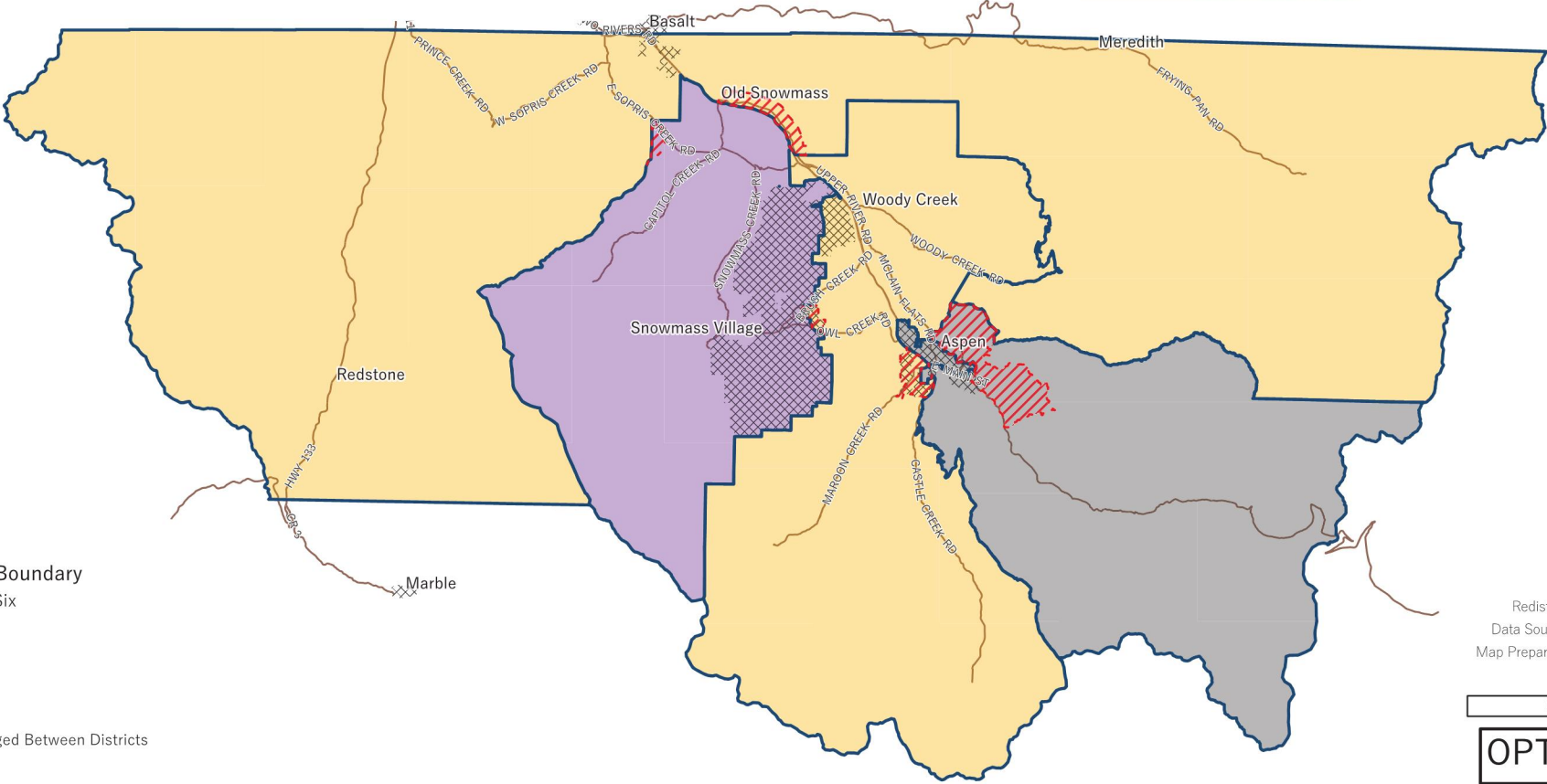
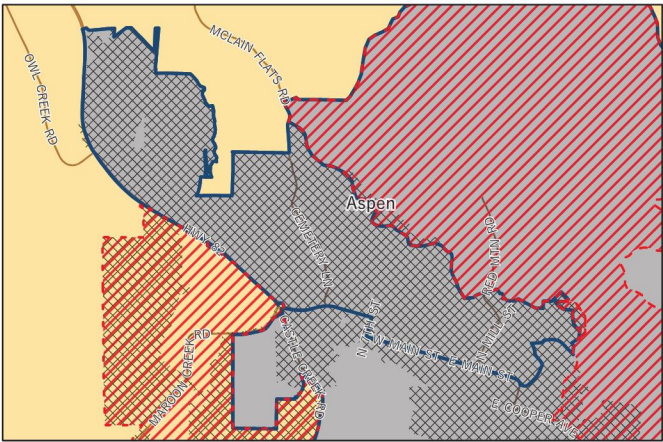
BOCC Districts | Pitkin County, Colorado

2010 & 2020: Census Population Total & Difference Before & After Redistricting

BOCC District	2010 Population	2020 Population	Population Change (2010-2020)	Redistricted Population	Redistricted Population Difference
1	3571	3466	-105	3520	+54
2	3288	3575	+287	3498	-77
3	3521	3275	-246	3438	+163
4	3601	3790	+189	3512	-278
5	3167	3259	+92	3397	+138

Gray indicates the District is within the ideal population.
Orange indicates that the District needs to **INCREASE** population.
Purple indicates that the District needs to **DECREASE** population.

2020 PITKIN COUNTY
TOTAL POPULATION = 17,365
Target Population/District = 3,473
Based on the 2020 Census, the
population difference b/w Districts
is **15.07%**. After redistricting, the
population difference is **3.56%**.



- Legend**
- Redistricted BOCC Boundary
 - BOCC District Option Six
 - District 1
 - District 2
 - District 3
 - District 4
 - District 5
 - Census Blocks Changed Between Districts
 - Town Limits

Census 2010 & 2020
Redistricting data (PL 94-171)
Data Source: U.S. Census Bureau
Map Prepared By: Pitkin County GIS
April 05, 2023

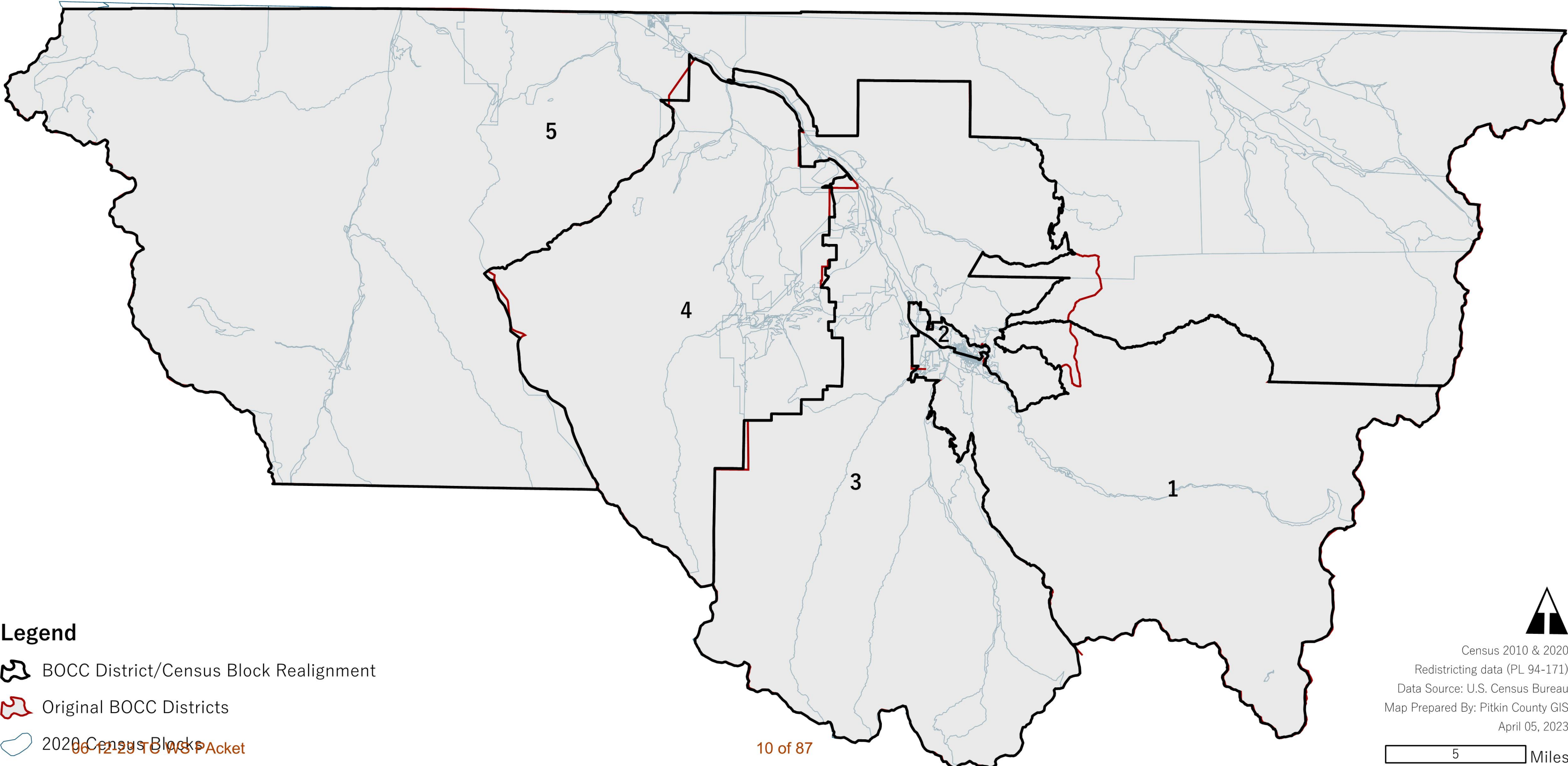
6 Miles

OPTION SIX

Original BOCC Districts: Realignment to 2020 Census Blocks

The U.S. Census Bureau changed the quantity & geometry of blocks within Pitkin County. In 2010, Census data was reported across 1,164 blocks. In 2020, Census data was reported across 808 blocks, equating to 356 fewer and larger blocks. Pursuant to C.R.S. § 30-10-306, the Districts have been realigned to 2020 Census Block geometries for accurate population calculation & distribution analysis for the purposes of redistricting.

BOCC District	Original BOCC Population	Realigned BOCC Population	Population Allocation Change
1	3451	3466	+15
2	3575	3575	0
3	3288	3275	-13
4	3792	3790	-2
5	3259	3259	0



Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

June 12, 2023

AGENDA ITEM:

Draw Site Housing – Owners' Review

PRESENTED BY:

Betsy Crum, Housing Director

BACKGROUND:

At the direction of the Council and consistent with the Housing Master Plan, we have been discussing potential development of the Town Hall Draw site for workforce rental housing for many months. The site was selected because it has the greatest potential for unit development, is well-located, and has historically been identified for future housing development. Our early research indicated that the site was tighter and steeper than the Master Plan indicated, but is still capable of being developed into attractive, high quality workforce housing.

Our design team, led by the architecture firm of 2757, looked at many options for this site and developed two further. Option A proposes three (3) buildings stepping back from the Town Hall into the Draw. The three structures are mid-rise and consistent with the scale of Town Hall, with two parking levels below and three apartment stories. The road grade is at 10% or less to avoid the expense and environmental impact of snowmelt. The site development also minimizes the need to cut into the contours of the Draw, which is both expensive and impacts the natural landscape. We estimate the buildings could support 78 rental units consisting of one-, two- and three-bedroom apartments. Option B differs by removing the center building and replacing it with above and below ground parking. The remaining two buildings would be one story higher, for a total of six stories including parking. The site layout and number of units are unchanged. Schematic and site drawings for both options are attached as Attachment A.

On Wednesday, May 31st we held an open house in the Town Council chambers to present and receive feedback on the two options. Approximately 50 people attended (including staff and Town Council) and were asked to vote on the two options, choose their top three housing and site amenities, and were invited to make and leave comments. Attachment B includes scanned versions of these results. The three structure Option A was preferred by a two-to-one margin. Nineteen (19) of those voting

chose Option A; ten chose the two-building Option B; and one person put their dot in the middle, indicating no preference. On the Amenities Poll, the greatest interest was in affordability, having a private balcony/deck, in-unit laundry hook-ups, and a dishwasher. Designated parking spaces, bike storage/wash, storage units, energy efficiency/green building and access to public transportation were moderately important. One or two votes were also given to having a play structure, community garden, mud room, extra parking, a microwave, and garbage disposal. The remaining categories received no votes. Comments received were overwhelmingly positive with respect to the need for more workforce housing. Most were supportive of the Draw site, while several offered other suggestions. I also received emails from several people who were unable to make the Open House. All are included in Attachment B.

The next step in the process for review and approval of the Draw Site will be through the Town's Planned Unit Development (PUD) process. That process consists of three phases: sketch plan review, preliminary approval, and final approval. Both sketch plan and preliminary approvals are lengthy processes that consist of review, comment, recommendations, consideration of options, and recommendations by both the Planning Commission and the Town Council. Both stages require two sets of public hearings for each regulatory body.

FINANCIAL IMPACT:

Since it is too early in the design process to obtain reliable cost estimates we have developed a simple pro forma financial analysis based on the rough numbers we currently have. The estimated total cost for the project (site work, construction, design & engineering, utilities, legal expenses, contingencies) is \$76,582,601, or \$945,464/unit. This is a substantial number but is in line with what we are seeing throughout the Valley and a bit lower than some. For example, the Lumberyard project in Aspen is at \$1.2 million/unit. The contribution of the land and absence of any developer fees are a major reason for the cost savings.

Exhibit C has details about how the project is expected to operate and sustain itself under the current assumptions. This has been projected to be fully self-supporting upon completion, with operations and debt service paid from rental income. At this time, we expect both Option A and Option B to have similar costs.

Total Development Costs:	\$76,582,601
Development Sources:	
Financing paid with loan against lodging revenues	\$18,876,722
Federal LIHTC Tax Equity/State Financing	\$13,050,000
Permanent (20 year) First Mortgage	\$14,655,879
Local Partner Capital	\$30,000,000
Total Development Sources:	\$76,582,601

This plan requires several financing components to work together. First, the projected net operating income (rental revenue minus operating expenses) will support a mortgage of \$14,655,879 at present assumptions. Second, approximately \$2 million in annual revenue from the lodging tax could pay the debt service on \$18,876,722. The federal Low Income Housing Tax Credit (LIHTC) Program, which generates equity from private investors in exchange for 10-year tax credits, can raise approximately \$13,000,000 in cash. That leaves a gap of approximately \$30,000,000, which we believe can be raised from local partners. We have had governmental entities express interest in participating in this way in exchange for the right of first refusal to house their employees.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

In 2023 the Town Council established the following short-term housing goals:

Providing more affordable workforce housing options within the Village enables community members to contribute to the local economy AND helps to build a strong, emotionally connected and engaged community. Town Council remains committed to implementing the 2021 Housing Master Plan.

Understanding that Village residents are served by local governmental organizations that are physically outside of the town, TOSV will work closely with those partner entities to create a more inclusive workforce housing framework that will integrate additional people/positions/organizations into our housing program. TOSV will endeavor to leverage additional financial resources from these partners to help meet our respective housing needs.

In addition, the Council unanimously approved the Housing Master Plan in 2021. The Draw Site development for up to 90 units was the first site recommended in that plan.

COUNCIL OPTIONS:

This is a discussion item.

STAFF RECOMMENDATION:

We recommend initiating the Sketch Plan process for Option A. We prefer this site because it is more consistent on a size and scale standpoint with the Town Hall and will be less prominent, because it was the favored design at the Open House, and because the feedback received at the Open House did not indicate a desire for on-site open/green space beyond what has already been included in the design.

There will be many opportunities in the PUD process for feedback and changes, both from the regulatory bodies, from future owners' reviews, and from members of the public.

ATTACHMENTS:

Attachment A: Draw Site Renderings
Attachment B: Open House Feedback
Attachment C: Financial Pro Forma

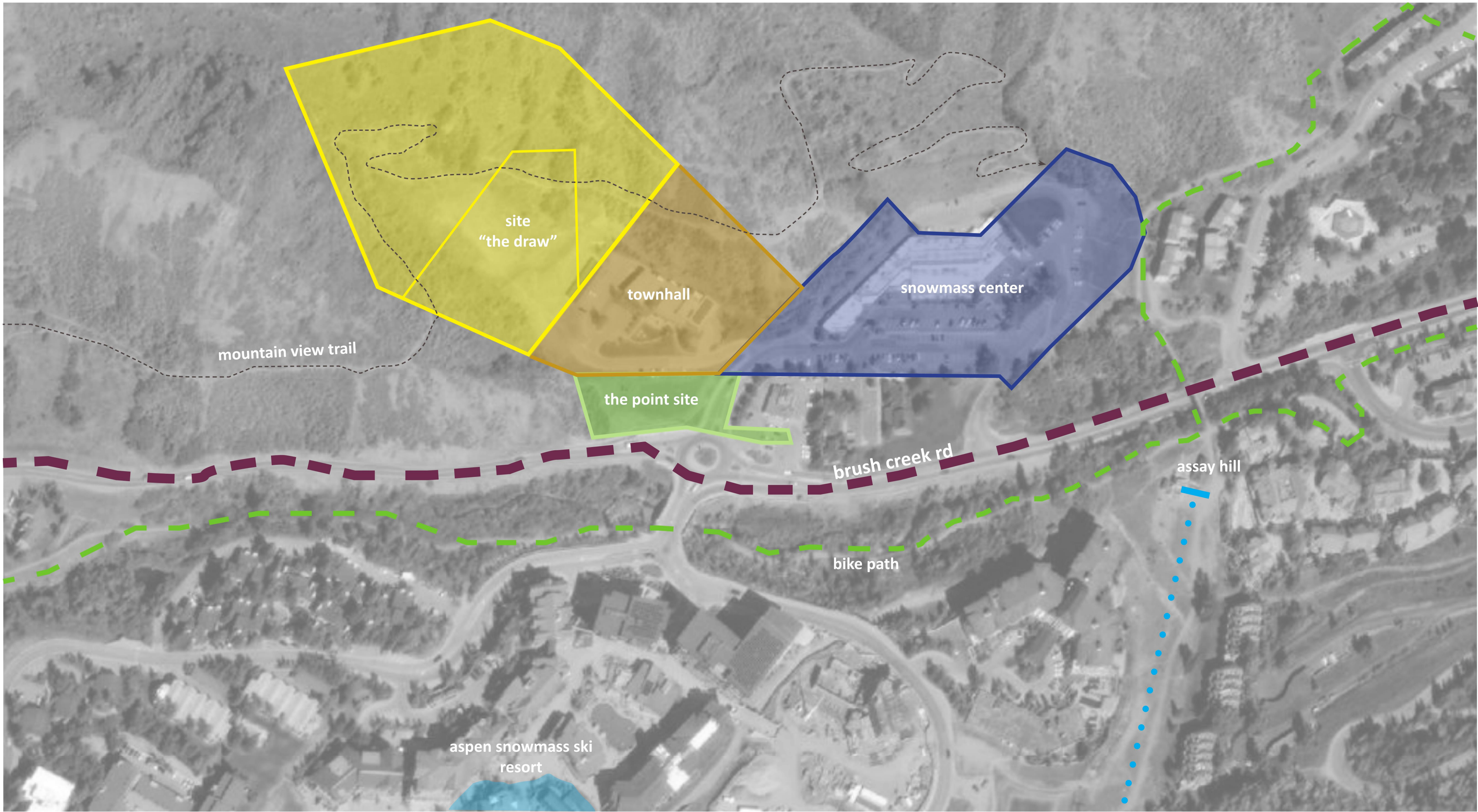
master plan - site selection

The Housing Department currently owns and manages some 300 rental units and oversees another 200 “deed-restricted” units that are owned by qualified employees of Snowmass Village and Pitkin County. Workforce housing is one of our highest local priorities and is fundamental to our ongoing economic and community viability. Our Comprehensive Plan prioritizes workforce and affordable housing in multiple ways, noting that “diversification of the economy will hinge upon the availability, type, and range of housing alternatives for employees in the community....” The Town Council has echoed this focus with its recent goals to “a near-term strategy that will actively identify opportunities, creative approaches, and partnerships to address housing needs, and incentivize the development of an additional 185 units.”

In response to these goals, we developed a Workforce Housing Master Plan that was unanimously adopted by the Snowmass Village Town Council in October 2021. Working with local consultants, we undertook extensive site and schematic analyses to narrow our focus to five (5) sites for potential future housing development. We looked to maximize each site for housing, develop within the existing topographies, create a mix of housing sizes (one-, two- and three-bed-room units), and take advantage of existing transit. We also sought to identify developments that would fit within the character and environment of the surrounding neighborhood(s) and the Town of Snowmass Village as a whole and would be attractive, sustainable, homes that are cost-effective, well-designed, and blend seamlessly into the community.

