

TOWN OF SNOWMASS VILLAGE

PLANNING COMMISSION MEETING MINUTES

November 30, 2022

Members Present:

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

Staff Present:

Dave Shinneman
Sara Nester
Brian McNellis
John Dresser
Clint Kinney
Sam Guarino
Betsy Crum
John Carlin
Anne Martens
Doug Goldfluss

Members Absent:

Christy MacLear
Elsese Denis

Others Present:

Jay Schumaaker
Alex Jauch
Mel Blumenthal

Call to order: The meeting was called to order at 4:02 p.m. by Brian Marshack, Chairman.

Item 1: Approval of Meeting Minutes from November 2, 2022: The Minutes from the 11/2/22 meeting were brought up for approval. Jim Gustafson made a motion to approve, second by Stan Clauson and approved unanimously.

Item 2: Rezoning: Brian McNellis, Senior Planner, opened the conversation by stating that this is the Planning Commission's first meeting to review the Transit Center. There are two tiers to this application, the first one is the Rezoning to change from "SPA" to "PUB." The second tier is Special Review, which speaks specifically to the design and operations of the proposed facility. Staff would like to address each issue separately. Tonight, the focus should be on the rezoning of the subject parcel. Staff would like to move through this component of the application so we can put this aside and focus on the special review aspect of the application. Planning Commission members can ask questions/comment throughout the meeting, and they may open the conversation to public comment if they wish. Sam Guarino, Transportation Director, and Alex Jauch, Architect, are both present to walk us through the

project if we move to the Special Review item. Staff has created a draft resolution which speaks to the rezoning. There is currently not a draft resolution for the special review item.

Gus asked to what extent the actual project submission is interwoven with the constraints of the zoning request? For example, a fifty-foot height, is there a standard overlay, or is this a height that is established on the specific design?

Brian McNellis responded that the transit center was the emptiest for the request for rezoning, but it is not the only reason that staff feels strongly that the rezoning of the parcel should occur. A map was shared of the parcel. The parcel itself is about twelve acres. The parcel is much larger than just the transit center. It encompasses the numbered lots 1-12, Carriage Way, and all the spur right of ways that go to the lodging between Carriage Way and Fanny Hill. Any sort of improvements that occur within this property will be facilitated much better by a public zoning. It is currently zoned SPA which is extremely restrictive. There are very few improvements that can be done within this zoning. Not only would this facilitate the potential approval or denial of the Transit Center, but would also facilitate any type of improvements that we need to do to the numbered lots in the future, heating components associated with Carriage way, or a contemplation of affordable housing on lot one. PUB would be the correct zoning.

Staff is recommending that the Planning Commission approves the resolution for Rezoning tonight.

Clint Kinney, Town Manager, and applicant commented that if the Planning Commission approved the rezoning, it would go to the Town Council. At the Town Council level, it requires an ordinance and two readings and more evaluation to pass.

Stan Clauson brought up a question for Brian McNellis. He asked if the area encompassed by the blue would be the entire area being rezoned? He also asked for background on SPA zoning.

Brian McNellis responded that it is a leftover zoning from before the town was incorporated. A lot of development occurred before the town became a town. A lot of the old lodges were just automatically zoned "SPA" which stands for specifically planned area. What it was meant to do is facilitate a higher degree of land use review if changes ever needed to be made within an SPA zone. As previously mentioned, it is extremely restrictive. For a recent example, the Sonnenblick had to go through a full PUD process to make minor modifications to their existing lodge and residential units. This is a town-owned parcel and a much more expeditious way to go about it.

Dave Shinneman mentioned that anything that comes in for development in a SPA area requires a rezoning, other than an existing use on a property.

Doug and Stan brought up a question about why the streets are marked blue as well.

Brian McNellis responded that these are town-owned ROWS, and they are associated with each of the numbered lots. These are also maintained by the town.

Clint commented that they are a combination of easements and ROWS and other mechanisms, and therefore, because of the way we were formed, easements are a property ownership which requires a zone change. He also commented that we considered just changing the Transit Center to PUB, but because of how the lot is created, it needed to all be dealt with at once.

