



Planning Commission
Wednesday, November 30, 2022
4:00 PM

Agenda

1. ROLL CALL
2. APPROVAL OF MEETING MINUTES
 - 2.a. APPROVAL OF 11.02.22 MEETING MINUTES
[11.02.22 Planning Commission Minutes.doc](#)
3. ITEMS FOR DISCUSSION
 - 3.a. TOWN REQUESTS

REZONING FROM SPA-1 TO PUB
[Section A.pdf](#)
 - 3.b. SPECIAL REVIEW APPLICATION
[Section B - Special Review Application.pdf](#)
4. COMMUNITY DEVELOPMENT DIRECTOR UPDATES
5. ADJOURNMENT

TOWN OF SNOWMASS VILLAGE

PLANNING COMMISSION
MEETING MINUTES

November 2, 2022

Members Present:

Brian Marshack, Chairman
Matthew Dube, Vice Chairman
Stan Clauson
Doug Faurer
Jim Gustafson

Staff Present:

Dave Shinneman
Sara Nester
Jim Wahlstrom
John Dresser

Members Absent:

Christy MacLear
Elese Denis

Others Present:

Call to order: The meeting was called to order at 4:00 p.m. by Brian Marshack, Chairman.

Item 1: Approval of Meeting Minutes from October 19, 2022: The Minutes from the 9/21/22 meeting were brought up for approval. Stan Clauson made a motion to approve, second by Matthew Dube and approved unanimously.

Item 2: Discussion of Parking Standards – Continued:

Jim Wahlstrom, Senior Planner, started the conversation by walking the group through the presentation of the latest changes and version of the minimum parking required standards. Staff made the changes that were discussed at the last meeting. The Planning Commission discussed changing the zone districts for Single Family detached estates, and duplex unit zone districts. This would apply to both the free market and restricted units. The following changes were made:

1-to-2-bedroom units: 2 spaces minimum
3-bedroom units: 3 spaces minimum
4+ bedroom units: 4 spaces minimum

Multi Family PUD Zone Districts:

1-3-bedroom units: minimum of 1 space per bedroom
4+ bedroom units: 4 spaces minimum

46 Mixed Use/PUD/Commercial Core/PUD Standards:

47 1–3-bedroom units: 1 space per bedroom minimum

48 4+ bedroom units: 4 spaces minimum

49
50 Restaurant requirement:

51 1 space for 300sf of commercial space except one space before indoor seats for
52 restaurants vs requiring the applicants include the outdoor seating. Staff
53 decided to exempt the outdoor seating where it is allowed within a particular
54 plan such as a PUD.

55
56 Under minimum inclusions we did further research on other ideas for these
57 requirements. We added an excerpt from the US Green Building Council which
58 had some good ideas. Staff took the liberty to add a clause regarding the
59 proximity of the spaces to pedestrian entry area. At the last meeting, for
60 maximum parking allowance, we decided there would be no maximum parking
61 standard for SFR's, and under MF PUDs in the commercial core district, we
62 capped it at 125% of the required minimum parking for a project.

63
64 If the Planning Commission approves these changes, staff recommends sending
65 this out for review to town review agencies, and for the December meeting, a
66 draft resolution can be brought back with these attachments.

67
68 Gus commented that it seems that under MF, requiring four spaces is high.
69 It's a different distinction for him between SF and MF, as there are other
70 parking options. He thought that we were going to be looking at a somewhat
71 less parking requirement.

72
73 Brian commented that he thought we were moving away from per bedroom to
74 one space per unit.

75
76 Dave responded that at the end of last meeting, he reiterated these totals. This
77 is a slight reduction for restricted units. Another option could be one space per
78 bedroom for up to three bedrooms, with a maximum of three spaces per unit.

79
80 Gus commented that we could do one space per unit, then a markup
81 depending on how many bedrooms the unit has. One space per bedroom for
82 up to four bedrooms for MF units, which isn't much different than what we are
83 doing now.

84
85 Gus brought up what Base Village did with their parking – they have $\frac{3}{4}$ space
86 per unit which is a tenth of a space per bedroom.

87
88 Dave responded that this would still be able to be done if a parking
89 management plan was done.

91 Stan commented that in the MF PUD that three-space maximum should be
92 sufficient.

93
94 Matt agreed with other commissioner's comments that four spaces for a four-
95 bedroom unit seems excessive. He feels that three spaces would be more
96 appropriate.

97
98 The board had a lengthy conversation about different numbers of space options
99 for MF residents.

100
101 Dave summarized what he heard based on the conversation that the board
102 members had. One space for a one bedroom, two spaces for a two or three
103 bedroom, and three spaces for four or more bedrooms. 125% of the entire
104 developments parking requirement would be the maximum. The board
105 members all agreed on how Dave summarized the conversation.

106
107 Gus asked for an explanation on the thinking of parking spaces per square
108 footage of a restaurant. One space per 300 sf, or one space per four seats for
109 restaurants.

110
111 Jim responded that one parking space per four seats was always in the code
112 because it's a more intense use. This was changed to reference indoor seats
113 because we found that if it's a nice day, most people eat outside and there are
114 limited people inside. Base Village had a requirement of one space per eight
115 seats. Dave clarified that outdoor seating does not require parking.

116
117 Doug asked how employee parking factors into the restaurant/commercial
118 parking standards.

119
120 Jim responded that it's part of the basic off-street parking requirements for the
121 different uses.

122
123 Gus brought up the old Silver Tree hotel and how there were 160 additional
124 rooms, restaurants and additional commercial space added. The parking in
125 the numbered lots was already there for the development, so they managed to
126 not add much additional parking. He is unsure how this logic might apply to
127 current day thinking on how the numbered lots were meant to provide parking
128 for all West Village, both residential and commercial.

129
130 There was discussion amongst the group about redevelopment of the mall
131 related to parking.

132
133 John commented on Gus' Silver Tree example – the Silver Tree was remodeled
134 and became a much more intensive use of the property. The parking was
135 there, and they maximized the smaller amount by going into a valet parking
136 situation and managing very well. The proof in the pudding came through

137 when they took the restaurant and made it into a private club/ski changing
138 area facility. They said they had the parking for that, but they didn't, so that
139 service discontinued.

140
141 There was a continued conversation about commercial parking standards
142 amongst the board.

143
144 Matt commented that the ratio for commercial should consider the availability
145 of transit, how walkable the community is, etc. A standard shouldn't be based
146 on developments that are primarily auto served. This should be considered
147 when setting the ratio.

148
149 There was discussion amongst the board about eliminating parking with
150 creative incentives. This could be something such as shared vehicles,
151 improving our transit center, shortening wait times for shuttle, more frequent
152 shuttles, etc.

153
154 Gus commented that he ran into an old Planning Commission member who
155 commented that Zermatt has very sophisticated moving systems and that
156 Snowmass Village should be more aggressive in thinking about futuristic ideas.

157
158 Stan commented that looking at Alpine Resort cities, we have focused on
159 Switzerland as they have extensive internal transit facilities.

160
161 Stan commented on an idea to have a sign prompting people that lots are full
162 and to park in the Brush Creek parking lot to minimize cars and avoid parking
163 issues.

164
165 Matt suggested using the powering of our marketing department and the on-
166 mountain app to message about parking.

167
168 Brian commented about adding the language for park drop-off. There was
169 discussion about having a drop-off/pick-up point at every multi-family project.
170 For projects of 25 or more, this would be required.

171
172 Matt commented on the transportation impact analysis – under preliminary
173 plan section 2, it looks at trip generation rates. He inquired about how current
174 these rates are and if they are still applicable. Jim responded that for ITE and
175 other towns on the front range, eight trips per dwelling unit is a little high.
176 This is something that staff could look out for and refer it out to see what
177 transportation thinks. Jim commented that under the traffic impact section,
178 there is a sub section dealing with capacity analysis. There can be a reference
179 added that they assess the amount of parking being provided.

180
181 Dave suggested that if we want to get into updating some of these sections, we
182 can engage a parking consultant.

Gus brought up a question on page 14 under 2D – how many parking spaces do you get reduced equestrian access? Dave responded that he's fine with taking this out.

Item 3: Discussion of STR Documents: Dave provided the regulations that are being brought forward by council. It is difficult for us to write down everything, so if you have specific comments that are outside of the relationships to the code or plan, then we would encourage you to go to the Town Council. If they are outside of the relationship to the comprehensive plan, then it would be best to go to the council. We won't be making many changes with the STR regulations. Community Development has been asked to develop an inspector/follow up with complaints and inspections for STR's. This position will also be covering AEU's inspections and follow ups to make sure that these are being used for the purpose intended.

Brian commented that his only comments are that parking rules are being enforced and that the AEU's are being used as they should be.

Matt would like to suggest that the commission drafts a memo to Town Council saying that we have talked about this, and this is where we are at. In the next review of the Comprehensive Plan, that we consider adding a section on neighborhoods. He mentioned that he's surprised that the Comprehensive Plan doesn't mention neighborhood quality of life, or character.

Doug commented that he interpreted neighborhood to mean SFR's rather than townhomes. Matt responded that yes, this is what came to mind first.

There was a continued conversation about STR's and the business licensing amongst board members. The group agreed that Dave would draft a letter to Town Council with the following comments:

1. The Municipal Code states "Multi-family dwellings may be made available for short-term rental." As such the Commission would concur that separate businesses licenses should not be required for such units meeting the definition of Multi-Family A unit. Further, that additional regulations making it more onerous to rent out such units as STR's not be required.
2. To clarify, Accessory Employee Units (AEU's) or Accessory Caretaker Units (ACU's) shall not be used for STR's.
3. An idea for the next Comprehensive Plan update would be to include neighborhood planning to further develop strategies and/ or goals for various neighborhoods in Snowmass Village.

229 Item 4: Community Development Director Update:

- 230 • The transit center is currently out for review. Staff is prepared to get this
231 to the Planning Commission by November 30. If needed, we can have
232 another meeting on December 7.
233 • The next meeting will be on November 30.

234
235 This meeting was adjourned at 6:05 P.M.

DRAFT

MEMORANDUM

TO: Snowmass Village Planning Commission

THROUGH: Dave Shinneman, Director
Community Development Department

FROM: Brian McNellis, Senior Planner – AICP, MLA
Community Development Department

DATE: November 30, 2022

SUBJECT: **A. REZONING**
Consideration of Resolution No. 4, Series of 2022, regarding the proposed Re-Zoning of the West Village - Numbered Parking Lots (and associated right-of-way), from Specifically Planned Area ('SPA-1') to Public ('PUB') and;

B. SPECIAL REVIEW APPLICATION
Special Review of the proposed Transit Center application.

I. PURPOSE

Section 16A-5-220 (a) Purpose, of the municipal Land Use Code states: *"The purpose of this Section is to provide the means by which the Town Council may, from time to time, amend, supplement or repeal the contents of the Official Zone District Map. No rezoning of a specific parcel of real property by a change in zoning classification resulting in a change to the Official Zone District Map shall be valid unless approved by the Town Council pursuant to the provisions set forth herein."*

An application by the Town of Snowmass Village was formally submitted on February 24th 2022, requesting to Rezone the West Village Numbered Parking Lots from Specifically Planned Area ('SPA') to Public ('PUB'). The proposed zoning will allow for consideration of the proposed Transit Center on Lots 5 and 6 as well as the general upkeep and future improvements to the numbered parking lots.

Furthermore, Section 16A-5-230 (a) Purpose, of the municipal Land Use Code states: *"There are certain uses which, because of their unusual character and potential impact upon the use and enjoyment of neighboring property, cannot be classified into a particular district or districts without site specific consideration of their impacts upon neighboring lands and upon the public need for the particular use at the particular location. These uses require special review of their location, design, intensity, density, configuration, operating characteristics and impacts on public facilities, and may require the imposition of appropriate conditions to ensure the use will be compatible at a particular location and mitigates its adverse impacts."*

Since the initial submission, the overall design and architecture of the Transit Center has been reduced in size and amended as such. The application materials, the description, justification, vicinity map and other drawings may be found on the Town's web page at [this link](#)

II. SUMMARY DESCRIPTION AND BACKGROUND

According to Section 16A-5-220(b), 'Initiation of Map Amendment,' it states as follows: *"An amendment to the Official Zone District Map may be initiated by resolution of the Town Council, by the Planning Commission, by the Planning Director or by any person who holds a recognized interest in the land affected by the proposed amendment or their authorized agent."*

The application for an Amendment to the Official Zone Map of the Town of Snowmass Village was initiated by the Town Council of the Town of Snowmass Village and may be found in the application materials.

Under Section 16A-3-40, 'Statements of zone district intent' of the municipal code, and subsection (4), 'Public, open space and conservation zone districts' it states the intent of the two affected zone districts in this case, which are:

- **Specially Planned Area (SPA-1 and SPA-2).** *There are areas within the Town where development existed prior to incorporation of the Town and the establishment of municipal zoning. It is the purpose of the Specially Planned Area (SPA-1 and SPA-2) zone districts to establish standards that are applicable to existing development within said areas. Governmental Specially Planned Areas were established for the Fire Department and the Water and Sanitation District. Except as may be permitted pursuant to [Section 16A-5-250\(a\)\(10\)](#), Interim SPA (SPA-1 and SPA-2) Authorization, this is done by requiring the approval of a plan that establishes approved densities, uses, required parking and other development limitations for all or any portion of a property so designated. This plan shall be submitted and reviewed pursuant to the procedures and standards of Article V, Division 3, Planned Unit Development, and shall constitute the zoning and development regulations for said area or building.*
- **Public Use ('PUB').** *"The intent of the Public Use (PUB) zone district is to provide areas for uses required by, and for the benefit of, the public, or to be reserved for future community facilities."*

Public Use ('PUB') – Proposed zone district of the West Village - Numbered Parking Lots:

Allowed Uses	None.
Special Review uses	• Manager's Unit / Restricted Employee Housing • Accessory Building and Use (subject to permission or restriction by a PUD Guide or Special Review) • Antenna Reception or Transmission Devices (subject to code's review standards) • Group Care Facilities • Educational Facilities (both public and private) • Public Utility Uses, Services and Facilities (subject to permission or restriction by a PUD Guide or Special Review) • Cemetery • Major Community Facilities (subject to permission or restriction by a PUD Guide or Special Review)

	• Minor or Accessory Community Facilities (subject to permission or restriction by a PUD Guide or Special Review and the code's affected utility standards for above-grade appurtenances) • Commercial or Public Parking Lot (which may serve a variety of uses) • Ski and Passenger Lifts Tramway Stations and non-Vehicular Ski Trails • Open Use Recreation Uses and Facilities • Indoor Entertainment Facilities • Grazing of Horses • Pedestrian Trails
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NOTE: The site boundaries of the subject may change in accordance with a Subdivision Exemption application currently under review.

The existing ('SPA') nor proposed zone district ('PUB') include 'Allowed' uses. In essence, the SPA-1 zone only allows for existing improvements to remain unless specifically modified through a formal Planned Unit Development process, while all uses within the Public ('PUB') zone are categorized as Special Review uses. In this case, the proposed Transit Center would fall under "Major Community Facilities" as well as "Public Parking Lot".

III. MUNICIPAL CODE REVIEW STANDARDS

A. Review Standards. An application for an Amendment to the Official Zone District Map shall comply with the following review standards pursuant to Section 16A-5-220 of the Land Use Code:

- (1) **Consistent with Comprehensive Plan.** *The proposed amendment shall be consistent with the Town of Snowmass Village Comprehensive Plan.*
- (2) **Consistent with purpose of zone district.** *The proposed amendment shall be consistent with the purpose of the zone district to which the property will be designated.*
- (3) **Compatibility with surrounding zone districts and uses.** *The development permitted by the proposed amendment shall be compatible with surrounding zone districts, land uses and neighborhood character and shall result in a logical and orderly development pattern within the overall community.*
- (4) **Necessary circumstances.** The applicant shall demonstrate that the following circumstances exist:
 - a. Error. There has been a technical error in the boundaries shown on the Official Zone District Map; or
 - b. Changed conditions. There have been changed conditions affecting the subject parcel and the surrounding neighborhood that justify the proposed amendment; and
 - c. Community need. The proposed amendment addresses and helps to resolve a community need that is documented in or is consistent with the intent of the Comprehensive Plan.

Staff Response: Staff finds that the Applicant sufficiently demonstrated compliance with the above noted review standards in their application, especially that of (c) Community need. The surrounding zone districts include SPA-1 and Mixed Use ('MU-1) associated

with the Snowmass Mall commercial and nearby condominium and hotel units. The surrounding uses appear compatible with the proposed PUB zone and will certainly benefit from the possibility of a new Transit Center if approved. There are also several 2018 Comprehensive Plan policies and strategies that support the proposed re-zoning request. These are outlined in the attached recommending Planning Commission Resolution No. 2, Series of 2020, drafted in the affirmative.

Although located within the Brush Creek Impact areas as identified in Comprehensive Plan, the proposed Rezoning or subsequent Transit Center facility will have no added impacts on Brush Creek as an ecological resource (see FTA Region 8, Categorical Exclusion Worksheet – Attachment D).

B. Review Standards. An application for Special Review shall comply with the following review standards pursuant to Section 16A-5-230 of the Land Use Code:

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

Staff Response: One of the overarching Guiding Principles of the Town of Snowmass Village as identified in the Comprehensive Plan is “Connected” which aims to, *“support a safe, reliable and innovative transportation system that balances all modes of transportation (walking, biking, transit and motor vehicles) in all weather conditions, and offers strong linkages between neighborhoods, nodes, and valley-wide communities.”* The Comprehensive Plan further identifies the West Village, Comprehensively Planned Area as an appropriate place to, *“encourage Transit Oriented Development (TOD) that will incorporate a new Transportation Center with civic spaces and plazas with good solar exposure. With a large percentage of boarding on both the RFTA and Snowmass shuttle system occurring in the West Village, the area should accommodate a new modern transit center in concert with any proposed Mall expansion.”* The Comprehensive Plan goes on to state that, *“current conditions need to be improved to increase the level of multi-modal options in Snowmass Village.”*

- (2) **Comply with standards of Development Code.** The proposed use shall comply with all other applicable standards of this Development Code, including, but not limited to:
 - a. Zone district standards. The purpose of the zone district in which it is located, the dimensional limitations of that zone district and any standards applicable to the particular use, all as specified in Article III, Zone Districts.
 - b. Development evaluation standards. The applicable standards specified in Article IV, Development Evaluation Standards.

Staff Response: If the proposed rezoning is approved (see above), the newly designated Public (‘PUB’) zone will accommodate the proposed Transit Center as a Special Review use as considered herein.

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

Staff Response: The proposed location of the new Transit Center is the same as the existing RFTA transit stop and shelter. The improvement of this facility will accommodate both RFTA busses and Town Shuttles in the same location. This will increase efficiency of these contributing transit options and eliminate confusion amongst the Town's visitors. The proposed Transit Center will also enhance activity for the adjacent Snowmass Mall commercial area and encourage mass transit as a more viable option for nearby lodging and residential units.

The reduced height of the architecture from the original design, is a positive modification and will help to reduce the overall visual impact of the facility. In addition, there are specific aspects of the design staff recommends require further consideration including screening of the garage and lights, and the exterior landscape design of the plaza (including signage, pedestrian crossings, materiality, plantings, furniture, and other amenities). Of particular concern is the lack of adequate (and aesthetic) screening of the garage space to minimize light pollution and conceal utilities (see current proposal – Attachment C). *Note: These aspects of the Special Review application can be discussed and reviewed at the November 30th meeting and may require the applicant to present solutions and allow for further review by the Planning Commission.*

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

Staff Response: The intent if the proposal is to better accommodate and vastly improve public transportation services along designated/existing RFTA and Town Shuttle routes.

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

Staff Response: The proposal will help alleviate traffic by enhancing mass transit as a more viable option for tourists, employees, and residents. By consolidating the Town Shuttles at the proposed new Transit Center, Daly Lane could be improved for enhanced delivery and trash removal for commercial operations associated with the Snowmass Mall.

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

Staff Response: The proposed Transit Center would be located within the Brush Creek Impact Zone. The civil improvements associated with the new facility will result in

a better drainage situation and will ultimately remedy existing ecological impediments to Brush Creek (see FTA Region 8 Categorical Exclusion Worksheet – Attachment D)

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

Staff Response: See comments from the Public Works Department/SGM Engineering (Attachment F).

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

Staff Response: The proposal will result in net loss of 4 parking spaces from Lots 5 and 6 combined which staff expects will be offset by the improvements to public transportation usage.

IV. STAFF RECOMMENDATION

Rezoning

Staff recommends the Planning Commission approve the attached draft Resolution No. 4, Series of 2022 as written recommending the Town Council approve by ordinance the proposed Re-Zoning of the West Village Numbered Lots, from Specially Planned Area ('SPA-1') to Public ('PUB').

Special Review Application

Staff recommends the Planning Commission consider and discuss the Special Review application for the proposed Transit Center with focus on the design and continue the meeting for further discussion, if needed, to a date certain. There are specific aspects of the design staff recommends require further consideration including screening of the garage and lights, and the exterior landscape design of the plaza (including signage, pedestrian crossings, materiality, plantings, furniture, and other amenities). When the review is complete staff will prepare a resolution regarding the Special Review application for Planning Commission consideration.

V. ATTACHMENTS

- A. Land Use Application - Rezoning & Special Review
- B. Draft Planning Commission Resolution No. 4 of 2022 – Rezoning/Vicinity Map attached
- C. 50% Design Development Plans
- D. FTA Region 8 Categorical Exclusion Worksheet
- E. Aspen SkiCo letter 11/15/2022
- F. Romero Group letter 11/15/2022
- G. Dunlop Consulting Letter 11/22/2022
- H. Housing Office memo 11/22/2022
- I. Public Works memo 11/23/2022



TOWN OF SNOWMASS VILLAGE SPECIAL REVIEW, AMENDMENT TO OFFICIAL ZONING MAP, AND BRUSH CREEK IMPACT AREA APPLICATION

The purpose of this application is to provide a means by which the Town Council may, from time to time, amend, supplement or repeal the contents of the Official Zone District Map.

GENERAL DATA REQUIREMENTS

Date: 11/22/2022

Name of Owner: Town of Snowmass Village

Address: 130 Kearns Road, Snowmass Village, CO. 81615 Phone: 970.923.2543 E-mail: sguarino@tosv.com
X420

Name of Applicant (if different than owner): Sam Guarino, Town of Snowmass Transportation Director

Address: PO Box 5010, Snowmass Village, CO. 81615 Phone: 970.923.2543 E-mail: sgaurino@tosv.com
X420

Address/Location of Property: Just West of 45 Village Square - Snowmass Village Mall LAT 39.2072349 LON -106.9547481 or 39°12'26.6"N 106°57'16.7"W

Legal Description (Lot, Block, Subdivision, Filing): The proposed project has no specific address and is generally located in the Southeast 1/4 of Section 2, Township 10 South, Range 86 West of the 6th Principal Meridian. The proposed transit station is located along the western boundary of the West Village Mall in the Town of Snowmass Village. The Planned development consists of approximately 2.3 acres and encompasses existing Parking lots #5 and #6, a connecting roadway, as well as the current regional transit station.

EXISTING CONDITION INFORMATION

Original PUD Approval Date: N/A

Present Zoning: Specially Planned Area-1 (SPA-1)
& Brush Creek Impact Area

Lot Area (sq. ft.): 42,554 SF

Building Setbacks (ft.): N/A

Allowable Floor Area Ratio per Zoning or PUD Plan: N/A

Square Footage of All Areas Calculated as Floor Area by LUC: N/A

Square Footage of Exempted Areas: N/A

Existing Building Height: Approx. 33.5' (from Lot 6) & Approx. 12.66' (from existing Mall)

of Parking Spaces and/or Parking Space/Bedroom Ratio: Approx. 123 (Lot 5 & 6)

Percent Open Space: Approx. 25%

PROPOSAL DATA

Zoning (if requesting changes): PUB

Proposed Building Setbacks: 0' Setback

Proposed Floor Area Ratio: 3,842SF

Proposed Total Square Footage of Improvements: 42,554 SF

Proposed Square Footage of Exempted Areas: N/A

Proposed Building Height: Approx. 50'-5" (from Lot 6) & Approx. 27.58' (from existing Mall)

Proposed # of Parking Spaces and/or Parking Space/Bedroom Ratio: 116

Proposed Percent Open Space: 11.5%

SPECIFIC DESCRIPTION OF PROPOSED AMENDMENT(S):

The Town of Snowmass Village (TOSV) is proposing to construct a new two-story intermodal transit station and parking lot located along the western boundary of the West Village as well as improvements to Brush Creek Road and Carriage Way. The proposed project is generally located along Carriage Way along the western boundary of the Snowmass Village Mall. The area is currently developed with parking, a regional transit depot, and a transportation corridor. The proposed project consists of just over an acre of land which includes a small portion of existing parking lot #5 and all of parking lot #6 (total of 69 internal parking spaces), as well as the RFTA regional transit loading/unloading zones and staging area.

The proposed project area is owned by TOSV. The proposed new transit station would consolidate the existing regional and the local transit depots for RFTA and TOSV shuttles which are currently separate, into a centralized location with at grade access to the commercial core of the community. The new station would improve the function of the local transit service as a feeder service (First/Last Mile) to the regional transit service; improve pedestrian access and reduce pedestrian and bus conflicts; with approximately 120 parking spaces that will efficiently provide park-and-ride access to the regional transit system and Snowmass Mall.

The new bus platform will have increased accessibility to both the adjacent Snowmass Mall and the lower-level parking garage with ADA compliant walkways and elevators. The upper level of the transit station would consist of a single 36,573 ft² bus platform with nine loading/unloading areas and two shuttle staging areas. The two structures on, located in the middle of the platform, will host a driver breakroom, skier information services, and public restrooms. The lower level of the station would consist of garage parking, with 69 parking spaces, amenities for bike storage, access to mechanical and electrical services, and additional transit station storage. Brush Creek Road would provide access from the west and be reconfigured to wrap around the northwestern boundary of the transit station. Carriage Way would be reconfigured to provide access from the north and south, each fully snow-melted as before. See Attachment C for Vicinity & Zoning map attached to the draft Planning Commission Resolution No. 4 of 2022 – Attachment B

A Categorical Exclusion has been completed to comply with the National Environmental Policy Act (NEPA) and the Town's Comprehensive Plan; see Attachment E. This report shows that our project although within the Brush Creek Impact Zone, has no impacts to the adjacent wetlands and flood plain areas.

Our current design indicates further action to help mitigate against future impacts to the surrounding areas by introducing a robust storm water management system, reducing snow storage with additional snowmelt and a detention area for newly configured Lot 5.

Our team will also perform best practices when further mitigating impact to these areas during construction of the project. Further details will be provided for review with a Construction Management Plan with our Building Permit submittal at a later date.

Additionally, our 50% Construction Documents have been provided to show our design to date; see Attachment C

SECTION A – REZONING

In accordance with Section-5-220 of the Land Use Code, we have provided responses to the following review standards specific to the Rezoning request:

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

Increased mixed-use activities should be encouraged here to leverage vitality in the area. As West Village also contains the hub of the public transit system, increased transit-oriented development could be sustainably supported.

RESPONSE: The proposed development is mixed-use transit station that will combine community facilities and offices. This proposal will integrate both Town Shuttles and RFTA busses in one location. Said improvement will undoubtedly make the local mass-transit system easier to navigate while ultimately bolster transit as a more attractive option for tourist and residents alike - and thereby increasing vitality within the mall and throughout the West Village.

Encourage Transit Oriented Development (TOD) that will incorporate a new Transportation Center with civic spaces and plazas with good solar exposure. With a large percentage of boarding on both the RFTA and Snowmass shuttle system occurring in the West Village, the area should accommodate a new modern transit center in concert with any proposed Snowmass Mall expansion.

RESPONSE: The proposed project will combine loading and reception areas for all Town Shuttles and RFTA buses. The new facility and relocation of the current Town Shuttle staging area may help facilitate the eventual redevelopment of the of the Snowmass Mall (along the south side of Daly Lane). The proposed design has improved solar exposure of the facility which will allow a more comfortable experience for transit users and allow for easier snow removal and maintenance.