While the five sites identified could be developed in any order, we identified the Town Hall Draw site for our next development project. The reasons for this were several: the site has the greatest potential unit development; the Draw has historically been identified for future housing development, and; it is well-located, with close proximity to Snowmass Center, transit, and existing infrastructure. The Town Council endorsed this recommendation at its November 21, 2022, meeting.

draw site adjacencies diagram



draw site diagram



draw site aerial



TOSV Draw Site - Option A

strategy: "site first"

- 78 units, meeting parking counts, storage
- best fit for height and density on site
- utilizes existing town hall road orientation
- fire turnaround serves as a possible bus and utility truck turn around
- pedestrian connectivity
- transportation connectivity
- on site amenities
- PV panels relocated to a visible location

possible constraints:

- ~62' tall buildings
- 10% and under road grades
- removal of existing PV panels
- removal of existing debris flow basin
- parking mostly limited to building footprints
- sun/shade between buildings
 - removal of debris basin
- space between buildings limited to reduce retaining wall heights as road attempts to "keep up with existing grade"

site legend

- 1 vegetated geomodular wall system
- 2 shotcrete retaining wall mimics local geology
- 3 debris flow basin
- 4 pull off or overlook seating
- 5 "sunrise/sunset" park with "flexible use lawn, seating, natural play features"
- 6 potential relocation of solar panels
- 7 reconfigured entry drive
- 8 direct pedestrian pathway w/ stairs
- ↕ parking garage entry/exit

site plan



TOSV Draw Site - Option B

strategy: "site first"

- 78 units, meeting parking counts, storage
- utilizes existing town hall road orientation
- fire turnaround serves as a possible bus and utility truck turn around
- pedestrian connectivity
- transportation connectivity
- on site amenities
- more area for PV panels over surface parking
- more sunlight between buildings
- more flexibility in parking counts
- more flexibility for storage locations

possible constraints:

- ~72' tall buildings
- 10% and under road grades
- removal of existing PV panels
- removal of existing debris flow basin
- parking mostly limited to building footprints
- storage units located in parking structure
- space between buildings limited to reduce retaining wall heights as road attempts to "keep up with existing grade"
- construction type may become more restrictive

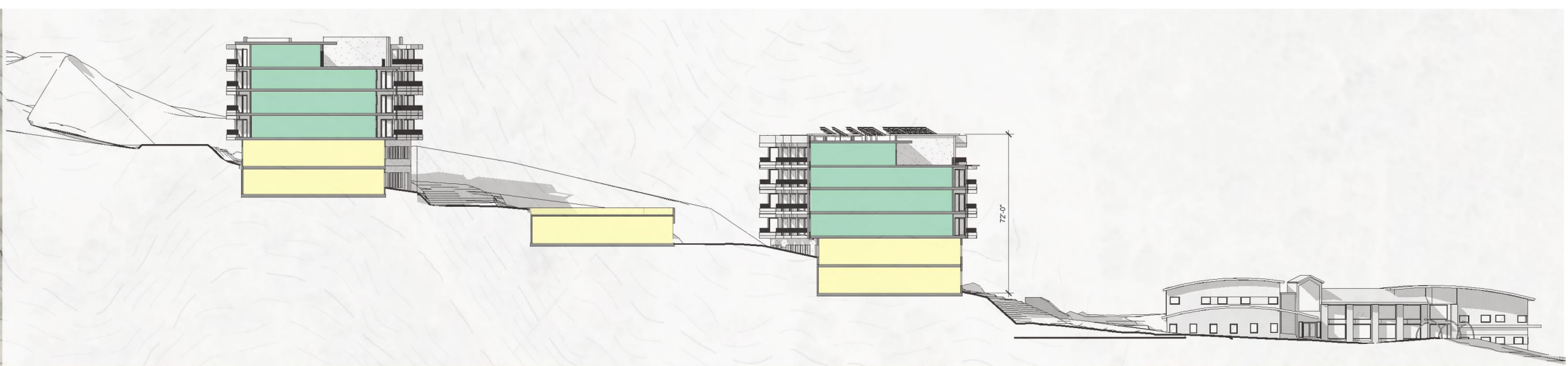
site legend

- 1 vegetated geomodular wall system
- 2 shotcrete retaining wall mimics local geology
- 3 debris flow basin
- 4 pull off or overlook seating
- 5 "sunrise/sunset" park with "flexible use lawn, seating, natural play features"
- 6 potential relocation of solar panels
- 7 reconfigured entry drive
- 8 direct pedestrian pathway w/ stairs
- ↕ parking garage entry/exit

site plan



site views

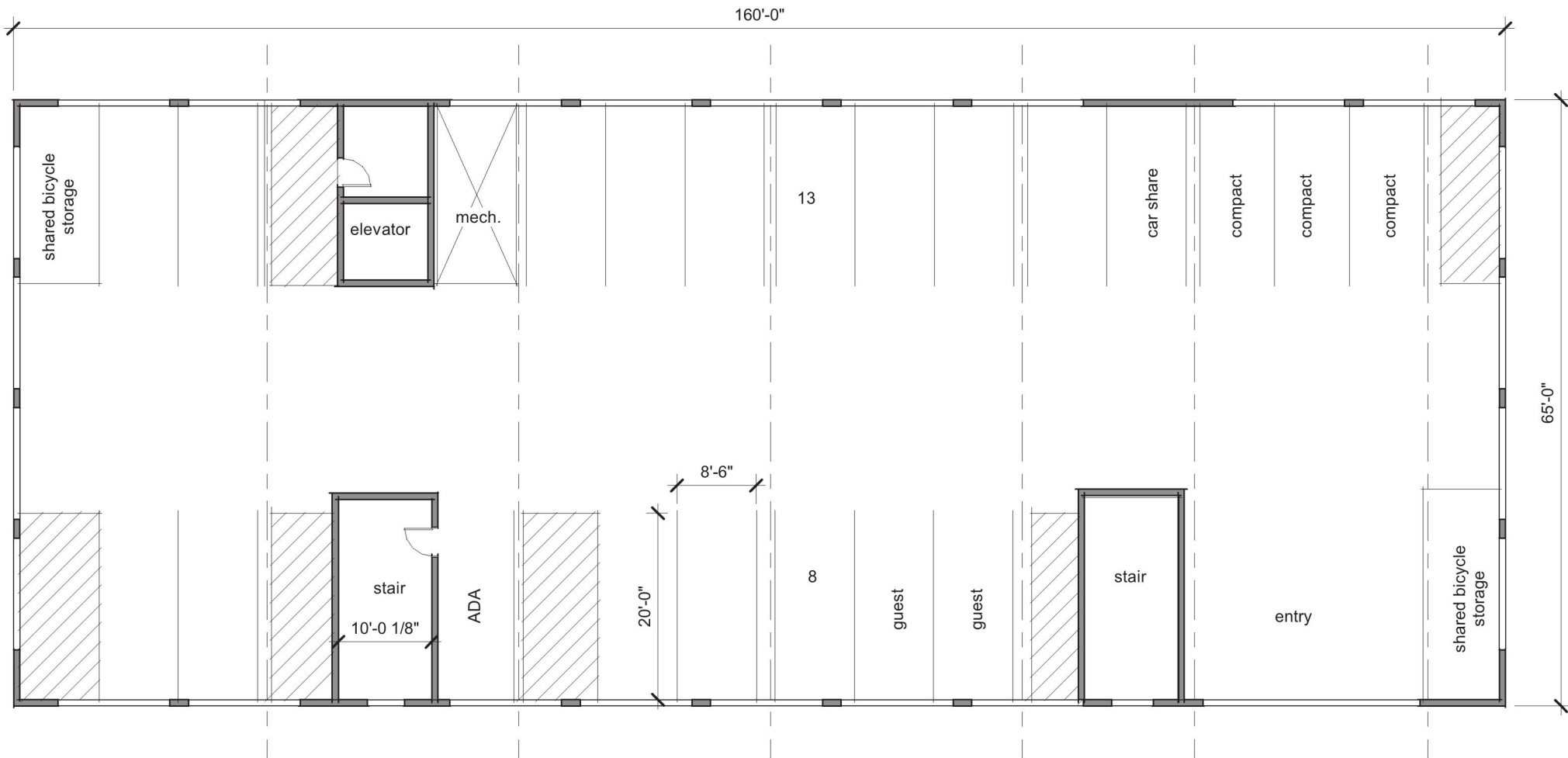


TOSV Draw Site - Building Layout Option A

strategy: "site first"

- stack + maximize parking under buildings to minimize site disturbance
- double loaded corridors to balance density and building widths to work with topography
- provide community space both on natural areas of the site (shared w/ community) + on the rooftops (for resident use)
- provide storage space + functional unit layouts to support mountain lifestyles
- PV panels + mechanical equipment to be located on roofs to minimize building footprints and maximize energy efficiency

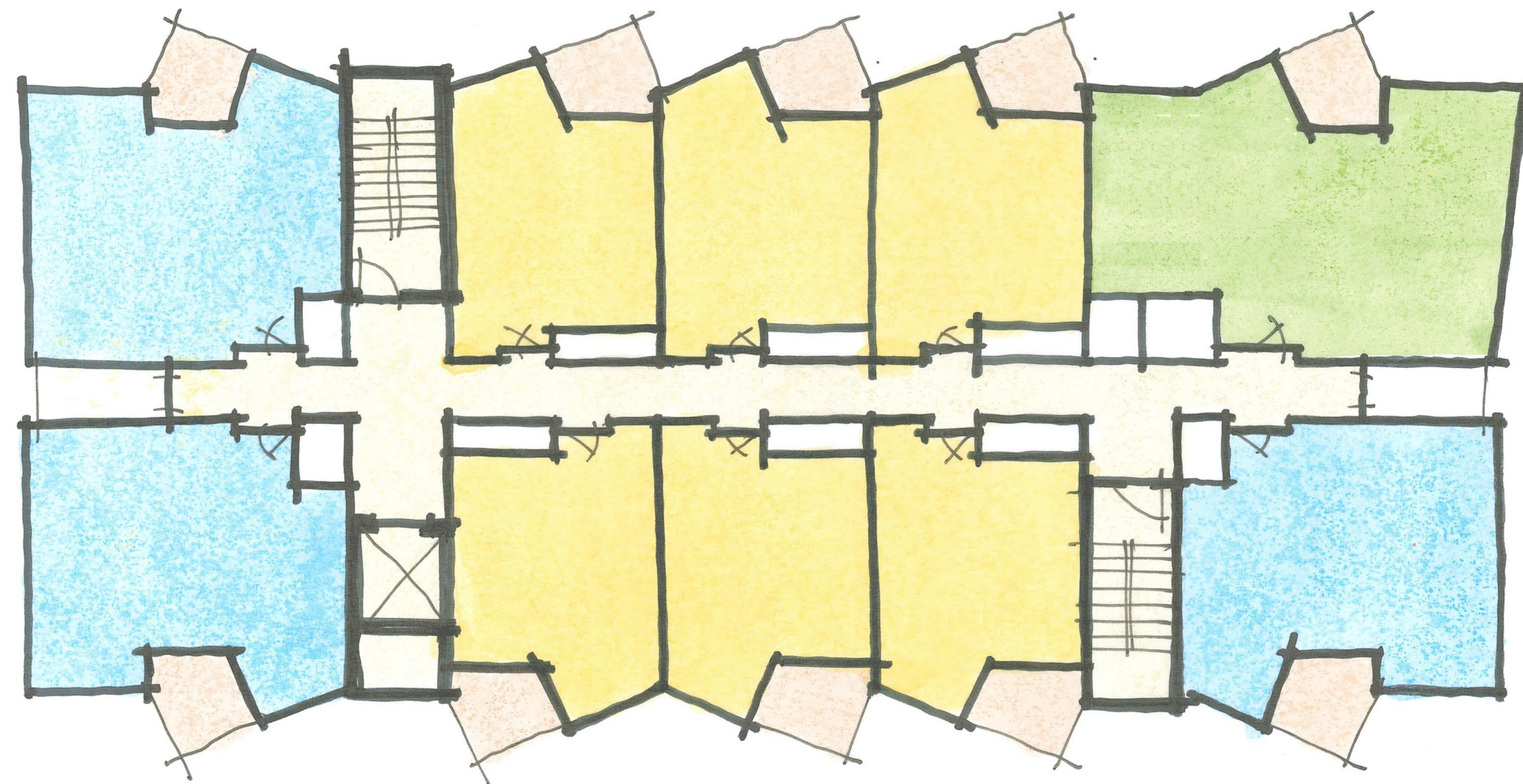
building plans



- level 1+2**
(42) parking spaces per bldg
- other parking amenities:
- shared car program
 - shared bicycle program
 - ADA parking spaces
 - guest parking spaces



- level 3**
(3) 1 bedroom units
(3) 2 bedroom units
(1) 3 bedroom units
- unit storage space



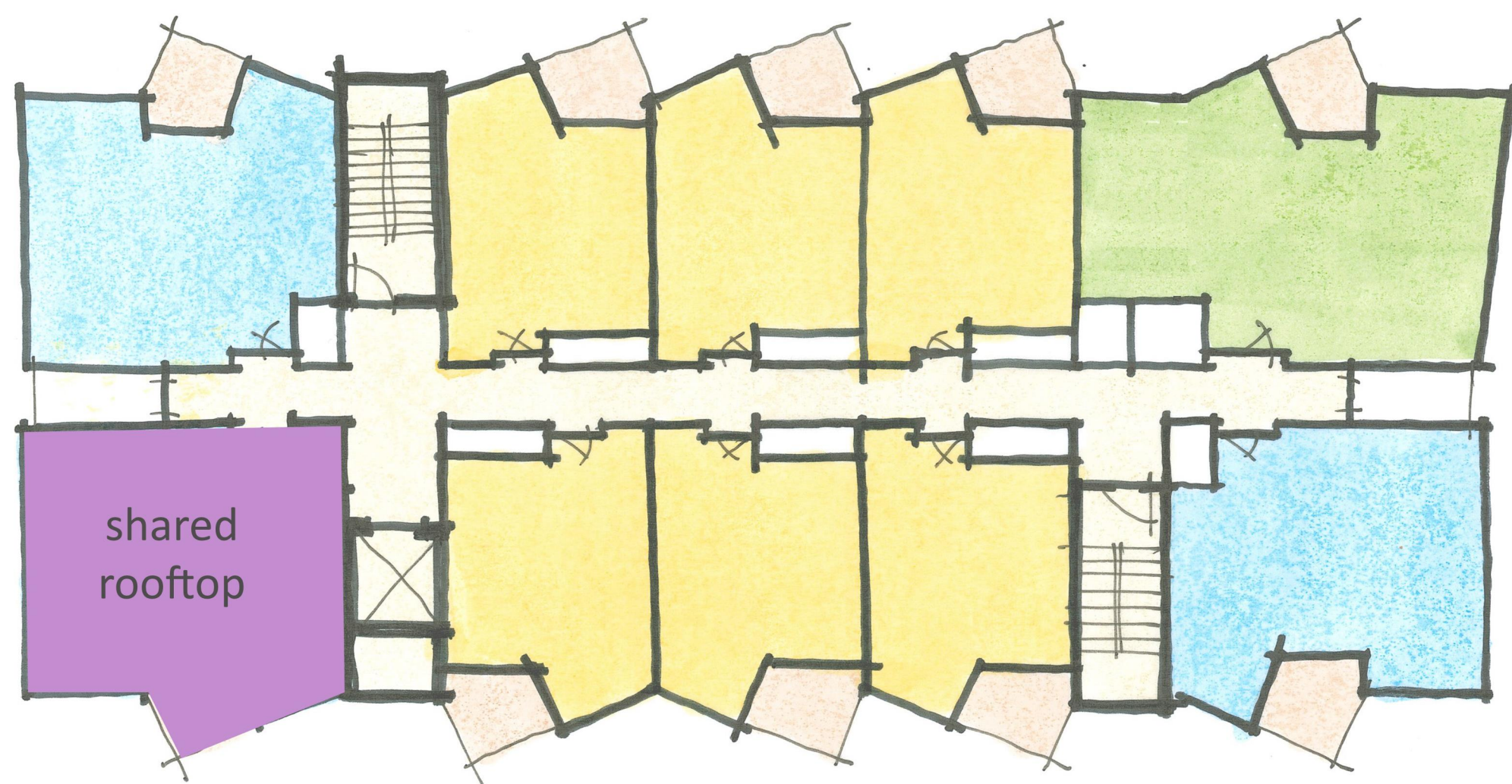
- level 4**
(6) 1 bedroom units
(3) 2 bedroom units
(1) 3 bedroom units

buildings 1 + 2 + 3

building unit mix and parking counts (*parking counts based on proposed code amendments):

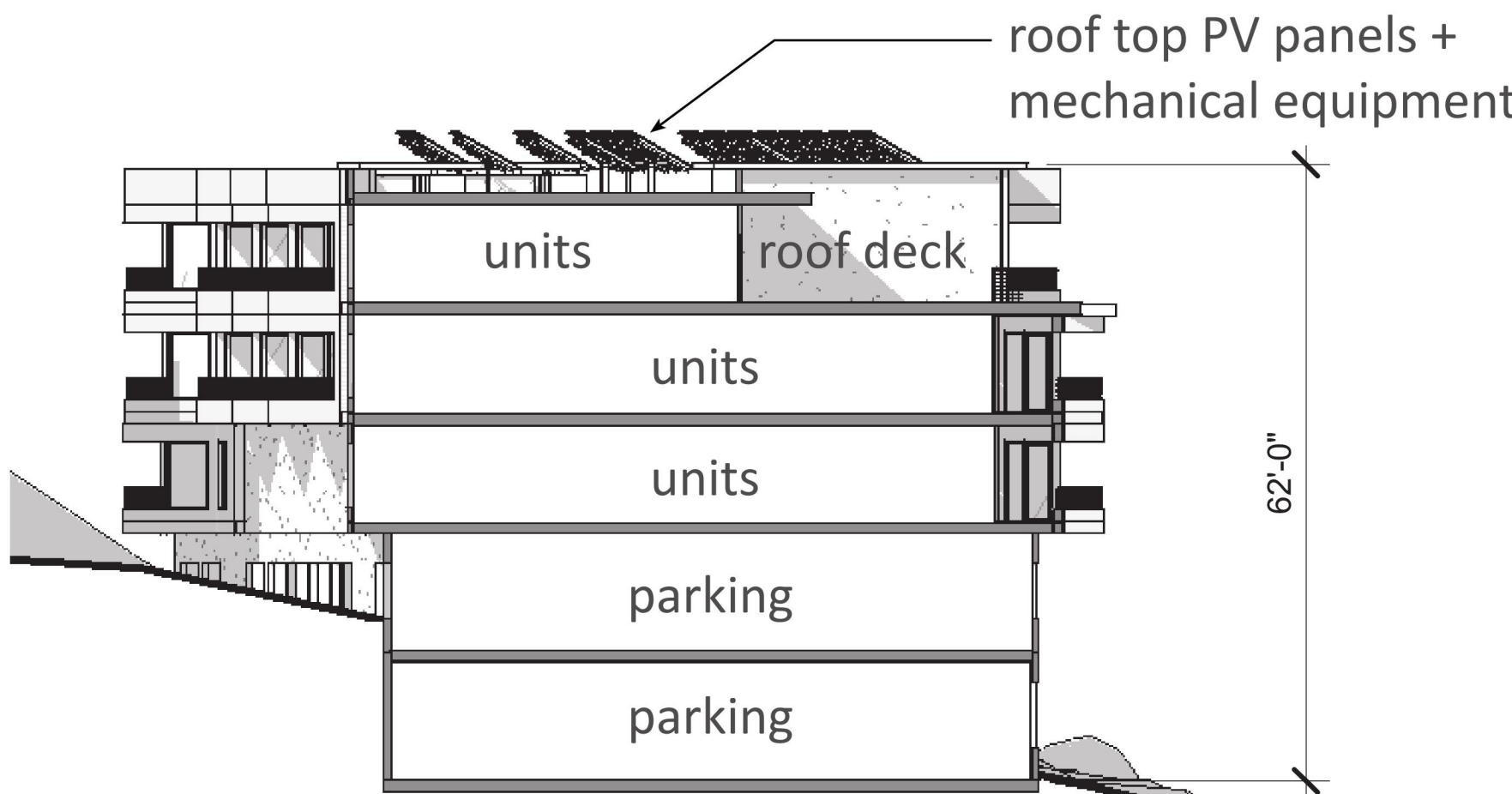
(1) bedroom units = 15 units per building	= 45 total, 1 parking space ea.*	= 45 req'd parking
(2) bedroom units = 8 units per building	= 24 total, 2 parking spaces ea.*	= 48 req'd parking
(3) bedroom units = 3 units per building	= 9 total, 2 parking spaces ea.*	= 18 req'd parking
	= 78 total units	= 111 req'd parking
		126 parking spaces provided

building plans



- level 5**
(6) 1 bedroom units
(2) 2 bedroom units
(1) 3 bedroom units
- dedicated shared rooftop patio

building section



unit plans



1 bedroom - 574 sqft
35 sqft storage adjacent
+ 20 - 30 sqft unit storage



2 bedroom - 953 sqft
35 sqft storage adjacent
+ 30 sqft unit storage



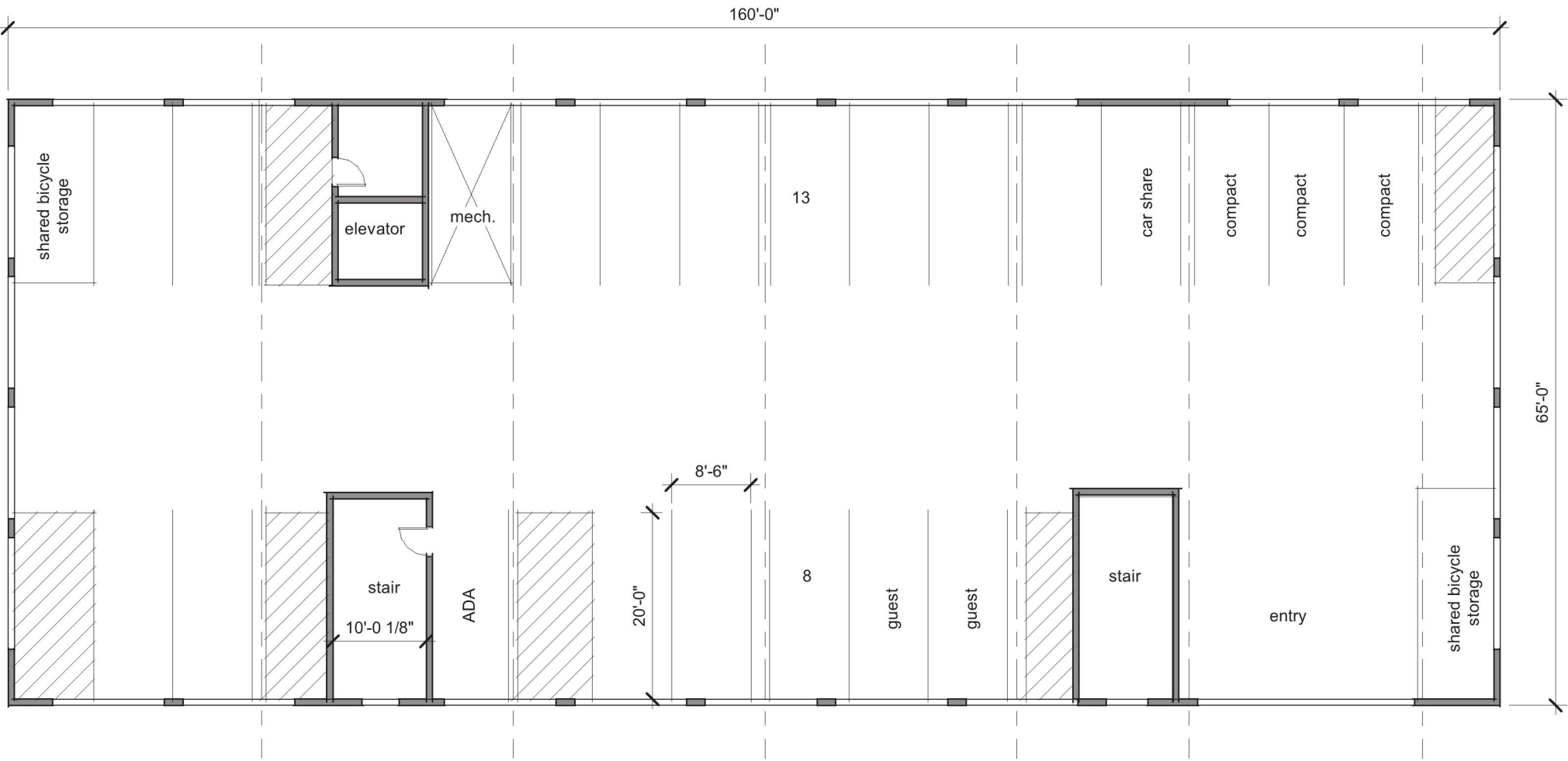
3 bedroom - 1180 sqft
55 sqft storage adjacent
+ 30-50 sqft unit storage