Gus brought up a question about the original concept of the numbered parking lots. These were intended for the various lodges that had limited parking. How will this affect how the parking becomes available, or remains available for these lodges?

Clint responded that it's controlled by ordinance, not by zoning. We have obligations and regulations that control for this parking to be available. Council adopts the parking plan every year. Permit rates, types of permits, and these types of issues are discussed at that time.

Gus asked at what risk, if any, does the possibility of some of these spaces being taken from the various lodges.

Clint responded that it is good business to have lodging. The Housing Master Plan even states that these parking spaces need to be protected.

Matthew Dube brought up a question about our review standards that are within the staff memo. We are to use the code review standards that are shown in section three on page ten of the packet. He asked to what extent we should consider the proposals and designs to the neighborhood character for the rezoning.

Dave responded that for the rezoning, it doesn't come into play. A major community facility, while allowed under the rezoning of PUB, is required to have a special review. A special review application can be submitted in the public zoning district.

Gus brought up a question – he noticed that the road stops right above lot thirteen and doesn't continue up. Why doesn't this public zone go up?

Clint responded that he doesn't know the history of the forty-year parking lot.

Gus brought up another question about Elbert Lane and mentioned that it doesn't go into the cul-de-sac and asked if this is owned differently.

John commented that top of the village is privately owned.

Brian Marshack opened the conversation for public comment.

Jay Schumaaker stated that the blue highlighted area becomes PUB, but he was unsure about the extent of it. Brian mentioned something about going to Fanny Hill and that raised a red flag. He thought there is no SPA out there. It is an SPA, and he was unsure of the boundaries.

Gus asked if there are a lot of other remaining SPA zones within the town.

Brian McNellis stated yes, within the West Village.

Brian Marshack asked if this is something that we could go back and change for more consistency later.

Clint said that the property owner would have to request it.

Stan Clauson made a motion to approve Resolution four, second by Doug Faurer and approved unanimously.

Item 3: Special Review Documents: Sam Guarino, Transpiration Director, started the conversation with the history of the project. The need for the mall transit center that incorporates both a regional and local transit system on one platform, and provides a sense of welcome to the community, has been recognized since at least 1985 when the first feasibility on a combined transit center was done. A feasibility study was again conducted in 1988 with the backing of the relatively new at the time elected official's transportation committee, which had been created to support and enhance the use of transit in the upper Roaring Fork Valley. Additional feasibility studies were done in 2006, and most recently in 2018, which led to the current project. With the involvement of the public, the 2018 feasibility study looked at several options for a new transit center before settling on a preferred design, during which time, we began the NEPA categorical exclusion and equity analysis requirements for federally and state-funded projects. After the design was settled upon, the Town Council put moving forward with the Transit Center in their 2021 goals. A design firm and contractor were brought on board, and currently groundbreaking is scheduled for this spring. The Romero Group and SkiCo have submitted letters saying that they are on board with this project. Throughout the history of this project, effort has been made with each interaction, going back to 1985, to make the design as low impact to the

community and its character as possible with still meeting the goals of a world-class transit center. He reviewed all of the proposed improvements and mentioned that it will be safer, as you currently must go up and down steps and cross the steepest part of Snowmelt road. This will also improve ADA access.

Alex Jauch, SCH Architects/Engineers, continued the conversation moving into the design of the proposed transit center. Alex's firm was involved in the feasibility study in 2018, so they have been on the site and involved in the project for quite some time. The number one goal is the combination of RFTA and town services, and the second goal is pedestrian access and interaction between the transit center and the mall. The upper level, the main platform, is generally all at grade with the mall. The transit platform itself is all within ADA-accessible access grades, along with the crosswalk and the areas within the mall. We are impacting certain areas of the mall to improve ADA accessibility. What happens beyond that, we are keeping in our own realm. What happens within these areas may or may not be accessible. Alex continued giving a detailed walk-through of the plans, design, and safety upgrades.