Recognize that the public parking lots remain a valuable community asset that should remain but could also be combined with other uses. Any new development within the public parking areas should serve as community benefit that contributes to the character of the West Village with no loss of parking.

RESPONSE: The proposed development will continue to accommodate parking in the areas currently occupying Lots 5 and 6. In addition, the facility will house the new Transportation Department office, break room, and public restrooms.

Town residents have a deep understanding of the critical value of the natural environment as the Town's primary asset. They treasure and value the conservation and preservation of unique lands, wildlife habitat, streams, sensitive mountainsides and all other environmental resources that make the Town so special.

RESPONSE: The drainage infrastructure associated with the proposed development will improve water quality prior to being discharged into Brush Creek, thereby improving the sustainability of this important wildlife amenity and ecological resource.

Develop an integrated mobility strategy that minimizes single occupancy vehicle trips by providing attractive, safe and convenient transportation alternatives.

RESPONSE: The improvement to the transit center and the combination of Town Shuttle and RFTA service will make alternative transportation an easier and more appealing option for residents and visitors, thereby minimizing single occupancy vehicle trips within the community.

Watershed Water Quality A. Minimize negative impacts to watershed water quality. B. Improve water quality in Brush Creek to eliminate its Roaring Fork Conservancy designation as an "Impacted" waterway.

RESPONSE: The improved drainage system associated with the new transit facility will allow for the removal of pollutants from water discharged from Lots 5 and 6 thereby improving the quality of water discharged into Brush Creek.

Minimize airborne dust and other pollutants, including building and vehicle emissions and stay within healthy Pm10 levels at all times.

RESPONSE: The improved transit center will improve the ease of local mass transit usage which will ultimately improve air quality in Snowmass Village.

Encourage Redevelopment and Rehabilitation in the Village Core. The Town encourages the restoration and redevelopment of the Village Core in efforts to continually update the town as a world class tourist destination.

RESPONSE: A world class destination like Snowmass Village deserves world class transit center which is what this proposal entails.

As a remote mountain town with significant spikes in activity, transportation demand management is a fundamental strategy in Snowmass Village. Transit lines, parking lots, and streets are subject to capacity constraints when visitation peaks, such as on powder days or around holidays. Due to topographic constraints, it is unlikely that the Town will ever be able to provide enough system capacity to accommodate these peak times without some level of delay or inconvenience. As a result, strategies that minimize the impacts of such peaks on quality of life and enjoyment for residents, visitors, and employees are preferred.

RESPONSE: The combination of the Town Shuttle with RFTA bus service will undoubtedly improve the efficiency of the overall transportation system in Snowmass Village.

Improve the Experience in the Base Village Transit Center Improving the physical environment in the current transit center drop off at Base Village would greatly improve the customer experience. A comprehensive solution to innovative transit facility improvements in the community, not just Base Village, is important so that more person trips can be

generated and less single-occupancy vehicle trips. Work with the Base Village developer to consider improvements in the Transit Center that will create more vitality and interest. Work with the artistic community and the SAAB to commission public art pieces and develop a concept for improving the experience in the transit center.

RESPONSE: The proposed transit center will be a state-of-the-art facility that will improve the experience of visitors and the overall image of Snowmass Village as world-class tourist destination. The landscape of the upper deck was designed to provide opportunities for various public art installations while wall space on inside as well as exterior of the Transit Center building has been contemplated as an appropriate location for mural art.

Coordinate with State, Regional and Local Service Providers to Provide Infrastructure, as Needed, to Serve the Community. The Town of Snowmass Village provides only a portion of the infrastructure needed to support the daily needs of residents, business owners, and visitors to the mountain. Town officials should coordinate with representatives of the school district, water and sewer district, fire and emergency medical services, state department of transportation, the Regional Transportation Authority (RTA) and County concerning the timing, intensity and locations of needed development (influenced by the Conservation & Development Map) and strengthen the Town's ties to the strategic plans and capital improvements plans for these regional service providers.

RESPONSE: The Town has worked in close partnership with RTA to design and fund a facility to best serve the needs of the community.

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

RESPONSE: The intent of the proposed Public (PUB) zoning associated with this application is “to provide areas for uses required by, and for the benefit of, the public, or to be reserved for future community facilities” which is also the intended purpose of the proposed transit center.

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

RESPONSE: The most immediate and adjacent parcels are either zoned Mixed Use (MU) or Specifically Planned Area (SPA) associated with lodging, retail, or local services. This proposal is likely to bolster commercial activity in adjacent areas (the Snowmass Mall in particular) by offering an attractive and efficient transit center offering easy and convenient access to local businesses.

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

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

RESPONSE: As demonstrated in previous responses, this request aligns with goals of the 2018 Town of Snowmass Village Comprehensive Plan that specifically identifies the proposed Transit Center as a need within the community.

NOTE: In accordance with Section-4-30 of the Land Use Code, we have provided pertinent Ecological Information as it pertains to the Brush Creek Impact Zone in the CTL report – see Attachment E.

SECTION B – SPECIAL REVIEW

In accordance with Section-16A-5-230 of the Land Use Code, we have provided responses to the following review standards specific to the Special Review request:

1. Consistent with Comprehensive Plan:

RESPONSE: The proposed transit center aligns with the town's comprehensive plan through core principals as the project has already undergone extensive review with Town Council, current users, residents and transit employees. Throughout the feasibility study, early design, and weekly design meetings, the Town of Snowmass Village has provided input to ensure that the project considers all possible ways to adhere to the comprehensive plan. In addition, we have followed all requirement to provide an assessment to the Brush Creek Impact Area, found in Attachment E.

2. Consistent with Standard of Development Code
a. Zone District Standards

RESPONSE: We are requesting a change in zoning from SPA-1 (Specially Planned Area) to PUB (Public Use) to better match the comprehensive plan's core principals including (but not limited to) connectivity, balance, and vibrancy.

b. Development Evaluation Standards:

RESPONSE: A Categorical Exclusion has been completed to comply with the National Environmental Policy Act (NEPA) and the Town's Comprehensive Plan; see Attachment E. This report shows that the project will have no impacts to the adjacent wetlands and flood plain areas.

Our current design indicates further action to help mitigate against future impacts to the surrounding areas by introducing a robust storm water management system, reducing snow storage with additional snowmelt and a detention area for newly configured Lot 5.

Our team will also perform best practices when further mitigating impact to these areas during construction of the project. Further details will be provided for review with a Construction Management Plan with our Building Permit submittal at a later date.

Additionally, our 50% Design Development documents have been provided to show our design to date; see Attachment F.

3. Compatible

RESPONSE: The proposed use continues and increases compatibility with the existing use as the existing transit stop is located to the south of Lot 6. The proposed transit center echoes the character of the surrounding land through aesthetic, location, wayfinding, and orientation.

4. Adequacy of Access:

RESPONSE: The proposed site design provides better access to user between the Snowmass Mall and Transit Station in a much-improved manor. The proposed site creates connections that complement the existing environment's use and allows for ease with new wayfinding. The circulation between the new Transit Center, Bus Loading/Unloading Areas and the lower parking garage will all be ADA accessible, better suited all visitors and users.

5. Design Minimizes Adverse Impact:

RESPONSE: The proposed design minimizes adverse impact by separating the bus operations and other vehicular roadway movements and provides a better use of the bus platform overall hillside vehicle movements. Pedestrian traffic is improved through connections to the new design and accessibility improvements through stair and elevator to and from lower parking garage and bus transit platform.

6. Design Minimizes Environmental Impact:

RESPONSE: The proposed transit center will incorporate sustainable design and construction to minimize any and all environmental impact, as stated in Attachment in the previous section. The design will also assist by limiting fossil fuels and moving towards a fully electrically powered transit center and will also introduce a photovoltaic system to assist. Future planning for electrified buses will also be planned and incorporated into the design and configuration of the new transit center with locations of planned power supply and raceways where needed.

7. Facilities:

RESPONSE: The design includes an improved transit facility to better serve the public as well as improved parking for the public. The design incorporates aspects of convenience and amenities to the public and transit department including public restrooms, parking and bus information and improved wayfinding.

8. Parking

RESPONSE: The proposed design relocates existing Lot 6 and upper Lot 5 parking within the new parking garage below, bringing ADA parking space directly adjacent to the existing Snowmass Mall via new elevators. The garage will also provide future capacity for electric vehicle charging points. Additionally, the restriping and reconfiguration of lower Lot 5 allows for improved parking layout and stormwater detention.

TOWN OF SNOWMASS VILLAGE

PLANNING COMMISSION

RESOLUTION NO. 4

SERIES OF 2022

**A RESOLUTION PROVIDING RECOMMENDATIONS TO THE TOWN COUNCIL REGARDING
THE PROPOSED RE-ZONING OF THE WEST VILLAGE NUMBERED PARKING LOTS
FROM SPECIFICALLY PLANNED AREA ('SPA -1') TO PUBLIC ('PUB').**

WHEREAS, an application for an Amendment to the Official Zone Map of the Town of Snowmass Village (hereafter Town) was initiated by the Town Council of Snowmass Village by way of an application formally submitted on February 24, 2022 requesting the Re-Zoning of the "Numbered Lots" (Lots 1 through 12 - consisting of approximately 11.95 acres and including all associated right-of-way corridors as seen attached hereto as Exhibit A) from Specifically Planned Area ('SPA-1') to Public ('PUB') to best accommodate a new Transit Center and parking garage on Lots 5 and 6 as well as any future community oriented improvements to the Town owned parking areas (Numbered Lots) and/or right-of-way as part of or adjacent to Carriage Way; and

WHEREAS, the application was deemed complete on March 7, 2022, after which the project has since been reduced in size and architectural design amended, and has been referred for evaluation to Town Departments/Divisions, Districts, and other referral agencies on October 14, 2022; and

WHEREAS, the Town Council approved Ordinance No. 9, Series of 2018 adopting the 2018 Town of Snowmass Village Comprehensive Plan (the "Comprehensive Plan"); and

WHEREAS, on page 9 of the Comprehensive Plan, one of the Guiding Principles labeled 'Connected' specifies the Town's effort to, *"Support a safe, reliable and innovative transportation system that balances all modes of transportation (walking, biking, transit and motor vehicles) in all weather conditions, and offers strong linkages between neighborhoods, nodes, and valley-wide communities."*; and

WHEREAS, on page 9 of the Comprehensive Plan, another of the Guiding Principles labeled 'Balanced' specifies the Town's effort to, *"Provide a high quality of life for residents and a fulfilling experience for visitors. Balance the needs of the community and resort by maintaining a high quality of life for residents when making decisions about the future;"* and

WHEREAS, on Page 22 of the updated Comprehensive Plan summarized the goals of the West Village- Comprehensive Planned Area (CPA), specifying the need to, *"Encourage Transit Oriented Development (TOD) that will incorporate a new Transportation Center with civic spaces and plazas with good solar exposure. With a large percentage of boarding on both the RFTA and Snowmass shuttle system occurring in the West Village, the area should*

accommodate a new modern transit center in concert with any proposed Mall expansion.”

WHEREAS, the Specially Planned Area (‘SPA-1’) zone does not suitably accommodate public improvements, a rezoning of the Numbered Lots (and associated right-of way) to Public (‘PUB’) zone will allow for the implementation of necessary infrastructure for community benefit as supported by the Comprehensive Plan and outlined herein; and

WHEREAS, on November 30, 2022, the Planning Commission heard the findings and recommendations of town staff, considered public comments, made its findings and recommendations, and considered and acted upon this resolution; and

WHEREAS, the proposed Re-Zoning application in this Resolution is being processed under the provisions of Section 16A-5-220, “*Amendments to Official Zone District Map*,” of the Snowmass Village municipal code; and

WHEREAS, the Planning Commission has determined that the revisions to the “*Official Zone District Map*” as hereinafter set forth are necessary for the public health, safety, and welfare.

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

Section One: Findings. Based upon the information provided and the application materials, the staff report, analyses, and testimony given during the meetings, the Planning Commission finds as follows:

1. The 2018 Comprehensive Plan policies and goals stated in the Whereas section of this resolution and the following Comprehensive Plan strategies are consistent with the proposed Re-Zoning application:
2. The procedural requirements set forth in Section 16A-5-220, ‘*Amendments to Official Zone District Map*’ of the Municipal Code have been satisfied.
3. The proposed amendment complies with the applicable ‘*Review Standards*’ specified within Section 16A-5-220(e) of the Municipal Code.

Section Two: Recommendations to the Town Council. The Planning Commission recommends that the Town Council approve the proposed Re-Zoning of the Numbered Lots from Specially Planned Area (‘SPA-1’) to Public (‘PUB’) and to update and amend the Official Zoning Map, pursuant to the municipal code provisions below in Section 16A-3-20, ‘Official Zone District Map’:

- (a) *Map Established.* The location and boundaries of the zone districts within the Town are shown on the map entitled “*The Town of Snowmass Village Official Zone District Map.*” The Official Zone District Map, with all notations, references and other information shown

thereon, is hereby incorporated within this Development Code by reference, as if it were set forth here in full. The Official Zone District Map shall be identified by the date of its adoption or amendment, which shall be shown thereon.

(b) Location. Regardless of the existence of purported copies of maps depicting zone district boundaries, the Official Zone District Map shall be located in the Building and Planning Department, shall be available for inspection during normal business hours and shall be the final authority as to the current zoning designations of land, buildings and other structures in the Town.

(c) Amendment. If a change is made in zone district boundaries or other matters portrayed on the Official Zone District Map, pursuant to Section 16A-5-220, Amendments to the Official Zone District Map, such change shall be entered on the map by the Planning Director promptly following its adoption. A note shall be entered on the map indicating the date the map was amended.

The Official Zone District Map currently stored on the Town's Geographic Information data base, also available through the Town's Community Development Department, shall be amended to reflect this Re-Zoning if accepted by the Town Council.

INTRODUCED, READ, AND APPROVED by the Planning Commission of the Town of Snowmass Village on November 30, 2022, upon a motion by Commission Member _____, the second of Commission Member _____ and upon a vote of ____ in favor and ____ against.

TOWN OF SNOWMASS VILLAGE
PLANNING COMMISSION

Brian Marshack, Chairman

ATTEST:

Sara Nester, Planning Commission Secretary

Attachments:

Exhibit A – Parcel Location & Rezoning Map

Parcel Vicinity & Rezoning Map – Numbered Parking Lots

Snowmass Village, CO – Parcel I.D. 273302400851



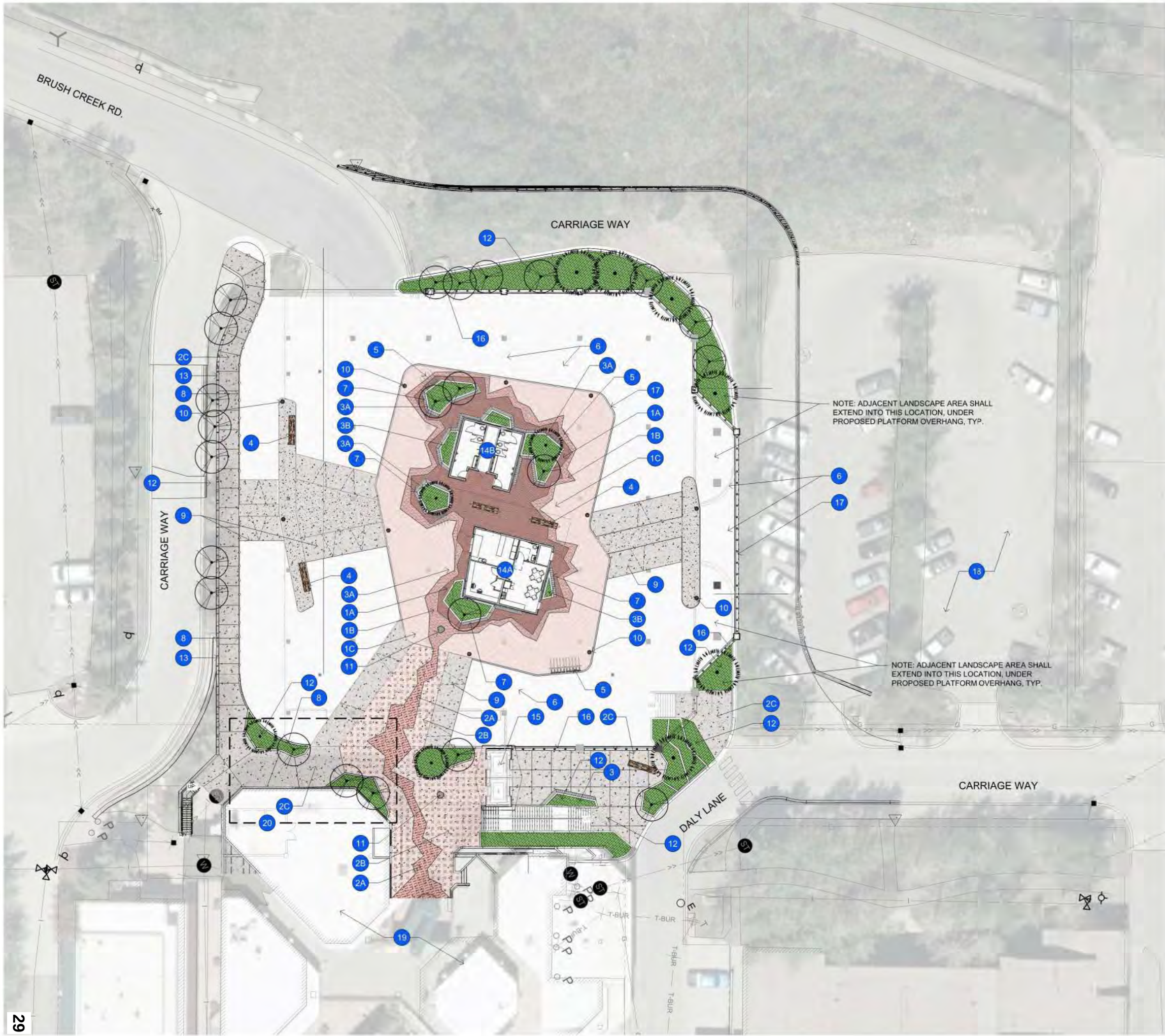
TOWN OF SNOWMASS VILLAGE SNOWMASS MALL TRANSIT CENTER

RE-ZONING APPLICATION PACKAGE



NOVEMBER 23, 2022





CONCEPTUAL LEGEND

- 1A ENHANCED, 'DARK RED GRADIENT' PAVER HARDSCAPE (VARIETY, FINAL COLOR AND FINAL LAYOUT TO BE DETERMINED)
- 1B ENHANCED, 'RED GRADIENT' PAVER HARDSCAPE (VARIETY, FINAL COLOR AND FINAL LAYOUT TO BE DETERMINED)
- 1C ENHANCED, 'LIGHT RED GRADIENT' PAVER HARDSCAPE (VARIETY, FINAL COLOR AND FINAL LAYOUT TO BE DETERMINED)
- 2A INTEGRAL 'RED' COLOR CONCRETE WITH SAND FINISH (COLOR TO MATCH EXISTING RED CONCRETE @ MALL ENTRANCE)
- 2B INTEGRAL 'LIGHT RED' COLOR CONCRETE WITH SAND FINISH (COLOR TO MATCH PROPOSED ADJACENT PAVER @ PLATFORM)
- 2C INTEGRAL COLOR CONCRETE WITH SAND FINISH (COLOR TO BE 'WARM GRAY' OR SIMILAR COLOR)
- 3A 36" HT. POURED IN PLACE INTEGRAL COLOR CONCRETE PLANTER WITH CAST IN PLACE SURFACE TEXTURE AND INSET ACCENT LIGHTING (COLOR AND SURFACE TEXTURE TO BE DETERMINED)
- 3B 24" HT. POURED IN PLACE INTEGRAL COLOR CONCRETE PLANTER WITH CAST IN PLACE SURFACE TEXTURE AND INSET ACCENT LIGHTING (COLOR AND SURFACE TEXTURE TO BE DETERMINED)
- 4 LAMINATED BEAM TIMBER BENCHES WITH PERIMETER LED LIGHTING AT BOTTOM PERIMETER (BENCH TO BE METAL POST MOUNTED 4" ABOVE CONCRETE PLAZA SURFACE)
- 5 SEASONAL BIKE, SKI AND SNOWBOARD STORAGE RACK
- 6 BUS QUEUING AREA, TYPICAL
- 7 PLANTER WALL ATTACHED WOOD BENCH SEATING
- 8 42" HT. PERIMETER GUARDRAIL - TYPE TO BE DETERMINED
- 9 RAISED PEDESTRIAN WALKWAY WITH INSET / FLUSH MOUNTED FLASHING CAUTION LIGHTS AT BUS APPROACH
- 10 BUS PLATFORM SIGNAGE (SEE ALSO WAYFINDING SHEETS L-2.1 THROUGH L-2.4)
- 11 PRIMARY INFORMATIONAL KIOSK (SEE ALSO WAYFINDING SHEETS L-2.1 THROUGH L-2.4)
- 12 PROPOSED LANDSCAPE AREA (PLANT MATERIAL TO BE DETERMINED)
- 13 RETAINING WALL WITH ENHANCED SURFACE AND UP-LIGHTING (SEE ALSO SHEET L-1.4 FOR CONCEPTUAL SAMPLE IMAGERY)
- 14A TRANSIT CENTER ADMIN. BUILDING (SEE ARCHITECTURE DRAWINGS)
- 14B TRANSIT CENTER RESTROOMS (SEE ARCHITECTURE DRAWINGS)
- 15 PROPOSED ELEVATOR LOCATION (SEE ARCHITECTURE DRAWINGS)
- 16 UPPER LEVEL PERIMETER GUARDRAIL (SEE ARCHITECTURE DRAWINGS)
- 17 LOWER LEVEL PARKING ENTRANCE / EXIT
- 18 ADJACENT EXISTING PARKING AREA (LOT #5)
- 19 EXISTING MALL FACILITIES
- 20 OPPORTUNITIES FOR ADDITIONAL STUDY TO IMPROVE DIFFERENTIATION BETWEEN CIRCULATION AND GATHERING SPACES, DIRECT PEDESTRIAN FLOW AND SOFTENING/ PROVIDING SCALE TO THE BUILDING AND SURROUNDING PAVING RELATIONSHIPS

CONCEPTUAL NOTES

- ALL FINISHES, COLORS AND FURNISHINGS ARE FOR REFERENCE ONLY. IDENTIFIED CONDITIONS ARE SUBJECT TO CHANGE AND FINAL SELECTIONS ARE TO BE DETERMINED.
- SPECIFIC PLANT MATERIAL, TREES, AND GROUNDCOVER TO BE DETERMINED.
- SEE ALSO SHEET L-1.1 FOR CONCEPTUAL SITE IMAGERY
- SEE ALSO SHEET L-2.1 THROUGH L-2.2 FOR TRANSIT CENTER WAYFINDING DESIGN PRECEDENTS.



NOT FOR
CONSTRUCTION

PROJECT OWNER
TOWN OF SNOWMASS VILLAGE
130 REAR ROAD
SNOWMASS VILLAGE, CO. 81815
970.923.3777

ARCHITECT
SHORT ELLIOTT HENDRICKSON INC
2000 SOUTH COLORADO BLVD.
TOWER ONE, SUITE 6000
DENVER, CO. 80222
720.540.6800

CIVIL / MECH / ELEC / PLUMB
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STRUCTURAL
MARTIN/MARTIN
77 METCALF ROAD, SUITE 301
AVON, CO. 81620
970.928.6007

ACOUSTICAL / LOW VOLTAGE
K2 ACOUSTICAL
5777 CENTRAL AVE., SUITE 225
BOULDER, CO. 80301
303.885.5500

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

TOWN OF SNOWMASS VILLAGE
INTERMODAL TRANSIT
CENTER
53A ELBERT LANE,
SNOWMASS VILLAGE, CO. 81815

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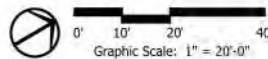
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DHM Project Checked By Drawn By 30441 HL

Project Status 50% CONSTRUCTION DRAWINGS Issue Date 11.22.22

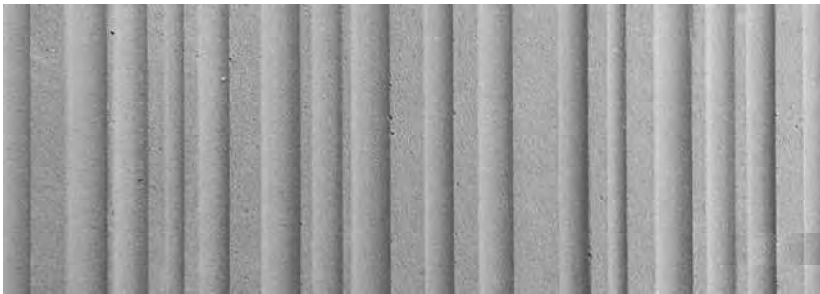
REVISION SCHEDULE
REV. # DESCRIPTION DATE

CONCEPTUAL SITE PLAN



DHM DESIGN

L-1.0



POURED IN PLACE INTEGRAL COLOR CONCRETE PLANTER WITH FLUTED SURFACE TEXTURE



ATTACHED WOOD BENCH SEATING @ RAISED PLANTER



COLOR ACCENT MOUNTAIN NATIVE PLANT PALETTE WITHIN RAISED PLANTERS



SEATING ADJACENT PLANTING AREAS



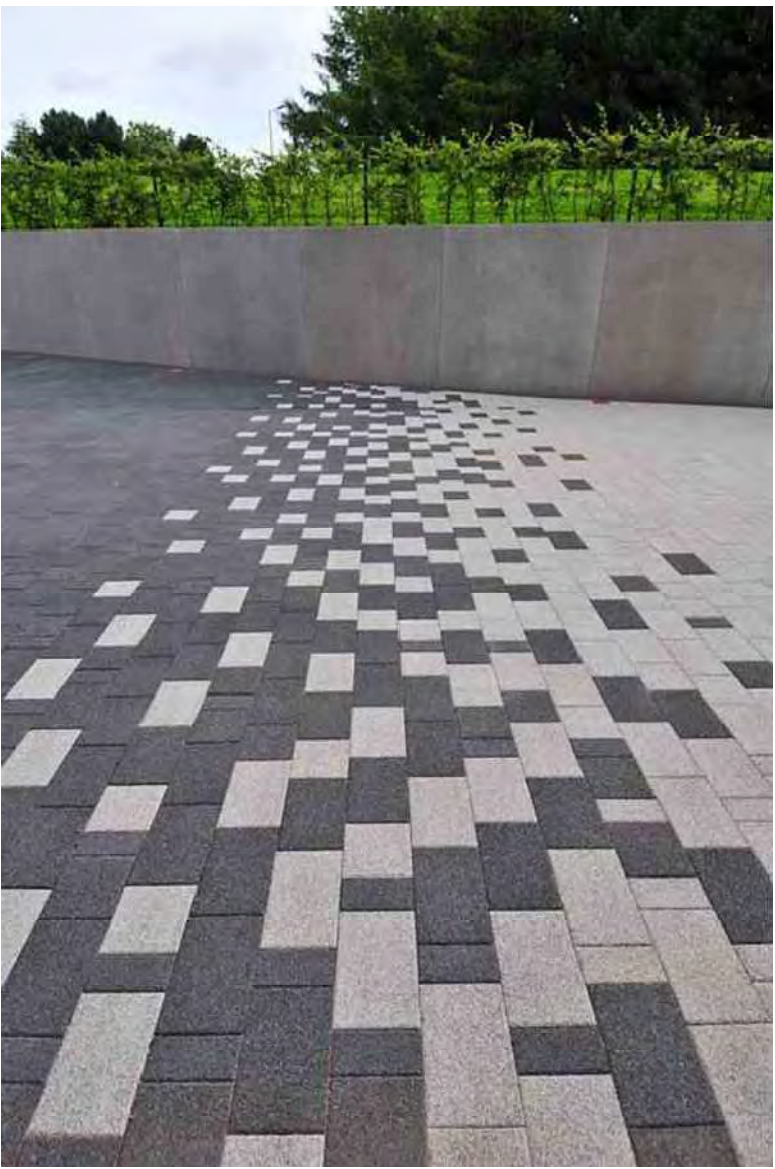
INTEGRAL COLOR CONCRETE PAVING WITH SAND FINISH



STANDALONE LAMINATED BEAM TIMBER BENCH



NATURALISTIC LANDSCAPE AREAS WITH OVERHEAD SHADE TREES AND TEXTURAL UNDERSTORY



RECTANGULAR CONCRETE PAVERS IN GRADIENT PATTERN



ASPEN CLUMPS WITHIN RAISED LANDSCAPE PLANTER



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CONSTRUCTION

PROJECT OWNER
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130 KEARNS ROAD
SNOWMASS VILLAGE, CO, 81615
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ACOUSTICAL / LOW VOLTAGE
K2 ACOUSTICAL
5777 CENTRAL AVE., SUITE 225
BOULDER, CO, 80301
303.865.5500