TOSV Draw Site - Building Layout Option B

strategy: "site first"

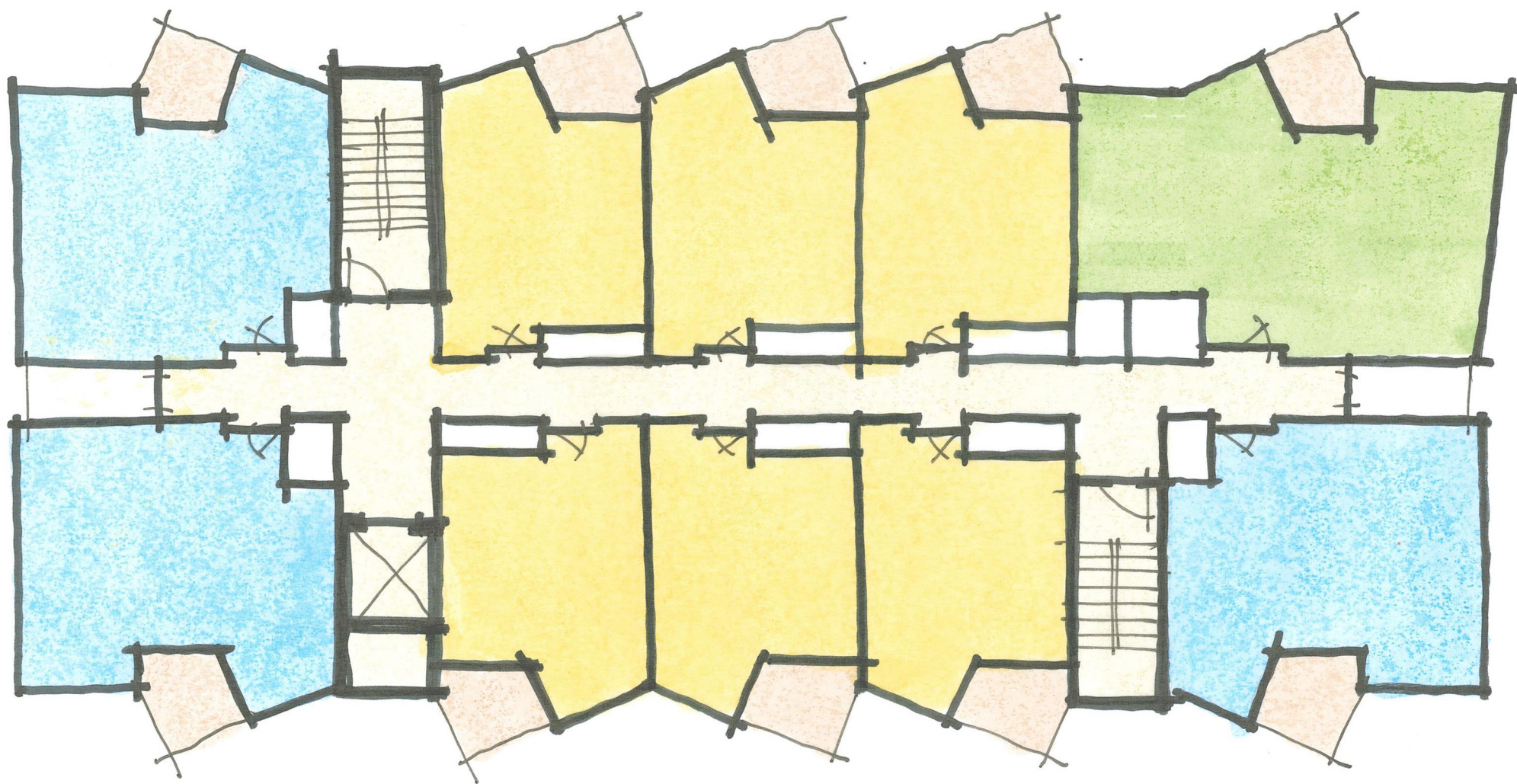
- stack + maximize parking under buildings to minimize site disturbance
- double loaded corridors to balance density and building widths to work with topography
- provide community space both on natural areas of the site (shared w/ community) + on the rooftops (for resident use)
- provide storage space + functional unit layouts to support mountain lifestyles

building plans

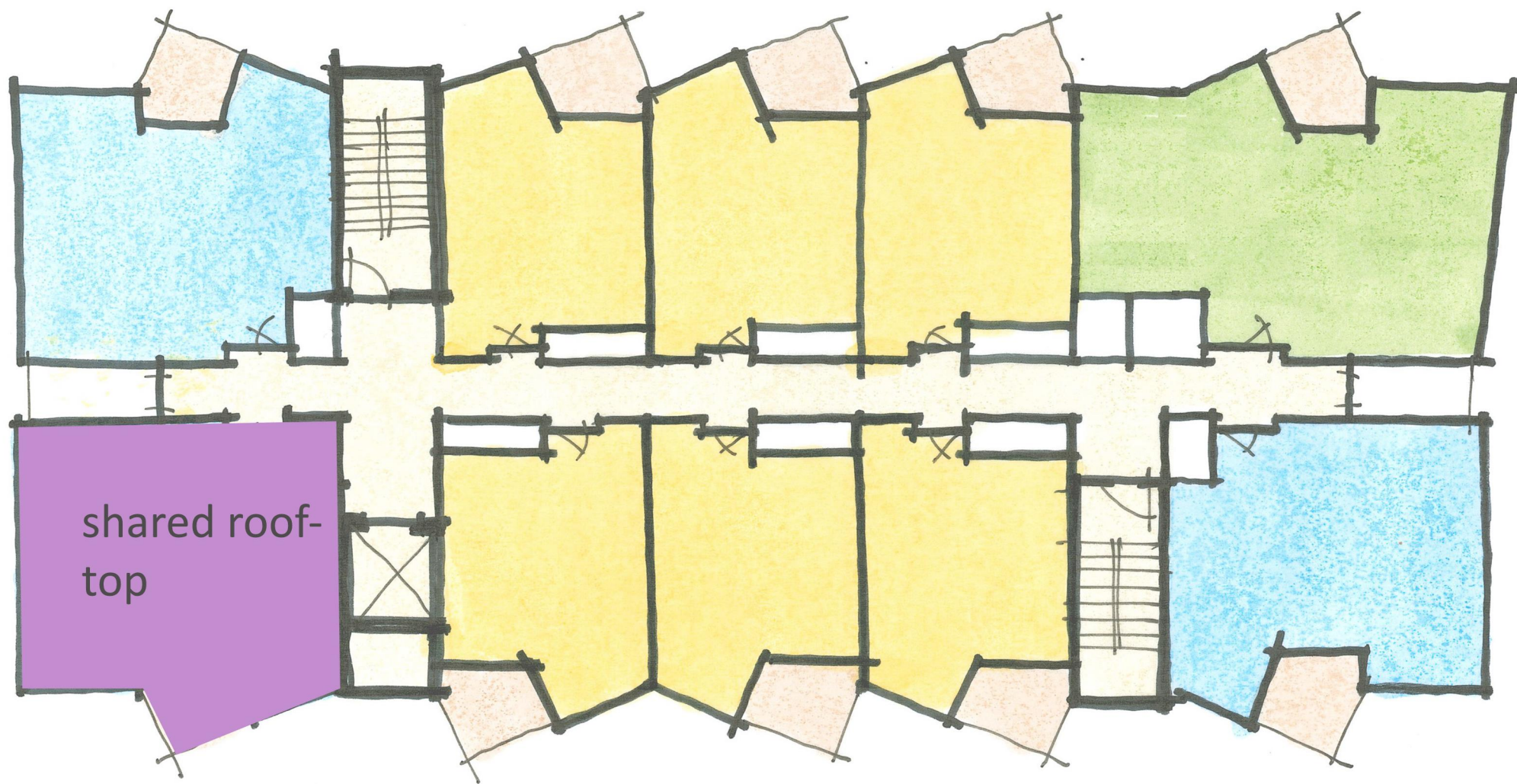


level 1+2 (42) parking spaces per bldg

- other parking amenities:
- shared car program
 - shared bicycle program
 - ADA parking spaces
 - guest parking spaces



level 3 + 4 + 5 (6) 1 bedroom units (3) 2 bedroom units (1) 3 bedroom units (units plans match option A)

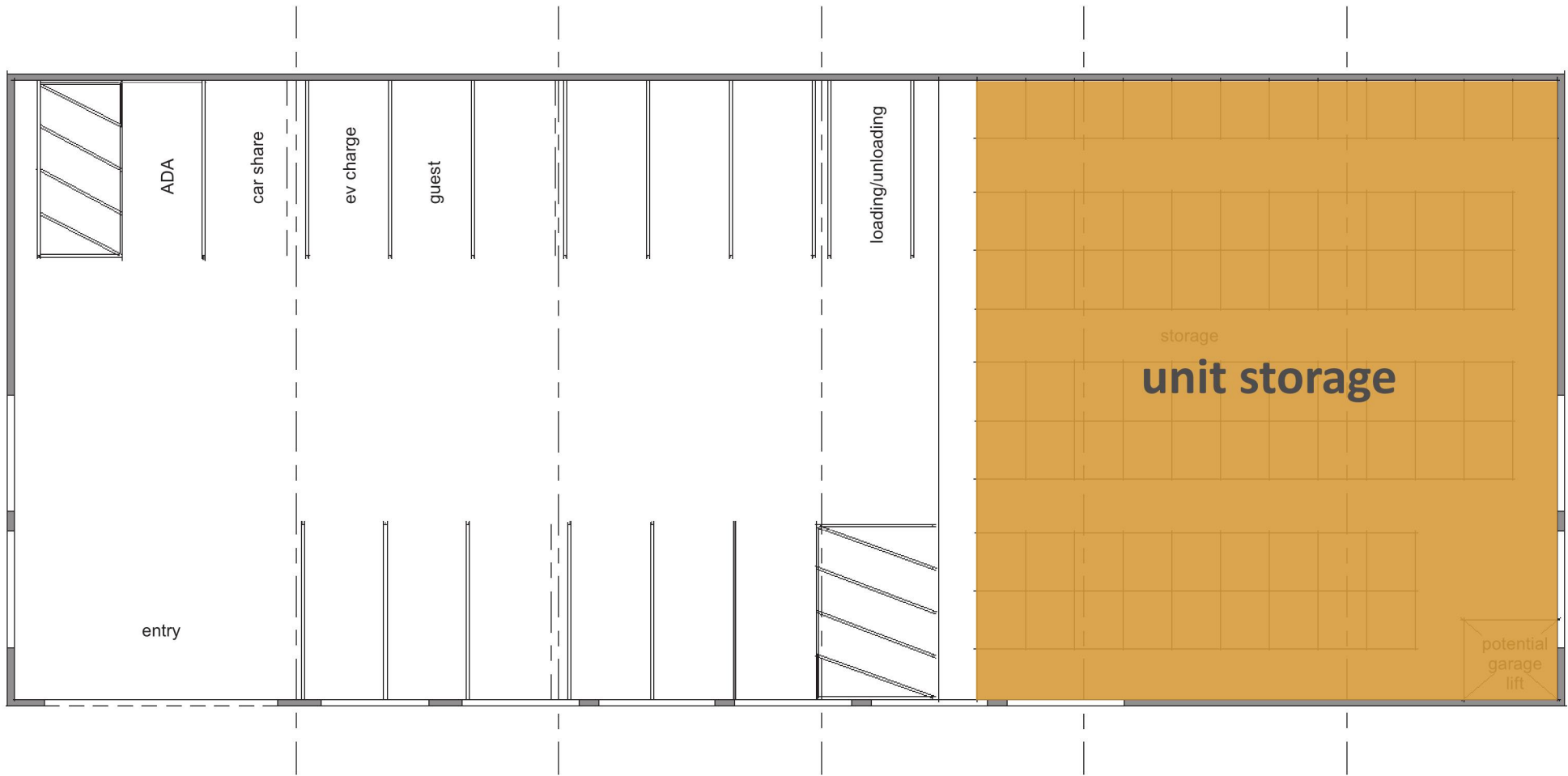


level 6 (6) 1 bedroom units (2) 2 bedroom units (1) 3 bedroom units dedicated shared rooftop patio (units plans match option A)

buildings 1 + 2

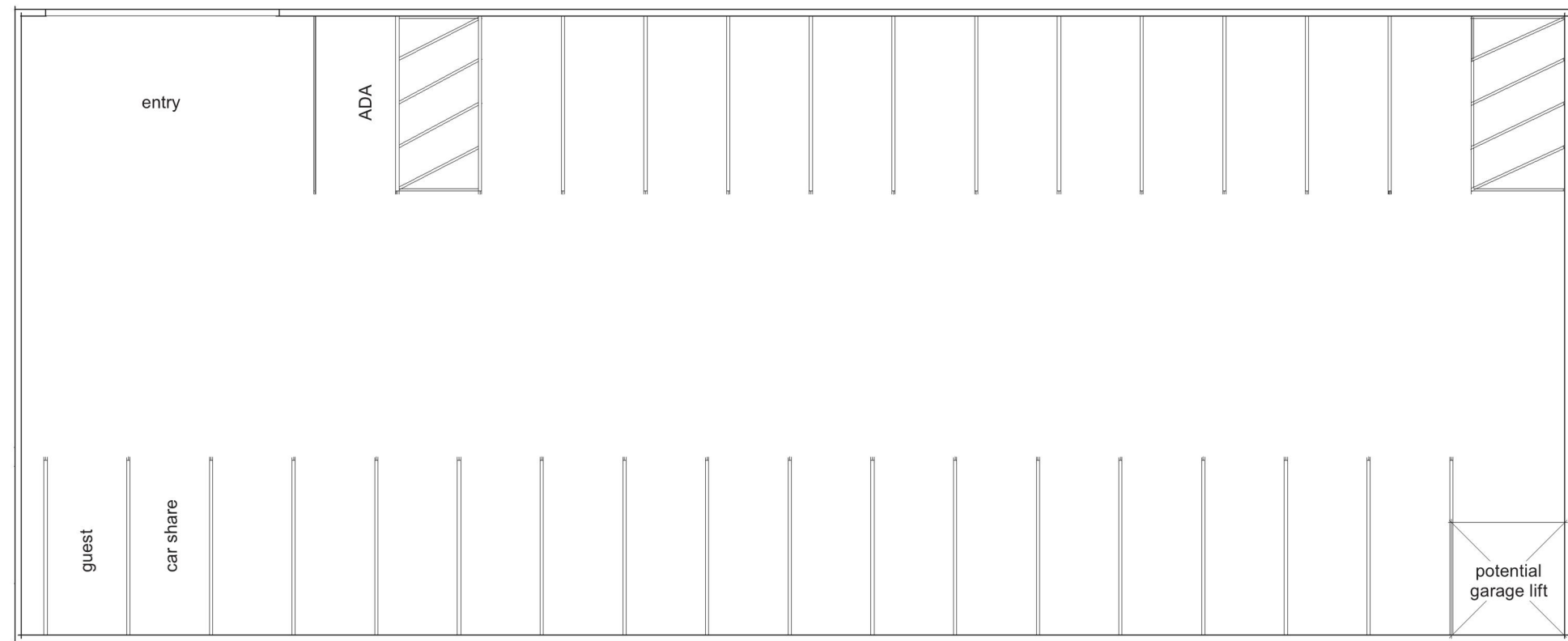
- building unit mix and parking counts (*parking counts based on proposed code amendments):
- | | | |
|---|-----------------------------------|-----------------------------|
| (1) bedroom units = 24 units per building | = 48 total, 1 parking space ea.* | = 48 total req'd parking |
| (2) bedroom units = 11 units per building | = 22 total, 2 parking spaces ea.* | = 44 total req'd parking |
| (3) bedroom units = 4 units per building | = 8 total, 2 parking spaces ea.* | = 16 total req'd parking |
| | = 78 total units | = 108 req'd parking |
| | | 129 parking spaces provided |

parking structure



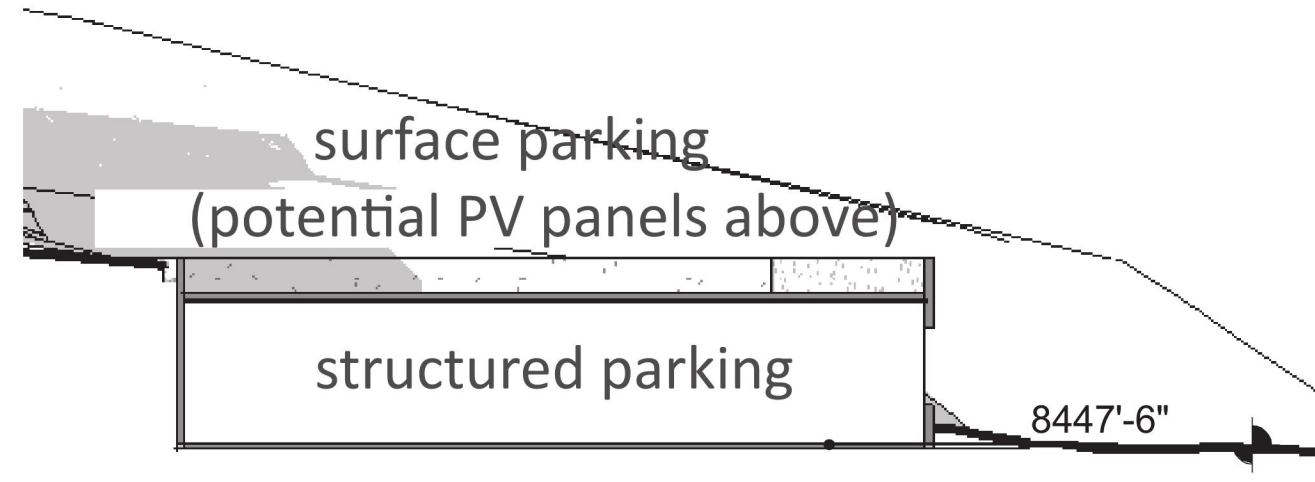
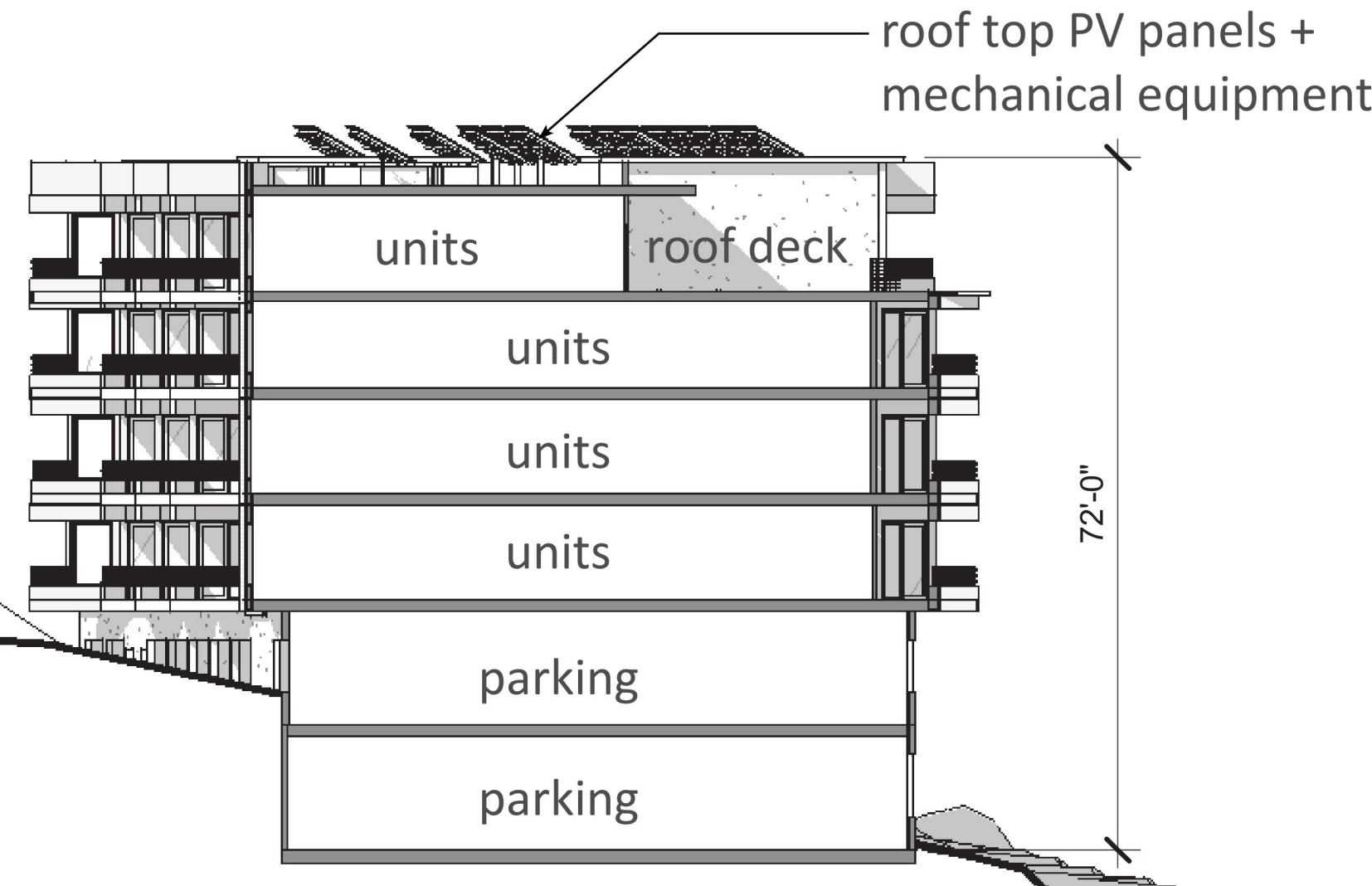
level 1 - structured parking/storage (15) spaces