Matthew brought up a question about when passengers leave the buses, and they are going to the hill, where are they directed to walk so their movement is separate and safe from the busses?

Alex responded that the main access and the wayfinding of all directional signs will point towards the main crossing. It's like an enlarged speedbump. It's a raised section that is ADA-accessible that has ramps on both sides so the buses will have to slow down. In the paving patterns, we are trying to direct people on their way to the central location of the mall.

Matthew responded that knowing that people on foot will take the shortest option between two points, what's going to stop them from cutting across the area between the shaded areas that are denoting the paved surface?

Alex responded that what we've done in the primary locations is the simplest way by implementing raised planters. There is also a railing along the sidewalk.

Brian Marshack asked if it is a counterclockwise or clockwise rotation.

Alex responded that it is clockwise. All buses come in from Brush Creek on the left, and they will enter in and perform a clockwise movement. This was tested before a big snow at Brush Creek intercept lot. All the turning movements worked properly.

Matthew asked if there is an enclosed waiting area for passengers.

Alex responded that there is no enclosed area. The roof overhangs have been extended so they are well over five- or six-foot overhangs. There have also been heaters added to help with brisk winter mornings.

Gus disclosed that Jay Shumaaker has shared thoughts that he has about the arrangement, and he's not sure that he understands them all or agrees with them all. He will not use anything that he doesn't hear in the meeting for any judgements. He does feel it would be valuable for the commission to hear what his observations have been.

Gus asked for a better explanation of how the pedestrian access to the lower-numbered lots would work from the mall level.

Alex provided a detailed explanation with photos of the design from top to bottom to provide a better understanding.

Gus brought up a question regarding passenger disembarkments/embarkments happening on the island, and nothing on the perimeter.

Alex responded that this is correct.

Gus brought up another question about lot six parking below – what the net change in parking is, and how is this parking going to work for the west village/mall area?

Alex responded that depending on how you count, the technical number that the town has on file is 128 spaces. Depending on what google image you can count, it can be a lot less. We are trying to stick as close to this as possible. We are calling the new lot five exterior surface non-covered parking; we will introduce 51 spaces. In the new lot six, the underground parking garage, we have 69 spaces. This is a combination of ADA, a few compact spaces and vehicle charging in several of those as well.

Brian Marshack brought up a question about the drop-offs on the center island – what are the purposes of the two exterior islands? Will there be passenger loading and unloading?

Alex responded that they are designed for any future emergent needs for loading or unloading. That is why they do have an island and crossings. They are not intended for day-to-day use.

Doug brought up a question about traffic flow, and cars. There are cars coming from Brush Creek above, cars coming up Snowmelt road from below, accessing lots five and six. During busy times there is no available parking and they do the dance looking for parking. That is going to happen in the new

lot six, going underground, and maybe even continuing in a circle from four o'clock, five o'clock looking for parking. There is still congestion.

Clint responded that it would eliminate pedestrian interaction.

Alex responded that they have tried to look at this. More parking spaces could be added if the entrance was up top. The view corridor for exiting the garage was negative. The entrance is located where it is now for better viewing when exiting.

Gus asked to what extent perimeter loading was looked at, so pedestrians don't have to cross with the buses. He also asked to what extent was the Base Village reconsidered as the transit area.

Clint responded to the second question. It was not considered. We have an obligation through Base Village to have RFTA stopping at the mall first. Having the transit station at the mall is a commitment that was made and is being honored.

Alex answered Gus' question about the perimeter base, yes, we did study that and it was option four of our conceptual package, the feasibility study. We are happy to share this with you if you would like.

Clint commented that this created a huge sea of asphalt in the middle, and this was not appealing at all to the Town Council. They wanted something functional for the arrival experience, and this provided it.

Gus commented that he understands the dilemma. The other side of that is all the pedestrians coming across the mall cross over all of the bus lanes to get to the center island. There is constantly a bus/pedestrian conflict. He is interested in re-visiting this to better understand.