LANDSCAPE
DHM DESIGN CORPORATION
311 MAIN STREET #102
CARBONDALE, CO, 81623
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TOWN OF SNOWMASS VILLAGE
INTERMODAL TRANSIT
CENTER
53A ELBERT LANE,
SNOWMASS VILLAGE, CO, 81615

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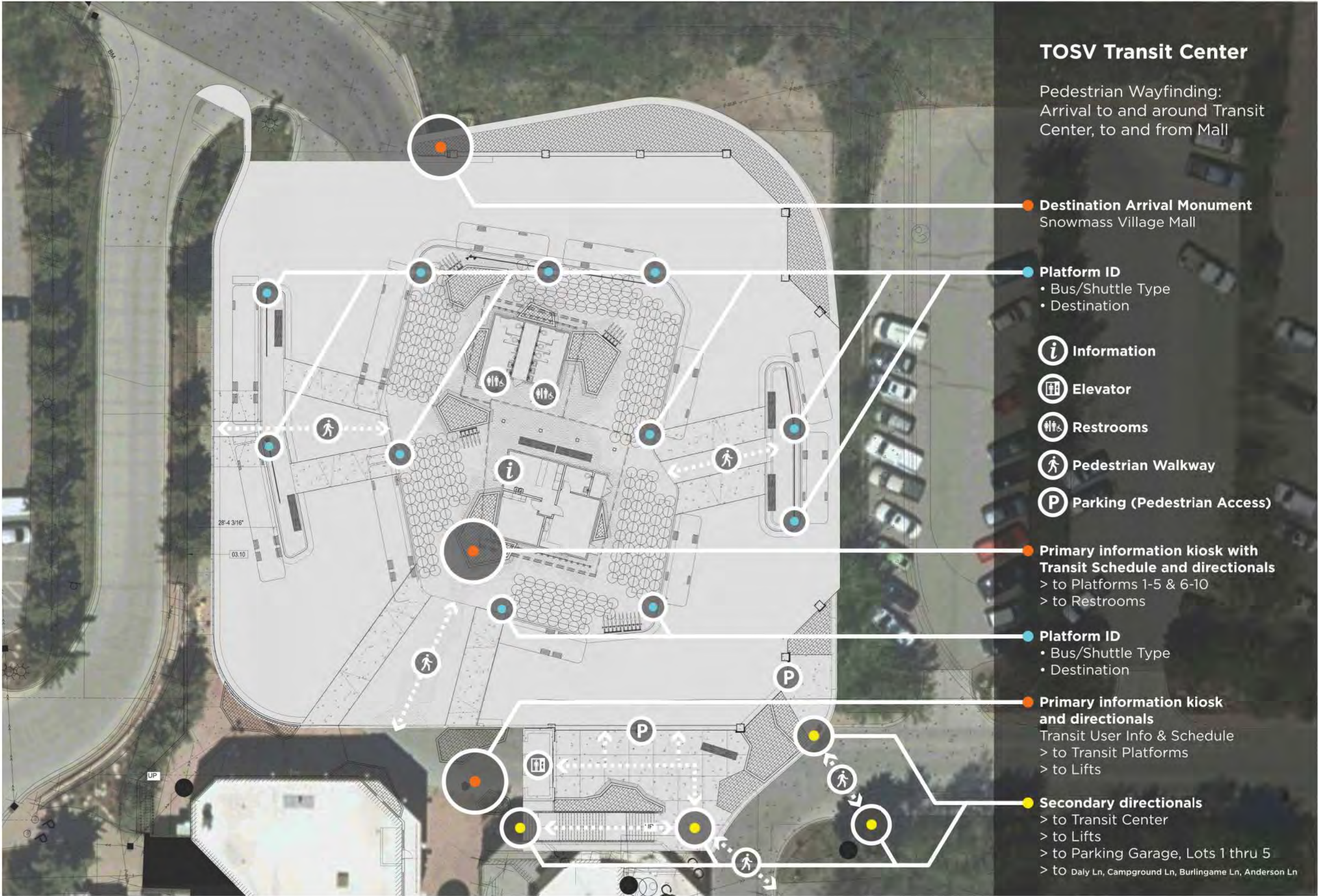
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DHM Project 20441
Checked By 1
Drawn By NL

Project Status 50% CONSTRUCTION DRAWINGS
Issue Date 11.22.22

REVISION SCHEDULE
REV.# DESCRIPTION DATE

CONCEPTUAL
SITE IMAGERY



TOSV Transit Center

Pedestrian Wayfinding:
Arrival to and around Transit
Center, to and from Mall

Destination Arrival Monument
Snowmass Village Mall

Platform ID
• Bus/Shuttle Type
• Destination

i Information

Elevator

Restrooms

Pedestrian Walkway

P Parking (Pedestrian Access)

**Primary information kiosk with
Transit Schedule and directionals**
> to Platforms 1-5 & 6-10
> to Restrooms

Platform ID
• Bus/Shuttle Type
• Destination

**Primary information kiosk
and directionals**
Transit User Info & Schedule
> to Transit Platforms
> to Lifts

Secondary directionals
> to Transit Center
> to Lifts
> to Parking Garage, Lots 1 thru 5
> to Daly Ln, Campground Ln, Burlingame Ln, Anderson Ln



**NOT FOR
CONSTRUCTION**

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

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

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DHM Project 20441
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Project Status 50% CONSTRUCTION DRAWINGS
Issue Date 10/13/22

REVISION SCHEDULE
REV. # **DESCRIPTION** **DATE**

TOSV TRANSIT CENTER
PEDESTRIAN WAYFINDING

TOSV Transit Center Wayfinding Design Types, Materials and Scale

Primary Transit Kiosks

LED Schedules, Transit Maps
and Directionals

- metal cabinet with access panels
- matte powder coating finish
- architectural stone or concrete base
- electronic, programmable LED controls
- laser cut surface graphics
- imprinted surface graphics
- polycarbonate printed map insert panel

Primary Information/Directionals Information and Wayfinding

- metal cabinet
- matte powder coating finish
- post mounted
- architectural stone or concrete base
- laser cut surface graphics
- imprinted surface graphics

Secondary Directionals

Information and Wayfinding

- metal face
- matte powder coating finish
- post mounted
- architectural stone or concrete base
- laser cut surface graphics
- imprinted surface graphics

Location Identification

Platforms and Amenities

- metal face and branding elements
- matte powder coating finish
- post mounted
- architectural stone or concrete base
- laser cut surface graphics
- imprinted surface graphics
- cut and formed metal 'art'
- concrete deboss/etch

8ft

7ft

6ft

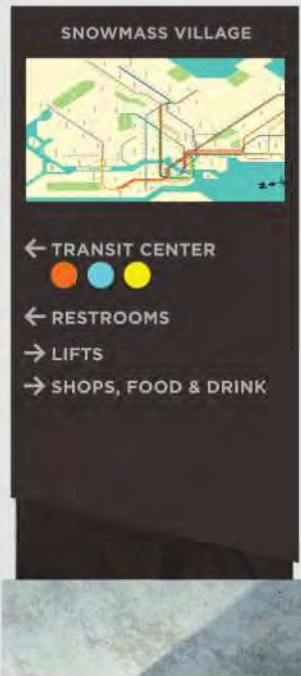
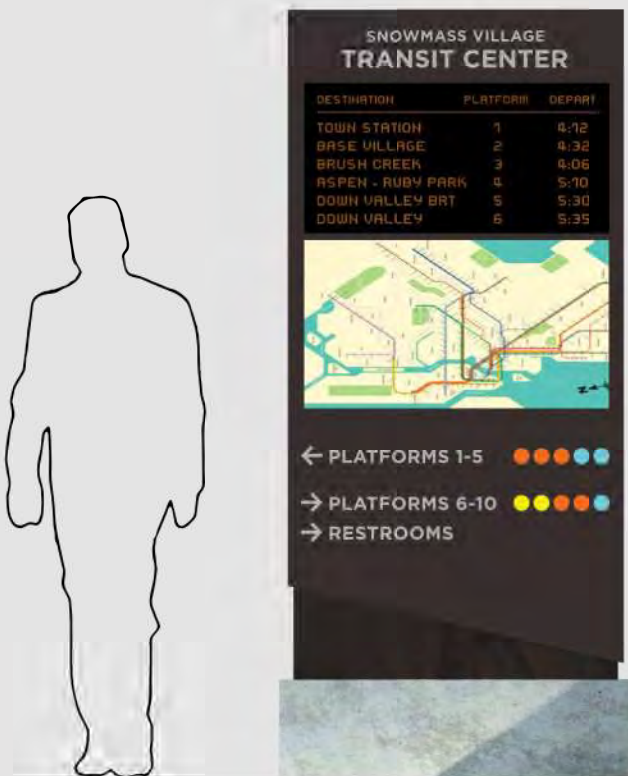
5ft

4ft

3ft

2ft

1ft



NOT FINAL DESIGN - REPRESENTATION OF APPROXIMATE WAYFINDING TYPE, CONTENT AND SCALE ONLY

PLATFORM VIEW FROM MAIN CROSSING





APPROACH FROM
**GENE
TAYLOR
SPORTS**



PLATFORM VIEW FROM
**MALL
STAIRWAY**

PLATFORM VIEW FROM
**LITTLE
MAMMOTH
BALCONY**



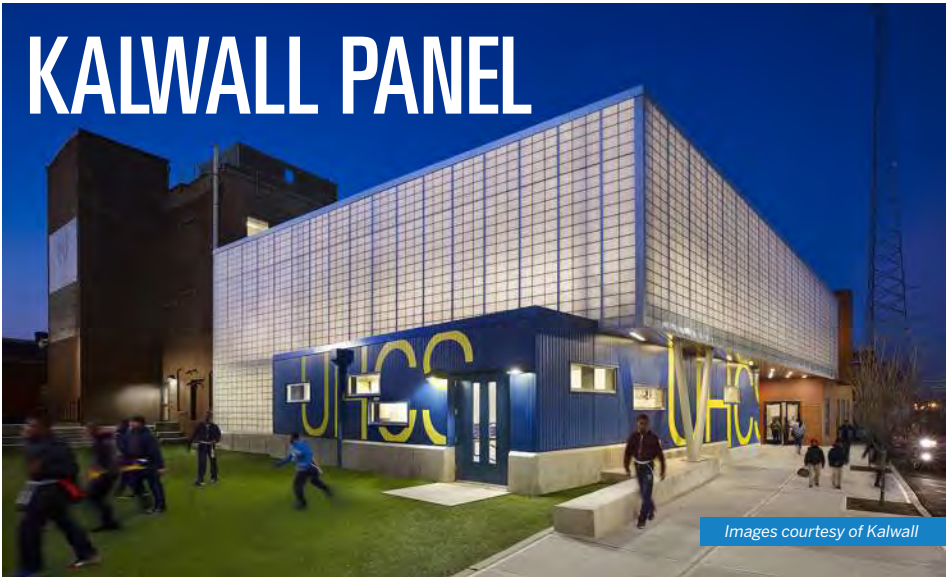


VIEW FROM
**LOWER
CARRIAGE
WAY**



VIEW FROM LOWER CARRIAGE WAY

- A. Perforated metal panel with variety of TOSV mountain profiles.
- B. Translucent Kalwall sandwich panel
- C. CDOT standard 3-rail guardrail similar to Wood Road Downhill bus stop
- D. Stone veneer & cap with lighting fixture similar to Wood Road Bridge and Base Village

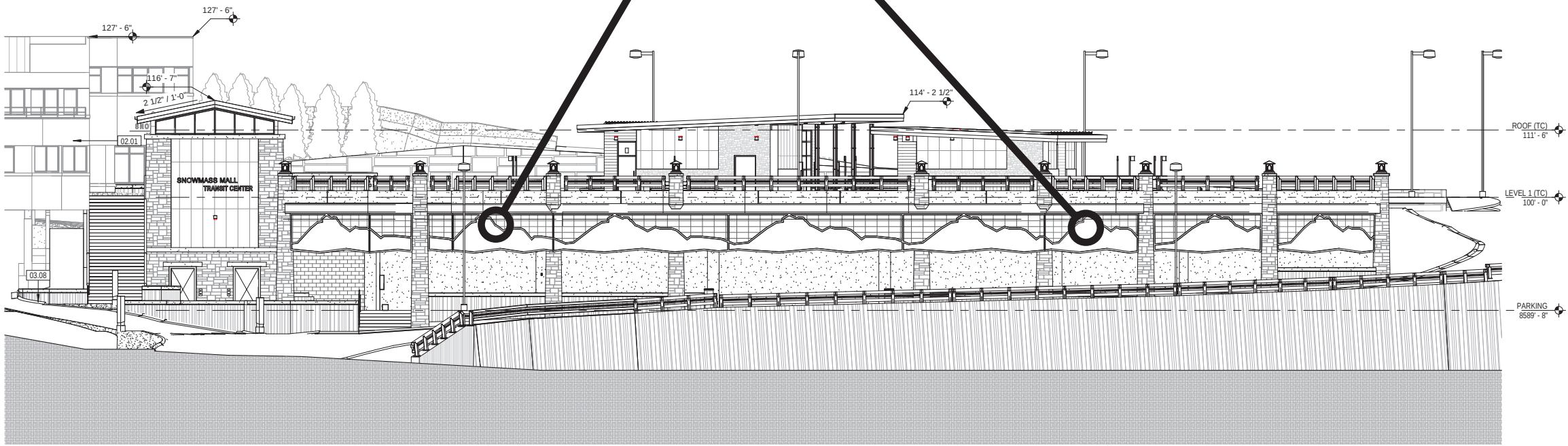


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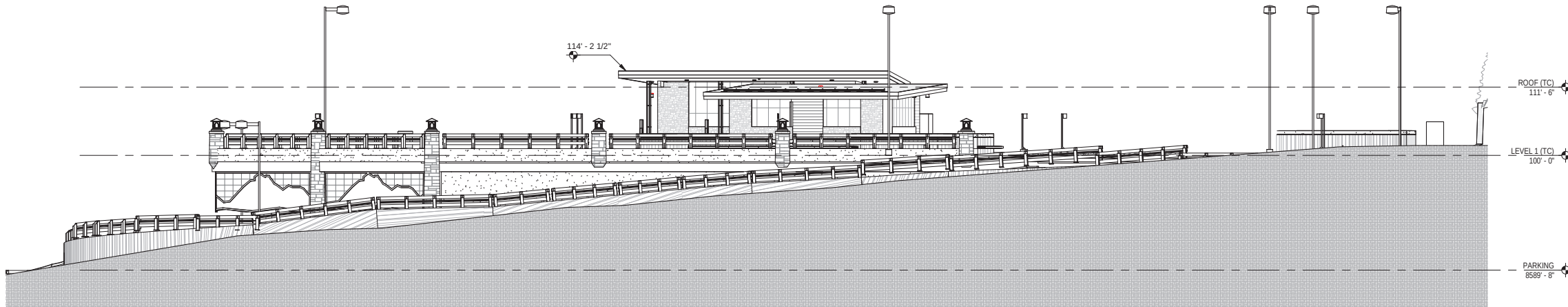
Final panel design will include a variety of profiles of Mount Daly, Capitol Peak and Snowmass Mountain.

- 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
- 02.01 EXISTING BUILDING
 - 03.08 STAINED CONCRETE RETAINING WALL W/ FORMLINER SMOOTH VERTICAL FLUTES ON EXTERIOR FACE AND FORMED TOP. RE: EXTERIOR DETAILS



1 EXTERIOR ELEVATION - EAST
3/32" = 1'-0"



2 EXTERIOR ELEVATION - NORTH
3/32" = 1'-0"



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

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SEH Project 159080
Checked By A.JAUCH
Drawn By A.COUNCIL

Project Status 50% CONSTRUCTION DOCUMENTS
Issue Date 11.23.22

REVISION SCHEDULE
REV. # DESCRIPTION DATE

EXTERIOR ELEVATIONS

A201



VIEW FROM
DALY LANE



MALL VIEW FROM
**MAIN
CROSSING**



MALL VIEW FROM
ELEVATOR



MALL VIEW FROM
**MAIN
CROSSING**

CODE INFORMATION

APPLICABLE CODES: TOWN OF SNOWMASS VILLAGE, COLORADO
2015 INTERNATIONAL BUILDING CODE (IBC)
2015 INTERNATIONAL PLUMBING CODE (IPC)
2015 INTERNATIONAL FIRE CODE (IFC)
2015 INTERNATIONAL EXISTING BUILDING CODE (IEBC)
2015 INTERNATIONAL ENERGY CONSERVATION CODE (IECC)
2014 NATIONAL ELECTRICAL CODE (NEC)
2012 INTERNATIONAL GREEN CONSTRUCTION CODE (IGCC)
2015 INTERNATIONAL MECHANICAL CODE (IMC)
2015 INTERNATIONAL FUEL GAS CODE (IFGC)
RENEWABLE ENERGY OFFSET PROGRAM (REOP)
ASME A17.1, 2019 SAFETY CODE FOR ELEVATORS AND ESCALATORS

TOWN OF SNOWMASS VILLAGE AMENDMENTS PUBLISHED IN THE TOWN MUNICIPAL CODE

- 1608.1.1 SNOW LOAD: 75 PSF MINIMUM
- 1805.2.1 FROST LINE: 42 INCHES BELOW FINISHED GRADE MEASURED FROM BOTTOM OF FOOTING.
- OTHER PROVISIONS AS LISTED IN THE TOWN MUNICIPAL CODE.

SUMMARY: SEPARATE BLDGS PER 510.2
BUILDING 1A: ONE STORY WOOD FRAME TRANSIT CENTER
OCCUPANCY GROUP B, TYPE V-B CONSTRUCTION
NON-SPRINKLERED
TOTAL: 977 GSF

BUILDING 1B: ONE STORY WOOD FRAME RESTROOM/JANITOR BLDG. OCCUPANCY GROUP B, TYPE V-B CONSTRUCTION
NON-SPRINKLERED
TOTAL: 624 GSF

PODIUM SLAB (CONCRETE): THREE HOUR FIRE SEPARATION
BUILDING 2: OPEN PARKING GARAGE
OCCUPANCY GROUP S-2, TYPE I-A CONSTRUCTION
FULLY SPRINKLERED
32,642 GSF

INTERNATIONAL BUILDING CODE (IBC) PROVISIONS

CHAPTER 3: USE AND OCCUPANCY CLASSIFICATION

303.1.2: SMALL ASSEMBLY SPACES

- ASSEMBLY SPACE WITH OCCUPANT LOAD < 50 PERSONS AND ACCESSORY TO ANOTHER OCCUPANCY SHALL BE CLASSIFIED AS GROUP B OCCUPANCY OR PART OF THAT OCCUPANCY.
- ASSEMBLY SPACE LESS THAN 750 SF IN AREA AND ACCESSORY TO ANOTHER OCCUPANCY SHALL BE CLASSIFIED AS GROUP B OCCUPANCY OR PART OF THAT OCCUPANCY.

304.1 BUSINESS GROUP B: INCLUDES USE FOR OFFICE, INCLUDING STORAGE OF RECORDS AND ACCOUNTS.

311.3 LOW HAZARD STORAGE GROUP S-2: INCLUDES PARKING GARAGES, OPEN OR ENCLOSED.

CHAPTER 4: SPECIAL DETAILED REQUIREMENTS BASED ON USE AND OCCUPANCY

406.4 PUBLIC PARKING GARAGES: CLASSIFIED AS EITHER OPEN OR ENCLOSED.

406.4.1 CLEAR HEIGHT: OF EA FLOOR LEVEL IN VEHICLE AND PEDESTRIAN AREAS SHALL NOT BE LESS THAN 7 FEET.

406.4.3 VEHICLE BARRIERS: MIN 2'-9" HIGH WHERE VERTICAL DISTANCE BETWEEN FLOOR OR DRIVE LANE AND SURFACE BELOW > 1 FT.

406.4.4 RAMPS: VEHICLE RAMPS USED FOR VERTICAL CIRCULATION AS WELL AS FOR PARKING SHALL NOT EXCEED SLOPE OF 1:15.

406.4.6 MIXED OCCUPANCY SEPARATION: PARKING GARAGES SHALL BE SEPARATED FROM OTHER OCCUPANCIES PER 508.1.

406.4.7 SPECIAL HAZARDS: CONNECTION OF A PARKING GARAGE WITH ANY ROOM CONTAINING A FUEL-FIRED APPLIANCE SHALL BE SEPARATED BY MEANS OF A VESTIBULE WITH 2-DOOR SEPARATION. EXCEPTION: SINGLE DOOR ALLOWED PROVIDED SOURCE OF IGNITION IN APPLIANCE IS NOT LESS THAN 18 INCHES ABOVE THE FLOOR.

INTERNATIONAL ENERGY CONSERVATION CODE

CLIMATE ZONE: 7 PITKIN COUNTY

OPAQUE THERMAL ENVELOPE ASSEMBLY REQUIREMENTS (TABLE 402.1.2 & 402.1.3)

ROOFS		
INULATION ENTIRELY ABOVE DECK	R-35ci	U - 0.028
ATTIC AND OTHER	R-49	U - 0.021
WALLS, ABOVE GRADE		
MASS	R-15.2ci	U - 0.071
WOOD FRAMING AND OTHER	R-13 + R-7.5ci or R-20 + R-3.8ci	U - 0.051
WALLS, BELOW GRADE		
BELOW GRADE WALL	R-10ci	
FLOORS		
MASS	R-15ci	U - 0.055
SLAB ON GRADE WALLS		
UNHEATED SLABS	R-15 for 24" below	
OPAQUE DOORS		
SWINGING DOOR		U - 0.37

406.5 OPEN PARKING GARAGES:

- SHALL BE TYPE I, II, OR IV CONSTRUCTION
- FOR NATURAL VENTILATION, UNIFORMLY DISTRIBUTED OPENINGS ON 2 OR MORE SIDES.
- AREA OF OPENINGS IN EXTERIOR WALLS >= 20% OF TOTAL PERIMETER WALL AREA.
- AGGREGATE LENGTH OF OPENINGS >= 40% OF TOTAL PERIMETER.
- EXCEPTION: OPENINGS NOT REQ'D OVER 40% OF BUILDING PERIMETER WHERE REQ'D OPENINGS ARE UNIFORMLY DISTRIBUTED OVER 2 OPPOSITE SIDES OF THE BUILDING.

TABLE 406.5.4: OPEN PARKING GARAGES AREA AND HEIGHT:

CONST.	AREA (SF)	HEIGHT (IN TIERS)		
TYPE	PER TIER	RAMPS	SPRINK NO	SPRINK YES
IB	UL	12	12	18
IIA	50,000	10	10	15
IIB	50,000	8	8	12

406.6.1 HEIGHTS AND AREAS: LIMITED PER 504, 506 AND 507.

406.6.2 VENTILATION: MECHANICAL VENTILATION SYSTEM PER INTERNATIONAL MECHANICAL CODE REQUIRED.

406.6.3 AUTOMATIC SPRINKLER SYSTEM: REQUIRED IN ACCORDANCE WITH 903.2.10.

CHAPTER 5: GENERAL BUILDING HEIGHTS AND AREAS

503.1 FOR PURPOSES OF DETERMINING AREA, HEIGHT, AND TYPE OF CONSTRUCTION, EACH PORTION OF THE BUILDING SEPARATED BY FIRE WALLS PER 706 SHALL BE CONSIDERED A SEPARATE BUILDING.

BUILDING ONE-A: TRANSIT CENTER
STORIES: ONE
AREA: 977 SF
OCCUPANCY GROUP: B
CONSTRUCTION TYPE: V-B

BUILDING ONE-B: RESTROOM/JANITOR
STORIES: ONE
AREA: 624 SF
OCCUPANCY GROUP: B
CONSTRUCTION TYPE: V-B

BUILDING TWO: OPEN PARKING GARAGE
STORIES: ONE
AREA: 32,642 SF
OCCUPANCY GROUP: S-2
CONSTRUCTION TYPE: I-A

TABLE 504.3 ALLOWABLE BUILDING HEIGHT IN FEET ABOVE GRADE PLANE:

FOR GROUP B, TYPE V-B, NON SPRINKLERED:
ALLOWABLE = 40 FEET, ACTUAL = TRANSIT CENTER 14'-2 1/2', RESTROOM/JANITOR 12'-0 1/2' (TOTAL 33'-6" PER 510.7)

FOR GROUP S-2, TYPE I-A, SPRINKLERED
ALLOWABLE = UL, ACTUAL = 19'-4" (TOTAL 33'-6" PER 510.7)

TABLE 504.4 ALLOWABLE STORIES ABOVE GRADE PLANE:

FOR GROUP B, TYPE V-B, NON SPRINKLERED:
ALLOWABLE = 2, ACTUAL = 2 (PER 510.7)

SECTION 506 BUILDING AREA

TABLE 506.2 ALLOWABLE AREA (FLOOR LEVELS ABOVE GRADE)
FOR GROUP B, TYPE V-B, NON SPRINKLERED:
ALLOWABLE = 9,000 SF
ACTUAL = TRANSIT CENTER 977 SF, RESTROOM/JAN 624 SF.

FOR GROUP S-2, SPRINKLERED SM, TYPE I-A:
ALLOWABLE = UL, ACTUAL = 32,642 GSF.