- other parking amenities:
- shared car program
 - shared bicycle program
 - ADA parking spaces
 - guest parking spaces
 - unit storage
 - garage lift for storage access

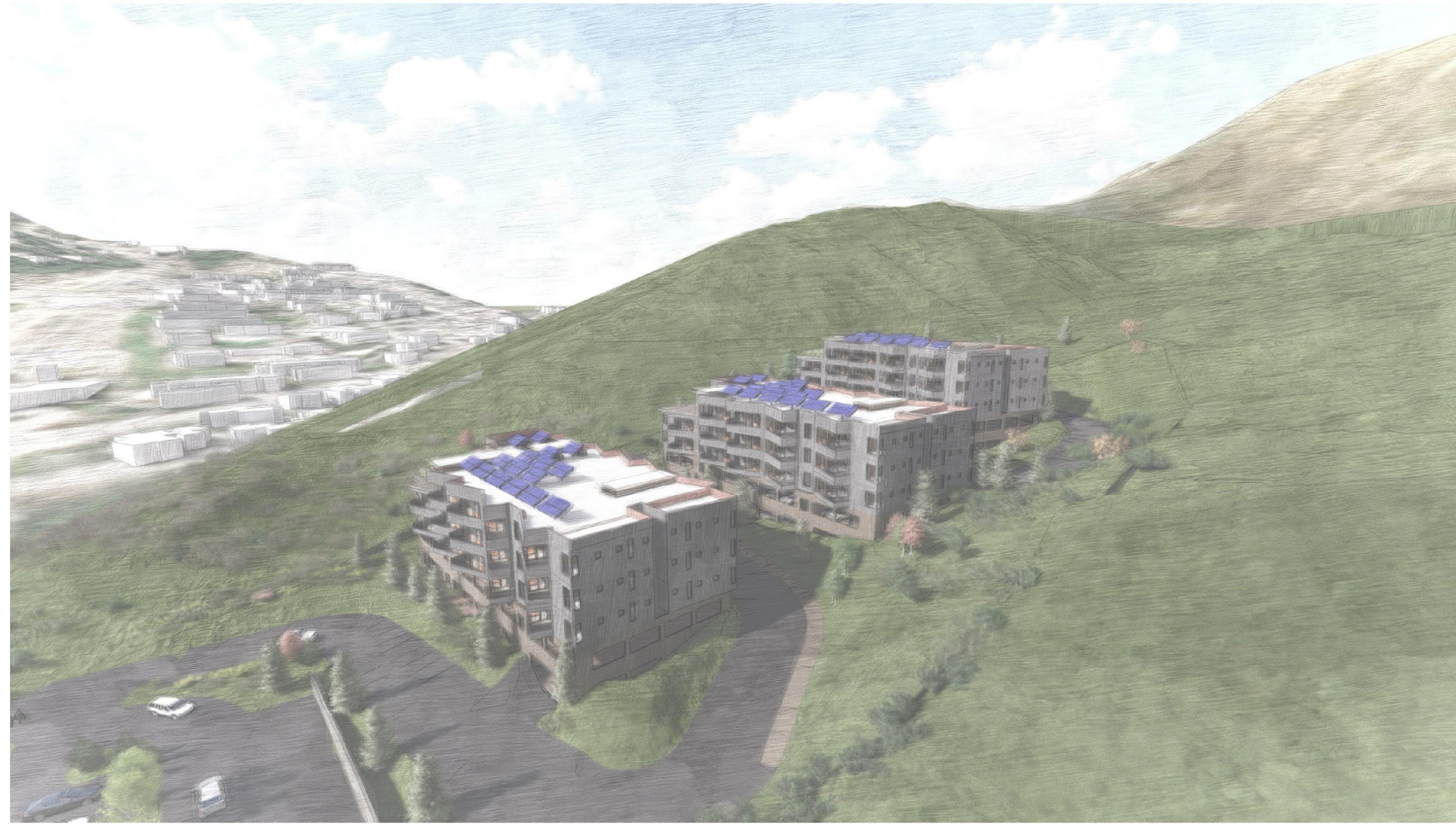


surface parking (30) spaces other parking amenities: - shared car program - shared bicycle program - ADA parking spaces - guest parking spaces - garage lift for storage access - potential PV panels above

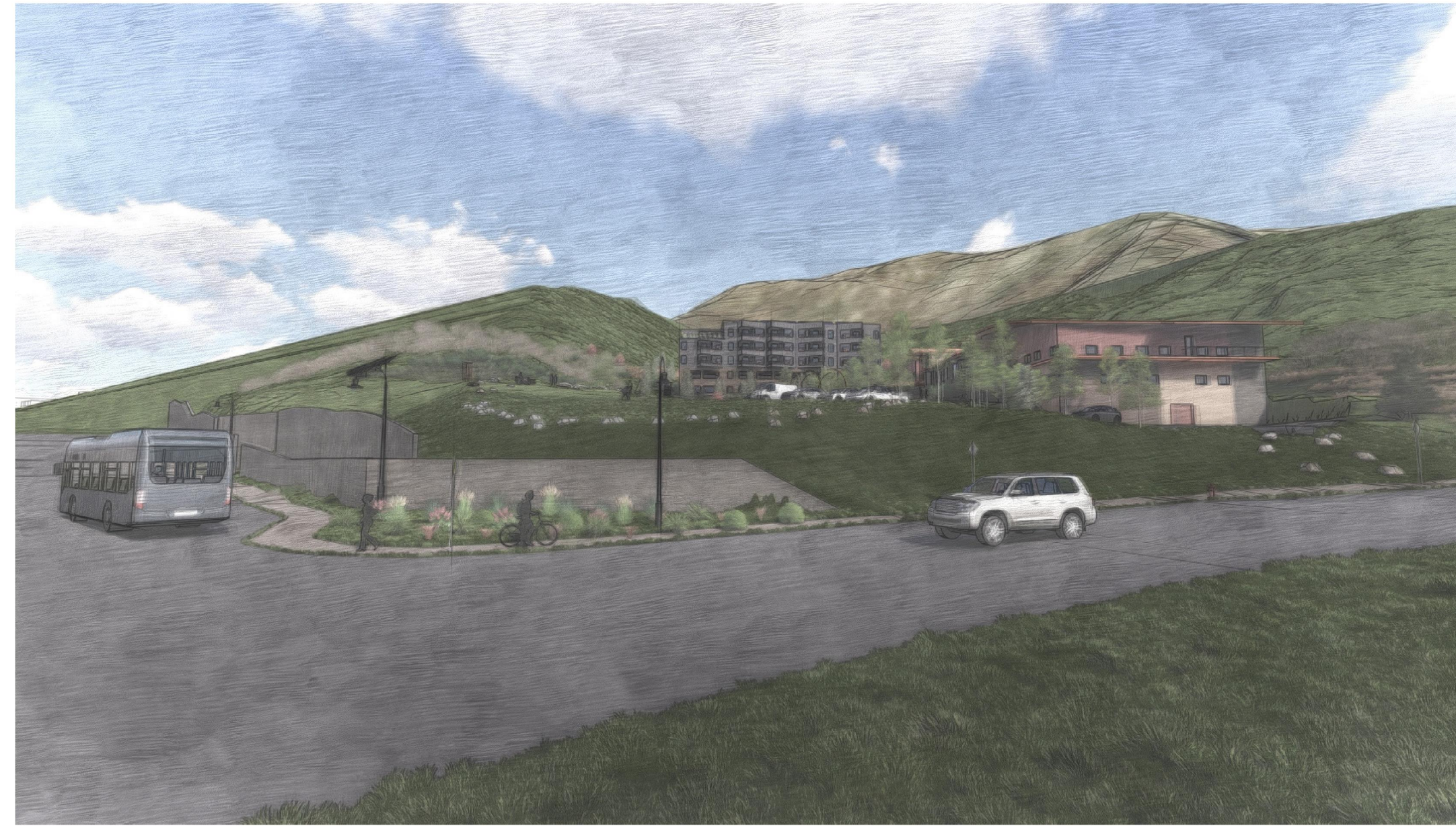
building sections



TOSV Draw Site - Option A Renderings



aerial view



view from round about



view from townhall



view from “sunset/sunrise park”



view at pedestrian path



view between buildings

TOSV Draw Site - Option B Renderings



aerial view



view from round about



view from townhall



view from "sunset/sunrise park"



view at pedestrian path



view between buildings

TOSV Draw Site - Renderings Comparison

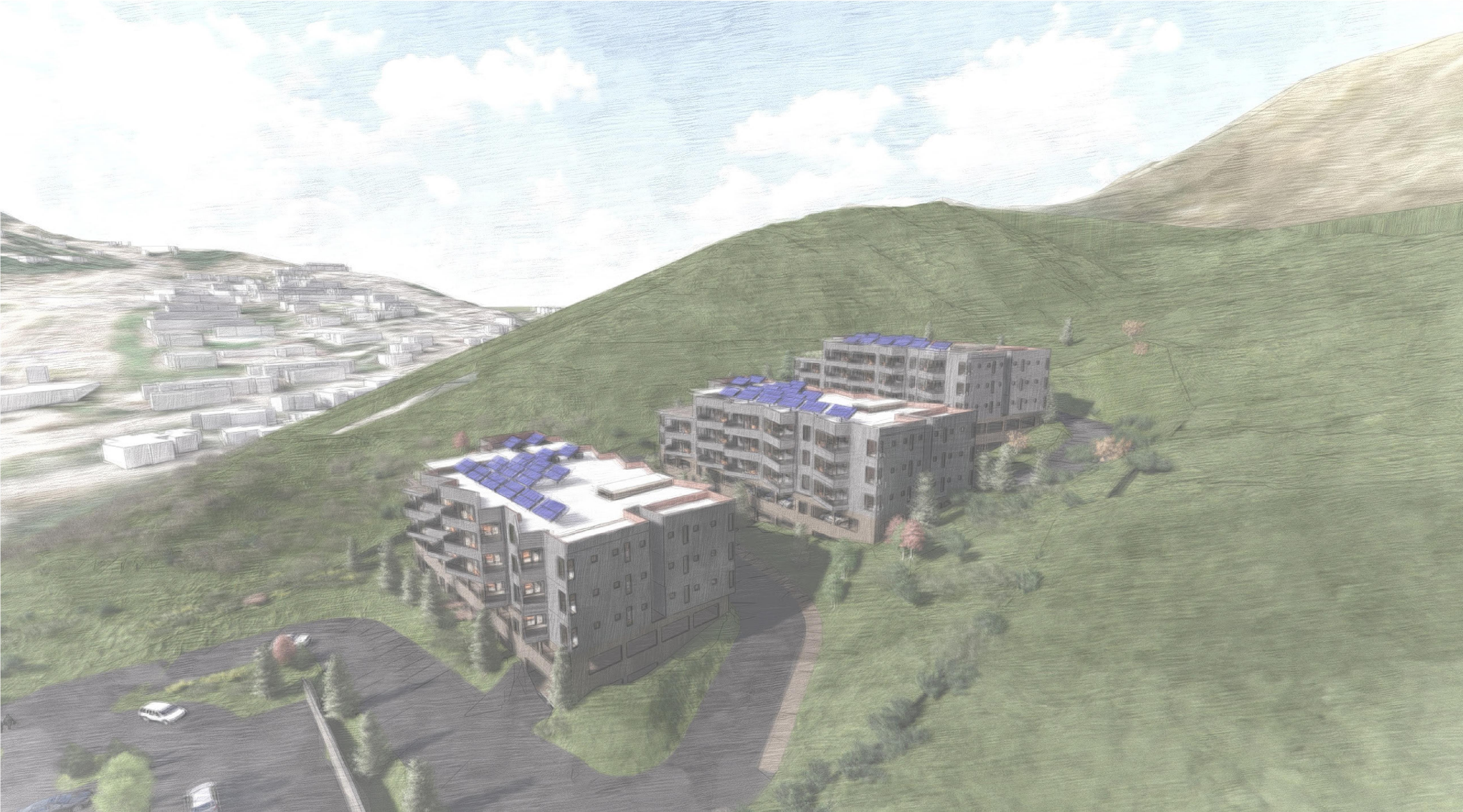
option A



option B



option A

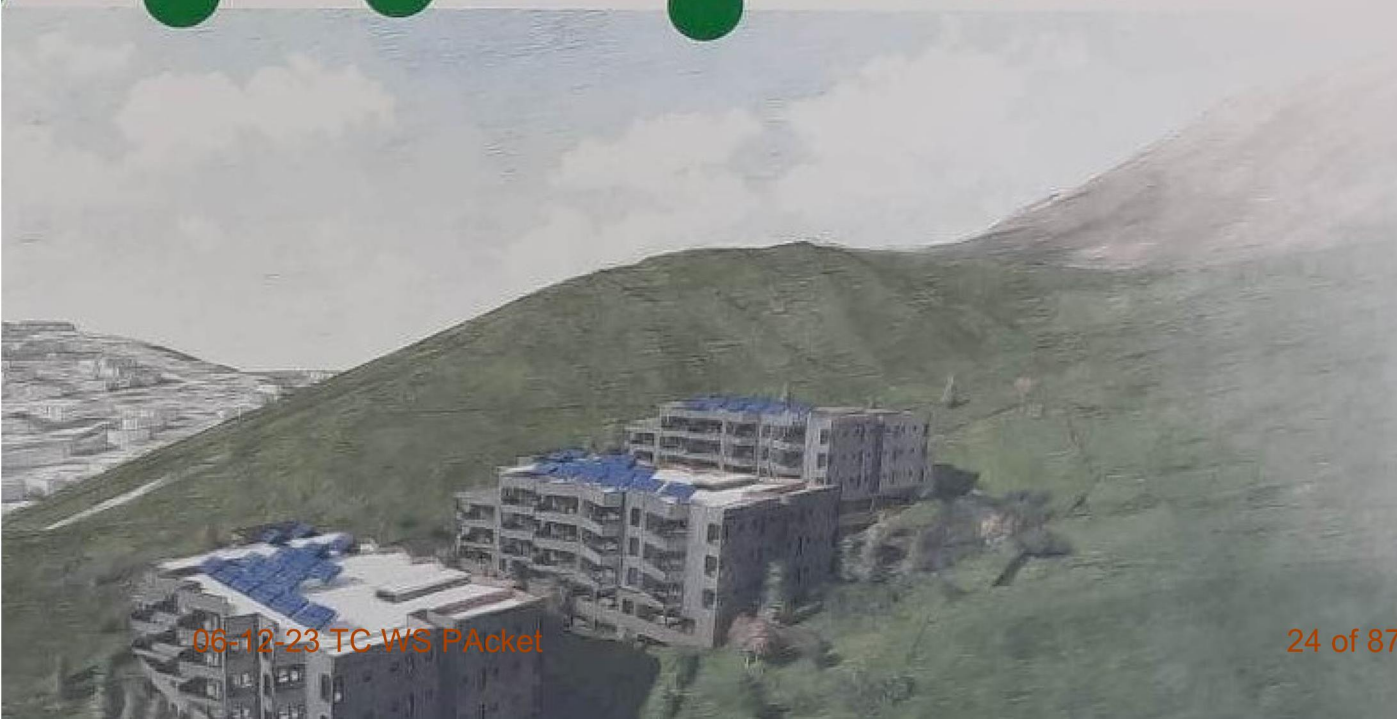


option B





option B



5/31/2023

Let your voice be heard!

Write your thoughts, feelings, and comments below to share them with the Town!

We need affordable housing! Option A is a great choice. To fix the problem we need high density units. please move forward!

Want follow-up from staff? Leave your contact details below. 

5-31-2023

Let your voice be heard!

Write your thoughts, feelings, and comments below to share them with the Town!

I really like option B. It appears obvious to me but maybe Council hasn't thought of adding an additional story to each building. It is more cost effective to go vertical. It would provide additional units which our town needs.

Want follow-up from staff? Leave your contact details below. 

Gus Oliver

06-12-23 TC WS Packet

970.930.7032

26 of 81

5/31/2023

Let your voice be heard!

Write your thoughts, feelings, and comments below to share them with the Town!

architect convinced we
might work option B

agree with location

funding / neutral notes 50%

Want follow-up from staff? Leave your contact details below. →

5/31/2023

Let your voice be heard!

Write your thoughts, feelings, and comments below to share them with the Town!

The town is in need of more housing and council knows it. But it seems as soon as someone gets their housing, it is no longer a town issue.

Want follow-up from staff? Leave your contact details below. 

5-31-2023

Let your voice be heard!

Write your thoughts, feelings, and comments below to share them with the Town!

What about Senior housing for people who are still working, but not full time.

We really need to look into that.

Long term residents who need housing for me reason or another and who want to stay here

Want follow-up from staff? Leave your contact details below. 

only if something is going to happen with some
Senior housing

5/31/2023

Let your voice be heard!

Write your thoughts, feelings, and comments below to share them with the Town!

I love the designs and thought 2 buildings were better, but decided the covered parking was a luxury I would prefer. So I voted 3! Really nice work on the project. Close by, transportation, the center! I think help with xtra storage, entry ways, bike storage & washes are amazing. Thanks for All you do!!

Want follow-up from staff? Leave your contact details below. ➡



5/31/2023

Let your voice be heard!

Write your thoughts, feelings, and comments below to share them with the Town!

Housing is desperately needed.
Happy to see this project
getting started 😊

Want follow-up from staff? Leave your contact details below. ➡

5/31/2023

Let your voice be heard!

Write your thoughts, feelings, and comments below to share them with the Town!

I love the idea and very excited to see it happen!

Want follow-up from staff? Leave your contact details below. 

5/31/2023

Let your voice be heard!

Write your thoughts, feelings, and comments below to share them with the Town!

I like option A & B, new units are always needed. Option A layout with taller option B buildings to make even more units would be nice.

Want follow-up from staff? Leave your contact details below. 

5/31/2023

Let your voice be heard!

Write your thoughts, feelings, and comments below to share them with the Town!

I believe there should be a focus on 3 bedroom units, many families have very few options for adequate housing.

Also, I would consider allowing pets throughout Snowmass housing units. Seasonal workers no longer utilize these units and they become ppl's homes and where they raise their families. Charge pet rent or something but pls allow pets!

Want follow-up from staff? Leave your contact details below. 

5/31/2023

Let your voice be heard!

Write your thoughts, feelings, and comments below to share them with the Town!

The placement of these buildings is ideal, not taking up any existing structures or parking lots that are already overwhelmed.

Choice B is a great option for housing & parking needs and not feeling like everyone is on top of each other.

Also so glad to have elevators for ADA access, as this is not available in most other housing options.

Want follow-up from staff? Leave your contact details below. 

5/31/2023

Let your voice be heard!

Write your thoughts, feelings, and comments below to share them with the Town!

This Project, Density is more appropriate for the Lower Numbered Lots per the Master Plan. The Civil Costs could be reduced drastically and providing potentially more units at a location more appropriate for this scale & mass.

As for the project as presented, it lacks a design sensibility to human habitation, site pedestrian connectivity. "What are the ideas informing the site & building designs?" Architecture should be uplifting and informed by more than road slopes & stacking units.

Want follow-up from staff? Leave your contact details below.

jim@keostudioworks.com

5/31/2023

Let your voice be heard!

Write your thoughts, feelings, and comments below to share them with the Town!

PRECEDENTS FOR MOUNTAIN HOUSING STRONGLY NEEDED
ORIENTATION FOR GOOD SUNLIGHT EXPOSURE IS POOR
QUESTION NEED FOR SO MUCH PARKING, TOO EXPENSIVE
GROUP THE BUILDINGS TO CREATE USABLE SPACE
BETWEEN THEM; GARDENS, PLAY AREAS, COURTYARDS
VIEW THE PROJECT AS "COMMUNITY BUILDING"
DO NOT MOVE FORWARD TO 'GET IT DONE'

Want follow-up from staff? Leave your contact details below. 

5/31/2023

Let your voice be heard!

Write your thoughts, feelings, and comments below to share them with the Town!

Quantity is crucial, but not at the cost of affordability. Best option in all proposed lots is Town Park based on accessibility and community impact. TOSU is also in desperate need of ADA compliant workforce housing so this is a great way to remedy that issue

Want follow-up from staff? Leave your contact details below. 

Chris Cawley 321-480-4635

5/31/2023

Let your voice be heard!

Write your thoughts, feelings, and comments below to share them with the Town!

Let's get more employee housing
to Snowmass! We're in need!

Want follow-up from staff? Leave your contact details below. 

5/31/2023

Let your voice be heard!

Write your thoughts, feelings, and comments below to share them with the Town!