Brian Marshack asked a question about if this is for RFTA and shuttle buses only. Has there been a discussion about shuttle buses and taxi cabs? One, because we use taxis for dial a ride because it's part of our transit center. Two, because shuttle buses and hotel buses are one of our biggest congestions. Has this been discussed to have this year, and if not, can we make that accommodation?

Sam responded that as Alex mentioned earlier, one of the goals of the design that we've used is to make this platform as flexible as possible. Accommodating other uses is not totally out of the question. Making the platform as compact as possible, while still meeting the use of the transit buses is one of the goals of the project. There will be skier drop off parking in the garage. We can also use the current bus depot for drop off and delivery. We

can later consider skier drop off/delivery on Daly Lane. We can also use the kiss and ride spaces for this purpose.

There was a lengthy conversation amongst the group about the kiss and ride parking and how this is an important function.

Gus brought up a question about the lighting in the garage in the evening. The Kalwall will allow the light to show from the outside, how does the blue affect this?

Alex responded that the lighting has been reduced for safety. The lighting engineers are focusing on providing the minimal amount of light for public safety. The blue Kalwall will glow at night.

Gus asked how the configuration affects the emergency vehicle access and firefighting capability for the existing mall.

Alex responded that firetrucks are one of the challenging things to design for in terms of loads and weights. We have worked closely with the fire marshal and the fire department to design this to carry and manage their entire fleet. The idea is that they would still be able to pull up and access it through the transit center.

Brian Marshack asked if Upper Carriage Way will be landscaped.

Alex responded that any place that has been touched and taken out, we are putting it back and trying to put it back threefold if we can.

Matthew brought up a question about underground parking garage entrance at Upper Carriage Way. He is wondering if a feature could be incorporated into the parking garage to be more discernible on that façade because it looks uniform.

Alex responded that he is going to work on getting some signage in there so people know that is where kiss and ride is. Alex agrees that there is opportunity to improve this.

Brian Marshack asked if the platforms are hanging over the road at all.

Alex responded that the overhang is roughly fifteen feet. This is to within the curb and gutter, and we still have about seventeen feet of clearance at the highest point.

Brian Marshack asked for more detail about the whole area of the entrance at the next meeting.

Gus asked about the closure of half of the road – what are the logistics of getting the construction accomplished in this critical location. To what extent has the construction plan been considered to keep this functional while this is completed?

Sam responded that we are working through it now. Currently, the plan is to build the new road and continue to use the existing road. This will likely be through next winter. Through next winter, RFTA depot stays the same, Daly Lane access stays the same. This switchover should happen sometime in the Spring/Summer of 2024. We will do everything in our power to make sure that RFTA and the Village Shuttle can drop off at the mall.

Alex assured the group that they have a pre-construction person on their team, and they have been looking at these details closely.

Brian Marshack, Chairman, suggested that if it may be helpful to the group, a site visit could be beneficial. Alex mentioned that once you are out at the site, you see the need for this. Site visit Wednesday, December 7 at 3:00 PM then continue with public comment at Town Hall. The meeting place will be in front of Incline.

Brian Marshack suggested that the board members give Alex topics that they would like additional information on at the next meeting.

Doug requested that there is more talk on landscaping.

Matthew asked for an update/description of the stormwater facilities that are proposed.

Brian Marshack would like to have a more in-depth discussion of the two buildings and the center island as well as their uses. Brian asked Dave when we expect to receive comments from fire. Dave will follow up.

Gus asked for more information on energy conservation, and energy management opportunities and systems.

Brian Marshack opened the conversation for public comment.

Jay stated that he feels the civil drawings are important. How steep is the transition from Daly Lane to the stop sign of Brush Creek Road – how steep is this?

Alex responded that Daly Lane is just under 12% at the steepest section. The civil team was very adamant about adding a landing space near the stop sign. Alex will provide all the profiles for the group. He will bring this on the site tour.

Item 4: Community Development Director Updates:

- Dave thanked everyone in the commission for their flexibility with the dates.
- Staff is working on parking standards and Dave is recommending that the commission looks at these in January.

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