510.2 HORIZONTAL BUILDING SEPARATION ALLOWANCE:
A BUILDING SHALL BE CONSIDERED AS SEPARATE AND DISTINCT BUILDINGS FOR AREA LIMITATIONS, FIRE WALL CONTINUITY, NUMBER OF STORIES, AND TYPE OF CONSTRUCTION WHERE ALL THESE CONDITIONS ARE MET:

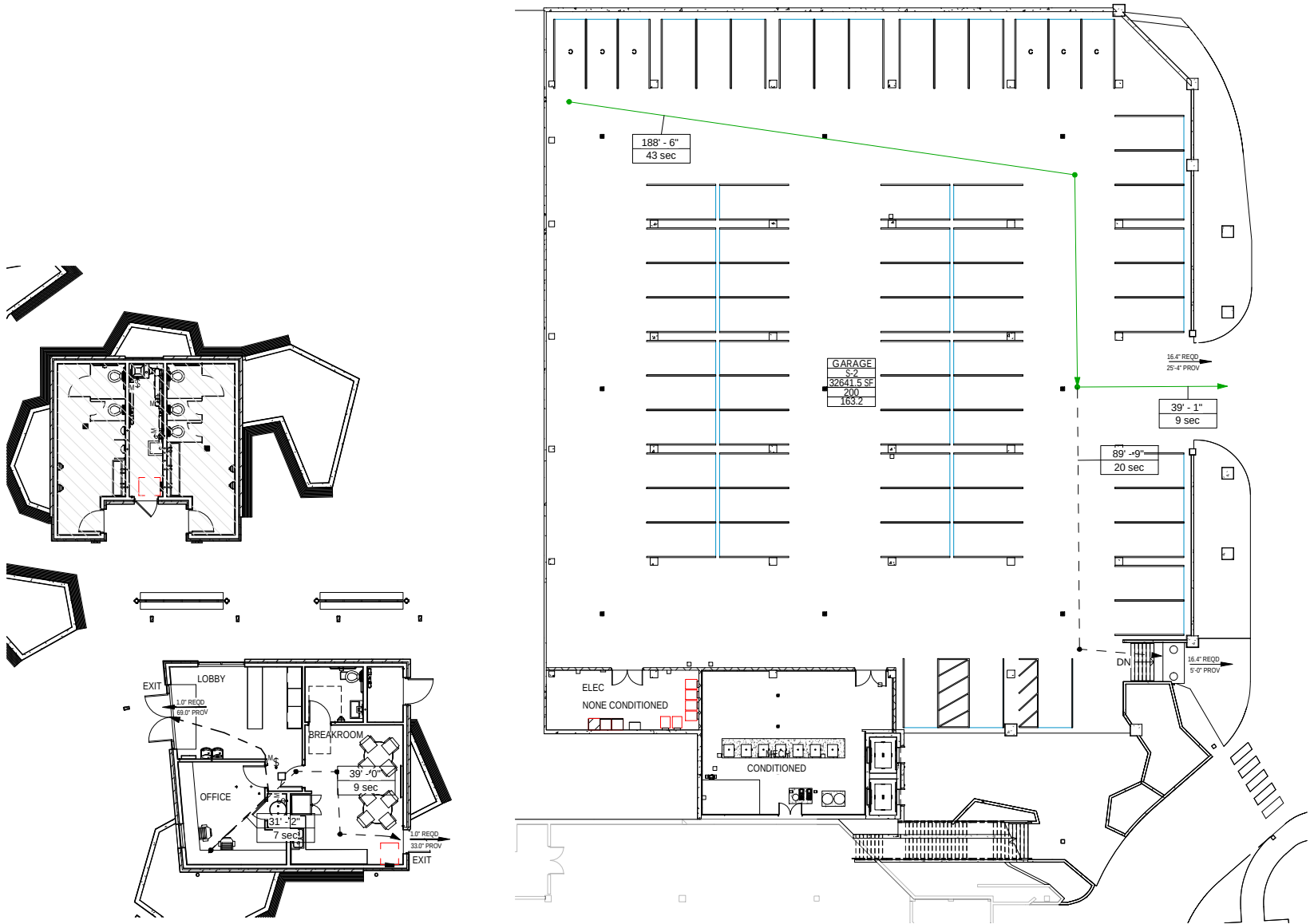
- BUILDINGS SEPARATED WITH HORIZONTAL ASSEMBLY WITH FIRE RATING NOT LESS THAN 3-HR.
- BUILDING BELOW THE HORIZ ASSY IS TYPE I-A CONST.
- SHAFT, STAIR, RAMP ENCLOSURES >= 2-HR RATING.
- BLDG BELOW HORIZ ASSY SHALL BE SPRINKLERED PER 903.3.1.1.
- BLDG HEIGHT ABOVE GRADE PLANE SHALL NOT EXCEED LIMITS PER 504.3.

FENESTRATION THERMAL ENVELOPE ASSEMBLY REQUIREMENTS (TABLE 402.4)

VERTICAL FENESTRATION	
FIXED	U - 0.29
OPERABLE FENESTRATION	U - 0.37
ENTRANCE DOORS	U - 0.77

CODE LEGEND

- GROUP B OCCUPANCY
- GROUP S-2 OCCUPANCY
- EXIT ACCESS
- EGRESS PATH
- PORTABLE FIRE EXTINGUISHER IN CABINET
- PORTABLE BRACKET MOUNTED FIRE EXTINGUISHER



CODE PLAN - TRANSIT CENTER

3/32" = 1'-0"

CODE PLAN - PARKING GARAGE

1" = 20'-0"

Copy and Paste Code Summary Notes in this View

PRELIMINARY PLAN CHART

PROPOSED LAND USES	2.17 ACRES ¹
PROPOSED SQUARE FOOTAGE	36,573 SF ²
PROPOSED HEIGHT OF BUILDINGS	33' - 6" ³
DWELLING UNITS	0
SIZE OF COMMERCIAL SPACE	1,601 SF
PROPOSED MAXIMUM ALLOWABLE FLOOR AREA	1,601 SF
PROPOSED NUMBER OF PARKING SPACES	120 ⁴
PROPOSED AMOUNT OF OPEN SPACE	9,016 SF ⁵

1. Area of impacted area of parcel by new construction.
2. Building footprint of parking garage / bus platform.
3. Height from Parking Level to heighest roof peak.
4. Refer to civil plans for revised parkig in lot 4 & 5.
5. Includes new planters and landscape areas between new buildings and roads.

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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
50% CONSTRUCTION
DOCUMENTS

Issue Date
11.23.22

REVISION SCHEDULE		
REV. #	DESCRIPTION	DATE

ARCHITECTURAL SITE PLAN



NOT FOR
CONSTRUCTION

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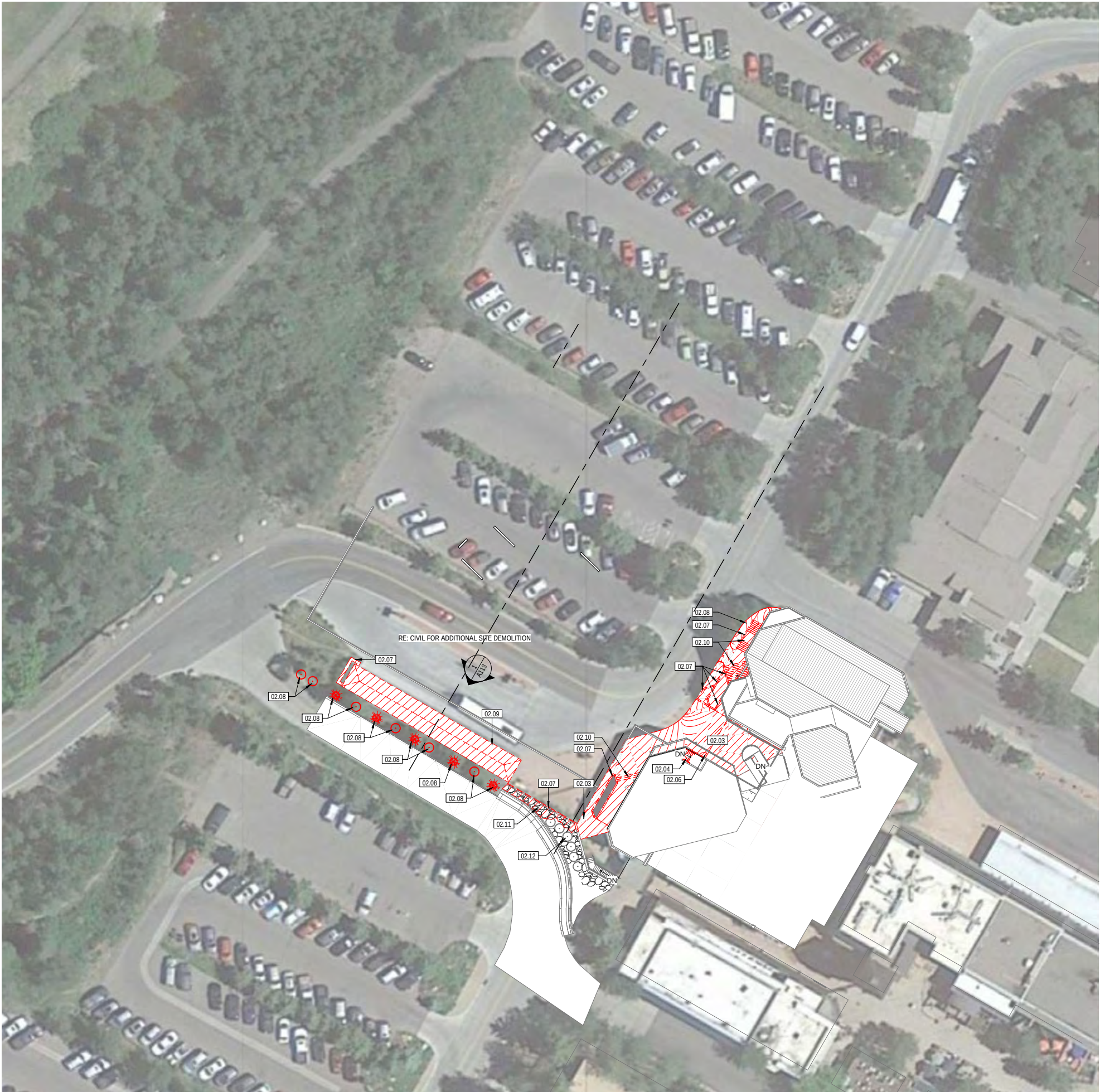
Project Status Issue Date
50% CONSTRUCTION 11.23.22
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REVISION SCHEDULE
REV. # DESCRIPTION DATE

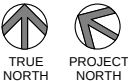
DEMOLITION SITE PLAN

KEYNOTE LEGEND

- 02.03 REMOVE EXISTING CONCRETE, RE: CIVIL
- 02.04 REMOVE EXISTING INTERIOR STAIR & RAILINGS
- 02.06 REMOVE DOOR, FRAME & HARDWARE
- 02.07 REMOVE WALL
- 02.08 REMOVE VEGETATION
- 02.09 REMOVE BUS STOP PAVILLION
- 02.10 REMOVE EXISTING EXTERIOR STAIR & RAILINGS
- 02.11 REMOVE STACKED STONE WALL AS NEEDED
- 02.12 TREES TO REMAIN WHERE POSSIBLE



1 DEMO - ARCH SITE PLAN
A113 1" = 30'-0"



A071



LANDSCAPE
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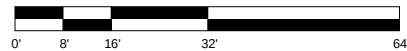
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REVISION SCHEDULE		
REV. #	DESCRIPTION	DATE

A101



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

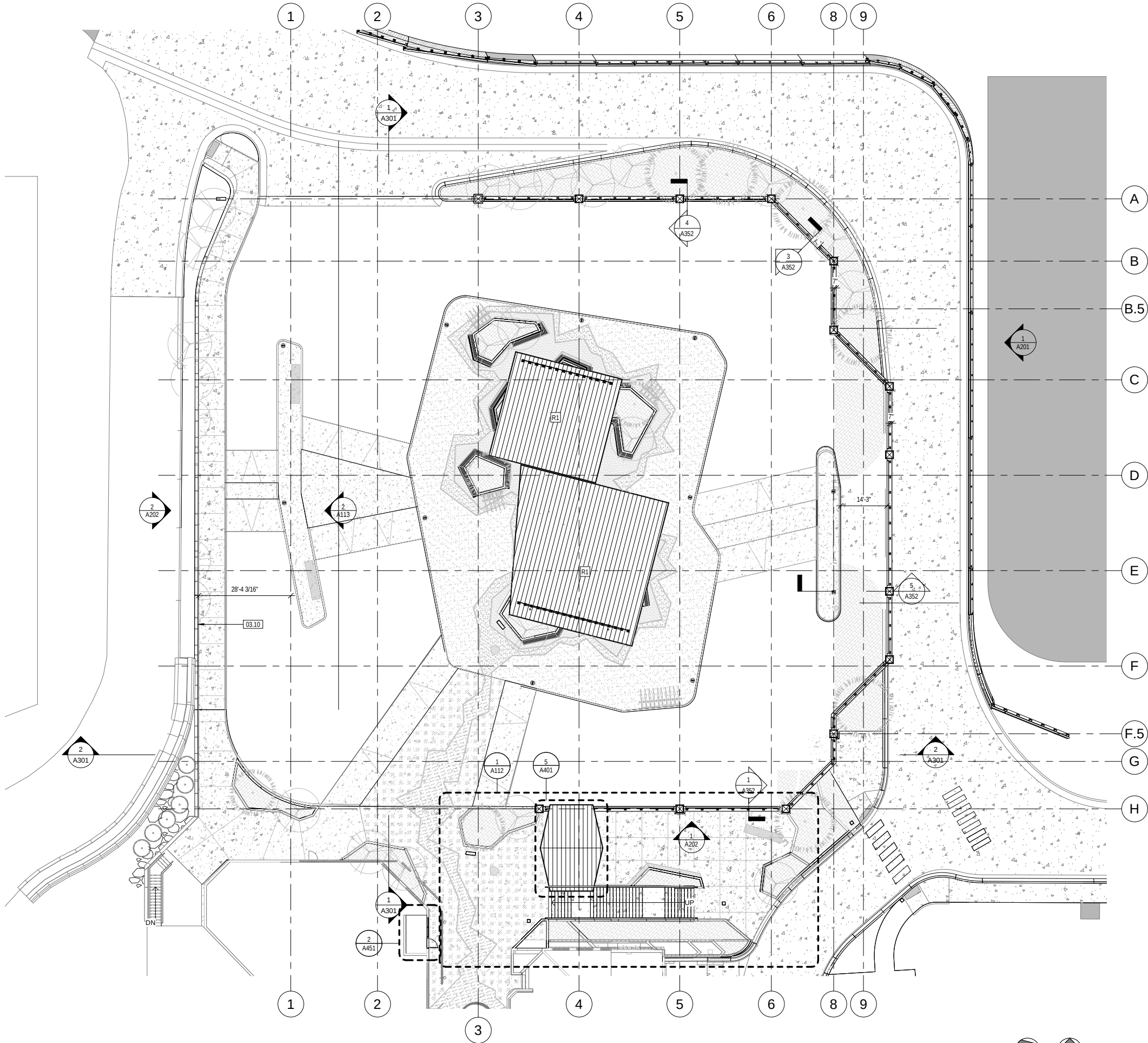
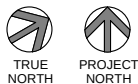
1 OVERALL PLAN - PARKING
A201 1/16" = 1'-0"





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

1 OVERALL PLAN - LEVEL 1
A113 1/16" = 1'-0"



GENERAL NOTES

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2. ALL DIMENSIONS TO FACE OF STEEL STUD OR EXISTING FINISH UNLESS NOTED OTHERWISE.

KEYNOTE LEGEND

03.10 STAINED CONCRETE RETAINING WALL W/ TOOLED ASHLER PATERN RE: SITE DETAILS

NOT FOR
CONSTRUCTION



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

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159090
A.JAUCH
A.COUNCIL

Project Status
50% CONSTRUCTION
DOCUMENTS

Issue Date
11.23.22

REVISION SCHEDULE
REV. # DESCRIPTION DATE

OVERALL PLAN - LEVEL 1

A102

GENERAL NOTES

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KEYNOTE LEGEND

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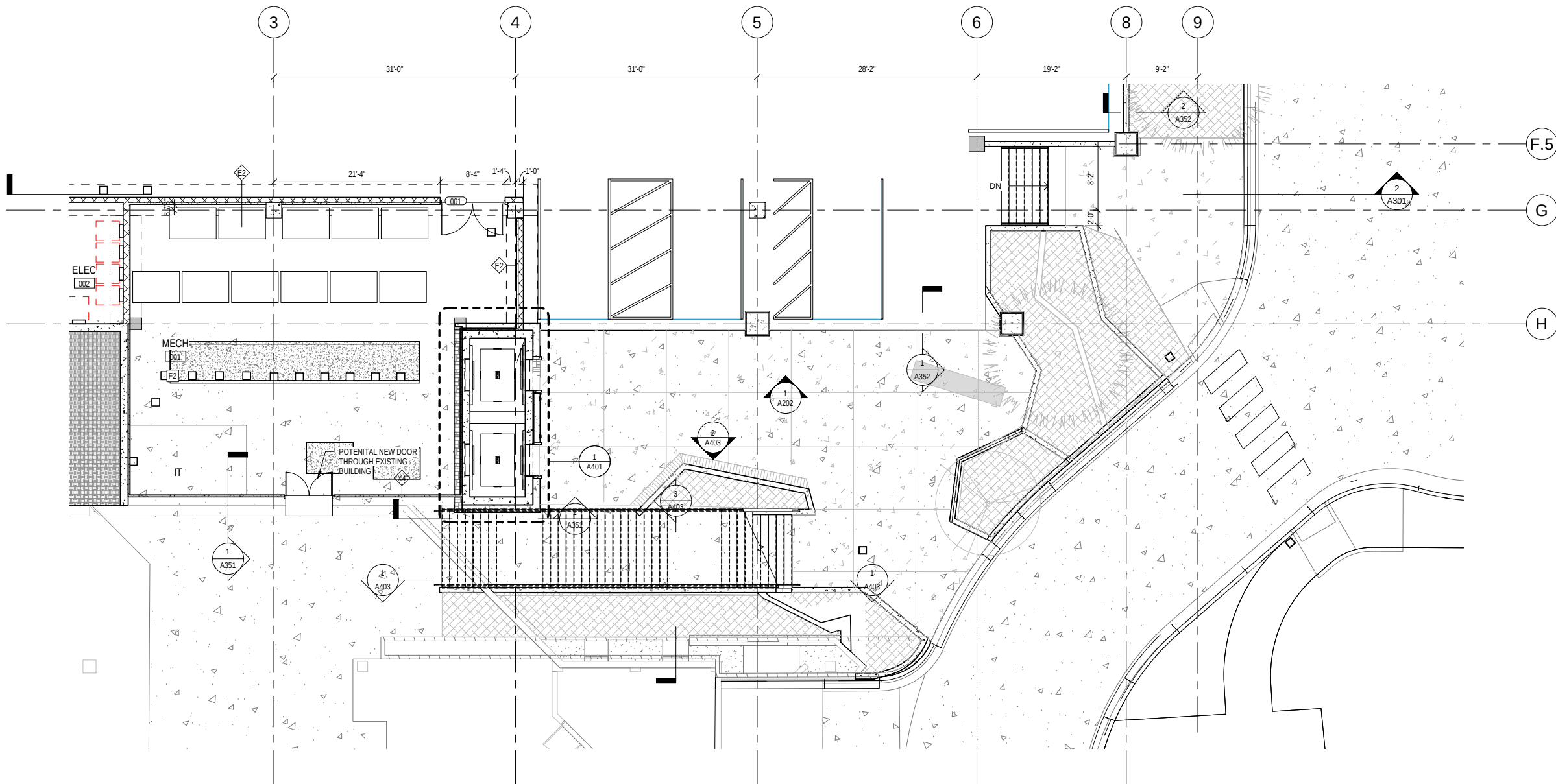
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ENLARGED SITE PLANS &
DETAILS

A111



1 GRAND STAIR / ELEVATOR - PARKING LEVEL
A101 1/8" = 1'-0"

NOT FOR
CONSTRUCTION

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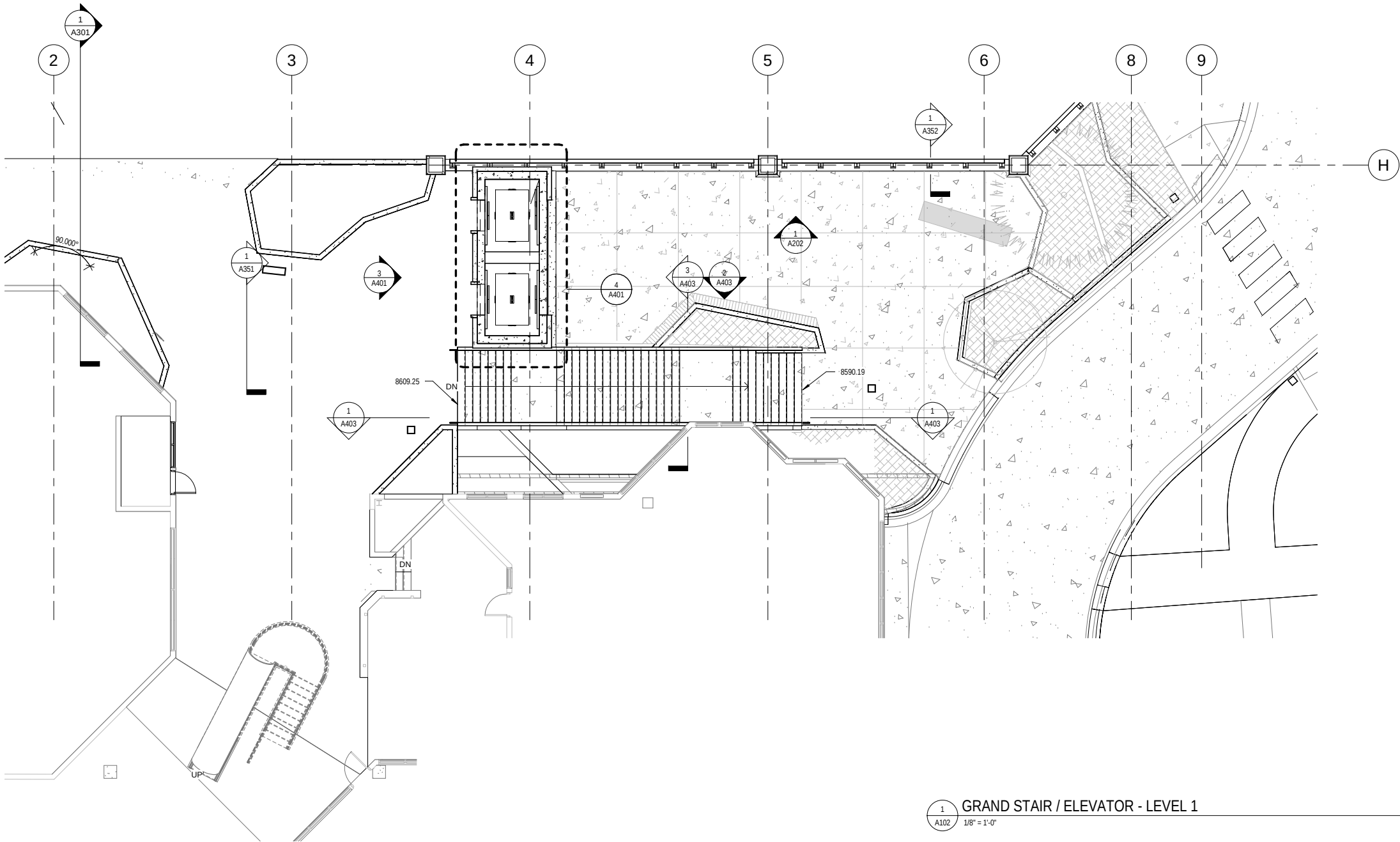
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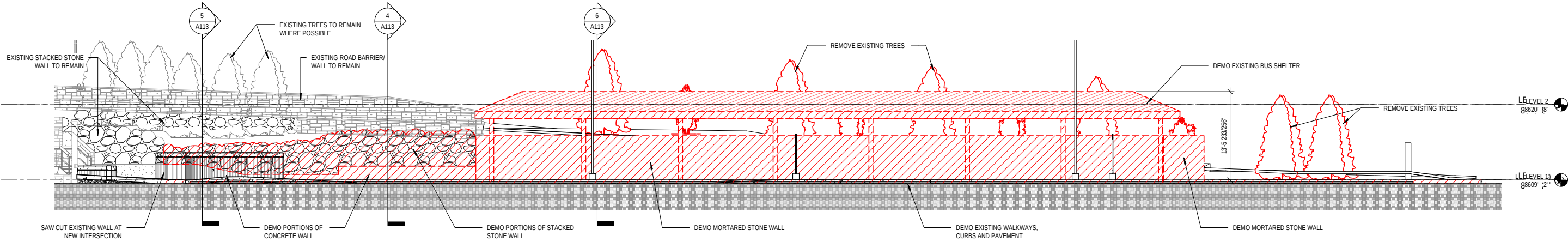
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ENLARGED SITE PLANS &
DETAILS

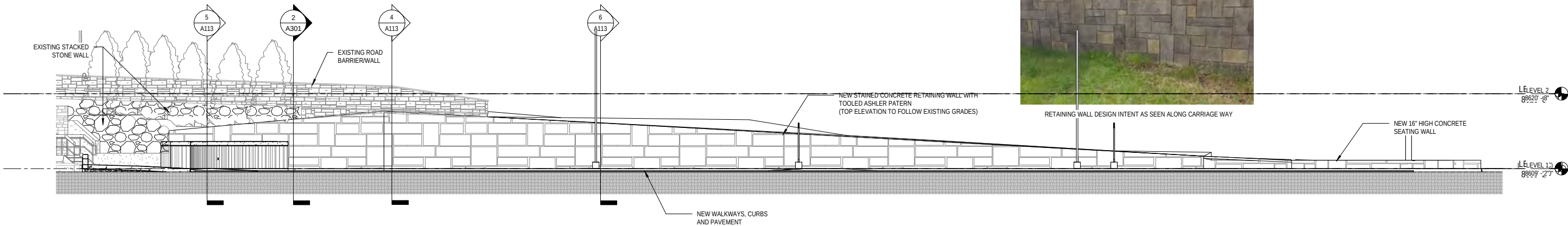
A112



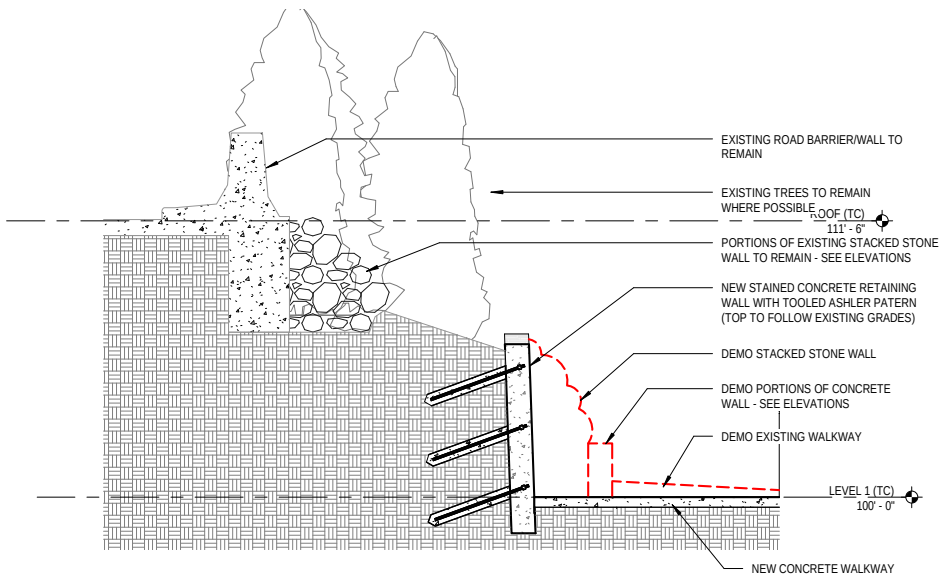
1 GRAND STAIR / ELEVATOR - LEVEL 1
A102 1/8" = 1'-0"



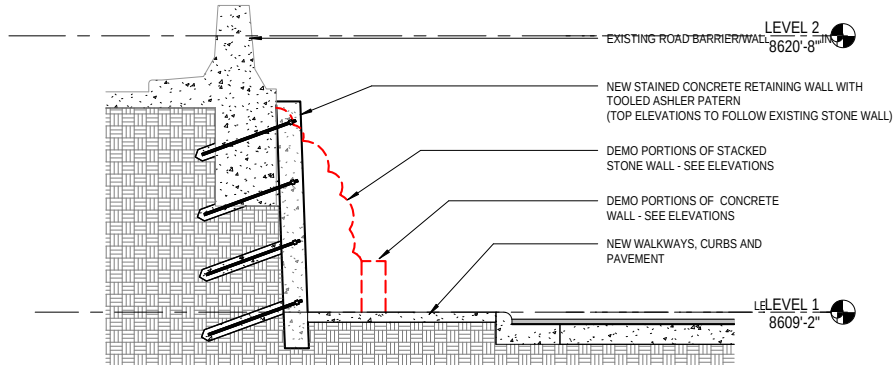
1 WEST RETAINING WALL - DEMOLITION
A071 1/8" = 1'-0"