OPTION A

LOOK FOR WAYS FOR SKI CORP TO HELP SUBSIDIZE THIS
SO THAT TAX PAYERS ARE NOT BEARING THE BRUNT.

EMPLOYERS SHOULD BE INCLUDED IN THE OPTION TO PURCHASE
TO BETTER ASSURE THAT ACTUAL EMPLOYEES ARE LIVING IN
UNITS.

STRONGLY OPPOSED TO USING LOTS 10-12 FOR FUTURE HOUSING.
NOT EFFICIENT USE - TOO DENSELY POPULATED IF THE UNITS ARE BUILT.

Want follow-up from staff? Leave your contact details below.

ROADS CANNOT
HANDLE THIS.
ALSO SEVERAL OTHER
DISADVANTAGES.

5/31/2023

Let your voice be heard!

Write your thoughts, feelings, and comments below to share them with the Town!

I lived in employer housing for over 10 years - if it were not an option I would have moved - now my roots are in the Valley and will be for a very long time. I work with hotels + local businesses and they all need housing for quality

Want follow-up from staff? Leave your contact details below. ☐

we need this to keep our town operating. employees → we need this to keep our town operating. employees →

5/31/2023

Let your voice be heard!

Write your thoughts, feelings, and comments below to share them with the Town!

Workforce Housing is Good.

The Draw Site is no doubt the most expensive option.

- No Infrastructure

- No Roads • Steep uphill slope

- No Sewer • Steeper side slopes

- No Water

- Etc.

Why not find a more affordable site first rather than the most costly, difficult & longest lead time. I favor the Carriageway site (overback half of

Want follow-up from staff? Leave your contact details below. ➡

Lots 1 & 2, - 40-50 Units or so.

• Flat Site & Infrastructure already in place.

5/31/2023

Let your voice be heard!

Write your thoughts, feelings, and comments below to share them with the Town!

Option A = yes

Need an option for employers to purchase
units for their workers.

No on lots 10-12, that won't work!

Want follow-up from staff? Leave your contact details below. 

5/31/2023

Let your voice be heard!

Write your thoughts, feelings, and comments below to share them with the Town!

Resort communities need affordable housing in order to thrive.

Snowmass is a leader in this field.

Let this continue

It's a great site and plan.

Want follow-up from staff? Leave your contact details below. 

Betsy Crum

From: Kent Beidel <kent@sundae.biz>
Sent: Wednesday, May 31, 2023 7:13 AM
To: Mitch Osur
Cc: Betsy Crum; Terri Everest
Subject: Re: Reminder: New Employee Housing Open House Tomorrow 4pm-6pm

Hi Mitch,

Unfortunately, I cannot attend the event tonight in person. Can you please submit my comments and feedback to the committee and town council?

Sundae, Artisan Ice Cream is in strong support of this and other housing initiatives. The Draw Site Housing Project appears to offer many benefits: location, density, unit mix, etc. It appears thoughtfully designed at this stage.

As a Snowmass Business Owner we are acutely aware of the housing shortage and its impact on the employee workforce. Regretfully, I cannot attend the open house to learn more about this project. We would encourage the Town to continue to offer a variety of workforce housing as there is not one size fits all. In particular, the master lease approach where a business can lease a unit and then sublease it to seasonal employees is a key and critical to support local business—and yet there is a very short supply of this type of housing.

Please feel free contact me with any questions.

Respectfully,

Kent Beidel
Founder & President | Sundae
President | Thruline Coffee Co.

(mobile) 970.331.6433

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On May 30, 2023, at 9:21 AM, Mitch Osur <mosur@tosv.com> wrote:

<image001.png>

Snowmass Business Owner

**Join the Town of Snowmass Village for an Open House for
feedback on an upcoming employee housing project on**

From: [Kelly Brockett](#)
To: [Betsy Crum](#); [Mitch Osur](#)
Cc: [Scott Williams](#); [Dawn Blasberg](#)
Subject: WorkForce Housing Project
Date: Wednesday, May 31, 2023 12:59:37 PM
Attachments: [image001.png](#)

Good Afternoon,

Unfortunately, I will not be able to attend the open house tomorrow but want to share East West's support for this project. As one of the larger employers in Snowmass Village we struggle to attract and retain employees due to the lack of housing. Our business continues to grow but we have struggled to build our team to meet those needs. We have many positions that remain unfilled because most of our applicants are from out of state. We have also lost employees who got tired of having to make the long commute from down valley, which is the only place they can find affordable housing.

Please feel free to share this with Town Council or anyone else!

Regards,

Kelly



Kelly Brockett, AMS, CMCA,
CAM
General Manager
PO Box 5550
Snowmass Village, CO 81615
p: 970.924.6051 | m: 970.379.2810
snowmassmountainlodging.com

From: [Sally Goulet](#)
To: [Betsy Crum](#)
Subject: Re: New Workforce Housing Project Planned - Open House on Wednesday, May 31st from 4-6 at the Town Hall Council Chambers
Date: Friday, May 26, 2023 1:47:39 PM

Hi Betsy,

Thank you so much for allowing residents the opportunity to be a part of this conversation. I will not be able to make it due to the toddlers/witching hour (haha!) but did have a few suggestions that I think make a community living situation easier/better.

- We have lived in many apartments and due to the double walls here in Mountain View, I cannot hear (or very rarely) hear neighbors. I love this aspect and would recommend that continues in future buildings, if possible.
- I wish we had access to a hose spigot and would recommend an area tenants are allowed to use to wash vehicles & vacuum (electrical or a vacuum station). This doesn't need to be included in rent and could be a potential source of income for the town. Obviously I understand the limitations due to weather.
- The most important thing (to me) is creating a small, safe, grassy area for children to play. We use the hill on the edge of the parking lot (as you know), which is very steep and littered with nails, broken glass, cigarettes etc.. I am thankful to have a place we can use - but for future apartments I would suggest devoting a small space with at least one slide and one swing (could be attached to pre-existing trees) for tenants. Obviously a full playground would be amazing but anything small will do!!
 - On this note - I am picking up trash frequently over there - which I don't mind at all - but is it possible to get a trash can out there so I can easily dispose of it?
There is construction debris and debris from snowplowing.
- Storage - when designing new units please keep in mind people who live here love to do fun things which require a ton of gear! I cannot imagine 3 adults with their own gear sharing one of these storage spaces. (mountain bikes, skis/snowboards, rafts, paddleboards, etc.)
 - On this note - I asked last spring about a bike rack. Is it possible to get bike racks here?? I understand it can be difficult to manage the amount of bikes on it but I was wondering if it is possible to "register our bikes" with you guys every year or so if that might help your team manage the overflowing racks. Would also be willing to pay a small fee to use the bike racks. Another potential source of income?
- Covered parking would be an amazing luxury! I know some apartments offer 1 spot of covered parking to their tenants such as the apartments near the Snowmass fire station and Burlingame.
 - Similar note - off season tire storage is a nightmare in an apartment with limited storage! Another potential income source for you guys - if you have a place where you can install a ton of wall hanging tire racks you could charge for people to store their off season tires. If there was covered parking you could allow people to hang their tires near their spots. I know you want to protect the exterior of the buildings so we are not allowed to hang anything, but what if each individual apartment was able to pay a fee to have your team hang the tire holders or hang a vertical bike holder on the exterior so it was all uniform?

Just some things we personally struggle with. Thanks for allowing me to have some input!

Sally

On Thu, May 25, 2023 at 11:19 AM Betsy Crum <bcrum@tosv.com> wrote:

Hi Snowmass Housing Residents!

You are all cordially invited to join the Town of Snowmass Village for an Open House for feedback on a planned upcoming employee housing project on Wednesday May 31, 2023, from 4pm-6pm at Council Chambers in town hall.

The Town Hall Draw site was identified for the next housing project in our 2021 Workforce Housing Plan. The site has the most significant potential for unit development, is well located and has historically been identified for future housing development.

We would love to hear your thoughts on building layout, what the mix of one-, two-, and three-bedroom units should be and the need for more employee housing units to support Snowmass employees. Refreshments will be served.

Please reach out with any questions and we look forward to seeing you on Wednesday May 31 from 4pm-6pm.



Betsy Crum
Housing Director
Town of Snowmass Village
bcrum@tosv.com
(970) 922-2267

From: [James Watkins](#)
To: [Betsy Crum](#)
Subject: Meeting this evening
Date: Wednesday, May 31, 2023 7:18:28 PM

Obviously a lot of work has gone into this and you've made a huge amount of headway. Personally, I'd be happy with either option, subject to, if you go to the two + garage, it would be cheating to reinforce the garage and subsequently put more on top -- one of the selling points is more light.

One other thing, I was looking at the proposed monthly rates. Sorry, but I think **they are too low -- by a lot, I think they need to go up 50%. There's no place that anybody wants to live where you can get that kind of rent.** I'm willing to kick in some but not that much, and the little reconciliation on the bottom left of that one poster suggests that there's a \$30 million gap. That's not all coming from me.

Sorry to be a grouch. I think you're doing good work. But \$1,500 a month? No way. To be clear, I vote and pay taxes here. There's no way we can keep raising the sales tax: "tourists gotta pay."

Thank you for reading. Again I think you've done a lot of good work I learned quite a bit tonight.

JW

DRAW APARTMENTS

Snowmass Village CO

TOSV Housing Department

projected construction: 2024

Prepared:

PROJECT DATA				UNIT MIX					
Total Number of Units			81	Affordability	# of Units	% of Units	Bedrooms	# of Units	
Residential Square Footage			104,025	25%		0	0%		0
Commercial Square Footage			-	50%		0	0%		0
Parcel Size			0	100%		90	111%		90
Number of Parking Spaces			120.00	Other		0	0%	0	0
Assessors Parcel Number			0	Total		90		Total	90
Number of Stories:	4	Zoning:							
Acreage:	4.00	Density:	20.25	Project Based Subsidies:					
				0					
DEVELOPMENT BUDGET				PROJECT INCOME					
Description	Per Unit	Estimate		Unit Size	Target Population	Number of Units	Net Rent	Annual Revenue	
Land SF:	0	0	0	SRO		0	0	0	
Acquisition Costs		0	0			0	0	0	
Total Acquisition		0	0						
Construction / Rehabilitation	760,887	61,631,872							
Hard Cost Contingency		68,223	5,526,033	Subtotal SRO Bedroom Units					
Architecture and Engineering		66,329	5,372,632			0		0	
Survey & Permits		33,678	2,727,905	Efficiency/Studio		0	0	0	
Financing Costs		0	0	workforce		0	0	0	
General Development Costs	10,807	875,364				0	0	0	
Other Costs		0	0	Subtotal Eff Bedroom Units					
Soft Cost Contingency		5,541	448,795			0		0	
Reserves		0	0	1 Bedroom		0	0	0	
Developer Fee & Costs		0	0	workforce		48	1,250	720,000	
Developer Overhead		0	0			0	0	0	
Syndication Costs		0	0	Subtotal 1 Bedroom Units					
Total Development Costs	945,464	76,582,601				48		720,000	
FINANCING				2 Bedroom		0	0	0	
Source	Per Unit	Total		workforce		24	1,500	432,000	
TOSV Equity	233,046	18,876,722						0	
LIHTC 9% Equity	161,111	13,050,000		Subtotal 2 Bedroom Units					
Other: Local Partner	370,370	30,000,000				24		432,000	
Perm First Mortgage	180,937	14,655,879		3 Bedroom		0	0	0	
Other	0	0	0			9	2,000	216,000	
Other	0	0	0	Subtotal 3 Bedroom Units					
Other	0	0	0			9		216,000	
Total Sources	945,464	76,582,601		Other		0		0	
						0	0	0	
				Subtotal Other Units					
						0		0	
ADDITIONAL FUNDS REQUIRED				Manager's Unit			0	0	
				Subtotal Net Rentable		81		1,368,000	
				Common / Commercial Area					
				Circulation	0.25				
				TOTAL		81		1,368,000	
OPERATING EXPENSES				PROJECTED CASH FLOW VARIABLES					
Item	Per Unit	Annual		Rent Increase Rate - Tenant			3.0%		
Administration	80	6,500		Rent Increase Rate - Operating Subsidy (N/A)			3.0%		
Utilities	1,330	107,722		Vacancy Rate			1.0%		
Operating & Maintenance	1,595	129,200		Operating Expense Increase			3.0%		
Taxes & Insurance	370	30,000							
Service Expenses	0	0							
Total Operating	3,376	273,422							
Per month	281	22,785							
Total Reserve Deposits	600	48,600							
CASH FLOW				2	3	4	5	6	7
Year:	1								
GROSS INCOME									
Gross Rental Income	16,888.89	1,368,000		1,409,040	1,451,311	1,494,851	1,539,696	1,585,887	1,633,464
Other Income	185.19	15,000		15,150	15,302	15,455	15,609	15,765	15,923
Operating Subsidy (HUD PRAC)	0.00	0		0	0	0	0	0	0
SCHEDULED GROSS INCOME	17,074.07	1,383,000		1,424,190	1,466,613	1,510,305	1,555,305	1,601,652	1,649,386
(Less) Vacancy Allowance	(168.89)	(13,680)		(14,090)	(14,513)	(14,949)	(15,397)	(15,859)	(15,859)
EFFECTIVE GROSS INCOME	16,905.19	1,369,320		1,410,100	1,452,100	1,495,357	1,539,908	1,585,793	1,633,527
NET INCOME									
(Less) Operating Expenses	(3,375.58)	(273,422)		(281,625)	(290,073)	(298,776)	(307,739)	(316,971)	(326,480)
(Less) Reserves	(600.00)	(48,600)		(49,572)	(50,563)	(51,575)	(52,606)	(53,658)	(54,731)
NET OPERATING INCOME	12,929.60	1,047,298		1,078,903	1,111,463	1,145,006	1,179,563	1,215,164	1,252,316
DEBT SERVICE									
		1,047,298		1,047,298	1,047,298	1,047,298	1,047,298	1,047,298	1,047,298
NET CASH FLOW									
		(0)		31,605	64,165	97,708	132,265	167,866	205,018

SOURCES & USES
DRAW APARTMENTS

I PERMANENT SOURCES

	Equity/Grants	Amount	Annual Credit	Total Credit	Price	% Interest	
	TOSV Equity	18,876,722				10%	
	LIHTC Tax Credit Equity	13,050,000	1,450,000	13,050,000	90.00	90.00%	Suggested Calc
	State	0	0		0		
	FHLB	0		-			
	Sponsor Note	0		-			
	CT State HTCC	0		-			
	Other: Local Partner	30,000,000					
	Other: Deferred Fee	0					Net Dev fee/Of
	Total Equity	61,926,722					

	Debt Financing	Amount	Rate	Term	Amort	Constant	Annual Payment
	Perm First Mortgage	14,655,879	3.80%	20	20	7.146%	1047298
			4.51%	30	30	6.089%	0
	Total Debt	14,655,879					

NOTES:

	Soft Debt	Amount	Rate	Term	Amort
			0.00%	30	0
			0.00%	30	0
	State - CHAMP - soft funds	0	1.00%	30	20000
	State - HSF		2.50%	50	0
	State - HOME		0.00%	30	0
	State - AHT	0	0.00%	30	0
	State - HPSTF		0.00%	50	0
	Deferred Dev Fee	0	0		
	Total Soft Debt	0			

Total Sources	\$76,582,601
Total Uses	\$76,582,601
Surplus (Gap)	\$0

II CONSTRUCTION/PREDEVELOPMENT SOURCES

	Construction Loan	Amount	Rate	Term (Months)	Avg % Outstanding
	Lender: TBD	0	4.00%	14.00	50%
	Total Const				

	Predevelopment Loans	Amount	Rate	Term (Months)	Avg % Outstanding
	Morse capital	0			
	DOH Predevelopment	0			
	Total Predevelopment	0			

ITEM		TOTAL PROJECT COST	Per Unit	% of Total
ACQUISITION				
Acquisition: Land		0.00	-	0%
Land Cost		0.00	-	0%
Acquisition: Building		0.00	-	0%
Total Acquisition Cost		0.00	-	0%
CONSTRUCTION / REHABILITATION				
Direct Construction Budget		61,631,872.00	760,887	80%
Site Improvements		6,371,545.00	78,661	8%
Site prep		6,371,545.00	78,661	8%
landscape		0.00	-	0%
Off-Site improvements		0.00	-	0%
Demolition			-	0%
Residential		55,260,327.00	682,226	72%
Residential Units	\$531	55,260,327.00	682,226	72%
Permit			-	0%
Pre construction services			-	0%
Parking		0.00	-	0%
Structure			-	0%
On-grade		0.00	-	0%
Environmental Remediation		0.00	-	0%
General Requirements			-	0%
Contractor Overhead			-	0%
Contractor Profit				
Construction Contingency		5,526,032.70	68,223	9%
Total Const. / Rehab. Costs		67,157,904.70	829,110	88%
ARCHITECTURE AND ENGINEERING				
Architecture		5,372,632.38	66,329	7%
Feasibility studies		0.00	-	0%
Design SD/DD/CD/Bid	8.0%	5,372,632.38	66,329	7%
Printing/Reimburseables			-	0%
Add'l services			-	0%
Total Architecture & Engineering		5,372,632.38	66,329	7%
PERMITS				
Permit Fees		336,678.00	4,157	0%
Govt - Zoning		0.00	-	0%
Govt - Building Permits		336,678.00	4,157	0%
Govt - Other (special fees such as TCO, sanitation, etc)		0.00	-	0%
Utility Hook Up Fees (Tap Fees)		2,391,227.00	29,521	3%
Total Permits and Fees		2,727,905.00	33,678	4%
GENERAL DEVELOPMENT COSTS				
Bond Premium	\$616,319		-	0%
Legal		314,233.00	3,879	0%
Legal fees		314,233.00	3,879	0%
Escrow Fees & Title Endorsements		0.00	-	0%
Other (Acq Loan, Predev Loan, etc)		112,226.00	1,386	0%
Accounting & Cost Certification		0.00	-	0%
Audit & Tax Returns & Requisitions		0.00	-	0%
Cost Certification Costs		0.00	-	0%
Taxes			-	0%
Insurance		0.00	-	0%
Preconstruction		0.00	-	0%
Course of Construction		448,905.00	5,542	1%
Placed in Service			-	0%
Relocation Expenses		0.00	-	0%
Relocation - direct residential			-	0%
Relocation - direct commercial			-	0%
Relocation Consultant			-	0%
Appraisal Costs		0.00	-	0%
Appraisals		0.00	-	0%
Appraisal - Permanent			-	0%
Security (if not in const contract)		0.00	-	0%
Development Consultant			-	0%
Total General Development Costs		875,364.00	10,807	1%
Soft Cost Contingency	\$448,795	448,795.07	5,541	1%
TOTAL PROJECT COST		76,582,601.14	945,464	100%
SYNDICATION COSTS				
Legal - Syndication		0	-	0%
Other Syndication Costs				
Total Syndication Costs		\$0	-	0%
GRAND TOTAL - Construction / Syndication		\$76,582,601	945,464	100%

INCOME, RENTS & SQUARE FOOTAGE
DRAW APARTMENTS

RENT SCHEDULE									
Unit Type	Affordability Tier	Type of Rent (from Guide below)	# of Apts	Gross Rent (link to chart below)	Util Allow (pulls from below)	Effective Rent	Total Annual	Sq. Ft.	Sq Ft
								Per Apt	Total
SRO	30%		-	-	-	-	-		-
Studio	60%		-		-	-	-		-
Studio	50%				-	-	-		-
Studio	30%				-	-	-		-
1-Bedroom	60%				-	-	-	-	-
1-Bedroom	50%				-	-	-		-
1-Bedroom	30%				-	-	-		-
1-Bedroom	60%		48	1,250.00	-	1,250	720,000	750	36,000
2-Bedroom	30%				-	-	-		-
2-Bedroom	50%				-	-	-		-
2-Bedroom	60%		24	1,500.00	-	1,500	432,000	900	21,600
3-Bedroom	30%				-	-			-
3-Bedroom	50%				-	-			-
3-Bedroom	60%		9	2,000.00	-	2,000	216,000	1,320	11,880
4-Bedroom	30%				-	-			-
4-Bedroom	50%		-	-	-	-	-		-
4-Bedroom	60%		-		-	-	-		-
Manager			-		-	-	-		-
Rent-Free			-		-	-	-	20,802	20,802
					-	-			
					-	-			
TOTAL			81	\$0		\$0	\$1,368,000		90,282

OPERATING BUDGET
Project Name:
DRAW APARTMENTS
Number of Units:

81

6.00%

EXPENSES	ANNUAL	Monthly
ADMINISTRATIVE EXPENSES		
Management Fee	\$0	\$0
Manager Payroll		\$0
Taxes-Payroll (9.5% of payroll)		\$0
Legal	\$0	\$0
Audit	\$1,500	\$125
Advertising	\$0	\$0
Telephone, Answ. Service, Fax & Computer Lines		\$0
Office Supplies	\$500	\$42
Bookkeeping/Accounting	\$2,500	\$208
Misc. Administrative Expenses (specify)	\$2,000	\$167
TOTAL ADMINISTRATIVE EXPENSES	\$6,500	\$542
UTILITIES EXPENSES		
Electricity	\$45,000	\$3,750
Trash	\$15,000	\$1,250
Natural Gas	\$0	\$0
Water & Sewer	\$47,722	\$3,977
TOTAL UTILITIES EXPENSES	\$107,722	\$8,977
OPERATING & MAINT. EXPENSES		
Maintenance Payroll	\$40,000	\$3,333
Janitor/Cleaning Contract	\$0	\$0
Benefits	\$50,000	\$4,167
Janitor/Cleaning Supplies	\$0	\$0
Interior Paint/Decor contracts	\$0	\$0
Garbage/Rubbish Removal	\$0	\$0
Snow & Ice Removal	\$2,000	\$167
Grounds Contract	\$6,000	\$500
Maintenance Rent		\$0
Maintenance Supplies	\$20,000	\$1,667
Maintenance Contracts	\$5,000	\$417
HVAC Repairs & Contract		\$0
Pool Maintenance		\$0
Interior Paint/Decor Contract	\$1,200	\$100
Interior Paint/Decor Supplies	\$0	\$0
Miscellaneous Operating & Maintenance	\$5,000	\$417
TOTAL OPERATING & MAINT. EXPENSES	\$129,200	\$10,767
TAXES & INSURANCE		
Taxes-Personal Property	\$0	\$0
Taxes-Real Estate		\$0
Taxes-Other		\$0
Insurance/Property & Liability	\$30,000	\$2,500
Insurance/Fidelity Bond		\$0
Other Insurance		\$0
TOTAL TAXES & INSURANCE	\$30,000	\$2,500
SERVICE EXPENSES		
Resident Services Salary	\$0	\$0
Resident Services Supplies		\$0
Resident Services Misc. Expenses	\$0	\$0
TOTAL SERVICE EXPENSES	\$0	\$0
TOTAL EXPENSES	\$273,422	\$22,785