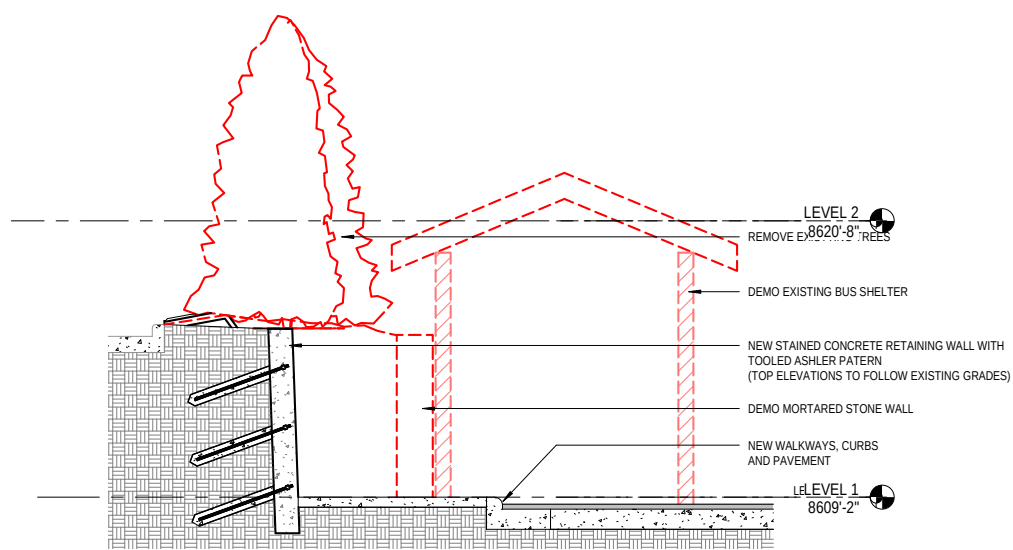
2 NEW WEST RETAINING WALL
A102 1/8" = 1'-0"



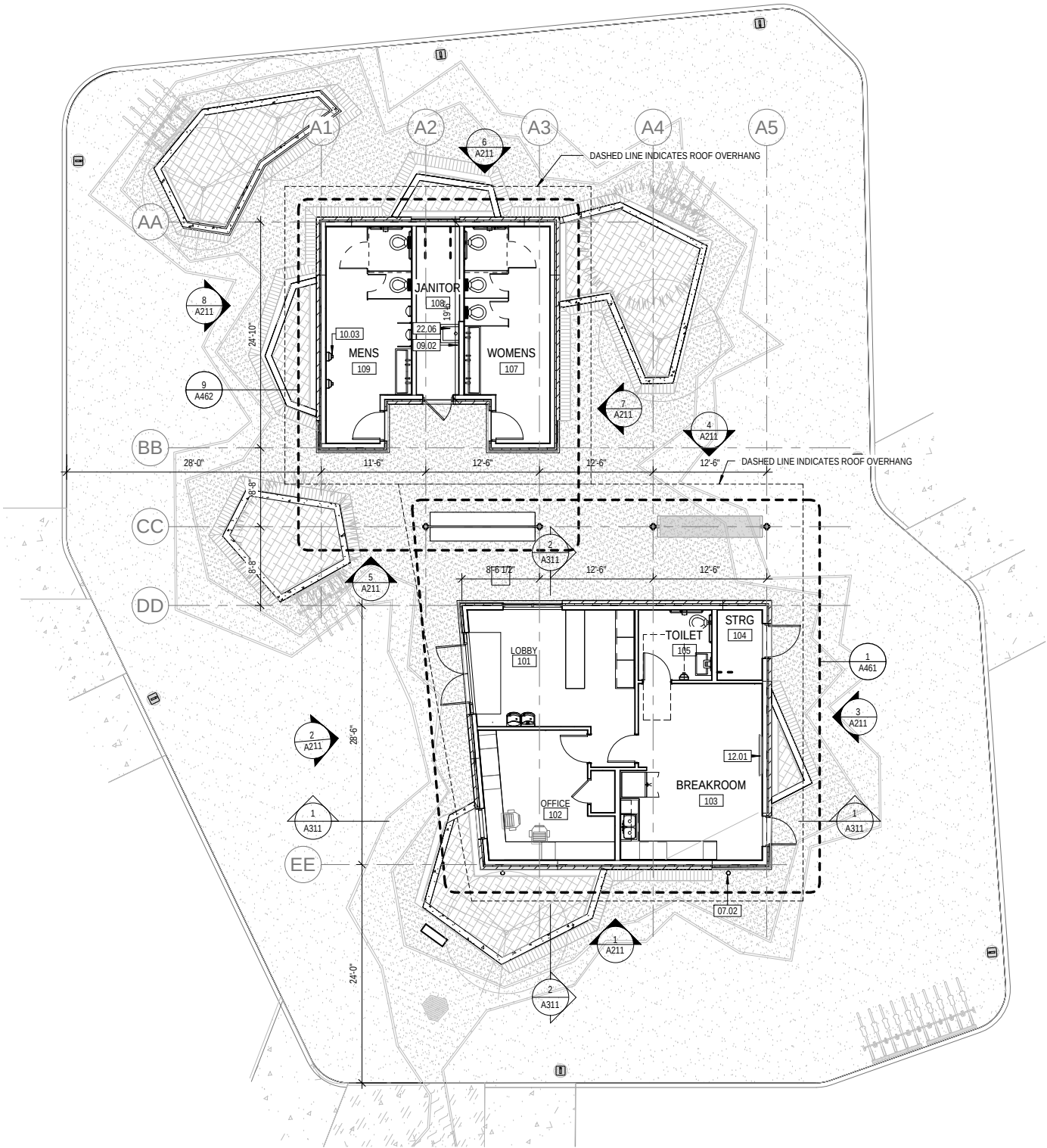
5 RETAINING WALL SECTION
A113 1/4" = 1'-0"



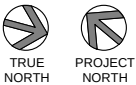
4 RETAINING WALL SECTION
A113 1/4" = 1'-0"



6 RETAINING WALL SECTION
A113 1/4" = 1'-0"



1 TRANSIT PLATFORM - LEVEL 1
1/8" = 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

- | | |
|-------|---|
| 07.02 | 5" DIAMETER DOWNSPOUT |
| 09.02 | PROVIDE FRP BEHIND MOP SINK UP TO 4' O.F.F. |
| 10.03 | WALL MOUNTED AUTOMATIC HAND DRYER |
| 12.01 | TV BY OWNER |
| 22.06 | MOP SINK, RE: PLUMBING |

NOT FOR
CONSTRUCTION



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

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5777 CENTRAL AVE., SUITE 225
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303.865.5500

LANDSCAPE
DHM DESIGN CORPORATION
311 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	159090
Checked By	A.JAUCH
Drawn By	A.COUNCIL

Project Status	Issue Date
50% CONSTRUCTION DOCUMENTS	11.23.22

REVISION SCHEDULE		
REV. #	DESCRIPTION	DATE

TRANSIT CENTER - LEVEL 1



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05.02 METAL SNOW GUARD, MECHANICALLY FASTENED TO STRUCTURE
07.02 5" DIAMETER DOWNSPOUT

PROJECT OWNER
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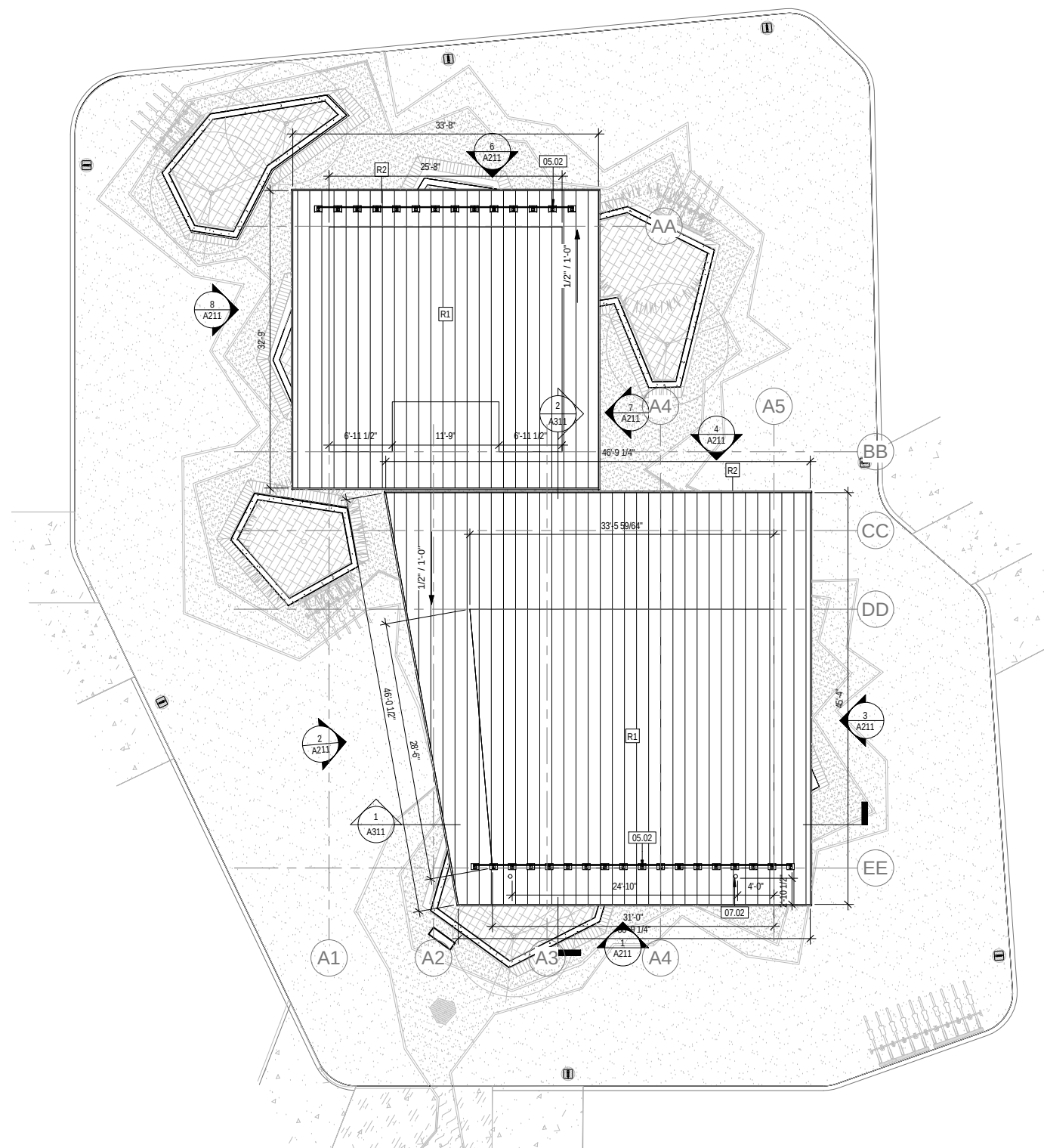
SEH Project	15909
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Drawn By	A.COUNCIL

Project Status	Issue Date
50% CONSTRUCTION	11.23.21
DOCUMENTS	

REVISION SCHEDULE		
REV. #	DESCRIPTION	DATE

TRANSIT PLATFORM - ROOF
PLAN

A122



1
A113 1/8" = 1'-0"



SCALE: 3/16" = 1'-0"

GENERAL NOTES

1.

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2.

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KEYNOTE LEGEND

- 02.01

EXISTING BUILDING
- 03.08

STAINED CONCRETE RETAINING WALL W/ FORMLINER SMOOTH VERTICAL FLUTES ON EXTERIOR FACE AND FORMED TOP. RE: EXTERIOR DETAILS

PROJECT OWNER
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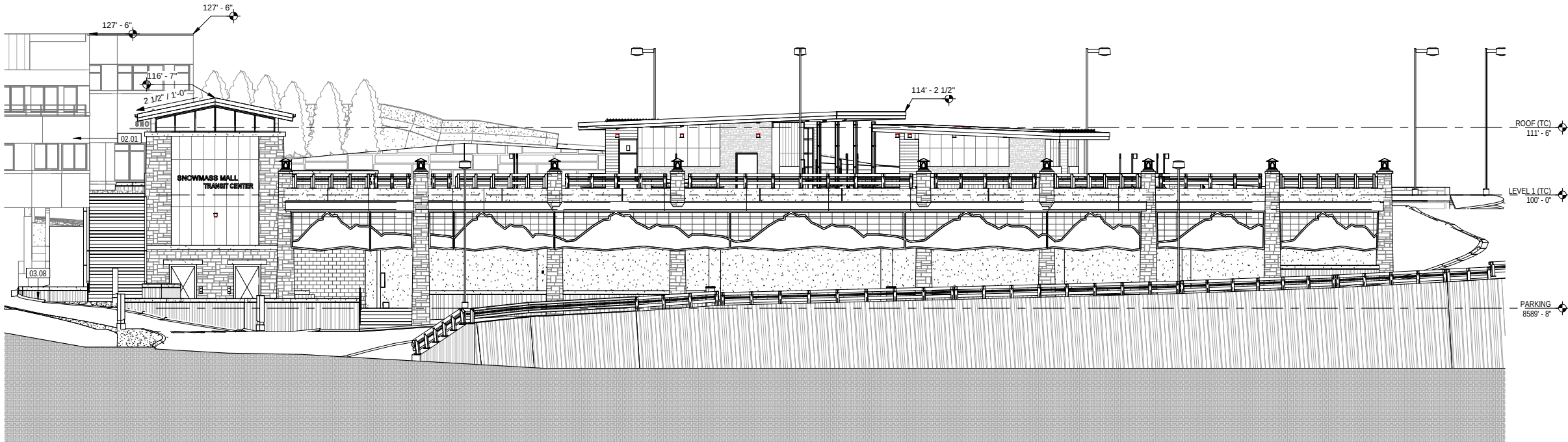
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A.JAUCH
A.COUNCIL

Project Status
50% CONSTRUCTION
DOCUMENTS

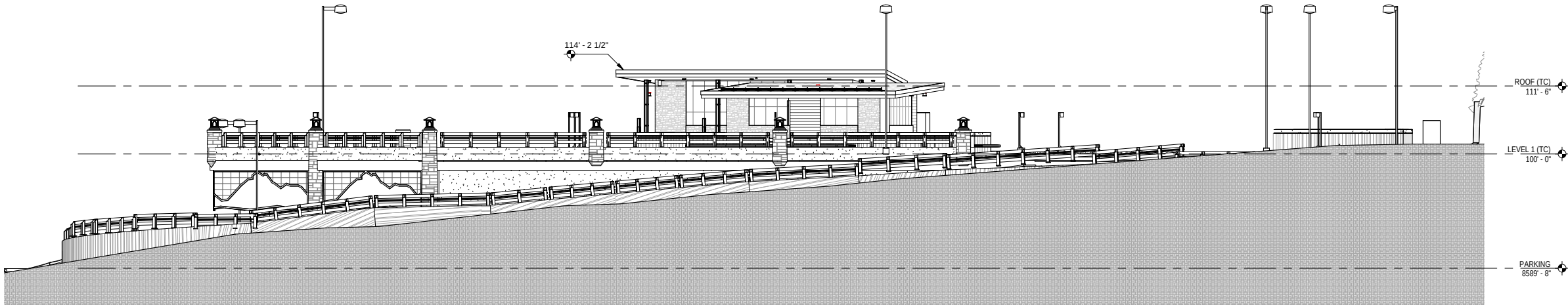
Issue Date
11.23.22

REVISION SCHEDULE		
REV. #	DESCRIPTION	DATE

EXTERIOR ELEVATIONS



1 EXTERIOR ELEVATION - EAST
3/32" = 1'-0"



2 EXTERIOR ELEVATION - NORTH
3/32" = 1'-0"

GENERAL NOTES

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KEYNOTE LEGEND

- 03.06 CONCRETE COLUMN W/ TAPPED STONE VENEER FINISH, RE: STRUCTURAL
- 04.02 SEMI-RANDOM ASHLAR STONE VENEER
- 34.01 W-BEAM STEEL HIGHWAY GUARDRAIL SYSTEM, DARK BRONZE FINISH COLOR, RE: STRUCTURAL

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LANDSCAPE
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311 MAIN STREET #102
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SNOWMASS MALL
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53A ELBERT LANE,
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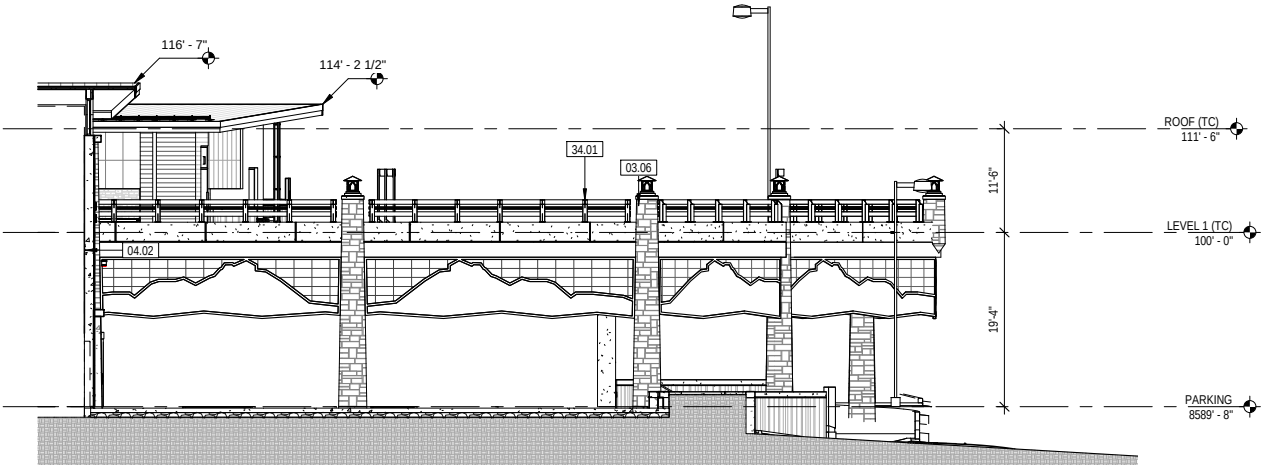
SEH Project159090
Checked ByA.JAUCH
Drawn ByA.COUNCIL

Project Status50% CONSTRUCTION DOCUMENTS
Issue Date11.23.22

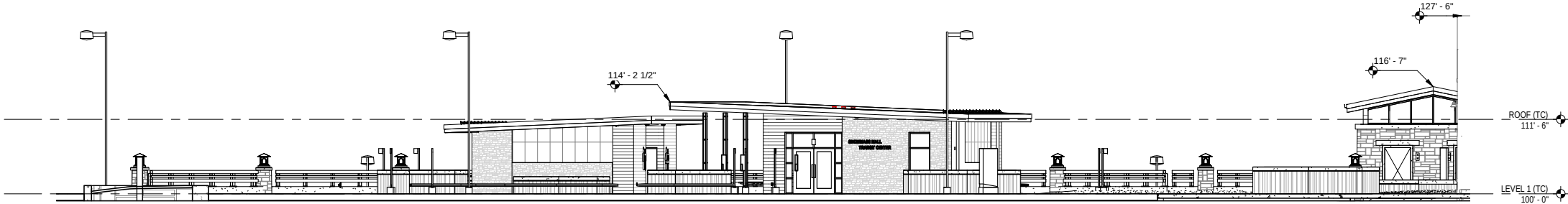
REVISION SCHEDULE

REV. #	DESCRIPTION	DATE
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EXTERIOR ELEVATIONS



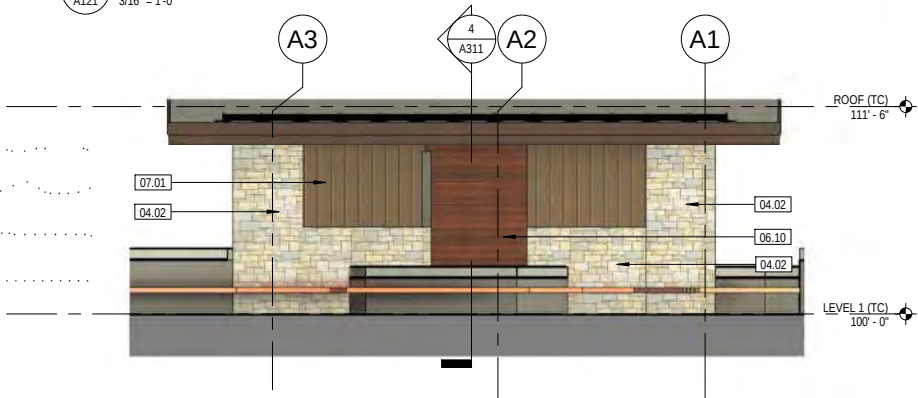
1 EXTERIOR ELEVATION - SOUTH
3/32" = 1'-0"



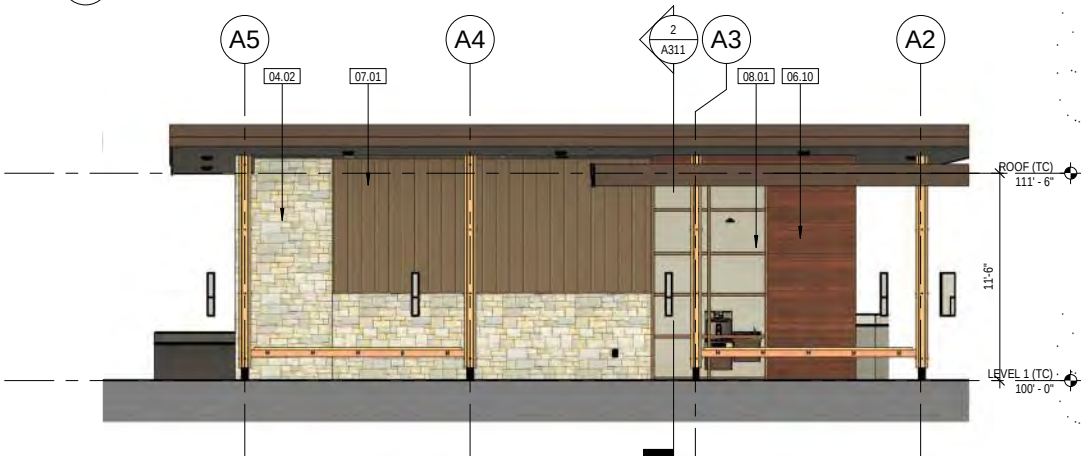
2 EXTERIOR ELEVATION - WEST
3/32" = 1'-0"



8 RESTROOM - WEST
A121 3/16" = 1'-0"



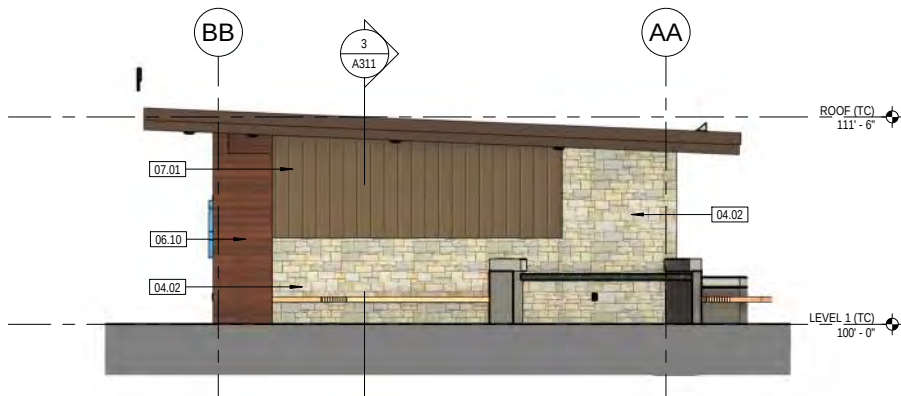
6 RESTROOM - NORTH
A121 3/16" = 1'-0"



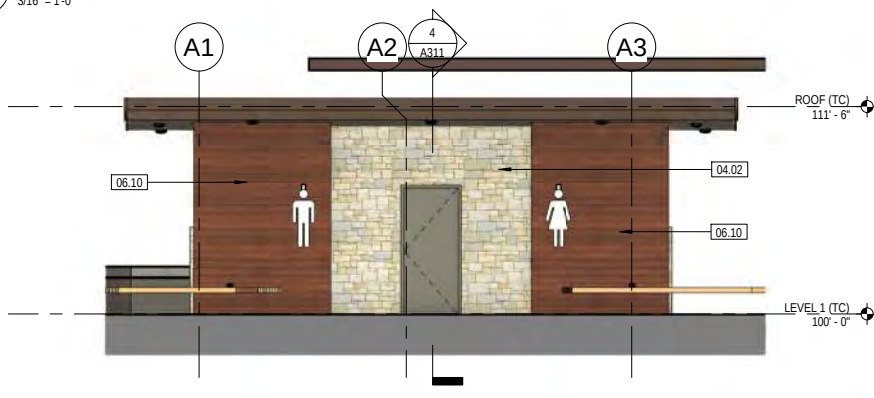
4 TRANSIT CENTER - NORTH
A121 3/16" = 1'-0"



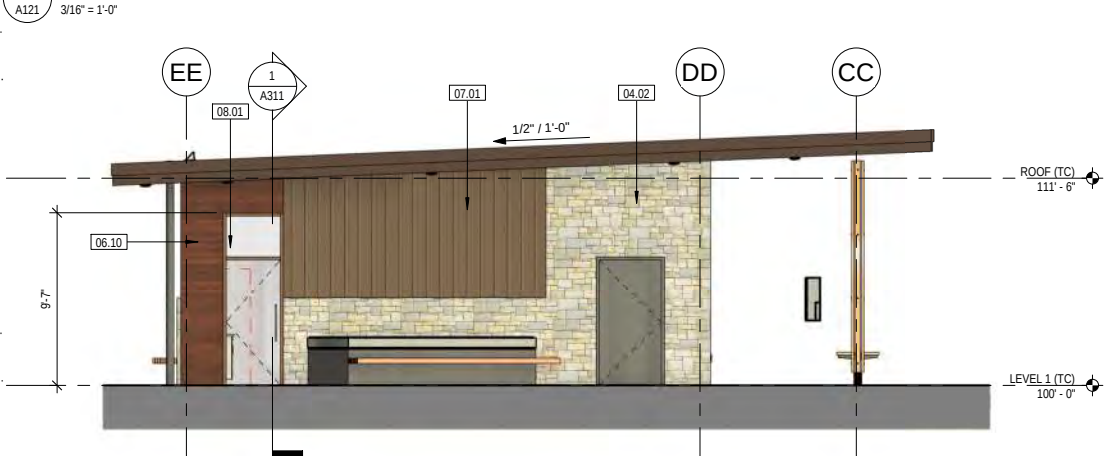
2 TRANSIT CENTER - WEST
A121 3/16" = 1'-0"



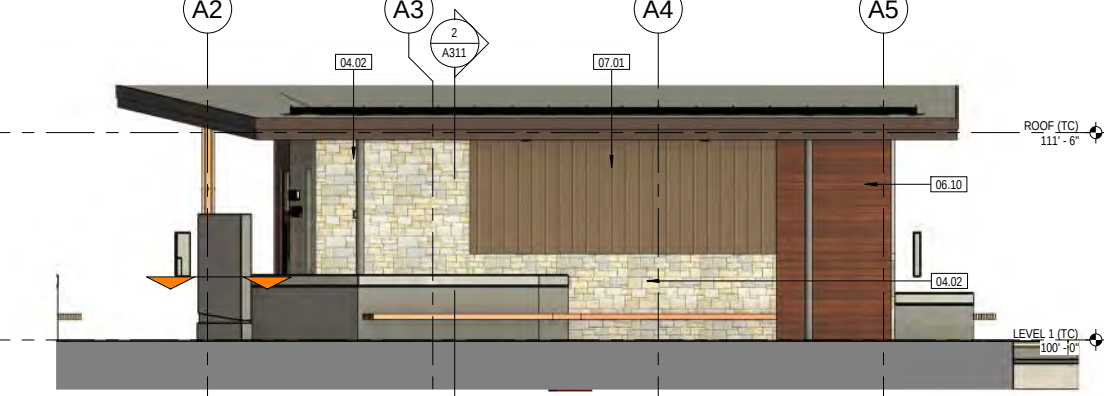
7 RESTROOM - EAST
A121 3/16" = 1'-0"



5 RESTROOM - SOUTH
A121 3/16" = 1'-0"



3 TRANSIT CENTER - EAST
A121 3/16" = 1'-0"



1 TRANSIT CENTER - SOUTH
A121 3/16" = 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

- 04.02 SEMI-RANDOM ASHLAR STONE VENEER
- 05.02 METAL SNOW GUARD, MECHANICALLY FASTENED TO STRUCTURE
- 06.10 LINEAR EXTRUDED POLYMER SOFFIT - RULON ENDURE DIRECT ATTACH (BASIS OF DESIGN)
- 07.01 CEMENTITIOUS BOARD AND BATTEN SIDING
- 08.01 ALUMINUM FRAMED STOREFRONT GLAZING SYSTEM

PROJECT OWNER
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LANDSCAPE
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SNOWMASS MALL
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159090
A.JAUCH
A.COUNCIL

Project Status
50% CONSTRUCTION DOCUMENTS
Issue Date
11.23.22

REVISION SCHEDULE
REV. # DESCRIPTION DATE

EXTERIOR ELEVATIONS
TRANSIT PLATFORM



FTA REGION 8 CATEGORICAL EXCLUSION WORKSHEET

FTA Region 8 provides this Categorical Exclusion (CE) worksheet to help project sponsors (recipients) comply with the National Environmental Policy Act (NEPA). The information collected will help to better define the project scope for environmental analysis, identify potential impacts, and determine if other environmental laws and permits apply. If sufficiently completed, it can enable FTA to determine that the project does not result in significant environmental impacts and meets the criteria for a CE. All activities and projects to be supported with federal funds require a NEPA environmental finding as a prerequisite to award of funds.

This CE Worksheet should be completed for C-List projects involving construction and *all* D-List projects. **If a C-List project does not involve construction, you do not need to complete this worksheet.** All parts below must be completed prior to FTA review. Compliance with other environmental requirements must also be completed before FTA will issue a determination that the project meets the criteria for a CE. Certain project activities may not begin until this process is complete. For guidance on completing this worksheet, please refer to the CE Worksheet Instructions.

Prior to transmitting a grant application, complete and submit this CE Worksheet using the CE Worksheet Instructions allowing sufficient time for FTA review, especially if other environmental laws or permits apply. For assistance, please contact your assigned FTA Region 8 Pre-Award Manager, or you may call the office at 303-362-2400. To “check” a box, double-click on the box and select “checked” under default value.

PART A: PROJECT INFORMATION

Project Sponsor <i>Town of Snowmass Village</i>	FTA Application No/FAIN <i>Design grant is from CDOT MMOF. Local funding for the design work comes from Pitkin County ½ Cent Sales and Use tax managed by three upper valley jurisdictions (City of Aspen, Pitkin County and Town of Snowmass Village) through a committee called the Elected Officials Transportation Committee (EOTC). The EOTC has committed \$950,000 to the project. The MMOF grant from CDOT is for \$300,000.</i>
Project Contact (include mailing address, email address and phone number) <i>Town of Snowmass Village</i> <i>David Peckler, Transportation Director</i> <i>PO Box 5010</i> <i>Snowmass Village, CO 81615</i> <i>dpeckler@rosv.com</i> <i>970 923-2543 x 420</i>	
Project Title <i>Snowmass Mall Transit Station</i>	



Project Description. The proposed transit station will consolidate the existing regional and the local transit depots, which are currently separated, into a centralized location with at grade access to the historic commercial core of the community. The new design will: improve the function of the local transit service as a feeder service (First Last Mile) to the regional transit service; improve pedestrian access and reduce pedestrian and bus conflicts; and will also add 25 additional parking spaces to the overall proposed project area to increase evening park-&-ride access to the regional transit system. The proposed project has no specific address and is generally located in the Southeast 1/4 of Section 2, Township 10 South, Range 86 West of the 6th Principal Meridian. The proposed transit station is located along the western boundary of the West Village Mall in the Town of Snowmass Village. The Planned development consists of approximately 2.3 acres and encompasses existing Parking lots #5 and #6, a connecting roadway, as well as the current Regional transit station. The proposed project is presented in Attachment A, and the Mall Feasibility Study is presented is Attachment B.
Project Location (Include physical address) Just West of 45 Village Square - Snowmass Village Mall LAT 39.2072349 LON -106.9547481 or 39°12'26.6"N 106°57'16.7"W
Is this project included in the current approved TIP and/or STIP? ☒ YES – TIP/STIP ID/Page No.: <i>STIP ID SST7077.018 – Page 60</i> ☐ NO – When will it be added?
Is this a re-evaluation of a project previously evaluated/approved or currently under construction? ☒ NO ☐ YES

PART B: PROPOSED CATEGORICAL EXCLUSION DETERMINATION

Select the CE category under 23 CFR 771.118(c) or (d) that best describes the proposed project (select only one). FHWA and FRA CEs also may be used, if applicable. CE descriptions are included in the CE Worksheet Instructions. CE (e.g., C-9 or D-6): CE C-9: Assembly or construction of facilities that is consistent with existing land use and zoning requirements (including floodplain regulations) and uses primarily land disturbed for transportation use, such as: buildings and associated structures; bus transfer stations or intermodal centers; busways and streetcar lines or other transit investments within areas of the right-of-way occupied by the physical footprint of the existing facility or otherwise maintained or used for transportation operations; and parking facilities.
--

PART C: ENVIRONMENTAL EVALUATION

For each of the following resources, identify, evaluate and describe any adverse impacts to the built (including social and economic) and natural environment resulting from the proposed project. Select NO, if a resource is not present on or near the proposed project area, or if there are no adverse impacts. Select YES, if a resource is present and will be impacted; and succinctly describe the impacts, any mitigation necessary to minimize impacts, and any permits required. Please explain your answer. The level of detail you provide should be commensurate with the complexity of the project. For guidance on how to evaluate each resource for impacts, see the CE Worksheet Instructions. If, through your evaluation, you believe the project *will* result in significant environmental



impacts or you aren't sure, and/or it is likely to generate substantial controversy on environmental grounds, contact FTA Region 8.

1. Land Use and Zoning

Is the proposed project incompatible or inconsistent with existing or future land use and/or zoning in the project area? Describe the surrounding land use and zoning. Provide a map with project location and surrounding land uses.

☐ NO

☒ YES The current zoning of Specially Planned Area-1 (SPA-1) would require review to allow for the construction of the building housing public restrooms, driver breakroom, information facility and/or offices. We will be submitting for review in April for rezoning which should be completed by June of 2021. The parcel is currently being used as a parking facility, roadway and bus station, see Land Use and Zoning section of the report presented in **Appendix E** and the Mall Area Zoning Map is presented in **Attachment C**.

2. Land/Property Acquisition, Relocation, Leases and Easements

Does the proposed project require any land/property acquisition, easement or permit? Note: for acquisitions over \$1 million, FTA concurrence with the property's valuation is also required (see Circular 5010.E). Explain.

☒ NO The land on which the proposed project will be constructed is currently owned by the Town of Snowmass Village. See Section Land/Property, Relocation, Lease and Easements in report presented in **Attachment E**.

☐ YES

3. Environmental Justice

Is the proposed project located in a neighborhood containing minority or low-income residents or businesses? If yes, will it result in disproportionately high and adverse impacts? Explain.

☒ NO The environmental justice EJScreen website reports approximately 2,427 habitants within two miles of the proposed project. The minority population is approximately 8 percent, while that of the State of Colorado is 32 percent. The low-income population is approximately 28 percent, while that of the State of Colorado is 27 percent. The demographic index is 10 percent, while that of the State of Colorado is 29 percent. The project will not cause disproportionately high or adverse impacts to minority and/or low-income populations. The proposed project is expected to benefit the residents and visitors by providing increased access to affordable and reliable transit. See Section Environmental Justice in report presented in **Attachment E**.

☐ YES



4. Cultural, Historic and Archaeological Resources

Are there any cultural, historic or archaeological resources on or near the proposed project site? If yes and the proposed project has the potential to affect such resources, the Section 106 process must be followed and a Section 4(f) evaluation may be required. Explain, including what steps were taken to make the determination.

☒ NO The proposed project site has been developed for approximately 40 years as parking and we believe it is unlikely that historical artifacts are located on the proposed project site. Due to correspondence with Indian Tribes and History Colorado, we do not believe development of the proposed project site will impact historical or cultural resources. If cultural materials are discovered in the project area during project implementation, all work in that area would cease, the area would be secured, and the appropriate agencies would be notified within 24 hours of the discovery. Work would not resume in the area of discovery until the agency clears the project. The report from History Colorado is available in **Attachment D**.

☐ YES

If YES resources are present, does Section 106 apply? Explain.

☐ NO

☐ YES – Provide Section 106 Consultation Documentation

If YES resources are present, does Section 4(f) apply? Explain.

☐ NO

☐ YES – Provide Section 4(f) Evaluation

5. Visual/Aesthetics

Will the proposed project degrade the existing visual/aesthetic character or quality of the site, its surroundings, and/or recognized view sheds? Explain.

☒ NO The project is designed to be at or below the height of the tangent buildings and below the ridge line as seen from Upper Brush Creek Road. See the A Mall Transit Station Feasibility Study presented in **Attachment B**, and Visual and Aesthetic Impacts section of the report presented in **Attachment E**.

☐ YES



6. Park and Recreation Resources

Are there any public parks and/or recreation resources on or near the proposed project area that would be impacted? If the proposed project has the potential to impact publicly-owned parks or recreation areas, a Section 4(f) evaluation may be required. If a park is funded with LWCF funds, Section 6(f) may apply. Explain.

☒ NO The project does not impact any park or recreation resource, but it does provide access to public lands in the Snowmass Ski Area, see the Recreation and Park Resource Impact section the report presented in **Attachment E**.

☐ YES

If YES, does Section 4(f) apply? Explain.

☐ NO

☐ YES – Provide Section 4(f) Evaluation

If YES, does Section 6(f) apply? Explain.

☐ NO

☐ YES – Provide documentation

7. Noise and Vibration

Are there any noise and/or vibration sensitive receptors located near the proposed project that would be impacted? Explain.

☒ NO The existing traffic and specifically the transit vehicle traffic will not be changed by the project and half the local transit vehicle traffic will be relocate away from some residential and retail buildings. There are no historic properties included in, or eligible for inclusion on the National Register of Historic Places (NRHP) nearby. See Noise and Vibration Impacts section and **Appendix B** of the report presented in **Attachment E**.

☐ YES



8. Air Quality

Is the proposed project located in an Environmental Protection Agency (EPA)-designated non-attainment or maintenance area?

☐ NO

☒ YES - indicate the criteria pollutant and contact FTA to determine if a hot spot analysis is necessary.

☐ Carbon Monoxide (CO)

☐ Sulfur Dioxide (SO₂)

☐ Lead (Pb)

☐ Nitrogen Dioxide (NO₂)

☐ Ozone (O₃)

☒ Particulate Matter (PM₁₀)

☐ Particulate Matter (PM_{2.5})

Does the proposed project require a conformity analysis or regional analysis under 40 CFR Part 93?

☒ NO

☐ YES

If the non-attainment area is also in a metropolitan area, is the proposed project required to be and included in the MPO's air quality conformity analysis for the Transportation Improvement Program (TIP)?

☒ NO

☐ YES - Date of FHWA/FTA conformity finding

Traffic Studies of the area and proposed project do not indicate there will be significant impact on air quality. SGM Traffic Study is presented in **Attachment F**. See Air Quality Impacts section of the report presented in **Attachment E**.

9. Hazardous Materials

Is there any known or potential contamination at the proposed project site that would be impacted?

Describe the steps taken to make the determination (Phase I ESA, etc.) and results. Note the mitigation and clean-up measures that will be taken to remove hazardous materials from the project site, if applicable.

☒ The Radius Report, dated September 10, 2020, did not find any potential contamination at the proposed project site. Fourteen of the fifteen Leaking Storage Tank listings identified in the study received "No Further Action" or closure letters. The only active LST proposed project site is located approximately ½ mile away at the local gas station. The closest listing to the proposed project site is the office address for the Snow Making System managed by the ski company. The environmental permits indicate the normal business practices for this facility and does not present an obvious environmental concern to the proposed project site. The Geosearch Radius Report is presented in **Attachment G**. Also see the Hazardous Materials Impacts section of the report presented in **Attachment E**.

☐ YES



10. Farmland

Are there any prime or unique farmlands located at the proposed project site that would be impacted? Explain.

☒ NO The proposed project site currently consists of parking lots, roadway and transit station in West Village.

☐ YES

11. Floodplains

Is the proposed project located within the Federal Emergency Management Agency (FEMA) 100-year floodplain or within the floodway? If yes, this project may require further evaluation under EO 11988. Explain.

☒ NO FEMA does not identify the proposed project site being in a 100-year floodplain or floodway. The is in flood map number 080312 Zone X, an area of minimal flood hazard. FEMA Flood Hazard map is presented in **Attachment H**.

☐ YES

12. Water Resources and Water Quality

Are there any surface or ground water resources present, including an EPA-designated sole source aquifer (SSA), near the proposed project that would be impacted? Explain.

☒ NO There are no surface or ground water resources present.

☐ YES

Is there an increase in impervious surface (e.g., roofs, driveways, streets, parking lots, etc.) or restored pervious surface greater than one acre? If YES, a NPDES/storm water permit may be needed and must be acquired prior to construction. Explain.

☒ NO The proposed project site consists of parking lots 5 & 6, a roadway and the transit station with minimal landscaping,

☐ YES

See Water Quality Impacts of the report presented in **Attachment E**.



13. Wetlands and Waters of the U.S.

Are there any wetlands or waters of the U.S. on or adjacent to the proposed project area that would be temporarily or permanently impacted? Explain.

☒ NO The proposed project site consists of parking lots 5 & 6, a roadway and the transit station with minimal landscaping. However, there is Brush Creek to the West of the project that will need to be protected during construction. A Storm Water Management Plan (SWMP) or Storm Water Pollution Prevention Plan (SWPPP) will be utilized for the proposed project work area to prevent impacts the proposed project may have on the wetland areas located within Brush Creek. U.S. Fish and Wildlife Service Wetland Map is presented in **Attachment I** and also see Wetland Impacts section of the report presented in **Attachment E**.

☐ YES

If YES, is a permit from the US Army Corps of Engineers required? Explain.

☐ NO

☐ YES

14. Threatened and/or Endangered Species

Are there any listed threatened and/or endangered species (plant or animal) or critical habitat present on or near the proposed project area that would be impacted? How was this determined? If yes, Section 7 of the Endangered Species Act may apply. Explain.

☒ NO The proposed project site does not currently support threatened or endangered fauna or flora. See Threatened and/or Endangered Species Impacts section of the report presented in **Attachment E**.

☐ YES

15. Natural and Biological Resources

Are there any natural areas, biological resources (fish, birds, wildlife and habitat) or sensitive areas present on or near the proposed project area that would be impacted? If the proposed project has the potential to impact wildlife or waterfowl refuges, a Section 4(f) evaluation may be required. Explain.

☒ NO The proposed project site currently consists of parking lots 5 & 6, a roadway and a transit station. See the Natural and Biological Resources Impacts, and Appendix A Site Photos of the report presented in **Attachment E**.

☐ YES

If YES, does Section 4(f) apply? Explain.

☐ NO

☐ YES – Provide Section 4(f) Evaluation



16. Traffic and Parking

Does the proposed project have the potential to permanently impact traffic and/or parking (on and off street) in the project area? Explain.

☒ NO Traffic Studies of the area and proposed project do not indicate there will be significant impact. Parking and traffic issues during construction will be mitigated. SGM Traffic Study presented in **Attachment F**.

☐ YES

17. Utilities

Are there any utilities that could be impacted by the proposed project? Explain.

☒ NO There are minimal utilities in the proposed project area according the existing mapping. A water line is close to the proposed project site, but not within the proposed project area. Utility locates will be made in the area prior to construction, see Section U. See Utility section of the report presented in **Attachment E**.

☐ YES

18. Construction Impacts

Will the proposed project result in impacts (e.g., noise, air, water, staging, parking, traffic detours, etc.) during construction? Explain.

☐ NO

☒ YES –There will be impacts to the area during the construction of the project. Measures will be taken to minimize and mitigate impacts to: soil and debris migration, air (dust) and water quality mitigation, storm water mitigation, and construction noise. Parking impacts are going to be mitigated by managing access to adjacent lots. Traffic control will be in place as necessary during the construction phase and addressed in the Construction Management Plan. A study is being conducted to determine how to preserve regional service to the west Village Mall during the construction in the winter. Current recommendations are to phase the project to allow for a temporary regional bus stop. If cultural materials or hazardous materials are discovered in the project area during construction, all work in that area would cease, the area would be secured, and the appropriate agencies would be notified within 24 hours of the discovery. Work would not resume in the area of discovery until the agency clears the project. See Construction Impacts section in the report presented in **Attachment E**.

19. Public Outreach and Agency Coordination

Was any public outreach and/or agency coordination conducted? Explain.

☐ NO

☒ YES There have been a number of meeting on the conceptual design: 3 public/community open house meetings, 6 council meetings, 5 meetings with private/business organizations, 5 with the Elected Officials Transportation Committee (EOTC), 3 with the Intermountain Transportation Planning Region, and 2 with the Aspen Skiing Company. Coordination meetings continue to be held with the Roaring Fork Transportation Authority (RFTA), staff of the EOTC, and CDOT staff. Additionally, EOTC meetings are televised. See Public Outreach and Agency Coordination section of the report presented in **Attachment E**.

20. Safety and Security

Are any measures required for the safe and secure operation of the proposed project after its construction? Explain.

☐ NO

☒ YES Security cameras will be installed round the facility to monitor movement. Driver break room and offices will require key code access and alarm systems. Public spaces in the building will be secured after hours and have alarms. Some of the pedestrian areas will have snowmelt system to improve pedestrian safety. ADA accommodations will be improved greatly in the project, see Safety and Security section in the report presented in **Attachment E**.

21. State and Local Permits, Policies and Ordinances

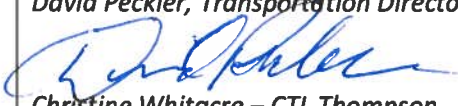
Does the proposed project require compliance with any applicable state and local permits, policies and ordinances? Explain.

☐ NO

☒ YES The project will have to go through a local public process for the zoning change and the Land Use review to secure construction permits. ADA improvements will be made as required to improve accessibility. Some Pitkin County restrictions will apply and storm water permitting during construction will be required. Electrification requirements will be included to accommodate future BEB and EV charging. If Federal interest is involved in the project, then Master Agreement Certifications and Assurances will be necessary. See Section X. State and Local Permits, Policies and Ordinances in report presented in **Attachment E**.

WORKSHEET COMPLETED BY (RECIPIENT NAME AND TITLE):

DATE SUBMITTED:

David Peckler, Transportation Director  Christine Whitacre – CTL Thompson 	March 31, 2021 March 31, 2021
--	---

Note: CE Worksheet must be signed by the Recipient of Funds

Attachments:

A: Site Map

B: Mall Feasibility Study

C: Mall Area Zoning Map

D: History Colorado Report

E: Categorical Exclusion Report

F: SGM Traffic Study

G: GeoSearch Radius Report

H: FEMA Flood Hazard Map

I: USFWS Wetland Map



ATTACHMENT E
CATEGORICAL EXCLUSION REPORT



**NEPA ASSESSMENT
CATEGORICAL EXCLUSION
TOWN OF SNOWMASS VILLAGE
SNOWMASS TRANSIT STATION
SNOWMASS VILLAGE, COLORADO**

Prepared for:

**TOWN OF SNOWMASS VILLAGE
P.O. Box 5010
Snowmass Village, Colorado 81615**

Attention: Mr. David Peckler

Project No. GS0681-240-R1

January 23, 2021



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FIGURE 1 – TOPOGRAPHICAL AREA MAP

FIGURE 2 – EXISTING CONDITIONS MAP

APPENDIX A – SITE PHOTOGRAPHS

APPENDIX B – GENERAL NOISE ASSESSMENT SPREADSHEET

APPENDIX C – RESPONSE AND INFORMATION LETTERS

APPENDIX D – HISTORICAL AERIAL PHOTOGRAPHS



EXECUTIVE SUMMARY

This report presents the results of the Categorical Exclusion that was performed by CTL Thompson (CTL) for the Town of Snowmass Transit Station. The proposed project site is located north of Elbert Lane and Carriage Way in the Town of Snowmass Village, Colorado.

Based on analysis, the proposed project would not present any significant impacts.

This executive summary does not contain all the information that is found in the full report. The report should be read in its entirety to obtain a more complete understanding of the information provided and to aid in any decisions made or actions taken based on this information.



A. PROJECT INFORMATION

The Town of Snowmass Village is a thriving community located in western Colorado and is situated at over 8,100 feet in elevation. The area is characterized by its growing resort economy and beautiful physical setting. The Town of Snowmass Village and surrounding communities have made a major commitment to regional and local public transportation in order to protect the quality of life for their residents and the environment. The Town of Snowmass Village (TOSV) Transportation Department manages the buses and parking services within Snowmass Village including maintenance of the related facilities and the anticipated future transportation needs.

The proposed project would include the new two-story transit facility, parking lot, and improvements to Brush Creek Road and Carriage Way. The station will consist of a two-story ADA compliant structure, with bus operations located on the upper level and vehicle parking on the lower level. Brush Creek Road will provide access from the west and will be reconfigured to wrap around the northwestern boundary of the transit station. Carriage Way will be reconfigured and will provide access from the north and south. The upper level of the transit station will consist of a single 40,600 ft² bus platform with ten loading/unloading areas and two shuttle staging areas. A driver lounge, skier services and public restrooms will also be located on this level. The northeastern portion of the station will contain freight and passenger elevators which will provide direct upper and lower mall access. The lower level of the station will consist of garage parking and delivery areas, with a total of 104 garage parking spots. The lower level will also contain amenities for bike storage and access to mechanical and electrical services and additional transit station storage. The footprint of the transit station will cross through the current Lot #6 and half of Lot #5. 40 parking spaces will be available within Lot #5 with the new configuration. See **Attachment A** (Mall Transit Station Feasibility Study) for preliminary designs and more details regarding the proposed project.

The proposed project will consolidate the existing regional and local transit depots, which are currently separated, into a centralized location. The new design will improve the function of the local service as a feeder to the regional transportation service and will also add 25 additional parking spaces to the overall Site area (total 144 parking spaces). If granted, funds from the FTA would be used for the construction of the proposed project. According to the Pitkin County Assessor information, the proposed project site is owned by the Town of



Snowmass Village. Brush Creek Road feeds into the transit station from the west and Carriage Way forms the southeastern border of the proposed project site. The site location and plan are shown on **Figure 1** (Area Map).

The existing transit station consists of two RFTA bus loading/unloading zones and two RFTA staging areas located at the southern portion of the proposed project site. The northern two thirds of the site consist of Parking Lots #5 and #6, with a total of 119 parking spaces. Local transportation for the area is located to the east of the Site along Daly Lane from a single bus platform for TOSV shuttle loading and unloading. The existing conditions can be seen in **Figure 2** (Existing Conditions Map).

The proposed project site is unaddressed and is generally located in the southeast $\frac{1}{4}$ of Section 2, Township 10 South, Range 86 West of the 6th Principal Meridian. The proposed project is located along the western boundary of the West Village in the Town of Snowmass Village. The proposed project consists of approximately 2.3 acres and encompasses existing Parking Lots #5 and #6 as well as the current existing regional transit station.

B. PROPOSED CATEGORICAL EXCLUSION

This Categorical Exclusion (CE) was performed in compliance with the Region 8, Federal Transit Administration (FTA) guidelines for implementing the National Environmental Policy Act of 1969 (NEPA). In FTA's June 2016 *Guidance for Implementation of FTA's Categorical Exclusions*, Section 23 CFR 771.118, a CE action is described as:

"...actions which meet the definition contained in 40 CFR 1508.4, and, based on past experience with similar actions, do not involve significant environmental impacts. They are actions which: do not induce significant impacts to planned growth or land use for the area; do not require relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively, have any significant environmental impacts."



In an attempt to provide safer and more effective transportation services, TOSV plans to construct a new Intermodal Transit Station. The proposed project is located in the West Village, an area currently developed with parking, a regional transit depot, and a transportation corridor. This project falls under a Categorical Exclusion C-9 project, which is described as the *“Assembly or construction of facilities that is consistent with existing land use and zoning requirements (including floodplain regulations) and uses primarily land disturbed for transportation use, such as: buildings and associated structures; bus transfer stations or intermodal centers; busways and streetcar lines or other transit investments within areas of the right-of-way occupied by the physical footprint of the existing facility or otherwise maintained or used for transportation operations; and parking facilities”*

C. ENVIRONMENTAL EVALUATION

1. LAND USE AND ZONING IMPACTS

The area of the proposed project is currently used for parking lots (Lot #5 and Lot #6). The lots are zoned SPA-1 by the Town of Snowmass Village. SPA-1 is akin to PUD zoning which limits the use of a property to the use or uses which are approved by the Town of Snowmass Village. The zoning is currently not appropriate for the proposed project. A rezoning review will be submitted in April and is expected to be completed by June of 2021.

2. LAND/PROPERTY ACQUISITION, RELOCATION, LEASES AND EASEMENTS

There will be no land acquisitions or displacement of residences or business as a result of the construction of the proposed project. The land on which the proposed project will be constructed is currently owned by the Town of Snowmass Village.

3. ENVIRONMENTAL JUSTICE (EJ) IMPACTS

The Site and surrounding area are part of the Town of Snowmass Village, which is primarily a ski resort town. The site lies in what is called the West Village. The surrounding properties generally consist of restaurants, rental and vacation condominiums, hotels, offices, Snowmass Village employee housing, the Snowmass Village Transit Center and transportation corridors. For the most part, the surrounding area is not used as permanent housing and is not designated low income. The environmental justice EJScreen website reports



approximately 2,427 habitants within two miles of the proposed project. The minority population is approximately 8 percent, while that of the State of Colorado is 32 percent. The low-income population is approximately 28 percent, while that of the State of Colorado is 27 percent. The demographic index is 10 percent, while that of the State of Colorado is 29 percent. Of the surrounding properties, the Snowmass Village employee housing would present the most likely location of low-income housing. This property is located northwest of the Site across Brush Creek and a walking trail currently provides access from the housing to the site. The proposed project is not anticipated to have any affect on employee housing.

The proposed project will benefit residents of the employee housing, as it will provide better access to mass transit which will provide transportation to and from Snowmass to the surrounding communities. The current walking trail will not be disturbed as part of the proposed project and will allow relatively easy access for the residents to the new Transit Center. The benefits of access to affordable and reliable transit reduces the need for a personal or rental vehicle, reduces congestion and travel times. It also increases reliable access to services such as healthcare, education, and grocery stores. The proposed project will create additional mobility for people with disabilities.

The proposed project is not anticipated to present any significant environmental injustice to the surrounding properties. The proposed project will provide a new community resource. The proposed project would not cause any disproportionately high and adverse impacts to minority and/or low-income populations.

4. CULTURAL, HISTORIC, AND ARCHAEOLOGICAL RESOURCE IMPACTS

A historic resources evaluation was conducted of the proposed project site. History Colorado, Office of Archaeology and Historic Preservation was contacted to request that they conduct a search of the Colorado Inventory of Cultural Resources for the Site boundaries. The Colorado Inventory of Cultural Resources is a list of sites which may be eligible to be listed in the National Register of Historic Places. Both the Ute and Southern Ute Indian Tribes were contacted for information they may have regarding historical resources that may be associated with the Site. Historical topographical aerial photographs were also consulted. The Pitkin County Assessors office was also consulted.



A review of historical topographical maps and aerial photographs from years 1951, 1956, 1958, 1962, 1969, 1979, 1983, 1990, 1999, 2005, 2006, 2009, 2011, 2013, 2015, 2017, and 2019 was conducted and are provided in **Appendix D**. The review of historical aerial photos for the site indicates the property was primarily vacant land until it was improved into its current use as parking lots sometime prior to 1969. The surrounding area has also been developed since at least 1969. The general use of the surrounding properties consists of hotels, condominiums, restaurants and the Snowmass Ski Area.