Operating Expense Per Unit: \$3,376

Replacement Reserve Deposits Per Unit: \$ 600.00 600

Other Reserve Deposits Per Unit: \$0

Total Op Exp Per Unit: \$3,976

OPERATING INCOME, EXPENSE & CASH FLOW PROJECTION

Project Name: DRAW APARTMENTS

Total Units 12

OPERATING INCOME	Inflation	Initial Year														
	Factor	Per Month	Per Unit	1	2	3	4	5	6	7	8	9	10	11	12	13
RENT																
Resident	3.00%	114,000	16,889	1,368,000	1,409,040	1,451,311	1,494,851	1,539,696	1,585,887	1,633,464	1,682,467	1,732,941	1,784,930	1,838,478	1,893,632	1,950,441
OTHER INCOME: Laundry	1.0%	1,250	185	15,000	15,150	15,302	15,455	15,609	15,765	15,923	16,082	16,243	16,405	16,569	16,735	16,902
OTHER INCOME																
GROSS INCOME		115,250	17,074	1,383,000	1,424,190	1,466,613	1,510,305	1,555,305	1,601,652	1,649,386	1,698,549	1,749,184	1,801,335	1,855,047	1,910,367	1,967,343
VACANCY LOSS																
Resident	1.00%	(1,140)	(169)	(13,680)	(14,090)	(14,513)	(14,949)	(15,397)	(15,859)	(16,335)	(16,825)	(17,329)	(17,849)	(18,385)	(18,936)	(19,504)
EFFECTIVE GROSS INCOME		114,110	16,905	1,369,320	1,410,100	1,452,100	1,495,357	1,539,908	1,585,793	1,633,527	1,681,725	1,731,855	1,783,486	1,836,662	1,891,431	1,947,839
OPERATING EXPENSES		Initial Year														
		Per Month	Per Unit													
Administration	3.0%	542	80	6,500	6,695	6,896	7,103	7,316	7,535	7,761	7,994	8,234	8,481	8,735	8,998	9,267
Utilities	3.0%	8,977	1,330	107,722	110,954	114,282	117,711	121,242	124,879	128,626	132,484	136,459	140,553	144,769	149,112	153,586
Operating & Maintenance	3.0%	10,767	1,595	129,200	133,076	137,068	141,180	145,416	149,778	154,272	158,900	163,667	168,577	173,634	178,843	184,208
Taxes & Insurance	3.0%	2,500	370	30,000	30,900	31,827	32,782	33,765	34,778	35,822	36,896	38,003	39,143	40,317	41,527	42,773
Service Expenses	2.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL OPERATING EXPENSES		22,785	3,376	273,422	281,625	290,073	298,776	307,739	316,971	326,480	336,275	346,363	356,754	367,456	378,480	389,834
RESERVES																
Replacement Reserve	2.0%	4,050	600	48,600	49,572	50,563	51,575	52,606	53,658	54,731	55,826	56,943	58,081	59,243	60,428	61,637
NET OPERATING INCOME		87,275	12,930	1,047,298	1,078,903	1,111,463	1,145,006	1,179,563	1,215,164	1,252,316	1,289,624	1,328,549	1,368,651	1,409,963	1,452,523	1,496,368
AVAILABLE FOR DEBT SERVICE W/DSC	1.00			1,047,298												
DEBT SERVICE																
Debt Service: First Mortgage		87,275	12,930	1,047,298	1,047,298	1,047,298	1,047,298	1,047,298	1,047,298	1,047,298	1,047,298	1,047,298	1,047,298	1,047,298	1,047,298	1,047,298
Debt Service Coverage, First				1.00	1.03	1.06	1.09	1.13	1.16	1.20	1.23	1.27	1.31	1.35	1.39	1.43
NET CASH FLOW		(0)	(0)	(0)	31,605	64,165	97,708	132,265	167,866	205,018	242,326	281,251	321,353	362,665	405,225	449,070

OPERATING INCOME, EXPENSE & CASH FLOW PROJECTION

Project Name: DRAW APARTMENTS

Total Units 12

OPERATING INCOME	Inflation	Initial Year								
	Factor	Per Month	Per Unit	14	15	16	17	18	19	20
RENT										
Resident	3.00%	114,000	16,889	2,008,954	2,069,223	2,131,299	2,195,238	2,261,096	2,328,928	2,398,796
OTHER INCOME: Laundry	1.0%	1,250	185	17,071	17,242	17,415	17,589	17,765	17,942	18,122
OTHER INCOME										
GROSS INCOME		115,250	17,074	2,026,026	2,086,465	2,148,714	2,212,827	2,278,860	2,346,871	2,416,918
VACANCY LOSS										
Resident	1.00%	(1,140)	(169)	(20,090)	(20,692)	(21,313)	(21,952)	(22,611)	(23,289)	(23,988)
EFFECTIVE GROSS INCOME		114,110	16,905	2,005,936	2,065,773	2,127,401	2,190,875	2,256,249	2,323,581	2,392,930
OPERATING EXPENSES		Initial Year								
		Per Month	Per Unit							
Administration	3.0%	542	80	9,545	9,832	10,127	10,431	10,744	11,066	11,398
Utilities	3.0%	8,977	1,330	158,193	162,939	167,827	172,862	178,048	183,389	188,891
Operating & Maintenance	3.0%	10,767	1,595	189,735	195,427	201,289	207,328	213,548	219,954	226,553
Taxes & Insurance	3.0%	2,500	370	44,056	45,378	46,739	48,141	49,585	51,073	52,605
Service Expenses	2.0%	-	-	-	-	-	-	-	-	-
TOTAL OPERATING EXPENSES		22,785	3,376	401,529	413,575	425,983	438,762	451,925	465,483	479,447
RESERVES										
Replacement Reserve	2.0%	4,050	600	62,869	64,127	65,409	66,717	68,052	69,413	70,801
NET OPERATING INCOME		87,275	12,930	1,541,537	1,588,071	1,636,009	1,685,395	1,736,273	1,788,686	1,842,682
AVAILABLE FOR DEBT SERVICE W/DSC	1.00									
DEBT SERVICE										
Debt Service: First Mortgage		87,275	12,930	1,047,298	1,047,298	1,047,298	1,047,298	1,047,298	1,047,298	1,047,298
Debt Service Coverage, First				1.47	1.52	1.56	1.61	1.66	1.71	1.76
NET CASH FLOW		(0)	(0)	494,239	540,773	588,711	638,097	688,975	741,388	795,384

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

June 12, 2023

AGENDA ITEM:

Mall Transit Improvements Discussion

PRESENTED BY:

Sam Guarino, Transportation Director

BACKGROUND:

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

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

With this in mind the “2023 Project” was designed with the input of the public, staff, and the Council which would achieve the following goals that were set at its inception:

- 1) Improved capacity, operational efficiency, and flexibility for both the Village Shuttle and RFTA to meet the increased demand that has been generated.
- 2) Relocate the local bus service to the same platform as the regional service making the systems easier to use and function more seamlessly together. This would help the Village Shuttle function better as a feeder service (First/Last Mile) to the regional system and remove local trips from the regional service in peak periods.
- 3) Improve the pedestrian experience by making the Transit Center a flat surface, at grade with the mall to improve access and eliminate the need for people arriving to climb stairs or move across uneven terrain. Additionally, this would serve to create improved ADA access to the commercial core.
- 4) Have a public building that will provide restrooms for transit passengers, guest services, and transit department offices.

- 5) Relocate the existing short term parking spaces (87 spaces) impacted by the new design below the transit deck thereby removing dangerous vehicle and pedestrian conflicts that now happen on Lower Carriage Way and Daly Lane, as well as helping to reduce skier drop off traffic that currently occurs in the roadway.
- 6) Creation of pedestrian way-finding improvements that better identify the local and regional services and their destinations.
- 7) Better manage storm water impacts to Brush Creek.
- 8) Design a Transit Center that is as compact and in keeping with local character as possible while still meeting the other stated goals and operational requirements.

In addition to meeting these goals, the project was intended to meet 6 of the 9 Strategic Initiatives in the Comprehensive Plan, including:

- Promote environmental and economic sustainability and resiliency.
- Focus on improved access and safety to make Snowmass Village more walkable and bikeable.
- Continue to improve the multi-modal connections between Base Village, the Mall, and the Center.
- Manage parking and transit to encourage efficient, effective, and sustainable mobility choices.
- Focus new development and/or redevelopment within the identified CPAs.
- Encourage the update and renovation of older buildings Village-wide.

While staff and the design team feel strongly that the “2023 Project” meets the stated goals and initiatives, the Planning Commission felt it was not in keeping with the Comprehensive Plan and voted to deny approval of the project 6-1 and it was subsequently withdrawn by staff on 04/17/23. In their denial, the Planning Commission listed the following as their findings:

- The project size is inconsistent with the Towns Comprehensive Plan framework of “Just Big Enough” and other aspects of the character of development.
- The Planning Commission has concerns with the lack of pedestrian safety with the central platform and that the design requires pedestrians must cross in front of buses.
- The Planning Commission has concerns with the negative impact of the construction (time/duration) on the town and the mall.
- The Planning Commission has concerns with the negative visual impact on the surrounding area. The project is too big in scale and mass.
- The parking garage is not a welcoming arrival to Snowmass Village for guests.
- The project should be done in conjunction with the redevelopment of the mall in order to improve compatibility.

- The Planning Commission has concerns with the pedestrian safety on the public roads around the garage and the lack of adequate setbacks/landscaping in these areas.
- The Planning Commission has concerns with the parking arrangement in the garage and concerns for access and maneuverability in and around the garage which makes for unsafe driving and pedestrian experience.

DISCUSSION:

After the withdrawal of the project, staff were directed to come back to Council for a discussion on next steps, with the understanding that the goal of improving transit at the mall remains steadfast. Staff continues to believe the “2023 Project” met the 8 goals stated above as well as possible and we believe that if those goals remain intact the project would remain unchanged.

Therefore, we believe there will need to be a re-evaluation, changing, reprioritizing and/or creation of new goals in order to restart work on an improved transit center.

During the public process we heard from both the Planning Commission and the public that the major concerns with the project as designed were:

1. The project as designed felt unsafe due to pedestrians needing to cross in front of buses to reach the transit platform.
2. The project was too large for the location and community and was not in keeping with local aesthetics.
3. The construction impacts and duration would be too disruptive and therefore too detrimental to business (in the short term).

Once the Council can agree on the goals of a project, staff can begin work on a revised design. Staff has met to evaluate solutions that would alleviate some or all of the concerns while attempting to preserve some original goals and keeping in mind that cost would be an issue (particularly as much of the secured funding had been tied to the original design and project). While many more ideas may exist, some that have been evaluated include:

- 1) A simple and cost-effective solution would be to flatten out the end of the RFTA depot while adding vertical conveyances such as escalators and elevators from the Village Shuttle depot and at the end of Daly Lane. This type of incremental approach could be done in conjunction with looking into solutions for more improved and more efficient use of the current space at both depots to expand capacity, as well as adding wayfinding improvements to make using the systems simpler. Possible RFTA depot improvements are in the attached images at locations 1, 2, and 3 and Village Shuttle improvements at locations 4, 5, and 6.

This solution would not meet existing goals 2, 4, or 5, but it would alleviate the three major concerns that we heard from the public and the Planning Commission’s findings. Furthermore, it would likely be affordable and leave open the possibility to meet the other 3 goals in the future, possibly in conjunction with redevelopment of the Mall.

- 2) A solution that has been presented and evaluated in concept in the past would be to build a smaller transit station/platform than the 2023 Project in the same location at the end of the Mall. This station would have RFTA provide service on the Mall level and the Village Shuttle on a lower level with a vertical conveyance in-between. Care and further evaluation would be needed to ensure that both systems remained operational and attractive.

This concept meets well all the original goals of the project with the exception of 2 and 5, and could serve to alleviate the first major concern of pedestrians crossing in front of buses. A new public process and feasibility study would likely need to be conducted to assess operational viability and whether the other major concerns of the public and findings of the Planning Commission would be alleviated. Cost would be a significant concern with this project as it would require a longer reroute of Carriage Way.

- 3) Council could also direct staff to assess the feasibility of another location at or near the Snowmass Mall. In the past lot 7 had been a studied location for a transit hub and a Daly Lane reconfiguration could be analyzed (see attached image). Without a more in-depth look at another location, it would be hard to determine which goals could be met, and which concerns could be alleviated.

These ideas and the 2023 Project are presented as initial thoughts. Staff is looking for direction from Town Council on next steps for a transit improvement at the end of the Mall. What has been clear for many years is that a solution is overdue and acting quickly to find an improvement that works for Snowmass Village would be welcomed by the users and local partners.

FINANCIAL IMPACT:

This is a discussion item only. However, financial impact of a new transit solution at the mall will be significant to the Town. Modest improvements may be achievable with the local funding (Town and EOTC funds) currently secured, while a larger project will undoubtedly require other sources, likely increased local funding and/or state and federal grants. The approximately \$22 million in grants previously secured were tied to the specific project that had been designed and would very likely either not be applicable to a new project or may expire before design could be completed.

COUNCIL OPTIONS:

This is a discussion item only; staff is seeking direction on next steps.

STAFF RECOMMENDATION:

This is a discussion item only.

ATTACHMENTS:

1. 2023 Project
2. Mall Transit Potential Areas of Improvement (#1)
3. Potential Mall Transit Center (#2)
4. Potential Alternate Locations (#3)
5. Two Level Transit Concept

TOWN OF SNOWMASS VILLAGE SNOWMASS MALL TRANSIT CENTER

UPDATED PLANNING COMMISSION SUBMITTAL



FEBRUARY 15, 2023

06-12-23 TC WS Packet

62 of 87

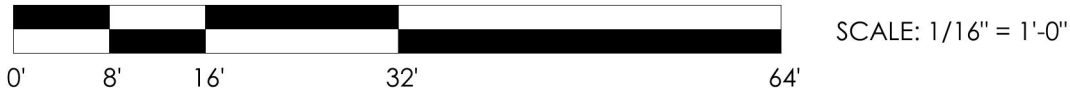
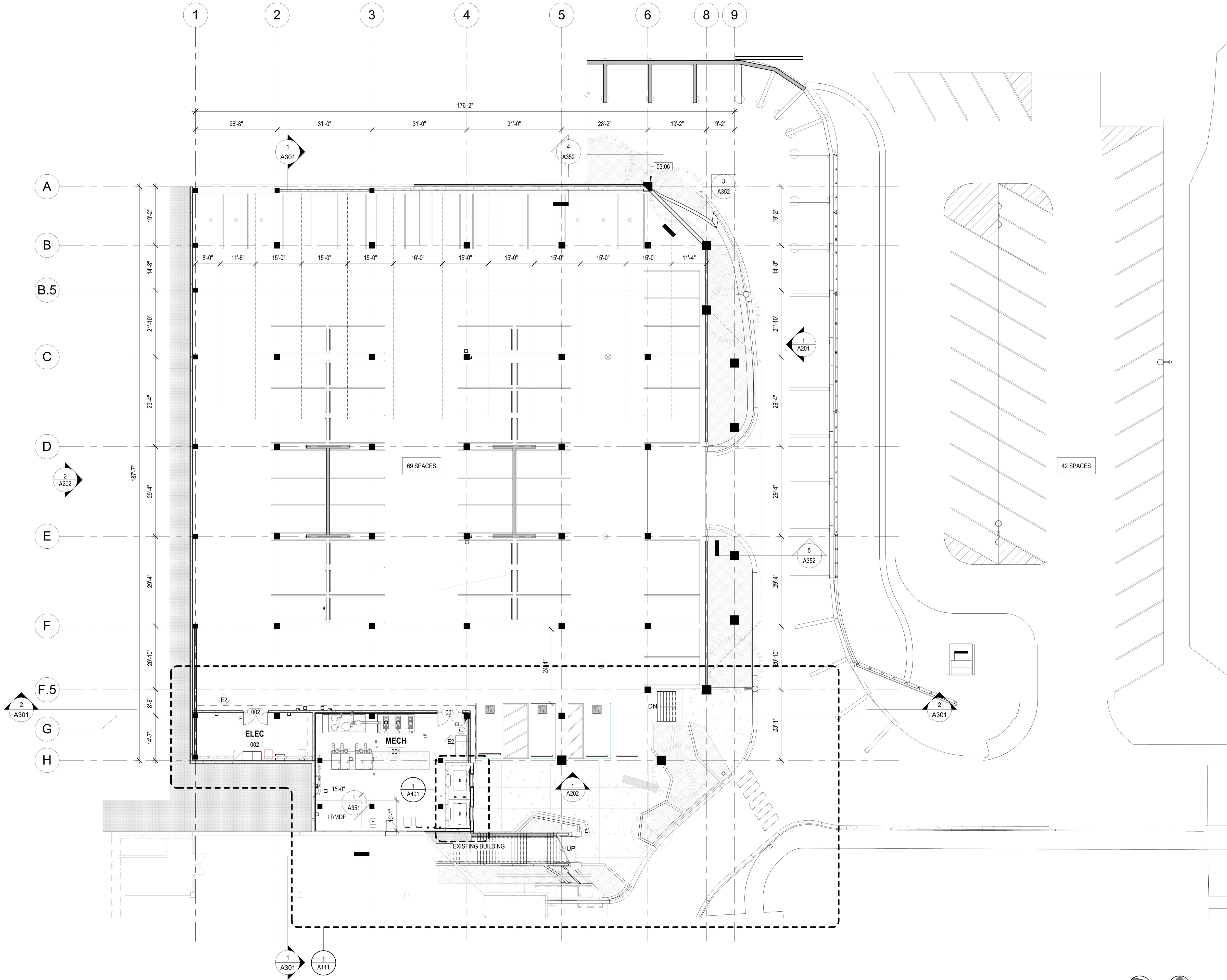




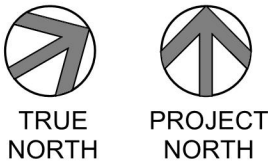
24" Turf Buffer



Curb Adjacent Steppers



1 OVERALL PLAN - PARKING
A201 1/16" = 1'-0"



GENERAL NOTES

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

KEYNOTE LEGEND

03.06 CONCRETE COLUMN W/ TAPPED STONE VENEER FINISH, RE: STRUCTURAL



PROJECT OWNER
TOWN OF SNOWMASS VILLAGE
130 KEARNS ROAD
SNOWMASS VILLAGE, CO. 81615
970.923.3777

ARCHITECT
SHORT ELLIOTT HENDRICKSON INC.
2000 SOUTH COLORADO BLVD.
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CIVIL / MECH / ELEC / PLUMB
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2000 SOUTH COLORADO BLVD.
TOWER ONE, SUITE 6000
DENVER, CO. 80222
720.540.6800

STRUCTURAL
MARTIN/MARTIN
77 METCALF ROAD, SUITE 301
AVON, CO 81620
970.926.6007

ACOUSTICAL / LOW VOLTAGE
K2 ACOUSTICAL
5777 CENTRAL AVE., SUITE 225
BOULDER, CO. 80301
303.665.5500

LANDSCAPE
DHM DESIGN CORPORATION
3111 MAIN STREET #102
CARBONDALE, CO. 81623
970.963.6520

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

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SEH Project
Checked By
Drawn By

159090
A. JAUCH
A. COUNCIL

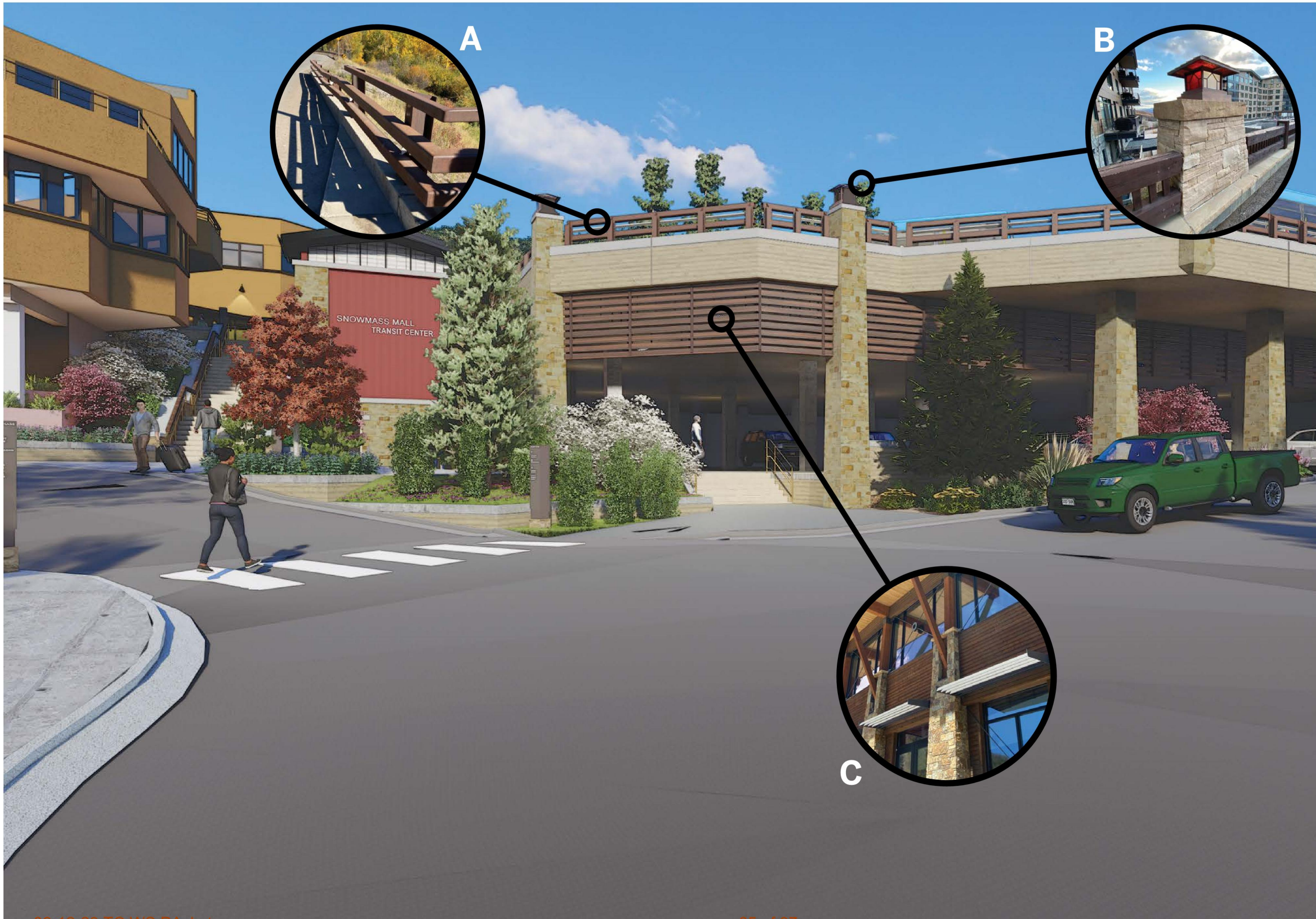
Project Status
75% CONSTRUCTION
DOCUMENTS