The proposed project lies in the West Village. A commercial area of Snowmass Village. The surrounding properties generally consist of restaurants, rental and vacation condominiums, hotels, offices, Snowmass Village employee housing, the Snowmass Village Transit Center and transportation corridors. The neighborhood is not an existing historic district. The two closest buildings, the Pokolodi Lodge and the Snowmass Village Mall, are not registered historic sites. Pokolodi Lodge was constructed in 1967 and remodeled in the mid-1980s. This property is not a historic property included in, or eligible for inclusion on the National Register of Historic Places (NRHP). The closest Snowmass Village Mall building was constructed in 1988 and is not a historic property included in, or eligible for inclusion on the National Register of Historic Places.

Ute Indians originally hunted, fished and gathered wild foods in the Brush Creek Valley. The first Europeans explored the Elk Mountains as early as 1853 during the Gunnison Survey, but it wasn't until the Hayden Survey in the 1870s that the prominent peaks visible from Snowmass were named. By the 1880s, the Ute Indians had been driven from the Brush Creek Valley.

While there was some evidence of exploratory digging in the Brush Creek Valley, the land proved to be more conducive to ranching and by the late 1880s there were between 11 and 19 ranches running sheep and cattle within the Brush Creek Valley. Of the early settlers, Charles Hoaglaund was one of the most significant. He moved to the Brush Creek Valley in 1910 and constructed his house and additional outbuildings. This house and many of the outbuildings have been incorporated into the Anderson Ranch Art Center. Other historic buildings within the Valley include: the Brush Creek Frontier School, the BJ Adams Building, the Alpine Bank Building, and the Burlingame and Lynn Britt Cabins, as well as various sheds and outbuildings located throughout the valley. In 1958, Bill Janss started acquiring land



within the valley in hopes of opening up a ski area. In 1967, Snowmass-at-Aspen opened with five chairlifts, fifty miles of ski trails, seven hotels and six restaurants. A field survey was conducted to determine if the proposed project will have visual or noise impacts. As there are no historical resources near the proposed project site, it is not expected to impact historical resources.

History Colorado did not indicate the presence of mapped historic sites within the Site boundaries. The known historic districts, buildings, or archeological sites located within the valley are not located on the Site and are not close enough to the site to be affected by construction of the proposed project. The Pokolodi Lodge, the closest receptor to the proposed project, is not a historic property included in, or eligible for inclusion on the National Register of Historic Places.

Based on the information obtained from History Colorado, the proposed project construction would not pose a significant impact to historical resources. History Colorado did not have records of historical sites or surveys for the Site. Correspondence from the Southern Ute Indian Tribe in a letter dated September 27, 2020 indicates no adverse effect due to the proposed project. As of the date of this report, a response has not been received from the Ute Indian Tribe.

The Site has been developed for approximately 40 years as parking and it is unlikely that historical artifacts are located on the site. Due to correspondence with Indian Tribes and History Colorado, it is not expected that the proposed project would impact historical or cultural resources. If cultural materials are discovered in the project area during project implementation, all work in that area would cease, the area would be secured, and the appropriate agencies would be notified within 24 hours of the discovery. Work would not resume in the area of discovery until the agency clears the project.

5. VISUAL AND AESTHETIC IMPACTS

The Site is located on a northwestern facing ridge at approximately 8600 feet above sea level, which overlooks a view of Wildcat Ridge to the west and northwest of the Site. To the north are more parking lots for the Snowmass Mall and residential housing further north.



To the east and southeast of the Site are condominiums, the Snowmass Mall and lodging. To the south are more parking lots and a hotel.

The project proposes the construction of a two-story transit station with the lower level for parking and deliveries. The proposed project would construct a two-story structure which would rise to approximately 19 feet. There would be the bus lanes to the building in the center that is one story tall. The vertical construction of the proposed project may partially obscure the existing view of Wildcat Ridge for people traversing through lower levels to the east of the transit structure, and along Carriage Way and Daly Lane. For people on the upper levels of the transit station, the view of Wildcat Ridge will be enhanced from a higher vantage point. The proposed project would not impact recognized viewsheds as Wildcat Ridge is not considered a recognized viewshed. The Town of Snowmass Village has established Ridgeline Protection Areas as described in Section 16A-4-50 of the municipal code. These areas are described as “lands that are visible from Brush Creek Road, Owl Creek Road or the Town Community Park and are at the crest or highest elevation of a ridge or hillside, or are within fifty (50) feet of elevation, measured vertically, from the crest of a ridge or hillside.” The proposed project does not fit within the definition of a Ridgeline Protection area. The mass and scale of the new station fits with the character of the community and vertical height limitations comply with Snowmass Village’s land use codes.

How the new station will fit aesthetically within the landscape is a major concern of the community. The design of the proposed project will follow Snowmass Village’s municipal landscaping code as described in Section 16A-4-320. The proposed project would emphasize preserving as much existing vegetation as possible and removed vegetation will be replaced with appropriate similar size plantings. These plantings will serve the purpose of aesthetic beauty, development screening and erosion control. Revegetation efforts will prioritize using drought-tolerant, native species appropriate for local climate, soils and drainage of the area. It is anticipated that grading of the Site will be limited; however, disturbed areas will be graded with contours designed to fit the natural landscape. Lighting will be installed within the parking area and transit station for visual clarity and safety purposes; however, the proposed project is not anticipated to significantly alter existing lighting conditions. It is anticipated that the aesthetic impacts of the finished project to be minimal and will comply with landscaping guidelines as presented in Snowmass Village’s municipal code and fit within the natural and designed aspects of the landscape.



Overall, the proposed project is not anticipated to significantly alter the existing visual and aesthetic conditions of the Site and surrounding area.

6. PARK AND RECREATION RESOURCES

The Site is not located within a mapped park or recreation area. Within the vicinity of the site there are three parks and recreation areas, but not on the site. Snowmass Ski Area is a recreation area that offers snow skiing in the winter and hiking and biking trails in the summer. The southern portion of the Snowmass Ski Area is located within the White River National Forest. The site is located north and west of the Snowmass Ski Area and of the White River National Forest and will not impact either location. The other parks and recreation areas located in the vicinity of the site would not likely be impacted by the proposed project.

Based on analysis, the proposed project is not expected present a significant impact to parks or recreation areas.

7. NOISE AND VIBRATION

The vibration screening procedure is designed to identify projects that have little possibility of creating significant adverse impact. If the screening procedure does not identify any potential problem areas, it is usually safe to eliminate further consideration of vibration impact from the environmental analysis.

The vibration screening process is described in the FTA's *Transit Noise and Vibration Impact Assessment Manual* from September 2018. The vibration screening process is presented in Chapter 6 of the document and the process is summarized in Figure 1 below.

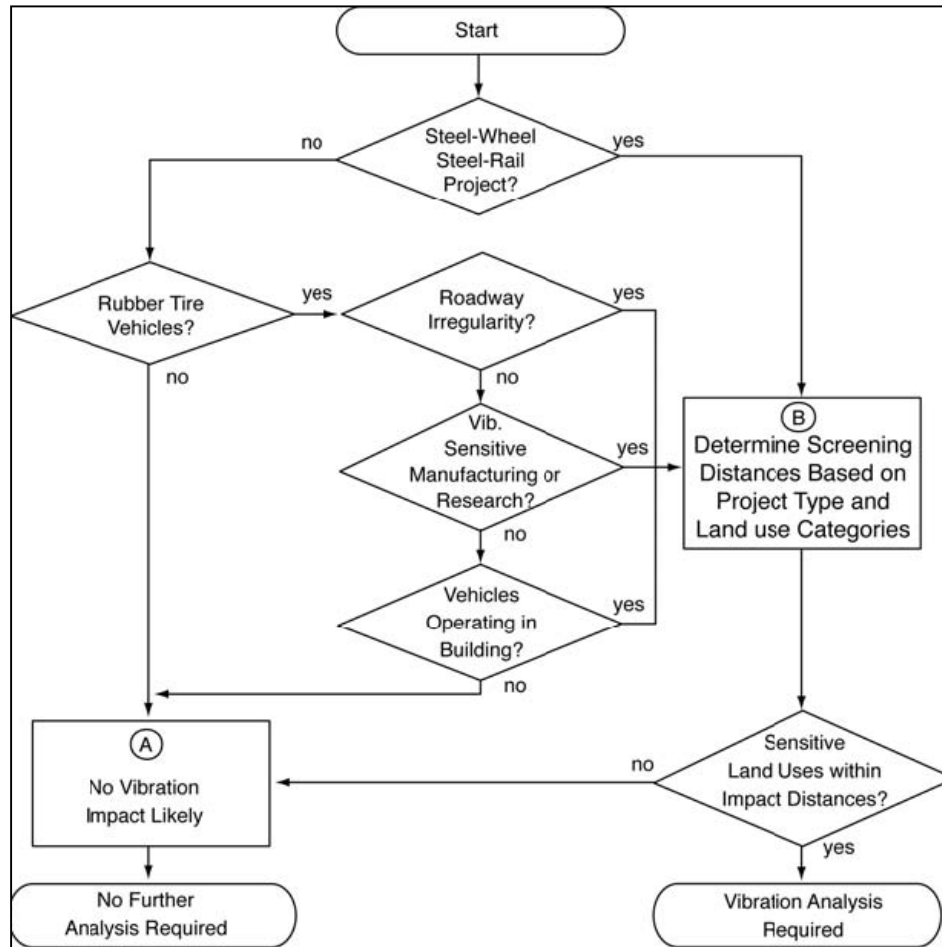


Figure 1. Screening procedure flow chart.

The proposed project will be used by rubber-tired vehicles. There will be no known roadway irregularities such as expansion joints, speed bumps, or other design features that result in unevenness in the road surface, and there are no sensitive buildings which will be operating adjacent to the site such as research using electron microscope or manufacturing of computer chips. The proposed project is not a shared-use facility. In addition, the proposed project is a facility where busses are already present, so there is no potential for additional vibration impact. The proposed project it is unlikely to present a significant impact of vibration. Vibration impact is unlikely with the proposed project and no further analysis is needed.

The proposed project is considered a stationary source. The procedure for conducting a noise assessment is detailed in Chapter 4 of the *Transit Noise and Vibration Impact Assessment Manual* (FTA Manual) prepared by the FTA. The surrounding properties were evaluated for the nearest noise receptors. Based on evaluation, the surrounding land use



generally fell under Land Use Category #2 as defined in Table 4-3 of the FTA Manual. Category 2 uses include residences and buildings where people normally sleep. This includes homes, hospitals, and hotels where nighttime sensitivity to noise is assumed to be of the utmost importance. Generally, the properties surrounding the site include restaurants, shops, and hotels/rental condos. Using Table 4-7, Screening Distance for Noise Assessments from the FTA Manual, it was determined that the screening distance for a Bus Transit Center is 225 feet unobstructed and 150 feet for intervening buildings. As there are no obstructions between the site and the surrounding buildings, 225 feet is the screening distance. (page 48/258 Option B)

The Pokolodi Lodge, at approximately 215 feet to the east of the center of the Site, was the only noise receptor identified. The team measured the existing noise outside of the lodge to be below 55 dBA; however, the team did not visit the Site during peak season and noise was especially low due to low tourism because of impacts from Covid-19. Based on analysis, it was decided that using Step 5 of Section 4.4 of the FTA Manual would provide a more accurate estimate of existing noise levels during a typical peak season.

The Pokolodi Lodge is not within range of a major roadway or a railway, so population density was used to calculate existing noise estimate. The Pokolodi Lodge was built in 1967 and remodeled in the mid-1980s. This property is not a historic property included in, or eligible for inclusion on the National Register of Historic Places (NRHP). A letter from History Colorado is available in **Attachment D** of the FTA Worksheet. At peak season, the estimated population density to be within the range of 3,000-10,000 people per square mile. According to Table 4-17 of Step 5, the day-night sound level (Ldn) of this population range is estimated to be 60 dBA.

According to information provided by TOSV and RFTA, the combined number of busses and shuttles that will come through the station is estimated to be 507 during daytime hours (7am to 11pm) and 27 during nighttime hours (11pm to 7am), for an average of 31.69 busses per hour during daytime hours and 3.38 busses per hour during nighttime hours.

Based on the noise assessment of existing noise exposure estimates and the estimated number of busses per hour during nighttime and daytime hours, a general noise assessment was conducted utilizing the FTA Noise Impact Assessment Spreadsheet which is



provided in **Appendix B**. Based on these calculations, the distance to impact contours indicates the moderate impact contour occurs about 122 feet from the center of the property and the severe impact contour occurs at 73 feet. This can be seen in Figure 2 below.

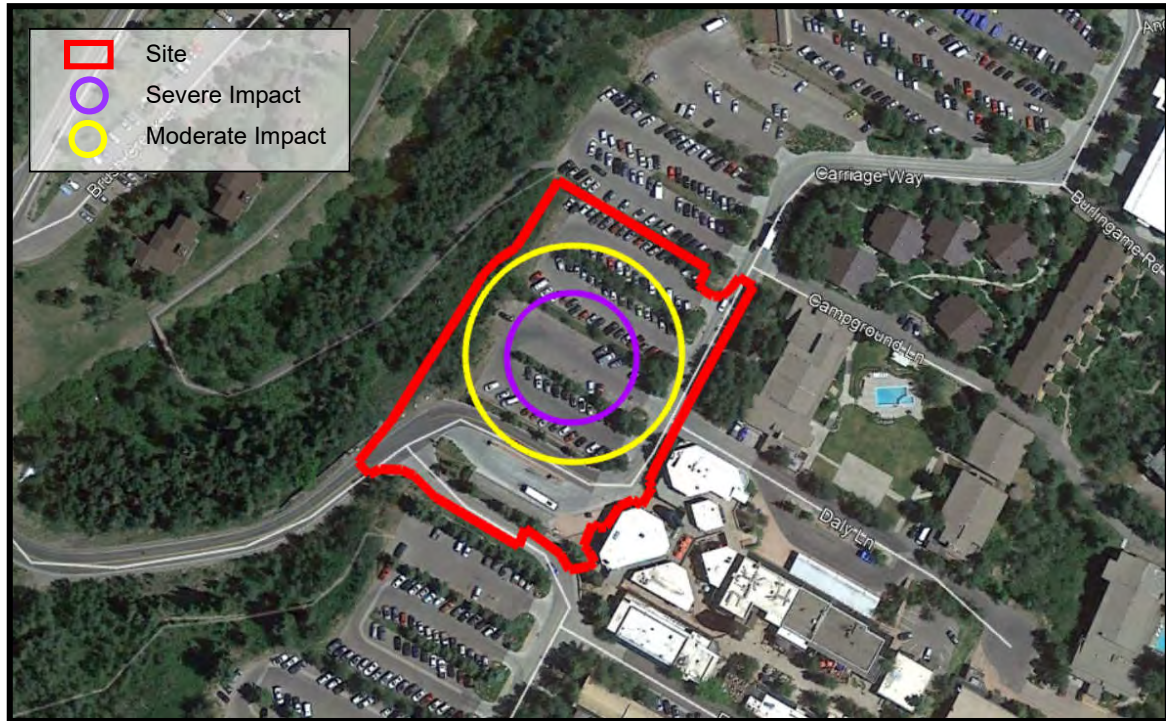


Figure 2. Severe and moderate impact contours.

Calculations using the Noise Impact Assessment Spreadsheet estimate that Total Noise Exposure would overall increase noise by approximately 1 dBA. The results using the spreadsheet classifies the overall impact of this increase as “none”. Based on the results of the General Noise Assessment, the proposed project is not expected to significantly impact the surrounding area. The calculations for the assessment and additional figures are presented in **Appendix B**.

8. AIR QUALITY

Pitkin County’s State Implementation Plan (SIP) status is “Maintenance” for particulate matter as of 2003. Per the “*Revised PM10 Maintenance Plan for the Aspen Attainment/Maintenance Area*” Snowmass Village is in a maintenance air quality area of Colorado. PM10, defined as particles with an aerodynamic diameter of ten microns or less



(PM₁₀). PM₁₀ is emitted from unpaved roads, fires, power plants, and construction sites. The proposed project site is expected to require very little grading work, and per the SGM traffic study presented in **Attachment E** of the FTA Worksheet, is not expected to create an increased traffic impact. The proposed project would utilize best management practices to minimize emissions of PM₁₀ during construction.

The proposed project is part of the Town of Snowmass Village Mall Transit Station Feasibility Study. The study is not approved and is in the planning stages of development. The construction of the proposed project would likely result in beneficial, long-term impacts to air quality within the Roaring Fork Valley due to transit riders shifting from single occupancy vehicles. The proposed project would not result in significant impacts to air quality, as it would not increase the number of buses stopping in the area, only provide a more centralized location.

As described in Section 5.0, the traffic analysis performed by Felsburg Holt and Ullevig did not identify serious traffic impacts at the intersections studied. The traffic analysis indicated the intersections studied would operate at a Level of Service of B or better. According to 40 CFR 93.123(b)(1) a Level of Service of B does not require further evaluation. Based on the results of the traffic analysis, the proposed project is not expected to create Carbon Monoxide (CO) hot spots, and therefore it is not a significant impact.

9. HAZARDOUS MATERIALS

A GeoSearch Radius Report, dated September 10, 2020, is presented in **Attachment G** of the FTA Worksheet. A summary of the findings for the nearby facilities is presented, as follows:

Leaking Storage Tanks (LST)

The Colorado Department of Labor and Employment (CDLE) regulates active and inactive LST findings. There were fifteen LST findings listed within 0.5 mile of the Site. All findings are located topographically downgradient of the Site and fourteen of the fifteen findings have also received “No Further Action” or closure letters from the CDLE. Due to the regulatory status and topographic locations, these findings would not present obvious



environmental concerns for the proposed project site. The findings are summarized in Table I below.

Table I
Summary of Mapped LST Findings

Finding	Downgradient	Approximate Distance from Site	Closure Date
Snowmass Vehicle Maintenance	X	0.04 mi NE	5/3/2002
Sam's Knob Pump Station	X	0.04 mi NE	1/13/1997
Elk Camp Tank Farm SAST 22-24	X	0.04 mi NE	4/15/1995
Snowmass Golf Course Maintenance	X	0.04 mi NE	1/13/1999
Town of Snowmass Village	X	0.13 mi NE	6/20/1990
Top of Lift #11 SAST 25	X	0.21 mi NE	12/02/1994
Top of Lift #8 SUST 23 CI	X	0.21 mi NE	5/14/1995
Top of Lift #2 SUST 17CR SAST 03	X	0.21 mi NE	3/23/1995
Top of Lifts #3 & #5 SUST 18CI SAST 04	X	0.21 mi NE	4/12/1995
Top of Lift #10 SUST 24CR & SAST 20	X	0.21 mi NE	4/10/1995
Top of Lift #8 SAST 12	X	0.21 mi NE	5/3/2002
Top of Lift #9 SAST 10 & SAST 11	X	0.21 mi NE	3/14/1995
Town of Snowmass Village	X	0.41 mi NE	11/27/1992
Snowmass Resort Conoco	X	0.43 mi NE	NA
Wood Run Pump Station	X	0.45 mi NE	11/18/1998

Registered Storage Tanks (AST/UST)

Registered Aboveground Storage Tanks (AST) and Underground Storage Tank (UST) facilities are maintained by CDLE. Types of tanks included are: currently in use, never installed/existed, never installed-permit revoked, not regulated, other, pending installation, permanently closed, temporarily out of use. The radius report included records for three ASTs and three USTs within a quarter mile of the Site. These ASTs and USTs are located downgradient of the Site. Based on analysis, these findings do not present obvious environmental concerns for the subject Site.



Resource Conservation & Recovery Act (RCRA)

The RCRA regulates the generation, transportation, treatment, storage, and disposal of hazardous waste. This also includes the management of non-hazardous solid wastes. This listing refers to facilities classified as generators in EPA Region 8, but also includes corrective action generators, suspected generators, former generators, and non-generators. There was one RCRA generator listing for the Aspen Skiing Company. This facility is located approximately 0.04 miles downgradient and to the northeast of the Site. Based on analysis, it is believed that this record indicates the normal business practices of this facility and does not present an obvious environmental concern to the Site.

Alternative Fueling Stations

A nationwide list of alternative fueling stations made available by the U.S. Department of Energy's Office of Energy Efficiency & Renewable Energy. Includes Bio-diesel stations, Ethanol (E85) stations, Liquefied Petroleum Gas (Propane) stations, Ethanol (E85) stations, Natural Gas stations, Hydrogen stations, and Electric Vehicle Supply Equipment (EVSE). There was one listing for the Aspen Skiing Co, located approximately 0.04 miles downgradient and to the northeast of the Site. This facility is currently owned by the TOSV. Based on analysis, it is believed that this record indicates the normal business practices of this facility and does not present an obvious environmental concern to the Site.

Snowmass Snowmaking System/Aspen Skiing Company

The Snowmass Snowmaking System and Aspen Skiing Company facilities are reported to be located adjacent to the east of the Site, although this may simply be a business address. There are four records related to pollutant discharge under the listings Facility Registry System, Integrated Compliance Information System National Pollutant Discharge Elimination System, and Enforcement and Compliance History Information. Based on analysis, it is believed that these environmental permits indicate the normal business practices of those facilities and do not present an obvious environmental concern to the Site.



10. FARMLAND

The Site currently consists of a parking lot and transit station within West Village. The proposed project is not anticipated to impact farmland.

11. FLOODPLAINS

The Flood Insurance Rate Maps produced by the Federal Emergency Management Agency (FEMA) were reviewed. The maps do not indicate the Site as located within a 100-year or 500-year floodplain. A 100-year floodplain is mapped north and west of the site associated with Brush Creek. The proposed project would not impact on either the 100-year or 500-year floodplains.

12. WATER RESOURCES AND WATER QUALITY

The Clean Water Act was passed by the U.S. Congress in 1971 to protect the physical, biological, and chemical quality of “Waters of the U.S.” The Corps Regulatory Program administers and enforces Section 404 of the Clean Water Act. Under Section 404, a Corps permit is required for the discharge of dredged or fill material into wetlands and waters of the U.S. The Corps defines waters of the U.S. as all navigable waters and their tributaries, all interstate waters and their tributaries, all wetlands adjacent to these waters, and all impoundments of these waters.

There are no navigable waters or coastal zones on the Site. Brush Creek, a navigable waterway by definition is located west and north of the Site. Brush Creek is not located within the proposed project boundaries and the proposed project will not significantly impact the waterway.

The site is located adjacent to Brush Creek. During construction, the proposed project site ground would be bare soil and there is a potential that sediment erosion may occur and could potentially end up in Brush Creek. A Storm Water Management Plan (SWMP) or Storm Water Pollution Prevention Plan (SWPPP) would be implemented at the Site which will reduce or eliminate the likelihood of sediment and other pollutants entering Brush Creek during construction. The proposed project would not impact water quality of Brush Creek.



The proposed project would not conduct maintenance or vehicle washing on-site. These activities would continue to be conducted at the Snowmass Vehicle Maintenance building. As a result, there would not be wash-down water mixed with other chemicals and therefore, the proposed project is not expected to impact water quality in the future.

Storm water runoff for the Site after construction would likely drain to inlets and eventually to Brush Creek. Because the project proposed to upgrade the current transit station within its current footprint, impervious surfaces are not expected to increase.

The proposed project is not anticipated to significantly impact water quality, navigable water, or coastal zones.

13. WETLANDS AND WATERS OF THE U.S.

Wetlands are defined by the U.S. Army Corps of Engineers (Corps) as those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. To meet the classification, a wetland must show evidence of a minimum of one positive wetland indicator from each parameter of hydrology, soil, and vegetation. Each must be found in order to make a positive wetland determination. Wetlands that are delineated per the Corps' classifications are regulated, and proper care must be taken to protect them during development. These delineated wetlands must remain undisturbed, or a new wetland can be developed in its place, either on or off the site. Guidelines for the mitigation of new wetlands are outlined in the U.S. Army Corps of Engineers Standard Operating Procedures for the Regulatory Program.

The Site consists of parking Lots 5 and 6 along with the current transit station. The Site parking is paved asphalt. Small areas of planted vegetation (trees, bushes, grass and flowers) are located between the parking lots. Evidence of wetland vegetation, soil conditions, or hydrology which meets the classification of a wetland as defined by the Corps, were not observed on the proposed project site.

Brush Creek is located adjacent to the north and west of the Site. Hydrology, vegetation and areas of soil that meet the classification of a wetland by the Corps were not



observed on the proposed project Site. The USFWS has identified the wetlands as a Freshwater Forested/Shrub Wetland which is seasonally flooded (PSS1C). Areas of wetlands are mapped adjacent to the north and west of the site associated with Brush Creek. These areas were located at the bottom of the ravine in which Brush Creek flows. These areas were at least 200-300 feet away from the site and would not be directly impacted by the proposed project. A Storm Water Management Plan (SWMP) or Storm Water Pollution Prevention Plan (SWPPP) will be developed for the proposed project work area to prevent impacts the proposed project may have on the wetland areas located within Brush Creek.

CTL used a USFWS National Wetland Inventory Map as an aid to help determine the location of wetlands that might be present at the Site. The map is available in **Attachment I** of the FTA Worksheet.

14. THREATENED AND/OR ENDANGERED SPECIES

The proposed project site is located in the Town of Snowmass Village, Colorado, a ski resort town located in the Colorado Rocky Mountains. The Site elevation ranges from approximately 8,520 to 8,680 feet above mean sea level and consists of Parking Lots 5 and 6 and the current Snowmass Mall transit station. Small areas of planted vegetation are located between the lots. The surrounding area to the south and east are primarily developed with condominiums, restaurants, offices and small shops. Areas of planted vegetation surround these buildings; vegetation includes planted sod, flowers and trees. Brush Creek is present near the northwest border of the Site. Brush Creek flows through a ravine and is located at the bottom of the ravine, roughly twenty feet below the elevation of the site. Small areas of wetlands are associated with the creek. The slope from the Site to Brush Creek is naturally vegetated with grasses, bushes, weeds and trees. Areas of the slope vegetation are thick, including areas of dense Aspen and pine tree growth, as well as dense shrub and willow growth. The proposed project site and surrounding area were evaluated for potential habitat for threatened and endangered fauna and flora that potentially may be impacted by the proposed project.

Federally threatened and endangered species are protected under the Endangered Species Act of 1973 as amended (16 U.S.C. 1531 et seq.). Significant adverse effects to a federally listed species or its habitat require consultation with the U.S. Fish and Wildlife



(USFWS) under Section 7 or 10 of the Endangered Species Act (ESA). According to the Information for Planning and Consultation (IPaC) tool provided by the USFWS, there are eleven threatened and endangered species with potential habitat in Pitkin County (USFWS 2020). Table II lists common and scientific names and the status of the species.

Table II
Federally Threatened, Endangered, and Candidate Species
Pitkin County

Common Name	Scientific Name	Status
Bonytail Chub	<i>Gila elegans</i>	Endangered
Mexican Spotted Owl	<i>Strix occidentalis lucida</i>	Threatened
Boreal Toad	<i>Bufo boreas boreas</i>	Candidate
Canada Lynx	<i>Lynx canadensis</i>	Threatened
Colorado Pikeminnow	<i>Ptychocheilus lucius</i>	Endangered
Gunnison Sage Grouse	<i>Centrocercus minimus</i>	Candidate
Humpback Chub	<i>Gila cypha</i>	Endangered
Razorback Sucker	<i>Xyrauchen texanus</i>	Endangered
Uncompahgre Fritillary Butterfly	<i>Boloria acrocnema</i>	Endangered
Ute Ladies'-Tresses Orchid	<i>Spiranthes diluvialis</i>	Threatened
Yellow-billed Cuckoo	<i>Coccyzus americanus</i>	Candidate

The bonytail chub is a member of the minnow family with a slight hump behind the head and a long narrow tail. This species typically lives in large, fast-flowing waterways of the Colorado River system, but their distribution and habitat status are largely unknown due to its rapid decline prior to research into its natural history. Brush Creek is the only waterway within the vicinity of the Site. Brush Creek is not considered to be a large or fast-flowing riverine system. It is unlikely the proposed project would impact the habitat of the bonytail chub, due to lack of suitable habitat within the proposed project boundaries.