Issue Date
12.02.22

REVISION SCHEDULE		
REV. #	DESCRIPTION	DATE

OVERALL PLAN - PARKING

A101



VIEW FROM
**LOWER
CARRIAGE
WAY**

- A. CDOT standard 3-rail guardrail similar to Wood Road Downhill bus stop
- B. Stone veneer & cap with lighting fixture similar to Wood Road Bridge and Base Village
- C. Horizontal planking with wood texture and natural color, similar to Town Hall

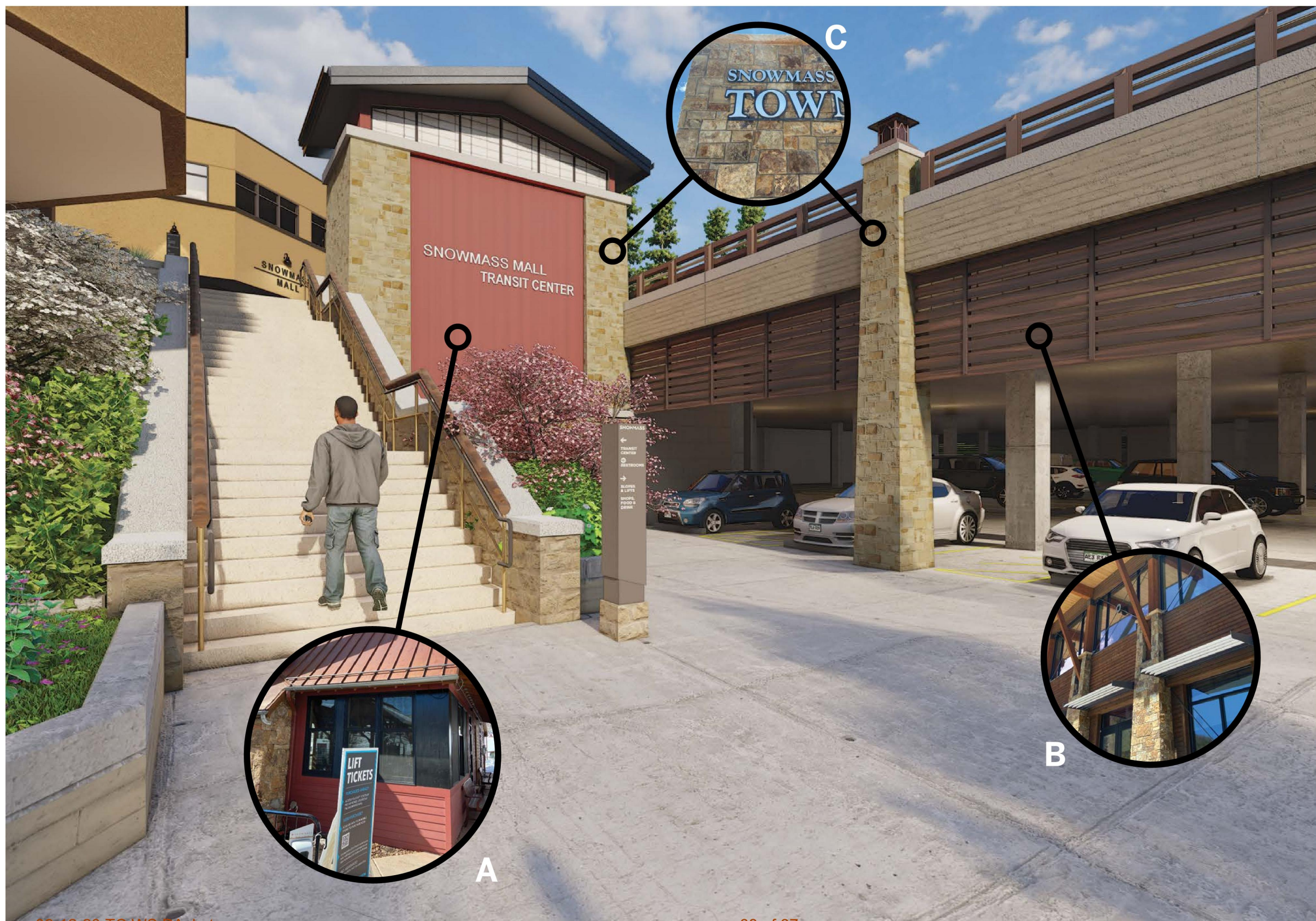


VIEW FROM
DALY LANE



VIEW OF GARAGE ENTRANCE

- A. Stone veneer, similar to Town Hall and other areas within Town.
- B. Stained board form concrete with buff/natural color



VIEW OF GRAND STAIRCASE

- A. Red board and batten siding, similar to Town Park Station and Town Hall
- B. Horizontal planking with wood texture and natural color, similar to Town Hall
- C. Stone veneer, similar to Town Hall and other areas within Town.



PLATFORM VIEW FROM MAIN CROSSING

- A. Red board and batten siding, similar to Town Park Station and Town Hall
- B. Horizontal planking with wood texture and natural color, similar to Town Hall
- C. Natural wood composite soffit similar to Town Hall



APPROACH FROM
**GENE
TAYLOR
SPORTS**



PLATFORM VIEW FROM MALL STAIRWAY



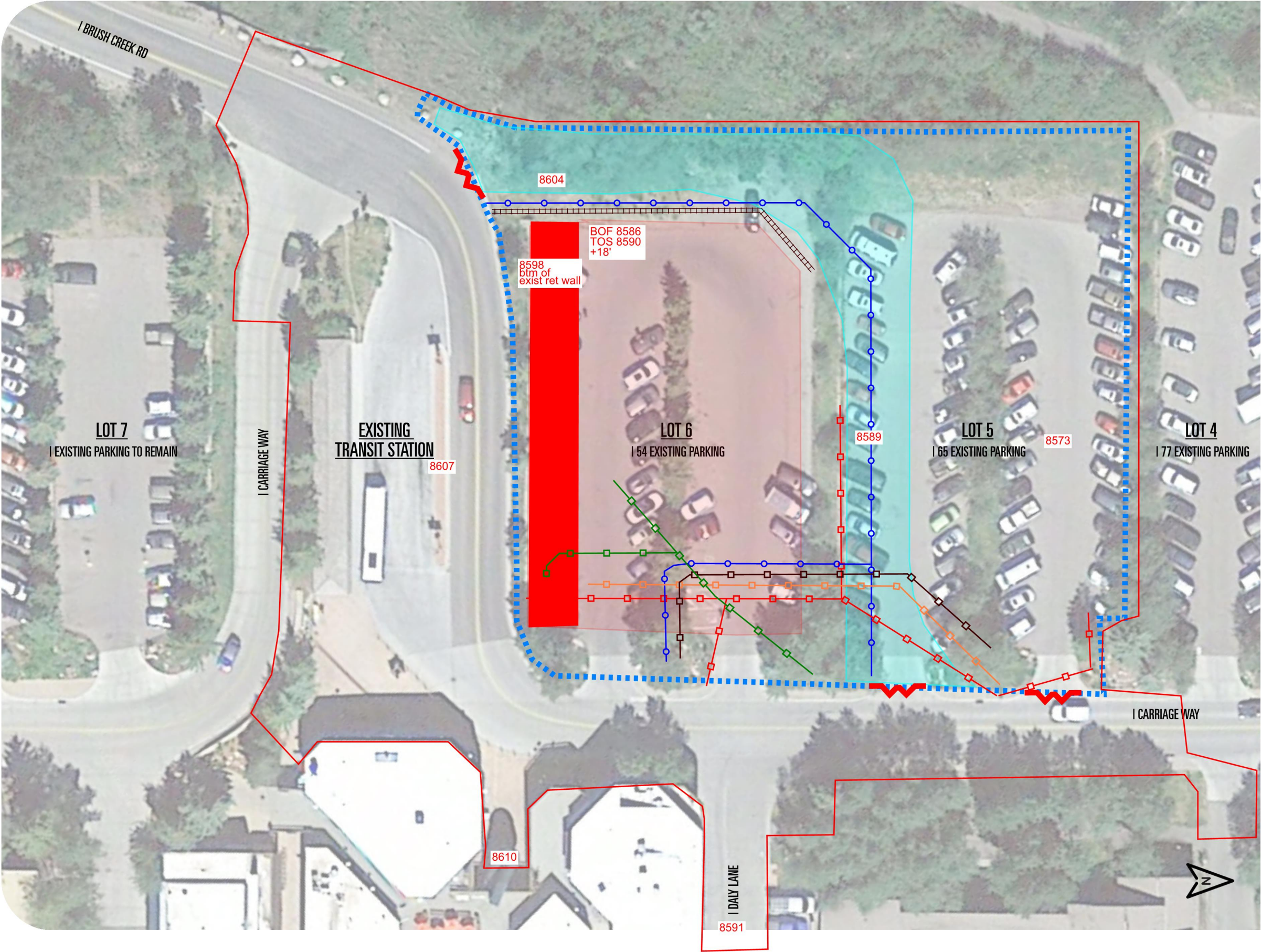
VIEW FROM
**LOT 5
PARKING**

TOSV Transit Center - Phasing and Logistics Plan



CONSTRUCTION
PHASE 1

- TOSV will work diligently to retain as much access as possible around construction operations.
- RFTA & TOSV to use normal operational routes on new Brush Creek, Carriage & Daly roadways
- Close lot 6 to construction activities for the duration of the project.
- Cut flat bench for new Brush Creek roadway. Start install of caissons and counterforts.
- Install soil nail wall as shown to allow the earthwork to continue on Brush Creek and Pkg structure.
- Cut foundation to bottom of footings & install utilities shown as shown.
- Installation of deep utilities as indicated.
- Construct new parking lot 5.



Site Logistics Map Legend	
	Access Gates
	Site Fencing
	Site Trailer
	Roll-off Dumpster
	Portable Toilets
	Import Fill Location
	Export Cut Location
	Export Cut Slope 1 to 1
	Potable Waterline Install
	Storm Sewer Install
	Shoring Wall Install

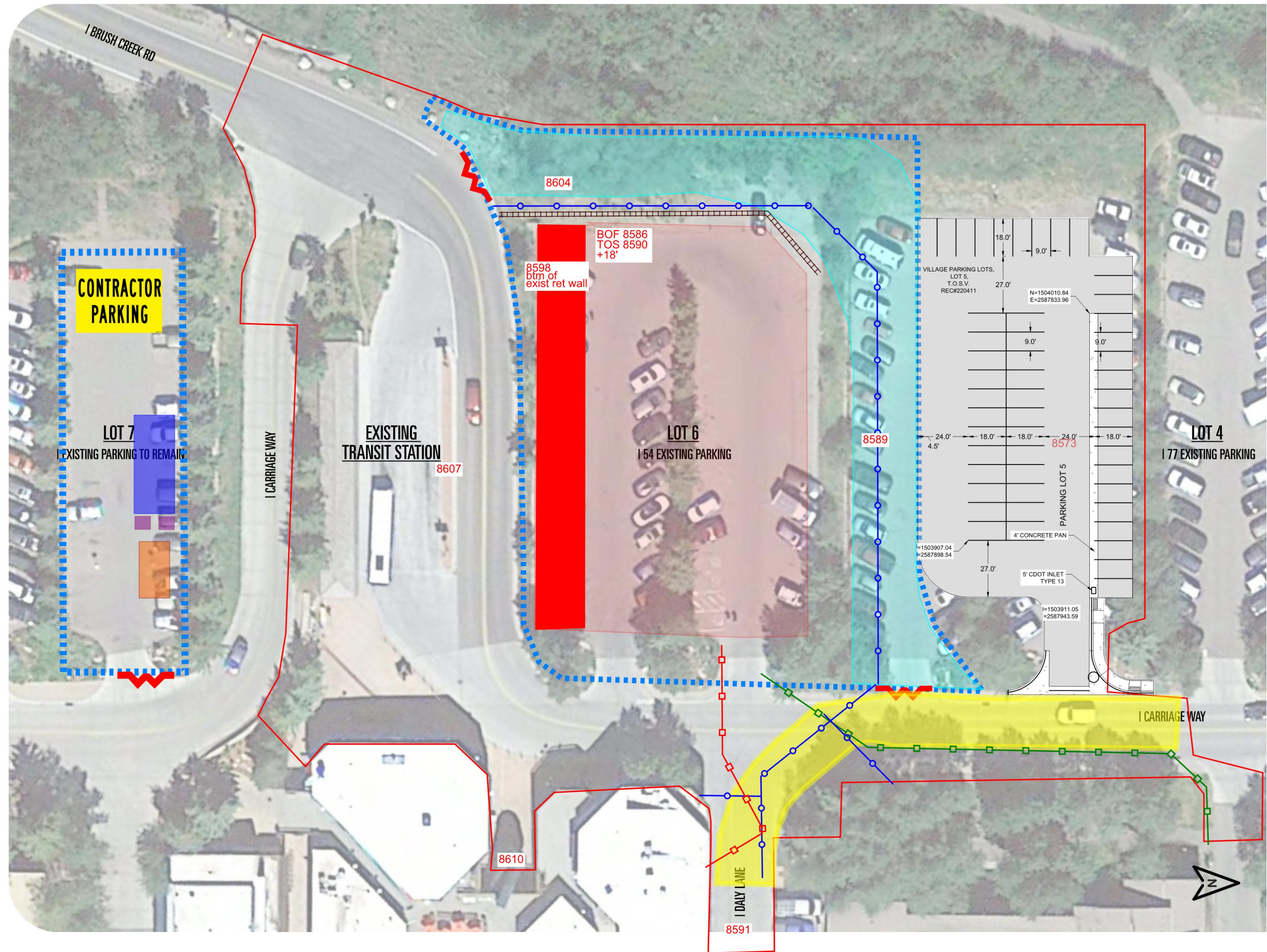


TOSV Transit Center - Phasing and Logistics Plan



CONSTRUCTION PHASE 1.5

- TOSV will work diligently to retain as much access as possible around construction operations.
- Open new Lot 5 to the public.
- Continue deep foundation construction operations on new Carriage Way.
- Installation of deep utilities at Daly, Campground and Existing Carriage Way. Work will be completed using road plates and traffic control allowing traffic to flow while work is completed.
- Import structural fill to New Carriage Way
- RA Nelson yard will move to lot 7 and limited worker parking.



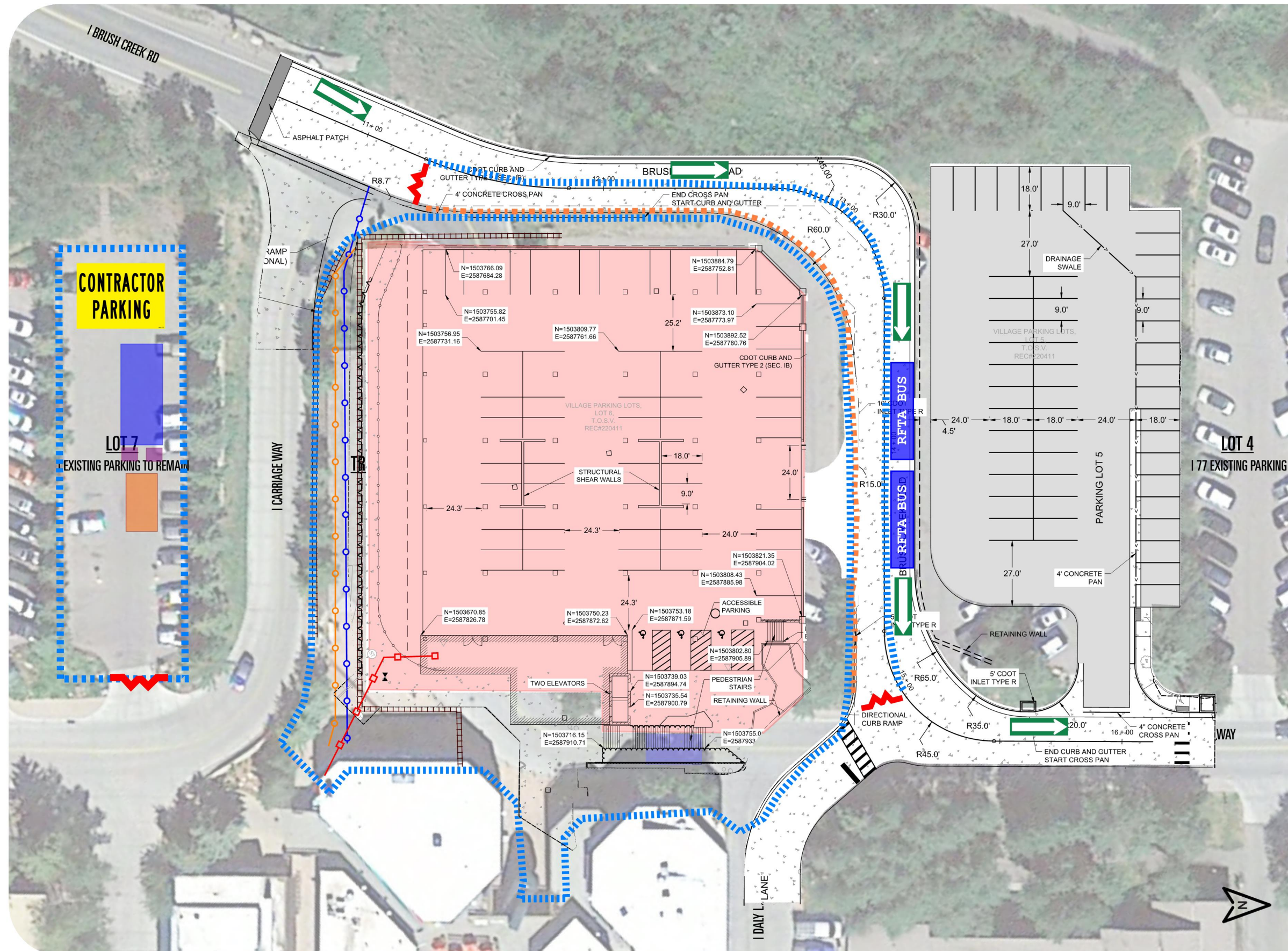
Site Logistics Map Legend

- Access Gates
- Site Fencing
- Site Trailer
- Roll-off Dumpster
- Portable Toilets
- Deep Utilities Install
- Export Cut Location
- Potable Waterline Install
- Storm Sewer Install
- Shoring Wall Install
- Sewer Line Install
- Dewatering System
- Traffic Barrier

TOSV Transit Center - Phasing and Logistics Plan

CONSTRUCTION PHASE 5

- TOSV will work diligently to retain as much access as possible around construction operations.
- RFTA Operations to use new Carriage Way road with temporary drop off point as shown.
- Construct shoring walls and export material from site.
- Construct new transit centers structural concrete foundation and super-structure.
- Construct upper deck including structural slab and topping slab.
- Stripe and install lighting to lower level in preparation for early opening.

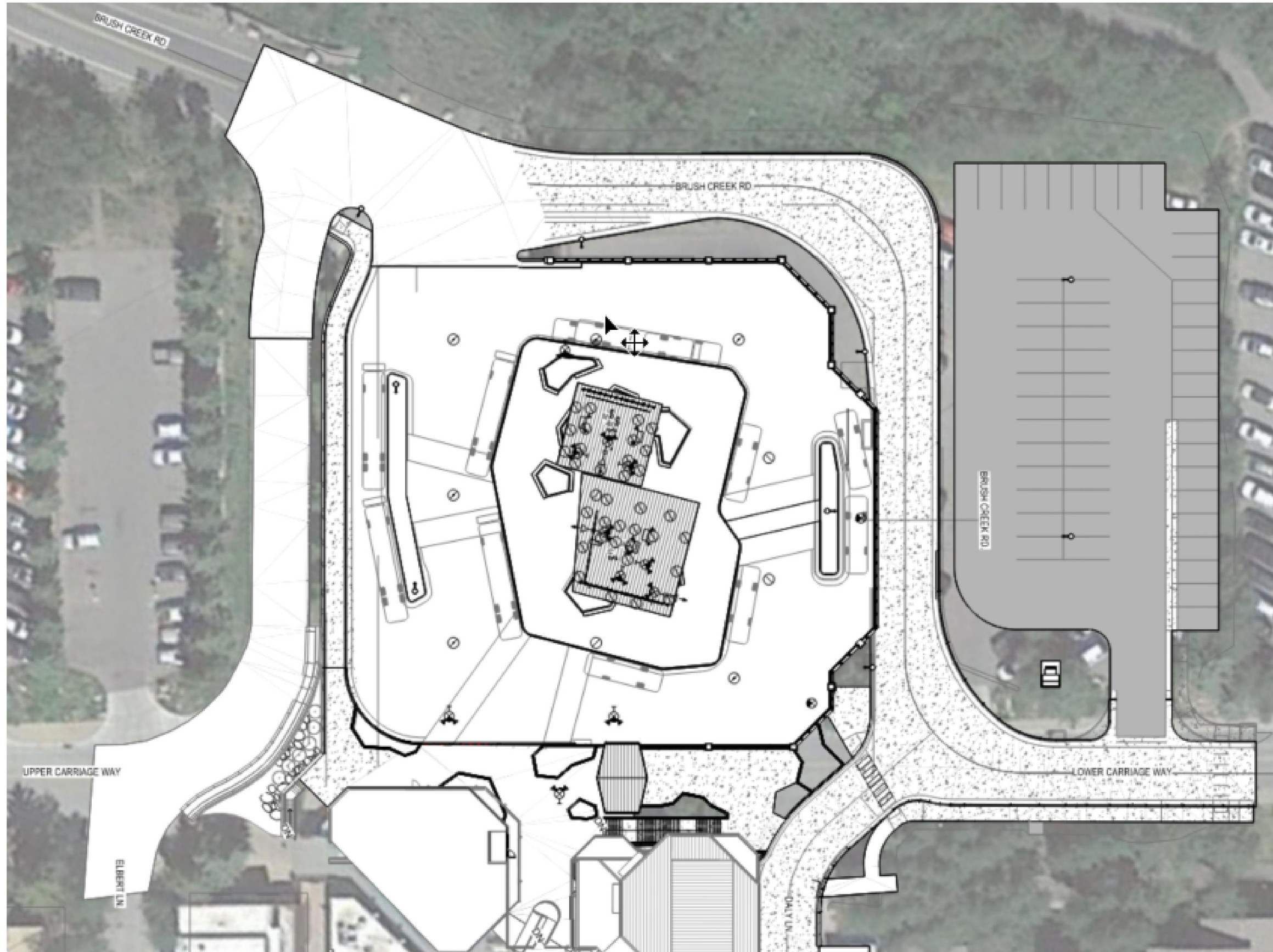


Site Logistics Map Legend	
	Access Gates
	Site Fencing
	Site Trailer
	Roll-off Dumpster
	Portable Toilets
	Roadway and Hardscapes
	Export Cut Location
	Potable Waterline Install
	Storm Sewer Install
	Shoring Wall Install
	Sewer Line Install
	Dewatering System
	Traffic Barrier
	Indicates One-way Traffic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

TOSV Transit Center - Phasing and Logistics Plan

CONSTRUCTION PHASE 8

- Permanently open connection to mall
- Project Closeout



1.

Area of Improvement

3.

Area of Improvement

2.

Area of Improvement



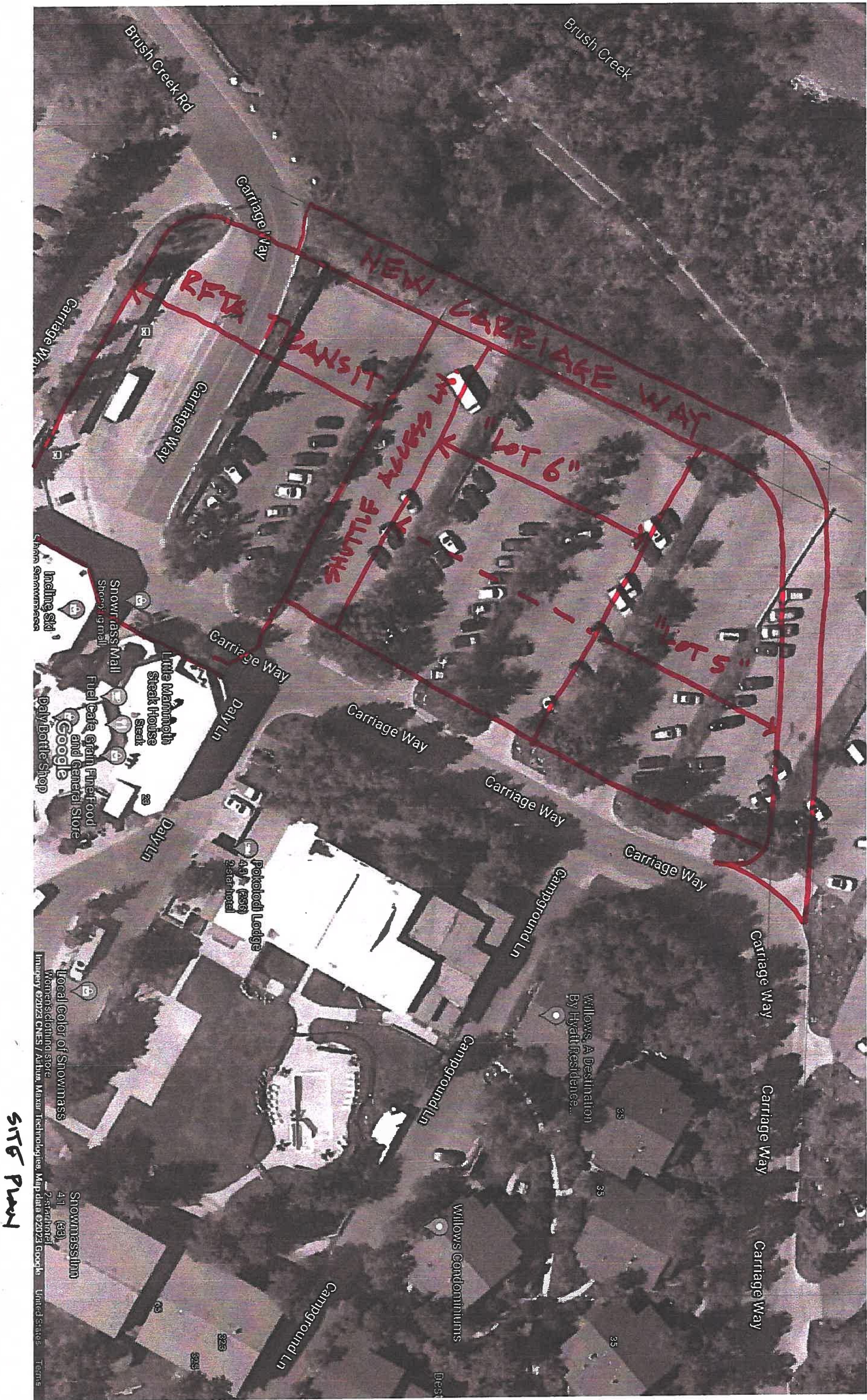
Wayfinding

4.
Area of Improvement

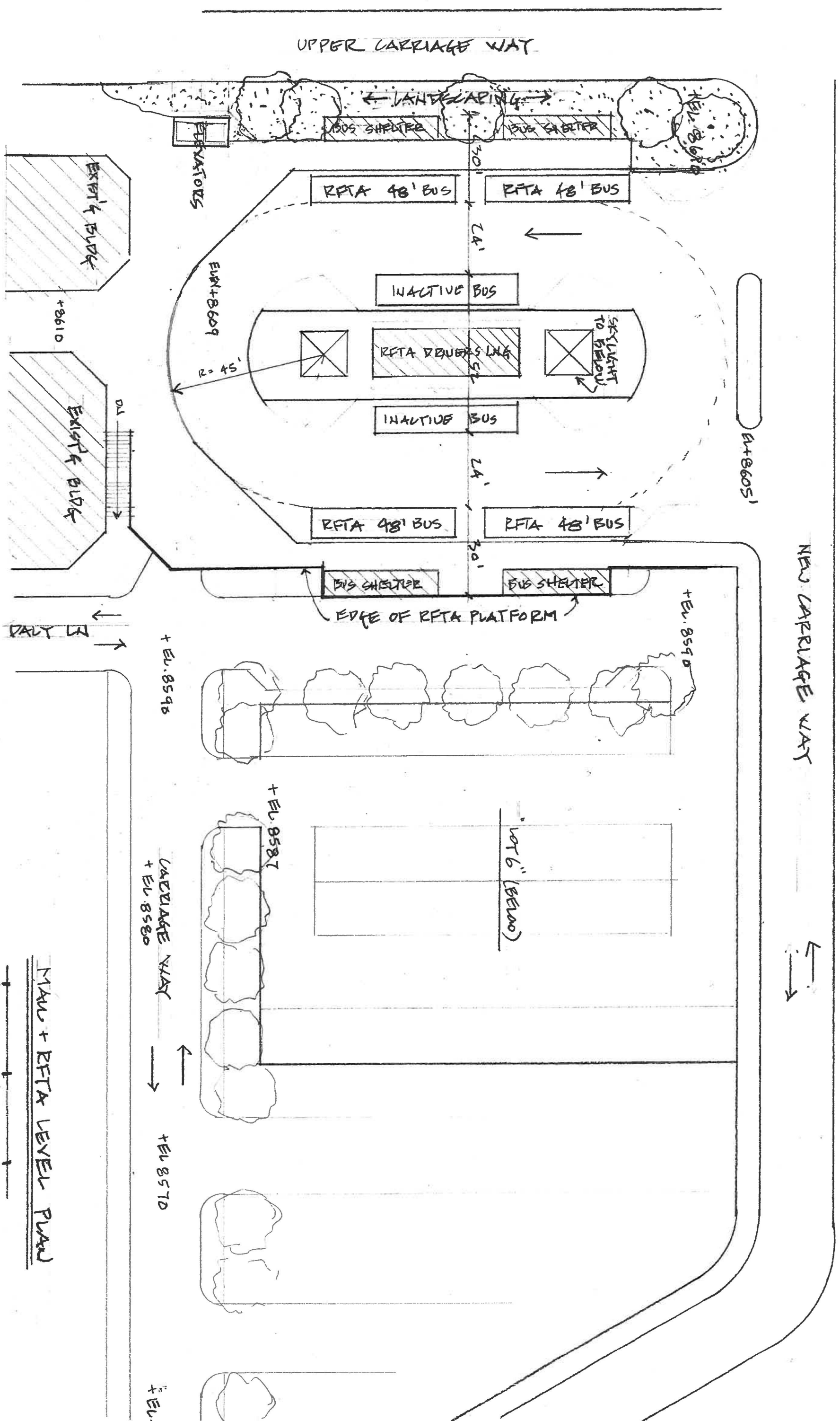
Wayfinding

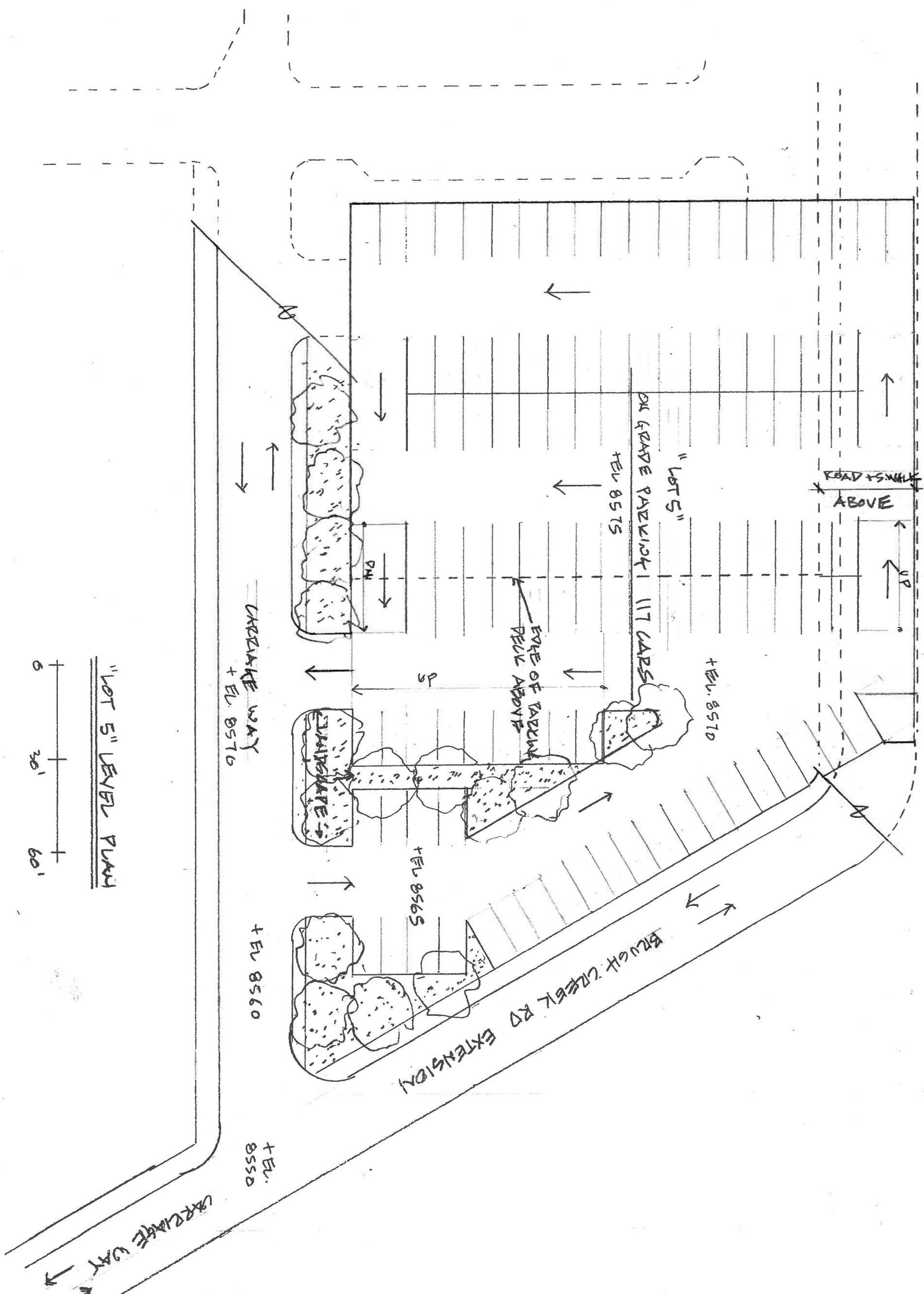
5.
Area of Improvement

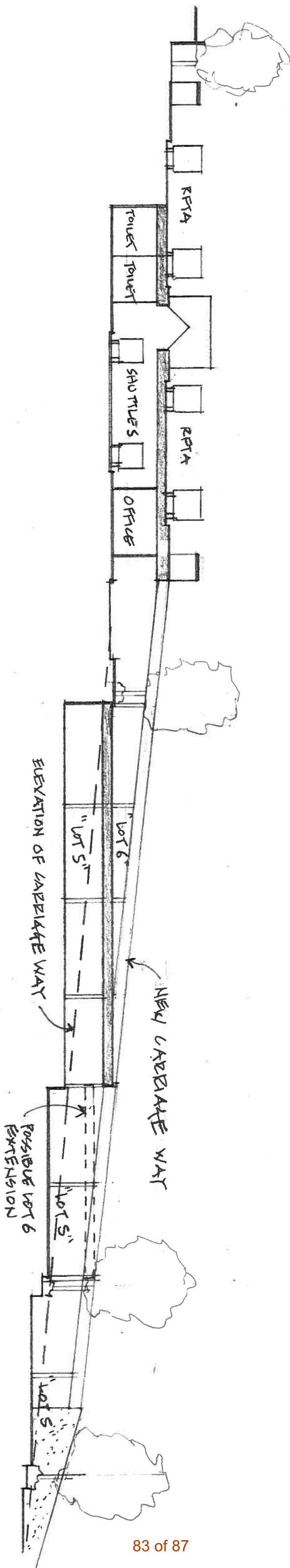
6.
Area of Improvement



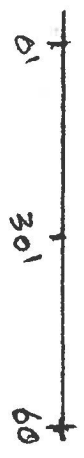
SITE PLAN

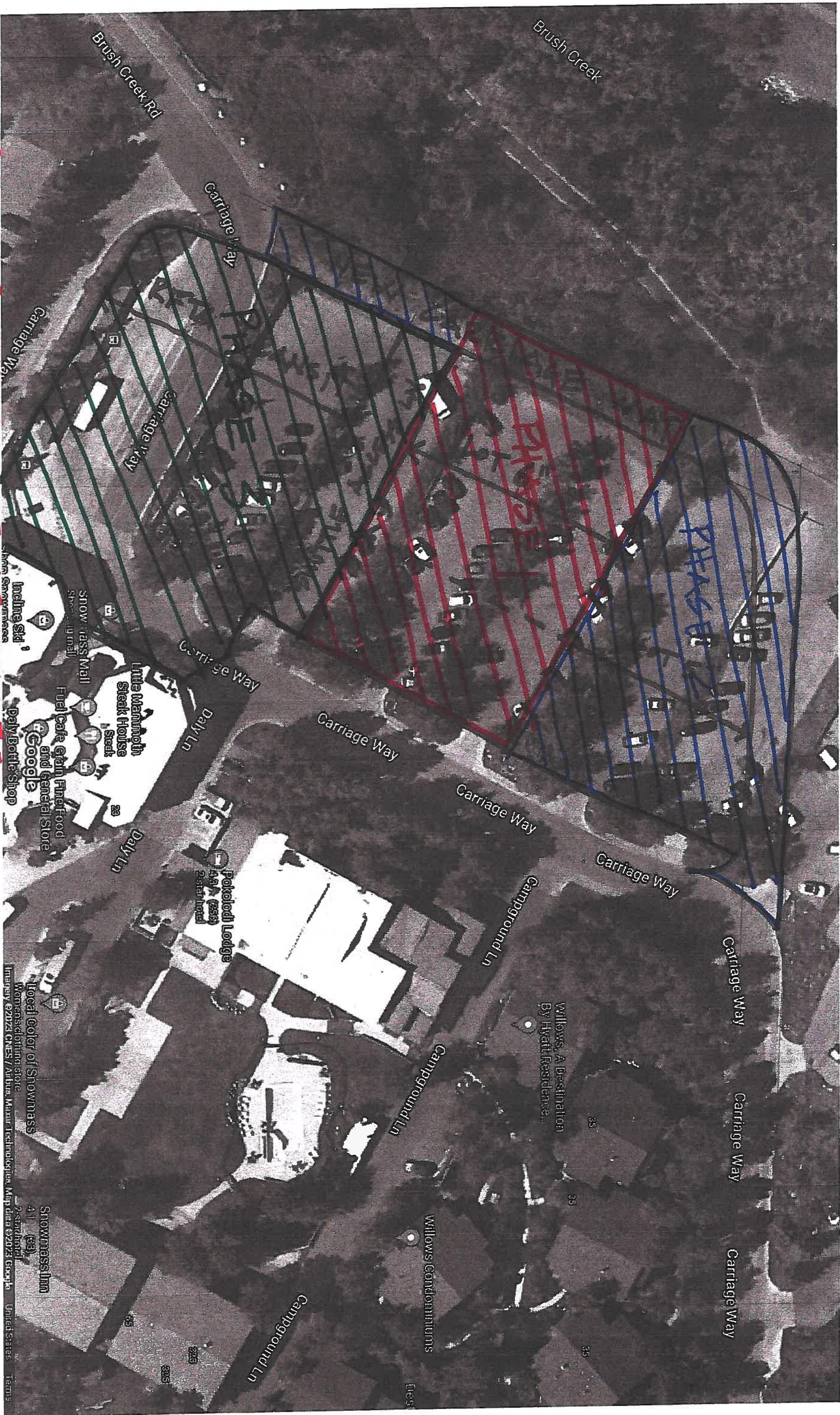






SITE SECTION





PHASE 1 - PARKING STRUCTURE ON EXISTING LOT 5
PHASE 2 - NEW LOTS (ON GRADE) + SOUTH PART OF NEW CREDIT WAY
PHASE 3 - NEW PARK + SHUTTLE TERMINALS

PHASE 1 -
DIAGRAM



Alternate Location

1.
Alternate Location

2.
Alternate Location

3.
Alternate Location



From: Tom Fridstein <tfridstein@tosv.com>
Date: June 8, 2023 at 11:52:52 AM MDT
To: Clint Kinney <CKinney@tosv.com>
Subject: Fwd: Two Level Transit Concept

Gus Gustafson's 2 level transit center sketches.

Thomas Fridstein, FAIA, LEED AP
Pinnacle Project LLC
m: 917 502 0217
tfridstein@sedgco.com
www.PinnacleProject.net

Begin forwarded message:

From: Jim Gustafson <gus@zgrouparchitects.com>
Date: May 11, 2023 at 12:20:01 PM MDT
To: Tom Fridstein <tfridstein@tosv.com>
Subject: Two Level Transit Concept

Hi Tom - Thanks for sending your sketch of a Two-Level Transit Facility Concept. Following are some similar ideas that I had sketched out a couple of months ago when I had Covid and nothing else to do. I had sketched out a few other schemes, but when I added your idea of re-routing Carriageway to the outside of Lots 5 & 6 and down thru Lot 4, I liked this scheme best.

With the shown layout improvements in Lot 5 & half of Lot 6, there is actually more surface parking than there was in both surface & structure parking in Clint's Plan. There would likely be somewhat of a deficit in overall parking count with the road thru Lot 4, but that can presumably be offset in some way in that general location. Bus loading could theoretically be as many as 5 RFTA & 5 Shuttle at a time.

The Blue Line indicates the structured area (which is less than 40% of the size of structure that Clint's Plan had). Also less than 20% of snowmelted area at the deck level. And there is an opportunity for Kiss-&-Ride drop-off at the Lot 6 level, plus plenty of room for landscape. Toilets & support space can line up at the south side of RFTA loading. Red Circle suggests possible location of vertical circulation; and more support space could easily be added as needed around the perimeter of the lower level drive. Turn circles are more than 110'.

This, of course, is just one idea, and although I think it works, there may be several other versions that could emerge if this Two Level Concept was studied. What do you see as a next possible move?

James A. Gustafson, NCARB | President