The Mexican spotted owl is a large raptor sub-species that nests and roosts on cliff ledges or in caves in canyons with dense stands of ponderosa pine or pinyon–juniper, in forests with high canopy cover, and open understory. An adequate habitat includes large trees, uneven aged tree stands, multi-storied canopy, standing dead trees, and a tree canopy creating shade over 40 percent or more of the ground with some type of water source available. There are no cliff ledges or caves located on the Site and tree canopy did not contain adequate coverage. It is unlikely the proposed project would have an impact to the Mexican spotted owl, due to lack of potential habitat within the proposed project boundaries.



The boreal toad is Colorado's only alpine species of toad. The species occurs throughout most of western North America, from southeastern Alaska to northern Baja California, Utah and northern New Mexico. In Colorado, the boreal toad is restricted to the southern part of the Rocky Mountains and is found at elevations between 7,000 and 12,000 feet. Distribution of the boreal toad is restricted to areas with suitable breeding habitat in spruce-fir forests and alpine meadows. Breeding habitat includes lakes, marshes, ponds, and bogs with sunny exposure and quiet, shallow water. There are not spruce-fir forest or an alpine meadow on or adjacent to the site. Atonally, there no lakes, marshes, ponds or bogs on or adjacent to the site. The Site and adjacent properties do not meet the description of suitable habitat for the Boreal Toad; therefore, the proposed project would not impact this species or its critical habitat.

The Canada lynx is a large, bob-tailed cat, approximately three feet long. The coat is grayish, with obscure spots. Ear tufts on the lynx may be nearly as long as the actual ears. In Colorado, recorded sightings are few and scattered throughout mountainous areas of the state. Lynx are found in dense sub-alpine forest and willow-choked corridors along mountain streams and avalanche chutes, the home of its favored prey species, the snowshoe hare. Lynx are also known to be a fairly shy species, avoiding habitats and spaces in close proximity of humans. In 2006, the Colorado Parks and Wildlife indicated most of the lynx remain in the release core area: New Mexico north to Gunnison, west as far as Taylor Mesa and east to Monarch Pass. The lynx has also established a core habitat area in the Collegiate Peaks/Taylor Park area. Based on the habitat requirements of the lynx and review of the site and adjacent properties, the proposed project would not impact critical habitat suitable for the lynx.

The Colorado pikeminnow, also known as the Colorado squawfish, is the largest North American minnow. These fish have been known to reach six feet in length and 80 pounds in weight. Adult fish may be green-gray to bronze on their backs and silver to white along their sides and bottoms. The Colorado pikeminnow thrives in swift-flowing muddy rivers with quiet, warm backwaters. In Colorado, this species can be found in the Green, Yampa, White, Colorado, Gunnison, San Juan and Dolores Rivers. Brush Creek, located to the northwest of the Site, is not associated with these listed rivers. Based on this information, it is unlikely the Colorado Pikeminnow would be impacted by the proposed project.



The Gunnison sage-grouse is a unique species of sage-grouse found south of the Colorado River. The Gunnison sage-grouse occur among seven separate populations throughout southwest Colorado and southeast Utah. The largest population of birds inhabits the Gunnison Basin. The Gunnison sage-grouse require a variety of habitats such as large expanses of sage with a diversity of grasses and forbs and healthy riparian ecosystems. This species is very dependent on sagebrush. In the fall and winter, the leathery leaves of sagebrush are one of its only foods. Based on analysis of the proposed project site and adjacent properties, area does not present suitable habitat for the Gunnison sage-grouse.

The humpback chub is a member of the minnow family and is green to silver and white with an abrupt hump behind the head. This species prefers deep, fast-moving, turbid waters often associated with large boulders and steep cliffs. In Colorado, the humpback chub can be found in deep, canyon-bound portions of the Colorado River system such as Black Rocks and Westwater Canyons of the Colorado River and Yampa Canyon inside Dinosaur National Monument. Based on the habitat requirements for this species, it is not expected that the proposed project would impact the Humpback Chub.

The razorback sucker is a large, bronze to yellow fish that grows to a weight of about 15 pounds and has a sharp-edged keel behind the head. Breeding males turn gray-black with a bright orange belly. In Colorado, populations remain in the middle Green River in Utah and in an off-channel pond in the Colorado River near Grand Junction. The Razorback Suckers are found in deep, clear turbid waters of large rivers and some reservoirs over mud, sand or gravel. Based on the habitat requirements for this species, it is not expected that the proposed project would impact the razorback sucker.

The Uncompahgre fritillary butterfly is a small butterfly, with dorsal wing coloring of dull orange-brown, darker shading toward the wing bases, and markings that appear faded and indistinct. The ventral side of the hindwing is dark orange-brown at base, providing a stronger contrast with the ivory body. The Uncompahgre fritillary butterfly is now generally confined to high alpine meadows dominated by Snow Willow located above 13,000 feet in the San Juan Mountains of southwestern Colorado. The proposed project would not impact the Uncompahgre fritillary butterfly due to the lack of habitat for this species.



Ute ladies'-tresses orchid typically occurs at elevations below 6,500 feet in moist to wet alluvial meadows, floodplains of perennial streams, and around springs and lakes. Occurrences of Ute ladies'-tresses have been documented in Colorado, Wyoming, Idaho, Nevada and Utah; the populations in Colorado mostly occur along the Front Range. The Site was assessed for potential Ute ladies'-tresses habitat. There are no wet alluvial meadows, floodplains of perennial streams, springs, or lakes on the Site. According to available research, the proposed project Site does not present habitat suitable for the Ute ladies'-tresses orchid.

The yellow-billed cuckoo is a small bird named for its distinct call. The yellow-billed cuckoo is a medium-sized brown bird, about 12 inches long and weighing approximately 2 ounces. The bird's most notable physical features are a long, boldly patterned black and white tail and an elongated down-curved bill which is yellow on the bottom. Western yellow-billed cuckoos breed in dense willow and cottonwood stands in river floodplains. The proposed project would not impact the yellow-billed cuckoo, based on the lack of adequate habitat for this species.

As part of the assessment of the site and surrounding area for critical habitat for the listed fauna and flora, the U.S. Fish and Wildlife Service, Western Colorado Field Office was contacted for concurrence and clearance regarding the proposed project. A response was received from a Senior Biologist, Mr. Kurt Broderdorp, on November 25, 2020, stating that the USFWS is not required to review or concur with these conclusions, and would not address the issue further. Mr. Broderdorp directed us to the USFWS IPaC tool, which has already been addressed in this Section.

Based on analysis, proposed project would not have significant impact on the listed threatened and endangered fauna and flora.

15. NATURAL AND BIOLOGICAL RESOURCES

The Site has remained a paved parking area since at least the 1970s and contains very few natural resources. The northwestern edge of the Site contains some natural vegetation, primarily dominated by native species such as mature chokecherry (*Prunus virginiana*), and wild rose (*Rosa acicularis*) and non-native species such as cheatgrass (*Bromus tectorum*). The medians between the parking lots have been cultivated with ornamental forbes, and



mature native trees including Engelman's spruce (*Picea engelmannii*), blue spruce (*Picea pungens*), and quaking aspen (*Populus tremuloides*).

Some mature trees within Lot #5 and Lot #6 may be removed during construction. Additionally, some of the uncultivated vegetation along the northeastern boundary would be removed in order to construct the new access road. The Site presents does not present critical or ideal habitat for wildlife species; however, it is possible that migratory birds may use the mature trees on the Site for nesting or foraging. These impacts to migratory birds would be temporary as the new project plans to revegetate the area primarily with native trees and forbes. To minimize impacts to migratory birds, vegetation would be removed outside of the breeding season (March to August). or migratory bird survey would be conducted prior to development.

16. TRAFFIC AND PARKING

As part of the development, the current configurations of Carriage Way and Brush Creek Road would be modified. Currently, regional and local buses enter the West Village via Brush Creek Road and then make a difficult left turn and travel north along Carriage Way. The current left turn is made even more difficult by pedestrian traffic crossing Carriage Way from the existing parking lots to commercial buildings and the Snowmass Ski Area. As part of the proposed project design, bus traffic entering from Brush Creek Road would be directed to the upper level of the proposed project to their respective loading and unloading locations, then out on the west side of the transit center and down to Carriage Way. Bus traffic will now take a right turn onto Carriage Way. For bus and car traffic design see Mall Feasibility Study presented in **Attachment A** of the FTA Worksheet. Car traffic entering from Brush Creek Road will be directed around the lower level to Transit Center parking or Carriage Way. This configuration removes the difficult left turn and major traffic conflicts with pedestrians.

As part of the West Village Revitalization, a traffic analysis was conducted for the area of Brush Creek Road and Snowmelt Road (Carriage Way) by Felsburg Holt and Ullevig (dated March 23, 2006). The traffic analysis looked at trip distribution on Brush Creek Road and Upper Snowmelt Road. The total traffic estimates included trips associated with hotel and lodge shuttles, as well as the Kiss-n-Ski activities. The analysis indicated that Elbert Lane and Brush Creek Road interchange is anticipated as the busiest intersection studied. The results



indicated all intersections are projected to operate at a level B or better, and that Brush Creek Road would be below the Towns Comprehensive Plan threshold for 925 vehicles per hour in peak direction.

A traffic analysis of the proposed project by SGM, Inc., dated October 12, 2020 (see **Attachment F** of the FTA Worksheet), concluded that the movement of Kiss-n-Ski from Daly Lane to the Tree House building near the intersection of Carriage Way and Wood Road would eliminate 35 vehicles per hour during the peak hour from the volume anticipated by the FHU report. The local shuttle services are not anticipated to expand beyond levels considered in the 2006 report. RFTA Bus Rapid Transit service has increased service by two buses per hour during peak demand hours since 2006, which is the equivalent of four passenger cars per hour. The proposed project would increase available parking spaces by 25 spaces and would not affect the current 119 long-term and short-term parking spaces. The 2020 SGM report reached the same results as the 2006 report, in that all intersections are projected to operate at a level B or better, and that Brush Creek Road would be below the Towns Comprehensive Plan threshold for 925 vehicles per hour in peak direction.

Based on the analysis performed by SGM, Inc. and Felsburg Holt and Ullevig, the proposed project is not likely to create an increased traffic impact.

17. UTILITIES

Utility impacts due to the construction of the project are expected to be minimal. According to mapping data provided by the Town of Snowmass, ArcMap GIS, water lines are present near the southeastern border of the Site. The proposed project is not anticipated to impact these water lines. Utility locates would be obtained prior to construction to avoid impacts to utilities. The proposed project would not significantly impact utilities.

18. CONSTRUCTION IMPACTS

The plan of construction for the proposed project involves the redevelopment of existing asphalt parking lots. The construction is expected to take a year, and would be conducted in accordance with local, state and federal regulations and guidelines. Construction activities would take place during the day, and as a result, construction noise is not expected to



significantly impact the surrounding area where people are likely to be sleeping. Generally, the surrounding buildings are comprised of hotels/rental condominiums, restaurants and shops. Construction noise may cause some limited or typical level of nuisance but is not expected to disrupt these businesses to an excessive degree.

Construction for the proposed project would begin with the demolition of on-site asphalt, and then continue with over-lot grading. If cultural materials or hazardous materials are discovered in the project area during construction, all work in that area would cease, the area would be secured, and the appropriate agencies would be notified within 24 hours of the discovery. Work would not resume in the area of discovery until the agency clears the project.

Construction activities would be carried out in a manner to limit the impacts to utilities. The proposed project construction would not significantly impact the utilities.

Construction debris and soil would be disposed of as needed. It is expected large roll-off receptacles would be brought onto the site for the temporary storage of construction debris waste, prior to eventual disposal in a designated landfill. It is expected that soil which needs to be removed from the site will be trucked off-site to a property accepting the fill material or will be disposed of as needed. The disposal or export of debris and soil from the construction of the proposed project would not present a significant impact.

Construction activities potentially may present temporary and short-term impact to air and water quality. During construction, particulates could potentially become airborne; it is expected that particulate suppression techniques, such as wetting soil, would be utilized. It is expected that a Storm Water Management Plan (SWMP) or a Storm Water Pollution Prevention Plan (SWPPP) would be implemented during construction to limit the release of sediment and pollutants from the Site. Based on analysis, the implementation of suppression techniques such as well as a SWMP or SWPPP will significantly limit potential impacts the construction of the proposed project will have on air and water quality. Once the site construction has been completed, storm water runoff from the site will be collected by inlets and likely transported to a detention basin and then discharged to Brush Creek.

It is expected that all Occupational Safety and Health Administration (OSHA) regulations, as well as general safe construction practices, would be followed during



construction of the proposed project. It is expected that regular meetings would be held by the general contractor, with all workers in attendance to discuss safe work practices. Safety Data Sheets (SDS) would be located on-site. It is expected the site will be fenced and access to the site will be directed through a gate. The site gate will be closed and locked at the end of each workday. If general construction practices are followed, it is unlikely there will be a significant safety or security issue associated with the construction of the site building.

It is expected that traffic access to the property will be limited to one egress to limit impacts to the surrounding traffic. Care will be taken when choosing the location of the egress. As part of the proposed project, Snowmelt Road will be reconfigured to the west side of the site. It is expected the grading for this future road will be conducted prior to the construction of the proposed project and will likely act as the egress for construction traffic to the site. Parking impacts are going to be mitigated by managing access to adjacent lots. Traffic control will be in place as necessary during the construction phase and addressed in the Construction Management Plan. A study is being completed to allow for a temporary regional bus stop on site during the proposed project development. Based on analysis, the proposed project would not significantly impact or cause major traffic issues.

19. PUBLIC OUTREACH AND AGENCY COORDINATION

The Town of Snowmass Village has coordinated with several state agencies, local authorities, and private entities regarding the proposed project and implementation of the Snowmass Transit Center. Meetings related to the conceptual design of the project have been hosted since January 2018 and have included members of the TOSV Technical Advisory Committee (TAC), the TOSV town council, Roaring Fork Transportation Authority (RFTA), consultants, private businesses, and members of the community. The project conceptual drawings were posted on the Town webpage and information for public meetings were noticed. The town has worked closely with RFTA staff to address their requirements of the project and has hosted meetings with local merchants and hotel owners. Council regarding the design of the project voted unanimously in favor of the current design plan. Concerns regarding the large scale of the project is the major negative comment received from the public. The project has also received concerns about pedestrian crossings within the transit center bus lanes. The proposed project is not anticipated to create significant opposition or controversy.



The project has also coordinated with the Intermountain Transportation Planning Region (IMTPR) and was awarded a grant for their selection of projects for the Multi-Modal Operation Fund. The proposed project is listed as the top priority for mobility projects and has received \$300,000 in state funding for the design work. The \$300,000 will be matched by state and federal funding coming from the Elected Officials Transportation Committee (EOTC) which is made up of the three upper valley jurisdictions of the City of Aspen, Town of Snowmass Village and Pitkin County.

20. SAFETY AND SECURITY

After the construction, areas of the proposed project would be available for the public to access public transportation. These areas will be monitored by local officials to maintain safe and secure travel for the public using the Transit Center. Bus storage areas, offices and other secure areas would be locked and provided with security cameras or an alarm system. In addition, the current facilities were built in the 1970s and lack heated sidewalks, proper lighting, are not graded appropriately for weather conditions, and was not built with current Americans with Disabilities Act (ADA) guidelines. The proposed project would regrade dangerous slopes, as well as provide heated walkways, elevators, and updated lighting. The proposed project would also be ADA compliant. Based on analysis, the proposed project would significantly improve safety and security for the project area.

21. STATE AND LOCAL PERMITS AND ORDINANCES

Snowmass Village requires a review process before a project can begin. This process involves acquiring a building permit, and may also include staff planning review, planning commission approval, Town Council approval, and coordination with other town departments. Depending on the size of a project, town approvals can take anywhere from two days to eighteen months. Contractors working on projects in Snowmass Village require a valid contractor's license and a valid Snowmass Village business license. Pitkin County restricts noise to between 7:00 am to 7:00 pm Monday to Saturday. Construction is prohibited on Sundays and Federal Holidays. New construction must also adhere to the green building codes adopted by the Town of Snowmass Village.



Under current Federal/state regulations, the proposed project would be required to obtain a General Permit for Storm Water Discharges Associated with Construction Activity (General Permit) from the CDPHE. Some MS4s also require additional permitting for construction sites within their jurisdiction.

D. BIOLOGICAL RESOURCE IMPACTS

The Site has remained a paved parking area and transit station since at least 1969 and does not contain biologically sensitive areas, designated critical habitat, wildlife corridors, or essential fish habitat. Adjacent to the northwest of the Site is the Creek Valley Conservation Easement, which has been reserved for wildlife habitat, scenic open space, and public recreation. The easement contains Brush Creek Trail which is accessed from Lot #4 of the Snowmass Mall, just north of the Site. Brush Creek flows through the Creek Valley Conservation Easement, which is a jurisdictional Water of the U.S. and provides habitat for many terrestrial and aquatic species. With a Stormwater Management Plan in place the short-term impacts to Brush Creek during construction would be minimal or non-existent. The proposed project would not have significant impacts to Brush Creek or the Creek Valley Conservation Easement.

CONCLUSION

Based on review of the Site and the proposed development, the construction of a new Transit Center will not present a significant impact.

LIMITATIONS

This document was prepared to provide the required information for a Categorical Exclusion (Section 23 CFR 771.118) as outlined in the Region 8, FTA guidelines for implementing the National Environmental Policy Act of 1969 (NEPA). This Categorical Exclusion has been performed with a level of skill and care ordinarily used by environmental professionals practicing in this area at this time.



This document was prepared by CTL | Thompson on behalf of the Town of Snowmass Village. Should additional information or evaluation be required, please contact us.

Sincerely,

CTL | THOMPSON, INC.

Lela T. Updegrave
Biologist

Christine Whitacre
Environmental Scientist

Reviewed by:

Matthew L. Wardlow, P.E.
Environmental Department Manager

Applicant

Signature, Name and Title

Date March 31, 2021

LTU:CW:MLW/nn

Via e-mail: dpeckler@tosv.com



ATTACHMENT I
USFWS WETLAND MAP



U.S. Fish and Wildlife Service

National Wetlands Inventory

Wetlands



March 16, 2021

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond

- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.



Sam Guarino
Transportation Director
Town of Snowmass Village

November 15, 2022

Re: Support for the Mall Transit Station Design

Dear Sam,

Aspen Skiing Company supports the updated Mall Transit Station design that was shown during the 10/27/22 DRT meeting which showed drawings dated 10/13/22.

We feel that this new Transit Center will improve the experience for all transit riders and will create a more efficient and convenient experience by combining RFTA and Village Shuttle services in one hub.

We are preparing to propose a new chairlift that will originate at the mall elevation (near the location of the former Burlingame Chair). This new ski lift will compliment the new Mall Transit Station by providing guests and employees with a seamless way to access the ski area from the mall. The combination of these two facilities will further improve upon the arrival experience during the ski season.

Please present this letter to the Snowmass Planning Commission to confirm that the Aspen Skiing Company is supportive of the design of the project as it is currently being represented.

Thank you,

A handwritten signature in blue ink, appearing to read "Mak Keeling".

Mak Keeling
Senior Project Manager, Planning & Development
Aspen Skiing Company

P.O. Box 1248
Aspen, CO 81612-1248
970-925-1220
aspensnowmass.com



Clint Kinney
Town Manager
Town of Snowmass Village
Snowmass Village, CO 81615

November 15, 2022

RE: Proposed SMV Transit Center Redevelopment

Mr. Kinney,

Our ownership group – Snowmass Mall Investment Group, LLC (SMIG), would like to submit its input and support for the redevelopment of the existing Roaring Fork Transit Center near the Snowmass Mall. We have appreciated the continued opportunity to share our views and opinions as the project’s design development has progressed. We understand that this is an important, decision-making phase of the potential project. We therefore submit the following comments for Town Council consideration in this effort. Specifically:

- The plan to co-locate both the regional bus services (RFTA) together with the Snowmass Village (SMV) shuttle services is vitally important for our Mall guests. It represents the highest benefit of this project. The current, separated model creates ongoing confusion and frustration, and frankly allows for significant sales leakage for several of our retail and restaurant operators.
- The protection of most (if not all) of the existing parking spots at Lots 5, 6, and 7 is also a high priority. Both Lots 5 and 6 have served as convenient “kiss and go” drop areas for many of our guests. The new plan continues this practice.
- Grade and slope improvements: the new plan helps to mitigate most of the awkward slopes as one approaches the westerly edge of the Mall. The new plan creates a safer pathway for customers.
- Wayfinding and intuitive pathways: Undoubtedly the customer experience will improve with the more obvious pathways and movements between the transit center and the heart of the Mall.

As for the construction schedule, we remain concerned with the extended, two-winter impact that this project brings. This will produce extraordinary stresses for all Mall operators, both retail and restaurant. Town leadership should carefully consider these intense impacts for so many local businesses. There may be a need to directly support them in some meaningful way.

Best, Dwayne

Dwayne Romero
President, CEO



dromero@romero-group.com

O 970.273.3100

C 970.618.8880



Dunlop Environmental Consulting, Inc.

Environmental Public Health Planning for the Future

November 22, 2022

Town of Snowmass Village
 Brian McNellis, Senior Planner
 Town of Snowmass Village
 130 Kearns Road
 Snowmass Village, CO 81615-5010

Re: Town of Snowmass Village (TOSV) Intermodal Transit Center

Dear Mr. McNellis,

At your request, Dunlop Environmental Consulting (DEC) has reviewed the Intermodal Transit Center application. This review and findings focus on environmental impacts on air quality, noise generation, water quality and construction management. Two documents have been reviewed: the CTL Thompson (CTL) FTA Region 8 Categorical Exclusion Submittal (CES) and the Intermodal Transit Center Planning Document (ITCP).

Air Quality

The CTL report states a conclusion on page 12 that there will be no carbon monoxide "hot spots" created by this project. Based on supporting information from the applicant, I agree. However, I suggest that additional attention be given to diesel emissions since most of the traffic in the center will be from buses. In a conversation with Sam Guarino, TOSV Transportation Director, he mentioned approximately 75% of Town buses are diesel during the winter months. RAFTA buses are a mix of diesel, electric and natural gas. A commitment from the applicant to enforce idling restrictions will help minimize accumulations of "hot spots" of diesel particulates and other combustion components. The exact time for minimum idling without doing harm to the engine may be available from the vehicle manufacturer. Past DEC investigations revealed that some diesel transit vehicles can safely be turned off after 5 minutes of idle.

The CTL report, page 24 addresses control of fugitive dust during construction, but with a limited commitment. It is suggested that the applicant submit a Fugitive Dust Control Plan for review prior to construction. This will offer additional options for dust control besides watering the work area. This is also a requirement of the construction management plan ordinance discussed below.

The ITCP does not address possible mechanical air handling for the subsurface public parking garage under the Transit Center. The parking garage appears to be fully open on the east side and partially open on the north and south sides. This may be adequate for healthful air exchanges during heavy use of the facility, but a statement to that

conclusion by the applicant is suggested. The reason for this finding is because of known weather events in Snowmass Village occurring that create an inversion where, during stagnant air conditions, healthful air exchanges are prevented or minimized until mechanical or natural wind currents break the inversion.

Noise Generation

The noise analysis provided in CTL appendix B and concluded on page 11 states the project will "...not significantly impact the surrounding area." I agree with this conclusion, with an emphasis on the importance of enforcing an engine idling requirement as mentioned above in the air quality section.

There is reference to the Pitkin County Noise Ordinance on page 26 of the CTL report. While the Pitkin County Noise Ordinance provides reliable compliance standards, it is not enforceable in the TOSV. The TOSV noise abatement standards are discussed in the construction management plan ordinance mentioned below.

Water Quality

It is well known that ground water is present during certain times of the year on north facing aspects of Snowmass Village. This project will remove existing asphalt parking areas and involve movement of soil in preparation for construction of the sub-surface garage. Past projects in Snowmass Village that have included construction of sub-surface garages have provided soil borings/hydrology to identify the presence or absence of ground water. In reviewing the CTL report, discussion of ground water management was not thorough. It is suggested the applicant provide a statement to add clarity to this question.

The CTL report, page 16, states that impervious surfaces are not expected to increase. This is important when discussing surface runoff from precipitation events and adding discharge load to the storm sewer system that discharges into Brush Creek. Clarity is needed as it seems as though removing the existing ground level parking lots and replacing them with a two-story structure that has impervious surfaces at both levels might increase the footprint of drained areas. This is important when designing the storm sewer capacity infrastructure. This project appears to drain into the existing storm sewer system in Carriage Way and possible collection in a detention pond prior to discharge to Brush Creek. Precise detail of this system will be helpful to identify the larger impact to Brush Creek. Given problems documented in the past with discharge water from the Carriage Way system into Brush Creek, proper design, evaluation and maintenance of additional inlets is needed.

The Transit Center will be snow melted. Sam Guarino confirmed that only the entrance way and exit way to the garage will be snow melted and not the internal parking area. The bus circulation area and parking lots contain pollutants from vehicles such as hydrocarbons, antifreeze, snow melt chemicals, traction materials, etc. Sheet C106 of the ITCP shows a sand/oil interceptor in the vicinity of the parking garage. It does not

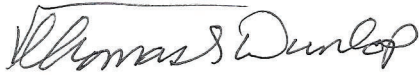
appear this serves the Transit Center/garage. If this interceptor does not receive discharge from the Transit Center, it is suggested that a sand/oil interceptor be installed to serve the project. The interceptor should be designed for easy access for pumping and maintenance anytime during the year.

Construction Management Plan (CMP)

Construction management is discussed in the CTL report, pages 23-24. To complete the requirements for managing this project during construction, it is suggested that the applicant reference Town of Snowmass Village Ordinance 12, Series of 2007. This ordinance establishes standards and regulations for construction management. A complete CMP should be submitted prior to commencement of construction.

This concludes findings of this review. Please contact me with questions.

Sincerely,

A handwritten signature in black ink, reading "Thomas S. Dunlop". The signature is fluid and cursive, with the first name "Thomas" being more prominent.

Thomas S. Dunlop, MPH, REHS
President

INTEROFFICE MEMORANDUM

TO: BRIAN MCNELLIS, SENIOR PLANNER
FROM: BETSY CRUM, HOUSING DIRECTOR
SUBJECT: TRANSIT CENTER COMMENTS
DATE: NOVEMBER 22, 2022

I am writing to comment on the proposed Transit Center Design that has been submitted for Planning and Zoning review.

This project appears to have only a very minimal impact on the need for workforce housing and likely does not trigger any mitigation requirements. The Transit Center has been scaled down from the original plan considerably. The space will be used by existing staff of the TOSV Transportation Department, the TOSV Tourism Department, and RFTA. In speaking with these agencies, they do not intend to hire new staff, but will instead shift their daily location to the new Transit Center upon completion.

In addition, the Housing Department has set aside up to five units at the Snowmass Inn for Transportation use, as needed. Three of the five are currently filled by drivers, leaving two additional for future needs.

I believe that the proposed Transit Center will greatly enhance transportation in and around Snowmass Village and will benefit all of the residents of our Town. It is especially valued by Housing residents, who rely heavily on this service for work and recreation. I fully support it as proposed.

Thank you for the opportunity to comment. Please let me know if you have any questions.

TO: DAVE SHINNEMAN, DIRECTOR OF COMMUNITY DEVELOPMENT
BRIAN MCNELLIUS, SENIOR PLANNER

FROM: ANNE MARTENS, DIRECTOR OF PUBLIC WORKS

SUBJECT: TOSV TRANSIT STATION PLANNING COMMISSION SUBMITTAL

DATE: NOVEMBER 23, 2022

CC: CLINT KINNEY, TOWN MANAGER

In reference to the Transit Station application submitted for the December 1, 2022, planning commission meeting:

Comments:

The Public Works Department is in support of this project and do not have specific comments to submit. We are working to review the technical review comments as it relates to Town Standards and Specification for facilities and road infrastructure. This includes street lighting, pavement specification, snowmelt systems, stormwater, street standards such as guardrails, retaining walls, signage, etc.

This project will be an enhancement to our community and infrastructure and system improvements will be assets to improve operations and the multimodal experience.